

Date: January 11, 2019
Project: Beach Stormwater Outfalls Phase I – Solicitation #3160002662
Owner: Mississippi Department of Marine Resources
To: Prospective Bidders
RE: Response to Inquiries No. 1

Q1: Do you have enough money to build this project?

A1: Yes – MDMR has set aside adequate funding for the project, however, the owners estimate is not being published at this time.

Q2: Are there any specific parameters as to the size of footprint our work area must be confined to? Is there any sort of easement or are we restricted to a certain distance off of where the new pipe is going or where the old pipe is being taken out?

A2: There are no firm boundaries set for a “limit of work” restriction, however; the following should be noted:

- all areas disturbed by construction activities must be restored to their original condition by the contractor to the satisfaction of the engineer;
 - Contractor must be reasonable with laydown areas and keep tidy during the construction process. All laydown and equipment areas must be coordinated with the Sand Beach Authority and approved by the Engineer;
 - Full East/West access along the South face of the seawall (minimum 25 feet wide) must be maintained at all times for the Sand Beach Authority’s beach cleaning equipment to pass unfettered on a daily basis.
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Q3: Specification Section 01550 Construction Restraints – 1.02; Item number 9 – requires the contractor to secure the project area at all times to ensure public safety. What exactly does this mean? Are you talking about an orange barrier fence or a chain link fence around our operations? What specifically are you looking for?

A3: Securing the site must be accomplished to comply with all local, State and Federal requirements due to the highly visible and public nature of the Sand Beach. While a chain link fence may not necessarily be required to meet these requirements, means and methods for public safety compliance remains solely with the contractor.

Q4: Are there are restrictions on nighttime pours or nighttime deliveries to try to minimize the impact on Highway 90?

A4: Work hours are listed as 7:00 a.m. to 5:00 p.m., Monday through Friday, unless approved otherwise by the engineer. We fully expect weekend work and nighttime work – it just needs to be scheduled with the engineer so that appropriate notifications can be given to the City and all other interested parties.

Q5: Sheet C2.0 – Site Plan Holley Street – The drawing indicates the length of 8'x4' box culvert to be 168'. The note indicates the wave commencing on the North end of the customized precast transition. Sheet C2.1A indicates the wave commencing 10' from the North end of precast transition and Sheet C2.1B indicates the wave commencing at the North end of the precast transition. Depending on the starting point as indicated in these two drawings, there would be 5' to 13' of box culvert extending out past the end of the wave. Please clarify.

A5: All three WAVE sections (where precast panels begin & end) are typical in length at 155' from its southern most edge running northwards. At the Lee and Holley St. locations there will be junction box transitioning to the wave section. All knee walls stop at the 155' dimension. At the I-110 location the 8'x4' box culvert runs all the way from its southern most face to the overflow box. The knee wall stops at the 155' dimension. The 2'-0" thick slab and 1'-0" stone bed shall run the entire length of the box culvert and transitions down 8" to accept the overflow box. Slab transition will be addressed in #4 below. Clarifying details are attached in Addendum #1.

Q6: If the wave at Holley Street or I-110 location commences at a location other than the North end of the precast transition, is the knee wall to extend all the way along the 8'x4' precast sections?

A6: The knee walls run on each side of the box culvert for a length of 155'-0" at each location.

Q7: Please provide structural details for the overflow structures OS1, OS2, OS3 and OS4. The drawings seem to indicate these as precast but the sizes would prohibit these from being precast. Just wanted to be sure that the bottom slab is to be 8" and the rebar note for the walls (#5 @ 10" O.C. E.W.) is to be for the bottom slab as well. Any special requirements or detail for corner bars?

A7: Bottom and side reinforcing bars and thicknesses are the same (#5 @ 10" o.c.) Corner bars should be used if straight side bars are used to provide continuity at the corners. All necessary details including wall, top and base thicknesses are indicated as well as reinforcing size and spacing for cast in place structures to be built.

