



Bid Questions and Answers Report

Date & Time:

6/9/2021 8:21:05 AM

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

District Phone: (954) 777-4130

Proposal: T4564

Project: 428400-2-52-01

Letting Date: 6/9/2021

Localtion: CENTRAL OFFICE

Description: SR 5 (US 1) AND SR 811 (ALT A1A)

Question: 33306: Specification T471 sets the shape of the wale as a "hat-shaped" with a 100 ksi ctrengh. This, for practical purposes, does not allow a wale provider to submit a more efficient and cost-effective section for the wales. These restrains are not needed in a fender with a 200 k-ft enegy. Furthermore, for practical purposes it gives the advantage to the FRP firm that worked with the EOR in the development of the fender. This is highly irregular. To ensure a plane level field and to ensure several wale providers can be the project, can the project wale FRP section be based on on the existing Spec 973? Spec 973 is the base for the Howard Flanklan project in Tampa with an energy of 1387 k-ft.

Posted: 3/29/2021 3:01:30 PM

Answer: The pier mounted fender is required to be designed as a system (i.e., combination of wales and pier mounted supports) and cannot just substitute the wales independently. An alternate system meeting the geometric requirements (i.e., follow the curvature of the pier footing) that provide adequate resistance for the demand and meets the material requirements of Specification Section 973 would be considered has an alternative.

Status: ANSWER PUBLISHED

Posted: 3/31/2021 12:27:44 PM

Question: 33307: I have not bee able to find in the project package the specification associated with the arch fender element. Is there one?

Posted: 3/29/2021 3:07:12 PM

Answer: Refer to Section T471 of the specification package.

Status: ANSWER PUBLISHED

Posted: 3/31/2021 12:28:43 PM

Question: 33317: The wale proposed for the fender in the plans and spec T471 is non-typical. Is it generic? What elements are not generic and included in a patent or in the process of being patented?

Posted: 3/30/2021 10:34:30 AM

Answer: The pier mounted fender is required to be designed as a system (i.e., combination of wales and pier mounted supports) and cannot just substitute the wales independently. An alternate system meeting the geometric requirements (i.e., follow the curvature of the pier footing) that provide adequate resistance for the demand and meets the material requirements of Specification Section 973 would be considered has an alternative.

Status: ANSWER PUBLISHED

Posted: 4/2/2021 3:10:30 PM

Question: 33318: The size of the fender wale (about 20 in) does not meet the strict interpretation of Section 3.14.3.B of the SDG (maximum wale height of 12 inches). Also, in SDG 3.14, the maximum distance between main energy absorbing elements (piles in the typical fender associated with FDOT bridges) is restricted to 16 ft (well below what it is shown in the project plans.) What other restrictions or prescriptions in SDG 3.14 (Fender Systems) are not applicable to this project or have been modified by the EOR and the wale developer in the process of the fender design in this project? It appears that the fender has not been entirely designed according to section 3.14 and it is based on other methodology not included in AASHTO or the SGD which maybe known only to the EOR and the wale supplier involved with them. Consequently, to create a level field for all potential wale and rubber fender suppliers, we request that all fender calculations produced for this project be available to all.

Posted: 3/30/2021 11:32:04 AM

Answer: The fender arch and wale configuration shown in the plans meet the specified "Min. Required Energy" with the assumed arch wale physical properties shown in the Specifications. An alternate system meeting the geometric requirements (i.e., follow the curvature of the pier footing) that provide adequate resistance for the demand and meets the material requirements of Specification Section 973 would be considered has an alternative.

Status: ANSWER PUBLISHED

Posted: 4/2/2021 3:11:18 PM

Question: 33332: The bid quantity for item 0504-1-5, Roadway Floor, Steel 5.5" Armored, of 405 SF appears to be incorrect, please clarify.

Posted: 3/30/2021 4:05:32 PM

Answer: The bid quantity for item 0504-1-5 Roadway Floor, Steel 5.5" Armored is 10,133 SF

Status: ANSWER PUBLISHED

Posted: 4/2/2021 3:12:07 PM

Question: 33333: The bid quantity for item 0465-3-17, F&I Balance Blocks is 1,280 each, the balance table on plan sheet BL-36 shows 320 blocks per leaf (1,280 total) and note 8 on that sheet says to provide 300 spares making the total 1,580 each, please clarify.

Posted: 3/30/2021 4:10:34 PM

Answer: The total bid quantity for item 0465-3-17, F&I Balance Blocks is 1,580 EA.

Status: ANSWER PUBLISHED

Posted: 4/2/2021 3:13:14 PM

Question: 33339: The plans do not contain any information about the Energy capacity and force output of the 24 arch rubber fenders shown in the contract plans and associated with the 776 k-ft capacity "hat wale" and the 218 k-ft fender energy. What is the required minimum total energy and associated maximum total force of one (1) 12 ft tall arch fender shown in the plans (as found by the EOR in their calculations of the fender system)?

Posted: 3/31/2021 12:46:27 PM

Answer: Refer to plan note 1, Sheet No B1-232 Fender Notes.

Status: ANSWER PUBLISHED

Posted: 4/2/2021 3:14:50 PM

Question: 33361: The department's response to question #33307 (regarding specification for arch fender element) is insufficient. Spec T471 does not even have the words "arch fender" in the title or in the text inside it. Please, provide an adequate response to question #33307.

Posted: 4/2/2021 2:49:19 PM

Answer: Technical Special Provision Section T471 is the technical provision for the bridge mounted fender system (arch fender). In addition refer to Note 1, Sheet No B1-232 Fender Notes.

Status: ANSWER PUBLISHED

Posted: 4/7/2021 8:11:02 AM

Question: 33366: Per the 428400-2-52-03, Sheet IT-3, the Line and Character Requirements is detailed (Note 10), but not the pixel pitch. Please clarify/confirm the Full Color (RGB) Pixel Pitch for the ADMS. Thank you.

Posted: 4/5/2021 10:31:06 AM

Answer: The ADMS shall have a pixel pitch of 20 mm and be full color.

Status: ANSWER PUBLISHED

Posted: 4/5/2021 1:39:16 PM

Question: 33397: Please provide the co-ordinates and or a location map for the three reef establishment sites identified in the proposal.

Posted: 4/7/2021 11:55:24 AM

Answer: Please see attached location maps for the three reef establishment sites identified in the proposal. The exact drop location will be determined when we are closer to deployment.

Status: ANSWER PUBLISHED

Posted: 4/8/2021 1:57:39 PM

Document: 11559824: Jupiter Inlet.jpg

Jupiter inlet picture 1

Document: 11559829: Jupiter Mid_Depth.jpg

Jupiter inlet Mid Depth

Document: 11559834: Palm Beach Deep.jpg

Jupiter Deep

Question: 33398: Plan B-42 references a Hydrographic Survey Project Number 18-2681 for details about the pile removal area, please provide this survey. Posted: 4/7/2021 11:57:26 AM

Answer: Please see attached Hydrographic Survey as requested. Status: ANSWER PUBLISHED

Posted: 4/8/2021 2:06:12 PM

Document: 11559968: 18.2681.JupiterBridge.SDI.SSS_GT.pdf

18.2681. Jupiter Bridge PDF file

Document: 11559979: JupiterBridge.tif

Jupiter Bridge tif

Document: 11559987: 930005-3D.DGN

DGN file

Document: 11559995: JupiterBridge.tfw

TFW file

Question: 33399: Sheet B-13 - General Notes (1 of 3) - G. Materials 8- Concrete details that Mass Concrete will be denoted, the table does not indicate any mass concrete. Please clarify which locations/elements are mass concrete. Posted: 4/7/2021 1:51:05 PM

Answer:	Refer to Bascule Pier Plan view Sheet Nos. B1-87 to B1-89. In addition refer to the Standard Design Guideline Section 1.4.4 Mass Concrete: All Bridge components Except Drilled Shafts and Segmental Superstructure Pier and Expansion Joint Segments: When the minimum dimension of the concrete exceeds 3-feet and the ratio of volume of concrete to the surface area is greater than 1-foot, provide for mass concrete.	Status: ANSWER PUBLISHED Posted: 4/8/2021 1:37:52 PM
Question:	33400: Sheet BQ-2 Summary of Quantitates (2 of 5) - Concrete Call IV, Mass Substructure - Substructure End Bent 6 - 68.5 CY - Please advise if this quantity includes the 42" Dia Columns below the bent.	Posted: 4/7/2021 1:52:22 PM
Answer:	Pay Item 400-4-25 Concrete Class IV, Mass Substructure quantity of 68.5 CY for End Bent 6 does not include the 42" columns. The quantity for the 42" Dia. Columns is paid for under Pay Item 400-4-5 Concrete Class IV, Bridge Substructure.	Status: ANSWER PUBLISHED Posted: 4/9/2021 12:17:52 PM
Question:	33401: FRP/GFRP/CFRP - Specification 932- NONMETALLIC ACCESSORY MATERIALS FOR CONCRETE PAVEMENT AND CONCRETE STRUCTURES - 3.1 - General - states "Use only solid, round, thermoset glass fiber reinforced polymer (GFRP) or carbon fiber reinforced polymer (CFRP) reinforcing bars. " - Please clarify if CFRP can be used in lieu of all 415-10-4 and 415-10-6 bid items.	Posted: 4/7/2021 1:53:39 PM
Answer:	Carbon Fiber Reinforced Fiber (CFRP) is typically used for strands which is included under Pay Item 450-8-72. Glass Fiber reinforced polymer (GFRP) Pay Items 415-10-4 and 415-10-6 is typically used for rebars. Both materials are required as currently detailed in the plans.	Status: ANSWER PUBLISHED Posted: 4/8/2021 1:40:46 PM
Question:	33402: Sheet B-46 - Construction Sequence 5 of 11- Illustrates additional precast footings installed in phase 1. Please confirm that the Phase construction detailed on B1-86 Footing Level Plan in correct	Posted: 4/7/2021 1:54:35 PM
Answer:	The phased construction detailed shown on sheet B1-86 Footing Level Plan is the complete precast footing form. The individual segment shapes and sizes are identical to the layout shown on Sheet B-46. The Construction Sequence depicts a suggested phase that could be installed prior to removal of the existing bridge. Also refer to Note 1 on sheet B-42.	Status: ANSWER PUBLISHED Posted: 4/8/2021 1:40:19 PM
Question:	33403: Fender Mounting Blocks - Please provide a detail for fender mounting blocks, inclusive of reinforcing. B1-235 Detail 1 - Fender mounting block (Integral of footing form). Section A-A Pier Mounted Fender System also detail as integral of footing formwork. Sheet B1-123 Precast Footing Form Details BF-4 show fender mounting block, no section is provided.	Posted: 4/7/2021 1:57:02 PM

Answer:	The fender mounting blocks is integral with the footing form. The reinforcement for the mounting blocks consist of No. 8 bars at 6" O.C. each face both direction.	Status: ANSWER PUBLISHED Posted: 4/8/2021 1:39:41 PM
Question:	33404: Sheet B1-528 Observation Deck Access Ramp Details - Beginning and End of Gravity Wall in Details 1 and 3 have the same stationing.	Posted: 4/7/2021 1:57:58 PM
Answer:	The beginning and end of gravity wall; Details 1 and 3 stationing is correct as shown. Please note the Observation deck is perpendicular to the direction of stationing therefore the left and right offsets are different.	Status: ANSWER PUBLISHED Posted: 4/8/2021 1:42:42 PM
Question:	33405: Please advise which prevailing wage rates should be followed for this project.	Posted: 4/7/2021 1:58:58 PM
Answer:	An addendum will be issue to change the project funding from State Funded project to a Federal aid project. Prevailing wage rate spec will be added to the Contract.	Status: ANSWER PUBLISHED Posted: 5/13/2021 8:51:01 AM
Answer:	This is a State funded project.	Status: ANSWER VOIDED Posted: 4/7/2021 2:16:20 PM
Answer:	This is not a federal aid project for Construction therefore the Special Provisions that contains the requirements in regards to payment of predetermined minimum wages was not included in the Specification Package.	Status: ANSWER VOIDED Posted: 4/8/2021 2:17:17 PM
Question:	33407: It appears that the bid quantity for item 455-34-6 Prestressed Concrete Piling 30" SQ is incorrect - specifically for Bascule Pier 5. Please clarify if the bid quantity is correct or adjust.	Posted: 4/7/2021 2:46:57 PM
Answer:	Corrected Answer:The revised bid quantity for Pay Item 455-34-6 Prestressed Concrete Piling, 30" SQ is as follows: End Bent 1 = 680 LF, Pier 2 = 1,566 LF, Pier 3 = 1,872 LF, Bascule Pier 4 = 8,536 LF, Bascule Pier 5 = 11,040 LF. These updates will be reflected in the plan Revision that will be submitted prior to letting.	Status: ANSWER PUBLISHED Posted: 5/3/2021 6:45:56 AM
Answer:	The updated bid quantity for Pay Item 455-34-6 Prestressed Concrete Piling 30" SQ is 31,430 LF. The updated quantity for Bascule Pier 5 is 13,440 LF.	Status: ANSWER VOIDED Posted: 4/8/2021 2:02:30 PM

Question: 33426: Answer to question 33398 had a missing hydrographic survey document. This question is providing the additional document. Posted: 4/9/2021 12:28:27 PM

Answer: Attached is the Hydrographic survey documents as requested in question 33398. Status: ANSWER PUBLISHED
Posted: 4/9/2021 12:48:33 PM

Document: 11565192: UTEXRD02_Jupiter_Utility_Locates_SDI_SSS_BATHY_3d.dgn

UTEXRD02_Jupiter.Utility.Locates_SDI_SSS_BATHY_3d.dgn

Document: 11565239: 18.2681.JupiterBridge.SDI.SSS_GT.pdf

18.2681.JupiterBridge.SDI.SSS_GT.pdf

Document: 11565240: 930005-3D.DGN

930005-3D.dgn

Document: 11565241: Jupiter Inlet.jpg

jupiter_inlet.jpg

Document: 11565245: Jupiter Mid_Depth.jpg

Jupiter mid depth

Document: 11565257: JupiterBridge.tfw

jupiterbridge tfw

Document: 11565270: JupiterBridge.tif

jupiterbridge.tif

Document: 11565285: Palm Beach Deep.jpg

Palm Beach Deep.jpg

Question: 33428: Please confirm, concrete quantity for Overlook at the Pier 2 & 3 is contained within the pay item quantity 400-4-25 CONCRETE CLASS IV, MASS SUBSTRUCTURE for PIER-2 590.6 Cy & PIER-3 590.6 Cy Posted: 4/9/2021 1:39:24 PM

Answer: The concrete quantities for the Overlooks at Piers 2 and 3 are contained within the pay item quantity for 400-4-25 CONCRETE CLASS IV, MASS SUBSTRUCTURE for PIER-2 590.6 Cy & PIER-3 590.6 Cy Status: ANSWER PUBLISHED
Posted: 4/12/2021 9:19:20 AM

Question: 33434: Is there a report available for the test pile program? Posted: 4/9/2021 3:03:16 PM

Answer: Please see attached AFT Report on the Test Pile Program. Status: ANSWER PUBLISHED
The AFT 220101 - Jupiter Inlet Test Pile Program Report ss.pdf information has been uploaded to the bid Q&A website. This information is being provided for "Information Proposes Only" and IS NOT a part of the contract documents. The Department does not guarantee the details contained within these documents. The bidder shall make an independent review and base the bid solely on these results. The bidder's submission of a proposal is prima facie evidence that the bidder HAS NOT relied on this information. No claim for compensation may be based on an inaccuracy contained within these documents. Posted: 4/12/2021 10:26:00 AM

Document: 11570519: AFT 220101 - Jupiter Inlet Test Pile Program Report ss.pdf

Jupiter inlet test pile report

Question: 33454: Taking into consideration the importance, size and complexity of this project and involvement of different disciplines, we would like to kindly request a 28 days extension to the solicitation submission deadline, in order to give sufficient time to Bidders to prepare their most competitive offers to the complete satisfaction of the Florida Department of Transportation. Posted: 4/12/2021 12:07:58 PM

Answer: The Department is not able to delay the letting. Status: ANSWER PUBLISHED
Posted: 4/12/2021 12:33:38 PM

Question: 33498: Is an asphalt core report available for this project? Posted: 4/13/2021 3:44:03 PM

Answer: Please see attached the following Pavement Core report: Status: ANSWER PUBLISHED
Posted: 4/15/2021 8:11:42 AM

Document: 11588841: 428400-2 A1A to beach road.pdf
428400-2 A1A to beach road.pdf

Document: 11588844: FM 428400-2 Roadway Soil Survey Report SR 811 ALT A1A REV_SS.pdf
FM 428400-2 Roadway Soil Survey Report SR 811 ALT A1A REV_SS.pdf

Question: 33520: TSP Section T468-5.6.1.4 Power Unit Testing says "Provide complete documentation of the HPU simulated testing for each HPU/control system" and further states "Clearly mark each major component of the system before shipment to the control system staging site" Question: Is there a requirement to test each HPU with the electrical control system? Posted: 4/15/2021 7:53:40 AM

Answer: Please refer to T468-5.6.1.4 for complete testing requirements. Each HPU is required to be tested with the electrical control system. Status: ANSWER PUBLISHED
Posted: 4/15/2021 4:55:01 PM

Question: 33521: TSP Section T468-5.6.1.4 Power Unit Testing: says "Perform simulated shop testing of the span HPU and control system prior to shipment to the control system staging site" Question: Is there a separate electrical control system for each HPU? Posted: 4/15/2021 7:57:34 AM

Answer: Please refer to Control Schematics beginning Sheet No. B1-417. There is one electrical control system. Status: ANSWER PUBLISHED
Posted: 4/15/2021 4:55:41 PM

Question: 33522: Plan Reference Drawing BM9: shows a terminal box at the top of the HPU that looks like it has switches and touchscreen. Note 6 on the drawing says "Coordinate HPU with HPUCP and electrical power detailing". Question: Is this a terminal box or the HPUCP? If it is a HPUCP, where are the details for the HPUCP? Posted: 4/15/2021 7:59:49 AM

Answer: The HPU box is to serve as termination box for solenoids, float switches, etc. as shown in Control Schematics. Box features such as touchscreen and indicators may be included as part of HPU package but are not required as an integral part of the control system. Status: ANSWER PUBLISHED
Posted: 4/15/2021 4:56:20 PM

