



Bid Questions and Answers Report

Date & Time:

6/8/2016 8:42:21 AM

District Address: District 5 Construction Office, located at 719 South Woodland Blvd, Deland, FL 32720

District Phone: (386) 943-5350

Proposal: T5552

Project: 407143-4-52-01

Letting Date: 6/8/2016

Location: CENTRAL OFFICE

Description: SR 482

Question: 14036: Project #4: Storm structures S-57 (C/J Inlet < 10) and S-58 (J-7 MH <10) seem to be missing from the storm structure sheets. Posted: 4/15/2016 7:56:13 AM

Answer: Bid Question Response #14036: Drainage Structures S-57, S-58, and S-59 will be shown on Sheet 107A of Revision 1. Status: ANSWER PUBLISHED

Posted: 4/22/2016 5:38:30 PM

Question: 14037: Project #4: Storm structure S-59b is a D Inlet control structure. Please consider adding a pay item for D Inlet, Modified. Posted: 4/15/2016 7:56:04 AM

Answer: Bid Question Response #14037: Structure S-59B should be quantified as Pay Item 425-1-549 (Inlet, Ditch Bottom, Type D, Modify) rather than Pay Item 425-1-541. Pay Item 425-1-549 will be added and the quantity for Pay Item 425-1-541 will be revised. Status: ANSWER PUBLISHED

Posted: 4/22/2016 5:38:54 PM

Question: 14038: Project #4: Sheet 20: quantity table; column for B Inlet is incorrect. Should be C Inlet. Please delete the bid item for B inlet and revise the quantity for C Inlets. Posted: 4/15/2016 7:54:42 AM

Answer: Bid Question Response #14038: The Department assumes the question applies to the -6 project. The correct Inlet Type is DBI Type C. The pay item will be revised to Pay Item # 425-1-521 Quantity of 1 EA and pay item # 425-1-511 will be eliminated from the -6 project. Please see Revision 1 for clarification. Status: ANSWER PUBLISHED

Posted: 4/29/2016 2:45:45 PM

Question: 14039: Regarding question 14038, it should reference project #5. Posted: 4/15/2016 8:05:01 AM

Answer:	Bid Question Response #14039: The clarification to bid question #14038 is noted.	Status:	ANSWER PUBLISHED
		Posted:	4/22/2016 2:17:17 PM
Question:	14040: Project #6: Sheet 20: quantity table incorrectly adds an additional Barrier Wall Inlet w/ J Bottom. Please revise the quantity to 2 EA.	Posted:	4/15/2016 8:14:11 AM
Answer:	Bid Question Response #14040: The Quantity will be corrected in Revision 1.	Status:	ANSWER PUBLISHED
		Posted:	4/22/2016 6:13:23 PM
Question:	14046: Project #5: Some existing storm pipe is called out as remove or grout/abandon. Other existing storm pipe is not, but will need to be removed or abandoned (Example: Sheet 66 to 76 existing 42" pipe adjacent to S-4-9 to S-4-46). Please confirm that all existing storm pipe not shown to remain, shall be removed or grouted/abandoned. Also, please confirm that existing storm pipe not shown to remain can be removed or grouted/abandoned at the contractor's choice and shall be paid for under clearing and grubbing.	Posted:	4/15/2016 9:14:00 AM
Answer:	Bid Question Response #14046: Per Project Note #2, all existing pipe shall be removed unless otherwise noted. Only those pipes which are identified as being grouted shall be grouted; Removal will be paid for under Clearing and Grubbing.	Status:	ANSWER PUBLISHED
		Posted:	4/22/2016 6:03:24 PM
Question:	14047: Project #5: Sheet 170: Storm structure S-4-28 is quantified as J-5<10. It is 12.5 feet deep. Please consider revising the quantity to J-5>10.	Posted:	4/15/2016 9:07:53 AM
Answer:	Bid Question Response #14047: Drainage Structure S-4-28 shown on sheet 169 is correctly labeled and quantified as J-8>10. Drainage Structure S-4-30 on Sheet 170 is correctly labeled as J-5>10 but incorrectly quantified as J-5<10 and will be corrected in Revision 1.	Status:	ANSWER PUBLISHED
		Posted:	4/22/2016 6:03:52 PM
Question:	14048: Project #5: Sheet 174: Storm structure S-4-37a is quantified as a P-5 Partial, but is shown as a new P-5 <10. Please consider adjusting the quantity accordingly.	Posted:	4/15/2016 9:07:30 AM
Answer:	Bid Question Response #14048: Drainage Structure S-4-37A shall be quantified as Pay Item 425-1-351 (Inlet, Curb, P-5, <10) rather than Pay Item 425-1-355. Please see Revision 1 for clarification.	Status:	ANSWER PUBLISHED
		Posted:	4/29/2016 4:12:28 PM
Question:	14049: Project #5: Storm structures S-4-50a, S-4-90, and S-4-91 seem to be missing from the storm structure sheets.	Posted:	4/15/2016 9:07:18 AM

Answer:	Bid Question Response #14049: Drainage Structure S-4-50A will be shown on Sheet 180 and Drainage Structures S-4-90 and S-4-91 will be shown on Sheet 195 and corrected in Revision 1.	Status: ANSWER PUBLISHED
		Posted: 4/22/2016 6:04:38 PM
Question:	14050: Project #5: SQ-31: Edge drain and outlet pipe listed on the summary of edgedrain table do not reflect what is shown on plan sheets. Sheet 62 to 68: STA 1186+61 LT and 1182+40 RT are shown to be Type 1 underdrain. Sheet 82 to 86: STA 241+75 to 252+20 LT/RT, do not show up on plan. Please clarify and adjust quantities as needed.	Posted: 4/15/2016 9:07:07 AM
Answer:	Bid Question Response #14050: The plans are correct. Only Type 1 underdrain is labeled in those plan sheets; edgedrain is needed for the entire length of concrete pavement and is detailed in the typical section sheets. Further information can be found in the standard index sheets.	Status: ANSWER PUBLISHED
		Posted: 4/29/2016 4:18:11 PM
Question:	14051: Project #5: storm structure pipe from S-4-19 is called out as 30" (sheet 68), but is tabulated as 18". Please confirm the correct size and adjust quantities as needed.	Posted: 4/15/2016 9:06:57 AM
Answer:	Bid Question Response #14051: The correct size for the pipe downstream of Drainage Structure S-4-19 is 30" and will be corrected in Revision 1.	Status: ANSWER PUBLISHED
		Posted: 4/29/2016 4:19:21 PM
Question:	14053: Project #5: Sheet 82: 14' of trench drain is shown along with 198 feet of 6" pvc pipe and fittings. Please add a pay item(s) for this work.	Posted: 4/15/2016 9:06:43 AM
Answer:	Bid Question Response #14053: Pay Item 436-1-1 (Trench Drain) will be added in Revision 1. The cost of outlet pipe is included under this pay item.	Status: ANSWER PUBLISHED
		Posted: 4/29/2016 4:19:59 PM
Question:	14057: Project #6: Sheet 112: approximately 30 feet of 4" pvc pipe is shown at pond 1 but not reflected in the quantity. Please add this pipe to the overall quantity for PVC Pipe, back of sidewalk, 4".	Posted: 4/15/2016 11:41:12 AM
Answer:	Bid Question Response #14057: The Quantity will be corrected in Revision 1.	Status: ANSWER PUBLISHED
		Posted: 4/22/2016 6:13:49 PM

