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**TO ALL SHORTLISTED PROPOSERS**

ADDENDUM 1  
DB/STP-0029-03(009)/102556-304000

Marshall County

Dear Sir or Madam:

Please attach to and make a part of the proposal assembly the attached sheets:

Revised pages 1-18; 56; 60-61; 112-114; 294-296; 300-304; 320; 326; 343 and inserted pages 31A- 31H. Also attached is Sheet 2 of Section 905 – Proposal (Addendum No. 1), this sheet should be substituted for similar sheet now in the proposal.

Kindly acknowledge your download of this addendum by signing below and returning this letter with your Volume 2 submittal.

Yours very truly,

Signature on file

B. B. House, P.E.  
Contract Administration Engineer

\_\_\_\_\_  
Contractor

By \_\_\_\_\_

Date \_\_\_\_\_



*Mississippi Department of Transportation*

# **REQUEST FOR PROPOSALS**

**A DESIGN-BUILD PROJECT**

Design and Construction of  
SR 304 / I-269 Project  
Marshall County, Mississippi

**Project Number**  
**DB/STP-0029-03(009)/102556-304000**

January 21, 2013

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**The Following are Contract Documents and are part of this RFP.**

- |                          |             |
|--------------------------|-------------|
| Section 902 and Exhibits | Section 905 |
| Section 904              | Section 903 |
| Section 906              |             |
| Section 907              |             |
| Technical Requirements   |             |

## I. PURPOSE OF REQUEST FOR PROPOSALS

The purpose of this Request for Proposals (“RFP”) is to select a Proposer to perform the Project services described in this RFP. “Proposer,” as used herein, includes a firm or firms, partnership, joint venture, or other legal entity, which has been requested by the Mississippi Transportation Commission (“Commission”) to submit a Proposal in response to this RFP. The “CONTRACTOR”, as used here, is defined as the selected Proposer with whom the Contract is executed.

The Commission is requesting a Contract Price, Best-Value Proposal. It is not the intention of the Commission to receive complete detailed Project analysis and design prior to the selection of a Proposer and the later execution of a Contract. Rather, the response to this RFP shall provide sufficient information to be evaluated in accordance with the specified process and criteria. The Proposal shall be specific enough on assumptions used in its preparation so as to provide the basis for determining a final Contract.

## II. OVERVIEW

### Project Goals

The following are the Commission’s goals for the Project:

- Construct the Project so that it is successful in implementing sound organization approaches with managers who are responsive to the Commission, MDOT and the traveling public;
- Construct the Project so that it protects the environmental significance of the project site;
- Complete the Project near the Target Project Completion Date as listed in Section X, Milestone Schedule ;
- Design and construct the Project with the highest quality, readily maintainable, durable, easily inspectable, long lasting bridges and roadways;
- Develop and construct the Project so that it is safe for all parties involved and the public it serves.

### Project Information

The Project includes all work necessary to complete the grading, drainage and bridges for the new SR 304 / I-269 from east of Mason Road at Station 878+00.00 to south of SR 302 at Station 1205+00.00. The Project will be approximately 6.2 miles of mainline construction with multiple grade separation bridges and one hydraulic bridge. The bridges over SR 304 / I-269 at Shinault Road, SR 309, Bubba Taylor Road and Deer Creek Road and the SR 304 / I-269 twin bridges over Davis Road, Coldwater River and Dogwood Road are included in the Project. At a minimum, the structure(s) over the Coldwater River shall start (Begin Bridge) at Station 1129+49 and end (End Bridge) at Station 1170+01. The SR 304 / I-269 Crossing over the Coldwater River shall be a

minimum of 4,052 ft. long and will be built using progressive construction techniques to maintain commitments made by FHWA and MDOT to minimize impacts to the surrounding environment.

The Coldwater River crossing will require the use of design and construction methods that do not allow construction equipment to access the bridge from the existing ground. MDOT's General Permit with the US Army Corps of Engineers, Special Conditions requires MDOT to control erosion and sediment disturbance, and to minimize the increase in turbidity of the water in the project area. A copy of the US Army Corps of Engineers General Permit is provided in this RFP.

A copy of the Final Environmental Impact Statement (FEIS)/ Record of Decision (ROD) document is available on the MDOT website at [www.gomdot.com](http://www.gomdot.com) under the design build link.

MDOT intends to purchase all of the required right-of-way and have all of the utilities relocated prior to the initiation of construction. Construction of the Project will be within MDOT right-of-way.

MDOT will provide complete signed and sealed construction plans for the Project except the SR 304 / I-269 crossing of Coldwater River. The Design-Build Team may develop roadway and bridge plans in lieu of the MDOT supplied plans provided the alternatives are in accordance with the RFP. Design and plans shall be in accordance with the applicable standards listed in the Technical Requirements and Notice To Proposers No. 2618-D2-1 DB (Project Scope). The Design-Build Team will be responsible for the development of erosion control plans in compliance with the current regulations for stormwater runoff/erosion control for the entire Project.

[If the Contractor elects to construct the Project in accordance with the signed and sealed plans provided by MDOT, The Contractor is not responsible for the design and accuracy of the signed and sealed plans provided by MDOT. The Contractor is responsible for the accuracy of all quantities with the exception of bridge piling. Pay adjustments for quantities will only be allowed for bridge piling on the signed and sealed plans provided by MDOT.](#)

[The Contractor is responsible for submitting the signed and sealed plans for RFC. No other reviews of the MDOT provided signed and sealed plans will be required. The Contractor is responsible for completing the As-Built plans for the entire project including those areas prepared under the direction of MDOT.](#)

MDOT has obtained the Army Corps of Engineers' approval of the Project under the General Permit. MDOT will secure the Mississippi Department of Environmental Quality (MDEQ) stormwater permit for the construction of the Project. Any additional permits required will be the responsibility of the Proposer.

MDOT will be responsible for the Construction Inspection and Job Acceptance Testing; however, the Proposer's Design Engineering Firm will be responsible for Design Quality

Control. The Contractor will be responsible for the Quality Control Testing of asphalt and concrete mixtures. The Contractor will also be responsible for providing the Pile Dynamic Analysis (PDA) and pile driving criteria for all bridge sites, and as a result, provide recommended pile lengths to be approved by MDOT.

The submittal of a Proposal in response to this RFP, with all required signatures, shall constitute the Proposer's agreement to enter into a contract with the Commission for the completion of the Project under the terms set forth in the Contract. The terms of the Contract are not negotiable.

The Commission values a partnering approach on projects and as such this Project will require regular Partnering Sessions.

The contract for this Project contains a Disadvantaged Business Enterprise (DBE) goal of ten percent (10%) of the Contract Price. The Proposer shall submit a DBE committal sheet (OCR-485) with their Submittal of Contract Price Proposal (Volume 2). The Proposer should also include with their submittal of the Contract Price Proposal (Volume 2) a request for payment of the stipend should they not be awarded the Best-Value Proposal.

### **Proposal Stipend**

A stipend in the amount of \$75,000.00 will be paid to each responsive Proposer not selected as the successful Proposer.

## **III. GENERAL INSTRUCTIONS**

### **Pre-Proposal Meeting**

A mandatory Pre-Proposal meeting is scheduled for the date as specified in Section X, Milestone Schedules, in the auditorium on the first floor of the MDOT Building, 401 North West Street, Jackson, MS 39201. Shortlisted Proposers **are required** to have a representative at the Pre-Proposal meeting in order for their Proposal to be considered. The purpose of the meeting is to review the information provided in the RFP and to receive questions from the Proposers.

### **Questions**

Proposers are encouraged to submit written questions at least three (3) days prior to the mandatory Pre-Proposal Meeting. After the mandatory meeting, only the Project Director may submit questions or request clarifications relating to the RFP. These inquiries must be e-mailed to [I269@mdot.ms.gov](mailto:I269@mdot.ms.gov) and received by the date and time as specified in Section X, Milestone Schedule.

The list of questions received and MDOT's written responses to these questions and any applicable addenda will be posted on the MDOT web page ([www.gomdot.com](http://www.gomdot.com)).

Proposers are encouraged to check the website often for posting of new information. Proposer shall be solely responsible for checking the website for updates and addenda.

Proposers shall not rely on any responses about the RFP except written responses to questions submitted in accordance with the RFP. No requests for additional information or clarification to any other MDOT office, consultant, or employee will be considered. The Commission will not be responsible for and the Proposer shall not rely on any oral or other exchange of information that occurs outside of the official process for questions and answers specified herein.

