

PROPOSED IMPROVEMENTS TO STATE ROUTE 9

From US 278/State Route 6 near Pontotoc to US 78 near Sherman
Pontotoc County, Mississippi

State Project No. SP-2833-00(004)/105094-101000

QUESTIONS RECEIVED AS OF JANUARY 14, 2011

1. Will MDOT post the technical scores for the shortlisted contractors on the SR-9 Design Build project?

MDOT has posted the shortlisted Proposers who are to receive the Request for Proposals (RFP) for the SR 9 Design-Build Project. These Proposers were shortlisted based on technical scores they received on the submitted Statement of Qualifications. MDOT will not post the technical scores on Statement of Qualifications and these score will not be used in the scoring of the Proposals submitted in response to the RFP.

However, technical scores based on the submitted Technical Proposals during the RFP stage will be made public at the bid opening.

QUESTIONS RECEIVED AS OF FEBRUARY 1, 2011

2. Ongoing slope stability and settlement analyses were referenced in the January 14, 2011 Bridge Site Investigation Report by Soil-tech Consultants. When will these reports be available and are they pertinent to the bridge sites only or do they relate also to significant cuts and fills?

The report for the Bridge Site Investigation was marked "Preliminary" and did not include the slope stability and settlement analysis at the time of publication. It is anticipated that this information will be available by February 15, 2011 and will be reissued in an Addendum to the final RFP package. The stability and settlement analysis for this report will only be for the bridge sites, ~~the stability and settlement analysis for the significant cuts and fills was included in the roadway geotechnical report.~~ (see revision, Question 34)

3. Is the fuel escalation going to be part of this design build contract or is it going to be a lump sum bid? The fuel escalation clauses are included in the draft proposal.

Fuel and Material Adjustments will be included in the contract as per NTP 2858 DB.

4. The incentive / disincentive clause is included in the draft RFP. Is this going to be part of the contract?

Incentive / Disincentive will be included in the contract.

5. Section 907-108.03.1.6, General Requirements Regarding Schedules, states "All schedules shall be created, updated and provided in the most current version of Primavera Project Planner (P3)." Primavera, which has recently been acquired by Oracle, has not provided significant updates to P3 since 2001 and has recently ceased sales of P3 and SureTrak. There have been published reports that Oracle Primavera will cease providing support for P3 by December 2011, a full year before the desired completion of this project. P3 is not compatible with the latest 64 bit operating systems and suffers serious performance issues with 32 bit operating systems. The current scheduling package provided by Oracle Primavera is Primavera Project Management (P6). Should this statement be changed to the most current version of Primavera Project Management (P6)?

The noted statement should read "All schedules shall be created, updated and provided in the most current version of Primavera P6 Professional Project Management."

6. The same section defines the requirements of the tabular reports as including "Detailed Predecessor" and "Detailed Successor." Please define these terms. Are these the driving predecessors and successors or all predecessors and successors?

Tabular reports are to include the Activity ID, Activity Description, and Type of Relationship details for all predecessors and successors of each activity listed in the network diagrams.

7. The following files are referenced in the draft RFP: Pontotoc.sid and SR 9_SOUTH.sid. Will MDOT provide these files?

These files will be provided in the Final RFP release.

8. The RWD600 (approved project design criteria) does not appear to be in the RFP package. Will MDOT provide this information?

The approved project design criteria are contained in Section 13.0, Roadways and Pavements, of the Technical Requirements.

9. An introductory letter is not requested by MDOT. Can one be provided and if yes, will it count against the 50 page limit?

The final RFP will be modified to state that an introductory letter may be included (limit 2 pages) and that it will not count toward the 50 page limit.

10. The scoring of 100 points of the Technical Proposal does not specifically cover Section I – Executive Summary, Section II – Project Scope, Section IV – Construction Work Plan, Section V – Key Individuals, Section VI – Organizational Conflict of Interest. Are these sections evaluated as part of the scoring criteria?

These items will be evaluated as part of the Compliance with the RFP Requirements.

11. At this time, what is the anticipated date the Commission will execute a Memorandum of Agreement with the Mississippi Development Authority for funding of this project.

It is anticipated the Memorandum of Agreement with the Mississippi Development Authority will be executed on or before June 1, 2011.

12. What will be the required geotechnical scope of services (field investigations, analysis, design) if a Proposer provides a revised bridge design from the 100% MDOT bridge plans?

For a revised bridge design, the Contractor will be responsible for the development of any additional geotechnical investigation and/or analysis needed to satisfy the requirements of the bridge design and the requirements of Section 10 of the Technical Specifications.

13. At this time, what is the anticipated date the Commission will acquire all environmental permits for work within the right-of-way?

It is anticipated the Commission will complete all environmental permits for the work within the right-of-way by March 2011.

14. At this time, what is the status of the right-of-way acquisition (by parcel)? If all parcels are not expected to be acquired by construction NTP, will the Commission ask the Proposers to add right-of-way acquisition services to the project scope of services at any point prior to the date of Technical Proposal submittal date?

A status of the right-of-way acquisition (by parcel) will be published with the final RFP document. The Commission will complete the Right-of-Way acquisition for the right-of-way it has defined as needed for the project. MDOT does not intend to ask the Proposers to provide right-of-way acquisition services. However, if the Proposer determines that additional right-of-way is needed to fit the Proposer's design, then the Proposer will be responsible for the acquisition of the additional right-of-way needed for its proposed design.

15. At this time, are there any other environmental permits anticipated in addition to those listed in the Environmental Assessment?

No.

16. Can you provide a definition or qualify what specifically constitutes when a Technical Approach Modification submittal is required?

A Technical Approach Modification (TAM) is an opportunity for the Proposer to request a "design variance" through the submittal of a proposed "alternative specification" and to receive a response from MDOT prior to submittal of their final Technical and Price Proposals. The TAM process is intended to remain "confidential" in that no information submitted will be shared with other Proposers. MDOT is required to share final responses to all questions received, so it is proposed that all TAMs be phrased such that a Yes or No answer will be provided and published. If additional information, or clarification, is required, MDOT may request the Proposer to submit additional information so that it is clear what question the Proposer is requesting.

17. RFP states that all known existing utilities will be relocated by the Commission. At this time, what is the status of each utility relocation and what are the planned completion dates by each utility owner? In order for Contractor to meet the requirements of Technical Requirements – 7.0 UTILITIES, Proposers will need additional information for existing utility locations and proposed utility relocations well in advance of the technical proposal submittal date. Can additional information be provided at this time and subsequently as it becomes available?

A status of the utility relocation will be published with the final RFP document.

18. Technical Requirements – 7.0 UTILITIES – It states that the Contractor will locate all utilities on the as-built drawing for the project. What level of accuracy is expected by the Commission (including both utilities relocated prior to Contractor NTP and those after)?

Contractor may utilize as-built plans provided by utilities for all utilities relocated prior to NTP. This information should be included in the Contractor's final As-Built Plans. Contractor shall field verify by visual inspection all utilities relocated after NTP for this project.

19. Technical Requirements – 7.0 UTILITIES – It states that the Contractor will perform “Extra Work” upon coordination with the Commission, if an unknown utility requires relocation. What is the intent of this provision? Specifically, does the work include design and construction of any existing utility, no matter type or owner? How will any additional time be determined for the Contractor in this case?

The intent of this provision is to allow for the relocation of an unknown utility in the most expedient manner. Contractor's responsibility are described in Section 7.0 of the Technical Specifications. An unknown utility that requires relocation will be considered as an “Allowable Adjustment” under Section III. Contract Price/Contract Payments of Section 902. Potential time adjustment will also be considered under the terms of that section.

20. Are right-of-way markers required to be provided by the Contractor for this project in accordance with Supplemental Condition 907-617-2 Right-Of-Way Markers?

