

Call 01 Bridge Preservation on I-20 E to I-55 N (Bridge No. 93.1) and I-55 (Bridge Nos. 94.3A & 94.3B), known as Federal Aid Project Nos. NHPP-0055-02(260) / 108384301 & NHPP-0055-02(253) / 107899301 in Rankin & Hinds Counties.

Q1. The complexity of this project requires significantly more time to put together than a regularly let project. Especially with a holiday week in the middle. Will MDOT consider moving the bid date to allow six weeks of preparation?

A1. No.

Q2. Will MDOT consider separating the two locations into two different projects?

A2. No.

Q3. The Hybrid Polymer Concrete Overlay is a sole source item with no specification or material properties given. MDOT is blocking themselves in to getting price gouged. Will MDOT consider allowing a Polyester Polymer Concrete overlay as an alternate, which is widely used all across the country and has been for over 20 years?

A3. No.

Q4. The Vertical Jacking Notes on Sheet 8003 specifically state that the “shoring system” must be designed by a Professional Engineer. While “system” implies both tower and foundation, the Contractor Submittals list on the same sheet differentiates between shoring tower and foundation support. Please clarify that it is MDOT’s intent that the deep foundation supports for the towers are to be designed by a Professional Engineer.

A4. Yes, it is the intent the foundation supports for the towers are to be designed by a Professional Engineer.

Q5. Regarding the method of measurement for the hybrid polymer concrete overlay in Special Provision 907-828-1, how is the theoretical volume supposed to be calculated?

A5. The language for the Method of Measurement is in error and is to be disregarded. The method of measurement should be the same as Bridge Deck Overlay Concrete. Special Provision 907-828-2 has been created with this language and will be made part of the Contract by Class IV Supplemental Agreement.