PRE-BID PROJECT INFORMATION NOTES

JOB 110812
HWY. 49 MISSISSIPPI RIVER BRIDGE REHAB. (S)
ROUTE: 49 SECTION: 11
PHILLIPS COUNTY
FED. AID PROJECT: NHPP-PRTT-HIPBIP-0054(31)

PROJECT LETTING: November 4, 2026
(16-week advertisement)

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Disclaimer:

The intent of this document is to provide helpful notes for the Contractor and Estimators as they study the plans and are available for General Information Only. The "Pre-Bid Project Information Notes" are in no way intended to be:

1. an "all inclusive" explanation of the project bridge repairs
2. a substitute for the Contractor's responsibility to examine the plans, special provisions, and all project related forms for a complete understanding of the project Scope of Work
3. the removal of the Contractor's responsibility to field-verify measurements, actual field conditions, and determine the number and size of repair parts required
4. an interference to the Contractor's project scheduling of the work or location of the various contract items, such as "Shoring"
5. the removal of any of the requirements of the ARDOT Standard Specifications for Highway Construction, 2014 Edition.

In the event of a discrepancy, omission, or conflict in the "Pre-Bid Project Information Notes" between the plan sheets, special provisions, or addendums, the official project documents --plan sheets, special provisions, or addendum, etc. -- shall govern.

The information contained in the "Pre-Bid Project Information Notes" shall be confirmed for accuracy by the Contractor before making any decisions concerning the project work or preparing the bid documents.

REPAIRS TYPE A-H

Each pay item completed, accepted, and measured shall include:

- removal of any existing parts, rivets, and/or bolts, etc. from the bridge and job site
- cleaning and preparation of the surface and/or holes
- full compensation for shop drawings, fabrication, delivery, storage, materials, set-up, relocation, and installation of the structural steel components to make the repair -- (The pounds of steel are to be included in the bid price for each repair type.)
- field welding, if required for the repair
- any touch-up or repairs to damaged materials or work as directed by the Engineer
- all labor, equipment, tools, and incidentals to complete the work

REPAIR TYPE A: FLOOR BEAM TOP FLANGE

Pay Unit: Each

Structural Steel Repair Quantity (FIO): 80 Pounds X 1 Each = 80 Pounds Total

One Floor Beam: L32 – Refer to Plan Sheet 70

- The existing concrete deck will be removed as pay item "MODIFICATION OF BRIDGE STRUCTURE (BRIDGE NO. 02899)" before existing rivets can be removed.
- It is anticipated that removal of the existing rivets may involve corrosion.
- The plans call for 68 existing rivets to be replaced ONE AT A TIME with 68 fully threated bolts – 7/8" dia. X 5 ¼" (2 rows with 34 bolts/row going across beam)
- The existing shear studs on both outer sides of the beam, where the roadway was widened in a previous project, are to be retained as shown on the plan.
- The Contractor may elect to use shoring, but it is not required for this repair.
- **The purpose of this repair is to form composite action between the floor beam and the concrete deck.**
- If other floor beam locations are uncovered during paint cleaning operations that have top flange section loss and/or with damaged or rusted rivets, the Contractor—with the approval of the Engineer-- will have two choices for repair—1) to pay for each individual rivet replacement with the pay item "Repair Type F: Rivet Replacements" by the "Each" or 2) to replace the rivets on the beam as another "Repair Type A: Floor Beam Top Flange" to form a composite connection with the bridge deck.
- The bolts are to be embedded in the new concrete deck as shown on the plan sheet.
- Clear Roadway Width is 28'; traffic will be running on ½ of deck during this repair.