### **Pre-Proposal Alternate Technical Concept Submittals**

In order to facilitate a communicative process with MDOT and to provide a forum for Alternate Technical Concepts (ATCs), MDOT encourages the Proposer to suggest technical alternatives to the Project provided as part of the RFP. All proposed ATCs will be required to meet the current design standards [as noted in the Technical Requirements](#). This forum is to aide in uncovering opportunities for Proposers to reduce Project Costs while providing an equal or better Project. All technical questions must be submitted and will be responded to in accordance with the procedure explained below.

Specific requests for each ATC must be submitted by the Project Director indicated in the Statement of Qualifications and received by MDOT by the date and time set forth in Section X. Milestone Schedule utilizing Forms provided with this RFP.

MDOT intends to provide responses to each request as a posting to the project website within ten (10) business days following receipt of the request. Each Proposer will be limited to the submission of a **maximum of five (5) requests per week** for consideration by MDOT. Each Request shall contain only a single modification.

Submission of the request for each ATC must include the following:

1. A narrative description of the proposed modification and the proposed change to the technical requirements.
2. The locations where the proposed modification will be used on the Project.
3. A conceptual drawing of the proposed modification.
4. An explanation of why the proposed modification is of equal to or better quality.
5. A description of potential impacts or changes to the long term maintenance requirements as a result of the proposed modification.
6. Each ATC shall be proposed in such a way as to facilitate a simple “yes” or “no” response from MDOT.

The Proposer shall submit electronic copies of its desired ATC to the following e-mail address: I269@mdot.ms.gov.

MDOT will not post Proposer's completed Form or the request to the project website. MDOT will only post the response to each request for an ATC that MDOT determines to be validly submitted. Each ATC for which MDOT intends to post a response will be assigned a number by MDOT and MDOT will convey that number to the Proposer's Project Director.

### **Proposal Submittal**

Volume 1 – Technical Proposals must be received by the MDOT Contract Administration Engineer by the date and time specified in Section X, Milestone Schedule.

Deliver **ten (10)** copies of the Volume 1 Proposal, sequentially numbered on the lower right hand cover sheet from 1 to 10, and one (1) CD containing the Proposals in one (1) to five (5) PDF files to:

Mr. B.B. House, P.E.  
Contract Administration Engineer  
Mississippi Department of Transportation  
401 North West Street  
P.O. Box 1850  
Jackson, Mississippi 39215-1850  
Phone: (601) 359-7730  
Fax: (601) 359-7732

Volume 2 – Contract Price Proposal must be received by the date and time specified in Section X, Milestone Schedule.

All Proposers must visibly mark as “CONFIDENTIAL” each part of the submission that they consider to contain confidential and/or proprietary information. All submittals will be subject to disclosure in accordance with the Mississippi Public Records Act, Miss. Code Ann. § 25-61-1, *et seq.*

### **Project Scope**

The Project Scope shall be defined in Section 904 – NTP No. 2618-D2-1 DB (Project Scope).

## **IV. PROPOSAL DEVELOPMENT**

The Commission is requesting a Contract Price, Best-Value Proposal that includes a Project schedule commitment for the scope of Work included in this RFP. The price and schedule shall be guaranteed by the Proposer for a minimum of 60 days after the date identified for submission of Contract Price Proposals (Volume 2) in Section X.

The Proposer is solely responsible for submitting a Proposal that meets the requirements of the RFP. 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.

In order to evaluate the Proposals efficiently, the Proposal shall be prepared in separate volumes, in the following sequence:

### **Volume 1 – Technical Proposal**

The recommended length of this Proposal is no more than fifty (50), double-spaced, 8.5 inch x 11 inch pages with margins of at least one inch on all four sides, typed on one side only, excluding appendices. All text information in the 50-page limit should be shown in a readable font, size 12 point or larger. Pages may be 11" by 17", but they shall count as two sheets each against the recommended 50-page maximum. Headers, footers, charts, and other graphics may be provided in a different font type and size providing they are legible. Section dividers are not counted as part of the recommended 50-page maximum. A cover letter, the table of contents, organizational chart, Contractor's Schedule Certificate, and any Plan Sheets will not be counted as part of the recommended 50-page maximum. The organizational Chart (as indicated in Section IV.7) shall be provided in the front of the appendix. All plan submittals shall be in a separate appendix to the Technical Proposal. Proposals should use cross-referencing to reduce repetition in explaining the proposed Project. MDOT reserves the right to reject any Proposal that is deemed illegible. These recommendations and other formatting instructions indicated in this RFP will be considered when evaluating the quality of the firm's Proposal.

Responders are encouraged to thoroughly and concisely address the requirements of the RFP for the highest quality response. Those Proposals which exceed the recommended proposal length and fail to provide any of the information in the appropriate location indicated below may adversely affect the Responder's score. **Responders should address each of the following categories in the same order as listed below and number those categories in a manner consistent with this RFP as indicated in Section VIII.**

Submit a Technical Proposal containing the following preferred and mandatory information as indicated below:

1. **Introductions** – The Proposer shall provide the Contractor's Schedule Certificate at the front of Volume 1. This certificate will not count against the recommended page limitations. The Proposer should provide a cover letter that provides introductory information for the Proposal. The Cover Letter should be limited to

no more than two (2) pages and will not be counted toward the page limit. The Proposer should then provide a one (1) page summary of the overall Proposal summarizing the benefits provided in the Proposal. This summary will be counted as part of the recommended page limitations.

2. **Design Plan** – Describe in detail the proposed approach to completing the Project while complying with the design criteria established in this RFP. The approach should describe how the Proposer’s design will minimize the impacts to the natural environment, especially the Coldwater River Crossing. The approach should also clearly state the work that will be completed using the plans provided by MDOT and the portions of the project that the Proposer will design by the Proposer’s team. The Proposer may identify this information by following the instructions indicated below:

Proposers should show the current MDOT alignment and profile (as provided in the signed and sealed plans) on the plan/profile sheets in “grayed-out” or “ghosted” lines so that the evaluation team can clearly see where the proposed alignment has changed from the MDOT provided plans. Additional drawings that clarify the Proposer’s concept may be submitted to clarify the Proposer’s intent. The Proposal should provide some explanation as to why the plan is different from the MDOT provided plans (such as proposed cost savings, design preference, constructability, etc.).

For each bridge site where the Proposer intends to submit revised bridge plans, the Proposer shall provide in this submittal a list of bridges that will be re-designed, why a redesign is being considered, and a proposed bridge plan and elevation, bridge typical sections, foundation layout and necessary details to clearly show the proposed bridge. For each bridge site that the Proposer proposes to use the bridge plans prepared by MDOT, the Proposer shall submit the first three (3) drawings of the 100 Percent plans with the Proposal.

For the Coldwater River Crossing, the Proposer shall provide bridge plan and elevation drawings, bridge typical sections, foundation layout and any other drawings that will aid the reviewer in understanding the proposed bridge.

The Proposer may describe any innovative design solutions that offer advantages to MDOT during design. Such design solutions may include items which create a more effective design, address budget saving techniques, improve long term durability, improve long term maintenance, mitigate environmental impacts or other such related advantages. If an ATC has been submitted and approved, reference the appropriate ATC number. The Proposer should provide specific detail describing how their design will minimize the maintenance and maximize the durability of the project.

All plan submittals shall be in a separate appendix to the Technical Proposal. The Plan Sheets, which can be 11 inch by 17 inch in size, will not count toward the recommended page limitation.

3. **Construction Plan** – The Proposer should provide a detailed construction plan for the Project which outlines how the Proposer plans to construct the Project within the requirements stated herein. Special attention should be given to the Coldwater River Crossing.

At a minimum, the construction plan should include the following:

- a. Describe the general construction means and methods proposed for the Project.
- b. Describe the construction means and methods for the foundation, substructures, and superstructures for the Coldwater River Crossing.
- c. Describe the construction means and methods used to minimize the impacts to the natural environment, especially the Coldwater River Crossing.
- d. Describe the means and methods of clearing and debris removal at the Coldwater River Crossing and how the Proposer intends to minimize the impacts to the natural environment.

The Proposer shall describe technical solutions that offer advantages to MDOT during construction. Such technical solutions may include items which ease construction, address budget saving techniques, improve long term durability, improve long term maintenance, mitigate environmental impacts or other such related advantages. If an ATC has been submitted and approved, reference the appropriate ATC number.

