

# PRE-LETTING QUESTIONS AND ANSWERS

CONTROL: 6346-78-001 COUNTY: Archer AREA OFFICE: Graham HIGHWAY: FM 368  
 PROJECT: RMC 6346-78-001 LET DATE: 12/4/2019 AREA ENGINEER: Zach Husen, P.E. EMAIL QUESTIONS TO: zachary.husen@txdot.gov

**\*\*CHANGES FROM PREVIOUS VERSION HAVE BEEN HIGHLIGHTED BELOW\*\***

PREVIOUS VERSION: 1 CURRENT VERSION: 2

#	DATE RECEIVED	STATUS	QUESTION	ANSWER
1	11/21/2019	In Progress	It appears that the plan set is missing several culvert layouts that will be required in order to determine the structures, mainly being the SET structures for the pipe cross drainages that will not be on the BCS because they are pipe. Also, If these sheets can be added, it would need to state the slopes of the structures on those sheets for the pipe structures in order to determine materials for them.	The culverts without an individual Culvert Layout dedicated to them will be built using the "Culvert Layout Typical Application" and "Roadway Data" sheets, while utilizing the existing structure to establish flow lines and slopes. These culvert replacement projects have been built using this method for the past few years, and we have had a lot of success.
2	11/21/2019	In Progress	Will project limits barricades be required and if so will they need to remain up for vegetative establishment?	One set (both ends) of Project Limit Barricades will be required on FM 368. We will require these signs to remain up until the work requiring lane closures is complete. The other locations will only need signs required by the TCP and WZ Standards.
3	11/21/2019	In Progress	Traffic Signal is required, correct?	The use of Portable Traffic Signals are not required, but may be used as an option to the contractor. No additional payment will be made if this option is selected.
4	11/21/2019	In Progress	What is the slope on the CH PW-0 (The 48" pipe @ Str 2 and 3)?	The slope for all four of these ends of STR#2 and STR#3 is 2:1.
5	11/21/2019	In Progress	With the slopes relatively steep near the work area for parking a TMA on. Will a TMA be required while working on the end treatments and extensions with no shoulder to park on?	A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure. If the slopes prevent the safe placement of this vehicle off-pavement such as is depicted on TCP (1-1a), that doesn't mean that you simply don't have to use a TMA. It means that you'll have to set up a lane closure. There should never be crews on the ground without utilizing a Shadow Vehicle with TMA.
6	11/21/2019	In Progress	What is the depth from centerline to the bottom of the pipe on the locations that are cut across the roadway?	See response to Question #1.
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