

**Call 01 Repairing the Traveler Rail System on the Mississippi River Bridge on US 82, known as Federal Aid Project No. BR-9205-00(009) / 100332308 in Washington County.**

- Q1. Are existing lighting/electrical plans available for this project?
- A1. Reference the following website: [http://ftp.mdot.state.ms.us/ftp/Construction/District3/July Letting 2013/](http://ftp.mdot.state.ms.us/ftp/Construction/District3/July%20Letting%202013/)
- Q2. During the pre-bid meeting it was expressed that the S380x64 rail is a specialty item that is not readily available from any steel mill. Can MDOT provide contact information for the supplier that provided the material that is currently being stockpiled?
- A2. Existing rails were purchased from NUCOR-YAMATO Steel in West Memphis, AR. It is recommended that the Contractor contact NUCOR to determine current stock pile of S380x64.
- Q3. Sheet 4 states that no lane closures will be allowed between the hours of 7:00AM and 9:00AM and 4:00 PM and 6:00 PM on weekdays. Lane closures will not be allowed on weekends unless approved by the project engineer. Will MDOT consider allowing a single lane closure during peak hours since the closure is relatively small? Will MDOT consider allowing work on the weekend?
- A3. Lane closures will be allowed Monday thru Saturday during daylight hours. Work on Sundays will not be allowed.
- Q4. At the pre-bid meeting MDOT stated that the paint condition of the current stockpile of S380x64 rail is in various states. Some are primed and some are black steel. A comment was made that all steel will be primed by the start of this contract. Will MDOT be cleaning and priming any stockpiled steel prior to the start of this contract or will the Contractor be responsible for cleaning and priming the rails once the contract has been awarded?
- A4. The Contractor will not be responsible for cleaning and priming the rails in stockpile.
- Q5. Will the Contractor be permitted to make modifications to the traveler rail by using a torch (i.e. field cutting the beam to size, burning slotted holes as shown on the plans)?
- A5. Contractor will not be permitted to torch cut rails.
- Q6. Are as-built drawings available for the cable stayed spans and piers?
- A6. Electrical drawings have been provided for the whole bridge as per QandA#1. The entire sets of cable stay plans have not.

Q7. Sheet 11 states that all A325 bolts shall be fully pretensioned. Turn-of-nut method shall be used to achieve pre-tensioning. Will MDOT consider allowing other to achieve the desired pre-tensioning (i.e. Torque wrench calibrated by Skidmore, DTIs)?

A7. Turn-of-nut method will be required as stated in the plans.