

The grading, drainage, construction of a concrete Bulb-Tee beam bridge, retaining walls and paving on U.S. 78 (S.R. 4) from the Mississippi State line (L.M. 0.00) to south of Shelby Drive (L.M. 1.48).

Questions

- 1. Will MLGW do partial acceptance?**
 - a. MLGW will consider it.
- 2. Temporary signal hook-ups are usually a slow process, how does MLGW plan to mitigate this problem?**
 - a. MLGW will push their lighting department for a faster turnaround on design
- 3. Does MLGW anticipate service interruptions?**
 - a. Yes service interruptions are anticipated, but they will only be temporary and will be planned and communicated with customers.
- 4. Will MLGW provide inspectors throughout the project?**
 - a. Yes, MLGW will provide inspectors, but they are unsure how often. MLGW will meet with TDOT to better determine timeframes.
- 5. Has MLGW calculated their service connection costs?**
 - a. MLGW will attempt to ensure this is done prior to bid.
- 6. What will the typical submittal process be?**
 - a. Submittal process will be the same as any other in-contract utility.
- 7. Is this project Buy America?**
 - a. Yes, this project has SP106A.
- 8. Who will provide the signal timing?**
 - a. Fisher & Arnold, the designer, will discuss this with TDOT
- 9. With this being a compacted in place job, what will the contractor do if they encounter a need to remove full depth asphalt or concrete? Will it be incidental?**
 - a. Yes, it will be considered incidental.
- 10. Will the contractor leave the existing roadway at any point?**
 - a. Only at the tie-ins.
- 11. Will TDOT pay for partnering between contractor, utilities, and TDOT?**
 - a. TDOT will discuss this internally.