Call 01 Bridge Painting & Pin & Link Replacement on US 84 of the Mississippi River Bridge Westbound Only 0.1A, known as Federal Aid Project No. BR-0015-01(129)/106736301 in Adams County, Mississippi / Concordia Parish, Louisiana.

Q1. Is www.gomdot.com where we should be looking for any addendums, questions & answers, etc. that might be posted, or will they be emailed to the short listed responders?

A1. They will be emailed to the short listed responders.

Q2. It is my understanding that at the pre-bid meeting there was some discussion about shop drawings for the steel repair work on this project and that drawings would be made available to the short listed contractors. Can you please tell me how we are supposed to access them?

A2. They can be found at the following link:


Previous as-builts can be found at the following link:

https://file-exchange.mdot.state.ms.us/dl/?f=ed15a25cdaee6607f173efb1429340aec9e7aab3

Q3. Does page 2 of section 905 require that we add the home address of the officers of the corporation or the business address? Will the bids be made available for review by the public under any circumstances?

A3. No, just the business address. Yes, all bids are public record and the bid results will be available to the public as well. The bid results will be posted on the MDOT website.

Q4. I had a question regarding the payment and performance bonds that are attached in the written bid. Do those need filled out prior to bidding? Usually those are needed once award is issued. I wanted to clarify this since I wasn’t able to attend the meeting.

A4. Once the project is awarded, the performance & payment bond and other necessary documentation will be mailed to the successful bidder for execution.

Q5. What are the allowable times for daytime and nighttime single lane closures on the Westbound and Eastbound bridges?

A5. See upcoming addendum.

Q6. The specifications states “Bid bond, signed or countersigned by a Mississippi Agent or Qualified Nonresident Agent, with Power of Attorney attached, a Cashier’s Check or Certified Check for five (5%) percent of bid payable to STATE OF MISSISSIPPI, must accompany each proposal.” Are both a bid bond and certified funds required or one or the other?
A6. As per 907-102.08 of the Proposal: “No proposal will be considered unless accompanied by certified check, cashier's check or bid bond, made payable to the State of Mississippi, in an amount of not less than five percent (5%) of the total amount of the proposal offered.”

Q7. To avoid damaging the illuminating light fixtures (side of each section and also on pier caps), would it be possible for the state to remove the lighting fixtures prior to construction?

A7. No.

Q8. The galvanized catwalks/suspended platforms at the pin locations will need to be removed in order to do the pin replacement work. Will these also need to be cleaned and painted?

A8. Yes.

Q9. Will the galvanized railings around the pier caps and catwalks going down the piers need to be cleaned and painted?

A9. No.

Q10. Will all power be able to be disconnected on the bridge during the nine (9) month shutdown?

A10. Aesthetic and roadway lighting may be turned off for the duration of the shutdown. Navigational and aerial lighting must be maintained for the duration of the project. In addition, AT&T conduit must be maintained for the duration of the project.

Q11. Is there an existing lighting plan for the illuminating lights that are mounted on the westbound structure and piers? If so, could we receive a copy?

A11. Yes, those should be in the as-built plans.

Q12. Will the state be supplying the light posts to be reinstalled, or will the need to be fabricated by the contractor?

A12. See upcoming addendum.

Q13. Will the complete set of shop drawings from the last project/contractor be posted?

A13. No.

Q14. Can you make the PowerPoint Presentation from the pre-bid meeting available for download?

A14. [Link: https://file-exchange.mdot.state.ms.us/dl/?f=c9cda7af5f31c7e935dab78f24651e94ed1a06ca]

Q15. The contract states that the contractors engineer must be on site when the pins are being replaced. To clarify, does the contractors engineer need to be onsite during the installation
of the post tensioning brackets, restraints, support brackets, etc. in preparation for the pin replacement?

A15. The Contractor’s engineer must be on-site when the Contractor engages the temporary restraints and when the pins and links are being removed and replaced.

Q16. Is the erosion and sediment control plan just for the removal of the cross overs and re-installation of the natural median?

A16. The erosion control sheets included pertain to any earthwork operations.

Q17. Is a civil engineer required for developing final elevation for items such as swales, contour, terraces, etc.?

A17. Yes.

Q18. During the pre-bid meeting, the representative from HNTB stated that the state would be releasing original as-built shop drawings. Have those been made available and if so, where can we get them?

A18. See Answer #2.

Q19. Are new post-tensioning bars required for each location?

A19. Yes, per sheet 8004 of the plans, “All temporary post-tensioning bars shall not be reused.”

Q20. Are new post-tensioning bar nuts and coupling nuts required for each location?

A20. Yes.

Q21. Will the sign-in sheet from the pre-bid meeting be made available to bidders?

A21. See upcoming addendum.

Q22. Are there any hour restrictions for the single lane closure on the westbound bridge when working outside of the 9 month complete closure?

A22. See upcoming addendum.

