

Call 11 Bridge Preventive Maintenance on US 72 over Hatchie Creek (Bridge Nos. 48.2A & 48.2B), known as Federal Aid Project No. STBG-9999-01(394) / 108777301 in Alcorn County.

Q1. Can MDOT please make the as-built drawings available to the Contractor?

A1. As-built drawings can be downloaded at the following link:

<https://file-exchange.mdot.state.ms.us/dl/?f=9c6172e1aaf1bbbed056d5bde1a0f0eef2e34c78>

Q2. In NTB 4800 on Sheet 73 of the proposal, there are multiple references to Subsection 907-824.... for the various bridge repair items. It does not appear that Subsection 907-824 have been included in the bid package. Can MDOT please provide the missing subsections or confirm that they have been referenced in error?

A2. See addendum.

Q3. The drawing for bearing replacements (item code 907-824-PP006) calls for the LP1 & LP2 pads to have a durometer of 50 with a shear modulus between 0.130 and 0.175 ksi. That shear modulus range is too high for 50 durometer. Is it acceptable to quote material to meet the specified shear modulus and drop the durometer callout?

A3. See addendum.

Q4. Sheet 4 of Addendum #1 in the detail for the replacement neoprene pads at 4L/4R and 5L/5R there is a note to vulcanize new pads to existing anchor plate. This will not be possible to do in the field. Can MDOT please confirm that the Contractor is only required to remove and replace the 1" neoprene pads at these bents and will NOT be required to vulcanize them to the existing anchor plate?

A4. The contractor will **NOT** be required to vulcanize 1" neoprene pad to the embedded plate at the beam end at bent locations 4R/4L and 5R/5L.

Q5. In looking at the existing bridge and confirming with the as built plans. Bents 4L/4R, 5L/5R and 9L/9R all have full or partial depth end diaphragms extending to the top of the caps and have steel projecting from the caps into the diaphragms that will have to be removed and replaced to allow for jacking the beams to replace the bearings. Does MDOT have a detail for how this should be done, and should this be a separate pay item? It looks like part of the deck would have to be removed to allow for the removal and repouring the diaphragms.

A5. See addendum.

Q6. The quantity for the bearing replacement item (907-824-D001) on the updated schedule of items sent out in Addendum #3 has been reduced from 96 each to 24 each. The detail for

the bearing assembly on Page 4 of Addendum #3 only shows to remove and replace bearing assemblies at 1L/1R and 13L/13R = 24 each. However, Page 5 of Addendum #3 still shows for bearings to be replaced at Bents 4, 5, & 9. Can MDOT please clarify its intentions? Will bearings only be replaced at the abutments (1 and 13) on both bridges, or will Bents 4, 5, & 9 also be included?

A6. Bearing assemblies will only be replaced at Bents 1L/1R and 13L/13R.