PAY ITEM

REPAIR TYPE A: FLOOR BEAM TOP FLANGE

1 Each @ $

REPAIR TYPE B: FLOOR BEAM BOTTOM FLANGE

Pay Unit: Each

Structural Steel Repair Quantity (FIO): 2880 Pounds X 11 Each = 31,680 Pounds Total

11 Floor Beams: L2, L12, L27, L29, L32, L36, L42, L45, L50, L56, & L62

Refer to Plan Sheets 71 & 72

- The Contractor needs to clean the bottom flange steel according to the "Steel Plate Connection Preparation" Special Provision.
- The clear roadway width of the bridge is 28'.
- The Contractor will add a fill plate (left and right) to extend the existing bottom flange for strength and to fill the current spaces. **Two Fill Plates ---- ½" X 1'-4" X 11 7/8"**
- The Contractor shall remove the existing rivets and create new holes in the bottom cover plate. Existing rivets are to be removed one at a time to be replaced with 7/8" fully tensioned long bolts with a bottom nut. (The reamed and cleaned holes before new bolt placement are 1 1/16" diameter max.)
- Install **Cheese Plate: 1 ¼ " X 1'-4" X 28'** secured with the installation of the structural plate installation—the bolts come through from the lower plate of the floor beam. The cheese plate functions as a fill plate to get around the nut thickness—(explaining the thickness of the cheese plate)--sandwiched between layers.
- Install bottom **Structural Plate: ½" X 1'-4" X 28'** with nut added to bottom of bolt shank. In other words, there are **2 nuts in this 3-layer construction**. (The top is a bolt head not another nut.)
- **Long Bolts with double nuts will be required due to the cheese plate.**
- The Contractor will need to move equipment to multiple locations.
- Supporting and securing the new steel replacements will be the Contractor's choice---shoring is not specified but repair materials are heavy.

PAY ITEM

REPAIR TYPE B: FLOOR BEAM BOTTOM FLANGE:

11 Each @ $

REPAIR TYPE C: FLOOR BEAM WEB

Pay Unit: Each

Structural Steel Repair Quantity (FIO): 500 Pounds X 10 Each = 5,000 Pounds Total

Floor Beam Locations: L34, L39, L44, L54, L57, L58, L60, L67, & L68

Refer to Plan Sheets: 73 & 74

- Existing Stiffener locations on each Floor Beam web are numbered 1 through 9 from left to right (Looking Forward Station).
- The Chart lists 9 Floor Beams, but the pay units shown in the Chart are the **10 Stiffener Locations (there are 2 repair locations at Floor Beam L68)**. At repair locations, the Contractor is to **install a new stiffener and web plate on both sides of the web per the plans**. Therefore, the 10 repair locations indicate the **installation of 20 additional Stiffeners with clips secured with field welding, 20 replacement Stiffeners, and 20 Web Repair Plates**.
- The concrete deck is to be removed above the repair locations before repair begins.
- The new stiffeners are 1) to be installed next to the existing stiffener before the existing stiffener can be removed and 2) must have a tight fit with the top and bottom flange (4'-5 ¼" long).
- The Contractor must clean the locations of the existing stiffeners according to the "Steel Plate Connection Preparation" Special Provision after removal.
- The Step 1 additional stiffeners are 5/16" (thick) x 4" (wide) steel plates with a clip at the top and bottom flanges of the web secured with field welding.
- The Contractor must locate web damage and predrill holes for 7/8" bolts to install a Web Repair Plate (2'-0 ¼" wide X 3'-6" long) and ream holes where the old stiffener was removed. The new web repair plate is installed behind the stiffeners—much like a fill plate to cover the web damage.

PAY ITEM

REPAIR TYPE C: FLOOR BEAM WEB:

10 Each @ $

REPAIR TYPE D: FLOOR BEAM STIFFENER

Pay Unit: Each

Structural Steel Repair Quantity (FIO): 170 Pounds X 48 Each = 8,160 Pounds Total

Floor Beams: L4, L18, L36 – L38, L40 - L42, L44 - L55, L60 – L64, L66, L67, L69, L70, L72 - L74

Refer to Plan Sheet 75

- Existing Stiffeners on each Floor Beam web are numbered 1 through 9 from left to right (Looking Forward Station).
- This repair is to replace an existing deteriorated stiffener at a web location where there is not additional damage to the web requiring a plate as in Repair Type C.
- The Chart lists 32 Floor Beams, but the pay units are shown in the Chart as the **48 Stiffener Locations**. Stiffeners are to be installed on both sides of the web as instructed in the plans. Therefore, 48 Stiffener locations indicate the **installation of 96 additional Stiffeners with clips secured with field welds (no fill plates at this step), 96 replacement Stiffeners (L4x3 1/2x5/16 X 4'-5 ¼" long), & 96 Fill Plates (3 ½" Wide X 3'-6" Long)**
- The concrete deck is to be removed above the repair location before this repair begins.
- The new additional stiffeners are 1) to be installed next to the existing stiffeners before the existing are to be removed and 2) must have a tight fit with the top and bottom flange (4'-5 ¼" long) using clips and field welding.
- The Contractor must remove the existing stiffener and clean the location of the existing stiffeners according to the “Steel Plate Connection Preparation” Special Provision before installing the new stiffeners.

