



Bid Questions and Answers Report

Date & Time:

4/27/2016 8:17:16 AM

District Address: District 4 Construction Office, located at 3400 West Commercial Blvd. Fort Lauderdale, FL 33309

District Phone: (954) 777-4130

Proposal: T4424

Project: 419013-1-52-01

Letting Date: 4/27/2016

Location: CENTRAL OFFICE

Description: SR 80

Question: 13559: Under what bid item is the span lock housing included with? Posted: 3/4/2016 10:55:03 AM

Answer: The span lock housings were considered part of pay item 460-2-5 Structural Steel, Bascule Leaves. Status: ANSWER PUBLISHED

Posted: 3/9/2016 9:22:15 AM

Question: 13560: Are the armored joint assemblies part of the bid item "Roadway Floor, Steel, 5" Armored"? Posted: 3/4/2016 10:58:28 AM

Answer: The armored joint assemblies were considered part of pay item 460-2-5 Structural Steel, Bascule Leaves. Status: ANSWER PUBLISHED

Posted: 3/9/2016 9:21:39 AM

Question: 13574: Structures, Sheet B7, note B identifies Standard Specification for Road and Bridge Construction January, 2016. Posted: 3/7/2016 1:20:29 PM

a. This version does not appear to be available on FDOT's website.

b.

<http://www.dot.state.fl.us/structures/CADD/standards/ApprovedPTDrawings/ApprovedPTDrawings.shtm> there are no approved PT systems, because I presume the January 2016 Construction manual describes flexible fillers for the tendons in lieu of grout. Please Clarify

Answer: a) The 2016 Standard Specifications for Road and Bridge Construction can be found on FDOT's website at the following link: Status: ANSWER PUBLISHED

<http://www.dot.state.fl.us/programmanagement/Implemented/SpecBooks/January2016/JANUARY2016BK.shtm>

Posted: 3/25/2016 10:57:40 AM

b) Previously FDOT approved (2015) grouted post-tensioning systems will be accepted; however, the Contractor shall additionally submit test results for corrugated duct creep and wear conforming to Section 960 to the Department for approval.

Question:	13576: 2) Reference plan sheet B1-81, Plan note #5: According to PTI Anchorage Zone Design, Section 5.2 "→ the post-tensioning system supplier is responsible for the design of the anchorage device including any integral confinement reinforcement [Local Zone] but has no control over the design of the General Zone [nor does the Contractor]. General Zone reinforcement which includes bursting and spalling reinforcement, should be included with the bid item for all other reinforcement steel. It is not part of the post-tensioning system." AASHTO LRFD Bridge Design Specification, Section 5, defines similar requirements for the responsibility of the General Zone reinforcement. Please clarify the intent of the Plan Note which essentially places the design of General Zone (reinforcement to resist bursting and splitting stresses) on the Contractor.	Posted:	3/7/2016 1:50:21 PM
Answer:	The intent of the design is to consider the reinforcing designated "Anticipated Bursting Steel" on Sheet No. B1-81 to be Local Zone reinforcement and the responsibility of the Contractor to confirm and design as compatible with the PT supplier's system. The "Anticipated Bursting Steel" offers concrete confinement ahead of the PT anchorage. "Anticipated Bursting Steel" is shown in the Blockout Plan - Tendon TA, Blockout Plan - Tendon TB, Section A-A and Section B-B. The Contractor shall confirm and design the Local Zone bar shape(s) as compatible with the PT supplier's system. The General Zone reinforcement is the responsibility of the Engineer.	Status:	ANSWER PUBLISHED
		Posted:	3/9/2016 2:10:55 PM
Question:	13602: Our firm has been tracking this project on http://southernblvdbridge.com/ No indication was made that the project documents were available or that a mandatory pre-bid meeting was scheduled for interested contractors. We respectfully request an additional pre-bid meeting be made available for contractors.	Posted:	3/10/2016 9:05:35 AM
Answer:	The Department will not hold another mandatory Pre-Bid meeting for this project.	Status:	ANSWER PUBLISHED
		Posted:	3/10/2016 2:19:13 PM
Question:	13647: Please provide all permits for the job.	Posted:	3/14/2016 12:43:35 PM
Answer:	There is a link to the permits in the Specifications package (ftp://ftp.dot.state.fl.us/permitsandutilityworkschedules/).	Status:	ANSWER PUBLISHED
		Posted:	3/14/2016 3:19:56 PM
Question:	13648: Existing bascule bridge foundation has all piles embedded in the thick concrete seal. It will be extremely difficult to remove all piles in entirety would require lot of underwater work. Please advise if concrete piles from bascule foundation can be cut 2 feet below mud line if it is not in the way of new bridge foundation.	Posted:	3/14/2016 12:47:01 PM

Answer:	The limits and extent of removal are dictated by the permit from the US Coast Guard which requires that everything within the width of the new navigation channel (125 feet) and 25 feet on either side of it be removed in entirety. Therefore, everything between station 152+09.51 and station 153+84.51 must be completely removed. Outside of these limits, existing piles that do not conflict with proposed foundations may be cut off two feet below the mudline. The plans will be revised to reflect the permit.	Status: ANSWER PUBLISHED
		Posted: 3/23/2016 8:38:41 AM
Question:	13649: Is that separate bid item would be provided for Class-V finish on the job. If not, where should contractor carry this cost?	Posted: 3/14/2016 12:55:53 PM
Answer:	In accordance with Section 400-23.7 of the Standard Specifications, the cost of coating new concrete will not be paid for separately, but will be included in the cost of the item to which it is applied.	Status: ANSWER PUBLISHED
		Posted: 3/25/2016 10:58:25 AM
Question:	13650: New Bascule Pier bottom of footing is at -4.25. This would require coffercell to build this footing. Where should contractor carry the cost for this coffercell?	Posted: 3/14/2016 12:59:30 PM
Answer:	See Note H.11 on Sheet B-8A for Cofferdams and Seals. Costs to be included in the unit cost for pay item 400-3-20 Concrete Class III, Seal.	Status: ANSWER PUBLISHED
		Posted: 3/31/2016 8:17:55 AM
Question:	13658: → Please clarify if the Approach Bridge has been designed to accommodate flexible fillers based on the Structures Design Bulletin 15-01 dated January 28, 2015?	Posted: 3/15/2016 11:19:52 AM
Answer:	No, the approaches were not designed to accommodate flexible fillers. The approaches were designed utilizing a grouted bonded system.	Status: ANSWER PUBLISHED
		Posted: 3/16/2016 3:25:53 PM
Question:	13727: Can the Department please make available the detailed counterweight computations performed by the EOR during the design phase of the Project and upon which the counterweight configuration shown in the bascule plans is based.	Posted: 3/21/2016 4:04:10 PM
Answer:	The counterweight computations and configurations are located in the CADD.zip which is available via the online ordering system (https://fdotwp1.dot.state.fl.us/contractproposalprocessingonlineordering/). Within the CADD.zip, there is a preestim folder which contains the Calculation Backup. The computations are included in the Bascule Leaf Volume.	Status: ANSWER PUBLISHED
		Posted: 3/22/2016 3:44:56 PM

Question:	13728: Will a complete geotechnical report be made available to the Contractors?	Posted:	3/21/2016 6:04:22 PM
Answer:	The geotechnical report can be ordered via the online ordering system, the link is below. https://fdotwp1.dot.state.fl.us/contractproposalprocessingonlineordering/	Status:	ANSWER PUBLISHED
		Posted:	3/22/2016 3:13:40 PM
Question:	13737: TSP 468-3.3.3 Assembly of the Tread Forgings to the Bascule Girders (Paragraph 4); Requirement to "Perform final machine finish to the outside radius of the curved tread forgings after they are final bolted to the bascule girders." TSP 468-3.3.5. Machining, Scribing and Punch Marking of Forgings; Requirement to "Machine final rolling surface of treads after they are permanently attached to the bottom flange of the bascule girder." Please clarify the term "final machine finish", the extent of this finishing (rolling surfaces, lug teeth) and confirm if it is (or is not) acceptable to perform this machining/finishing/scribing prior to bolting the curved tread forging to the main girder provided the assembly after bolting is within the stated tolerances.	Posted:	3/22/2016 9:11:43 AM
Answer:	The sequence outlined in the TSP was intended to ensure that the tolerances are met. The Contractor may machine the curved tread on or off the bascule girder but must prove that the tolerances have been met before the girder leaves the shop.	Status:	ANSWER PUBLISHED
		Posted:	3/23/2016 8:37:27 AM
Question:	13753: The project is designed for a Cast In Place CIP)superstructure to be utilized for the Tidal Bridge. Will this method be allowed to be used for the superstructure for the fixed spans of the Bascule Bridge in lieu of a launched segmental superstructure?	Posted:	3/22/2016 3:41:32 PM
Answer:	The Contract Documents allow alternative construction techniques; however, at this time the Department will neither consider nor guarantee approval of alternatives or deviations from the plans. The Contractor shall bid what is shown in the plans. The Contractor may submit any deviation from the plans for Department review through the Cost Savings Initiative (CSI) process, at which time the Department will consider and either approve or deny the CSI once it has been reviewed completely versus the Contract Documents.	Status:	ANSWER PUBLISHED
		Posted:	3/29/2016 8:05:40 AM
Question:	13760: Drainage Structure Sheet 73, identifies structure S-117 as having pipe going to S-105 and S-115. Sheet 46, drainage plan, shows S-117 going to S-116, not S-115. Could you please revise sheet 73 to reflect the correct information?	Posted:	3/23/2016 11:41:38 AM

