



Bid Questions and Answers Report

Date & Time: 3/30/2016 8:22:03 AM

District Address: District 6 Construction Office, located at 1000 NW 111 Ave, Miami, FL 33172

District Phone: (305) 640-7448

Proposal: T6388

Project: 249614-7-52-01

Letting Date: 3/30/2016

Location: CENTRAL OFFICE

Description: SR 997/KROME AVE/SW 177TH AVE

Question: 13527: After reviewing the bid documents I have not been able to locate the pavement design, or typical sections for the Special Detours. Please clarify which base group and the type of pavement to be used on all 9 special detours.

Posted: 2/29/2016 11:23:58 AM

Answer: The work within the areas shown on plan that require temporary pavement were quantified and paid for as special detours (LS) (see sheets 5, SQ-1). The Contractor is responsible for the pavement design, construction and maintenance of the special detour components subject to the geometry shown in the plans.

Status: ANSWER PUBLISHED

Posted: 3/1/2016 1:33:56 PM

Question: 13534: Item 0515-4-2 Bullet rail. I could not find anywhere which post type in Index 822-2016 to use. Please clarify. Thanks

Posted: 2/29/2016 2:40:47 PM

Answer: The post to be used for Item 0515-4-2 Bullet Rail is post "B" as per the details in Index 822 of the Design Standards.

Status: ANSWER PUBLISHED

Posted: 3/2/2016 11:53:13 AM

Question: 13668: MOT - will flaggers be required at each construction access during active construction operations/hauling operations?

Posted: 3/16/2016 7:37:39 AM

Answer: The Contractor shall provide flaggers at each construction access during active construction/hauling operations. Cost of flaggers to be included in the Pay Item 102-1 Maintenance of Traffic.

Status: ANSWER PUBLISHED

Posted: 3/23/2016 4:56:42 PM

Answer:	Due to the high volume of subsoil and regular excavation on the project the Contractor will be required to provide flaggers during the peak of hauling operations or if the construction traffic becomes a safety hazard for the traveling public. Cost of flaggers to be included in the Pay Item 102-1 Maintenance of Traffic.	Status: ANSWER VOIDED Posted: 3/18/2016 2:15:22 PM
Question:	13669: Plain cement concrete pavement - as a significant quantity of concrete is required for the project and specifically the Concrete Pavement - will the department permit the contractor to set up a concrete batch plant within the department's Right of Way, and will it waive permit requirements due to time constraints of an A + B type contract?	Posted: 3/16/2016 7:40:09 AM
Answer:	The Contractor may pursue the installation of a project-specific concrete batch plant within the project's R/W, as part of their means and methods of construction. However, the Department will not waive any permit requirements. Contractors shall account for the time and cost of pursuing this option in their schedules and bids.	Status: ANSWER PUBLISHED Posted: 3/17/2016 5:37:42 PM
Question:	13670: Cross Sections, Sheet No. 97 & 104 have a note regarding subsoil excavation: a. Does this note apply to the entire length of the mainline? b. Will cross sections be taken jointly after clearing and after subsoil excavation is done to adjust the subsoil excavation pay quantity?	Posted: 3/16/2016 7:42:24 AM
Answer:	a. The note is shown twice because the first one applies for the flexible pavement transition sections at the beginning of the project, and the second one applies for the typical rigid pavement sections. The direction given in the note applies for the entire project. b. As specified in Article 120-13 of the Standard Specifications, " the material will be measured in its original position by field survey". Jointly performed survey is encouraged by the Department.	Status: ANSWER PUBLISHED Posted: 3/17/2016 4:58:58 PM
Question:	13671: Considering the balance of this corridor is constructed utilizing a roadway template based on asphalt - will the Department consider an equivalent strength asphalt/limerock base section in lieu of Plain Cement Concrete Pavement?	Posted: 3/16/2016 7:43:56 AM
Answer:	The project shall be constructed in accordance with the Contract Documents. The Department will not consider an equivalent strength asphalt/limerock base section in lieu of Plain Cement Concrete Pavement.	Status: ANSWER PUBLISHED Posted: 3/16/2016 10:18:39 AM
Question:	13672: Considering the balance of this corridor is constructed utilizing a roadway template based on asphalt - will the Department consider an equivalent thickness asphalt section in lieu of Plain Cement Concrete Pavement?	Posted: 3/16/2016 9:22:43 AM

