

Call 05 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. does all the smart work zone items become property of the state once job is complete?
- A2. No.
- Q3. 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?
- A3. 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.
- Q4. 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?
- A4. 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.
- Q5. 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.
- A5. Yes, that is correct.
- Q6. 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?

- A6. 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.
- Q7. 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.
- A7. 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.
- Q8. 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...?
- A8. **1.)** See Answer 7. **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. **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.
- Q9. **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?
- A9. **1.)** This is an allowable method of installation. **2.)** No. **3.)** It shall be grouted as per Section 603.03.9.3.
- Q10. 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"?
- A10. No.

Q11. 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?

A11. The intent is 2' x 6" slots to be located every 10'.

Q12. 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

A12. Yes.

Q13. Can you please advise MDOT's requirement for the finish of the exposed portion of the concrete walls and or coating requirements?

A13. See Answer 12.

Q14. **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?

A14. **1.)** No. **2.)** No. **3.)** Yes.

Q15. Following Items in AASHTOWARE & PLAN QUANTITIES ARE DIFFERENT 1290 619-F1001 Conc Median Barrier Precast 1,000 LF vs 9,920 LF 1300 619-F2001 Remove & Reset Conc Median Barrier 84,948 LF vs 85,000 LF 1320 619-G5001 Free Standing Plastic Drums 847 EA vs 1,151 EA 1340 619-J1004 Impact Attenuator, 60 MPH 4 EA vs 6 EA 1350 619-J2004 Impact Attenuator, 60 MPH Replace Pkg 4 EA vs 6 EA Please clarify. Can send excel sheet with table.

A15. See Addendum 1.

Q16. For the Jack or Bored items. Since there are no smooth bell and spigot RCP manufactures on the MDOT QPL list which would be required for 18", 24" & 36" RCP jacked or bored. May 18", 24" & 36" steel casing be utilized in lieu of RCP C-V for items 603-CA022, 603CA038 & 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?

A16. See Answer 1.