

**Mark C. McConnell**  
Deputy Executive Director/  
Chief Engineer

**Charles R. Carr**  
Director  
Office of Intermodal Planning



**Lisa M. Hancock**  
Deputy Executive Director/  
Administration

**Willie Huff**  
Director  
Office of Enforcement

**Melinda L. McGrath**  
Executive Director

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*P.O. Box 1850 / Jackson, Mississippi 39215-1850 / Telephone (601) 359-7700 / FAX 601) 359-7732 / GoMDOT.com*

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April 05, 2013

TO ALL SHORTLISTED PROPOSERS

ADDENDUM 2  
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 3-4; 17; 33; 60-61; 327; 332-333. Also attached is Sheet 2 of Section 905 – Proposal (Addendum No. 2), this sheet should be substituted for similar sheet now in the proposal.

Kindly acknowledge receipt and attachment of the proposal sheets by signing below and returning this letter.

Yours very truly,

Signature on file

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

\_\_\_\_\_  
Contractor

By \_\_\_\_\_

Date \_\_\_\_\_

**SECTION 905 -- PROPOSAL (CONTINUED)**

I (We) further propose to execute the attached contract agreement (Section 902) as soon as the work is awarded to me (us), and to begin and complete the work within the time limit(s) provided for in the Specifications and Advertisement. I (We) also propose to execute the attached contract bond (Section 903) in an amount not less than one hundred (100) percent of the total of my (our) part, but also to guarantee the excellence of both workmanship and materials until the work is finally accepted.

I (We) enclose a certified check, cashier's check or bid bond for **five percent (5%) of total bid** and hereby agree that in case of my (our) failure to execute the contract and furnish bond within Ten (10) days after notice of award, the amount of this check (bid bond) will be forfeited to the State of Mississippi as liquidated damages arising out of my (our) failure to execute the contract as proposed. It is understood that in case I am (we are) not awarded the work, the check will be returned as provided in the Specifications.

Bidder acknowledges receipt of and has added to and made a part of the proposal and contract documents the following addendum (addenda):

ADDENDUM NO.   1   DATED   2/12/2013        ADDENDUM NO.        DATED         
 ADDENDUM NO.   2   DATED   4/05/2013        ADDENDUM NO.        DATED       

Number	Description
1	Revised pages 1-18; 56; 60-61; 112-114; 294-296; 300-304; 320; 326; 343 and inserted pages 31A-31H.
2	Revised pages 3-4; 17; 33; 60-61; 327; 332-333.

TOTAL ADDENDA:   2    
 (Must agree with total addenda issued prior to opening of bids)

Respectfully Submitted,

DATE \_\_\_\_\_

\_\_\_\_\_  
 Contractor

BY \_\_\_\_\_  
 Signature

TITLE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY, STATE, ZIP \_\_\_\_\_

PHONE \_\_\_\_\_

FAX \_\_\_\_\_

E-MAIL \_\_\_\_\_

(To be filled in if a corporation)

Our corporation is chartered under the Laws of the State of \_\_\_\_\_ and the names, titles and business addresses of the executives are as follows:

_____ President	_____ Address
_____ Secretary	_____ Address
_____ Treasurer	_____ Address

The following is my (our) itemized proposal.

Revised 09/21/2005

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

Marshall County(ies)

## 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 bridges over Davis Road, Coldwater River and Dogwood Road are included in the Project. At a minimum, the structure 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 and roadway approaches. 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

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<br>10 AM Central Time                    |
| • Deadline for Proposers to submit written questions or ATCs  | April <a href="#">19</a> , 2013<br>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 <a href="#">26</a> , 2013                           |
| • Submittal of Technical Proposals (Volume 1)   | <a href="#">May 10</a> , 2013<br>10 AM Central Time       |
| • Page-turn meetings  | June 10-12, 2013<br>(Anticipated)                         |
| • Submittal of Contract Price Proposals (Volume 2)  | June <a href="#">28</a> , 2013<br>10 AM Central Time      |
| • Notification of Award   | <a href="#">July 9</a> , 2013<br>(Anticipated)            |
| • Notice to Proceed   | July <a href="#">19</a> , 2013<br>(Anticipated)           |
| • Target Project Completion Date  | September <a href="#">19</a> , 2015<br>(Approximate Date) |