PAY ITEM

REPAIR TYPE D: FLOOR BEAM STIFFENER

48 Each @ $

REPAIR TYPE E: STRINGER PIN AND HANGER

Pay Unit: Each

Structural Steel Repair Quantity (FIO): 220 Pounds X 9 Each = 1,980 Pounds Total

Floor Beams: L3, L18, L32 (2 locations), L62 (3 locations), L68 & L71

Refer to Plan Sheet 76

- The Pin & Hanger Assemblies for Type E Repair are the smaller assemblies on the bridge: Approx. 3' in length and 8" wide. Refer to plan drawing for portion of assembly to be retained.
- The pin holes are to be reamed and cleaned before installation of new pin & hanger bars to the assemblies. These are NOT the primary pin & hanger assemblies in the upper nodes of the truss — maintenance crews can repair these smaller assemblies in the stringers.
- The Contractor is instructed to paint the components of each assembly with a primer and apply a topcoat of paint. Before final installation, grease is to be applied to the pin and hanger holes.
- Cleaning and painting of the various parts will be according to “Cleaning and Painting Existing Structural Steel” Special Provision.
- Refer to plan sheet “Notes” for steel grades.
- “SHORING TYPE 3: MAIN TRUSS SPANS STRINGER” will be required @ 6 floor beam locations – Refer to the “Structural Steel Shoring Special” Provision. (This shoring is also related to Repair Type G with 2 stringer connection and angle replacements.) Shoring Type 3 will be constructed to support the stringers and deck and will be paid as a separate pay item.

PAY ITEMS

REPAIR TYPE E: STRINGER PIN AND HANGER

9 Each @ $

SHORING TYPE 3: MAIN TRUSS SPANS STRINGER:

1.00 Lump Sum @ $

REPAIR TYPE F: RIVET REPLACEMENTS

Pay Unit: Each

Structural Steel Repair Quantity (FIO): 1 Pound X 550 Each = 550 Pounds Total

Floor Beams: L0, L8, L12, L13, L15, L17-L19, L21, L23, L27, L31, L33-38, L41-L44, L46, L48, L51, L52, L61, L62, & L66

Refer to Plan Sheet 77

- The Repair F Locations Chart has: 29 Floor Beam locations, 35 Stringer locations, & **approximately 52 total rivet replacements with new bolts.**
- The Contractor is to remove deteriorated rivets ONE AT A TIME and ream the holes before installing a new 7/8" high strength bolt – (This repair is comparable to Repair Type A, but the cost for this repair is per individual rivet.)
- An **estimated rivet replacement quantity** has been added to Repair Type F for bidding purposes to allow for replacement of rivets with high strength bolts "if and where directed by the Engineer" according to the plans notes. (Refer to Section 104.03 IF AND WHERE DIRECTED ITEMS of the ARDOT Standard Specifications for Highway Construction, 2014 Edition.)
- Shoring is not required for these repairs.

PAY ITEM

REPAIR TYPE F: RIVET REPLACEMENTS

550 Each @ $

REPAIR TYPE G: STRINGER CONNECTION ANGLE REPLACEMENT

Pay Unit: Each

Structural Steel Repair Quantity (FIO): 100 Pounds* 2 Each = 200 Pounds Total

Floor Beam Locations with Angle Replacement: L12 & L28

Refer to Plan Sheet 77

- There is an angle replacement detail on the plan sheet for a Fixed (No Contraction Joint) location, and one shown for a Contraction Joint location.
- These installed angles are to connect the stringers to the floor beam webs.
- SHORING IS REQUIRED: Shoring Type 3: Main Truss Spans Stringer. The cost of this shoring is to be shared with the installation of new pin & hangers – Repair Type E.

