

Call 01 Caisson Removal at the Pascagoula River on I-10, known as Federal Aid Project No. IM-0010-01(143) / 104520302, in Jackson County.

- Q1. Please state what MDOT's budget is for this project.
- A1. The range letter for this project is published at the following website under the letting date:
<http://sp.mdot.ms.gov/Contract%20Administration/BidSystems/Pages/letting%20calendar.aspx>
- Q2. Will the contractor be allowed to work at night for all scope of work as long as sufficient lighting is provided?
- A2. Yes, as long as a lighting plan is provided and approved prior to work and the Contractor gets approval from the Coast Guard for such work. Also reference Notice to Bidders 4158.
- Q3. Please clarify the exact location that the AT&T line is located (on top of the mud line, buried under the mud line, etc.)
- A3. It will be the Contractor's responsibility to contact the utilities prior to working in the area for location of utilities.
- Q4. It is requested that the contractor be allowed additional contract time (120 days) for the removal of the fallen caissons and the placement of the 500# rip rap.
- A4. Contract time will remain as specified in the Proposal.
- Q5. Is it to be required by the Owner for the Contractor to remove all fallen caissons from the project site (if the caisson is protruding above the mud line – half of the caisson is above the mud line and half of the caisson is below the mud line – will it be allowed to cut the caisson off at the mud line and leave the half that is below the mud line in place)?
- A5. Yes, it will be allowable to leave the part of the caisson that is below the mud line.
- Q6. Will it be allowed by the Owner for the Contractor to utilize a vibrating hammer anywhere on the project site (directly below the bridge)?
- A6. Yes, a vibratory hammer will be allowed as long as it does not show any potential for damage to the existing structures.
- Q7. Please clarify what the liquidated damages are for the project.

- A7. Liquidated Damages will be in accordance with Section 108.07 of the 2004 Mississippi Standard Specifications for Road and Bridge Construction.
- Q8. Please confirm that Line No. 0010 – Removal of Obstructions – 1 Lump Sum, scope of work only includes the removal of 5 each fallen caissons as shown in the plans. The Contractor wants to confirm that he is not responsible for the removal of other obstructions besides the 5 each fallen caissons if other obstructions are noted after the preconstruction survey or during the project's performance.
- A8. The removal of obstructions will be for all caissons shown on Plan Sheet 11.
- Q9. Please clarify if the Contractor should or needs to allocate any costs in dealing with the AT&T line that is noted by signage on the existing bridge piers for being located underwater in the general location of this project?
- A9. It will be the Contractor's responsibility to contact the utilities and bid accordingly.
- Q10. Please clarify the quantity of rip rap that will be placed in each area.
- A10. The quantity in the plans is estimated, field conditions will determine the exact quantity.
- Q11. Will it be allowed by the Owner for the Contractor to break or crush the caissons onsite to small rubble (rip rap size material) and move the rubble to the location of the deep hole located in between piers W2 and W3?
- A11. No.
- Q12. Will it be allowed by the Owner for the Contractor to leave the material that is shown on the plans as fill inside of the fallen caisson (crushed shell) onsite during and after removal of the fallen caisson, or will this material be required to be hauled offsite (possibly dredged out)?
- A12. No, See Plan General Note #3.
- Q13. Please clarify why the traffic control plan that is shown in the plans details a lane closure for both westbound and eastbound bridges?
- A13. The referenced Plan sheet is a standard drawing detailing how lane closures will be placed on an as needed basis. Lane closures will not be required if work is not anticipated in the area that will conflict with traffic. Lane closures will be subject to time restrictions in Notice to Bidders #4158.
- Q14. Please clarify if the Contractor is to be required to follow the traffic control plan and shut down traffic (perform the specific lane closures) if all scopes of work (including the concrete placement for the collar at 17R) are accomplished from barges and there are no scopes of work performed from the bridge deck?

- A14. See QandA #13.
- Q15. Please clarify what the earliest date that the Owner would be agreeable to before the March 14, 2013 date for a NTP – allowing the contractor to start work on this project.
- A15. An Early Notice to Proceed will be considered after the execution of the contract. After execution of the contract a request must be submitted to the Project Engineer at that time for approval. However, submittals for mix designs, lighting plans, etc. can be turned in for approval after the Notice of Award.
- Q16. Please clarify exactly what permits are to be acquired by the Contractor and are the Contractor's responsibility for this project.
- A16. See Proposal Notice to Bidders No 4160.
- Q17. Please clarify why Railroad insurance is noted to be required by the Contractor to carry. What scope of work of the project is considered to need railroad insurance?
- A17. Railroad insurance is not required for the project.
- Q18. Please clarify if the Contractor will be required to have railroad flagmen and inspectors onsite during any part of construction process – if so, please clarify during what parts of the project.
- A18. Railroad flagmen will not be required. See also QandA #17.
- Q19. Please clarify the method of measurement of Line no. 0040 – Loose Riprap, Size 500 – is this to be measured based off of certified barge draft tables?
- A19. It will be paid by the ton unit of measurement or an approved conversion by the Engineer.