JOB 110812
HWY. 49 MISSISSIPPI RIVER BRIDGE REHAB. (S)
NOVEMBER 4, 2026

Question:
What is the DBE requirement goal for this project?

Answer:
There is no DBE requirement for this project.

Question:
Is there a mandatory pre-bid meeting for this project? If so, when?

Answer:
There will be no in-person pre-bid meeting for this project.

Question:
Will ARDOT issue the contractor a tax-exempt certificate for permanent materials on this project?

Answer:
Arkansas does not issue tax exemptions.

Question:
In Stage 1 and Stage 2 is there a required demo sequence and direction for the bridge deck concrete removal and replacement? Are there limitations to how much of the bridge deck removal can be completed prior to deck replacement?

Answer:
From a structural perspective, the only limitation related to deck removal and replacement is that the new deck concrete pours shall be completed as a single pour from contraction joint to contraction joint. These occur in roughly 84', 126', and 168' units that correspond to the 42' panel point spacing in the truss. Removal lengths are not limited, although it is generally expected that some areas will need to be retained to maintain some areas to access the work while traffic flows continually. There is no required demo sequence. From a MOT perspective, the project is setup to remove and replace all of Stage 1 deck before shifting MOT to work on Stage 2. The transverse limits for Stage 1 and 2 shown on Sheets 50 and 51 shall be followed.

Question:
Does the structural steel fabricator for Items 0088-0099 (Structural Steel in Plate Girder Spans, Truss Spans and Repair Types A-H which include drainage systems like expansion joint troughs and downspouts) need to be on Structural Steel Fabricators QPL 807 list for ARDOT?

Answer:
Section 106 of the Standard Specifications allows for non-QPL firms to supply, but that they are subject to approval and generally must meet QPL requirements. In this case, a non-QPL fabricator could show they meet QPL requirements for any of the portions (such as AISC Certified in Categories; Bridge Component Standard or Advanced Steel Bridge Structures – Major), and we could approve them. All steel for the Main Truss repairs, floor beam repairs and the named repairs A-H shall be fabricated by a fabricator AISC-Certified for Advanced Steel Bridge Structures – Major, due to the nature of the work. For drain pipes, drain downspouts, and platform grating, AISC-Component certification would not be required, provided the materials, workmanship, welding, and applicable inspection requirements of the contract are satisfied.

Question:
The specifications indicate the bid schedule is to be submitted using Primavera P6 V8 which is an older version of this software. Is a newer version of Primavera P6 acceptable and which one?

Answer:
Yes, we are able to handle up to version 24 of Primavera.

Question:
The Portable Camera Trailer Special Provision specifies the AXIS P5635-E Mk II PTZ Network Camera and AXIS T91L61 Wall-and-Pole Mount. These products have been discontinued by the manufacturer, with Axis identifying the AXIS P5655-E as the replacement for the P5635-E Mk II. Will the Department permit the current manufacturer's replacement model and compatible current-production mounting/power equipment meeting or exceeding the specified performance requirements? If so, please identify any required current models or compatibility requirements necessary for integration with IDriveArkansas.

Answer:
The Portable Camera Trailers special provision will be revised via addendum account for the updated model.

Question:
Will the Contractor be required to furnish and install a variable message sign on both sides of the bridge? If so, shouldn't the affected bid item(s) reflect this quantity?

Answer:
The quantity of Furnish and Install Variable Message Sign will be revised to 4 Each via addendum.

Question:
Regarding the Wrecker Service Special Provision, would ARDOT consider increasing the allowable response time for heavy-duty wreckers?

Answer:
The Wrecker SP will be revised to allow 45 minutes for heavy duty wreckers.

Question:
Also regarding the Wrecker Service SP, would ARDOT consider eliminating the requirement that two heavy-duty wreckers be dedicated exclusively or immediately available to the project at all times?

Answer:
The revised Wrecker SP to allow more time for the second wrecker if both disabled vehicles need to be towed in the same direction

Question:
Also regarding the Wrecker Service SP, would ARDOT consider allowing lighter-duty wreckers or rollback units meeting the applicable vehicle-recovery requirements to respond to passenger vehicles and light trucks, with a heavy-duty wrecker required only for commercial trucks and other vehicles requiring that capacity on a reasonable call-out basis?

Answer:
The revised Wrecker Service SP will clarify.

Question:
Would ARDOT consider allowing an approved combination of on-site Motorist Assistance Patrol resources and commercial towing services to satisfy the intent of the Wrecker Service provision?

Answer:
The Motorist Assistance Patrol (MAP) Special Provision will be revised to add a requirement that the MAP vehicle have a tow bar. However, the MAP vehicle is not to be relied on as the primary towing vehicle.

Question:
The Special Provision for the Project Field Office details a flood plain requirement and states; the field office shall be installed outside the flood plain locations for both Arkansas and Mississippi. Can ARDOT please confirm that only one field office is required for this project on either the Arkansas OR Mississippi side but not both?

Answer:
Only one field office will be required, which should be located in Arkansas.

Question:
Can ARDOT provide the project presentation from the Constructability Review?

Answer:
That presentation is not available. However, a similar one has been recorded and can be found at the link below. Additionally, a pre-bid notes document has also been uploaded that provides greater detail about the individual pay items.
https://ardot.gov/divisions/program-management/construction-contract-development/construction-contractors/additional-project-information-2/existing-bridge-information/