Answer:	The pipe from S-105 is going to S-117 and the pipe from S-117 is going to S-116. The label will be revised to S-116 on sheet 73 in Revision 4.	Status: ANSWER PUBLISHED
		Posted: 3/25/2016 10:56:39 AM
Question:	13761: Sheets 74 & 75 identify S-211 going to S-216, it actually goes to S-13, could you please revise these sheets?	Posted: 3/23/2016 11:48:50 AM
Answer:	The French Drain pipe is passing through the proposed conflict structure (S-13) from S-216 to S-211 (as labeled on Sheet 47). Sheets 74 and 75 are correct as is.	Status: ANSWER PUBLISHED
		Posted: 3/25/2016 8:31:33 AM
Question:	13762: Sheet 77; S-216 shows 24" french drain pipe going to S-211; plan sheet 47 shows it going to S-13, which is correct?	Posted: 3/23/2016 11:49:25 AM
Answer:	The French Drain pipe is passing through the proposed conflict structure (S-13) from S-216 to S-211 (as labeled on Sheet 47).	Status: ANSWER PUBLISHED
		Posted: 3/25/2016 8:31:02 AM
Question:	13763: On sheet 25, Notes 1 & 2, states that it includes F & I approx 442 Lf & 458 Lf of 2" pipe from Bascule Pier 6 & 7, respectfully, which pay items are these quantities included in?	Posted: 3/23/2016 11:49:43 AM
Answer:	As stated in the remarks column of the Summary of Drainage Structures table, Note 1 is included in the cost of S-206, pay item 425-1-431 and Note 2 is included in the cost of S-301, pay item 425-1-881.	Status: ANSWER PUBLISHED
		Posted: 3/25/2016 10:56:50 AM
Question:	13764: What is the thickness of the existing asphalt on the roadway and on the bridge?	Posted: 3/23/2016 11:50:15 AM
Answer:	All existing asphalt thickness values can be found in the Approved Pavement Design Package. The Approved Pavement Design Package can be ordered via the online ordering system (https://fdotwp1.dot.state.fl.us/contractproposalprocessingonlineordering/).	Status: ANSWER PUBLISHED
		Posted: 3/25/2016 7:17:42 AM
Question:	13800: Is the contractor required to dispose of the suitable bridge debris at the reef locations?	Posted: 3/29/2016 8:54:08 AM

Answer:	Yes, please refer to note 7c on sheet B-8 of the Structure Plans.	Status:	ANSWER PUBLISHED
		Posted:	3/30/2016 8:50:31 AM
Question:	13804: Will contractor be paid progress payment to acquire material (temporary bridge and other material) before the actual project start date?	Posted:	3/30/2016 1:15:23 PM
Answer:	Yes. The specification allows the Department to pay for stockpiled materials after the NTP has been issued. Any partial payments for Delivery of Certain materials need to satisfy Specification 9-5.5 and 101.2.2.	Status:	ANSWER PUBLISHED
		Posted:	3/30/2016 1:32:09 PM
Question:	13805: Plans sheet BE-102 mentions that the sensors for the secondary reducers of the machinery data management system need to be shop mounted. Does the machinery supplier shop install the dynamic monitoring sensors on the gearboxes?	Posted:	3/30/2016 1:42:51 PM
Answer:	The design and procurement of the field probes, sensors, and transducers is to be coordinated with the machinery designer and shipped to the machinery manufacturing facility for installation in shop. Mounting studs for sensors to be shop installed by the reducer manufacturer.	Status:	ANSWER PUBLISHED
		Posted:	4/7/2016 1:44:34 PM
Question:	13806: Is shop testing of the Machinery Data Management System required (T508-8.2.20)?	Posted:	3/30/2016 1:46:54 PM
Answer:	The Machinery Data Management System is part of the Integrated Bridge Control System (IBC) and is required to be shop tested.	Status:	ANSWER PUBLISHED
		Posted:	4/4/2016 4:27:25 PM
Question:	13807: What is the torque of the adjustable speed drives for the temporary bridge?	Posted:	3/30/2016 1:58:06 PM
Answer:	The torque values are to be determined by the Contractor based on the final design of the temporary bridge. See Note 2 on Sheet B3-37 and T467-1.6 of the specifications.	Status:	ANSWER PUBLISHED
		Posted:	4/1/2016 9:59:03 AM
Question:	13810: Please confirm that non-domestic steel sourced from European Union countries will be allowed for the temporary bridge	Posted:	3/30/2016 6:47:34 PM

Answer:	Specification 6-5.2 "Source of Supply-Steel" Buy America provision of 23 CFR 635.410 is only for the steel and iron items incorporated into the finished work. This provision is not applicable to steel and iron items that the Contractor uses but does not incorporated into the finished work.	Status: ANSWER PUBLISHED Posted: 3/31/2016 8:25:43 AM
Question:	13811: What is the anticipated length of time that the temporary bridge will be in service? And what is the anticipated number of times the moveable span in the temporary bridge will be raised? How many times per day? How many times per week?	Posted: 3/30/2016 6:49:39 PM
Answer:	The temporary bridge will be in service until traffic has been placed on the permanent Southern Bascule Bridge. Based on the data collected in April 2007 during the Vessel Height Survey, the anticipated number of times the movable span of the temporary bridge will be raised is on average 11 times per day and 77 times per week. In addition, we know February 2016 had 457 total openings. The daily max during this month was 21 and the weekly max during this month was 116	Status: ANSWER PUBLISHED Posted: 4/11/2016 8:03:04 AM
Answer:	The temporary bridge will be in service until traffic has been placed on the permanent Southern Bascule Bridge. Based on the data collected in April 2007 during the Vessel Height Survey, the anticipated number of times the movable span of the temporary bridge will be raised is on average 11 times per day and 77 times per week.	Status: ANSWER VOIDED Posted: 4/4/2016 4:19:00 PM
Question:	13842: In reference to Addendum 4 - Perform no work on this Contract prior to April 1, 2017, unless authorized in writing by the Engineer. Will the Engineer allow the following activities: shop drawings, material procurement, temporary bridge construction, method or test drill shaft as long as it does not impact road or marine traffic? What other activities will be allowed prior to this date?	Posted: 4/1/2016 10:05:50 AM
Answer:	Prior to April 1, 2017, the contractor should be submitting shop drawings, procuring material, and performing any other preparatory work activities required for the scope of the contract. "Perform No Work" means no physical work activities on the project site. The contractor will not be allowed to build, such as the temporary bridge, method or test drill shafts, survey, or install MOT devices prior to April 1, 2017.	Status: ANSWER PUBLISHED Posted: 4/1/2016 1:43:07 PM
Question:	13843: In order to be able to offer the Department our best possible bid, we respectfully request the bid date to be postponed the May Letting on May 25, 2016.	Posted: 4/1/2016 3:47:17 PM
Answer:	The Department reviewed your request and made the decision at this time that we will not be delaying the letting.	Status: ANSWER PUBLISHED Posted: 4/4/2016 4:29:15 PM

Question: 13845: Specification TSP(T465) page 10 of 46 states the Contractor shall "assume responsibility for all maintenance on the movable bridges from the first chargeable workday through final acceptance,-> " Can FDOT provide an average or total maintenance cost for the SR80 Southern Boulevard for the last three years? Posted: 4/2/2016 10:13:08 AM

Answer: The AM Contractor does not subdivide the cost of maintenance by per bridge. He estimated approximately \$25k per month for maintenance and operation of Southern. This includes the cost of bridge tending activities. Status: ANSWER PUBLISHED
Posted: 4/4/2016 11:24:13 AM

Question: 13847: We can not find any bid item for HVAC for the bridge. Please advise which bid item this need to be included. Posted: 4/2/2016 12:44:19 PM

