



Bid Questions and Answers Report

Date & Time: 10/26/2016 12:36:15 PM

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

District Phone: (386) 961-7532

Proposal: T2641

Project: 209537-4-52-01

Letting Date: 10/26/2016

Localtion: CENTRAL OFFICE

Description: SR 201

Question: 15875: TCP Phase 1A Stage 3 / Stage 4
Is it the EOR's intent to construct the EAST BOUND portion of 10.5" concrete pavement in Stage 3? Posted: 10/8/2016 10:18:24 AM

Answer: Within the concrete portion of US 90, the intent in Phase 1A Stage 3 is to construct sufficient concrete pavement on the south side of US 90 to facilitate the temporary westbound travel lane for Phase 1A Stage 4. Status: ANSWER PUBLISHED
Posted: 10/12/2016 6:21:52 AM

Question: 15907: Page 9 of the specifications refers to three railroads, CSXT, Norfolk Southern and Florida East Coast Railway. Are three railroad protective liability policies required or just one for CSXT? Posted: 10/12/2016 1:30:52 PM

Answer: Railroad insurance will only be required for CSX. Status: ANSWER PUBLISHED
Posted: 10/13/2016 3:23:58 PM

Question: 15908: Can you please provide the train count for the rail lines on this project? Posted: 10/12/2016 1:32:47 PM

Answer: The train counts are as follows: Status: ANSWER PUBLISHED
For the east-west line, there are 4 trains per day, 4 trains per night and 2 switching trains. Posted: 10/13/2016 3:25:17 PM
For the north-south line, there are 9 trains per day and 8 trains per night

Question: 15967: Can the end diaphragms for bridges be deleted and replaced with thickened end slabs? Posted: 10/14/2016 9:58:16 AM

Answer:	No.	Status:	ANSWER PUBLISHED
		Posted:	10/18/2016 3:32:34 PM
Question:	15975: There are 11 Special Detours. Please clarify what should be included in each one. It is not clear in the plans. The "Design Notes" in the Summary of Quantities does not provide an adequate definition.	Posted:	10/17/2016 10:42:10 AM
Answer:	FDOT Specification 102-11.3 and FDOT Specification 102-13.3 provides direction of what is included as part of each Special Detour. The "Design Notes" in the plans provide the location of each special detour based on TCP phasing.	Status:	ANSWER PUBLISHED
		Posted:	10/18/2016 3:44:25 PM
Question:	16027: Is burning the clearing debris allowed on this project?	Posted:	10/19/2016 3:02:07 PM
Answer:	The contract documents do not absolutely prohibit burning but the FDOT Specifications do establish requirements (that must be adhered to) to determine if burning could be allowed on the project.	Status:	ANSWER PUBLISHED
		Posted:	10/20/2016 4:34:59 PM
Question:	16028: Which CEI firm has this project ?	Posted:	10/19/2016 3:03:11 PM
Answer:	To be determined.	Status:	ANSWER PUBLISHED
		Posted:	10/20/2016 8:52:39 AM
Question:	16029: Can you haul dirt over the rail trail utilizing flaggers on either side?	Posted:	10/19/2016 3:05:35 PM
Answer:	Work within the rail trail limits must adhere to all restrictions, conditions, and coordination requirements noted in the plans.	Status:	ANSWER PUBLISHED
		Posted:	10/20/2016 2:07:53 PM
Question:	16030: There appears to be building structures within the R/W clearing limits. Will these homes, barns and other structures be removed by FDOT prior to the start of the project. If not who's responsible for the cost of the removal?	Posted:	10/19/2016 3:16:54 PM

