

Pre-Bid Questions

Last Updated:	11/01/2019
Project:	NH 2020(177)
Control:	0540-04-083
Highway:	FM 2154
Let Date:	November 2019
From:	FM 60
To:	0.2 MI north of FM 2818
County:	Brazos
District:	Bryan
Addenda:	None

Question 1:

Plan sheets 75 & 80 have a note for the C221 and C223 rails to be “Cast, Blast and Sealed” to the satisfaction of the Bryan District Landscape Architect but no details on how the contractor is supposed to achieve this finish. Can you please clarify if surface retardants are allowed for this item?

Response 1:

The method to create the concrete surface finish should follow: Spec 427.4.3.6, “Exposed Aggregate Finish”. Approved method for grout paste removal will be brush blasting as defined in Spec 1.3.23.

Question 2:

Plan sheet 82 shows to use a Class “C” concrete mixture. Plan sheet 78 shows a picture of the rail finish that appears to be an exposed aggregate. The aggregate also looks to be a pea gravel that would not meet the requirements for the Class “C” mix design. Can you please clarify the aggregate and/or mix design requirements for this rail?

Response 2:

Siliceous Gravel (a.k.a River Rock) aggregate and the normal gradation for Class “C” concrete is to be used.

Question 3:

Per Item 8 of the General Notes, “Work in the travel lanes (including lane closures) is not allowed from 6:00 AM to 7:00 PM Monday through Saturday, with the exception of the bridge rail replacement traffic control on FM 2154 at FM 60.” Can you please clarify if a daytime lane closure be allowed on FM 60 for work taking place above live traffic on the bridge rail?

Response 3:

Daytime lane closures will not be allowed on FM 60. The intent of the note is to except only the long-term TCP detailed on plan sheets 30 and 31.

Question 4:

The plans call for a Low profile CTB for the bridge rail work at FM 60. Would the state allow the contractor to utilize a PORT CTB (F SHAPE) with the appropriate crash cushion in lieu of the low profile barrier?

Response 4:

Substitution of F-shape CTB will be allowable with the following qualifications:

- The F-shape barrier follows the current standard CSB(1)-10.
- A crash cushion will be required on both ends of the barrier installation.
 - The crash cushions meet TL-3 and are not pinned to the roadway.
 - Any maintenance/repair/replacement of the crash cushions will be at the contractor's expense.
- The length of work area protected by barrier will not be reduced.
- No additional payment over the original bid Items for low profile barrier will be made.

Question 5:

Other than the Ph I and Ph 2 work at FM 60, can you please identify what sequence of work the balance of the work zone non-removable striping will be installed?

Response 5:

The workzone non-removable pavement markings are for temp striping the project length of mill & inlay area prior to final stripe.