

Call 16 Mill & Overlay approximately 9 miles on SR 22 from SR 463 to the Beginning of the 5 Lane Section, known as State Project No. MP-5022-45(008) / 307477301 in Madison County.

- Q1. 1.) Is there A DBE requirement for this project? 2.) Other than base repairs and the trench widening section, where will the 12.5-mm, MT, Leveling be used?
- A1. 1.) No. 2.) The quantity shown is calculated for failed areas in the mainline pavement structure, shoulder failures, and pavement widening. Due to the presence of significant pavement distortions, it is anticipated that the pavement and approximately 1' of base/subgrade will be excavated at the locations listed in the failed area table.
- Q2. 1.) Will traffic be allowed to run on milled local road intersections and driveway pads longer than the 5 days allowed in proposal? 2.) Under what pay item will the removal of the one (1) ft. of base/subgrade referenced in MDOT Answer 1, Part 2 be paid for?
- A2. 1.) Traffic will be allowed to run on the milled surface for 5 days. This 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. 2.) Any failed base/subgrade removed will be paid for using the excess excavation pay item.
- Q3. 1.) Nissan parkway has recently been repaved. Will this section be omitted? 2.) With the contract quantity of 11,510 tons, majority being base repairs at a possible 20", it doesn't appear to be enough working days on the project. Could this be reviewed?
- A3. 1.) The pavement recently placed at Nissan Parkway will be omitted from the project. 2.) See addendum.
- Q4. Under Misc. Notes on Page 59 of the proposal, it says work will be required outside the project limits. Other than the restriping of the gore area that is not inside the project limits and is west of the BOP, what items of work outside the project limits will be required?
- A4. The BOP of the project is at the center of the intersection of SR 22 and SR 463. The roadway will be milled/paved as described in the Scope of Work from the intersection to the EOP. The existing traffic stripe at the intersection will be modified to allow for a longer westbound left turn lane. The only work required outside of the project limits is related to signing and traffic control.
- Q5. The typical section for New Guardrail at stations 143+04 (Lake Caroline) and 226+00 (Bellevue Dr.) shows 37' of paving 13.5' of roadway and 5' shoulder to edge of parapet on each lane. There is only approximately 28'-30' existing from edge of parapet to parapet

edge. Scope of work only discusses raising parapet not extending box culvert. How does MDOT intend for the Contractor to build to the typical section as shown in proposal?

- A5. Prior to beginning guardrail work, the parapets at the box culverts will be extended vertically and the slopes along SR 22 will be extended using borrow material. The Department will provide construction staking for the limits of the earthwork. The slopes will be extended to conform to the typical section shown on page 75 and the language shown on page 57. The width of the asphalt pad will vary at the box culvert but will be extended to the face of the parapet. The guardrail will be attached to the outside of the parapet as shown on pages 79-80.
- Q6. Per MDOT answer 2, part 2, will the bid quantity for Excess Excavation be revised to include the 1 ft. of subgrade to be removed?
- A6. ~~The bid quantity for excess excavation is estimated to include removal of the base and subgrade to a depth of 1 foot, but the final lengths, widths, and depths and locations will be determined in the field by the Project Engineer once the failed pavement is removed. The bid quantity will not be revised, but the final quantities may underrun or overrun as required based on field conditions.~~ **Revised Answer:** See addendum.
- Q7. The Scope of Work references a guardrail drawing; however, it seems to be missing from the proposal. Can the Department provide the drawing?
- A7. The drawing can be downloaded at the link below:
<https://file-exchange.mdot.state.ms.us/dl/?f=d84d9413d4ca3a9aadd6be2ef1cce7aa9570376b>
- Q8. **1.)** Will densities be required for asphalt on the failed areas? **2.)** In regards to "lane closures may not be left unattended", can you define unattended? If portable red lights are utilized, will a person have to be present on non-working hours?
- A8. **1.)** Density tests will not be required on failed areas. **2.)** Lane closures used in conjunction with temporary traffic signals do not have to be attended during non-working hours.