4. **Management Approach** – Describe an overall Project Management Plan for the Project. This Plan should consist of, but not necessarily be limited to, a description of sound, proven organizational techniques for design management, construction management, and the integration of both for this Design-Build Project. The Proposer should identify anticipated major risks and present a plan to manage those risks. A plan to manage document control should be provided in this Proposal. The Proposer should describe the week to week management of the Project and define the members of the Proposer team who will attend any weekly and monthly coordination meetings. The Proposer should describe how their plan will result in a greater responsiveness to MDOT's management team.
5. **Quality Management Plan** – The Proposer should define any project controls that have been established to ensure overall Project quality and describe how these controls will be effective. Describe how the Proposer will monitor for conformance to the plans, specifications and material testing (asphalt and concrete) in order to verify Project quality. The Proposer should provide a description defining how the team will resolve issues of non-conformance with the design, construction or material testing QC and define who will be responsible for addressing quality issues for the Proposer.

6. **Schedule Summary and Work Plan** – The Proposer should submit a summary schedule demonstrating how the Contractor plans to complete the Project within its prescribed schedule for completion. The summary schedule should include dates for planned start and finish of design, procurement of major items, mobilization, foundation installation, superstructure installation, and the total number of calendar days from the Notice to Proceed to Final Completion.

The Proposer should also submit a preliminary construction work plan detailing the number of crews anticipated, shifts, and length of work week for the Work proposed to be completed. The proposed number of calendar days for Final Completion shall be the same as shown on the Contractor's Schedule Certificate. The Contractor's Schedule Certificate shall be used as the basis for the assessment of Liquidated Damages included in the Contract.

7. **Key Individuals** – Proposer shall include a copy of the organization chart in the Proposal as provided in the Statement of Qualifications and shall state that there are no modifications to Key Individuals as submitted in the Statement of Qualifications if no modifications were approved by MDOT. If personnel changes are anticipated, then the Proposer shall resubmit all Key Individual information as defined in the Request for Qualifications (RFQ) and shall present a justification for the change. Any modification will require prior MDOT approval. A copy of the organization chart should be provided in the front of the Volume 1 Technical Proposal appendices.

Modifications to the Proposer's team or Key Individuals and other personnel listed in the Proposer Statement of Qualifications are discouraged. MDOT will not approve requests for modification without justification. Examples of justification include death of a team member, changes in employment status, bankruptcy, inability to perform, organizational conflict of interest, or other such significant cause. In order to secure MDOT's approval prior to the award of the contract, a written request shall be forwarded to the person and address as shown in the Section III, General Instructions, Proposal Submittal of this RFP. The request shall include: a) the nature of the desired change, b) the reason for the desired change, and c) a statement of how the desired change will meet the required qualifications for the position/responsibility. No such modification will be made without prior MDOT approval.

8. **Organizational Conflict of Interest** - The Proposer's attention is directed to 23 CFR Section 636 Subpart A and in particular to Subsection 636.116 regarding organizational conflicts of interest. Subsection 636.103 defines "organizational conflict of interest" as follows:

Organizational conflict of interest means that because of other activities or relationships with other persons, a person is unable or potentially unable to render impartial assistance or advice to the owner, or the person's objectivity in performing the contract work

is or might be otherwise impaired, or a person has an unfair competitive advantage.

The Proposer shall provide information concerning potential organizational conflicts of interest and disclose all relevant facts concerning any past, present or currently planned interests which may present an organizational conflict of interest. The Proposer shall state how its interests or those of its chief executives, directors, Key Individuals for this Project, or any proposed consultant, contractor or subcontractor may result, or could be viewed as, an organizational conflict of interest.

The Proposer is prohibited from receiving any advice or discussing any aspect relating to the Project or the procurement of the Project with any person or entity with an organizational conflict of interest, including, but not limited to Garver LLC, URS Corporation, Thompson Engineering Inc., and any affiliates of the afore mentioned. Such persons and entities are prohibited from participating in a Proposer organization relating to the Project.

The Proposer agrees that, if after award, an organizational conflict of interest is discovered, the Proposer must make an immediate and full written disclosure to MDOT that includes a description of the action that the Proposer has taken or proposes to take to avoid or mitigate such conflicts. If an organizational conflict of interest is determined to exist, MDOT may, at its discretion, cancel the Design-Build contract for the Project. If the Proposer was aware of an organizational conflict of interest prior to the award of the contract and did not disclose the conflict to MDOT, then MDOT may terminate the contract for default.

9. **Required Forms and Certifications** – The Proposer shall provide the following completed document:
  1. Contractor’s Schedule Certificate as indicated in Section 905.

This form should be placed at the beginning of Volume 1. This form will not be counted against the page limitation.

### **Volume 2 – Contract Price Proposal (Marked and Sealed per 907.102.09)**

This Contract Price Proposal shall contain the following information:

1. All pages of Section 905 including acknowledgment of addenda and bid sheets completed and signed.
2. A certified check, cashier’s check or Proposer’s Bid Bond payable to the State of Mississippi in the principle amount of 5% of the bid that includes the project number, executed by the Proposer and signed or countersigned by a qualified Mississippi agent or qualified nonresident agent for the Surety with Power of Attorney attached.
3. An executed Equal Opportunity Clause Certification as indicated in Section 905.

4. A signed list of all Firms submitting quotes (OCR-485) as indicated in Section 905.
5. The Certification regarding Non-Collusion, Debarment and Suspension, etc. executed in duplicate as indicated in Section 905.
6. Notice to Proposers No. 3414 DB: DUNS Requirement for Federal funded Projects

The information obtained under this RFP of the successful Proposer shall become the exclusive property of the Commission without restriction or limitation on its use. The Proposer should also include with their submittal of the Contract Price Proposal (Volume 2) a request for payment of the stipend should they not be awarded the Best-Value Proposal. The Commission shall have unrestricted authority to publish, disclose, distribute, or otherwise use in whole or in part any reports, data, or other materials prepared under this RFP by the successful Proposer. The Commission shall retain ownership of all plans, specifications, and related documents.

## V. ESCROW PROPOSAL DOCUMENTS

The Proposer is required to escrow all Proposal documents in accordance with Special Provision 907-103.06 within two (2) business days of Notification of Award. Failure to escrow documents in the allotted time may result in rescission of the award and/or forfeiture of the Proposer's bid bond.

## VI. EVALUATION OF PROPOSALS

A Proposal Review Committee ("Committee") will be appointed to evaluate the Technical Proposals on behalf of the Commission. The Committee will be comprised of MDOT employees. In addition, MDOT will assemble a group of advisory members, that shall include the Federal Highway Administration (FHWA), and others with various areas of expertise.

## VII. PAGE-TURN MEETING

Representatives of MDOT and FHWA will meet with each Proposer, formally for thirty (30) minutes, for a page-turn meeting. The purpose of the page-turn meeting is for the Design-Build Firm to guide representatives of MDOT and FHWA through the Technical Proposal, highlighting sections within the Technical Proposal that the Proposer wishes to emphasize. The page-turn meeting will occur on the days identified in the Milestone Schedule in Section X of this RFP. The MDOT will terminate the page-turn meeting promptly at the end of the allotted time. The MDOT may record all or part of the page-turn meeting. All recordings will become part of the Proposal. The page-turn meeting will not constitute discussions or negotiations. The Proposer's team will not be permitted to ask questions of any MDOT or FHWA representatives during the page-turn meeting. An aerial or topographic map of the project limits provided by the Proposer's team is acceptable for reference during the page-turn meeting. The CD submitted by the Proposer will be made available along with any equipment necessary to project its contents on a screen during the page-turn meeting. Use of other visual aids, electronic

presentations, handouts, etc., during the page turn meeting is expressly prohibited. Upon conclusion of the thirty (30) minutes, MDOT or FHWA representatives will be allowed up to ten (10) minutes to ask the Proposer's team questions about the Proposal. Participation in the page-turn meeting by the Proposer's team shall be limited to no more than five (5) representatives from the Proposer's team. Prior to beginning the page-turn meeting, each team member shall introduce themselves and describe their role in the project. Proposers desiring to opt out of the page-turn meeting may do so by submitting a request to the Department.

## **VIII. CRITERIA FOR SCORING**

The Commission has developed criteria for use in evaluating and scoring the Proposals. The Committee will use these criteria to develop a numerical score of each Proposal. Scoring will be based on a point system. The Committee will evaluate the Proposals based on meeting the technical evaluation criteria as shown below. The Committee will not evaluate as part of the Proposal construction plans which have been provided by the Commission.

