



Bid Questions and Answers Report

Date & Time: 10/14/2015 8:04:00 AM

District Address: District 2 Construction Office, located at 1109 South Marion Avenue, Lake City, FL 32025

District Phone: (386) 961-7532

Proposal: T2591  
Project: 428865-1-52-01  
Letting Date: 10/14/2015  
Localtion: CENTRAL OFFICE  
Description: SR 8 (I-10)/SR 200 (US 301) INTERCHANGE

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Question: 11457: Does the Department have a documented agreement with CSX specific to this project?  
If so, is the agreement available for distribution? Posted: 8/31/2015 11:18:07 AM

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Answer: The agreement that the Department has with CSX has been uploaded on CPP. Status: ANSWER PUBLISHED  
Posted: 9/2/2015 11:03:51 AM

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Question: 11473: For purposes of Railroad Protective Insurance requirements (and ref SP 7-13.3.1), request that the Dept. please provide the CSX Freight train counts/24hr. period (provide day count & night count) & the CSX Passenger train counts/24hr. period (provide day count & night count) for the CSX R/R tracks impacted by this project. And/or please provide the specific CSX representative and phone number to contact to obtain this information. Posted: 9/1/2015 4:04:55 PM

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Answer: The CSX estimated train count for the I-10/US 301 Interchange Project is 30 Freight Trains in a 24 hour period, maximum speed of trains in this area is 60MPH. There are no passenger trains. The railroad does not furnish the number of trains for daytime/nighttime just for a 24 hour period. Status: ANSWER PUBLISHED  
Posted: 9/11/2015 9:00:51 AM

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Question: 11477: PDF plans provided for 428865-1-52-01 are corrupt. Cannot extract sheets 690 to 805 from the PDF. Adobe gives an error code 15. Please provide an uncorrupt PDF file for the plans. Posted: 9/2/2015 11:46:48 AM

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Answer: The Department recognizes that pages 764, 765, 766, 767, 779 & 780 cannot be extracted using PDF software. The suggested workaround is to print these sheets to a PDF file. Status: ANSWER PUBLISHED  
Posted: 9/4/2015 1:16:34 PM

Answer:	The contract documents are locked, read only files. Extracting portions of the files is an editing function.	Status: ANSWER VOIDED
		Posted: 9/2/2015 3:41:52 PM
Answer:	We are working to correct the issues.	Status: ANSWER VOIDED
		Posted: 9/3/2015 9:19:44 AM
Question:	11483: RE: 2-Phase MSE Wall System. Per the FDOT Structures Design Guidelines, if total settlement exceeds 6 inches a two-phase wall system is required. Per Sheet BW-1, Wall 1 total settlement is less than 6" yet Note 6 states that a 2-phase wall system is required. Per Sheet BW-2, Wall 2 total settlement exceeds 6" yet there is no note regarding a 2-phase system. Please clarify the intent of the wall system to be used for each of these two walls - standard MSE wall w/ precast panel facing or 2-phase wall system	Posted: 9/3/2015 2:02:43 PM
Answer:	Construct a 2 Phase Wall at both Wall 1 & Wall 2. There is a note on Sheet BW-2 that says to see Sheet BW-1 for notes.	Status: ANSWER PUBLISHED
		Posted: 9/11/2015 11:56:51 AM
Question:	11484: The details on Sheet BW-21 for the two-phase wall system (titled "PHASE 1 & PHASE 2" use the term "TEMPORARY WALL". Is this correct? A 2-Phase wall system is a permanent system. Typically, a permanent wire faced MSE wall is constructed with a precast panel fascia installed after a certain time period. Therefore, I would think that a temporary wall would not be specified for these locations. Please clarify these installation details.	Posted: 9/3/2015 2:13:47 PM
Answer:	The details show the location of the face of the Stage 1 Wall and the location of the face of the Stage 2 Wall to be constructed after the Stage 1 portion of the wall system has settled. These are not temporary walls; the face of the Stage 1 Wall is a "temporary face".	Status: ANSWER PUBLISHED
		Posted: 9/11/2015 11:59:37 AM
Question:	11485: The Applicable Wall Type indicated on the PERMANENT MSE RETAINING WALL SYSTEM DATA TABLES sheet show "project specific two phase wall" (Wall 1), nothing listed for Wall 2 and Walls 3 & 4 state "N/A - Project Specific Design". Since these are MSE walls, should the FDOT Wall Type for MSE Walls per the Structures Design Guideline Section 3.12C.3.e be specified - either 2A, 2B, 2C, 2D, 2E or 2F. Also per Design Standard index 6020.	Posted: 9/3/2015 2:29:59 PM
Answer:	Permanent Walls 1 through 4 are all 2 stage walls. The project specific 2 stage wall design for all permanent MSE walls on this project should meet or exceed the requirements of a Type 2A single stage MSE wall.	Status: ANSWER PUBLISHED
		Posted: 9/11/2015 12:04:57 PM

