

District 3 Office
 1074 Highway 90 East
 Chipley, FL 32428
 Phone Number: (850) 415-9713

BID QUESTIONS AND RESPONSES

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| PROPOSAL ID: T3392 | DISTRICT: 03 | COUNTIES: Escambia |
| ROAD NAME: SR 10(US90) | | |
| LIMITS: FROM A Point W. of Pine Cone Dr. to the Escambia River Br. | | |

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| FINPROJ NO(S): 41694015201 | Fed. Aid No. | WORK MIX: Resurface |
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| Question | Response |
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| <p>Posted: Thur. March 22, 2012 @ 11:12 am hwg</p> <p>(1) In areas where the 5' bike lane lies between the travel lane(s) and a shoulder, will the bike lane be given the same buildup and the travel lanes or will it receive friction course only like the shoulder? And, should the bike lane lie between a travel lane and a Right Turn Lane, will it receive the same buildup as the travel lane or will it receive the same as the Right Turn Lane?</p> <p>(2) Also, do all side streets receive typical section shown sheet no. 13, i.e milling, overbuild if required, structure and friction?</p> | <p>Posted: Fri. March 23, 2012 @ 3:19 pm hwg</p> <p>(1) There are no areas where there are bike lanes between the travel lane and the paved shoulder, the bike lane is either on the paved shoulder or is a keyhole bike lane between the outside travel lane and the right turn lane. For keyhole bike lanes between the outside travel lane and right turn lane the bike lane will receive the same pavement design as the right turn lane.</p> <p>(2) No, some of the side street approaches will require milling and then resurfacing, while some will only require resurfacing. Use the pavement design for the auxiliary lanes as shown on the typical sections to determine the milling and/or resurfacing requirements within a particular station range. The milling, resurfacing and/or overbuild can be determined from the typical sections and the milling, resurfacing and overbuild details.</p> |

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| <p>Posted: Thur. March 22, 2012 @ 9:12 am hwg</p> <p>With the exception of Typical Section 4, the other typical sections show auxiliary lanes and shoulders receiving no milling or structure, i.e. friction course only. On Sheet 13 a section is shown for Right Turn Lane Overbuild Detail with milling, overbuild, structure, and friction.</p> <p>(1) Do all right turn lanes receive this treatment?</p> <p>(2) Are auxiliary lanes considered to be only the left turn lanes and hatched areas in the middle of the roadway?</p> <p>(3) Will intersection such as Pine Forest Road be milled, overbuilt, structure, and friction courses or just the travel lanes through the intersections?</p> | <p>Posted: Fri. March 23, 2012 @ 3:13 pm hwg</p> <p>(1) No, the right turn lane overbuild detail is a schematic detail whose purpose is to bring attention to the need for milling, resurfacing and/or overbuild at right turn lanes in the flush 3 lane shoulder section. The exact asphalt placement requirements for these lanes through this segment will be determined utilizing the milling, resurfacing and overbuild details and the appropriate typical sections.</p> <p>(2) No, the auxiliary lanes are considered to be the dedicated left and right turn lanes and the bi-directional turn lanes. For further clarification on the location of these lanes refer to the typical sections and the signing and pavement markings plans.</p> <p>(3) Yes, the milling, resurfacing and overbuild does continue through the intersections as depicted on the typical sections and the milling, resurfacing and overbuild details.</p> |
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(850) 415-9713

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