Yes.

21. There is a discrepancy between earthwork quantities listed on the plan sheets versus what is listed in the summary. Can you clarify?

The quantities listed on the plan sheets were very preliminary and have been updated as reflected in the summary of quantities. The Proposer should calculate quantities as needed for the proposed design and as will be included in the Schedule of Values.

22. What level of detail or information does MDOT intend to publish on the website for a team's submittal(s) of Technical Approach Modification (TAM)?

As stated above, MDOT will not publish the submitted TAMs (that information will remain confidential). The only information published will be the response Yes or No.

23. The latest version of Primavera Project Planner is P6, but the RFP refers to P3. Will MDOT require that P3 be used, or will P6 be allowed?

The noted statement should read “All schedules shall be created, updated and provided in the most current version of Primavera P6 Professional Project Management.”

24. If Hazardous Materials are found on the project will MDOT sign all manifest and accept generator status?

No, refer to Section 907-107.25 of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction.

25. Section 907-107.14.2.2 (b) Please clarify “Regular Contractor’s Liability, including subcontractors,...” Does this mean Contractor to insure subcontractor, or do you mean subcontractors carry same type and amount of insurance, or do you mean our General Liability insurance policy must provide protective coverage for the Contractor in case of claims against the Contractor arising out of subcontractors negligence?

The section quoted above applies to Railroad Protective, however, there are no railroads on this project, thus this section does not apply.

26. 907-107.14.2.3 requires professional liability insurance with limits of \$3 Million each claim and \$5 Million aggregate. Since Contractor is not performing design will MDOT allow our lead designer to evidence on our behalf?

~~No, however, a “Design-Build” Policy which provides coverage for both the Contractor and the Designer can be provided.~~

~~No, however MDOT will accept evidence from the contractor of professional liability insurance for any professional engineering firm performing services for the contractor as long as MDOT is named an additional insured.~~

See question and answer #62.

27. In a previous meeting MDOT stated that there would not be a “Petroleum Products Base Prices” or index for this project, on page 57 it states that there is one. Please clarify.

A Fuel and Material Adjustments will be included in the contract as per NTP 2858 DB.

28. On pages 292 and 293, Section VI, A-C refers to “Warranty”. How does this section relate to the Special Provision No. 907-403-10 DB on

page 151. Does the two year period mentioned in A & B run consecutively with the seven year maintained asphalt period (one is under a partial maintenance release and the other is under a full release of maintenance)? Please clarify.

The Warranty on pages 292 and 293 refer to overall project (all inclusive of construction). The asphalt warranty on page 151 is specific to the asphalt pavement. The pavement warranty will begin on partial maintenance release and the full project warranty will begin on the full maintenance release. The two warranty periods are independent and may run concurrently.

QUESTIONS RECEIVED AS OF FEBRUARY 4, 2011

29. On Page 16 of Draft RFP under Selection of Contractor it states: "The Proposal Review Committee will score the Proposals according to the evaluation criteria. Upon approval of MDOT Executive Director and immediately prior to the opening of Volume 2, MDOT will notify each Proposer of all Technical Scores." Will Proposers receive all Technical Scores prior to turning in Volume 2 Contract Price Proposal on May 9, 2011 10:00 A.M. Central Time? If so, how much time prior to the 10:00 A.M. time?

The Technical Scores will be made public after the submittal of all Volume 2 proposals (after 10:00 AM on May 9, 2011), but immediately prior to the opening of Volume 2, Price Proposals. Proposers will not be notified of the Technical Scores prior to the submittal of Volume 2 proposals.

30. On Page 18 of Draft RFP under Milestone Schedule it shows the NTP for Design anticipated as May 10, 2011 and the NTP for Construction anticipated as July 1, 2011. If Design team is able to get approved drawings released for construction prior to July 1, 2011, will a Restricted NTP be allowed prior to July 1, 2011 and will it affect the proposed completion date by proposer?

MDOT will consider the issuance of a Restricted Notice to Proceed for Construction, however; any NTP for Construction (full or "restricted") will initiate the schedule for calculating the final due date. It is MDOT's intent to expedite this project and a partial or "restricted" Notice to Proceed to the Contractor accomplishes that goal. MDOT will evaluate the Contractor's submitted schedule and will evaluate whether or not any required "restriction" would impede the Contractor's progress. If so, then MDOT will hold the Notice to Proceed for Construction until all right-of-way and utility relocation work is completed. MDOT looks to partner with the Contractor to find a mutually desirable solution.

31. Based upon Final Completion being full maintenance release and the completion date being the start of winter, if an area is sodded will this be accepted while the sod is dormant?

Yes. (See Addendum #3 for definition of full maintenance release).

32. In the Remedial Actions shown in the table on page 155 of the draft RFP it states several times "Remove and replace distressed layer(s) of the segment to a depth not to exceed the materials placed on this contract." This special provision is only referencing the Hot Mix Asphalt Pavement Section of 403 of the 2004 Edition of the MS Standard Specifications for Road and Bridge Construction. Is this only referring to the Pavement structure or the entire embankment?

As stated previously in the Pre-Proposal meeting, the asphalt warranty is for seven years and includes both the pavement structure and the embankment.

33. Based on the contract requiring a 2 year project warranty starting at the full maintenance release and a 7 year asphalt maintenance warranty starting at the partial maintenance release except for growth and coverage of plant establishment when applicable or on the effective date of the full maintenance release, who will be responsible for the under pavement structure failures during the asphalt maintenance warranty after the two year project warranty? (MDOT or Contractor)

The Contractor will be responsible for the under pavement structure failures that affect the pavement conditions throughout the asphalt warranty period. As stated previously in the Pre-Proposal meeting, the asphalt warranty is for seven years and includes both the pavement structure and the embankment.

QUESTIONS RECEIVED AS OF FEBRUARY 11, 2011

34. The response to Question 2, received as of February 1, 2001 stated that "... the stability and settlement analysis for the significant cuts and fills was included in the roadway geotechnical report." The letter report did not include such analyses and no other roadway geotechnical report has been made available. Can the Department verify the response above and, if so, direct us to the analyses in question?

The geotechnical report for the roadway portion included a typical centerline profile report. This is all of the information that will be provided for the roadway geotechnical report. TMD-20-14-00-000 – *Centerline Soil Profiles and Standard Design Procedures for Construction of Roadways Through High Volume Change Soils* gives direction as to how cut slopes and fill slopes should be graded to “minimize the risk of future slope failure” and is provided “for information only”. This document will be made available on the project website. Additional site investigation and/or geotechnical analysis will be the Contractor’s responsibility. See requirements for slope stability analysis described in Section 10.4.5 of the Technical Specification.

35. The RFP states, “The Proposer may provide final bridge plans if the Proposer has a more economical design. Any changes to the bridge plans will require that the Contractor provide revised plans, design calculations, hydraulic analysis, bridge scour computations and supporting data, stamped by a professional engineer licensed to practice in the State of Mississippi and submittal of them to MDOT for review (as per the Technical Requirements).”

“If a design change is made to one or more bridge locations, is the Proposer liable for the design of only the modified bridge location(s)? Or is Proposer liable for the design of all bridge locations, both modified and unmodified?”

The Contractor will be responsible only for the bridge locations that the Contractor chooses to modify.

36. Will *.dgn drawings for bridges be provided to the short listed teams, and if so, when will they be provided?

~~A response to this question will be posted at a later date.~~

MDOT will provide electronic files for the bridge drawings at the same time that the final bridge files are provided to the Proposers (March 29, 2011).