PAY ITEM

REPAIR TYPE G: STRINGER CONNECTION ANGLE REPLACEMENT

2 Each @ $

(Shoring Type 3: Main Truss Spans Stringer –
cost shown under Repair Type E)

REPAIR TYPE H: CROSS BEAM REPLACEMENT

Pay Unit: Each

Structural Steel Repair Quantity (FIO): 1860 Pounds* 51 Each = 94,860 Pounds Total

Refer to Plan Sheet 78

- This work is in the Truss Section of the bridge ONLY. The Contractor will remove the deck concrete & the bridge concrete railing on the closed lane—panel point to panels point: 2(40'), 3(40'), or 4(40') - 80', 120', or 160' of concrete deck removal depending on location. Each replacement cross beam will need to be secured BEFORE the Contractor can cut the existing cross beam.
- Cut approximately ½ the beam as shown on the plan sheet under the closed lane and remove. The remaining cross beam section is to be retained under the Stage 1 MOT travel lane and removed when Stage 2 MOT traffic is operational.
- **THE CONTRACTOR WILL REPLACE THE CROSS BEAM IN THE CLOSED LANE SECTION WITH THREADING A FEW FEET UNDER THE CONCRETE IN-PLACE DECK WHILE CROSSING THE SPECIFIED ROWS OF EXISTING STRINGERS. THE CROSS BEAMS WILL BE SECURED WITH BOLTING TO THE TOP FLANGE OF THE STRINGERS. THE FINAL CROSS BEAM CONSTRUCTION AT EACH LOCATION WILL MAINTAIN THE PARABOLIC PROFILE OF THE DECK SURFACE.**
- In Stage 2, when MOT traffic has been shifted, the concrete deck & the bridge concrete railing is to be removed on the closed lane side to facilitate removal of the remaining section of the existing cross beam. Refer to plan drawings for Stage 1 and 2 cross beam lengths. The replacement/new cross beams will be two inches shorter than the existing cross beams to facilitate installation. The elevation difference will be accounted for with a concrete haunch on the new deck.
- Additional cross beam installations may be required to meet the 4'-2" max. spacing. (It is also possible to damage cross beams during concrete deck removal. It is not the intension of this repair to replace all cross beams. Refer to plan Notes for handling of Contractor damaged cross beams to be retained.)
- The Contractor will need a way to handle the weight of the cross beams during installation, but shoring is not required.
- Cross beams: Refer to plan sheet chart for official ID of these crossbeam types.
- The plans have a drawing of cross beam locations.

PAY ITEM

REPAIR TYPE H: CROSS BEAM REPLACEMENT

51 Each @ $

APPROACH SLABS (TYPE F) & APPROACH GUTTERS (TYPE SPECIAL)

- The approach slab & gutters need to be removed for the west Backwall Replacement (AR side).
- Approach slab & gutters are to be replaced on the Mississippi side due to a poor vertical profile.

PAY ITEMS

APPROACH SLABS
47.40 Cubic Yards X 2 Slabs
94.80 Cy. Yd. @ $

APPROACH GUTTERS
4.71 Cubic Yards X 4 Gutters
18.84 C.Y. @ $

REINFORCING STEEL-ROADWAY (GRADE 60)

5782 Pounds X 2 Approach Slabs = 11564 Pounds
243 Pounds X 4 Approach Gutters = 972 Pounds

Total: 12,536 Pounds @ $

APPROACH SPANS: ABUTMENT BEARING REPLACEMENTS WITH TEMPORARY FALSEWORK & DECK FINGER JOINT REPAIR

- The pay item “Temporary Falsework” is provided to support the approach spans during the replacement of the bearings at the west and east abutments.
- Jacking is required when the abutment bearings are replaced @ the east abutment (2 replacements) and the west abutment (4 replacements). The jacking height is just enough to access and remove the existing bearings.
- There are two quantities under Structural Steel in Plate Girder Spans (A709-GR36) for bearings and joints for the approach replacements: 1,373 Lbs. (west) & 1,389 Lbs. (east)
- There is a damaged finger joint in the west approach that will require a small section of the concrete deck to be removed and repaired—the 2.40 Cu. Yd. of Class S (AE) Concrete - Bridge. (Because of MOT Stages, this 2.40 C.Y. will be place as ½ the quantity per stage.)
- The Elastomeric Bearings are NOT standard with a rubber strip and a single plate. These bearings have a built-up bolster, because the rocker bearings are taller.