Question:	11565: Please provide a detailed schedule of operation for the rail yard. This information is crucial to determine the number of hours and operations to access the CSX right of way with construction equipment required to demolish the existing bridge, construction of new foundations (piling) and erection of the new beams over the rail tracks.	Posted:	9/8/2015 10:20:09 AM
Answer:	No detailed schedule of operation for the rail yard is available from CSX. During construction, CSX staff will be available for Contractor meetings to coordinate anticipated upcoming work on CSX property.	Status:	ANSWER PUBLISHED
		Posted:	9/11/2015 9:48:57 AM
Question:	11566: Due to the numerous limitations imposed when working within CSX right of way and special equipment needs demanded and stipulated in the CSX requirements such as 150% crane capacity for any pick, static lift, etc.; will the Department entertain 100% PDA in all foundations to minimize conflicts between CSX and construction operations?	Posted:	9/8/2015 11:07:31 AM
Answer:	See Addendum 2.	Status:	ANSWER PUBLISHED
		Posted:	9/22/2015 10:34:22 AM
Answer:	All foundations will require 100% PDA. A pending revision to the contract documents will include a supplemental special provision and additional pay items for PDA testing.	Status:	APPLICABLE ANSWER
		Posted:	9/11/2015 9:54:50 AM
Question:	11567: For pay items 0455 34103 and 0455 34203, who is responsible for covering the cost of the PDA testing?	Posted:	9/8/2015 11:11:35 AM
Answer:	See Addendum 2.	Status:	ANSWER PUBLISHED
		Posted:	9/22/2015 10:35:07 AM
Answer:	A pending revision to the contract documents will include a supplemental special provision and additional pay items for PDA testing.	Status:	APPLICABLE ANSWER
		Posted:	9/11/2015 9:54:12 AM
Question:	11568: Will the Department and CSX accept existing pile foundations to be left in place 3 feet below existing ground?	Posted:	9/8/2015 11:15:48 AM
Answer:	Yes, existing pile foundations not in conflict with proposed construction may be cut off 3 feet below grade and abandoned in place. Any holes remaining after such removal shall be immediately backfilled and compacted.	Status:	ANSWER PUBLISHED
		Posted:	9/11/2015 9:45:22 AM

Question:	11570: Pier 3 locations at bridges 720824 and 720825 specifically anticipate the new foundation to be constructed at the same location of the existing ones. If the existing piles cannot be removed, who is responsible for redesigning the new pile foundations?	Posted:	9/8/2015 11:23:34 AM
Answer:	The proposed pier locations are dictated by the existing railroad track locations, have been approved by CSX and their relocation is not feasible. The exact subsurface locations of existing piles are unknown, so the extent of potential conflicts cannot be determined prior to removal of the existing structure. That is why extraction of these piles has been called for in the plans and should be anticipated by the contractor. Once the existing bridge superstructure and piers have been removed and existing piles exposed, the potential for leaving lower portions of some piles in place can be evaluated. Any re-design of the foundations to eliminate the anticipated pile extraction would be the responsibility of the contractor unless the engineer determines otherwise.	Status:	ANSWER PUBLISHED
		Posted:	9/15/2015 9:05:10 AM
Question:	11571: Will night operations be allowed within CSX right of way?	Posted:	9/8/2015 11:28:17 AM
Answer:	Night operations will be allowed on CSX R/W in accordance with the contract documents. Advance coordination will be required with the FDOT Project Engineer to ensure availability of CSX flagging.	Status:	ANSWER PUBLISHED
		Posted:	9/11/2015 9:46:57 AM
Question:	11578: The four FIB girder bridges over SR 200 have end diaphragms, the four FIB girder bridges over CSX do not. To provide consistency and in compliance with Structures Design Guidelines can the diaphragms for the SR 200 bridges be deleted?	Posted:	9/8/2015 1:50:58 PM
Answer:	No, the diaphragms for the SR 200 Bridges cannot be deleted.	Status:	ANSWER PUBLISHED
		Posted:	9/11/2015 9:49:47 AM
Question:	11608: With the level of involvement that is going to be required of CSX would it be possible to schedule a Q&A with the CSX representative?	Posted:	9/10/2015 8:47:30 AM
Answer:	Direct questions to the Department, per FDOT Specification 2-4.	Status:	ANSWER PUBLISHED
		Posted:	9/15/2015 2:48:46 PM
Question:	11609: As has been discussed between the Department and the Construction Industry in the past the complexity of this project warrants a 60 day advertisement period. This project also warrants a Pre-Bid with the level of involvement required of the Railroad. Can the project letting date be delayed to allow for a Pre-Bid meeting with CSX?	Posted:	9/10/2015 8:57:04 AM

