



Bid Questions and Answers Report

Date & Time:

5/23/2018 9:04:44 AM

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

District Phone: (954) 777-4130

Proposal: T4477
Project: 230256-6-52-01
Letting Date: 5/23/2018
Localtion: CENTRAL OFFICE
Description: SR 713 (KINGS HWY)

Question: 21832: Irrigation: There is no mention of relocating an existing irrigation controller. Is the existing irrigation timer to be relocated at the new pump location? Posted: 4/17/2018 8:03:43 AM

Answer: No, the existing timer (clock) remains next to the existing power service and pump start and will not be relocated. This has been clarified further in Revision 1. Status: ANSWER PUBLISHED
Posted: 4/20/2018 8:18:16 AM

Question: 21833: Irrigation: Is the existing irrigation timer to be relocated at the new pump?
If yes, How many zone wires will need to be extended, to the new pump location? Posted: 4/17/2018 8:08:23 AM

Answer: No, the existing timer (clock) remains next to the existing power service and pump start and will not be relocated. This has been clarified further in Revision 1. Status: ANSWER PUBLISHED
Posted: 4/20/2018 8:18:49 AM

Question: 21835: Irrigation:
What size bore sleeve will be needed to both crossing?
Is the zone wire to be in a separate conduit for the entire length of mainline extension to new pup location? If so, what size? Posted: 4/17/2018 8:11:33 AM

Answer: Bore sizes and lengths are provided in the plans. This will be further clarified in Revision 1.
The control wires only run from the existing timer to the existing pump start and neither of these are being relocated. Zone wires will not run along the new mainline to the relocated pump.
This has been clarified further in Revision 1. Status: ANSWER PUBLISHED
Posted: 4/20/2018 8:19:13 AM

Question:	21836: Irrigation: Pull boxes will be necessary if the zone wire is in conduit. What model , type size or brand should be specified for pull boxes? How many?	Posted:	4/17/2018 8:12:56 AM
Answer:	Pull boxes will only be needed where Directional bore is proposed in order to make a connection between schedule 40 PVC and HDPE SDR. As part of revision 1, a note will be added on sheet LD-9 to clarify.	Status:	ANSWER PUBLISHED
		Posted:	4/20/2018 8:19:48 AM
Question:	21837: Irrigation: Can the conduit(s) for the power supply and / or zone wire be installed in the same trench as the 4" irrigation mainline trench? Is there a minimum pipe separation requirement? If possible please provided trench detail.	Posted:	4/17/2018 8:15:44 AM
Answer:	Yes, the Irrigation main line and the Electrical conduit can share the same trench provided there is 12" horizontal separation, and the minimum depth requirements are met for both. General note 2 on sheet LD-4 has been clarified in revision 1.	Status:	ANSWER PUBLISHED
		Posted:	4/20/2018 8:20:22 AM
Question:	21838: Irrigation: LD-3 Tabulation of Quantities What are the limits or boundaries for irrigation system repairs? Fix what you break during the within the plans as shown in the areas scope? The contractor cannot assume repairs outside the work area as there no way of knowing what repairs there may be beyond this. Please confirm this.	Posted:	4/17/2018 8:19:02 AM
Answer:	The limits for the irrigation system repairs is the relocation of the pump enclosure and all associated work as shown in the landscape plans. Note 10 will be added as part of revision 1 which will require a performance test of the pump with the maintaining agency present prior to any work being done. Any repairs that need to be done at that time will be the responsibility of the city.	Status:	ANSWER PUBLISHED
		Posted:	4/20/2018 8:20:47 AM
Question:	22015: HDPE Class II is listed as an approved optional material but there is no mention of polypropylene. If pipe sections meet the minimum/maximum cover requirements can polypropylene be considered as an optional material?	Posted:	4/27/2018 11:16:02 AM
Answer:	The use of Polypropylene pipe is allowed (in accordance with the January 2018 FDOT Standard Specifications for Road and Bridge Construction), as an optional pipe material for pipes with a size of 18 inches through 48 inches, with the exception of pipes that are required to be Spiral Rib Aluminum Pipe (SRAP) per note number 1 on Sheet 33.	Status:	ANSWER PUBLISHED
		Posted:	5/10/2018 9:41:30 AM

