

**Call 10 Bridge Repair on I-55 over Star Landing Road (Bridge Nos. 285.9A & 285.9B), known as Federal Aid Project No. NHPP-0055-04(123) / 110040301 in Desoto County.**

Q1. There appears to be duplicate pay items for concrete median barrier precast and remove/reset concrete barrier (under roadway items and bridge items). Can MDOT confirm that there only needs to be one of each item?

A1. See Addendum 1.

Q2. Will there be Temp Tape Stripe Added or will the Lane shifts be Painted ?Theres not enough Paint Quantity set up for Lane Shifts and surface Temp Paint.

A2. Bidders are advised to bid as per the Contract Documents.

Q3. This project has some custom built galvanized steel bridge railing that requires shop drawings, fabrication and galvanizing before installation. Will MDOT consider stopping time if this material is not available for installation to meet the contract time?

A3. Bidders are advised to bid as per the Contract Documents. If delays occur due to shop drawing, fabrication and galvanizing that are beyond the Contractor's control, the Contractor may submit a request for an extension of time for review.

Q4. Can the as builts for the existing bridge be provided?

A4. As builts for the existing bridge are included in the Contract Plans.

Referenced standard drawings can be found at the following link:  
[https://mdot.ms.gov/portal/obsolete\\_standards](https://mdot.ms.gov/portal/obsolete_standards)

Q5. The pay item for bridge deck removal in the plans and proposal is 907-824-PP003. The proposal also includes a special provision 907-202-8 that is for removal of bridge deck by hydrodemolition but there is not a pay item associated with this special provision. Is hydrodemolition required for the partial depth deck repairs? if so, how will it be paid for?

A5. Special Provision 907-202-8 shall be disregarded for this project.

Q6. Sheet 8003 states that concrete in the deck repair area is to be removed a minimum of 3" or until sound concrete is reached. The top mat of steel will be completely exposed. Typically, the box will become unstable anytime concrete is removed more than 1.5 inches or beyond the top of the rebar. There are no notes in the plans stating that shoring is required. Please confirm that MDOT does not require the structure to be shored.

A6. Only one lane is being worked on at a time. The 3" removal is not for the entire lane. These will be spot repairs. The areas being removed currently have asphalt patches and/or unsound concrete in them which aren't contributing to the capacity of the bridge.

Therefore, the Department does not anticipate the need for shoring. If the Contractor believes shoring will be needed, they should account for that in other items bid.

Q7. Will the contractor be required to temporarily shore the bridge during the bridge deck removal and replacement?

A7. See Answer #6.

Q8. Did MDOT intend to use two different asphalt mixes for the roadway and bridge? Could MDOT just use one mix to simplify the asphalt work?

A8. Bidders are advised to bid as per the Contract Documents.