Question:	14058: Project #4: OCU SAN: the scale on sheet U13 (Detail 1) is incorrect. 68' of 8" PVC should be approximately 35'. Removal of 53' of 8" PVC should be approximately 25'. Please consider revising the bid item quantities.	Posted:	4/15/2016 11:38:54 AM
Answer:	Bid Question Response #14058: Sheet U-25 and quantity table shall be revised to show correct lengths. Please see Revision 1 for clarification.	Status:	ANSWER PUBLISHED
		Posted:	4/29/2016 2:47:14 PM
Question:	14059: Project #4: OCU SAN: Sheet U23 shows approximately 320 feet of 15" VCP to be CIPP lined. The quantity reflects 560 feet. Please clarify/adjust.	Posted:	4/15/2016 11:38:44 AM
Answer:	Bid Question Response #14059: Quantity table shall be revised to show correct length. Please see Revision 1 for clarification.	Status:	ANSWER PUBLISHED
		Posted:	4/29/2016 2:48:18 PM
Question:	14061: Project #4 & 5: OUC WM: bid item for PVC, Tee, 8-19.9 should be DI/CI, Tee, 8-19. Please revise quantities accordingly.	Posted:	4/15/2016 11:38:19 AM
Answer:	Bid Question Response #14061: Tabulation of Quantities will be revised to correct Pay Item 1055-11-224 (PVC) to Pay Item 1055-11-424 (DI/CI). Please see Revision 1 for clarification.	Status:	ANSWER PUBLISHED
		Posted:	4/29/2016 2:49:17 PM
Question:	14062: Project #5: OUC WM: bid item for Utility Fitting, PVC, Special, 20 -49.9 is shown as a 20x12 DI/CI Tee on sheet U29. Please revise quantities accordingly.	Posted:	4/15/2016 11:38:02 AM
Answer:	Bid Question Response #14062: Tabulation of Quantities will be revised to reflect the 20x12 DI/CI Tee will be included in Revision 1.	Status:	ANSWER PUBLISHED
		Posted:	4/22/2016 6:05:14 PM
Question:	14064: Project #4: OUC WM: The quantity for 6" valves for Sheet U9 is listed as 2 EA. One valve is required for the fire hydrant relocation. The valve called out for the new fire hydrant should be included in the fire hydrant pay item. Will a valve be required at the 24x6 tee servicing the "vault connection" (STA 1127+20 RT)(not shown)?	Posted:	4/15/2016 11:37:42 AM
Answer:	Bid Question Response #14064: The gate valve is separate from fire hydrant install. See TSP for more information. Bid the 24x6 tee per the plan.	Status:	ANSWER PUBLISHED
		Posted:	4/22/2016 5:40:59 PM

Question:	14065: Project #4: OUC WM: quantities for sheet U13 reflect 1 EA 10" line stop. This line stop is not shown (or required) on the plan sheet. Please revise quantities accordingly.	Posted:	4/15/2016 11:36:12 AM
Answer:	Bid Question Response #14065: Line Stop should be quantified on Sheet U-10 rather than Sheet U-13. Tabulation of Quantities will be revised in revision 1.	Status:	ANSWER PUBLISHED
		Posted:	4/22/2016 5:47:25 PM
Question:	14066: Project #5: OCU SAN: Sheet U-11 shows the removal of an existing FM under the ramp (STA 704+00). At the contractor's option, can this pipe be grouted and abandoned. Can the location of the proposed storm drainage jack and bore be adjusted laterally to avoid any potential conflict?	Posted:	4/15/2016 11:35:46 AM
Answer:	Bid Question Response #14066: No.	Status:	ANSWER PUBLISHED
		Posted:	4/22/2016 6:06:00 PM
Question:	14068: Project #5, OCU SAN: Sheets U 15 and U 17 show the existing FM to be removed under Kirkman Road and the ramp at STA 367+40. Can this pipe be grouted and abandoned? If so, please revise the quantities accordingly.	Posted:	4/15/2016 11:35:25 AM
Answer:	Bid Question Response #14068: No.	Status:	ANSWER PUBLISHED
		Posted:	4/22/2016 6:06:21 PM
Question:	14069: Project #5, OCU RWM: Please provide a restrain table for the 36" RWM. Should all pipe installed under proposed pavement be fully restrained?	Posted:	4/15/2016 11:35:09 AM
Answer:	Bid Question Response #14069: A restrained joint table for 36" RWM shall be added in Revision 1. All new RWM installed under pavement shall be fully restrained.	Status:	ANSWER PUBLISHED
		Posted:	4/29/2016 4:20:43 PM
Question:	14070: Project #5, OCU FM: Please provide a restraining table for the 42" FM. Should all pipe installed under proposed pavement be fully restrained?	Posted:	4/15/2016 11:34:55 AM
Answer:	Bid Question Response #14070: A restrained joint table for 42" force main shall be added in Revision 1. All new force main installed under pavement shall be fully restrained.	Status:	ANSWER PUBLISHED
		Posted:	4/22/2016 6:07:02 PM

Question:	14071: Project #5, OCU SAN: For sheet U35, the Cap/Plug 20-49.9 count is 2 EA. 1 EA 42" Cap at future by pass connection (1216+15, 136'RT) 1 EA 42" at demo pipe (1217+04, 85'RT) 1 EA 24" at demo pipe (1216+83, 83'RT)(called out as 42") Please revise quantity to 3 EA.	Posted:	4/15/2016 11:34:39 AM
Answer:	Bid Question Response #14071: Quantity table shall be revised to show 3 EA in Revision 1.	Status:	ANSWER PUBLISHED
		Posted:	4/22/2016 6:07:25 PM
Question:	14072: Project #5; OCU SAN: The quantity for valves assemblies, 20"-49.9 is listed as 4 EA for sheet U35. 2 EA 42" at tap and future by pass (42" tee) 1 EA 24" at proposed connection Will a 42" plug valve be required at the tap and valve? If not, please revise the quantity to 3 EA.	Posted:	4/15/2016 11:34:25 AM
Answer:	Bid Question Response #14072: Quantity table shall be revised to show 3 EA in Revision 1.	Status:	ANSWER PUBLISHED
		Posted:	4/22/2016 6:07:49 PM
Question:	14073: Project #5; OUC WM: Sheet U14 and U15 reflect a quantity of 1 EA 8x6 DI/CI Tee for each page. There are no 8x6 Tees shown on the plan sheets. Please revise quantities accordingly.	Posted:	4/15/2016 11:34:07 AM
Answer:	Bid Question Response #14073: Tabulation of Quantities will be revised to reflect a quantity of 0 EA for 8x6 Tees in Revision 1.	Status:	ANSWER PUBLISHED
		Posted:	4/22/2016 6:08:08 PM
Question:	14074: Project #5; OUC WM: Plan sheet U24 reflects a quantity of 2 EA 8" 45 bends. Please revise this quantity to 4 EA as shown on the plan.	Posted:	4/15/2016 11:33:50 AM
Answer:	Bid Question Response #14074: Tabulation of Quantities will be revised to reflect a quantity of 4 EA for 8x6 Tees in Revision 1.	Status:	ANSWER PUBLISHED
		Posted:	4/22/2016 6:08:42 PM
Question:	14075: Project #5; OUC WM: Please confirm that an 8" line stop will not be required to construct the realignment of the 8" WM (i.e. OUC shut valves as necessary to construct).	Posted:	4/15/2016 11:33:37 AM

Answer:	Bid Question Response #14075: Construct per plan and coordinate with Utility for shut off(s) of existing valve on existing 8-inch main in Revision 1.	Status: ANSWER PUBLISHED Posted: 4/22/2016 6:09:11 PM
Question:	14077: Project #5; OUC WM: Sheet U25 shows a 20" line stop. Quantity table does not reflect this (0 EA). Please adjust the quantity to reflect this line stop.	Posted: 4/15/2016 11:33:22 AM
Answer:	Bid Question Response #14077: Tabulation of Quantities will be revised to reflect the 20" line stop in Revision 1.	Status: ANSWER PUBLISHED Posted: 4/22/2016 6:09:33 PM
Question:	14078: Project #5; OUC WM: Sheet U24 shows a proposed 20" line stop at 1202+24. Please clarify the intent of this line stop.	Posted: 4/15/2016 11:33:05 AM
Answer:	Bid Question Response #14078: All Lines Stops are designed in close coordination with OUC. The intent for the Line Stop is to avoid an outage to the customer along Mandarin Drive. Build per plan.	Status: ANSWER PUBLISHED Posted: 4/29/2016 4:24:28 PM
Answer:	Bid Question Response #14078: All Lines Stops designed in close coordination with OUC. Build per plan.	Status: ANSWER VOIDED Posted: 4/22/2016 6:10:03 PM
Question:	14079: Will a Inorganic Zinc Primer on all surfaces and a Two Coat Coal Tar Epoxy exposed side to 5' below grade be required for the permanent sheet pile?	Posted: 4/15/2016 11:03:40 AM
Answer:	Bid Question Response #14079: Per design, the C-I-P concrete facing which extends to 1' below grade provides sufficient protection against pile corrosion without the application of Inorganic Zinc Primer and Two-Coat Coal Tar Epoxy coatings. These coatings will not be required for any portion of permanent steel sheet piling where the 'exposed' face is fully protected by C-I-P concrete to 1' below grade.	Status: ANSWER PUBLISHED Posted: 4/29/2016 2:58:54 PM
Question:	14080: Project #5; OUC WM: Please confirm that the adjustment of the proposed 10" WM (STA 1212+40 RT) and of the 20" WM (STA 1214+00) will not require a line stop (i.e. OUC will shut valves as required to construct).	Posted: 4/15/2016 11:32:53 AM
Answer:	Bid Question Response #14080: All Lines Stops designed in close coordination with OUC. OUC will work closely with the Contractor during construction to isolate valves as necessary to construct the improvements shown on the plans. Build per plan.	Status: ANSWER PUBLISHED Posted: 4/29/2016 4:25:37 PM

