

Below is a follow-up summary for miscellaneous questions received at the January 8, 2019 Pre-Bid meeting for 190118-B01, J2P3236 and J3P2213, Lincoln 61. The pre-bid meeting was held at the MoDOT Northeast District Office located in Hannibal, Missouri.

**The Asbestos Report for the Northbound Cuivre River Bridge lists Category II Nonfriable material for the 178-Tube Rail Attachments and the Southbound Bridge does not.**

MoDOT Environmental Chemist, Frank Reichart, was contacted on 1/8/19 regarding the above question. After receiving the initial sample results, MoDOT staff did further evaluations to investigate the discrepancy between the two bridges. A second sample from a different location was taken on the southbound tube rail and the same Non-Asbestos Containing Material results were received.

**The ditch located in the southwest bridge quadrant of the southbound bridge (A7991) is labeled “Do Not Disturb.” Bridge construction, especially at Bent 6 may require disturbance to the ditch. Is disturbance and restoration of the ditch a possibility?**

Environmental Specialist, Chris Shulse, was consulted regarding environmental restraints associated with the specified ditch. A wetland area is present on a portion of the west side of the ditch. Plan Sheet 15 has been revised to delineate the wetland area and various notes have been changed for clarification. Disturbance of the ditch is allowed; however, disturbance shall not encroach into the wetland area. If the ditch is disturbed, it shall be restored and stabilized with rock ditch liner at no direct pay before acceptance of the work. An addendum is being issued with the necessary plan changes.

**Is the existing pavement thickness of Route 61 known?**

The 1972 plans for the construction of Route 61 were consulted, plus pavement cores from the 2018 resurfacing project. For the resurfacing project, one pavement core was available on the southbound lanes, approximately 1,000 feet south of the existing bridge. The pavement core revealed 3-3/4” of asphalt over the original concrete. The 1972 plans note a 9-inch reinforced concrete thickness. The concrete pavement limits constructed in 1972 are noted as beginning at the following stations and extending south beyond the J3P2213 project limits: Southbound – Station 828+00; Northbound Station 809+50. A portion of the Southbound lanes from the Watson Road/Northstar Drive crossover to Station 828+00 is the original lane construction from the 1930s and the pavement thickness is unknown in this area. The 2018 resurfacing treatment was an 1-3/4” mill-fill, so the 3-3/4” asphalt thickness over the concrete is still valid. The thicknesses listed are for information only from available resources, actual pavement thickness could vary.

**Due to the length of the proposed bridges compared to the existing bridges, will temporary shoring be needed along Route 61 for construction?**

There are four areas along the outside shoulder of Route 61 that could need temporary shoring for bridge construction. Utilization of shoring in these areas will require additional protection by adding temporary traffic barrier at two bridge quadrants. An addendum is being issued with the necessary plan changes.