Answer:	The project shall be constructed in accordance with the Contract Documents. The Department will not consider an equivalent thickness asphalt section in lieu of Plain Cement Concrete Pavement.	Status: ANSWER PUBLISHED
		Posted: 3/16/2016 9:49:16 AM
Question:	13673: Incentive - Disincentive: Do both 8-13.1 and 8-13.2 apply to this contract?	Posted: 3/16/2016 9:23:50 AM
Answer:	Yes, both 8-13.1 and 8-13.2 apply to this contract.	Status: ANSWER PUBLISHED
		Posted: 3/16/2016 9:37:02 AM
Question:	13674: The "Proposal Budget Estimate" posted in the advertisement appears to be low. Utilizing the estimate bid item quantities and current statewide averages yields an estimate that is in excess of 12% higher than the advertised Proposal Budget Estimate - please advise.	Posted: 3/16/2016 9:35:54 AM
Answer:	The Contractor shall "use the quantities shown in the Plans and in the Proposal Form as the basis of the bid" (see Article 2-3.2 of the Standard Specifications).	Status: ANSWER PUBLISHED
		Posted: 3/16/2016 3:02:06 PM
Question:	13675: Throughout the project limits the Department currently has traffic delineators separating the existing travel lanes. Will the Contractor be responsible for the maintenance and replacement of these delineators?	Posted: 3/16/2016 9:37:54 AM
Answer:	The Contractor is responsible for maintenance of existing delineators within the project limits once he mobilizes and begins construction and assumes maintenance responsibilities over the project limits. These delineators are to be maintained as long as two-way, undivided traffic operation along Krome Avenue is allowed. See High Performance Delineator notes on Sheet 199 of the contract plans.	Status: ANSWER PUBLISHED
		Posted: 3/16/2016 4:04:39 PM
Question:	13676: Signing and pavement marking plans show pavement marking for the bike path (outside the actual roadway template, next to the right-of-way line). Does the Contractor have to apply the required two layers of pavement marking and thermoplastic layer, or can the thermoplastic layer be applied directly without the painted pavement marking layers in these areas?	Posted: 3/16/2016 9:41:46 AM
Answer:	The thermoplastic striping is to be applied to the shared use path without an interim application of paint provided that enough time is given to the superpave asphalt to cure before application of thermoplastic material.	Status: ANSWER PUBLISHED
		Posted: 3/17/2016 1:14:10 PM

Question:	13677: According to Note #6 of the Project Notes (page 25), "All new embankment material within 4-ft below the proposed base and extending outward to the 1:2 control line (from the outside shoulder points) including median shall meet a minimum resilient modulus of 12,000 PSI". This note doesn't match with the embankment detailed presented on page 16 (since the proposed base for the new south bound lanes is shown on top of the existing embankment material). Please clarify if the existing material has to be removed and replaced with an embankment material meeting the minimum resilient modulus value of 12,000 PSI in the event that the current embankment material falls within the 4 feet below the bottom of the base.	Posted:	3/16/2016 9:43:37 AM
Answer:	Both Note 6 on Sheet 25 and Embankment Detail on Sheet 16 show limits of new embankment meeting minimum Mr=12,000 PSI (LBR 40). All new embankment material within 4 feet below the bottom of the base shall meet the minimum resilient modulus value of 12,000 PSI. The existing embankment may remain in place unless it is unsuitable. All existing unsuitable embankment material shall be removed.	Status:	ANSWER PUBLISHED
		Posted:	3/23/2016 12:02:14 PM
Answer:	Yes, the existing material has to be removed and replaced with an embankment material meeting the minimum resilient modulus value of 12,000 PSI in the event that the current embankment material falls within the 4 feet below the bottom of the base.	Status:	ANSWER VOIDED
		Posted:	3/18/2016 2:24:59 PM
Question:	13678: According to Note #6 of the Project Notes (page 25), "All new embankment material within 4-ft below the proposed base and extending outward to the 1:2 control line (from the outside shoulder point) including median shall meet a minimum resilient modulus of 12,000 PSI". Could the Department please provide the required Limerock Bearing Ratio as well for this proposed embankment material?	Posted:	3/16/2016 9:45:14 AM
Answer:	All embankment material within 4-ft below the proposed base shall have minimum Limerock Bearing Ratio 40 (LBR 40).	Status:	ANSWER PUBLISHED
		Posted:	3/22/2016 1:24:53 PM
Question:	13679: In the Embankment detail on page 16 the drawing shows what appears to be a geotextile with overlaps at the 4 feet cut line. Please clarify what this represents and what is required, as there is no Geotextile/Geosynthetic pay item.	Posted:	3/16/2016 9:46:24 AM
Answer:	No geosynthetic material is to be installed as part of this project. This line simply represents the 4 feet below the bottom of the base course.	Status:	ANSWER PUBLISHED
		Posted:	3/17/2016 2:04:14 PM
Question:	13680: Per Plan Sheet 24, Environmental Notes #8 - Please provide the ICA, as indicated it is available upon request.	Posted:	3/16/2016 9:48:35 AM

