

Proposal ID:	T5406
Project Number:	424906-1-52-01
County:	Osceola
Description:	The improvements under this contract consist of milling and resurfacing, upgrading of end anchorage assemblies for guardrail, removal of guardrail, earthwork along the shoulder, adding a keyhole for the bike lane, adding gore shoulder pavement and re-looping traffic monitoring sites on SR 530.

Question	Response
<p><u>Posted: Tuesday, 11/15/2011 @ 08:18am - MRS</u></p> <p>1) Are the Quantity Computation Books available for us to view on this project?</p>	<p><u>Posted: Wednesday, 11/16/2011 @ 09:09am - MRS</u></p> <p>1) This is a Lump Sum project. There are no computation books.</p>
<p><u>Posted: Wednesday, 11/16/2011 @ 09:14am - MRS</u></p> <p>2) Plan Sheet 5, Typical Sections, shows buried concrete in lanes R1 and L1 between MP 3.428 to MP 3.498. Plan typical does not provide information on approximate depth the concrete, type of concrete (i.e. monolithic pour, reinforced, crushed concrete, etc.) or type of asphalt pavement repair required in areas of removal. Please provide.</p>	<p><u>Posted: Tuesday, 11/22/2011 @ 09:50am - MRS</u></p> <p>2) The plans state to mill 3" average depth, remove concrete 3" average depth (for a total of 6" average depth), and resurface with 5 ¼" SP structural and ¾" FC-5 for half a lane (5.5'). Caution should be used since it is likely that buried concrete is present within the 3" mill asphalt layer. The buried concrete is assumed to be non-reinforced.</p>
<p><u>Posted: Wednesday, 11/16/2011 @ 09:16am - MRS</u></p> <p>3) Please confirm bid plan sheets B-1 through B-17 are for informational purposes only and the contractor is not expected to include work associated with beam removal/replacement, deck removal/replacement or joint replacement on Ramp J (World Drive Ramp) in bid T5406. It appears all this work has been performed. Only work associated with Ramp J in bid T5406 should be as shown on bid plan set sheets 19 & 20 including removal of existing concrete traffic railing and replacement with thrie beam retrofit, index no. 471, scheme 2 as well as guardrail transitions at each wing wall.</p>	<p><u>Posted: Tuesday, 11/22/2011 @ 09:51am - MRS</u></p> <p>3) Yes, B-1 through B-17 are for informational purposes only and the contractor is not expected to include work associated with beam removal/replacement, deck removal/replacement or joint replacement on Ramp J (World Drive Ramp) in bid T5406. The work associated with Bridge 920081 should be as shown on bid plan set sheets 19 & 20. This includes removal of existing concrete traffic railing and replacement with thrie beam retrofit, index no. 471, scheme 2 as well as guardrail transitions at each wing wall.</p>
<p><u>Posted: Friday, 11/18/2011 @ 08:16am - MRS</u></p> <p>4) Per the typical sections only the o/s sh is to recieve the 2'8" sod sh trmt, this doesnt seem to be the case per summary table on sh 12.</p> <p>Please advise if we are to follow the summary table or the typical.</p>	<p><u>Posted: Tuesday, 11/22/2011 @ 09:48am - MRS</u></p> <p>4) Use summary table on sheet 12, however sod treatment I for SR 530 should be placed only on the outside shoulders per the typical sections.</p>
<p><u>Posted: Friday, 11/18/2011 @ 08:18am - MRS</u></p> <p>5) Please refer to sheet 15 thru 18 (limits of milling & resurfacing details). These detail sheets show the</p>	<p><u>Posted: Tuesday, 11/22/2011 @ 09:49am - MRS</u></p> <p>5) Use Design Standard Index #525 for mainline and ramps flexible pavement transitions.</p>

<p>auxiliary lanes and turn lanes to be milled & resurfaced. Do these lanes follow the mainline mill depths or the ramp mill depths?</p>	
<p><u>Posted: Friday, 11/18/2011 @ 08:20am - MRS</u></p> <p>6) Plan sheet 15 depicts milling and resurfacing of the travel lanes and shoulders on Griffin Road. Plans do not contain a typical section for Griffin Road. Please provide.</p>	<p><u>Posted: Tuesday, 11/22/2011 @ 09:52am - MRS</u></p> <p>6) For 100' section of Griffin Road use the same pavement design as SR 530: 2-1/4" mill with 1-1/2" SP and 3/4" FC-5.</p>
<p><u>Posted: Friday, 11/18/2011 @ 08:22am - MRS</u></p> <p>7) Plan sheet 16 depicts partial mill and resurfacing of Ramp 14. Plans do not contain a typical section. Please provide.</p>	<p><u>Posted: Tuesday, 11/22/2011 @ 09:53am - MRS</u></p> <p>7) Use the same pavement design as Ramp 10 for approximately 160' of Ramp 14 (16' travel lane and 4' inside and 8' outside shoulders).</p>
<p><u>Posted: Monday, 11/21/2011 @ 08:54am - MRS</u></p> <p>8) Plan typical sections for the asphalt pavement do not call out any particular asphalt cement binder requirements. Is the contractor to assume ARB-12 for the FC-5 and either PG 67-22, 64-22 or recycling agent modified binder for the structural course Type C mixes?</p>	<p><u>Posted: Tuesday, 11/22/2011 @ 09:44am - MRS</u></p> <p>8) Use Standard Specifications Section 336.</p> <p><u>Posted: Wednesday, 11/30/2011 @ 08:43am - MRS</u></p> <p>8) Use FDOT Specifications Section 336 or applicable plan notes.</p>
<p><u>Posted: Monday, 11/21/2011 @ 08:56am - MRS</u></p> <p>9) During construction of the proposed thrie-beam retrofits will the Department require installation of some type of safety catch netting under the Ramp 10 bridge even though no work shall be allowed above open travel lanes? If yes, what will be required?</p>	<p><u>Posted: Tuesday, 11/22/2011 @ 09:54am - MRS</u></p> <p>9) The rail retrofit is per FDOT Standard Index 471; there are no additional structural requirements. The removal of the existing railing should be per FDOT Specification 110-6 Removal of Existing Structures. Typically safety catch netting is only required for work over active travel lanes.</p>
<p><u>Posted: Tuesday, 11/22/2011 @ 08:17am - MRS</u></p> <p>10) Please refer to traffic control plan sheet no. 26. The Plan sheet shows the Bridge railing improvements being done using Temp Barrier wall. However it was not mentioned, if the wall is K or J type. If K wall is to be used, would it be bolted to the existing Bridge Deck?</p>	<p><u>Posted: Wednesday, 11/23/2011 @ 08:31am - MRS</u></p> <p>10) Use the current Design Standard Index 414 and 415 for clarification on the requirements of the temporary barrier walls.</p>