

Call 11 Mill & Overlay approximately 8 miles of I-55 from Rankin County Line to Madison County Line, & approximately 2 miles of I-55 from Hinds County Line to Ridgeland, known as Federal Aid Project Nos. IM-0055-02(229) / 106389301, & IM-0055-02(230) / 106389302 in Hinds & Madison Counties.

- Q1. Will all existing stripe on ALL concrete surfaces (mainline, ramps, and bridges) be removed? If so, please recheck the quantity for Removal of Traffic Stripe.
- A1. See addendum.
- Q2. Please clarify what is required for pay item number 907-606-PP002 "Guard Rail Repair, "W" Beam, Per Plans. There is no mention of this item in the guardrail quantity summary on sheet 24 of the plans. There also does not appear to be any other detail in the plans that pertain to this work.
- A2. See addendum.
- Q3. In areas where guardrail will be replaced, will any paving be required?
- A3. Yes. Existing asphalt guardrail pads will be treated in the same manner as the shoulders in accordance with the typical section. Guardrail pads which do not currently have asphalt will receive a 2.5" lift of 12.5-mm ST.
- Q4. What approved methods can the contractor use to remove the existing high friction surface treatment prior to installation of new high friction surface treatment?
- A4. Milling will be allowed where the HFST is on asphalt surfaces. Shotblasting will be required on areas where the HFST is on concrete surfaces.
- Q5. With traffic being allowed to run on a milled surface for five (5) days on the project, what does the approach need to be on the inner lanes where there is a travel lane on either side and no way to cut weep holes?
- A6. The Contractor should prosecute the work in such a way that does not allow water to be trapped on the inner lanes.
- Q7. You guys specify removing the old HFS treatment from the asphalt but don't allow milling. Is there a preferred or recommended removal method? Would cleaning the surface with shotblasting and removing delaminated areas and then applying on top of that be acceptable?
- A7. See Answer #4.
- Q8. Item 416-A001 High Friction Surface Treatment note 5 sheet 15 "includes removal milling not allowed" What method is required to remove the existing materials. Material suppliers and applicers state that no method is known for removal of this materials. Would diamond grinding be suitable, and if so will MDOT pay for extra material required to fill possible grooves and damages to bridge deck?
- A8. See Answer #4.

- Q9. Note 5 on the summary of quantities sheets referencing the High Friction Surface Treatment states “INCLUDES REMOVAL OF EXISTING (NOT A SEPERATE PAY ITEM) MILLING WILL NOT BE ALLOWED FOR REMOVAL”. Could the department provide more detail on how removal is intended to be performed? Will the use of scarification/grinding equipment be allowed for use?
- A9. See Answer #4.
- Q10. Are 2 coats of HFS required on concrete, or will it be the same single coat requirement?
- A11. Single coat.
- Q12. We have been actively trying to locate someone that would be able to remove the existing High Friction Surface Treatment from the roadway without the use of milling, and it doesn't seem available or possible without some extreme measures (hydroblasting) that would be so time consuming that it would not be economical. Further, we understand why milling is not preferred due to the substrate, but it may be the only method. Therefore, the question that we are asking is this...why doesn't the State want to clean the existing HFS and simply apply over top of what is there, as long as it's sound, creating a refreshed system that will function as new? A better recommendation may be to shotblast the entire area to be coated which will reveal any loose areas that need further attention and can be dealt with locally.
- A12. It is the intent of the Department to shotblast concrete surfaces for preparation of the next coating of HFST. Complete removal is not required. Also, reference Special Provision 907-416-2 on pages 70 – 73 of the proposal.
- Q13. Can you provide the breakdown of the quantity of HFS at each location? With the nightly closures, this could affect the layout of the job.
- A13. No, station limits are provided on the mainline typical sections in Note 5.
- Q14. Is it the intention of MDOT to retain 10,000 tons of milling from this project as per Note 15 on Sheet 3 of the plans?
- A14. No, the Department will not retain any milling from the project. This note, or any other notes regarding retaining of milling, can be disregarded.
- Q15. After additional review, it does not appear that there is a minimum wait period for the application of the HFS after new asphalt has been applied. The industry standard is 30 days after new asphalt has been applied before the HFS can be installed. This allows for some of the oils to be rinsed out (rain), removed (vehicle tracking) or leach out over time from UV exposure. If the installation of the HFS happens prior to 30 days, there is a significant increase in the likelihood of delamination from the substrate. In fact, I thought that I recall the State discussing 45 days at one point in time. The answer to this question is critical as the contractor is required to provide his own completion date and this is a significant factor in that time frame. Can you please help?
- A15. Please refer to Subsection 907-416.03 on Page 71 of the proposal. However, only concrete surfaces are receiving the HFST application on this project.
- Q16. Why isn't there an Aluminum Oxide Content (87% is industry standard) required for the Calcined Bauxite for the High Friction Surface Treatment? Without this, there are some off brands that can

have a significant impact on the cost of the system and potentially the long term functionality of the system. Further, it makes it difficult to bid the true spirit of what the State desires in the system when the contractors are not bidding apples to apples. Can you please confirm what is desired?

A16. Bidders are advised to bid as per the specification.