

**IMPROVEMENTS TO INTERSTATE 55
Lincoln and Pike Counties, Mississippi**

**Project Numbers:
DB/IM-0055-02(226)/105444-303
DB/IM-0055-02(226)/105444-304**

Answers to questions received as of 5/21/13

- 1. Question: Is there any soil boring information available on the bridge site? If so, will MDOT make it available?**

Answer: The RFP contains all available geotechnical information.

- 2. Question: In regard to the embankment of the loops on the Hwy 24/98 intersection, is it allowable to remove the pavement and any soil stabilization, then grade the site to drain using the existing storm drainage, or will the Contractor be required to remove the entire amount of the embankment?**

Answer: The Contractor is required to remove the entire embankment of the interchange loops as shown on page 42 of the RFP.

- 3. Question: The RFP states the Contractor is supposed to remove and replace the non-integral bent bearing assemblies. Does this include the rocker expansion bearing assemblies on I-55 over Hwy 24/98?**

Answer: Yes. These items are to be replaced as shown on page 42 of the RFP.

- 4. Question: Is the superstructure types listed in section 15.3.1 item 1. a complete list of acceptable types?**

Answer: Yes.

- 5. Question: Section 904 – Notice to Proposers No. 2618DB provides for either raising the I-55 travel lanes or lowering SR 24 to provide the vertical clearance requirements. In the Technical Requirements, the table in Section 13.7 gives the design ESALs for I-55 mainline and the ramps at SR 24. What is the design ESALs for SR 24 if the proposer determines that lowering SR 24 is the best option?**

Answer: An addendum will be issued to add the following information:

- The 20-year design for SR 24 shall be based on 7,602,000 18-KIP ESALs (from base year).
- The 35-year design for SR 24 shall be based on 23,513,000 18-KIP ESALs (from base year).
- The minimum asphalt thickness for new construction on SR 24 will be 6 inches.
- The minimum concrete thickness for new construction on SR 24 will be 8 inches.

6. Please provide the following information for SR 24/US98:

- **Geopak GPK file**
- **Existing topography dgn files**
- **Existing surface *.tin files**
- **Survey data files**
- **Horizontal and Vertical alignment dgn files**
- **Survey control data files**
- **Existing utility dgn files**
- **Cross sections**
- **Input files for cross sections**
- **Geopak projdbs files if no cross section input files**

Answer: All available information has been posted on the website.

7. Section 15.3.1 states that shallow-depth square precast-prestressed concrete girders with a cast in place concrete deck will be allowable at the Little Tangipahoa River site. What is the minimum deck thickness allowable?

Answer: An addendum will be issued to answer this question. The first bullet on page 362 of the RFP will be revised as follows:

“Shallow-depth square precast-prestressed concrete girders with an 8” minimum cast-in-place concrete deck (Little Tangipahoa River site only),”

8. What are the pavement design requirements for SR 24 if the contractor chooses to lower the existing roadway?

Answer: See question #5.