The maximum points for each evaluation criteria will be as follows:

- Compliance with the RFP Requirements – 5
- Design Plan - 30
- Construction Plan - 35
- Management Approach - 10
- Quality Management Plan – 10
- Schedule – 10

The Committee will consider the following minimum criteria:

### **Compliance with the RFP Requirements**

**I.1** Overall Presentation - How well is the Proposal presented, and how well are the formatting instructions met?

### **Design Plan**

- II.1.** How well has the Proposer presented a logical and detailed approach to the project?
- II.2.** How well has the Proposer complied with the design criteria established in the RFP?
- II.3.** How well has the Proposer's design minimized the impacts to the natural environment, especially the Coldwater River Crossing?
- II.4.** How clearly does the Proposer explain the work using completed plans by MDOT and the portions of the project that will be designed by the Proposer's team?
- II.5.** How well has the Proposer presented innovative design solutions and how effective could the innovations be?
- II.6.** How well has the Proposer's design minimized the maintenance and maximized the durability of the Project?

### **Construction Plan**

- III.1.** How well has the Proposer described the construction means and methods and how logical are these for the project?
- III.2.** How well has the Proposer described the construction means and methods for the foundation, substructures, and superstructures for the Coldwater River and how logical are these?
- III.3.** How well do the Proposer's construction means and methods minimize the impacts to the natural environment, especially the Coldwater River Crossing?
- III.4.** How well do the Proposer's means and methods of clearing and debris removal minimize the impacts to the natural environment at the Coldwater River? (See Notice to Proposers #6004-DB.)
- III.5.** How well has the Proposer presented innovative construction solutions and how effective could the innovations be?

### **Management Approach**

- IV.1.** How well is the overall Project Management Plan described and how effective will it be?
- IV.2.** How well does the Proposer identify major risks and how logical is the plan to manage those risks?
- IV.3.** How well does the Proposer demonstrate a plan to manage document control and how effective is that plan?
- IV.4.** How well does the Proposer describe the week to week management of the Project and how responsive will the team members be to MDOT?

### **Quality Management Plan**

- V.1.** How well did the Proposer define any project controls and how effective will these controls be?
- V.2.** How well did the Proposer describe how they will monitor for conformance to the plans and material testing and how effective will it be?
- V.3.** How effectively will non-conformance aspects of the Project be handled?

### **Schedule**

- VI.1.** How well does the Proposer clearly describe the plan for delivery of the Work within the prescribed summary schedule and preliminary construction work plan and how logical are these?

The individual Technical Score by each reviewer will be the summation of the Technical Scores achieved for each of the above selection criteria. The Proposer's total Technical Score (maximum of 100 points) will be the summation of the individual Technical Scores from each reviewer divided by the number of reviewers.

### **SELECTION OF CONTRACTOR**

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. MDOT will then publicly open each of the Contract Price Proposals, all in accordance with the Milestone Schedule.

The Best Value Proposal shall be determined by the following formula:

$$\text{Best Value Proposal} = (\text{Part A} + \text{Part B}) - [17,000,000 \times (\text{Technical Score}/100)]$$

Where:

Part A = Contract Price Proposal.

Part B = (Number of calendar days from the Notice to Proceed up to and including Final Completion set forth by the Proposer) x \$6,000.

In the event of a tie for the Best Value Proposal as determined by the above formula, the Proposer with the lowest Contract Price Proposal will be selected.

The Commission intends to award and offer a Contract to the Proposer submitting the Best Value Proposal with the lowest score as determined above. However, if the parties are unable to execute a contract, MDOT may offer a contract to the Proposer that submitted the Best Value Proposal with the next lowest score, and so on, until an agreement is reached.

## **IX. GENERAL INFORMATION**

The Commission reserves the right to terminate evaluation of one or more of the Proposals if it is determined to be in its best interest.

The Commission reserves the right, at its sole discretion, to proceed no further with this RFP process, and/or to re-advertise in another public solicitation.

The Commission reserves the right to reject any and all Proposals and/or to discontinue contract execution with any party at any time prior to final contract execution.

The Commission reserves the right to request or obtain additional information about any and all Proposals.

Except for the stipend defined in Section II, the Commission assumes no liability and will not reimburse cost incurred by firms, whether selected or not, in developing Proposals or in contract execution.

After award, in order to secure MDOT approval, the procedures as defined in the Technical Requirements Section 2.4 shall be followed.

The Best Value Proposer shall submit an additional 20 sets of Volume #1 Proposals within 10 days after contract award.

The successful Proposer will be required to furnish a Section 903 Performance and Payment Bond, Certificates of Insurance and W9 no later than 10 days after Contract Award.

All debriefing requests shall be submitted by e-mail to the attention of Mr. Scot Ehrgott, P.E. at [sehrgott@mdot.ms.gov](mailto:sehrgott@mdot.ms.gov) within two (2) weeks of the Commission approval of Award. The debriefing shall be limited to the merits of the individual Proposer's response to the RFP.

## **X. MILESTONE SCHEDULE**

- Issue RFP for selected Proposers January 21, 2013
- Mandatory Pre-Proposal Meeting February 6, 2013  
10 AM Central Time
- Deadline for Proposers to submit written questions or ATCs April 5, 2013  
4 PM Central Time
- Target Date for MDOT to post to website last responses to written questions, to issue Addenda, and to respond to ATCs April 12, 2013
- Submittal of Technical Proposals (Volume 1) April 26, 2013  
10 AM Central Time
- Page-turn [meetings](#) June 10-12, 2013  
(Anticipated)
- Submittal of Contract Price Proposals (Volume 2) June 14, 2013  
10 AM Central Time
- Notification of Award June 25, 2013  
(Anticipated)
- Notice to Proceed July 5, 2013  
(Anticipated)
- Target Project Completion Date September 5, 2015  
(Approximate Date)

**Form for Alternate Technical Concept    No. \_\_\_\_\_**

A submission to request an Alternate Technical Concept is hereby submitted to MDOT for consideration (all criteria must be addressed):

<b>Submittal Information</b>
1. A narrative description of the proposed modification and description of change to the Technical Specifications:
2. The locations where the proposed modification will be used on the Project (insert or attach sketch, or refer to station numbers):
3. A conceptual drawing of the proposed modification (attach or insert sketch):
4. An explanation of why the proposed modification is of equal to or better quality:
5. A description of potential impacts or changes to the long term maintenance requirements as a result of the proposed modification.

<b>MDOT Response (to be posted on the Project Website)</b>

Mark C. McConnell  
Deputy Executive Director/  
Chief Engineer

Charles R. Carr  
Director  
Office of Intermodal Planning



Melinda L. McGrath  
Executive Director

Lisa M. Hancock  
Deputy Executive Director/  
Administration

Willie Huff  
Director  
Office of Enforcement

P. O. Box 1850 / Jackson, Mississippi 39215-1850 / Telephone (601) 359-7001 / FAX (601) 359-7110 / [www.GoMDOT.com](http://www.GoMDOT.com)

January 18, 2013

Mr. Andrew Hughes  
Division Administrator  
FHWA-Mississippi Division  
100 West Capitol Street, Suite 1062  
Jackson, MS 39269

RE: DB/STP-0029-03(009)  
102556/304000  
SR 304  
Marshall County

### RIGHT-OF-WAY CERTIFICATION

Dear Mr. Hughes:

This is to certify that all necessary highway rights-of-way, including control of access has been acquired or legal Right of Entry obtained and rights-of-way were acquired in accordance with 49CFR Part 24, **except** as indicated on the Status of Right of Way.

This is to further certify that all individuals and families have been relocated to decent, safe and sanitary housing, or comparable relocatees and the steps relative to relocation advisory assistance administration of the Highway Relocation Assistance Program have been taken, **except** as indicated on the attached Status of Right of Way.

All improvements have been removed from the highway right of way, **except** the improvements to be removed by the Contractor as indicated in the contract plans and as indicated on the attached Status of Improvements.

This project was inspected and there were no visible indications of any Potentially Contaminated Sites on proposed Right of Way, **except** as indicated on the attached Status of Potentially Contaminated Sites. The status of the utilities to be adjusted or relocated is shown in the report attached.

Please note the restriction shown on the Status of Right of Way page.



