



Bid Questions and Answers Report

Date & Time: 3/28/2018 10:39:19 AM

District Address: District 4 Construction Office, located at 3400 West Commercial Blvd. Fort Lauderdale, FL 33309

District Phone: (954) 777-4130

Proposal: T4473

Project: 427516-1-52-01

Letting Date: 3/28/2018

Localtion: CENTRAL OFFICE

Description: SR 9 (I-95)

Question: 21282: On sheet S-23 the 700-1-14 sign assembly at 3866+84 appears to be mounted to the bridge wall. Will the department please clarify if this sign is a bridge mount or a ground mount as the pay item indicates. Posted: 2/28/2018 3:13:09 PM

Answer: Based on investigation, the sign already exists in the field and is located on the bridge. Additional investigation reveals that the sign is in great condition and does not need to be replaced. A revision #1 is being processed prior to letting and the plans and plans quantities will be updated to maintain the existing sign on the bridge (existing sign to remain). Status: ANSWER PUBLISHED
Posted: 3/1/2018 8:42:43 AM

Question: 21461: Is the PGL the control point for the paving? Posted: 3/19/2018 11:19:04 AM

Answer: Paving sequence is means and methods. The control point for milling is the PGL since there is fixed milling and variable overbuild for cross slope correction proposed. Hence why the Typical Sections show a variation for slopes when there is a constrain (i.e. gutter) Status: ANSWER PUBLISHED
Posted: 3/21/2018 9:46:57 AM

Question: 21464: Is the HOV lane and the 4' buffer lane the same cross slope? Posted: 3/19/2018 11:19:56 AM

Answer: Yes, both have the same cross slope. Status: ANSWER PUBLISHED
Posted: 3/21/2018 9:45:23 AM

Question: 21465: Can you please verify the 1.5" milling SY. Posted: 3/19/2018 11:20:29 AM

| | | | |
|-----------|--|---------|-----------------------|
| Answer: | Plan quantity for 1.5" milling is confirmed and is correct per plan. | Status: | ANSWER PUBLISHED |
| | | Posted: | 3/21/2018 9:45:48 AM |
| Question: | 21466: How were the traffic control officer hours determined? | Posted: | 3/19/2018 11:20:56 AM |
| Answer: | Revision 2 will be process prior to letting to revise the pay item to 999102 1 Speed and Law Enforcement officer Non Bid Item | Status: | ANSWER PUBLISHED |
| | | Posted: | 3/21/2018 5:44:56 PM |
| Question: | 21483: Will FDOT allow a milled wedge between lanes to mitigate the drop-off conditions between lanes? | Posted: | 3/20/2018 8:21:21 AM |
| Answer: | yes. FDOT will allow a milled wedge between lanes to mitigate the drop-off conditions between lanes. | Status: | ANSWER PUBLISHED |
| | | Posted: | 3/21/2018 3:32:11 PM |
| Question: | 21501: Is it the department's intent to place overbuild and structural back in the same night of the paving operation? | Posted: | 3/21/2018 10:58:34 AM |
| Answer: | There is no requirement to place overbuild and structural course in the same night. It is up to the contractor to determine the appropriate means and methods for constructing overbuild and structural asphalt while meeting minimum drop off requirements. | Status: | ANSWER PUBLISHED |
| | | Posted: | 3/21/2018 3:49:03 PM |
| Question: | 21511: Summary of crash cushion states the design length for the permanent crash cushion to be 30 FT. According to Index 430, for guardrail applications, the design length is stipulated at 22.75 FT. Is the intent here to ensure that the crash cushion's physical length is longer than 30 FT? | Posted: | 3/22/2018 10:41:25 AM |
| Answer: | The design plans specify a 30-ft design length to match the existing condition. The intent is that the crash cushion should be at least 30 feet in this location. | Status: | ANSWER PUBLISHED |
| | | Posted: | 3/22/2018 3:58:39 PM |