PAY ITEM

TEMPORARY FALSEWORK (SITE NO. 1)
1.00 Lump Sum @ $

CLASS S(AE) CONCRETE - BRIDGE (West Approach)
2.50 Cu. Yd. @ $

ELASTOMERIC BEARINGS (East & West Approaches)
5722 Cu. In. @ $

BRIDGE JACKING (SITE NO. 1)
1.00 Lump Sum @ $

APPROACH SPANS: REPAIR WORK INCLUDED IN PAY ITEM
"STRUCTURAL STEEL IN PLATE GIRDER SPANS (A709-GR36)"
Total Steel Quantity: 33,630 Pounds

Refer to Plan Sheets:

93 - 96: Approach Spans Expansion Joints & Drainage Systems
97 - 98: Approach Floor Beam Replacements
99: Approach Floor Beam Repairs
100: East Abutment Stringer 2 Repair
101-106: Approach Wind Lock Repairs

- The pay item "**Structural Steel in Plate Girder Spans (A709-GR 36)**" is to cover the cost for the repair work in the approaches: 3 Wind Lock replacements (Pier 4, 7, 18); 3 floor beam replacements (Pier 7 & 18, and the East Abutment), repair of a badly damaged stinger in the east approach, approach stiffeners (Piers 7 & 18), joint armor, drainage troughs with expansion joints, anchor bolts, areas of welding and rivet replacement with bolts, stiffener repairs to floor beams that will not be replaced, etc.
- Refer to plan drawings for bolt size. Field Welding is required for some of the repairs.
- Shoring is required. Floor Beam shoring will need to be constructed for repairs @ one location and relocated. Wind lock shoring will need to be constructed at one location and relocated to provide lateral movement stability. A plan note instructs the Contractor to use the "Shoring Type 4: Approach Spans Floor Beam" to support the badly damaged stringer repair.
- The steel for the approach floor beam replacements will be rolled sections. Refer to plan drawings for lengths. 3 of the floor beams will be complete replacements. The floor beams sit on ledges, rt & lt. The Contractor will pull the floor beams forward and down and reverse the process to install the new floor beams.
- A 4th floor beam will involve partial repair. The bottom flange needs strengthening

PAY ITEMS

STRUCTURAL STEEL IN PLATE GIRDER SPANS (A709, GR. 36)
33,630 Pounds @ $

SHORING TYPE 4: APPROACH SPANS FLOOR BEAM
1.00 Lump Sum @ $

SHORING TYPE 5: APPROACH SPANS WIND LOCK
1.00 Lump Sum @ $

BACKWALL REMOVAL AND RECONSTRUCTION:

West Abutment (Arkansas Side) – Refer to "Coordination of Work", "Maintenance of Traffic", "Shoring", "Compacted Embankment" Special Provisions, and related plan sheets for U.S. Army Corp of Engineers Levee Review requirements.)

- Removal of existing backwall will be paid as "Modification of Existing Bridge Structure (Bridge No. 02899). Job 110812 plan note states: **Modification of Existing Bridge Structure (Bridge No. 02899) includes verification of the geometry of the existing bridge and its relationship to the proposed work, as well as, demolition work for the project, including but not limited to, existing concrete removal, saw cutting, cleaning the existing reinforcing steel to remain, removal of existing portions of structural steel, rivet removal, and reaming as required. Repairs A-H as described in SP Job 110812 "Bridge Structural Steel Repairs" are NOT included in this pay item.**
- Refer to "Precast Concrete Barrier (Type Special)" Special Provision describing the ReBLOK narrow (12" wide) concrete barrier for travel lane space. Backwall removal and reconstruction will be performed under traffic.
- The Contractor will need to install vertical shoring to remove the backwall in ½ widths: Shoring (Site No. 1) –- A concern: there may be in-place old shoring from the previous widening job.
- The approach slab and gutters are to be removed to accomplish this replacement and there is a Special Detail plan sheet to describe the backfill.
- The backwall is 32'-4" across, 5' – 7 ½" height, and variable width
- Shoring will be required of the west approach for backwall replacement – Note: tight workspace with limited quantities. The Contractor will be allowed to cut off sheet piling and leave lower sections in place.
- Work will be performed on half of the backwall at a time. Therefore, approximately half the total quantities will be applicable to each stage of the construction.
- This work **must** be coordinated with the U.S. Corp of Engineers explained in the SPs.