Question:	33523: TSP Section T468-2.26A Spare Parts and Tools: says "Provide a custom wheeled scissor-lift flat bed capable of elevation over the 100-year flood level" Question: What is the 100-year flood level compared to the bottom of the pier where it will be stored?	Posted:	4/15/2021 8:00:39 AM
Answer:	Please refer to Sheet No. B-22 for the based flood evaluation.	Status:	ANSWER PUBLISHED
		Posted:	4/15/2021 4:57:11 PM
Question:	33524: TSP Section T468-2.26A Spare Parts and Tools: says "Provide a custom wheeled scissor-lift" Question: Does this custom scissor lift have to comply with the "Buy American" requirements?	Posted:	4/15/2021 8:01:28 AM
Answer:	The custom wheeled scissor lift is required to comply with Buy America requirements.	Status:	ANSWER PUBLISHED
		Posted:	4/15/2021 4:58:01 PM
Question:	33525: TSP Section T468-3.1 Shop Assembly and Testing: says "Shop assemble the drive machinery components to verify their correct fit prior to shipment. Test run each drive assembly, operating at various speeds for a total of four hours". Question: Is this test to be performed with the hydraulic motor running in free air or is the motor to be mounted on the pinion shaft with bearings and torque arm attached to the span drive machinery support?	Posted:	4/15/2021 8:02:42 AM
Answer:	The test of the Drive Assembly includes the complete hydraulic motor, torque arm, pinion shaft and bearing assembly mounted to the machinery support skid.	Status:	ANSWER PUBLISHED
		Posted:	4/15/2021 4:59:04 PM
Question:	33526: Item 20. from the SFWMD Permit Special Conditions for Individual Environmental Resources Permits, 62-330.350, F.A.C states, "When pile-driving activities are proposed for large concrete piles, the following measures shall be followed: a. At least one observer shall be onsite at all times and dedicated to the task of watching for manatees during the in-water construction work. Observers must have prior on-the-job experience as a dedicated manatee observer, observing manatees during similar in-water work and shall perform no other duties that may interfere with their ability to observe for protected marine species." What are considered large concrete pile?	Posted:	4/15/2021 9:06:48 AM
Answer:	Revised answer- The concrete piles as detailed in the Foundation Layout Sheet Nos. B-53 and B-54 and steel pipe piles for the temporary trestle driven into the Loxahatchee River are considered large concrete piles as it relates to Item 20. of the SFWMD Permit Special Conditions for Individual Environmental Resources Permits, 62-330.350, F.A.C.	Status:	ANSWER PUBLISHED
		Posted:	4/16/2021 12:51:14 PM

Answer:	The proposed concrete piles as detailed in the Foundation Layout Sheet Nos. B-53 and B-54 that are driven into the Loxahatchee River are considered large concrete piles as it relates to Item 20. of the SFWMD Permit Special Conditions for Individual Environmental Resources Permits, 62-330.350, F.A.C.	Status: ANSWER VOIDED Posted: 4/15/2021 4:59:50 PM
Question:	33527: Item 20. from the SFWMD Permit Special Conditions for Individual Environmental Resources Permits, 62-330.350, F.A.C states, "When pile-driving activities are proposed for large concrete piles, the following measures shall be followed: a. At least one observer shall be onsite at all times and dedicated to the task of watching for manatees during the in-water construction work. Observers must have prior on-the-job experience as a dedicated manatee observer, observing manatees during similar in-water work and shall perform no other duties that may interfere with their ability to observe for protected marine species." Assuming 30" concrete pile are large, who is responsible for providing the observer and are they only required for in-water pile driving activities or all in-water construction work?	Posted: 4/15/2021 9:12:37 AM
Answer:	As per Subarticle 7-1.4 of the specifications the contractor is responsible for observing water-related activities for the presence of manatees.	Status: ANSWER PUBLISHED Posted: 4/16/2021 12:52:16 PM
Question:	33528: Specification Section 455-5.3.4 has been modified with the following statement, "Vibratory: Do not use vibratory hammers." Does this refer to just the installation of permanent pile of any type or can vibratory hammers be used for setting and removing of temporary pile for such uses as trestle support, pile templates, cofferdams, removing existing pile or no use of vibratory hammers at all?	Posted: 4/15/2021 9:35:57 AM
Answer:	Modification to Section 455-5.3.4 refer to the installation of steel sheet piles. Also refer to modification to sections 120-9.4, 548-8.3, 548-8.5.1, 548-9.4.	Status: ANSWER PUBLISHED Posted: 4/16/2021 12:53:02 PM
Question:	33548: Please confirm that the dynamic load test (PDA OR EDC) is not necessary for the 24" pile for the bulkhead - bid item 455-34-5.	Posted: 4/15/2021 1:28:29 PM
Answer:	Dynamic load testing (PDA or EDC) is not required since the bulkhead wall anchor piles were designed to resist lateral loads and these tests are performed to verify the pile axial capacity	Status: ANSWER PUBLISHED Posted: 4/15/2021 5:00:24 PM
Question:	33560: Has the Existing FPL Submarine Conduit show on B-42 be relocated?	Posted: 4/15/2021 4:47:40 PM

Answer: Relocation of the existing FPL Submarine Conduit shown on B-42 is in process. Status: ANSWER PUBLISHED
Posted: 4/16/2021 12:54:06 PM

Question: 33561: Has the existing TECO Gas Submarine Conduit shown on B-42 been relocated? Posted: 4/15/2021 4:49:14 PM

Answer: Relocation of the existing TECO Submarine Conduit shown on B-42 is in process. Status: ANSWER PUBLISHED
Posted: 4/16/2021 12:54:49 PM

Question: 33562: Has the permit been issued for the Reef Establishment to be constructed with the bridge demolition material? Posted: 4/15/2021 4:52:35 PM

Answer: The permit has been issued for the Artificial Reef Establishment to be constructed with the bridge demolition material. Please see attached FDEP 50-0231153-005 and USACE SAJ-2006-7012 permits. Status: ANSWER PUBLISHED
Posted: 4/16/2021 1:02:55 PM

Document: 11597722: 50-0231153-005 FDEP.PDF
50-0231153-005 FDEP.PDF

Document: 11597728: 20161222-SP MOD3_SAJ-2006-07012-printed.pdf
20161222-SP MOD3_SAJ-2006-07012-printed.pdf

Document: 11597738: 20170605-SP MOD4_SAJ-2006-07012-signed.pdf
20170605-SP MOD4_SAJ-2006-07012-signed.pdf

Question: 33564: What are the size requirements for the Reef Establishment materials? Posted: 4/15/2021 4:54:29 PM

Answer: The material should be as intact as possible. Guardrails can be left on the bridge spans etc. Segments can be as large as the equipment can deliver to the reef sites. Segments smaller than 500lbs will not be accepted. Additionally, all rebar must be cut flush to the concrete, all mastic, petroleum products, glue, adhesive, etc. must be removed from the concrete prior to deployment. Also refer to attachment 1 of the FDEP permit. Status: ANSWER PUBLISHED
Posted: 4/16/2021 1:05:41 PM

Document: 11597749: 50-0231153-005 FDEP.PDF

50-0231153-005 FDEP.PDF

Question: 33565: What materials can be placed at the Reef sites? Posted: 4/15/2021 4:56:08 PM

Answer: Steel and concrete can be placed at the reef sites. Refer modification to Subarticle 110-11.7. Status: ANSWER PUBLISHED

Posted: 4/16/2021 1:06:29 PM

Question: 33566: Please provide the train count and speed for the rail line adjacent to the project site. Posted: 4/15/2021 4:58:15 PM

Answer: The Department does not have this information. Status: ANSWER PUBLISHED

Posted: 4/16/2021 4:39:05 PM

Question: 33580: Pay Item 0400-142-9: Cathodic Protection System, other Material; Quantity for 1200 SF. Please provide material name and/or approved suppliers. Posted: 4/16/2021 10:28:02 AM

Answer: The Cathodic Protection system is an expanded zinc mesh anode system. Please refer to Technical Special Provision, TSP T400A, for a full description of materials and requirement. Status: ANSWER PUBLISHED

Posted: 4/16/2021 1:11:58 PM

Question: 33584: The specifications list the Bonus Completion Date as November 1, 2024. Will this date change based on contract award time or is this a firm date? Posted: 4/16/2021 1:06:42 PM

Answer: Bonus Completion date of November 1, 2024 is a firm date. Status: ANSWER PUBLISHED

Posted: 4/16/2021 4:45:01 PM

Question: 33586: Please provide the engineer's quantity calculation workbook associated with the project. Posted: 4/16/2021 2:40:16 PM

Answer:	No Engineer's quantity calculation workbook was prepared. The workbook is no longer required.	Status: ANSWER PUBLISHED Posted: 4/16/2021 4:35:49 PM
Question:	33589: The response to Question ID: 33527 states the contractor is responsible for observing water-related activities for the presence of manatees and it is assumed other species. Sub-article 7-1.4 states that all on-site project personnel are responsible for observing but Item 20 of the SFWMD permit requires a dedicated experienced observer. Is a dedicated experienced marine species observer required during pile driving operations?	Posted: 4/16/2021 3:02:38 PM
Answer:	The contractor is responsible for providing a dedicated marine species observer during all in water pile driving activities.	Status: ANSWER PUBLISHED Posted: 4/21/2021 5:21:32 PM
Question:	33620: Are CAD files available for this project?	Posted: 4/19/2021 11:03:30 AM
Answer:	All three sets of CADD files are in bid package.	Status: ANSWER PUBLISHED Posted: 4/19/2021 2:29:36 PM
Question:	33643: Are the End bent back and side wall concrete quantities included in the quantities on sheet BQ-2, pay item #400-4-5, Concrete Class IV, Bridge Substructure?	Posted: 4/19/2021 4:58:11 PM
Answer:	A plan revision will be issue prior to letting to reflect the new bid quantities for pay item #400-4-5. The end bent back and side wall concrete quantities are not included in the quantities shown on sheet BQ-2, pay item #400-4-5, Concrete Class IV, Bridge Substructure. The revised bid quantity for Pay Item #400-4-5 at the end bent is as follows: End Bent 1 = 45.50 CY End Bent 6 = 93.52 CY	Status: ANSWER PUBLISHED Posted: 4/22/2021 4:37:33 PM
Question:	33696: For the Galvanic Anode Cathodic Protection System Zinc Mesh Alloy Embedded Drawing B1-06 and 07, please confirm the dimensions of the repair material and installation at 1'6" H/Cap or 3' H/Cap as approximate Limits of Repair shown on Sheet B1-07.	Posted: 4/21/2021 11:53:59 AM
Answer:	B1-06 & B1-07 only shows the possible extent of repair and not the galvanic anode. Please look at B1-10, B1-11, B1-12 for Galvanic anode coverage. It covers all six faces of the cap in full.	Status: ANSWER PUBLISHED Posted: 4/21/2021 5:20:55 PM

Question:	33697: Phase 1 Pay Item 400-4-5 Concrete Class IV for 7.3 cy (197.1 cf). With an estimated 4-inch depth of concrete removal, concrete repair will be approximately 45.0 cf/Bent 2 and 32.5 cf/Bent 3 for a total of 72.5 cf (2.7 cy). Please confirm if Pay Item 7.3 cy (197.1 cf) is correct or in error?	Posted:	4/21/2021 11:54:40 AM
Answer:	Please note that we are calling out for the removal of concrete to 1" MIN. behind the longitudinal bar (3" cover + 1" + stirrup diameter + bar diameter). In our quantities we estimated 1 ½ " would be required. Therefore depth of removal was anticipated to 5.875" on each side (where applicable) and 6.375" on the underside of the cap.	Status:	ANSWER PUBLISHED
		Posted:	4/21/2021 5:20:24 PM
Question:	33698: Please confirm if Continuity Check and Corrections will be for all reinforcement in the Cap at 3' High dimensions or will only refer to reinforcement in the 1'6" High repair dimensions?	Posted:	4/21/2021 11:55:12 AM
Answer:	Continuity test shall cover all of the reinforcement in the cap (full depth) and any new steel added during repair. They all must be checked and made continuous and be certified by CP specialist before starting any CP installation work.	Status:	ANSWER PUBLISHED
		Posted:	4/21/2021 5:19:38 PM
Question:	33721: Question: Specification T508-6.3.1 ASD and Motor Testing: Says "conduct a factory Design Proof Test on the first drive-motor combination with a calibrated dynamometer to verify the performance requirements". Indicating only one motor-drive combination is required to be tested. However; Specification T508-6.3.2 Shop Testing of Adjustable Speed Drives: "Perform shop testing on the adjustable speed drives to ensure compliance with the performance requirements of this Article before acceptance of Adjustable Speed Drive-Motor combinations." indicates that all Span drive electric motors must be tested. Do all span drive electric motors need to be tested or only one?	Posted:	4/22/2021 10:12:23 AM
Answer:	Dynamometer test one typical motor-drive combination as noted in T508-6.3.1 to ensure that the motor-drive combination was properly selected during the detail design process to meet the performance requirements. Perform all other testing, including basic manufacturer quality testing, as may be required elsewhere in the Contract Documents.	Status:	ANSWER PUBLISHED
		Posted:	4/23/2021 2:56:56 PM
Question:	33744: When will the FPL and TECO relocations be completed?	Posted:	4/23/2021 10:28:40 AM
Answer:	Refer to the signed Utility Work Schedule for FPL. TECO is working on a updated work schedule we will forward as soon as it's received.	Status:	ANSWER PUBLISHED
		Posted:	4/29/2021 2:56:50 PM
Question:	33745: Are as built or plan and profile information available for the TECO gas, FPL electric and BFOC lines?	Posted:	4/23/2021 10:31:17 AM

Answer: Attached is the existing TECO Gas, FPL and Verizon-MCI plans. Status: ANSWER PUBLISHED
Posted: 4/29/2021 3:00:34 PM

Document: 11659912: TECO As-Built Survey of Gas Main.pdf

TECO as-Built Survey of Gas Main.pdf

Document: 11659919: FPL-Markups-As-Builts.pdf

FPL_Markups-AS-Builts.pdf

Document: 11659925: MCI-Verizon - Final.zip

MCI-Verizon_final.zip

Question: 33746: Is any additional information available for the 12" HDPE Proposed Village of Tequesta line such as what it is, when it will be relocated and planned or as built profile? Posted: 4/23/2021 10:44:43 AM

Answer: Additional information: Please see attached Village of Tequesta Reject Main's permit plans and existing plans. Refer to the signed Utility Work Schedule for the 12" HDPE Proposed Village of Tequesta line. The existing plans for the existing Village of Tequesta Reverse Osmosis line will be provided. Status: ANSWER PUBLISHED
Posted: 5/17/2021 7:03:31 PM

Document: 11740289: ASB Reject Main_RMA.pdf

ASB Reject Main_RMA.pdf

Document: 11740288: 2020.12.18_REJECT MAIN RELOCATION_PERMIT SET.SS.pdf

2020.12.18_REJECT MAIN RELOCATION_PERMIT SET.SS.pdf

Answer: Refer to the signed Utility Work Schedule for the 12" HDPE Proposed Village of Tequesta line. The existing plans for the existing Village of Tequesta Reverse Osmosis line will be provided. Status: ANSWER VOIDED
Posted: 4/26/2021 4:22:21 PM

Question:	33753: Is it permissible to dispose of the old bridge offsite in lieu of reefing? If so, would the contractor still receive the LS Reefing Pay Item for handling the material in an alternative method?	Posted:	4/23/2021 12:14:57 PM
Answer:	The Department made a commitment to Palm Beach County Department of Environmental Resource Management that that suitable existing bridge materials from demolition will be provided for their existing, permitted artificial reef program. Refer to Subarticle 110-11.7 of the specification package regarding disposal of the existing bridge material. For bidding purposes this is the only method of disposal.	Status:	ANSWER PUBLISHED
		Posted:	4/26/2021 7:25:45 PM
Question:	33754: Item 0515-1-2 in the Structures section calls for aluminum guiderail. However, Bascule piers safety railing plans call for steel railing. Please clarify.	Posted:	4/23/2021 1:26:11 PM
Answer:	The bascule piers safety railing is aluminum per Pay Item 515-1-2 Pipe Handrail - Guiderail, Aluminum. The plans will be revised prior to letting to change Bascule piers safety railing plans from steel to Aluminum.	Status:	ANSWER PUBLISHED
		Posted:	4/23/2021 3:03:35 PM
Question:	33758: Can the Precast Footings on Piers 2 & 3 be cast in sections the way piers 4 & 5 are cast?	Posted:	4/23/2021 2:14:41 PM
Answer:	The precast footing forms at Piers 2 & 3 could be cast in sections similar to piers 4 & 5. Ensure that the redesign of the precast forms allows for stability during construction and continuity of the footing's rebar cage.	Status:	ANSWER PUBLISHED
		Posted:	4/26/2021 9:43:29 AM
Question:	33760: Besides the floors designated for epoxy finish and those rooms included in the Room Finish Schedule on page A503 of the Architectural Drawings, do any of the other interior floors, walls and ceilings require a special finish?	Posted:	4/23/2021 3:27:18 PM
Answer:	The finishes specified on A503 are for the rooms indicated on the "Room Finish Schedule" which include the Control House (above Deck Level) and any support rooms in the bascule pier that are in the Architectural scope. Also refer to the Structure Component - Bascule Pier Notes (Epoxy Flooring) for special finish applied to the Machinery level slab and Trunnion level slab.	Status:	ANSWER PUBLISHED
		Posted:	4/26/2021 9:42:21 AM

Question:	33773: T465-2.1 states in part "Ensure the fabrication and shop assembly of the Bascule Leaves is performed by a shop certified under the AISC Quality Certification program as meeting the requirements of Category IIIIF or Cbr (Major Bridge)." These Certifications do not appear to exist in the current AISC 207-20 Standard for Certification Programs. Are the specified Certifications correct. If not, what are the required standards.	Posted: 4/26/2021 1:36:14 PM
Answer:	The new AISC 207-20 definition for these requirements is Advanced Bridges.	Status: ANSWER PUBLISHED Posted: 4/30/2021 2:51:29 PM
Question:	33779: Spec T455.101-3.5 (a) states "install strain gauges with the gauges in each pair oriented symmetrically opposite...". Bridge 930562 drawing no. G-57 states "install at least 5 strain gauges for each level of strain gauge". These two provisions, taken at face value are in contradiction, because 5 is an odd number and there are no opposite pairs. Please clarify the required minimum number and radial layout of gages per level in all shafts.	Posted: 4/26/2021 4:58:03 PM
Answer:	The minimum number of gauges is 5, but since each pair needs to be placed symmetrically opposite, the number of gauges per level should be rounded up to 6. A total of 6 strain gauges should be placed for each level so that each pair is symmetrically opposite.	Status: ANSWER PUBLISHED Posted: 5/3/2021 6:46:59 AM
Question:	33781: TSP 455.101 and plan drawings for drilled shafts call for Thermal Integrity Profiling via probes in access tubes. Is the use of embedded expendable Thermal Wire at the same plan locations considered an acceptable alternative?	Posted: 4/27/2021 10:06:26 AM
Answer:	Thermal Integrity Testing via probes in access tubes is required for the method and test shafts. In addition to the access tubes, embedded thermal wires can also be used for these shafts so that the Contractor can prove they can be used correctly on site. Pending successful use of embedded thermal wires during the construction of the method and test shafts, the access tubes may be replaced with embedded thermal wires on the production shafts. Approval by the CEI and/or District Geotechnical Engineer will be required	Status: ANSWER PUBLISHED Posted: 5/3/2021 6:47:36 AM
Question:	33835: Do all the high strength bolts need to have turned shanks and type 1 cut threads or, will the customer accept a standard ASTM F3125 Grade A325 bolt?	Posted: 4/29/2021 9:32:10 AM

