



Bid Questions and Answers Report

Date & Time: 5/23/2018 9:14:44 AM

District Address: District 7 Construction Office, located at 11201 N McKinley, Tampa, FL 33612

District Phone: (813) 975-6285

Proposal: T7407

Project: 405822-3-52-01

Letting Date: 5/23/2018

Location: CENTRAL OFFICE

Description: SR 55 (US 19)

Question:	21687: TSP T-120 provides the material requirements for clay liner, which lists classifications A5, A6, or A-7, but also states that the clay material must have more than 25% passing 200 sieve. Since A5, A6, and A7 material all require fines passing the 200 sieve to be 36% or greater, how would any material with less than 36% fines passing the 200 sieve meet TSP T-120?	Posted:	4/5/2018 2:33:53 PM
Answer:	Please refer to the Technical Special Provision in Revision No. 1 titled T120 NATURAL CLAY BORROW FOR POND LINER, 24" DEEP.	Status:	ANSWER PUBLISHED
		Posted:	5/14/2018 5:37:03 PM
Question:	21716: Has the Department identified borrow sources that meet all of the material requirements for the T120 Natural Clay Borrow for Pond Liner, 24" Deep?	Posted:	4/9/2018 5:11:47 PM
Answer:	Provide materials that meet the Technical Special Provision in Revision No. 1 titled T120 NATURAL CLAY BORROW FOR POND LINER, 24" DEEP.	Status:	ANSWER PUBLISHED
		Posted:	5/14/2018 5:36:31 PM
Question:	21873: HDPE Class II pipe is listed in the optional materials table as an acceptable material however there is no mention of polypropylene pipe. Is polypropylene pipe an acceptable alternative if minimum/maximum cover height requirements are met?	Posted:	4/18/2018 9:46:29 AM
Answer:	Polypropylene pipe is an acceptable material for the sizes shown on sheets 95 and 96 in Revision No. 2.	Status:	ANSWER PUBLISHED
		Posted:	5/14/2018 5:35:31 PM

Question: 22017: It is our understanding that the project adjacent to the South has experienced extremely high dewatering volumes. Peak volumes exceeding 9,000,000 gallons per day and sustained volumes of 3,000,000-4,000,000 gallons per day have resulted from trench excavations throughout the project. What dewatering rates does the Department expect given the similar conditions and location of this project? What shall be considered "normal pumping" pursuant to Specification 125-8.3.4?

Answer: Please refer to sheets 457A thru 457AC and the Technical Special Provision titled T120 NATURAL CLAY BORROW FOR POND LINER, 24" DEEP, both in Revision No. 1.

Status: ANSWER PUBLISHED
Posted: 5/14/2018 5:32:16 PM

Question: 22018: It is our understanding that the project adjacent to the South has experienced extremely high dewatering volumes. Peak volumes exceeding 9,000,000 gallons per day and sustained volumes of 3,000,000-4,000,000 gallons per day have resulted from trench excavations throughout the project. Furthermore, it is our understanding that due to the close proximity to Outstanding Florida Waterways (OFW) adjacent to these projects, that the water must be treated such that the effluent into the OFW is 0 NTU over the background NTU reading, instead of the regularly permitted 29NTU over the background NTU reading. To what NTU over background shall the water be treated to, in order to ensure all permit and statutory requirements are met?

Answer: Please refer to sheets 809-813 in the original plans and sheets 457A thru 457AC and the Technical Special Provision titled T120 NATURAL CLAY BORROW FOR POND LINER, 24" DEEP, both in Revision No. 1.

Status: ANSWER PUBLISHED
Posted: 5/14/2018 5:29:54 PM

Question: 22020: It is our understanding that the project adjacent to the South has experienced extremely high dewatering volumes. Peak volumes exceeding 9,000,000 gallons per day and sustained volumes of 3,000,000-4,000,000 gallons per day have resulted from trench excavations throughout the project. Has the Department attained the necessary Water Use Permit from SWFWMD to allow for dewatering rates in excess of 1,000,000 per day, or will this be the responsibility of the Contractor?