Mr. Andrew Hughes  
January 18, 2013  
Page 2

**Attached:**  
Status of Right of Way  
Status of Potentially Contaminated Sites  
Encroachment Certification  
Utility Status  
Status of Buildings

Sincerely,

RIGHT OF WAY DIVISION

A handwritten signature in black ink that reads "Daniel B. Smith". The signature is written in a cursive style and is positioned above the printed name and title.

Daniel B. Smith  
Division Administrator

DBS:ar

Attachments

Pc: Chief Engineer (65-01)  
Contract Administration (74-01)  
Construction Engineer (73-01)  
District Two (22-01)  
Project Engineer (22-01 PE)  
Facility & Maintenance (89-20)

**STATUS OF RIGHT-OF-WAY**

DB/STP-0029-03(009)

102556/304000

SR 304

Marshall County

January 18, 2013

All rights of way and legal rights of entry have been acquired, **except:**

**None.**

**Pursuant to the dates shown in the Utility Status Report, the entire project area should be restricted until June 1, 2013.**

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

## INTER-DEPARTMENTAL MEMORANDUM

TO: Right of Way  
Dan Smith

DATE: 1/15/2013

FROM: Asst. Dst. Eng.-Con.  
Charles A. Sheffield *CAS*

PROJECT: DB/STP-0029-03(009)  
102556/304000

INFORMATION COPY TO:

COUNTY: Marshall

Ann Russell (84-01)  
File

The above referenced project has been inspected and this is to certify that there are no encroachments.

CAS/jaw

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JAN 15 2013

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

## *Inter-Departmental Memorandum*

TO: UTILITY LIAISON SUPERVISOR  
Mr. John Murray

DATE: January 16, 2013

FROM: Kelly W. Standard *KWS*  
District 2 Utility Coordinator

SUBJECT OR PROJECT NO: STP-0029-03(009)  
102556/304000

INFORMATION COPY TO: File  
Project Engineer (12-16)  
Payne (73-01)  
Russell (84-01)

COUNTY: Marshall

### UTILITY STATUS REPORT

Let Date: January 29, 2013

Notice to Proceed: March 14, 2013

Grade, Drain, 4 Lane I-269/SR 304 from north of SR 178 to south of SR 302

#### CenturyLink

Utility Agreement is not approved. Telephone cable should be relocated by May 15, 2013.

Contractor's operations should not be adversely affected.

#### Comcast

Utility Agreement is not approved. Video cable should be relocated by May 15, 2013.

Contractor's operations should not be adversely affected.

#### Centennial (Marathon) Pipeline

Utility Agreement is approved. The 26" petroleum pipeline has been adjusted.

Contractor's operations should not be adversely affected.

#### Trunkline Gas Company, LLC

Utility Agreement is approved. The 36" and 30" natural gas lines have not been adjusted. Plans are to start adjustments on February 18, 2013 and the work should be completed by June 1, 2013.

Contractor's operations should not be adversely affected.

#### Town of Byhalia

Utility Agreement is approved. Work has begun on relocation of the town's water, gas and sewer lines. All relocations should be finished by April 1, 2013.

Contractor's operations should not be adversely affected.

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JAN 18 2013

**Northcentral Electric Power Association**

Utility Agreement is not approved. All electrical facilities should be relocated by May 15, 2013.

Contractor's operations should not be adversely affected.

**Marshall County Water Association**

Utility Agreement is approved. All water distribution lines and facilities have been relocated.

Contractor's operations should not be adversely affected.

**Tennessee Valley Authority**

Utility Agreement is approved. Work is underway and all electrical transmission facilities should be complete by April 1, 2013.

Contractor's operations should not be adversely affected.

**Shell Pipeline**

Utility Agreement is approved. Adjustment of the two crossings will start by March 15, 2013 and should be complete by June 1, 2013.

Contractor's operations should not be adversely affected.

**All prospective bidders should be aware that some precautions will need to be taken before crossing the three pipeline company easements with construction equipment. This may require building a temporary crossing using some type of stone or timber mats. The specific details can be worked out at the pre-construction meeting.**

This is to certify that all necessary arrangements have been made for all utility work involved be undertaking and completing.

ASBESTOS CONTAMINATION STATUS OF BUILDINGS  
TO BE REMOVED BY THE CONTRACTOR  
DB/STP-0029-03(009)  
102556-304000  
Marshall County  
January 14, 2013

Reference is made to notices to bidders entitled "Asbestos National Emission Standards for Hazardous Air Pollutants (NESHAP)" and "Removal of Obstructions".

The following pertinent information is furnished concerning asbestos containing materials (ACMs), if any, found in buildings to be removed by the Contractor.

There are no buildings in the contract to be removed.

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JAN 14 2013

STATUS OF POTENTIALLY CONTAMINATED SITES

DB/STP-0029-03(009)

102556-304000

Marshall County

January 14, 2013

This project has been inspected and there was no visible indication of potentially contaminated sites within the proposed right of way.

**RECEIVED**

JAN 14 2013

## **PRE-BID DBE MEETING**

Pre-bid DBE meetings are held in Amphitheater 1 and 2 of the Hilton Jackson located at I-55 and County Line Road, Jackson, Mississippi at 2:00 P.M. on Mondays preceding the date of bid openings.

These meetings are to inform DBE firms of subcontracting and material supply opportunities. Attendance at a minimum of one (1) meeting is considered of prime importance in demonstrating good faith effort to meet the contract goal.

## **PARTICIPATION / DBE CREDIT**

Participation shall be counted toward meeting the goal in this contract as follows:

- (1) If the Prime Contractor is a certified DBE firm, only the value of the work actually performed by the DBE Prime can be counted towards the project goal, along with any work subcontracted to a certified DBE firm.
- (2) If the Contractor is not a DBE, the work subcontracted to a certified DBE Contractor will be counted toward the goal.
- (3) The Contractor may count toward the goal a portion of the total dollar value of a contract with a joint venture eligible under the standards of this provision equal to the percentage of the DBE partner in the joint venture.
- (4) Expenditures to DBEs that perform a commercially useful function may be counted toward the goal. A business is considered to perform a commercially useful function when it is responsible for the execution of a distinct element of the work and carries out its responsibilities by actually performing, managing, and supervising the work involved.
- (5) The Contractor may count 100% of the expenditures for materials and supplies obtained from certified DBE suppliers and manufacturers that produce goods from raw materials or substantially alters them for resale provided the suppliers and manufacturers assume the actual and contractual responsibility for the provision of the materials and supplies. The Contractor may count sixty percent (60%) of the expenditures to suppliers that are not manufacturers, provided the supplier performs a commercially useful function in the supply process. Within 30 days after receipt of the materials, the Contractor shall furnish to the DBE Coordinator invoices from the certified supplier to verify the DBE goal.
- (6) Any work that a certified DBE firm subcontracts or sub-subcontracts to a non-DBE firm will not count towards the DBE goal.
- (7) Only the dollars actually paid to the DBE firm may be counted towards the DBE goal.

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 - NOTICE TO PROPOSERS NO. 6004 DB**

**CODE: (SP)**

**DATE: 08/08/2012**

**SUBJECT: Special Requirements at the Coldwater River Crossing**

| Station 1129+[49](#) to Station 1170+[01](#)

MDOT has determined that the Coldwater River Crossing is a unique and sensitive area that should be preserved. Thus the construction of this crossing will be completed using construction techniques that preserve the area's natural habitat and minimize environmental impacts. Limited access to the site on the ground or water will be allowed as detailed below or as approved the by the Engineer.

The Contractor shall limit all work activities to the construction limits. The construction limits shall be located 15 feet from the outside edge of the bridge deck(s). Prior to any work in the area, the Contractor shall delineate the construction limits of the project with suitable materials to clearly mark the construction limits of the Coldwater River Crossing. At the end of the project the Contractor shall remove all delineation of the construction limits for the project.

The project will require clearing within the construction limits. Grubbing will not be allowed. The clearing requirements for this area are that all tree trunks and branches with a diameter of 4 inches or larger shall be removed from the project. Branches smaller than 4 inches in diameter may be left in place provided they are distributed throughout the project area (with no bunching or piling). Trees shall be removed by means that satisfy the ground rutting and turbidity restrictions stated herein.

Tree stumps in direct conflict with pile locations may be removed upon approval of the Engineer. The Contractor shall submit a stump removal plan for approval upon identification of a pile/tree stump conflict. The Engineer will have three (3) days to review and approve with or without restrictions.

| Construction staging areas and storage of material or equipment are not permitted on natural ground within this area of the project from Station 1129+[49](#) to Station 1170+[01](#).

