Call 02 Mill & Overlay approximately 7 miles of I-20 from Rankin County Line to East End of Strong River Bridges, known as Federal Aid Project No. IM-0020-02(084) / 105057301 in Scott County.

Q1. What determines the length for the ramp widening?

A1. Ramp widening will run from the State Route Intersection of the ramp at the curb radius down the ramp to the gore area.

Q2. The project has 2500 tons of leveling, where will this quantity be used?

A2. See the footnote on the Plan Summary of Quantities Sheets for this pay item.

Q3. Is the 6" 19mm HT POLY for joint repair to be installed in 1 or 2 lifts?

A3. It will be installed in 2 lifts, see "Notes" on plan sheet TS-1.

Q4. Is the 42" milling of the longitudinal joint absorbed or paid for under the milling item?

A4. A second pay item for milling per CY will be added to the contract by addendum at a later date.

Q5. Will control be provided to establish the Base Line longitudinally on the East edge of Pavement on Line Creek Road?

A5. Yes. MDOT can provide control to reestablish the base line on Line Creek Road.

Q6. Do you have to use a ski with the milling machine?

A6. The Contractor has to use a milling machine that is capable of accurately and automatically establishing profile grades along each edge of the machine by referencing from the existing pavement with means of an approved profile averaging device with extreme contact points with surface at least 30 feet apart, or from an independent grade line and shall have an automatic system for controlling cross slope.

Q7. If we do not have a milling machine that will make a 42" cut, what is the minimum width you will allow and what is the maximum width you will pay for?

A7. The trench can be a minimum of 40" and maximum of 42" and also a steel wheel roller will be required.

Q8. I have a question in reference to the guardrail, bridge end section, type C modified on the Scott Co., I-20 project. The detail shown in the plans for the type A Mod. and type C Mod. does not appear to be a true representation of all the bridge ends on the project. The detail drawing in the plans shows the base plated post on the curb, is this required? Secondly, the detail does not show a bridge connector in the detail and also there is not a pay item for the bridge connector, will the bridge end require a bridge connector?

A8. The answer to both questions is "No." However, the standard drawing shown in the plans (Working #GR-ACE) is not correct. A corrected drawing will be sent out as a fax letter to potential bidders to advise of this.

Q9. Will all guardrail have asphalt under it, if so will the shoulders be reworked to accommodate for this paving?

A9. All of the guardrail at the bridges will be replaced. The existing shoulder is to be milled 2" along with removing any dirt or excess material piled up under the guardrail or on the shoulder. Anywhere there is not currently paving underneath the guardrail, it will be added. The shoulders will need to be bladed as necessary to accommodate the guardrail paving.

Q10. Does MDOT have any information that shows the thickness for leveling on this project?

A10. The thickness of the leveling will vary for the stations shown in the fax letter previously sent out.