Answer: Please refer to sheets 457A thru 457AC and the Technical Special Provision titled T120 NATURAL CLAY BORROW FOR POND LINER, 24" DEEP, both in Revision No. 1.

Status: ANSWER PUBLISHED
Posted: 5/14/2018 5:28:31 PM

Question: 22023: Based on the information provided on plan sheets 138 and 139 regarding the Runway Protection Zone for Runway 09 at the Crystal River Airport, it appears that the protection zone will be impeded when traffic is placed on the new alignment which is further East than the existing alignment. This would require the threshold of Runway 09 to be displaced from its current position. When will this work be completed?

Answer:	The Crystal River Airport will be modifying the Runway Protection Zone to accommodate US 19.	Status: ANSWER PUBLISHED
		Posted: 5/16/2018 9:12:51 AM
Question:	22117: Plan Sheet 426 calls for 4" Non-Reinforced Ditch Pavement but no pay item for non-reinforced ditch pavement is included in the contract. How will this work be compensated?	Posted: 5/8/2018 2:33:38 PM
Answer:	The ditch pavement is included in pay item 524-1-29 and quantified on sheet SQ-80. Updated labels on sheets 426 and 428 are included in Revision No. 2.	Status: ANSWER PUBLISHED
		Posted: 5/14/2018 5:26:41 PM
Answer:	The ditch pavement is included in pay item 524-1-29 and quantified on sheet SQ-80. Updated labels on sheets 426 and 428 are included in Revision No. 2.	Status: ANSWER VOIDED
		Posted: 5/14/2018 5:20:59 PM
Question:	22120: In Addendum Number 01, the Department added Plan Sheets 457A thru 457AC, 29 pages in total, detailing the dewatering plans for the SMF's on the project. The added dewatering plans do not detail how this work is to be compensated. Please explain how the Department will compensate the contractor for all work detailed within the dewatering plans.	Posted: 5/8/2018 3:17:55 PM
Answer:	Please refer to the Technical Special Provision in Revision No. 1 titled T120 NATURAL CLAY BORROW FOR POND LINER, 24" DEEP.	Status: ANSWER PUBLISHED
		Posted: 5/11/2018 8:44:08 PM
Question:	22142: The Temporary Traffic Control Plan (TTCP) fails to provide sufficient information necessary to complete an accurate takeoff of the temporary pavement. No station or offset information is provided for any of the temporary pavement shown on the Plan Sheets for each phase and the width varies. Furthermore, given the small scale of the drawings (1:100) it is very difficult to accurately scale them to attain accurate information. Please provide further information so that the temporary pavement quantities can be accurately bid.	Posted: 5/9/2018 10:33:05 AM
Answer:	Sufficient information is provided in the plans to estimate the temporary pavement quantities.	Status: ANSWER PUBLISHED
		Posted: 5/16/2018 9:13:10 AM
Question:	22175: How is Pay Item 660-4-60 being paid for?	Posted: 5/10/2018 11:57:29 AM