The site may not be altered other than the clearing operation and the construction of the bridge(s). Damming, filling, dispersal of spoils or dredging the site will not be allowed.

| When dry, the existing soils located at approximately Station 1129+[49](#) to Station 1148+50, are subject to collapse due to the water table near the surface. Activity within the station limits noted must cease when rutting from the equipment is observed.

The Contractor may access the site on foot, using boats or on dry ground with equipment that has a loaded ground contact pressure of 2.25 psi or less for clearing, surveying of the site or other minor hand work elements only. Limiting site access is necessary to minimize the disturbance of the sediments of the marsh and to prevent the collapsing of the soil.

No equipment operated from the natural ground, with or without mats, shall be used for the construction of the bridge.

The turbidity outside the limits of a 750 –foot mixing zone shall not exceed the ambient turbidity by more than 50 Nephelometric Turbidity Units. This restriction applies to all contractor operations throughout construction from Station 1129+[49](#) to Station 1170+[01](#).

The Engineer shall be the sole judge of the Contractor’s preservation of the Coldwater Crossing’s environment in accordance with Section 105 of the Standard Specification for Road and Bridge Construction.

the subcontractor as a result of the subcontractor's operations in the same amounts as contained above; or, in the alternative each subcontractor shall provide same.

**907-107.14.2.3—Professional Liability.** All professional Engineers on the Contractor's team shall be covered for professional liability insurance including errors and omissions with limits of \$3,000,000 for each claim, and \$5,000,000 aggregate limit for all claims. Evidence from the Contractor of professional liability insurance for any professional engineering firm performing services for the Contractor is acceptable.

**907-107.15--Third Party Beneficiary Clause.** In the first sentence of the first paragraph of Subsection 107.15 on page 61, change "create the public" to "create in the public".

Delete Subsection 107.17 beginning on page 62 and substitute the following:

**907-107.17--Contractor's Responsibility for Work.** Until release of maintenance in accordance with Subsection 907-105.16, the Contractor shall have the charge and care thereof and shall take every precaution against injury or damage by action of the elements or from any other cause, whether arising from the execution or the non-execution of the Work. The Contractor shall rebuild, repair, restore and make good, in accordance with the requirements of the Contract, all injuries or damages to the Work occasioned by any of the above causes before release of maintenance and shall bear the expense thereof.

All repairs of damage to items of construction, caused by the traveling public on a Project or section(s) of a Project open to traffic, shall be the responsibility of the Contractor.

In case of suspension of Work from any cause whatsoever, the Contractor shall be responsible for the Work and shall take the precautions necessary to prevent damage to the Work, provide for normal drainage, erect necessary temporary structures, signs or other facilities; shall maintain the Work in such a manner as to fully carry out the responsibility for maintaining traffic as required under the Contract; shall properly and continuously maintain in an acceptable growing condition all living material in newly established plantings, seedings, and soddings furnished under the Contract, and shall take adequate precautions to protect new tree growth and other vegetative growth against injury. All such protection and maintenance shall be performed by the Contractor without additional cost to the Engineer.

Delete in toto Subsection 107.22.1 on pages 65 and 66, and substitute the following:

**907-107.22.1--Contractor's Erosion Control Plan.** At the preconstruction conference or prior to starting any work on the project, the Contractor shall submit to the Project Engineer for concurrence a comprehensive erosion and siltation control plan utilizing temporary measures and permanent erosion control features to provide acceptable controls during all stages of construction.

The Contractor shall schedule 60 calendar days for the submittal and concurrence of the Contractor's erosion control plan, MDOT's review of the plan, and any revisions that may be

necessary. The original contract time shall not be adjusted unless delays are caused solely by the Department for the submission, review, and concurrence of the Contractor's erosion control plan.

As a minimum, the plan shall include the following:

1. Erosion Control Plan (ECP) sheets or the plan profile sheets, 11" x 17" or larger, of all areas within the rights-of-way from the Beginning of the Project (BOP) to the End of the Project (EOP) showing the location of all temporary erosion control devices. Erosion control devices should be identified by exact type, temporary or permanent, configuration, and placement of each item to prevent erosion and siltation. A narrative of the Contractor's temporary erosion control plan shall be submitted in a format similar to the form attached to this special provision, but must include the heading and sub-heading information. As a minimum, the narrative shall include the following:
  - A detailed description, including locations (station numbers) of the Contractor's proposed sequence of operations including, but not limited to, clearing and grubbing, excavation, drainage, and structures.
  - A detailed description, including locations, and best management practices (BMP) that will be used to prevent siltation and erosion from occurring during the Contractor's proposed sequence of operations.
2. A copy of the certification for the Contractor's Certified Erosion Control Person whose primary duty shall be monitoring and maintaining the effectiveness of the erosion control plan, BMPs, and compliance with the NPDES permit requirements.
3. A plan for the disposal of waste materials on the project right-of-way which shall include but not be limited to the following:
  - containment and disposal of materials resulting from the cleaning (washing out) of concrete trucks that are delivering concrete to the project site.
  - containment and disposal of fuel / petroleum materials at staging areas on the project.
  -

The erosion and siltation control plan shall be maintained on the project site at all times, updated as work progresses to show changes due to revisions in the sequences of construction operations, replacement of inadequate BMPs, and the maintenance of BMPs. Work shall not be started until an Erosion Control Plan has been concurred with by the MDOT. The Engineer will have the authority to suspend all work and/or withhold payments for failure of the Contractor to carry out provisions of MDEQ's Storm Water Construction General Permit, the Erosion Control Plan, updates to the Erosion Control Plan, and /or proper maintenance of the BMPs.

**907-107.22.2--Clearing and Grubbing, Haul Roads, Waste Areas, Plant Sites or Other Areas Occupied by the Contractor.** Delete the fourth paragraph of Subsection 107.22.2 on page 66 and substitute the following:

Unless otherwise determined by the Engineer from a study of overall job conditions, the exposed surface area of erodible material at any one time for each of the separate operations of this subsection shall not exceed 19 acres without prior approval by the Engineer.

Delete Subsection 107.22.4 beginning on page 67 and substitute the following:

**907-107.22.4--Structures, Grading, and Other Construction.** The Contractor shall perform all Work required under the Contract in such manner and with such protective features to control and contain siltation within the limits of the Work.

Performance in the designated or directed sequence and the providing of all erosion protection shall be considered the Contractor's responsibility.

The Contractor shall prevent or minimize undesirable siltation in connection with excavation, construction and backfill of structures. Such temporary measures as are indicated herein for clearing and grubbing or other measures such as covering of excavated materials, lining channels, constructing bulkheads or other effective measures shall be employed.

The Engineer will limit the areas of excavation, borrow, and embankment operations commensurate with the Contractor's capability and progress in keeping the finish grading, seeding, mulching, and other such permanent erosion control measures current. Should seasonal limitations make such coordination unrealistic, temporary erosion control measures shall be used to the extent feasible and justified. The exposed surface area of erodible material at any one time for each grading operation shall not exceed 19 acres without prior approval by the Engineer.

The Engineer may increase or decrease the areas of erodible material to be exposed at any one time by clearing and grubbing, excavation, borrow and fill operations as determined by analysis of the conditions of the Project.

It is the intent of these specifications that the Work shall proceed in a manner and sequence to ensure the earliest possible establishment of permanent erosion control items.

Delete Subsection 107.22.5 on page 68 and substitute the following:

**907-107.22.5--Special Temporary Erosion Control.** The Contractor shall perform all designated temporary and all emergency erosion control work such as fast growing grasses or other designated temporary features for problem areas during grading, paving or other construction work as directed by the Engineer. The Work shall be performed at the time and in the manner deemed to provide the most effective deterrent to siltation.

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If the Contractor elects to use the signed and sealed construction plans provided by MDOT, the plans shall be submitted for RFC. The Contractor will submit two (2) sets of full scale and two (2) sets of half scale stamped plans to MDOT. MDOT shall stamp “Release for Construction” on the plan sets submitted and return them to the Contractor. The Contractor shall then submit twenty (20) copies of half scale plans for distribution.

The Contractor shall submit a certification that the submittal complies with the Design Quality Control Plan.

MDOT’s stamping of drawings as “Released for Construction” does not substantiate the adequacy or acceptability of the design or relieve the Contractor of its obligation to comply with all provisions of the Contract.

