



Bid Questions and Answers Report

Date & Time:

1/27/2016 8:29:13 AM

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

District Phone: (813) 975-6285

Proposal: T7378

Project: 431496-1-52-01

Letting Date: 1/27/2016

Location: CENTRAL OFFICE

Description: SR 55 (US 19)

---

Question: 12745: Reference Sheet SQ-1 Pay item notes: Item 570-1-2 says the item is to include pegged sod where sod may slide "as directed by Engineer". Can the quantity of pegged sod be provided to the contractor via a new pay item rather than as part of this performance sod? If not, please provide the quantity contractor will need to peg. Posted: 12/27/2015 11:15:15 AM

---

Answer: There is no pay item for pegged sod. The location where pegged sod may be needed is where we have slope restoration. The areas where slope restoration is required, as shown in the Typical Section Details, Sheet 10, is called out in the Summary of Performance Turf Tables under the "Design Notes" column. See Sheets SQ-21 through SQ-23. Status: ANSWER PUBLISHED  
Posted: 1/8/2016 1:49:22 PM

---

Question: 12746: Based on the TCP phasing plan, all Friction course is to be installed during Phase 4 and is estimated as 36 dys. This does not allow for the Friction install AND the 30 dys cure time required for final thermoplastic striping. Will the department review the 125 day contract time to allow for the 30 dy cure period or advise if the cure period is required. Posted: 12/27/2015 11:31:40 AM

---

Answer: The 125 days of contract time does include the 14-day required cure time from the placement of the final asphalt course to the placement of the thermoplastic traffic stripes and markings, as stated in January 2016 Standard Specifications 711-4.1. Status: ANSWER PUBLISHED  
Posted: 1/8/2016 1:48:47 PM

---

Question: 12747: Reviewing the Typical section for Sta 510+50 to 593+75.95 indicates an existing 5' outside shoulder each direction which is to be milled (2" or 1.75") and resurfaced w/ 1" TL C Structure. The adjacent travel lane is milled and resurfaced with 2" TL C Structure. Typically the DOT requires shoulders 5' or less to be pulled with the last lift of structure and friction course. Is this intent on this project? If so, the 2" TL C will have to be placed in (2) 1" lifts or if not, the 4, 5 or 6.5' shoulders will be paved @ 1" independent of the adjacent lane. Please clarify. Posted: 12/27/2015 4:10:24 PM

---

Answer: Please refer to the January 2016 Standard Specifications 334-1.4.2 (2) which states that "When construction includes the paving of adjacent shoulders (less than or equal to 5 feet wide), the layer thickness for the upper pavement layer and shoulder must be the same and paved in a single pass, unless called for differently in the Contract Documents." Please refer to plan revision 2 to be posted the week of 1/11/16.

Status: ANSWER PUBLISHED

Posted: 1/8/2016 1:47:50 PM

---

Question: 12748: Despite the fact that the typical section for Sta 510+50 to 593+75.95 shows existing 5' Shoulders, the existing plan sheets show a 2 to 6.5' wide shoulder and final striping plans depict the finished shoulder varies from 4' to 6.5' wide. Is the intent to provide the shoulder mill/resurface as per the striping plans and not necessarily the actual existing width? As an example: Sta 562+60 LT, plan sheet 30, shows an existing shoulder of approx. 5' wide, however the final striping plan shows a 4' shoulder and then a 6.5' wide shoulder. Please clarify if the 5' shoulder width is the correct width for shoulder mill/resurface or if the striping plans will determine the area for shoulder mill/resurface.

Posted: 12/27/2015 4:24:52 PM

---

Answer: The typical section shows what is typical in the striping plans but there are some deviations where reducing the lane widths to provide for a wider shoulder/bike lane and/or key hole will not allow for the outside shoulder striping to match up with the existing paved shoulder. In these cases, the shoulder milling will follow the actual existing shoulder width, as shown in the plans, and the final striping will follow the striping plan which is consistent to the typical lane widths shown in the typical section. In the example stated above at Station 562+60 LT., the existing shoulder line is outside the proposed shoulder striping. See Sheet S-20. Therefore the proposed shoulder width is wider than the existing shoulder width. In conclusion, the shoulder milling will follow the actual existing shoulder width and striping shall be as shown on the Signing & Pavement Marking Plan sheets, throughout the project.

Status: ANSWER PUBLISHED

Posted: 1/8/2016 1:36:15 PM

---

Question: 12801: The time frame on this job seems entirely too short can the department please add at least 90 days to this contract.

Posted: 1/6/2016 10:49:58 AM

---

Answer: Department reviewed the number of the contract days. Number of contract days is attainable for this project's scope of work. There will be no change to the contract days.

