

**Call 01 Bridge Replacement on SR 12 over the Sunflower River (Bridge No. 23.9), known as Federal Aid Project Nos. BR-0018-01(026) / 106109301 & 302 in Humphreys & Washington Counties.**

- Q1. In reference to pay item, 813-A003, Concrete Railing 42" and pay item 615-A003, Concrete Bridge End Barrier 42", is it MDOT's intention to use the old style bridge rail or will this be changed to the standard 36" rail that is being poured currently?
- A1. **Revised answer:** ~~See addendum.~~ 36" rail will not be used. 813-A003, Concrete Railing, 42" will be used on the bridge. The Bridge End Pavement Barrier is being changed to 615-A004, Concrete Bridge End Barrier, 43.5" by addendum.
- Q2. Please provide Standard Plans MS-60, MS-68, MS-80, ST-150, MR-20, and MF-20, referenced on the existing bridge "for information only" drawings (pg 168 of 256) so that the weights of the existing bridge components can be calculated and demolition methods can be appropriately designed and priced.
- A2. These can be downloaded here: <https://file-exchange.mdot.state.ms.us/dl/?f=ac86b0ba308bcb4b2cdb217d4bb140457607521b>
- Q3. Will the use of explosives be approved for demolition of the existing bridge?
- A3. The use of explosives is not allowed under the current permit.
- Q4. The Quantities table on sheet 8003 for the drilled shafts shows the following: Drilled Shaft 84" Dia. – 900 LF Temporary Casing 84" Dia. – 900LF The method of installation states "Wet Method with use of temporary surface casing". The temporary casings are not going to be full length as it will be difficult or near impossible to install them to tip, and if that is possible, it will be impossible to retrieve them. Please confirm what the correct quantity of temporary casing should be.
- A4. See addendum.
- Q5. The csv file shows "REMOVAL OF BRIDGE" with a quantity of 2 each. There is only 1 bridge to remove.
- A5. See addendum.