

Call 03 Bridge Replacement on US 51 (#278.3) & Bridge Repair on I-55 (#272.9A & #272.9B), known as Federal Aid Project Nos. STP/EXB-2920-00(014) / 105335301 & 302 in Tate and Desoto Counties.

Q1. We cannot find a bid item for the removal of bridge deck for I-55 bridge repairs. In the proposal on page 64, it says the pay item for Removal of bridge deck is 202-B307.

A1. See the upcoming addendum to the project.

Q2. The proposed cross sections show embankment widening along the existing Hwy 51 which extends up to 75 feet from the current toe of embankment. These areas are periodically under water due to seasonal rains. How will construction of these embankments be handled if the areas are under water? As this is a calendar day project, will the contractor be given additional time if the areas are not available for embankment construction due to high water?

A2. See the upcoming addendum to the project.

Q3. Once the repair work on I-55 is completed and accepted by MDOT will MDOT issue a maintenance release for that portion of the work or will the contractor be required to maintain that portion of the project as well as the area on Hwy 51 until the whole contract is completed?

A3. Yes, a release of the I-55 work will be allowed.

Q4. Is the ECP shown in the plans to be the official ECP for the project? If so, is the contractor required to submit and ECP for approval?

A4. See Special Provision 907-107-15.

Q5. The index in the proposal references Lane Closure Restrictions on I-55 for NTB 6289. Our proposal has the same text for NTB 6289 as NTB 6288 with no reference to lane closure restrictions. Is this correct?

A5. See the upcoming addendum to the project.

Q6. Would MDOT consider adding a Lump Sum pay item for the work associated with the haul road for construction access?

A6. See the upcoming addendum to the project.

Q7. Does the contractor have to keep the existing boat ramp and access road on the NW bridge abutment open to the public during the construction of the bridge?

A7. Yes

Q8. Is there any provision to allow time to be added to the contract or to stop time for high water periods in which the contractor would not be able to access the bridge site?

A8. See the upcoming addendum to the project.

Q9. Section 907-410.03.2 and 2.1 on Pages 212-213 of the Proposal states that the application of the surface treatment shall be in accordance with the manufacturer's recommendation. If the manufacturer provides written recommendation that the HFST should be applied in a method other than mechanical application as detailed in 907-410.03.1.1 and is on the job during the installation as required will MDOT defer to the manufacturer's recommendation?

A9. The second application shall be done by a mechanical method.

Q10. Item 907-410-D001 High Friction Surface Treatment has a quantity of 26,300 SY. The I-55 Coldwater River Bridges are 2,000 ft. long x 28 ft. wide for a surface area of 6,222 SY per bridge and 12,444 SY total. Has the bid quantity been doubled by mistake?

A10. Two (2) lifts are required. Each lift is paid for separately.

Q11. At least two of the products listed for the Repair of Bridge Deck on Pages 64-65 of the Proposal may not be the most appropriate for this application. Can the Contractor select a material shown on the Approved Product Report for Rapid Set Concrete Patching Compounds provided the manufacturer of the High Friction Surface Treatment approves of its use?

A11. Consideration will be given to other polymer or epoxy based concrete repair products with comparable shear and bond strengths that are also compatible with the chosen type of polymer binder used for the High Friction Surface Treatment.

Q12. Just for clarification, the angles that will be used to support the SIP forms on the structural steel girders; can they be welded to the steel girders?

A12. No

Q13. 1. Will there be any temp stripe or thermoplastic stripe on the 55 bridges and what kind of signage will be used on them for traffic control? 2. There is no temporary stripe set up on the 51 bridge either, is that correct?

Revised Answer: A13. 1. ~~A Supplemental Agreement will be executed to handle add the appropriate items.~~ See the upcoming addendum. 2. Yes

Q14. The plans reference that a work road can be utilized adjacent to the US 51 bridge on the east side. Is there any historic hydrographic information available for normal water elevations for the Coldwater River at this location? No water elevation is shown for normal water elevation. Only 100 year design stage.

A14. Information is available via the USACE website

Q15. 1. In addendum #1, NTB 6378 the water level of 235.0 is referenced as the cutoff for extending time due to flooding. Is this a typographic error? At this water level there would be approximately 11 feet of water over the entire work area. 2. What is the maximum allowable elevation of the haul road?

