

DATE	QUESTION	TxDOT RESPONSE
1/20/2020	<p>1. In review of the following items: 0348 6007 TBWC (Membrane) GAL 13900 0348 6008 TBWC (Asphalt) TON 6800 0348 6009 TBWC (Aggregate) TON 4100,</p> <p>Based on a unit weight of 115 lbs/SY per inch of thickness, 5.5% asphalt and 94.5% Aggregate, the above quantities should be closer to, 3,475 Tn of total mix, 191.12 Tons of Asphalt (sheet 6 and 3283.88 Tons of Aggregate (Sheet 6). Please verify or adjust the quantities of the above line items.</p>	This is addressed on addendum #1.
1/20/2020	2. Are any of the quantities shown on plan sheet #8 included in the bid item quantities?	No. The quantities on plan sheet #8 are not included in the bid item quantities. If funding becomes available this additional work will be offered.
1/28/2020	3. Please re-Check the Contract Quantities. It appears that the quantities for the three sections on IH 37 are not considered in the Total Contract Quantities. Review sheets 7 and 8. If the Quantity for Pay Item 348 6007, TBWC (MEMBRANE) is correct, then the COMBINED TONNAGE for Pay Item 348 6008 and 348 6009 is grossly overstated. Please re-Check the quantities for Pay Items 348 6008 and 348 6009. The tonnages provided do not represent the percentages given on General Notes Sheet 6, Specification Data.	This is addressed on addendum #1.
1/31/2020	4. Can you please clarify the quantities for the TBWC for this project for the asphalt oil currently listed at 6800 tons and the aggregate currently listed at 4100 tons	This is addressed on addendum #1.
1/31/2020	5. Also, please clarify the note that states, "All excess TBWC material that is a results of Contractor's construction methods (sacrificial, waste, etc.) will be considered subsidiary to Item 348." What is the intent with this note, & does it consider potential variability in yield that arise from variabilities in the roadway?	The intent is not to pay twice for material that was replaced in the same location due to contractor's construction methods. In regards to plan yield, reasonable consideration will be given for yield increases on known areas of roadway variability provided that plan depths and road cross slopes are controlled on site as directed by the engineer.