QUESTIONS RECEIVED AS OF FEBRUARY 21, 2011

37. A note on the cover sheet states that “ Acquisition of permits for temporary impacts during construction are the responsibility of the contractor.” There are 8 stream diversions shown in the plans. Do the

permits that MDOT is acquiring for the permanent work at these sites include the temporary impacts?

MDOT has received authorization from the Corps of Engineers to utilize General Permit 46 for this project. This General Permit requires that certain conditions be met, including temporary impacts during construction. If the Contractor proposes temporary construction that is either outside the footprint of the proposed design or does not conform to the requirements of General Permit 46, then the Contractor will be responsible for obtaining required permits for such construction activity.

38. May a Contractor propose an alternate to the numerous bridges proposed for some of the smaller streams, such as a box culvert?

MDOT originally proposed box culverts for several of the smaller stream locations, but was informed by the Corps of Engineers that each such location would require an individual permit. In order to save time in the permitting process, MDOT opted to utilize bridges instead of box culverts in order to accommodate the requirements of the General Permit 46. The Contractor may propose alternatives to the bridges located at smaller streams; however, the Contractor will be solely responsible for obtaining the individual permits and the corresponding schedule impacts associated with obtaining those permits.

QUESTIONS RECEIVED AS OF FEBRUARY 23, 2011

39. "In Section 907-105.16 Acceptance, the RFP explains the general criteria for partial acceptance of work. Considering the gravity that final acceptance has on Incentives / Disincentives and the 2 year / 7 year warranty periods, can MDOT clarify the criteria for Final Acceptance or Final Completion of Work?"

Final acceptance shall be as defined in the ~~Mississippi Standard Specifications for Road and Bridge Construction, Section 105.16.2.~~ the revised 907-105.16.2 defined in Addendum #3.

40. Due to Q&A/TAM responses to date, does MDOT consider this a standard Design-Build procurement or a Design-Build upon MDOT Approval of changes to the 60% plans?

MDOT does consider this a standard Design-Build procurement. Please note that all final plans will need to be approved through the "Released For Construction" or RFC process described in the Technical Requirements, Section 2.

41. When a modification is proposed that changes the 60% roadway

plans and the Team's design engineers believe the modification provides equal or better quality and/or maintenance/durability (per the RFP requirements), what constitutes the need to be approved or disapproved?

As stated in the Request for Proposals, page 10, "The Proposer is solely responsible for submitting a Proposal that meets the Requirements of the RFP. Any Proposal not meeting the requirements of this RFP, as solely determined by MDOT, may be considered non-responsive. Assumptions that are not in compliance with the RFP will not relieve the Proposer of the Requirements of the RFP. The submitted Proposal is evaluated for general conformance with the RFP requirements for the purpose of selecting the Best Value Proposal. While the Proposal becomes a part of the Contract documents, the Contractor's Release for Construction (RFC) plans and designs must meet all the RFP Technical Requirements."

42. Are there project components that can be modified without requiring approval prior to RFP/Bid submission? Can you provide guidance that will expedite the Approval/Disapproval process?

See response to question No. 41 above. The Proposer may submit a Technical Approach Modification during the proposal process and may obtain approval/disapproval of a proposed modification. Otherwise, the plans must conform to the requirements of the RFP.

43. Will MDOT allow the Contractor to drive H-Piles and cover with cans/sonotubes prior to placement of fill material in an effort to facilitate flexibility in construction sequencing as needed to meet schedule demands?

Yes.

44. Will MDOT allow the Contractor to furnish and install precast inlets and junction boxes in lieu of cast-in-place?

Yes.

45. Will MDOT allow the Contractor to furnish and install precast headwalls and wingwalls for box culverts in lieu of cast-in-place?

Yes.

46. Will MDOT allow the Contractor to place high volume change

soils that are 85% and greater onsite in slopes and medians outside the roadway area of influence and environmentally sensitive areas if mixed/blended to achieve less than 50% volume change?

No.

47. Section 907.403.01.5.1 – Pavement Distress Indicators, Thresholds and Remedial Action of the RFP states that the software package DEDUCT CURVE VIEWER 2.0 is available upon request from the Department’s Research Division. Will MDOT provide the Contractor with this software package?

Yes, this will be included in the Addenda #1 issued via an information package.

48. Section 17.0 – Technical Standards, Data, Reports of the RFP states that MDOT will provide Pavement Design Procedure/Policies. When will MDOT provide the Contractor with these documents?

~~Yes, these documents will be included in the Addenda #1.~~ No, this information will not be provided as the Contractor will be responsible for the pavement design.

49. The attached publically available MDOT document (Pavement Management at MDOT), page 6 third bullet (Uses of Pavement Management Data) suggests that MDOT has previously provided contractors with typical distress features and severity levels to demonstrate what is not acceptable for warranty jobs and that this documentation was provided in CD format. Will MDOT provide the Contractor with a copy of the CD?

Yes, this document will be included in the Addenda #1 will be included in the information package.

50. Will MDOT allow the contractor to use 0.60” diameter high strength, low-relaxation Grade 270 prestressing strand?

Yes.

51. Will MDOT allow the contractor to submit and receive approval of bridge plans in stages? Specifically, can contractor submit and receive approval of substructure elements and begin construction of these elements using the associated RFC plans prior to receiving approval of the 100% superstructure plans?

Yes and Yes.

52. Will MDOT allow the Contractor to furnish and install precast box culverts in lieu of cast-in-place?

Yes.

53. Based on the Commission reply to Question No. 17 regarding utilities, proposers expected a status of utility relocations to be provided in the final RFP document. A list of utility companies within the project corridor was included in the final RFP document provided by the Commission dated February 10, 2011. This utility status information (preferably including existing utility location drawings, proposed utility relocation drawings and utility agreements) is needed for proposers to evaluate any horizontal or vertical alignment revisions as allowed by the final RFP. This is the case because proposers are responsible for costs associated with utility relocations for known utilities that are impacted by any revisions by the proposers. This information is necessary as soon as possible such that revisions can be evaluated for cost effectiveness by the proposers during this bidding phase. When will the utility status information be provided?

Updated status reports on utility status will be provided to Proposers as soon as it is available.

QUESTIONS RECEIVED AS OF FEBRUARY 24, 2011

54. Notice to Proposers No. 2905 DB references the Certificate of Permit Coverage, the Large Construction Notice of Intent, and Storm Water Pollution Prevention Plan which are on file with the Department. Can these documents be provided to the proposers so that we can review these documents?

These documents will be included in the Addenda #1.

QUESTIONS RECEIVED AS OF MARCH 1, 2011

(See revised answers provided to Questions #36, #47, #48, and #49)

55. Will the state be responsible for the removal and abatement of all known asbestos or hazardous materials in the purchased houses on the ROW, as well as the removal of these houses?

Yes.

56. Has the state located any underground tanks and will they remove & remediate all known tanks?

Two underground storage tanks were identified in the NEPA document. MDOT will remove and remediate all known underground storage tanks as part of the right of way acquisition process.

57. When will a map of the existing utilities be made available to the Contractors?

The existing utilities are shown on the roadway plans. MDOT is currently working to provide a map of the relocated utilities which cross the SR 9 right of way. Those utilities that parallel the SR 9 right of way will be relocated to the outside 5 feet of the right of way.

58. Technical Requirements Section 10.4.4, High Volume Change Soils, states: " A high volume change soil is defined as a soil having a volume change of 85 percent or higher when determined in accordance with AASHTO T92 using the formula $VC = (w_1 - S) R$ ". In AASHTO T92, the parameter w_1 is defined as "a given water content". We have assumed that the value of w_1 used by MDOT to calculate the volume change is the liquid limit of the soil. Is this correct?

The value of the w_1 shall be as described in AASHTO T92-97 (2009) Section 4.1.

