



Bid Questions and Answers Report

Date & Time:

1/12/2022 8:52:08 AM

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

District Phone: (954) 777-4130

Proposal: T4583

Project: 429936-2-52-01

Letting Date: 1/12/2022

Localtion: CENTRAL OFFICE

Description: SR A1A (NORTH CAUSEWAY)

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Question: 35762: Due to the Thanksgiving holiday taking place the week before the bid, we would like to request a 2 weeks bid extension in order to provide contractors with sufficient time to receive and properly vet materials and subcontractors quotes and be able to provide the department with a responsible bid proposal. Posted: 10/11/2021 3:26:32 PM

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Answer: Letting has change to 12/8/2021 Status: ANSWER PUBLISHED  
Posted: 10/27/2021 9:13:01 AM

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Answer: The request to delay the letting for two weeks is denied. Status: ANSWER VOIDED  
Posted: 10/18/2021 8:24:16 AM

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Question: 35763: Reference is made to Sheet BQ-1. Please describe how the 30" Sq. pile lengths were Determined. Using Minimum Tip and Cut-off Elevations does not equate to the Quantities on Sheet BQ-1. Posted: 10/11/2021 3:27:40 PM

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Answer: The pile lengths were calculated by subtracting the estimated tip height from the top of pile at practical refusal. The top of pile at practical refusal was set above the cofferdam sheet pile to avoid driving in water. The estimated tip height was set to establish practical refusal as derived by Geotechnical analysis. This is as opposed to minimum tip which is set to provide lateral stability. Status: ANSWER PUBLISHED  
Posted: 10/13/2021 10:51:44 AM

Question:	35792: As the EOR Is likely aware, in order to get Railroad Insurance the insurers & underwriters require certain base information.  Please provide the requested information below:  1. For Regular Traffic per day: Please provide: a. Number of Passenger Trains b. Number of Freight Trains  2. For Trains passing work site during work hours: Please provide: a. Number of Passenger Trains b. Number of Freight Trains  3. If slow order is in effect, please describe what the perimeter will apply.	Posted:	10/13/2021 11:37:28 AM
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: 10/13/2021 12:13:04 PM
Question:	35825: The demolition of the existing Structure is a substantial & critical portion of this Project. To enable responsible bids, can the Existing Structures Documents be re-scanned and shared using a resolution that is legible?	Posted:	10/15/2021 10:25:44 AM
Answer:	The original existing bridge plans are of the same quality and resolution as the scanned versions included in the bid package.	Status:	ANSWER PUBLISHED  Posted: 10/16/2021 4:33:44 PM
Question:	35911: Are the Seal slabs dimensions shown on the drawings for reference only, or have they been designed by the EOR?	Posted:	10/21/2021 11:01:00 AM
Answer:	See response to Question 35912.	Status:	ANSWER PUBLISHED  Posted: 10/22/2021 7:19:42 AM
Question:	35912: If Seal slabs have not been designed by the EOR, will referenced thicknesses need to be maintained or can they be adjusted by contractor's design?	Posted:	10/21/2021 11:01:36 AM
Answer:	The seal slab thicknesses as specified on the contract plans need be maintained as the minimum thicknesses required. The seal slab thickness may be adjusted by contractor's design later on if approved by the engineer. The contractor shall be fully responsible for additional costs associated with the seal slabs in case they need be thicker per contractor's design. The contractor shall design and detail the cofferdams (including seal slabs), and submit shop drawings for engineer's approval prior to construction. Associated costs shall be included in the bid price.	Status:	ANSWER PUBLISHED  Posted: 10/22/2021 7:19:11 AM

Question:	35913: Will the EOR consider increasing the Top of Pile elevation in order to bring piles out of the water during low tide?	Posted:	10/21/2021 11:02:10 AM
Answer:	With extra lengths, piles can be driven out of the water during low tide; however, they need be cut off to the elevations as specified on the plans after dewatering in the cofferdam. Associated costs for extra lengths to bring the piles out of the water during low tide and extra cofferdam costs for pouring the footing during low tide shall be included in the bid price.	Status:	ANSWER PUBLISHED
		Posted:	10/22/2021 7:18:19 AM
Question:	35914: Will the EOR consider raising the footing in order to bring the piles out of the water?	Posted:	10/21/2021 11:02:44 AM
Answer:	Raising the footing to bring the piles out of water will not be considered. With extra lengths, piles can be driven out of water; however, they need be cut off to the elevations as specified on the contract plans after dewatering in the cofferdam. Associated costs shall be included in the bid price.	Status:	ANSWER PUBLISHED
		Posted:	10/22/2021 7:17:30 AM
Question:	35915: Please confirm if existing bridge Reef disposal is a mandatory method or can contractor's choose their own disposal methodology?	Posted:	10/21/2021 11:03:12 AM
Answer:	Use of the artificial reef for delivery and disposal of suitable steel and concrete materials is mandatory. Suitable material and artificial reef location are per the requirements and referenced documents of Section 110-11.7 of the Specifications.	Status:	ANSWER PUBLISHED
		Posted:	10/22/2021 7:16:46 AM
Question:	35916: End bent caps are currently detailed as 400-4-5 Substructure concrete on sheet BQ-1. Please confirm that EB1,27 pile caps are NOT mass concrete.	Posted:	10/21/2021 11:04:03 AM
Answer:	Response: Caps for EB 1 and 27 should be Mass concrete. Associated costs shall be included in the bid price.	Status:	ANSWER PUBLISHED
		Posted:	10/22/2021 7:15:34 AM
Question:	35917: Please confirm that Bent 1-26 beam seat and keeper block concrete is carried under 400-4-25 Mass concrete, not 400-4-5 Substructure concrete.	Posted:	10/21/2021 11:04:47 AM
Answer:	Bent 1-26 beam seat concrete is carried under 400-4-25 Mass concrete assuming the seats are poured together with the bent / pier cap. Keeper block concrete is carried under 400-4-5 Substructure concrete. Associated costs shall be included in the bid price.	Status:	ANSWER PUBLISHED
		Posted:	10/22/2021 7:14:57 AM

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Question: 35918: The Profiles of Footers 10 through 16 and 19 through 21 make it appear that we will need to excavate in order to place the Seal under the footer.  
Please confirm that we can excavate the existing seafloor in order to facilitate the Seal Installation.

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Answer: Excavating existing seafloor for seal installation is allowed to facilitate the seal installation. Performing excavations to facilitate seal installation shall be contractor's means and methods and all associated costs shall be included in the bid price.

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Status: ANSWER PUBLISHED  
Posted: 10/22/2021 4:30:55 PM

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Question: 35919: For excavation needed at of Footers 10 through 16 and 19 through 21, please confirm that side casting the excavated material will be acceptable.

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Answer: For Footings 10 through 16 and 19 through 21, side casting the excavated material is NOT acceptable. Associated costs shall be included in the bid price.

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Status: ANSWER PUBLISHED  
Posted: 10/22/2021 7:14:15 AM

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Question: 35931: Please provide the KMZ and CAD files.

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Posted: 10/22/2021 3:23:27 PM

Answer: CADD files have been posted to CPP.  
KMZ files are attached to this BQA. These KMZ files are not 100% or have been QC to the design plans. The 429936-2 North Bridge.kmz 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.

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Status: ANSWER PUBLISHED  
Posted: 10/26/2021 7:55:52 AM

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Document: 12501133: 429936-2 North Bridge.kmz

429936-2 North Bridge.kmz

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Question: 35950: There is no bid item for Base Group 11, please add this bid item.

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Posted: 10/26/2021 3:25:07 PM

Answer: the plan revision is being processed this week. The following pay item and quantity is added. 0285-711 OPTIONAL BASE GROUP 11, QTY: 10,708.00 SY

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Status: ANSWER PUBLISHED  
Posted: 11/2/2021 8:21:21 AM

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Question: 35959: Please provide the latest Bridge Inspection Reports. Posted: 10/28/2021 10:56:15 AM

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Answer: Attached is the latest Bridge Inspection Reports Status: ANSWER PUBLISHED

Posted: 11/8/2021 10:10:21 AM

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Document: 12562408: RR940045\_033120.PDF

RR940045\_033120.PDF

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Document: 12562428: RS940045\_030321.PDF

RS940045\_030321.PDF

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Question: 35960: For pay item 455-119-105, load test shaft, are alternatives to top-down static loading such as rapid load testing (RLT, "Statnamic") or bi-directional testing ("O-cell") considered acceptable if the specified test load is achieved? Posted: 10/28/2021 11:36:15 AM

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Answer: Statnamic testing was not considered due to vibration concerns to existing structures and utilities. Side friction (skin friction) estimate is very critical for the shaft design. With O-cell testing, shaft tip can move/fail before full mobilization of side friction and adequate information may not be available to finalize the production shaft tip elevations. Load tests on multiple load test shafts with different shaft lengths may be required, and for this reason O-cell testing was not considered. Status: ANSWER PUBLISHED

Posted: 11/2/2021 8:22:27 AM

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Question: 35966: The GPK file was not provided, can this file be provided? Posted: 10/28/2021 4:06:33 PM

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Answer: We were not able to attached the GPK file with this bid question. GPK file should already been added to the posted CADD files or will be included with the next revision. If it is not, please post another question. Status: ANSWER PUBLISHED

Posted: 11/13/2021 11:53:07 AM

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Question: 35967: It appears the superstructure cross section differs from the one provided in the existing plans. Has the the superstructure been modified from the original construction and if so, are those plans available? Posted: 10/29/2021 10:46:27 AM

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Answer: A raised sidewalk was added to the bridge in the 2002 rehabilitation, so the bridge section is different than in the original plans. Attached is the Rehab plans. Status: ANSWER PUBLISHED  
Posted: 11/3/2021 8:36:08 AM

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Document: 12535105: 429936-2\_North\_Bridge\_940045\_2002\_Rehab.pdf

429936-2\_North\_Bridge\_940045\_2002\_Rehab.pdf

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Question: 35978: It seems there is a problem with the roadway plans file format. The scale shown doesn't match with the drawing. Please provide a new roadway plans set on scale. Posted: 11/2/2021 8:45:16 AM

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Answer: The plans were signed and sealed on 11X17 plan sheet. The pages are defaulted to print to letter size. Status: ANSWER PUBLISHED  
Posted: 11/8/2021 9:48:12 AM

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Question: 35979: The pdf version on the new utilities drawings (U1-U12) was not included within Addendum 1 files. Please provide drawings. Posted: 11/2/2021 10:08:05 AM

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Answer: Our Contracts Office has stated that the utilities drawings were posted with the letting date change addendum. If the plans are not located with this addendum, please resubmit a question. Status: ANSWER PUBLISHED  
Posted: 11/2/2021 12:50:05 PM

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Question: 35980: Please review bid quantities for pay items:  
415-10-5 Fiber Reinforced Polymer Bars, #5 Bars  
415-10-6 Fiber Reinforced Polymer Bars, #6 Bars  
415-10-8 Fiber Reinforced Polymer Bars, #8 Bars  
Our takeoff is showing higher quantities. Posted: 11/2/2021 10:12:53 AM

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Answer: A plan revision will be issue prior to letting. the Updated quantities are as follows:  
415-10-5 Fiber Reinforced Polymer Bars, #5 Bars = 25,009 LF  
415-10-6 Fiber Reinforced Polymer Bars, #6 Bars = 3,940 LF  
415-10-8 Fiber Reinforced Polymer Bars, #8 Bars = 3,296 LF Status: ANSWER PUBLISHED  
Posted: 11/8/2021 2:35:23 PM

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Question: 35981: Supplemental Specification T465 references the following FDOT Topic Numbers 850-010-032 Movable Bridge Operations, 850-010-011 Bridge Underwater Operations and 850-010-030 Bridge and Other Structures Inspection and Reporting but we have had problems downloading these documents from the FDOT Asset Maintenance Procedures web page. Can copies of these documents be provided? Posted: 11/2/2021 10:24:40 AM

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Answer: Attached is the three reference manual as requested      Status: ANSWER PUBLISHED  
Posted: 11/3/2021 10:59:31 AM

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Document: 12538709: 850-010-032.pdf  
850-010-032.pdf

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Document: 12538715: 850-010-030.pdf  
850-010-030.pdf

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Document: 12538722: 850-010-011.pdf  
850-010-011.pdf

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Question: 35982: The specifications include Specification 581 for Tree and Palm Relocation but there is no pay item for Tree and Palm Relocation. Will a pay item be added for the required number of trees and palms to be relocated?      Posted: 11/2/2021 10:36:29 AM

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Answer: There is no tree relocation required.      Status: ANSWER PUBLISHED  
Posted: 11/10/2021 3:15:57 PM

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Question: 35985: The plan start and end stations for Gravity walls-400 0 11, do not match the stations listed in the SQ sheets. Please advise.      Posted: 11/2/2021 11:13:11 AM

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Answer: The gravity wall stations will be revised to be consistent in plans and SQ sheets. Both plans and SQ will need to be revised. Plan revision will be issue next week.      Status: ANSWER PUBLISHED  
Posted: 11/8/2021 4:56:04 PM

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Question: 35986: It appears that the PDF files for most of the plans except Structures were formatted and prepared as 8.5" x 11" instead of 11" x 17". Can the department please re-format and reissue the affected plans to the correct format of 11" x 17"?      Posted: 11/2/2021 11:16:00 AM

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Answer: The roadway plans were signed and sealed as 11X17" format. These roadway plans have been verified as correct.      Status: ANSWER PUBLISHED  
Posted: 11/8/2021 9:50:40 AM

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Question: 36011: Addendum 1 zip file included only the CAD files for the new utilities drawings. PDF version of the utilities drawings (U1-U12) has not been provided within Addendum 1. Only Roadway and Signalization Revised Drawings (pdf files) were included. Please provide pdf version of the Utilities Drawings.

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Answer: The Utility file has been posted to the CPP site.

