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/

Question:
When structural steel is called out in the plans as Grade 36, will the department allow Grade 50 as a blanket substitution? If not, what specific locations will or will not allow this substitution?

Answer:
The Department will allow the replacement of Grade 36 steel with Grade 50 steel. The Contractor should exercise caution at locations where temporary stiffeners will be welded to the existing 33 ksi floor beam webs, as well as welding locations between new abutment bearing assemblies and existing steel girders. It is important to ensure that the welding procedure accounts for the properties and remaining thickness of the 33 ksi steel and that the heat input, filler metal, and preheat do not adversely affect the existing steel.

Question:
Will the department consider replacing the entire finger joint at Pier 10 (Plan Sheet 61 of 107, Drawing No. 69555)? The two halves of these joints are intended to function as a unit and replacing half of the joint while retaining the other half will likely result in mismatched parts that don't perform as intended.

Answer:
The current plan details were developed to focus on replacing the damaged approach (west) side of the joint. The truss (east) side of the finger joint assembly is integrally connected to top of the floor beam. This is a built-up (riveted) plate girder that would require disassembling part of the top flange to remove and replace the fingers. The operation would require staged

removal of short sections of the fingers to maintain integrity of the end floor beam. Bids should be based on current plan details. ARDOT would consider a contractor proposal to replace both sides of the finger expansion joint at Pier 10 following the bid letting. This would require additional design and plan detailing that would be best accomplished by the Contractor submitting a proposal to the Engineer for review and approval.

Question:
What bid item contains the drainage materials shown on Plan Sheets 54, 63, 95, and 96?

Answer:
The structural steel associated with the main spans deck drain downspouts and brackets are included in pay item "STRUCTURAL STEEL IN TRUSS SPANS (A709, GR 36)". Payment note for Plan Sheet 54 was addressed in Addendum 3. Payment note for Plan Sheet 63 is addressed on Plan Sheet 61, and payment note for Plan Sheets 95 and 96 is addressed on Plan Sheet 93.

Question:
When installing the new deck on the main truss spans, will stay-in-place forms (PMD) be permitted as long on as foam inserts as used to fill the troughs?

Answer:
Stay-in-place forms are permitted provided the total weight of the new lightweight deck (including permanent formwork and reinforcing) does not exceed 105 pcf. Formwork details and calculations shall be submitted to the Engineer for review and approval.

Question:
On plan sheet 54 there are details of the deck drain inserts, downspouts, and brackets. There is no reference on how these items will be paid. Are these items incidental to the new deck concrete item of work or will they be paid by the structural steel truss span Grade 36 item of work?

Answer:
The structural steel associated with the main spans deck drain downspouts and brackets are included in pay item "STRUCTURAL STEEL IN TRUSS SPANS (A709, GR 36)". This is referenced in the GENERAL NOTES on Sheet 44. See Revised Sheet 54 and 61 via Addendum 3 for clarification.

Question:
Can ARDOT please confirm that there are no shear studs on the existing cross beams and floorbeams other than in the areas where the deck extension and concrete rail were placed during a previous project? For demolition considerations, we want to make sure that the original bridge deck is not tied to the floorbeams and cross beams with shear studs.

Answer:
Correct. Existing shear studs on top of cross beams are only located in the exterior widening area per the 1988 widening plans.

Question:
Can ARDOT please provide the clearance dimension from the back of the existing concrete rail to the inside face of the vertical/diagonal truss members in the main truss span? It is not clearly depicted on the as-builts, and we are unable to stop on the bridge to get this measurement.

Answer:
The minimum dimension from the back side of concrete parapet rail to inside of steel truss members is approximately 1'-3 3/8" per existing plan information.

Question:
Please provide the FAA Aeronautical Study for this project?

Answer:
Roadway Design assumed a deck height of 260' + 200' in the FAA pre-screening tool. Based upon that elevation / information; this will not require any filing notice (or study) with the FAA.

Question:
Can the Department provide the estimated paint surface area (SF), or the square-foot-per-ton factor used to develop the 6,484-ton quantity, broken out by West Approach Spans (521.7 tons), Main Truss Spans (5,587.6 tons), and East Approach Spans (374.7 tons) as shown on Sheet 24?

Answer:
ARDOT does not have an estimated surface area to be painted. Historically ARDOT has not provided the estimated paint surface area or a square-foot-per-ton factor for painting new or existing structural steel instead relying on the contractor to calculate the surface area if needed and provide a unit cost in tons of structural steel based on their calculations.

Question:
Coating endorsement. Supplemental Specification SS-807-2 requires the structural steel fabricator to hold AISC certification (SBR, IBR, ABR or CPT) and the appropriate Complex Coatings Endorsement (P1, P2 or P3). For the Repair Type E pin and hanger assemblies, may the shop coating be applied by a coating subcontractor that holds the AISC Complex

Coatings Endorsement and is approved by the Engineer, with the fabricator holding the AISC bridge certification only? If not, please confirm that the fabricator itself must hold the endorsement.

Answer:
A coating subcontractor that holds the AISC Complex Coatings Endorsement and meets the QPL requirements is acceptable. See previous response regarding the allowance of non-QPL firms.

Question:
Testing of pins and hangers. The plan notes on Dwg 69570 (sheet 76) call for Charpy V-notch testing of the pins and hanger bars. Is any ultrasonic, magnetic particle or other nondestructive testing required on the pins, hanger bars beyond mill certification and the Charpy testing shown? If so, please provide the method, acceptance criteria, frequency and who performs it.

Answer:
No additional testing is required beyond mill certification and Charpy V-notch testing.

Question:
Primer type. The Field Painting special provision calls for an organic zinc-rich primer, while SS-800-1 and Subsections 807.76 and 807.77(a) call for an inorganic zinc-rich primer. Please confirm which primer applies to the new pin and hanger assemblies.

Answer:
The Special Provision CLEANING AND PAINTING EXISTING STRUCTURAL STEEL is superseding the paint system requirements in Section 807 and Section 820. The paint system for the new pin and hanger assemblies shall be an organic zinc-rich paint system.