Q23. Will the contractor be allowed to work 24 hours/day when working outside of the 9 month complete closure?

A23. Yes, as long as it does not violate any lane closure restriction.

Q24. Will the contractor be allowed to work 24 hours/day when working within the 9 month complete closure?

A24. Yes.
Q25. In the General Notes, under the “River Elevation” section it states: Do not initiate a link replacement operation when an unusual high water event is occurring or expected. Can MDOT provide more information as to what defines an “unusual high water event”? Is there a certain elevation that will require all pin and link operations to cease?

A25. There is no set elevation. MDOT will enforce this note in the event USCG and MDOT feel there is a high risk of a vessel collision to the bridge due to high water.

Q26. During the prebid meeting there was discussion about blast cleaning and painting a three coat system inside the gusset plates once the existing pin and links are removed at each location. Page 31 of the presentation briefly covers this requirement, however, we are unable to locate the requirement in the plans or special provisions. It is our understanding that the insides of the gussets were not required to be painted on the 2015 project. Can MDOT confirm that they will be required to be painted for this project?

A26. Please refer to Sheet 8050, Step SP-7 and Sheet 8071 of the contract plans.

Q27. The general notes state that the new eyebars and pins must be installed within 96 hours of cutting the existing pins or link. This gives the contractor approximately 4 days to remove the old pin/links, setup containment, blast the interior steel, apply three coats of paint, install the new links, measure the appropriate dimensions, line bore eyebars and gussets, and install the new pins. The blasting and painting operations could take a significant amount of time because specific conditions must be met in order to blast and paint. Plus each coat must adequately cure before subsequent coats can be applied. In an effort to minimize the amount of time the bridge is left in a vulnerable position, will MDOT consider removing this requirement or at the very least modify the paint system to an overcoat system that requires minimal surface prep and can be applied in multiple coats quickly? This will still provide a certain degree of protection, however, it will significantly reduce the total amount of time needed to perform the cleaning and painting tasks at these small locations.

A27. Contractor may blast and apply a single coat of inorganic zinc rich paint to the inside face of the gussets behind the links in lieu of the 3-coat system. Single coat of inorganic zinc rich paint shall be approved similar to other painting approvals.

Q28. Are there any hour restrictions for the single lane closure on the westbound bridge when working outside of the 9 month complete closure?

A28. Yes. Please see upcoming addendum.

Q29. Will the contractor be allowed to work 24 hours/day when working outside of the 9 month complete closure?

A29. Yes, provided it does not violate any lane closure restrictions.
Q30. Will the contractor be allowed to work 24 hours/day when working within the 9 month complete closure?

A30. Yes.

Q31. On Sheet 237 of the special provisions under the truss monitoring section there is mention that the contractor will be required to visually inspect Piers 1, 2, 3, and 4 for cracks prior to post-tensioning any temporary restraints and after replacing each pin and link. Visual inspection shall entail being within hands reach of the entire pier from the waterline to the top of the pier. If cracks are observed prior to post-tensioning, crack gauges shall be installed. 1.) Can MDOT provide more information regarding the approximate number of existing cracks, locations of these cracks, and the frequency of monitoring? 2.) Does MDOT have sensor specifications for the crack gauges that are needed? 3.) Being within hands reach is not very clear when it comes to the type of access required. What kind of minimum access does MDOT expect the contractor to provide in order to meet this requirement? 4.) Did MDOT/HNTB notice any problems on the last project with the piers cracking? 5.) Will MDOT/HNTB consider eliminating the pier monitoring requirement?

A31. 1.) Information can be found here: https://file-exchange.mdot.state.ms.us/dl/?f=25b55975a69fade6899a91f50cc7e170c6793915

2.) MDOT does not have specified sensors, contractor may use crack gauge plus from Humboldt or an equivalent: https://www.humboldtmfg.com/crack-monitor-plus.html

3.) Contractor shall be able to inspect cracks similar to attached report.

4.) No.

5.) Yes, Contractor will only be required to inspect the Piers if the temperature fluctuate more than 30 degrees when the temporary restraints are engaged. If the temperature does fluctuate more than 30 degrees, the contractor may use the referenced report as a baseline. At a minimum, the contractor should complete one inspection of the Piers after all pins and links are replaced and temporary restraints disengaged.

Q32. Can you clarify the proper bidding procedures in regards to the addendum? It was stated in the pre-bid meeting that paper bids must include the complete bound bid book with the proper forms completed. However in addendum 1, the bid form itself was revised. Are there pages in the original bid book that will still need to be filled out or does addendum 1 completely replace those pages? Will we receive a bound hard copy of addendum 1 to submit with our bid?

