

Call 05 Pavement Restoration approximately 14 miles on I-59 from the Lamar County Line to the Jones County Line & from the Forrest County Line to 0.3 miles South of Moselle, known as Federal Aid Project Nos. IM-0059-01(121) / 107579301 & IM-0059-02(110) / 107579302 in Forrest & Jones Counties.

- Q1. The Special Provisions discusses Filler Aggregate to be used for as leveling after Rubblizing Existing Concrete Pavement. Under which Pay Item will this leveling material be paid for?
- A1. See addendum.
- Q2. During phase 5, the SMA 9.5 & OGFC performed under traffic. Will there be lane closure restrictions?
- A2. See addendum.
- Q3. Please provide clarification of the construction phasing for Segment 8B at the US 49 interchange. The sequence describes rubblizing during Phase 1 and Phase 2; however, based upon the typical sections for I-59 in this area, full depth reconstruction is required. Additionally, work areas on the ramps indicate full depth reconstruction at the ramp tie-ins to I-59. Note 7 on Sheet 158 states that no removal of existing pavement during Phase 1.
- A3. Please disregard Phases 1 & 2 for Segment 8B.
- Q4. Will the DOT provide the Contractors with the electronic files?
- A4. CADD files may be obtained upon award of the contract.
- Q5. **1.)** Sheet number 3008. The electrical demarcation is shown to be 120/240V but at the equipment cabinet there is a step down transformer shown. Is the transformer needed? **2.)** This is also shown on sheet number 3013 & 3014, 3017 & 3018 and 3022. **3.)** Sheet 3017 & 3018 could be correct with it showing a step up transformer at the electrical demarcation and a step down at the equipment cabinet but are the transformers needed.
- A5. **1.)** The demarcation is 120/240 but the design is to connect only 240V to the equipment cabinet rather than the split phase. This will drastically save on the amount of conductors needed to power the site. The step-down transformer (with center tap at the secondary) at the equipment cabinet will be utilized to convert the 240V single phase back to 240/120V (split phase). **2.)** The same design strategy applies to 3013, 3014, 3022. **3.)** The transformers are needed to manage the voltage drop on the conductors.
- Q6. The project includes extensions on 20 box culverts. The project plans and proposal do not include a pay item for temporary stream diversions. Please clarify?
- A6. See addendum.

- Q7. The overhead sign structure span lengths are not given in the plans. I understand the grade and span lengths must be verified by the contractor, however can MDOT provide estimated span lengths for bidding purposes?
- A7. No.
- Q8. Please provide locations for the installation of the High Friction Surface Treatment (Item 907-416-A001).
- A8. See Working Number TS-7, Sheet Number 15 of the plans.
- Q9. General Note 45 on Sheet GN-2 states that milled high friction surface treatment material shall become the property of MDOT. How is the milling of the high friction surface treatment to be paid?
- A9. It will be paid for under Pay Item 406-A002, Cold Milling of Bituminous Pavement, All Depths.
- Q10. The Smart Work Zone items equate to: * 6 months SWZ Operation * 54 un-mo Portable Queue Trailer (Qty 9) * 12 un-mo Portable CCTV Trailer (Qty 2) * 12 un-mo PCMS (Qty 2). There are also an additional 62 Each CMS that do NOT appear to be part of the automated SWZ. Is that correct?
- A10. Yes.
- Q11. Can steel casing pipe be used in lieu of 30" and 36" Class V RCP for the jacked or bored drainage pipe?
- A11. See addendum.
- Q12. What is the paving structure of the guard rail pads?
- A12. 1½" 9.5-mm, ST, outside the paved shoulder and will be placed on top of the crushed stone layer.
- Q13. 907-634-E001 Camera Pole With Foundation, 50' Pole: The specs say see plans for foundation size; however, I cannot find in the plans where the foundation size is called out. Please help point me in the correct direction.
- A13. Please refer to Notes 2 and 3 on Sheet Number 3026 in the plans.
- Q14. In regards to the clearing and grubbing pay item, summary of quantities note states "clearing debris shall be mulched on site, as directed by the Engineer, and used as temporary ground stabilization". Is the intent of this to be mulched and left in place where timber debris is mulched or to be stocked piled and utilized throughout the site for ground stabilization?

- A14. The intent is for the mulch to be used as temporary stabilization. The Contractor can utilize/stock pile the material as needed.
- Q15. 1.) The pay items 907-619-M2001-M3002 only calls for 6 months of services for the Smart Work Zone items. The project is expected to take approximately four years to complete. Will the Smart Work Zone items only be required for 6 months of the total project duration? Would queue detection and cameras only be needed for 6 months? 2.) The specification calls out for both Bluetooth Detection System (BDS) and Highway Advisory Radio (HAR) in the SP No. 907-619-9 but there are no pay items for these devices. Are these to be paid separately or are they included in another pay item? 3.) In regards to the pay item for Message Boards 907-619-E3001 there is a quantity of 62. Is this a correct total, and if so where will these 62 message boards be needed and will they all be needed for the duration of the project?
- A15. 1.) We are estimating 6 months as this equipment will primarily be used when work is taking place in the vicinity of the US 49 interchange. 2.) ~~They are to be absorbed in other pay items.~~ **Revised Answer:** There are no portable Bluetooth Detection Systems or portable Highway Advisory Radios required for this project. 3.) The quantity of 62 is based on the maximum number of CMBs that potentially would be required at one time.
- Q16. Working Number TS-7, Sheet 15 calls for High Friction Surface Treatment (HFST) scope on the project. Based on the typical section and stationing of the HFST, the quantities are roughly 6,000 SY on the project. However, bid quantities are stated at about 9,600 SY. Are there other locations on the project that need HFST?
- A16. The loops to US 49 are the only areas HFST is to be installed.
- Q17. Both below questions pertain to the electrical demarcation pole at the Terminal Drive exit. 1.) Sheet 3014 shows the 240V electrical demarcation pole to be on the North side of Terminal Dr. The existing PoCo distribution line is on the South side of Terminal Dr. Are we to assume that the overhead feed across Terminal Dr. will be: A.) PoCo distribution line with PoCo transformer on the North side OR B.) Will it be a 120/240V with the PoCo transformer on the South side? If 'B', please see next question. 2.) Sheet 3033, Note 2 says that the demarcation pole must be within 100' of power company pole. Referring to Sheet 3014, there is not a power company pole on the North side of Terminal Drive nor within 100' of the proposed demarcation pole. Please advise.
- A17. Based on discussions with the power company during the electrical design process, the power company stated that they will install a new transformer within 100 feet of the demarcation pole shown on the plans on the north side. The proposed pole shown on the plan sheet #3014 was shared and reviewed by the power company. The Contractor will be required to coordinate with the power company to get a new transformer installed as specified in the plans to provide 240V single phase electrical service.