Answer:	Bid Question Response #14080: All Lines Stops designed in close coordination with OUC. Build per plan.	Status: ANSWER VOIDED
		Posted: 4/22/2016 6:10:49 PM
Question:	14081: Project #5; OUC WM: Sheet U27 shows the existing 20" WM to be grouted and abandoned. Quantities reflect removal. Please adjust quantity as needed.	Posted: 4/15/2016 11:32:40 AM
Answer:	Bid Question Response #14081: Sheet U-27 will be revised to correct the callout to remove the existing 20" Water Main in Revision 1.	Status: ANSWER PUBLISHED
		Posted: 4/22/2016 6:11:21 PM
Question:	14082: The typical section drawings indicate that pavement coring data is available on a FDOT website. I went to the FDOT website and there wasn't any pavement coring data for this project. Please provide the pavement coring data for this project.	Posted: 4/15/2016 11:12:05 AM
Answer:	Bid Question Response #14082: Pavement coring data is provided on the referenced web site under FPN 407143-4-52-01, 407143-5-52-01 and 428877-1 SR 482 (407143-6 coring data) ftp://ftp.dot.state.fl.us/LTS/D5 /CONSTRUCTION/PAVEMENTCORINGDATA/	Status: ANSWER PUBLISHED
		Posted: 5/6/2016 11:20:29 AM
Question:	14083: Project #5; OUC WM: Plan sheet U28 shows a proposed 16" tap and valve. The quantity table does not reflect the 16" tapping sleeve. Please adjust the quantity.	Posted: 4/15/2016 11:32:03 AM
Answer:	Bid Question Response #14083: Tabulation of Quantities will be revised to reflect the 16" tapping sleeve in Revision 1.	Status: ANSWER PUBLISHED
		Posted: 4/22/2016 6:11:44 PM
Question:	14084: Project #5; OUC WM: Plan sheet U32 shows a 20" line stop, but the quantity table does not reflect it. Please adjust the quantity.	Posted: 4/15/2016 11:31:53 AM
Answer:	Bid Question Response #14084: Tabulation of Quantities will be revised to reflect the 20" line stop in Revision 1.	Status: ANSWER PUBLISHED
		Posted: 4/22/2016 6:12:28 PM

Question: 14085: Project #6; OUC WM: Plan sheet U5 does not show a line stop to make connections. Please confirm that OUC will shut valves as needed to complete this work.

Posted: 4/15/2016 11:31:41 AM

If not, will this work require a tap and line stop at each connection point.

Please advise.

Answer: Bid Question Response #14085: Butterfly Valves exist within close proximity to the proposed work. OUC will work closely with the Contractor during construction to isolate valves as necessary to construct the improvements shown on the plans.

Status: ANSWER PUBLISHED

Posted: 4/29/2016 4:32:03 PM

Question: 14086: Project #6; OUC WM: Will OUC require the pipe under proposed pavement to be fully restrained?

Posted: 4/15/2016 11:28:34 AM

Answer: Bid Question Response #14086: Yes. OUC requires the Water Main pipe under proposed pavement to be fully restrained.

Status: ANSWER PUBLISHED

Posted: 4/29/2016 3:12:06 PM

Question: 14087: The typical sections indicate an asphalt curb pad. Will this asphalt curb pad be paid for by the SY in the Optional Base Group 12 - Type B-12.5? If not what bid item will the asphalt curb pad be paid for?

Posted: 4/15/2016 11:34:34 AM

Answer: Bid Question Response #14087: Per the Pay Item Note on Sheet SQ-21, the cost of asphalt curb pad is included in the cost of curb and gutter.

Status: ANSWER PUBLISHED

Posted: 4/22/2016 6:12:51 PM

Question: 14099: There appears to be conflicting information on the begin/end station for wall W-01 between sheet BW-08 data table and BW-09 wall elevations and roadway plans 90-92. Please clarify.

Posted: 4/15/2016 2:45:04 PM

Answer: Bid Question Response #14099: Limits of Wall W-01 shall be per Roadway plans - from Sta 616+46 to Sta 617+60. Tables in Structure plans (sheets BW-08 and BW-09) will be revised to agree with Roadway plan limits. Wall W-01 quantities will be revised for pay items 455-133-3 (sheet SQ-31) and 400-2-11 (sheet SQ-28) in revision 1.

Status: ANSWER PUBLISHED

Posted: 4/22/2016 6:00:06 PM

Question:	14100: Only one pier test pile length is called for at each widening bridge. Presumably the test piles spliced to existing pile and re-driven will be much shorter than those at the new pier locations. Please confirm these test pile lengths. The summaries of quantities for each of the widened bridges suggest lengths for production piles spliced to existing (and re-driven) that are over 80' at 750144 & 750043, but under 5' at 750044 and 750143. Could a summary of lengths used to develop bid item quantities be provided for 455-35-5 to help clarify the proportion of this pay item that is splice & re-drive vs new pile?	Posted:	4/15/2016 2:46:19 PM
Answer:	Bid Question Response #14100: Foundation Layout sheets for bridges 750043, 750044, 750143 & 750144 will be revised with additional information for existing steel piles for splice & re-drive (incl. test piles). Pile quantities for pay items 455-35-5 and 455-144-5 will be revised for these bridges. Please see Revision 1 for clarification.	Status:	ANSWER PUBLISHED
		Posted:	4/29/2016 4:26:39 PM
Question:	14101: FDOT Design Standard Index 300 sheet 2 of 2 Detail for Exp Jt between gutter and concrete pavement. Under what bid item is expansion joint to be paid for?	Posted:	4/15/2016 2:50:40 PM
Answer:	Bid Question Response #14101: Forming the expansion joints with joint filler is included under Pay Item 350-3-11 (Plain Cement Concrete Pavement).	Status:	ANSWER PUBLISHED
		Posted:	4/22/2016 6:00:35 PM
Question:	14102: Project #5, OUC WM: The quantity for 24" HDPE directional drill under Shingle Creek is being carried under Utility Pipe, DI/CI, WATER / SEWER, 20 - 49.9". Please consider revising the pay item to Utility Pipe, PE, Water/Sewer, 20-49.9.	Posted:	4/16/2016 12:57:53 PM
Answer:	Bid Question Response #14102: Tabulation of Quantities will be revised to correct Pay Item 1050-11-425 (DI/CI, 20-49.9") to Pay Item 1050-42-224 (HDPE, 24") in Revision 1.	Status:	ANSWER PUBLISHED
		Posted:	4/29/2016 4:28:57 PM
Question:	14109: Can the Department please supply Utility Schedules for this project as discussed during the Pre-Bid Meeting?	Posted:	4/18/2016 10:17:25 AM
Answer:	Bid Question Response #14109: Yes, link as follows ftp://ftp.dot.state.fl.us/permitsandorutilityworkschedules/district5/FPID%2040714345201,%20etc/Utility%20Work%20Schedules/ Link can also be found in the special provisions of the spec package.	Status:	ANSWER PUBLISHED
		Posted:	4/22/2016 6:02:42 PM