**2.2.6 Request for Information (RFI) Process.**

Any questions concerning clarification of the plans or specifications, substitutions or alternate concepts shall be submitted to the Engineer of Record for response with a copy to the MDOT Project Engineer. The Engineer of Record is responsible for providing the response to the Contractor. If the substitution or alternate concept is not acceptable to MDOT, then MDOT is responsible for providing a comment to the Engineer of Record and Contractor within 3 working days of receipt of the completed RFI (hard copy) and associated documents (if any). MDOT will provide either the response or a schedule of when a response will be completed. If MDOT does not have an objection, and the Engineer of Record provides a clarification to the RFI then the Engineer of Record shall provide a response to the RFI and return the completed RFI to the Contractor. The Contractor will then submit the RFI to MDOT.

If the Engineer of Record agrees to a substitution or alternate concept then the RFI becomes a Request for Revision and follows the process detailed below.

The RFI shall use the attached form or similar document.

**2.2.7 Request for Revision (RFR) Process.**

Any revisions to the plans and specifications desired by Contractor or to correct deficiencies in the construction documents after the Submittal has been Released for Construction will require a Request for Revision (RFR). The Contractor shall submit a Request for Revision to MDOT. These shall be resubmitted to MDOT for review and re-release according to Section 2.2.5.

All Requests for Revision shall include the following: justification narrative, copies of pertinent correspondence, jurisdictional sign-off as necessary, any additional governmental approvals, index of impacted agencies with review comments and/or acknowledgements, preliminary drawings, engineering calculations and specifications, as necessary.

MDOT may accept or reject any Request for Revision. If MDOT accepts an RFR, the Contractor shall finalize all pertinent documentation, including final design drawings and specifications for final review and Release for Construction.

In no event shall the RFR process be used to change the Contract scope.

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2.2.8 *As-Built Drawings and Records.*

1. Contractor Responsibilities. In addition to those documents set forth above, the Contractor shall provide to MDOT thirty (30) days after completion of a portion of the Project a complete set of record plans. Record drawings consist of the final design documents listed as follows: design plan CADD (Microstation) drawings, Geopak files and PDF files that incorporate all changes, including any adjustments, plan and profiles of relocated utilities, additions and deletions that occurred during construction. The Contractor shall certify that the record drawings are a true and correct representation of the Work as constructed.
2. Plan Revision Box. Information regarding major revisions to the plans shall be noted in a revision box on the plans. The information listed in the revision box shall include: the initiator of the revision, date, and a brief explanation of the nature of the revision.
3. Contents. In addition to the revisions that incorporated changes during construction, the record drawings shall include the following information gathered during construction:
  - a. The final profile of each bridge constructed. The profile shall include the elevation along the centerline and a line three feet inboard of each gutter line. Points on the profile shall be taken at no greater than 25-foot intervals and shall include the beginning and end of each span.
  - b. If any structure has pile foundations, information concerning the pile driving operation shall be listed to include pile and driving equipment data, final pile bearing, elevation of pile tip when plan bearing was obtained, final pile tip elevation, penetration into the ground, and pile driving analysis or wave evaluation analysis program data. This information shall be entered on each footing or bent sheet, or be included as a new sheet inserted immediately following the pertinent footing or bent sheet.
  - c. If any structure has drilled shaft foundations, information concerning the installation of the shaft shall be listed to include the drilled shaft report. This information shall be entered on each footing or bent sheet, or be included as a new sheet inserted immediately following the pertinent footing or bent sheet.
  - d. The verification of the final location of all relocated utility lines and electrical conduit lines & structures that are within the Project Right-of-Way.
  - e. The final location of all pipes, culverts, drainage structures and permanent ditch treatment.
  - f. All shop drawings in hard copy and PDF format.
4. Submission Requirements. Record drawings shall be submitted as follows:
  - a. One half-scale (Roadway and Bridge) (18" x 12") bond paper copy
  - b. One copy on compact disc in PDF format set up to print full size. Specific instructions are provided in the Roadway Design Memo Electronic Plan Delivery Memo dated August 10. This memo may be found on MDOT's web site:

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2010.http://sp.mdot.ms.gov/Roadway%20Design/Lists/Design%20Memos/AllItems.aspx

- c. Microstation CADD (Right-of-Way, roadway and bridge) drawings shall conform to MDOT standard levels and symbology used to develop the design drawings for the Project.
- d. Five full size Final Right-of-Way Plats that met the requirements of Section 8.1 of the Technical Requirements.

**2.3 Project Management**

The Contractor shall be responsible for ensuring that the Project is constructed in conformance with the Contract, all referenced documents and specifications, and applicable Laws.

The Contractor shall provide Project management services sufficient to supervise the activities of its subcontractors. The Contractor shall provide a sufficient number of persons on Site to provide for the construction management of the Project.

The Contractor shall attend meetings when requested by MDOT. The meetings shall include the Contractors Project Director or his designee, the Construction Manager and the project superintendent.

All meeting between MDOT and the Contractor shall have meeting minutes prepared by the Contractor. The meeting minutes shall be completed and sent to MDOT for concurrence within 5 days of the meeting.

Without relieving the Contractor of any of its responsibilities under the Contract, the Project Director shall have full authority to make the final decisions on behalf of the Contractor and have responsibility for communicating these decisions directly to MDOT.

Without relieving the Contractor of any of its responsibilities under the Contract, the Construction Manager or an approved designee must be present on Site, or within close proximity, fulltime as the Work is performed.

Without relieving the Contractor of any of its responsibilities under the Contract, MDOT will provide representatives assigned to the Project to monitor the Project progress and provide necessary coordination between MDOT and the Contractor. MDOT and Federal Highway Administration (FHWA) representatives will have full and complete access to the Project, the Work in progress, the Daily Diaries, and to other technical documents and Project records associated with design, construction, materials, quality control, materials installation, and testing. MDOT representatives shall be given seventy-two (72) hours advance notice and have the opportunity to participate in any meetings that may be held concerning the Project or the relationship between the Contractor and their consultants and subcontractors when such meetings are associated with technical matters, progress, or quality of the Project. As used in this paragraph, “notice” shall require actual written notice to the Engineer.

All correspondence to MDOT from the Contractor shall be accompanied by a transmittal using a sequential document number. Each transmittal will be addressed to the Engineer and will list the Project name and Project number. This will be followed by a subject reference that will be used as the document name. All correspondence is to be signed by the Project Director. Any other form of correspondence will not be considered as binding. Emails to various team members will also be entered into document

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control, but will not be considered as official correspondence for purposes of direction unless backed up with a signed hard copy.

The Contractor shall provide a monthly status report with the monthly pay estimate, on all design submittals, Requests for Information and Requests for Revision.

**2.4 Key Personnel**

The Contractor shall maintain a directory of Key Personnel and contact numbers and shall provide at least one copy to MDOT and maintain a copy on-site. Key Personnel will include:

1. Project Director - The Project Director should be the primary person in charge of and responsible for delivery of the Project in accordance with the contract requirements. The Project Director should have full authority to make the final decisions on behalf of the Responder/Proposer and have responsibility for communicating these decisions directly to MDOT.
2. Lead Design Engineer – The Lead Design Engineer should be in charge of and responsible for all aspects of the design of the Project (road, bridge, hydrology, and geotechnical).
3. Construction Manager – The Construction Manager reports directly to the Project Director and should be responsible for the overall coordination of the Project including design and construction. The Construction Manager must be present at the site fulltime.
4. Environmental Manager – The Environmental Manager should be responsible for adherence to all environmental requirements and commitments, including but not limited to erosion control inspections as required by the National Pollutant Discharge Elimination System (NPDES), the terms of the Storm Water Permit, if any, and other environmental rules and regulations.

The Contractor shall not change or substitute any such Key Personnel except due to retirement, death, disability, incapacity or voluntary or involuntary termination of employment, or as otherwise approved by MDOT.

In order to obtain MDOT approval of a change to Key Personnel, a written request shall be delivered to MDOT’s Authorized Representative. The request shall include:

1. The nature of the desired change;
2. The reason for the desired change;
3. A statement of how the desired change will meet the required qualifications for the position/responsibility; and
4. A description of how the modification is proposed to be made.

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No such modification will be made without prior written approval from MDOT.

