

**Call 02 Overlay of US 49 from Convention Center Drive to 900' North of Rawls Springs Rd., known as Federal Aid Project No. STP-0008-01(139) / 107746301 in Forrest County.**

Q1. 1.) Can MDOT clarify their intention on the failed areas? In the pay items there is 9" Reinforced Concrete Pavement and all other pay items (Proposal Line Numbers 0110-0170) in order to repair a concrete punchout. However, there is no mention of concrete repair in the scope of work. 2.) In the scope of work under letter (H), there are 6 failed areas that are to be repaired with stone and asphalt. For these failed areas and possibly the concrete failed area as well, there is not a removal pay item. Is the removal to be absorbed in other pay items? 3.) If there are a few concrete punchouts will the lane closure restrictions be extended in order to complete these punchouts?

A1. 1.) See addendum. 2.) See addendum. 3.) No.

Q2. 1.) The SOW states that the milling will start at the BOP and go north 6,100' stopping at Station 63+00. The typical sections show mill & overlay from 63+00 to 124+00. It appears the milling is meant to be from the bridge south of Convention Center Dr. to the grassed median section beginning at 1.2 miles north of Convention Center Dr. Can you please clarify the milling limits? 2.) Typical section and SOW state that the leveling course will be placed from Station 124+00 to Station 142+00. This will only be around 900 tons of leveling, the SOW of work states 4,000 tons. Is it the intent for the leveling to start at Station 63+00 and stop at Station 142+00? 3.) Will trench widening and leveling be required on the existing crossovers?

A2. 1.) Milling will be from the pavement change 280' north of Convention Center Drive to the beginning of the divided section. No work will be performed in the actual intersection of 49 and Convention Center Dr. 2.) Leveling will occur from the beginning of divided section to the EOP. The intent of the project is to mill/overlay from the BOP to beginning of divided section and level/overlay from the beginning of divided section to the EOP. 3.) Yes.

Q3. With the closure restrictions that are in place for this project, will a maturity meter reading be sufficient to open the road to traffic instead of cylinder breaks?

A3. Yes.