Answer: Costs for the HVAC system to be included in the lump sum cost of the control house, 512-1. Status: ANSWER PUBLISHED
Posted: 4/13/2016 2:30:37 PM

Question: 13848: To give department best possible bid due to complexity of this job,We respectfully request that the bid date would be extended to next schedule letting date. Posted: 4/2/2016 12:49:26 PM

Answer: The Department reviewed your request and made the decision at this time that we will not be delaying the letting. Status: ANSWER PUBLISHED
Posted: 4/4/2016 8:34:14 AM

Question: 13855: Traffic Control Plan Sheet 116, Note #4 states that the contractor will not be permitted to work at all from one hour before to one hour after times of scheduled services at St Catherine's Greek Orthodox Church. Reviewing St Catherine's calendar that is posted on their web page for April 2016. The calendar shows events scheduled for twenty six (26) of the thirty (30) days shown. Included in these scheduled events are Liturgy Services scheduled for Sundays, Wednesdays and three (3) other days totaling eleven (11) days. Does the No Work Period apply only to Liturgy Services or do the No Work Period also apply to other scheduled events such as Bible Study, Retreats, Meetings, Lunches and Dinners? Posted: 4/5/2016 2:29:48 PM

Answer: The No Work Period is intended to apply only to Liturgy Services. Status: ANSWER PUBLISHED
Posted: 4/5/2016 2:53:32 PM

Question: 13859: The Bascule Span Balance Table shown on Sheet B1-282 lists 63.1 kips of Balance Blocks, at 77 pounds each (block weight shown on Sheet B1-284) for a total of 819 blocks per leaf, drawing BQ1-8 shows providing 107 spare blocks per leaf, totaling 926 blocks per leaf with a project total of 1,852 blocks. Bid item 465-3-17 Movable Bridge Counterweight, F&I Balance Blocks shows a quantity of 3,494 each.

Posted: 4/5/2016 3:10:23 PM

Answer: The correct number of balance blocks is 1,852 and will be revised in Revision 5.

Status: ANSWER PUBLISHED

Posted: 4/15/2016 2:22:06 PM

Question: 13860: The Bascule Span Balance Table shown on Sheet B1-282 lists 494.4 kips of Steel Ballast per leaf. Is the steel ballast placed into formed pockets in the counterweight concrete or is the steel ballast encased in the counterweight concrete? Please provide specific layout and/or location requirements for the placement of the steel ballast?

Posted: 4/5/2016 3:23:29 PM

Answer: Refer to sheets B1-282 through B1-284 for the details of the counterweights including steel ballast plates and balance blocks.

Status: ANSWER PUBLISHED

Posted: 4/13/2016 2:23:45 PM

Question: 13861: Does the contract time start when the Notice To Proceed (NTP) is issued? If so then partial payments for stockpiled material will not be made prior to NTP and in this case April 1, 2017. Is this correct or does the Department plan to issue payments for stored materials prior to NTP?

Posted: 4/5/2016 3:25:11 PM

Answer: The Notice to Proceed (NTP) will be issued within 30 days after execution of the Contract. The first chargeable contract day will be April 1, 2017. The contract allows payment for stockpile material after NTP.

Status: ANSWER PUBLISHED

Posted: 4/5/2016 3:45:42 PM

Question: 13862: Will shop drawings and submittals be reviewed by the Engineer of Record prior to NTP?

Posted: 4/5/2016 3:26:38 PM

Answer: Yes, Shop drawings and submittals will be reviewed by the Engineer of Record after the contract has been executed.

Status: ANSWER PUBLISHED

Posted: 4/5/2016 4:00:31 PM

Question:	13865: Section TSP (T468-4.2. Materials) Paragraph C. indicates Grade 2 material as a minimum for gearing and shafting. Paragraph F. indicates pinion shafts with material conforming to AGMA Grade 1. Should Paragraph F indicate AGMA Grade 2 per the statement in Paragraph C ?	Posted:	4/6/2016 8:31:10 AM
Answer:	Pinions that are integral to their shafts shall be Grade 1 at a minimum; pinions that are made separate from their shafts shall be Grade 2 at a minimum.	Status:	ANSWER PUBLISHED
		Posted:	4/12/2016 7:23:31 AM
Question:	13866: Section TSP (T468-4.2. Materials) Paragraph F. Can the hardness of the pinions and gears be determined by the gear box manufacturer provided the loading and testing requirements of the TSP are met ? Therefore removing pinion hardness of 320/360 BHN and gear hardness of 265/320 BHN from the TSP.	Posted:	4/6/2016 8:49:38 AM
Answer:	For the purposes of this bid, assume the hardness requirements shown in the TSP. During the development of shop drawings, other hardness meeting the loading and testing requirement of the TSP may be considered by the Engineer.	Status:	ANSWER PUBLISHED
		Posted:	4/15/2016 9:18:24 AM
Question:	13868: Section TSP (T468-4.2. Materials) Paragraph C. Can the mechanical testing be performed per the gear box manufacturer's standard quality control procedure under the guidelines of ANSI/AGMA 2001-D4 and AGMA 923-B05 ?	Posted:	4/6/2016 10:08:16 AM
Answer:	Yes, as long as the gear box manufacturer's testing meets the requirements of AGMA 923-B05 at a minimum, their standard quality control procedures may be used to confirm that material meets AGMA 2001-D04 Grade 2.	Status:	ANSWER PUBLISHED
		Posted:	4/7/2016 10:59:06 AM
Question:	13869: Section TSP (T468-2.2.18. Welding and Weldments) Paragraph A. Can the gear boxes be welded per AWS D1.1 ? AWS D1.5 is intended for mounting supports.	Posted:	4/6/2016 10:40:30 AM
Answer:	AWS D1.1 can be used for the gearbox housing weldments.	Status:	ANSWER PUBLISHED
		Posted:	4/7/2016 10:58:49 AM

Question: 13870: Section TSP (T468-4.2. Materials) Paragraph M.
Can the breathers be supplied as a moisture trap Hygroscopic style air breather ?

Posted: 4/6/2016 11:02:44 AM

Answer: No, desiccant breathers shall be used for all gearboxes.

Status: ANSWER PUBLISHED

Posted: 4/12/2016 7:18:08 AM

Question: 13872: Section TSP (T468-4.3.2. Shop Testing and Inspection) Paragraph B.1.

Posted: 4/6/2016 11:23:03 AM

Would Magnetic Particle Inspection documentation also apply (See T468 -2.2.18 Paragraph B) ?

Answer: Yes, documentation of magnetic particle inspection should also be included.

Status: ANSWER PUBLISHED

Posted: 4/12/2016 7:23:54 AM

Question: 13873: Section TSP (T468-4.3.2. Shop Testing and Inspection) Paragraph D or F

Posted: 4/6/2016 11:27:21 AM

Will the gear boxes be required to be tested on an angle up to 80 degrees ?

Answer: No, the gearboxes will be tested in the horizontal position only.

Status: ANSWER PUBLISHED

Posted: 4/12/2016 7:24:04 AM

Question: 13875: As a follow up to question 13843 and addendum 4 stating, " Perform no work on this Contract prior to April 1, 2017" and the clarification that no field work will commence prior to April 1st, 2017. We respectfully request the bid letting be post-poned until the May 2016 letting to allow bidders, suppliers, and subcontractors additional time to prepare as competitive bid as possible.

Posted: 4/6/2016 2:40:36 PM

Answer: The Department reviewed your request again and made the decision at this time that we will not be delaying the letting.

