

**Call 06 Bridge Repair on SR 465 at Steel Bayou, known as Federal Aid Project No. STP-0400-00(035) / 107138303 in Issaquena County.**

Q1. Will the armor be removed from the bridge joints prior to sealing with Preform Joint Seal? If so, will a pay item "Removal of Existing Joint Material" be added?

A1. No. The armor in the open joints will remain in-place.

Q2. Will MDOT consider designating the two Bridge Painting items (907-824-PP093 and 907-845-A002) as specialty items for the purpose of computing the amount of work subcontracted? The bridge painting is a significant amount of work requiring a specialty contractor with very specific SSPC certifications. At this point we are not exactly sure what the total percentage will be, but it will most likely be substantial.

A2. See the addendum to the project.

Q3. On sheets 8007 & 8008, the laminated elastomeric bearings are called out as being vulcanize bonded to the flange of an HP shape. Is this correct? It is not possible for us to vulcanize bond a pad to a shape, only a flat plate. Could these be epoxy bonded? Also, I'm seeing that there are 4 elastomeric bearings per bent. One at the center of each cross-arm. Is this correct?

A3. On sheets 8007, 8008 and 8009, the plans show the laminated elastomeric bearing pad being vulcanized to 5/8" cross arm flange plate. Please see the Elevation – Bearing Pad Details on sheets 8007 and 8008 and sections D-D, G-G and Detail "B" on sheet 8009. No, the laminated elastomeric bearing pads shall not be bonded to the 5/8" cross arm flange plate by epoxy. Yes, there are only 4 laminated elastomeric bearing pads per bent centered on each cross arm flange plate.

Q4. The ebs file shows Pay Item No 907-824-PP098 as "Bridge Repair, Bridge Deck Epoxy Overlay, Per Plans" but the Estimated Bridge Quantities in the plans show the pay item as "Bridge Repair, Bridge Deck Crack Sealing, Per Plans" and show a revision date of 03/22/2016 modifying the pay item. How are we to bid the project?

A4. See the addendum to the project.

Q5. On sheet 8002 under the Structural Steel Notes, it states that all members shall meet the charpy-v-notch toughness test and bend test requirements. Our fabricator is informing us that providing these tests will be a large cost to the project. Will the department waive the requirements for these tests?

A5. No

Q6. The Construction Notes on Sheet 9 say that removal and replacement of the existing saddles shall be done under no construction or live load. However, the Temporary Supports Note requires the shoring to be designed for construction and live load. Is this correct?

A6. Yes

Q7. The south side of bent #13 has some steel grating attached to the top of the cap girders and some electronic equipment attached to the bridge. The grating will have to be removed for installation of the bent retrofit items. How are we to handle these items?

A7. The contractor should contact John Storm (601-933-2951, [jbstorm@usgs.gov](mailto:jbstorm@usgs.gov)) at USGS to coordinate removing and re-installing the gage.

Q8. What level of surface preparation is required for the encapsulating paint?

A8. Only “loose” material is required to be removed via hand tools, or other mechanical means. Sandblasting is not required / necessary. Additional information may be found in the manufacturer’s recommendations.