59. Re: Flow rates for Coonewah Creek -There is a discrepancy between the design flow rates used in the hydraulic analysis (HEC-RAS model) versus what is present in Appendix A – Hydrologic Computations and the Preliminary Bridge Recommendation Form in Appendix B of the hydraulic report prepared by ESI (dated January 2011).

- a. Can MDOT provide clarification?
- b. Are the hydraulic models for the Coonewah Creek would be re-run?
- c. Are the preliminary bridge plan would be revised with the new scour depths and new 100 year flood elevation?

The hydraulic models and data provided with the preliminary roadway plans was preliminary. Additional hydraulic analysis for the bridge sites has been completed and will be included with the 100% Bridge Plans. The Contractor will be responsible for the development of hydraulic models for all other crossings.

60. Re: Stream invert elevations – Hydraulic model for Coonewah Bottom

HEC- RAS Model		CADD Files	Delta Elevation (ft)
River Station	Stream Invert Elevation (ft)	Stream Invert Elevation (ft)	
1795	376.5	371.5+/-	5.0
1915	377.2		5.7
2015	377.4		5.9

There is a discrepancy between the existing steam invert elevations coded in the hydraulic model versus what is shown in CADD files (xscreek393.dgn & SR9_South_topo.i.dgn) for above referenced HEC-RAS River Stations.

- a. Can MDOT provide clarification?
- b. Are the hydraulic models for the Coonewah Bottom would be re-run?
- c. Are the preliminary bridge plan would be revised with the new scour depths and new 100 year flood elevation?

The hydraulic models and data provided with the preliminary roadway plans was preliminary. Additional hydraulic analysis for the bridge sites has been completed and will be included with the 100% Bridge Plans. The Contractor will be responsible for the development of hydraulic models for all other crossings.

61. “Can MDOT provide the original hydraulic models used to develop and design for both the box culverts and the bridge hydraulic crossings? This pertains to any HEC RAS models that were created and utilized for the design of the hydraulic crossings.”

As stated above, MDOT will provide the hydraulic models for the bridges included with the 100% Bridge Plan sets. The Contractor will be responsible for the development of hydraulic models for all other crossings.

62. Section 907-107.14.2.3 Professional Liability. MDOT requests being named additional insured on the professional liability insurance policy. Professional liability insurance policies contain an “insured versus insured” exclusion which prohibits any named insured, including additional insureds, from filing a claim on the policy. It is recommended that MDOT strike the provision to be named additional insured.

The provision to be named an additional insured will be struck.

QUESTIONS RECEIVED AS OF MARCH 4, 2011

63. Will MDOT be requiring turbidity monitoring for this project if the total disturbed acreage is greater than 20 acres at any given time?

MDOT will not require the Contractor to perform turbidity monitoring; however, MDOT may conduct its own turbidity monitoring program and the Contractor will be required to provide and allow MDOT access to all monitoring locations.

64. Will the contractors receive a copy of General Permit 46?

This will be provided in Addendum #1.

65. Will the Table of Contents count towards the 50 page limit? It does not specify in the RFP.

The Table of Contents may be excluded from the 50 page limit.

66. Can MDOT provide typical "layer coefficients" that they use to arrive at pavement sections? Can MDOT provide a copy of "Pavement Design Systems for Mississippi Highways", Final report, State Study No. 66, September 1983?

A copy of the State Study No. 66 and a copy of the typical "layer coefficients" is available on the project website under a new folder labeled "For Information Only". This information is provided as a courtesy to Proposers but is not a part of the Contract Documents.

QUESTIONS RECEIVED AS OF MARCH 11, 2011

67. MDOT requires, per the RFP Documents, the submission of two schedule of values. The first to be submitted with the Technical proposal and shall include items of work and quantities only. The second to be submitted with the Price Proposal and shall include, in addition to the first submittal, pricing. It is foreseeable that between the first and second submittal quantities and/or items of work could change while finalizing price. Will MDOT allow changes to the schedule of values between the first submission with the Technical Proposal and the second submission with the Price Proposal?

No, the Schedule of Values submitted for the Technical Proposal and the Price Proposal should include the same items of work and quantities. The only change should be the addition of unit prices and cost extensions.

68. The RFP Documents, Section 907-403.01.1, specifically delete Sections 401, 702, and 703 of the Standard Specifications. It is believed that, per the RFP Documents, Section 907-403.02-- Blank, Section 403.02 of the Standard Specifications does apply, and as a result, includes Sections 401, 702 and 703 for material requirements. Can you please clarify?

As stated previously, where a section is marked "Blank", the section number is retained, but the words are all deleted. This is done to maintain the section numbers throughout the document.

69. The January 14, 2011 Bridge Investigation Report by Soil-tech Consultants referenced 23 Consolidation/odometer test on page 5 of the report. These test results were referenced in the report as being in Appendix A of the report, but were not included with the preliminary report. When will these graphs be available?

The final Bridge Geotechnical Report is included in the Addenda #1 which was issued on March 9, 2011.

70. Question 2 of previously submitted questions requested ongoing slope stability and settlement analyses referenced in the Bridge Site Investigation Report by Soil Tech Consultants. The response to this question was that the information was anticipated to be available on or about February 15, 2011 and was to be issued in an Addendum to the Final RFP. We further understand that that this answer was also modified by the response to Question #34, where cut and fill comments were addressed for the roadway section. When will the settlement and stability analyses for the bridge locations be available as originally stated?

The final Bridge Geotechnical Report is included in the Addenda #1 which was issued on March 9, 2011.

71. It is understood that if no changes to the 60% plans are made to the bridge structures, then Neel-Schaffer will prepare the 100% plans for the project. If Neel-Schaffer prepares the plans:

a. Does this also include the geotechnical design of foundations?

The 100% Bridge Plans that MDOT will provide to the Proposers will include the design of foundations.

b. If geotechnical design is done by Neel-Schaffer, and foundation elevations extend to depths that will not meet the RFP

requirements, is MDOT assuming risk for those foundations, should they not meet design resistance based on PDA with CAPWAP or Load Testing?

Adjustment to the production pile or drilled shaft lengths will be done by the Contractor once the test piles and/or drilled shaft load test(s) are conducted. The production pile lengths given in the 100% plans are for estimation purposes only and are adjusted based on bearing determined based on static load tests or PDA Test Piles in the field. The estimated pile lengths shown on the 100% plans should not be used as an order list for piling.

For the MDOT provided bridge plans, if the Contractor chooses to use MDOT provided bridge plans, overruns or underruns in pile lengths will be adjusted for payment utilizing the unit price per foot provided in the schedule of values. For Contractor provided bridge plans, no adjustment in price will be provided.

72. Section 10.4.8 of the Technical Requirements states "Miscellaneous structures shall have a minimum of one soil test boring performed per foundation location." Can you please define miscellaneous structures?

Miscellaneous structures shall include structures such as retaining walls, box culverts, high mast light foundations, and/or large sign structures.

73. Section 10.4.9 of the Technical Requirements states "The Contractor shall prepare a preliminary and final geotechnical report for all bridges, retaining walls, roadway subgrades and embankments, concrete culverts and any other structures constructed for this project."

a. Please define any other structures.

Other structures would include retaining walls, large sign support structures (over traffic), or high-mast lighting foundations.

b. Is there a minimum culvert size that does not require a geotechnical investigation?

Concrete pipe culverts do not require a boring or geotechnical investigation. Any Cast in place concrete box culverts, or large special designed precast concrete box structures would require boring(s) and be included in the final Geotechnical Investigation Report.

c. Is this requirement valid for bridges if our team does no revisions to a bridge?

No – if no changes are made to the 100% design plans, the Design Build team would not be required to do additional geotechnical investigation at the bridge sites. However, it is the responsibility of the Design Build Team to evaluate the Geotechnical Investigation to determine if additional information is needed to support their construction operations and/or aid in verification of driven pile or drilled shaft capacity.

