

PROSPECTIVE BIDDER'S INQUIRIES

CSJ: 6348-13-001

Bid Opening Date: 11/6/2019

No.	Question	Date Received	Response	Response Date
1	Sheet 3 shows the typical sections and detail for the Flex Pavement Structure Repair. The note at the bottom calls out for a 1 LF overlap on the approaching and departure ends of the patches and states, "this shall not be paid for directly but shall be incidental to Item 351". I have never seen this note before in a set of plans. Can you please clarify what is not being paid for directly? Is it just the 1' overlap of 2" milling and paving? Is the one course surface treatment for this 1' overlap also not being paid for directly?	11/4/2019	The payment for Flexible Pavement Structure Repair will be measured and paid at a depth of 8" in locations determined by the Engineer. The requirement is to mill and fill an additional 1' beyond the beginning and end of the 8" repair area (in the same lift as the final 2" lift shown in Typical Section 2). The hotmix, tack coat, and milling to install this additional 1' strip will be subsidiary to the pavement repair item. The detail at the bottom of sheet 3 only pertains to work performed under Typical Section 2. There is no one course surface treatment associate with the Flexible Pavement Structure Repair work associated with this project.	11/4/2019
2	For the Flexible Pavement Repair (8"), it lists Type C Sac B PG 70-22 for all 8". Did you want all to be Type C or is some supposed to be Type B?	11/5/2019	The plans are correct to use Ty C Sac B hotmix for the 8" pavement repair areas.	11/5/2019
3	Sheet 2, priority 1 and 4 have only one or two lines each. Each line indicates an approximate 2000 to 2500 LF of repair section. The limits of each line indicate from 4 to 6 miles of roadway. Are these one location per line or is the length the total of numerous locations? If the length is a total of numerous locations, what in your estimation, would be the average length of each location?	11/5/2019	The lengths shown are the total of numerous locations. These locations are not known at this time. They will be determined by the Engineer when work on that roadway is work ordered. The only limitations on those sections are that the spot repairs will be located using a minimum of 100' of repair at the widths shown on the priority list.	11/5/2019

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