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

## SECTION 904 - NOTICE TO PROPOSERS NO. 2618-D2-1 DB

**DATE:** 10/22/2012

**SUBJECT:** Project Scope

**PROJECT:** Design and Construction of I-269 in Marshall County  
Project No. DB/STP-0029-03(009) / 102556-304000

Work on the Project shall consist of the design and construction of a new alignment of SR 304 / I-269 in Marshall County, MS. The new highway will be constructed to address the projected traffic volumes and needs as described in the FEIS/ ROD. MDOT will provide Signed and Sealed Construction Drawings for all work except for the I-269 Bridge over Coldwater River [and roadway approaches](#). Principal elements of the scope include:

1. Construction of the grading and drainage for four lanes of SR 304 / I-269 from east of Mason Road at Station 878+00.00 to south of SR 302 at Station 1205+00.00 in Marshall County, MS.
2. Construction of an interchange located at SR 309 over SR 304 / I-269.
3. Construction of bridges and approaches over SR 304 / I-269 at Shinault Road, Bubba Taylor Road, and Deer Creek Road.
4. Construction of SR 304 / I-269 bridges over Davis Road and Dogwood Road.
5. Design and Construction of the crossing over Coldwater River.

The Design scope of work for this Project may include, but not be limited to, the following work items:

- Erosion control plans
- Final bridge design and plan preparation
- Final roadway design and plan preparation
- Hydraulic analysis / recommendations and scour design
- Quality Control for design
- Full design surveying / Staking
- Geotechnical investigation, testing and report preparation

If the Contractor chooses to change the design provided by MDOT, then the team is required to provide all necessary services for such changes.

Design shall meet all appropriate specifications including, but not limited to, MDOT Roadway Design Manual, AASHTO *Policy on Geometric Design of Highways and Streets* (latest edition), AASHTO *LRFD Bridge Design Specifications* (latest edition), *Manual on Uniform Traffic Control Devices* (latest edition) (MUTCD), the Floodplain Management Regulations for the State of Mississippi and MDOT design criteria as modified by the RFP. Microstation and Geopak shall be used in the preparation of CADD files. The survey shall be performed in

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO PROPOSERS NO. 6004 DB

CODE: (SP)

DATE: 04/04/2013

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.

One (1) bridge structure is required for the Coldwater River Crossing. The Contractor may utilize a temporary work bridge on only one (1) adjacent edge of the mainline bridge. Multiple temporary work bridges are not allowed. The outside edge of the temporary work bridge may be located a maximum 45' from the edge of the mainline bridge. The temporary work bridge shall be constructed by means that satisfy the ground rutting and turbidity restrictions stated herein.

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 mainline bridge deck. No additional construction limit will be allowed beyond the temporary work bridge. The construction limits and work bridge limits are detailed in Figure 6004.1. 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. 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.