Status: ANSWER PUBLISHED

Posted: 11/3/2021 3:55:37 PM

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Question: 36012: Drawing BW -30 indicates the Anchor Bars to be ASTM A722 Grade 150, Galvanized - this conflicts with the description on BW-32, which indicates the bars to be Type 304, Grade 75. Please Clarify what material is to be supplied.

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Answer: The material to be used is ASTM A722 Grade 150, Galvanized.

Status: ANSWER PUBLISHED

Posted: 11/3/2021 3:59:07 PM

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Question: 36013: Drawing BW -30 indicates the Bearing Plates & Hardware to be Galvanized - this conflicts with the description on BW-32, which indicates 316 Stainless Steel for plates and Washers. Please Clarify what material is to be supplied.

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Answer: The Bearing Plates & Hardware shall be Galvanized.

Status: ANSWER PUBLISHED

Posted: 11/3/2021 3:58:26 PM

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Question: 36014: Drawing BW-32 shows a 1/2" Plate (2' x 5.75') that is to be cover the transition from Existing Bulkhead wall into the New Bulkhead wall. Please clarify if that plate is to be galvanized or Stainless steel.

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Answer: The 1/2" plate to cover the transition from the existing bulkhead into the new bulkhead shall be galvanized.

Status: ANSWER PUBLISHED

Posted: 11/3/2021 3:56:36 PM

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Question: 36016: The SQ summary for item 521 8 3, 36" Barrier from 301+60 to 305+10 is not correct.

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Answer:	The pay item shown in the SQ Summary from Station 301+60 to 305+10 is for item 0521 8 7.	Status: ANSWER PUBLISHED
		Posted: 11/12/2021 12:15:51 PM
Question:	36017: MSE wall 2A control drawings show 32" traffic barrier while the SQ summary shows the station range for the 36" barrier. 400+57 to 400+94. Please advise	Posted: 11/3/2021 3:53:50 PM
Answer:	A 36" traffic barrier shall be used at wall MSE wall 2A.	Status: ANSWER PUBLISHED
		Posted: 11/6/2021 3:31:38 PM
Question:	36019: Please clarify bid quantity for Pay Item 0630 2 16 CONDUIT, FURNISH & INSTALL, EMBEDDED CONCRETE BARRIERS AND TRAFFIC RAILINGS 12,586 LF. Considering the total length of barriers and traffic railings is 11,143-ft (items 0521 5 13, 0521 8 3 and 0521 8 7) and there are 3-2" conduits, the total conduit quantity is around 33,429-lf.	Posted: 11/3/2021 5:44:32 PM
Answer:	The total quantity for Pay Item 0630 2 16 (CONDUIT, FURNISH & INSTALL, EMBEDDED CONCRETE BARRIERS AND TRAFFIC RAILINGS for three 2" diameter conduits will be revised to 37,758 LF. The plan revision will be issued next week.	Status: ANSWER PUBLISHED
		Posted: 11/8/2021 4:53:57 PM
Question:	36027: Please provide the Height Zoning Map of the Treasure Coast International Airport and Business Park.	Posted: 11/4/2021 2:21:57 PM
Answer:	The Department does not have the requested information about the Height Zoning Map of the Treasure Coast International Airport and Business Park.	Status: ANSWER PUBLISHED
		Posted: 11/9/2021 2:46:40 PM
Question:	36028: The 32" traffic railing quantity for MSE wall 1B is missing from the summary of quantities SQ sheet. Please advise.	Posted: 11/4/2021 2:31:16 PM
Answer:	The railing quantity is provided in the Summary of Railing. Stations shown using the Gas Station baseline.	Status: ANSWER PUBLISHED
		Posted: 11/13/2021 11:44:16 AM
Question:	36029: Could the Department please attached the permits procured and the utility work schedules for this job? we are not being able to access them from the link in the specification package.	Posted: 11/4/2021 2:56:39 PM

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Answer: As requested. See attached. The link is working now. Status: ANSWER PUBLISHED  
Posted: 11/4/2021 6:57:44 PM

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Document: 12553570: 42993625201 files.pdf  
42993625201 files.pdf

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Question: 36032: Could the Department please provide the Geotech Report for the bridge and roadway work? Posted: 11/5/2021 8:35:26 AM

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Answer: See attached Geotech Reports Status: ANSWER PUBLISHED  
Posted: 11/6/2021 3:40:46 PM

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Document: 12560099: 42993625201\_Geotech\_Report\_Bridges.pdf  
42993625201\_Geotech\_Report\_Bridges.pdf

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Document: 12560100: 42993625201\_Geotech\_Report\_Misc\_Structures.pdf  
42993625201\_Geotech\_Report\_Misc\_Structures.pdf

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Document: 12560101: 42993625201\_Geotech\_Report\_Retaining\_Walls.pdf  
42993625201\_Geotech\_Report\_Retaining\_Walls.pdf

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Document: 12560102: 42993625201\_Geotech\_Roadway\_Soil\_Survey\_Report.pdf  
42993625201\_Geotech\_Roadway\_Soil\_Survey\_Report.pdf

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Question: 36033: Please provide Asbestos bridge report and identified areas of contamination under the roadway work. Both documents cannot be downloaded from the FTP links provided in the Specifications Package. Posted: 11/5/2021 8:51:34 AM

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Answer: See attached Status: ANSWER PUBLISHED  
Posted: 11/6/2021 3:43:25 PM

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Document: 12560103: 42993625201\_Asbestos\_survey.pdf

Asbestos\_survey.pdf

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Document: 12560104: 42993625201\_Asbestos\_survey\_tender\_house.pdf

Asbestos\_survey\_tender\_house.pdf

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Question: 36034: The plan calls for curb and gutter shoulder barrier from 91+04.95 to 92+11.54. This wall appears to a shoulder barrier, retaining section. Please advise. Posted: 11/5/2021 12:12:24 PM

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Answer: The plans will be revised to call for a concrete shoulder barrier, retaining section. The plan revision will be issued next week. Status: ANSWER PUBLISHED  
Posted: 11/13/2021 11:45:29 AM

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Question: 36036: The quantity shown for the gravity wall station 510+99 to 513+06 is based on a linier station measurement and does not account for the added length along the radi or offset distance. Please update the CY quantity. Posted: 11/5/2021 12:35:32 PM

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Answer: The quantity will be revised this week to account for the additional length. Status: ANSWER PUBLISHED  
Posted: 11/15/2021 10:18:47 AM

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Question: 36038: Cross section sheet no. 267, station 353+00 to 353+50 shows MSE wall 3A changing from MSE wall with parapet and coping to a gravity wall. This change is not shown in the wall drawings or quantified with the gravity walls. Please advise. Posted: 11/5/2021 1:35:15 PM

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Answer: Quantities and plans will be revised to match cross sections. Plan revision will be issued next week. Status: ANSWER PUBLISHED  
Posted: 11/8/2021 5:16:08 PM

Question:	36039: Drawing BW-11. Please clarify bid item to be used for Pedestrian Railing. Standard Plan 515-062 has 5 different railing types (picket, chain-link, sunshine, Broadway, perforated). Please clarify which type is needed for this project.	Posted:	11/5/2021 1:59:08 PM
Answer:	Bid pay item to be used for Pedestrian Railing is: 515-2-311 (Pedestrian/Bicycle Railing, Aluminum Only, 42" Type 1). The bid pay item last two digits indicates the type of pedestrian railing to be used.	Status:	ANSWER PUBLISHED
		Posted:	11/8/2021 9:45:21 AM
Question:	36040: The 12' shared use path along MSE wall 3A is shown in the wall details and cross sections to be a concrete slab while the typical sections, sheet 18 depicts asphalt and base. Please advise.	Posted:	11/5/2021 2:19:47 PM
Answer:	The 12' shared used path shall be a concrete slab as shown in the wall details and cross-sections.	Status:	ANSWER PUBLISHED
		Posted:	11/6/2021 3:30:36 PM
Question:	36048: Concrete parapet, retaining, 521 6 34 along wall 3C is shown to end prior to the end of the MSE wall at station 353+41.	Posted:	11/5/2021 3:03:11 PM
Answer:	Concrete parapet will be revised to the end with the MSE wall. Plan revision will be issued next week.	Status:	ANSWER PUBLISHED
		Posted:	11/8/2021 5:16:56 PM
Question:	36049: The light pole on wall 3C is shown at two different locations between the plan view and elevation view. See sheet BW-7.	Posted:	11/5/2021 3:05:53 PM
Answer:	The light pole location on wall 3C plan view (sheet BW-7) is the correct location.	Status:	ANSWER PUBLISHED
		Posted:	11/6/2021 4:56:52 PM
Question:	36050: Is precast coping approved for use along MSE walls 3A & 3C with the parapet wall item, 521 6 34?	Posted:	11/5/2021 3:09:14 PM
Answer:	Precast coping is approved for use along MSE walls 3A & 3C, as per Standard Plans Index 521-630.	Status:	ANSWER PUBLISHED
		Posted:	11/8/2021 9:55:47 AM

Question:	36052: What is the design high water elevation used to determine the need of aggregate backfill in MSE walls?	Posted:	11/5/2021 3:49:20 PM
Answer:	The Stage elevation (100-Year Flood) is +8.2.	Status:	ANSWER PUBLISHED
		Posted:	11/6/2021 3:29:28 PM
Question:	36056: Is the Department taking ownership of any components from the existing bridge? If so, please specify which components and where they should be delivered.	Posted:	11/8/2021 11:08:38 AM
Answer:	The Department is not intending to salvage, maintain, or take ownership of any components from the existing bridge. T465-3.3 indicates that routine and special inspections will be performed by the Department's Asset Maintenance contractor and that the bridge construction Contractor is to provide access to the bridge for these inspections. Task work orders as a result of routine or special inspections shall be paid per lump sum or each day as determined by the Engineer, as indicated in T465-2 Method of Measurement.	Status:	ANSWER PUBLISHED
		Posted:	11/8/2021 2:34:21 PM
Question:	36058: In reference to Question 36039. Drawing BW-11 shows pedestrian railing to be used on the MSE Wall Stairway per Index 515-062 and it doesn't clarify which type of railing is going to be used. Pay Item 515-2-311 Pedestrian/Bicycle Railing, Aluminum Only, 42" Type 1 covers pedestrian/bicycle railing Type 1 per Index 515-061. Please clarify the pay item to be used for the railing to be installed on MSE Wall Stairway and if this railing is Type 1.	Posted:	11/8/2021 1:53:26 PM
Answer:	As per Standard Plans Instructions Index 515-062, the payment to be used is 515-2-3BB. The Basis of Estimates designates BB = Rail Type = 11 (42" Type 1) Picket Infill Panel. Pay Item 515-2-311 is also used for Standard Index 515-062 and can be installed on the wall stairs. The type of railing is 1.	Status:	ANSWER PUBLISHED
		Posted:	11/9/2021 1:12:38 PM
Question:	36059: The existing storm pipe and structures are not called out for removal, nor are the existing pipe sizes listed on the plans. Please advise how this work is to be determined.	Posted:	11/8/2021 3:44:55 PM
Answer:	The project calls for clearing and grubbing ROW to ROW. All drainage features (inlets and pipes) are removed except as indicated. For the milling and resurfacing areas the existing drainage features will be remain as it is.	Status:	ANSWER PUBLISHED
		Posted:	11/9/2021 2:33:25 PM
Question:	36061: Please provide removal limits as well as a typical section for the reconstruction of the gas station driveway area.	Posted:	11/8/2021 3:47:21 PM

Answer:	For removal limits see Sheet 115 for Gas Driveway intersection detail sheet. Gas station driveway typical section consists of Pay Items 0160-4 Type B Stabilization, 285-7-11 Optional Base Group 11, 0334-1-53 Traffic C PG76-22, 0337-7-82 FC-9.5 PG76-22 with depths consistent with the adjacent SR A1A typical section.	Status: ANSWER PUBLISHED
		Posted: 11/23/2021 4:18:52 PM
Question:	36062: Who is responsible for the removal of the FEC rail crossing?	Posted: 11/8/2021 3:50:38 PM
Answer:	FEC will be responsible for removing the crossing surface (concrete panels and track). FEC will also be removing any crossing warning protection devices (gates, cantilevers, bungalows, masts, gate mechanisms). The bridge contractor will be responsible for removing roadway surface, curbs, sidewalks leading up to the crossing surface, including those located within rail owned right of way leading up to the tracks. FEC will remove only the portion within the tracks.	Status: ANSWER PUBLISHED
		Posted: 11/9/2021 11:09:42 AM
Question:	36063: Under what pay item is the asphalt base curb pad quantified?	Posted: 11/8/2021 3:53:17 PM
Answer:	The curb pad is to be compensated under pay item 520-1-10.	Status: ANSWER PUBLISHED
		Posted: 11/9/2021 2:13:52 PM
Question:	36064: There are a number of manhole lids in the roadway sections called out for milling. These lids will require adjustment. A pay item for this work should be added.	Posted: 11/8/2021 4:27:09 PM
Answer:	UAOs are to adjust their manholes per the Utility Work Schedules. Highway contractor is required to provide elevations. A pay item for this work is not needed.	Status: ANSWER PUBLISHED
		Posted: 11/9/2021 1:10:27 PM
Question:	36065: Sheet no. 355 of the traffic control plans (Phase 2A) shows construction of Piers 2 - 5 while traffic is diverted outside of construction limits. Sheet no. 368 of the traffic control plans (Phase 2C) shows traffic running on the newly constructed foundations for Piers 2-5. It appears the intent is to construct the foundations in Phase 2A, backfill and place traffic over this area for Phase 2C and then excavate to construct the footings in Phase 3. Is this correct? If so, how is this work to be paid for?	Posted: 11/8/2021 4:28:45 PM
Answer:	Yes, that's the intent. All work is included under 102-1 - Maintenance of Traffic.	Status: ANSWER PUBLISHED
		Posted: 11/10/2021 9:02:57 AM

