

Call 03 Bridge Repair on I-220 over Lynch Street (Bridge Nos. 0.5A & 0.5B) & on I-55 North to I-220 West (Bridge No. 11.4), known as Federal Aid Project Nos. NHPP-0220-03(038) / 109677301 & NHPP-0055-02(283) / 109678301 in Hinds & Madison Counties.

Q1. Can we request for complete as-builts on this project?

A1. **Revised Answer:** ~~They can be downloaded at the following link: <https://file-exchange.mdot.state.ms.us/dl/?f=05285dd448412878c8dd51884dc1444f4d6b66e2>~~

They can be downloaded at the following link: <https://file-exchange.mdot.state.ms.us/dl/?f=515dae8cce785814bde58994397ea7d9b0f8295>

Q2. Per 8003 TEMPORARY SHORING NOTES #1 “The contractor assume all responsibility for determining the amount of shoring required. During hydrodemolition, the repair area shall be analyzed as if the bridge deck does not carry load.” # 2 Prior to beginning construction, the Contractor shall submit plans of the proposed temporary shoring and a set of design calculations to the Director of Structures, State Bridge Engineer for review and comments. # 3 The Contractor’s Engineer shall determine the shoring required to support the span’s dead load, traffic loading, and any deflection that occurs in the box girder for the duration of the repairs. Any damage caused by this item of work shall be repaired by the Contractor at no cost to the State. # 4 A traffic control plan shall be submitted for approval prior to any shoring being placed in any travel lane of I-55 underneath the bridge. 1.) Please provide any inspections or additional information on the bridge deck condition and/or box condition that could impact the shoring design? 1-1/2” hydro will likely expose much of the top mat of reinforcing steel compromising the deck structural value during analysis. This along with the full depth areas per sheet 8004 will require significant shoring in every span to meet the contractor’s requirements stated above. The spans above I-55 North and 55 South will require special consideration. 2.) Please provide minimum lane widths, minimum active lanes and height clearances allowed on I-55 North and I-55 South and I-220 ramp to I55 north. 3.) With the significant engineering analysis, submittals, and shoring installation/removal required, can the contract completion time be extended?

A2. 1.) The results of a Ground Penetrating Radar inspection are provided as **INFORMATION ONLY** and are available at the following link: <https://file-exchange.mdot.state.ms.us/dl/?f=9bc11b3a6ccbae6f4148d18e1408d212ff7bbb8e>.

The NBI Bridge Inspection Report will be provided to the successful bidder. 2.) See Addendum 3. 3.) No.

Q3. Please confirm that the existing 2”x12”x1’ bearing plate is fillet welded to 2”x12”x1’-1” anchor plate two sides only as shown in the as-built plans revised sheet no. 8021.

A3. That is correct.

Q4. Interior Box Girder condition is not mentioned in the proposal or plan documents. Please confirm no toxic environmental conditions exist inside the box such as pigeon waste.

A4. See Addendum 3.

Q5. Please confirm our interpretation of the shoring notes provided in the plans: Shoring installation is to prevent the spans from deflecting beyond their current condition, with the goal of not introducing any significant additional stresses as the deck is removed.

A5. Yes.