

Call 19 Overlay approximately 8 miles of US 11 from SR 590 to the end of state maintenance, known as Federal Aid Project No. NH-9396-00(014) / 107946301 in Jones County.

- Q1. There are pay items for removal but there are no plan sheets that indicate where this work occurs. Also, there is a sheet that has removal of traffic signal equipment but there is not a pay item for Removal. Also, there is not a sheet that shows where the signal work is being installed. There is a pay item for a type 7 signal head, but there is not plan sheet showing if this is replacing an existing signal head. Where are the vehicle loops, pull boxes, conduit wire and sensors being installed?
- A1. The removal of the existing traffic signal cabinet will be considered an absorbed item of work. The existing traffic signal cabinet at US 11 @ Sanderson Drive will be removed and replaced with a new traffic signal cabinet on a new foundation a distance of 19' to the southwest of the existing signal cabinet. One new pullbox will be installed 2' to the northwest of the new signal cabinet. One additional pullbox has been included to account for discovery of one damaged pullbox within the project limits. Conduit will be run from the power service pedestal, to the new cabinet, to the new pullbox, to an existing pullbox a distance of 30'. The existing northbound Type 1 signal head will be removed and replaced with a Type 7 signal head to accommodate phasing and video detection for a newly constructed northbound left turn lane. Video detection will also be installed for the westbound approach. New electrical cable will be run to the new Type 7 signal head and to the 7 existing Type 1 signal heads that are to remain in place. Vehicle loop assemblies have been included to cover loop detectors on US 11 mainline and side street approaches that become damaged during paving.
- Q2. 1.) Will there be any rail road prevision expenses needed to be accounted for due to the rail road spur crossing at station 244+00? 2.) I don't see it listed in Table 2, but will there be any milling necessary along the main line curb on the north end of the project? 3.) Will milling be necessary on the back side of the concrete islands? 4.) Will the intersection of US 11 and SR 29 be omitted from this project?
- A2. 1.) No. 2.) No milling will be required within the curb and gutter section. Milling will be performed on the north end of the project for tie-ins to local roads. 3.) No, milling will be done around the concrete island on the face of the radius and mainline side of the island. 4.) Yes.
- Q3. 1.) Will the milling areas at the bridge tie-ins and local roads fall under the 5 day cover up time? 2.) Will all the side roads get milled for tie-ins?
- A3. 1.) Yes. 2.) All side roads will get milled for tie-ins, unless otherwise directed by the Engineer.
- Q4. Is the existing video camera going to be reused for the Sanderson Rd. approach? Is the Driveway approach on recall or does the existing loop work or is it getting a new loop installed? If there is an existing loop, will the existing loop detector be reused?

- A4. Detection for the Eastbound (Sanderson Drive) approach operates on an existing detection camera that will remain in place. Detection for the Westbound (driveway) approach operates on an existing loop detector that will remain in place.
- Q5. What removal of debris method will MDOT require for item 202-B114 Removal of Debris from Pipe?
- A5. No particular method of removal is specified. However, the chosen method shall adhere to all Federal, State, and Local laws governing both removal and disposal of debris.
- Q6. Will the ultra-thin leveling lift require sawing and sealing the transverse joints?
- A6. No.