A32. The addendum becomes part of the proposal the contractors are required to submit as a bid. If the contractors look at the Section 905 page that was included, the word ‘Revise’ is the same as replace and the word ‘Add’ means to add. We do not mail hard copies of addenda. Contractors should print the addendum and insert it into their bid proposal. Contractors should fill out/complete the Revised Contract Documents & Bid Sheets.
Q33. Does MDOT want the reclaimed asphalt when the crossover is removed?
A33. No.

Q34. Where should the excavated material be taken from the crossover removal?
A34. Please refer to Sections 104.05 and 203.03.7 of the 2004 Standard Specifications, as well as Special Provision 907-104-5 in the proposal.

Q35. Are there any anticipated local events that may affect production/work days?
A35. We do not anticipate any local events that would impact the project.

Q36. What is the required burn in period for electrical equipment and must this be complete by the project completion date?
A36. Fourteen (14) calendar days as per Section 681 of the 2004 Standard Specifications.

Q37. Will MDOT be providing the lights for reinstallation in the median?
A37. No. See upcoming addendum.

Q38. 1.) What type of sediment and erosion control will be required? 2.) How will it be paid for, as there are no pay items for this?
A38. 1.) A formal erosion control plan is not required for this project. However, the Contractor will be required to establish erosion control measures in order to minimize silt runoff during earthwork operations. 2.) See upcoming addendum.

Q39. Would it be acceptable to use the LADOTD standard 15ft concrete barrier rail in lieu of the 10ft MDOT concrete barrier rail?
A39. Yes.

Q40. On page 245 of the specifications MDOT specifies Sealing Using Caulk. It states that “The perimeter of all faying surfaces, cracks and crevices, joints open less than ½ Inch, and skip-welded joints shall be completely sealed using caulk. Since the linear footage of these areas cannot be quantified at this time, can MDOT create a linear foot or per tube item for this work? This will ensure that all bidders will bid the same quantity related to this work. I recommend that a certain bead size be specified, also.

A40. Caulking is incidental to the lump sum the contract can get the linear footage from the existing plans and his site visit. Caulking is applied according to the Caulk Manufacture recommendations the bead size should be on the individual product data sheets.

Q41. On page 245 of the specifications MDOT specifies Stripe Coating. How many stripe coats are required?
A41. Each coat requires a stripe coat.
Q42. Which coats are required to receive a stripe coat?
A42. All coats receive a stripe coat.

Q43. Is a stripe coat required inside the chord box members?
A43. No.

Q44. Is caulking required inside the chord box members?
A44. No.

Q45. On Page 244 of the specifications MDOT specifies Washing. Is the wash water to be collected?
A45. Yes.

Q46. Can Portable Water-Filled Median Barriers be used in Lieu of Precast Concrete Median Barriers?
A46. No.

Q47. Spec section 907-845.03.7.1 says “Surface preparation work shall be performed only when the temperature of the steel surface is at least 5 deg F above the dew point temperature.” Can you confirm that this section applies to this project?
A47. This applies to the final surface preparation. Contractors can choose to blast existing coating off in conditions where the dew point requirement is out of specification. However, all areas must meet the specification requirements for final surface preparation.

Q48. Spec section 907-842.02.5 requires the contractor to provide a certification that the abrasives used do not contain any chlorides and other salts. Some abrasive manufacturers in the past have not been willing to provide this certification. Will field testing for chlorides suffice in lieu of a manufacturers cert?
A48. No.

Q49. Spec section 907-842.03.7.5 requires salt tests every 1,000 SF. On a bridge this size, that is over 1,000 tests. Using disposable test kits, this could represent a significant expense to the project. Will MDOT relax the testing frequency if it becomes apparent that salt contamination is not an issue?
A49. Five random locations shall be tested in the first 1,000 square feet and one random location for each subsequent 1,000 square feet. MDOT would consider an RFI if initial results indicate levels less than the specification requirements.

Q50. Spec section 907-845.03.8.2 says that “Spray coating shall not be performed when the measured wind speed in the immediate coating area is above 15 miles per hour.” Can MDOT clarify what is meant by “immediate coating area?”
A50. Inside containment if conditions are less than 15 MPH will be allowed.
Q51. Will stripe coats be required for each of the three full coats?

A51. Yes.

Q52. Will containment be required for cleaning the pier faces prior to repainting the navigation clearance gauges?

A52. No.

Q53. Has the bridge been abrasive blasted before and is there an existing surface profile?

A53. No.

Q54. Will MDOT consider allowing the continuous 9 month bridge closure to be broken into two shorter periods?

A54. No.

Q55. The procedures for no-load areas during pin replacement work state that containment will not be allowed in these areas. Does this also include painting work platforms or portions of platforms (cables, outriggers, etc)?

A55. Painting contractor should coordinate with structural subcontractor. Any equipment in the no-load area (painting work platforms or portions of platforms (cables, outriggers, etc.)) shall be included in the pin and link removal plan submittal.

Q56. Is the continuous bridge closure 9 months or 12 months?

A56. It was revised to 12 months. See addendum to the project.