

## Contractor's Questions and TxDOT Responses for CSJ: 0867-07-013 San Saba Co.

April 16, 2019/April 22, 2019

How will lead paint abatement be paid for? Item 6 is not clear on this matter. As per Item 6.10.1.2 last sentence states: Refer to Item 446, "Field Cleaning and Painting Steel" for measurement and payment. Item 446.6 Payment states; When the item is not specified as a pay item, the work performed and materials furnished in accordance with this Item will not be measured or paid for directly but will be subsidiary to pertinent Items.

4/22/19

Clarification in reference to the lead paint abatement issue mentioned in Item 6 of the General Notes. TxDOT's answer to the original posted question does not address the totality of the issue. The answer only addresses the possible removal of lead based paint associated with the removal of the existing rails. Per Item 6 part 10 paragraph 1 "The Department is responsible for testing, removing, and disposing of hazardous materials not introduced by the contractor, except for paint removal associated with item 446." There is no clear way to accurately bid the abatement of suspect materials without prior testing to determine if lead is indeed present. That combined with the fact that the rails, bolts, and other attachments will have to be removed and disposed of as hazardous material if lead is indeed present makes it fall under the "The Department is responsible for testing, removing, and disposing of hazardous material" statement in the paragraph mentioned above. It appears this issue should be resolved by testing first and then addressed, if necessary, during the course of the project by TxDOT, by way of contracted disposal, or by force account. In response to the abatement concern of the bridge railing removal for retrofitting, the Contractor has the option to unbolt the railings and posts or cut with a hydraulic shear. This process is an acceptable method and does not require an abatement process. The remaining bridge railing can be unbolted or sheared. Unbolting the posts and rail would likely be the best course of action since the railings, etc. from two of the three bridges are to be salvaged for re-use by TxDOT as stated in Item 451 Retrofit Railing of the General Notes. If the Contractor chooses to use a method that requires torch cutting or saw cutting of the bolts or rail, then there are other requirements and abatement would be required. This process would involve the removal of paint and such removal would be as per Item 6.10 reference to 446.7.

April, 17, 2019

Can the Contractor get cross sections for the Project? Yes, cross sections will be posted on the FTP site under the project folder in Cross Section Data.

Are there any bore logs to indicate what kind of rock will be encountered in relationship to the Excavation (Special)? No, there are not any bore logs for this project. There could be rock encountered where the Excavation (Special) has been indicated in the plans. We do not know the type or depth of any rock that may be encountered. **For reference only;** bore logs of an existing bridge on RM 501 will be posted on the FTP as soon as possible. This bridge is not in the limits of the proposed construction.

Will the Contractor be allowed to work on all locations simultaneously? Yes, as approved by the Engineer.

April 19, 2019

We request clarification in reference to the lead paint abatement issue mentioned in Item 6 of the General Notes. TxDOT's answer to the original posted question does not address the totality of the issue. The answer only addresses the possible removal of lead based paint associated with the removal of the existing rails. Per Item 6 part 10 paragraph 1 "The Department is responsible for testing, removing, and disposing of hazardous materials not introduced by the contractor, except for paint removal associated with item 446." There is no clear way to accurately bid the abatement of suspect materials without prior testing to determine if lead is indeed present. That combined with the fact that the rails, bolts, and other attachments will have to be removed and disposed of as hazardous material if lead is indeed present makes it fall under the "The Department is responsible for testing, removing, and disposing of hazardous material" statement in the paragraph mentioned above. It appears this issue should be resolved by testing first and then addressed, if necessary, during the course of the project by TxDOT, by way of contracted disposal, or by force account. If the Contractor chooses to use a method that requires torch cutting or saw cutting of the bolts or rail then there are other requirements and abatement would be required for the areas they would cut. The performance of any abatement would need to be done by a qualified third party. As stated in Item 6.10. last sentence states: Refer to Item 446, "Field Cleaning and Painting Steel" for measurement and payment. Item 446.6 Payment states; When the item is not specified as a pay item, the work performed and materials furnished in accordance with this Item will not be measured or paid for directly but will be subsidiary to pertinent Items.

April 25, 2019

Can the Contractor widen both sides of the roadway at the same time? Due to the existing width of the roadway at 18' wide, widening both sides simultaneously will not be allowed. The Contractor may work on different locations simultaneously as approved by the Engineer.

May 7, 2019

The plans do not have a sheet 75. Asking if this is intentional or if there is information we need for bidding on this missing sheet? There are 5 sheets that have been omitted from the plans and are not required for bidding purposes. The sheets are listed on the Index Sheet (2). From the Roadway Details; Sheets 69, 70, 75, and 78 have been omitted from the plans and from the drainage Standards; Sheet 142 has been omitted of the plan.