

Call 01 Add 2 Lanes to I-55 from SR 463 to Gluckstadt Road, & Mill & Overlay approximately 0.77 miles on I-55 from Gluckstadt Road north, known as Federal Aid Project Nos. STP-0055-02(271) / 108168301 & STP-0055-02(275) / 108168302 in Madison County.

- Q1. May 20", 24" & 36" steel casing be utilized in lieu of RCP CV for items 603-CA022, 603-CA038 & 603-CA065 if the contractor submits design calculations stamped by a registered professional engineer with the following criteria considered: pH, Resistivity, Corrosion, Wall Thickness, Dead and Live Loads?
- A1. No.
- Q2. The plans for the bridges are not in the plan set when we download them.
- A2. A file issue has been resolved.
- Q3. does all the smart work zone items become property of the state once job is complete?
- A3. No.
- Q4. Plan Sheet TC-NAR identifies approximately 9,600 LF of 10-foot barrier and 1,900 LF of 20-foot barrier to be removed, stored, reused, and ultimately returned to the MDOT Shiloh Pit. The note references new barrier Pay Item 619-F001, which is not in the proposal. The proposal contains 619-F1001. Please clarify the following: **1.)** Please confirm that the plan reference to Pay Item 619-F001 should be 619-F1001. **2.)** Whether all existing sections are serviceable and approved for reuse. **3.)** The designated on-project storage location. **4.)** Who bears the cost of replacing unusable state-furnished sections? **5.)** Will the initial removal be paid as Remove and Reset 619-F2001 and final removal to the Shiloh Pit be in Pay Item 202-B061? **6.)** Whether barrier temporarily reset more than once is measured each time under 619-F2001? **7.)** Please clarify whether the existing bolts and connection hardware holding the concrete median barrier sections together are intended to be removed and reused. If the existing bolts are damaged, corroded, seized, missing, or otherwise unsuitable for reuse, under what pay item will the replacement bolts and hardware be measured and paid?
- A4. **1.)** Yes. See Addendum 1. **2.)** MDOT certifies that at the time of placement the sections were serviceable and if found not serviceable barriers shall be removed under 202-B061 Removal of Concrete Median Barrier, Precast. **3.)** This will be the responsibility of the Contractor to determine storage locations and approval by the Engineer means the location is not within clear zone or a safety issue. **4.)** If a section of the pre-cast concrete median barrier is deemed to be unusable by the Engineer, then use Pay item 202-B061 Removal of Concrete Median Barrier, Precast for removal and Pay Item 619-F1001 shall be used to replacement. **5.)** Yes. **6.)** Yes. **7.)** If a barrier hardware is missing or deemed to be unusable by the Engineer, then use Pay item 202-B061 Removal of Concrete Median Barrier, Precast for removal and Pay Item 619-F1001 shall be used to replacement.

- Q5. The traffic-control narrative divides the project into four segments and Phases 1A through 2H but does not clearly state which segments or phases may run concurrently. Can any of the segments and traffic phases may be constructed concurrently?
- A5. Any request by the Contractor to change plan phasing must be submitted to the Engineer for review. The proposed change shall not impact the safety of the traveling public, safety of workers/inspectors, and must comply with the MUTCD and Standards Specifications. Any approval of such a change in plan phasing shall be done with the understanding that any current or future increase in quantities or time delays as a result of deviating from original phasing will be the responsibility of the Contractor.
- Q6. Multiple traffic-control sheets refer to 618-A001, while the proposal and Special Provision 907-618-12 establish 907-618-A001. Please confirm that every plan reference to 618-A001 means proposal Pay Item 907-618-A001, Maintenance of Traffic.
- A6. That is correct. See Addendum 1.
- Q7. Pay item 907-618-M1001 - Service Patrol is listed in the bid form, but there is no 907-Special Provision provided in the Spec Book. Can you please provide the special provision for this pay item?
- A7. See Addendum 1.
- Q8. The smart work zone system appears to be broken down by project numbers 108168-301000 and 108168-302000 with 42 months shown on each project for a combined total of 84 months? Is this correct or should the total be 42 months?
- A8. **Revised Answer:** That is correct. It is broken down by project numbers. It is one system anticipated to run and remain in place for the duration of the project in both project number details and therefore is paid by the month in each project detail. **Additionally, the quantity is revised in Addendum 2.**
- Q9. Notice to Bidders No. 8133 prohibits lane closures during nearly all daytime periods. Will ingress/egress be permitted to access each phase through a shoulder closure without time restrictions?
- A9. Yes, however the Contractor will be required to develop and submit a design of work zone ingress and egress per note 2 on plan sheet TC-NAR, Sheet No. 192. This required plan will be reviewed by the Design Consultant to ensure all ingress and egress comply with the MUTCD and that construction vehicles, particularly those hauling material to and from the project, can safely decelerate from and accelerate into mainline traffic.
- Q10. Plan Sheet TC-NAR requires undercut and backfill to be a continuous operation, completely backfilled each day, with no undercut allowed without barrier. Please confirm whether all undercut shown or directed throughout the project must be performed and completely backfilled during the same shift.

