

CSJ 0180-02-041 SH 35 Pre-bid Question Response Log - 1/29/2021

Date Received	Date Responded	Question	Response
1/11/2021	1/25/2021	What is the correct number of stations for item 100? The General Notes have a total amount of 664.50. The Quantity sheet and the Roadway Summary sheet have 498.26	Item 100 should be bid for quantities from STA 647+50 to STA 1000+00 and STA 1094+20 to STA 1239+90.98 for a total of 498.26 STA as indicated in the Estimate and Quantity Sheet. This quantity is in accordance with the stations on the Roadway Summary Sheet and Typical Sections for the project limits.
1/11/2021	1/25/2021	How do you want the trees and shrubs pruned or removed in regards to height and limits from edge of pavement or to the ROW?	Trees will be trimmed as directed back to the ROW line and to their full height.
1/15/2021	1/25/2021	Can the cross sections be provided?	Cross sections were not developed for this project. Sheet 22 of the plan set was removed via Addendum 1.
1/15/2021	1/25/2021	Can a time determination schedule be provided? The previous SH 35 project that bid in February 2019 and is in this same area was 22 months long for an average of \$578,000 per month. However this project is 5 months for an average of \$1,056,500 per month. Something doesn't seem right here.	A revised time determination has been posted to the FTP site. The project time duration was adjusted via Addendum 1.
1/15/2021	1/25/2021	They typical section on sheet 4 (left hand bottom) would indicate that the existing 9" Concrete Pavement conflicts with the widening. Will the overlapped concrete pavement need to be removed? And if so, how will this be paid?	The 9" concrete slab will remain in place. Typical section details were amended via Addendum 1.
1/15/2021	1/25/2021	Typical Section sheet 4 has a chart labeled "Plane Asphalt Pavement" that totals 51,333 SY of milling that says it will be paid under 354-6023. However this quantity is not summarized on sheet 20 for that item. Is this additional quantity that will need to be added to the 0-4" milling item?	The taper mill item was addressed via Addendum 1.
1/15/2021	1/25/2021	How are we milling up to 4" of material (per item 354 6023 description)and only putting 1.5" of hot mix back? Seems like the existing should be left alone and raise the road (via level up) to accomplish cross slopes.	These item were addressed via Addendum 1.
1/15/2021	1/25/2021	Milling is not shown on the typical sections, nor described in the Sequence of Construction, nor is it shown on the roadway plans or project layout plans.	The Typical Sections were revised via Addendum 1.
1/15/2021	1/25/2021	The Flex base quantity appears to be not enough (3,638 CY in proposal). If the 8" base covers the same area (see sheet 4 – Detail B) as the lime subgrade which is 17,750 SY, then the 8" Flex base must be 3,945 CY. Also, the typical section calls for 45.1 CY/Sta. which would be 4,059 CY. Also, the Basis of Estimate on sheet 16 says 59.26 CY/Sta and for not nearly enough stations. Please clarify these discrepancies.	The quantity for Item 247 was revised via Addendum 1.

1/15/2021	1/25/2021	Many of the quantities on the basis of estimate on sheet 16 appear to be off in addition to the 247 quantity and basis. Specifically, the Type D HMAC Basis is off.	Quantities for Items 247, 310, 316, and 3076 were revised via Addendum 1.
1/15/2021	1/25/2021	Is the Type B HMAC considered an "Intermediate" layer per Spec 3076? If not then which one is it?	Per specification for Item 3076, the TY-B layer is considered an intermediate layer since it will be overlaid with a final layer of TY-D hotmix.
1/15/2021	1/25/2021	Riprap at Culvert 6 Extension shown on sheet 79 is not quantified in a summary. Nor is any Riprap listed in the BCS on sheet 80. How is this riprap to be paid for as this is not subsidiary to Wingwalls?	Sheet 79 and related quantities for the extension of culvert 6 are currently under review. The project should be bid according to the quantities currently in the contract.