Question:	22100: Shouldn't the shoulders on Orange Ave. be FC 12.5D (PG 76-22) instead of SP 12.5D (PG 76-22) to tie into the mainline top lift.	Posted:	5/8/2018 7:27:06 AM
Answer:	The proposed shoulder pavement design for this section meets criteria and was approved by St. Lucie County and the Department. Contractor shall use the shoulder pavement design shown in the roadway plans.	Status:	ANSWER PUBLISHED
		Posted:	5/16/2018 2:14:24 PM
Answer:	The proposed shoulder pavement design for this section was approved by St. Lucie County and the Department. Contractor shall use the shoulder pavement design shown in the roadway plans.	Status:	ANSWER VOIDED
		Posted:	5/16/2018 9:27:56 AM
Question:	22101: Can the department please clarify bid item 145-1, paid in square feet. It is our understanding this application is better suited for item 145-2, which is paid by the square yard of material.	Posted:	5/8/2018 7:30:11 AM
Answer:	The use of Pay item 145-1 (Geosynthetic reinforced soil slope) is for the construction of the Canals. Pay item 145-2 is classified as geosynthetic reinforced foundations over soft soils which is not the case for this project.	Status:	ANSWER PUBLISHED
		Posted:	5/8/2018 3:40:45 PM
Question:	22102: Can the department provide more information on the existing ground elevations for the pond locations.	Posted:	5/8/2018 7:33:22 AM
Answer:	Please refer to the Survey folder in the cadd directory where the files named GDTMRD00.dgn and GDTMRD00.tin contain all of the existing survey data for the entire project limits.	Status:	ANSWER PUBLISHED
		Posted:	5/8/2018 11:56:42 AM
Question:	22103: Can the department please clarify note #4 on sheet 37 in job 230256-6-52-01.	Posted:	5/8/2018 7:40:06 AM
Answer:	The intent of the note is to ensure that any pipe called for desilting in the roadway plans shall be desilted for the entire length of the pipe and not just a section of the pipe.	Status:	ANSWER PUBLISHED
		Posted:	5/8/2018 11:55:47 AM
Question:	22104: Is the location of pond 2 still being negotiated with property owner?	Posted:	5/8/2018 7:51:46 AM