PAY ITEMS

CLASS S CONCRETE – BRIDGE:
11.80 Cu. Yds. @ $

EPOXY COATED REINFORCING STEEL (GRADE 60):
Partial project quantity: 1938 Pounds @ $

SHORING (SITE NO. 1) 1.00 Lump Sum @ $

CLEANING & PAINTING THE BRIDGE STRUCTURE

- Painting will include cleaning the structure and painting the truss and all exposed steel, including ladders. The bridge Length: Truss 3108 Ft. plus approaches 1199.5 Ft. + 887 Ft. = 2086.5 Ft.
- Refer to the "Cleaning & Painting Existing Structural Steel" SP for requirements concerning the two pay items listed.
- Painting will require tarping, waste collection, calculations for equipment weight load on deck, a prime coat as well as a topcoat of paint as specified.
- Repairs A – H – surface preparation is subsidiary to each item: Refer to special provision for "Cleaning Existing Steel Preparation" Special Provision for painting and cleaning instructions.
- Existing paint contains lead —requiring protective clothing for the employees and blood tests before, during, and after painting operations. (Local testing available.)
- Construction loads must be monitored during work and accounted for in Contractor's engineering analysis.
- Containment is required. Wind loads from containment must be accounted for.
- Refer to Inspector's Personal Protection Clothing SP and – paid under Cleaning and Painting Existing Structural Steel (Type II). The "Paint Contractor Label" is also paid under Cleaning & Painting Structural Steel (Type II)
- Lead paint is heavily regulated, and the Paint Contractor shall fulfill all governing laws & governing agencies requirements.

PAY ITEMS

CLEANING & PAINTING EXISTING STRUCTURAL STEEL (TYPE II):

6484 Tons @ $

DISPOSAL OF HAZARDOUS WASTE (SITE NO. 1):

1.00 Lump Sum @ $

Concrete Deck & Railing Replacement in Truss Section of Bridge

- Main River Bridge Section is 3108'-0" X 32'-4" out-to-out
- The concrete slab thickness is 6 1/4" to match the original deck design. The truss deck concrete is to have an AstroTurf drag finish before the polymer overlay is applied to the entire deck surface. A protective surface treatment is not to be applied to the deck surface, but it is to be applied to the bridge railing as detailed in the plans.
- The concrete will be installed in small batches- contraction joint to contraction joint – 2(42'), 3(42'), and 4(42') distances X ½ width of bridge.
- Refer to "Lightweight Aggregate Concrete (AE)" Special Provision for Max. Unit Weight: 105 Pounds/Cu. Ft. and 28-day strength: 3500 psi
- LCCR Reinforcing Steel - Bridge (Grade 100) is a new product for ARDOT projects. Refer to "Low Carbon Chromium Steel Bars for Concrete Reinforcement" Special Provision for deck steel.
- The Contractor is required to prepare several test specimens to confirm desirable properties with Fall and Summer temperatures and materials.
- Before pouring the new deck slab, the Contractor must complete all steel & bolt repairs that require the deck concrete to be removed.
- The Epoxy Coated Reinforcing Steel is for the new railing. A portion of the steel quantity is for repairs on the polymer approach areas.

PAY ITEMS

LIGHTWEIGHT AGGREGATE CONCRETE (AE):
2552.20 Cu. Yd. @ $

CLASS 2 PROTECTIVE SURFACE TREATMENT:
2309.8 Sq. Yd. @ $

LCCR REINFORCING STEEL – BRIDGE (GRADE 100)
413,880 Pounds @ $

PREFORMED SILICONE JOINT
596 Lin. Ft. @ $

EPOXY COATED REINFORCING STEEL (GRADE 60)
Partial Plan Quantity: 113,242 Pounds @ $
(1,938 Lbs. are in the Backwall Replacement)