Status: ANSWER PUBLISHED

Posted: 4/11/2016 7:54:46 AM

Question:	13888: Drainage structure, S-7, drainage vault is not included in the roadway plans, but is detailed in the structure/bridge plans. Due to the size of this structure it will need to be cast in place and appears to be a part of bridge structure. Does this item need to include this structure S-7, as part of our underground utility quote, or will this item be included in the bridge items ?	Posted:	4/7/2016 9:20:46 AM
Answer:	Each component (ie. sheet piles, vault slab, gravel, etc.) of the drainage vault structure is paid for in the structure plan quantities. The pipe culvert and drainage pump (within the structure) are included in the roadway plan quantities.	Status:	ANSWER PUBLISHED
		Posted:	4/12/2016 8:32:05 AM
Question:	13889: Do the five segmental spans on each approach have to be lower to the final position at the same time?	Posted:	4/7/2016 10:16:10 AM
Answer:	With the incrementally launched construction technique, each segment of the five approach spans are individually cast in a casting bed and then launched forward toward the bascule pier. The process of constructing the segment and advancing it to its final position by the launching process indicated on the plans is sequential.	Status:	ANSWER PUBLISHED
		Posted:	4/8/2016 2:42:06 PM
Question:	13905: Phase 1B of the TCP shows a temporary drainage structure TS-1 (S-5) tying into an existing 42" storm line and redirecting to new structure S-6. In permanent configuration S-6 is designed to flow into new drainage vault S-7. S-7 cannot be constructed until Phase 2. Where is S-6 discharge to be directed until S-7 is constructed? Does this outfall require treatment of any kind?	Posted:	4/8/2016 9:51:47 AM
Answer:	Phase 1B redirects & relocates the existing outfall. This flow will then just outfall at the new location until the vault (S-7) is constructed. The vault will be constructed in Phase 2 around the pipe culvert from S-6 (including any modifications necessary). The existing outfall is treated via French drains upstream west of Washington Rd. There will be no additional treatment to the existing drainage system. The modifications to the existing systems as shown in the plans are for conflicts with the proposed abutments only.	Status:	ANSWER PUBLISHED
		Posted:	4/8/2016 11:51:59 AM
Question:	13906: Sheet 116, note No. 4 states no work to be done during times of scheduled services at St. Catherine's Greek Orthodox church. Please define "Scheduled Services". The current calendar shows a "Service" every day of the week.	Posted:	4/8/2016 9:58:38 AM
Answer:	The No Work Period is intended to apply only to Liturgy Services.	Status:	ANSWER PUBLISHED
		Posted:	4/8/2016 10:23:46 AM

Question:	13910: Sheet B3-31, Note 5. indicates that the design of the temporary bridge, including the towers and machinery supporting the lift-span, is based upon the bridge system manufactured and supplied by Acrow Bridge. Sheet B3-32 defines the lift-span as "ACROW 700XS Bridge System DDRH2 Truss," and the approach spans as "ACROW 700XS Bridge System DSR2 Truss." Sheet B3-1 states that the design load for the temporary bridge is HL93 in accordance with AASHTO publications. Please confirm that the specified bridge configurations have been checked and can carry the given loading as required by the contract.	Posted:	4/8/2016 12:51:29 PM
Answer:	The bridge configuration shown in the plans was designed for HL93 loading.	Status:	ANSWER PUBLISHED
		Posted:	4/12/2016 7:24:37 AM
Question:	13911: Is it acceptable to reduce the AASHTO required D/d ratio for operating rope drums and sheaves to levels more consistent with temporary bridge machinery? We suggest a ratio of 30:1.	Posted:	4/8/2016 12:53:53 PM
Answer:	No, D/d ratio already reduced from 72:1 to 48:1.	Status:	ANSWER PUBLISHED
		Posted:	4/13/2016 3:50:00 PM
Question:	13912: Due to the considerable amount of construction engineering required on this project, we hereby request the postponement of the bid until the May letting to responsibly evaluate and assess respective costs associated thereto.	Posted:	4/8/2016 12:55:28 PM
Answer:	The decision to not to delay the letting was made by all levels of the Department. We will not be delaying the letting.	Status:	ANSWER PUBLISHED
		Posted:	4/12/2016 7:53:56 AM
Question:	13913: Is it acceptable to use relatively high strength operating and counterweight ropes such as of the type typically used on heavy duty industrial cranes in lieu of the 6x19 class ropes required by AASHTO? It is understood that the factors of safety will meet those required by the specification.	Posted:	4/8/2016 12:55:12 PM
Answer:	No, the counterweight ropes shall meet the requirements of AASHTO.	Status:	ANSWER PUBLISHED
		Posted:	4/15/2016 9:18:45 AM

Question: 13914: Is it acceptable to use gear reduction units which have a calculated bearing life of 5,000 hours in lieu of the 40,000 hours required by AASHTO - which is more consistent with temporary bridge machinery? Posted: 4/8/2016 12:56:38 PM

Answer: No, calculated bearing life shall be 40,000 hours. Status: ANSWER PUBLISHED
Posted: 4/12/2016 11:56:58 AM

Question: 13915: Is it acceptable to use roller bearings for operating sheaves and drums with a bearing life of 5,000 hours in lieu of 40,000 hours required by AASHTO? Posted: 4/8/2016 12:57:52 PM

Answer: No, bearing life shall be 40,000 hours. Status: ANSWER PUBLISHED
Posted: 4/12/2016 11:58:21 AM

Question: 13916: Is it acceptable to use counterweight sheave bearings selected based on static capacity according to the manufacturer's recommended selection procedure as opposed to using factors of safety on static capacity required by AASHTO for permanent movable bridges? Posted: 4/8/2016 12:58:43 PM

Answer: Static capacity of bearings shall meet AASHTO requirements. Status: ANSWER PUBLISHED
Posted: 4/12/2016 11:58:40 AM

Question: 13917: Is it acceptable to use partial penetration welds and fillet welds on machinery parts designed based on fatigue life such as is typically done for heavy duty industrial cranes per the AIST Technical Report No. 6.? Posted: 4/8/2016 12:59:32 PM

Answer: All welds shall conform to the drawings and specifications. Status: ANSWER PUBLISHED
Posted: 4/14/2016 4:25:13 PM

Question: 13918: Are any spare parts required for the mechanical components? Posted: 4/8/2016 1:00:22 PM

Answer: Mechanically, there are no spare parts for the temporary bridge. TSP 468-2.1.23 list the parts and tools required for the permanent bridge. Status: ANSWER PUBLISHED
Posted: 4/12/2016 11:56:36 AM

Question:	13919: Drawing B3-32 shows the bridge maximum lift height to be 65' - 0" above M.L.W. and a lowered height above M.L.W. of 14' - 0". This would indicate a lift height of 51' - 0". Specification section T467-1.2 reads "The lift span shall be designed to rise to a maximum height of 65' above the fully seated position- Please confirm that the lift height is 51' - 0" and not 65' - 0".	Posted:	4/8/2016 1:01:12 PM
Answer:	The lift height is 51' minimum; the clearance is 65' minimum.	Status:	ANSWER PUBLISHED
		Posted:	4/12/2016 11:56:16 AM
Question:	13920: Is it acceptable to use 24 VDC control power?	Posted:	4/8/2016 1:02:09 PM
Answer:	All Control power shall be 120V as shown in the Contract Documents unless otherwise noted in the plans and the Technical Special Provision Section T508 for equipment that requires 24Vdc power.	Status:	ANSWER PUBLISHED
		Posted:	4/12/2016 4:16:46 PM
Question:	13921: Is it acceptable to use 16 and 18 gauge wire in control panels and low current applications (AASHTO 9.9.1)?	Posted:	4/8/2016 1:02:57 PM
Answer:	Per Technical Special Provision Section T508, T508-3.1.2 and T508-8.2.2. use no wire smaller than No. 14 AWG for control wiring between cabinets, except control wiring within a manufactured cabinet may be smaller. Minimum field installed control wire size within the control console shall be No. 16 AWG.	Status:	ANSWER PUBLISHED
		Posted:	4/14/2016 4:23:20 PM
Question:	13922: Is it acceptable to use 1800 RPM motors span drive motors (AASHTO 8.5.2.2)?	Posted:	4/8/2016 1:03:56 PM
Answer:	Yes. The full load motor speed of the span drive motor is 1800 rpm (1760rpm actual).	Status:	ANSWER PUBLISHED
		Posted:	4/13/2016 2:24:03 PM
Question:	13923: Is it acceptable to use IEC contactors (AASHTO 8.6.6) and "ice cube" style relays (AASHTO 8.4.2.2)?	Posted:	4/8/2016 1:04:39 PM
Answer:	IEC contactors are not acceptable. Provide relays and contactors as described in Technical Special Provision, T508-8.	Status:	ANSWER PUBLISHED
		Posted:	4/14/2016 4:25:28 PM