Answer:	This pay item is included in the summary of pay items and the signalization plans.	Status:	ANSWER PUBLISHED
		Posted:	5/11/2018 8:41:50 PM
Question:	22188: Please clarify that the embankment quantity for the roadway includes the volume of the existing flexible pavement that is removed in the clearing and grubbing items in areas of reconstruction.	Posted:	5/11/2018 11:30:23 AM
Answer:	The embankment quantity is calculated consistent with Specification Section 120-13.7.	Status:	ANSWER PUBLISHED
		Posted:	5/14/2018 5:10:26 PM
Question:	22204: Most of the box culverts on this project have a moderately aggressive environmental classification. If stay-in-place metal forms are used to place the box culvert lids, what environmental classification would apply for the forms? On bridge structures, there are separate environmental classifications given to the substructure and the superstructure. Since each box culvert has a single classification, please clarify what classification would apply for the stay-in-place forms. This will impact the polymer coating requirements for stay-in-place forms in the FDOT spec.	Posted:	5/11/2018 4:28:21 PM
Answer:	Stay in place forms are not allowed per Specification Section 400-5.7.1.	Status:	ANSWER PUBLISHED
		Posted:	5/14/2018 5:09:47 PM
Question:	22267: Plan Sheet 818 provides a table that references median openings to be used for temporary diversions during cross-drain installations. The typical applications shown on plan sheets 816 & 817 illustrate each temporary diversion to have four areas of temporary pavement, which are identified as being adjacent to sign locations C, D, F & G. In the table on Sheet 818, note 3 identifies median openings that do not require temporary pavement, but the note 3 is only applied to columns D and F. For these areas, does temporary pavement get installed at the locations adjacent to C and G?	Posted:	5/15/2018 5:50:13 PM
Answer:	Temporary pavement is expected at median nose locations C, D, F, and G labeled on sheets 816 and 817 except at the locations footnoted in the Temporary Sign Locations for Phase IA table on sheet 818.	Status:	ANSWER PUBLISHED
		Posted:	5/16/2018 2:54:03 PM
Question:	22287: Is it the intent of the timber lagging detail on temporary critical wall plans to have the contractor place timber lagging on top of the existing box culverts and behind the temporary piling (opposite of the excavation)? A typical section detail would clarify the placement of the timber lagging.	Posted:	5/16/2018 5:52:19 PM

Answer:	Yes, the intent of the detail is to show the placement of timber lagging on top of the culvert on the retained side of the sheet pile.	Status: ANSWER PUBLISHED
		Posted: 5/18/2018 7:59:21 AM
Question:	22296: Our firm has taken more than 100 samples of clay liner material from various sources within a 75-mile radius of the project. These samples have failed to provide conclusive results and indicate the specified material is not available from any commercial source. Please identify the commercially available clay liner material utilized when preparing the Department / EOR's Estimate for the project. Please provide a detailed copy (including unit prices) of the engineer's estimate for this project.	Posted: 5/17/2018 4:17:10 PM
Answer:	Questions posted to this site before 5:00 P.M. (EST) on the seventh calendar day prior to the bid opening, or tenth day prior to the December bid opening will be responded to by the Department. For Questions posted after these times, an answer cannot be assured.	Status: ANSWER PUBLISHED
		Posted: 5/21/2018 3:25:04 AM
Question:	22298: In resposne to the Department's answer to Bid Question 22017, I would like to further clarify our question: It is our understanding that the project adjacent to the South has experienced extremely high dewatering volumes. Peak volumes exceeding 9,000,000 gallons per day and sustained volumes of 3,000,000-4,000,000 gallons per day have resulted from trench excavations throughout the project. What dewatering rates does the Department expect given the similar conditions and location of this project? What shall be considered "normal pumping" pursuant to Specification 125-8.3.4 AS IT RELATES SOLELY TO PIPE TRENCHES? THE SPECIFICATIONS AND PLANS REFERRED TO BY THE DEPARTMENT IN ITS ANSWER TO BID QUESTION 22017 REFER ONLY TO POND EXCAVATIONS.	Posted: 5/17/2018 4:23:08 PM
Answer:	The plans and specifications provide details such as, but not limited to, seasonal high water table elevations, dewatering rates in the adjacent pond areas, etc. This information provides a sufficient basis for a contractor to determine the dewatering rates necessary to accomplish the pipe trench work. Also, the pumping effort as described in Section 125, is largely dependent on the Contractor's means and methods, including but not limited to the length and depth of excavation, type of dewatering methods employed, duration of pipe installation effort, etc. Knowing this, the contractor shall include in his bid all costs associated with the dewatering effort that is associated with the trench excavations on this project.	Status: ANSWER PUBLISHED
		Posted: 5/21/2018 7:41:58 AM
Answer:	Questions posted to this site before 5:00 P.M. (EST) on the seventh calendar day prior to the bid opening, or tenth day prior to the December bid opening will be responded to by the Department. For Questions posted after these times, an answer cannot be assured.	Status: APPLICABLE ANSWER
		Posted: 5/21/2018 3:25:04 AM