Answer:	The Plans call for two different types of bolts, High Strength ASTM F3125 Grade A325 bolts as per Note 4 on Sheet No. B-13 (we assume these constitute "standard" on the posted question) and High Strength Turned Bolts as detailed on Sheet No. B1-327. That said, connections shall be made with High Strength ASTM F3125 Grade A325 bolts unless otherwise noted per Note 4 on Sheet No. B-13 and High Strength Turned Bolts shall be provided where required as noted on the Plans.	Status: ANSWER PUBLISHED Posted: 4/29/2021 1:06:47 PM
Question:	33838: The Roadway Plans show Gravity Wall at station 3545+34.65-3547+14.69, but the cross sections show MSE at at these locations. Which is the correct wall type?	Posted: 4/29/2021 9:52:25 AM
Answer:	Gravity wall is designed for this section. The height threshold for Gravity Wall in this area meets criteria. Gravity wall is called out on the roadway plans and the structures wall plans. Please refer to Sheet 36 for clear details related to the Museum Access Ramp.	Status: ANSWER PUBLISHED Posted: 4/30/2021 12:54:30 PM
Question:	33839: Does the rubber on the arch fender system have to be domestic, or is foreign materials allowed?	Posted: 4/29/2021 10:06:56 AM
Answer:	The Buy America provisions Specifications 6-5.2 and 23 CFR 635.410 applies to manufactured steel and iron products. Therefore the rubber on the arch fender system can be sourced from domestic or foreign rubber.	Status: ANSWER PUBLISHED Posted: 4/29/2021 3:01:58 PM
Question:	33843: The Pile Jetting Elevation is listed as N/A, is jetting allowed on this project?	Posted: 4/29/2021 11:20:31 AM
Answer:	Refer to Pile installation notes on sheet No. B-56 for jetting requirements.	Status: ANSWER PUBLISHED Posted: 4/29/2021 3:01:25 PM
Question:	33853: Can you please verify what elements are included in the Pay Item "400-5-5 Concrete Class IV, Bridge Substructure" for Pier 2- 73.70 CY and Pier 3- 103.40 CY.	Posted: 4/29/2021 4:40:51 PM
Answer:	The elements that were included in Pay Item "400-4-5 Concrete Class IV, Bridge Substructure" for Pier 2 (73.70 CY) and Pier 3 (103.40 CY) are the pedestals and the columns. However, the columns are considered Mass Concrete. The revised bid quantity for Pay Item "400-4-5 Concrete Class, IV Bridge Substructure" is 10.59 CY for Pier 2 and 9.11 CY for Pier 3. The revised bid quantity for Pay Item "400-4-25 "Concrete Class IV, Mass Substructure" is 758.43 CY for Pier 2 and 789.42 CY for Pier 3. Plan revision will be issue prior to letting	Status: ANSWER PUBLISHED Posted: 5/3/2021 3:10:20 PM

Question: 33854: In the B2 existing plans set, drawing B1-3 states that the existing bridge structure shall be removed to a minimum of 2' below the seabed. Plan set 428400-52-01 Structures sheet B-42 says to Remove existing Timber Piles. Please quantify how many timber pile are to be removed? Also B-42 shows the location of existing debris/abandoned structures to be removed & states to see Hydrographic Survey for further details. The Survey shows more debris - is this to be removed as well?

Posted: 4/29/2021 4:45:57 PM

Answer: The number of existing timber piles to be removed is outlined on Sheet Nos. B-53, B-54 and as detail in the existing bridge plans. Remove debris/abandoned structures as identified on sheet B-42 and as detailed by the Hydrographic Survey.

Status: ANSWER PUBLISHED

Posted: 5/3/2021 2:55:01 PM

Question: 33861: Sheet BW-36 calls out the concrete sheet piling as 10" thick, the bid item calls out 12"x30" concrete sheet piling. What is the correct thickness of the sheet piling required?

Posted: 4/30/2021 8:16:40 AM

Answer: The correct dimension is as detailed on sheet BW-36. Pay item in the bid item will be revised prior to letting to Pay Item 455-14-3 - Concrete Sheet Piling 10"x30".

Status: ANSWER PUBLISHED

Posted: 5/3/2021 6:48:33 AM

Question: 33865: A grab rail is shown in the stair wells of the bascule piers. What bid item should the grab rail be included under?

Posted: 4/30/2021 10:27:08 AM

Answer: The Pay Item for pipe safety railing inside the Bascule piers is 515-1-2.

Status: ANSWER PUBLISHED

Posted: 4/30/2021 12:53:31 PM

Question: 33866: The answer to question 33746 refers to the signed Utility Work Schedule. When the link provided in the specifications (<https://ftp.fdot.gov/public/folder/HkSWIK59G0qRNsAJU3xXg/permitsandorutilityworkschedu>les) is followed, the only Utility Work Schedule provided in the FPID 42840025201 folder is for Century Link. Are there other Utility Work Schedules and where can they be found?

Posted: 4/30/2021 10:40:55 AM

Answer: All UWS have now been uploaded to the site.

Status: ANSWER PUBLISHED

Posted: 4/30/2021 12:30:06 PM

Question:	33871: It appears that the 30" concrete production pile lengths are longer than the test pile lengths. For example, the provided test pile length for End Bent 1 is 100 LF while the provided bid quantity for the production pile for bent 1 is 880 LF for the remaining 8 pile which makes them 110 LF long. Other locations have a similar situation. Is this correct and is this to allow for the production pile to be cast prior to driving the test pile? The maximum pile length required is important to properly size the equipment for the project. Usually the test pile are the longest pile required for the project.	Posted:	4/30/2021 11:17:29 AM
Answer:	The revised bid quantity for Pay Item 455-34-6 Prestressed Concrete Piling, 30" SQ is as follows: End Bent 1 = 680 LF, Pier 2 = 1,566 LF, Pier 3 = 1,872 LF, Bascule Pier 4 = 8,536 LF, Bascule Pier 5 = 11,040 LF. The revised bid quantity for Pay item 455-34-23 - Prestressed Concrete Piling, 18" SQ W/FRP Or Stainless Steel Strand And Reinforcing is 225 LF. These updates will be reflected in the plan Revision that will be submitted prior to letting.	Status:	ANSWER PUBLISHED
		Posted:	5/3/2021 6:49:25 AM
Question:	33878: During the prebid meeting the requirement for a sturgeon spotter was specified from March 1 through October 31. Is the spotter only required during pile driving or for all in water work?	Posted:	4/30/2021 1:18:46 PM
Answer:	During March 1 through October 31, when there is pile driving activities the dedicated manatee watch can also be perform sturgeon spotter activities and conduct both manatee and sturgeon observations. When there is no pile driving during May 1 through October 31 a dedicated sturgeon spotter must be on site for all in-water activity.	Status:	ANSWER PUBLISHED
		Posted:	5/3/2021 4:26:39 PM
Question:	33879: When the marine species observer for manatee is on site can they also perform the duties as the sturgeon spotter or must these duties be performed by two different individuals?	Posted:	4/30/2021 1:21:38 PM
Answer:	During March 1 through October 31, when there is pile driving activities the dedicated manatee watch can also be perform sturgeon spotter activities and conduct both manatee and sturgeon observations. When there is no pile driving during May 1 through October 31 a dedicated sturgeon spotter must be on site for all in-water activity.	Status:	ANSWER PUBLISHED
		Posted:	5/3/2021 4:27:17 PM
Question:	33886: Following up on the answer to Q33528 with regard to the use of vibratory hammers, steel sheet pile cofferdams will be needed at the existing bascule piers to enable demolition of the existing piers and removal of the existing piles. Can vibratory hammers be used to drive and remove steel sheet piles provided the work is not done within 200 feet of the historic Jupiter Inlet Lighthouse Museum (World War II U.S. Naval Housing Building), as allowed for soil compaction equipment under 120-9.4, 548-8.3, 548-8.5.1, and 548-9.4, and provided the vibration levels remain below the threshold levels specified in 108-2.2 of the T4564 Special Provisions.	Posted:	5/3/2021 10:00:29 AM

Answer:	Vibratory hammers are permitted if the vibration threshold levels are meet as specified in Section 108-2.2 and meeting the requirements of Sections 120-9.4, 548-8.3, 548-8.5.1 and 548-9.4 of the specification package.	Status: ANSWER PUBLISHED Posted: 5/3/2021 4:12:18 PM
Question:	33891: Can stay in place metal forms be used for the interior portion of the 48" concrete u-beams? If no, what type of form material may be used as a stay in place form as once the deck is poured there is no longer access to the u-beam interior?	Posted: 5/3/2021 9:26:06 AM
Answer:	Please refer to Structure Component Sheet B1-205 in regards to the use of stay-in-place forms	Status: ANSWER PUBLISHED Posted: 5/13/2021 3:57:41 PM
Question:	33892: Is jetting allowed for removal of existing piling in the demo phase?	Posted: 5/3/2021 9:29:09 AM
Answer:	The existing piles should be removed by pulling per Section 110-6.2 of the Standard Specifications.	Status: ANSWER PUBLISHED Posted: 5/3/2021 2:57:03 PM
Question:	33893: Sheet #B-56, pile installation notes states, "For pile groups, pile driving is to commence at the center of the group and proceed outward." This statement contradicts the suggested sequence of construction Phase 1B.	Posted: 5/3/2021 9:36:03 AM
Answer:	As shown in sheet B-56, for Pier 5, pile driving is to commence at the locations closest to the museum structure and continue away from the museum. For instance, suggested sequence Phases 1B and 2B at Pier 5, pile driving will be performed from east to west direction for each phase. For consistency, Pier 4 should have similar pile installation sequence as well.	Status: ANSWER PUBLISHED Posted: 5/3/2021 4:13:15 PM
Question:	33894: Will the contractor be allowed to utilize the existing approaches during Phase 2A for staging/laydown?	Posted: 5/3/2021 9:37:37 AM
Answer:	The Contractor will be allowed to utilize the existing approaches during Phase 2A for staging/laydown after final acceptance of the improvements as specified in FPID 428400-2-52-03 is received and traffic is detoured off the bridge. It's the contractors responsibility (specialty engineer) to verify the equipment loading to be placed on the existing bridge.	Status: ANSWER PUBLISHED Posted: 5/3/2021 2:58:06 PM

Question:	33897: On Sheet B-15, Note 10, In-Water Work, it is understood that pile driving operations are only allowed during daylight hours. The note mentions "other in-water work" as well. What activities specifically constitute "other in-water work"?	Posted:	5/3/2021 11:25:39 AM
Answer:	Sheet B-15, Note 10, In-Water Work - "Other in-water work" include activities for placement or removal of foundation, including barge movement within the Loxahatchee River, that may impede or injure aquatic species that may traverse or move through the area at night.	Status:	ANSWER PUBLISHED
		Posted:	5/11/2021 9:51:14 AM
Question:	33898: Please confirm that Pay item 452-70 Precast Segment Production (42840025201, 930562) should only include production of precast seal. Production of precast architectural elements should be included in pay item 0400-10 Precast Panel Architectural.	Posted:	5/3/2021 11:35:12 AM
Answer:	The production of the precast seal is paid for under Pay item 452-70 Precast Segment Production. The Production of precast architectural elements is included under Pay Item 400-10 Precast Panel Architectural.	Status:	ANSWER PUBLISHED
		Posted:	5/3/2021 2:59:54 PM
Question:	33899: What is the reinforcing steel quantity in precast seal items? We understand it is incidental to pay item 40-3-45. Can the Department indicate this quantity for estimating purposes?	Posted:	5/3/2021 11:39:21 AM
Answer:	It is the Contractors responsibility to design and size the precast seals per Note 8 on sheet B1-14. For bidding purposes the contractor may use SDG Section 9.2.3 - Design Aid for Determination of Reinforcing Steel for estimating purposes.	Status:	ANSWER PUBLISHED
		Posted:	5/3/2021 3:00:37 PM
Question:	33900: RE: SHEET NO. B-14, GENERAL NOTES (2 OF 3), H.8. CONSTRUCTION. The plans show a size for the precast concrete seals for information and bidding purposes. The cost of steel reinforcement in the seals is to be included in the bid price for the seals. No quantity has been provided for the steel reinforcement. Can the Department provide a preliminary detail and quantity for the reinforcement, again for information and bidding purposes?	Posted:	5/3/2021 12:02:17 PM
Answer:	It is the Contractors responsibility to design and size the precast seals per Note 8 on sheet B1-14. For bidding purposes the contractor may use SDG Section 9.2.3 - Design Aid for Determination of Reinforcing Steel for estimating purposes.	Status:	ANSWER PUBLISHED
		Posted:	5/3/2021 3:01:13 PM
Question:	33909: Is the existing bascule seal/footing below the mud line?	Posted:	5/3/2021 3:17:09 PM

Answer:	The existing bascule seal/footing is below the mudline. Please see thee existing bridge plans "for reference only"	Status: ANSWER PUBLISHED
		Posted: 5/6/2021 3:18:48 PM
Question:	33910: Due to the pre-existing conditions and complexity of the demolition and construction of the project, would an extension to the 600 days be allowed?	Posted: 5/3/2021 3:17:39 PM
Answer:	The Maximum allowable Detour Rental Days will not be extended.	Status: ANSWER PUBLISHED
		Posted: 5/6/2021 3:18:24 PM
Question:	33911: Per section 8-13.1 Incentive/Disincentive for Detour Rental Days: "The total incentive payment or disincentive deduction shall not exceed \$3,500,000." Please confirm the incentive/disincentive can not be greater than \$3,500,000.	Posted: 5/3/2021 3:18:07 PM
Answer:	Per specification 8-13.1 Incentive for Detour Rental Days "The total incenice payment or discentive deduction shall not exceed \$3,500,000.00"	Status: ANSWER PUBLISHED
		Posted: 5/6/2021 3:17:54 PM
Question:	33912: Would a half channel closure be allowed during bascule leaf installation?	Posted: 5/3/2021 3:18:35 PM
Answer:	All restrictions or closures of channel need to be coodirnated with US Coast Gaurd per note 3 on sheet B-14 "At no time during construction will waterway be closed to navigation prior to notification and approval of Seventh Coast Guard Marin Saftey Office in Maimi, □, notify Jennifer Zerher at (305) 415-6740 to schedule the placement of barges or floating equipment in the waterway and any channel closures required for this contruction."	Status: ANSWER PUBLISHED
		Posted: 5/6/2021 3:17:13 PM
Question:	33913: Will the department allow for an extension of the marine right of way, in order to minimize disruption of marine construction?	Posted: 5/3/2021 3:19:14 PM
Answer:	The Department of Transportation does not have the authority to extend the Marine Right-of-Way. Any Temporary extension of R/W proposal would need to be coordinatd by the Contractor with Army Core of Engineers and U.S. Coast Guard	Status: ANSWER PUBLISHED
		Posted: 5/6/2021 3:16:38 PM

Question:	33914: Sheet #B-44, note states, "Do not block entrance to boat docks". The current ROW limits on the eastern side of the bridge lies parallel to the smaller (most western) dock on the east side of the bridge. Is barge staging allowed within the ROW limits, if the barges happen to block this dock?	Posted:	5/3/2021 3:19:40 PM
Answer:	As stated in the contract documents, Contractor barges are not allowed to block access to these docks. SFWMD Permit No. 50-103092-P contains a conceptual barge layout plan for reference only. Contractor should submit there anticipated barge placement layout to the CEI for review and compliance with the contract documents prior to proceeding mobilization and/or relocation of barges.	Status:	ANSWER PUBLISHED
		Posted:	5/6/2021 3:16:07 PM
Question:	33915: Can the area within the ROW on the SW approach, between the parking lot and US1, be used for access and staging?	Posted:	5/3/2021 3:20:08 PM
Answer:	At this time we cannot approve any proposed staging areas as they'll need to be thoroughly reviewed by the District 4 Enviromental Staff. The area identiied will be the site of future dry detention area and will need to be accessible during phase 1 for UWS work. Access to intercoastal waterway would be prohibited.	Status:	ANSWER PUBLISHED
		Posted:	5/6/2021 3:15:27 PM
Question:	33916: Why is preforming of the piles required, or is it optional?	Posted:	5/3/2021 3:20:32 PM
Answer:	Performing is required at locations shown in the contract documents in order to reduce vibration and penetrate several layers of hard and soft materials as reflected in the soil boring reports.	Status:	ANSWER PUBLISHED
		Posted:	5/6/2021 3:14:26 PM
Question:	33919: Does FDOT's project permits allow installation of a cofferdam for removing the 2 bascule piers and piling?	Posted:	5/3/2021 4:03:47 PM
Answer:	Insallation of a cofferdam is means and methods and not goverened by the permits. All cost assoicated with installing cofferdam are the resposibility of Contractor and included in the cost pay Item 110-3. Please refer to answers for questions 33528 and 33886 for use of vibratory hammers for installation procedures.	Status:	ANSWER PUBLISHED
		Posted:	5/6/2021 3:14:00 PM
Question:	33920: Are lane closures on SR-5/US-1 Bridge over the Loxahatchee River allowed during the construction sequence phase 1C & 1D?	Posted:	5/3/2021 4:04:21 PM
Answer:	Temporary lane closures can be requested during phase 1C & 1D.	Status:	ANSWER PUBLISHED
		Posted:	5/6/2021 3:13:13 PM

Question:	33921: What is the bolt spacing along the UHMW panel for the 1/2"-13 x 3" bolt shown in Detail 2 on B1-236?	Posted:	5/3/2021 4:15:24 PM
Answer:	Bolt spacing along the UHMW panel shall be detailed by the Contractor's fender system fabricator and shown in the shop drawings.	Status:	ANSWER PUBLISHED
		Posted:	5/7/2021 12:34:28 PM
Question:	33923: In response to answer for question #33892 in regards to pile jetting: Section 110-6.2.1 states "Pull, cut off, or break off pilings to the requirements of the permit or other Contract Documents, or if not specified, not less than 2 feet below the finish ground line." Foundation layout drawings G-53 & G-54 state, "Remove existing pilings in their entirety". If the plans state all existing piles are to be completely removed, can the contractor apply jetting to assist in pulling of existing piles?	Posted:	5/3/2021 5:51:56 PM
Answer:	Jetting can be used to assist the contractor in extracting all existing piles. Erosion and Turbidity control will be the responsibility of the contractor.	Status:	ANSWER PUBLISHED
		Posted:	5/24/2021 6:47:15 PM
Question:	33925: Please provide the limits for the poly sheeting for bid item 459-71.	Posted:	5/4/2021 8:54:57 AM
Answer:	The limits of the polyethylene sheeting on the piles/drilled shafts is from the bottom of the End Bent Cap to the proposed ground. The revised Bid Quantity will be reflected in the plan Revision.	Status:	ANSWER PUBLISHED
		Posted:	5/6/2021 3:27:27 PM
Question:	33928: Spec section 8-13-1 Incentive-Disincentive for Detour Rental Days states, "the 24-hour period will be continuous and will begin when the Contractor begins the closure as approved by the Engineer or March 13, 2023, whichever is earlier." What circumstances would prevent the contractor from beginning the closure prior to March 13, 2023?	Posted:	5/4/2021 1:35:38 PM
Answer:	The March 13, 2023 date was selected in order to prevent impacts to two seasons of traffic with a full closure of the bridge and allow for ample time for material procurement. If the contractor would like to start prior to the March 13, 2023 date, a full traffic study shall be required showing the effectiveness of the detour during peak times and peak season.	Status:	ANSWER PUBLISHED
		Posted:	5/11/2021 9:51:48 AM