A10. Yes, that is correct.

Q11. How will the 4,892 lf of Concrete Type IV Modified, 42" Height, Cast-in-Place Median Barrier that is installed on top of the coping for the special design walls be paid since it will not have the standard footer? Will it be paid at the same unit price without the footer?

A11. It is included in the quantity for Pay Item No. 615-A023 as footnoted in the Summary of Quantities sheets and Sheet No. 50 (Sheet ID EQ-3) and will be paid at the same unit price.

Q12. Notice to Bidders No. 8126 lists: • 221-A003, Concrete Paved Ditch • 606-D002, Guard Rail Bridge End Section The proposal contains: • 221-A001, Concrete Paved Ditch • 606-D022, Guard Rail, Bridge End Section, Type I Please clarify the specialty-item notice and confirm that 221-A001 and 606-D022 are the intended specialty items for purposes of calculating the subcontracted specialty-work percentage.

A12. See Addendum 2.

Q13. The proposal includes 6,300 hours of Work Zone Law Enforcement. Special Provision 907-618-11 makes usage subject to the Engineer's determination. Can you please provide the assumed allocation of 6,300 hours by operation or traffic phase?

A13. The quantity for Work Zone Law Enforcement is revised in Addendum 2 to be used as directed by the Engineer.

Q14. Plan Sheet TC-NAR, Sheet No. 192, states that temporary drainage costs will be absorbed under Pay Item 907-270-A001. The proposal includes Pay Item 907-248-A001, Temporary Site Drainage, and does not include 907-270-A001. Please confirm that all references in the plans to Pay Item 907-270-A001, Temporary Site Drainage, should be revised to Pay Item 907-248-A001.

A14. See Addendum 2.

Q15. The plans appear to require portable camera trailers equipped with one (1) PTZ camera and two (2) fixed-position cameras. Could MDOT please clarify the operational purpose and intent behind requiring this specific three-camera configuration?

A15. See Addendum 2.

Q16. Will MDOT accept the use of third-party probe vehicle data for calculating and displaying travel times in lieu of Bluetooth travel time sensors, provided the data meets the project's operational and performance requirements? We note that third-party probe data was accepted for travel time reporting on the I-20/I-55 Hinds County Joint Venture project and would like to confirm whether a similar approach will be acceptable for this project.