It should be pointed out that additional geotechnical investigation and analysis are required by the RFP for cut and fill sections. This information was not provided as a part of SoilTech's Geotechnical Investigation. So, the Design Build Team will be required to submit a Preliminary and Final Geotechnical Report whether they change the bridge plans or not.

d. Is this requirement valid for bridges if our team revises only superstructure of a bridge?

If the loading of the foundation elements changes, it will be the responsibility of the Design Build Team to evaluate the geotechnical information and determine whether or not additional borings and testing are required. The Design Build Team then assumes the responsibility of revising the foundation design including, but not limited to, revision of the estimated pile or shaft lengths due to the changed loading. In the case of drilled shafts, both lateral and axial analysis will be the responsibility of the Design Build Team.

e. If reply to c. or d. is "yes", can our team provide only the geotechnical report done by others to date, not revised and not re-sealed?

No, for any bridge that is proposed to be modified, a geotechnical and foundation analysis will be required, signed and sealed by the Contractor's design team.

74. Part IV. PROJECT SCOPE of the Request for proposal that the scope of work for this project will include, but not be limited to Geotechnical Investigation, Testing and Report Preparation. This section further goes on to define that geotechnical design should follow AASHTO LRFD Bridge Design Specifications, as well as the AASHTO Manual on Subsurface Investigations

a. Should there be a conflict between the two manuals and/or Section 10 of the Technical Requirements, what is the order of hierarchy for determining precedence?

The order of precedence for all contract documents is provided in Section 1 of the Contract (p. 276). The general guidelines on conducting a geotechnical

investigation contained AASHTO Manual on Subsurface Investigation should be followed. If there is a conflict between the AASHTO Manual on Subsurface Investigation and the AASHTO LRFD Bridge Design Specifications, the AASHTO LRFD Bridge Design Specifications should be used for this project.

b. Which version of the AASHTO Manual on Subsurface Investigations should be used?

The 1988 AASHTO Manual on Subsurface Investigation should be used.

75. Section 13.8 of the Technical Requirements states “The pavement structure design shall be based on subgrade data developed through Contractor’s geotechnical investigation.” Should the investigation be in accordance with the requirements/recommendations of the AASHTO Manual on Subsurface Investigations?

The final subgrade investigation should be conducted and subgrade treatment recommendations should be done in accordance with TMD-20-14-00-000 *Centerline Soil Profiles and Standard Design Procedures for Construction of Roadways Through High Volume Change Soils.*

76. If the Design-build team makes revisions to the superstructure design that reduces the overall loading supported by the bridge foundation, resulting in no modifications to the foundation system, will it be necessary for the design team to be responsible for the foundation provided in the sealed RFC bridge plans?

Revision of the superstructure that changes the loading conditions of the foundation elements will require analysis of the foundation capacity and lateral loading conditions. This may result in revisions to the Pile Ultimate Capacity and Tip Elevation Schedule which is a part of the 100% design plans.

77. If the Design-build team chooses to use sealed RFC bridge plans provided with no revisions and during construction it is determined that the design/configuration does not meet the required MDOT/AASHTO specifications, what will be the procedure to resolve?

The Contractor should immediately notify MDOT of any design discrepancy. MDOT and the Contractor will mutually discuss an appropriate solution which may include MDOT preparing revised plans.

78. The proper superelevation for 30 mph design speed cannot be achieved at the tie-in condition at Curve LR134-5 (Nanney Road) – will a design exception be approved?

The plans provided were stated to be preliminary and roughly 60% complete plans. It is required that the Contractor develop a set of proposed plans that meet all of the requirements of the RFP, unless an approved TAM has been submitted and approved.

79. The degree of curve on Bryant Lane (Curve BRYANTLN-1) is greater than the maximum allowable – will a design exception be approved?

~~The plans provided were stated to be preliminary and roughly 60% complete plans. It is required that the Contractor develop a set of proposed plans that meet all of the requirements of the RFP, unless an approved TAM has been submitted and approved.~~

Upon further review, a design exception will be approved for the curve on Bryant Lane (Curve BRYANTLN-1) to allow the 28°38'52.403" shown on the 60% plans.

80. The degree of curve at the tie-ins for alignment DETENDVILLE and DETEADSRD is above the maximum allowable for a detour alignment with 35 mph design speed – will a design exception be approved?

The plans provided were stated to be preliminary and roughly 60% complete plans. It is required that the Contractor develop a set of proposed plans that meet all of the requirements of the RFP, unless an approved TAM has been submitted and approved.

81. Preliminary Bridge Plans submitted with the RFP indicate an Ultimate Bearing in Tons, and further goes on to state that this ultimate bearing includes the LRFD Resistance Factor of 0.8, as shown on a copy the table below.

<i>REQUIRED ULTIMATE PILE BEARING CAPACITY AND TIP ELEVATION SCHEDULE</i>				
<i>Bent No.</i>	<i>Pile Size inches</i>	<i>Ult. Bearing Tons</i>	<i>Est. Length Feet</i>	<i>Minimum Tip Elevation</i>
<i>1L</i>	<i>HP 14x73</i>	<i>90</i>		
<i>1R</i>	<i>HP 14x73</i>	<i>90</i>		
<i>6L</i>	<i>HP 14x73</i>	<i>90</i>		
<i>6R</i>	<i>HP 14x73</i>	<i>90</i>		

The Required Ultimate Bearing Shown Includes The LRFD Resistance Factor Of 0.80.

Based on this table, clarification is required for the following:

a. Is the ultimate bearing in reality the Strength Resistance, and the Nominal Resistance is actually 90 tons/0.8 or 112.5 tons for the pile indicated?

The “bearing capacity” indicated in the table is the required Nominal Resistance R_n . This includes the factored load divided by the resistance factor (0.80 in the table above). To determine the controlling factored load (Strength I-V, Extreme Event, etc.), 90 tons should be multiplied by 0.80. Thus, 72 tons is the “factored load” indicated by the left side of the equation: $\sum \eta_i \gamma_i Q_i < \phi R_n$. It should be noted that the 0.80 resistance factor indicated in the above table is incorrect. The final plans will indicate that a resistance factor of 0.65 is to be used for pile bearing capacities verified by dynamic testing with signal matching. The Ultimate Pile Bearing Capacity will be changed accordingly.

b. The above table indicates a resistance factor of 0.8 to be applied to the Nominal Resistance. Per Table 10.5.5.2.1 (sic) [10.5.5.2.3.1] of the AASHTO LRFD Bridge Design Specifications indicate that a resistance factor of 0.8 should be applied when “Driving criteria established by successful static load test of at least one per site condition and dynamic testing of at least two piles per site condition, but no less than 2% of the production piles.” Therefore, does this note imply that a static load test is to be performed on a driven pile?

Pile testing shall be completed in accordance with Section 10.5.1 of the Technical Specifications (p. 230). See response to Part a. above.

c. Based on Table 10.5.5.2.3-2 of the AASHTO LRFD Bridge Design Specifications, by using a resistance factor of 0.8, is the assumption being made that the site is of low variability?

Table 10.5.5.2.3-2 does not appear in the current edition of the AASHTO LRFD Bridge Design Specifications. There is no correlation in the current design code between the appropriate resistance factor to be used where pile capacities are verified by dynamic testing with signal matching and site variability. See response to Part a. above.

d. The Typical Pile Notes indicate “When Loading Tests Are Required, The Maximum Test Load Shall Be One And One Half 1 ½ time the Required Ultimate Pile Bearing Capacity.” What determines if a (Static) Loading Test is required?