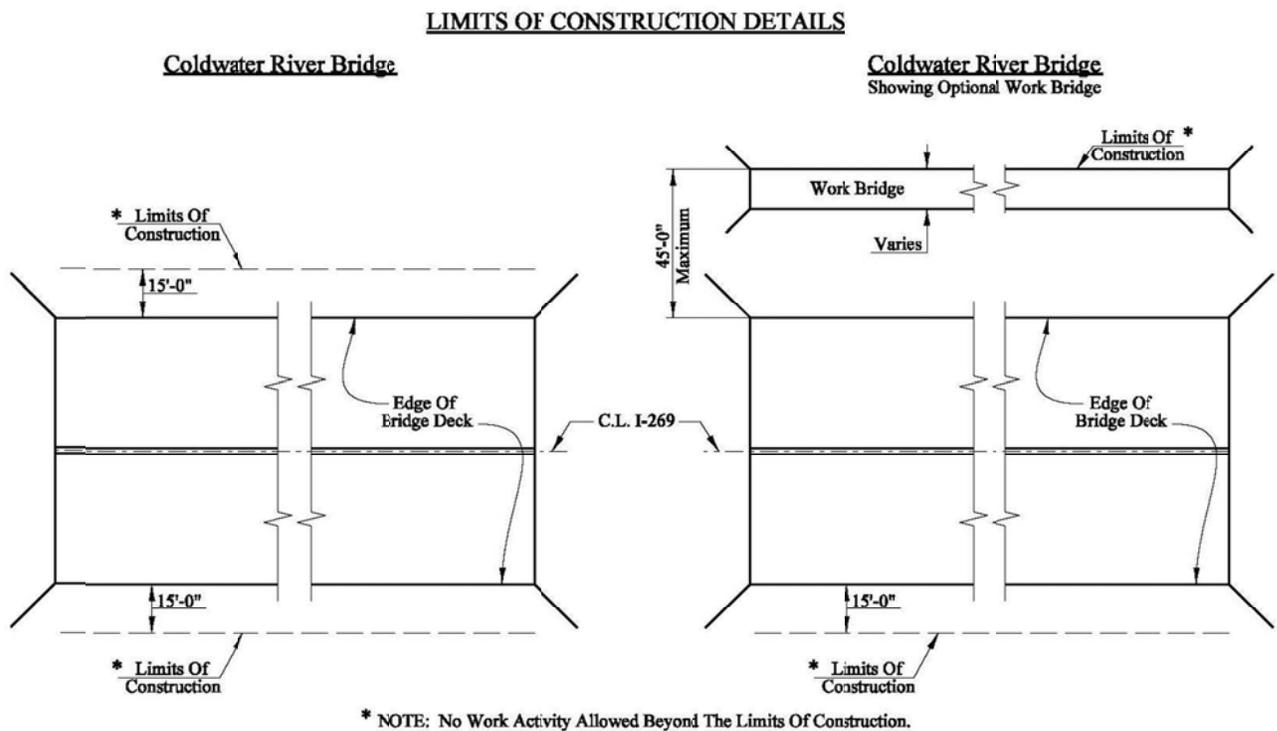
The Contractor may access the site on foot, using boats or on dry ground with equipment that has a loaded ground contact pressure of 2.25 psi or less for clearing, surveying of the site or other minor hand work elements only. Limiting site access is necessary to minimize the disturbance of the sediments 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 [mainline bridge](#) [or temporary work 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.

**Figure 6004.1**



SECTION 12.0 – DRAINAGE

4. Bridge deck drains for precast-prestressed concrete girder spans may utilize drain holes with a minimum opening of three (3) inches by eight (8) inches. Drain holes shall be located adjacent to the bridge interior and exterior barriers.
5. No bridge deck drainage shall drain onto the railroad right-of-way or onto a roadway, sidewalk, and shoulder.

Hydraulic design of box bridges and box culverts shall be based on the FHWA Publication, Hydraulic Design of Highway Culverts (HDS-5).

The flow line of box bridges and box culverts shall be set two (2) ft. below the low stream bed elevation.

Where bridges are recommended, the USACE computer program HEC-RAS shall be used for determination of bridge opening requirements.

When a structure is placed in or across a FEMA Regulatory Floodway as shown on the Flood Insurance Program maps, the Contractor will obtain the input data for the US Army Corps of Engineers computer program HEC-2 or HEC-RAS from FEMA. Modification of this input data will be required to demonstrate that the proposed development will not impact the pre-Project base flood elevations, regulatory floodway elevations, or regulatory floodway widths. A “No-Rise / No-Impact” certification shall be completed, and all technical data supporting the “No-Rise / No-Impact” certifications shall be submitted to MDOT for review prior to the submission of field inspection plans.

In the event a “no-rise” is impracticable or not possible, or a longitudinal encroachment of the roadway embankment will occur within the Floodway, an application for revisions to the National Flood Insurance Program maps may be required. The Contractor shall submit to the Floodway Administrator all applications, information and supporting documentation required for a FEMA CLOMR/LOMR.

Calculations of the potential Bridge Scour shall be prepared according to the FHWA Publication, Evaluating Scour at Bridges, Hydraulic Engineering Circular No. 18 (HEC-18) and the results included on the Elevation and Foundation Layouts of the Bridge Plans.

