

Call 01 Traffic Signal Improvements on US 90 from Waveland Avenue to Beach Boulevard, known as Federal Aid Project No. HSIP-0003-01(192) / 107127301 in Hancock County.

- Q1. Should line No. 1090 be changed to the Underground Drilled or Jacked pay item? The plans show all the 2 @ 2" to be installed by directional boring which would be correct due to all the entrances.
- A1. Yes, this pay item should be 637-I001, Traffic Signal Conduit Bank, Underground, Drilled or Jacked, Rolled Pipe, 2@2" with the same quantity (30,814 LF). See upcoming addendum.
- Q2. **1.** There are no pay items for wiring to power the ITS Equipment Cabinets. This is also not shown on the plans sheets. What size wire is required to feed the cabinets and where are the service poles located? Should there be a pay item for the service poles? **2.** EQ-17 shows Equipment Cabinet Type A to be located on ITS 3. I do not see a Type A cabinet on this sheet. Where is the Type A cabinet located? **3.** The plans show to absorb the ITS Equipment Cabinet, Type C with the DMS signs but the quantities indicate they will be paid per each. Which is correct?
- A2. **1.** ITS Sheets 2, Refer to the Sheets DMS 1, 2, and 3. The size wire required is 4-POW, #4. The normal Pay Item is 636-B049, Electric Cable, Underground in Conduit, THHN, AWG, #4, 4 Conductor. For this project, all electrical cable to power the DMS cabinet, DMS board, and the cameras for DMS 1, 2, and 3 should be absorbed in the respective 656-A pay item for each location as follows: DMS 1 (STA. No. 61+00): 656-A003, Dynamic Message Sign, Type 3. This should include communications and power to the DMS Cabinet and DMS Board. DMS 2: (STA. 107+00): 656-A003, Dynamic Message Sign, Type 3. This should include communications and power to the DMS Cabinet, DMS Board, Camera Pole Cabinet and Cameras. DMS 3: (STA. 20+40): 656-A002, Dynamic Message Sign, Type 3. This should include communications and power to the DMS Cabinet, DMS Board, Camera Pole Cabinet and Cameras. A service pole, if required should be absorbed in 656-A also for each respective DMS Board. **2.** EQ-17 is in error. There is no Equipment Cabinet, Type A called for on ITS-3. Pay item 660-A002 will not be required. **3.** The ITS equipment cabinets to be installed at the DMS signs should be absorbed as noted on the plans. The quantity of ITS Equipment Cabinets, Type C, on SQ-4 should be 1 for the Fiber Termination Cabinet located on ITS-3. See upcoming addendum.
- Q3. **1.** Is the existing pole foundation to be removed 1' or 2' below grade or is it to be completely removed? **2.** The way I interpret the drawings is that we are to completely remove the conduit between the existing lighting assemblies that are being removed. Can this conduit be abandoned in place or should it be removed? Typically the conduit at the foundation is all that is removed, not the entire run of conduit. **3.** What are we to do with the existing lighting assemblies that are being removed?
- A3. **1.** It will be acceptable to remove lighting foundations either to within 2 feet of natural ground or within 2 feet of new construction, whichever is lower. **2.** It is to be removed. **3.**

See Note 8 on Sheet 7. The existing lighting assemblies will be removed and salvaged by the City of Waveland prior to construction. Only the foundations are to be included in Pay Item 202-B178.

- Q4. Shouldn't there be pay items for Temporary Striping?
- A4. See upcoming addendum.
- Q5. This project has a 12 month Contract Time which will be very difficult to make let alone including burn-in as part of the contract time. The DMS has a 3 month burn-in and in order for it to start you will essentially have to be complete with the project. The ITS components will have to be complete 4 months before the contract completion date in order to allow for programming/integration and testing of ITS equipment. It will take 7-8 months to get the DMS structures. 12 weeks for shop drawings, 4 weeks MDOT approval, 12-13 weeks for fabrication. The Traffic Signals have cameras and network devices therefore all the Traffic Signal work will have to be complete which has a 60 day burn in period for the video detection. Can the burn-in be removed from the contract time or can more time be added? This project cannot be completed in the amount of time allowed and bidders will have to include liquidated damages in their bid if this is not changed.
- A5. See upcoming addendum.
- Q6. The note "ELECTRICAL DEMARCATION 1202/240V, SINGLE PHASE GROUND MOUNTED PEDESTAL, POWER SERVICE REQ'D" is found throughout the traffic signal drawings. Where the note is called out, is it required to install a new power service and power service panel? Also, what pay item should these costs be absorbed into?
- A6. Yes. The cost of this work will not be measured separately for payment, but shall be absorbed in other items of work.
- Q7. In the signal drawings, it shows the installation of new luminaries on existing mast arms. The cost of this equipment is usually absorbed into the mast arm pay item. In this case what pay item should the luminaire equipment be absorbed into?
- A7. The cost of this work will not be measured separately for payment, but shall be absorbed in other items of work.
- Q8. On the Table of Quantities, it shows Line Item #660-A002 Equipment Cabinet, Type A - Quantity of (1). However, there is no call out on the plans or any plan details of a Type A Equipment Cabinet. Where is this Type A Equipment Cabinet to be installed and what detail drawings are associated with this pay item?
- A8. See upcoming addendum.
- Q9. In regards to Line 0080 pay item 202-B178 Removal of Low Mast Lighting Assembly and Foundations, it appears that not all of the street light are end of branch circuits. Could the

contractor remove the light and foundation but direct bury splice the wires to keep the lighting circuit intact?

- A9. Reconnection of the lighting circuits will be completed by the Cities where applicable.
- Q10. Where, in the plans, does it show one-line diagrams for the electrical power service tie-ins? In the plans, sheet 3017 shows the block diagram for the communication runs. There should be an additional sheet showing a similar wiring diagram but for the power service runs (i.e. Electrical Runs/Voltage Drops/Transformer Cab to ITS Cab Runs etc.).
- A10. A wiring diagram sheet does not exist for this project. Refer to DMS-1, DMS-2, and DMS-3 for details on the DMS boards with power and communication to the DMS boards.
- Q11. In regards to the transformer rack denoted on sheet 3002, it is represented as a symbol with the letters "TR" within a box. On sheet 3028 it shows details of the (3) different transformer cabinets to be used throughout the project. The plans do not, however, specify which types or a location of where they are to be installed relative to each DMS system to be constructed. Where on the plans does it show the locations, at which, these transformers are to be installed?
- A11. Sheet 3002 is the ITS Legend and is for general reference only. Sheet 3028 is also a standard detail sheet. The plans show an electrical demarcation for the DMS board locations, but do not specify a transformer type. The type will depend on the power supplied by the local power company. The Contractor will need to coordinate with the power company during construction to determine the appropriate requirements for the electrical demarcation.
- Q12. Please confirm that reinforcing steel in 501-B007, 9" Pavement, is to be included in that line item and not paid in a separate bid item.
- A12. This is correct. There are dowel bars and tie bars that are paid separately, but all other reinforcing steel associated with the concrete pavement pay item is to be included in 501-B007, 9" Plain Cement Concrete Pavement, Drag Finish.