Question:	36066: Please consider adding a pay item for filling and abandoning storm pipe in place.	Posted:	11/8/2021 4:28:51 PM
Answer:	The project calls for clearing and grubbing ROW to ROW. All drainage features (inlets and pipes) are removed except as indicated. For the milling and resurfacing areas the existing drainage features will be remain as it is. Therefore, there is no need to include pay item for filling and abandoning storm pipe in place.	Status:	ANSWER PUBLISHED
		Posted:	11/9/2021 4:29:13 PM
Question:	36067: Drawing SQ-19 Summary of Railing is showing 78-ft for the pipe handrail located at the MSE Wall Stairway (Sta 304+53.53 to 305+24.87). Drawing BW-11 plan view is showing railing in both sides of the stairs. Please confirm if quantity should be changed from 78-ft to 156-ft and Pay Item 0515 1 2 Total Quantity should be updated as well.	Posted:	11/9/2021 9:17:26 AM
Answer:	The Pay Item will be revised prior to letting to 515-2-311 (PEDESTRIAN/ BICYCLE RAILING, ALUMINUM ONLY,42" TYPE 1). The MSE wall stairway quantity will be revised to 156-ft.	Status:	ANSWER PUBLISHED
		Posted:	11/9/2021 11:08:49 AM
Question:	36074: The existing gravity walls to be removed are not quantified in the concrete removal SQ sheets. Please advise.	Posted:	11/10/2021 9:02:17 AM
Answer:	The project calls for clearing and grubbing ROW to ROW. Removal of gravity walls is paid for under 110-1-1.	Status:	ANSWER PUBLISHED
		Posted:	11/10/2021 3:12:58 PM
Question:	36075: There are no begin/end station limits provided on the plan view drawings for new curb. Nor are there limits provided for curb removal. Please update	Posted:	11/10/2021 9:37:33 AM
Answer:	Begin and end station and length of curbs are quantified on SQ-20. Curb Removal limits are shown on SQ-11.	Status:	ANSWER PUBLISHED
		Posted:	11/13/2021 11:43:05 AM
Question:	36078: Where is the removal of the CIP retaining wall, 314+60 to 317+57 RT quantified and paid for?	Posted:	11/10/2021 10:46:36 AM
Answer:	The project calls for clearing and grubbing ROW to ROW. Removal of the CIP retaining wall is paid for under 110-1-1.	Status:	ANSWER PUBLISHED
		Posted:	11/10/2021 3:13:59 PM

Question:	36079: Under what pay item is the relocation/replacement of the "North Causeway Island Park" sign compensated?	Posted:	11/10/2021 12:21:16 PM
Answer:	The County's North Causeway Island Park sign and footer were demolished and removed during the Right of Way Clearing phase.	Status:	ANSWER PUBLISHED
		Posted:	11/10/2021 4:19:10 PM
Question:	36080: A portion of the existing guardrail and seawall called out to remain is in conflict with the proposed Park Access retaining wall and roadway construction. Please add these removal quantities to there respective pay items.	Posted:	11/10/2021 12:25:45 PM
Answer:	The existing seawall does not extend into the plan footprint of the Park Access Rd. Include the cost of removing minor length of guardrail and slope protection within the footprint of the Park Access Rd in Pay Item 110-1-1.	Status:	ANSWER PUBLISHED
		Posted:	11/18/2021 5:50:58 PM
Question:	36088: Phase 2C, A1A shows the permanent MSE wall being constructed from 346+00 to 365+10 with temporary barrier wall in conflict with the strap zone. There appears to be a need for temporary wire wall in this area. Please advise.	Posted:	11/10/2021 3:52:44 PM
Answer:	Phase IIC shows the construction of the approach road to the Park Entrance. MSE wall is being shown constructed in Phase III. Therefore, there is no conflict between temporary barrier wall and MSE wall.	Status:	ANSWER PUBLISHED
		Posted:	11/11/2021 12:27:24 PM
Question:	36090: 36078. OBE 2017 revision includes removal of walls based on exposed vertical face. Please update SQ summary box accordingly.	Posted:	11/10/2021 4:22:55 PM
Answer:	Include the cost of removal of gravity wall in clearing and grubbing pay item (110-1-1, AC).	Status:	ANSWER PUBLISHED
		Posted:	11/13/2021 11:48:16 AM
Question:	36091: 36065. Please update SQ summary box quantity of temporary pavement for item 102 2200, "Special Detour - Temporary Pavement" to reflect the revision.	Posted:	11/10/2021 4:24:57 PM
Answer:	The plans have been updated as requested. Plan revision will be (or has been) issued this week.	Status:	ANSWER PUBLISHED
		Posted:	11/18/2021 1:01:20 PM



Question:	36093: Please confirm if the contractor is responsible for paying for the FEC flagman.	Posted:	11/11/2021 8:45:11 AM
Answer:	FEC will provide their own flagmen. The highway contractor is not responsible for paying for the FEC flagmen.	Status:	ANSWER PUBLISHED
		Posted:	11/11/2021 12:29:57 PM
Question:	36094: Please clarify when the contractor is to take control of the existing movable bridge and provide a bridge operator and preventative maintenance. Note V on sheet B-8 states "as needed during demolition activities" however the TSP states the "first chargeable day through Final Acceptance".	Posted:	11/11/2021 8:50:20 AM
Answer:	The contractor is to take control of the existing movable bridge and provide a bridge operator and preventative maintenance from first chargeable day through Final Acceptance.	Status:	ANSWER PUBLISHED
		Posted:	11/11/2021 12:30:52 PM
Question:	36095: Please address the proposed storm pipe and removal of existing storm pipe in the mill and resurface area of Old Dixie, 515+20.	Posted:	11/11/2021 9:34:58 AM
Answer:	For overbuild and milling and resurfacing areas the existing drainage features will be remain as it is.	Status:	ANSWER PUBLISHED
		Posted:	11/11/2021 6:04:31 PM
Question:	36096: Please provide the pipe sizes for all the existing storm pipe to be removed.	Posted:	11/11/2021 9:39:57 AM
Answer:	See Verified Utility Locate Tabulation of VVHS Sheets UTV-1 through UTV-4 for sizes of existing buried utilities.	Status:	ANSWER PUBLISHED
		Posted:	11/11/2021 12:34:13 PM
Question:	36097: As a follow up to question 36062, is the scope of work similar for the proposed crossing where FEC only performs work between the rails?	Posted:	11/11/2021 10:16:14 AM
Answer:	The scope of the reconstruction work for the Marina Access Rd in the vicinity of the FEC RR is shown on Sheet 75 of the Roadway Plans.	Status:	ANSWER PUBLISHED
		Posted:	11/11/2021 12:28:18 PM

Question:	36098: Will FEC provide their own flagger for the work that they perform?	Posted:	11/11/2021 10:16:54 AM
Answer:	FEC will provide their own flagmen.	Status:	ANSWER PUBLISHED
		Posted:	11/11/2021 12:29:09 PM
Question:	36099: 36064/36066. Address storm manhole lid and structure in mill/resurface area, 514+00. Please address storm pipe to be removed and not filled in mill/resurface area, 306+20 to 306+20 / 514+00.	Posted:	11/11/2021 10:36:15 AM
Answer:	: UAOs are to adjust their manholes per the Utility Work Schedules. Highway contractor is required to provide elevations. The project calls for clearing and grubbing ROW to ROW. All drainage features (inlets and pipes) are removed except as indicated. For the milling and resurfacing areas the existing drainage features will be remain as it is.	Status:	ANSWER PUBLISHED
		Posted:	11/11/2021 6:08:53 PM
Question:	36100: Please address the pipe to be removed under milling area, 306+40.	Posted:	11/11/2021 10:48:21 AM
Answer:	For the milling and resurfacing areas the existing drainage features will be remain as it is	Status:	ANSWER PUBLISHED
		Posted:	11/11/2021 6:07:48 PM
Question:	36101: Please address the pipe and headwall to be removed penetrating through the wall to remain, 343+70 RT.	Posted:	11/11/2021 10:52:53 AM
Answer:	Remove headwall since it is not attached to the seawall that is to remain. Remove pipe on either side of the seawall. Patch resulting hole in the seawall. Cost of patching hole is include under clearing and grubbing.	Status:	ANSWER PUBLISHED
		Posted:	11/17/2021 5:42:03 PM
Question:	36103: The answer to question 35763 states, "The top of pile at practical refusal was set above the cofferdam sheet pile to avoid driving in water." As this was the criteria set for developing the bid length of pile, will production pile lengths be determined by this same criteria and this amount of pile above design cut off be paid for by the FDOT?	Posted:	11/11/2021 2:08:47 PM

Answer:	Pile lengths to be paid by the FDOT shall be based on Sections 455-5.15 and 455-11 of FDOT Standard Specifications for Road and Bridge Construction. Final pile lengths in the field may vary significantly from the bid lengths or quantities shown in the plans. The contractor shall include related foundation costs in the bid price based on selected construction method.	Status: ANSWER PUBLISHED
		Posted: 11/13/2021 11:41:15 AM
Question:	36104: On sheet number 320 of the Roadway Plans note 5 provides lane closure information for SR 5/US 1. Is this the only road where lane closures are allowed or are lane closures allowed on SR A1A, Old Dixie Highway and if allowed on other roadways, are there any restrictions of when closures can occur?	Posted: 11/11/2021 2:12:34 PM
Answer:	Except for SR 5, the plans allow for lane closure (one lane, two way traffic) for Phase VA and VB along Old Dixie Hwy. Allowable times are indicated in TTCP note 1.	Status: ANSWER PUBLISHED
		Posted: 11/17/2021 2:15:00 PM
Question:	36109: Regarding First Typical Section, Sheet 15: The Detail for Asphalt Base Curb Pad Shows Asphalt Base Being Utilized for the Roadway Area As Well. (Not just under the Curb). Is the Rdwy Base to be Asphalt Base as well? OBG 11 (7" of B-12.5)? The Travel Lanes Design Criteria does not show B-12.5 Only	Posted: 11/12/2021 9:03:12 AM
Answer:	Yes, roadway base is to be asphalt base as well. Yes, OBG 6 (5" B-12.5).	Status: ANSWER PUBLISHED
		Posted: 11/15/2021 6:44:46 PM
Question:	36110: Regarding the Second Typical Section, Sheet 16: The Detail for Asphalt Base Curb Pad Shows Asphalt Base Under the Roadway Areas As Well. (Not just Under the Curb) Is the Roadway Base Called out for the "Side Street" design to be Asphalt Base as Well? OBG 11 (7" of B-12.5)? The design criteria for that roadway does not show B-12.5 only. (?)	Posted: 11/12/2021 9:10:15 AM
Answer:	Yes, roadway base is to be asphalt base as well. Yes, OBG 6 (5" B-12.5). The asphalt under the curb is paid under curb pay item.	Status: ANSWER PUBLISHED
		Posted: 12/20/2021 6:45:36 AM
Question:	36111: Regarding the Third Roadway Typical Section, Sheet 18: The Detail for Asphalt Base Curb Pad, for "Park Access Road", shows Asphalt Base Under the Roadway as Well. (Not just under the curb) Is the Roadway Base Called out for the Park Access Road to be Asphalt Base as Well? OBG 6 (5" B-12.5)? The Design Criteria Listed for the Park Access Road does not state B-12.5 Base Only. (?)	Posted: 11/12/2021 9:21:14 AM

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Answer: Yes, roadway base is to be asphalt base as well. Yes, OBG 6 (5" B-12.5). Status: ANSWER PUBLISHED  
Posted: 11/15/2021 6:48:02 PM

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Question: 36112: Regarding the 7th Roadway Typical Section, Sheet 22: The Detail for Asphalt Base Curb Pad, for "Sunny Lane", shows Asphalt Base Under the Roadway as Well. (Not just under the curb) Is the Roadway Base Called out for Sunny Lane to be Asphalt Base as Well? OBG 6 (5" B-12.5)? The Design Criteria Listed for Sunny Lane does not state B-12.5 Base Only. (?) Posted: 11/12/2021 9:25:57 AM

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Answer: Yes, roadway base is to be asphalt base as well. Yes, OBG 6 (5" B-12.5). Status: ANSWER PUBLISHED  
Posted: 11/15/2021 6:48:52 PM

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Question: 36113: Regarding the 11th Roadway Typical Section, Sheet 26: The Detail for Asphalt Base Curb Pad, for "Old Dixie Hwy.", shows Asphalt Base Under the Roadway as Well. (Not just under the curb) Is the Roadway Base Called out for Old Dixie Hwy. to be Asphalt Base as Well? OBG 6 (5" B-12.5)? The Design Criteria Listed for Old Dixie Hwy. does not state B-12.5 Base Only. (?) Posted: 11/12/2021 9:29:19 AM

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Answer: Yes, roadway base is to be asphalt base as well. Yes, OBG 6 (5" B-12.5). The asphalt under the curb will be paid under curb pay item. Status: ANSWER PUBLISHED  
Posted: 12/20/2021 6:47:07 AM

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Question: 36114: Is it the Department's Intent that the Asphalt Base Curb Pad Referenced on Typical Section Sheets 15, 16, 18, 22, & 26 be utilized for the all of the Type F curb to be constructed within those referenced new roadway areas? Posted: 11/12/2021 9:35:01 AM

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Answer: yes. All Type F curb will have an asphalt curb pad. Status: ANSWER PUBLISHED  
Posted: 11/24/2021 2:29:06 PM

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Question: 36115: Regarding Excavation Quantity For Sunny Lane: Summary of Quantities Listed on Plan Sheet SQ-12 list the Excavation Quantity for Sunny Lane at 49,960 Cy. The Cross Sections for Sunny Lane on Plan Sheets 281 - 285 total 1,852 Cy of Regular Excavation. The profile provided on Plan Sheet 99 seems to Indicate the 1,852 Cy in the cross sections is correct. Please Clarify. (?) Posted: 11/12/2021 9:53:38 AM

