

Bridge Replacement on US 90 Biloxi to Ocean Springs Bridge
RFP Questions and Answers
(5/17/2006)

1. Would it be in the interest of MDOT to utilize railing systems for this project that will be used on the Bay St. Louis Bridge project as future maintenance may be simpler using the same railings? If so, please provide railing details to be used in the Biloxi Project.

No. During the environmental phase of this project, MDOT committed to allow public participation and comments as to the aesthetics of the proposed bridge. Therefore, the information on the railing is as stated in the RFP.

2. Can a refined three-dimensional analysis be performed to determine more precisely the live load distribution for longitudinal girders in lieu of using the AASHTO S/5.5 distribution factor for wheel loads?

In the event a three-dimensional analysis is used to determine live load distribution factor, the complete analysis must be submitted to MDOT for approval. Otherwise, the live load distribution factor shall be S/5.5 as described in the AASHTO Standard Specifications.

3. Is it required that the AASHTO S/5.5 distribution factor for wheel loads be applied for both positive and negative moment effects in longitudinal girders?

In absence of a more refined analysis as described in question no. 2, the distribution factor of S/5.5 shall be applied for both positive and negative moment.

4. Section 2.1.2 of the RFP states "Prestressed concrete girders shall be designed as simple spans and made continuous for live load." Based on this, can the live load design moments in the girders be determined based on structural continuity of the girder if appropriate continuity details are implemented?

No.

5. At what height above the water can moderate exposure conditions be assumed for the purposes of checking serviceability criterion for reinforced concrete piers and bents (AASHTO 8.16.8.4) and allowable tensile stress in prestressed girders (AASHTO 9.15.2.2).

For concrete piers and bents, the height above water for moderate exposure shall be elevation 60.0 feet. For prestressed concrete girders, allowable tension in the precompressed tensile zone shall be no more than $6\sqrt{f'_c}$.

6. The RFP states that the minimum height of the barrier separating the roadway from the shared use path on the south side is 32". The AASHTO Standard Specifications for Highway Bridges (AASHTO 2.7.3.2.1) requires a barrier separating pedestrians and motorists to be 42" and a barrier separating bicyclists and motorists to be 54" (AASHTO 2.7.2.2.1). Should the height of the barrier be revised to 54" minimum to comply with AASHTO requirements? If not, please explain.

The barrier separating the roadway from the shared use path is considered a traffic railing. As stated in the RFP, this barrier has a minimum height of thirty-two (32) inches.

7. For the roadway and accent lighting can the wiring conduits be suspended off the structure or must the conduits be embedded within the structure? What are the minimum MDOT specifications for these conduits?

Conduit Requirements are described in Exhibit 2a Section 7, Exhibit 2b Section 2.7, [Special Provision 907-723-1 in Addendum No. 2](#) and the Mississippi Standard Specifications for Road and Bridge Construction.

8. It was our understanding that the minutes of the Pre-Proposal Meeting, held April 18, 2006 for the US 90 Bridge replacement over the Biloxi Bay were to be issued within one (1) week of said meeting. Please advise status.

Due to some technical problems with the Court Reporter's computer, the minutes for the April 18, 2006 Pre-Proposal Meeting have been temporarily delayed. MDOT will publish them to GoMDOT.com as soon as possible. [The Pre-Proposal Meeting minutes were posted to GoMDOT.com on May 9, 2006.](#)

9. Exhibit 2b, Section 2.10 Abutment Seawalls states "Cast-in-place abutment seawalls for the Bay Bridge shall be designed and constructed to protect the bridge abutments and wing walls. Seawalls shall be founded on deep foundations..." Can the foundation be precast concrete sheet pile?

Yes.

10. In reference to Deck Lighting and Under Bridge Accent Lighting - Does MDOT require that conduit size, location, and wire size be addressed on the lighting plans sheets as part of the Technical Proposal or can that degree of detail be postponed until submittal of Preliminary Design Phase Plans?

Details regarding conduit size, location and wire size are not required as part of the Technical Proposal.

11. We respectfully request that the Commission review Attachment A of the RFP, Contract Section 902, Article 12 (XII. Force Majeure), and consider making the following changes:

Delete within the first sentence “severe and” allowing the article to read as “to the extent such delays or failures of performance are caused by not reasonably foreseeable occurrences beyond the control of the Commission or the Contractor, including but not limited to:”

Delete the last two sentences, Add “If such an event occurs, the Commission shall terminate the Contract for convenience and shall pay the Contractor for all work in place and all costs incurred, including but not limited to all materials committed but not delivered, demobilization, etc.”

No.

12. Please consider the following text in lieu of our previous request for change/clarification within Attachment A of the RFP, Contract Section 902, Article 12 (XII. Force Majeure).