Question:	13924: Can all bypass functions be through an HMI (AASHTO 8.4.3)?	Posted:	4/8/2016 1:05:23 PM
Answer:	Bypass functions may not be performed through an HMI. Bypass operation shall be performed through key operated selector switches as shown in the contract plans and Technical Special Provision Section T508.	Status:	ANSWER PUBLISHED
		Posted:	4/12/2016 3:01:04 PM
Question:	13925: Is it acceptable to use PVC, fiberglass and EMT in non protected/encased locations (AASHTO 8.10)?	Posted:	4/8/2016 1:06:14 PM
Answer:	Non-metallic flexible conduit, aluminum conduit, intermediate (IMC), or electrical metallic tubing (EMT) shall not be used. Schedule 80 PVC or Reinforced Thermosetting Resin Conduit may be used for underground installations when installation is more than 5 feet from bascule pier wall.	Status:	ANSWER PUBLISHED
		Posted:	4/12/2016 7:58:04 AM
Question:	13926: What spare parts will need to be provided for the electrical system (AASHTO 8.14)?	Posted:	4/8/2016 1:07:14 PM
Answer:	For Electrical spare parts, provide extra materials as defined in Technical Special Provision Section T508. See T508-5.2.4, T508-6.2.11, T508-8.2.4, T508-8.2.21, T508-12.2.7, and T508-14.3.2.	Status:	ANSWER PUBLISHED
		Posted:	4/12/2016 4:17:02 PM
Question:	13933: Please provide a connection detail or index reference for the temporary ped. railing shown on sheet 133. All index for railing shows connection to concrete, not asphalt.	Posted:	4/8/2016 3:36:54 PM
Answer:	The temp. ped railing will be changed to temp. fence in Revision 5.	Status:	ANSWER PUBLISHED
		Posted:	4/13/2016 8:01:20 AM
Question:	13955: Please confirm storefront frame finish. Spec Section T512-14.13 indicates 70% PVDF AAMA 2605 paint finish. Plan page B-9A finish details indicate light bronze anodized finish. Plan B1-461 notes indicate pre-finish white aluminum storefront. Please clarify	Posted:	4/11/2016 1:23:28 PM
Answer:	The storefront finish is to be light bronze anodized.	Status:	ANSWER PUBLISHED
		Posted:	4/15/2016 9:17:05 AM

Question:	13958: The construction sequence of the West and East Approach spans STEP 4 reads - Install Perm. Bearings & Non-Shrink Grout Pads - Transfer Load to Perm. Bearings by Lower Launching Beam Jacks" The question is: Does the entire approach (five spans) has to be lowered simultaneously or it can be done by one span at the time?	Posted:	4/11/2016 1:48:42 PM
Answer:	We anticipate that the permanent bearings are set in place vertically to a snug fit and will accept load when the load is released from the temporary jacks. Hence, the amount of lowering envisioned is that related to the compressive deformation of the permanent bearings when load is applied, which is small. With that preface, the load transfer from the temporary jacks to the permanent bearings can be accomplished one span at a time or all five spans at a time depending on the Contractor's preference. We advise that the construction engineering analysis shall include steps related to the transfer of load from temporary to permanent systems and the final elevations of the launched structure shall account for the amount of the anticipated vertical (compressive) deformation of the permanent bearings.	Status:	ANSWER PUBLISHED
		Posted:	4/20/2016 5:19:04 PM
Question:	13960: Sheet 140 of the Phase 2 drawings show Type K barrier butting to the temporary bridge. This will require a thrie beam connection at each location. Are the thrie beams considered incidental to the Type K barrier?	Posted:	4/12/2016 9:15:04 AM
Answer:	In accordance with Standard Index 414, the thrie beam is incidental to the type k barrier wall installation.	Status:	ANSWER PUBLISHED
		Posted:	4/12/2016 10:39:08 AM
Question:	13961: Sheet 140 of the Phase 2 drawings show a temporary crosswalk for Flagler Drive. The Type K barrier detailed in the drawings blocks this walkway. Please revise.	Posted:	4/12/2016 9:17:20 AM
Answer:	There are no barriers in conflict with crosswalks.	Status:	ANSWER PUBLISHED
		Posted:	4/12/2016 9:36:37 AM
Question:	13963: Beginning on sheet 151 of the Phase 3A drawings it appears the Type K barrier shown from station 160+00 to 179+96 RT, does not meet the minimum offset or deflection requirements per index 414. It also appears this section of wall will require staking which is not indicated on the drawings. Please advise.	Posted:	4/12/2016 10:06:01 AM
Answer:	All type K barriers are shown in accordance with Standard Index 414. Staking shall be used in accordance with Standard Index 414.	Status:	ANSWER PUBLISHED
		Posted:	4/12/2016 10:39:25 AM

Question:	13974: Sheet B1-92 Sections S-S and T-T shows reinforcing steel, Mark 6D3 and 5D5, these bars will restraint the rotation and vertical movement of the segments during launching operations and changes in the roadway profile grade. Could you review and advise this issue?.	Posted:	4/12/2016 3:23:44 PM
Answer:	Reinforcing Bar Marks 6D3 and 5D5 shown on Sheet B1-92 (Sections S-S and T-T) are provided to ensure the structural integrity of the inverted bearing pedestals. They are detailed as part of the permanent structure during launching operations.	Status:	ANSWER PUBLISHED
		Posted:	4/20/2016 5:18:23 PM
Question:	13975: The finish schedule for the interior Bascule Piers calls for an Epoxy Resin Coating System for several of the concrete floor finishes. Please provide a specification for the product and application of the epoxy floor coating as there is only a specification for Concrete Floor Acrylic applications under the painting specification.	Posted:	4/12/2016 3:39:10 PM
Answer:	On sheet B1-119 in the structure plans, Note 2 specifies the requirements for the epoxy floor coating. There are a number of epoxy floor coating products by a number of manufacturers that meet the requirements of this project. Specifications and application methods vary depending on the product selected.	Status:	ANSWER PUBLISHED
		Posted:	4/15/2016 9:16:08 AM
Question:	13978: Sheet 116, Note No. 15 states the flagging operation for Phase 5 work is limited to a weekend of no more than 72 hours. This is an unreasonable amount of time to have all demolition, pipe, earthwork, driveways and curb completed and poured. Please advise as to the intention of this note. Would the department consider temporary trailer mounted signals in place of an around the clock flagging operation?	Posted:	4/12/2016 5:21:55 PM
Answer:	A restriction was requested by the Department for the amount of time the flagger operation can be in effect.	Status:	ANSWER PUBLISHED
		Posted:	4/14/2016 4:24:59 PM
Question:	13981: Where are the rock cores from the borings and can they be viewed?	Posted:	4/13/2016 9:29:14 AM
Answer:	The rock cores from the borings are not available for viewing.	Status:	ANSWER PUBLISHED
		Posted:	4/13/2016 4:08:10 PM
Question:	13982: There is not a bid item for a contract office to be used by FDOT, is the Contractor not required to provide a facility for FDOT to use on or near the T4424 Project?	Posted:	4/13/2016 9:34:19 AM

Answer:	The Department is not requiring a contract office for FDOT to use.	Status:	ANSWER PUBLISHED
		Posted:	4/13/2016 10:59:14 AM
Question:	13983: The Bascule Leafs will need to be in a closed position to place the lightweight deck and curb concrete. This will be necessary for multiple days per leaf during placement and cure. Are there any additional marine traffic guidance or delineation requirements to be provided by the Contractor?	Posted:	4/13/2016 9:45:47 AM
Answer:	Sequence and duration of construction activities is the responsibility of the Contractor. See Section 7-8 of the Standard Specifications for requirements of construction over navigable waters.	Status:	ANSWER PUBLISHED
		Posted:	4/15/2016 1:41:39 PM
Question:	13984: Are the original pile driving records available for the existing Main and Tidal Bridges?	Posted:	4/13/2016 9:48:57 AM
Answer:	There are no pile driving records available for the existing bridges as stated in the AFT Report. The AFT Report can be ordered via the online ordering system (https://fdotwp1.dot.state.fl.us/contractproposalprocessingonlineordering/).	Status:	ANSWER PUBLISHED
		Posted:	4/14/2016 4:23:05 PM
Question:	13987: The "Optional Materials Tabulation" for Drainage Pipe does not include either Polypropylene Pipe or HDPE Class II as acceptable materials. Both pipe types are approved for 100 year DSL applications. We are asking for Polypropylene Pipe and HDPE Class II to be allowed/included as an optional pipe material (as long as min/max cover requirements are met).	Posted:	4/13/2016 11:53:27 AM
Answer:	HDPE Class II and Polypropylene Pipe are allowed to be included as an optional pipe material for all pipe sizes as long as min/max cover requirements are met. If the contractor is bidding HDPE Class II and Polypropylene Pipe optional pipe, the contractor will be required to preform these calculations prior to bid to insure min/max cover requirements are met.	Status:	ANSWER PUBLISHED
		Posted:	4/22/2016 8:17:32 AM
Answer:	PPP and HDPE Class II cannot be used.	Status:	ANSWER VOIDED
		Posted:	4/13/2016 1:24:57 PM
Question:	13989: Pay Item 0400-10 Precast Panel-Architectural listed in the Schedule of Values shows a pay quantity and unit of 1335 SF. Technical Provision 512-37 Basis of Payment indicates that the measurement and payment for Item 0400-1- is 1 LS. Please confirm measurement and payment for this Bid Item.	Posted:	4/13/2016 1:58:17 PM

