



Bid Questions and Answers Report

Date & Time: 8/28/2013 1:53:29 PM

District Address: District 7 Construction Office, located at 11201 N McKinley, Tampa, FL 33612

District Phone: (813) 975-6285

Proposal: T7334

Project: 424550-1-52-01

Letting Date: 8/28/2013

Location: CENTRAL OFFICE

Description: SR 45 (US 41)

Question: 4676: Please provide the computation book. Posted: 8/6/2013 11:07:43 AM

Answer: The computation book has now been posted. Please check the ftp site again. Status: ANSWER PUBLISHED
Posted: 8/7/2013 2:44:50 PM

Question: 4687: What is the contractor's responsibility if the ARMI layer is exposed as noted on sheet 9 of the Typical Section Details? Posted: 8/7/2013 7:49:45 AM

Answer: The likelihood of exposing the ARMI layer is very remote based on the milling/pavement design provided and the existing pavement core data. However, if the Contractor does hit the ARMI layer during his milling operations, the milling depth will be reduced. This will be discussed at the Pre-Pave Meeting. Status: ANSWER PUBLISHED
Posted: 8/7/2013 1:30:48 PM

Question: 4695: Item #14 of the General Notes on sheet 63 states that there is an eagle's nest on the project. Is the contractor responsible for any type of monitoring of it? Posted: 8/7/2013 7:53:34 AM

Answer: No. The contractor will not be required to perform any monitoring. Status: ANSWER PUBLISHED
Posted: 8/7/2013 1:33:13 PM

Question: 4702: Please provide the comp book for this project. Posted: 8/7/2013 11:12:36 AM

Answer: The computation book has now been posted. Please check the ftp site again. Status: ANSWER PUBLISHED
Posted: 8/7/2013 2:45:21 PM

Question:	4737: What is the typical section for the turnout construction?	Posted:	8/12/2013 7:56:30 AM
Answer:	The typical section for turnout construction is reflected in the Design Standards, Index 515 and 516. There are also driveway(turnout) profiles in the plans that go with each of the turnouts being constructed on sheets 324 thru 340 in the plans.	Status:	ANSWER PUBLISHED
		Posted:	8/19/2013 11:00:13 AM
Question:	4749: Regarding the temporary cross-over shown on Sheet 349 of the plans, will the contractor be responsible for any type of fill under the asphalt pavement?	Posted:	8/12/2013 4:42:20 PM
Answer:	Yes, the Contractor will be responsible for any type of fill needed under the asphalt pavement for the temporary crossover. The quantities for various items for the temporary crossovers are shown in the Comp Book for 102-1 Maintenance of Traffic which includes the amount of embankment as well as other items.	Status:	ANSWER PUBLISHED
		Posted:	8/16/2013 9:15:56 AM
Question:	4750: Plan sheet 355 shows the construction of temporary pipe and a MES in the median at the North end of the temporary cross-over. Is there any temporary pipe to be installed for this temporary cross-over?	Posted:	8/12/2013 4:50:28 PM
Answer:	The north temporary crossover is the only location where temporary pipe should be needed.	Status:	ANSWER PUBLISHED
		Posted:	8/16/2013 9:14:06 AM
Question:	4751: The grinding of the approach slab on sheet 20, what type of grinding is this?	Posted:	8/12/2013 4:59:41 PM
Answer:	The intent is for the Contractor to use equipment capable of removing the 5/8 inch depth of asphalt depicted on Sheet 20 on the southbound bridge approach slabs without damaging the underlying concrete surface. There is a specific technical specification addressing the asphalt removal for the northbound bridge.	Status:	ANSWER PUBLISHED
		Posted:	8/19/2013 11:01:30 AM
Question:	4752: I have not been able to locate the 1", 2" and .75' millings on the plans; Can the Department provide that information?	Posted:	8/13/2013 9:51:46 AM

Answer:	<p>The 1" milling is shown on typical section(1) on sheet 5 as the milling description for the crossovers and it is also crosshatched in the plan sheets in the crossover areas as well as being depicted in the computation book.</p> <p>The 2" milling is the average depth from the variable milling shown on the Typical Section Detail sheets-Sheets 9 through 18 and it is also delineated in the computation book.</p> <p>For the 3/4" milling, 5/8" milling is shown on Typical Section Detail (12), Sheet 20 for the milling of the approach slab on the southbound bridge. There is no pay item for 5/8" milling so the closest pay item was 3/4" which was used to quantify this item. This is reflected in the computation book.</p>	Status: ANSWER PUBLISHED
		Posted: 8/14/2013 8:12:53 AM
Question:	<p>4812: 1. Sign # 14 and #16 are 5'x4' (20 SF) and are listed as a 700-20-12 pay item. Sign # 15 is 5'x3.5'(17.5 SF) and is listed as a 700-21-11 pay item. Would it be feasible to install sign # 15 on a single post pay item since it is clearly under 30 SF and per index 11860 can be put on a single post?</p> <p>2. Sign # 17 should be listed as a 700-20-12, not 700-20-14.</p>	Posted: 8/20/2013 7:39:51 AM
Answer:	<p>The contractor should bid the scope of the work and pay quantities as shown in the bid documents.</p>	Status: ANSWER PUBLISHED
		Posted: 8/22/2013 11:21:39 AM
Question:	<p>4818: The turn lane widening typical section on sheet 5 and the pavement reconstruction typical section on sheet 19 show that 2.00" type SP structural course (traffic C, without polymer) is to be used. However, after adding the overbuild quantity (3498.2) and the turnouts quantity (191.2) there's no more tonnages left for the widening and the pavement reconstruction. Will the 3689.4 Tons of asphalt for SP Structural (Traffic C) be revised?</p>	Posted: 8/20/2013 2:15:12 PM
Answer:	<p>The bid quantity for this pay item will not be revised. The final quantity is based on tons placed and will be measured and paid in accordance with the contract.</p>	Status: ANSWER PUBLISHED
		Posted: 8/22/2013 11:21:02 AM