Answer:	The Department advanced the schedule and committed to Let this project in September 2015. Although procurement practices changed during project design process, the Department will honor our commitment.	Status: ANSWER PUBLISHED
		Posted: 9/15/2015 2:03:01 PM
Question:	11610: Relative to the bridge work necessary within the CSX ROW and the number of tracks present: Has CSX made any commitment to being able to provide a schedule of when specific sets of tracks can be placed out of service for a set time period?	Posted: 9/10/2015 9:16:58 AM
Answer:	The CSX has made no commitment to this type of schedule.	Status: ANSWER PUBLISHED
		Posted: 9/11/2015 9:59:30 AM
Question:	11612: Does the Department have contact information for the CSX representative that would be able to provide access to the CSX property?	Posted: 9/10/2015 9:24:27 AM
Answer:	A site visit has been scheduled for the CSX Baldwin Yard on 09/18/2015 at 10:00 am. To access the Baldwin Yard turn on Boxcar Drive located on south side of the McDonald's. The following personal protective equipment will be require while on CSX Property: hard hat, reflective safety vest, safety glasses with side shields, 6" (minimum) lace up boots with a distinct heel, shirts with sleeves and long pants. Steve Price (904.571.1256) is the contact.	Status: ANSWER PUBLISHED
		Posted: 9/15/2015 2:34:39 PM
Question:	11614: For Bridge Nos. 720824, 720825, and 720827, construction of Int. Bent 3 will require equipment in excess of 24' wide. What is the continuous length of time in days that this equipment can remain between the tracks?	Posted: 9/10/2015 9:46:26 AM
Answer:	A 16' wide temporary access road has been constructed by CSX across the side tracks to access the center foundations. Rubber tire equipment and vehicles will be allowed to use this track crossing. See FDOT Specification 7-11.4.	Status: ANSWER PUBLISHED
		Posted: 9/11/2015 12:46:59 PM
Question:	11615: We could not find a Supplemental or Developmental Specification for 45534103 or 45534203. Are these items intended to be Alternates with only one of them bid?	Posted: 9/10/2015 1:07:54 PM
Answer:	See Addendum 2.	Status: ANSWER PUBLISHED
		Posted: 9/22/2015 10:35:56 AM

Answer:	A pending revision to the contract documents will include a supplemental special provision and additional pay items for PDA testing.	Status: APPLICABLE ANSWER
		Posted: 9/11/2015 12:07:25 PM
Question:	11616: Plan Sheet B6-5 notes that all 18" piles in End Bent 2 of Bridge 720830 are to be dynamic tested. As there are only five production piles in this bent is the quantity of 850 LF correct for items 45534103 and 45534203?	Posted: 9/10/2015 1:08:42 PM
Answer:	See Addendum 2.	Status: ANSWER PUBLISHED
		Posted: 9/22/2015 10:37:57 AM
Answer:	A pending revision to the contract documents will answer this question.	Status: APPLICABLE ANSWER
		Posted: 9/11/2015 12:08:52 PM
Question:	11618: Going thru the plans on Sheet S-48 you show there being 25 preformed arrows on asphalt. Usually you would only use preformed arrows on concrete. Is this suppose to be correct?	Posted: 9/10/2015 3:32:52 PM
Answer:	The arrows on Sheet S-48 are to be placed on concrete pavement, not asphalt. See Roadway Plan Sheets 83 and 84.	Status: ANSWER PUBLISHED
		Posted: 9/11/2015 9:53:19 AM
Question:	11621: Can the footing foundation for the crash walls be raised 2 feet? If not, please provide design and calculations for the temporary critical walls at these locations to comply with requirements from the CSX - Construction Submission Criteria Document. Current condition has some of the crash wall within the Railroad Live Load Influence Zone.	Posted: 9/11/2015 8:01:35 AM
Answer:	The footing for the crashwall cannot be raised 2 feet. In accordance with FDOT SDG 2.6.7-D. "The crash wall shall extend at least 4 feet below the lowest surrounding grade." You are correct that the crash wall footings fall within the Railroad Live Load Influence Zone and so shoring will be required. However, since type of shoring (sheet piles, soldier piles with timber lagging, etc.) and location of shoring relative to the edge of crashwall footing are subject to Contractor's preferences the EOR cannot provide that design. The Contractor will need to include the cost of a Specialty Engineer in the bid price for this work and provide calculations and detailed shoring plans in accordance with the requirements of the CSX - Construction Submission Criteria Document subject to the Contractor's means and methods.	Status: ANSWER PUBLISHED
		Posted: 9/15/2015 9:06:38 AM

