

Call 02 Overlay and Ramp Extensions on I-55 from Panola / Tate County Line to Love, known as Federal Aid Project No. IM-0055-04(074) / 103405301 & 302, in Tate & Desoto Counties.

Q1. Will there be an addendum #2 to the project?

A1. Yes.

Q2. Some of the large interstate signs appear to be located within the limits of the ramp extensions. Will they have to be relocated, and if so, will there be a pay item for such?

A2. Pay item 907-630-0003 Remove and Reset Signs, All Sizes will be added to an upcoming addendum to the plans.

Q3. Will asphalt removal of the shoulders in the ramp extensions be paid for under Line No. 0020? That item refers to "failed areas."

A3. The removal of asphalt on the shoulders was figured in the milling quantity.

Q4. Note 2 on sheet number 12 of the plans refers to 536 CY of paved aprons. Is this quantity correct, and if so, where are this many aprons?

A4. The 536 CY of concrete is for the aprons on the edge drains. There are 1400 edge drain outlets estimated for this project at 0.383 CY per outlet.

Q5. Sheet No. 26 of the plans shows 250 tons of riprap at the northwest ramp at SR 306. Where does the rest of the 1800 tons of riprap go?

A5. The additional quantity was intended for erosion control. However, an upcoming addendum will revise the quantity to 100 tons for erosion control purposes.

Q6. What areas will be cleared so as to require the chipping per Notice to Bidders No. 2418?

A6. There will be clearing required at the ramp extensions and box culvert extension at Highway 4 and Highway 306.

Q7. According to the time restrictions there is not enough of a time span to do the concrete pavement repair work and have an allowance for the concrete to cure?

A7. The restrictions in NTB 3627 will be revised in an upcoming addendum to allow night work and combined with NTB 3628 "Fast Set Concrete"; the Contractor should have ample time under those parameters.

- Q8. The typical section for ramp extensions on Sheet 7 shows crushed stone on geotextile fabric; however, there is no Pay Item for geotextile stabilization fabric. Will such a Pay Item be added?
- A8. An upcoming addendum will provide a pay item listed as 209-A004 Geotextile Stabilization, Type V, Non-Woven.
- Q9. There are numerous existing potholes on the shoulder of the interstate on the DBST shoulder at the edge of the traveled lane, will these be patched by the Department prior to award of the project or will the contractor be responsible for these potholes after the award?
- A9. The Department will patch the existing potholes and maintain the roadway until the Notice to Proceed at which time the Contractor will then become responsible for maintenance/repairs.
- Q10. There are several asphalt patches on the mainline. Will these patches require milling to expose the concrete underneath?
- A10. The removal of asphalt patches on the mainline was figured in the milling quantity. A note will be added to an upcoming addendum to sheet 13 of the plans that will show the patches as being included in the milling quantity.
- Q11. On TS-1, the center main typical section shows the leveling lift to go on the inside lane, inside shoulder and the outside lane but not on the outside shoulder. The insert detail typical section of the edge drain and shoulder at the bottom of the page shows the leveling lift to go on the outside shoulder. Which is correct?
- A11. The plan sheet will be corrected to make the insert detail coincide with the main typical section in an upcoming addendum.
- Q12. In reference to note #4 on Sheet 13, does the Department have existing bridge height clearances on the three bridges mentioned in the note and what will be the expected bridge clearance after all lifts of HMA are placed. This information will help clarify the depth of concrete milling expected at these locations.
- A12. Reference is made to Plan Sheet 11.1. The estimates shown therein of required milling depth are as accurate as is possible at this time. Contractor is responsible for field verifying clearances to maintain 16'-0" minimum.
- Q13. There are four (4) Pay Items in the plans regarding bridge joint repair 907-824-PP that are not in the proposal for bid. Will these be added by addendum?
- A13. These Pay Items will be added in an upcoming addendum.
- Q14. There is no centerline punch-out detail provided.

- A14. Centerline punch-outs are to be performed on either side of the longitudinal joint, see “One Half Joint Repair Detail” as per sheet 62, repairs will be staggered to work within the lane closures.
- Q15. If all wire for the Weigh-in-Motion detector to be removed. A.) Is wire in Conduit? B.) Does conduit also need to be removed? C.) Can existing wire be replaced by providing new wire for storage of weigh-in-motion sensor?
- A15. A.) Yes B.) No C.) No-Instrument is calibrated with wire.
- Q16. If appropriate traffic control is installed, can additional cross-overs be used?
- A16. No, crossovers will not be allowed to be utilized by the contractor as per plan General Note #10.
- Q17. The edge drain drawings show 3” pipe. Is this correct, and if so, what are the AASHTO or ASTM standards?
- A17. Edge drains will be revised to 4” pipe per the Red Book in an upcoming addendum.
- Q18. What are the existing vertical clearances at the overhead bridge locations? A. What is the distance for acceptable vertical clearances?
- A18. See Q&A #12.
- Q19. We are unable to account for approximately 85,000 SY plus or minus (+ or -) of cold milling bituminous pavement.
- A19. See Q&A #3.
- Q20. There is no centerline punch-out detail provided.
- A20. Punch-outs at the centerline will be performed on one side of the longitudinal joint at a time.
- Q21. There are no bid items for the removal and replacement of ramps signs.
- A21. See Q&A #2.
- Q22. If all wire for existing motion detector is to be removed, a.) Is wire in conduit? b.) Does conduit also need to be removed? c.) Can existing wire be replaced by providing new wire for storage of weigh-in-motion system?
- A22. See Q&A #15.

Q23. In reference to NTB 3627, #5: a.) Please define the limits of “daytime” b.) Provide explanation for not permitting night work.

