



Bid Questions and Answers Report

Date & Time:

8/25/2021 9:35:43 AM

District Address: District 5 Construction Office, located at 719 South Woodland Blvd, Deland, FL 32720

District Phone: (386) 943-5350

Proposal: T5728

Project: 443958-1-52-01

Letting Date: 8/25/2021

Location: CENTRAL OFFICE

Description: SR 400 (I-4)

Question: 35103: What is the KVA size for the Electrical Power Service Transformer, Pay Item 639-6-1 @ 1 Each. Posted: 7/28/2021 8:33:28 AM

Answer: See Addendum No. 2. Status: ANSWER PUBLISHED

Posted: 8/19/2021 3:50:59 PM

Question: 35182: Unable to locate the pavement coring reports for this project. Can you please verify that it is uploaded. Posted: 8/5/2021 7:59:22 AM

Answer: Pavement Coring Data is available only for reference under FPID 431456-1, at the link provided below: Status: ANSWER PUBLISHED

<https://www.fdot.gov/materials/pavement/coringdata/district-5/default.shtm>

Posted: 8/10/2021 4:12:13 PM

Question: 35185: On summary of monitor existing structure table Fin 443... SQ-9 does not show a station/location. Posted: 8/5/2021 2:57:48 PM

Please update and provide location

Answer: Refer to Section 108 of the Standard Specifications. Status: ANSWER PUBLISHED

Posted: 8/19/2021 3:56:43 PM

Question:	35198: Regarding 536-85-29: On 443958-1-52-01, there are two double face terminals identified at Station 94+42 and 93+57, called out as "Double Face Terminal TL-3". In the summary of guardrail, those are identified as double face trailing ends. By way of comparison, there is a single face trailing end at Station 112+53 called out as "TL-3 Trailing Anchor". From the way the two terminals at 94+42 and 93+57 are called out and laid out, is it possible that these should be the Double Face Approach Terminals (Pay Item 0536- 85-27)?	Posted:	8/9/2021 9:22:13 AM
Answer:	Follow the requirements established in the plans.	Status:	ANSWER PUBLISHED
		Posted:	8/19/2021 3:59:04 PM
Question:	35199: On project 444329-1-52-01, there is a crash cushion to be installed at 96+72. The summary of crash cushions lists the width as 30.5". If that were so, then this would be a narrow TL-3 pay item (not the wide TL-3 pay item that is being used on the project). As the two lines of guardrail appear to be on their own set of line posts (therefore, not double face where both parallel panels share a post), please provide the width of the guardrail at the point of connection between the guardrail and the crash cushion.	Posted:	8/9/2021 9:26:15 AM
Answer:	Refer to SIN Ramp F Attenuator Detail shown on Sheet No. 22 of the Roadway Plans.	Status:	ANSWER PUBLISHED
		Posted:	8/19/2021 4:01:54 PM
Question:	35206: Please confirm the pipe size call out for Jack & Bore of 14" x 23" at Structure S105A and Double run at Structure S107A? 2 separate locations.	Posted:	8/10/2021 3:08:31 PM
Answer:	See Plans Revision Number 1.	Status:	ANSWER PUBLISHED
		Posted:	8/19/2021 4:04:01 PM
Question:	35207: Will the elliptical jack and bores require casing? If so what size? As there is no Elliptical Steel pipe for Jack & Bores.	Posted:	8/10/2021 3:12:36 PM
Answer:	See Plans Revision Number 1.	Status:	ANSWER PUBLISHED
		Posted:	8/19/2021 4:05:17 PM
Question:	35208: Please consider providing separate pay items for Jack and Bores.	Posted:	8/10/2021 3:57:48 PM

Answer: See Plans Revision Number 1. Status: ANSWER PUBLISHED
Posted: 8/19/2021 4:07:43 PM

Question: 35212: Jack & Bore: Many storm drain installations under the existing roadways are shown as jack & bore. There are no bid items or quantities for steel casings or jack & bores. Will bid items and quantities be provided for this work or is to be included in the storm drain optional material bid items? Please clarify this issue or provide bid items and quantities for the steel casing/jack & bore work as is standard. Posted: 8/11/2021 9:26:42 AM

Answer: See Plans Revision Number 1. Status: ANSWER PUBLISHED
Posted: 8/19/2021 4:09:26 PM

