

Call 01 Mill & Overlay approximately 8 miles of SR 8 from 0.37 miles West of SR 9 to stop bar at SR 8 East & Bridge Deck Repair on SR 8, (Bridge Nos. 38.3, 38.5, 39.4, 39.6, 40.1, 40.4, 40.7, 40.9, 41.2), known as Federal Aid Project Nos. STP-0016-02(039) / 107960301 & STP-0016-02(041) / 108405301 in Calhoun County.

Q1. Will the bridge work be 24/7 work?

A1. ~~No.~~ **Revised Answer:** See addendum.

Q2. While fine milling of the bridges, the existing steel plates will damage the milling machine. Can MDOT advise on what the Contractor shall do about the existing plates while milling operations are concurring?

A2. The plates exist at Bridges 39.6 & 40.9. The plates are to be temporarily removed until the milling operation can proceed through and then immediately replaced prior to traffic being reopened. The Contractor shall provide asphalt wedges around these plates after they are reinstalled and the cost for this work shall be absorbed in others items bid.

Q3. Can MDOT confirm they will be doing the concrete testing due to it being a small quantity? If so, the contractor would request to obtain a high early break to be able to let traffic back on the deck.

A3. Yes, the Department make any and all cylinders required for the project.

Q4. Calhoun County requires fine milling. However, bridge decks are to be milled with a 4' drum/machine. Can the 4' machine be a standard mill drum, not a fine mill, since material is to be completely removed and not replaced?

A4. No.

Q5. There is mention of Fine Milling to be done on the Calhoun City Square, but the limits of the project end south of the Square. Will milling and paving be required on the Calhoun City Square? If so, what are the limits and scope of this work?

A5. This reference is in error and is to be disregarded.

Q6. Does the 7 day cover up requirement apply to bridge decks? Does this also apply to the milled transitions into and out of the bridge decks required to complete bridge repairs?

A6. No. Milled surfaces within the guardrail limits at the bridge sites may remain until the deck repairs are complete. All other mainline milled surfaces will adhere to the 7 day requirement for asphalt placement.

Q7. There is a posted bridge within the limits of the project. Will construction traffic be allowed to haul 80,000 lbs?

- A7. The Contractor will be required to follow all Federal, State, and Local Laws as per Section 105.13 of the 2017 Mississippi Standard Specifications for Road and Bridge Construction.
- Q8. Referencing the note about the allowable tolerance of +0" to $-\frac{1}{4}$ " of the surface lift of asphalt on the bridge deck, with the undulations of the current bridge deck coupled with the camber in the spans, this tolerance will be difficult if not impossible to achieve since the design of the asphalt paver is to smooth out the dips and bumps of the underlying surface. You would have to anticipate that the exposed existing bridge decks on this job will have undulations greater than $\frac{1}{4}$ ". Therefore the asphalt that is paved back onto the bridge will have thickness differences greater than $\frac{1}{4}$ " from the paver which is outside the tolerance of the scope of work. What recourse will the contractor have if it is proven that the exposed deck has undulations greater than $\frac{1}{4}$ "?
- A8. As per Section 406.03.3 Fine Milling in the Standard Specifications, Fine Milling should not vary more than $\frac{1}{4}$ " from a 10 foot straightedge placed anywhere on the surface of the milled area. Therefore, the Contractor shall fine mill the bridge deck and include in his bid any grade control necessary to insure that the referenced tolerances in the Scope of Work are maintained. Construction Staking, if necessary, will be an absorbed item of work.