1/15/2021	1/25/2021	There are no riprap details for the toe-walls or anything for the riprap shown on sheet 79. Please provide.	Sheet 79 was revised via Addendum 1.
1/15/2021	1/25/2021	Please consider utilizing Single Slope Traffic Barriers for the culvert extension and the widening as this is a Posted 75 MPH zone. Since there are General Notes for Item 512, it appears that this was the initial intent to do so.	Concrete traffic barrier is not currently included in the contract. The project should be bid as shown.
1/15/2021	1/25/2021	On sheet 28, Phase 2 Step 1 says to remove the existing centerline and shoulder rumble strips. However there is no pay item for this. How is this to be accomplished and how is it to be paid?	Milling items/quantities currently in the contract will be used to remove the rumble strips in these locations.
1/18/2021	1/25/2021	Typical sections on sheet 4 indicate that there is Variable depth level up as directed by the engineer. However there is no pay item for level up. Please clarify if there is level up or not.	There is currently no level up in the contract. The Typical Section details on sheet 4 are currently under review. The project should be bid according to the items currently in the contract.
1/18/2021	1/25/2021	Each of the Plan and Profile sheets (#58 - #66) have a note that says "The proposed profile alignment is shown for general profile grades of the existing roadway. The profile for the widening of the roadway will follow the existing roadway grades and cross slopes." If this is the case then why would there be any variable depth milling or variable depth level up?	Taper mill will be completed to establish the proposed cross section of the roadway. The taper mill item was addressed via Addendum 1.
1/18/2021	1/25/2021	The dimensions in the typical section appear to be off. If the new construction is actually 17.5' wide per the detail on the top right of sheet 4, then the dimensions would have to be as shown below. Please review.	Detail B on Typical Section sheet 4 was revised via Addendum 1.
1/21/2021	1/25/2021	Could you please provide the Latitude and Longitude for the exact location of where the salvage base is to be delivered (SH35 & 15 th)? Sheet 28 1. General Item 6	The approximate coordinates for the location of any salvaged base to be delivered is 28.005031, -97.097149. Lat/Long information was added to the Sequence of Construction in Addendum 1.
1/25/2021	1/26/2021	On sheet 11, the General Notes for Item 100 states, "Prepare the ROW from Sta 481+20 to 1000+00 . . ." The project plans show beginning station to be 647+44. Please clarify if we are to work outside the project limits, and if so, what is the intent?	Item 100 should be bid for quantities from STA 647+50 to STA 1000+00 and STA 1094+20 to STA 1239+90.98 for a total of 498.26 STA as indicated in the Estimate and Quantity Sheet. This quantity is in accordance with the stations on the Roadway Summary Sheet and Typical Sections for the project limits.
1/25/2021	1/26/2021	On Sheet 28, under General Note 1 (6) it states, "Salvage any clean shell base, free of asphalt, and deliver to TxDOT at the intersection of SH35 and 12 th Street". Can you be more specific of where this intersection is located?	The approximate coordinates for the location of any salvaged base to be delivered is 28.005031, -97.097149. Lat/Long information was added to the Sequence of Construction in Addendum 1.
1/25/2021	1/26/2021	Item 2-030 is for filling milled rumble strips – there is no pay item for this	Filling in the rumble strips will be addressed via seal coat quantities per the revised Sequence of Construction. Adjustments to the quantities and Sequence of Construction were made via Addendum 1.

1/25/2021	1/26/2021	There is no milling, driveways, riprap, striping, metal beam guard fence, full depth repairs, stripping or prep R.O.W. included in the schedule	A revised time determination has been posted to the FTP site. The project time duration was adjusted via Addendum 1.
1/25/2021	1/26/2021	There are no production rate included in the schedule.	A revised time determination has been posted to the FTP site. The project time duration was adjusted via Addendum 1.
1/25/2021	1/26/2021	Some of the production rates appear to be high like excavation, limestone base, and type D hmac.	A revised time determination has been posted to the FTP site. The project time duration was adjusted via Addendum 1.