Question: 35213: Jack & Bore: There are many storm drain installations shown to be jack & bore and the quantities for the jack & bore pipe is included in the pipe optional materials items quantities and no separate bid items are provided for steel casings/jack & bores. If no separate bid items and quantities are to be provided for jack & bores and the cost of the jack & bores is to be included with the standard storm drain pipe the unit pricing for the storm drain piping will be greatly escalated and will affect any increase or decrease of quantities for actual work performed. This will unbalance the cost of both standard storm pipe installation and jack & bore installation in regards to any increase or decrease in quantity of work performed and paid for. Please review this issue and confirm this will not be revised or provide separate pay items for the proposed jack & bore work. Posted: 8/11/2021 9:43:16 AM

Answer: See Plans Revision Number 1. Status: ANSWER PUBLISHED
Posted: 8/19/2021 4:11:31 PM

Question: 35214: Jack & Bores: Plan sheet 43 (Optional Materials Tabulation) note 2 refers to carrier pipe. No carrier pipe is shown or indicated in the plans or quantities and the jack & bore piping is shown as the same size as the storm drain pipe they are connecting to. Is the bore pipe the carrier pipe? Will there be any carrier pipe in addition to the jack & bore casing? If carrier pipe is required in the jack & bore casing all of the proposed jack & bore sizes will be required to be revised and revised summaries and quantities will be required accordingly. Please clarify these issues and note 2 on plan sheet 43. Posted: 8/11/2021 9:50:40 AM

Answer: See Plans Revision Number 1. Status: ANSWER PUBLISHED
Posted: 8/19/2021 4:13:26 PM

Question: 35215: S-104A and S107A are both shown as 14"X23" pipe (Jack & Bore) 14"X23" pipe is elliptical and cannot be jack & bored. Please review and revise this issue if required or provide additional details for this work.

Posted: 8/11/2021 9:53:54 AM

Answer: See Plans Revision Number 1.

Status: ANSWER PUBLISHED

Posted: 8/19/2021 4:16:45 PM

Question: 35219: Drainage Detail 2 - 12" Pipe from MH to Trench Drain Pipe appears to be concrete encased per Trench Drain Detail Plan view however, same sheet Trench Drain Detail Profile View calls for "fill" no concrete encasement shown. Please clarify if concrete encasement will be required at 12" Pipe

Posted: 8/11/2021 2:19:08 PM

Answer: See Plans Revision Number 1.

Status: ANSWER PUBLISHED

Posted: 8/19/2021 4:18:11 PM

Question: 35222: Please provide the detailed computations that were utilized to generate the asphalt overbuild quantities, including but not limited to the locations, lengths, widths and thicknesses, etc.

Posted: 8/12/2021 9:56:40 AM

Answer: See Overbuild Tables on Typical Section Detail sheets.

Status: ANSWER PUBLISHED

Posted: 8/19/2021 4:21:01 PM

Question: 35225: Selective Clearing & Grubbing plan sheet 464, note 4 states "PROVIDE GPS LOCATION AND VERTICAL MARKERS OF CAPPED IRRIGATION LINES AS IDENTIFIED IN PLANS." Please confirm this is only required at the cap locations provided/shown on the plans on pages 487-503.

Posted: 8/12/2021 12:19:01 PM

Answer: Requirement pertains to only cap locations for irrigation shown on pages 487- 503.

Status: ANSWER PUBLISHED

Posted: 8/19/2021 4:24:38 PM

Question: 35232: Please provide Utility Work Schedules.

Posted: 8/12/2021 4:56:13 PM

Answer: No utility relocations on this project. Status: ANSWER PUBLISHED
Posted: 8/20/2021 8:13:09 AM

Question: 35233: Please provide a geotechnical report. Posted: 8/12/2021 4:58:32 PM

Answer: The requested Geotechnical Report have been uploaded in the Contract Proposal Processing (CPP) Online Ordering System. See the following link: <https://fdotwp1.dot.state.fl.us/contractproposalprocessingonlineordering/> Status: ANSWER PUBLISHED
Posted: 8/20/2021 11:43:24 AM

Question: 35234: Temporary ditch paving is listed under pay item 0524 1 2, Permanent Concrete Ditch Pavement. How will removal be paid? Posted: 8/12/2021 5:01:40 PM

Answer: Cost of removal is included in 102-1. Status: ANSWER PUBLISHED
Posted: 8/19/2021 4:26:23 PM

Question: 35235: To facilitate widening the existing shoulder gutter must be removed along SR 429 Ramps A, B, C and D. Please provide a summary of locations and quantities for removal of shoulder gutter and a pay item for the work. Posted: 8/12/2021 5:12:50 PM

Answer: The pavement design shown as WIDENING is for all of Ramp D as shown in plan view. Status: ANSWER PUBLISHED
Posted: 8/20/2021 8:23:14 AM

