

# Final Estimates Update Training

Sept 2010

## Questions & Answers

1. Why is only one base item to be specified per typical section?
  - A. Used by designers in future design and consistency and is specified in Specification 285-3.
  
2. Are fuel and bituminous adjustments to be prorated on multi-fin contracts? Why?
  - A. Yes per David Chason (see attached email). They are to be prorated so that the money is being charged to the correct project. Even though it is one contract, there are separate projects in a multi-fin contract and they have their own budgeted money. Therefore the charges need to be appropriately charged to each project.
  
3. Do we use the schedule of values to pay progress estimates on design/build projects?
  - A. No. The contractor submits an invoice and the estimate is paid by the invoice. The schedule of values is used for estimate the amount of materials used for sampling and testing and also in checking against the invoice.
  
4. Are the 6 month statewide averages used on maintenance contracts?
  - A. No. There is a separate site for maintenance.
  
5. The specification states that payment for restoring damaged temporary vehicular impact attenuators will be the manufacturer's/distributor's invoice price for the new materials/parts plus 20% markup. Can we accept an invoice from a supplier or sub-contractor who is supplying and installing the new parts?
  - A. The key word is manufacturer's/distributor's invoice. This invoice should not have the 20% mark-up on it, after invoice is received then it is marked up 20%.
  
6. If asphalt is chosen for the option on base, does it get a bituminous adjustment?
  - A. No. Only when the plans shows or states "asphalt base only".
  
7. When will payments for maintenance contracts start being paid through EED (Estimate Electronic Delivery)?
  - A. Is not in effect yet. It has been approved by the DOT Comptroller and is awaiting approval from the State Department of Financial Services. An email will be sent out by Jennifer Taylor as soon as it goes into effect.

- 8.** Do Survey/Cross Section Waivers need to be submitted on all Streamline Contracts?
  - A.** Yes for all Phase 52 (construction) projects. Phase 72 (maintenance) projects will only be required when there is a need for referencing or tying into known elevations as for drainage structures, jack & bore, directional bore, etc.
  
- 9.** When there are more than one bridge on a project SiteManager separates the pay items per bridge. This can get confusing since it does not indicate which bridge they are for. Is there a way to have SiteManager to include the bridge number for the pay items of the specific bridge?
  - A.** Will check with David Chason and forward the suggestion.
  
- 10.** When asphalt is to be removed and replaced per DDM (Disposition of Defective Material) and the material does not remove an entire subplot but does remove the area where the test for the subplot was taken; is that test removed from the CPF Worksheet and the CPF recalculated?
  - A.** Per Rich Hewitt (DBE), Unless the whole subplot is removed the test represents the remaining tonnage left in the subplot and the CPF remains unchanged.

From: Burnette, John  
To: Taylor, Jennifer; Brush, Tonii; Lange, Steven  
Subject: RE: Fuel and Bituminous Proration  
Date: Wednesday, October 06, 2010 10:47:55 AM

No! As job progresses.

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From: Taylor, Jennifer  
Sent: Wednesday, October 06, 2010 10:44 AM  
To: Burnette, John; Brush, Tonii; Lange, Steven  
Subject: RE: Fuel and Bituminous Proration

This occurs at the end of the job though, correct?

Thanks,  
Jennifer L. Taylor  
District Operations Contracts Manager  
719 South Woodland Boulevard  
DeLand, Florida 32720  
Phone: 386-943-5367  
jennifer.taylor@dot.state.fl.us

-----Original Message-----

From: Burnette, John  
Sent: Wednesday, October 06, 2010 10:42 AM  
To: Brush, Tonii; Taylor, Jennifer; Lange, Steven  
Subject: FW: Fuel and Bituminous Proration

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From: Chason, David  
Sent: Wednesday, October 06, 2010 6:12 AM  
To: Burnette, John  
Subject: RE: Fuel and Bituminous Proration

I agree with you John. We need to reflect the earnings on each project. This way our records reflect what the contractor earned on each project.  
thanks

From: Burnette, John  
Sent: Thursday, September 30, 2010 8:11 AM  
To: Chason, David  
Subject: Fuel and Bituminous Proration

David,  
The question came up on multi-fin Lump Sum projects does the fuel need to be prorated to each project?

Job 1 = \$5,000.00/ \$16,500.00 = 30%

Job 2 = \$6,000.00/ \$16,500.00 = 37%

Job 3 = \$5,500.00/ \$16,500.00 = 33%

Total = \$16,500.00

What about Bituminous?

I said yes to both! They also wanted to know why does it matter if this is unencumbered money?

John M. Burnette  
District 5 Final Estimate Manager  
1405 Thomas Ave.  
Leesburg, Fl. 34748  
Office: 352-326-7739  
E-Mail: john.burnette@dot.state.fl.us