Question:	14110: Can the Department provide a Typical Section for Temporary Pavement or will it be the contractors responsibility to determine?	Posted:	4/18/2016 11:10:03 AM
Answer:	Bid Question Response #14110: A typical section for temporary pavement will not be provided. It is the contractor's responsibility to design, construct and maintain the temporary pavement.	Status:	ANSWER PUBLISHED
		Posted:	4/29/2016 3:15:59 PM
Question:	14114: Please reference Duke Energy's utility work schedule, special condition #11. "Duke Energy cannot jeopardize safety and allow multiple crews to work on the same feeder at the same time (that runs through all three FPID's). Therefore, Duke Energy MAY not be able to work all three FPID Utility work schedules concurrently..." As discussed at the mandatory pre-bid meeting, please confirm that, for bidding purposes, the separate utility work schedules provided by Duke Energy are to be treated as a single work schedule with a cumulative duration of 827 days.	Posted:	4/18/2016 12:13:10 PM
Answer:	Bid Question Response #14114: Treat Duke energy utility work schedules as separate schedules. Duke has committed to working with the contractor to establish a plan to work schedules concurrently where possible but can not work on the feeder in multiple locations at the same time due to safety concerns. It is the responsibility of the contractor to coordinate with Duke Energy with respect to potential concurrent work effort and maintain contract time.	Status:	ANSWER PUBLISHED
		Posted:	4/22/2016 6:01:26 PM
Question:	14130: Each utility company has provided a separate utility schedule for each FIN number. For bidding purposes, should the contractor treat these schedules as concurrent or cumulative?	Posted:	5/17/2016 11:10:02 AM
Answer:	Bid Question Response #14130: Each Utility schedule shall be treated separate. It is the responsibility of the contractor to coordinate with the Utilities with respect to potential concurrent work effort and maintain contract time.	Status:	ANSWER PUBLISHED
		Posted:	5/20/2016 2:48:34 PM
Question:	14149: The Orange County Utility plans states that all existing valve boxes to remain are to be replaced with adjustable sealed valve boxes. Under what pay item will these adjustable sealed valve boxes be paid for?	Posted:	4/19/2016 11:18:51 AM
Answer:	Bid Question Response #14149: The adjustable sealed valve boxes are paid under Pay item 1080-15.	Status:	ANSWER PUBLISHED
		Posted:	4/29/2016 3:18:59 PM

Question:	14151: The Orange County Utility plans state that all asbestos pipe for water and force mains that are to be taken out of service will be removed. Are the quantities for pay items 1050-16-002, 1050-16-004 and 1050-16-005 just for asbestos pipe or do they include CIP, DIP and/or PVC as well?	Posted:	4/19/2016 11:37:24 AM
Answer:	Bid Question Response #14151: Pay items 1050-16-002, 1050-16-004 and 1050-16-005 include all types of pipe.	Status:	ANSWER PUBLISHED
		Posted:	5/13/2016 2:43:00 PM
Question:	14246: Please provide the locations of miscellaneous and non-miscellaneous structures that are to be included in pay items 108-1 Monitor Exist Structures - Inspection & Settlement Monitoring. Please provide this information for both 108-1 pay items.	Posted:	4/25/2016 8:52:43 AM
Answer:	Bid Question Response #14246: The locations for monitoring existing structures can be found in FDOT Standard Specification 108-2. Only structures beyond those limits are required to be listed in the plans.	Status:	ANSWER PUBLISHED
		Posted:	4/29/2016 3:48:58 PM
Question:	14247: Does the Buy America provision pertain to this contract, in particular the Orange County Utility work?	Posted:	4/25/2016 9:08:12 AM
Answer:	Bid Question Response #14247: For utility work at FDOT expense, Buy America applies. For all others Buy America does not apply.	Status:	ANSWER PUBLISHED
		Posted:	4/29/2016 3:52:24 PM
Question:	14252: Project 4: OUC WM: The master bid item corresponding to Utility Fixtures, F/I, 2-4.9 Tapping Saddle/Sleeve (7 EA) seems to have translated incorrectly from the project specific quantity table which quantifies 6 EA-2" Gate Valve and 1 EA 4" Tapping Valve. Please consider revising the master pay items accordingly.	Posted:	4/25/2016 9:06:18 PM
Answer:	Bid Question Response #14252: The Pay Item Number shown in the Tabulation of Quantities on Sheet U-6 will be modified from Pay Item 1080-11-203 to 1080-11-204. Pay Item 1080-11-203 will be removed and the quantity for Pay Item to 1080-11-204 will be revised in the Summary of Pay Items in Revision 1. Please see Revision #1 for clarification.	Status:	ANSWER PUBLISHED
		Posted:	5/6/2016 11:22:18 AM
Question:	14253: Project 4; OCU FM: the project specific quantity table for sheet U9 shows 1 valve (8-19.9). Our quantity shows 1 EA 8" plug valve (1122+71,70'LT) and 1 EA 16" plug valve (1122+61,70'LT). Please consider changing the master bid item for valves (8-19.9) from 28 EA to 29 EA.	Posted:	4/25/2016 9:22:31 PM

Answer:	Bid Question Response #14253: Quantity table shall be revised as part of Revision 1.	Status: ANSWER PUBLISHED
		Posted: 4/29/2016 4:06:17 PM
Question:	14286: The TCP sheets 223-225 for the CR423 portion of the work (Dewberry Plans) show temporary asphalt in the median sections that is depicted as being constructed in a previous phase however there is no previous phase that shows this being constructed. Please provide the sheets where this temporary pavement is to be installed.	Posted: 4/29/2016 1:06:08 PM
Answer:	Bid Question Response #14286: Temporary pavement construction shown on typical section on Sheet 218 Phase 1-A. Limits of temporary pavement are shown on sheets 223-225. Cost to be included in Special Detour 1.	Status: ANSWER PUBLISHED
		Posted: 5/13/2016 5:48:52 PM
Question:	14308: The plan notes for the HP14x73 piles states that all piles are to be dynamically monitored. Please confirm that all 14x73 piles are to be monitored and what pay item is this cost to be included in.	Posted: 5/2/2016 1:38:04 PM
Answer:	Bid Question Response #14308: Steel piling for the Kirkman Rd interchange bridges shall be dynamically tested as called for in the Foundation Layout notes for each bridge (test piles and all production piles for Bridge Nos. 750044, 750144 and 750043, and only test piles for Bridge No. 750143). Dynamic testing shall be paid for as provided in Specs 455-11.5. "No payment will be made for dynamic load tests on test piles. For structures with 100% dynamic testing, the cost of dynamic load tests on production piles is included in the cost of the pile, no separate payment will be made." Note 7 on Sheet B4-05 will be revised in Revision 1.	Status: ANSWER PUBLISHED
		Posted: 5/13/2016 3:11:23 PM
Question:	14309: Sheet B5-17 note 7 states all 18" concrete test piles shall be dynamically monitored. Pay Item 0455-34-103 or 203 has all 18" concrete production pile are to be monitored. Please confirm all the 18" concrete piles are to be dynamically monitored.	Posted: 5/2/2016 1:46:42 PM
Answer:	Bid Question Response #14309: Test piles and all production piles for Bridge No. 750809 will require dynamic testing. Note 7 will be revised in Revision 1.	Status: ANSWER PUBLISHED
		Posted: 5/13/2016 3:12:33 PM
Question:	14310: Sheet 130 calls out "Sleeper Slab (9" Plain Cement Concrete Pavement". Please clarify what pay item will this work be paid under?	Posted: 5/2/2016 1:49:51 PM

Answer:	Bid Question Response #14310: The areas of 9" plain cement concrete pavement are tabulated under Pay Item 350-3-11 (Plain Cement Concrete 11").	Status: ANSWER PUBLISHED
		Posted: 5/6/2016 11:40:56 AM
Question:	14311: Referencing package 407143-5-52-01, plan sheet 82 calls out 42" Aluminum Picket Railing from station 241+28.74 (115' RT) to station 241+28.74 (77.5' LT) (index 862), but the Miscellaneous Details for bridge 750809, sheet B5-34, calls the same railing as Aluminum Pipe Guiderail w/ Handrail (index 870). Please clarify which bid item this railing belongs in, 515-1-2 or 515-2-311.	Posted: 5/2/2016 1:51:43 PM
Answer:	Bid Question Response #14311: The Aluminum Pipe Guiderail (Index 870) on sheet B5-34 will be revised to 42" Aluminum Picket Railing (Index 862). The quantity of Pay Item 515-2-311 will be revised in Revision 1.	Status: ANSWER PUBLISHED
		Posted: 5/6/2016 11:41:59 AM
Question:	14312: Sheet 82 at Shingle Creek mentions a trench drain at end of approach slab, under what pay item is this cost to be included?	Posted: 5/2/2016 2:00:43 PM
Answer:	Bid Question Response #14312: Pay Item 436-1-1 (Trench Drain) will be added in Revision 1.	Status: ANSWER PUBLISHED
		Posted: 5/6/2016 11:43:07 AM
Question:	14313: Sheet B5-34 shows ADA handrail mounted to concrete. What pay item is this cost to be included?	Posted: 5/2/2016 2:06:06 PM
Answer:	Bid Question Response #14313: The cost of the ADA handrail shall be considered incidental to and included with the item to which it is attached. See Revision 1 for clarification.	Status: ANSWER PUBLISHED
		Posted: 5/13/2016 3:16:53 PM
Question:	14315: Sheet U-57 mentions that the contractor is to coordinate with OCU to shut down existing 42" PCCP force main and remove & replace it by installing 4 ea 42" 45 Bends and 75 feet of 42" PCCP to go under a 66" & 36" proposed drainage lines and have 18" clearance. This will create a roughly 19 foot cut. This work will take a week or more to perform. Where are the closest valves up stream and down stream of this crossing to shut down the existing 42" PCCP force main?	Posted: 5/2/2016 4:18:46 PM
Answer:	Bid Question Response #14315: Sheet U-57 has been revised to construct 35 LF of 60" steel casing through two conflict structures as part of Revision 1. Shut down of force main is no longer required.	Status: ANSWER PUBLISHED
		Posted: 5/20/2016 2:53:24 PM