Question:	11622: Please clarify the limits of the temporary steel sheet walls 9, 10, and 11. Limits on sheet BW-51 don't match limits shown in the MOT plans 543 & 553.	Posted:	9/11/2015 8:02:48 AM
Answer:	See Addenda Nos. 2 and 3.	Status:	ANSWER PUBLISHED
		Posted:	9/23/2015 10:59:36 AM
Answer:	A pending revision will update the wall limits on the MOT Plans to match the Structure Plans.	Status:	APPLICABLE ANSWER
		Posted:	9/14/2015 8:53:33 AM
Question:	11667: Please provide qtys for the Special Detour items, there is not enough information provided in the MOT plans and MOT cross sections to reasonably develop earthwork qtys.	Posted:	9/14/2015 5:03:13 PM
Answer:	In accordance with FDOT Estimates Bulletin 14-06, quantities for Special Detours will no longer be shown in the plans. The pavement design, construction and maintenance of the Special Detour components will be the responsibility of the contractor.	Status:	ANSWER PUBLISHED
		Posted:	9/15/2015 9:01:50 AM
Question:	11669: Drainage structure numbers, along with pipe size and length call outs, are omitted on some Plan Sheets (see Sheet Nos. 71, 72, 73 for example). Please issue revised Plan Sheets that provide this information.	Posted:	9/15/2015 8:30:34 AM
Answer:	See ramp plan Sheets 76-110, for drainage information.	Status:	ANSWER PUBLISHED
		Posted:	9/15/2015 2:52:56 PM
Question:	11676: FIN #428865-1-56-03, Utility Plan Sheets U-7 and U-11, 12" DIP Water Main. Please provide construction method to cross under E/B and W/B I-10.	Posted:	9/15/2015 2:21:53 PM
Answer:	This proposed water main will be open-cut construction on CSX R/W under the I-10 bridge structures.	Status:	ANSWER PUBLISHED
		Posted:	9/15/2015 3:18:35 PM
Question:	11694: The quantity of neoprene bearing pads for Bridge No 720826 appears to be in error. Will the bid quantity be increased to correctly reflect the material required?	Posted:	9/16/2015 12:37:56 PM

Answer:	See Addendum 3.	Status:	ANSWER PUBLISHED
		Posted:	9/23/2015 9:45:51 AM
Question:	11704: Will a separate JEA Schedule of Values be required to be submitted with the bid ?	Posted:	9/17/2015 8:59:22 AM
Answer:	No.	Status:	ANSWER PUBLISHED
		Posted:	9/17/2015 9:19:08 AM
Question:	11737: Reference Bridge Numbers 720824 & 720825 EB & WB I 10 over the CSX railroad: The excavation for the removal of the existing piles and the construction of bents 2 & 3 will require shoring to prevent collapse of the adjacent railroad. the existing ground elevation and water table elevation dictate the need for shoring in these areas. How will this work be paid for?	Posted:	9/18/2015 2:28:32 PM
Answer:	Work to be included under the cost of foundation.	Status:	ANSWER PUBLISHED
		Posted:	9/22/2015 8:37:11 AM
Question:	11738: We assume that all of the existing piling that do not conflict with the new construction may be left in place. Is this assumption correct?	Posted:	9/18/2015 3:04:49 PM
Answer:	See Answer to Question 11568.	Status:	ANSWER PUBLISHED
		Posted:	9/22/2015 8:38:01 AM
Question:	11739: Will CSX issue slow orders in the rail yard?	Posted:	9/18/2015 3:13:04 PM
Answer:	On behalf of CSXT, JL Patterson and Associates responded, "Slow orders are not typically issued in yard limits. All movements within the yard are controlled by yard masters. Further information if required, must be provided by the yard master or CSXT Transportation Department."	Status:	ANSWER PUBLISHED
		Posted:	10/1/2015 1:39:18 PM
Question:	11740: How many switching trains pass in each direction during each 24 hour period?	Posted:	9/18/2015 3:15:44 PM

