



Bid Questions and Answers Report

Date & Time:

12/3/2014 8:40:13 AM

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

District Phone: (386) 943-5350

Proposal: T5511

Project: 430680-1-52-01

Letting Date: 12/3/2014

Localtion: CENTRAL OFFICE

Description: SR 11 AND SR 15 (S WOODLAND BLVD)

Question: 8551: 1. Financial Project ID 430679-1-52-01 SR 15 proposes Type SP Overbuild in the typical section details. On Plan Sheet No. SQ-4 Overbuild For Cross Slope Correction and Overbuild At Median Opening the overall quantity is 954.77 tons. Please provide the detailed computations of how these quantities were determined. Posted: 11/13/2014 2:12:07 PM

2. Financial Project ID 430680-1-52-01 SR 11 proposes Type SP Overbuild in the typical section details. On Plan Sheet No. SQ-5 Cross Slope Transition, Cross Slope Correction, and Overbuild the overall quantity is 161.35 tons. Please provide the detailed computations of how these quantities were determined.

Answer: Bid Question Answer #8551: The computations for both the 430679-1-52-01 and 430680-1-52-01 projects have been attached to this answer as reference documents. Status: ANSWER PUBLISHED
Posted: 11/14/2014 5:38:39 PM

Document: 3596828: OVERBUILD_DETAIL_43067915201_111314.xls

Computations of Overbuild 430679

Document: 3596829: SR11_430680-1-52-01_Overbuild_Calcs.pdf

Computations of Overbuild 430680

Question: 8561: In section 430679-1-52-01 SR 15 on sheet 7 there are 2 pay item descriptions (with no pay item attached) which are Temporary Signalization & Maintenance of intersection and Temporary Traffic Detection and Maintenance of intersection then in the design notes it has 2 exist intersection. No where in the plans does it have any other notes as to what will need to be included in these 2 items. Doesn't even tell us where the existing intersections are. Which after field review we found . We understand that we will have to maintain these 2 intersections during construction and figure out the temporary traffic detection needed during construction. Have concerns after milling and resurfacing and job is complete there is no traffic detection going back in at these 2 intersections per the plans provided.

Posted: 11/14/2014 11:18:30 AM

Answer: Bid Question Answer #8561: Temporary Signalization & Maintenance of intersection and Temporary Traffic Detection and Maintenance of intersection are included on the 2 existing signals within the project limits; New Hampshire Ave and Beresford Avenue. These items are to be used to maintain the existing signal operation and detection during the contract duration. There is no permanent detection included in the project due to video detection recently installed at these intersections. A plan revision will be submitted to separate these two pay items into a summary box.

A description of the items can be found in the Department's Basis of Estimates, Chapter 11, here:
<http://www.dot.state.fl.us/specificationsoffice/Estimates/BasisofEstimates/BOEManual/Files/Chapter11.pdf>

Status: ANSWER PUBLISHED

Posted: 11/21/2014 1:38:15 PM

Question: 8652: In project 430679-1-52-01 the turn lanes and cross overs (typical section I, sht 3) are milled and resurfaced with 1.5" of friction course. The mainline is milled 3" and resurfaced with structure and friction course. This construction scheme will leave a 1.5" drop off, which can pond water, at the turn lanes until the friction course is placed. Milling the turn lanes and cross over ahead of time will relieve the unsafe condition. Will the contractor be allowed to mill the turn lanes and crossovers ahead of time if a micro drum is used?

Posted: 11/21/2014 1:37:25 PM

Answer: Bid Question Answer #8652: The Contractor is required to follow the Department Specifications. Specification 327, Section 3 states, "Provide positive drainage of the milled surface and the adjacent pavement. Perform this operation on the same day as milling. Repave all milled surfaces no later than the day after the surface was milled."

Status: ANSWER PUBLISHED

Posted: 11/24/2014 1:13:36 PM

Question: 8653: In project 430680-1-52-01 the typical section (sht 4) calls for Type SP Structural Course Type B with PG 76-22. The current AADT of this roadway is only 5,900. The DOT does not normally use polymer in Type B mixes which increases the cost considerably. Can non polymer Super Pave mix be used for the structural course?

Posted: 11/21/2014 1:39:43 PM

Answer: Bid Question Answer #8653: The project requirement of PG 76-22 shall remain. Following Standard Specification 334-1.2, a Type SP mix one traffic level higher than the traffic level specified in the Contract Documents may be substituted, at no cost to the Department.

Status: ANSWER PUBLISHED

Posted: 11/25/2014 1:42:39 PM