Answer:	The quantity for 0120-1 REGULAR EXCAVATION for Sunny Lane only is revised from 49,960 CY to 1,852 CY. The quantity for 0120-6 EMBANKMENT for Sunny Lane only is revised from 1,981 CY to 73 CY.	Status: ANSWER PUBLISHED Posted: 11/23/2021 4:27:29 PM
Answer:	The quantity for 0120-1 REGULAR EXCAVATION for Sunny Lane only is revised from 49,960 CY to 1,852 CY. The quantity for 0120-6 EMBANKMENT for Sunny Lane only is revised from 1,981 CY to 73 CY. These quantities will be revised prior to letting.	Status: ANSWER VOIDED Posted: 11/23/2021 4:16:07 PM
Question:	36118: Plan Sheet No. BW-2 (structure plans) has a note regarding Class 5 Coating stating: "A class 5 Finish Coating shall be applied to the portions of the structures shown on the Surface Finish Detail." Please provide mentioned detail. It is not showing in the plans.	Posted: 11/12/2021 12:14:22 PM
Answer:	No Class 5 coating is required on the project.	Status: ANSWER PUBLISHED Posted: 11/12/2021 1:48:11 PM
Question:	36119: Following answer to question #35792, could the department please provide the requested information. It is not only needed for Rail Insurance purpose. It also affects the drill shaft installation. Concrete cracks can be originated by vibrations during the concrete set time.	Posted: 11/12/2021 12:34:11 PM
Answer:	<p>There are currently no passenger trains running on the tracks with 34 passenger trains per day anticipated in the future. There are roughly 17 freight trains per day with an expected number of freight trains per day to exceed 17 a day in the future.</p> <p>FEC has not provided a schedule of train movements and has indicated that trains should be expected at any time, any track and in any direction of the tracks.</p> <p>There is no slow order that will be in place. The contractor must work within the work windows of train operations throughout the duration of the project. The onsite watchman/flagger has direct communication with the Dispatch Center and will provide daily briefings of active train schedules and movements.</p> <p>This is the information as of the time of the posting of the answer to the question.</p>	Status: ANSWER PUBLISHED Posted: 11/29/2021 6:19:59 AM

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Question: 36120: Reference A1A Cross Sections, Sheets 180 & 181: The Areas & Volumes Provided in the Embankment Columns Do Not Match the Actual Sectional Areas in these three Cross Section Examples. In digitizing these three Stations (and scaling to proper horizontal & vertical dimensions), the actual quantities are only about half what is listed. i.e. Sta. 303+50 lists 2422 Sf Area, while digitizing shows 1288 Sf. Likewise with Sta. 304+00, 2239 Sf listed & 1166 Sf digitized.  
And the same with Sta. 304+50. 2771 Sf listed & 1297 Sf as digitized.  
\*Also in rough checking by width & height - Sta. 304+00 = Approx. 72' wide x 16' height = 1152 Sf Which is very close to the digitized number of 1166.  
Please Clarify these discrepancies. (?) This Indicates potentially only about half of the provided embankment quantity is correct for these stations.

Posted: 11/12/2021 12:44:50 PM

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Answer: The pay item quantity for 0120-1 REGULAR EXCAVATION for A1A only is revised from 28,153 CY to 23,227 CY. The pay item quantity for 0120-6 EMBANKMENT for A1A only is revised from 49,906 CY to 39,857 CY. Total project quantity for pay item 0120-1 REGULAR EXCAVATION is revised to 43,034 CY and for pay item 0120-6 EMBANKMENT is revised to 57,347 CY.

These quantities will be revised prior to letting in the next plan revision.

Status: ANSWER PUBLISHED

Posted: 11/23/2021 4:13:10 PM

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Question: 36121: Reference A1A Cross Sections, Sheet 262 as an example: The Areas & Volumes Provided in the Embankment Columns Do Not Match the Actual Sectional Areas in these Two Cross Section Examples. In digitizing these Two Stations (and scaling to proper horizontal & vertical dimensions), the actual quantities are only about half what is listed. i.e. Sta. 347+50 lists 2964 Sf Area, while digitizing shows 1525 Sf.  
Likewise with Sta. 348+00, 2839 Sf listed & 1458 Sf digitized.  
\*Also in rough checking by width & height - Sta. 348+00 = Approx. 76' wide x 17.5' height + 42' wide x 2.5' height = 1435 Sf Which is very close to the digitized number of 1458.  
Please Clarify these discrepancies. (?) This Indicates potentially only about half of the provided embankment quantity is correct for these stations.

Posted: 11/12/2021 12:54:15 PM

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Answer: Embankment quantities in SR A1A cross sections were updated and provided in upcoming Revision 3.

Status: ANSWER PUBLISHED

Posted: 12/21/2021 2:16:36 PM

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Question: 36128: Please review pay item quantity for 0570-1-1 PERFORMANCE TURF. There is more than 2 AC in dry retention pond area, and the quantity shown is only 2,337 SY.

Posted: 11/12/2021 2:54:47 PM

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Answer: The pay item quantity for 0570-1-1 PERFORMANCE TURF is revised to 21,854 SY.

Status: ANSWER PUBLISHED

Posted: 11/24/2021 12:03:07 PM

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Question: 36129: Please clarify cross sections pages between Sheet No. 243 thru 254. Cross sections go from 338+00 thru 343+00 between Sheet No. 243-249. Then in Sheet No. 250 repeat sta. 338+00 moving up station again. Posted: 11/15/2021 10:41:16 AM

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Answer: Sheet 250 represents cross section for Sta. 338+50. Cross sections on sheets 250 thru 253 are out of order and are stations within the range of cross sections on sheets 243 thru 249. Status: ANSWER PUBLISHED  
Posted: 11/23/2021 4:19:26 PM

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Question: 36130: In the Utility Work Schedule document FPUA\_Water\_Phase\_56 Line Item 5 specifies 180 days required for the FEC Right of Way Permit Application for 8 inch PVC Gravity Sewer Main for Mariner Access STA 300+40 RT to 301+60 RT. Has the permit application been submitted and what is the status of the permit for this work? Posted: 11/15/2021 11:05:27 AM

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Answer: FPUA submitted the FEC permit in the first week of October. Status: ANSWER PUBLISHED  
Posted: 11/17/2021 2:16:00 PM

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Question: 36131: Is there any additional information available for the subaqueous utilities that are to remain, in particular depth of the utilities under the water way bottom? Posted: 11/15/2021 11:31:10 AM

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Answer: Locations of subaqueous utilities as shown on the plans have been confirmed by the utility agencies during the utility coordination process for this project. Moreover, the utility agencies are required to locate their subaqueous utilities prior to construction activities. For the depths of their subaqueous utilities, FPL provided the attached. Status: ANSWER PUBLISHED  
Posted: 12/21/2021 8:51:46 AM

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Question: 36136: The last Bid Item in Section 0001 Structures is 0521-8-7 CONCRETE BARRIER, WITH JUNCTION SLAB, 36" SINGLE SLOPE with a quantity of 1,220 LF located on Park Lane Wall. The same Bid Item can be found under Section 0002 Roadway 0521-8-7 CONCRETE BARRIER, WITH JUNCTION SLAB, 36" SINGLE SLOPE with a quantity of 999 LF found in three locations: (1) on Park Lane Wall (906 LF), (2) SR A1A (36 LF - which is to be corrected with updated quantity) and (3) Gas Driveway (57 LF). The quantity for this Bid Item located on Park Lane Wall appears to be a duplication. As per Roadway drawings the full length of the wall contains two different type of barrier: (1) 906 LF of CONCRETE BARRIER, WITH JUNCTION SLAB, 36" SINGLE SLOPE and (2) 314 LF of CONCRETE TRAFFIC RAILING BARRIER, WITH JUNCTION SLAB, 32" VERTICAL FACE. Please confirm the quantity duplication and the type of barrier to be used on top of Park Lane Wall. Posted: 11/15/2021 1:33:35 PM

Answer:	The 0001 Structures item with a quantity of 1,220 LF is a duplicate. The bid item found under 0002 Roadway with quantity 906 LF is to be used at the park wall location. As shown in the roadway plans the wall is to contain the two different types of barriers.	Status: ANSWER PUBLISHED
		Posted: 12/28/2021 5:18:03 PM
Question:	36138: Special Provisions 108-1 (rev 6-21-21) requires that non vibratory methods for installation and extraction of casings for Drilled shaft construction, piles, sheet piles and cofferdams and for excavations from End Bent #1 thru Pier #7. If the Railroad is the driving criteria for non-vibratory requirement, would the Client consider revising that requirement to only Piers 2 and 3 since the other piers are sufficiently distant enough away from the railroad.	Posted: 11/15/2021 4:47:38 PM
Answer:	The criteria for the non-vibratory requirement for drilled shaft installation and casing extraction is due to the proximity of End Bent No. 1 through Pier No. 7 to the railroad and the adjacent structures (buildings/businesses) along Old Dixie Hwy and SR A1A. The Department will not consider revising the non-vibratory drilled shaft installation and casing extraction requirements of Special Provisions 108-1.	Status: ANSWER PUBLISHED
		Posted: 11/15/2021 7:35:53 PM
Question:	36144: Please clarify horizontal scale in all plan cross sections. It states in the plans 1"= 20 FT. However, all area calculation are based in 1"= 40 FT.	Posted: 11/16/2021 11:38:13 AM
Answer:	Cross section sheets measure 1"=20' horizontal if printed correctly in 11x17 format. Corrected under Revision 3.	Status: ANSWER PUBLISHED
		Posted: 12/20/2021 6:48:58 AM
Question:	36149: On sheet number 439 at approximately STA 518+60 and 519+90 there are arrows specifying the 8" water main to be relocated but in the utility work schedules there is no work activity identifying the 8" water main relocation between these stations. Only relocation of the fire hydrant at STA 519+40 is identified. Does the 8" water main get relocated in this location and if yes please provide station limits and required duration?	Posted: 11/16/2021 1:24:09 PM
Answer:	Water line is to remain. Sheet will be updated in Rev 3 to reflect this. The letting was delayed for Rev 3.	Status: ANSWER PUBLISHED
		Posted: 12/6/2021 6:30:21 AM
Question:	36150: In general, the utility adjustment sheets show that many of the existing utilities will be relocated but in quite a few cases the new utility location is not detailed in the drawings. For example, the electrical and gas line along Old Dixie Highway. Can the new location of the relocated utilities be provided?	Posted: 11/16/2021 1:27:27 PM



Answer:	UPDATED ANSWER.... The relocation designs by the UAOs is ongoing and will be coordinated during construction. Answer for question 36131 has the following - Locations of subaqueous utilities as shown on the plans have been confirmed by the utility agencies during the utility coordination process for this project. Moreover, the utility agencies are required to locate their subaqueous utilities prior to construction activities. For the depths of their subaqueous utilities, FPL provided the attached. See question 36131 for asbuilts.	Status: ANSWER PUBLISHED
		Posted: 12/21/2021 8:53:54 AM
Answer:	The relocation designs by the UAOs is ongoing and will be coordinated during construction.	Status: ANSWER VOIDED
		Posted: 12/7/2021 2:40:04 PM
Question:	36151: On UTILITY ADJUSTMENT Sheet No. 416 between STA 513+20 and 515+20 the 4" gas main is designated to be relocated yet the UTILITY WORK SCHEDULE is calling for the gas main to remain from STA 514+60 to 518+20. Is the drawing or work schedule correct?	Posted: 11/16/2021 1:37:18 PM
Answer:	Based on FPUA's final design plans, the existing 4" PE gas main from Station 513+80 to 518+00 (+/-) is scheduled to remain. The old 4" abandon steel gas line from Station 513+80 to 515+80 (+/-) is to be grout filled by FPUA utility contractor	Status: ANSWER PUBLISHED
		Posted: 12/22/2021 9:55:59 AM
Question:	36157: Based on plan sheets B1-87, B1-88, B1-202 and B1-203 we have calculated the following quantities of drain pipe 12" 890.5 linear feet and 8" 161'. The bid item quantity for 0506-2 BRIDGE DRAINAGE PIPE is 280 LF. Please advise.	Posted: 11/16/2021 3:00:21 PM
Answer:	The total quantity for Pay Item 0506-2 (BRIDGE DRAINAGE PIPE) is revised to 1,460 LF. The plans have been revised.	Status: ANSWER PUBLISHED
		Posted: 11/18/2021 1:03:53 PM
Question:	36159: UTILITY ADJUSTMENT SHEET NO. 439 show a 1" Buried CATV to be relocated. Which UTILITY WORK SCHEDULE contains the information regarding the relocation of this utility?	Posted: 11/16/2021 3:18:52 PM
Answer:	Upon review of all UAO documents, including plan mark-ups by UAOs, no UAO has identified this 1" CATV as their facility. For the purpose of bidding, assume the 1" CATV is abandoned and to be removed as part of clearing and grubbing.	Status: ANSWER PUBLISHED
		Posted: 12/21/2021 2:03:49 PM
Question:	36163: Please Review Your Response to Question 36109. The question referenced the Typical Section Provided on Dwg. Sheet 15 for SR A1A, and Calls out for OBG 11. Your Answer Indicated OBG6 for the Roadway. Please Clarify. (?)	Posted: 11/17/2021 8:27:49 AM

