

Call 02 Reconstruction of approximately 8 miles of I-55 from South of the Byram Interchange to North of McDowell Road (Phase 2) known as Federal Aid Project No. IM-0055-02(246) / 106023309 in Hinds County.

Q1. The current unit prices or drawings do not address the removal of the existing traffic signals or controller. Please advise.

A1. See the upcoming addendum to the project.

Q2. Were the station numbers accidentally left off TS-2 and TS-3?

A2. See the upcoming addendum to the project.

Q3. Retaining walls D, G, P, K, R, S & U are specified to be constructed using 14"x14" prestressed concrete piling. We have a great concern that utilizing concrete pile instead of steel pile in the retaining walls will cause issues with achieving the ± 2 " location and plumbness tolerance specified in the plans should unforeseen underground obstructions such as unknown riprap be encountered while installing the piling. The use of steel piling will also eliminate the need for PDA testing of the piling. Shouldn't the pile be a steel section as is specified in walls B, C & O.

A3. The Contractor should bid the project as per the contract plans.

Q4. The current unit prices or drawings do not address the removal of the existing traffic signals or controller. Please advise.

A4. See the upcoming addendum to the project.

Q5. **1.** The 14 x 14 concrete piles stored at Gulf Coast Prestress are 36' and 38' long. The piling lengths shown on the plans are shorter than these piles. Will the contractor be required to use the longer piles and cut them off? **2.** Will the contractor be required to clean the MDOT provided reinforcement?

A5. **1.** The Contractor is not required to use the longer piles, but if used, the Contractor will be responsible for all costs for cutoffs. **2.** Yes

Q6. Is SP 907-804.03.16.2 Hot Weather Concreting applicable to all bridge and structure concrete poured on the job or is it intended for bridge decks only?

A6. The 3rd paragraph of the referenced section refers only to bridge decks.

Q7. **1.** What is the scope of work required to be performed under pay item 202-B196 Removal of Sand and Debris from Pipe, All Sizes? **2.** Do the Precast Barrier Rails removed under pay item 202-B023 become the property of the Contractor? If not, where will MDOT require the rails to be stored?

A7. **1.** See the upcoming addendum to the project. **2.** Reference Notice to Bidders 6036 in the Contract proposal.

Q8. Drainage Sheet EQ-1: The * says the 72 LF of 18" Class V Jack and Bore is included in the 2615 LF total, but it is not. The 2615 LF Total is without the 72 LF. The recap on Sheet EQ-5 is incorrect too. The 8306 LF Total does not include the 72 LF of 18" Class V Jack and Bore. The 18" Class III Total on Sheet SQ-3 does not match the total on Sheet EQ-5. Nor does the expedite total. 18" Class III total should be 8306 LF.

A8. See the upcoming addendum to the project.

Q9. Will the contractor be required to meet 92% or 93% density on the 9.5mm SMA lift on the northbound lanes that were constructed on the previous phase of the project? If the contractor is required to meet a 93% density on the northbound lanes, can MDOT provide the contractor with a list of any areas on the northbound lanes where a 93% density was not achieved on the underlying lifts during the previous contract?

A9. The density will be 92%.

Q10. Can all patching on frontage roads be done prior to the final phase?

A10. The repair of failed areas on the Frontage Roads will be done in the final phase. However, repair of potholes and maintenance of the Frontage Roads will be done throughout the project.

Q11. There is no Special Provision for 907-403-S004 (Joint Sealant). Please provide.

A11. See page 267 of the Contract Proposal.

Q12. Please clarify note 7, sheet 32. Which lifts of asphalt pavement will joint sealant be required, and will all longitudinal joints be sealed? Also, will saw cutting be required as per Note 7?

A12. See the addendum to the project.

Q13. In reference to pay item 907-307-PP001. The quicklime for this item (887tons) seems to be too low.

A13. See the addendum to the project.

Q14. 907-307-PP001 - 12" Soil-Lime-Water Mixing, Class C Note says "To be used with Quicklime Treatment below subgrade. Includes 887 tons of Quicklime". The lime quantity doesn't match with the amount of square yardage to be treated. Please clarify.

A14. See the addendum to the project.

Q15. Will the \$50,000 per calendar day disincentive be assessed to each day after the Contractor determined completion, or is it strictly for bid comparisons?

A15. Reference NTB 6028 in the addendum.

