Call 04 Remove OGFC & Replace with Micro-Surface on I-55 for approximately 14.1 miles from approximately 2.2 miles north of the Desoto/Tate County Line to the Tate/Panola County Line, known as Federal Aid Project Nos. IM-0055-04(124) / 110064301, IM-0055-04(125) / 110065301 & IM-0055-04(126) / 110066301 in Desoto & Tate Counties.

Q1. Can the Department provide a drawing detailing how the 9.5 HT and microseal tie-in to the bridges?

A1. See Addendum 1.

Q2. Will Loose Rock Signs be Added to this Job?

A2. No.

Q3. **1.)** Traffic control lane restrictions and overnight closures. Are there restrictions on the length of lane closures per shift? **2.)** Can lane closures be left overnight if properly maintained? **3.)** Traffic on milled surface prior to micro surfacing- page 7 states traffic allowed up to 7 calendar days. Page 41 states 10 calendar days. Please clarify whether the contract's intent is 7 or 10 days. **4.)** Does MDOT publish an Engineers Estimate prior to bid letting? **5.)** General notes page 39 existing cross slopes of 2% in tangent sections or proper superelevation rate in curves shall be maintained. If water stands when project is complete, the contractor shall correct at no additional cost to the state. The estimated depth of fine milling is 1". To maintain this requirement the micro surfacing needed to match 1" next to the cut on the shoulder will need to be 1" thick using (2) applications for type III aggregate. **6.)** There is no mention of lbs. Per square yard for the micro surfacing type III. Please clarify that the contractor will need to apply micro surfacing at the application rate needed to meet this requirement. **7.)** Page 42 Note- prior to placement of the micro surfacing, the contractor shall determine both the existing surface and milled surface Mean Roughness Index. The milled surface shall have a Mean Roughness Index no greater than that of the existing surface for each travel lane. If the MRI is greater on the milled surface than measured on the existing surface, what is the responsibility of the contractor for correction? **8.)** Fine milled surface width. Please clarify if the intended width is from rumble strip to rumble strip or if the contractor can leave 6” of existing OGFC prior to the rumble strip in order to keep micro surfacing mixture out of the rumble strips. **9.)** There is no mention of a tack coat in the plans after the fine milling and prior to the first application of micro surfacing. Please confirm that a tack coat is not required prior to micro surfacing. **10.)** Placement of granular material on the shoulders to raise the existing shoulders to the new surface course grade. Shoulders will be bladed, shaped, and compacted throughout the length of the project regardless of whether granular material is required. Since the intent of the contract is not performing milling or micro surfacing on the shoulder, just the travel lanes, there is no new surface course grade. Is this referring to areas that currently existing that require granular material due to erosion or loss of current granular material on the shoulder? **11.)** Smoothness specification on page 172 – 907-403.03.2.1 smoothness tolerances for Mean Roughness Index. Please clarify if this special provision applies to item 907-403-A013 only and does not pertain to the micro surfacing. **12.)** There is a conflict between the special provision and the scope of work on pay item 907-688-A001: SP 907-

688.01 describes furnishing and installing a new complete system — quartz sensors, inductive loops, equipment cabinet, Mikros RAKTEL 8010 electronics, modem and battery backup, pole, Class B footing and 4'x6' work pad, conduit and pull boxes — measured per each location. NTB 7594, item 11 describes disconnecting the existing MDOT station before milling, replacing damaged loops, and marking locations so the quartz sensors can be reinstalled. SP 907-688.02 also states that existing traffic counting equipment is MDOT property and shall not be removed. **13.)** Does Pay Item 907-688-A001 cover (a) new Kistler quartz sensors and inductive loops installed into MDOT's existing equipment cabinet and electronics, or (b) a completely new system including cabinet, RAKTEL electronics, modem, pole, pad, conduit and pull boxes? If (a), will MDOT confirm that the existing electronics are compatible with new Kistler sensors and that Planning Division will handle configuration of the existing data collector? **14.)** confirmation that the WIM site at Sta. 52+00 covers four mainline lanes and no auxiliary lanes, and confirmation that bidders should assume all WIM loops require replacement rather than pricing a condition MDOT determines after milling.

A3. **1.)** The District will allow up to 5 miles under a single lane closure as long as no more than one set of ramps is closed. **2.)** No. **3.)** Time on milled surfaces shall follow the Scope of Work. **4.)** No. There is a bid range letter on the letting website. **5.)** The existing OGFC currently sits on top of the shoulder and once removed the mainline and shoulder surfaces will match. The microsurface lifts will be replaced where the OGFC existed and will continue to be higher than the shoulder pavement. The Contractor shall ensure that during the milling process cross slopes are maintained. **6.)** See 907-418-3 in the proposal, under 907-418.03.8, for required application rate. **7.)** Prior to placement of the micro-surface, the Contractor shall determine the existing-surface and milled-surface Mean Roughness Index (MRI) for each travel lane at no additional cost to the State. Upon completion of the milling operation, the 528-foot fixed-interval MRI of the milled surface shall not exceed 60 inches per mile. Where the existing-surface 528-foot fixed-interval MRI is greater than 60 inches per mile, the milled-surface MRI shall not exceed the existing-surface MRI plus 5 inches per mile for the same 528-foot interval. Locations with a continuous 25-foot MRI greater than 160 inches per mile shall be identified and corrected on all segments. Any corrective action shall be approved by the Engineer. Corrected areas shall be reprofiled to verify compliance. **8.)** The milling is 28’ wide which is the full width of the existing OGFC. The Contractor shall ensure that the rumble strips are not covered by the microsurfacing. **9.)** As per 907-418.02.5, in SP 907-418-3, tack coat is not required in this application. **10.)** Yes, any shoulders that are low are to be bladed, shaped, and compacted with existing material or, if needed, new granular material. **11.)** See Answer 3.7. **12.)** Only new Kistler quartz sensors and inductive loops shall be installed into MDOT's existing equipment cabinet and electronics. **13.)** Only new Kistler quartz sensors and inductive loops shall be installed into MDOT's existing equipment cabinet and electronics. **14.)** Bidders should bid as if all WIM loops are to be replaced.

Q4. Traffic Control Limitations. Please clarify if length of lane closures is restricted to a maximum length. If the contractor is limited to a maximum length, does this apply to one direction of I-55 or can the contractor work on both sides simultaneously and the maximum length would be the same on either side. If lane closure length is restricted to a maximum

length is this for one closure only or can the contractor have two closures in the same direction with a gap in between closures.

A4. A maximum of 5 miles in a single lane closure will be allowed as long as no more than one set of ramps is closed at any given time. Simultaneous lane closures are allowed for work happening in the northbound and southbound directions. More than one lane closure within the same direction must follow a spacing of no less than 2 miles for same lane lane closures, and 3 miles for adjacent lane lane closures.