Question: 35236: Summary of Quantities sheets SQ-9 (433958-1-52-01) and SQ-13 (444329-1-52-01) list Clearing and Grubbing and Removal of Existing Concrete items. No notes or remarks are provided on either page and we are not locating clearing or removal items at all of the stationing listed. Please provide additional information to clarify clearing and concrete removal work. Posted: 8/12/2021 5:32:33 PM

Answer: The clearing and grubbing quantities represent the needed clearing and grubbing to facilitate construction. No additional notes will be added. Status: ANSWER PUBLISHED
Posted: 8/19/2021 4:28:03 PM

Question: 35244: Turnpike Enterprise Requirements: TCP Plan sheet 342, notes 4 and 5 refer to Florida Turnpike Enterprise requirements for U-Turn and Lane Closure policies. Are these requirements applicable to only the SR429 project areas or are they applicable to the SR400/(I-4) project work areas also? Please clarify this issue. Posted: 8/13/2021 11:57:34 AM

Answer: Requirements only apply to SR 429 and ramps from the gore. Status: ANSWER PUBLISHED
Posted: 8/19/2021 4:30:12 PM

Question: 35256: On both FINs, Typical sections do not address the existing auxiliary lanes 4/5. Posted: 8/16/2021 7:20:44 AM
Please provide pavement typical sections/details for the milling and resurfacing of the auxiliary lanes.

Answer: Mill and resurfacing to match the adjacent travel lane. Status: ANSWER PUBLISHED
Posted: 8/19/2021 4:31:01 PM

Question: 35257: FIN 444329-1-52-01 Ramp C & D typical section 5 Travel lanes. Posted: 8/16/2021 7:42:37 AM
Please confirm that the total structural lift is 3.5" having the top lift in PG 76-22 and not 5" (3.5" SP D + 1.5" SP D PG 76-22),

Answer: Per the plans, the structural (SP) thickness is to be 5". Status: ANSWER PUBLISHED
Posted: 8/19/2021 4:31:58 PM

Question: 35258: FIN 444329-1-52-01 Ramp D typical section 5 Travel lanes does not indicate milling of the existing 2' shoulder 612+30.03 to 616+72.42 Posted: 8/16/2021 7:44:39 AM
please provide detail.

Answer: The milling and resurfacing of the shoulder is to match the travel lane milling and resurfacing from 610+38.03 to 612+30.03. Status: ANSWER PUBLISHED
Posted: 8/20/2021 8:38:51 AM

Question: 35259: FIN 444329-1-52-01 Ramp D typical section 5 travel lanes widening is not indicated for stations 612+30.03 to 616+72.42 Posted: 8/16/2021 8:02:45 AM
Please confirm that it the same as 610+38.03 to 612+30.03.

Answer: The milling and resurfacing of the shoulder is to match the travel lane milling and resurfacing from 610+38.03 to 612+30.03, Status: ANSWER PUBLISHED
Posted: 8/19/2021 4:34:45 PM

Question: 35260: FIN 444329-1-52-01 Ramp C typical section 5 travel lanes widening is not indicated for stations 510+00.05 TO 512+86.10 Please confirm that it the same as 503+92.48 TO 512+86.10. Posted: 8/16/2021 8:12:00 AM

Answer: The pavement design shown as WIDENING is for all of Ramp C as shown in plan view. Status: ANSWER PUBLISHED
Posted: 8/20/2021 8:48:11 AM

Question: 35273: Please review FIN 444329-1-52-01 Typical sections 3, 4 and 5 for Ramps A, B, C, and D. Posted: 8/17/2021 9:03:51 AM

There are shoulders on these ramps that are required to be resurfaced and are less other these ramps 5' or less. The typical states shoulder resurfacing typical section are deeper and different traffic level than the adjacent travel structural layer and will be required to be pulled together.

Answer: For shoulders less than 5', the contractor should place an initial 1" asphalt lift and pull the final 1 1/2" lift with the adjacent travel lane. Status: ANSWER PUBLISHED
Posted: 8/20/2021 8:49:10 AM

Question: 35277: Overbuild details indicate the overbuild as TL E but these quantities are shown on the summary of quantities tables as TL E PG 76-22. Posted: 8/17/2021 12:52:48 PM

Please clarify?

Answer: Bid the project per the Summary of Pay Items/Summary of Quantities. Status: ANSWER PUBLISHED
Posted: 8/20/2021 8:49:56 AM

Question: 35278: Please review the the FC-5 to FC 12.5 feathering detail. Posted: 8/17/2021 1:00:37 PM

What is the FC-5 raveling expectations?