Q16. On Working Sheet TS-8, Table for failed areas give quantities for the crushed stone required. In table for Frontage Road Repairs for Failed areas show 67,193 SY of failed area with 17,235 tons. This would only calculate to 4" of stone for area. If 2.16' is used as shown in typical quantity would be 96,758 Tons. The crushed stone pay item for project is 116,588 Tons with 20% contingency which includes the 25,672 Ton (Failed Areas I-55) & 1,156 Ton (West Frontage Rd) & 330 Ton (TS-20 Widening). This leaves 89,430 Tons for Frontage Road verses 17,235 Ton shown. Please clarify quantity for frontage roads. See tables below: First Part – Tons is calculated from the depth given in the Typical and SY given in the Table. Second Part – Depth is calculated from the tons given in the Table and SY given in the Table. Crushed Stone Station Station Length Width Depth SF SY CY Ton

TS-8 West Frnt Rd	775+00	788+00	1,300.00	24.00	0.50	31,200.00	3,466.67	577.78	1,155.56											
TS-8 Failed Area	Tons Calc. From Typ/Table 2.16		604,737.00	67,193.00	48,378.96	96,757.92	TS-8 Failed Area	Tons Calc. From Typ/Table 2.16	173,763.00											
			19,307.00	13,901.04	27,802.08	TS-20 Widening	559+08	566+50	742.00	6.00	1.00	4,452.00	494.67	164.89	329.78	Decrease	Total Totals	63,022.67	126,045.33	105,037.78
Pay Item	58,294.00	116,588.00	97,156.67	From Table	Depth SF SY CY Ton	TS-8 Failed Area	Depth Calc. From Ton/Table 0.38	604,737.00	67,193.00	8,617.50	17,235.00	TS-8 Failed Area	Depth Calc. From Ton/Table 1.99	173,763.00	19,307.00	12,835.92	25,671.84	Please provide email and I can send better copy of calculation tables.		

A16. See the addendum to the project.

Q17. In Notice to Bidders No. 6047 Ramp Restrictions (page 93 of proposal) It states a penalty of \$2,500 for each full or partial five minute period until the ramp(s) are back in compliance with the restriction. Restriction being a maximum time any ramp may be closed for a consecutive time period is 30 days. This is \$720,000 per day. Is this correct?

A17. Reference NTB 6047 in the addendum.

Q18. In Notice to Bidders No. 6031 Lane Closure Restrictions (page 72 & 73 of proposal) It states a penalty of \$2,500 for each full or partial five minute period until the roadway is back in compliance with the lane closure restrictions. Restriction being a maximum time of 14 calendar days to complete work for the frontage road.. This is \$720,000 per day. Is this correct? I can understand this penalty for the windows of time shown for example between 6:00 AM and 9:00 AM and from 4:00 PM to 7:00 PM Monday thru Friday. However the frontage road repair work quantity is determined by the Engineer.

A18. Reference NTB 6031 & NTB 6224 in the addendum.

Q19. The unit price line items do not show Optical Detectors but they are shown on the drawings.

A19. See the addendum to the project.

Q20. Concerning pay item 503-c007 Saw-cut, Full Depth, What is the thickness of existing concrete and asphalt that is over concrete. Also where will the saw-cut be?

A20. See the addendum to the project.

Q21 Will acceleration and deceleration lanes be removed on the southbound side?

A21. It is the intent to remove the SB acceleration and deceleration lanes.

Q22. Per Section 907-270 Temporary Site Drainage shall include all excavation, backfill, and disposal necessary to complete the work. On this project this work will take place in undercut / backfill areas that are to be paid as excess or borrow excavation. Will excavation required for temporary ditches be deducted from the cross section measurements? Please clarify.

A22. MDOT will not pay excavation for temporary drainage.

Q23. Please clarify Note 4 on Sheet 31. The 887 tons doesn't match the lime calculated for 5% Quicklime for the Square Yardage given for the 12" Soil-Lime-Water Mixing. Is this 887 tons used elsewhere?

A23. See the addendum to the project.

Q24. There was some material used to complete DMS-1 and DMS-2 under another contract. These materials include two 50' camera poles, three type 5 boxes, three type 4 boxes and six type 2 boxes. They should be removed from the surplus material quantities.

A24. See the addendum to the project.

Q25. Retaining Wall D shows 4 anchor bars drilled in each concrete pile. Have the anchor holes been drilled on the piles that have already been driven?

A25. No

Q26. NTB 6047 allows for the NW ramp at Siwell Rd to be closed from 8:00 PM on Friday until 11:00 AM on Monday. The typical sections for construction of the ramp require lime / cement treatment. The curing time requirements for stabilized courses will not allow the contractor time to complete the work. Will the curing requirements be waived for this work? Will the contract be allowed to delete the lime / cement stabilization in this area and construct this section with stone base?

A26. Crushed stone will be used.

Q27. What is the existing structure thickness on the Southbound Lane? Is there a typical section available?

A27. The Southbound lanes are made up of two (2) typical sections, with one being the original Southbound lanes and the other being the temporary widened lanes. The original SB lanes are eight (8) inches of concrete overlaid with twelve (12) inches and variable asphalt. The temporary widened lanes have eight (8) inches of crushed stone overlaid with nine (9) inches and variable asphalt.

Q28. On Item No 907-503-M001 Repair of Failed Areas in Asphalt and/or Concrete Pavement. It states that the 10" 19 mm HT Asphalt Pavement be placed in 2@3.25" lifts and 1@3.5" Lifts. These lifts have to be performed separate days. The damages per NTB 6031 is \$2500 per 5 minute increment over the lane closure period. How can we meet these requirements and open traffic back on frontage road and/or S.B. I-55 to avoid the damages of \$2,500 per 5 minute increment?

A28. Work in this area can be done on weekends to avoid closure restrictions.