

**Call 05 Bridge Replacement on I-55 Replace Twin Bridges over Hickhala Creek and Relief Bridge, Bridge Nos. 266.8 A&B and 267.6 A&B, known as Federal Aid Project No. BR-0055-04(102) / 107214301 in Tate County.**

- Q1. Are the NP1 bearing pads (plain) on Sheet B20 70 durometer, or 50 durometer per the Notes?
- A1. See addendum.
- Q2. Is Borrow Excavation suitable material for use to construct a haul road for bridge construction? If not allowed, what material is suitable for construction of a haul road?
- A2. No. Either crushed stone or riprap shall be used to construct any haul roads.
- Q3. In the plans on sheet # 8031 the last note " ...refer to special provision 907-811". I am unable to locate this special provision on the website.
- A3. See addendum. The note is in error, and Section 811 of the Standard Specifications address this.
- Q4. 1.) Bridges B Lt & RT do not show pour schedule. Is there a pour sequence? Are pours basically cap to cap? 2.) Section B-B for Bent Nos. 2-5 & 6-8 on Sheet No. 8055 does not show construction joint between intermediate diaphragm and Deck. Can a construction joint be used between intermediate diaphragm and deck?
- A4. 1.) There is not a pour sequence for this type of bridge. The deck shall be poured from cap to cap, with a required construction joint at the centerline of the cap to separate the spans. 2.) There are not intermediate diaphragms on this bridge. All of the diaphragms are located at the ends of each span. Based on MDOT's standard, a construction joint should not be used between the diaphragms and deck at the intermediate bents. Diaphragms at all intermediate supports shall be poured monolithically with the slab.
- Q5. Sheet Number 8003 (A1 of A36) of the plans provides a list of required Special Provisions for this bridge. The proposal does not appear to include the four provisions noted: 907-803, 907-804-5, 907-810, and 907-811. Will the Department provide a copy of these provisions?
- A5. See addendum. The note is in error, and the appropriate sections of the Standard Specifications address these requirements.
- Q6. Pay Item 202-B007, Removal Asphalt Pavement, All Depths, 3,083 SY, does not match Removal Items table on Sheet No. 16 of plans. Please verify.
- A6. The removal of asphalt pay item with a quantity of 3083 SY is for just the detour removal. The removal of concrete pavement w/ variable depth overlay of 44,396 SY is for the rest of the removal.

- Q7. The typical sections call for 12.5mm ST and 9.5mm ST on the shoulders, but there are no pay items in the summary of quantities for these mixes.
- A7. See addendum.
- Q8. Ref sheet no. 8026 - Structural Steel notes "Structural steel surfaces shall be cleaned in accordance with Section 814 of the Standard Specifications and Special Provision No. 907-810, Weathering Structural Steel." Please provide a copy of the referenced special provision.
- A8. See Answer #5.
- Q9. Will MDOT allow a substitution for the Stone Matrix Asphalt? This small amount of SMA will be extremely expensive and unnecessary.
- A9. No.
- Q10. Is there any protective coating required for the exposed permanent casing used for the drilled shafts on Bridge A?
- A10. No.
- Q11. Is Self-Consolidating Concrete required for Drilled Shaft Concrete on this project?
- A11. No.
- Q12. Due to the uncertainty going on right now due to the Covid 19 pandemic, one of the major material suppliers has stated on their quote that they cannot guarantee prices for the project. This is the first major supplier we have received a quote for on this project. Will MDOT consider this an Act of God and allow for adjustments of prices as they are impacted by the pandemic. The main item in question is the tremendous amount of steel on the project.
- A12. No.