Status: ANSWER PUBLISHED

Posted: 1/11/2016 2:29:41 PM

---

Question: 12873: Can the FDOT supply the "attainable" contract schedule showing completion in 125 days.

Posted: 1/11/2016 4:06:49 PM

---

Answer: Attached please find the CPM Schedule.

Status: ANSWER PUBLISHED

Posted: 1/15/2016 1:08:51 PM

CPM schedule - 431496-1

Question:	12877: The TCP indicates that no single lane closures allowed from 6:30A to 8:30P and no double lane closures between 5:30A to 11:00P. Please confirm that means "travel lanes" and does not apply to existing turn lanes located throughout the project limits.	Posted:	1/12/2016 10:02:37 AM
Answer:	Lane closure restrictions apply to lanes with a high traffic volume (% ADT), which in most cases do not include turn lanes. In closing turn lanes consideration needs to be given to the traffic volume utilizing that turn lane, the location of the driveways adjacent to the right turn lanes, and the vicinity of the bus stops. If a right turn lane is considered the outside lane in the vicinity of a bus stop, lane restrictions will apply as noted in the plans.	Status:	ANSWER PUBLISHED
		Posted:	1/15/2016 12:38:37 PM
Question:	12930: Please clarify schedule. Too many items of work too close together to allow for more than one lane closure per shift (much of the work CANNOT BE concurrent because of tight quarters). Add a 30-day cure time for Thermo and time allocated is insufficient.	Posted:	1/15/2016 3:09:17 PM
Answer:	The estimate of construction duration is supplied to show there is a possible way to construct the project in the given time. This is not a schedule of construction that the contractor has to construct by. The plans are correct and the contractor shall provide a schedule that they are able to complete within the specified time. The 14 days for thermo cure time is the standard. The contractor is responsible to follow and adhere to the Standard Specifications Section 8-7.1.	Status:	ANSWER PUBLISHED
		Posted:	1/22/2016 2:55:18 PM
Question:	12942: Upon review of your CPM posted to this site last week, and compared to the proposed phasing shown in the plan quantity sheets there are some significant differences in the days allotted for each phase - please confirm which set of days is correct; the CPM or plans?	Posted:	1/18/2016 10:12:14 AM
Answer:	The estimate of construction duration is supplied to show there is a possible way to construct the project in the given time. This is not a schedule of construction that the contractor has to construct by. The plans are correct and the contractor shall provide a schedule that they are able to complete within the specified time. The contractor is responsible to follow and adhere to the Standard Specifications Section 8-7.1.	Status:	ANSWER PUBLISHED
		Posted:	1/22/2016 2:59:02 PM

---

Question: 12943: Based on your CPM schedule provided last week; the schedule appears to be out of line with required acquisition time for the mast arms. The schedule allows for 60 dy flex start and then has all signalization work (100%)complete in 12 dys WITHIN the FIRST 26 dys of our contract time. This is not possible when you consider submittal, approval and installation times for the mast arms. Nor can 100% of the grading/sidewalk/widening be completed within the first 26 dys UNTIL after the mast arms (drilled shafts) are installed. Please review the contract time and adjust to 120 dys flex start in order to follow your CPM schedule as provided.

Posted: 1/18/2016 10:19:30 AM

---

Answer: The estimate of construction duration is supplied to show there is a possible way to construct the project in the given time. This is not a schedule of construction that the contractor has to construct by. The plans are correct and the contractor shall provide a schedule that they are able to complete within the specified time. The contractor is responsible to follow and adhere to the Standard Specifications Section 8 -7.1.

Status: ANSWER PUBLISHED

Posted: 1/22/2016 2:58:41 PM

---

Question: 12956: The supplied 125 day schedule is not attainable. Even with a 60 day flex time for procurement for mast arms, the mast arm installation would not occur until around day 60 of the contract. Sidewalk at the mast arms cannot be placed until after the new signals are operational and the old system is removed. This will effectively push the Friction Course back in this area until after this work is complete.

Also was there any consideration in the schedule for the median separator work to be done. It does not appear to be in the CPM.

Please take a look at the contract time again on this project as it appears to be unreasonable.

Posted: 1/19/2016 12:05:48 PM

---

Answer: The estimate of construction duration is supplied to show there is a possible way to construct the project in the given time. This is not a schedule of construction that the contractor has to construct by. The plans are correct and the contractor shall provide a schedule that they are able to complete within the specified time. The contractor is responsible to follow and adhere to the Standard Specifications Section 8 -7.1.

Status: ANSWER PUBLISHED

Posted: 1/22/2016 2:58:19 PM