

Call 03 Bridge Replacements on US 51 (Bridge Nos. 224.7, 227.0, 227.6 & 228.6), known as Federal Aid Project No. STBG-2901-00(025) / 103332301 in Yalobusha County.

- Q1. 1.) In regard to the permanent signs, is there a list showing what signs will be removed and reset? 2.) There is also no concrete shown in the plans for the permanent signs. Is cost absorbed?
- A2. 1.) Sign removal shall be absorbed in other bid items. 2.) See Addendum.
- Q2. Do you have the thickness of the asphalt overlay that is on the concrete pavement that is to be removed?
- A2. Asphalt thickness ranges from 2" to 3".
- Q3. Are the bridge end pavements for the detour bridges to follow details as shown on working no. SD-BE-1 (sheet no. 75) and working no. SD-BER-1 (sheet no. 76)? If so, will the bridge end pavement rail need to be installed also or will there be a different detail on how the rail will connect to the detour bridge? If a bridge end rail is required for the detour bridges, how will it be paid?
- A3. See addendum.
- Q4. We came to notice that several of the pay item quantities are extremely over estimated in the plans. The plan quantity for the clay gravel and crushed stone are actually 2 to 4 times too much per our takeoff. Can MDOT adjust these quantities to reflect actual material to be used in the construction of this project so the bid will be more representative of the actual work performed?
- A4. See addendum.
- Q5. Pay Item No. 304-B004- Granular Material, Class 5, Group D plan quantity is 41,000 TON per sheet number 10. Our quantity take-off, which includes 20% shrinkage factor, yields 58% of the plan quantity. Please verify the plan quantities.
- A5. See answer #4.
- Q6. Pay Item No. 304-F002- Size 610 Crushed Stone Base plan quantity is 37,800 TON per sheet number 11. Our quantity take-off, which includes 20% shrinkage factor, yields 60% of the plan quantity. Please verify the plan quantities.
- A6. See answer #4.