A15. 1. This is not an error. 2. The haul road is to be contractor designed.

Q16. Can A252-3 50KSI or API 5L X-52 be offered in lieu of ASTM A690 for the steel pipe pile?

A16. No

Q17. Does the Milestone Completion date of September 16, 2016 include the Supplemental Agreement work for traffic stripe?

Revised Answer: A17. ~~See the upcoming addendum.~~ Addendum #4 removed the need for a Supplemental Agreement and yes, placement of permanent traffic markings is included in the milestone date. See also revised answer in QandA #13.

Q18. Please provide guidance on how steel surfaces found at joints on I-55 bridge decks are to be addressed during application of high friction surface treatment. Are they to be coated with the HFST? Ride quality concerns could arise if they are left uncoated because of the change in elevation. Please advise.

A18. HFST will be applied to the steel surfaces after proper cleaning, as per the specifications, has occurred. This will be done simultaneously with the rest of the bridge.

Q19. In addendum #1 it states the following: Bidders are advised that temporary haul road shall be constructed in accordance with The Department's US Army Corp of Engineer permit. "The temporary haul road will be constructed adjacent to the bridge on the east side to allow for the construction and act as a conduit for materials. This haul road will be approximately twenty (20) feet wide and will be inside the construction limits. The haul road will be removed after construction is complete. Temporary stream crossings are anticipated at stations 118+00 to 120+00 and 129+00 to 131+00." Comment: (1)A 20' wide haul/work road will not allow enough room for cranes and truck traffic in and out of the bridge site. (2)Will the haul/work road be restricted to being parallel to the center line of roadway or can finger be constructed perpendicular to center line of bents? (3)Also, need clarification on the center water crossing if a work bridge will or will not be allowed at that point. (4) Is there a height requirement for the work bridge structures regarding boat traffic? (5)Will vegetation need to be replanted after the removal of the haul/work road?

A19. 1. Reasonable variances to the 20 ft width will be allowed. 2. Perpendicular fingers at bents will be allowed and fabric is still required under the haul road at these locations. 3. Work bridge will be allowed. 4. No. 5. No.

Q20. Section 907-410.03.02 of the High Friction Surface Treatment SP states that the binder cannot be applied if the pavement surface temperature is above 105 degrees. With the NTP date of July 12th and Milestone requirement of this work being completed by September 16th we will be in the hottest part of the year. Even at night achieving a surface temperature of less than 105 degrees may not be possible. Will MDOT waive this restriction to allow the work to be done within the required milestone?

A20. This restriction will not be waived.

Q21. Is Item 202-B307 only intended to pay for removal of bituminous patches or will it be used to pay for removal of all unsound concrete?

A21. It will be used to pay for removal of unsound concrete as well.

Q22. Is it MDOT's intent that the costs for patching/repair of the unsound I-55 bridge deck be subsidiary to other items since there is no pay item for it? This is a substantial amount of work.

A22. The payment for patching/repair should be included with other items bid.

Q23. In Notice to Bidders 6286 the statement "Liquidated damages for this project is a combination of both liquidated damages and road user costs. Would MDOT consider stopping the \$10,000 per day damages once the road and bridge are open to traffic and allow the contractor to finish remaining work (ie removal of haul road etc..) under liquidated damages table in the Redbook?

A23. No

Q24. The 20' vertical staggering of splices of adjacent casings for drilled shafts doesn't seem to be possible considering the vertical limitations on drilling equipment to go in and out of the casing and clearance between ground and top of casing. Would MDOT consider removing or reducing this requirement?

A24. If construction equipment poses an issue with staggering the splice locations then this requirement can be eliminated.

Q25. On Sheet 8019 the Note stating "If soil excavation is required inside the pipe pile, adjusted pile lengths resulting from load test program shall extend a minimum of 25 feet below the specified plug elevation." Does this mean a load test will be required?

A25. The load test program mentioned is referring to the PDA Test Pile data.

Q26. On sheet 8019 the Concrete filled steel pipe pile detail shown on the top of the page shows a 1' dimension relative to the cap bottom. does this mean the DS concrete absorbed in the pipe pile price will cut off at the cap bottom? If so will the remaining 1' poured with the cap be paid for as bridge concrete?

A26. The DS concrete is poured to the top of the Pipe Pile