Answer: ICA is attached. Status: ANSWER PUBLISHED
Posted: 3/16/2016 1:00:22 PM

Document: 4794623: FINAL Krome Project Segment 7 (south) ICA Report.pdf

Impact to Construction Assessment

Question: 13681: On various Cross Sections (Sheets 101-106, 108-129, 131, 139-147, 149, 157-165), specific example here will use Sheet 101, Cross Section Station 1743+00, left side swale. The proposed swale area, between the proposed left side berm and the edge of pavement, appears to have a line below the existing grade line. What does this represent? This occurs on sheets listed above and appears under the side swale(s) and occasionally under the median area - please advise. Posted: 3/16/2016 9:51:34 AM

Answer: This line represents the excavation line within the proposed ditch area in this range of cross sections. The Contractor shall remove all material above this line and below the existing ground line. Status: ANSWER PUBLISHED
Posted: 3/18/2016 3:11:19 PM

Question: 13682: Please provide the following with respect to the Railroad: a. Type of Rail Traffic (Cargo, Passenger, etc.); b. Number of trains per day; c. Number of trains per week. Posted: 3/16/2016 9:53:07 AM

Answer: The requested information for crossing #631108B located at Krome Ave near Kendall Dr. is as follows: Type of Rail Traffic is Mixed Freight. Average number of trains per week is 14 trains. Average number of trains per day is 2 trains. Typical train speed is 20 to 25 mph. Status: ANSWER PUBLISHED
Posted: 3/24/2016 10:16:55 AM

Answer: The requested information for crossing #631108B located at Krome Ave near Kendall Dr. is as follows: Status: ANSWER VOIDED
Type of Rail Traffic is Mixed Freight. Posted: 3/23/2016 5:53:46 PM
Number of trains per day is less than 1 train. Typical train speed is 20 to 25 mph.

Question: 13688: According to Environmental Plan Note 8 on Sheet 25, Arsenic has been identified in the existing muck material and the contractor is responsible to adhere to all local laws regarding the handling, testing, disposal or potential re-use of the contaminated A-8/A-4 material. In accordance with Chapter 24 of the DERM Code and the current DERM Soil Reuse Guidance Report: "Disposal of any material above the residential contamination threshold is limited to a Class I Landfill". Considering the aforementioned and the fact that the samples noted on the ICA are above this residential threshold; will the Department provide additional compensation to the contractor when DERM requires extensive analytical testing and disposal of this material in a Class I Landfill? Posted: 3/16/2016 2:01:49 PM

