

1. How far can the contractor close the lane of traffic to work on the barrier? **2 miles**
2. Will the contractor need to close the inside lane for both east and west bound traffic? **A lane closure shall be required on the near side and a shoulder closure on the far side.**
3. One temp Q-detect system is required: does “one” system include just one lane of traffic (ex. Westbound) or two lanes of traffic (both westbound and eastbound)? **The Q-detect system is for a single lane adjacent to the lane closure. It will just be used on the lane closure side.**
4. The plans call for a lane closure on both the near side and the far side. **Please bid per plans.**
5. What is the proposed spacings on the drilled shafts under the proposed SSCB? We have been able to locate a note requiring 5’ spacing from any utility or conflict. **Drill shafts are 5ft from the join as shown on Sheet 53**
6. Railroad Flagging according to Plan Sheet #52 is not required. If those services do become necessary, will this be paid by Force Account? **Bid per plan**
7. The notes on Plan Sheet 52 do not require a Railroad Right of Entry, but the contractor will be required to provide a Railroad Protective Policy. Is that correct? **Correct**
8. Are there any PI requirements for the material to be used as Embankment? **Embankment material follow the requirements for Ty B according to the specifications.**
9. Are the Portable Changeable Message Signs shown on Plan Sheet 30 subsidiary to the Temporary Queue Detection System Type 2? Or will an Bid Item be added for those signs? **Yes the message board that are part of the Queue Detection system are subsidiary to that Item.**
10. Please verify that TXDOT is not requiring a Field Office for this project? **TxDOT is not requiring a field office for this project**