Answer:	Please refer to FDOT Specification 110 Clearing and Grubbing for removal of buildings and other structures.	Status: ANSWER PUBLISHED
		Posted: 10/20/2016 2:08:57 PM
Question:	16031: What is the anticipated duration of the settlement expected in areas A, B, C, D ?	Posted: 10/19/2016 3:17:38 PM
Answer:	Please refer to TSP T141.	Status: ANSWER PUBLISHED
		Posted: 10/20/2016 2:09:50 PM
Question:	16032: Who is the CAR contractor? Will the CAR contractor haul-off any contaminated soils encountered?	Posted: 10/19/2016 3:29:54 PM
Answer:	CB&I Environmental and Infrastructure, Inc. is the CAR Contractor for District 2. Yes.	Status: ANSWER PUBLISHED
		Posted: 10/20/2016 1:59:23 PM
Question:	16033: Regarding the recently cleared and decontaminated area located BETWEEN STA227+55 to STA257+10: Can existing groundwater located WITHIN the right-of-way of SR200 be discharged to Area's B, C & D? Also, has the decontaminated area been completely grubbed? How much land was cleared and what volume of fill was removed from W.D.A.E?	Posted: 10/19/2016 3:44:47 PM
Answer:	Existing groundwater located within the R/W between station 227+55 and 257+10 can be discharged to surface waters subject to the conditions of the NPDES permit to be obtained by the contractor. Trees and contaminated soil were removed from within the R/W between station 227+55 and 257+10, but the area was not grubbed. Stumps, roots, and other organic materials remain in the subsurface. Trees and some fill material were partially removed from WDA E, but the area was not grubbed. Stumps, roots, and other organic materials remain in the WDA E subsurface. The plans reflect the current conditions of the SR 201 R/W and WDA E pond area, which includes the earthwork quantities.	Status: ANSWER PUBLISHED
		Posted: 10/20/2016 2:25:04 PM
Question:	16034: With most of the material in the new ponds being classified as unusable for roadway construction, will this excavation be classified as subsoil excavation?	Posted: 10/19/2016 3:52:54 PM
Answer:	For subsoil excavation definition, refer to FDOT Specification 120-2 Classifications of Excavation. Any unsuitable material that was found below the finished grading template has been identified within the plans and quantified as subsoil excavation.	Status: ANSWER PUBLISHED
		Posted: 10/20/2016 4:35:59 PM

Question:	16036: Under what pay item should the cost of diversion channel(s) for culvert construction be carried?	Posted:	10/19/2016 4:54:58 PM
Answer:	We assume this is in reference to the temporary ditch around the surcharge area located at CD 6 shown on sheet 783. The temporary diversion ditch consists of excavation, temporary sod and staked turbidity barrier which have been quantified separately under their respective pay items.	Status:	ANSWER PUBLISHED
		Posted:	10/20/2016 4:38:37 PM
Question:	16037: How is the quantity of surcharge calculated?	Posted:	10/19/2016 4:55:43 PM
Answer:	The surcharge quantity was calculated using the information on sheet 166 of the contract plans along with cross sections. Volumes were calculated using the average end method as defined in the Plans Preparation Manual and the quantities are included on sheets SQ-37 and SQ-38.	Status:	ANSWER PUBLISHED
		Posted:	10/20/2016 2:16:36 PM
Question:	16038: What is the anticipated duration of settlement monitoring at the box culvert location?	Posted:	10/19/2016 4:57:20 PM
Answer:	Please refer to TSP T141.	Status:	ANSWER PUBLISHED
		Posted:	10/20/2016 2:17:21 PM
Question:	16039: Will at grade equipment crossings be allowed at railroad locations	Posted:	10/19/2016 4:58:15 PM
Answer:	Crossing CSXT track(s) with construction equipment requires the development and execution of a temporary crossing agreement with CSXT. This temporary crossing agreement requires a crossing package to be submitted and approved by the new crossing committee! which can take some time to procure.	Status:	ANSWER PUBLISHED
		Posted:	10/20/2016 1:57:06 PM
	<p>Furthermore, if the Contractor wishes to cross the track(s) with a crane a detailed submittal shall be provided to CSXT for review and consideration if and only if the current site conditions provide unreasonable Means and Methods expectations for the Contractor to use the nearest existing at-grade crossing. The submittal, at a minimum, shall include the following:</p> <ol style="list-style-type: none"> 1. Signed and Sealed by a Florida PE. 2. Sufficient vertical clearance from the top-of-rail. 3. Detailed calculations of the crane loading, crossing member capacity, drainage and surrounding soil capacity analysis. 4. The crossing shall clear span the CSXT Roadbed (15ft-0in either side of the center line of track). 5. The number of anticipated crossings. 6. Crossing location identified on a map. 		