

Call 09 Bridge Repair on I-55 over Long Creek (Bridge Nos. 237.7A & 237.7B), known as Federal Aid Project No. NHPP-0055-04(110) / 108458301 in Panola County.

- Q1. The Rocker Bearing Plate detail on Sheet 8004 shows that the BP1 plate shall be 1.5" and BP2 plate shall be 1.75" thick. However, the framing plan on that same drawing only indicates "BP". Please provide quantities for BP1 & BP2.
- A1. See addendum.
- Q2. Are all additional epoxy repair locations that may be found during construction that aren't listed on Sheet 8003 to be absorbed?
- A2. No.
- Q3. For pay item: 907-832-PP003 Concrete Mat, Per Plans, 456.000 SY, what sheet of the plans is this referenced on? Also, what spec section in the MDOT 2017 Standard Specifications governs this work? We are wanting to confirm that we are quoting / bidding using the correct material.
- A3. Please refer to Plan Sheet No. 8011 in Addendum No. 1.
- Q4. The Abrasive Blasting and Painting section on sheet 8002 refers to a "required" Special Provision 907-845.03.7.6. No such special provision exists in the proposal, nor does there appear to be any additional info on the abrasive blasting containment or structural steel painting anywhere else in the bridge plan sheets. Was this special provision accidentally left out of the proposal?
- A4. See addendum.
- Q5. Does the Midspan Diaphragm Replacements require the Web Support Plates?
- A5. The Midspan Diaphragm Replacement does NOT require the web support plates or flange support angles. Refer to the note on Sheet 8005 explaining the construction of the midspan diaphragms in accordance with the as-built plans using the components specified in the repair plans.
- Q6. Bid Item 0320 - 907-824-PP003 - Bridge Repair, REMOVAL OF BRIDGE DECK PER PLANS, appears to only have the quantity for the partial depth removal at the joint repair locations. Should the full depth areas shown on sheets 8008 and 8009 be added to this bid item quantity? Should there be a bid item for Asphalt Milling for the asphalt transitions at the end of the bridges?
- A6. Please refer to Addendum No. 1.
- Q7. The NOA is only 4 weeks before the NTP. The vendors that make the bearings are typically 10 weeks (or likely more) lead time. The "Sequence of Construction" notes on sheet 8002

require the bearings to be replaced as the first phase of the project. Considering the probable lengthy lead time on the bearing fabrication, would MDOT push the NTP date to later in the year? And if not, why not?

A7. See addendum.

Q8. Per the sequence of construction stated on Plan Sheet 8002, the Contractor shall perform the bearing repairs prior to working on the other bridge repair items. The current fabrication lead time for bearing material is 8-10 weeks from receipt of approved shop drawings. The lead time for shop drawings is 4 weeks. Will MDOT consider moving the NTP date to May 11th, 2021 to give the Contractor time to procure the material necessary to perform the bearing work? If not, will the Contractor be permitted to perform the bridge repair scope of work in a sequence that is different from what is shown on Sheet 8002 so meaningful work can begin while critical bearing material is being fabricated?

A8. See addendum.

Q9. A note on Sheet 8008 next to the full depth deck repair detail states that new concrete overlay, full depth deck repair, and/or partial depth deck repair shall be poured in 1 lift. Due to accessibility issues created by large holes in the deck behind barrier wall, will MDOT consider allowing the full depth repairs and the overlay repair to be poured as two separate operations? In other words, areas where full depth repairs are required would be poured in two lifts (the full depth area to the overlay limits and then the 2" overlay on top).

A9. No.

Q10. Bid Item 0320 - 907-824-PP003 - Bridge Repair, REMOVAL OF BRIDGE DECK PER PLANS, appears to only have the quantity for the partial depth removal at the joint repair locations. Should the full depth areas shown on sheets 8008 and 8009 be added to this bid item quantity?

A10. Yes. See forthcoming addendum.

Q11. Is there a target budget for Call 09?

A11. As indicated in the Range Letter, the estimated cost falls between \$1,000,000 and \$5,000,000.

Q12. From the "Bent Cap and Bridge Deck Cleaning Note" on sheet 8002, it is clear that the bridge deck cleaning is intended to be an absorbed item of work. Is it also intended for the bent cap cleaning to be an absorbed item of work? Or was the bent cap cleaning pay item typically seen on other bridge repair projects accidentally left out?

A12. ~~See addendum.~~ **Revised Answer:** The bent cap cleaning is an absorbed item of work.

- Q13. A note on sheet 8002 says "The new concrete overlay shall be tined finished". Considering the high amount of fiber in the concrete, a clean tined finish would be difficult to achieve. Would MDOT consider adding a grooving pay item to accomplish this in a more suitable fashion? And if not, why not?
- A13. No. We require a tined finish to match the existing finish on the bridge deck. Also, the tined finish can be done during the screeding process so there are no delays in the hydro-demolition or traffic phasing, and rebar clearance is not reduced.
- Q14. Sheet 8004, Note 12 requires the Fabricator to provide a CWI for inspection. Does this apply to the field welding?
- A14. No.
- Q15. There seems to be a significant discrepancy between the Contract Estimate/Quantity of 8,000 SF vs. a more accurate 25,000 SF. Is there potentially a misunderstanding about the scope of painting? It is our understanding that all structural steel is to be painted.
- A15. See addendum.
- Q16. Given that the project bid date was postponed by one month, will MDOT push the NTP/Start of Contract Time by one month to mid-June 2021 for the same fabrication timeline concerns previously mentioned?
- A16. See addendum.
- Q17. In reference to the Preformed Joint Seal, there is no pay item for the "Saw-Cut" for a ledge for the gland to sit on. Will there be a pay item added for this or is it not required?
- A17. Since the upper portion of the existing bridge deck will be removed during hydrodemolition and replaced, the ledges for the preformed joint seals can be formed up prior to the bridge deck concrete overlay pour.
- Q18. Sequence of Work Note #3 on Sheet 8011 says: "Install riprap where top of riprap is flush with natural bed elevation extending 150' upstream and downstream." What exactly does "natural bed elevation" mean? Does it mean install riprap flush with the normal water surface?
- A18. The top of riprap is to be flush with the natural creek bed elevation so as to avoid piling riprap above existing elevations.
- Q19. Are the trees that would have to be removed to complete some of the channel re-shaping intended to be absorbed under the "Removal of Obstructions" pay item?
- A19. Yes.