Answer:	Per the Basis of Estimates Manual, 400-10 Precast Panel - Architectural is a SF pay item. The Schedule of Values is correct.	Status: ANSWER PUBLISHED
		Posted: 4/14/2016 4:22:47 PM
Question:	13990: Refer to Drawing B1-5. The area NE of the intersection of the proposed temporary bridge and Flagler Drive shows boundaries of both the Right-of-Way and the "Southbridge Condo Property". Please confirm we will have unencumbered construction access in the area between the Southbridge Condo Property Line and the ROW Line.	Posted: 4/13/2016 2:04:21 PM
Answer:	On sheet 29 of the Roadway Plans, the TCE and the R/W line (acquired ROW) are shown. On sheet 131 of the Roadway Plans, the work zone is shown in the NE corner of the intersection of the temp. bridge and Flagler Drive.	Status: ANSWER PUBLISHED
		Posted: 4/13/2016 2:57:20 PM
Question:	13991: Please confirm that we will have unencumbered and unimpeded access for construction purposes at all times in the vicinity of the private property on the eastside of the project, i.e. east of the Tide Relief Bridge.	Posted: 4/13/2016 2:09:17 PM
Answer:	All work must be done in FDOT R/W.	Status: ANSWER PUBLISHED
		Posted: 4/13/2016 2:56:59 PM
Question:	13992: Please clarify if the existing fence along the south side of the project on Park Island can be disturbed if construction access so requires and if unimpeded access is available between that fence line and the R/W line.	Posted: 4/13/2016 2:12:34 PM
Answer:	There are mangroves on the south side of the Causeway that cannot be disturbed during construction. On sheets 125 and 126 of the Roadway Plans, the location of the mangroves can be seen.	Status: ANSWER PUBLISHED
		Posted: 4/13/2016 3:39:55 PM
Question:	14002: Custom Fender System Design Notes (B1-8): It appears that the Fender System Plans have been prepared following the requirements of the 2015/2016 Structures Manual, whereas the Project Notes on Sheet B-7 state that the design specifications are the January 2012 Structures Manual. Understanding that fender design, plans preparation and indexes have changed since 2012, please clarify the Department's intent for implementing the associated design requirements on Sheet B1-8 of the Contract Plans.	Posted: 4/14/2016 10:37:20 AM
Answer:	The fender system was designed following the 2012 design criteria. It is the Department's intent for the fender system to be bid as shown in the plans.	Status: ANSWER PUBLISHED
		Posted: 4/21/2016 8:34:20 AM

Question:	14003: Custom Fender System Design Notes (B1-8): Is the Contractor permitted to propose a fender design configuration (number of piles, spacing of piles, etc.) other than what is shown on Plan Sheets B1-8 through B1-18 assuming such a design proposal meets the requirements of the Custom Fender System Design Criteria Table shown on Dwg. G-8 (B1-8), and that the design is predicated on the Site Specific Soil Properties shown on Dwg. G-8.	Posted:	4/14/2016 10:43:40 AM
Answer:	At this time the Department will neither consider nor guarantee approval of deviations from the plans. The Contractor shall bid what is shown in the plans. The Contractor may submit any deviation from the plans for Department review through the Cost Savings Initiative (CSI) process, at which time the Department will consider and either approve or deny the CSI.	Status:	ANSWER PUBLISHED
		Posted:	4/20/2016 5:03:44 PM
Question:	14004: Custom Fender System Design Notes: If the Contractor provides fender system components meeting the pile and property requirements, and installs per the configuration detailed in the plans, and with pile tips per the table of variables, are engineering calculations still required to "demonstrate satisfaction" (Note 1)? The basis of this question is that Note 2 states that what is presented in the plan does meet the requirements and therefore implies that it is a satisfactory design; providing calculations would appear redundant for this scenario, particularly as it relates to number, size, arrangement, and penetration of the piles.	Posted:	4/14/2016 10:45:01 AM
Answer:	No, calculations are not required if the fender system provided exactly matches the plans.	Status:	ANSWER PUBLISHED
		Posted:	4/21/2016 8:35:01 AM
Question:	14005: The ACOE permit requires the cable to be located 14 feet below the "Project Channel Depth" of 10 feet. Sheet BE-79 calls for the sub-cable casing for the conduit to be as much as 24 feet below the project channel depth where the existing bottom depth is EL-20. The bridge general plan and bridge hydraulic recommendation sheet depict the cable at around EL-26/-27 which would provide a minimum cover of approximately 6 feet below the lowest portions of the existing bottom while still meeting the ACOE permit requirements. Assuming the casing is placed horizontally as depicted in the plans, the requirements on Sheet BE-79 could result in excavations near the edges of the channel on the order of 25 feet in depth in order to install the casing and conduit. With 2:1 side slopes on the excavation, the width of the excavation would be on the order of 100 feet wide. Please clarify the requirements and intent for the installation.	Posted:	4/14/2016 10:50:15 AM
Answer:	Per the permits for this project, the submarine cable for the new bridge is to be installed a minimum of 14 feet below the authorized dredge depth, not the existing channel bottom.	Status:	ANSWER PUBLISHED
		Posted:	4/19/2016 4:32:44 PM

Question: 14013: Reference answer to Question 13753 as it pertains to the applicability of the Cost Savings Initiative (CSI) process. Note 2 on B1-104, states "Details shown describe one suggested construction method and are provided to depict assumptions used in the design". Note 4 on B1-104, states "Contractor is responsible to fully develop the proposed construction method and verify the adequacy of the design based on the proposed construction method → ". Given that the construction techniques/methods/temporary works depicted in the Plans are suggested and incomplete in terms of engineering/details, e.g., foundations, it is not understood why finalizing techniques, etc. that result in "no modifications to the design of the permanent structure that eliminate or significantly reduce the effectiveness of the design features" (Note 1 on B1-104) should be subject to the CSI process. Please clarify if the CSI process is applicable to the permanent works, temporary works, neither or both.

Posted: 4/14/2016 1:28:54 PM

Answer: The original question # 13753 asked the following: "The project is designed for a Cast In Place CIP) superstructure to be utilized for the Tidal Bridge. Will this method be allowed to be used for the superstructure for the fixed spans of the Bascule Bridge in lieu of a launched segmental superstructure?" This revision is considered a major modification and would require a CSI. Changing the erection sequence may be considered, a minor contractor's modification, and may be considered a no cost contractor generated change. However, without complete details of the proposed "erection sequence of his own choice", it is impossible to provide an answer to this question.

Status: ANSWER PUBLISHED

Posted: 4/15/2016 12:04:43 PM

Question: 14014: In response to FDOT Question and Answer # 13753 we offer the following request for clarification. The response indicates that an alternate construction sequence for the Bascule Bridge is not permitted by the Contractor, unless permitted by CSI. As the Contractor is ultimately responsible to fully develop their proposed construction method (plan pageB1-104) for the Superstructure, we request that this response be clarified to permit an erection sequence of his own choice. This is consistent with T452-3.9.2 and gives the FDOT the maximum cost benefit through the competitive bidding process. Please advise?

Posted: 4/14/2016 1:42:14 PM

Answer: Specification 5-1.4.8 "Modifications for Construction", provides direction on what is a minor contractor's modification and a major contractor's modification. For a major modification, the Department will require Cost Savings Initiative Proposal. In addition, the selected means and methods is up to the contractor. The question does not provide enough details to answer this question.

Status: ANSWER PUBLISHED

Posted: 4/15/2016 12:05:52 PM

Question: 14016: How will the Geotech of Record define Rock for this project?

Posted: 4/14/2016 3:19:49 PM

Answer: The authorized drilled shaft tip elevations will be determined by the Engineer based on all information available after the completion of pilot holes, installation and grouting of method shafts, as well as installation, grouting and testing of load test shafts. After receiving all the required information, including load test final reports, the Engineer will furnish the Contractor the authorized drilled shaft tip elevations and grouting criteria for production drilled shafts.

