

**Call 01 Intersection Improvements on I-55 NB & SB Exit Ramp at Hwy 302, known as Federal Aid Project No. HSIP-0055-04(099) / 107037301 in Desoto County.**

- Q1. How is the Sign Structure Overhead Assembly #2 & 3 attached to the bridge? Will the existing anchors be used to hold the new structure?
- A1. The overhead structure is setup to be “Contractor Designed” which will determine if the use of the existing anchorage can be used or not.
- Q2. Can the plans for the existing bridge be provided?
- A2. The plans can be downloaded from the following link:  
<https://file-exchange.mdot.state.ms.us/dl/?f=2849204f74c4639228d1dba042434ff4047dfe5d>
- Q3. On Sheet Number 84 (SD-SDC-1), in the section view detail, the rebar requirements for the slotted curb state Dowels Req'd btwn Exp. Joints. Please clarify what is intended here and what is required.
- A3. See upcoming addendum.
- Q4. Can the shop drawings for the Existing Sign Structure at Station 446+28 be provided to give me the Size of Anchor Bolts and the Size of Anchor Bolt Pattern?
- A4. Drawings are available for download at the following link:  
<https://file-exchange.mdot.state.ms.us/dl/?f=2523fcbbfed6cb9768459ed48c8edcc62148c1bb>
- Q5. **1.** Plan sheet 22 traffic signal quantity shows 2 stop bar radar units and 2 advance radar units. Plan sheet 2003 only shows 2 units total. Will 4 units be required? **2.** Plan sheet 22 traffic signal quantity shows 1 new signal head 7r plans show 2. Please advise. **3.** Plans call for ALL new foundations to be 30" by 10'. If bolt circle of proposed poles requires larger diameter how will this be handled? **4.** Plans call for (4) new rotating beacons. What color?
- A5. **1.** Plan sheet 2003 indicates “Stop Bar & Advanced” radar detectors in two locations for a total of four (4) units. **2.** One (1) 7R head is required on the eastbound approach. The other 7R signal head shown is existing. **3.** Foundations are to be installed to meet the pole manufacturer’s recommendation. The quantity may be overrun if necessary with approval from the Project Engineer. **4.** Blue.
- Q6. In the proposal book for this project the standard special provision regarding the overhead sign structures was not included. Will the department require the overhead sign structures to be designed using the requirements of the standard special provision in regards to the design sign area and style?

- A6. Overhead sign supports are addressed in Section 630 of the 2017 Standard Specifications for Road and Bridge Construction. No special provision is required.
- Q7. Low mast lighting pay items 682-B025 and 682-B032 what type of conduit is to be included in these pay items? PVC Schedule 40 with rigid turn up or RIGID steel conduit?
- A7. Refer to Subsection 723.02.1 of the 2017 Standard Specifications for Road and Bridge Construction. Furthermore, any conduit set in concrete shall be galvanized rigid conduit.
- Q8. In addition to question #1, if the existing anchor bolts are determined to be unusable, will the Department allow the overhead structure to be designed and installed with a concrete footing in the median of I-55 and overlength uprights to reach the required sign elevation?
- A8. Yes, a concrete footing design will be allowed. The sign truss shall be mounted to a concrete cap on top of a concrete column/shaft. The top elevation of the proposed cap shall match that of the existing cap. Furthermore, the concrete footing design shall include the extension of the median barrier on the south side of the bridge to protect the structure from collisions. The design shall also include consideration for any drainage structures in the vicinity of the proposed footing. Overlength uprights will not be allowed. All design documents shall be submitted to the Project Engineer for his transmittal to Bridge Division for approval prior to construction.
- Q9. The plan quantities show 4,194 SY of concrete median removal from Sta. 435+00 to 465+00. The typical sections don't show any existing median removal and/or backfill of the void left by removal. What is the intent when all is shown in the typical is 1.5" Mill and Overlay?
- A9. The removal areas are detailed on EQ-1, Sheet Number 12. The intent is to remove the existing islands and install new islands and slotted curb as shown on Sheets 73-77. Voids are to be backfilled with asphalt.
- Q10. **1.** Will a pay item for removal of traffic stripe and temporary tape be added? **2.** What is the width of thermoplastic route marker? **3.** Will the word INTERSTATE be required at the top of thermoplastic route marker?
- A10. **1.** See upcoming addendum. **2.** The shields are to be six feet (6') in width. **3.** No.
- Q11. The drawings show variable saw cut depths to install the trenched slotted curb. Is this saw cut to be paid for under pay item 503-C010 Saw Cut, Full Depth?
- A11. Yes.
- Q12. Sheet Number 4004 on the Foundation Detail Type "L-2" "L-3" & "L-4" shows there to be 9- #10's Longitudinal Reinforcement. On the Foundation Schedule it shows the reinforcement to 6 - #8 Bars Longitudinal. Which detail is Correct?

- A12. Column "C" in the Foundation Schedule is correct. The sheet will be corrected and issued as a Second Order Revision to the successful Bidder.
- Q13. Plan sheets 2001 thru 2003 show optical detector requirements, but there is not a pay item for phase selectors. Are phase selectors required and if so how many and which pay item shall they be included in?
- A13. See upcoming addendum.
- Q14. Where is the location for pay item 907-639-H001 Rotating Beacon on the traffic signal drawings?
- A14. They are located on the signal poles in the northwest and southeast corners of the intersections, below the mast arm attachment.
- Q15. How should NTB178 be allocated to Item Codes (907-650-A002 or 907-650-A003)?
- A15. The allocation of costs associated with the work as described in NTB 178 will be the responsibility of the Contractor.