

Call 02 Bridge Jacking on Airport Drive over Interstate 59 (Bridge No. 92.5), known as Federal Aid Project No. BR-9999-06(028) / 107598301 in Jones County.

Q1. MDOT has allotted 65 working days to complete this project. We have reviewed MDOT's schedule and do not believe that enough working days have been included to successfully and safely complete this project. The backwall work cannot take place while the bridge is being raised, and the painting work must take place after all other bridge repairs are completed due to potential lead hazards and limited space for both paint equipment and jacking equipment. It will not be safe, nor will it be any more efficient to try and perform multiple bridge repair operations simultaneously at this location. Will MDOT consider adding an additional 30 working days to this contract for a total of 95 working days so the project can be built in a safe sequence?

A1. See addendum.

Q2. Notes on Sheet 8002 state in multiple sections that the superstructure shall be raised to achieve a minimum vertical clearance of 17.23'. The elevation detail on the same sheet shows for the minimum clearance to be 17.49' at I-59 left lane and 17.23' at I-59 right lane. Should the minimum clearance be 17.23' for both spans to match the notes, or do the notes need to be revised to reflect the two different clearance shown in the elevation details?

A2. The minimum clearance of 17.23' is the overall minimum clearance that should be achieved when the vertical curve profile that was specified on Sheet 8002 is applied, which will occur in the right lane. A minimum clearance of 17.49' in the left lane should be a direct result of achieving the specified clearance in the right lane when the vertical curve profile is followed.

Q3. There is one of the notes on plan sheet 8002 (#4 under "Vertical Jacking Notes") stating that no jacking points will be allowed under the diaphragms, yet the FIO plans show in previous work that jacking points under the diaphragms were recommended. Since the bridge will be closed to traffic (no significant live load), will the MDOT consider allowing jacking points under the end diaphragms?

A3. No.