RFP Design-Build Questions & Answers

Interstate 55 Bridge Preservation
DeSoto, Tate, and Panola Counties, Mississippi
Project Numbers: DB/IM-9999-02(253)/106720-301000, 302000, 303000

RFP questions received as of February 15, 2016:

2. **QUESTION: Please confirm that the one inch vertical by twenty-five foot horizontal taper detailed in Technical Requirement 15.4.1.4 (6) will be excluded from the Profile Index Value determination.**

   ANSWER: Correct. An addendum will be forthcoming.

3. **QUESTION: With respect to "all loose and delaminated deck patches and concrete," all "cracks in the sides and bottom of the box girder" and all "spalls in the bottom of the box girder" on Bridge #272.9A and Bridge #272.9B, will MDOT establish a base line quantity for the Contractor to use in preparation of his estimate?**

   ANSWER: No, an addendum will be forthcoming, and an additional Informational Document has been added in ProjectWise.

4. **QUESTION: In as much as northbound traffic counts are higher in the morning than southbound and southbound traffic counts are higher in the afternoon than northbound, will MDOT consider revising NTB No. 6004 DB, Lane Closure Restrictions, to eliminate the morning restriction on southbound and the afternoon restriction on northbound?**

   ANSWER: Yes, an addendum will be forthcoming.

5. **QUESTION: The RFP states in section I. INTRODUCTION, under General Description of Work, paragraphs two and three, ". . . . . Design shall meet all appropriate specifications including, but not limited to . . . AASHTO Standard Specifications for Highway Bridges, FHWA Seismic Retrofitting Manual for Highway Bridges, . ."**

   Given that this project lies within a SPC B region, is the RFP instructing the proposers to analyze the existing structure to determine the appropriate seismic horizontal loads required by the AASHTO Standard Code and/or the Retrofitting

Manual for the design of the anchor bolts at the replacement bearing locations? Does the design of the new anchorage at the replacement bearings need to meet the minimum seismic loading or can the replacement anchorage be designed for conventional lateral loads such as wind, thermal, etc.?

ANSWER: Design of bearings and bearing anchors shall be in accordance with the AASHTO *Standard Specifications for Highway Bridges* – 2002, in accordance with Section 15.2 of the Technical Requirements in the RFP.

6. **QUESTION: Is the RFP instructing the proposers to leave in place the retrofitted bearing build-up details for Pier III of the Coldwater River?**

   ANSWER: Yes. Please refer to Notice to Proposers No. 2618 DB for specific repairs to be performed at each bridge.

7. **QUESTION: The existing bridge deck surfaces at both Coldwater River bridges are extremely irregular with a very high number of voids caused by aggregate popouts. Special Provision No. 907-410-10 DB High Friction Surface Treatment (HFST) Section 03.2.1 discusses the application of the polymer binder to 60 mils above the pavement surface. Virtually all of the polymer binder used in a normal 60 mil HFST application will go to filling the voids in this particular case with almost none left for the buildup of the HFST itself. Is it MDOT's intent for the Contractor to apply as much additional polymer binder as necessary to fill these voids and then apply the 60 mils that point?**

   ANSWER: No.

8. **QUESTION: NTB No. 6006 DB states that the Department supplied RAP must be returned to the Senatobia Maintenance Facility after use in the crossovers indicating that at least the pavement structure of the crossover must be removed, but can the embankment material that does not impede drainage be permanently grassed and left in place?**

   ANSWER: No, an addendum will be forthcoming.