Answer:	The location of the pond is shown in the plans. All ROW is certified.	Status:	ANSWER PUBLISHED
		Posted:	5/8/2018 11:54:31 AM
Question:	22144: ¶ Are you able to provide more information regarding the project with FIN# 230256-6-52-02? We have downloaded all the required documents from the FDOT website; however, we are unable to locate the plans for this particular FIN#230256-6-52-02.	Posted:	5/9/2018 10:51:21 AM
Answer:	The work under FIN#230256-6-52-02 is located along Crossroads Parkway. Please refer to the roadway summary tables as well as the Signing and Pavement marking tables that have the FIN number 230256-6-52-02 on the top right hand corner for quantities and limits.	Status:	ANSWER PUBLISHED
		Posted:	5/10/2018 4:00:28 PM
Question:	22145: ¶ Can you provide more clarification regarding the detours? The plans do not identify all the detours per the list of payitems.	Posted:	5/9/2018 10:53:45 AM
Answer:	Per the basis of estimate pay item 102-2-AA has several classifications; 1 .Standard Detour: A detour is the redirection of traffic onto an alternate route, using state roads, county roads, or city streets, to bypass the work zone. NO SEPARATE PAYMENT is made for standard detours, other than the detour/work zone signs are paid under 102-60, as needed. 2. Diversion and Lane shift: A diversion is a special detour onto a temporary roadway adjacent to the existing or permanent roadway. A lane shift is the redirection of traffic onto a different section of the permanent roadway or shoulder; it may or may not require temporary pavement, depending on existing conditions. 3. Special Detour: A Special Detour is a diversion or lane shift that requires temporary pavement. Payment for the work of constructing, maintaining, and subsequently removing the special detour (earthwork, base, asphalt, Acrow Bridge, etc.) will be paid for as a special detour. The traffic control plans identify where standard detours are required as well as the locations where temporary pavement is to be used.	Status:	ANSWER PUBLISHED
		Posted:	5/10/2018 4:04:28 PM
Question:	22147: Shouldn't the shoulders between stations 266+50-271+00 be FC 12.5 PG and not 12.5D.	Posted:	5/9/2018 11:54:27 AM
Answer:	The proposed shoulder pavement design for this section meets criteria and was approved by the department. This pavement design also matches the existing pavement design in this area constructed under FIN# 413046-1-52-01. Contractor shall use the shoulder pavement design shown in the roadway plans.	Status:	ANSWER PUBLISHED
		Posted:	5/16/2018 2:14:57 PM
Answer:	The proposed shoulder pavement design for this section was approved by the department and matches the existing pavement design in this area constructed under FIN# 413046-1-52-01. Contractor shall use the shoulder pavement design shown in the roadway plans.	Status:	ANSWER VOIDED
		Posted:	5/16/2018 9:27:31 AM

Question:	22148: Some of the existing bulkhead wall (Panel Wall) is failing and leaning in locations, roughly 1117+50-1123+00, is that portion of the wall supposed to remain in place and just the cap removed like the rest of the wall (BC-17) or does that section of the wall get removed?	Posted:	5/9/2018 1:33:19 PM
Answer:	The contractor is hereby notified that the existing bulkhead wall on the west side of Kings Highway is failing north of the second pilot truck stop driveway and the right turn lane in this location was placed out of service in 2016. During phase 1 of construction additional loading should not be placed in the area behind the temporary barrier wall from station 10+77.37 to station 27+00.00 shown on sheets 277 to 279 to prevent any further impact to the existing bulkhead wall. All reasonable precautions should be taken at these locations to prevent any additional loading that could impact the three existing bulkhead walls. Final disposition of these walls is outlined on sheet BC-17 of the structural plans.	Status:	ANSWER PUBLISHED
		Posted:	5/16/2018 8:03:16 AM
Question:	22150: Does the summary of earthwork quantity include the construction of Canal 32W?	Posted:	5/9/2018 2:27:18 PM
Answer:	The summary of earthwork quantity reflects the excavation related to the proposed Canal 32W and embankment related to the existing canals. Please refer to the roadway cross sections for more details regarding areas and volume.	Status:	ANSWER PUBLISHED
		Posted:	5/10/2018 3:58:06 PM
Question:	22165: Can the department please clarify this note (sheet no. 37 note 4): Stockpile any canal sediments removed from Sta. 10+00 to 55+44, and not reused within the project limits, in prepared locations as approved by the engineer. Offsite removal of canal sediments requires engineer approval.	Posted:	5/10/2018 10:56:00 AM
Answer:	Sediments in the canal at the specified location should be stockpiled over plastic sheeting at a location adjacent to the immediate work area for testing by the CAR Contractor due to potential for contamination. The CAR Contractor will be responsible for the installation of the plastic sheeting. The Contractor shall provide a minimum of 2 weeks notification to the FDOT Project Engineer when approaching the above referenced area. Contaminated soils (dry sediments) defined as hazardous and/or exceeding FDEP Commercial/Industrial Cleanup standards shall be disposed of by the CAR Contractor. Contaminated soils between residential and commercial standards may be utilized within the Project corridor upon approval by the FDOT Project Engineer in coordination with the DCIC. The Contractor shall incorporate reusable soils within the Project corridor at no additional cost to the Department.	Status:	ANSWER PUBLISHED
		Posted:	5/16/2018 8:03:54 AM
Question:	22205: Please identify the locations and the scope of that is to be included within the following payitems: 0102-2-1 Special Detour 1 (23025665201), 0102-2-2 Special Detour 2 (23025665201), 0102-2-3 Special Detour 3 (23025665201), 0102-2-4 Special Detour 4 (23025665201), 0102-2-5 Special Detour 5 (23025665201), 0102-2-1 Special Detour 1 (23025675201), 0102-2-2 Special Detour 2 (23025675201), 0102-2-3 Special Detour 3 (23025675201), 0102-2-4 Special Detour 4 (23025675201)	Posted:	5/11/2018 4:47:32 PM

