

PROSPECTIVE BIDDER'S INQUIRIES

CSJ: 0809-02-069

Bid Opening Date: December 2022

No.	QUESTION	TxDOT AREA OFFICE RECEIVED QUESTION FROM BIDDER	RESPONSE
		DATE	
1	Will you please post the cross-sections?	11/15/2022	Posted to this FTP site.
2	Will you please post the schedule?	11/15/2022	Posted to this FTP site.
3	Will there be an option to change order the embankment item to be measured by VEHICLE instead of IN PLACE?	12/15/21	This project was surveyed and cross sectioned to calculate embankment and excavation quantities. These quantities will be paid per the plans. During construction if the contractor determines a discrepancy in the quantities they will be addressed at that time.
4	Typical Sections & X-Sections show a break in the front slope but neither show at what offset this break is. Normally it would be at the Clear Zone but that doesn't appear to be the case here. Please advise.	11/17/2022	The break in the front slope does occur at the clear zone located 16 ft from edge of traveled way or the edge stripe as shown in proposed typical sections and cross sections dated 11/18/2022.
5	The X-Sections don't have offsets or elevations outside of the pavement other than a very few random locations. This would be helpful.	11/17/2022	A second det of cross sections are posted to this FTP site. File name: CSJ 0809-02-069 (US 96)_FINAL_Cross Sections_11-18-2022.pdf
6	On several X-Sections the existing ground ends not far from the edge of pavement but the ROW is another 30'-40' out. Some of these front slopes are a 2:1 or 3:1 & appear to possibly be able to be a 4:1 or 6:1. The contractor will build whatever TxDOT wants but if this is incorrect per the Spec Book then that is a change in design & the quantity will need to be increased.	11/17/2022	We have optimized the side slopes to remain inside the ROW as shown in the plans and cross sections. 2:1 and 3:1 front slopes are allowed only if they are protected by a barrier such as MBGF. All slopes greater than 4:1 are all behind MBGF as shown in the plans and cross sections. All 2:1 slopes utilize concrete riprap for slope protection as shown in the plans. No change in design or quantities need to be made for the 2:1 or 3:1 front slopes.
7	In the X-Sections, the front slopes vary, from 4:1 to 6:1 & back to 4:1 repeatedly. This will create an unnecessary & unappealingly rolling front slope. Is this the intent?	11/17/2022	We have optimized the side slopes to remain inside the ROW as shown in the plans and cross sections.

8	In the X-Sections there are several fill slopes that tie to the ROW or go onto private property. Are there Temporary Construction Easements that are not shown in the plans? Even the slopes that tie at the ROW look to be nearly impossible to construct correctly & stay on the ROW. If there are fences, that will be another obstacle. Please advise.	11/17/2022	No cross sections indicate a tie beyond the ROW and no Temporary Construction Easements are proposed.
9	The Typical Sections call for Furnish & Place Topsoil. The E&Q has Compost Manuf Topsoil. These are not the same thing. Please Clarify	11/17/2022	Bid per E&Q proposed bid item.
10	Why would the Tax Payers money be wasted placing Either Topsoil or Compost Manuf Topsoil to the ROW? It's understandable to put the seed out to the ROW, but there will be existing topsoil from the catch point to the ROW. Please advise.	11/17/2022	Topsoil limits shown are the maximum limits. All areas disturbed by construction will require topsoil. Undisturbed areas will not require topsoil. The quantities shown in the plans are a Not-To-Exceed quantity based on the maximum limits. Topsoil is a field measured pay item so final compensation will be based on actual topsoil installed.
11	On the Removing Stab Base & Asph Pav (7"-12"), the Typicals clearly show a cut line through the existing pavement & also shows to remove the pavement outside of the cut line . There doesn't appear to be any embankment quantity set up to fill this area in under the widening. Please verify our findings.	11/17/2022	Intent is to remove only the amount of existing pavement necessary to accommodate the proposed pavement section. Current earthwork quantities shown account for the embankment required under the proposed pavement widening.
12	On the schedule TxDOT shows 8 days to do 260 Stations of clearing & trimming. This appears to only be the days between the start of work & the beginning of the MBTA nesting season March 15 th date. While we understand that it is not allowed to clear during this time period, the remaining days needed to finish the clearing & trimming should be added into the schedule beginning on September 16 th . There is no way that 8 days is realistic to clear & trim the entire job	11/17/2022	Prep ROW shown on the construction timeline is not a critical path item. There are no penalties for clearing and trimming extending beyond the 8 days currently shown other than having the ROW cleared and trimmed prior to the completion of the project (estimated at 33 months).

13	Plan sheet #32 "TCP Sequence of Work"—In the second paragraph or grouping of work it seems to indicate the one course surface treatment will be placed after all other work is complete except for the 2" overlay. Plan sheet #33 "Traffic Control Plan Typical Sections" show the one courses surface treatment to be placed after the level-up course. Plan sheet #34 "Traffic Control Plan Typical Sections" show one course surface treatment placed on the widening and overlapping 12" onto the one course placed over the level-up. Please clarify when one course is to be placed.	11/21/2022	The OCST is to be placed per the TCP Typical Section plan sheets.
14	Plan sheet #17 "Summary of Pavement Quantities" Item 316 6530 shows 63,256 gallons (for information only) and 640 tons (pay quantity). The gallons appear to be correct so the ton quantity should be approximately 270 tons.	11/21/2022	Bid as shown in the plans. Errors in the plans can be addressed per Item 4.4, 5.4, & 9.7.