Answer:	On behalf of CSXT, JL Patterson and Associates responds, "To my knowledge, there is one switcher that works Baldwin Yard. Work activities depend on daily work orders and business requirements. The switcher typically operates on weekdays and may on occasion run weekends."	Status: ANSWER PUBLISHED
		Posted: 10/1/2015 1:42:50 PM
Question:	11741: Will the department issue drawings for the approach slabs for the I-10 bridges over SR 200?	Posted: 9/18/2015 3:30:10 PM
Answer:	Approach Slabs are to be constructed in accordance with Index 20900 or Index 209100. The plans include the required "Approach Slab Table of Dimensions" and the required reinforcing steel on the "Reinforcing Bar List" drawings.	Status: ANSWER PUBLISHED
		Posted: 9/22/2015 8:39:56 AM
Question:	11745: There are multiple single post sign pay items 700-1-14. How would you like these to be installed? A few are 33 SF, but one is 45 SF. Typically a drawing is attached on how these are to be installed.	Posted: 9/18/2015 4:34:12 PM
Answer:	For Pay Item 700-1-14, sign post assemblies shall be provided for the maximum sign panel area of 30 SF in accordance with Design Standard Index 11860.	Status: ANSWER PUBLISHED
		Posted: 9/22/2015 11:47:18 AM
Question:	11749: Note 1 on sheet B-5 anticipates extraction of the existing piles at Bent 3 for Bridges 720824 & 720825. The foundations are immediately adjacent to the rail tracks and CSX will not allow extraction operations prior to the installation of shoring. The existing foundations consist of battered concrete piles according to the pile layout sheet 5 of 28, dated October 1983. In other words, shoring cannot be installed without conflicting with the existing piles and piles cannot be extracted without the installation of shoring. How will the Department address this issue without modifying the current design?	Posted: 9/19/2015 11:07:29 AM
Answer:	Existing plans indicate existing concrete battered piles are battered 1½" per foot. Depending on where the shoring is located relative to the centerline of the existing bent and the centerline of the nearest track, the shoring could theoretically extend up to 30 feet below the existing grade before a conflict would be encountered. An adequate shoring system can be designed for this constraint.	Status: ANSWER PUBLISHED
		Posted: 9/22/2015 8:41:52 AM
Question:	11750: Structure Plans call for two stage MSE wall construction for walls 1 through 4 due to excessive settlement. Please confirm that down drag is not anticipated and pile driving can be performed prior to building the walls.	Posted: 9/19/2015 11:08:29 AM

Answer:	Down drag is not anticipated provided that piles are installed in accordance with the plans and specifications.	Status: ANSWER PUBLISHED
		Posted: 9/22/2015 8:42:54 AM
Question:	11751: What typical section is applicable to Ramp C1 from Sta. 419+64.29 to 423+35.19?	Posted: 9/19/2015 12:47:56 PM
Answer:	Typical Section No. 4 is applicable to Ramp C1 within these limits.	Status: ANSWER PUBLISHED
		Posted: 9/22/2015 8:44:13 AM
Question:	11752: The Temp paved R/R crossing provided by CSX only extends half way across the existing r/r tracks for access to the interior bridge piers. Will this temp crossing be extended across the remainder of the r/r tracks? If not, is the contractor to access the west side of the CSX property, as needed, from the east FDOT R/W?	Posted: 9/21/2015 8:46:45 AM
Answer:	The temporary CSX crossing will not be extended. The contractor shall access the east side of the CSX property from the east FDOT R/W. The contractor will not be allowed to cross existing tracks outside of the limits of the existing temporary crossing.	Status: ANSWER PUBLISHED
		Posted: 9/22/2015 9:37:13 AM
Question:	11754: FIN #428865-1-56-03, Utility Plan Sheet U-6, Sta 50+08.92 calls out a 4" Meter. Please advise who will be responsible for meter fees, and who will furnish the meter and vault.	Posted: 9/21/2015 10:50:24 AM
Answer:	The contractor will furnish and install the meter and vault. There will be no meter fees.	Status: ANSWER PUBLISHED
		Posted: 9/22/2015 9:38:40 AM
Question:	11766: Specification revision #4 for Spec # SP4550502 states "...all projects utilizing concrete piling shall require 100% Dynamic Testing utilizing either internal or external instrumentation as selected by the contractor at time of bid and reflected in the appropriate pay item." Should the contractor bid the unselected method as zero?	Posted: 9/21/2015 1:58:30 PM
Answer:	Contractors must bid ONLY on ONE alternate. If a contractor bids on both alternates, even if one is 0.00, the system indicated that the bid has errors.	Status: ANSWER PUBLISHED
		Posted: 9/23/2015 9:49:24 AM
Question:	11767: Are the stage 1 walls required for the 2 stage walls incidental to pay item #0548-12?	Posted: 9/21/2015 2:03:06 PM