Answer:	The Department will not provide additional compensation to the Contractor when DERM requires the disposal of excavated material in a Class I Landfill. The Contractor shall include cost of disposal of any material, including, but not limited to, material above the residential contamination threshold in excavation pay items.	Status: ANSWER PUBLISHED Posted: 3/16/2016 5:27:35 PM
Question:	13690: Summary of Pay Items (Sheet 3) - Please identify per station limit the location of pay item 0334-1-11 Superpave Asphaltic Concrete, Traffic A.	Posted: 3/16/2016 2:22:19 PM
Answer:	Superpave asphaltic concrete Traffic Level A is to be used for temporary driveways and is quantified on Sheet SQ-3 of the Contract Plans.	Status: ANSWER PUBLISHED Posted: 3/18/2016 3:08:10 PM
Question:	13704: Please provide Roadway Soils Survey and/or Roadway Soils Profile.	Posted: 3/18/2016 7:32:45 AM
Answer:	Roadway Soils Survey is provided on Sheet GR-1 of the Contract Plans.	Status: ANSWER PUBLISHED Posted: 3/18/2016 3:06:20 PM
Question:	13705: It has been made aware to several Contractors that the adjacent farmers/land owners are disappointed with the upcoming Project due to the fact that the improvement will eliminate land used for there farming and agricultural businesses. In addition the farmers have expressed a desire to protest, disrupt and delay construction activities. Will the Department consider time extensions due to delays and impendance resulting from the aforementioned?	Posted: 3/18/2016 8:38:39 AM
Answer:	Refer to Section 7 and Article 8-7.3 of the Standard Specification for provisions related to damages, impacts and delays caused by third parties or unforeseeable causes beyond the Contractor's control.	Status: ANSWER PUBLISHED Posted: 3/18/2016 4:03:36 PM
Question:	13714: Asphalt removal - Sheet SQ-1 - Note to Summary of Lump Sum Items - This note states the entire roadway section "Shall" be removed where the ditches are proposed. Is it therefore acceptable to leave the entire roadway structure in place in areas where there are no proposed ditches?	Posted: 3/18/2016 2:45:15 PM
Answer:	The intent of this note is to include the cost of the removal of the entire existing roadway structure as part of clearing and grubbing wherever ditches are proposed. In areas where no ditches are proposed, clearing and grubbing shall be done within the limits identified on the Typical Section Sheets. Regular excavation, subsoil excavation and embankment are shown and quantified on the Cross Section Sheets.	Status: ANSWER PUBLISHED Posted: 3/18/2016 4:21:53 PM

Question:	13715: Is there a quantity breakdown and/or location listing of items to be included in the Clearing and Grubbing item - i.e. drainage to be removed and/or abandoned in place, asphalt removal, etc.?	Posted:	3/18/2016 2:46:47 PM
Answer:	The Contract Documents do not include a quantity breakdown and/or location listing of items to be included in the Clearing and Grubbing Pay Item. Standard clearing and grubbing shall be performed in accordance with Typical Sections, Summary of Quantities notes and Section 110 of the Standard Specifications.	Status:	ANSWER PUBLISHED
		Posted:	3/18/2016 4:13:49 PM
Question:	13716: The existing asphalt roadway - if this asphalt meets the criteria for RAP - may it be obliterated in place and incorporated into the embankment section, provided it meets the criteria of above groundwater, below finished grade, etc.?	Posted:	3/18/2016 2:49:24 PM
Answer:	On this project Reclaimed Asphalt Pavement (RAP) will not be allowed as embankment material for rigid pavement.	Status:	ANSWER PUBLISHED
		Posted:	3/23/2016 3:16:48 PM
Question:	13733: Edge Drain - Plan Sheet 19 identifies dimensions and also refers to Standard Index 287. When looking at Index versus Sheet 19 - there are contradictions - please identify which detail we are to be governed by.	Posted:	3/22/2016 8:42:41 AM
Answer:	The reference to Index 287 of the Design Standards is valid with few exceptions. In case of discrepancies Plans govern over Design Standards. See Article 5-2 of the Standard Specifications.	Status:	ANSWER PUBLISHED
		Posted:	3/23/2016 2:47:28 PM
Question:	13734: Will the excavation quantities then be corrected to reflect this answer - as the current cross sections and cross section quantities do not reflect this answer?	Posted:	3/22/2016 8:44:15 AM
Answer:	See response to question 13738.	Status:	ANSWER PUBLISHED
		Posted:	3/23/2016 3:35:30 PM
Question:	13735: For roadway excavation in cut sections, will the 4 foot below the base dimension be reduced to 24" as indicated in Design Standards Index 505?	Posted:	3/22/2016 8:45:42 AM
Answer:	Only unsuitable material shall be removed below base.	Status:	ANSWER PUBLISHED
		Posted:	3/25/2016 9:31:48 AM

Question: 13736: Will the excavation, subsoil excavation, and embankment quantities then be corrected to reflect this answer - as the current cross sections and cross section quantities do not reflect this answer? Posted: 3/22/2016 8:46:57 AM

Answer: Response to question 13677 was revised. Status: ANSWER PUBLISHED
Posted: 3/23/2016 3:22:34 PM

Question: 13738: Follow up to Question 13681 - Will the Excavation quantities then be corrected to reflect this answer - as the current cross sections and cross section quantities do not reflect this Answer? Posted: 3/22/2016 9:45:46 AM