Question:	14326: Sheet U-57 indicates the addition of 4 ea 45 bends to the existing 42" PCCP force main. Please provide a restraint table and restraining procedure for the existing 42" PCCP force main beyond the connection point.	Posted:	5/3/2016 8:42:06 AM
Answer:	Bid Question Response #14326: Both Sheet U-49 and U-57 are called out to be restrained through the 60" steel casing and restrained a minimum of 40 LF on either side of the steel casing. Refer to detail on Sheet U-63A for restraining of PCCP pipe, added as part of Revision 1.	Status:	ANSWER PUBLISHED
		Posted:	5/20/2016 2:55:11 PM
Question:	14327: Sheet 597 Utility Vvh table C207 indicates the 42" Force Main material as AC. Please clarify what type of material this represents.	Posted:	5/3/2016 9:15:27 AM
Answer:	Bid Question Response #14327: AC material is asbestos-cement (Transite).	Status:	ANSWER PUBLISHED
		Posted:	5/6/2016 11:44:09 AM
Question:	14328: Sheet 597 Vvh table C207 indicates top of 42" force main at elevation 88.53. Sheet 113 concurs with this elevation. Please modify U-58 to show the perpendicular 42" force main top and invert elevation and verify the 66" storm pipe invert with sheet 113.	Posted:	5/3/2016 2:01:15 PM
Answer:	Bid Question Response #14328: Sheet U-58 will be revised in Revision 1 to show the perpendicular 42" force main and to correct the drainage pipe elevations.	Status:	ANSWER PUBLISHED
		Posted:	5/13/2016 3:43:10 PM
Question:	14356: Project 407143-5-52-01 contains 5 Detour Items 102-2-X on Plan Sheet SQ-2. Plan details and notes do not describe what is to be included in each of these. Please provide direction on what should be included in each of these detour items.	Posted:	5/4/2016 8:58:13 AM
Answer:	Bid Question Response #14356: Pay Item 102-2-X is a Lump Sum item used to pay for diversions or lane shifts that require temporary pavement. See FDOT Specification Section 102-11.3, Special Detours.	Status:	ANSWER PUBLISHED
		Posted:	5/13/2016 3:47:57 PM
Question:	14370: Please clarify that Bridge structures: 750044, 750144, 750043, 750143 do not require Class 5 finish, That Bridge structure 750809 require Class 5 finish as indicated on Sheet # B-05, and Bridge structures 754167 and 754168 require Class % as indicated on Sheet # B-4.	Posted:	5/4/2016 4:00:37 PM

Answer: Bid Question Response #14370: Bridge Nos. 750044, 750144, 750043 and 750143 do not require the Class 5 finish coating, but do require the concrete surface cleaning as noted on Sheet B-05. Bridge Number 750809 does require the Class 5 finish coating as shown on sheet B-05. Bridge Numbers 754167 and 754168 (CR 423 over Sand Lake Road) have colored finishes that require a Class 5 Applied Finish as shown on sheet B-4.

Status: ANSWER PUBLISHED

Posted: 5/13/2016 3:49:39 PM

Question: 14385: Bridge No. 750044 sheet No. B1-16 shows Proposed Typical Sections thru Existing Deck Joints at End Bents and Piers, these sections also indicate nosing repairs with Silspec 900 Polymer Nosing System, Similar details are in drawings for Bridge No's. 750144, 750043 and 750143. Could you advise under which pay item this work is compensated and what is the unit of measure?

Posted: 5/5/2016 3:24:22 PM

Answer: Bid Question Response #14385: The nosing system for the existing deck joints shall be included in the contract unit price for Bridge Deck Expansion Joints, Pay Item 458-1-11.

Status: ANSWER PUBLISHED

Posted: 5/13/2016 3:51:08 PM

Question: 14386: Could you inform if Bridge No's 750044, 750144, 750043 and 750143 require Grooving? If so under which pay item this work is compensated?

Posted: 5/5/2016 3:28:26 PM

Answer: Bid Question Response #14386: Bridge No's 750044, 750144, 750043 and 750143 do not require grooving for existing and proposed deck surfaces.

Status: ANSWER PUBLISHED

Posted: 5/13/2016 3:51:56 PM

Question: 14394: With respect to the Special Detour Pay Items :

Posted: 5/6/2016 10:13:10 AM

1.)The current bid items includes 1 Ea Special Detour that does not indicate which Project No. it is to be associated with. Please advise where we can find the work associated with this bid item can be found.

2.)The current bid items include 5 Ea Special Detours that are associated with Project No. 40714355201 however the TCP plans associated with this section shows that there are 6 Ea Temporary Detours. Please advise where we are to account for the additional detour #6 costs.

3.)The current bid items include 3 Ea Special Detours that are associated with Project No. 40714365201 however the TCP plans associated with this section shows that there are 2 Ea Temporary Detours. Please advise what work this bid item for the additional detour #3 is for.

Answer:	<p>Bid Question Response #14394: 1) The Special Detour with no FPID listed will be revised to be included under FPID 40714345201 as part of Revision 1. The pay item is to be used for temporary pavement in the 40714345201 plans. See FDOT Specification Section 102-11.3.</p> <p>2) The plans are correct, and show 5 Special Detours and 6 standard detours. Pay Item 102-2-X is a Lump Sum item used to pay for diversions or lane shifts that require temporary pavement, and does not include payment for standard detours. Items required for standard detours are included under their respective pay items. See FDOT Specification Section 102-11.3.</p> <p>3) The plans are correct, and show 3 Special Detours and 2 standard detours. Pay Item 102-2-X is a Lump Sum item used to pay for diversions or lane shifts that require temporary pavement, and does not include payment for standard detours. Per a pay item note on Sheet SQ-5, all necessary traffic control devices to maintain the offsite detours (i.e. standard detours) are included under Pay Item 102-1. See FDOT Specification Section 102-11.3.</p>	Status: ANSWER PUBLISHED
		Posted: 5/13/2016 3:58:37 PM
Question:	14398: The MOT phasing does not account for the utility installations or the temp features required to facilitate them. Will the contractor have to submit a revised MOT plan to reflect the construction of this work?	Posted: 5/6/2016 1:52:41 PM
Answer:	<p>Bid Question Response #14398: The MOT phasing notes indicate that utility work located within work zones is to be performed during the applicable phase of the TCP. For utility work located outside the work zone, Note 7 on Sheet 188 instructs that the work is to be done using Lane Closures. Therefore, there is no need for the Contractor to submit revised MOT plans for this work unless the Contractor proposes an alternate TCP for the project.</p>	Status: ANSWER PUBLISHED
		Posted: 5/13/2016 4:00:46 PM
Question:	14399: The current plans also do not depict the amount of features required for temp sidewalk but cover this in Note A as "shall be placed as required". Can the contractor maintain pedestrian access on one side of the road during construction to provide a more finite cost for this activity?	Posted: 5/6/2016 1:53:08 PM
Answer:	<p>Bid Question Response #14399: Temporary sidewalks and associated devices are shown in the MOT plans. Additional details for intersections are shown in the TCP Special Details on Sheets 242-246. The contractor should install temporary sidewalks and devices as shown in the plans. Note A is included to make the contractor aware of the requirements to accommodate pedestrians during all activities, including small areas of short-term construction. The Contractor has the option to submit revised MOT plans per FDOT Standard Specifications.</p>	Status: ANSWER PUBLISHED
		Posted: 5/13/2016 4:09:38 PM
Question:	14400: Note 2 on sheet 41 states there is anticipated construction in this area during construction. Will the contractors phasing supersede in these areas so that temporary and permanent features constructed will not require rework?	Posted: 5/6/2016 1:58:28 PM

