



Bid Questions and Answers Report

Date & Time:

4/29/2021 9:05:55 AM

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

District Phone: (386) 961-7434

Proposal: T2805

Project: 437418-1-52-01

Letting Date: 4/28/2021

Localtion: CENTRAL OFFICE

Description: DRAYTON ISLAND RD

Question: 33553: Structural Plans Page B-12, Pile Installation Note #4 - States "No jetting will be allowed without the approval of the engineer". Please understand that straight driving these piles, especially the test piles will result in a significant expense with out the allowance of jetting piles to erect and plumb prior to driving. Please consider allowing jetting at least to a certain elevation. Posted: 4/15/2021 3:00:41 PM

Answer: Please see Spec 455-5.1. Status: ANSWER PUBLISHED

Posted: 4/22/2021 9:21:31 AM

Question: 33554: Is there a complete geotechnical report that can be shared with Bidders? Posted: 4/15/2021 3:01:28 PM

Answer: It was included with the Documentation under the subfolder 11-GEOTECH Status: ANSWER PUBLISHED

Posted: 4/22/2021 9:22:28 AM

Question: 33555: Structural Plans, Page B-10, Note 7 discusses clearance guages. Typically we see these on intracoastal fender systems to display vertical clearance from water level to bottom of bridge members. Should we assume these are not to be included on this project? Posted: 4/15/2021 3:04:11 PM

Answer: The Fender System is to meet FDOT Standard Plan 471-030. Status: ANSWER PUBLISHED

Posted: 4/23/2021 11:04:00 AM

Question: 33556: There are conflicting plan limits on the ferry landing revetment systems between Structural Plans Page B-07 and Roadway Plans Pages 9 and 10. Please clarify which plans govern. Posted: 4/15/2021 3:07:06 PM

Answer:	What is shown in Roadway Plans 9 & 10 is the proposed locations of the revetment system. See Revision 1 Sheet B-07 for clarification.	Status: ANSWER PUBLISHED
		Posted: 4/23/2021 11:09:53 AM
Question:	33567: Roadway Plans Sheets 9 and 10 designate "limits of construction" out into the river. Please confirm these are the limits for installed and/or temporary work, not limits for floating equipment to be within.	Posted: 4/15/2021 5:07:58 PM
Answer:	These are the limits of the installed and temporary work.	Status: ANSWER PUBLISHED
		Posted: 4/23/2021 11:04:40 AM
Question:	33587: Will zinc metallizing be acceptable in lieu of hot-dipped galvanizing of the ramp steel? The perimeter and size of the ramp steel is restrictive to hot-dipped galvanizing.	Posted: 4/16/2021 2:40:21 PM
Answer:	Galvanizing per ASTM 123 is required.	Status: ANSWER PUBLISHED
		Posted: 4/22/2021 9:25:38 AM
Question:	33598: FDOT specification section 356-7.2 requires that all concrete is discharged from the truck in 90 minutes and finally placed within 105 minutes from batch time with the use of a HRWR. The remote location of the project and certainly the work on Drayton Island will make it challenging to meet these time restrictions and requirements. Will the Department consider extending each time period by 45 minutes and accept the concrete solely based on 28 day cylinder strengths at the Contractor's risk? Mix design slump requirements and W/C ratios at the time of delivery will be adhered to.	Posted: 4/17/2021 8:48:47 AM
Answer:	The concrete placement will meet the Standard Specifications.	Status: ANSWER PUBLISHED
		Posted: 4/23/2021 11:06:11 AM
Question:	33599: If the Department will not allow the additional 45 minute extension to the discharge and placement times requested in the previous question, what provisions were considered by the Department during design of the project to permit concrete placement on a remote island within the current FDOT Specifications?	Posted: 4/17/2021 8:49:18 AM

Answer:	The concrete placement will meet the Standard Specifications.	Status: ANSWER PUBLISHED
		Posted: 4/23/2021 11:06:42 AM
Question:	33600: Roadway Plans, Sheets 25 and 26 designate MOT work zones that do not appear to consider actual zones in the water needed to transport and stage large barges for the work. Please confirm these plans are not intended to restrict the areas needed for actual anchored barge positioning	Posted: 4/17/2021 10:17:38 AM
Answer:	These are the limits of the installed and temporary work.	Status: ANSWER PUBLISHED
		Posted: 4/23/2021 11:08:43 AM
Question:	33601: Is there anything that would prohibit the Contractor from building temporary piling supported trestles or work platforms in the areas of the newly proposed concrete landing bridges in order to move equipment to/from Drayton Island.	Posted: 4/17/2021 10:19:44 AM
Answer:	There would be nothing prohibiting the contractor to use this method as long as they stay within the overall limits of disturbance.	Status: ANSWER PUBLISHED
		Posted: 4/22/2021 9:31:56 AM
Question:	33602: Is there anything that would prohibit Contractor from building temporary work platforms or trestles atop the newly proposed concrete pile bents for the concrete bridge landing structures prior to installing superstructure members.	Posted: 4/17/2021 10:22:30 AM
Answer:	As long as the contractor does not exceed the design loads during construction.	Status: ANSWER PUBLISHED
		Posted: 4/22/2021 9:32:54 AM
Question:	33603: Once the northern ferry landing is constructed what is the maximum allowable point load at mid span and the maximum allowable total load over the span?	Posted: 4/17/2021 10:30:36 AM
Answer:	Bridge is designed for HL93 loading. Mid span point load = 50 kips and maximum allowable total load = 72 kips	Status: ANSWER PUBLISHED
		Posted: 4/22/2021 9:33:57 AM

