

Call 09 Mill & Overlay approximately 8 miles on SR 35 from the Smith County Line to the pavement change south of I-20, known as Federal Aid Project No. STBG-0023-02(063) / 108677301 in Scott County.

Q1. Can you clarify the intent of and provide an estimated quantity for the (1) Transition milling and the (2) "Profile Milling" of surface defects as discussed in the "Scope of Work"?

A1. The intent of transition milling is to exclude milling through the pavement repairs by transitioning the mainline milling at the beginning and ends of the repair areas. Transitions (2"→0") from the 2" mainline milling are to be made beginning 150' from the pavement repairs. This will allow for overlay of the repair area achieving a greater structure thickness and promote pavement smoothness. Milling transitions will be paid using the included milling pay item.

The intent of profile milling was to point out an option to correct surface defects in the completed pavement repair. It is expected that reasonable smoothness be achieved in the completed asphalt pavement repairs. The tolerance for the smoothness will be 1/4" as measured with a 10 foot straight edge. Any profile milling, grinding, leveling or other method used to make corrections will be absorbed in other items bid.

Q2. Would MDOT entertain the idea of changing traffic running on main line milled surface to 7 days instead of 5?

A2. No.