Answer:	Bid Question Response #14400: The design accommodates the final condition of the adjacent construction, which is expected to be completed during this project's contract duration. It is the responsibility of the Contractor to coordinate with the adjacent construction activities per the specifications.	Status: ANSWER PUBLISHED Posted: 5/19/2016 2:15:08 PM
Question:	14401: Will the contractor be compensated for any required rework associated with the coordination required by Note 2 on sheet 41?	Posted: 5/6/2016 2:00:53 PM
Answer:	Bid Question Response #14401: It is the responsibility of the Contractor to coordinate with the adjacent construction activities per the specifications.	Status: ANSWER PUBLISHED Posted: 5/19/2016 2:18:40 PM
Question:	14405: The plan sheets for 40714345201 and 40714355201 show multiple Jack and Bore locations. The jack and bores depicted in the drawings appear that the intent is to use the casing pipe as the carrier pipe as it is quantified as the same size as the direct bury portion of the run however the the drawings do not show or call out: 1.) Wall thickness required for the steel casing(s) 2.) Concrete collars at the connections with direct bury portion of the run Furthermore he existing run layouts conflict with the 2016 Standard Specifications Section 556.2 where it states "When the plans show that the casing is to be used as a drainage carrier pipe, extend the casing the entire length from drainage structure to drainage structure" Please provide clarification.	Posted: 5/6/2016 4:13:54 PM
Answer:	Bid Question Response #14405: The casing is intended to be used as the drainage carrier pipe. 1) For corrosion purposes, the steel casing must have a minimum wall thickness of at least 0.259 inches for 18" and 30" pipes, and at least 0.467 inches for 48" pipes. 2) The entire run between drainage structures will be the same material as the casing. The portion not required to be installed by jack & bore will be direct-buried.	Status: ANSWER PUBLISHED Posted: 5/20/2016 3:00:55 PM
Question:	14409: Pay Item 102-74-6 Channelizing Devices Pedestrian LCD is paid by the ED's. Will drums, Type I and Type II and vertical panels be acceptable for use as Pedestrian LCD?	Posted: 5/9/2016 9:04:00 AM
Answer:	Bid Question Response #14409: No. Pedestrian LCDs may not be replaced with other devices.	Status: ANSWER PUBLISHED Posted: 5/13/2016 5:26:49 PM
Question:	14415: Referring to the Asphalt Base Curb Pad detail on Sheet 15, please advise if it will be permissible to place two 3.00" lifts of asphalt base, then pour the Type E curb & gutter (with additional thickness of concrete at no cost to the Department) on Sand Lake Road and International Drive North?	Posted: 5/9/2016 10:19:08 AM

Answer:	Bid Question Response #14415: Yes this is permissible.	Status:	ANSWER PUBLISHED
		Posted:	5/13/2016 5:28:33 PM
Question:	14424: The "Optional Materials Tabulation" for Drainage Pipe for the plans with the Financial ID 407143-6-52-01 and 407143-6-52-02 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:	5/9/2016 1:57:28 PM
Answer:	Bid Question Response #14424: The "Optional Materials Tabulation" for the financial ID 407143-6-52-01 and 407143-6-52-02 contains all pipe material options for those respective projects.	Status:	ANSWER PUBLISHED
		Posted:	5/20/2016 3:13:30 PM
Question:	14427: Is Asphalt Curb Pad required for curb & gutter in Turnouts? If so, please provide detail.	Posted:	5/9/2016 3:43:34 PM
Answer:	Bid Question Response #14427: Yes. See curb pad detail on plan sheet 15.	Status:	ANSWER PUBLISHED
		Posted:	5/20/2016 3:20:08 PM
Question:	14433: There is not a detail for asphalt curb pad for Type F curb & gutter in areas adjacent to Milling and Resurfacing. Is it the Department's intention to not place asphalt curb pad in these areas.	Posted:	5/9/2016 4:29:30 PM
Answer:	Bid Question Response #14433: No. Curb pad is required. See curb pad detail on plan sheet 15.	Status:	ANSWER PUBLISHED
		Posted:	5/20/2016 3:20:57 PM
Question:	14498: TCP Phase 2 on Sheet 191 (FIN:4071435201) shows milling and resurfacing, which includes the overbuild, occurring prior to the removal of the existing sidewalk and curb. Please advise how contractor is to mitigate the drop-off that will occur after overbuilding the outside lane	Posted:	5/13/2016 1:51:04 PM
Answer:	Bid Question Response #14498: Only a single lift of overbuild should be placed prior to widening construction. The resulting drop-off will be one inch maximum and can be addressed per Standard Index 600. The remaining overbuild should be placed in Phase II, Stage 2 in concurrence with the pavement widening.	Status:	ANSWER PUBLISHED
		Posted:	5/19/2016 2:53:30 PM

Question:	14499: TCP Phase 2 on Sheet 191 (FIN: 4071435201) shows milling and resurfacing, which includes the overbuild, occurring prior to the construction of the proposed outside widening. This conflicts with the resurfacing detail on Sheet 012. The engineer intends to have a constant depth lift of asphalt placed over the widening and existing. Please clarify the phasing of the widening and resurfacing.	Posted:	5/13/2016 1:52:43 PM
Answer:	Bid Question Response #14499: Only a single lift of overbuild should be placed prior to widening construction. The resulting drop-off will be one inch maximum and can be addressed per Standard Index 600. The remaining overbuild should be placed in Phase II, Stage 2 in concurrence with the pavement widening.	Status:	ANSWER PUBLISHED
		Posted:	5/19/2016 2:54:15 PM
Question:	14500: TCP Phase 2 on Sheet 191 (FIN: 4071435201) shows milling and resurfacing, which includes the overbuild, occurring after placing the temp asphalt in the median. This will create a lip that will catch water in the roadway. Please advise.	Posted:	5/13/2016 1:53:34 PM
Answer:	Bid Question Response #14500: Only a single lift of overbuild should be placed prior to widening construction. The lift thickness adjacent to the temporary pavement must be less than 2 inches to eliminate the creation of a lip. Any remaining overbuild should be placed in Phase II, Stage 2 in concurrence with widening pavement.	Status:	ANSWER PUBLISHED
		Posted:	5/20/2016 3:30:13 PM
Question:	14537: In reference to sheet U-5 (407143-6-56-01), how is the installation of this water main addressed in the traffic control plans?	Posted:	5/16/2016 10:45:12 AM
Answer:	Bid Question Response #14537: The water main is to be installed in Drainage Phase A thru C.	Status:	ANSWER PUBLISHED
		Posted:	5/19/2016 3:03:46 PM
Question:	14538: In reference to the 24" PVC force main (407143-5-56-01)station 1142+27+00 to 1223+82, it appears the traffic control phasing provided does not address the installation of this utility. Does the project duration take into consideration this utility and the necessary traffic control for the installation? Who is responsible for the TTC plan required?	Posted:	5/16/2016 11:02:01 AM
Answer:	Bid Question Response #14538: Yes, the project duration includes time for the UWHC activities. The traffic control phasing does address the installation and removal of this utility. In areas where portions of the proposed force main or the removal of the existing force main fall outside the work zone, see Note 7 on Sheet 374.	Status:	ANSWER PUBLISHED
		Posted:	5/20/2016 3:45:52 PM
Question:	14541: When will "Revision 1" be issued?	Posted:	5/16/2016 1:07:38 PM

