

Call 06 Bridge Repairs on SR 12, Bridge Nos. 82.7, 83.0, 83.3, & 83.4, known as Federal Aid Project No. STP-0018-02(056) / 107898301 in Holmes County.

- Q1. No plans have been provided for this scope of work nor is any information available regarding the exact locations of the bridges other than the bridge number. Can MDOT please provide more information on the exact locations of the Bridges 82.7, 83.0, 83.3, and 83.4?
- A1. These bridges are located on Highway 12, east of Durant, between U.S. 51 and the Big Black River. A map of the locations can be downloaded at the following link:
<https://file-exchange.mdot.state.ms.us/dl/?f=a58855886f360d45b3576cf74671e7cca350ef73>
- Q2. Can MDOT please provide the as-built drawings for Bridges 82.7, 83.0, 83.3, and 83.4?
- A2. The as-built drawings can be downloaded at the following link:
<https://file-exchange.mdot.state.ms.us/dl/?f=ac52646c8e9b456b3244d1f4875cd6e0a9b26e4f>
- Q3. Section 904 Notice No. 1821 states that Notice of Award will be October 8, 2019 and Beginning of Contract Time will be November 7, 2019. MDOT assumes that the submittal and fabrication process will begin at Notice of Award. The current lead time for bearing assembly fabrication is 12 weeks once approved shop drawings are received. MDOT can expect an additional 4 weeks for submittal prep and review. Since bearing repair work is the critical item of work on this project will MDOT consider suspending time so the Contractor can procure the necessary material for this scope of work? The anticipated schedule prepared by MDOT shows a break for the months of December through February. Can MDOT confirm that no time will be charged during these months if work is not taking place?
- A3. The time for submittals and fabrication have been included in the overall contract time.
- Q4. 1.) What is the depth of removal in the areas of the fiber wrap? 2.) #11 under fiber wrap references hammers shall be limited to 15 lbs., but in the epoxy mortar repair section it references the limit to be 30 lbs. Please clarify.
- A4. 1.) There is no specific depth of removal in the areas of FRP. The spalls shall be removed to sound concrete. 2.) The hammer shall be limited to 15 lbs. for all repairs on this project.
- Q5. Can MDOT please confirm that the minimum strength requirements for the FRP system are correct? The project notes call for a bi-directional FRP material with a minimum tensile force of 3.6 kips/in in both directions. The provided details also show only one layer of wrap to be applied to each beam end. We are unaware of a material that will meet this criteria. Can MDOT please provide further guidance on acceptable FRP material?

- A5. Uni-directional FRP material meeting the minimum tensile force of 3.6 kips/in can be used on this project.
- Q6. In order to meet the 3.6 kips/in strength requirement in each direction, will MDOT allow the contractor to install an FRP system using a unidirectional material with two layers (one layer installed at 0 degrees and a second layer installed at 90 degrees) in lieu of one layer of a bi-directional material?
- A6. Uni-directional FRP material meeting the minimum tensile force of 3.6 kips/in shall be used on this project in one direction. The direction of the fiber wrap shall be in the direction of the shear reinforcement of the beam.
- Q7. Proposal Sheet #61, Note #12 under FRP Wrap section states that all labor, material, and surface prep associated with the installation of FRP, include epoxy mortar repairs, shall be included in pay item Bridge Repair, FRP Wrap. MDOT has also included a pay item specifically for epoxy repairs. Can MDOT confirm that epoxy repairs will be paid for under the Epoxy Repair item and will not be considered incidental to the FRP Wrap work?
- A7. Epoxy repair of concrete spall areas that are located in areas where FRP is to be installed shall be considered incidental to the installation of the FRP wrap and shall be absorbed under the pay item for FRP Wrap. All other locations designated by the Project Engineer where epoxy repair is required shall be paid for in cubic feet under pay item 907-824-PP005, Bridge Repair, Epoxy Repair.
- Q8. Question 4 states there is no specific depth to the concrete removal, but take it to sound concrete. How are we to know what that depth is?
- A8. Please see the epoxy mortar spall repair detail in the proposal. It states: "Remove all deteriorated concrete to sound concrete or min. $\frac{3}{4}$ " behind the existing reinforcing steel".