

Call 04 Mill and Overlay of US 82 from US 49E to the US 49 Overpass and the frontage roads on the north and south side, known as Federal Aid Project No. STP-0011-02(085) / 107094301 & SFM-0011-02(085) / 107106301 in Leflore County.

Q1. **1.** How thick is the asphalt where the cleaning and filling is to be done? **2.** Why is there such a big difference in the quantities for Clean and Fill vs. Saw and Seal?

A1. **1.** 0” all the asphalt will be milled from the surface of the concrete. **2.** The project is only sawing and sealing transverse joints in asphalt, and cleaning and filling transverse and longitudinal joints in Portland Cement Concrete.

Q2. In Notice to Bidders Nos. 4488 and 5266, it states that Form OCR-485 needs to be signed. There is no signature line on the form.

A2. Bidders are to disregard any reference to signing Form OCR-485. The paragraph at the top of Page 2 of Section 905 states that by signing this page the Bidders acknowledges “that all certifications, disclosures and affidavits incorporated herein are deemed to be duly executed in the aggregate, fully enforceable and binding upon delivery of the bid proposal”. This includes Form OCR-485. Even though not signed, Form OCR-485 is required to be included with the bid package.

Q3. In the Conditions For Combination Bid in Section 905, several locations state that the Combination Bid Proposal has to be signed. There is no place to sign.

A3. Bidders are to disregard any reference to signing the last page of the Combination Bid section of Section 905. The paragraph at the top of Page 2 of Section 905 states that by signing this page the Bidders acknowledges “that all certifications, disclosures and affidavits incorporated herein are deemed to be duly executed in the aggregate, fully enforceable and binding upon delivery of the bid proposal”. This includes any submittal for combination bidding.

Q4. **1.** Will traffic signal loops be installed in binder course or final layer? With the 7 day from mill to final course this is tight. **2.** Just where is the 2,306' of shielded cable to be installed? Is some of this cable aerial?

A4. **1.** The signal loops will be installed in the leveling course, the 7-days shouldn't be a factor. **2.** These are all span wire signals without pull boxes and will require junction boxes on the poles to be spliced with the shielded cable and have to be run aerially to the cabinets.

Q5. The 7 day requirement to place asphalt on the exposed concrete does not allow enough time to perform all of the concrete punch-out and cleaning and filling work. Can this time period be extended? This will drive costs up by requiring contractors to remove the asphalt, perform concrete work, and patch with new asphalt before any milling is done.

A5. After the addition of Addendum #1, where the asphalt will be removed down to the concrete surface, the 7-day requirement can be waived in areas of punch-out repair, and areas where the joints are to be cleaned and filled in the concrete pavement.

Q6. **1.** What is the size of the dowels? **2.** What is the pavement thickness? In reference to Line No. 0430 907-503-A001: **3.** What is the reinforcing steel for the reinforced concrete pavement? **4.** 9" and variable is shown - will there be 10" paving required?

A6. **1.** See Addendum, refer to Standard PJ-1, it shows the dowels to be T/8 x 18". It is anticipated the concrete thickness to be 8" and variable, therefore making the dowels 1" **2.** Concrete pavement is 8" and variable **3.** See Addendum, refer to Standard CRP-1 it shows the reinforcing steel to be #6 rebar **4.** No