Question:	33604: There are visible "cable crossing" signs on the east and west side of the existing southern ferry landing just south of the shoreline and a visible "cable crossing" sign on the east side of the existing northern ferry landing just north of the shoreline. What exactly are these crossings signs designating?	Posted:	4/17/2021 10:54:28 AM
Answer:	There is an existing crossing for Clay Electric, that is within a current utility easement along the east side of the project limits. There is no anticipated impact to this submerged line. Additionally, the AT&T crossing on the west side would be impacted by the project. The UWS states that this line would be placed out of service and a new line would be installed prior to construction. Based on the determination of the permitting agency, the out of service line would be removed by AT&T if necessary.	Status:	ANSWER PUBLISHED
		Posted:	4/22/2021 9:35:37 AM
Question:	33605: There are visible "cable crossing" signs on the east and west side of the existing southern ferry landing just south of the shoreline and a visible "cable crossing" sign on the east side of the existing northern ferry landing just north of the shoreline. Does FDOT anticipate construction interfering with these buried lines? And if interference is anticipated who is responsible for decommissioning and/or relocating the crossings?	Posted:	4/17/2021 10:54:41 AM
Answer:	There is an existing crossing for Clay Electric, that is within a current utility easement along the east side of the project limits. There is no anticipated impact to this submerged line. Additionally, the AT&T crossing on the west side would be impacted by the project. The UWS states that this line would be placed out of service and a new line would be installed prior to construction. Based on the determination of the permitting agency, the out of service line would be removed by AT&T if necessary.	Status:	ANSWER PUBLISHED
		Posted:	4/22/2021 9:37:00 AM
Question:	33606: Is there a hydrographic survey from shoreline and ~300 ft. waterward into the river around both northern and southern ferry landings available in pdf and can it be shared prior to bid. Site visit soundings show that water depths around the newly proposed southern ferry landing are shallower than the profile grade drawn on Structural Plans Sheet B-07.	Posted:	4/17/2021 11:09:37 AM
Answer:	All information gathered for the project is provided in the Design Documentation. All information regarding the hydrographic survey is provided in the BHR.	Status:	ANSWER PUBLISHED
		Posted:	4/22/2021 9:37:48 AM
Question:	33607: Once the southern ferry landing is constructed what is the maximum allowable point load at mid span and the maximum allowable total load over the span?	Posted:	4/17/2021 11:11:32 AM
Answer:	Bridge is designed for HL93 loading. Mid span point load = 50 kips and maximum allowable total load = 72 kips	Status:	ANSWER PUBLISHED
		Posted:	4/22/2021 9:38:37 AM

Question:	33608: What is the purpose of the "Subsoil Excavation" called for on Island site? Is it to replace foreseen unsuitable soils beneath proposed roadway?	Posted:	4/17/2021 11:40:28 AM
Answer:	This is for the removal of unsuitable material within the limits of the roadway construction.	Status:	ANSWER PUBLISHED
		Posted:	4/22/2021 9:39:56 AM
Question:	33609: Structural Plans Page B-19, Note #3 states an asphalt overlay not shown for clarity but shown on Highway Plans. We are unable to find an asphalt overlay called out on highway plans. Please clarify if overlay is required atop concrete approach slabs and/or bridge deck.	Posted:	4/17/2021 12:28:59 PM
Answer:	Approach Slab overlay is shown on the Roadway Typical Sections, Sheet 5.	Status:	ANSWER PUBLISHED
		Posted:	4/22/2021 9:40:51 AM
Question:	33610: Structural Plans Page BQ2-1 calls for Bridge Deck Grooving & Planing in Summary of Quantities for 54 SY. The northern bridge deck's groovable area is around 100 SY. Please clarify where grooving is required.	Posted:	4/17/2021 12:35:47 PM
Answer:	This is within the limits of the proposed boat ramp.	Status:	ANSWER PUBLISHED
		Posted:	4/23/2021 11:33:13 AM
Question:	33611: Structural Plans include FDOT Standard Drawing IR455-003 for EDC Instrumentation on concrete piles. We have not found where this is specifically required for this project. Please advise if this is required.	Posted:	4/17/2021 6:47:02 PM
Answer:	See Standard Specification 455-5	Status:	ANSWER PUBLISHED
		Posted:	4/23/2021 11:10:24 AM
Question:	33616: Referencing Structural Plans Page B-10, we are unable to find a minimum tip or minimum bearing capacity for the 14" sq. fender piles. Please specify.	Posted:	4/19/2021 9:43:45 AM
Answer:	This would be provided by the contractor. The plans provide the parameters of the fender system design.	Status:	ANSWER PUBLISHED
		Posted:	4/22/2021 9:42:33 AM

