<u>RFP Design-Build Questions & Answers</u>

Improvements to Interstate 59
Pearl River, Forrest, and Lamar Counties, Mississippi
Project Numbers: DB/IM-9999-06(016)/106594-301000, 302000, 303000

RFP questions received as of November 18, 2013:

1. **QUESTION: Will the proposer be responsible for upgrading the guardrail on the existing facilities which are bridged by I-59 within the project limits?**

   ANSWER: No, the Proposer will not be responsible for upgrading the guardrail on the existing facilities bridged by I-59 provided that the guardrail is not damaged or removed during construction and that the deflection distance behind the guardrail is not reduced by construction. If the guardrail is damaged or removed or the deflection distance is reduced, the guardrail must be upgraded to current standards. An addendum will be forthcoming.

2. **QUESTION: There are control boxes on Site #8 within the ROW. Does the RFP have any special requirements at this location?**

   ANSWER: No.

3. **QUESTION: What are the limits of riprap placement at the end bents?**

   ANSWER: Page 331 of the RFP states that "Unless specified otherwise, slope protection for the abutments and piers shall match the type and thickness of the existing protection as a minimum." Furthermore, it states that "The determination of riprap revetments shall be based on the FHWA Publication *Bridge Scour and Stream Instability Countermeasures*, Hydraulic Engineering Circular No. 23 (HEC-23). Further requirements shall be the FHWA Publication *Design of Riprap Revetment*, Hydraulic Engineering Circular No.11 (HEC-11)."

4. **QUESTION: For the interior bents at Little Black Creek, are double pile bents with a nose pile required at all interior bents or just the main river piers?**

   ANSWER: Page 338 of the RFP states the following:

“Interior Bents for I-59 over Little Black Creek shall be widened using either of the following methods:

• Drilled shafts with concrete caps not connected to the existing hammerhead piers.

• Double pile bents (without brush deflectors) with concrete caps and a nose pile located at each outside end of the widened portion of the cap. Widened portions of the cap shall not be connected to the existing hammerhead piers. Piling may be prestressed concrete type or concrete encased steel H-Piles.”