**2.5 Deliverables**

At a minimum, the Contractor shall submit the following to MDOT:

<b>Deliverable</b>	<b>Review and Comment</b>	<b>Schedule</b>	<b>Reference Section</b>
Preliminary Design Submittal	✓	At the end of Preliminary Design	2.2.2
Final Design Submittal	✓	As Needed	2.2.4
Release for Construction Submittal	✓	Prior to Construction	2.2.5
Request for Information		As Needed	2.2.6
Request for Revisions	✓	As Needed	2.2.7
Governmental Approvals and Permits		Seven (7) days after any correspondence is sent or received	II.D.2 of Section 902
Monthly Status Report	✓	Monthly	2.3

SECTION 10.0 – GEOTECHNICAL

Geotechnical seismic design of structures shall follow AASHTO LRFD Bridge Design Specifications. This design should include, but is not limited to: Seismic site classification and corresponding recommended response spectra for both period and displacement, assessment of liquefaction potential and proposed remediation techniques where liquefaction potential exists, pseudo-static slope stability analyses for all slopes, development of foundation stiffness matrices or other methods for modeling foundation stiffness as a component of the superstructure/substructure system.

**10.3.2 Liquefaction of Soils**

MDOT has evaluated representative boring information for the I-269 Coldwater River Bridge crossing. Based on the analysis of the boring information and Table 3.10.3.1-1 of the AASHTO LRFD 2012 Bridge Design Specifications, the upper 100 feet of the soil profile for the bridge site proposed is assigned Seismic Site Class D, and then classified as within Seismic Zone 2 per Table 3.10.6-1. The determination of the proposed bridge sites susceptibility to liquefaction and subsequent liquefaction analyzes was based on the boring information, lab test results of boring samples collected, and followed the guidelines of Section 10.5.4.2, Liquefaction Design Requirements of the AASHTO LRFD 2012 Bridge Design Specifications. Lateral spread susceptibility and subsequent analysis was based upon Youd (2002), “Revised Multilinear Regression Equations for Prediction of Lateral Spread Displacement” Therefore the design parameters determined for the bridge foundations shall be based on the following minimum parameters presented in Table 10.3.3-1 and Table 10.3.3-2.

Table 10.3.3-1

From Station	To Station	Boring #	Bottom Elevation of Liquefied Zone	Liquefied Zone Thickness
1129+00	1130+00	B-1100-5	276	5 ft.
1137+00	1139+00	B-1100-1	316	5 ft.
1145+25	1147+10	B-2083-3	298	5 ft.
1149+10	1151+10	B-2083-5	307	15 ft.
1161+00	1163+00	B-BCD-1	295	5 ft.
1170+00	1172+00	B-2083-9	295	5 ft.

Table 10.3.3-2

From Station	To Station	Boring #	Settlement	Lateral Spread Gentle Slope <sup>1</sup>	Lateral Spread Abutment <sup>2</sup>
1129+00	1130+00	B-1100-5	2.2 Inches	1.5 inches	2.5 inches
1137+00	1139+00	B-1100-1	5.0 Inches	0.2 inches	N/A
1145+25	1147+10	B-2083-3	2.9 inches	0.0 inches	N/A
1149+10	1151+10	B-2082-5	5.8 inches	0.1 inches	N/A
1161+00	1163+00	B-BCD-1	2.4 inches	0.5 inches	N/A
1170+00	1172+00	B-2083-9	7.2 Inches	0.0 inches	0.2 inches

Notes for Table 10.3.3.2

1. Lateral Spread estimated by the method developed by Youd(2002), “Revised Multilinear Regression Equations for Prediction of Lateral Spread Displacement” by T. Leslie Youd, Corbett M. Hansen and

## SECTION 12.0 – DRAINAGE

## 12.0 DRAINAGE

### 12.1 Drainage Criteria

The Project shall include all Work for the design and construction of drainage facilities including temporary and permanent erosion control measures. Project design will be in compliance with the MDOT Roadway Design Manual Chapter 7. All pipe culverts shall meet the requirements of MDOT Pipe Culvert Material Design Criteria.

The Coldwater River Crossing shall span from station 1129+[49](#) to Station 1170+[01](#).

### 12.2 Coordination with Other Agencies

The Contractor shall coordinate all drainage issues with affected regulatory agencies that have interest or jurisdiction over the Project.

The Contractor shall copy MDOT on all correspondence, promptly advise of any direct contact and give advance notice of any meetings and/or hearings with affected regulatory agencies.

### 12.3 Hydraulic Design of Structures

Hydraulic design and analysis is required for all structures that span over waterways and shall be in conformance with MDOT's Design Manual, 23 CFR 625, 630 and 650, the Floodplain Management Regulations for the State of Mississippi (Chapter 5, General Laws of 1979, 1<sup>st</sup> Extraordinary Session of the State, as amended and supplemented from time to time) and Federal Emergency Management Agency regulations and any other applicable Laws.

Freeboard for all bridges shall set a minimum of two (2) ft. above the Design High Water (DHW) elevation for a 50 year flood event and a minimum of one (1) ft. for the 100-year flood event.

The determination of riprap requirements shall be based on the FHWA Publication, Bridge Scour and Stream Instability Countermeasures, Hydraulic Engineering Circular No. 23 (HEC-23). Further requirement shall be the FHWA Publication, Design of Riprap Revetment, Hydraulic Engineering Circular No. 11 (HEC-11).

#### *12.3.1 Bridge Drainage*

1. Bridge deck drainage shall be provided as necessary to keep the ten (10) year event for a five (5) minute interval from spreading into the travel lanes. Rainfall intensity – Duration – Frequency Curves are provided in MDOT Roadway Design Manual.
2. Bridge deck drainage shall be contained on the bridge deck prior to passing through the bridge deck drains. Bridge deck drainage shall not be allowed to pass through the railing.
3. Bridge deck drains shall extend beyond the bottom flange of steel girders or precast-prestressed post-tensioned girders. Where drainage scuppers and drain pipes are used, pipes shall be located inside of the exterior girder (does not apply to steel tub girders). Scupper gratings shall be designed to allow safe passage of bicycle traffic.

## SECTION 16.0 – NEW STRUCTURES

**16.4.5**                      ***Deep Foundation Design***

All bridge foundations (including abutments) shall be constructed with deep foundations consisting of piles, drilled shafts or footings supported by piles or drilled shafts.

All bridges over waterways shall be designed or evaluated in accordance with 23 CFR 650, FHWA Technical Advisory, "Evaluating Scour at Bridges," October 28, 1991, Hydraulic Circular 18(HEC 18) and any other State or Federal regulations as appropriate. Scour elevations shall be shown for each bent location on the Elevation and Foundation Layout sheets of the bridge plans.

Footings subject to scour shall have the tops of the footing no higher than the 100 year scour elevation. Footings not subject to scour shall have a minimum of two (2) feet of cover.

Piles or drilled shafts shall be tipped a minimum of twenty (20) feet below the 500 year scour elevation.

Deep foundations are required to extend a minimum of fifteen (15) feet below any compacted fill.

All piling shall be prestressed concrete, H-pile steel or pipe pile. For water crossing, steel H-piles, if used, shall be encased from the bottom of the pile cap to a minimum of five (5) feet below natural ground.

All pipe piles shall be concrete filled with a reinforced concrete section. No portion of the steel pipe pile shall be considered effective in the support of the bridge.

**16.4.6**                      ***Bearings***

Bearings shall be designed in accordance with AASHTO LRFD Bridge Design Specifications Section 14. Elastomeric bearings or disc bearings are preferred. Natural rubber in elastomeric bearings will not be allowed. The maximum thickness of laminated elastomeric bearings shall be 5 1/2 inches. All bearings shall be designed and detailed to be replaceable by jacking while maintaining traffic. Disc bearing anchor bolts shall be located no closer than 1 1/2 inches clear horizontally from face of bottom flange of a girder.

**16.4.7**                      ***Bridge Railings***

Bridge railing shall be a minimum of thirty two (32) inches tall and shall have a minimum rating of TL-4. All bridge railings shall be crash tested and meet the requirements of NCHRP Report 350.

**16.4.8**                      ***Expansion Joints***

Expansion joints shall be provided to accommodate the movement of the bridge. Expansion joints with a movement rating of two (2) inches or less may be constructed as an open joint. Finger Joints shall be used when the movement rating of the expansion joints is greater than two (2) inches. The design and construction of the finger joint shall be similar to the joint plans shown at the end of this Section 16. Modular joints shall not be used.

For normal geometry conditions, cellular or modular joints shall not be used. When present, curvature of the structure shall be considered in the design of the expansion joint. If it can be shown that expansion finger joints are not feasible for use due to excessive horizontal curvature of the structure, other joint types may be considered, when approved by MDOT.

Expansion joints and rail plates shall be galvanized in accordance with ASTM A 123.