Answer:	The Optional Base Group type identified on each typical section range shall be utilized under the Type F curb being constructed within the same station range. If the roadway typical is showing black base, the contractor will construct a curb pad. The cost for curb pad will be paid under the Curb & Gutter type F pay item.	Status: ANSWER PUBLISHED Posted: 12/7/2021 2:43:59 PM
Question:	36164: Recent Answers to Roadway Curb Pad & Base Questions Appear to Indicate that all New Roadway (Widening & Reconstruction) for this Project is to be Asphalt Base (B-12.5). None of the Typical Sections call for the Road Base to be B-12.5 only. Please Clarify the Department's intent for Roadway OBG's. (?)	Posted: 11/17/2021 8:35:14 AM
Answer:	The new roadway road base shall be the Optional Base Group (OBG) identified for each given station range. The proposed Type F curbs shall have the OBG extend under per the base pad detail dimensions.	Status: ANSWER PUBLISHED Posted: 12/20/2021 6:50:19 AM
Question:	36169: The FDOT Basis of Estimates for pay item 103-1-, Temporary Work Structure, states "The plans shall include drawings depicting the construction methods assumed in the preparation of the plans. The designer shall determine if a temporary structure (temporary bridges, platforms, etc.) is needed to furnish the contractor with access to the site to enable the bridge to be built. When a temporary structure is required, the anticipated structure type will be shown in the plans. Temporary Structures will be paid separately only if they are required for access or to comply with permit restrictions. If access is available by including, but not limited to, barges, mats, or existing ground, no temporary structure is required." Since the contract plans only indicate a temporary work platform at the eastern shoreline for approx.. 130 ft. in length, please confirm that it is the department's position that this is the only location where a temporary work platform will be required.	Posted: 11/17/2021 10:05:01 AM
Answer:	Based on water depths it appears that for locations other than that shown in the plans for a temporary trestle, barge access is practical. It is up to the Contractor to determine the means and methods to install the foundations, and if the temporary trestle shown is necessary.	Status: ANSWER PUBLISHED Posted: 12/20/2021 10:43:52 AM
Question:	36170: Following question #36169, due to the very shallow waters at the bridge location, the contractor will have to include substantial costs for temporary work structures that should be separate from Mobilization in accordance with the Basis of Estimate. Please include a pay item for Temporary Work Structure.	Posted: 11/17/2021 10:08:46 AM
Answer:	The short length of temporary work structure shown in the plans is part of the Contractor means and methods with other options potentially considered. Include the cost for the temporary work structure in the Mobilization (101-1) pay item. Adding the pay item for Temporary Work Structure was discussed with CO structures and CO estimates during the plan review process regarding the use of using Mobilization for the temp work structures. The decision was to make the work platform "incidental" with the other items of work to be completed in lieu of a separate pay item.	Status: ANSWER PUBLISHED Posted: 11/23/2021 12:54:37 PM

Answer:	The short length of temporary work structure shown in the plans is part of the Contractor means and methods with other options potentially considered. Include the cost for the temporary work structure in the Mobilization (101-1) pay item. Adding the pay item for Temporary Work Structure was discuss with CO structures and CO estimate during the plan review process regarding using Mobilization for the temp work structures. The decision was to make the work platform "incidental" with the other items of work to be completed in lieu of a separate pay item.	Status: ANSWER VOIDED
		Posted: 11/23/2021 12:17:19 PM
Question:	36180: TCP Plan Sheet 326 in Description for Phase IIC Identifies Temp. Pavement, East of the Bridge, as "Special Detour". The Summary of Special Detours on Sheet SQ-7 does not list this location, phase, or quantity. It appears that it would need temporary embankment, base & paving. Please clarify this specific location of temporary pavement and please provide earthwork & paving quantities.	Posted: 11/17/2021 2:57:16 PM
Answer:	The quantity and location for temporary pavements shown in Phase IIC has been included the Summary of Special Detours on Sheet SQ-7 in Revision 02. The temporary earthwork for Phase IIC will be included in Revision 03.	Status: ANSWER PUBLISHED
		Posted: 11/30/2021 5:54:35 PM
Question:	36181: Regarding Temporary Pavement: It appears there are five separate locations that are called out for either Temporary Pavement, Temporary Widening, or Temp. Pavement Special Detour. Drawing Sheets 340, 341, 347, 348, 351, & 385-388. It is very difficult to identify these limits and quantities, even with the TCP cross-sections. Please confirm if this interpretation is correct, and please provide quantities and limits for these temp. pav/mt areas.	Posted: 11/17/2021 3:04:33 PM
Answer:	There are total five locations where temporary widening/pavement being proposed. The Summary of Special Detours on Sheet SQ-7 shows the locations of proposed temporary pavement for special detour.	Status: ANSWER PUBLISHED
		Posted: 11/29/2021 5:04:39 PM
Question:	36187: Please clarify how Contractor is going to get paid for erosion control item such as turbidity barrier and/or silt fence.	Posted: 11/18/2021 9:06:08 AM
Answer:	Erosion control component locations, types, pay items, and quantities have been added and are included in forthcoming Plan Revision 3.	Status: ANSWER PUBLISHED
		Posted: 12/17/2021 4:46:31 PM
Question:	36196: Bid Items 425-1-881, 882, 883, & 884 are referring to Inlets, Barrier Wall, Rigid, in the Drainage Structure sheets you refer to these inlets as Shoulder Barrier Wall Inlets Index 425-031, which is correct?	Posted: 11/19/2021 10:49:34 AM

Answer:	Both are correct. The Bid Items 425-1-881, 882, 883, & 884 are referring to the pay item and the Drainage Structure sheets refers to the FDOT Standard Index 425-031	Status: ANSWER PUBLISHED
		Posted: 12/6/2021 6:36:38 AM
Question:	36202: As a follow up to question 36065, a mechanical coupler will be required at the top of footing/bottom of column joint for the no. 11 rebar in order for the footing to be buried for the next MOT phase. Is this acceptable?	Posted: 11/22/2021 9:01:01 AM
Answer:	UPDATE ANSWER Refer also to responses to 36273 and 36205. Longitudinal column reinforcing may be spliced with mechanical couplers if required per temporary traffic control. The contractor shall submit shop drawings to the engineer for approval. The shop drawings shall include column location(s), coupler dimensions, material and products to use, construction method, etc.	Status: ANSWER PUBLISHED
		Posted: 12/20/2021 10:22:46 AM
Answer:	Mechanical couplers at the top of footing/bottom of column joint for the longitudinal No. 11 rebars are not allowed.	Status: ANSWER VOIDED
		Posted: 11/24/2021 12:28:53 PM
Question:	36203: Will the quantities for 400-4-5 and 400-4-25 be updated to reflect the end bents being mass concrete? We are unable to match the quantities provided on Sheet BQ-1 for End Bent 1 and 27.	Posted: 11/22/2021 9:05:19 AM
Answer:	End Bent caps do not meet the mass concrete criteria.	Status: ANSWER PUBLISHED
		Posted: 11/23/2021 2:48:03 PM
Question:	36204: Based on the provided geotechnical investigation and after various WEAP analysis performed by third parties, it seems evident that pile Bid quantity for items 0455-34-6 and 0455-34336 are very conservative. After the test pile program is completed and the final length of the pile is determined, the likely reduction in bid quantity will a consequentially cause a significant cost reduction against the installation portion of the unit price (i.e. LF reduction will reduce the installation price which is based on quantity of piles and not necessarily length of each pile). Please consider reducing the bid quantity for both items to less conservative lengths.	Posted: 11/22/2021 10:28:27 AM
Answer:	Pile quantities were estimated in general accordance with FDOT Structures Design Guidelines. FB-DEEP Davisson Capacity Curves were used to estimate quantities and set test pile lengths. Performed pile holes are required in this project. The quantities for performed pile holes were also added to the piling quantity estimates	Status: ANSWER PUBLISHED
		Posted: 12/22/2021 11:28:46 AM

Question:	36205: Response to RFI 36065 details intent to backfill foundations at piers 2-5. In order to facilitate footer construction prior to backfill, is it acceptable to install couplers on column rebar at top of footer?	Posted:	11/22/2021 10:28:55 AM
Answer:	Refer to Response to 36273 (copied here): Longitudinal column reinforcing may be spliced with mechanical couplers if required per temporary traffic control. The contractor shall submit shop drawings to the engineer for approval. The shop drawings shall include column location(s), coupler dimensions, material and products to use, construction method, etc.	Status:	ANSWER PUBLISHED
		Posted:	12/20/2021 10:24:52 AM
Question:	36210: The Typical Section On Sheet 24 Calls Out for Milling & Resurfacing a section of US 1. The Asphalt Pavement Design calls for "SP Traffic C" on the Roadway Portion, and "SP Traffic C (PG76-22)" for the 5' shoulder. Please Clarify (?) Will they both be (PG76-22)?	Posted:	11/22/2021 1:44:06 PM
Answer:	Both roadway and Shoulder should match and use PG 76-22 on SP layer. Plans will be revised under Rev 3.	Status:	ANSWER PUBLISHED
		Posted:	12/6/2021 6:31:36 AM
Question:	36211: The Typical Section on Sheet 25 Calls out the Overbuild asphalt to be "SP Traffic C". The Summary of Quantities on Sheet SQ-16 Categorizes this Section of Overbuild as "SP Traffic C PG76-22" Please Clarify if this Typical Section Design Call-out Should be PG76-22 (?)	Posted:	11/22/2021 1:51:32 PM
Answer:	Only the FC layer and top structural layer are proposed to include PG76-22. The proposed overbuild layer does not include PG76-22. SQ16 will be revised in Rev 3.	Status:	ANSWER PUBLISHED
		Posted:	12/6/2021 6:32:25 AM
Question:	36212: The Typical Section on Sheet 27 Calls out the Overbuild asphalt to be "SP Traffic B". The Summary of Quantities on Sheet SQ-16 Categorizes this Section of Overbuild as "SP Traffic B PG76-22" Please Clarify if this Typical Section Design Call-out Should be SP Traffic B PG76-22 (?)	Posted:	11/22/2021 1:55:30 PM
Answer:	Only the FC layer and top structural layer are proposed to include PG76-22. The proposed overbuild layer does not include PG76-22. SQ16 will be revised in Rev 3.	Status:	ANSWER PUBLISHED
		Posted:	12/6/2021 6:33:08 AM

Question:	36213: The Typical Section on Sheet 29 Calls out the Overbuild asphalt to be "SP Traffic B". The Summary of Quantities on Sheet SQ-16 Categorizes this Section of Overbuild as "SP Traffic B PG76-22" Please Clarify if this Typical Section Design Call-out Should be SP Traffic B PG76-22 (?)	Posted:	11/22/2021 1:57:27 PM
Answer:	Only the FC layer and top structural layer are proposed to include PG76-22. The proposed overbuild layer does not include PG76-22. SQ16 will be revised in Rev 3.	Status:	ANSWER PUBLISHED
		Posted:	12/6/2021 6:33:52 AM
Question:	36214: The Typical Section on Sheet 33 Calls out the Overbuild asphalt to be "SP Traffic B". The Summary of Quantities on Sheet SQ-16 Categorizes this Section of Overbuild as "SP Traffic C PG76-22". Please Clarify (?)	Posted:	11/22/2021 2:07:53 PM
Answer:	Only the FC layer and top structural layer are proposed to include PG76-22. The proposed overbuild layer does not include PG76-22. SQ16 will be revised in Rev 3.	Status:	ANSWER PUBLISHED
		Posted:	12/6/2021 6:34:33 AM
Question:	36216: Please provide the posted load limit on the existing SR A1A North Causeway bridge.	Posted:	11/23/2021 9:51:37 AM
Answer:	The SR A1A Bridge is not load posted. Below are the most recent load rating results: - Operating Rating: 49.7 tons - SU2: 39.5 tons - SU3: 41.1 tons - SU4: 40.5 tons - C3: 57.6 tons - C4: 54.7 tons - C5: 55.3 tons - ST5: 62.4 tons	Status:	ANSWER PUBLISHED
		Posted:	12/3/2021 3:29:46 PM
Question:	36225: On sheet number 355 of the roadway drawings, low profile barrier is shown in close proximity to pier 6 & 7 footings. In order to construct the footings and maintain traffic as shown in Phase IIA, temporary sheeting will be required due to the depth of excavation and distance to traffic. Should temporary critical sheeting be included for these piers?	Posted:	11/23/2021 11:04:12 AM
Answer:	Temporary critical wall layouts and design are provided in Sheets BW-46 through BW-49 of the Structures Plans.	Status:	ANSWER PUBLISHED
		Posted:	12/21/2021 2:17:24 PM

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Question: 36226: 36101 - What is the O.D. of the pipe penetration that is to be repaired? Posted: 11/23/2021 11:08:14 AM

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Answer: The inside diameter surveyed was 24". Status: ANSWER PUBLISHED

Posted: 11/23/2021 4:20:13 PM

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Question: 36227: 36101 - Please provide a detail for this seawall repair. We have no information on this wall. Concrete, Steel? Bricks, dowels, conc. classification..? A welded repair with coated sheeting is not clearing and grubbing. Nor is the removal of the wall section that is in conflict with the roadway and called to remain. Posted: 11/23/2021 11:13:57 AM

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Answer: The existing 24" RCP pipe does not penetrate the section of the steel sheet pile wall to remain. The steel sheet pile to remain ends at approximately Sta. 343+10. East of this location there is a low concrete gravity wall. Remove the pipe within the footprint of the new pond up to the concrete gravity wall to remain. If the pipe penetrates the concrete gravity wall provide a grout plug. The cost of the grout plug will be considered extra work. Status: ANSWER PUBLISHED

Posted: 12/20/2021 6:53:55 AM

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Question: 36228: 36079 - The existing pipe shown on the plans for removal is not all 3rd party owned as stated. The pipe sizes for Storm Drain should be shown in the plan set when the information is available. Removal of a 60" RCP pipe is not the same as 15" CMP. Please provide the pipe sizes for all existing storm pipe required to be removed by the contractor as previously requested. Posted: 11/23/2021 11:20:28 AM

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Answer: Existing pipes to be removed are listed in the attached spreadsheet. Status: ANSWER PUBLISHED

Posted: 12/13/2021 11:24:19 AM

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Document: 12714167: 429936-2 North Bridge\_Pipes to be removed.xlsx