“The Contractor shall not be deemed to be in breach of this Contract, if performance by the Contractor (to include any of its Subcontractors or suppliers) in a timely, proper, efficient, and cost effective manner is prevented, delayed, postponed, or otherwise adversely affected by fire, flood, hurricane, tornado, unavoidable casualty, pestilence, earthquake, Acts of God, unusual delay in transportation, labor disputes, shortages or unavailability of labor or materials, civil commotion, national emergency, war or warlike operations, sabotage, terrorist attack, vandalism, government regulations, government controls, governmental action, court order, unanticipated price escalation, or any other event, occurrence, or cause which is beyond the reasonable control of the Contractor (collectively referred to as "Force Majeure"). Upon a circumstance of Force Majeure, the Owner shall issue a Change Order to the Contractor extending Contract Time commensurate with the delay attributable to the Force Majeure and increasing the Contract Sum for the costs arising from or related to the Force Majeure.”

No.

13. Due to the inconvenience of receiving final quotes on a Sunday, would MDOT consider moving the Price Proposal Due Date two or three days beyond Monday, June 5th?

No.

14. Will you provide the dimensions of any proposed modifications to the channel; depth, width of bottom, dredged sideslopes, etc., that will affect the changes at the navigation span foundations?

No such information for possible work by others to the channel has been provided to MDOT.

15. Your required design loads for pile bents requires that the piles remain elastic under the design vessel collision force. Initial investigations indicate that this load is significant and will require a strut of some sort in order to share the load between piles. Please confirm that if pile bents are used, that EVERY pile in the bent is subject to this rigorous standard, or whether only the end piles of the bents are subject to vessel collision forces.

These requirements are as specified in the RFP.

16. Are there any limitations on profile grade for the frontage roads in areas other than the access roads at the tie down?

The Contractor shall stay within the right-of-way limits, provide reasonable and acceptable access to adjacent property owners and meet all other requirements of the RFP.

17. Referencing Exhibit 2b, Section 1.4.5 Debris Removal of the RFP, what are the limits of removal, notwithstanding the footprint of the new structure, for the original Rt-90 Memorial Bridge?

These requirements are as specified in the RFP.

18. Referencing Section 904, Notice to Bidders No. 830 Dredged Materials & Debris, are the three off shore disposal sites available, and if so, what is the capacity of the concrete bridge rubble they can handle as well as deep water access, and placement of rubble requirements? We understand that Square Handkerchief Shoal is very limited in capacity, and Bayou Cadet does not have deep water access. With the Bay St Louis Bridge demo underway, we question capacity and availability of these sites for the Biloxi Project. Are there any alternate sites available that are permitted, or have other permits been obtained by MDOT for this project? Can the concrete rubble be crushed and recycled?

See revised Notice to Bidders No. 830 in Addendum 2.

19. On the Ocean Springs side, under the Rail Road overpass, there appears to be a buried fiber optic line. Will that line be relocated by others, at no cost to the prime contractor, and if so, what is the time frame. Also, is there any interference with the fiber optic line crossing Biloxi Bay?

In accordance with the RFP, the Contractor is responsible for all utilities within the limits of the Project that conflict with the Contractor's activities and/or proposed design. The Contractor should design for avoidance whenever possible.

20. Regarding the CSX track, how many trains per day utilize the track?

No such information has been provided to MDOT. The Proposers should contact the CSX Transportation Railroad to request this information.

21. Notice to Bidders No. 839 advises the Contractor that a Joint Use Recreation Area with the possible restoration of wetlands under the CSX Bridge is contemplated. Does the Contractor need to arrange the substructure work in order to maximize the area that would be potentially available for this joint use area and what other provisions does the Contractor need to take at this time to ensure that the joint use area can be accomplished should MDOT elect to go forward with this work?

In evaluating technical proposals, MDOT will consider the Proposer's solutions for addressing environmental commitments. Potential provisions related to this environmental commitment are contingent upon the Contractor's design.

22. Notice to Bidders No. 840 advises the Contractor that a boat ramp and parking area are contemplated in the vicinity of the bridge on the Ocean Springs side of the Bay if land is available and homeland security issues can be addressed. What provision should the Contractor make at this time to ensure that MDOT maximizes the opportunity for this work to occur?

In evaluating technical proposals, MDOT will consider the Proposer's solutions for addressing environmental commitments. Potential provisions related to this environmental commitment are contingent upon the Contractor's design.

23. Will MDOT allow metal stay in place forms in lieu of forming the deck in place?

No.

If not metal, will MDOT allow stay in place concrete deck panels (this option would provide the greatest savings)?

No.

If not allowed pre-bid, will MDOT consider a value engineering proposal to use stay in place forms from the successful bidder?

No.

24. Is there any cap on payments to the Contractor pending determination of final structural steel inspection costs?

No.

25. Is there any retainage withheld on structural steel payments by the state? If so, what are the applicable milestones?

No.

26. Will Mississippi DOT allow payment for unfabricated stockpiled raw structural steel stored in the fabricator's yard outside the state of Mississippi?

MDOT will not allow payment for unfabricated stockpiled raw structural steel at any location.

27. The conduit for the roadway, under bridge accent, and navigation lighting shall be constructed into the bridge railing or deck as indicated section 2.7. Pull boxes and junction boxes will be required at different locations. Can these pull or junction boxes be surface mounted or will they need to be flush mounted in a structural element? Also is there a preferred material for these boxes?

See Special Provision 907-723-1 in Addendum No. 2. Also see revised answer to question No. 7.