

Melinda McGrath
Deputy Executive Director/
Chief Engineer

Brenda Znachko
Deputy Executive Director/
Administration



Larry L. "Butch" Brown
Executive Director

Steven K. Edwards
Director
Office of Intermodal Planning

Willie Huff
Director
Office of Enforcement

P.O. Box 1850 / Jackson, Mississippi 39215-1850 / Telephone (601) 359-7700 / FAX 601) 359-7732 / GoMDOT.com

August 27, 2009

All Shortlisted Responders

ADDENDUM 1
IM-0059-03(091) / 105448301 & 302

Lauderdale & Newton County

Dear Sir or Madam:

Please attach to and make a part of the proposal assembly the attached sheets:

Replace Proposal Sheets 2 & 223 with same. Also attached is Sheet 2 of Section 905 – Proposal (Addendum No. 1), this sheet should be substituted for similar sheet now in the proposal.

Kindly acknowledge receipt and attachment of the proposal sheets by signing below and returning this letter.

Yours very truly,

B. B. House, P.E.
Contract Administration Engineer

Contractor

By _____

Date _____

- I-59 Northbound over a relief channel near mile point 148.4
(FEMA Regulatory Floodway)
- I-59 Northbound over a relief channel near mile point 148.5
(FEMA Regulatory Floodway)
- I-59 Northbound over Okatibbee Creek near mile point 149.0
(FEMA Regulatory Floodway)

The above noted Okatibbee Creek Bridge shall be, at a minimum, three (3) twelve foot (12') lanes with required shoulder widths.

The Project may include bridges on I-20 in Lauderdale and Newton Counties that will be widened to improve the bridges to the current roadway standards. MDOT intends to maximize the number of bridges to be improved as part of this Project. The proposed bridge locations that may be part of this Project are:

1. I-20 over Cow Creek near mile point 126.8
2. I-20 over Tallahatta Creek near mile point 124.5
3. I-20 over Tonacana Creek near mile point 121.2
4. I-20 over Mt. Pleasant Church Road near mile point 119.7

(Note: Each location includes both eastbound and westbound bridges. The priority of the construction of bridges on I-20 will be from east to west.)

Work within the Project limits includes, but is not limited to:

- Bridge widening.
- Remove existing joint armor and rehabilitate joints on existing bridges.
- Mill and inlay full width of I-59 and I-20 traffic lanes within the construction zone a minimum of the final surface course thickness. The construction zone for the mill and inlay shall be defined as that area bounded between the I-59/I-20 merge and the western edge of the Okatibbee Creek Bridge near mile point 149.0, including the existing I-59 ramp beginning at the point of the proposed widening through the I-59/I-20 merge area. Failed areas in the pavement shall be rehabilitated prior to inlay. For all other bridge sites on I-20 west of the I-59/I-20 merge, the mill and overlay shall be limited to 100 feet in advance of the existing guardrail to 100 feet beyond the end of the bridge.
- Install necessary embankment material.
- Install new guardrail approaching the bridge, as required by design.
- Within the Project limits and those areas disturbed by the Contractor:
 - Restripe the shoulder lines.
 - Restripe the centerline to match the existing centerline spacing.
 - Install new pavement reflectors.
- Perform grassing per the Mississippi Standard Specifications for Road and Bridge Construction.

SECTION 13.0 – ROADWAYS AND PAVEMENTS

The minimum embankment slopes, outside of the clear zone, will be constructed using normal 3:1 slopes unless flatter slopes are determined to be necessary from the geotechnical investigation performed in accordance with MDOT SOP TMD-20-14-00-000. Embankments will be constructed with suitable material acquired from either onsite excavation or hauled from offsite borrow pits or a combination of both. Embankment material shall be placed and compacted in accordance with the contract documents.

Safety barriers shall be used to protect motorists from obstructions.

The Contractor shall perform excavation (and undercut, if necessary) of the roadway, side slopes, ditches and channels, structures, and all other items necessary for the construction of this Project. Excavation shall include all materials above the subgrade (and undercut, if required) and the disposal of all materials not suitable for re-use in construction.

The Contractor shall be responsible for locating and obtaining all borrow material required for this Project, including all approvals, permits, and fees required for obtaining and hauling the borrow material.

Grading of excavated areas, embankments and other areas disturbed by construction shall meet all erosion and sedimentation control requirements.

13.6 Pavement Selection

Proposer shall design and construct full-depth Hot Mix Asphalt Pavement (HMAP) sections for I-59.

Design Life

All mainline I-59 pavements shall be designed to have a 20-year design life (base year 2011), for purposes of pavement design, on equivalent 18,000-pound single-axle loads. Newly constructed shoulders in the widened sections shall be designed to provide an equivalent pavement section as provided on the mainline. All other shoulders should be designed as required to accommodate traffic control phasing or re-construction to the minimum extent needed in other areas of the project.

Following is the design traffic data for I-59.

Year	Projected ADT	Average 18 KIP Axle Loads per 1,000 Vehicles		Cumulative Thousands of 18 KIP ESALS From Base Year
		Flex		Flex
2009	37,000	1,260		0
2019	46,000	1,260		40,274
2029	57,000	1,260		90,353
Design Year Data				
Year	DHV	D (% of ADT)	Trucks (% of ADT)	
2029	5,700	55	38	

Design Requirements

The pavement structure design will be based on subgrade data developed through Proposer's geotechnical investigation to be conducted in accordance with MDOT SOP #TMD 20-14-00-000, design traffic data provided, AASHTO Pavement Guidelines, MDOT design policy, specifications and standards.