

Call 02 Bridge Repairs on SR 25 over the Tenn-Tom Waterway (Bridge No. 215.4), known as Federal Aid Project No. STBG-0040-03(022) / 108867301 in Tishomingo County.

- Q1. What is the depth of the Hydrodemolition?
- A1. See sheet number 8004 of the contract plans.
- Q2. Can MDOT provide a copy of the as built plans for the existing bridge on this project?
- A2. The plans marked 14724-1 are the original as-builts and the plans marked 14724-2 include the repair of adding finger joints and may be downloaded at the following link: <https://file-exchange.mdot.state.ms.us/dl/?f=8f45b27f1f158314709f020dcbcf3053b31cc1eb>
- Q3. 1.) Project plans call for the application of an "encapsulating paint". Can MDOT provide a better description or clarification pertaining to the type of paint? 2.) Is there an Approved Product List for the encapsulating paint? 3.) Project notes need to be clarified prior to bid because Sheet 8002 under ENCAPSULATING PAINT SUBMITTAL: "The Contractor shall submit a complete set of encapsulating paint plans associated with the work on sheet 8008." Sheet 8008 does not provide adequate information for a contractor to submit a bid.
- A3. 1.) Some epoxymastic paints and Rust Grip have been used on past projects. Surface preparation shall be in accordance with the manufacturer's recommendations. 2.) No, under the Miscellaneous category in the approved material list there are some Field Touch-Up Paints which are epoxymastic paints. 3.) Sheet 8002 has the estimated SF of area to be painted. Sheet 8008 shows the approximate limits to be painted and at the Contractor's request, a full set of as-built plans can be provided to them.
- Q4. Are we required to anchor down all precast barriers for this project as per note on Sheet Number 8002? Anchoring precast barriers to the bridge deck and approach slab is normally required for full depth deck removal project while this project is not a full depth removal, so the requirement for anchoring down precast barriers can be waived. Please advise.
- A4. Precast barriers shall be anchored as called for in the plans.
- Q5. 1.) Would MDOT rent barrier rail that you already have stored on your Maintenance Yards? 2.) If so, how much rail do you have and where would it be located?
- A5. 1.) Yes. 2.) The District currently has 1800 LF of barrier available – (900 LF stored at Tupelo and 900 LF stored at Starkville). Bidders are advised that no pins are available to connect them.
- Q6. The lead time on the disc bearings is around 15 weeks. If the supplier begins fabrication on the April 11 NOA, the bearings would be available late July/early August. The sequence of construction notes on sheet 8002 indicate that the bearing replacements should be completed first. Considering the long lead time on the bearings, would MDOT consider moving the NTP to later in the year AND/OR allowing a variance from the sequence of

construction in which the contractor could start on some of the other work? And if not, why not?

- A6. The successful bidder may submit variances from the sequence of operations for review. No change of plans will be permitted except by written approval of the Director of Structures, State Bridge Engineer. Variances from the sequence of operations will not be the basis of claim for additional time or compensation.