Answer:	Bid Question Response #14541: Revision 1 is currently being processed by Central Office.	Status:	ANSWER PUBLISHED
		Posted:	5/19/2016 3:06:40 PM
Question:	14549: 407143-5-52-01, Sheet 130, Flexible Pavement at Concrete Pavement Transition Detail, Under what pay item is the 9" sleeper slab paid for?	Posted:	5/16/2016 3:57:01 PM
Answer:	Bid Question Response #14549: The areas of 9" plain cement concrete pavement are tabulated under Pay Item 350-3-11 (Plain Cement Concrete 11").	Status:	ANSWER PUBLISHED
		Posted:	5/19/2016 3:07:58 PM
Question:	14550: 407143-6-52-01 & 02, Sheet 13, Flexible Pavement at Concrete Pavement Transition Detail, Under what pay item is the sleeper slab paid for?	Posted:	5/16/2016 4:10:51 PM
Answer:	Bid Question Response #14550: The sleeper slab areas shown on Sheet 13 (Flexible Pavement at Concrete Pavement Transition Detail) are tabulated under Pay Item 350-3-5 (Plain Cement Concrete Pavement, 8") as shown on sheet SQ-16 and SQ-17.	Status:	ANSWER PUBLISHED
		Posted:	5/19/2016 3:13:04 PM
Answer:	Bid Question Response #14550: The areas of 9" plain cement concrete pavement are tabulated under Pay Item 350-3-11 (Plain Cement Concrete 11").	Status:	ANSWER VOIDED
		Posted:	5/19/2016 3:08:26 PM
Question:	14553: Will FDOT pay for replacement of sediment barrier?	Posted:	5/17/2016 7:21:09 AM
Answer:	Bid Question Response #14553: Payment for sediment barrier will be in accordance with Section 104 of the FDOT Standard Specifications.	Status:	ANSWER PUBLISHED
		Posted:	5/19/2016 3:14:02 PM
Question:	14565: Sheet T-9 (FPN 40714345201) lists a D7-S6 mast arm for pole No. 4, yet the remainder of that same chart specifies E7-T6, which is in accord with the pay item 649-31-205 ascribed to this pole. Is this a typo or is the D7-S6 tag correct because it will affect pole pricing and the size of the associated drill shaft foundation? Please advise.	Posted:	5/17/2016 4:20:00 PM
Answer:	Bid Question Response #14565: The pay item number of 649-31-205 and assembly number of D7-S6 is correct for Pole No. 4.	Status:	ANSWER PUBLISHED
		Posted:	5/19/2016 3:17:59 PM

Question:	14569: The signing plans (FPN 40714365201/40714365202) show (2) sign panels (700-3-206) being mounted on the flyover (as overpass bridge mounted) over Sandlake Rd and there is a detail for the bridge mount structure on sheet S-26 but, no pay for the bridge mount structure. There should be a pay item 700-4-140 with a quantity of (2) for this item. Will this be added to the plans/bid form? Please advise.	Posted:	5/18/2016 9:57:57 AM
Answer:	Bid Question Response #14569: Per Note 11 on Sheet on S-26 cost to be included in the pay item for the each sign.	Status:	ANSWER PUBLISHED
		Posted:	5/20/2016 3:47:39 PM
Question:	14572: 14498: TCP Phase 2 on Sheet 191 (FIN:4071435201) shows the Type F curb and gutter being placed prior to the widening construction. The curb will require an asphalt pad. The sequence of this needs to be reevaluated regarding the constructability. The curb pad can only be machine placed with the adjacent widening. Overbuild will also conflict with the proposed temp sidewalk. Please advise.	Posted:	5/18/2016 10:37:02 AM
Answer:	Bid Question Response #14572: Although the typical section and phasing notes show only the curb being constructed in Stage 1, a portion of the widening base may be placed with the asphalt base curb pad to facilitate machine placement. Only a single lift of overbuild should be placed prior to widening construction. The remaining overbuild should be placed in Phase II, Stage 2 in concurrence with the pavement widening.	Status:	ANSWER PUBLISHED
		Posted:	5/31/2016 4:44:20 PM
Question:	14579: Under which pay item is temporary sod paid for?	Posted:	5/18/2016 1:41:59 PM
Answer:	Bid Question Response #14579: Temporary sod is included in Pay Item 102-1.	Status:	ANSWER PUBLISHED
		Posted:	5/20/2016 3:53:02 PM
Question:	14581: Can the bid date be extended? There are way too many issues on this project to work through.	Posted:	5/18/2016 1:42:52 PM
Answer:	Bid Question Response #14581: The letting has been moved to June 8, 2016.	Status:	ANSWER PUBLISHED
		Posted:	5/20/2016 3:58:53 PM
Question:	14584: Does the Department intend to pre-mill the approach slabs in the milling and resurfacing phase or does the Department intend to mobilize the mill a second time when placing FC-5?	Posted:	5/18/2016 2:23:04 PM

Answer:	Bid Question Response #14584: Specification Section 327-3 requires milled pavement to be repaved no later than the day after the surface was milled.	Status: ANSWER PUBLISHED Posted: 5/20/2016 4:03:21 PM
Question:	14585: What is the shoulder pavement design near the Universal Blvd intersection (prior to the section with open-graded friction)? There is not a detail in the applicable typical sections. Please advise.	Posted: 5/18/2016 2:26:17 PM
Answer:	Bid Question 14585: The shoulders east of the Universal Blvd intersection located within the limits of the -4 segment are tabulated using the mainline New Construction pavement design of Typical Section 1. Quantities are tabulated within the corresponding pay items.	Status: ANSWER PUBLISHED Posted: 5/20/2016 4:09:02 PM
Question:	14592: 407-143-6-52-01&02 Typical Section No. 3. Throughout the limits of the section the plan sheet shows 36' of 10.5" PCCP and the typical sections shows the pavement to be 38' wide. Refer to Sheet 28 at station 423+00 as an example.	Posted: 5/18/2016 4:15:36 PM
Answer:	Bid Question Response #14592: Plan sheets show edge of travel lanes which are three 12' lanes (36 feet). The typical section shows the 1 foot extension of concrete pavement on the inside and outside of the travel lanes which makes the 10.5" PCCP an additional 2 feet wider.	Status: ANSWER PUBLISHED Posted: 5/20/2016 4:12:11 PM
Question:	14593: At this time there has have 31 questions answered by referring to a future Revision #1 that hasn't been issued by addendum. We also have 15 bid questions that haven't been answered by the Department. One of these questions not answered is # 14541 asking 'When will "Revision 1" be issued'. It is evident that the extensive changes in Revision # 1 along with the answers to remaining questions will take considerable time for the contractors to evaluate before submitting their bids. The contractors would also need time to submit additional questions based on that addendum. Therefore we would like to request the Department to postpone the bid date to a reasonable time after Revision #1 have been issued in an addendum.	Posted: 5/18/2016 4:16:21 PM
Answer:	Bid Question Response #14593: The letting has been moved to June 8, 2016.	Status: ANSWER PUBLISHED Posted: 5/20/2016 4:13:38 PM
Question:	14601: Please provide locations and station limits of asbestos pipe to be removed?	Posted: 5/19/2016 7:38:23 AM
Answer:	Bid Question Response #14601: No asbestos pipe is anticipated to be removed.	Status: ANSWER PUBLISHED Posted: 5/20/2016 4:18:28 PM

Question:	14606: What is the pavement detail for turnouts in FIN section 40714355201? The summary of quantities suggest that some of the turnouts will require black base with different depths. Please advise.	Posted:	5/19/2016 11:30:08 AM
Answer:	Bid Question Response #14606: Turnout pavement designs are Optional Base Group 1 (Type B-12.5 Only) and Type SP Structural Course (Traffic C) (1.5") for Typical Section 1A, and Optional Base Group 4 and Type SP Structural Course (Traffic C) (1.5") for Typical Sections 1B through 4. Quantities for the turnouts using these designs are included in the summary of quantities.	Status:	ANSWER PUBLISHED
		Posted:	5/20/2016 4:32:19 PM
Question:	14607: What is the pavement design for the new shoulder shown where typical section 1A is applicable. The typical section refers to shoulder detail on sheet 22, however, that detail does not specify the depth of base or asphalt. The "Not to Scale" detail seems to suggest that the new shoulder will be deeper than the adjacent resurfacing, and will require a separate pull (requiring engineer approval due shoulder being less than 5'). Please advise.	Posted:	5/19/2016 11:45:19 AM
Answer:	Bid Question Response #14607: The shoulder pavement design is shown on page 11.	Status:	ANSWER PUBLISHED
		Posted:	5/20/2016 4:39:55 PM
Question:	14609: Why are the arrows and messages preformed? Current spec indicates that they need only be preform on concrete not asphalt. Same thing for the 7.230 GM skip line of tape. Why is that not just thermoplastic?	Posted:	5/19/2016 1:37:52 PM
Answer:	Bid Question Response #14609: Bid arrows and messages per plan. Bid the 7.230 GM of skip line tape per plan.	Status:	ANSWER PUBLISHED
		Posted:	5/20/2016 4:45:42 PM
Question:	14612: What is the milling depth for the overbuild details on sheets 131 - 133 (40714355201)?	Posted:	5/19/2016 2:33:01 PM
Answer:	Bid Question Response #14612: The milling depths for the overbuild areas are shown in the typical section details, sheets 11-21.	Status:	ANSWER PUBLISHED
		Posted:	5/20/2016 4:48:19 PM
Question:	14626: The EBS file contained in Addenda 1 has \$ 0.00 dollars for the Initial Contingency Items. Is this correct or will a revised EBS file be provided?	Posted:	5/20/2016 1:52:20 PM

