

**Call 11 Bridge Replacement on US 51 at the Yocona River (Bridge No. 237.5), known as Federal Aid Project No. STP-2901-00(036) / 105338302 in Yalobusha County.**

- Q1. Will a rock platform in the edge of the creek be allowed to construct drill shafts?
- A1. Yes. The Contractor will be required to remove the temporary riprap platform once the platform is no longer necessary and prior to the installation of the countermeasures shown in the plans.
- Q2. Please furnish existing bridge plans.
- A2. Existing bridge plans can be downloaded here: <https://file-exchange.mdot.state.ms.us/dl/?f=07a0dd15707ca2457bbd38405f9ec338eb71c9d8>
- Q3. Would MDOT allow Riprap to be used as a working platform to provide necessary access to bents inside the channel banks without restricting the main channel at all?
- A3. See Answer #1.
- Q4. What is wall thickness for 30" Pipe Piling?
- A4. 0.5" as per Sheet No. 8002.
- Q5. The drilled shaft details show 24 single #11 bars in the drill shaft; however, the mechanical splice detail shows two bar bundles on the #11 bars. Please clarify.
- A5. See addendum.
- Q6. The drill shafts on page 8013 Section AA And BB show single #11 bars but in section EE shows DBL #11 bars. Which is correct?
- A6. See addendum.
- Q7. The beam suppliers have indicated that they will not be able to start production on the specified prestressed concrete beams until October 2024 at the earliest. Since this material is critical to the construction schedule of the project and will cause an extended down period between construction of the caps and installation of the beams, please clarify how MDOT will view this long lead time in assessing contract time.
- A7. If the Contractor submits valid documentation from the beam suppliers regarding the delay in production, a time extension will be considered by the Department.