Status: ANSWER PUBLISHED

Posted: 4/19/2016 7:31:48 AM

Question:	14017: Please confirm storefront/window frame finish. Spec section T512-14.13 indicates 70% PVDF AAMA 2605 paint finish w/ topcoat. Plan age B-9A finish details indicate light bronze anodized finish. Plan page B1-461 notes prefinished white aluminum storefront. Plan Sheet B1-472 indicates windows to be painted anodized aluminum.	Posted:	4/14/2016 3:28:31 PM
Answer:	The storefront finish is to be light bronze anodized.	Status:	ANSWER PUBLISHED
		Posted:	4/15/2016 9:17:35 AM
Question:	14019: Questions for Geotech of Record: Please define rock for this project. There is a minimum rock socket requirement for many of the drilled shafts. If no rock (as asked for definition above) is found within the current design length of a drilled shaft? What if rock is discontinuous? Does Rock start at first indication of rock? Is rock socket length calculated based on a continuous length of rock?	Posted:	4/14/2016 3:33:38 PM
Answer:	The authorized drilled shaft tip elevations will be determined by the Engineer based on all information available after the completion of pilot holes, installation and grouting of method shafts, as well as installation, grouting and testing of load test shafts. After receiving all the required information, including load test final reports, the Engineer will furnish the Contractor the authorized drilled shaft tip elevations and grouting criteria for production drilled shafts.	Status:	ANSWER PUBLISHED
		Posted:	4/19/2016 7:30:56 AM
Question:	14020: Question for Geotech of record: Per geotech report plan sheet B-2 "Estimated Permanent Casing Table per Shaft" the referenced "estimated bottom of casing elevation" does not seat into rock or coquina on numerous locations. The casing tip elevations also do not consider WOH layers of 5 to 10 feet in thickness. Should we estimate the appropriate longer casing lengths to install the drilled shaft safely and to ensure a quality product?	Posted:	4/14/2016 3:39:44 PM
Answer:	Refer to Modified Special Provision "Permanent Casing Construction Method 455-15.5" for additional details.	Status:	ANSWER PUBLISHED
		Posted:	4/19/2016 7:31:31 AM
Question:	14021: We could not find wage rate for " Pile driver" on current wage rate table. Please provide which wage rate table to be used for that classification.	Posted:	4/14/2016 3:55:36 PM

Answer:	<p>If a classification is needed but not on the table, a Request for Additional Classification must be after the contract has been executed. This form must be submitted by the prime contractor (subcontractors should work with the prime to obtain the needed classifications. The form for requesting additional classifications is available on the FDOT site, form #700-010-07: http://formservr.dot.state.fl.us/MiscRepository/forms/70001007.pdf The form must be fully completed including the proposed Classification Title, the proposed classification description, and the suggested hourly rate of pay. The form must be signed by the prime contractor's representative. Suggested hourly rates of pay must be comparable to other classifications on the assigned wage table(s). For additional information http://www.dot.state.fl.us/construction/Wage.shtm</p>	Status: ANSWER PUBLISHED	Posted: 4/14/2016 5:25:43 PM
Question:	<p>14022: Item Number 0400-3-20, Concrete Class III, Seal (CY): Since the Contractor is required to design and size the seals and cofferdams per Note 11 on Sheet B-8A, please confirm that regardless of the means and methods utilized by the Contractor to dewater for substructure construction, payment will be based on plan quantity and the unit price bid and that no individual measurements of work will be made.</p>		Posted: 4/14/2016 4:23:59 PM
Answer:	<p>Regardless of the means and methods utilized by the Contractor to dewater for substructure construction, payment will be based on plan quantity for 0400-3-20, Concrete Class III, Seal (CY) and the unit price bid. No individual measurements of work will be made.</p>	Status: ANSWER PUBLISHED	Posted: 4/20/2016 4:53:07 PM
Question:	<p>14025: Reference is made to Drw. B1-293 Bascule Leaf Sections. The installation of exodermic deck and cast-in-place concrete in the exodermic deck as well as the cantilevered sidewalk pour will require construction with the bascule leaf in the horizontal position. Has the US Coast Guard been made aware that this will require for up to 6 weeks of single leaf bridge closure per leaf?</p>		Posted: 4/14/2016 4:37:35 PM
Answer:	<p>There is a US Coast Guard permit obtained for this project. Sequence and duration of construction activities is the responsibility of the Contractor. See Section 7-8 of the Standard Specifications for requirements of construction over navigable waters.</p>	Status: ANSWER PUBLISHED	Posted: 4/15/2016 2:21:42 PM
Question:	<p>14026: Per the drainage Plan Sheet 41, structures S-302 and S-303 are not connected. Per Phase 3B sheet 174 these structures show a pipe run connecting the two structures. Please advise.</p>		Posted: 4/14/2016 5:18:42 PM
Answer:	<p>Since the drainage system is phase constructed and positive drainage must be maintained throughout each phase of MOT, a temporary pipe is constructed in phase 3A connecting structures S-302 and S-303. The temporary pipe is plugged and filled with flowable fill in phase 5 when the remainder of drainage system 300 is constructed.</p>	Status: ANSWER PUBLISHED	Posted: 4/15/2016 9:18:04 AM

Question:	14031: The temporary fender system require 316 Stainless steel all thread per plans. Since it is temporary item, would it be permitted to utilize galvanized in lieu of stainless steel.	Posted:	4/14/2016 5:58:00 PM
Answer:	The use of galvanized hardware in lieu of stainless steel hardware on the temporary fender system is acceptable.	Status:	ANSWER PUBLISHED
		Posted:	4/15/2016 10:12:42 AM
Question:	14091: Please clarify location of LV101, which is called out in the finish schedule but not located on the plan sheets.	Posted:	4/15/2016 1:08:20 PM
Answer:	LV101 is the louver in the wall of the drainage vault. See sheets BW-16 and BW-20.	Status:	ANSWER PUBLISHED
		Posted:	4/15/2016 2:22:18 PM
Question:	14092: Please provide a detail showing the clearance between the pre-cast columns and the storefront assemblies of the control tower.	Posted:	4/15/2016 1:10:11 PM
Answer:	REF. DWG. NO. AR-1.0/SHEET NO. B1-452 and REF. DWG. NO. AR-3.0/SHEET NO. B1-467: inside face of the Aluminum Storefront system is to be flush with the concrete header beam. REF. DWG. NO. AR-4.2/SHEET NO. B1-471: Storefront Corner Condition Detail 3/AR-4.2 will be per manufacturer 135 degree corner detail. REF. DWG. NO. BP-37/SHEET NO. B1-155: Reference to the "DETAIL AT COLUMN BOTTOM", an approximate 1-1/4 inch chevron shaped recess/cut-out the height of the column base and rolled edge detail (6-3/8 inches) is to be provided at each column to allow for the installation of the aluminum sill flashing and the storefront manufacturer 135 degree corner. Contractor will be responsible to coordinate with the Storefront manufacturer and installer, and the precast concrete column manufacturer to assure that the required recess (adjusted as may be needed) is provided to avoid conflict and allow installation of the storefront system. In addition, T512-14 GLAZED ALUMINUM STOREFRONT SYSTEM, T512-14.1 is revised as follows: (DESCRIPTION).A: On the second line after the word "framing", change "non-thermal" to read "thermal broken system". At the end of that paragraph add the following: "Provide manufacturer 135 degree 'corner' pieces adjacent to each column. Provide manufacturer continuous aluminum sill flashing and header flashing matching the storefront system."	Status:	ANSWER PUBLISHED
		Posted:	4/22/2016 10:12:08 AM
Question:	14093: Please confirm that there are no doors required for the entries to electrical rooms such as P6-303 and P6-203.	Posted:	4/15/2016 1:11:04 PM

Answer:	There are no doors at the entry to electrical rooms P6-303 or P6-203.	Status: ANSWER PUBLISHED
		Posted: 4/19/2016 11:51:53 AM
Question:	14104: Regarding Drilled Shafts - There is a "minimum rock socket" requirement for many of the drilled shafts. How will the Geotech of Record define Rock for this project? What if Rock is not found within the current design length of a drilled shaft?	Posted: 4/18/2016 7:47:50 AM
Answer:	The authorized drilled shaft tip elevations will be determined by the Engineer based on all information available after the completion of pilot holes, installation and grouting of method shafts, as well as installation, grouting and testing of load test shafts. After receiving all the required information, including load test final reports, the Engineer will furnish the Contractor the authorized drilled shaft tip elevations and grouting criteria for production drilled shafts.	Status: ANSWER PUBLISHED
		Posted: 4/19/2016 5:45:17 PM
Question:	14105: Regarding Drilled Shafts - What if Rock is discontinuous? Does rock start at first indication of Rock? Is Rock socket length calculated based upon a continuous length of Rock?	Posted: 4/18/2016 7:48:38 AM
Answer:	The authorized drilled shaft tip elevations will be determined by the Engineer based on all information available after the completion of pilot holes, installation and grouting of method shafts, as well as installation, grouting and testing of load test shafts. After receiving all the required information, including load test final reports, the Engineer will furnish the Contractor the authorized drilled shaft tip elevations and grouting criteria for production drilled shafts.	Status: ANSWER PUBLISHED
		Posted: 4/20/2016 4:29:49 PM
Question:	14106: Per plan sheet B-2 "Estimated Permanent Casing Table Per Shaft": The referenced "estimated bottom of casing elevation" does not seat into rock or coquina on numerous locations. The casing tip elevations also do not consider WOH layers of 5 to 10 feet in thickness. Should we estimate the appropriate longer casing lengths to install the shaft safely and to ensure a quality product?	Posted: 4/18/2016 7:49:25 AM
Answer:	Refer to Modified Special Provision "Permanent Casing Construction Method 455-15.5" for additional details.	Status: ANSWER PUBLISHED
		Posted: 4/20/2016 4:29:01 PM
Question:	14124: Project Specification T448-1.4.1 page 40 itemizes a list of pumping system components. It also states that information related to this pumping system must be submit with the bid proposal. Can these be submitted post award? If not how are they to be submitted with the proposal?	Posted: 4/18/2016 2:50:45 PM