429936-2 North Bridge\_Pipes to be removed.xlsx

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Question: 36229: The answer to question 36104 only provides additional lane closure information for Old Dixie Highway during PH VA and VB. Will lane closures be allowed on SR A1A for deliveries and during other phases on Old Dixie Highway? In particular Phase IIC on Old Dixie Highway has work, including underground utilities, being performed in a narrow work zone in the middle between NB and SB traffic. Posted: 11/23/2021 11:21:36 AM

Answer:	The contractor will be required to provide an access control plan approved by the engineer and the deliveries will follow the access control plan. Lane closures on SR A1A are not allowed in any phases. Lane Closure on Old Dixie Highway are not allowed in any other phases except Phases - VA and VB.	Status: ANSWER PUBLISHED Posted: 12/10/2021 10:22:28 AM
Question:	36230: 36096 - Please confirm previous statement that this sign has already been removed?	Posted: 11/23/2021 11:22:58 AM
Answer:	Assuming the confirmation is for the response to question 36079, the sign has already been removed.	Status: ANSWER PUBLISHED Posted: 12/2/2021 2:33:44 PM
Question:	36231: The answer to question 36093 seems to contradict Note B of the FEC General Notes which states, "The Contractor Authority must estimate the number of days a Watchman will be required and budget for this cost." Is FEC paying for the Watchman for the entire project or only for FEC's work?	Posted: 11/23/2021 11:35:23 AM
Answer:	FEC General Note B on Sheet B-9 is consistent with the response to Bid Question 36093. For clarification, the selected contractor will be required to estimate the number of days a watchman and flagging service is required such that "The Contractor Authority" (FDOT) can develop an estimate to reimburse FECR for the services per the Railroad Reimbursable Agreement.	Status: ANSWER PUBLISHED Posted: 12/7/2021 2:37:46 PM
Question:	36237: Typical section sheet 15 shows an asphalt base OBG11 12.5 from 300+92.65 to 305+11.24. Please confirm OBG 11, 12.5 requirement and provide updated SQ sheets for the OBG 11 base group.	Posted: 11/23/2021 12:55:01 PM
Answer:	SQ-14 has been updated in Revision 2 to show OBG11.	Status: ANSWER PUBLISHED Posted: 12/6/2021 6:35:55 AM
Question:	36241: During Phase IB, what items is contractor required to remove and construct within the FEC ROW during the widening of Eastbound A1A and Northbound Old Dixie Hwy per Roadway Sheet No. 347?	Posted: 11/23/2021 3:15:59 PM
Answer:	FEC will be responsible for removing the crossing surface (concrete panels and track). FEC will also be removing any crossing warning protection devices (gates, cantilevers, bungalows, masts, gate mechanisms). FEC will remove only the portion within the tracks.	Status: ANSWER PUBLISHED Posted: 12/21/2021 4:03:52 PM



Question:	36242: Will the FEC railway arch and barricades be removed at or prior to the start of Phase IIA in order to construct the new bridge foundations per Roadway Sheet Nos. 350 & 355?  What is the expected duration of these removal activities by the railway?	Posted: 11/23/2021 3:16:47 PM
Answer:	Yes, the FEC railway arch and barricades need to be removed prior to the start of Phase IIA in order to construct the new bridge foundations. The contractor will have to coordinate with the FEC during construction to schedule for any work impacting the FEC railroad.	Status: ANSWER PUBLISHED Posted: 12/10/2021 10:21:16 AM
Question:	36243: During Phase IIC & III, construction of new at-grade railroad crossing, what are the new items installed by the railway and what is the expected duration of installing new items per Roadway Sheet Nos 363 & 380?	Posted: 11/23/2021 3:17:19 PM
Answer:	The FEC will replace all the railroad features within the FEC right-of-way. The contractor will have to coordinate with the FEC during construction to schedule for any work impacting the FEC railroad.	Status: ANSWER PUBLISHED Posted: 12/6/2021 6:28:47 AM
Question:	36246: Summary of Quantities Sheet SQ-2 Shows 151 CD's for TCP Phase IA. Utility Schedules Show the following for Phase IA: SR A1A: FPAU Water & Wastewater - 269 CD's FPAU Water & Wastewater(Ph.56) - 87 CD's Fla. Power & Light - 55 CD's AT&T - 56 CD's Also Phase IA: Old Dixie: FPAU W&W - 35 CD's FPAU W&W Ph. 56) - 20 CD's FPAU Electric - 73 CD's FPAU Fiber - 55 CD's All these Utility Companies & Days (Plus Others Not Listed Here) Comprise A Minimum of 270 CD's Relocate for Phase IA, While the TCP Plans Show 151 CD's as Stated as Referenced Above. Please Clarify the 151 CD's Listed in Plan Summary. (?)	Posted: 11/23/2021 4:01:19 PM
Answer:	The schedule considers a duration of 224 calendar days for utility location prior to the start of Pre-phase 1 on October 5, 2022 and ending Phase 2A work on May 18, 2023 which is a total of 225 calendar days for roadway work. The remainder utility relocation time would be concurrent to the roadway work of 225 calendar days.  The below is from a previous bid question which shows the contractor's concern although the time for phase I is based on the hammock for roadway work. They are not considering the time from begin project to the estimated begin roadway work for pre-phase I, Phase IA, Phase IB and Phase 2B.	Status: ANSWER PUBLISHED Posted: 12/20/2021 6:55:29 AM

Question: 36247: Please Clarify if the Utility Schedules Have Been Factored in to the Incentive - Disincentive Completion Date of 453 CD's for Phases IA, IB, & IIA. (?)

Posted: 11/23/2021 4:13:03 PM

The Utility Schedules Show a total of 778 CD's for Work on A1A & Old Dixie for Phase IA alone. Even Acknowledging that This work will be coordinated simultaneously, it will Likely still require 300 - 360 CD's according to Each Company's submitted schedule.

Answer: UPDATE ANSWER...□□

Status: ANSWER PUBLISHED

The schedule considers a duration of 224 calendar days for utility location prior to the start of Pre-phase 1 on October 5, 2022 and ending Phase 2A work on May 18, 2023 which is a total of 225 calendar days for roadway work. The remainder utility relocation time would be concurrent to the roadway work of 225 calendar days. In revision 3, the Incentive - Disincentive spec is being changed. The 453 days for the completion date will change to 498 days. In addition, the following Contract work will be change to "Completion of all roadway work on US-1, Juanita Avenue, Sunny Lane, Marina Access Road, and Old Dixie Highway, and the completion of SR A1A Bridge Pier 2 footing and related excavation backfill to allow for two lanes of bi-directional traffic on Old Dixie Highway, without the use of temporary and/or portable signalization, from newly constructed Sunny Lane to newly constructed Juanita Ave."

Posted: 12/9/2021 9:46:59 AM

Answer: The schedule considers a duration of 224 calendar days for utility location prior to the start of Pre-phase 1 on October 5, 2022 and ending Phase 2A work on May 18, 2023 which is a total of 225 calendar days for roadway work. The remainder utility relocation time would be concurrent to the roadway work of 225 calendar days. In revision 3, the Incentive - Disincentive spec is being changed. The 453 days for the completion date will change to 498 days. In addition, the following Contract work will be change to "Completion of all work on US-1 Northbound and Southbound, Juanita Avenue, Sunny Lane, Marina Access, Dixie Highway, and the Pier 2 footing to allow for two lanes of bi-directional traffic on Dixie Highway, without the use of temporary and/or portable signalization, from newly constructed Sunny Lane to newly constructed Juanita Ave, as shown in Pre-Phase, Phases 1A, 1B, 2A, and XX." Phase "XX" will be renamed in the final signed and sealed spec.

Status: ANSWER VOIDED

Posted: 12/8/2021 11:30:02 AM

Question: 36250: Pay Item 400-147 Composite Neoprene Pads calls for a total amount of 114.20 cf but we calculated 161.74 cf of Type H and 19.93 cf of Type F pads on Bridge 940166. That's a total of 181.67 cf which is quite a bit over the 114.20 cf. 42 ea Type F and 274 ea Type H. Could you please double check quantities.

Posted: 11/24/2021 7:35:16 AM

Answer: The total Pay Item 400-147 quantity will be revised to 188.8 CF (Type F = 19.93 CF and Type H = 168.82 CF).

Status: ANSWER PUBLISHED

Posted: 12/8/2021 10:29:43 AM

Question:	36251: Pay Item 0465- 21- MOVABLE BRIDGE OPERATOR 1357 DAY. Please consider changing bid quantity from 1357 day to 1 LS to allow contractor to account for demolition time when an operator is not required.	Posted:	11/24/2021 7:41:24 AM
Answer:	Per the FDOT BOE the unit of payment for PI 0465- 21 is in Days.	Status:	ANSWER PUBLISHED
		Posted:	11/24/2021 12:00:39 PM
Question:	36253: Please confirm that all piles listed in the pile table that require a Preform, that the intention is for the contractor to case the hole and excavate to the elevation listed in the table before commencing the pile driving operation.	Posted:	11/24/2021 8:41:59 AM
Answer:	As stated in Note 8 of the Pile Installation Notes (Sheet No. B1-40), preformed pile holes are required to reduce the net scour resistance to zero and to minimize pile driving impact on existing structures. Piles shall be set in the preformed pile holes to the preform elevations before commencing with pile driving. As required in Note 9, preformed pile holes need to be maintained open during pile driving and to determine bearing of the piles. Otherwise, material collapse into the holes during pile driving could create net scour resistance (side friction above scour elevation) and would require Nominal Bearing Resistance (NBR) higher than the plan values, and possibly exceeding the permissible maximum NBR limit of 600 tons for a 30-inch pile at some footing locations.	Status:	ANSWER PUBLISHED
		Posted:	11/25/2021 6:06:27 AM
Question:	36254: On page B-40 under Pile Installation Notes, note 9 states that the contractor is to maintain the preformed pile open during pile driving. Upon completion of driving the pile and confirming bearing we are to backfill the casing hole, what are the requirements for the backfill?	Posted:	11/24/2021 8:49:54 AM
Answer:	Backfill the preformed holes at the end of pile driving with materials meeting the requirements of 455-5.10.1 (clean A-3 sand or sand meeting the requirements of 902-3.3) and apply 20 blows in accordance with Section 455. Grouting of preformed holes is not a design requirement. Contractor can choose, at own discretion, to grout the pile holes in accordance with 455-5.10.5 without any additional compensation or time extension.	Status:	ANSWER PUBLISHED
		Posted:	11/25/2021 6:07:31 AM
Question:	36264: The Demolition general note on sheet B-8 states that the existing piles within the 147'-6" navigational channel shall be completely removed. However, the Environmental Resource Permit states in Exhibit 3.1 (Proposed Demolition of the Existing Causeway Bascule Bridge) that all portions of the bridge within the federal navigational channel will be removed to a minimum depth below the bottom of the waterway or a minimum of 6 feet below authorized channel depth. Please clarify if the existing piles within the navigational channel are to be removed completely or to a depth 6 feet below the channel depth.	Posted:	11/27/2021 4:27:55 PM

Answer:	Exhibit 3.1 of SFWMD Environmental Resource Permit No. 56-104000-P provides the minimum permit requirement for removal of the existing bridge piles. Note R on Sheet No. B-8 is the specific contract requirement for removal of the existing bridge piles - Completely remove existing piles within the 147'-6" navigation channel and within 25' of either side of the channel edges. Remove the remaining piles outside of this zone to a minimum of 2' below the bottom sediments of the Indian River Lagoon.	Status: ANSWER PUBLISHED Posted: 11/30/2021 4:04:14 PM
Question:	36268: Please provide clarification to the end bent caps being mass concrete. The answers to questions 36203 and 35916 contradict each other.	Posted: 11/29/2021 10:50:00 AM
Answer:	To clarify and correct the responses, the end bent caps are mass concrete and quantities will be updated in the next revision. The Department is in the process of delaying the letting for this plan revision. The new letting date will be January 12, 2022 letting.	Status: ANSWER PUBLISHED Posted: 12/2/2021 3:22:00 PM
Question:	36269: Several of the utility companies have listed as the dependent activity on their work schedule the FDOT Right-of-Way Permit and the Right-of-Way staking. Please let us know if the Permit has been approved and if staking has already occurred. If not, when can we expect either to occur.	Posted: 11/29/2021 10:59:31 AM
Answer:	The Department has staked the right of way out for the utilities as requested. Not all utilities are scheduled to perform work at this time so staking has only been completed in areas where UAO's priorities are currently.  AT&T Distribution - AT&T commented that their work will not require FEC permitting as the existing bore under FEC will be utilized. He noted that FDOT permit will be secured prior to expected work starting. FPL - Last meeting update on 11/18 FPL indicated they would be submitting to both FDOT and FEC within the next 2 weeks. FPUA Electric - Submitted for FDOT permit. FEC permit submitted and nearing approval. FPUA Gas - Submitted for FDOT permit. FEC permit submitted and nearing approval. FPUA Water/Sewer - FEC permit submitted but not approved yet. FDOT permit is still being designed as of meeting on 11/18.	Status: ANSWER PUBLISHED Posted: 11/29/2021 3:45:44 PM

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Question: 36271: The answer to question 36202 states mechanical couplers are not allowed for the #11 column longitudinal bars. This would mean that the footings and columns can not be constructed until Phase III since the column dowels conflict with the traffic in Phase IIC. Overlaying the temporary sheeting required to construct the footings with the traffic pattern in Phase III, there is conflict with where the traffic is shown on Old Dixie Highway and SR A1A and the required sheeting. There is also conflict with permanent construction items for Marina Access Rd constructed in Phase IIC. Phase III also does not show any barrier wall protection for temporary critical wall / piers as was provided in Phase IIA. Are these assumptions correct and are the drill shafts being constructed in Phase IIA and the footings, columns and caps in Phase III? If so, please provide revised details of how the footings are to be constructed with proper shoring & protection and the traffic is maintained.