A static pile load test may be performed when a production pile fails to obtain the required bearing capacity following initial drive and 1, 7, and 14-day

restrikes. Alternatively, the contractor may propose to add piles within the bridge bent or may propose other remediation options.

e. The Typical Notes indicate “PDA Test Piles Shall Require A 1 Day And A 7 Day Restrike Unless Otherwise Directed By The Engineer.” Can restrike tests be performed at different intervals, and if so, is the 1 day and 7 day tests still required?

The Contractor shall propose as part of the geotechnical plan a proposed plan for dynamic testing of the piles, which must be submitted to MDOT for review and comment. MDOT typically requires both a 1 and 7 day restrike; however, the Contractor may propose an alternative plan that provides similar results.

82. Can the proposer utilize Automated Machine Guidance as has been proposed on other MDOT projects for this project?

Yes.

83. “In consideration of the response to Question No. 58 regarding calculation of percent volume change, please verify that the values of percent volume change presented in the Final Centerline Soil Profile Investigation report by SoilTech Consultants dated January 14, 2011 were calculated in accordance with MDOT’s procedures. In particular, the values of w1 backcalculated using the test data shown in the report are all within plus or minus 1% of the soil liquid limit. According to the response to question 58, the value of w1 in plastic soils could exceed the liquid limit by as much as 10%.”

Tested values were completed in accordance with AASHTO T 92. The Final Centerline Soil Profile report prepared by SoilTech Consultants dated January 14, 2011 was calculated in accordance with MDOT’s procedures. Current MDOT policy regarding the calculation of Volume Change using the formula $VC = (w1 - S) R$ utilizes the liquid limit for the value of w1. The Contractor may use this same policy in accordance with AASHTO T 92 for the calculation of volume change for this Contract.

84. In Section 904 – Notice to Proposers No. 845 DB Code, “it states that the removal and disposal of any structures, having lead, lead-based paint, and/or asbestos shall be in accordance with MDEQ & EPA guidelines. The removed materials shall be handled and deposited in a suitable upland site designated for such material(s).” Since the ROW and acquisition of property is not complete. Can MDOT provide any additional information about what structures will be required to be removed from the ROW and also if there has been an asbestos and lead

survey performed on any structures that will be required to be removed?

See questions and answers provided for #55 and #56 above.

QUESTIONS RECEIVED AS OF MARCH 22, 2011

85. May the Contractor propose alternative pavement designs based on variability of the existing subgrade?

The Contractor may submit in the Proposal (Technical Volume 1) proposed pavement designs that will be evaluated and scored appropriately for the determination of the technical score component of the Best Value Calculation. Ultimately the selected team is responsible for the pavement performance over the warranty period, so if they can demonstrate sound pavement design methodologies and calculations using industry approved practices (i.e. AASHTO 72, AASHTO 93, etc.) and meet the 6" minimum requirement for HMA/WMA thickness then it is acceptable and will be evaluated accordingly.

86. The response to Questions to Post #37 states, "MDOT has received authorization from the Corps of Engineers to utilize General Permit 46 for this project. This General Permit requires that certain conditions be met, including temporary impacts during construction." Can MDOT supply the documentation from the Corps of Engineers providing project specific authorization confirming the project meets the USACE General Permit 46 requirements?

Addendum #2 will include the full correspondence (letter dated February 11, 2011) from the Corps that includes the authorization to utilize the General Permit. This information will also be posted on the "Project Information" website.

87. Regarding Technical Requirements, Section 11.3 – Traffic Signals, will the Contractor be responsible for any traffic signal warrant analysis, design and installation of traffic signals, or design and installation of any future traffic signal pull boxes and conduit?

No traffic signals are anticipated for this project, however, if the Contractor provided design plans call for traffic signals, then the Contractor will be responsible for all costs associated with that item.

88. Will MDOT provide Drainage Area Maps or Design Flow Rates as well as Hydraulic Analysis at ALL culvert crossings / median drain locations for further analysis?"

All available data has been provided, no additional data is available from MDOT.

89. The FHWA Distress Identification Manual does not provide degrees of distress for rutting, raveling or bleeding. However, review of the software program DEDUCT CURVE VIEWER v2.0 indicates severity levels of low, medium and high for these distresses. Will MDOT provide guidance on the delineation for these distresses for a visual condition survey?

The following will be used to determine severity levels for Rutting, Raveling & Bleeding:

Rutting

Low Severity is rutting 1/4"-1/2"

Medium Severity is rutting between 1/2"-1"

High Severity is rutting >1"

Raveling

Low Severity is surface area that exhibits significant loss of fine aggregate

Medium Severity is surface area that exhibits significant loss of fine aggregate and some loss of coarse aggregate

High Severity is surface area that exhibits significant loss of fine and coarse aggregate

(See Figures 40-42 in SHRP Manual available in the "For Information" Downloads on the project website)

Bleeding

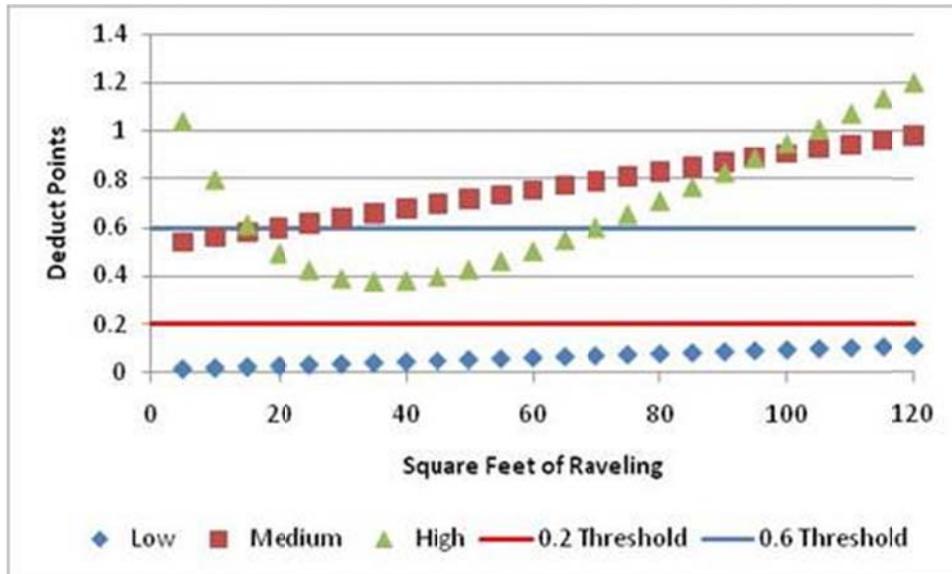
Low Severity is surface area that is discolored relative to surrounding pavement due to excess asphalt

Medium Severity is surface area that is losing surface texture due to excess asphalt

High Severity is surface area that physically has excess asphalt obscuring surface aggregate

(See Figures 36-38 in SHRP Manual available in the "For Information" Downloads on the project website)

90. Based on the equations in DEDUCT CURVE VIEWER v2.0, high severity raveling that is between approximately 2- and 15-ft² would trigger remedial action of remove and replace and full pavement overlay (per threshold level of 0.6). However, between approximately 15- and 70-ft², this remedial action would not be triggered at this threshold level (see figure below). Will MDOT clarify how this will be handled with regards to compliance with the warranty?



Up until approximately 95 square feet of high severity raveling is present, high severity raveling will be treated as medium severity raveling for purposes of calculating the deduct value.

91. Based on the equations in DEDUCT CURVE VIEWER v2.0, low severity alligator cracking between 2- and 40-ft² results in negative deduct points. This same issue occurs for the following distresses.

- a. Medium severity alligator cracking between 1- and 3-ft²
- b. Low severity longitudinal cracking between 1- and 17-ft
- c. High severity longitudinal cracking between 1- and 7-ft
- d. Low severity surface bleeding between 1- and 29-ft²

Will MDOT please clarify how this will be handled with regards to compliance with the warranty?

