

Call 05 Mill & Overlay approximately 14 miles of I-20 between East Brandon Interchange and Scott County Line, known as Federal Aid Project No. IM-0020-01(201) / 105617301 in Rankin County.

Q1. TS-1 SHEET 6 INDICATES THAT EXISTING ASPHALT IS 7 1/2" THICK. THE ESTIMATE SHOULD QUANTITIES BE D QUANTITIES FOR PAVEMENT REPIARS PAY ITEM 503-A002 SHEETS 48 THRU 51 QUANTITIES SHOWN INDICATE ONLY 3 1/2" ASPHALT TO BE USED FOR REPLACEMENT OF REMOVAL? SHOULD QUANTITIES BE ESTIMATED @ 3 1/2" OR 7 1/2"?

A1. The quantity has been re-figured and is based on 7". See addendum

Q2. LONGITUDINAL JOINT MILLING SCHEDULE SHEETS 36--38 INDICATE DEPTH OF ASPHALT @ 7" WORKING SHEET NO 131 INDICATE A DEPTH OF 9". WHICH IS CORRECT?

A2. Sheet 131 says mill to a maximum depth of 9 inches. The intent is to remove all the asphalt up to 9 inches. Anything over 9 inches will be left in place

Q3. TYPICAL SECTION SHEET TS1 NOTE 7 FAILED AREAS IN THE ASPHALT PVT. TO BE REPLACED WITH 19mm HT NOTE 5 OF THE GENERAL NOTES INDICATE THAT CONC. FAILURES TO BE OVERLAID WITH 12.5 HT POLY. IS THE ASPHALT REPLACEMENT ON THE CONC. FAILURES FULL DEPTH 12.5HT OR 19mm HT PER TYPICAL?

A3. Note 5 is in error. Failures should be repaired with 19mm, HT, as shown on TS-1

Q4. REPAIR OF FAILED SHOULDERS INDICATE THEY WILL BE REPAIRED TO EXISTING GRADE. WILL THESE AREAS THEN BE MILLED WITH THE MAINLINE MILLING OF SHOULDERS?

A4. No. Since traffic will not be allowed on milled surfaces, except possibly some bump milling, ponding next to the at grade repaired shoulders should not be a problem.

Q5. SHEET EQ-49 FAILED ARES ON 10' AND 4' SHOULDERS REPAIR OF 4' SHOULDER NEXT TO FENCE TABLE INDICATED REPAIRED TO 10' WIDTH HAVE THE QUANTITIES FOR 19mm ST BEEN INCLUDED?

A5. See addendum for revised quantity

Q6. ARE THE QUANTITIES FOR 9.5 HT, 12.5 HT, & 19HT FOR THE RAMP EXTENSIONS INCLUDED IN TIEM TOTALS. REQUIREMENTS FOR THESE MIXES APPEAR NOT TO BE INCLUDED PER DETAILS SHEET 65, 66, 67?

A6. Yes

Q7. WILL "BUMP MILLING" AS SHOWN ON WORK SHEET EQ27 BE PERFORMED ALONG WITH FINE MILLING OF THE MAIN ROADWAY?

A7. The bump milling will need to be done in a separate pass

Q8. WORK SHEET TC-1 DETAILS PLACEMENT OF PRECAST BARRIERS, THERE IS NO BID ITEM FOR PRECAST BARRIERS WHICH WILL BE REQUIRED AT BRIDGE WORK AND ON SHOULDER/SLOPE FAILURE AREAS.?

A8. See addendum

Q9. WHAT WILL BE THE ALLOWED LENGTH OF LANE CLOSURES? WILL 3 MILE CLOSURES BE ALLOWED?

A9. 3 miles will be allowed

Q10. Is a three mile closure permissible?

A10. Yes

Q11. Can haul trucks use emergency crossovers provided a lane closure is in place?

A11. Yes, provided a lane closure is in place.

Q12. On plan sheets 41 thru 50 there is not any quantities for saw cut in sections for asphalt failure repairs only. Is sawing required in these sections and if so how will it be paid?

A12. Sawing is not required for asphalt.

Q13. Is the asphalt removal for the concrete/asphalt repairs required to be saw cut?

A13. Saw cut is not required for asphalt

Q14. Pay Item 815-A009 under bridge items shows 2590 tons of loose riprap, size 300. Based on the quantities on Working Number EQ-18 and sheet 8002, it appears the quantity should be a total of 3515.2 Tons for the entire job. Please Advise.

A14. See addendum

Q15. Is it intended for the precast concrete barriers (as shown on Sheet 130 and Sheet 140) to be an absorbed item of work?

A15. See addendum

Q16. In regards to the guardrail items for this project the pay item quantities match the quantities shown on sheet EQ-46. However, the proposal pay items do not reflect the quantities shown on sheet EQ-44 & EQ-45. Please clarify the correct pay item quantities.

A16. The quantities are correct.

Q17. Should there be a pay item for Construction Staking?

A17. MDOT will handle the staking.