Posted: 11/29/2021 12:52:45 PM

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Answer: REVISED ANSWER.....The drilled shafts and footings will be constructed in Phase IIA. The temporary sheeting will be used to form and construct the footings. The columns and caps will be constructed in Phase III. The temporary sheeting will not be required in Phase III as the footings will be constructed in previous phase. Traffic does not conflict with the permanent construction items for Marina Access Rd constructed in Phase IIC. The barrier wall protection for temporary critical wall/piers will not be required as the piers are outside of the clear zone. No revised details are anticipated.

Status: ANSWER PUBLISHED

Posted: 12/13/2021 11:33:41 AM

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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.

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.

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 VOIDED

Posted: 12/6/2021 3:25:06 AM

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Question: 36273: The answer to question 36202, not allowing mechanical couplers, creates a constructability issue. The footings need to be constructed in Phase IIA since the footprint of the footing lies below sidewalks/pavement utilized in Phase III. In Phase IIC traffic will be running over these footings, in the location where the columns will eventually be constructed so the no. 11 rebar cannot be protruding out of the top of footing. Please advise how this situation is to be addressed.

Posted: 11/29/2021 3:34:50 PM

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Answer: Longitudinal column reinforcing may be spliced with mechanical couplers if required per temporary traffic control. The contractor shall submit shop drawings to the engineer for approval. The shop drawings shall include column location(s), coupler dimensions, material and products to use, construction method, etc.

Status: ANSWER PUBLISHED

Posted: 12/20/2021 10:10:42 AM

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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 VOIDED

Posted: 12/6/2021 3:25:06 AM

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Question: 36274: Can the DOT clarify what standard detail applies to item 0521 6 34 Concrete Parapet, Retaining Wall System Mounted w/ Sidewalk, Curb?

Posted: 11/29/2021 4:42:36 PM

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Answer: The standard Indexes are as follows:  
Index 521-630 for the sidewalk  
Index 515-061 (Scheme 2) for the pedestrian/bicycle railing curb.

Status: ANSWER PUBLISHED

Posted: 12/1/2021 8:40:54 AM

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Question: 36282: Due to the confusion on which areas require or not type B-12.5 as base optional material, please indicate it on each typical section on the contract plans for this job.

Posted: 11/30/2021 9:26:08 AM

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Answer: Plans will be updated in Rev 3 to clarify base optional material requirements.

Status: ANSWER PUBLISHED

Posted: 12/6/2021 6:37:25 AM

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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.  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.  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 VOIDED
		Posted: 12/6/2021 3:25:06 AM

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Question:	36286: Do the piles & girders on the project require metakaolin?	Posted: 11/30/2021 1:04:29 PM
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Answer:	We will answer this question in Question 36310. the answer is still pending. We are working with the State Structures Department for the answer.	Status: ANSWER PUBLISHED
		Posted: 12/8/2021 10:33:09 AM

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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.  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.  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 VOIDED
		Posted: 12/6/2021 3:25:06 AM

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Question:	36291: Specification section T465-3.2 mentions monthly inspections documented on inspection forms provided by the department. Can a sample of the forms be provided so the contractor can have an idea of the requirements for these inspections?	Posted: 12/1/2021 8:35:02 AM
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Answer: Attached is the Mechanical and electrical inspection forms      Status: ANSWER PUBLISHED  
Posted: 12/2/2021 11:53:43 AM

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Document: 12666024: Electrical Inspection Form .doc  
Electrical Inspection Form .doc

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Document: 12666029: Mechanical Inspection Form (2).xlsx  
Mechanical Inspection Form (2).xlsx

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Document: 12666032: Mechanical PM Drawbridges.pdf  
Mechanical PM Drawbridges.pdf

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Question: 36300: The Florida-I Beam Table of Variables (Sheets B1-190 thru B1-193) graphically depict 11 different strand patterns for the 84" Florida-I Beams. However, only 10 patterns are referenced in the actual table and Pattern 11 is not used for any beams. Please clarify if Pattern 11 was intended to be used and for which beams.      Posted: 12/2/2021 2:16:17 PM

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Answer: The Table of Variables will be updated in Revision 3 to show strand pattern 11 for Span 26.      Status: ANSWER PUBLISHED  
Posted: 12/8/2021 10:48:34 AM

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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.      Status: ANSWER VOIDED  
Posted: 12/6/2021 3:25:07 AM

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.

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



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Question: 36303: Please confirm that the letting has been delayed to 1/12/2022. Posted: 12/4/2021 10:35:52 AM

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Answer: Yes. The letting has been delayed until 1/12/2022. Status: ANSWER PUBLISHED

Posted: 12/4/2021 10:38:06 AM

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Question: 36306: Under what pay item is the concrete for the fender mounting blocks, shown on sheet B1-46, to be paid? It appears the stainless steel reinforcing is paid under 415-2-5. Posted: 12/7/2021 9:33:48 AM

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Answer: The concrete for fender mounting blocks is paid under mass concrete (400-4-25) and corresponding quantity is added in Revision 3. The reinforcing for fender mounting blocks is paid under 415-2-5. Status: ANSWER PUBLISHED

Posted: 12/14/2021 3:20:40 PM

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Question: 36307: Are Sidewalk cover plates required at every expansion joint? Posted: 12/7/2021 9:57:27 AM

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Answer: Sidewalk cover plates are required at every expansion joint. Revision 3 will include this clarification in the Superstructure Details sheets. Status: ANSWER PUBLISHED

Posted: 12/9/2021 3:28:13 PM

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Question: 36308: Due to the quantity of reinforcing steel to be installed on this project, please add a wage rate classification for: Ironworker, Reinforcing. Posted: 12/7/2021 2:16:27 PM

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Answer: The attached Wage Decision has an "Ironworker , Structural" Any additional classification can be requested after letting through the link below. Status: ANSWER PUBLISHED

Posted: 12/7/2021 2:56:09 PM

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Document: 12688905: Wage Decision FL20200136.pdf

Wage Decision FL20200136.pdf

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Question: 36309: The EBS file (T4583.003x) issued in the Addendum No. 3 was not updated with the correct quantities. Please update the EBS file with the correct quantities. Posted: 12/7/2021 4:22:41 PM

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Answer: Addendum No. 3 was only for changing the letting date to January 12, 2022. Addendum 4 will correct the quantities and provide Revision 3. The Department is finalizing quantities and plans for Revision 3. We have been delay submitting Revision 3 since we were required to update the plans and spec package for a January 2022 letting.

Status: ANSWER PUBLISHED

Posted: 12/8/2021 10:22:24 AM

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Question: 36310: Do the piles & girders on the project require metakaolin?

Posted: 12/7/2021 4:29:10 PM

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Answer: In recent coordination with State Materials office, it is now determined that Flyash and Metakaolin should be used as the Highly Reactive Pozzolans (HRP) admixture for this project in the elements below:

- Bulkhead: Precast Concrete Sheet Pile - HSSS/GFRP (Stainless Steel Prestressing with Glass Fiber Reinforced Polymer) Option.
- Observation Deck:
  - \*Stainless Steel Rebar - 18" Square Prestressed Concrete Piles Option
  - \*Stainless Steel Rebar - Florida Slab Beam (Alternative 2)
- Main Bridge: Piers C.I.P. Columns 10 thru 21 whose portion is below El. 11.7.

Revision 3 will reflect this new direction from State Materials in the Structures General Notes and Bulkhead Data Table and Notes.

Status: ANSWER PUBLISHED

Posted: 12/9/2021 3:23:19 PM

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Question: 36312: Does a Reinforcing Ironworker fall under the category of Structural Ironworker under the Davis Bacon Wage Determination? Are reinforcing Ironworkers receiving any wage determination under Davis Bacon? - There is no wage listed for reinforcing ironworker in FL20210136 10/01/2021 St. Lucie County - Heavy Wages.

Posted: 12/9/2021 9:16:54 AM

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Answer: Any additional classification can be requested after letting through the link below. <https://crm.fdot.gov/>  
The Department of Labor is responsible of making this decision.

Status: ANSWER PUBLISHED

Posted: 12/9/2021 3:27:22 PM

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Question: 36319: Please clarify scope of work to be included under Pay Item 0108- 1- MONITOR EXISTING STRUCTURES - INSPECTION AND SETTLEMENT MONITORING (42993625201) - 1 LS.

Posted: 12/10/2021 3:41:44 PM

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Answer: The question is too broad for a in-depth answer. There is both vibration and settlement monitoring of the existing bridge and adjacent structures in the plans. Vibration monitoring of the existing bridge was clarified in Rev 3 by Rev 3. Attached is D4 draft SOP settlement, noise, and vibration monitoring.pdf that was written to assist project teams in administering the spec 108.

Status: ANSWER PUBLISHED

Posted: 12/20/2021 10:30:27 AM

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Document: 12747790: D4 DRAFT SOP SETTLEMENT NOISE VIBRATION MONITORING.pdf

D4 DRAFT SOP SETTLEMENT NOISE VIBRATION MONITORING.pdf

Question:	36320: Section 455-5.1.8.2 Indicates THE CONTRACTOR needs to provide a UNC Specialist. Section 455-5.1.8.4 indicates the FDOT will Provide personnel to Monitor Underwater Noise. Please Clarify if the Contractor will be required to provide a UNC Specialist or if the FDOT will be providing that person.	Posted:	12/10/2021 3:56:51 PM
Answer:	The Contractor is to provide a Underwater Noise Control Specialist (UNC) as described in Section 455-5.18.2. As per Section 455-5.18.4, the Department will provide personnel and equipment to monitor the underwater noise transmission.	Status:	ANSWER PUBLISHED
		Posted:	12/13/2021 5:35:11 PM
Question:	36321: If the Contractor is to provide a Underwater Noise Control Specialist with the Qualifications listed in 455-5.1.8.2, please provide contact information for Specialists the FDOT has worked with recently.	Posted:	12/10/2021 3:57:26 PM
Answer:	The Contractor is to provide a Underwater Noise Control Specialist (UNC) as described in Section 455-5.18.2. The Department does not have a list of potential UNC.	Status:	ANSWER PUBLISHED
		Posted:	12/13/2021 5:34:26 PM
Question:	36322: Will blasting be allowed on this project?	Posted:	12/13/2021 9:19:19 AM
Answer:	As documented in the USACE Permit (SAJ-2020-01553) the use of explosives is not permitted on this project.	Status:	ANSWER PUBLISHED
		Posted:	12/13/2021 1:21:46 PM
Question:	36326: Please identify all drainage pipe and structure to be removed in the plans.	Posted:	12/13/2021 3:06:35 PM
Answer:	Per FDOT Specification Section 110, Clearing and Grubbing consists of complete removal and disposal of all vegetation, debris, drainage structures, flexible pavement, buildings or any other obstructions in all areas where excavation is proposed. Refer to pipe sizes in response to 36228.	Status:	ANSWER PUBLISHED
		Posted:	12/22/2021 11:27:59 AM
Question:	36327: As a follow up to Question 36271 there is a conflict between the column reinforcing steel and the temporary detour in Phase IIC. Traffic in Phase IIC will be driving over several footings. As an example, Pier 4 will have column steel sticking out of the footing to elevation +/- 9.00, however, traffic will be running at an elevation between 5.00 and 6.00. If mechanical couplers are not permitted, how is this situation to be addressed?	Posted:	12/14/2021 9:10:25 AM

Answer:	Refer also to responses to 36202, 36205, and 36272. Longitudinal column reinforcing may be spliced with mechanical couplers if required per temporary traffic control. The contractor shall submit shop drawings to the engineer for approval. The shop drawings shall include column location(s), coupler dimensions, material and products to use, construction method, etc.	Status: ANSWER PUBLISHED
		Posted: 12/21/2021 4:10:19 PM
Question:	36334: Could you overlay bridge work items; Columns, Caps, and Beams of Piers 2, 3, 4, 5 & 6 and Spans 1, 2, 3, and 5 to be constructed in phase III on Sheets 380 and 381 and issue the revised drawings? This will change permanent work to be done on A1A and Marina Access during phase IIC.	Posted: 12/14/2021 10:49:08 AM
Answer:	TTCP plans were coordinated with the other project components. We will not be reissuing the TTCP plans with structures items overlaid.	Status: ANSWER PUBLISHED
		Posted: 12/22/2021 11:37:10 AM
Question:	36336: Can the DOT clarify how the seal slab will be paid for if after the bid the contractor design utilizes a thinner slab and less concrete?	Posted: 12/14/2021 12:18:56 PM
Answer:	The contractor shall bid for the seal slabs based on the dimensions shown on the plans. Following the bid, the awarded contractor may submit a CSI for the use of seal slabs with reduced thickness.	Status: ANSWER PUBLISHED
		Posted: 12/20/2021 1:20:36 PM
Question:	36341: Pay Item 0570- 1- 1 PERFORMANCE TURF. Please clarify if either sod or hydroseeding are allowed as performance turf.	Posted: 12/14/2021 3:25:20 PM
Answer:	In Revision 3, Pay Item 570-1-2 was added to account for areas of sod designated in the plans and Pay Item 570-1-1 was revised to reflect the performance turf areas outside of the sod limits designated in the plans. Seed, hydroseed, bonded fiber matrix or sod may be utilized in areas requiring performance turf under Pay Item 570-1-1 per FDOT Specification Section 570.	Status: ANSWER PUBLISHED
		Posted: 12/22/2021 9:55:31 AM
Question:	36344: The utility schedules for Fort Pierce Water & Wastewater include line items for the FDOT Roadway Contractor to Include Dewatering at Certain points of their relocation work. One example is for Water Main Connections. How Many Days are we to Include for Dewatering / Pumping Operations for this Work?	Posted: 12/15/2021 9:52:45 AM
Answer:	TTCP plans were coordinated with the other project components. We will not be reissuing the TTCP plans with structures items overlaid.	Status: ANSWER PUBLISHED
		Posted: 12/22/2021 11:27:26 AM