Question:	33929: Bascule Pier 4: On Sheet No. B1-90 & B1-91 the plan view calls out for a 20in slab. When looking at the cut sections on Sheet Nos. B1-92 - B1-97, the slab varies from either a 12in slab and a 20in slab. For example, it seems as though from Sheets B1-93 & B1-97, the cut section at the same spot, is 12in on section F-F but is 20in on Section E-E. Please specify where the deck changes from 20in to 12in. Same question applies for trunnion and deck level @ bascule pier 5 as well.	Posted:	5/4/2021 1:39:16 PM
Answer:	The semicircular area slabs (Phase 1) are 12" with 20" beams at the edges. The interior slabs are 20" (Phase 2&3).	Status:	ANSWER PUBLISHED
		Posted:	5/7/2021 12:35:12 PM
Question:	33934: Is the encroachment into seagrass and mangroves permitted, as shown in the sequence of construction?	Posted:	5/4/2021 5:08:25 PM
Answer:	Please refer to SWFMD Permit 50-103092-P exhibit 3.4 for locations of permitted impacts to Seagrass and mangroves	Status:	ANSWER PUBLISHED
		Posted:	5/24/2021 6:47:54 PM
Question:	33935: May a trestle be installed on the south approach?	Posted:	5/4/2021 5:11:43 PM
Answer:	Trestle on the south approach may be utilized by the contractor. However, contractor will be required to obtain a permit modification from SFWMD and USCOE for inclusion of the trestle.	Status:	ANSWER PUBLISHED
		Posted:	5/24/2021 6:48:27 PM
Question:	33936: The FDEP permit for Jupiter Reef Placement lists requirements to be completed with reef placement: <input type="checkbox"/> Survey of Submerged Bottom - 30da prior to placement <input type="checkbox"/> Project-Specific Deployment Plan - 30da prior to placement Each includes elements specific to analysis of site specific environmental resources and reef stability. Please clarify on who will be responsible for developing and submitting these documents?	Posted:	5/4/2021 5:12:54 PM
Answer:	Palm Beach County will be performing the survey of the submerged bottom and project specific deployment plan	Status:	ANSWER PUBLISHED
		Posted:	5/24/2021 6:49:03 PM
Question:	33938: What pay item does the barrier shown on Sheet No. B1-70 get paid or is it incidental to the approach slab pay item?	Posted:	5/5/2021 8:47:43 AM

Answer:	The barrier shown on Sheet No. B1-69 and B1-70 is payed as follows: The concrete is included in Pay Item 400-4-4 "Concrete Class IV, Superstructure" and the reinforcing steel is included in Pay Item 415-1-9 "Reinforcing Steel - Approach Slabs".	Status: ANSWER PUBLISHED
		Posted: 5/6/2021 3:27:58 PM
Question:	33940: Foundation layout ref. drawing # G-53 and G-54, note 1 states, "1. Remove existing piles in their entirety (Typ.)". FDOT spec section 110-6.2.1 states, "Pull, cut off, or break off pilings to the requirements of the permit or other Contract Documents, or if not specified, not less than 2 feet below the finish ground line." Can piling not in direct conflict with the proposed structure be cut off 2 feet below ground line, as opposed to complete removal?	Posted: 5/5/2021 9:00:18 AM
Answer:	All existing piles are to be removed in their entirety.	Status: ANSWER PUBLISHED
		Posted: 5/24/2021 6:49:38 PM
Question:	33946: Sheet # B-14, General Notes, Section H.2. states, "Construction joints will be permitted only at the locations shown in the plans. Additional construction joints or alterations to those shown shall require engineer approval of the engineer." Are construction joints allowed on bascule pier walls?	Posted: 5/5/2021 10:25:28 AM
Answer:	Construction joints will be permitted in the bascule pier walls. Contractor can request alternative/additional joints to those shown in the plans for review and approval.	Status: ANSWER PUBLISHED
		Posted: 5/6/2021 4:14:43 PM
Question:	33949: Movable Bridge suppliers are requesting additional time in order to be able to provide offers. We kindly request for the letting to be extended 2 weeks in order to allow responsible bidders to provide the Department with competitive offers.	Posted: 5/5/2021 11:11:34 AM
Answer:	An Addendum will be issued that will change the letting from May 26, 2021 to June 9, 2021.	Status: ANSWER PUBLISHED
		Posted: 5/13/2021 8:46:58 AM
Question:	33950: Is class 5 finish or other finish required on any of the concrete elements associated with the observation deck? It is not included in the 3 pages of Surface Finish Details.	Posted: 5/5/2021 11:56:52 AM
Answer:	Class 5 finish is not required; observation deck finish needs to meet the requirements of Standard Specification 400-15	Status: ANSWER PUBLISHED
		Posted: 5/24/2021 6:50:30 PM

Question: 33952: The advertisement file and roadway plans show an overall of 8 of STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, such as (1) SINGLE ARM 40'(1), (1), SINGLE ARM 50, (1)'SINGLE ARM 60', (1) SINGLE ARM 70'; (4) SINGLE ARM 78'. However, the signalization plans only shows (1) SINGLE ARM 60' and (3) SINGLE ARM 78'. In addition, the report of core boring only shows the SINGLE ARM 60'. Please can you provide the rest of the mast arms and the core boring for all of them.

Posted: 5/5/2021 2:04:15 PM

Besides, the standard mast arm assemblies data tables show, in the structure and roadway plans, for more the information of the drilled shaft we need to check structural plan mast arm mounting details, but we cannot find this plan in the documentation. Could you show where is this information?.

Answer: The missing (4) Mast Arms are located in FIN 428400-2-52-03

Status: ANSWER PUBLISHED

Posted: 5/24/2021 6:51:28 PM

Question: 33958: Is silica fume required for interior walls and columns of the bascule pier that fall between 4 feet below MHW and 12 feet above MHW?

Posted: 5/5/2021 3:17:41 PM

Answer: Silica fume is not required for interior walls and columns of the bascule pier.

Status: ANSWER PUBLISHED

Posted: 5/24/2021 6:52:03 PM

Question: 33966: Some of the quantities have been updated via the Questions and Answers site, but there still seems to be other variances between the plan quantities and the bid quantities. When will the updated/corrected Bid Form be provided and the website updated?

Posted: 5/6/2021 10:56:39 AM

Answer: Plan Revision and corrected Bid Form will be forth coming the week of May 10, 2021.

Status: ANSWER PUBLISHED

Posted: 5/24/2021 6:52:54 PM

Question: 33967: Piles installed under suggested Phase 1B for Bascule Piers No. 4 and No. 5:

Posted: 5/6/2021 11:03:17 AM

Pier 4 SW: 26 piles installed under Phase 1B
Please confirm if the production lengths for those 26 piles will be determined from Test pile No. 35.

Answer:	As shown in section 455-5.15.3, the production pile lengths are provided after completing all the test piles. Since there are two phases on this project, the production pile lengths for each phase will be provided after all the test piles for each phase are completed. Therefore, the production pile lengths for Phase 1B of Pier 4 will be provided after test pile nos. 35, 100, 3, and 30 are completed. Please note that test pile 14 is being moved to pile no. 30.	Status: ANSWER PUBLISHED
		Posted: 5/10/2021 11:15:14 AM
Question:	33968: Piles installed under suggested Phase 1B for Bascule Piers No. 4 and No. 5: Pier 4 SE: 14 piles installed under Phase 1B: Please confirm if the production lengths for those 13 piles will be determined from Test pile No. 100 and whether additional piles can be casted based on Test pile no. 100 results.	Posted: 5/6/2021 11:04:39 AM
Answer:	The production pile lengths for Phase 1B of Piers 4 and 5 will be provided after test pile nos. 35, 100, 3, and 30 are completed. For additional information, please refer to the response to question 33967.	Status: ANSWER PUBLISHED
		Posted: 5/10/2021 11:15:51 AM
Question:	33969: Piles installed under suggested Phase 1B for Bascule Piers No. 4 and No. 5: Pier 5 SW: 26 piles installed under Phase 1B Please confirm if the production lengths for those 26 piles will be determined from Test pile No. 3	Posted: 5/6/2021 11:05:56 AM
Answer:	The production pile lengths for Phase 1B of Piers 4 and 5 will be provided after test pile nos. 35, 100, 3, and 30 are completed. For additional information, please refer to the response to question 33967.	Status: ANSWER PUBLISHED
		Posted: 5/10/2021 11:16:27 AM
Question:	33970: Piles installed under suggested Phase 1B for Bascule Piers No. 4 and No. 5: Pier 5 SE is showing 13 piles to be installed under Phase 1B however, Test Pile No. 14 is not installed under this phase. Please confirm whether Test pile can be moved to a different location and whether additional piles can be casted based on this test pile results.	Posted: 5/6/2021 11:07:27 AM
Answer:	The production pile lengths for Phase 1B of Piers 4 and 5 will be provided after test pile nos. 35, 100, 3, and 30 are completed. Please note that test pile 14 is being moved to pile no. 30. For additional information, please refer to the response to question 33967.	Status: ANSWER PUBLISHED
		Posted: 5/10/2021 11:17:08 AM

Question:	33971: Piles installed under suggested Phase 1B for Bascule Piers No. 4 and No. 5: Please confirm that production lengths for all remaining piles under Pier 4 and 5 will be determined based on Test piles no. 8 (Pier 4) and no. 43 & 91 (Pier 5) results.	Posted:	5/6/2021 11:08:16 AM
Answer:	As shown in section 455-5.15.3, the production pile lengths are provided after completing all the test piles. Since there are two phases on this project, the production pile lengths for each phase will be provided after all the test piles for each phase are completed. Therefore, the production pile lengths for Phase 1B of Pier 4 will be provided after test pile nos. 35, 100, 3, and 30 are completed. Please note that test pile 14 is being moved to pile no. 30.	Status:	ANSWER PUBLISHED
		Posted:	5/24/2021 6:53:48 PM
Question:	33972: Sheet B-14 General Notes for Bridge No. 930562, states that Stay -in-place forms will not be permitted on this project. Please clarify if that note is also applicable for the Florida-U 48. Sheet B1-205 specifies that the Stay -in-place forms should be used.	Posted:	5/6/2021 1:32:08 PM
Answer:	Stay-in-place forms will be permitted for the Florida-U 48" Beams only.	Status:	ANSWER PUBLISHED
		Posted:	5/24/2021 6:55:35 PM
Question:	33974: The job advertisement asks for railroad insurance, please advise number of trains per day - freight and passenger each for the FEC rail road.	Posted:	5/6/2021 1:52:55 PM
Answer:	The Department does not have this information.	Status:	ANSWER PUBLISHED
		Posted:	5/6/2021 2:18:23 PM
Question:	33977: Please clarify if the cost of the Archeological Monitoring (per SUBARTICLE 8-3.3 of the Specifications) required for ground-disturbing activities from Sta. 1541+80 to Sta 1557+00 (North Bridge abutment to just North of Beach Rd) is going to be covered by the Contractor	Posted:	5/6/2021 2:41:40 PM
Answer:	Contractor will only be responsible for providing the prior to 30 calendar day notification of ground-disturbing operations to the CEI team and FDOT Contracts Manager Lynn Kelley	Status:	ANSWER PUBLISHED
		Posted:	5/24/2021 6:54:59 PM

Question:	33988: [2:05 PM] Rob Clark Can you please clarify how the Jupiter Riverwalk sidewalk and Access Ramp to the observation deck are to be paid or if the quantities require revision? It appears as though the quantity for 4" sidewalk is inclusive of the entire Riverwalk area (SQ-15 Area ID 1078851). There is also 533.3 SY on SQ-16 for "Stamped Concrete at Jupiter Riverwalk" which is 200 LF x 24 Feet, this also appears to be inclusive of the entire Riverwalk area. Then there is gravity wall with 6" of concrete sidewalk for the Access Ramp within the same Jupiter Riverwalk footprint.	Posted:	5/7/2021 2:14:19 PM
Answer:	The stamped concrete pavement is part of the local funding agreement FPID 428400-2-52-02 and it's not inclusive to quantities tabulated on sheet SQ-15. Refer to Structure Component FPID 428400-2-52-01 BQ-4 and BQ-5 for access Ramp to the observation deck pay items.	Status:	ANSWER PUBLISHED
		Posted:	5/10/2021 11:18:16 AM
Question:	33990: Where is the Type E curb on Sheet No. 60, Jupiter Cover Drive, to be paid?	Posted:	5/7/2021 4:01:31 PM
Answer:	The Type E median curb callout on Sheet No. 60 is a Type D curb. The quantities are included under Pay Item 520-2-4. The callout update will be reflected in the plan revision that will be submitted prior to letting.	Status:	ANSWER PUBLISHED
		Posted:	5/10/2021 11:10:53 AM
Question:	33994: The specifications state that for the Railroad Protective Insurance Policy, a description of operations must appear on the Declarations Page and must match the project description, including project or contract identification numbers. In recent months CSX does not accept this on the policy and requires more information. Below is an example of CSX required description for the policy and certificate of insurance. Please provide this information for T4564 as CSX will require it on the policy and certificate of insurance. Project Description: FL2296/FL2551; Jacksonville, Duval County, FL; Construction at I-10 Within and Adjacent to CSXT R/W; 621210E; Florida Zone; Jacksonville Terminal Subdivision; A 644.97; FDOT# 439100-1-57- 01, PROJECT NUMBER: E2Y63	Posted:	5/10/2021 8:53:46 AM
Answer:	FDOT rail department talked to FEC. (CSX is not on the project limits.) Here is what FEC had to say: In general, a brief project description would be required just to remove any doubt as to whether the policy covers the project or not. Contract identification numbers alone are not sufficient in the event the contract number changes or there are several contracts that are awarded to multiple contractors for the same project.	Status:	ANSWER PUBLISHED
		Posted:	5/10/2021 1:24:11 PM
Question:	34019: Are proposed cross sections available for the widening work at stations 633-636 on SR 811? There does not appear to be any cross sections for the work in the 42840025203 Roadway Plans.	Posted:	5/10/2021 3:08:50 PM

Answer: Cross sections of the widening at stations 633-636 on SR 811 are not available. The widening matches the existing roadway cross slope, limits are depicted by station & offsets

Status: ANSWER PUBLISHED

Posted: 5/11/2021 1:09:10 PM

Question: 34020: In reference with Reference Drawing G-14 / Sheet # B-14, Note #9 Metal Coatings specifies bascule span steel surfaces to receive intermediate seal and finish coat in accordance with FDOT Section 560. The note specifies hot dip galvanizing steel shapes and weldments where specified on drawings. Section 560 refers to Section 975 specification for the new steel paint coating requirements. Section 975 references a (3) coat paint system for new steel. Please verify if the bascule span steel coating will be a (3) coat paint system as specified 975 or does span steel require hot dip galvanize or metalized with seal & top coat?

Posted: 5/10/2021 3:14:57 PM

Answer: All structural steel shall be painted with an APL approved 3-coat high performance system (prime, intermediate & finish coat) as per Section 975-2.3.1 of the Specifications.

Status: ANSWER PUBLISHED

Posted: 5/11/2021 1:08:32 PM

Question: 34026: Reference Sheet A501, window 102V and detail 7A/A501 The illustrated projected window (this is not a hopper window as noted on A501, nor do these types of windows have "counter-balancing" as noted on A503 note 7. Hung windows have counter-balancing) Since the design intent is to have this opening as emergency egress, a side hinged CASEMENT window must be employed. The detailed projected window YKK Series YES SSG TUH Vent shown is a top hinged project out configuration and cannot be manufactured to the size shown. It was tested to a maximum height of 36". The same series is available in a side hinged CASEMENT configuration to a 36" x 60" maximum frame size meeting all hurricane impact test criteria. A Casement window will be quoted in those locations

Posted: 5/10/2021 4:41:38 PM

Answer: Casement window is an acceptable substitution for all operable windows indicated in the plans.

Status: ANSWER PUBLISHED

Posted: 5/12/2021 2:29:47 PM

Question:	34027: Reference Sheet A101 Segmented Window framing I preliminarily laid this are out and the segmented skew of the glazing within each mullion will be approximately 9 degrees each side. In laying the glass out in Autocad at a 9 degree skew creates undue pressure points onto the glass edge and obstructs the ability to properly glaze the curtain wall for hurricane impact requirements. It is recommended both on the main level and clerestory to have a double mullion with a formed aluminum corner closure so that the glazing can be properly installed meeting all tested criteria.	Posted: 5/10/2021 4:42:18 PM
Answer:	Casement window is an acceptable substitution for all operable windows indicated in the plans.	Status: ANSWER PUBLISHED Posted: 5/12/2021 2:30:47 PM
Question:	34028: Reference Specification T512-7.5.3.7 Type "A" glass composition Item "d" noted as "Inner Lite Glass and Item "f" noted as "Outer Lite Glass are reversed. The Outer lite should be 1/4" glass and the Inner lite should be 9/16" glass	Posted: 5/10/2021 4:42:34 PM
Answer:	Agreed. The Outer glass should read 1/4" Minimum and the Inner glass should read 9/16" minimum.	Status: ANSWER PUBLISHED Posted: 5/12/2021 2:31:54 PM
Question:	34029: Reference Specification T512-7.5 and Sheet A503 Glass schedule Within the referenced specification section and Architectural drawings there are conflicting notes throughout regarding "tinted" glazing and "clear glazing". Please confirm that for exterior glazing that all glass shall be "CLEAR" with the appropriate Low-E coating.	Posted: 5/10/2021 4:42:54 PM
Answer:	TSP specification of "Clear" is the standard for all window glazing except as noted otherwise. Per drawing note #7 on A201, spandrel glazing is specified on the bottom panels of the Toilet room window opening. To clarify, the commenter is referring to a "GLASS TYPE" demarcation which only relates to drawing 1/A503 "DOOR TYPES" and is a tag for door glazing only, however the only demarcation referring to "tinted glass" is unused. In summary, per the plans and TSP, tinted glass is not specified on any doors or windows.	Status: ANSWER PUBLISHED Posted: 5/12/2021 2:32:54 PM
Question:	34030: Reference Sheet A501, drawing note 3 - "applied muntins" Please advise that if in lieu of surface applied 1" face muntins, if "INTERNAL" muntins with a 3/4" face would be acceptable. Our vendor does not stock wider than 3/4" as an industry standard.	Posted: 5/10/2021 4:43:13 PM