1/27/2021	1/28/2021	If precast 4x4 boxes are used to extend existing structure may the contractor connect existing as per the recommendation of the manufacturer?	The culvert extension connection to the existing structure should be bid in accordance with the MC-MD standard sheet 81 of the plan set.
1/28/2021	1/28/2021	What Item is the demo of the 15' reconstruction of existing pavement under?	Per specification, excavation of the roadway is subsidiary to Item 112 - Subgrade Widening.
1/28/2021	1/28/2021	In reference to item 134 6004 Backfill (TY A or B), according to sheet 4 the details in reference to backfill pavement state 130CY/STA of Excavation. If this is correct; could it have its own line item?	Per specification, excavation of the roadway is subsidiary to Item 112 - Subgrade Widening. The excavation note is for information purposes only.
1/29/2021	1/29/2021	Does the cross slope correction only apply to the Northbound side of the roadway? Or it to both sides? The typical section indicates its only 1 side.	The taper plane cross slope correction note applies to both sides of the roadway as needed to establish the 1.5% minimum cross slope.
1/29/2021	1/29/2021	Are we to ignore the proposed profile shown on the P&P sheets? So does that mean we are to utilize the existing centerline, and plane at 1.5% to the edge of road?	The taper plane should be completed to wedge mill across the existing travel lane and existing shoulder from 0" at the centerline to the necessary depth required to achieve a 1.5% cross slope to the edge of the roadway. As stated in the note on the P&P sheets, the profile alignment is shown for general purposes.
1/29/2021	1/29/2021	The typical section for the widening on the bottom left of sheet 4 indicates that the 1.5% minimum cross slope is required here as well, however these station ranges are not in the chart titled "Plane Asphalt Pavement" on the same page. Is the Minimum 1.5% shown on this typical section shown in error, or does it need to be milled as well?	The proposed widened section should be constructed with a cross slope matching the cross slope achieved on the existing section via taper mill. Existing cross slopes in this area already meet a minimum 1.5%.
1/29/2021	1/29/2021	Just to note that if in some areas we mill 4" we will get into the shell base. How is traffic to be handled if we are leaving them on thin sections of hmac and shell base?	If the taper plane does require 4" to achieve the desired cross slope, the 4" would be in the shoulder of the roadway and not subject to constant traffic. Any locations where the taper mill would reach 4" will be addressed on a case by case basis.
1/29/2021	1/29/2021	Sheet 67 Shows Pavement repair details with a note to leave pavement repair low at bridge approaches. Will this note change with the change in surface thickness. Will these areas require deeper milling or thinner pavement repair?	Per note on page 67, locations and dimensions of pavement repair are estimated and will be verified in construction. Pavement repair is not estimated to be more than 6".
1/29/2021	1/29/2021	the 'Plane Asphalt Pavement' table indicates an AVERAGE of .3 feet of planning and .28 feet of planning at certain stations. Existing Typical indicates 2.5-3" of hotmix on the shoulders. This "Average" planning thickness is greater than the existing hotmix thickness in certain places.	Planing depth is dependent on existing cross slopes relative to the proposed minimum 1.5% required. Max milling depth has been determined to be 4 inches or less with averages depths shown in the typical sections.
1/29/2021	1/29/2021	Seeking clarification of the responses #15 & #21 regarding the removal of existing centerline and shoulder rumble strips. It appears from the Q&A responses and TCP notes that the intent is to mill out the old rumble strips (approx. 18"-24" wide x 1/2"-5/8" deep) and fill in with a one course surface treatment. It has been our experience that this still leaves an uneven surface. Please clarify if this is the intent.	The rumble strips along the centerline and shoulder will be removed using the seal coat items in the contract as stated in the revised Sequence of Construction (Phase 2 - Note 1). Quantities have been included in the seal coat item contract quantities to reflect this work. No milling is required.