Answer:	TTCP plans were coordinated with the other project components. We will not be reissuing the TTCP plans with structures items overlaid.	Status: ANSWER VOIDED
		Posted: 12/21/2021 2:14:35 PM
Answer:	FPUA will be responsible for dewatering activities associated with their utility work. We are requesting FPUA to update the corresponding work schedule.	Status: ANSWER VOIDED
		Posted: 12/22/2021 10:18:00 AM
Question:	36345: The utility schedules for Fort Pierce Water & Wastewater include line items for the FDOT Roadway Contractor to Include Dewatering at Certain points of their relocation work. One example is for Water Main Connections. Please Add a Pay Item For This Scope of Work. (?)	Posted: 12/15/2021 9:54:40 AM
Answer:	FPUA will be responsible for dewatering activities associated with their utility work. We are requesting FPUA to update the corresponding work schedule.	Status: ANSWER PUBLISHED
		Posted: 12/22/2021 10:17:16 AM
Question:	36366: Are temporary span locks required for this project?	Posted: 12/20/2021 11:39:02 AM
Answer:	Temporary span locks are required. Furnish a pair of temporary span locks that can be installed, adjusted, and operated in lieu of the existing span locks. Deliver and store the temporary span locks on site prior to construction. Install and operate the temporary span locks in the event the existing span locks cannot be operated due to settlement of the existing bridge, and existing span locks cannot be brought into alignment with normal adjustment. Adjust live load shoes in conjunction with temporary span lock installation and adjustment. Provide temporary span lock design and calculations, including connections to the existing bridge structure, signed and sealed by a Specialty Engineer. Provide Shop Drawings for the temporary span locks and method of attachment to the existing bridge. Design and detail span locks for each lock to transfer a shear load of 30 kips (unfactored live load), plus 66% impact (dynamic load allowance) across the open joint between bascule leaves. Design and detail the span locks such that each lock can be installed and put into operation in 8 hours or less. Operate the temporary span locks and interlock the operation with the existing control system per the existing bridge operating procedures. Operation and interlocking may be automated or manually sequenced. Temporary span locks shall not reduce width of existing lanes or shoulders.	Status: ANSWER PUBLISHED
		Posted: 12/22/2021 11:26:27 AM
Question:	36367: Who is responsible for PDA testing for the piles?	Posted: 12/20/2021 11:39:39 AM

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Answer: The Department will be performing the dynamic pile driving testing. Status: ANSWER PUBLISHED  
Posted: 12/20/2021 5:00:44 PM

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Question: 36376: Please provide the summary of the changes in Revision 3. Posted: 12/21/2021 7:19:55 PM

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Answer: Attached is the Summary of Major Changes included in the Revision 3 Package for Proposal T4583 Lead FPID 429936.PDF. The spec was changed to reflect 2022 spec and 8-13.1 incentive-Disincentive was revised to include SR A1A Bridge Pier 2 footing work..... Structures plans were revised 1) BQ sheets for quantity revisions, 2) 22 sheets of minor updates to pier rebar details, 3) 57 sheets of minor updates to rebar tables, 4) Addition of Fly ash and metakaolin to identified elements, 5) Minor prestressing strand pattern update, 6) sidewalk cover plate clarification..... Roadway Plans were revised 1) 13 sheets of updates to Typical Sections curb pad detail, 2) 50 sheets of updates to cross section earthwork, 3) TCP with minor linework revisions, 4) TCP adding sub phase 01 to Phase IIA (related to Incentive-Disincentive revision) 5) SQ sheets for quantity revisions..... Pay Items/Quantities 1) Increase in Erosion Control Pay items (Added), 2) Increase in Performance Turf, 3) Decrease to Excavation, 4) Increase to Temporary RPMs, 5) Decrease to Temp Barrier, F&I Anchored, 6) Increase to Temp Barrier, relocate, Anchored, 7) Pavement class quantity reallocations (Total pavement quantity reduced by 10%) 8) Increase in portable changeable Message signs, temp. 9) Increase in Neoprene Bearings

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Status: ANSWER PUBLISHED  
Posted: 12/22/2021 11:11:39 AM

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Document: 12761032: Summary of Major Changes included in the Revision 3 Package for Proposal T4583 Lead FPID 429936.pdf  
Summary of Major Changes included in the Revision 3 Package for Proposal T4583 Lead FPID 429936.pdf

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Question: 36386: Will the authorized production length pile include the additional footage required to expose the strand as required for tension connections on the tension pile or will the contractor be required to provide as not being covered by the pay quantity? Posted: 12/22/2021 10:51:39 AM

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Answer: Authorized pile lengths will be provided and account for requirement for the tension splice length as appropriate, by the Department following installation of corresponding test piles, which will include dynamic testing (performed by the Department). Status: ANSWER PUBLISHED  
Posted: 12/23/2021 11:10:20 AM

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Question: 36387: Several answers to the questions reference a yet to be released Revision 3 drawings and specifications. When can bidders expect to see Revision 3 issued? Please consider it must be in a timely manner in order for it's review and inclusion in the bids due January 12, 2022. Posted: 12/22/2021 11:05:38 AM

Answer:	Revision 3 was forward on December 22 to Central office for their review and processing. Revision 3 should be posted by Monday. Answer to question 36376 provides the details of what is in Revision 3. The scope of Revision 3 was to fix issues mentioned in bid questions.	Status: ANSWER PUBLISHED Posted: 12/22/2021 5:57:37 PM
Question:	36411: With the Addendum #4 revised Typical Section Plan sheets just issued, Please confirm that there is now no Asphalt Base Curb Pad required for this project. (?)	Posted: 12/28/2021 11:03:04 AM
Answer:	The curb pad in the revised plans matches the locations of Optional Base Group for each section of the project with curbing. Additionally, no exception is taken to extending the Type B stabilization to the bottom of the curb at curbing locations as long as the LBR value shown in the plans is met and RFM is at no additional cost to the Department. The cost of the curb pad is included in the cost of the curb.	Status: ANSWER PUBLISHED Posted: 12/28/2021 12:28:42 PM
Question:	36412: With the Addendum #4 revised Typical Section Plan sheets just issued, Please confirm that there is now no Asphalt Base (B-12.5) Required for any of the Roadway Base Groups. (?)	Posted: 12/28/2021 11:05:56 AM
Answer:	No Asphalt Base is required as per the revised plans. The curb pad in the revised plans matches the locations of Optional Base Group for each section of the project with curbing.	Status: ANSWER PUBLISHED Posted: 12/28/2021 2:09:32 PM
Question:	36425: Revision 3 did not change the duplication of pay item 521 8 7. There are still two pay items for this work. One shows quantity of 1220 LF and the other shows 999 LF. The quantity of 1220 LF is correct. Please delete the duplicate pay item from the bid.	Posted: 1/3/2022 11:33:49 AM
Answer:	The 0001 Structures share quantity for Item 521-8-7 should be zero as it is included in the 0002 Roadway share. Total project quantity for Item 521-8-7 shall be 1,313 LF.	Status: ANSWER PUBLISHED Posted: 1/7/2022 3:03:46 PM
Question:	36426: Wall 2D SOQ for 36" barrier w/Junction shows 36 LF. The station range for this item is 301+60 to 305+09.58. There is 314 LF missing from the SQ summary of this item. Please delete the pay item for 999 LF and update the quantity of 1220 LF for a total of 1,293 LF for item 521 8 7.	Posted: 1/3/2022 11:39:55 AM
Answer:	Item 521-8-7 quantity for Station range 301+60 to 305+09.58 on sheet SQ-19 should be 350 LF. The 0002 Roadway share quantity for Item 521-8-7 should be 1,313 LF. Total project quantity for Item 521-8-7 shall be 1,313 LF.	Status: ANSWER PUBLISHED Posted: 1/7/2022 3:02:59 PM

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Question: 36427: Following the answer to question #36366 regarding Temporary Span Locks: what is the pay item for the Design (with calculations and shop drawings) Fabrication and delivery of Temporary Span Locks?, What is the pay item for the Installation of Temporary Span Locks and the adjustment of live load shoes? The answer also indicates that the delivery and storage of temporary span locks ON Site prior to construction, could you clarify this since there are only 15 calendar days of flexible time.

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Answer: The pay item for the design, fabrication, delivery, and installation of the Temporary Span Locks, including the adjustment of live load shoes, is 465-20 - Movable Bridge - Preventive Maintenance & Routine Repair. To clarify, the temporary lock bars should be on site prior to construction with potential to generate vibration impacts to or settlement of the existing bridge movable span.

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Status: ANSWER PUBLISHED

Posted: 1/5/2022 11:19:48 AM

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Question: 36430: Following up to the answer posted for question ID 36247, please clarify when the Contractor should anticipate beginning construction. Is construction and the 1357 Day Contract Duration to begin on Oct 5, 2022?

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Answer: Anticipate beginning construction in March 2022.

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Status: ANSWER PUBLISHED

Posted: 1/7/2022 10:24:34 AM

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Question: 36438: The supplemental specifications show the Wage Rate Decision Number as FL20220136, however, we are not able to locate this number. Can this table be provided through the Q&A?

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Answer: The beta.sam.gov system is not working at this time.

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Status: ANSWER PUBLISHED

Posted: 1/4/2022 3:06:32 PM

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Question: 36450: Some of the quantities shown in the COL file from the DOT do not align with the quantities shown in Addendum 4. For example, 400-4-5, 400-4-25, and 415-1-5. Can the DOT clarify which quantities are correct?

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Answer:	<p>The referenced pay items each have subtotals for the respective bridges. The Addendum shows the revised quantity for that bridge. The Revision 3 plans show the revised quantities and totals for both bridges. The COL file from the FDOT shows the total quantities which are the sum of both bridges.</p> <p>Note: that the question references 400-4-5, 400-4-25, and 415-1-5 which all have quantities for each bridge. The addendum references the single bridge quantity, while the T4583 Bid File.csv shows the total for both bridges.</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> T4583 Bid File.csv matches Rev 3 Plans totals for both bridges</li> <li><input type="checkbox"/> T453 Addendum 004 matches Rev 3 Plans totals for each bridge</li> </ul>	Status: ANSWER PUBLISHED
		Posted: 1/7/2022 2:41:21 PM
Question:	36451: Following up to the answer posted for question ID 36247, please clarify when the 498 days for the Incentive - Disincentive begins. Using the information provided in the answer, does the 498 begin on Feb 24, 2022 (224 days prior to Oct 5, 2022) or do the 498 days begin on Oct 5, 2022?	Posted: 1/5/2022 11:06:47 AM
Answer:	Anticipate beginning construction in March 2022.	Status: ANSWER PUBLISHED
		Posted: 1/7/2022 10:25:09 AM
Question:	36454: Could the Department provide a typical section for the temporary detours?	Posted: 1/5/2022 2:36:48 PM
Answer:	The temporary detour utilizes the existing roadways which are not altered. No typical section for existing roadways will be provided.	Status: ANSWER PUBLISHED
		Posted: 1/7/2022 12:32:56 PM
Question:	36466: Traffic Control Plan Sheet # 320 Note#1 States no work shall be done between 7am-6pm (M-F), but Note #5 states various Lane Closure times between 7pm - 7am. Are Construction activities allowed between the hours of 7pm-7am?	Posted: 1/7/2022 9:20:02 AM
Answer:	Milling and resurfacing are the only construction activities allowed between 7 PM and 7 AM during the lane closures.	Status: ANSWER PUBLISHED
		Posted: 1/7/2022 12:31:57 PM
Question:	36471: This question was previously asked but was not posted. Item 521 8 7 has a duplicate pay item. The item with a quantity of 1,220 should remain. The item with a quantity of 999 LF should be deleted from the bid. Please confirm.	Posted: 1/7/2022 2:22:19 PM

Answer:	The 0001 Structures share quantity of 1,220 LF for Item 521 8 7 should be deleted. The 0002 Roadway share quantity of 999 LF should be revised to 1,313 LF. Total project quantity for Item 521-8-7 shall be 1,313 LF.	Status: ANSWER PUBLISHED Posted: 1/7/2022 3:04:41 PM
Question:	36472: Please post and answer question ID: 36426. Per the conformation email this question was to be Published 1/3/2022, 11:39:55 AM.	Posted: 1/7/2022 2:37:22 PM
Answer:	Item 521-8-7 quantity for Station range 301+60 to 305+09.58 on sheet SQ-19 should be 350 LF. The 0002 Roadway share quantity for Item 521-8-7 should be 1,313 LF. Total project quantity for Item 521-8-7 shall be 1,313 LF.	Status: ANSWER PUBLISHED Posted: 1/7/2022 3:08:42 PM
Question:	36473: "Confirmation"	Posted: 1/7/2022 2:39:22 PM
Answer:	We understand the word should have been confirmation.	Status: ANSWER PUBLISHED Posted: 1/7/2022 3:09:57 PM
Question:	36475: Per answer to question 36204, the inclusion of the pre-formed length under the pile LF quantity is not a standard practice. Please confirm the length added to this bid item is in accordance with the method of payment (i.e. only 30% of the pre-form length was added as additional quantity and not the full pre-forming length).	Posted: 1/7/2022 4:53:22 PM
Answer:	Inclusion of the pre-formed length in the quantity for piling is per 455-11.12 as applicable.	Status: ANSWER PUBLISHED Posted: 1/8/2022 6:46:13 PM
Question:	36476: Based on answer to question no. 36310, please confirm Main Bridge footers do not fall under this requirement (i.e. is the requirement for all columns under Piers 10 thru 21 below elevation 11.7', but excluding the footing?)	Posted: 1/7/2022 4:53:50 PM
Answer:	The footings do not require Highly Reactive Pozzolans (HRP) or metakaolin.	Status: ANSWER PUBLISHED Posted: 1/8/2022 6:44:53 PM