

**Call 16 Mill & Overlay approximately 10 miles on US 49 from 0.45 miles north of I-220 to the Madison County Line, known as State Project No. SP-0008-03(058) / 108231301 in Hinds County.**

Q1. Why is there a 6% DBE on a SP project?

A1. The Department reserves the right to assign a DBE goal on a project, Federal or State.

Q2. The scope of work states mill & overlay to begin .45 miles north of I-220, the map on page 79 in the proposal shows the BOP south of I-220. The scope of work also states Northside drive intersection to be milled & overlaid. Based on the map on page 79 the stations are not adding up to actual distance. Could MDOT clarify?

A2. The BOP is 0.45 miles north of I-220 at the beginning of the northbound left turn lane. Please disregard any reference to any work south of that point. No work will be performed on Northside Drive. An addendum will be forthcoming to correct this.

Q3. Will the rest area be milled and paved?

A3. No.

Q4. Is the 12.5mm asphalt used to fill the trench (to access the concrete joint) and broken asphalt within 1' of either side of the joint going to be paid for under planned quantity?

A4. Asphalt used to fill the trench and that used to fill on each side of the joint will be paid using the 413-D002 pay item. In addition, 9.5mm or 12.5mm asphalt may be used for this work.

Q5. Would MDOT allow the contractor to mill 1 Milling machine width parallel to mainline along county roads, crossovers, driveways and etc. and leave uncovered longer than the allowed 5 day cover up, in order to mill the irregular widths and tapers without damaging the mainline pavement?

A5. This method is permissible. Traffic will be allowed to run on the milled surface for 5 days. This is period is applicable to mainline through lanes, mainline turn lanes, and mainline auxiliary lanes. Local roads (unless specifically mentioned), driveway pads, guardrail pads, crossovers, etc. are not subject to restrictions. However, the Contractor is responsible for repairing any damage sustained during the time that travel is allowed to run on the milled surface and shall repair the pavement structure at no cost to the State. Temporary pavement joints and wedges shall be used at local roads, intersections, and other locations as directed by the Engineer and shall be adequately maintained.