

Call 01 Pavement Restoration of approximately 5 miles of I-55 from SR 24 to US 98 & Roundabout Construction at US 98, known as Federal Aid Project Nos. IM-0055-01(123) / 108812301, CRP-0055-01(123) / 108812302, & STBG-0055-01(123) / 1088123021 in Pike County.

- Q1. 1.) In reference to the required joint repair and preformed joint seal items for the bridges, it appears that quantities are only for the bridge ends. What type of joint will be required at the three intermediate caps? 2.) Is the saw cutting for the joint seal subsidiary or does there need to be a pay item added?
- A1. 1.) There are no Intermediate Joints. Joints are only at the bridge ends. 2.) The saw cutting for the joint is absorbed in the "Bridge Raising" Pay item. This note is on Sheet Number 8010.
- Q2. Sheet 225 (TCN-1), in the construction narrative for "Prior to Phase 1 at SR 570 Interchange" states the inside shoulder from 568+50NB to 580+00NB and 570+00SB to 586+00SB per TCTS-1, under standard single lane closure. These station ranges are not shown on TCTS-1 or the traffic control sheets for this area. Please clarify if the inside shoulder is replaced in these areas?
- A2. Yes. The station ranges of 568+50NB to 580+00NB and 570+00SB to 586+00SB were left off in error. If you refer to sheets #291 and #292, the inside shoulder work between those station ranges is detailed as being done prior to Phase 1.
- Q3. In high priority construction areas, please confirm that asphalt paving will stop at the 12.5 SMA layer, with final lifts placed in later phases.
- A3. Yes, that is correct.
- Q4. Please provide special provision 907-605-7 for prefabricated edge drain.
- A4. See addendum.
- Q5. Sheet TC1-7 and TC1-8 show areas 525+00 to 535+00 NB and 521+00 to 538+50 SB as high priority construction areas in the traffic control details. Are these actual high priority areas which must be constructed in accordance with NTB 5462? Will construction be allowed during normal working hours with the understanding that this area must be constructed prior to the high priority areas which are constructed later as shown on TC1-7(2) and TC1-8(2)?
- A5. What is designated in the plan set as a high priority area shall be constructed according to NTB 5462. Work on the mainline as shown on TC1-7 and TC1-8 can be done during normal working hours with length and amount restrictions as laid out in NTB 5462. Also, the closure of Delaware Ave. as shown in TC1-7 and TC1-8 has restrictions according to NTB 5462. The work shown in TC1-7 and TC1-8 must be complete prior to work commencing on TC1-7(2) and TC1-8(2). The work shown as "High Priority" on TC1-7(2)

and TC1-8(2) also has restrictions outlined in NTB 5462 under the Ramp/Loop closure sections.

The closure of Delaware Ave. is shown in both TC1-7 and TC1-7(2). There is language in NTB 5462 that the contractor is allowed to close Delaware Ave. for 28 days to complete the work. There may be some overlap of the bridge jacking work between the phases. All roadway work (pavement, shoulder, reclamation, etc.) in TC1-7 and TC1-8 must be completed prior to roadway work commencing on TC1-7(2) and TC1-8(2).

- Q6. There are several discrepancies between the pay items and the plans for the roadway lighting portion of this project. The pay item for high mast lighting assemblies indicates that we are providing complete new lighting assemblies but the plans indicated that we are renovating the existing lighting assemblies which would be a different pay item "Renovation of High Mast Lighting Assembly". Are we renovating the existing or provide complete new lighting assemblies. The quantities for the high mast lighting assemblies appear to be incorrect. Please clarify how many there should be. The pay item for the low mast lighting assembly appears to be incorrect. There are only 19 new low mast lighting assemblies per the plans but there are 16 renovated low mast lighting assemblies per the plans. The 19 new are single heads and the 16 renovated are twin heads. This should be (2) pay items instead of (1). One pay item for the new lighting assemblies and one pay item for the renovated lighting assemblies. Based off the response for the quantity of new low mast lighting assemblies will require a change in the cubic yards of Pole Foundation, 24" Diameter. There should be approximately 22.11 yards if there are only 19 new lighting assemblies. The summary of quantities sheets appear to be incorrect for the roadway lighting. Reference sheet number 44, 50 & 56.
- A6. See addendum.
- Q7. Is the prefabricated edge drain and lateral drains required on the outside shoulder in the High Priority Construction areas per TS-1 (Sheet 13)?
- A7. Yes.
- Q8. The bearing plates on Sheets A9, B9, C9 and D10 are called out with 0.375" welded retainer bars on 4 sides of the retainer plate. Is it acceptable to buy thicker retainer plates (1.625") and machine a "pocket" 0.375" deep in lieu of welding the bar?
- A8. Yes.
- Q9. In regards to pay item 619-D4001 Wide Load Detour Signs. Are the treated timber posts included or will a pay item be added? No notes have been found on this.
- A9. The timber posts will be included in the pay item for the Directional Signs - Wide Load Detour.

Q10. There isn't a pay item for Bituminous Tack Coat for the OGFC on this project. Was this omitted in error?

A10. See addendum.

Q11. Please clarify the requirements for the Phase 2A high priority construction areas shown on sheets 314 and 315 of plans. Are these ramps allowed to be closed for up to 28 days per NTB 5462?

A11. No, the ramps at SR 570 will follow the ramp/loop closure requirements as shown in NTB 5462. See addendum.

Q12. Special Provision 907-402-6 states that item 907-402-B Bituminous Tack Coat should be utilized with the Open Graded Friction Course. This item is not included in the schedule of items for the project.

A12. See addendum.