Answer:	Yes.	Status:	ANSWER PUBLISHED
		Posted:	9/22/2015 10:50:46 AM
Question:	11768: The total SF for TW-1 through TW-8 is 101,830 SF, please indicate where the additional 106,771 SF is located for pay item #548-13.	Posted:	9/21/2015 2:12:27 PM
Answer:	See Addendum No. 3.	Status:	ANSWER PUBLISHED
		Posted:	9/23/2015 9:46:24 AM
Question:	11778: Re bid item 0538-1, Guardrail Reset, 5382 lf: Will this existing Guardrail need to be reset to the current specification height of 31"?	Posted:	9/22/2015 8:35:26 AM
Answer:	Yes, guardrail shall be reset to current standards.	Status:	ANSWER PUBLISHED
		Posted:	9/22/2015 9:39:51 AM
Question:	11782: As a follow up to Question #11667, will the temporary, and restoration, grassing at the Special Detour areas be paid for under bid item 0570-1-2; or is it intended that the temp grassing & restoration grassing(after removal of the temp pavt areas)costs are to be included w/in the appropriate Special Detour bid items?	Posted:	9/22/2015 10:37:48 AM
Answer:	The temporary grassing and restoration grassing shall be included with the Special Detour Pay Items.	Status:	ANSWER PUBLISHED
		Posted:	9/22/2015 11:38:29 AM
Question:	11783: The plans indicate that CSX has a rail crossing that can be accessed with rubber tired equipment. The piling for the interior bents are of the size that rubber tired equipment will not be sufficient to drive the piling. Are there any other ways that CSX will permit access between the existing tracks with tracked equipment?	Posted:	9/22/2015 11:30:14 AM
Answer:	CSX will not permit track equipment to crawl across their rails.	Status:	ANSWER PUBLISHED
		Posted:	10/1/2015 1:54:53 PM

Question:	11784: What is the CSX standard pull-back time in advance of trains?  Does the standard pull-back time apply on the yard switching trains?	Posted: 9/22/2015 11:30:53 AM
Answer:	On behalf of CSXT, JL Patterson and Associates responded, "This depends on flagger communications and specific train/ equipment movements working in conjunction with contractor activities and work locations at the time of track movements. This applies to all tracks impacted by train/equipment movements."	Status: ANSWER PUBLISHED  Posted: 10/1/2015 1:46:59 PM
Question:	11792: Question ID 11754 indicates the Contractor supplies the 4" Water Meter. Typically this is provided by Utility - Please confirm. If Contractor will be providing Meter, please provide specification.	Posted: 9/22/2015 1:55:36 PM
Answer:	Contractor will provide the 4" Water Meter. Contact Tim Norman (Town of Baldwin's Engineer) @ (904) 278-0030 for the specification.	Status: ANSWER PUBLISHED  Posted: 10/7/2015 9:27:31 AM
Question:	11796: "There are multiple single post sign pay items 700-1-14. How would you like these to be installed? A few are 33 SF, but one is 45 SF. Typically a drawing is attached on how these are to be installed. Published: 9/18/2015 4:34:12 PM District Approved Answer For Pay Item 700-1-14, sign post assemblies shall be provided for the maximum sign panel area of 30 SF in accordance with Design Standard Index 11860."  This district approved answer does not answer the question that was asked.	Posted: 9/22/2015 3:29:31 PM
Answer:	The signs shall be installed as a single post sign designed in accordance with Index 11860 as a maximum 30 sf sign panel area. No additional drawings will be provided.	Status: ANSWER PUBLISHED  Posted: 9/24/2015 3:46:38 PM
Question:	11804: Sheet # 520 of the MOT Plans has a note that states the use of 1' offset requires Type K (Staked) barrier wall. The limits of Type K (Staked) are not provided in the plans. Please provide the Locations that Type K (Staked) will be required.	Posted: 9/23/2015 7:25:07 AM
Answer:	Staking of Type K barriers to be provided in accordance with the construction plans and Standard Index 414.	Status: ANSWER PUBLISHED  Posted: 10/1/2015 9:51:57 AM

Question:	11805: Will Temporary Sod be paid for?	Posted:	9/23/2015 7:29:43 AM
Answer:	Sodding required for temporary slopes to be paid under the cost of Special Detours. Sodding required for all permanent slopes to be paid per Specification 570.	Status:	ANSWER PUBLISHED
		Posted:	9/28/2015 9:09:52 AM
Question:	11806: Some locations of the K-Wall do not have asphalt under the K-wall or the attenuator. How will the required asphalt or attenuator pad be paid for?	Posted:	9/23/2015 7:30:11 AM
Answer:	Asphalt cost to be included under Special Detours and attenuator pad cost to be included under attenuator.	Status:	ANSWER PUBLISHED
		Posted:	9/24/2015 11:52:59 AM
Question:	11824: Given the short notice by the FDOT regarding the previous CSX yard visit, we believe there should be a second schedule yard visit and advanced notice of the yard visit so that non local contractors can plan accordingly.	Posted:	9/24/2015 4:23:37 PM
Answer:	A second site visit has been scheduled for the CSX Baldwin Yard on 10/2/2015 at 10:00 am. To access the Baldwin Yard turn on Boxcar Drive located on south side of the McDonald's. The following personal protective equipment will be required while on CSX Property: hard hat, reflective safety vest, safety glasses with side shields, 6" (minimum) lace up boots with a distinct heel, shirts with sleeves and long pants. Steve Price (904.571.1256) is the contact.	Status:	ANSWER PUBLISHED
		Posted:	9/28/2015 8:36:02 AM
Question:	11882: On plan sheet 70 between structures S-133 and S-134 there appears to be a "junction box" or "pipe connection" shown on the plans, yet no detail is provided. please clarify what is the contractor suppose to handle that and where is it paid.	Posted:	9/29/2015 5:02:40 PM
Answer:	See Drainage Structure Sheet 203 for additional details of cross drain. The intent of the cross drain is to jack and bore 2-60" pipes under I-10. Outside of the limits of the I-10 pavement structure, the jack and bore pipes will be extended to the proposed ponds. The connection between dissimilar pipe types will be accomplished in accordance with Index 280. Cost of the pipe connection to be included in the cost of the pipe.	Status:	ANSWER PUBLISHED
		Posted:	10/1/2015 9:48:40 AM
Question:	11883: where will the 60" pipe jackets be paid for and what is the size of the jacket in sheet 70? the same applies to sheet 84 and the pipe runs between S-109 and S-110. where is the detail of the pipe junction and why is there no pipe jacket in this area called for?	Posted:	9/29/2015 5:09:07 PM

