

Call 14 Bridge Preservation on SR 617 (Litton Access) over the CSX Railroad (Bridge No. 0.9), known as Federal Aid Project No. STP-9401-00(002) / 108286301 in Jackson County.

Q1. How is Bridge Deck Overlay paid for this project? Will it be absorbed under other pay items?

A1. See addendum.

Q2. 90 working days is not enough time for this project, especially given the number of bearings to be replaced. In the past MDOT has required that all bearings be replaced prior to work starting on the bridge deck. Will MDOT consider adding 50 days? Can MDOT provide any detail as to how the 90 days was determined? The "schedule" provided is just a single line.

A2. See addendum.

Q3. Referencing Traffic Control Plan Phase 2, will it be possible to use the phase plan to shut down 2 lanes of southbound traffic and 1 lane of northbound traffic for work? The plan only shows the ability to shut down 2 northbound and 1 southbound.

A3. Yes.

Q4. There are no items for pavement marking removal. The PCSS will not bond to the existing pavement markers, adhesive or striping. It must be removed prior and temporary paint installed due to the very short working windows. Will MDOT add items for the removal?

A4. See addendum.

Q5. There is not enough temporary striping set up for this project. As previously mentioned, all of the existing pavement markings will have to be removed and temporary installed before the PCSS begins due to the very short working windows allowed. The PCSS will have to be done in approximately six weekends and therefore will need temporary striping each weekend and between coats.

A5. Bidders are advised to bid as per the plans.

Q6. The Sequence of Construction on Sheet 8002 says "the following work shall be required." please confirm that while the work is required the sequence shown is a suggestion and may be changed by the Contractor. Given the fact that there is not enough contract time and the work on the bridge deck can only be done on weekends (the nightly closures are not enough time) these activities will have to be running concurrently. The hydrodemolition, concrete overlay and PCSS will have to be started before all of the bearings are completed.

A6. The sequence of work may be changed by the Contractor.

- Q7. We cannot find any specification for the Bridge Deck Overlay Concrete. Will fibers be required? What about the waterproofing admixture?
- A7. See addendum.
- Q8. The Bituminous Overlay Note on Sheet 8004 does not say how thick it is. The section on Sheet 8003 indicates it is 1" thick. Can MDOT confirm the thickness of the existing asphalt? Also, can it be removed by milling? Removing asphalt by hydrodemolition creates significant environmental and waste disposal problems.
- A8. The thickness of the asphalt varies between ½" to 1". Yes, milling will be allowed; however, the cost shall be absorbed in pay item 907-202-B001, Removal of Bridge Deck, Hydrodemolition.
- Q9. Sheet 8004 shows the area of hydrodemolition to be 6 ft wide. At 1,001 ft long this would be 667 SY. The Hydrodemolition quantity is 1,246 SY, which is the entire width of the asphalt. Does this mean that we will be paid 1,246 SY for the removal of the asphalt and hydro even though we will only be actually doing 667 SY of hydrodemolition?
- A9. The width of the hydrodemolition is 11'-6".
- Q10. The Bituminous Overlay Note on Sheet 8004 says that we are to remove 1" of the existing bridge deck in addition to the existing asphalt overlay. The Bridge Deck Overlay quantity on Sheet 8003 is 35 CY, which is only 1" deep. If we are removing the existing asphalt AND 1" of the bridge deck how thick is the Concrete overlay?
- A10. The thickness of the concrete overlay is to be a minimum of one (1") inch and variable as needed to achieve the final plan grade shown in the plans.
- Q11. The SP for Contract Time states that the Notice to Proceed will be June 14, 2021. This is only 9 weeks after the Notice of Award. The bearing assemblies will take 12 to 14 weeks to fabricate AFTER shop drawings have been approved. It will take several weeks to get the shop drawings completed and then field verified and then another couple of weeks for submittal and approval. There is no time in this project for any material delays to account for this. Will MDOT add time accordingly?
- A11. See addendum.
- Q12. Subcontractor told me there is an 11'-6" wide strip on the bridge. Can they mill the asphalt off before the hydrodemolition starts?
- A12. See Answer #8.
- Q13. The Lane Closure Restrictions on Page 42 of the Proposal state that no signs shall be viewable to the travelling public outside of the allowable lane closure times. Does this

include the project limit signs such as those shown on Sheet 7 of the plans? At this point this project is turning into weekend only work.

A13. No, project limit signs can remain.

Q14. Is MDOT aware that the Polymer Cement Surface System is a sole-source item, as well as a sole source installer?

A14. Bidders are advised to bid as per the plans.

Q15. Note 4 of the Vertical Jacking Notes on Sheet 8002 says that the beam ends shall be raised no more than 1/4" from their original position. However, in order to cut the shear dowel and be able to remove the plates per Sheet 8003 we will likely have to raise the beam ends 1.5" or more. This could be an issue with maintaining traffic per Note 2 of the Vertical Jacking Notes. Has MDOT considered how this dowel removal will affect the required jacking height? Also, is this dowel at every bearing on the bridge?

A15. The dowel removal should not affect the 1/4" maximum jacking height. Every bearing location contains a dowel.

Q16. How can I find what the CSX railroad insurance and flagging requirements are for this project?

A16. Refer to the Public Projects manual for CSX at the link below:

<https://www.csx.com/index.cfm/library/files/about-us/property/public-project-manual/>

Q17. Is the intent of the 752 SF of Epoxy Repair all to be used on the bridge deck? In other words, there is no quantity intended for the columns, caps or beam ends?

A17. Yes, that is correct.