CRACK ARREST HOLE

- The purpose for these precision holes is to prevent cracks from growing in a structural steel section.
- Refer to the "**Crack Arrest Holes for Bridge Structural Steel" Special Provision** for instructions on the installation of these holes.
- Precleaning of area required: checking for corrosion and crack limit
- Liquid Penetrant (dye) testing required
- Safety practices for employees required
- After the hole is drilled, smoothing of hole edges is required
- This is precision work with potential of reducing structural integrity
- Our assessment for this repair: This repair crack location is at the "**top of the truss", in a slot with 7 members coming together and next to a weld.** The Contractor can access the area with a lift or ropes or the climbing ladder @ Pier 30 and walk on a beam over to the repair location. Accessing method to the area of this repair is up to the Contractor.

PAY ITEM
CRACK ARREST HOLE
1 Each @ $

MAINTENANCE OF TRAFFIC

- Refer to the "Maintenance of Traffic" Special Provision and Maintenance of Traffic Detail plan sheets: 14 – 20. Other contract special provisions apply to Maintenance of Traffic—examples: "Motor Assistance Patrol", "Traffic Control Supervisor", and "Wrecker Service" -- each with pay items in the contract.
- ARDOT removed time restrictions for the allowed 15-min. total bridge closures.
- Because this bridge is an important lifeline for emergencies between states (medical, fire, accident, etc.) to employees living in Mississippi and working in Arkansas, and the agricultural community (farmers and companies that service the farmers), closure of the bridge was not feasible.
- The Contractor will be required to provide contact information during work hours and for the continually on-call contact/s in the event of an emergency or event that requires Contractor attention.
- The Contractor will be required to develop and implement a "Contractor Safety Traffic Plan". Refer to "Maintenance of Traffic" Special Provision.
- There are two planned projects that will require traffic coordination – the U.S. Army Corp. of Engineers Flood Wall project and the Hwy. 49 Mississippi Rehab project.
- The U.S. Army Corp of Engineers requested that the Contractor NOT use the Levee Road because it is not a public facility.
- The local agricultural community and businesses have been making plans to reduce heavy seasonal traffic across the bridge. They cannot redirect all traffic, but any reduction in truck volumes during Harvest and Planting Seasons will be beneficial.
- The Contractor has the option of hiring off-duty police officers.

PAY ITEM
MAINTENANCE OF TRAFFIC
1.00 LUMP SUM @ $

MODIFICATION OF EXISTNG BRIDGE STRUCTURE
(BRIDGE NO. 02899)

- The note on the Schedule of Bridge Quantities – Job 110812 states : **Modification of Existing Bridge Structure (Bridge No. 02899) includes verification of the geometry of the existing bridge and its relationship to the proposed work, as well as, demolition work for the entire project, including but not limited to, existing concrete removal, saw cutting, cleaning the existing reinforcing steel to remain, removal of existing portions of structural steel, rivet removal, and reaming as required. Repairs A-H as described in SP Job No. 110812 "Bridge Structural Steel Repairs" are NOT included in this pay item.**
- The Contractor has the **potential** to be on site for 180 days verifying field measurements in preparation of required shop drawing and ordering of repair components before contract time begins. Existing shop drawings are not dependable for ordering replacement steel or for locating rivet locations. The Contractor **must** refer to "Work Allowed Prior to Issuance of Work Order" Special Provision and "Flexible Beginning of Work – Calendar Day" _ 07-08-26 Special Provision for instructions for the 180 day allowance.

The following is an anticipated list of removal bridge components:
(Also refer to Section 821 in the Spec Book – page 858):

- Removal of concrete deck in truss area.
- Removal of Concrete Railing in truss section of bridge.
- Removal of west abutment backwall in half sections: exact measurement will be determined in the field
- Removal of lower sections of Floor Beams L25, L43, and L59 in preparation for attachment of a new lower section including removal of stiffeners and angles. Refer to plan drawings for section removal limits.
- Removal of Wind Lock plates, members, angles, and required fasteners – 3 in the Approach Sections and 4 in the Truss Section of the bridge
- Removal of Abutment Bearings (6 Total: 4 on AR side and 2 on Miss. Side)
- Removal of large existing AR state sign structure mounted on bridge:
- Removal of approx. 10 truss deck drainage troughs at finger joints for replacement.
- Removal of 3 floor beams in the Approach Sections
- Removal of 2 upper chord connection plates for replacement—Panel Point U8 on left and right

- Cutting and removing angle in lower chord
- Removal of a stringer section in east abutment.

