

Contractor's Questions and TxDOT Responses for Primary CSJ: 0867-07-013 San Saba Co. and Sub CSJ's 0231-01-054 Lampasas Co., 0107-04-020 Stephens Co., and 1033-03-012 Brown Co.

January 25, 2019

1. Are precast type 2 S.E.T.'s allowed on the project? **Precast TY 2 SET's will be allowed as long as they meet the standards for pipe runner requirements and the cross slope of what's already called for in the plan set. All related CSJ Projects.**

RM 501 CSJ: 0867-07-013 San Saba Co.

2. Can we get the cross sections? **Cross Sections provided when requested by the Contractor.**
3. Can you clarify the difference between special excavation and roadway excavation? It appears that the roadway excavation is associated with the MGBF items and the special excavation is associated with the widening. Is this correct? **Yes, special excavation is only for curve widenings where hard rock is expected to be encountered.**
4. Are the rip rap apron items shown in the BCS sheets paid as 5" rip rap? There are variations in the quantities shown on the BCS sheet for the actual RM 501 portion of the project. This is the reason for the question. The other BCS sheets agree with the culvert lay out sheets as to rip rap quantities. **Addendum #1 has addressed quantity issues.**
5. Can we get a lay out sheet for the culvert @ station 183+00 on RM 501? It was apparently omitted from the online plan set. **Please refer to sheet #62, guardrail only. Addendum #1 has addressed plan sheet issues.**

January 29, 2019

RM 501 CSJ: 0867-07-013 San Saba Co.

1. The E&Q sheet shows Item 467-6190 SET (TY1)(S=5FT)(HW=7)(3:1)(C) For a total of 8 EA. The BCS sheet for RM 501 actual shows 20.8 CUBIC YARDS CLASS C CONC WINGWALL FOR CULVERTS AT STATIONS 384+66, 455+25, 555+17, AND 20 CUBIC YARDS FOR THE CULVERT AT 720+50. THE TYPE 1'S LISTED HERE ARE SETB-SW-0. Is this the correct quantity for the SET at these locations? **The BCS sheet is correct. The upstream and downstream existing end treatments are to be removed and replaced with SETB-SW-0 at each location as stated. The BCS sheet used a HW of 8' for the concrete per length of wingwall and adds the concrete for the toewall and anchor wall for each end at these locations. This concrete data is from the tables on Sheet 153A. The quantity shown on the BCS sheet is for both ends at each location. As an example the total concrete from the BCS will be two SETs at 20.8 CY/2 = 10.4 CY for one SET.**
2. From the Main CSJ and three sub CSJ's Type I S.E.T.'s BCS sheets, there are 46 Type I safety end treatment, however the E&Q quantifies 49 EA. Is there a discrepancy of 3 EA for the BCS and E&Q, which is correct?
Please bid as quantified on the E & Q and plan layouts for all CSJ's.

FM 576 CSJ: 0107-04-020 Stephens Co.

1. Item 467-6279 SET (TY1)(S=8FT)(HW=6)(3:1)(C) 1 EA and Item 467-6280 SET (TY1)(S=8FT)(HW=6)(4:1)(C) 1 EA do not appear in the various summaries associated with each structure. On FM 576 culvert 598+70 sheet 27 there appears to be type one's that are mismarked. The HW value listed in the BCS sheet shows both of these to have a HW value that should be associated with a HW 6 item. If this is not the case then you don't have a bid item for 0467-6276. Please advise.
Addendum #1 has addressed plan sheet issues.