

Call 03 Mill & Overlay approximately 5 miles on I-20 from Crossgates to East Brandon, known as Federal Aid Project No. IM-0020-01(206) / 106393301 in Rankin County.

- Q1. The equations on the cover page of the plans, and the equations on sheet TS-1 do not match, which equations are correct?
- A1. See upcoming addendum.
- Q2. In the General notes (plan sheet #4) note #16 states that all clearing work will be done during daylight hours. Notice to bidders #6746 states that lane closures will not be allowed between the hours of 6:00 a.m. and 7:00 p.m. Which of these time restrictions will pertain to the clearing operation?
- A2. See upcoming addendum.
- Q3. Will Sunday work be allowed for concrete punchouts?
- A3. See upcoming addendum.
- Q4. Will joint sealant be required on the SMA lift?
- A4. See upcoming addendum.
- Q5. 1.) Please provide stationing for the borrow excavation installation. 2.) Will steel casing be allowed in-lieu of 18" RCP for the jack & bore, if so, what size, thickness and coating will be required? 3.) If 18" RCP is required for installation, what size steel carrier pipe will be required to jack & bore, thickness and coating requirements, end seals, flowable fill of void, etc.? 4.) Can a plan profile be supplied for the jack & bore to determine bore pit locations, size, depths, etc.? 5.) Please provide detail and stationing for the grouted rip rap.
- A5. **1.** Location #1 - Exit #56 (Downtown Brandon Exit), NE Ramp Station 659+00 – 660+50 Lt. Location #2 – RLL and LRL Station 540+00 – 543+00 as required to construct guardrail pads. Location #3– Exit #56 NE Ramp Lt as required to grade flared end installation of jack or bored pipe.– 660+50 Lt. **2.** See addendum. **3.** See addendum. **4.** **5.** Exit #56 (Downtown Brandon Exit), NE Ramp Station beginning at outflow of Jack and Bored pipe 659+00 and running to existing ditch located at approximately 659+50.
- Q6. What will be the maximum lane closure length allowed?
- A6. **Revised Answer:** ~~One (1) mile. This may be adjusted at the discretion of the Engineer.~~ Two (2) miles, which will also apply to weekends.
- Q7. **1.** Can MDOT provide a site location for the Traffic Recorder installation site? Either by station number or better yet GPS coordinates? **2.** Will the Classification sensors require a separate ground cable to each sensor back to the controller cabinet?

- A7. **1.** See NTB #6915 (32.279948, -90.022044) **2.** See manufacturer's recommendations for separate ground cable requirements.
- Q8. Will traffic be allowed to run on the milled surface on the ramps?
- A8. See upcoming addendum.
- Q9. **1.** What is the station limits of the slide repair/Borrow Excavation for the Exit 56 NE Ramp? **2.** What is offset limits from the CL of the Exit 56 NE Ramp will the slide have to be benched and repaired? **3.** Will the Exit 56 NE Ramp be allowed to be closed for the slide repair work? **4.** Will the Exit 56 NE Ramp be allowed to have a shoulder closure during the daytime for the repair of the slide? **5.** It appears Exit 56 NE Ramp asphalt shoulder will have to be removed to bench the slope according to the specification referenced. Please clarify if that is the intent. **6.** Will concrete median barriers be required on the Exit 56 NE Ramp slide repair?
- A9. **1.** 659+00 to 660+50. **2.** Approximately 40 feet left from the edge of the ramp travel lane. **3.** No. **4.** Yes. **5.** The existing paved should is not required to be removed. **6.** No.
- Q10. What is the station of the grouted rip rap? Can information on the location be supplied?
- A10. Exit #56 (Downtown Brandon Exit), NE Ramp Station beginning at outflow of Jack and Bored pipe 659+00 and running to existing ditch located at approximately 659+50.
- Q11. Can a plan profile be supplied for the jack & bore to determine bore pit locations, size, depths, etc.?
- A11. It can be downloaded at the link below:
<https://file-exchange.mdot.state.ms.us/dl/?f=1e9b42f1a25c35803ab7b67959ce4eda652b4a71>
- Q12. Does the 1 mile closure restriction also apply to weekend work?
- A12. See revised Answer #6.
- Q13. Based on the previous answer of having a one (1) mile maximum lane closure. The contractor will steadily be moving the 1 mile lane closure ahead. By doing so, how will the testing/QA be handled with MDOT personnel testing in an open travel lane?
- A14. See revised Answer #6.