A23. See Q&A #7.

Q24. If appropriate traffic control is installed, can additional cross-overs be used?

A24. No, see Q&A #16.

Q25. Existing deterioration of shoulder: a.) How will the asphalt be paid for to bring these areas to a suitable condition for the traffic shift? b.) What specification is this relative to?

A25. See Q&A #9.

Q26. Will the precast median barriers be used to protect the ramp extension areas, and if so, will the lane closure restrictions in Notice to Bidders No. 3627 apply to the lanes so protected at the ramp extensions at SR 306?

A26. Construction barriers shall be setup for ramp extension work at SR 306 with lane closure restrictions as noted in the upcoming addendum to NTB 3627, the work will utilize barriers placed adjacent to the travel lane or ramp lane. The contractor should plan his construction to phase the work so that the full travel lane or ramp lane is open to traffic at all times and the use of crushed stone will be an option for ensuring compliance with the MDOT shoulder drop off policy.

Q27. Will Sawing and Sealing for 9.5 SMA be absorbed as Note 6, TS-1 indicates, or will this be paid for in the sawing and sealing pay item, which is only 18, 200 LF?

A27. The quantity for 907-413-E001 Sawing and Sealing Transverse Joints in Asphalt Pavement has been revised to 182,000 LF in Addendum #2 as it is not intended to be absorbed in the SMA Pay Item despite the note.

Q28. Will intermediate sawing of transverse joints be required in lower lifts?

A28. ~~Reference is made to Sheet 66, Detail of Sawing and Sealing Transverse Joints, where only the SMA lift is shown to be sawed and sealed.~~ **See Q&A #38.**

Q29. How much borrow is setup for slope extensions at Guardrail locations as TS-4R-1 and TS-4R-2? How many locations will this apply to?

A29. The intent of the plans is to replace the guardrails in the current location. The intent of including the sections on Sheets 10 & 11 is to provide for a design standard in the case

- that guardrails need to be moved or new guardrails added to the project. In such a case payment will be quantity overrun.
- Q30. Does the answer to question 7 lift the night work restrictions on all phases of construction or only the Punch Out work?
- A30. Reference is made to NTB #3627 in Addendum 2, which states all night work restrictions are lifted for the entire project, other than there shall be no Sunday work.
- Q31. Will there be HMA paving required under the guard rails? If so, how many?
- A31. Reference is made to Sheet 11, which shows Granular Class 3, Grade D, material under the guardrail. This sheet is to be used should the guardrail have to be moved or a new guardrail added per Q29. Contractor should expect to pave to the face of all guardrails with HMA, using milling operation where appropriate, with granular material beneath and behind the guardrail.
- Q32. Will the Notice to Proceed date be revised due to this job being pulled? If so, what will that date be?
- A32. The Notice to Proceed date will be changed by addendum. The new NTP/BCT date will be March 14, 2013.
- Q33. 1.) Why was the quantity of the sawing and sealing transverse joints changed from 182,000 LF to 18,200 LF? 2.) Will the leveling lift (1.75" and variable) of 9.5mm require the intermediate transverse cuts if the pavement is open longer than 7 days?
- A33. 1.) The quantity has been revised to 182,000 LF by addendum. 2.) See Sheet 66.
- Q34. Relative to Q&A #25, Part B, and review of Q&A #9, is it the intent of MDOT to have all work performed in accordance with Section 618 of the Red Book?
- A34. Yes
- Q35. In areas where cable barrier exist now, what is the intent for installing edge drain outlets, cut through the barrier slab and replace, bore under or what?
- A35. The Contractor can cut through the slab and replace, bore under or propose another method. All costs associated with this work shall be absorbed in the cost of the edge drain outlet.
- Q36. Detail "B" of Sheet Number 63 shows an HMA plug on top of the underdrain. What is the required thickness of the HMA for this detail?
- A36. Reference is made to Addendum #2, TS-1, sheet 5. The procedure on TS-1 should be the base bid in regards to sequencing, where milling occurs before the Edge Drain

installation and no separate HMA plug is required. ED-1, Sheet 63, is meant to provide details of the Edge Drain installation and may also provide an alternative wherein the Edge Drain is installed prior to shoulder milling. In such a case a 3" HMA plug would be required to protect the fabric in the milling phase. Such a plug would be an absorbed item in the Edge Drain Pay Item.

Q37. Regarding Pay Item #635-A001 Vehicle Loop Assemblies, are these loop assemblies part of the Traffic Recorder WIM Kistler System? If not where are they located?

A37. No, these loops are for the replacement of the loops at the SR 4 Interchange.

Q38. Will the leveling lift (1.75" and variable) of 9.5mm require the intermediate transverse cuts if the pavement is open longer than 7 days? Sheet 66 doesn't answer this question because the leveling lift is not even shown on sheet 66. Please answer if the leveling lift will get the intermediate transverse cuts if it's not covered in 7 days.

A38. ~~No, only the top SMA lift will be saw cut.~~ Reference Contract Proposal Special provision 907-413-2 "Sawing and Sealing Transverse Joints in Asphalt Pavement" as all lifts below the top SMA lift will be subject to intermediate saw cuts; however, for this project, the 1st lift above the concrete (9.5mm HT) will be considered a leveling lift and not require the intermediate saw cuts.

Q39. Will the 2.0" HMA 12.5mm require the intermediate saw cut?

A39. See Q&A #38.

Q40. In regard to the "State Furnished" items. Most projects do not allow multiple cable barrier systems on one project. So, if you have my competitors system as your "State Furnished" item, does that box me out from bidding this project and potentially allow for him to set his own price, (due to no competition)? Please let me know.

A40. Reference Contract Proposal NTB #4094.

