

Call 10 Overlay approximately 10 miles of I-55 from Copiah County Line to Byram, known as Federal Aid Project No. IM-0055-02(233) / 106023303 in Hinds County.

- Q1. What is the maximum lane closure allowed on interstate and frontage roads?
- A1. For the interstate, the maximum lane closure length is 3 miles with a minimum of 2 miles between each closure in the same direction. For the frontage roads, the maximum lane closure length is 1 mile.
- Q2. Looking at the typical sections for the Northbound lanes on sheets no 9 & 10 it appears there are some gaps in the stations could you clarify?
- A2. See addendum.
- Q3. The typical sections for South Bound and North Bound does not show grinding concrete. The plan and profile sheets does show grinding concrete on both sides of I 55. How will the grinding of the concrete be paid? Will it be paid under Item 406-D001 Fine Milling of Asphalt?
- A3. Concrete milling will be paid for using pay item 406-E002 Fine Milling of Concrete Pavements, All Depths. The details are shown on Working Number PLBR-2, Sheet 73 of the Plans.
- Q4. Will joint sealant be required on this project for SMA mixes? There is no pay item.
- A4. Yes. See addendum.
- Q5. What kind of density will be required on the 2.5"-12.5 HT widening on the shoulders of ramps referenced on sheet TS-5 (sheet 11)?
- A5. 92%
- Q6. How will MDOT pay for base repairs on the frontage roads?
- A6. Asphalt failures will be removed and paid using 202-B009 Removal of Asphalt Pavement, Failed Areas. Base failures will be removed and paid using 203-G002 Excess Excavation. Asphalt for the repair will be 12.5mm HT and will be paid using 403-B001 12.5-mm, HT, Asphalt Pavement, Leveling.
- Q7. 1.) Pay Item 907-636-E001; If the tracer cable is to be installed with the fiber optic cable why do the quantities not match, or is it to be installed in addition to the tracer cable installed with the fiber? 2.) Pay Item 907-632-J001; The plans do not show a detail for the power service pedestal. Sheet 3030 shows the power service detail to be mounted to a wood pole. Are we to quote using this detail or can a detail for a Power Service Pedestal be provided?

- A7. 1.) The tracer cable is to be installed with conduit, and the quantity corresponds closely with the conduit quantity. The tracer cable quantity is independent of the fiber optic cable quantity. 2.) Bidders are advised to bid the project as per the details shown in the plans.
- Q8. Will guardrail pads be paved?
- A8. Yes.
- Q9. 1.) Are we going to have to meet MRI if so what Category? MRI Smoothness is going to be hard to achieve on top of concrete. 2.) What are the approximate locations for the Bituminous Curb and Islands. 3.) What pay items are for base repair on the frontage roads? 4.) Do the Plan and Profile Sheets have any relevance to the current project?
- A9. 1.) Category C. 2.) See EQ-1, Sheet 23 for curb and island locations. 3.) Base repair on the frontage roads will be paid using 203-G002 Excess Excavation for removal and 403-B001 12.5-mm, HT, Asphalt Pavement, Leveling, for the replacement of failed base and failed asphalt. 4.) Plan/Profile Sheets are for reference only.
- Q10. On the plan sheets it states "grind concrete" see typical. I do not see anything in the typical sections pertaining to grinding concrete? Please advise.
- A10. This note is shown on the referenced as-built plans "For Information Only". Any reference to the grinding concrete typical should be disregarded.
- Q11. Is there a summary of the leveling areas, lengths, widths, station numbers?
- A11. The quantity included is to be used as directed by the Engineer at various Interstate mainline locations and frontage road locations. There are numerous concrete pavement slabs on the mainline Interstate that will be repaired or pressure grouted prior to paving. The intent is to overlay faulted concrete slabs prior to the SMA overlay to improve the ride quality.
- Q12. What mix will be used to pave guardrail pads?
- A12. 9.5-mm ST.
- Q13. In regards to the base repair on the frontage roads, in the answer to question number 6 it was stated that removal of asphalt pavement, failed areas, would be used for removal and excess below pavement structure. However in the answer to question number 9, it said removal would be paid for under excess excavation. Can you please clarify?
- A13. The removal of the failed asphalt pavement will be paid for using 202-B009 Removal of Asphalt Pavement, Failed Areas. Base failures will be paid for using 203-G002 Excess Excavation. Replacement of failed base and failed asphalt will be paid for using 403-B001 12.5-mm, HT, Asphalt Pavement, Leveling.

Q14. Will there be any additional milling under bridges for clearance purposes?

A14. No.

Q15. Is it the intent of general note #21 to blade the entire shoulders prior to any other work or will it be areas designated by the engineer?

A15. The intent is to blade the shoulders within the project limits on the mainline and frontage roads to insure proper drainage.

Q16. What MRI smoothness category does this project fall into?

A16. As per Subsection 403.03.2.1, typical sections that require milling and two or more lifts of asphalt will be Category A. Single lift overlays with no milling, such as the existing concrete sections, will be a Category C.

Q17. How should the Contractor address the concrete joints taking into account ride specifications?

A17. See Answer #16.