Answer:	The Plans and Specifications provide details such as, but not limited to, seasonal high water table elevations, dewatering rates in the adjacent pond areas, etc. This information provides a sufficient basis for a contractor to determine the dewatering rates necessary to accomplish the pipe trench work. Also, the pumping effort as described in Section 125, is largely dependent on the Contractor's means and methods, including but not limited to the length and depth of excavation, type of dewatering methods employed, duration of pipe installation effort, etc. Knowing this, the contractor shall include in his bid all costs associated with the dewatering effort that is associated with the trench excavations on this project.	Status: APPLICABLE ANSWER Posted: 5/21/2018 7:39:08 AM
Question:	22304: After a thorough review of the fuel rates included for the work on this project's fuel adjustments, it appears that the proposed rates fail to take into account the tremendous pumping efforts that will be required to dewater various sections of the project. How will the Department compensate the contractor for fuel increases attributable to the pumping efforts mandated by Technical Special Provision T120? The utilization included with the proposed fuel rates is not reflective of a 24 hour / 7 day per week pumping effort.	Posted: 5/18/2018 10:15:28 AM
Answer:	Fuel cost increases will be addressed according to 9-2.1.1 of the applicable Contract Specification. Price adjustments will be made only for the amount of gasoline and diesel fuel estimated by the Department as required to complete the Contract. Also please see section 9-2.1.	Status: ANSWER PUBLISHED Posted: 5/21/2018 7:44:08 AM
Answer:	Questions posted to this site before 5:00 P.M. (EST) on the seventh calendar day prior to the bid opening, or tenth day prior to the December bid opening will be responded to by the Department. For Questions posted after these times, an answer cannot be assured.	Status: APPLICABLE ANSWER Posted: 5/21/2018 3:25:04 AM
Answer:	Fuel cost increases will be addressed according to 9-2.1.1 of the applicable Contract Specification. Price adjustments will be made only for the amount of gasoline and diesel fuel estimated by the Department as required to complete the Contract. Also please see section 9-2.1.	Status: APPLICABLE ANSWER Posted: 5/21/2018 7:43:05 AM
Question:	22310: Since stay-in-place forms are not allowed, will taller box culvert sections be permitted?	Posted: 5/18/2018 5:24:32 PM
Answer:	Construct the box culverts to the sizes shown in the plans.	Status: ANSWER PUBLISHED Posted: 5/19/2018 5:08:34 PM
Question:	22311: Does the Temporary Jumper w/ fire hydrant item require the Contractor to include the cost of a fire hydrant, or is the intent of this item to account for an assembly that connects to an existing fire hydrant?	Posted: 5/18/2018 5:27:05 PM

Answer: The intent is for an assembly to connect to an existing fire hydrant. Status: ANSWER PUBLISHED

Posted: 5/19/2018 5:10:13 PM

Question: 22330: Manhole MH3 on Sheet U-5 of the Sanitary Sewer drawings (Project 405822-3-56-02) is 12.38' tall. There are only bid items included for sanitary sewer manhole structures from 0'-6' and 6'-12'. Will a bid item be added for sanitary sewer manhole structures that are greater than 12' in height? Posted: 5/21/2018 5:30:44 PM

Answer: Questions posted to this site before 5:00 P.M. (EST) on the seventh calendar day prior to the bid opening, or tenth day prior to the December bid opening will be responded to by the Department. For Questions posted after these times, an answer cannot be assured. Status: ANSWER PUBLISHED

Posted: 5/22/2018 3:25:05 AM