

Call 01 Grade, Drain, Bridge & Pave 4-Lane approximately 9 miles of SR 57 from I-10 to Vancleave, known as Federal Aid Project No. STP-0066-01(008) / 103060301 in Jackson County.

Q1. Can you please provide borings for the roadways in which there is removal of asphalt?

A1. It is estimated that existing asphalt is 6.5" and variable. Additionally, for informational purposes only, the centerline soil profile is available at the following link.

<https://file-exchange.mdot.state.ms.us/dl/?f=8c6486eab795afc7bcfd47bf12dd62c165a41d1e>

Q2. Can you please provide the asphalt quantity sheets?

A2. It is not standard practice to include estimated quantity sheets for asphalt on MDOT projects; therefore, these sheets were not developed.

Q3. Regarding Sheet 20 TS-9, does the (5) Crushed Stone Base extend 1' beyond the (4) ST 19-mm or 6 inches?

A3. The crushed stone should extend 1' from the 19-mm lift.

Q4. On TS-10 Sheet 21 it appears the typical for Jim Ramsay Ramp A (WK 14E) is numbered incorrectly in the layers. Should 5 & 6 actually be 7 & 8?

A4. See addendum.

Q5. Can the disturbed area requirements be expanded to no more than 40 acres? I believe this has been done on previous projects of this size.

A5. See addendum.

Q6. Will burning be allowed?

A6. No.

Q7. On TS-12 Sheet 23 how far does the 6" crushed stone base extend in width beyond the ST 19-mm?

A7. The crushed stone should extend 1' from the 19-mm lift.

Q8. There are two typical sections for station 196+02.52 to 412+98.49. One is on Sheet 14. The other is on Sheet 15. These typicals are different. Which one is correct?

A8. See addendum.

- Q9. Could you please provide typical sections for the following: 57+24.66 to 62+61.18 (536.52 lf), 73+24.3 to 8153.63 (829.33 lf), 188+28.59 to 196+02.52 (773.93 lf) and 412+98.49 to 438+12.46 (2,513.97 lf)?
- A9. See notes on TS-2, TS-3, TS-4 and TS-6. Typical section dimensions will remain uniform with adjacent typical sections through these areas with the exception of the median layout and/or centerline survey location. See cross sections for more details.
- Q10. What gallon size on the little gem magnolia trees?
- A10. See addendum.
- Q11. The typical sections found on Sheets 16 and 19 are missing stationing in which the typicals are to be used. Example: which typical is to be used between station 61+97 and 71+42 in the median?
- A11. See addendum.
- Q12. Please reference working sheet TS-3 and TS-4. Typical Sections for Mainline SR-57 New Construction Sta. 196+02.52 - Sta. 412+98.49 are shown on both sheets with differing material types for shoulders. Please clarify.
- A12. See addendum.
- Q13. Due to the size and complexity of the project, multiple bridge and earthwork operations will need to be working simultaneously. Will the Department consider allowing more than 19 acres of disturbed area to be opened up at one time? This will allow the project to be constructed in a more efficient manner.
- A13. See addendum.
- Q14. On the RCUT DETAIL on Sheet 16 is the (5) actually supposed to be a (7) 6" stone?
- A14. See addendum.
- Q15. How thick is the stone under the driveway? See quantity sheet 48.
- A15. The quantity was estimated based off 6" of crushed stone.
- Q16. Is unit correct for item 1630 626-D002 6" Thermoplastic Double Drop Traffic Stripe, Skip Yellow 40 LF? Is it supposed to be Mile instead of LF?
- A16. Linear Feet is correct. Refer to Working No. PMD-25, Sheet No. 228 in the plans.
- Q17. There are 629 yds of slope paving on this project. In the past we have obtained an SOP to allow an approved macro fiber to replace the 6x6x4 wwm. Bridge Div. had no problem in

allowing this change, previous projects were in the Olive Branch, MS area. **1.)** As in the past, can we obtain an SOP to allow a macro fiber to replace the wwm in the slope paving? **2.)** If allowed as a substitute, is the wwm being used for shrinkage crack control only or to address other forces? This will assist us in determining the proper dosage rate of the macro fibers. The dosage rate will be higher vs the approved rates by MDOT due to the heavier 6x6x4 wwm being used.

A17. **1.)** Yes, the substitution of fibers will be allowed. **2.)** It is for both crack control as well as other forces.

Q18. On sheet 108, Wk. Sheet 14K, the Earthwork total chart shows a quantity of 107 CY of fill material. But at the bottom on the cut/fill chart, it shows a quantity of 91 CY of fill. Can you please verify the correct quantity?

A18. See addendum.

Q19. For bid Item 907-240 Interlocking Flexible Blocks, I cannot find the Block height. Most jobs, when it is a Bridge Item, is 4". However, this is a Roadway Item and I have seen MDOT use both 4" and 6" when spec'd under the 907-240 item. Can you clarify the block height?

A19. A 4" block height will be used.

Q20. Is clearing and grubbing required for all areas within the ROW except for the Wetland areas?

A20. Yes.

Q21. The drawings indicate that top of Drilled Shaft elevation is underside of the bent at each location. At the majority of the locations the working platform will be significantly lower than underside of bent, which will result in the shafts extending up above grade. **1.)** Does the State require the shafts to be constructed monolithically to the underside of the bent, or is it possible to adopt a construction joint in the shafts at the elevation of working grade? **2.)** Should the State require these to be constructed monolithically these will need to be constructed using permanent casing to extend above the working grade. There is no pay item for permanent casing in the proposal to do this. Will the State be adding a pay item for permanent casing should this be the way they require the shafts to be constructed?

A21. **1.)** The shafts are not required to be constructed monolithically. The Contractor shall submit a detail for a proposed construction joint for approval. **2.)** The Design and the Geotechnical Report do not require casing (permanent or temporary). Should the Contractor choose to use either type of casing, the cost should be included in the drilled shafts.

Q22. Section 201.03.1.2 states that Undisturbed stumps and non-perishable solid objects that are a minimum of three feet below subgrade or slope of embankment may be left in place when authorized by the Engineer. Will this be allowed on this project?

A22. No.

Q23. There is a discrepancy found in the plan quantities of 16"x16" and 18"x18" concrete pile on plan sheet number 8087. Please confirm the plan quantities for 16" and 18" pile on that sheet.

A23. The quantities are correct. See addendum.