Answer:	3/4" is an acceptable muntin width, however internal muntins are not acceptable. Simulated divided lite face-applied muntins only will be acceptable yet only need applied to the outside of the glazing.	Status: ANSWER PUBLISHED Posted: 5/12/2021 2:34:07 PM
Question:	34044: Will a Master Permit for the building structures be required from the local municipality, or will this be covered under the FDOT permit itself?	Posted: 5/11/2021 1:28:00 PM
Answer:	Per note 9 on Sheet G-15, Building Permit for Bascule Pier 5 Control House - "Contractor shall apply for and obtain permit from the Town of Jupiter for the plumbing, HVAC Systems and roof of the proposed Control House, located on Bascule Pier 5. The Contractor shall be responsible for the permit application fee." In addition to Town of Jupiter permit, the State Fire Marshal will be required to inspect the control house prior to functional checkout.	Status: ANSWER PUBLISHED Posted: 5/11/2021 4:33:35 PM
Question:	34047: In reference with drawing sheet #B1-330 & B1-332 on the shrink disc coupling at pinion shaft & hydraulic motor with static brake. The coupling suppliers are requesting additional information such as specific brand, part number, torque rating, operating speed and shaft separation. Can you provide additional specifics or information to help the coupling suppliers identify the correct application?	Posted: 5/11/2021 3:13:18 PM
Answer:	The shrink disc coupling is an integral part of the hydraulic motor with static brake and is supplied by the hydraulic motor manufacturer. The coupling attributes are dependent on the hydraulic motor manufacturer, who should provide recommendations based on the application. Refer to T468-2.17 which notes to ensure the fit and surface finish of the shaft at the hydraulic motor shrink disc coupling is in accordance with the hydraulic motor manufacturer's recommendations. Refer to Drawing No. BM-6 for table of hydraulic motor required ratings, torques, and speed.	Status: ANSWER PUBLISHED Posted: 5/13/2021 4:00:13 PM
Question:	34048: After our plan review we would like to raise concern regarding the ability to meet the Machining Tolerances of the Main Bascule Girder. The tolerances shown in the drawings will be very difficult to achieve, since simply changing temperature of the structural steel could cause a larger variance. - Drawing No. BL-19 Main Girder Web Machining Detail o 59.500" diameter bore with 32 micro inch surface finish (requesting 63 micro inch surface finish) o Girder Faces perpendicular to Datum A 0.001" (requesting 0.006" / 0.008") - Drawing NO. BM-14 Rack Assemblies o Rack Gear Mounting Surface perpendicular to Datum A 0.002" (Requesting 0.006" / 0.008") These requested tolerances are based on experience with very similarly designed bascule girders that we are currently machining for another client	Posted: 5/11/2021 3:17:18 PM

Answer:	On Drawing No. BL-19 Main Girder Web Machining Detail - 59.500" diameter bore with 63 micro inch surface finish is acceptable. An acceptable tolerance for the girder web facing is 0.003/0.005" Drawing NO. BM-14 Rack Assemblies 0.006" / 0.008" Rack Gear Mounting Surface is acceptable.	Status: ANSWER PUBLISHED
		Posted: 5/24/2021 6:56:18 PM
Question:	34051: In reference to existing pipe, plan sheets 58 and 59, please clarify the intent for the existing pipe between the two headwalls that are to be removed. On sheet 59, it says to abandon and flow fill 140 LF of pipe, but on sheet 58 it says to remove pipe run. This appears to be the same pipe run which is around 210 LF (+/-). If the entire pipe run is to be abandoned and filled with flow fill, is the diameter of the pipe known?	Posted: 5/11/2021 3:38:17 PM
Answer:	140' of the northern portion of the existing 36" dia. pipe is to be abandoned and filled. The remainder 70 feet is to be removed. The existing pipe diameter is 36".	Status: ANSWER PUBLISHED
		Posted: 5/13/2021 4:00:35 PM
Question:	34063: Can we request for the bid date to be pushed by 2-3 weeks? The bridge machinery subcontractors are having issues getting quotes back in time.	Posted: 5/12/2021 4:05:15 PM
Answer:	An Addendum will be issued that will change the letting from May 26, 2021 to June 9, 2021.	Status: ANSWER PUBLISHED
		Posted: 5/13/2021 10:02:47 AM
Question:	34064: We do not believe there any domestic bearing suppliers for the large pinion bearing. All domestic bearing suppliers we have contacted have said they cannot make these domestically. Will a foreign supplied bearing be acceptable?	Posted: 5/12/2021 4:08:13 PM
Answer:	Foreign supplied bearings will not be considered acceptable. Options are to be below the stated Buy America percentage threshold for foreign steel as shown in the specification, submit for a waiver (not recommended), or fabricate custom domestic bearings.	Status: ANSWER PUBLISHED
		Posted: 5/17/2021 6:32:49 AM
Question:	34066: Which Bid item do the louvers get paid under reference Drawings BP-127 (Sheet B1-202)?	Posted: 5/12/2021 5:42:17 PM
Answer:	Louvers are included under pay item 512-1 Control House-New	Status: ANSWER PUBLISHED
		Posted: 5/13/2021 4:00:58 PM

Question: 34071: Pay Item 400-4-5 Concrete Class IV Bridge Substructure. For concrete pour days, can The Contractor have the Ready Mix Concrete Truck and Concrete Pumping Truck enter the Jupiter Park for a partial day setup to pump the Concrete Caps? Posted: 5/13/2021 9:08:12 AM

Answer: Per initial coordination with the park, Temporary staging of concrete trucks would be allowed within the roundabout if the trucks do not block access to vehicles and to the canoe launching area. However, coordination is required with the Town of Jupiter. Status: ANSWER PUBLISHED
Posted: 5/13/2021 4:01:41 PM

Question: 34072: In both of the Signalization Plan sets, there are Pay Item Notes that specifically state, "Palm Beach County requires...". These pay item notes obviously indicate Palm Beach County's preferred materials. These would be considered "Proprietary Products". Please provide the Proprietary Product Certification Form for each product. Proprietary Product Certification Forms are required for each specific product, on each individual project, and are required to be made part of the Bid Documents, to be valid. Posted: 5/13/2021 9:11:04 AM

Answer: Per initial coordination with the park, Temporary staging of concrete trucks would be allowed within the roundabout if the trucks do not block access to vehicles and to the canoe launching area. However, coordination is required with the Town of Jupiter. Status: ANSWER PUBLISHED
Posted: 5/13/2021 4:04:01 PM

Document: 11726635: Proprietary_Product.pdf.pdf

Proprietary_Product.pdf

Document: 11726643: Proprietary_Product.pdf

Proprietary_Product.pdf

Question: 34079: Is bid item 0451-70 PREST SOIL ANCHORS for the anchor rods cast in the bulkhead and anchor caps and if yes, how do you perform a performance and creep test on the anchors? Once cast in the concrete per the details there is now way to stress the anchors. Posted: 5/13/2021 11:54:40 AM

Answer: The threaded rods are cast in the bulkhead and anchor caps, as a result, the performance and creep test on the rods are not required Status: ANSWER PUBLISHED
Posted: 5/13/2021 4:04:42 PM

Question: 34081: Do the 24" concrete anchor pile require silica fume? Posted: 5/13/2021 1:59:17 PM

Answer:	The 24" concrete anchor piles do not require silica fume.	Status: ANSWER PUBLISHED
		Posted: 5/13/2021 4:05:02 PM
Question:	34082: The 30" concrete pile for the bridge are not listed in the concrete table on sheet B-13. What class and strength of concrete is required for the 30" concrete pile?	Posted: 5/13/2021 2:12:31 PM
Answer:	The 30" concrete piles for the bridge are Class V (Special), f'c = 6 ksi.	Status: ANSWER PUBLISHED
		Posted: 5/13/2021 4:05:22 PM
Question:	34084: What type fasteners should be used to connect the torque arm to the motor, it's not called out on the drawings	Posted: 5/13/2021 2:45:01 PM
Answer:	Refer to T468-5.5.6 (d): Motor mounting hardware is to be supplied by the hydraulic motor manufacturer and should be per their recommendations. Proposed hardware is to be detailed on the shop drawings.	Status: ANSWER PUBLISHED
		Posted: 5/13/2021 4:05:41 PM
Question:	34087: This is a follow up to question 33988 regarding under what pay item will the 4" stamped sidewalk at the Riverwalk be paid? The answer was that the stamped sidewalk is paid under Observation Deck and Access Ramp on BQ4 and BQ5, but the two concrete items 400-2-10 and 400-4-47 do not mention the Riverwalk stamped sidewalk nor do they show the approximately 59 cy of concrete that are required for this work. Please revisit this question to determine if the stamped concrete belongs in a different pay item or if the existing pay items need to be adjusted to reflect the stamped concrete.	Posted: 5/13/2021 4:51:35 PM
Answer:	The 4" stamped sidewalk at the Riverwalk is included in pay item 522-1, refer to sheet SQ-16 of the Roadway Plans.	Status: ANSWER PUBLISHED
		Posted: 5/14/2021 4:13:00 PM
Question:	34093: Please advise if this contract requires rail insurance. If it does, please provide the daily number of freight and passenger trains.	Posted: 5/13/2021 7:57:20 PM
Answer:	This contract requires rail insurance. The Department does not have the requested information about daily number of freight and passenger train.	Status: ANSWER PUBLISHED
		Posted: 5/14/2021 2:48:03 PM

Question:	34094: In order to construct the MSE level pad and maintain at 2:1 slope excavation, Wall 2A (from station 1542+17.95 to 1547+00) would encroach past the FDOT R/W. Please advise if the FDOT has a temporary R/W occupancy permit along this location.	Posted:	5/13/2021 8:04:17 PM
Answer:	Excavation for the MSE leveling pad can be performed within the limits of the Easement shown in the roadway cross sections. Any temporary soil retention done within this limit is considered means-and-methods.	Status:	ANSWER PUBLISHED
		Posted:	5/17/2021 6:34:28 AM
Question:	34095: Will the project have Post Tension?	Posted:	5/14/2021 8:08:37 AM
Answer:	No	Status:	ANSWER PUBLISHED
		Posted:	5/14/2021 4:20:26 PM
Question:	34099: Could you inform the location of work to done under Item 0125 - 1 EXCAVATION FOR STRUCTURES with 219.5 CY?	Posted:	5/14/2021 11:50:33 AM
Answer:	Pay Item 125-1, Excavation of Structures is associated with FIN 443871-52-01, refer to sheet BQ1-1, Bents 2 and 3.	Status:	ANSWER PUBLISHED
		Posted:	5/14/2021 1:47:37 PM
Question:	34111: As a waiver of consequential damages protects both Parties from the uncertain amount of such damages, please confirm the Contract will include a mutual waiver of consequential damages, or explain what is intended.	Posted:	5/14/2021 1:58:10 PM
Answer:	This question is requesting an interpretation or modification of the Standard Specifications which is outside the intent and purpose of the Bid Q&A process. General questions regarding the content or interpretation of the Contract should be directed to the Director, Office of Construction	Status:	ANSWER PUBLISHED
		Posted:	6/4/2021 6:17:54 PM
Question:	34112: Please confirm that under no circumstances shall Owner take possession of, or exercise control over, Contractor's tools, construction equipment or machinery.	Posted:	5/14/2021 1:59:22 PM
Answer:	This question is requesting an interpretation or modification of the Standard Specifications which is outside the intent and purpose of the Bid Q&A process. General questions regarding the content or interpretation of the Contract should be directed to the Director, Office of Construction	Status:	ANSWER PUBLISHED
		Posted:	6/4/2021 6:18:11 PM

Question:	34113: Article 3-8 of Division 1 - General Requirements and Covenants provides that the Owner can audit "the Contractor's records pertaining to the Project." Please confirm that Owner shall have no right to inspect, audit, or reproduce any records or memoranda relating to Contractor's salaries, bonuses, overhead or profitability, or that are subject to a statutory or common-law privilege, or explain what is intended by auditing confidential information.	Posted:	5/14/2021 2:00:18 PM
Answer:	This question is requesting an interpretation or modification of the Standard Specifications which is outside the intent and purpose of the Bid Q&A process. General questions regarding the content or interpretation of the Contract should be directed to the Director, Office of Construction	Status:	ANSWER PUBLISHED
		Posted:	6/4/2021 6:18:28 PM
Question:	34114: Article 4-3.7 of Division 1 - General Requirements and Covenants states that the Contract price or time may be adjusted when Contractor encounters a Type 1 or Type 2 condition. Because such an encounter will likely impact both the Contract price and the time and not just one, please confirm that the Contract price and/or time may be adjusted, or explain what is intended by only allowing one type of relief.	Posted:	5/14/2021 2:01:09 PM
Answer:	This question is requesting an interpretation or modification of the Standard Specifications which is outside the intent and purpose of the Bid Q&A process. General questions regarding the content or interpretation of the Contract should be directed to the Director, Office of Construction	Status:	ANSWER PUBLISHED
		Posted:	6/4/2021 6:18:42 PM
Question:	34115: Article 5-4 of Division 1 - General Requirements and Covenants provides that Engineer shall correct any error or omission discovered in the Contract Documents. Please confirm that Contractor may seek an adjustment to the Contract price and/or time for impacts resulting from Engineer's correction and/or interpretation, or explain what is intended.	Posted:	5/14/2021 2:02:09 PM
Answer:	This question is requesting an interpretation or modification of the Standard Specifications which is outside the intent and purpose of the Bid Q&A process. General questions regarding the content or interpretation of the Contract should be directed to the Director, Office of Construction	Status:	ANSWER PUBLISHED
		Posted:	6/4/2021 6:18:57 PM
Question:	34116: Article 5-12.3 of Division 1 - General Requirements and Covenants states that Contractor is "prohibited from amending either the bases of entitlement or the amount of any compensation or time stated for any and all issues claimed in the Contractor's written claim". This is contrary to Florida's rules of civil procedure and will likely result in a contractor submitting expansive claims to avoid arguments of waiver thereby unnecessarily bogging down the dispute resolution process. Please confirm that Contractor shall be allowed to amend its claim in accordance with Florida law, or explain what is intended.	Posted:	5/14/2021 2:02:58 PM

Answer:	This question is requesting an interpretation or modification of the Standard Specifications which is outside the intent and purpose of the Bid Q&A process. General questions regarding the content or interpretation of the Contract should be directed to the Director, Office of Construction	Status: ANSWER PUBLISHED
		Posted: 6/4/2021 6:19:10 PM
Question:	34117: Article 5-12.3 of Division 1 - General Requirements and Covenants states that Contractor is "prohibited from amending either the bases of entitlement or the amount of any compensation or time stated for any and all issues claimed in the Contractor's written claim". Please confirm the Engineer shall be prohibited from subsequently amending its basis of denial of Contractor's claimed issues, or explain what is intended by only prohibiting Contractor from such ability to amend.	Posted: 5/14/2021 2:03:56 PM
Answer:	This question is requesting an interpretation or modification of the Standard Specifications which is outside the intent and purpose of the Bid Q&A process. General questions regarding the content or interpretation of the Contract should be directed to the Director, Office of Construction	Status: ANSWER PUBLISHED
		Posted: 6/4/2021 6:20:24 PM
Question:	34118: Article 5-12.12 of Division 1 - General Requirements and Covenants provides that claim settlement discussions are "inadmissible in any legal, equitable, arbitration or administrative proceedings brought by the Contractor against" Owner. Please confirm that such inadmissibility shall apply as well to any legal, equitable, arbitration or administrative proceedings brought by the Owner, or explain what is intended.	Posted: 5/14/2021 2:04:48 PM
Answer:	This question is requesting an interpretation or modification of the Standard Specifications which is outside the intent and purpose of the Bid Q&A process. General questions regarding the content or interpretation of the Contract should be directed to the Director, Office of Construction	Status: ANSWER PUBLISHED
		Posted: 6/4/2021 6:19:43 PM
Question:	34120: Article 8-3.3 of Division 1 - General Requirements and Covenants states that although the Contract Schedule can indicate an early completion date, the Owner isn't liable for the Contractor's failure to complete the Work early. Please confirm that such exclusion doesn't apply if the failure results from Owner's fault or breach of the Contract Documents, or explain what is intended.	Posted: 5/14/2021 2:05:36 PM
Answer:	This question is requesting an interpretation or modification of the Standard Specifications which is outside the intent and purpose of the Bid Q&A process. General questions regarding the content or interpretation of the Contract should be directed to the Director, Office of Construction	Status: ANSWER PUBLISHED
		Posted: 6/4/2021 6:20:42 PM

Question:	34121: Article 8-4.2 of Division 1 - General Requirements and Covenants states that "Engineer may require the Contractor to finish a section on which work is in progress before starting work on any additional section." Adjustments to the sequencing of Work can have significant and costly impacts. Please confirm that Contractor may seek an adjustment to the Contract price and/or time for impacts from Engineer's resequencing of Work, or explain what is intended.	Posted:	5/14/2021 2:06:36 PM
Answer:	This question is requesting an interpretation or modification of the Standard Specifications which is outside the intent and purpose of the Bid Q&A process. General questions regarding the content or interpretation of the Contract should be directed to the Director, Office of Construction	Status:	ANSWER PUBLISHED
		Posted:	6/4/2021 6:20:56 PM
Question:	34122: Please confirm that any outstanding requests for information, which are timely submitted, shall be resolved during negotiations after award.	Posted:	5/14/2021 2:07:11 PM
Answer:	This question is requesting an interpretation or modification of the Standard Specifications which is outside the intent and purpose of the Bid Q&A process. General questions regarding the content or interpretation of the Contract should be directed to the Director, Office of Construction	Status:	ANSWER PUBLISHED
		Posted:	6/4/2021 6:21:10 PM
Question:	34125: Does the gravity wall from STA 1527+66.66 to 1533+52.08 have a total height of 2' or 3'? The quantity provided on SQ-12 supports a total height of 3' (Height = 2' + 1' toe) but the cross sections from STA 1528+00 to 1533+00 show a total height of 2'.	Posted:	5/14/2021 2:56:37 PM
Answer:	The gravity wall from STA 1527+66.66 to 1533+52.08 has a height of 2'. The wall is acting as a footer for the handrail, not for retaining.	Status:	ANSWER PUBLISHED
		Posted:	5/17/2021 1:30:50 PM
Question:	34134: Can a typical section showing the location of the OBG 07 be provided?	Posted:	5/14/2021 3:55:00 PM
Answer:	corrected answer The intent was to restrict the base course to Asphalt Base Course (Type B-12.5) in certain areas of the project. Therefore OBG 7 is specified for areas per sections 5.6.2 Base - Flexible Pavement Design Manual. The typical sections have a double asterisk instructing to use Asphalt Base for widening which is the OBG 7 (See FPID 428400-2-52-03, Sheet No. 6 Roadway Component).	Status:	ANSWER PUBLISHED
		Posted:	5/17/2021 1:30:18 PM
Answer:	Refer to Summary of Pavement Sheet No. SQ-10 for location and description for Optional Base, Base Group 07. Cross section are not available.	Status:	ANSWER VOIDED
		Posted:	5/17/2021 6:35:24 AM

Question:	34140: On Sheet No. BQ-3 there are pay items for Struct Steel, Bascule Piers (460-2-6, 72,018 lb) and Struct Steel, Miscellaneous (460-2-15, 24,000). We cannot find a Pay Item Note or other reference specifying what work is to be paid under these items. Please identify the scope of work covered by each of these items.	Posted:	5/14/2021 4:35:24 PM
Answer:	Refer to sheet BQ-3 Summary of Structures Pay Item for locations for Pay Item Nos. 460-2-6 and 460-2-15.	Status:	ANSWER PUBLISHED
		Posted:	5/17/2021 6:36:02 AM
Question:	34153: Vendors are currently unable to guarantee their pricing for any period of time due to the current raw materials supply shortage. Will the Department compensate the contractor for the increases caused by this current crises?	Posted:	5/17/2021 6:09:52 AM
Answer:	No. The Department can grant non-compensable time for area-wide shortage. See Spec 8-7.3.2.	Status:	ANSWER PUBLISHED
		Posted:	5/17/2021 7:37:48 AM
Question:	34168: Will pay item 141-70 for Settlement Plates be added to the contract (per T141)?	Posted:	5/17/2021 1:03:31 PM
Answer:	Pay Item 141-70 will be added to the contract with a quantity of 3 EA.	Status:	ANSWER PUBLISHED
		Posted:	5/24/2021 6:57:47 PM
Question:	34176: Can FDOT please provide measurement and payments for the following two items: CONCRETE CLASS III, PRECAST BRIDGE SUBSTRUCTURE and PRECAST SEGMENT PRODUCTION. thank you,	Posted:	5/17/2021 3:10:28 PM
Answer:	Refer to Sheet BQ-1 and BQ-2 of the Structures Component FPID 428400-2-52-01.	Status:	ANSWER PUBLISHED
		Posted:	5/19/2021 1:17:31 PM
Question:	34184: As a follow up to the answer to Question 33397, specifically "The exact drop location will be determined when we are closer to deployment." Will the exact drop location(s) be determined prior to bid?	Posted:	5/18/2021 8:18:29 AM

Answer: The exact drop location within the reef establishment site will be provided by Palm Beach County after the bid and loser to deployment of the reef material. The location maps for the three reef establishment sites identified in the proposal was provided in response to comment no. 33397.

