

Call 08 Bridge Preventive Maintenance on SR 528 over I-59 (Bridge No. 20.3), known as Federal Aid Project No. STBG-9999-06(381) / 108780306 in Jasper County.

- Q1. The bearing plate (BP1-BP4) details on page 88 show a plan view of 12" x 48", but the side elevation shows 24". I believe 24" is correct based on the 20" length of the bearing pad. Please confirm.
- A1. See Addendum 1.
- Q2. The bearing plate (BP1-BP4) details on page 88 shows the T1/T2 taper on the 24" plate dimension. The taper should be on the 12" dimension to follow the slope of the bridge. Please confirm.
- A2. See Addendum 1.
- Q3. Can as-builts be provided for Bridge No. 20.3?
- A3. They can be downloaded at the following link: <https://file-exchange.mdot.state.ms.us/dl/?f=0e1558d8340077be95f2e0bf3f20435ad151e712>
- Obsolete standards can be found on the MDOT website: https://mdot.ms.gov/portal/engineering_standards_guides_manuals
- Q4. Will the contractor of Project No. SP-0336-00(011) 108981/30100 be responsible for the asphalt tying to the new endwall after its repaired?
- A4. The Contractor of this project (STBG-9999-06(381) / 108780306) shall take care not to unnecessarily damage the existing asphalt while removing the joint angles. Any damaged areas of asphalt shall be repaired with cold mix.
- Q5. Detail A & B on Sheet 87 shows the laminated pad to have a lip around the edges of the pad, however, per the special provisions the pad must be vulcanized to the sole plate. How can this occur if a lip is present on the pad. Is this detail correct?
- A5. See Addendum 1. Bearing Pads shall not be vulcanized to bearing plates.
- Q6. The type of rail that receives the Class 2 Spray finish is shaped differently from what is shown on Sheet 88. Can MDOT please clarify the limits of the spray finish? Does the concrete rail only get coated or does the curb and topside of the overhang also receive the Class 2 finish?
- A6. See Addendum 1.
- Q7. Will the bridge be closed for the installation of the PCSS?
- A7. No. There will be standard one-lane closures for the installation of the PCSS.

- Q8. The PCSS operation needs a minimum of 16' wide working space. That only leaves 8' of travel lane. Would MDOT reconsider closing the bridges for this scope of work?
- A8. The existing bridge has a 28'-0" gutter to gutter, which would leave 1 ~ 12'-0" lane. See as-built plans sheet number D1 (right side of sheet under Design Data) and obsolete standard sheets PS-5 and PS-19.