

**Call 03 Mill and Overlay approximately 10 miles of I-55 Northbound Lanes from the Copiah County Line to Byram, known as Federal Aid Project No. IM-0055-02(234) / 106476301 in Hinds County.**

- Q1 It states in the "Northbound Lanes" section of the scope of work (p.61) that cross-slope shall be corrected to 2%. How is this to be done? Thru milling or thru paving? Or is it the intention to just mill 2" and replace 2"?
- Page 69 says 150 feet and variable on either side of bridge in the southbound lane. "Southbound Lanes" section of scope of work says 200-300 feet. How far on either side of the bridge does MDOT intend to go?
- Will the strippings of existing grass and shoulder material generated from blading prior to milling operations have to be picked up and hauled off or left on shoulder and pulled up along with new granular material?
- A1. The slope correction shall be performed during the milling operation.  
The asphalt patch on the north side of the southbound lanes at Big Creek Bridge is 325' and on the south side is 250'. The asphalt patch will have to be removed and new asphalt inlaid on the JRCP.  
The exiting grass and shoulder material can be left on the shoulder and pulled up when new shoulders are constructed if it can be blended into the new shoulder material to the satisfaction of the Engineer. Otherwise, it shall be removed.
- Q2. If the cross slope is to be corrected thru the milling operation, what will be the milling depth for either lane? This will determine how many tons of milling there will be and allow the contractor to estimate correctly production and haul cost.
- A2. The slope correction response in answer #1 above was not correct. The contractor will be required to mill 2" (inches) and place back 2" (inches) for this project.