Answer:	The special detour pay item for a given phase include all locations within that phase where temporary pavement or temporary overbuild is used. The traffic control plans identify the locations where temporary pavement or temporary overbuild will be required to provide lane shifts.	Status: ANSWER PUBLISHED
		Posted: 5/16/2018 8:04:52 AM
Question:	22218: In utility adjustment plan sheet No.372 plan sheet calls for existing FGT 18" line to be abandoned or removed however on the concrete box culvert sheets BC -3,4 and 5 is calling for the gas line to be relocated please clarify the department intent for the gas line.	Posted: 5/14/2018 4:27:39 PM
Answer:	The contractor shall follow the utility adjustment sheets in the roadway plans for the disposition of the FGT 18" line.	Status: ANSWER PUBLISHED
		Posted: 5/16/2018 8:05:41 AM
Question:	22233: The disposition of the fabric-formed concrete rip-rap slope protection of the existing Canal No. 40 from Sta 25+00 to STA 55+00 is not addressed in the project drawings. Is it the intent of the EOR to leave the existing fabric-formed concrete rip-rap within the proposed embankment section or is the fabric-formed concrete rip-rap within these limits to be removed? If it is to be removed, please provide the quantities for removal of the fabric-formed concrete rip-rap and the Payitem for which to include the costs.	Posted: 5/15/2018 8:57:51 AM
Answer:	The fabric formed concrete rip rap along the existing Canal No. 40 from Station 25+00 to Sta 55+00 is to be removed. The cost of removal is to be paid for under clearing and grubbing.	Status: ANSWER PUBLISHED
		Posted: 5/15/2018 5:29:13 PM
Question:	22273: Note 3 on page BC-3 of the Concrete Box Culvert Plans states Non - Critical Temporary Sheet Pile Walls are expected, can the contractor use a Slide Rail System to accomplish the purpose?	Posted: 5/16/2018 1:04:58 PM
Answer:	The Department will not direct the Contractor's means and method of installing Concrete Box culvert. Non critical sheet pile walls for box culvert construction are not designed or detailed in contract plans. They are simply noted to advise the contractor of the possible need to provide a shoring system. As such the shoring system adopted by the contractor for construction of the box culvert and column supported embankment is part of contractor's means and methods. The Contractor's means and method must satisfy Specification 125-1.1 Trench Excavation Safety System and Shoring, Special (Trench excavation), the contractor assume all risks of implementation of the alternative shoring method, and take all reasonable precautions to prevent loss of material from the roadway.	Status: ANSWER PUBLISHED
		Posted: 5/19/2018 7:29:21 AM

Question: 22295: Need clarification on items 711-14-560 and 711-14-570. Does the Department want border or block contrast for these items? Posted: 5/17/2018 2:18:46 PM

Answer: The Signing and Pavement Marking plans for both projects, FPID:230256-6 (sheet S-2) and FPID:230256-7 (sheets S-2 and S-3) specifies contrast block in the Pay item description for Pay Item Nos. 711-14-560 and 711-14-570. Status: ANSWER PUBLISHED
Posted: 5/19/2018 7:25:39 AM