



Bid Questions and Answers Report

Date & Time:

12/3/2014 8:38:43 AM

District Address: District 5 Construction Office, located at 719 South Woodland Blvd, Deland, FL 32720

District Phone: (386) 943-5350

Proposal: T5510

Project: 430644-1-52-01

Letting Date: 12/3/2014

Location: CENTRAL OFFICE

Description: SR 400 (I-4)

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Question:	<p>8546: 1. This bid is lump sum. Please provide the following information regarding the proposed milling and resurfacing of the ramps: Plan and profile sheets detailing the milling and paving limits for each ramp, ramp stationing, actual lane widths, actual shoulder widths, actual taper lane lengths and widths, and actual gore area lengths and widths.</p> <p>2. Typically the FC-5 overlaps the existing shoulder 8". The typical sections do not reflect this. Is the 8" overlap required?.</p> <p>3. The typical sections show the mainline shoulders being milled and resurfaced. In the "Summary of Quantities" it appears that not all of the existing mainline shoulders are being milled and resurfaced. If this is correct, please provide the stationing of all the shoulder areas that are not proposed for milling and resurfacing.</p>	Posted: 11/13/2014 11:13:16 AM
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Answer:	<p>Bid Question Answer #8546:</p> <p>1. Following the Department's Design guidelines, the Summary of Pavement section in the plans indicates the STA to STA limits of the milling and paving sections. Area IDs are called out for each section, referencing the Area IDs in the design files for the project. Sheet 15 also references the ramp sections and milling lengths. The intent is to mill and resurface the entire width of the ramps and gores to the existing pavement seam at the end of all the ramps per the ramp stationing shown in the Summary of Quantities and typical sections shown in the plans.</p> <p>2. Yes, the quantity for FC-5 is reflected in the quantities. Plan revisions shall update the typical section.</p> <p>3. The Summary of Quantities incorporates the mainline shoulders stated in the typical section limits. Gaps will naturally exist in the stationing when the mainline encounters ramps and bridge locations.</p>	Status: ANSWER PUBLISHED Posted: 11/26/2014 12:26:09 PM
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Question: 8547: 1. What are the lane closures / work restrictions for the auxiliary lanes?

2. On Plan Sheet 28 Note 7. Lane Closures / Work Restrictions. It states the following: " No mainline or ramp travel lane closure will be permitted: Monday through Thursday: 7:00 AM - 9:00 PM / Friday 5:00 AM through Sunday 9:00 PM: No lane closure" , "SR 400 detours will be permitted: Monday through Thursday: 11:00 PM - 5:00 AM", and "Ramp closures will not be permitted from 6:00 AM to 10:00 PM on weeknights and 6:00 AM to 11:00 PM on weekends". Please clarify the days and hours allowed for mainline single lane closures, ramp travel lane closures, and ramp closures / detours.

Posted: 11/13/2014 11:14:55 AM

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Answer: Bid Question Answer #8547: Please see the revised plan sheets in Addendum No. 1.

Status: ANSWER PUBLISHED

Posted: 11/26/2014 10:35:41 AM

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Answer: Bid Question Answer #8547: Lane closure restrictions for auxiliary lanes will be the same as travel lanes.

Status: ANSWER VOIDED

Posted: 11/14/2014 5:43:49 PM

-Single Lane Closures Allowed  
Mainline/Ramp Travel Lane  
Monday through Thursday  
9:00 PM to 7:00 AM

-Ramp Closures/Detours Allowed  
Monday through Thursday  
11:00 PM to 5:00 AM

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Question: 8578: Please review your calculations for the Tons associated with the SP "D" PG Pay Item. From the Summary of Pavement for Pay item 327 70 15 (Mill 2.75") as shown on Sheet SQ-4 of the plans, it shows that EB R1 & R2 is in 3 locations. These 3 locations total approx 58,442 sy. The typical on sheet #5 of the plans shows that these areas are to receive 2" of SP "D" PG Asphalt. If we use the 58,442 sy @ 220#, these would equal approx 6429 Tons of SP "D" Asphalt. However, if you look at the Summary of Pavement detail on Sheet SQ-5 of the plans, the 3 locations for the asphalt only total approx 4821 Tons. It appears the summary sheets are short approx 1608 Tons on the SP "D" PG pay item.

It also appears that no allowance was made for the extra 8" of FC-5 for the shoulders along the Mainline or Ramps. On the Mainline alone, using 22299 LF times 4 shoulders would be 89196 LF @ 8" wide or an additional 6640 sy. This amounts to approx 266 additional Tons of FC-5 without accounting for the Ramps

Posted: 11/17/2014 8:33:42 AM

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Answer: Bid Question Answer #8578: The calculations of the SP "D" PG pay item were calculated using an incorrect spreadrate value. The areas are to receive 2" of SP "D" PG Asphalt as the typical sections indicates. A plan revision corrects values in the Summary of Pavement details.

Status: ANSWER PUBLISHED

Posted: 11/25/2014 3:50:18 PM

Although not shown in the typical sections, the 8" of FC-5 overlap was calculated in the project quantities. A plan revision shall correct the typical section indication of the 8" section of FC-5.

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Question: 8672: The Addendum No. 1 Plan Sheet No. 28 Temporary Traffic Control Plan lane closure time restrictions conflicts with the answer to Question ID: 8547 in the Bid Questions & Answers. Please clarify the hours allowed for mainline single lane closures, ramp travel lane closures, and ramp closures / detours. Posted: 11/25/2014 4:13:09 PM

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Answer: Bid Question Answer #8672: Bid Question Answer #8547 was answered prior to Addendum No. 1 becoming published. The previous answer has been revised. Addendum No. 1 contains the the Department's lane closure restrictions. Status: ANSWER PUBLISHED  
Posted: 11/26/2014 10:39:27 AM