Answer: Disregard the Ramp to Mainline Feathering Detail on Sheet 22. Status: ANSWER PUBLISHED
Posted: 8/20/2021 4:14:23 PM

Question: 35285: Typical Section 2, SR 429, Sta 109+15.55 to 124+97.74 Posted: 8/17/2021 2:33:49 PM
Again its we have another condition where there is a narrow shoulder milled at a deeper depth and different mix than the adjacent travel lane.
Should this pavement be milled 1.5" and resurfaced 1.50" TLD 76-22?

Answer: For shoulders less than 5', the contractor should place an initial 1" asphalt lift and pull the final 1 1/2" lift with the adjacent travel lane.. Status: ANSWER PUBLISHED
Posted: 8/20/2021 8:55:23 AM

Question: 35286: Confirming that overbuild lifts placed on top of temporary inside pavement placed during phase 3 steps 1A-1I are paid under 334-1-55 item and not incidental to 102-2-200 special detour item. Posted: 8/17/2021 3:18:41 PM

Answer: Overbuild lifts of the pavement shall be included in the 102-2-200 special detour item. Status: ANSWER PUBLISHED
Posted: 8/20/2021 8:58:59 AM

Question: 35287: Please clarify if temporary sodding is paid under 570-1-1 or is it incidental to 102-300? Posted: 8/17/2021 3:21:36 PM

Answer: Temporary sodding shall be paid for under the lump sum MOT pay item 102-1. Status: ANSWER PUBLISHED
Posted: 8/20/2021 9:01:39 AM

Question: 35288: Along Ramp D, existing structures at sta 570+05.06 and sta 573+30 are shown to be removed. Between these structures there are four additional structures and 200' of 18" pipe not shown to be removed or filled. Please confirm if these structures and pipe are to remain or be removed. Posted: 8/17/2021 4:30:44 PM

Answer: These pipes and strcutures are to remain. Status: ANSWER PUBLISHED
Posted: 8/20/2021 8:59:56 AM

Question:	35289: There are three overhead truss sign structures on I-4 at 51+25, 64+45, and 75+75. Referring to roadway sheet 353, the sign structure uprights, spans and panels are to be erected in Phase 3 Step 3 after the temp pavement is removed. The foundation locations are within the median temp pavement section and the elevation would have the foundations sticking up thru the temp pavement. Please advise when and how the foundations are to be installed within the project phasing.	Posted:	8/17/2021 4:52:32 PM
Answer:	The text box next to Phase 3 - Step 2 states to "begin construction of final median including span sign structures" after the final traffic shift to the permanent lanes. Foundations will not be constructed through temporary pavement.	Status:	ANSWER PUBLISHED
		Posted:	8/20/2021 4:15:46 PM
Question:	35290: The preferred sequence of events related to truss sign structures (due to tight construction tolerances) is: Installation of drilled shafts, As-Builts of installed foundations, Shop drawing prep/submittal and approval, and then structure fabrication. The foundations for trusses at 51+25, 64+45, and 75+75 can not be installed until Phase 3, after the median temp pavement is removed. Phase 3 is only 70 days long. This is insufficient for all the required steps to obtain the sign structures. Please advise.	Posted:	8/17/2021 4:53:17 PM
Answer:	The 70 days under Phase 3 of the "Summary of Temporary Traffic Control Plan Items" table in the Summary of Quantities will not be revised.	Status:	ANSWER PUBLISHED
		Posted:	8/20/2021 4:18:58 PM
Question:	35300: The work on Ramp B and northbound SR 429, north of I-4, is isolated from the work on I-4. Can Ramp B and northbound SR 429 be constructed independent from the I-4 phasing shown in the temporary traffic control plans?	Posted:	8/18/2021 3:02:37 PM
Answer:	Contractor should bid the plans as-is.	Status:	ANSWER PUBLISHED
		Posted:	8/20/2021 9:03:11 AM
Question:	35301: Typical Sections 4 and 5 for Proj. No. 443958-1-52-01 show embankment at inside and outside shoulders respectively needed as a result of shoulder overbuild and new guardrail construction. No embankment quantity has been provided in the summary of pay items under this project number. Please provide a Summary of Quantities tabulation and revised pay item 120-6 to include this material.	Posted:	8/18/2021 3:08:22 PM
Answer:	Refer to Pay Item 570-1-3.	Status:	ANSWER PUBLISHED
		Posted:	8/20/2021 4:20:42 PM

Question: 35306: Confirming that in the M/L I-4 sag curve correction area, approximate stations 71+75 to 74+80, a straightedge exception will govern due to the geometrical orientation/curvature of the pavement which may results in an inaccurate measurement with the rolling straightedge.

Posted: 8/18/2021 3:48:58 PM

Answer: Contractor shall build in accordance with Standard Specification.

Status: ANSWER PUBLISHED

Posted: 8/20/2021 9:04:03 AM