Low severity distresses that result in negative deduct points will be treated as below the required threshold value and thus will not require any remedial action.

Medium severity distresses that result in negative deduct points will be treated as low severity distresses for the purpose of calculating deduct points. Should the low severity distress also result in a negative value, no remedial action will be required.

High severity distresses that result in negative deduct points will be treated as medium severity distresses for the purpose of calculating deduct points. Should the medium severity distress also result in a negative value, then the distress will

be treated as a low severity distress for the purpose of calculating deduct points. Should the low severity distress also result in a negative value, no remedial action will be required.

92. Section 5.6 of the Technical Requirements states "The Contractor shall be responsible for all stream and/or wetland mitigation required to fulfill the permitting requirements." Is it expected that Wetland/Stream mitigation credit purchase or on-site mitigation design be included as a part of this contract?

MDOT will provide the stream and/or wetland mitigation up to what is required for the MDOT provided design plans. Any additional stream and/or wetland mitigation required due to Contractor revised design plans will be the responsibility of the Contractor. Modifications to Section 5.6 will be made to conform with this statement and will be included in Addendum #2.

93. Will MDOT confirm that electronic bridge files (Microstation/DGN Format) be provided to the Design-Build Teams with the RFC bridge plan distribution on 29 March 2011?

MDOT plans to provide on March 29, 2011 a PDF file of the complete 100% MDOT design bridge plans and will also provide the electronic bridge files (Microstation/DGN format) for the bridge plan/elevation sheets, bridge sections, and foundation layouts that can be used by the Proposers for completion of the Proposals. A complete set of electronic bridge files (DGN format, including all detail sheets) will be provided to the successful Proposer following Project Award (May 10, 2011).

94. Will MDOT provide HEC-15 ditch analysis data so that we can proceed with permissive shear stress analysis?

All available data has been provided, no additional data is available from MDOT.

QUESTIONS RECEIVED AS OF MARCH 31, 2011

95. The size of bearing pads for the Type III Precast Concrete Beams do not appear to be consistent for the twin Bridges "A" and "C". The twin Bridge "A" bridges has a bearing pad for the Type III beams that is 2'2" x 11" and the Type III beams on the twin Bridge "C" bridges have bearing pads that are 1'7" x 10". All of the other beams and bearing pad sizes are consistent. Normally bearing pads for Type III beams are 1'7" x 10". Please verify the correct bearing pad required for the Type III beams.

The information in question is assumed to refer to the 60% bridge plans. The 100% bridge plans has corrected this inconsistency.

96. At the intersection of SE Ramp and Endville Road the sight distance appears to be sub-standard based on MDOT's proposed bridge design drawings. Will the 100% bridge design address this issue?

MDOT has made a closer review of the 60% design plans. It appears that the stop bar shown on the 60% plans is approximately 8 ft. away from the shoulder line. Typically, MDOT would place the stop bar at the shoulder line. It appears that by moving the stop bar to the shoulder line, the sight distance criteria is satisfied. Also, regarding the length of the right turn lane onto the southeast ramp, this minimal lane was provided when only a taper is required, thus the minimal lane length is acceptable.

97. If MDOT's 100% bridge plans at the intersection of SE Ramp and Endville Road do not address this problem, do you want us to use the roadway design criteria and provide a traffic signal at this intersection?

As explained for Question 96, it appears that a solution is available without modifying the bridge plans, thus no modification to the bridge plans is contemplated at this time.

98. Page 233 in the RFP - Section 11.3 Traffic Signals
This section requires the contractor to design and install signal where warranted. The warrant is to be based on the "toll revenue study created by the contractor or actual traffic counts taken at each location". This phrase may have been accidently included. There is not a toll revenue study and actual traffic counts cannot be made at future intersections. Based on the traffic data provided, it appears unlikely that any signals will be warranted. However at the SE ramp intersection with Endville Road there does not appear to be adequate sight distance due to the proximity of the bridge. Possible solutions include shifting the ramp intersection, widening the bridge shoulder slightly (maybe

extend the turn lane) or installing a signal. Is any clarification available?

There are no traffic signals required for this project. Section 11.3 of Technical Specifications will be deleted by Addendum #2.

99. Utilities: We have done a cursory review of the waterline relocation plans. The plans appear to show boring the replacement pipe under the new road. Will the pipe be relocated before road construction begins? (The proposed location will be very deep if it is placed before the roadway excavation is done.)

It is the intent that all utility relocation be completed prior to roadway construction.

100. Pavement Design: Roadway Design Manual - Chapter 12, Section 12-04.04 Edgedrains and Drainable Base (Concrete Pavement) states: "All new asphalt pavements on four lane routes will also include a drainage base layer and edge drains." Edge Drains are not shown on the Typical Sections or Summary of Quantities. Also they do not appear to be necessary for most of the project. Are they required?

Edge drains are not required for this project.

101. Section 12-4.05 Heavy Traveled Routes refers to a "map titled "Routes designated for high type Asphaltic Mixtures"". This map is not available online. Is a copy of this map available?

A copy of the map will be posted on the "For Information Only" website.

102. The plan Typical Sections show 9.5 mm and 12.5 mm layers of Polymer Modified Asphalt. The project requires a 7 year pavement warranty that addresses rutting failures.

a. Is Polymer Modified Asphalt required?

The decision regarding the pavement design is up to the Contractor, however the design must conform to the requirements of the RFP unless a TAM is approved.

b. Is Polymer Modified Asphalt required in both layers?

The pavement design requirements are Section 13.8 of the Technical Specifications.

c. To improve rut resistance, is it acceptable to use the 12.5 mm AC as the top lift?

The decision regarding the pavement design is up to the Contractor. There is no restriction on the use of 12.5 mm AC as the top lift.

103. The technical requirements state that “the Contractor shall verify the design capacity of the drilled shafts at each Site by means of a full-scale load test” which we believe means a test drill shaft and load test at each location. However, in reviewing the 100% design bridge plans, only 2 test shafts are shown for the 4 bridges which have drilled shafts as part of their substructure. Please clarify if test shafts and load tests are required for all bridges if not shown in the 100% design plans?

Addendum #2 will clarify in Section 10.5.2 of the Technical Specifications that allow for one test per site (one for both structures at Bridge A, one for the group of bridges at Bridge Sites C, D, E, and F, and one at Bridge Site G). See Section 10.5.2 for the requirements regarding multiple shaft diameters at each location.

104. In the pre-proposal meeting minutes it states that the normal 19 acre limit has been removed from this project. I have not seen an addendum in the contract to this effect. Do the minutes become a part of the contract or do we need an addendum to clarify this point.

As per Section 907-107.22.4, the Construction Quality Control Manager may approve grading operations in excess of 750,000 square feet provided that appropriate erosion protection is in place.

QUESTIONS RECEIVED AS OF APRIL 2, 2011

See revision to answer to Question 79.

105. Can 11 x 17 pages be included in the proposal as fold outs?

Yes, 11”x17” pages can be included in the proposal as a fold out, however, any 11”x17” page included in the 50 page limit portion of the proposal will count as two sheets.

106. Section 12.0 of the Final Bridge Geotechnical Report provided in Addenda #1 indicates that embankment slopes of 3:1 are satisfactory. However, in the MDOT 100% Bridge Plans, the spill through slopes at Bridge Sites crossing water are indicated to be 2:1 with Rip-Rap facing. Since the 2:1 slopes shown were not addressed in the Final Geotechnical Report, there appears to be a conflict between MDOT 100% Bridge Plans and the Bridge Geotechnical Report. Will the

2:1 slopes shown be acceptable for construction of MDOT 100% Bridge Plans or contractor revised bridge plans?

