

Extension of I-59/I-20 Merge Lanes and
I-20 Bridge Widening Project
Lauderdale and Newton Counties, Mississippi

Project No. IM-0059-03(090)/105448301

QUESTIONS RECEIVED AS OF AUGUST 20, 2009

- 1. Will the end of the new northbound I-59 taper from three lanes to the existing two lane section end opposite the location where the existing southbound taper starts from two lanes to three lanes?**

Yes

- 2. On page 2 of 13 of the RFP it states " The shoulder shall be a minimum of 6" of Class 5, Group C granular material (base) and minimum of 5" of HMA"; can crushed stone be substituted for the granular material base?**

MDOT would consider substitution of a crushed stone base for the granular material as long as the substitute material has equal or better strength and drainage properties to the Class 5, Group C Granular Material. However, this statement regarding the shoulder will be deleted from the RFP in an upcoming Addenda. See Question No. 4 additional direction.

- 3. At most of the bridge sites a drain outlet is in place, none of the as-builts show this feature; what's the purpose and must they be replaced when widening the bridge end slabs?**

Drain outlets provide for surface drainage to exit the end of the bridge. All drainage outlets need to be replaced.

- 4. In the Technical Requirements, Section 13.6 (page 223); the design life states " All mainline I-59 pavements, including shoulders, shall be designed to have a 20-year design life"; what ADT should be used for the shoulder**

design? Nothing in the current MDOT design policy addresses this question.

Section 13.6 of the Technical Requirements will be modified by Addenda to clarify the intent. The intent is that all mainline I-59 pavements shall be designed to have a 20-year design life. The shoulders should be provided with an equivalent pavement section as the mainline.

- 5. In reference to Exhibit 3 - Bridge Joints, will the armored joints be removed by MDOT employees or by the contractor?**

The armored joints will be removed by the Contractor.

- 6. We propose to consider adding new lanes to the median side east of the existing bridge over Okatibbe Creek. The existing superelevations which we must tie to at the EOP do not meet New Construction criteria as per your instructions. We will also be required to use less than New Construction superelevations to align with the existing median barrier and roadway. Will this be acceptable?**

All proposed improvements must meet the criteria described in the RFP documents. Design Exceptions will be considered on a case-by-case basis. Design exceptions will not be granted prior to proposal and will only be granted upon submission of adequate data and design drawings documenting the reasons for the design exception.