

## Pre-Bid Questions

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| <b>Last Updated:</b> | 9/4/2019                 |
| <b>Project:</b>      | STP 1902(154)            |
| <b>Control:</b>      | 0166-04-043              |
| <b>Highway:</b>      | SH 75                    |
| <b>Let Date:</b>     | September 2019           |
| <b>From:</b>         | 1.79 Miles North of SH 7 |
| <b>To:</b>           | 1.65 Miles North of SH 7 |
| <b>County:</b>       | Leon                     |
| <b>District:</b>     | Bryan                    |
| <b>Addenda:</b>      | None                     |

### Question 1:

In the TCP sheets there are two sets of rumble strips delineated on each end of the one lane traffic control area. These need to be raised profile markings simulating rumble strips. Is this your intent? If so, can you add a bid item to pay for these?

#### Response 1:

Our intent is to install rumble strips using the standard RS(5)-13 using the layout in the TCP plan sheets.

### Question 2:

The quantity for bid item 316-6403 is grossly overstated. Please clarify.

#### Response 2:

AGGR (TY-B GR-5 OR TY-L GR-5) rate will be 1/125 CY/SY.

### Question 3:

Permanent striping item quantities appear to be significantly wrong according to sheet #121. Please clarify.

#### Response 3:

Quantities are correct as shown, signing and striping plan sheet was revised to add note to clarify line work on the sheet.

### Question 4:

What is the nature of removal per bid item 104-6019?

#### Response 4:

Bid item 104-6019 is for the removal of the existing upstream drop structure assuming the drop structure is 12' in length by 15' in width in plan dimension.

### Question 5:

Can you make earthwork cross sections and your preliminary project schedule available?

**Response 5:**

See FTP site given in General Notes. File names "SH 75 Cross Sections 9-04-2019.pdf" and "SH 75 Project Schedule 9-04-2019.pdf".

**Question 6:**

Do you have any earthwork quantities or cross sections for the temporary pavement areas/detours?

**Response 6:**

Temporary pavement will require earthwork, Sheet 72 "RETAINING WALL DETAILS" can be used to determine the required embankment for temporary and permanent use.

**Question 7:**

Is the temporary pavement placed for driveway access prior to phase 1 construction as depicted on sheets 11 and 12 paid for under the detour pay item?

**Response 7:**

Yes, this is paid for under Item 502-6001 Construction Detours.

**Question 8:**

After making a site visit to the job and corresponding with drilling subs, the power lines on the west side of the right of way present an obstacle to construction and present a significant safety hazard. There are 57 drill shafts on that side of the road for wall construction ranging from 39' to 65' in height that will require casing/drilling slurry operations. Due to the close proximity of drill shafts to the power line, we would request that the power line be temporarily relocated during these operations or for the duration of the project since the temporary wall in Phase 1 is modified in Phase 3 for the permanent wall. Please consider this impediment to construction operations. As a contractor, we request that this impediment be resolved by others giving the contractor the ability to perform the work.

**Response 8:**

TxDOT in coordination with the contractor will work with the utility company to temporarily relocate or temporarily deactivate utilities as needed.

**Question 9:**

Referencing sheet 69, 36" dia drilled shaft detail, the spiral is indicated #4 spiral at 3" pitch. This spiral design would result in a 2.33" gap between the spiral. For drill shaft construction, ACI recommends a 4" gap minimum between rebar. To prevent bridging of the coarse aggregate at the spiral and enhance flow of concrete through the drill shaft rebar cage to the edge of the drill shaft, we would like to see a 6" pitch on the spiral. Is it possible to change the spiral pitch to 5" or 6" for the retaining wall drill shaft rebar detail?

**Response 9:**

A #4 spiral with 6" pitch is acceptable for the retaining wall drilled shafts.