Answer:	Bid Question Response #14626: The EBS file has been corrected.	Status:	ANSWER PUBLISHED
		Posted:	5/25/2016 1:47:03 PM
Question:	14645: Project No. 407143-6-52-01 & 407143-6-52-02 Sheet T-9 calls out 630-2-15, bridge mounted conduit; however, no information is provided regarding the conduit size, type, mounting requirements in the plan set nor in the specifications. Please provide information regarding the mounting requirements, type, and size of this conduit.	Posted:	5/23/2016 9:11:58 AM
Answer:	Bid Question Response #14645: See bridge plans and specifications Section 630 Conduit subsection 630-3 Installation Requirements, 630-3.2 for conduit size and 630-3.7 Above ground Installation for mounting requirements.	Status:	ANSWER PUBLISHED
		Posted:	5/25/2016 1:48:33 PM
Question:	14649: Project No. 407143-6-52-01 and 407143-6-52-02 Sheet No. B1-35 (2 of 3) shows 2 - 2" conduits in the bridge wall as well as light pole pedestal details. Sheet B1-36 of this same set shows estimated quantities for light pole pedestals per light pole pedestal; however, no light poles are called out on this project. Please confirm the light poles will not be furnished and installed under this contract.	Posted:	5/23/2016 9:36:42 AM
Answer:	Bid Question Response #14649: Duke Energy is providing the light pole and lighting system for Orange County. The contractor is only to provide the conduits for the lighting within the wall and bridge limits.	Status:	ANSWER PUBLISHED
		Posted:	5/25/2016 1:49:50 PM
Question:	14658: Given the existing tip elevations of the splice & re-drive piles, and the soil borings at that elevation, it seems likely that there will be very little movement to achieve proposed NBR. A quantity under-run for this item would substantially reduce payment to the Contractor, with little reduction in cost to the Contractor. Will the Contractor be paid the driven lengths as described in 455-11.3.1? We recommend FDOT pay for the authorized lengths of these piles. Please confirm.	Posted:	5/23/2016 3:51:40 PM
Answer:	Bid Questions Response #14658: The payment length for splice & re-drive piles shall be per FDOT Specifications.	Status:	ANSWER PUBLISHED
		Posted:	5/25/2016 1:52:35 PM
Question:	14662: Referring to 407143-5-52-01 Typical Section #2 shows the bottom of the E (inside) & F (outside) curbs at the same elevation as the concrete paving. Indicating that the curb would be thicker than the standard curb. Typical Section #3 shows the bottom of the E curb used on the outside and inside at a higher elevation indicating that the curb would be at normal thickness. Does the Department require that the curbs be thicker at either of these typicals?	Posted:	5/23/2016 4:49:33 PM

Answer:	Bid Question Response #14662: No. Only standard Type E and Type F curb and gutter is required.	Status: ANSWER PUBLISHED
		Posted: 5/25/2016 1:55:56 PM
Question:	14663: Referring to 407143-5-52-01 Typical Section #2 has a callout indicating that longitudinal joints are required at the vertical lines . At the curbs adjacent to the concrete paving there are the same vertical lines. Is the Department requiring a longitudinal joint at these locations or do we use the detail on index 300 that shows expansion material and joint seal between the curb and the concrete paving.	Posted: 5/23/2016 4:53:42 PM
Answer:	Bid Question Response #14663: Only the expansion joint shown in Index 300 is required between gutter and concrete pavement.	Status: ANSWER PUBLISHED
		Posted: 5/25/2016 1:56:51 PM
Question:	14664: Please clarify: Are the existing piles 1-2-4-5 on piers 2-3-4-5 "EXISTING/SPLICED TEST PILES"	Posted: 5/23/2016 6:42:38 PM
Answer:	Bid Question Response #14664: For Bridge 750043, existing Piles 1-2-4-5 on Piers 2-3-4-5 are existing piles, to be spliced and driven to NBR (per note 9 on sheet B3-04). Of these piles, only Pier 3 Pile 5 is a Test Pile, as indicated by the circle at that pile location. Other Kirkman Rd Interchange bridges (750044, 740144 & 750143) have similar designs, as indicated on the Foundation Layout sheet for each bridge. [Note that sheets B1-05, B2-05, B3-04 & B4-05 have been revised and included with Revision 1.]	Status: ANSWER PUBLISHED
		Posted: 5/25/2016 1:58:26 PM
Question:	14665: On Bridge 750043 please clarify: What is the proposed length for piles No. 3 on piers 3-4-5 and where is it included?	Posted: 5/23/2016 6:46:16 PM
Answer:	Bid Question Response #14665: For Bridge 750043, Pile 3 on Piers 2-3-4-5 are proposed new piles. The Test Pile Length for Pier 2 Pile 3 shall be 110', as indicated in the Pile Data Table. The basis of estimated quantities for other piers was 95' at each location, however authorized and paid pile lengths may vary from estimated lengths, per FDOT specifications. [Note that sheet B3-04 has been revised and included with Revision 1.]	Status: ANSWER PUBLISHED
		Posted: 5/25/2016 1:59:10 PM
Question:	14666: Sorry: Question 14664 refers to bridge No. 750043	Posted: 5/23/2016 6:50:07 PM

Answer:	Bid Question Response #14666: The clarification to bid question #14664 is noted.	Status:	ANSWER PUBLISHED
		Posted:	5/25/2016 1:59:54 PM
Question:	14705: Typical Section 03 and 04 show a concrete pavement subdrainage system. Per the standard index, black base will not be installed over the 12.00" width. The Summary of Quantities include this 12.00" width in their calculations. Ideally, this area will be machine paved with the 12.00" width being removed prior to drain installation. Will the contractor get paid for the area not containing black base in final product?	Posted:	5/26/2016 9:29:15 AM
Answer:	Bid Question Response: No.	Status:	ANSWER PUBLISHED
		Posted:	6/3/2016 12:45:53 PM
Question:	14714: Project 407143-5-52-01. Sheet BW-05 calls for the handrail to be clear anodized finish. Is the handrail attached to the 42" aluminum picket railing, Index 862 (Sh B5-34) also anodized finish? What is the finish on the Index 862 railing? Thank you.	Posted:	5/26/2016 1:33:05 PM
Answer:	Bid Question Response #14714: The handrail attached to the 42" aluminum picket railing, index 862 (Sh B5-34) is not an anodized finish. Provide a standard mill finish per Index 862.	Status:	ANSWER PUBLISHED
		Posted:	5/31/2016 3:02:15 PM
Question:	14715: Project 407143-5-52-01. Bid item 0515-4-1 is for single rail aluminum bullet rail. However, Sheet SQ-32 shows it as double rail, which I believe is the correct description. Please confirm. Thanks	Posted:	5/26/2016 1:36:36 PM
Answer:	Bid Question Response #14715: Double bullet rail shall be installed as per the description on sheet SQ-32.	Status:	ANSWER PUBLISHED
		Posted:	5/31/2016 3:08:24 PM
Question:	14720: The current EBS file provided does not acknowledge the bid items that were added or deleted bid by the addendum 01. Please provide a revised EBS file.	Posted:	5/27/2016 8:47:03 AM

Answer: Bid Question Response #14720: Please see Addendum No.1 which states "All pay item changes have been incorporated into the new Bid Document (EBS File)."

Status: ANSWER PUBLISHED

Posted: 6/3/2016 9:09:14 AM

If you are a BID DOCUMENT HOLDER, please go to the Online Ordering Web Site at <https://fdotwp1.dot.state.fl.us/contractproposalprocessingonlineordering> to download the new Bid Document (EBS File) from your Order History. Please use the new Bid Document (EBS File) when preparing your bids as all pay item changes have been incorporated into the new Bid Document (EBS File). Please discard the previously issued Bid Document (EBS File) you have for this proposal.

Question: 14783: Re: FPID project 407143-5-52-01 the quantity of temporary retaining wall as shown on sheet SQ-31 does not appear to account for TW-07 and TW-08 (East side of shingle creek bridge)as shown on Traffic Control Plan- Ph 1 (sheet 406). will these walls be paid for under client item 548-13 as additional quantity.

Posted: 6/1/2016 2:46:52 PM

Answer: Bid Question Response #14783: Temporary retaining walls TW-07 and TW-08 are associated with End Bent No. 4 of Bridge 705809 and are quantified under Pay Item 548-13 on Sheet BQ5-01 of the Structure Plans.

Status: ANSWER PUBLISHED

Posted: 6/3/2016 9:55:45 AM