Answer:	Pipe Jackets to be constructed in accordance with Index 280. The cost of pipe connections to be included in the cost of the pipe.	Status:	ANSWER PUBLISHED
		Posted:	10/1/2015 9:47:31 AM
Question:	11886: Addendum 6 issued on September 28, 2015 states "Bids to be received: September 30,2015," However the Amendment006 file states that the letting date is 10/14/15. Please provide clarification confirming that the bids are to be received on October 14,2015.	Posted:	9/30/2015 9:22:06 AM
Answer:	The Letting date is 10/14/15. Another Addendum will be issued.	Status:	ANSWER PUBLISHED
		Posted:	10/1/2015 9:45:59 AM
Question:	11922: in addendum 2 temp. critical sheet pile walls 1-8 & 12 were added, yet the data tables for this walls were not added to the drawings. please provide the data tables.	Posted:	10/1/2015 9:40:30 AM
Answer:	The Data Tables are shown on Sheets BW-35 & BW-44.	Status:	ANSWER PUBLISHED
		Posted:	10/5/2015 11:24:25 AM
Question:	11925: please provide the limits of the new critical sheet pile walls, section properties of the sheet pile and size, location and spacing of any tiebacks required.	Posted:	10/1/2015 10:25:08 AM
Answer:	The limits of the critical sheet pile walls are shown on Sheets BW-35, BW-37, BW-38, BW-39, BW-40, BW-41, BW-42, BW-44, BW-45, BW-46, BW-47, and BW-48. Section Properties are shown on Sheets BW-35 & BW-44. The size is variable-sheet pile provided must meet or exceed minimum section modulus shown in the plans. Anchor spacing and size are shown on Sheets BW-35 and BW-44.	Status:	ANSWER PUBLISHED
		Posted:	10/5/2015 11:24:52 AM
Question:	11985: Please confirm that steel sheets to be provided for temporary shoring at the pier foundations will have to be abandoned in place and the tops of the sheets need to be cut 3' below the finished ground when it is located within 18' from the centerline of the tracks. This is in accordance with the "CSX Requirement Public Project Information" document.	Posted:	10/5/2015 10:15:00 AM
Answer:	Yes, sheet piling to remain shall be cut and removed to a minimum of three feet below the finished grade per CSX's "Public Project Information Manual."	Status:	ANSWER PUBLISHED
		Posted:	10/6/2015 3:45:17 PM

Question:	12011: If we provide an adequate horizontal and vertical envelope adjacent and over the easterly yard tracks and main track, may we set our crane east of the main tracks and reach over the tracks to drive the foundation piling in bent 3 for bridges 720824 and 720825. The area adjacent to bent 3 is inadequate for the equipment required to drive the new 24" pile or pull the existing piles.	Posted:	10/5/2015 3:29:03 PM
Answer:	Cranes will be permitted to reach over tracks but the space over tracks will have to be cleared when a train passes as directed by the CSX flagman in accordance with CSX requirements.	Status:	ANSWER PUBLISHED
		Posted:	10/6/2015 9:40:29 AM
Question:	12012: what is the length of the grouted soil anchors for the temporary critical sheet pile walls 1 - 12	Posted:	10/5/2015 3:30:50 PM
Answer:	The required length of soil anchors is highly dependent on contractor means and methods with regard to hole diameter, anchor inclination, grout application pressure, the use of post-grouting to increase load transfer capacity, etc., but would generally involve a minimum un-bonded length of 10 feet. In accordance with Standard Specification 451, the contractor's specialty engineer should determine the anchor lengths required based on installation methods used and the anchors must be proof tested, including testing for creep effects, and locked-off at 2/3 of the design load.	Status:	ANSWER PUBLISHED
		Posted:	10/6/2015 3:45:38 PM
Question:	12019: Baldwin CSX Yard Side Lines- Can the tracks be closed for a 10 hour period for three days per bridge?	Posted:	10/5/2015 5:55:09 PM
Answer:	On behalf of CSXT, JL Patterson and Associates responds, "No, track outages are not congruent with CSXT Operations."	Status:	ANSWER PUBLISHED
		Posted:	10/7/2015 9:55:37 AM
Question:	12020: Can we use crawler machines to cross tracks to access pier 3 between the side tracks. We will put wood over tracks and asphalt to walk units.	Posted:	10/5/2015 5:56:20 PM
Answer:	On behalf of CSXT, JL Patterson and Associates responds, "No, this practice is not permitted."	Status:	ANSWER PUBLISHED
		Posted:	10/7/2015 9:56:59 AM
Question:	12021: Will there be an access route on north side of west bound I-10 to get to pier 3. The new east bound bridge will block access.	Posted:	10/5/2015 6:00:45 PM