The 2:1 foreslopes shown in the MDOT 100% Bridge Plans are acceptable and typical practice for MDOT on hydraulic structures where the fill height is limited and rip-rap protection is provided. Revised bridge plans are not required for these sites.

107. After reviewing the RFP, Preliminary Plans, and MDOT Road and Bridge Specifications, it is not clear whether the project should be cleared from Right-of-Way to Right-of-Way or just to the construction limits. Please provide the limits of clearing for this project.

Clearing and grubbing should be limited to the minimum area necessary to construct the project (the project should not be cleared from Right-of-Way to Right-of-Way). In addition, all clearing should be done in compliance with all permit requirements.

108. Will sealed bridge design calculations for the MDOT 100% Bridge Plans be provided after the award of the project to the selected team?

No.

109. We analyzed the mainline pavement section that MDOT provided to verify the required Structural Number and determined that the MDOT pavement section has a structural number (SN) greater than would normally be required. On this type roadway, AASHTO recommends using a "reliability" factor between 75% and 95%. The MDOT pavement section appeared to use a "reliability" of over 95% for a 10 year design life. Is there a minimum "reliability" that can be used?

MDOT standard practice is not to use a minimum reliability factor (i.e. use 100%).

110. The response to Question 75 states that the final subgrade investigation should be conducted in accordance with TMD-20-14-00-000. The soil profile investigation documented in "Final Centerline Soil Profile Investigation" by Soil Tech Consultants dated January 14, 2011 appears to have been performed in accordance with the requirements of TMD-20-14-00-000. Does the soil profile investigation performed by SoilTech Consultants meet MDOT's subgrade investigation requirements? Are any additional borings or laboratory tests envisioned for purposes of subgrade investigation?

MDOT has reviewed the soil profile prepared by Soil Tech Consultants dated January 14, 2011 and it does appear to meet the minimum subgrade investigation requirements. The Contractor may choose to conduct additional borings away from the centerline in order to better characterize the soil within the right-of-way.

111. The responses to Questions 34, 73, and 74 state that additional geotechnical investigation and analyses are required for stability analysis of cut and fill sections, and that the investigation guidelines contained in the 1988 AASHTO Manual on Subsurface Investigations should be followed. The AASHTO guidelines for maximum boring spacings are 200 ft for embankments taller than 15 ft, and 100 ft for roadway cuts exceeding 15 ft in depth. The guideline boring depths are one to four times the embankment height, and two times the cut depth.

- a. Does MDOT have guidelines for boring spacing and/or boring depths in cut and fill areas that would supersede the AASHTO guidelines?**

No, the use of the AASHTO Guidelines is acceptable.

- b. Existing borings (by Soil Tech Consultants) in embankment and cut areas have already been drilled at the guideline intervals, but not to the guideline depths. In consideration of this existing information, can the boring spacing be increased, and if so, what is the maximum boring spacing contemplated for borings in cut and fill areas?**

The existing borings may be incorporated into the overall geotechnical investigation and exploration plan as-is as long as the Contractor assumes full responsibility for the boring data (MDOT will not require these borings to be drilled deeper). The Contractor's geotechnical engineer shall be responsible for the development of a geotechnical exploration plan. New borings should maintain the boring spacing as per the AASHTO guidelines.

- c. If soil conditions are uniform, would one stability boring in the deepest portion of each major cut and fill area be acceptable?**

Yes, as long as the Contractor can demonstrate that the soil conditions are uniform. The number of boring to be used for the stability analysis shall be determined by the Contractor's geotechnical engineer.

112. In questions & answers, questions 3 & 27 were answered that "Fuel and Material Adjustments will be included in the contract as per NTP 2858 DB." In NTP 2858 it references that cost adjustment factors

for fuel usage would be per section 109.07. On page 124 of final request for proposals it states "Delete subsection 109.07 beginning on page 95 and substitute the following: 907-109.07 Blank." Can the contractor assume that the factors within 2004 edition of MS Standard Specifications for Road and Bridge Construction are still applicable prior to deletion per page 124 of subsection 109.07?

Yes, the factors shown in Section 109.07 of the 2004 edition of the Mississippi Standard Specification for Road and Bridge Construction will be applicable for the implementation of the "Fuel and Material Adjustment" allowed under NTP 2858 DB.

QUESTIONS RECEIVED AS OF APRIL 8, 2011

113. "Section 10.4.9 of the Technical Requirements addresses geotechnical reports which are required, including a requirement that all such reports shall be supplemented to address actual field conditions encountered and as-built foundation data and information. Is a post-construction centerline profile consistent with MDOT practice for conventional projects required after completion of grading, or can be results of the Quality Control program be considered sufficient to prove the subgrade condition before paving?"

A final subgrade profile is consistent with MDOT practices prior to completion of the pavement design and is submitted with the final geotechnical report.

114. The preliminary pavement marking plans provided by MDOT call for dotted lines to consist of two-foot skips with twelve-foot gaps. Will these be allowed, or will the plans need to be changed to the 2009 Edition of the Manual on Uniform Traffic Control Devices, which requires three-foot skips with nine-foot gaps?

The 3 ft. stripe, 9 ft. gap referenced in the MUTCD is Guidance, not a Standard. Guidance is recommended, not mandatory. The 2 ft. stripe, 12 ft. gap is correct as shown in the preliminary pavement marking plans.

115. Will the contractor be allowed to design the facility types listed in Table 13.5-1 Typical Roadway Section Criteria, to include a reverse curve without a tangent between the curves?

No.

116. As stated in section 907-107.22.1 – Contractor's Erosion Control Plan, "the contract time for this project has allowed 60 calendar days

for the submittal and concurrence of the Contractor's erosion control plan, MDOT's review of the plan and any revision that may be necessary."

- a. Based on this statement, how many calendar days of the 60 calendar days, should the contractor allow in the schedule for the MDOT review period?**

For the period between NTP 1 (Design) and NTP 2 (Construction) only, the Contractor should allow MDOT 30 days for review of the initial erosion control plan.

- b. If the answer is that MDOT will require the full 60 calendar days for review, will MDOT be open to an innovative partnering process to reduce the review period to 30 days or less, in order to allow for the erosion control plan preparation, submittal, review, and concurrence to allow construction to start on the July 1, 2011 NTP for construction?**

As stated above, MDOT will commit to a 30 day review period during the period between NTP 1 (Design) and NTP 2 (Construction).

117. Section 10.4.6 "Cut Slopes" states that "All cuts slopes over 10 feet in height shall be analyzed for slope stability by the Contractor. Sufficient soil test borings shall be obtained to identify the existing geotechnical conditions at each site to complete the analysis. Cut slopes shall be constructed with a 6:1 slope when the existing material has a volume change of 60 percent or greater." If the analysis indicates a currently designed 3:1 slope is insufficient due to the presence of volume change soils, requiring the slopes to be laid back to 6:1. Who is responsible for obtaining the required Right-of-Way?

The slopes and configuration shown on the 60% plans was preliminary in nature. The Contractor is responsible for completing the final geotechnical investigation and for setting the final grades (which will determine whether or not slopes are over 10 feet in height). Therefore, the Contractor will be responsible for obtaining any additional Right-of-Way (and all required permits, mitigation, etc.) required to accommodate the Contractor's design.

118. The proposal states the final completion will be at "full maintenance release" which we understand means growth and coverage has been established. Would MDOT consider allowing the final completion to mean all items complete except for growth and coverage since contractor is required to warranty project?

An addendum will be prepared to clarify that the intent of the “full maintenance release” will include an exclusion for growth and coverage establishment. Proposers should use this definition of “full maintenance release” for setting the completion schedule in the proposal.