

**Call 11 Bridge Repairs on SR 350 over Chambers Creek, Chambers Creek Relief, & the Norfolk Southern Railroad (Bridge Nos. 7.1, 7.5, & 7.9), known as Federal Aid Project No. STBG-1989-00(013) / 109572301 in Tishomingo County.**

- Q1. 1.) Could you please clarify a few things for us regarding the new hydrodemolition Special provision 907-202-6 and the plan notes. The plan notes for the hydrodemolition state that 1 ½” of sound concrete deck shall be removed measured to the tops of the stones (highest points) of the hydrodemolition surface. The Special Provision Figure 1 detail shows that 1” minimum of sound concrete deck shall be removed measured to the tops of the stones (highest points) of the hydrodemolition surface. What is the correct depth of removal that is required for the work? 2.) Also, could you please let us know what the size of the largest aggregate is in the existing concrete deck and what size “fan nozzle” is required?
- A1. 1.) The plans do not refer to sound concrete. The plans state a minimum of 1 ½” of existing deck are to be removed and don’t refer to top of stone. The special provision Figure 1 shows the minimum dimension to any random high point after removal of the existing deck to be at least 1”. The 1” minimum dimension from existing deck grade to any high point plus the ½” grade raise is to ensure the concrete overlay has the necessary 1 ½” minimum thickness because of the minimum aggregate size in the overlay concrete. Figure 1 also shows the maximum variance between high point and low point of remaining deck to be 1”. The last sentence of the paragraph above Figure 1 states, “The hydrodemolition should produce a reasonably uniform rough surface suitable for bonding a concrete overlay.” The ±1” maximum dimension is for this statement. 2.) Largest aggregate size mixed into existing concrete should be 1 ½” or less. Fan nozzle shall have 15-degree angle.
- Q2. This project was first advertised in November of 2024 with a NTP of 3/13/25. Now the project is being advertised two months later with the same NTP date and same time allowance. Considering the bearing pad replacements will be the first item of work and have long lead times, would MDOT consider moving either the NTP date or extending the completion date? When originally advertised in November, MDOT made such an allowance for the bearing pad lead times.
- A2. No.
- Q3. Special Provision 907-804-14 refers to another Special Provision 907-799, which does not appear in the proposal. Can you please advise?
- A3. The correct Special Provision should be 907-804-10. It can be downloaded here: <https://file-exchange.mdot.state.ms.us/dl/?f=a6341029d850d642864c6fd233970d49b6e027b2>. In addition, a Class IV Supplemental Agreement will be executed to add 907-804-10 and remove 907-804-14.