

**PRE-BID MEETING**  
Southeast District Office  
April 24, 2019 (10:00 a.m.)

J9I3125 & J9P3460  
Cape Girardeau County

**Summary of Questions & Answers**

- Why are we reconstructing part of the existing 7'x5' box culvert? Sleeper slabs are shown, so does that mean the box must be cast-in-place?
  - The partial replacement is necessary because the existing box was not designed for the additional load created by the new I-55 fill.
  - It was assumed the box would be constructed in three cast-in-place sections. If precast sections are used, additional sleeper slabs would be required for the additional joints.
- Where is temporary shoring used, because there is no detail in the plans?
  - Temporary shoring quantity is provided in case it's necessary for construction of the 7'x5' box culvert or for proper staging of the new I-55 bridges. Exact location and placement details are not shown since the use of temporary shoring will depend largely on how the contractor stages the work.
- When exactly will nighttime work be required?
  - See JSP C (Work Zone Traffic Management), Section 3.3. Night work will be required for any work causing lane reductions until traffic (on either US-61 or I-55) is placed in a temporary long-term head-to-head condition. It will also be required for the other situations listed in Section 3.3.1.
- Is JSP G (Liquidated Damages Specified), Section 2.0 worded correctly, where it reads "\$500 per hour for each full day?"
  - No, it should read "\$500 per hour for each full hour." **We anticipate this being corrected by addendum.**
- When/where will profilograph be required in relation to the diamond grinding specified in the plans?
  - Profilograph will be required for the entire project. For areas beyond the limits where diamond grinding is quantified in the plans, smoothness will be evaluated in accordance with Section 4.0 of JSP O (Diamond Grinding Concrete and Asphalt Pavements). The paving on Old Cape Road will be exempt from Section 4.0; however, it will have to satisfy the 10' straightedge requirement in Sec 401 of the Standard Specifications. **We anticipate this being clarified by addendum.**
- Will the repair of all damaged 3-strand high-tension guard cable during the contract be performed at the contractor's expense?
  - Any guard cable damaged by the contractor's operations must be repaired by the contractor and at the contractor's expense. Guard cable damaged by road users will be repaired at the expense of the Commission. **We anticipate JSP T (3-Strand High-Tension Guard Cable), Section 2.2 being clarified by addendum.**
- Can existing span wire signals be used during the staged construction or are temporary signals required?
  - The contractor may propose a plan to relocate/adjust and power the existing span wire signals for the staged construction. Any plan to utilize the existing signals for temporary traffic control/staging purposes would require approval of the Engineer.
- Will the signal reconfiguration at Old Orchard Road need temporary signals or require nighttime work?
  - The new pole bases can be installed without conflicting with the existing traffic signals. Nighttime work will be required for any side road closures necessary to relocate the existing signal posts.
- Is the quantity for Class 3 excavation correct? Different values are shown in the bid book vs. the plans.
  - The Class 3 quantity for the pipe from DI 8-5 to DI 8-6 should be 174 CY. This would result in a revised total quantity of 5966 CY. **We anticipate this being corrected by addendum.**
- Are both DI's into the box culvert 2'x2' or is one a 3'x2' as shown on the culvert section?
  - The note for DI 6-4 in the culvert sections should specify a 2'x2' as shown in the quantities. **We anticipate this being corrected by addendum.**