

Call 02 Bridge Preservation on US 45 between US 72 & SR 2, Bridge Nos. 277.6A & 277.6B, known as Federal Aid Project No. BR-0002-08(020) / 107858301 in Alcorn County.

Q1. Can MDOT provide the as-builts?

A1. As-builts can be downloaded from the following link:

<https://file-exchange.mdot.state.ms.us/dl/?f=baf888244da4cbec22cb8f057e7fd156c8c28852>

Q2. Sheet 8006 shows the width of the areas to be removed by hydrodemolition but does not show the length of each area. Please provide the dimension of each area to be removed.

A2. The entire length of the bridge is being repaired. The joint details on sheet 8006 shows where the hydrodemolition begins relative to the joints.

Q3. Note 4 on Plan Sheet 8002 and Note 5 on Plan Sheet 8015 state that only one midspan diaphragm assembly shall be replaced at a time. Can MDOT please clarify if this note applies to the entire bridge or only the simple span? In other words, will the Contractor be allowed to work on the midspan diaphragm repairs at multiple locations at the same time as long as they are not in the same steel span?

A3. The adjacent diaphragm should be disconnected, but not removed. Adjacent diaphragms (2) in one span may be removed that are not under traffic loading so long as the Contractor submits a temporary bracing plan to MDOT for review and approval. Also, multiple spans may be worked on.

Q4. If the Contractor is only allowed to remove one midspan diaphragm at a time in one span, how can the Contractor install the web plates, shim plates, and connection angles on the far side face of the beam since this will require the diaphragm in the adjacent bay to be disconnected? If temporary bracing is installed, will the Contractor be permitted to remove multiple diaphragms at a time to allow for proper fit-up?

A4. The Contractor will be allowed to work in multiple locations as long as they are in not in the same steel span. The diaphragms shall be replaced in sequence across the bridge not in random locations.

Q5. **1.)** Sheet 8005 states to remove 1-1/2" of existing bridge deck and epoxy overlay. Please provide the details of the existing epoxy overlay (type, thickness and age of overlay). **2.)** Will the MDOT allow the removal of the existing epoxy overlay by means of milling? **3.)** How does the MDOT anticipate the removal of the existing epoxy overlay without over removal of the existing bridge deck due to the higher strength of the overlay?

A5. **1.)** The entire bridge does not have an epoxy overlay. It has several epoxy patches that have been placed over the years. **2.)** No. **3.)** Any remaining epoxy left after hydrodemolition will be removed by 30 lb. hammers.

- Q6. Notes for the intermediate joint detail shown on Plan Sheet 8006 states that concrete blockouts at Bent 4 should be removed with 30lb hammers under pay item 907-824-PP003 Bridge Repair, Removal of Bridge Deck. Notes for the same concrete blockouts detailed on Plan Sheet 8008 state the concrete shall be removed under pay item 202-B169 Removal of Joint Material. Which pay items is the correct item for concrete deck removal at Bent 4?
- A6. ~~202-B169, Removal of Joint Material, will only be used to pay for removing the joint armor at the bridge end of Bridge 277.6B (Bent 9). In other locations, joint removal should be included in 907-824-PP003, Bridge Repair, Removal of Bridge Deck.~~

Revised Answer: 202-B169, Removal of Joint Material, will only be used to pay for removing the joint armor at the bridge end of Bridge 277.6B (Bent 9). 907-824-PP003, Bridge Repair, Removal of Bridge Deck, will be used to pay for removing the joint armor and slide plates on Bridge 277.6A (Bent 4).