Hydraulic Bridge Recommendations are required for each bridge, box bridge, box culvert and detour bridge. The recommendations shall be presented on the appropriate MDOT forms as required:

1. “PRELIMINARY BRIDGE RECOMMENDATIONS”
2. “PRELIMINARY RECOMMENDATIONS FOR DUAL BRIDGES”
3. “PRELIMINARY BOX BRIDGE OR BOX CULVERT LAYOUT REPORT”
4. “PRELIMINARY DETOUR BRIDGE RECOMMENDATIONS”

The Contractor shall submit to MDOT a copy of final structure recommendations, all hydraulic computations, supporting data and documentation, including but not limited to:

- 1) HYDRAULIC BRIDGE RECOMMENDATIONS: The Hydraulic Bridge Recommendations shall be on the appropriate MDOT forms as required.
- 2) HYDRAULIC MODELS: Hydraulic models shall include an unconstructed conditions model, existing conditions model, proposed conditions models, and any other models as required. Delete all unnecessary plans, and provide a plan description for all alternatives modeled. Provide detailed project description which shall include project name, stream name, county and state, and

SECTION 13.0 – ROADWAYS AND PAVEMENTS

Table 13.1-1 Typical Roadway Section Criteria

	Interstates (Mainline)	One Lane Ramps
Functional Classification	Freeway	N/A
Design Speed	70 mph	50 MPH
Control of Access	Full (type 1)	Full (Type 1)
Number of Through Lanes	4	1
Lane Width	12 ft.	16 ft.
Outside Shoulder Width, Usable	12 ft.	10 ft.
Outside Shoulder Width, Surfaced	10 ft.	8 ft.
Median Shoulder Width, Usable	8 ft.	6 ft.
Median Shoulder Width, Surfaced	4 ft.	3 ft.
Auxiliary Lane Width	12 ft.	
Auxiliary Lane Shoulder Width	10 ft. surfaced 12 ft. useable	
Median Type	Depressed	
Median Width	76 ft.	
Cross Slope Travel Lane	2%	2%
Cross Slope Shoulder	4 %	4%
Bridge Minimum Width between Bridge Rails	T.W. +12ft (out)+12ft (Med)	
Roadside Clear Zone (Obstruction)	30 ft.	See Note 7
Cut Foreslope (Within Clear Zone)	6:1	4:1
Depth of Ditch	4 ft.	4 ft.
Cut Backslope	3:1	3:1
Safety Slope (Within clear Zone)	6:1	6:1
Fill Slope (Outside Clear Zone)	3:1	3:1
Stopping Sight Distance (AASHTO)	730 ft.	360 ft.
Maximum Horizontal Curve	1630 ft.	694 ft.
Superelevation Rate	See table 3-4 A ( $e_{max}=0.10$ )	See Note 10
Maximum Grade	3%	6.5%
Minimum Grade	.3%	.3%
Vertical Curve K Factor (Crest) (MDOT)	290	110
Vertical Curve K Factor (Sag) (AASHTO )	181	96

*Notes for Table 13-1-1*

1. The minimum vertical clearance for all bridge over highways and streets shall be 17' – 0".
2. The minimum vertical clearance for all Sign Trusses shall be 19' – 0".
3. The minimum vertical clearance over railroads shall be 25' – 0" or more if required by the railroad.
4. All bridges shall be design for a live load equal to or greater than HL-93.
5. Sag vertical curves may be located on a bridge if the low point of the vertical is at least 20 feet behind the bridge abutment.
6. Cross Slope on the bridge shoulders may be 2%.
7. Median width [shall taper](#) to 26 feet [by the beginning bridge station at Coldwater River and remain constant to the end bridge station. The median may begin a taper back to 76' at the](#)

## SECTION 13.0 – ROADWAYS AND PAVEMENTS

- end bridge station at the Coldwater River. The design speed for the median transitions shall be 80 mph. Maximum super elevation in the median transitions shall be reverse crown.
8. Horizontal Sight Distances- See Subsection 3.50 in the MDOT Roadway Design Manual for applicable criteria.
  9. T.W. refers to the travel way or the total lane width.
  10. The Minimum Bridge Width between exterior bridge rails for the Coldwater River Crossing shall be 98ft.
  11. Approach Roadway width is defined by the total lane width plus the total useable shoulder.
  12. Horizontal clearances at railroads shall meet the requirements of AREMA and the Railroad Company.
  13. Clear zone to be based upon speed, side slope and traffic volume.
  14. Where auxiliary lanes are used along the mainline, clear zone is measured for the outside edge of the auxiliary lane.