Status: ANSWER PUBLISHED

Posted: 5/18/2021 3:44:40 PM

Question: 34185: As a follow up to the answer to Question 33397, specifically "The exact drop location will be determined when we are closer to deployment.", please clarify if in fact the Palm Beach Deep location will be used as this will add significant cost to the bid due to travel distance and depth of the site.

Posted: 5/18/2021 8:19:25 AM

Answer: The Palm Beach Deep location is available as a backup alternative to the Jupiter Inlet and Jupiter Mid Depth locations if the Contractor is unable to deliver the reef materials to the other two reef establishment.

Status: ANSWER PUBLISHED

Posted: 5/18/2021 3:45:03 PM

Question: 34186: Please clarify the intent of the Settlement Plates and Embankment Settlement Monitoring. It is understood that there are 3 settlement plates and 5 embankment settlement monitoring points. Are the Settlement Plates to be monitored weekly during construction, or is the monitoring of all 8 points to begin once the top of embankment elevation is reached? Can the full cross-section, including drainage, be constructed up to the top of embankment elevation within the walls prior to the start of the Settlement Monitoring period which could range from 30 to 175 days?

Posted: 5/18/2021 8:38:41 AM

Answer: MSE Wall (TSP T141 Settlement Plates)

1) The purpose of the settlement monitoring is to monitor the rate of settlement of the relatively deep organic silty sands to ensure the rate of settlement is acceptable as the wall is constructed. The long-term settlement is due to the consolidation of the organic stratum encountered in boring WB-4.

2) Three settlement plates are required.

a) The location of settlement plates shall be placed at the following stations using 60.5' LT offset: 1529+55, 1530+30, and 1531+05.

b) The settlement plates shall be placed at the top of the compacted ground surface prior to placing the first lift of compacted fill.

3) The scheduled placement of MSE Wall fill must be time-phased so that the organic subsurface soils have enough time to allow the rate of settlement to slow sufficiently for the fill to continue. Record the settlement readings as follows:

a) The settlement plate elevation shall match the elevation of the top of the MSE wall leveling pad. The settlement plate elevation shall be recorded before starting construction of the MSE wall fill.

b) After filling to the elevation for placement of the next panel, filling shall be halted. Elevations will be taken upon reaching this level and on the following days.

c) Record settlement readings (at minimum) on a weekly basis until settlement is less than 0.1 inch per week.

d) If the settlement is less than 0.1 inch per week and concurrence is provided by the Engineer, placement of panels may resume together with the next MSE backfill lift.

4) After achieving the final MSE Wall elevation, the settlement plates shall be monitored for a minimum of 4 weeks.

a) The settlement plate monitoring shall continue until the rate of settlement has decreased so that the differential settlement between the first and last of four (4) consecutive weekly readings is equal to or less than 0.1 inch.

b) Final construction of the top row of MSE wall panels, along with coping, barrier and paving, will be permitted only after settlement readings meet this criteria and concurrence is provided by the Engineer.

Status: ANSWER PUBLISHED

Posted: 5/25/2021 10:02:23 AM

Question: 34193: TSP T468-2.4.C calls for radiographic exams in accordance with ASTM E94 of all forgings for the movable bridge machinery. Our machinery suppliers advise us that this testing is not typically done for this application and will be very costly.

We respectfully request that the Department consider waiving the requirement for radiographic testing of the forgings for the bridge machinery.

Posted: 5/18/2021 10:13:51 AM

Answer: Depending on the geometry of the forging, ultrasonic testing (UT) will be acceptable in lieu of radiographic testing (RT). Note that RT may be required for forgings with complex geometry. Use of UT or RT of forgings shall be submitted along with the shop drawings for review.

Status: ANSWER PUBLISHED

Posted: 5/20/2021 2:32:12 PM

Question: 34205: We would like to know where can doors Number 07 and 08 of the Door and Frame Schedule found on page A503 of the Control House Architecture Plans be found?

Posted: 5/18/2021 12:25:33 PM

Answer:	Door 07 and 08 are located in the Structure Component Sheet B1-211, labeled D-1 and D-2. The correct door schedule for Doors 07 and 08 is as shown on Sheet B1-211.	Status: ANSWER PUBLISHED
		Posted: 5/20/2021 8:37:11 AM
Question:	34216: Specifications require a radiator mounted load-bank on the "Main" generator set, but the one-line drawing is showing both generator sets to have a load-bank. Is a load-bank for the 70 KW required?	Posted: 5/18/2021 4:12:59 PM
Answer:	The specifications are correct, only the "main" generator requires a radiator mounted load-bank	Status: ANSWER PUBLISHED
		Posted: 5/20/2021 8:37:37 AM
Question:	34217: Specifications require a separate fuel storage tank for each generator set to work in conjunction with a ten gallon day tank for each generator set. Size of the fuel storage tank is not given, but typically you are not allowed any more then 660 gallons of fuel to be installed indoors. It will be one single tank with a fuel capacity of the 660 gallons for each day tank to be pulling from. Please confirm this is the design intent.	Posted: 5/18/2021 4:15:27 PM
Answer:	Specifications are correct, ten gallon day tank required for each generator. Select main storage tank such that the combined fuel capacity in the bascule pier does not exceed 660 gallons (but does not go below 620 gallons).	Status: ANSWER PUBLISHED
		Posted: 5/20/2021 8:38:01 AM
Question:	34218: Lighting Drawing L-3 references work for Pay Item 715-7-11 and 715-11-115 to be found on Drawing BI-506. These items are not shown Drawing BI-506 which is a Conduit Riser Diagram. Please advise what is the correct drawing to be referenced.	Posted: 5/18/2021 4:47:37 PM
Answer:	Refer to Sheet number BW-23 and BW-24 for scope of work related to Pay Item 715-7-11 and 715-11-115.	Status: ANSWER PUBLISHED
		Posted: 5/20/2021 8:38:21 AM
Question:	34220: As a follow up to question 34125 regarding the gravity wall between Sta. 1527+66.66 and 1533+52.08, it appears that the plan quantity reflects a wall that is 2 feet plus a 1 foot toe (3 feet total height). Is the intent to have a 1 foot wall with a 1 foot toe for a total height of 2 feet? Or a 2 foot wall with a 1 foot toe for a total height of 3 feet?	Posted: 5/19/2021 7:27:44 AM

Answer:	The gravity wall between Sta. 1527+66.66 and 1533+52.08 consist of 2' wall with a 1' toe for a total height of 3'.	Status: ANSWER PUBLISHED
		Posted: 5/19/2021 1:12:30 PM
Question:	34221: B-11 Drawing (Plan View) identifies Conduit to Remain and Conductors to be removed. B-11 Drawing (A-A (N.T.S.) identifies the Conduit to be removed. Please confirm if Conduits are to remain or be removed?	Posted: 5/19/2021 8:45:42 AM
Answer:	All conduits attached along the north face of bent 2 are to be removed and relocated as shown.	Status: ANSWER PUBLISHED
		Posted: 5/20/2021 8:38:42 AM
Question:	34223: The Table of Pinion Shaft Bearings on Sheet No. BM-6 in the Structure Plans calls out Tapered Roller Bearings w/ Adapter for the fixed and floating bearings. No reference to tapered roller bearings can be found in the TSP's for Section 468 Mechanical Construction for Movable Bridges. The TSP's do, however, contain requirements for Spherical Roller Bearings (T468-2.14). Please confirm the type of roller bearings that are to be provided for the pinion shafts and if of the tapered type, supplement the TSP's with any requirements for that type.	Posted: 5/19/2021 9:22:24 AM
Answer:	Pinion shaft bearings should be of the spherical roller type. Spherical roller bearings to have tapered bore with adaptor sleeves per T468-2.14 and T468-3.10.	Status: ANSWER PUBLISHED
		Posted: 5/20/2021 2:32:48 PM
Question:	34226: Further to the response to Q34064 concerning foreign supplied bearings, machinery suppliers quoting the work advise us that it is one component of the pinion bearings (an insert) that they cannot source domestically. They also advise that the cost of the inserts would exceed 0.1% of the Engineer's estimate, making the first option in the response non-viable. Can the Department proactively request an item-specific waiver of the Buy America provisions for this bearing insert?	Posted: 5/19/2021 9:55:54 AM
Answer:	To clarify, the 0.1% of manufactured iron or steel referenced in the Buy America provision is applied to the total contract amount, which corresponds to approximately \$100,000. The contractor will be responsible for applying for waivers. Another option, as indicated in the response to Question 34064, is to fabricate custom domestic bearings and/or inserts.	Status: ANSWER PUBLISHED
		Posted: 5/24/2021 6:58:42 PM
Question:	34228: Under what bid item is the Temporary Lateral Chimney Support paid?	Posted: 5/19/2021 10:08:13 AM

Answer:	The cost for the lateral Chimney Support shall be included in Pay item 108-2, "Monitor Existing Structures- Vibration monitoring 428400-2-52 -01.	Status: ANSWER PUBLISHED
		Posted: 5/19/2021 2:59:00 PM
Question:	34229: In regards to the Generator fuel tank, the specs call for a 10 gallon day tank and a Fuel Sub Base Tank. A (10) Gallon Tank is not sufficient for either Generator. What is the Gallon capacity required for the Sub Base Tank?	Posted: 5/19/2021 10:30:00 AM
Answer:	Furnish and install a main fuel tank in accordance with the plans BE-01, BE-36, BE-37, and TSP 508-12.2.5. Please also refer to pre-bid question 34217 for additional information.	Status: ANSWER PUBLISHED
		Posted: 5/20/2021 2:33:15 PM
Question:	34230: The Generator Specs call for a permanent Load Bank rated at 50% of the Gen at load. The drawings do not depict the Load Bank. Is this required? If so, is it required for Both Gen Sets?	Posted: 5/19/2021 10:32:03 AM
Answer:	Provide load bank for the main generator only, as noted in TSP508-12.1. Load bank is radiator mounted (TSP508-12.1) and included in the overall generator envelope on BE-36. Please refer to pre bid question 34216 for additional information.	Status: ANSWER PUBLISHED
		Posted: 5/20/2021 2:33:36 PM
Question:	34231: Can you please review Amendments 2, file type 002x. It is not possible to download it from the FDOT ordering website.	Posted: 5/19/2021 11:26:46 AM
Answer:	OIT reported issues yesterday and earlier today with EDMS which was causing problems for internal staff and external customers accessing documents from CPP. OIT has reported that the issue has now been resolved.	Status: ANSWER PUBLISHED
		Posted: 5/19/2021 2:13:24 PM
Question:	34239: Article 8-7.3.2 of Division 1 - General Requirements and Covenants states that "the Engineer will not require the Contractor to submit a request for additional time due to the effects of weather" because the Engineer will "grant time extensions on either a bimonthly or monthly basis." But then states the Contractor must submit a preliminary request for extension of Contract Time. Because this conflict may result in waiver, please confirm that Contractor isn't required to submit a preliminary request for extension of Contract Time in order to receive additional time for weather delays, or explain what is intended.	Posted: 5/19/2021 2:46:21 PM

Answer: This question is requesting an interpretation or modification of the Standard Specifications which is outside the intent and purpose of the Bid Q&A process. General questions regarding the content or interpretation of the Contract should be directed to the Director, Office of Construction

Status: ANSWER PUBLISHED

Posted: 6/4/2021 6:21:26 PM

Question: 34240: Article 7.3 of Division 1 - General Requirements and Conditions provides that the Contractor shall indemnify Owner for claims arising out of or resulting from alleged infringement or patent rights or copyrights. Please confirm Contractor's indemnity obligations shall not include defense or loss when a particular design, process or product of a particular manufacturer(s) is required by the Contract Documents, or where the copyright violations are contained in drawings, specifications or other documents prepared by the Owner or Architect/Engineer, or explain what is intended.

Posted: 5/19/2021 2:48:30 PM

Answer: This question is requesting an interpretation or modification of the Standard Specifications which is outside the intent and purpose of the Bid Q&A process. General questions regarding the content or interpretation of the Contract should be directed to the Director, Office of Construction

Status: ANSWER PUBLISHED

Posted: 6/4/2021 6:21:39 PM

Question: 34241: Article 8.10 of Division 1 - General Requirements and Conditions provides that in the event of untimely completion, Contractor is subject to liquidated damages as well as Owner's other damages incurred therefrom. The imposition of consequential damages presents an unquantifiable risk that cannot be carried within a proposal. Please confirm that in the event of untimely completion, Owner's sole and exclusive remedy shall be liquidated damages, or explain what is intended.

Posted: 5/19/2021 2:50:17 PM

Answer: This question is requesting an interpretation or modification of the Standard Specifications which is outside the intent and purpose of the Bid Q&A process. General questions regarding the content or interpretation of the Contract should be directed to the Director, Office of Construction

Status: ANSWER PUBLISHED

Posted: 6/4/2021 6:21:53 PM

Question: 34242: Article 8-3.2 of Division 1 - General Requirements and Covenants states that although the Contract Schedule can indicate an early completion date, the Owner isn't liable for the Contractor's failure to complete the Work early. Please confirm that such exclusion doesn't apply if the failure results from Owner's fault or breach of the Contract Documents, or explain what is intended.

Posted: 5/19/2021 2:51:49 PM

Answer: This question is requesting an interpretation or modification of the Standard Specifications which is outside the intent and purpose of the Bid Q&A process. General questions regarding the content or interpretation of the Contract should be directed to the Director, Office of Construction

Status: ANSWER PUBLISHED

Posted: 6/4/2021 6:22:07 PM

Question:	34243: Please confirm that Owner will handle Contractor encountering unmarked, undisclosed subsurface infrastructure as a differing site condition, or explain what is intended.	Posted:	5/19/2021 2:53:30 PM
Answer:	This question is requesting an interpretation or modification of the Standard Specifications which is outside the intent and purpose of the Bid Q&A process. General questions regarding the content or interpretation of the Contract should be directed to the Director, Office of Construction	Status:	ANSWER PUBLISHED
		Posted:	6/4/2021 6:22:22 PM
Question:	34251: General Notes - H. Construction (3) states "stay in place forms are not permitted on this project. BP-130 details SIP metal forms for the Florida U Beams. Please advise if SIP metal forms (Extremely Aggressive Superstructure Environmental Classifications meeting the requirements of ASTM A653 having a coating designation G165) can be utilized for the construction of the deck over the FIB's and the Florida U Beams.	Posted:	5/20/2021 7:11:48 AM
Answer:	Stay in place forms are not permitted on this project except as shown on Dwg. No. BP-130 of the Contract plans.	Status:	ANSWER PUBLISHED
		Posted:	5/20/2021 9:26:12 AM
Question:	34259: As per plan, the LHUB-5-04 enclosure shown in the sheet IT-42 is a base mount cabinet. Like the existing LHUB-811-01, LHUB-5-02 shown in the plan sheets # IT-40 and IT-44. But in the plan sheet # IT-3 that show a chart with quantities, under the column "IT-13" that is related to the LHUB-5-04 the selected enclosure is a small enclosure 10"W X 13" H X 11"D and is far from the requirements for a Signal Controller Cabinet. Please, can you clarify?	Posted:	5/20/2021 10:02:48 AM
Answer:	The cabinet shown on IT-42 is a signal controller cabinet paid for in the signalization plan set for FPID: 428400-2-52-03, sheet T-3. Please refer to those Plans. The small enclosure shall be installed on the existing strain pole identified on SW corner. The small enclosure is for CCTV camera.	Status:	ANSWER PUBLISHED
		Posted:	5/25/2021 4:55:27 PM
Answer:	The cabinet shown on IT-42 is a signal controller cabinet paid for in the signalization plan set for FPID: 428400-2-52-03, sheet T-3. Please refer to those Plans. The small enclosure shall be installed on the existing strain pole identified on SW corner	Status:	ANSWER VOIDED
		Posted:	5/25/2021 3:22:46 PM
Question:	34263: What activities are included in bid item 452-70 if all of the concrete for the precast substructure are included in bid item 400-3-45?	Posted:	5/20/2021 1:42:07 PM

Answer: Refer to the Standard Specification Section 452-4.2.2 and Basis of Estimate Guidelines for work included under 452-70. Status: ANSWER PUBLISHED
Posted: 5/20/2021 2:34:17 PM

Question: 34273: Do the 30" sq. prestressed pile require silica fume? Posted: 5/21/2021 11:15:59 AM

Answer: Refer to Sheet B-13, Note 8 Concrete FootNote1 for when silica fume is required. Status: ANSWER PUBLISHED
Posted: 5/21/2021 1:14:49 PM

Question: 34274: The General Notes call for silica fume in the intermediate and bascule footings. This is contrary to the Structures Design Guidelines 1.4.3.C.1.b.iii which excludes footings. Please clarify if silica fume is required in the intermediate and bascule footings. Posted: 5/21/2021 11:16:44 AM

Answer: Silica fume is not required for the intermediate and bascule pier footings Status: ANSWER PUBLISHED
Posted: 5/24/2021 6:59:26 PM

Question: 34275: There is a bid item 0465-3-14 MOVABLE BRIDGE COUNTER WEIGHT, F&I, BUMPER BLOCK yet bid item 0400-147 COMPOSITE NEOPRENE PADS includes the quantity associated with the neoprene bumper blocks. What should be included in each bid item as it relates to the neoprene bumper blocks? Posted: 5/21/2021 11:55:48 AM

