

Call 05 Pavement Restoration of approximately 16 miles of I-20 from the Warren County Line to the Natchez Trace, known as Federal Aid Project No. IM-0020-01(254) / 108143301 in Hinds County.

- Q1. The contract documents do not provide typical sections for bridge end pavement, ramps or mainline. Could those be provided?
- A1. See addendum.
- Q2. The following station #'s 507+00,504+18,710+76, 710+76 and 730+00 all show 6.25' Thrie-beam Transitions on the estimated guardrail quantity sheet, these are already included in the Type I Bridge End Sections for these five bridge runs with no need for these. Also the run of rail at 730+00 has a non-flared terminal end section on the off end of bridge #31.5B shown in quantities but this is a Type 1 Cable anchor existing which is what should be there.
- A2. See addendum.
- Q3. On the Cleaning and Sealing Joints item, are we cleaning and sealing transverse joints and longitudinal joints?
- A3. Transverse joints.
- Q4. Will the widening and repair work for ramps be allowed to be done in the daytime since only a shoulder closure will be needed?
- A4. The widening and failed area repair of the ramp paved shoulders will be allowed to be constructed underneath a shoulder closure during daytime hours. If at any time the Engineer determines that this has become an unsafe condition for the traveling public, then said shoulder daytime closure allowance shall be discontinued and any remaining work for the ramp shoulders shall be performed under a nighttime closure as per the applicable lane closure restrictions.
- Q5. Will MDOT require a 9.5mm, SMA test section to be installed? If so, where on the project will it be installed?
- A5. No.
- Q6. Can GPS coordinates be provided for locations of box culverts to be cleaned?
- A6. GPS coordinates are not available. Bidders are advised to refer to the tables located in the Scope of Work.