GENERAL NOTE: Verification of geometry and any modification to make the new work fit is to be paid under this item.

- The pay item “Bridge Construction Control” was removed from project and the work was added to Modification of Existing Bridge Structure, and work in this pay item will include lines and grades for deck pours and railing reconstruction lines. Also, any other work on the bridge that requires surveying or work for alignment verification is to be included in this pay item.

PAY ITEM

MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. 02899)

1.00 Lump Sum @ $

POLYMER OVERLAYS ON TRUSS BRIDGE DECK AND EAST & WEST APPROACH SPANS

- The West Approach (Arkansas side) is 1199'- 6", the East Approach (Mississippi side) is 887'-0", and the truss bridge deck is 3108'-0".
- The Clear Roadway in both sections is 28'-0".
- Based on field inspections, the approach decks are in good condition, and the truss section deck will be new.
- The truss concrete deck finish will be an AstroTurf drag – refer to "Lightweight Aggregate Concrete (AE)" Special Provision for details. This is noted because a curing compound is NOT to be applied to any deck surface designated for the polymer overlay.

PAY ITEMS

BRIDGE DECK REPAIR FOR POLYMER OVERLAYS
2923.9 Sq. Ft. @ $

POLYMER OVERLAY
16167.0 Sq. Yd. @ $

“STRUCTURAL STEEL IN TRUSS SPANS (A709, GR36)

DETAILS OF FLOOR BEAM REPAIRS: L25, L43, & L59 LOCATIONS – SPLICING AND INSTALLATION OF NEW GIRDER SECTION ON LOWER HALF
Refer to Plan Sheets 1-4: Pages 66 – 69

- This repair work will be included in the pay items “Structural Steel in Truss Spans (M270-GR36) – (267,350 pounds) and “Modification of Existing Bridge Structure (Bridge No. 02899)” (removal of damaged sections)
- Refer to the note on the Schedule of Bridge Quantities – Job 110812 for “**Modification of the Existing Bridge Structure (Bridge No. 02899)”.**
- This work will require **SHORING TYPE 1: MAIN TRUSS SPANS FLOOR BEAM** – 1.00 Lump Sum. **This shoring will need to be constructed at one site and relocated twice for the other two locations**. All shoring designs and installations are the responsibility of the Contractor.
- This work is **important to the stability of the bridge** – removal of lower section of beams will be paid as “Modification of Bridge Structure”. The steel quantities include as examples: stiffeners, a tremendous number of bolts, new ½” fill plate, new angles, new girder section.

AN ANTICIPATED LIST OF ADDITIONAL REPAIRS IN THIS PAY ITEM:

The following repairs will be work additional to the three truss floor beams repairs paid as “Structural Steel in Truss Spans (M270-GR36)”:

4 TRUSS WIND LOCKS

- **L15 Wind Lock – Main Truss**: (Plan Sheets 87 – 90) Refer to plan drawings for repair details.

- **L25, L43, & L59 Wind Lock – Main Truss Wind Lock Replacements** Refer to plan drawings for repair details.

ACCESS PLATFORM LANDING REPLACEMENT

- A separate repair: Refer to Plan Sheet 92: The cost of materials and installation for ACCESS PLATFORM REPAIR is to be included in “STRUCTURAL STEEL IN TRUSS SPANS (M270, GR 36)”. The Contractor is to replace a missing section of the landing platform with a section of grating (2'- 6 5/8" left – 1' – 8 ½" right Lengths X 2' – 3 ½" Wide.

ADDITIONAL ITEMS OF REPAIR

- The Structural Steel in Truss Spans (M270, GR36) also includes Low Chord Plating, Drainage: 1128 Downspout Drainpipes (8" dia. pipes in deck), Expansion Joints and drainage troughs, 2 Connection Plates in the Upper Truss, and Contraction Joint & Rail Joint Armor.

PAY ITEMS

STRUCTURAL STEEL IN TRUSS SPANS (A709, GR36):

267350 Pounds @ $