



Bid Questions and Answers Report

Date & Time: 10/29/2014 8:36:59 AM

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

District Phone: (386) 943-5350

Proposal: T5509

Project: 430673-1-52-01

Letting Date: 10/29/2014

Location: CENTRAL OFFICE

Description: SR 50

Question: 8288: On Plan Sheet 1 for Financial Project 430673-2-52-01, it lists the following revised index drawings that were not part of file downloads. Please let us know where we can find this information. Posted: 10/6/2014 3:30:45 PM

Index 400 - Sheet 13B, 20, 20A
Index 402 - Sheet 18, 19
Index 414 - Sheet 4
Index 415 - Sheet 1
Index 600 - Sheet 9
Index 21110 - Sheet 1

Answer: Bid Question Response #8288 - An addendum #1 has been added to clarify the revised index drawings. Please see the plan revisions in addendum #1. Status: ANSWER PUBLISHED
Posted: 10/24/2014 1:39:46 PM

Document: 3511366: 430673-2 List of Revised Index Drawings.pdf

Revised Index Drawings

Question: 8300: Financial Project ID 430673-1-52-01 proposes Type SP overbuild (Traffic C) in the typical section plans. Please provide the overall asphalt overbuild tonnage and the detailed computations of how these quantities were determined. Posted: 10/10/2014 9:44:20 AM

Answer:	Bid Question Response #8300: The total asphalt overbuild quantity on Financial Project ID 430673-1-52-01 is 674.17 TN. This includes the third-to-last line of the Summary of Pavement (Sta. 852+25.51 to 855+26.82, 25.35 TN), which is labeled "Median Turnlane" rather than "Overbuild". Due to the cross-slope correction of the mainline travel lanes, the proposed inside edge of travel lane (EOTL) elevation will be higher than the existing elevation. For the median crossovers, the overbuild thickness was calculated as the average overbuild needed to meet the new pavement elevations along the mainline lanes. For instance, for median crossovers between Station 766+00 and Station 809+00, the westbound inside EOTL elevation is an average 2" higher than existing, and the eastbound inside EOTL elevation is an average 1" higher than existing. The average overbuild needed is 1.5" along the westbound lanes and 0.5" along the eastbound lanes, for an average overbuild thickness of 1" in the median crossover. For median turnlanes, the elevation difference between the turnlane and the proposed inside EOTL varies due to the changing existing cross-slope of the mainline travel lanes. The overbuild thickness range provided in the Typical Section Details reflects the thicknesses needed due to the minimum and maximum measured mainline cross-slopes. These values were then averaged and applied to the area of the turnlane to obtain the asphalt overbuild quantity. For instance, for eastbound median turnlanes between Station 766+00 and Station 809+00, the inside EOTL elevation difference above the existing elevation varies from 0" to 2.25". The overbuild needed varies from 0.5" to 2.75", for an average overbuild thickness of 1.75" along the turnlane	Status: ANSWER PUBLISHED Posted: 10/26/2014 10:24:54 PM
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Document: 3550575: Summary of Pavement overbuild only 430673-1.xlsx

Overbuild spreadsheet

Answer:	Bid Question Response #8300: The total asphalt overbuild quantity on Financial Project ID 430673-1-52-01 is 674.17 TN. This includes the third-to-last line of the Summary of Pavement (Sta. 852+25.51 to 855+26.82, 25.35 TN), which is labeled "Median Turnlane" rather than "Overbuild". Due to the cross-slope correction of the mainline travel lanes, the proposed inside edge of travel lane (EOTL) elevation will be higher than the existing elevation. For the median crossovers, the overbuild thickness was calculated as the average overbuild needed to meet the new pavement elevations along the mainline lanes. For instance, for median crossovers between Station 766+00 and Station 809+00, the westbound inside EOTL elevation is an average 2" higher than existing, and the eastbound inside EOTL elevation is an average 1" higher than existing. The average overbuild needed is 1.5" along the westbound lanes and 0.5" along the eastbound lanes, for an average overbuild thickness of 1" in the median crossover. For median turnlanes, the elevation difference between the turnlane and the proposed inside EOTL varies due to the changing existing cross-slope of the mainline travel lanes. The overbuild thickness range provided in the Typical Section Details reflects the thicknesses needed due to the minimum and maximum measured mainline cross-slopes. These values were then averaged and applied to the area of the turnlane to obtain the asphalt overbuild quantity. For instance, for eastbound median turnlanes between Station 766+00 and Station 809+00, the inside EOTL elevation difference above the existing elevation varies from 0" to 2.25". The overbuild needed varies from 0.5" to 2.75", for an average overbuild thickness of 1.75" along the turnlane.	Status: ANSWER VOIDED Posted: 10/24/2014 4:29:13 PM
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Question: 8301: Financial Project ID 430673-2-52-01 proposes Type SP overbuild (Traffic C) in the typical section plans. Please provide the overall asphalt overbuild tonnage and the detailed computations of how these quantities were determined. Posted: 10/10/2014 9:45:13 AM

Answer: Bid Question Response #8301: The total overbuild on the project is calculated as 2760.0 TN, as shown in the Summary of Pavement table. In calculating the overbuild quantity, we used a combination of the cross sections received from our project surveyor and the existing cross slopes that were indicated in the van data to determine an average thickness of the overbuild for each overbuild area. These average thicknesses were then applied to the quantity shapes that were created in the QTDSRD01.DGN file. A spreadsheet has been included in the answer as supporting documentation. Status: ANSWER PUBLISHED
Posted: 10/24/2014 4:33:04 PM

Document: 3550061: 430673-2 (SR 50) Overbuild Calculations.xlsx

430673-2 Overbuild

Answer: Bid Question Response #8301: The total overbuild on the project is calculated as 2760.0 TN, as shown in the Summary of Pavement table. In calculating the overbuild quantity, we used a combination of the cross sections received from our project surveyor and the existing cross slopes that were indicated in the van data to determine an average thickness of the overbuild for each overbuild area. These average thicknesses were then applied to the quantity shapes that were created in the QTDSRD01.DGN file. Status: ANSWER VOIDED
Posted: 10/24/2014 4:31:04 PM

A spreadsheet has been included in the answer as supporting documentation.

For the question regarding the Revised Index drawings, I am still unsure if we need to issue a plans revision to add these to the plan set or if these can be transmitted as an attachment to the bid question. Please provide a direction on this issue and I will get you whatever is needed asap.

Document: 3549625: 430673-2 (SR 50) Overbuild Calculations.xlsx

430673-2 Overbuild Calculations