Answer: Quantities of material excavated below the finished grading template is included in Pay Item 120-4 Subsoil Excavation. Status: ANSWER PUBLISHED
Posted: 3/23/2016 9:56:15 AM

Question: 13740: Follow up to Question 13677 - Will the excavation, Subsoil excavation and Embankment quantities then be corrected to reflect this answer - as the current cross sections and cross section quantities do not reflect this answer? Posted: 3/22/2016 9:46:48 AM

Answer: Response to question 13677 has been revised. Status: ANSWER PUBLISHED
Posted: 3/23/2016 3:19:20 PM

Question: 13743: According to Typical Section Detail shown in the contract documents (Page 16), a 12,000 Mr embankment material is to be placed underneath the entire proposed roadway template (underneath the north and south bound travel lanes) ONLY above existing grade - as represented by the "LEGEND" and hashing shown. This contradicts the response previously provided to Question 13677. Please confirm the limits of the required use of the Mr 12,000 PSI material. Posted: 3/22/2016 11:02:48 AM

Answer: The Embankment Detail on Sheet 16 is correct. Response to question 13677 was revised. Status: ANSWER PUBLISHED
Posted: 3/23/2016 3:40:21 PM

Question:	13744: According to the cross sections, the subsoil excavation is not to be performed down to the required 4 feet cut line as was stated in the response to Question 13677, and the quantities do NOT reflect this volume. a. Will it be required to excavate to the 4 feet cut line, or are the subsoil excavation limits shown in the plan the limits of the required excavation? b. If we must excavate to the 4' cut line - under which pay item will the Department pay for the material that has to be excavated which is below the bottom of Subsoil excavation down to the proposed 4 feet cut line, and will the FDOT revise the quantities?	Posted:	3/22/2016 11:07:37 AM
Answer:	The existing embankment may remain in place unless it is unsuitable. All existing unsuitable embankment material shall be removed. Response to question 13677 was revised.	Status:	ANSWER PUBLISHED
		Posted:	3/23/2016 3:43:39 PM
Question:	13745: Throughout the cross sections provided, as well as Typical Section on Sheet 16, there is minimal excavation shown underneath the proposed south bound lanes, however, according to the response to Question 13677 the contractor has to excavate down to the 4' cut line and place new embankment material (with an Mr value of 12,000 PSI) in this area. Since this represents a significant quantity increase in required subsoil excavation, excavation, and embankment material, will the Department revise the plan quantities respectively, so that bid prices can be comparable?	Posted:	3/22/2016 11:16:03 AM
Answer:	Response to question 13677 was revised.	Status:	ANSWER PUBLISHED
		Posted:	3/23/2016 3:45:08 PM
Question:	13746: The project Typical Sections (Sheets 13 and 14) show a Type B Stabilization LBR 40 underneath the base (OBG9 for Flexible Asphalt Section)(OBG 1 B12.5 for Plain Cement Concrete) material. However, according to the typical section detail on page 16, the 4 feet of embankment material underneath the bottom of the base is to have an Mr value of 12,000 (which translates to an LBR higher than the LBR 40 required as stabilization. Based on this: a. Will the contractor be allowed to install only 3 feet of embankment material meeting the MR value of 12,000 and place 1 feet of LBR 40 material? b. In the event that the 4 feet of embankment material has to meet the Mr value of 12,000, how will the Department proceed with the payment for this material?	Posted:	3/22/2016 11:24:37 AM
Answer:	Based on the relationship between MR and LBR outlined in the Flexible Pavement Design Manual, an MR value of 12,000 psi equates to an LBR value of 40. Please see table 5.1 of the FDOT Flexible Pavement Design Manual. Therefore, the Contractor will be required to install only 3 feet of new embankment material meeting the MR value of 12,000 below one foot stabilized subgrade.	Status:	ANSWER PUBLISHED
		Posted:	3/23/2016 4:05:45 PM

Question: 13770: Note 8 on Sheet 199 requires coordination with the project to the north (249614-3-52-01). Another project #427369-3-52-01 is scheduled to begin in 2018. Is the Contractor also required to coordinate with this adjacent project to the south as well? Posted: 3/23/2016 5:30:29 PM

Answer: Yes, requirements of Note 8 on Sheet 199 shall apply to project 427369-3-52-01 as well. The Contractors shall coordinate maintenance of traffic and other activities with each other. Status: ANSWER PUBLISHED
Posted: 3/23/2016 5:35:45 PM