

Call 04 Bridge Replacement on SR 28 between Copiah County Line & Pinola (Bridge Nos. 72.7 & 73.6) & over Tanyard Creek (Bridge No. 77.6), known as Federal Aid Project Nos. STBG-0013-02(034) / 100881301 & BR-0013-02(029) / 106971301 in Simpson County.

- Q1. NTB 8075 requires the Contractor to hire a Professional Engineer to design the bridge demolition plan and that the Engineer be at the site during all demolition activities. Will MDOT allow a representative for the Engineering company be present for the demolition or will MDOT require the actual PE to be on site?
- A1. See Addendum 1.
- Q2. NTB 8075 creates the need for a demolition and/or erection plan. First, please elaborate on the required elements of each plan. Second, the mentioned erection plan seems to refer to falsework only. If there is not falsework, then is an erection plan required? Lastly, NTB 8075 states the Contractor's Engineer shall be at the bridge site during all demolition activities. Does this mean the actual engineer that stamped the plans or can it be a representative (inspector) of the engineer?
- A2. See Addendum 1.
- Q3. The Completion Time of 255 days will be very difficult to achieve considering that the job will start in November. This time frame will encompass two winter seasons with normally wet conditions. This will require attempting to build the detours in the winter months. The detours will require as much borrow as the permanent roadway. In addition much of roadway structure and asphalt will have to be completed in the 2nd winter season. Would MDOT consider extending the completion time to include two full work seasons.
- A3. Bidders are advised to bid as per the Contract Documents.
- Q4. Please provide the project's geotechnical report and any associated soil boring logs for bidder review. If no report is available, please clarify the geotechnical assumptions to be included in the bid.
- A4. It can be downloaded at the following link: <https://file-exchange.mdot.state.ms.us/dl/?f=5a48aa16e83c0ed67fd0497b8484fe7f36ff5055>
- Q5. Sheet No. 26 calls out JB-2 to be installed, and Sheet No. 27 calls out B-9 to be installed. Will a pay item be added for the junction box and inlet? Or please direct me on what item these should be paid under.
- A5. JB-2s and B-9s are paid for under 907-601-B001 Class "B" Structural Concrete, Minor Structures. In this set of plans that is on p. 11 SQ-2.
- Q6. NTB 8075 states that an engineered bridge demolition plan will be required. The plans only contain one elevation view plan sheet for each existing bridge. Can the department please provide the full as-built plans for each bridge that will be removed (#72.7 & #73.6)?

- A6. There is one non-standard sheet for Bridge No. 72.7 and it was provided in the Contract Plans. Obsolete Standards should be used to view the other sheets for Bridge No. 72.7.

The non-standard sheets for Bridge No. 73.6 can be downloaded at the following link:
<https://file-exchange.mdot.state.ms.us/dl/?f=732394399ff81ea6e71bf91eebcdda6a0bd3f486>

Obsolete Standards should be used for the other plan sheets for Bridge No. 73.6.

Obsolete Standards can be found at the following link:
https://mdot.ms.gov/portal/obsolete_standards

- Q7. The typical section for the detour road for Bridge Site 72.7 and 73.6 shows 12' clear roadway and 18' shoulder to shoulder. The detour bridge plans for these sites show 24' gutter to gutter. The typical section for the detour road for Bridge Site 77.6 shows 12' clear roadway and 18' shoulder to shoulder. The detour bridge plans for these sites show 18' gutter to gutter. Is the 24' gutter to gutter dimension correct for the detour bridges 72.7 and 73.6 or should it match the 18' shoulder to shoulder dimension the same as detour bridge 77.6? Are the guardrails for the detour bridges straight or flared. If flared, then there appears to be conflict with the construction of the new roadway even with the impact attenuators shown on the traffic control plans before the removal of the detour. Please advise.
- A7. 24'-0" minimum gutter to gutter is required. See Addendum 1. Regarding the guardrail questions, the detours are Contractor designed.
- Q8. Sheet ID TTS-1, "Temporary Traffic Signal SR 28," Note 4 specifies video vehicle detection, and the temporary traffic signal detail depicts video vehicle detection. Please confirm whether video vehicle detection is required or if radar vehicle detection will be accepted as an approved alternative.
- A8. Video detection is required.