- A16. Yes, MDOT approved third-party probe data may be used for travel time messages and queue/incident warning messages. Probe data shall be provided such that data will be available through the SWZS and/or third-party vendor during the project.
- Q17. The plans reference 84 months of operational time for the Smart Work Zone items. Could MDOT please clarify how this operational duration should be interpreted? The advertised contract duration is 420 working days, and we would appreciate clarification on how the 84-month operational period relates to the contract duration and anticipated payment for these items.
- A17. See Answer 8.
- Q18. Please see questions below regarding the Smart Work Zone System. **1.)** Bluetooth Detection Systems, can this be supplemented with Probe Data to produce travel time vs Bluetooth detection systems if the sample rate of data is met? **2.)** CCTV, would the modem and sim cards be provided by Mississippi DOT? **3.)** Would these camera streams need to be managed on providers software for the project or are they to be streamed through the Mississippi DOT ATMS system? **4.)** Is it two cameras per trailer? **5.)** Is Highway Advisory Radio required? **6.)** Being a 2 lane highway, for the radar sensors do they need to be lane specific microwave radar or would doppler radar be sufficient? **7.)** Is the job to be set up in phases or all equipment outlined in the QTY's to be used at once? i.e 12 Smart Work Zone Portable Message Boards, 24 Smart Work Zone Portable Queue Trailers...?
- A18. **1.)** See Answer 16. **2.)** No, furnished by the Contractor. **3.)** Managed by Provider's software. (Camera stream will be made available to MDOT's Traffic Management Center.) **4.)** Two (2) PTZ cameras per trailer. See Addendum 2. **5.)** Highway Advisory Radios are not required for this project. **6.)** Doppler radar can be utilized in place of microwave radar. **7.)** All at once.
- Q19. **1.)** Is it MDOT's intention that for the bored jack or bored crossings (items 603-CA022, CA038 & CA065) that larger steel casings be utilized to accommodate the spigot end of RCP since there are no smooth bell and spigot RCP manufactures on the MDOT QPL list for 18", 24" & 36" RCP? **2.)** If this is the case can class III be utilized in lieu of class V? **3.)** Is there any requirements for the annular space between the steel casing and RCP?
- A19. **1.)** This is an allowable method of installation. **2.)** No. **3.)** It shall be grouted as per Section 603.03.9.3.
- Q20. Plan sheet SQ-7 note #8 indicates the COHU RISe 4220HD series or approved equal for the ITS PTZ camera. Authorized distributors indicate this camera is end of life. What are the approved equal(s)?
- A20. See Addendum 2.

- Q21. Item 619-F2001 Remove & Rest Concrete Median Barrier, Precast - 84,948 LF. with Item 619-F1001 Concrete Median Barrier, Precast only having 1,000 LF. This appears to be incorrect. Please verify.
- A21. General Construction Phasing Note 10 on Sheet ID TC-NAR (Sheet No. 192) describes the removal of the existing barrier for use on the project. This existing barrier will be removed and reset multiple times throughout the project, which is how the total remove and reset quantity of 84,948 LF was developed. The 1,000 LF of new temporary concrete barrier is an estimated quantity intended to replace any existing barrier that was damaged or otherwise unusable.
- Q22. Sheet no. 8038 shows a 1'9" "bump out" in back of bridge railing and sheet no. 302 shows a 1'0" "bump out" in back of railing on bridge end pavement. Is sheet no. 302 supposed to match the 1'9"?
- A22. No.
- Q23. Regarding the concrete type 4 modified 42 inch median barrier, what will be the spacing of drain slots with the modified barrier? Sheet number 6224 and 6225 show a minimum spacing of 10', what is the maximum, and are the slots to remain 2' wide x 6" tall?
- A23. The intent is 2' x 6" slots to be located every 10'.
- Q24. Sheet TS-18; 1. Please provide details and spacing on the "temporary drain pipe sags req'd." in the 42" type 4 Median Barrier Footing. 2. Detail in bottom left states "2.5" and var. additional footing depth req'd.", is there a chart showing where the additional 2.5" and var. footer height will be? 3. Detail in bottom left shows a detail for "1.5"x4.5" paving notch req'd", will this affect reinforcing steel detail in the footer? 4. How will item 6 "var. depth paved ditch" be measure for payment?
- A24. See Addendum 2.
- Q25. Please clarify if texture coating spray finish is required for the following: 1. Concrete Bridge end Barrier 43.5" 2. Concrete Pier Protection Barrier 54" 3. Concrete Type IV Modified, 42" Height CIP Median Barrier 4. Retaining Wall faces that are not covered
- A25. Yes.
- Q26. Can you please advise MDOT's requirement for the finish of the exposed portion of the concrete walls and or coating requirements?
- A26. See Answer 25.
- Q27. **1.)** Can the units for Clearing and Grubbing be changed from Acres to Lump Sum? **2.)** Can the material from Clearing and Grubbing be burned on site? **3.)** Can the material from Clearing and Grubbing be mulched in place?

A27. 1.) No. 2.) No. 3.) Yes.