



Bid Questions and Answers Report

Date & Time:

9/30/2020 8:19:12 AM

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

District Phone: (813) 975-6285

Proposal: T7463

Project: 437624-1-52-01

Letting Date: 9/30/2020

Localtion: CENTRAL OFFICE

Description: SR 595 (ALT US 19/SEMINOLE BLVD)

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Question: 31036: Phase 1 traffic control plans show permanent inside lane closures with 6" yellow temp edge line for the entire length of the project. However, traffic control notes state that the northbound lane cannot be closed between 3:00pm - 7:00pm. This means that the temp edge line will have to be removed and replaced daily. Pay quantity for the 6" yellow does not include replacing the edge line multiple times.  
How will the removal and replacement(daily) of the edge line be paid for?

Posted: 9/4/2020 7:21:12 AM

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Answer: Per TCP General note number 2, the 3:00 PM - 7:00 PM lane closures only apply within the signalized intersections.  
On the same sheet per TTC General Note 8, the construction activities can only be limited to active work zones. The intent is to keep the road open as much as possible and to work in segments. The lanes closures for the project length is not allowed.

Status: ANSWER PUBLISHED

Posted: 9/18/2020 2:27:50 PM

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Question: 31037: Phase 2 traffic control plans show permanent outside lane closures with reduced lane widths and temp edge lines, temp skip and temp barrier wall. However, traffic control notes state that the northbound lane cannot be closed between 3:00pm - 7:00pm. This means that the temp edge line and temp skip and temp barrier will have to be removed and replaced daily and the lane widths will have to be changed back to original configuration daily. Pay quantities for the temp edge and temp skip and temp barrier wall do not included replacing on daily basis. How will the removal and replacement (daily) be paid for.

Posted: 9/4/2020 7:44:56 AM

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Answer: Per TCP General note number 2, the 3:00 PM - 7:00 PM lane closures only apply within the signalized intersections.  
On the same sheet per TTC General Note 8, the construction activities can only be limited to active work zones. The intent is to keep the road open as much as possible and to work in segments. The lanes closures for the project length is not allowed.

Status: ANSWER PUBLISHED

Posted: 9/18/2020 2:29:18 PM

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Question: 31038: Phase 2 plans show new lane widths configuration for the entire length of the job. Meaning that all existing pavement markings will have to be removed. How is this to be paid for and how is this to be done? Posted: 9/4/2020 7:47:31 AM

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Answer: Per specifications section 102-5.8, the cost of removing the pavement markings is to be included in the Maintenance of Traffic, Lump Sum. Status: ANSWER PUBLISHED  
Posted: 9/18/2020 2:33:21 PM

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Question: 31039: Phase 1 and Phase 2 traffic control plans show permanent lane closures for the entire length of the project. Why are the lanes being closed for the entire length of the project when, per traffic control notes, we are limited to working signal to signal, or 1000' at a time, and the northbound lane has to be reopened between 3:00pm - 7:00pm. Posted: 9/4/2020 8:00:16 AM

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Answer: Per TTC General note number 2, the 3:00 PM - 7:00 PM lane closures only apply within the signalized intersections. Status: ANSWER PUBLISHED  
On the same sheet per TTC General Note 8, the construction activities can only be limited to active work zones. The intent is to keep the road open as much as possible and to work in segments. The lanes closures for the project length is not allowed. Posted: 9/18/2020 2:36:24 PM  
The intent was to show the overall TCP scheme of phase-I and II. Contractor can only allow to work from signal to signal, or 1000' at a time.

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Question: 31045: It appears that the quantities of the 3" structural asphalt and 9" asphalt base under the concrete traffic separators have been included in the bid items for Superpave and Optional Base Group. Please confirm they have been and are not incidental to the traffic separators. Posted: 9/4/2020 3:57:21 PM

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Answer: Quantities of Superpave and Optional Base Group under the traffic separator are very minor and were quantified as part of the Superpave and OBG quantities. However, per specifications, cost of asphalt and base under the traffic separator are to be included in the cost of traffic separators. Status: ANSWER PUBLISHED  
Posted: 9/18/2020 2:38:01 PM