Answer:	It is anticipated that access to the CSX rail yard for the replacement of the I-10 Mainline Bridges will occur from the I-10 roadway surface above. See Traffic Control Plans and Temporary Sheet Pile wall details for additional information.	Status: ANSWER PUBLISHED Posted: 10/6/2015 9:50:41 AM
Question:	12022: Will slurry dropping in canal on west side of bridges be allowed? Will all employees have to be certified by CSX?	Posted: 10/5/2015 6:10:20 PM
Answer:	1) No slurry dropping in the canal. See FDOT Specification 104. 2) JL Patterson and Associates responds, "A qualified CSXT Flagger or flaggers will be assigned to protect the project work areas. If this question is referring to certifications as a Roadway Worker then no. By definition the Federal Railroad Administration (FRA) does not classify the workers performing the duties for FDOT as Roadway Workers needing the training. However, CSXT does not discourage this training for any contractor working with potential to impact CSXT Right of Way."	Status: ANSWER PUBLISHED Posted: 10/7/2015 10:11:20 AM
Question:	12034: may we meet with CSX management to discuss our means and methods?	Posted: 10/7/2015 10:09:57 AM
Answer:	See FDOT Specifications 2-4 and 7-11.5.	Status: ANSWER PUBLISHED Posted: 10/7/2015 3:32:21 PM
Question:	12035: Please provide the diameter of the dowels and the spacing for the tie bars for the plain cement concrete 11" thick?  Are the tie bars shown on typical section the same as the dowels showing on the pavement details? please clarify.	Posted: 10/7/2015 10:15:49 AM
Answer:	Refer to Index No. 305 for dowel and tie bar information. The tie bars shown on the typical section sheets are not the same as the dowels shown in the pavement details.	Status: ANSWER PUBLISHED Posted: 10/7/2015 11:53:11 AM
Question:	12036: Please indicate which Removal Item goes to which bridge by bridge description ie: Bid item 005 is for the East Bound I-10 bridge over the CSX RR.	Posted: 10/7/2015 10:17:13 AM
Answer:	The following are the Line Numbers and corresponding Bridge Descriptions for the Removal of Existing Structure Pay Item: 005 is for I-10 EB over US 301, 010 is for I-10 WB over US 301, 015 is for I-10 EB over CSX, 020 is for I-10 WB over CSX.	Status: ANSWER PUBLISHED Posted: 10/7/2015 3:27:09 PM
Question:	12037: will the FDOT consider a time extension on this bid?	Posted: 10/7/2015 11:20:26 AM

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Answer: No bid extension. Status: ANSWER PUBLISHED

Posted: 10/7/2015 1:59:38 PM

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Question: 12045: please clarify all the details pertaining to the volume of fill required for the settlement plates sheet no BW-33 to BW-34, in which phase, and for how long for the settlement plates will need to be used. Posted: 10/7/2015 4:43:28 PM

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Answer: The details pertaining to settlement plates and associated fill volume are given in TSP-T141. Actual fill volume required and settlement monitoring duration will be dependent on settlement behavior measured during the monitoring period. Anticipated settlements are given for each wall on MSE Wall Data Tables in the Plans. Status: ANSWER PUBLISHED

Posted: 10/9/2015 7:04:05 AM

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Question: 12054: What was the engineer's anticipated elevation of the top of surcharge at each MSE Wall to get the required settlement? Posted: 10/9/2015 3:49:02 PM

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Answer: Questions posted to this site before 5:00 P.M. (EST) on the seventh calendar day prior to the bid opening, or tenth day prior to the December bid opening will be responded to by the Department. For Questions posted after these times, an answer cannot be assured. Status: ANSWER PUBLISHED

Posted: 10/12/2015 3:43:39 AM