Call 03 Construction necessary to create a Railroad Overpass on US 49E at Bee Lake, known as Federal Aid Project No. STP-0008-04(046) / 102127301 in Holmes County.

Q1. Need clarification, Pay Items Listing shows Item No. 907-803-R022 as Permanent Casing 145m, whereas on Drawing 8002 Summary of Bridge Quantities show Item No. 907-803-R022 as Temporary Casing 145m. Which pay item is correct?

A1. Temporary casing is correct; it will be changed in the upcoming addendum.

Q2. What information is required on slope stakes?

A2. **Slope Staking for Embankments** Slope stakes for embankment sections are to be set at the toe of the slope and marked to show the vertical distance from the ground at the point where the stake is driven to the subgrade elevation for the shoulder line of the embankment. In setting slope stakes for embankment sections, the following method shall be used:

The slope stake shall be set by taking trial readings at right angles to the centerline until a point is found. The distance from the centerline is equal to the slope ratio times the fill from the ground at the point to the subgrade elevation of the shoulder, plus the distance from the centerline to the subgrade shoulder line.

The fill which is marked on the slope stake is to be the fill from the elevation of the ground at the point where the stake is set to the subgrade shoulder elevation.

Slope Stakes for Cuts Slope stakes for cuts are the stakes set at the point of intersection of the back slope with the natural ground. They are to be marked to show the vertical distance or cut from the elevation of the ground at the point where the stake is driven to the elevation for the point on the back slope opposite the subgrade shoulder.

In determining the point at which to set the slope stake, it will first be necessary to determine the point at which the horizontal distance from the centerline to the point on the back slope opposite the subgrade shoulder, plus the quantity obtained by multiplying the cut by the back slope ratio, is equal to the measured distance from that point to the centerline. The slope stake is to be set at this point, and the cut from the elevation at this point to the elevation of the point on the back slope opposite the subgrade shoulder elevation is to be marked on the stake.

Marking and Driving Slope Stakes The cut or fill should be marked on the front side (side facing the centerline) and near the top of the slope stake. The distance from the centerline to slope stake should be marked on the back of the stake. The back slope ratio should be marked on the edge of the stake.

Both vertical (cuts and fills) and horizontal distances should be shown to the nearest 0.1 foot.

Q3. On TS-1 it shows a 19 mm MT for the New Construction Typical Section. There is no bid item set up for 19 mm MT. Please advise.

A3. See the addendum to the project.

Q4. In reference to Item #500 Granular Material Class 5 Group E, Details on sheet #TS-1 & 2 indicate Class 5 Group D, please clarify.

A4. See the addendum to the project.

Q5. Can you verify the Class AA Concrete quantity for the intermediate bents on bridge B? Takeoffs are calculating close to 425 cubic meters.

A5. See the addendum to the project.

Q6. Is it acceptable to include a printed report for the provisions of Form OCR-485 as an attachment to the standard OCR-485 cover included in the proposal?

A6. Yes, if bidding by paper and signing the OCR-485 in the proposal and writing "See Attached" on the printed report. It is acceptable as long as it contains all the required information. However, if bidding online with Bid Express, attach the listing to your bid.

Q7. After calculating the span quantities for Bridge B, I came up with a total of quantity of 662.83 cubic meters. I calculated 77.4 cubic meters for A-A and B-B diaphragms for all spans and 585.43 cubic meters for the slab yielding a total of 662.83 cubic meters. I am showing a difference of +60.76 cubic meters from the plan quantities. Could MDOT revisit the quantities for Bridge B Spans?

A7. Please bid as per the plan quantities.

Q8. The typical sections show Granular Material (Class 5, Group D) but the bid items show Granular Material (Class 5, Group E). Please clarify.

A8. See QandA #4.

Q9. In order to do an accurate earthwork takeoff, can we get a volume breakout per station either with legible cross sections or an earthwork table?

A9. Reference the below website:
https://file-exchange.mdot.state.ms.us/dl/?f=cdb9f8fe5e0d2e87109c3f543ea975090a518f38

Q10. After calculating the bridge quantities for bridges A and B, I have an overage of roughly 118 cubic meters for the intermediate bents. Could the estimated quantities for Class AA Int. Bents be checked by MDOT for accuracy?

A10. See the addendum to the project.

Q11. Can you verify the Class AA Concrete quantity for the intermediate bents on bridge B? Takeoffs are calculating close to 425 cubic meters.

A11. See the addendum to the project.

Q12. Regarding the Items 907-308 and 907-311, under what item is the granular material being treated paid for? Is it paid for under 907-308-A001 or 907-311-A002 or is it paid for under 907-304-B002 Granular Material (Class 5, Group E)?

A12. It is paid under 907-304-B002 Granular Material (Class 5, Group E)

Q13. Are there specifications or special provisions for the RR bridge? We find standard/limited information in the proposal. Should we contact the Rail Road?

A13. The contractor should reference NTB 1117M with Supplement and Special Provision 907-899-2M. The contractor should also contact the railroad for additional information, contact information is provided in Supplement to NTB 1117M.

Q14. Will time be charged during the time that the water levels are too high?

A14. Time will be charged according to specifications.