Q8: Is the 2' thick bottom slab to extend all the way under OS4 as the section on sheet C2.5 seems to indicate and, if so, please provide details for the transition.

A8: The base slab does extend under the overflow box (OS6) at the I-110 location only. As depicted on drawing C3.1 the 2'-0" dimension steps down 8" at the south face of the overflow box. The top mat of rebar in the 2'-0" slab shall be terminated 3" prior to the step down and a separate top mat shall be placed in the 1'-4" section under the overflow box. All standard clearances shall be adhered to. The bottom mat in the 2'-0" slab shall remain continuous and run the entire length of the slab as shown.

Q9: Items 11-16 on the bid form – are these unit price items to include the stone base, 2' concrete slab, and all other related work to installing the precast box culvert as shown in the plans?

A9: No – all unit prices are for the specific line item to be purchased and/or installed in accordance with the contract documents.

Q10: Culvert Cross Section on sheet S2.0 indicates that the Geogrid extends beyond the bottom of the stone base and wraps the side, extending over the top of the stone by 4'. Spec section 02700 – 3.02D states, "The geo-synthetic material should extend at least 4 feet beyond the end and sides of the rock placement and then be wrapped over the rock base before placement of concrete." This differs from what the section detail indicates. Please clarify.

A10: The wrap extension over the top of the stone shall be can be 4' per the detail.

Q11: Sheet C3.0 indicates #57 stone base under box culvert slab / Sheet S2.0 indicates #67 stone base under box culvert slab. Please clarify.

A11: Any reference to #57 stone within the contract documents shall be changed to #67 stone.

Q12: Have there been any date/time changes to the advertised bid date on 01/17/2019 at 2:00 PM CT?

A12: No.

Q13: Do you have a copy of the Pre-bid Sign In Sheet available?

A13: Please see attached.

Q14: Have you issued any addenda for this project? Can I ask a copy?

A14: Addendum 1 is attached.

Q15: It is of our opinion after discussion with the precast supplier that an alternative detail be considered for the detail 3/S2.0. Instead of using an embed anchor plate with the threaded steel anchor rod, utilize a Lenton "Form Saver" in the precast panels at spacing as required and rebar dowels into the top slab over the 8'x4' precast box. Also, in order to provide the structural "locking in" of the precast panels, a dowel bar should be installed between the two sections of the top slab to hold them together. Otherwise, the slabs could slide apart under heavy lateral loads since they are not shown to have any rebar extending through the joint.

A15: Alternative details for the anchorage of the precast will be considered as long as the proposed alternate is structurally equivalent to Detail 3 on Sheet S2.0 and acceptable to the structural engineer.

Q16: By any chance, do you have the Plan Holders or Bidders List for the project? If none, how about the Pre-Bid Meeting Attendance Sheet? Is it possible to request for a copy? Also, is there any addendum for the project? Can I request for a copy?

A16: See Attached

Q17: Can the parking bay at Holley Ave be temporarily closed for use as an unloading and staging area?

A17: The parking bay may be closed temporarily for unloading and staging during unloading. All closures must be coordinated and approved by the Owner and Engineer. Extended closures will not be permitted. All areas disturbed by construction activities must be restored to their original condition by the contractor to the satisfaction of the engineer

Q18: Can the east end of the parking area at the lighthouse park be temporarily closed to facilitate access to the I-110 site?

A18: The east end of the parking area may be closed temporarily for unloading and staging during unloading. All closures must be coordinated and approved by the Owner and Engineer. Extended closures will not be permitted. All areas disturbed by construction activities must be restored to their original condition by the contractor to the satisfaction of the engineer

Q19: Can the grass area between Hwy 90 and the walkway to the east of the lighthouse parking be used to access the I-110 site?

A19: On a case by case basis this area may be approved by Owner and Engineer for use. All areas disturbed by construction activities must be restored to their original condition by the contractor to the satisfaction of the engineer

Q20: Can you provide a detail or provide the requirements for the mechanical joint restraints on the precast box culverts?

A20: See Section 02720 for joint requirements