Answer: The bascule leaf bumper blocks are included in Pay Item 465-3-14 MOVABLE BRIDGE COUNTERWEIGHT, F&I, BUMPER BLOCK. Bid Item 400-147 COMPOSITE NEOPRENE PADS - Bascule Pier Bumper Blocks quantity of 28 CF not required. Status: ANSWER PUBLISHED
Posted: 5/24/2021 1:12:11 PM

Question: 34291: Will the exposed concrete surfaces on the underside of the Bascule span decks require Class 5 Applied Finish Coating? Posted: 5/24/2021 12:04:48 PM

Answer: Exposed concrete surfaces of the bascule span coping and underside of sidewalk shall receive Class 5 finish. Status: ANSWER PUBLISHED
Posted: 5/24/2021 1:13:53 PM

Question:	34292: Per the provided details on sheets MS-1 thru MS-7, the lateral support framing for the museum chimneys requires a HGAM10 attached to the existing truss top chord. Where is or how is access achieved to the existing truss top chords?	Posted:	5/24/2021 12:12:15 PM
Answer:	There are existing access panels accessible from inside the Museum Building to access the top chords. Another option is to work only from the roof top, sawcut a small opening at the existing plywood sheathing between the existing top chords to install the connectors and properly waterproof and seal the roof work area to avoid any damage of the existing elements.	Status:	ANSWER PUBLISHED
		Posted:	5/24/2021 7:18:36 PM
Question:	34293: There are approximately 12 questions that were submitted more than 2 weeks ago that have yet to be answered. When will these questions be answered?	Posted:	5/24/2021 12:15:36 PM
Answer:	Outstanding pre-bid questions provided as requestion	Status:	ANSWER PUBLISHED
		Posted:	5/24/2021 7:00:41 PM
Question:	34296: On the Bascule Pier 4 Plan view drawings (sheets B1-86 through B1-91) the limits of Phase 1 construction do not match up with what is shown on the Construction Sequence drawings. Please confirm the limits of work for this phase.	Posted:	5/24/2021 1:09:44 PM
Answer:	Refer to response to bid question 33402.	Status:	ANSWER PUBLISHED
		Posted:	5/25/2021 1:07:56 PM
Question:	34297: Question: Specification T508-11 Sump Pump Oil Shutoff Controller: Says "furnish and install oil sensing switches and alarms in the sump pump systems". How many controller panels are required and where are they located?	Posted:	5/24/2021 1:24:30 PM
Answer:	The bridge requires four 5HP sump pumps (one per pit). Each sump pump is on its own circuit with a disconnect switch and controller located in the lower pit level of the bascule piers. Refer to Ref. Drawing Nos. BE-30 and BE-34.	Status:	ANSWER PUBLISHED
		Posted:	5/26/2021 11:44:17 AM
Question:	34298: Pay Item 504 -1 -5 has a quantity of 405 SF, however the drawings show quite a substantial amount more than that. Please confirm the correct quantity.	Posted:	5/24/2021 1:49:41 PM

Answer:	Refer to response to bid question 33332. The bid quantity for item 0504-1-5 Roadway Floor, Steel 5.5" Armored is 10,133 SF.	Status: ANSWER PUBLISHED Posted: 5/24/2021 7:01:23 PM
Question:	34300: Under which Pay Item are the Live Load Shoes and Bearings being paid?	Posted: 5/24/2021 2:29:31 PM
Answer:	Live load shoes and Bearing are included under Pay Item 465-1 MOVABLE BRIDGE - MECHANICAL EQUIPMENT, as specified in TSP 465	Status: ANSWER PUBLISHED Posted: 5/24/2021 7:01:55 PM
Question:	34301: Under which Pay Item is the Temporary Lateral Bracing (shown on Ref. Dwg. BL-61) being paid?	Posted: 5/24/2021 2:31:23 PM
Answer:	Temporary Lateral Bracing are included under Pay Item 460-2-5 STRUCT STEEL, BASCULE LEAVES.	Status: ANSWER PUBLISHED Posted: 5/24/2021 7:02:54 PM
Answer:	This was responded to in question 34228. The cost for the Lateral Chimney Support shall be included in Pay Item 108-2, Monitor Existing Structures - Vibration Monitoring 428400-2-52-01.	Status: ANSWER VOIDED Posted: 5/24/2021 2:45:58 PM
Question:	34302: Please clarify which Pay Item the Deck Joints (shown on Ref. Dwgs. BL-52 through BL-54) are being paid?	Posted: 5/24/2021 2:32:10 PM
Answer:	Deck Joints attached to the bascule leaf is included under Pay Item 460-2-5 STRUCT STEEL, BASCULE LEAVES. Deck Joints attached to the bascule piers is included under 460-2-6 STRUCT STEEL, BASCULE PIERS	Status: ANSWER PUBLISHED Posted: 6/1/2021 5:00:04 PM
Answer:	Bascule leaf Deck Joints are included under Pay Item 460-2-5 STRUCT STEEL, BASCULE LEAVES.	Status: ANSWER VOIDED Posted: 5/24/2021 7:03:30 PM
Question:	34303: Please clarify the plate thickness for the web stiffeners at the Live Load Shoe locations (currently labeled as being 2 2/4").	Posted: 5/24/2021 2:33:06 PM

Answer:	The plate thickness for the web stiffeners at the Live Load Shoe locations is 2 1/4" .	Status: ANSWER PUBLISHED
		Posted: 5/24/2021 7:19:23 PM
Question:	34304: On Ref. Dwg. BP-48, it appears that details for Precast Footing Form BF-A-1 are missing. Please provide.	Posted: 5/24/2021 2:34:11 PM
Answer:	Precast Footing Form BF-A-1 is identical to BF-A-2 except for the fender mounting block. Also refer to Sheet No. B-14 Note H-8.	Status: ANSWER PUBLISHED
		Posted: 5/24/2021 7:19:50 PM
Question:	34305: Please provide bottom of footing form elevations for Piers 2 and 3.	Posted: 5/24/2021 2:34:58 PM
Answer:	As currently depicted the bottom of the anticipated footing formwork is 9' below the top of the Footing at Elevation - 4.5. The bottom of footing formwork elevation can vary based on the Contractor's Specialty Engineer's design. Refer to Sheet No. B-14 Note H-8.	Status: ANSWER PUBLISHED
		Posted: 5/24/2021 7:20:58 PM
Question:	34306: Please define which Pay Item the Shear Studs for the Bascule Span girders are to be paid for?	Posted: 5/24/2021 2:36:01 PM
Answer:	Shear studs for the Bascule Span girders are included under Pay Item 460-2-5 STRUCT STEEL, BASCULE LEAVES.	Status: ANSWER PUBLISHED
		Posted: 5/24/2021 7:21:29 PM
Question:	34307: On Sheet B1-17, Section A-A is labeled "At Drilled Shaft". The foundation plans call for 30" sq. Prestressed Concrete Piles. Please provide revised details for this condition.	Posted: 5/24/2021 2:51:10 PM
Answer:	Section A-A, On Sheet B1-17 is showing 30" Sq. Prestressed Concrete Piles consistent with the foundation plans. Drill shaft label is incorrect.	Status: ANSWER PUBLISHED
		Posted: 5/24/2021 7:22:03 PM
Question:	34308: Under which Pay Item are the Lock Housings (BL-55 to BL-59) covered?	Posted: 5/24/2021 2:52:13 PM
Answer:	Span Lock Housings are included under Pay Item 460-2-5 STRUCT STEEL, BASCULE LEAVES.	Status: ANSWER PUBLISHED
		Posted: 5/24/2021 7:22:34 PM

Question:	34309: Can more information be provided on pay item Remove Existing Bulkhead, 0110 73? It appears this 80 feet is the "triangular" section shown on ref. dwg. no. SW-7, however, this is not representative of the existing conditions. There is an abutment for the existing observation deck at this location.	Posted:	5/24/2021 2:52:50 PM
Answer:	Refer to the existing plans for additional information for the existing abutment to be removed.	Status:	ANSWER PUBLISHED
		Posted:	5/25/2021 10:02:54 AM
Question:	34310: Under which Pay Item are the deck scuppers (detail on BP-79) covered?	Posted:	5/24/2021 2:53:15 PM
Answer:	Deck scuppers (detail on BP-79) is included under pay item 400-4-5.	Status:	ANSWER PUBLISHED
		Posted:	5/25/2021 11:25:13 AM
Question:	34311: Please provide details for the 2'-0" x 4'-6" Ramps that are called out on the Machinery and Trunnion Levels of the Bascule Piers.	Posted:	5/24/2021 2:57:17 PM
Answer:	The ramp is 4'-6" in length and 4" tall reinforced concrete with temperature reinforcement.	Status:	ANSWER PUBLISHED
		Posted:	5/25/2021 11:25:40 AM
Question:	34312: Please provide details for the concrete steps called out alongside the Main Girders on the Trunnion Level of the Bascule Piers.	Posted:	5/24/2021 2:58:07 PM
Answer:	The concrete steps alongside the Main Girders on the Trunnion Level of the Bascule Piers are 1'-10" long x 2'-2" width and approximately 2'-0" total height with temperature reinforcement. The final dimensions will require field measurements after the bascule leafs are installed.	Status:	ANSWER PUBLISHED
		Posted:	5/25/2021 11:26:09 AM
Question:	34313: Please provide details and reinforcing plans for the Electric Room walls at the Trunnion Level at Bascule Pier 5.	Posted:	5/24/2021 2:59:17 PM
Answer:	Refer to Dwg. No. BP-73 for the Electric Room walls at the Trunnion Level.	Status:	ANSWER PUBLISHED
		Posted:	5/25/2021 11:26:33 AM

Question:	34314: Are any of the Bascule Pier Columns considered Mass Concrete?	Posted:	5/24/2021 3:00:15 PM
Answer:	The Bascule Pier Columns are not considered Mass Concrete. Also refer to Response for Question 33399 for general requirements for mass concrete.	Status:	ANSWER PUBLISHED
		Posted:	5/25/2021 12:37:23 PM
Answer:	The Bascule Pier Columns are not considered Mass Concrete.	Status:	ANSWER VOIDED
		Posted:	5/25/2021 11:26:59 AM
Question:	34315: It appears there may be incorrect Beam Pedestal elevations for beams 3-10 and 5-10 (BP-23 and BP-44 respectively), as they are below the top of the Wall Cap (top elevation 37.917). Please confirm the correct elevations.	Posted:	5/24/2021 3:01:34 PM
Answer:	The correct beam pedestal elevations for beams 3-10 and 5-10 is 38.417'.	Status:	ANSWER PUBLISHED
		Posted:	5/26/2021 11:53:07 AM
Question:	34316: The STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION do not address the requirements for the precast architectural panels for the Bascule Piers. Please provide a Technical Special Provision for this work (Pay Item No. 400-10 Precast Panel - Architectural).	Posted:	5/24/2021 3:02:41 PM
Answer:	Refer to Technical Special Provision Section T512 for the precast architectural panels for the Bascule Piers.	Status:	ANSWER PUBLISHED
		Posted:	5/25/2021 10:03:15 AM
Question:	34317: On drawing Sheet A603 there is a callout in Detail 2/A603 for note 10, however there is no note 10 defined on this sheet. Please provide.	Posted:	5/24/2021 3:04:56 PM
Answer:	callout '10' is mislabeled it should read '1' for Note 1, "Typical Cast-In-Place Concrete Pier Wall, Refer to Structure Component". Detail 1C/A603 callout clarifies '1' as the correct callout.	Status:	ANSWER PUBLISHED
		Posted:	5/25/2021 11:27:29 AM
Question:	34318: Please provide clear definition of what items of work are covered under Pay Item 460-2-6, including specific drawing references.	Posted:	5/24/2021 3:11:50 PM

Answer: Refer to the standard specifications Section 460 for work included under pay item 460-2-6. Status: ANSWER PUBLISHED
Posted: 5/25/2021 10:03:38 AM

Question: 34330: As a follow up to question 34186 regarding the Settlement Plates, please clarify the following. Posted: 5/25/2021 11:52:35 AM
1. Will there still be a separate Embankment Settlement Monitoring requiring the 5 monitoring points (TSP T120)?
2. In response to part 3b of the answer, it is understood that only one row of panels can be installed, then there will be a stoppage of work to monitor the settlement for a min. of one week until there is less than 0.1 inch of settlement per week. Then the next row of panels can be installed, and so on and so forth. Is this correct?

Answer: 1. Correct, there will be a separate Embankment Settlement Monitoring requiring the 5 monitoring points. Status: ANSWER PUBLISHED
2. The Contractors understanding of the response is correct. Posted: 5/31/2021 6:19:09 AM

Question: 34331: Question: Specification T508-5.5.6i Hydraulic Radial Piston Motors: Says "provide a mechanical hoist to aid in installation and future removal of hydraulic motor. Electrical/mechanical hoist and corresponding structural supports must be rated for twice the weight of the motor filled with fluid." The hydraulic motor/brake assembly with oil weighs approximately 10,000-pounds. Plan sheet B1-330 calls out a "5-Ton Electric Hoist trolleys for Hydraulic Motor Removal" Is the 5-Ton hoist shown on the plans acceptable or do we need to provide a 10-Ton hoist to meet the twice load specification requirement? Posted: 5/25/2021 12:40:47 PM

Answer: The hoist shall be rated for twice the weight of the motor filled with fluid per T468-5.5.6 (i). Therefore If the motor filled with fluid weights 5 tons, then a 10-ton rated hoist is required. Status: ANSWER PUBLISHED
Posted: 5/26/2021 7:37:05 PM

Question: 34332: Based on the Q&A responses, there are numerous quantity changes which haven't been issued through addenda. please advise when these changes will be issued. Posted: 5/25/2021 12:55:29 PM

Answer: The plan revision should have posted today. Status: ANSWER PUBLISHED
Posted: 5/25/2021 4:57:26 PM

Question: 34369: Are plans available for the existing bridge fender system? Posted: 5/25/2021 5:17:37 PM

Answer: Refer to attached 1958 existing bridge plans that includes the fender drawings. Status: ANSWER PUBLISHED
Posted: 5/26/2021 8:44:52 PM

Document: 11786330: 1958_Exist_Bridge_Plans with fender plans.pdf

1958_Exist_Bridge_Plans with fender plans.pdf

Question: 34370: Where are structures S-124, S-125, S-126 and S-136A? These are noted on sheet 107, drainage details, but are not shown in the drainage summary tables for either project. Posted: 5/26/2021 7:39:50 AM

Answer: Structures S-124, S-125, S-126 and S-136A shown on sheet 107 are not required. Status: ANSWER PUBLISHED
Posted: 5/26/2021 7:32:40 PM

Question: 34371: Question: Specification T468-2.26B: States to supply "2 complete span lock hydraulic cylinder assemblies with trunnion support bearings and rod end clevis, pins, and HPU." Also, Specification T468-6.4I: States to supply a spare cylinder and HPU. Please confirm that both sets of spare parts are required for a total of 3 spare hydraulic cylinders and 3 HPU's. Posted: 5/26/2021 7:48:47 AM

Answer: A total of two complete span lock hydraulic cylinder assemblies and two HPUs are required to be provided as spares. Status: ANSWER PUBLISHED
Posted: 5/26/2021 7:31:51 PM

Question: 34372: Question: Specification T468-5.5.16a Spare Parts: States to supply "4 sets of multi-plate discs for hydraulic motor integral brake system." Also, Specification T468-5.5.16I Spare Parts: States to supply "8 sets of hydraulic motor brake discs.". Please confirm that 12 sets of motor brake discs are required. Posted: 5/26/2021 8:09:18 AM

Answer: A total of eight sets of hydraulic motor brake discs are required to be provided as spares. Status: ANSWER PUBLISHED
Posted: 5/26/2021 7:31:08 PM

Question: 34374: T468-2.26.A in the TSP for Section 468 Mechanical Construction for Movable Bridges calls for the provision of a scissor-lift flat bed for storage of the spare hydraulic motor. Posted: 5/26/2021 11:25:42 AM

Please confirm that only one scissor-lift is required for the project, not one scissor-lift per bascule pier.

Answer: One scissor lift is required for the project to store the one spare hydraulic motor listed in T468.2.26 (A). Status: ANSWER PUBLISHED
Posted: 5/31/2021 6:19:55 AM

Question: 34375: T468-2.26.A in the TSP for Section 468 Mechanical Construction for Movable Bridges calls for the provision of one spare Hydraulic Radial Piston Motor to be stored inside the pier. Posted: 5/26/2021 11:25:18 AM

Please confirm that only one spare hydraulic motor is required for the project, not one spare motor per bascule pier.

Answer: One spare hydraulic motor is required for the project per T468.2.26 (A). Intent is to store motor in one of the two bascule piers, preferably the near. Status: ANSWER PUBLISHED
Posted: 5/31/2021 6:20:28 AM

Question: 34376: T468-2.26.A in the TSP for Section 468 Mechanical Construction for Movable Bridges calls for the provision of custom wheeled scissor-lift flat bed . Posted: 5/26/2021 11:26:08 AM

Please clarify the nature and extent of the customization required for the wheeled scissor-lift.

Answer: Refer to T468.2.26 (A) customization requirement for the wheeled scissor-lift. Status: ANSWER PUBLISHED
Posted: 5/31/2021 6:21:11 AM

Question: 34377: T468-2.26.A in the TSP for Section 468 Mechanical Construction for Movable Bridges calls for the provision of a scissor-lift flat bed having the capacity to lift double the maximum weight of the spare hydraulic motor, including fluid. Posted: 5/26/2021 11:26:29 AM

It is understood that the motor weight may vary somewhat from manufacturer to manufacturer but for bidding guidance please provide the minimum capacity for the scissor-lift, pending receipt of the actual motor weight after bid from the ultimate manufacturer.

Answer: Use a conservative estimate of combined motor and fluid weight to ensure the scissor lift can meet the requirements of T468-2.26 (A) regardless of the motor selected. Status: ANSWER PUBLISHED
Posted: 5/31/2021 6:21:48 AM

Question: 34378: T468-2.26.A in the TSP for Section 468 Mechanical Construction for Movable Bridges calls for the provision of a powered scissor-lift flat bed capable of manual operation. Posted: 5/26/2021 11:26:51 AM

Please advise what is meant by "manual operation." For example, is this operation of all functions by a hand pump or crank?.