Question: 33617: Referencing Structural Plans Page B-10, can 14" sq. fender piles be jetted during installation and to what elevation? Posted: 4/19/2021 9:44:51 AM

Answer: Please see Spec 455-5.1. Status: ANSWER PUBLISHED

Posted: 4/22/2021 9:44:06 AM

Question: 33618: Referencing Structural Plans Page B-10, please confirm no PDA is required for 14" sq. fender piles. Posted: 4/19/2021 9:45:38 AM

Answer: Correct, PDA is not required for fender piles. Status: ANSWER PUBLISHED

Posted: 4/22/2021 9:44:50 AM

Question: 33619: Referencing Structural Plans Page B-11, the dolphin timber fender system piles are called to be 60 ft. in length. Based on the borings it appears the rock layer could be present 5 ft above their tips. Should Bidders assume if piles meet practical refusal at rock layer they can be cut-off, or will drilling be required to reach minimum tip? Posted: 4/19/2021 9:51:24 AM

Answer: It is an acceptable method to cut-off if piles meet practical refusal at rock layer. Status: ANSWER PUBLISHED

Posted: 4/23/2021 11:11:03 AM

Question: 33651: What is the maximum allowable vehicular load on the final constructed ferry ramps? Posted: 4/20/2021 8:38:47 AM

Answer: 36 tons. Status: ANSWER PUBLISHED

Posted: 4/23/2021 11:25:57 AM

Question: 33653: Will the fabricator be required to hold any special certifications or pre-qualification? If so, is it required at the time of the bid, or can it be obtained post-award? Posted: 4/20/2021 10:11:02 AM

Answer: See Specification 460-1.1, and 105. Status: ANSWER PUBLISHED

Posted: 4/23/2021 12:53:27 PM

Question:	33685: Due to the distance of the nearest FDOT qualified ready-mix plants, supplies are asking for a minimum of 150 minutes of time from batch to discharge and the ability to increase the revolutions on the concrete. Please let us know if this will be acceptable.	Posted:	4/21/2021 9:59:34 AM
Answer:	The concrete placement will meet the Standard Specifications.	Status:	ANSWER PUBLISHED
		Posted:	4/23/2021 11:07:23 AM
Question:	33686: What coating, if any, is required on the structural steel ramp members?	Posted:	4/21/2021 10:01:23 AM
Answer:	See sheet B-20.	Status:	ANSWER PUBLISHED
		Posted:	4/23/2021 12:54:12 PM
Question:	33687: Are there any special requirements due to federal funding (such as OJT)?	Posted:	4/21/2021 10:05:36 AM
Answer:	Please see Standard Spec 7-25.	Status:	ANSWER PUBLISHED
		Posted:	4/23/2021 11:12:32 AM
Question:	33689: All concrete bridge landing pile caps are designed with a soffit elevation approximately 14 inches below MLW. Will FDOT require sealed and dry forms or can concrete be placed in wet conditions?	Posted:	4/21/2021 10:14:03 AM
Answer:	Concrete shall only be placed in dry conditions. See FDOT specification 400-7 for additional requirements.	Status:	ANSWER PUBLISHED
		Posted:	4/23/2021 11:13:14 AM
Question:	33690: Regarding the boat ramp shown on Structural Plans Sheet B2-13, will FDOT require the subgrade below the pea-gravel base be completely dry with the use of a WellPoint system, or can excavation and base stone just be sump pumped so concrete ramp is installed in generally dry conditions?	Posted:	4/21/2021 10:20:39 AM
Answer:	The design and implementation of the actual methods of dewatering to place geotextile fabric and pea gravel should be left to contractor's means and methods.	Status:	ANSWER PUBLISHED
		Posted:	4/23/2021 11:14:52 AM

Question: 33691: Structural Plans Sheet B2-13, Boat Ramp Elevation View, specifies a 36" layer of pea gravel but Sheet B-14, Section A-A specifies a 24" layer. Please clarify. Posted: 4/21/2021 10:22:52 AM

Answer: 36" is the constructed gravel depth. B-14 is a partial section. Status: ANSWER PUBLISHED

Posted: 4/23/2021 11:22:28 AM

Question: 33695: Per Structural Plans Sheet B-12, Note 7, it states all production piles shall have PDA. would this include the machinery piles? Posted: 4/21/2021 11:19:45 AM

Answer: Yes, these piles will require PDA Status: ANSWER PUBLISHED

Posted: 4/23/2021 11:23:15 AM

Question: 33702: Does Buy America apply to this project? Posted: 4/21/2021 12:58:26 PM

Answer: See Standard Specification 6-5.2 Source of Supply Steel for information. Status: ANSWER PUBLISHED

Posted: 4/23/2021 11:24:04 AM

Question: 33703: Can hoist mechanism for ferry ramps be sourced from Canada? Posted: 4/21/2021 12:58:52 PM

Answer: See Standard Specification 6-5.2 Source of Supply Steel for information. Status: ANSWER PUBLISHED

Posted: 4/23/2021 11:24:36 AM