

**Call 07 Bridge Maintenance on US 49, Bridge # 336.3, known as Federal Aid Project No. STP-9999-02(272) / 107912301 in Coahoma County.**

- Q1. Can MDOT provide the as built plans for this bridge?
- A1. As-built plans can be downloaded at the link below:  
<https://file-exchange.mdot.state.ms.us/dl/?f=a7323eec348b27245668aecbfe9fa2a6020a0ca1>
- Q2. 1.) What is the material designation for the nut on the swedged anchor bolt? 2.) Is there a flat washer or tension indicator on the anchor bolts?
- A2. 1.) The material for the nuts shall be a carbon or alloy steel conforming to ASTM A563.  
2.) The anchor bolts have flat washers on them.
- Q3. The scope of work states that "in no case shall cutting torches be used to remove the existing bearing plates from the prestressed beam anchor plates". In the previous (and almost identical) project that bid in August of 2018 addressing the bridge just west of this project, there was no such restriction. Would MDOT consider removing that restriction to match the previously let project?
- A3. No. **REVISED ANSWER:** See Answer #5.
- Q4. "There is currently a 10-12 week fabrication lead time for the type of bearing pads required on this project. It is also taking most fabricators 2-4 weeks to prepare shop drawings. Given that bearing pads are the only major item of work on this project, will MDOT consider delaying the NTP/Beginning of Contract Time date to allow the contractor enough time to procure the necessary material?" Above is the question that was asked for the almost identical project that was let in August of 2018 and an addendum was issued. Considering manufacturers are expecting similar lead times, will MDOT consider delaying the NTP as done previously?
- A4. Fabrication time has been accounted for in the contract time.
- Q5. Notice to Bidders No. 1439 states that "In no case shall cutting torches be used to remove the existing bearing plates that are welded to the 3/4-inch anchor plates embedded in the prestressed beams". The existing bearing plates are welded to the existing anchor plates on all four sides. The weld on the beam end are not accessible by grinders. Does the MDOT have a suggested method of removal of the beam end weld? If not, will the MDOT reconsider the use of torches for the removal of weld on the beam end?
- A5. The use of cutting torches will be allowed on the ends of the beams that are inaccessible for the use of grinders. The Contractor shall be responsible for any damage that occurs on the beam ends as a result of the cutting torches, and shall repair the damage at no additional cost to the State.