Answer:	"Manual operation" meaning any form of non-powered operation. Hand pump or crank are both valid types of manual operation.	Status: ANSWER PUBLISHED Posted: 5/31/2021 6:22:59 AM
Question:	34379: T468-2.26.A in the TSP for Section 468 Mechanical Construction for Movable Bridges calls for the provision of a powered scissor-lift flat bed. Please list the acceptable sources of power for the scissor-lift (e.g., gas, diesel, propane, electric, etc.).	Posted: 5/26/2021 11:27:26 AM
Answer:	Lift is not required to be capable of underwater operation. Intent is to use lift to raise, and maintain position, above the 100-year flood level elevation before a storm for protection of the hydraulic motor. Acceptable power source is any type suitable for use in the enclosed bascule pier space.	Status: ANSWER PUBLISHED Posted: 5/31/2021 6:23:51 AM
Question:	34380: T468-2.26.A in the TSP for Section 468 Mechanical Construction for Movable Bridges calls for the provision of a powered scissor-lift flat bed capable of elevation above the 100-year flood level. In light of the above requirement, is the scissor-lift to be capable of underwater operation?	Posted: 5/26/2021 11:42:22 AM
Answer:	Lift is not required to be capable of underwater operation. Intent is to use lift to raise, and maintain position, above the 100-year flood level elevation before a storm for protection of the hydraulic motor.	Status: ANSWER PUBLISHED Posted: 5/31/2021 6:25:05 AM
Question:	34381: T468-2.26.A in the TSP for Section 468 Mechanical Construction for Movable Bridges calls for the provision of a powered scissor-lift flat bed. Are there any constraints on the lateral dimensions of the scissor-lift?	Posted: 5/26/2021 11:46:37 AM
Answer:	Flat bed is to be moved across pier floor per T468-2.26 (A). Ensure dimensions are such that the flat bed is capable of movement from one side of the pier floor to the other.	Status: ANSWER PUBLISHED Posted: 5/31/2021 6:25:35 AM
Question:	34382: Question: Specification T468-6.4G Materials: Says "provide two limit switches for each cylinder to sense limits of travel." Plan sheet B1-448 (typ) calls for qty 4 limits switches per span lock. What is the correct number of limit switches to be provided with each span lock cylinder?	Posted: 5/26/2021 11:59:43 AM

Answer:	Double-pole limit switches are to be provided per T508-7.2.19. On sheet B1-448 (typ.), "Indication" and "Stop" are two poles on the same limit switch. Two double-pole limit switches are required per T468.6.4 (G) and T508-7.2.19.	Status: ANSWER PUBLISHED Posted: 6/1/2021 4:17:30 PM
Question:	34389: Regarding Bid Item 0570 1 2 - PERFORMANCE TURF, SOD, what type of sod is required? Bermuda or Bahia?	Posted: 5/26/2021 3:11:01 PM
Answer:	Use Bermuda in regards to Bid Item 0570 1 2 - PERFORMANCE TURF, SOD	Status: ANSWER PUBLISHED Posted: 5/31/2021 6:26:32 AM
Question:	34409: On Sheet No. B1-113 the hoist beams for removal of the hydraulic motor are called out as W18X71. On Sheet Nos. B1-117 and B1-118 the same beams are called out as WT18X71. Please confirm which section is to be provided.	Posted: 5/28/2021 10:02:55 AM
Answer:	The hoist beams for removal of the hydraulic motor is W18X71 as shown on Sheet No. B1-113.	Status: ANSWER PUBLISHED Posted: 5/31/2021 6:27:14 AM
Question:	34410: On Sheet No. B1-113 the W18X71 Hoist Beams are shown embedded 8" into the concrete floor slab above. On Sheet No. B-14 the Concrete Cover on the rebar in the Bascule Pier Interior is specified at 2". The beam embedded height is greater than the cover on the bottom mat of rebar. Please advise how conflicts between the slab rebar and the hoist beam webs are to be resolved.	Posted: 5/28/2021 10:06:25 AM
Answer:	Modification to the bottom mat is required within the limits of the hoist beam to avoid conflicts.	Status: ANSWER PUBLISHED Posted: 5/31/2021 6:27:56 AM
Question:	34411: T468-5.5.6.i in the TSP for Section 468 Mechanical Construction for Movable Bridges calls for the provision of a hoist to aid in installation and future removal of hydraulic motor. Please confirm the number of hoists to be provided - i.e., 1 hoist for the project, 1 hoist for each hydraulic motor, other.	Posted: 5/28/2021 10:27:53 AM
Answer:	One scissor lift is required for the project to store the one spare hydraulic motor listed in T468.2.26 (A).	Status: ANSWER PUBLISHED Posted: 5/31/2021 6:28:49 AM

Question:	34412: T468-5.5.6.i in the TSP for Section 468 Mechanical Construction for Movable Bridges calls for the provision of a hoist and corresponding structural supports to aid in installation and future removal of hydraulic motor. The structural supports are called out as W18X71 and WT18X71 on Sheet Nos. B1-113 and B1-117, respectively. Please confirm whether the structural supports for the hoists are to be paid under Item No. 465- 1 Movable Bridge Mechanical Equipment - LS, or other.	Posted:	5/28/2021 10:28:29 AM
Answer:	The hoist beams for removal of the hydraulic motor is W18X71 as shown on Sheet No. B1-113. The structural supports for the hoists are to be paid under Item No. 460-2-6 STRUCT STEEL, BASCULE PIERS.	Status:	ANSWER PUBLISHED
		Posted:	5/31/2021 6:29:47 AM
Question:	34413: Addendum 04 - removed the Lane Rental (Cost Plus Times Bidding). Please confirm that the \$35,000 per day incentive/disincentive for allowable detour of 600 calendar days is still in effect.	Posted:	5/28/2021 10:33:15 AM
Answer:	The Section 8-13.1 Incentives - Disincentive for Detour Rental Days is still in effect for this project.	Status:	ANSWER PUBLISHED
		Posted:	5/31/2021 6:35:10 AM
Question:	34414: With the priority being to get the Southbound bridge opened first, will a temporary sheet pile wall with tie-backs be required to retain the embankment if the NB approaches are not fully constructed prior to opening SB?	Posted:	5/28/2021 10:44:29 AM
Answer:	Phased construction of MSE walls/abutment will not be allowed. Computation of Lane Rental Days will continue until the detour is completely removed and two vehicle travel lanes (one in each travel direction), one bicycle lane, one continuous pedestrian path is restored, and both approaches northbound and southbound need to be constructed in their entirety to the bottom of the Friction Course, except for the approach slab which will require the placement of Temporary Asphalt to finish grade.	Status:	ANSWER PUBLISHED
		Posted:	6/2/2021 2:26:31 PM
Question:	34415: Is Class V required on the shoulder barrier wall on the approaches?	Posted:	5/28/2021 10:46:11 AM
Answer:	Class 5 finish is not required on the shoulder barrier wall of the approaches.	Status:	ANSWER PUBLISHED
		Posted:	6/2/2021 2:27:16 PM

Question: 34417: T468-5.5.6.i in the TSP for Section 468 Mechanical Construction for Movable Bridges calls for the provision of a hoist and corresponding structural supports to aid in installation and future removal of hydraulic motor.

Posted: 5/28/2021 10:52:46 AM

Please confirm the surface finish to be used for the hoist structural supports - i.e., plain, painted per the requirements for the other hydraulic components, HDG, other.

Answer: Paint hot-dip galvanize the hoist structural supports per requirements specified in Note G.9 on Sheet B-14.

Status: ANSWER PUBLISHED

Posted: 5/31/2021 6:30:44 AM

Question: 34421: Can more information be provided regarding Addendum 4 that was just issued? How does this affect the 600 day detour, both the duration and the start date of March 13, 2023?

Posted: 5/28/2021 11:37:30 AM

Answer: Addendum 4 did not change Section 8-13.1 Incentive - Disincentive for Detour Rental Days. The Section 8-13.1 Incentives - Disincentive for Detour Rental Days is still in effect for this project. A+B bidding was removed.

Status: ANSWER PUBLISHED

Posted: 5/31/2021 6:42:09 AM

Question: 34429: From the AD, the FDOT list of pay items shows 0649 -21-3 (Mast Arm 40', 1 EA), 0649-21-6 (Mast Arm 50', 1 EA), 0649-21-10 (Mast Arm 60', 1 EA), 0649-21-15 (Mast Arm 70', 1 EA) and 0649-21-21 (Mast Arm 78', 4 EA), however the Signalization plans only shows 0646-21-10 (Mast Arm 60', 1 EA) and 0646-21-21 (Mast Arm 78', 3 EA). Please clarify the quantity and the type of Mast Arm to quote.

Posted: 5/28/2021 1:20:19 PM

Answer: Refer to response to bid-question No. 33952.

Status: ANSWER PUBLISHED

Posted: 5/31/2021 6:31:35 AM

Question: 34430: Please confirm the scope for the removal of the Original Abandoned Bridge Foundations. For bidding purposes, should the contractor plan on full removal of 23 ea. - Remnant Footers with Timber Piles below similar to Sheet B-42, Sheet B-53 and Sheet BX1-53 or should the contractor assume Remnant footers in only the locations identified (N1, N2, S4, S5) in the Hydrographic Survey provided.

Posted: 5/28/2021 2:08:41 PM

Answer: Refer to response to bid-question No. 33940.

Status: ANSWER PUBLISHED

Posted: 5/31/2021 6:32:15 AM

Question:	34431: Please confirm if the Timber Piles in the locations of the Original Abandoned Bridge Foundations need to be removed in their entirety or a minimum of Two (2) feet below the seabed.	Posted:	5/28/2021 2:11:15 PM
Answer:	Refer to response to bid-question No. 33940.	Status:	ANSWER PUBLISHED
		Posted:	5/31/2021 6:32:50 AM
Question:	34432: Please confirm if the Length for Bid Item 0455 34 6: PRESTRESSED CONCRETE PILING, 30" SQ includes the Preform Length required for End Bent 1, Bascule Pier 4 and Bascule Pier 5.	Posted:	5/28/2021 2:12:25 PM
Answer:	Refer to Plan Revision 2 for the bid quantity for Item 0455 34 6: PRESTRESSED CONCRETE PILING, 30" SQ. Also refer to response to bid questions No. 33967.	Status:	ANSWER PUBLISHED
		Posted:	5/31/2021 6:33:25 AM
Question:	34442: Following up on the answer to Q34411, the question concerns the quantity for the Hoist Assembly shown on Sheet No. B1-92 (and others) and described in T468-5.5.6.i. The Answer concerns the number of Scissor Lifts to be provided. Please confirm the total number of Hoist Assemblies to be provided - i.e., 1 hoist for the project, 1 hoist for each hydraulic motor, other.	Posted:	6/1/2021 1:48:53 PM
Answer:	Refer to Sheet No. B1-90 and Sheet B1-111. 1 hydraulic motor hoist is required for each motor assembly.	Status:	ANSWER PUBLISHED
		Posted:	6/1/2021 4:18:07 PM
Question:	34443: Per the answer to Q34412, the Hoist Assembly support beams are to be paid under Item No. 460-2-6 Struct Steel, Bascule Bridge. The Plan Quantity for this Item is 72,018 lb. Scaling the lengths of the beams shown on Sheet Nos. B1-90 and B1-111 and applying the unit weight of 71 plf for the W18's we arrive at a total weight of 8,331 lb. We cannot locate any other miscellaneous structural steel items in the bascule piers (the Bascule Leaf Deck Joints are to be paid under Item No. 460-2-5 per the answer to Q34302). Please identify the other structural steel components in the bascule piers making up the difference of approximately 63,687 lb.	Posted:	6/1/2021 2:19:06 PM
Answer:	Pay Item 460-2-6 Structural Steel, Bascule Piers include the rear and side armored joint assemblies attached to the bascule piers and the hoist support beams. The joint attached to the bascule leaf is paid under Pay Item 460-2-5 Struct Steel, Bascule Leaf. Refer to Dwg. No. BL-52, BL-53 and BL-54.	Status:	ANSWER PUBLISHED
		Posted:	6/1/2021 4:50:55 PM

Question:	34444: The bid items for FPID: 428400-2-52-02 include a reference to Plan Sheet B1-506. The reference is incorrect. The referenced drawing is a feeder schedule. We have not been able to find any work on the drawings we have in the quantities indicated by the bid form. Please clarify.	Posted: 6/1/2021 2:32:23 PM
	<p>There are (8) bid items that reference plan Sheet BI-506.</p> <ul style="list-style-type: none"> 630-2-11 630-2-15 630-2-16 635-2-11 715-1-12 715-7-11 715-11-115 715-515-115 	
Answer:	Refer to Sheet Nos.: BW-23, BW-24 and B1-514 for scope of work related to Pay Items: 630-2-11, 630-2-15, 630-2-16, 635-2-11, 715-1-12, 715-7-11, 715-11-115 and 715-515-115.	Status: ANSWER PUBLISHED
		Posted: 6/2/2021 6:51:36 AM
Question:	34447: This question is regarding T108.10 - Monitor Existing Structures, Temporary Span Lock System (T108.10-2.3). Will there be any testing of the system required, or will visual inspection of the temporary locks and approved shop drawings be all that is required prior to construction to satisfy this requirement?	Posted: 6/1/2021 4:56:08 PM
Answer:	As per T108-10 temporary span locks are to be furnished meeting the requirements of T108-10. Installation of the temporary span locks is contingent upon operational issues as defined in T108-10. Approved temporary span lock shop drawings, including signed and sealed design and calculations by contractor's Specialty Engineer, are required prior to field installation as needed. Following installation, the contractor will conduct field testing of the temporary span lock system, including operation with the existing bridge control system. Approval by the Engineer of the field testing will be required prior to allowing vehicular traffic on the bridge.	Status: ANSWER PUBLISHED
		Posted: 6/2/2021 6:50:28 AM
Question:	34448: Does the temporary span lock system, identified in T108.10-2.3, have to be on site for the full duration that the existing bridge is in service?	Posted: 6/1/2021 4:56:43 PM
Answer:	The temporary span lock system identified in T108.10-2.3, shall be onsite for the duration that the existing bridge is in service in the event operational issues as defined in T108-10 occurs.	Status: ANSWER PUBLISHED
		Posted: 6/2/2021 2:28:18 PM
Question:	34449: Will the contractor be responsible for paying the tender house utilities while the existing bridge is in use? If so, can the Department provide the typical monthly utility charges for the tender house?	Posted: 6/1/2021 5:04:15 PM

Answer:	The contractor pays the utility bills. The Department does not reimburse the contractor or pays the Utilities bill. The Department did not have enough time to determine typical monthly charges.	Status: ANSWER PUBLISHED
		Posted: 6/5/2021 11:56:32 AM

Question:	34452: The answer to question 34079 stated the performance and creep test area not required. Will these bid items be removed from the proposal?	Posted: 6/2/2021 7:34:04 AM
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Answer:	<p>Reminder: For 30 day advertisements: Questions posted to this site before 5:00 P.M. (EST) on the seventh calendar day prior to the bid opening, or tenth calendar 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. For all questions posted before the deadline, the Department will provide and post responses at the same website before 8:00 A.M. (EST) on the second calendar day prior to bid opening.</p> <p>For 60 day advertisements: Questions posted to this site before 5:00 P.M. (EST) on the tenth calendar day prior to the bid opening, will be responded to by the Department. For questions posted after this deadline, an answer cannot be assured. For all questions posted before the deadline, the Department will provide and post responses at the same website before 8:00 A.M. (EST) on the second calendar day prior to bid opening.</p> <p>Take responsibility to review and be familiar with all questions and responses posted to this website and to make any necessary adjustments in the proposal accordingly</p>	Status: ANSWER PUBLISHED
		Posted: 6/7/2021 3:25:09 AM

Question:	34453: The answer to question 34275 stated that quantity of the neoprene for the bumper blocks was not required in bid item 0400-147 COMPOSITE NEOPRENE PADS. Will this quantity be adjusted for the bid?	Posted: 6/2/2021 7:39:47 AM
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Answer:	<p>Reminder: For 30 day advertisements: Questions posted to this site before 5:00 P.M. (EST) on the seventh calendar day prior to the bid opening, or tenth calendar 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. For all questions posted before the deadline, the Department will provide and post responses at the same website before 8:00 A.M. (EST) on the second calendar day prior to bid opening.</p> <p>For 60 day advertisements: Questions posted to this site before 5:00 P.M. (EST) on the tenth calendar day prior to the bid opening, will be responded to by the Department. For questions posted after this deadline, an answer cannot be assured. For all questions posted before the deadline, the Department will provide and post responses at the same website before 8:00 A.M. (EST) on the second calendar day prior to bid opening.</p> <p>Take responsibility to review and be familiar with all questions and responses posted to this website and to make any necessary adjustments in the proposal accordingly</p>	Status: ANSWER PUBLISHED
		Posted: 6/7/2021 3:25:09 AM

Question:	34454: Plan sheet B-16 shows the approach overlooks shaded similarly to the architectural precast and outside the limits of the class 5 finish. What type of finish is required on the approach overlooks?	Posted:	6/2/2021 7:51:58 AM
Answer:	Class V Finish	Status:	ANSWER PUBLISHED
		Posted:	6/3/2021 2:45:16 PM
Question:	34459: Drainage quantity issues 425-1-351, only 11 found? 425-1-355, none found? 425-1-441, none found? 425-1-461, none found? 425-1-485, none found? 425-1-715, none found? 425-2-43, none found?	Posted:	6/2/2021 4:01:27 PM
Answer:	Refer to FPID 428400-2-52-03 Roadway Component for drainage structures associated with pay items: 425-1-351, 425-1-355, 425-1-441, 425-1-461, 425-1-485, 425-1-715, 425-2-43.	Status:	ANSWER PUBLISHED
		Posted:	6/3/2021 9:37:35 AM
Question:	34466: What activities have to be completed to Commission the Control House prior to the Phase II Detour?	Posted:	6/2/2021 4:11:57 PM
Answer:	The Construction Sequence plan sheets show the control house constructed to the roof level prior to the detour phase. As per note 1 on Sheet B-42, the construction sequences shown are suggested for guidance. Development of final construction sequences are the responsibility of the contractor. Refer to sections 8.13.1 and 8.13.2 for Incentive - Disincentive for Detour Rental Days and "Bonus" Payment requirements and correlated completion of work, respectively. Also refer to responses to related pre-bid questions herein for further clarification on the completion of work requirement for Incentive-Disincentive for Detour Rental Days. There are no requirements for the construction completion of the control house prior to the detour phase. However, prior to the completion of the detour phase the operation of the southbound bascule span shall be from the new control house using the new operator control desk.	Status:	ANSWER PUBLISHED
		Posted:	6/5/2021 11:53:04 AM
Question:	34481: The water and sewer bid items call for 2" pipe but the plans call out 1-2/2" pipe. What is the correct size of pipe required?	Posted:	6/4/2021 3:31:35 PM
Answer:	The correct size of the water and sewer is shown on Utility plans UT-03-UT-07. Bid cost under 2" pipe	Status:	ANSWER PUBLISHED
		Posted:	6/5/2021 11:51:00 AM

Question: 34496: The SFWMD permit for this project prohibits the use of explosives on this project. Please confirm that this permit language is still current. Posted: 6/8/2021 10:19:02 AM

Answer: Reminder: For 30 day advertisements: Questions posted to this site before 5:00 P.M. (EST) on the seventh calendar day prior to the bid opening, or tenth calendar 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. For all questions posted before the deadline, the Department will provide and post responses at the same website before 8:00 A.M. (EST) on the second calendar day prior to bid opening.

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Take responsibility to review and be familiar with all questions and responses posted to this website and to make any necessary adjustments in the proposal accordingly

Status: ANSWER PUBLISHED
Posted: 6/9/2021 3:25:07 AM