

FLORIDA DEPARTMENT OF TRANSPORTATION
Procurement Office
605 Suwannee Street, MS 20
Tallahassee, Florida 32399-0450
Phone: (850) 414-4381 – Fax: (850) 414-4951

ADDENDUM NO. 1

DATE: November 15, 2016

RE: BID #: RFP-DOT-16/17-9035-SJ BID TITLE: Structural Coefficient for High Polymer Modified Asphalt Mixes

OPENING DATE: December 6, 2016, at 3:00PM LOCAL TIME

Notice is hereby given of the following changes to the above-referenced BID:

- Questions and Answers posted below.
- Clarification of project duration: A clarification of the project term length was asked during the pre-proposal teleconference. The Department has determined that the project should take approximately 24 months to complete.

Bidders/Proposers must acknowledge receipt of this Addendum by completing and returning to the Procurement Office, by no later than the time and date of the bid/proposal opening. **Failure to do so may subject the bidder/proposer to disqualification.**

Sherill Johnson, Procurement Agent

Bidder/Proposer

Address

Submitted by (Signature)

Failure to file a protest within the time prescribed in Section 120.57(3), Florida Statutes, or failure to post the bond or other security required by law within the time allowed for filing a bond shall constitute a waiver of proceedings under Chapter 120, Florida Statutes.

Question 1	Is the research team able to use lab testing apparatus in FDOT SMO for the project such as LBR test equipment and others?
Answer 1	Research Teams should not count on access to FDOT SMO's Lab Testing when responding to this Research RFP.
Question 2	Yesterday it was mentioned at the public opening teleconference that there will be a clarification on the duration of the project. Would you please let us know the decision on the duration of the project when it is available.
Answer 2	The project should take approximately 24 months to complete
Question 3	<p>Please confirm my understanding of the objectives:</p> <ul style="list-style-type: none"> • Determine the Structural Coefficient for asphalt mixes containing type PG 76-22 (HP) binder. • The control is typically approved mixes with type PG 76-22 (PMA) which is assumed to have a layer coefficient of 0.44. • Higher PG binders such as 82-22 are not considered. (There was a mention of higher PG grades in the background statement.)
Answer 3	Your understandings are correct.
Question 4	The Conference minutes indicated there were questions but do not show the questions. Please share.
Answer 4	The Department does not tape or keep specific records of questions posed during a Pre-proposal teleconference.
Question 5	Is there any guidance regarding the project period.
Answer 5	Please see Answer 2
Question 6	<p>Section 2.3.5 of the 1993 AASHTO Pavement Design guide provides a chart (Figure 2.5) to estimate the structural coefficient of dense graded mixes using the elastic modulus of the layer at 68 oF. The guide alerts to using higher stiffness values beyond 450,000 psi for fear of increased susceptibility to fatigue and thermal cracking. However, a study by SMO which compared the rutting and fatigue cracking of Heavy Polymer modified binders found that polymer modified binders have better cracking performance than unmodified binders.</p> <p>http://www.fdot.gov/materials/administration/resources/library/publications/researchreports/pavement/14-564.pdf</p> <p>As such, is there any reason to preclude using the suggested relationship and use relative stiffness to predict the relative change in structural coefficient?</p>
Answer 6	Researchers should not limit their proposed research responses due to language currently found in the FDOT Flexible Pavement Design Manual.