Answer:	Yes, these can be submitted post award.	Status:	ANSWER PUBLISHED
		Posted:	4/20/2016 4:00:10 PM
Question:	14125: The lightweight concrete for the Bascule leaf deck/curbs/overhang will be required to be installed with each specific leaf to be in a "down" position. This will require some temporary marine traffic controls. How will this effort for guiding boat traffic be paid?	Posted:	4/18/2016 2:56:18 PM
Answer:	Maintenance of marine traffic is means and methods by the contractor and costs shall be included in pay item 102-2-1 SPECIAL DETOUR.	Status:	ANSWER PUBLISHED
		Posted:	4/20/2016 5:17:57 PM
Question:	14126: Per plan sheet B-2 "Estimated Permanent Casing Table Per Shaft" the referenced "estimated bottom of casing elevation" does not seat into rock or coquina on numerous locations. The casing tip elevations also do not consider WOH layers of 5 to 10 feet in thickness. Should we estimate the appropriate longer casing lengths to install the shaft safely and to ensure a quality product?	Posted:	4/18/2016 3:00:31 PM
Answer:	Refer to Modified Special Provision "Permanent Casing Construction Method 455-15.5" for additional details.	Status:	ANSWER PUBLISHED
		Posted:	4/20/2016 4:28:41 PM
Question:	14127: What if Rock is discontinuous? Does rock start at first indication of Rock? Is Rock socket length calculated based upon a continuous length of Rock?	Posted:	4/18/2016 3:01:35 PM
Answer:	The authorized drilled shaft tip elevations will be determined by the Engineer based on all information available after the completion of pilot holes, installation and grouting of method shafts, as well as installation, grouting and testing of load test shafts. After receiving all the required information, including load test final reports, the Engineer will furnish the Contractor the authorized drilled shaft tip elevations and grouting criteria for production drilled shafts.	Status:	ANSWER PUBLISHED
		Posted:	4/20/2016 4:29:29 PM
Question:	14134: Sheet # B1-47 shows several conduits to be embedded in the west and east approaches concrete superstructure. Are these conduits paid under separate pay items or are they incidental to the pay item 400-8 -39 Concrete Class V, Precast Segmental Superstructure?	Posted:	4/18/2016 5:14:41 PM

Answer:	The conduits shown on B1-47 are paid for as follows: Costs of sanitary sewer line, water lines, telephone line, hangers and all related mounting hardware from bascule piers to the connection points on the east and west approaches shall be included with pay item 512-72-1 movable bridge plumbing system. See Sheet B1-62 Note 1. Costs of PVC conduits for roadway lighting is included in pay item 508-1-1 movable bridge electrical equipment. Costs of PVC conduits for traffic signal, warning gate, CCTV and intercom included in 508-1-1 movable bridge electrical equipment.	Status:	ANSWER PUBLISHED
		Posted:	4/20/2016 4:21:54 PM
Question:	14139: What pay item is to be used for the special manhole cover, sheet 81?	Posted:	4/19/2016 8:47:52 AM
Answer:	522-1, see sheet SQ-29	Status:	ANSWER PUBLISHED
		Posted:	4/19/2016 9:01:51 AM
Question:	14140: Sheet 224 shows a 1" water service and a 3" sanitary line connecting to the existing city system. What pay items will these items be covered under?	Posted:	4/19/2016 9:08:41 AM
Answer:	In the Structure Plans Sheet B1-62 Note 1, costs of sanitary sewer line and water lines from bascule piers to the connection points on the east and west approaches shall be included with pay item 512-72-1 movable bridge plumbing system.	Status:	ANSWER PUBLISHED
		Posted:	4/20/2016 4:24:45 PM
Question:	14141: What specific items are to be paid under 448-73, pumping station? Footing, Discharge pipe, gravel etc.?	Posted:	4/19/2016 9:18:14 AM
Answer:	The specific items to be paid for under pay item 448-73 Pumping Station-Drainage are defined in TSP 448.	Status:	ANSWER PUBLISHED
		Posted:	4/20/2016 4:52:25 PM
Question:	14165: This question pertains to structure no. 930558. Where the structure is bearing on a bearing pad, is a bearing plate required to be cast into the bottom of the superstructure?	Posted:	4/19/2016 4:10:07 PM
Answer:	No, there is no requirement for a bearing plate to be cast into the bottom of the superstructure.	Status:	ANSWER PUBLISHED
		Posted:	4/20/2016 8:17:56 AM

Question:	14167: This question pertains to structure no. 930558. Can the bearing pads be installed prior to the casting the deck? If not, can we jack one span at a time in order to facilitate the bearing pad installation?	Posted:	4/19/2016 4:14:39 PM
Answer:	Yes, the bearing pads can be installed prior to casting the deck.	Status:	ANSWER PUBLISHED
		Posted:	4/20/2016 8:18:39 AM
Question:	14196: In the past the DOT has supplied the ACROW bridge. It doesn't look like that is the case with this project. Will the DOT be supplying the ACROW temporary bridge for this project?	Posted:	4/20/2016 1:07:27 PM
Answer:	It is the contractor's responsibility to determine the temporary bridge. FDOT will not be supplying the ACROW temporary bridge for this project.	Status:	ANSWER PUBLISHED
		Posted:	4/20/2016 5:17:29 PM
Question:	14198: It may be necessary to fully case the drilled shaft holes with temporary casing during drilling to prevent collapse of the hole. Current foundation industry practice is to use equipment that utilizes metric sized casing. The closest metric sizes are 1.2 meter inside casing diameter for the 4' drilled shafts and 1.5 meter inside casing diameter for the 5' drilled shafts. This correlates to an inside diameter of 3'-11" and 4'-11" respectively. In order to utilize temporary casing, the diameter of the permanent casing will need to be oversized by one foot. This correlates to a finished top of shaft diameter of 5' for the 4' drilled shafts and 6' for the 5' drilled shafts. Will these sizes for the permanent and temporary casing be acceptable?	Posted:	4/20/2016 3:34:19 PM
Answer:	Refer to Modified Special Provision "Permanent Casing Construction Method 455-15.5" for casing size requirements.	Status:	ANSWER PUBLISHED
		Posted:	4/22/2016 9:31:47 AM
Question:	14199: Is there a required wall thickness for both the 48" and 60" permanent casing, or is it at the contractor's discretion?	Posted:	4/20/2016 3:42:35 PM
Answer:	Casing thickness shall be selected by the Contractor. Refer to Modified Special Provision "Permanent Casing Construction Method 455-15.5" for additional details.	Status:	ANSWER PUBLISHED
		Posted:	4/21/2016 4:57:59 PM
Question:	14205: Does the standard condition for measurement and payment of Mobilization apply to this project considering the long delay time in actual construction?	Posted:	4/21/2016 8:34:11 AM

Answer: Yes. Spec 101-2.2 Partial Payment will apply.
For contracts in excess of 120 contract days duration, partial payment will be made at 25% of the bid price per month for the first four months. In no event shall more than 50% of the bid price be paid prior to commencing construction on the project site.
Total partial payments for Mobilization on any project, including when more than one project or job is included in the Contract, will be limited to 10% of the original Contract amount for that project. Any remaining amount will be paid upon completion of all work on the Contract.
Retainage, as specified in 9-5, will be applied to all partial payments.
Partial payments made on this item will in no way act to preclude or limit any of the provisions for partial payments otherwise provided for by the Contract.

Status: ANSWER PUBLISHED
Posted: 4/21/2016 9:44:07 AM

Question: 14236: In section T504-2.1.2 of the specifications it states that this product must be purchased from licensed manufacturers. In fact, this products licensing expired in January, 2014. Can this product be manufactured by AISC certified, approved equal shop?

Posted: 4/22/2016 12:18:28 PM

Answer: In addition to the AISC certification, the provider of the steel grid panels must also be a participating member of the Bridge Grid Flooring Manufacturers' Association.

Status: ANSWER PUBLISHED
Posted: 4/22/2016 1:58:22 PM