

Call 14 Bridge End Slab Rehabilitation on I-55 at Various Locations, known as Federal Aid Project Nos. IM-0055-01(121) / 108593301 & IM-0055-01(122) / 108593302 in Lincoln & Pike Counties.

- Q1. Are the stations correct on cleaning and sealing joints? There looks like a large quantity for just the stations called out.
- A1. Both Longitudinal and Transverse Joints are being cleaned and sealed as per Detail "A" on Sheet Number 5 (Working Number TS-2) of the Contract Plans. Bidders are advised to bid as per the plans.
- Q2. Is there a sequence of work for this project?
- A2. There is no set sequence of work, but Bidders are to adhere to other requirements shown in the Contract Documents and Plan. The Bidder's attention is further called to Notice to Bidders No. 3824, Additional Construction Requirements, in the Contract Documents and General Note 19 on Sheet Number 3 (Working Number GN-1) of the Contract Plans.
- Q3. On sheet number 30, SDBE-1, in Section B-B, the plans show #5 bars running longitudinally on 6' spacing. On the same page in Section A-A, the plans show #7 bars in the top and bottom mats. Can MDOT please clarify what steel will be required in the top mat for the BEP?
- A3. The transverse reinforcement for the top mat should utilize #5 bars as shown. The longitudinal reinforcement in the top mat should utilize #7 bars at 6'-0" spacing where shown on the plan sheet as "#5 tie bar".
- Q4. Item number 8 on the typical sections (pg 4 and 5), show rumble strips required. However, there is not a pay item for the rumble strips. Can MDOT clarify how the rumble strips will be paid for?
- A4. They will be considered an absorbed item of work.
- Q5. Will concrete barriers be an absorbed item?
- A5. Yes.