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July 19, 2012

TO ALL SHORTLISTED PROPOSERS

ADDENDUM 1
DB/IM-0055-02(226)/105444303
DB/IM-0055-02(226)/105444304

Lincoln and Pike County

Dear Sir or Madam:

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

Replace sheets 2, 11, 18, 20, 21, 24-25, 51-53, 58, 124, 317, 326, 331 and 341. Insert sheets 317A and 326A. 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 receipt and attachment of the proposal sheets by signing below and returning this letter by FAX to 601-359-7732.

Yours very truly,

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

Contractor

By _____

Date _____

SECTION 905

I (We) enclose a certified check, cashier's check or bid bond for **five percent (5%) of total price proposed** 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 (proposal guarantee 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.

Proposer acknowledges receipt of and has added to and made a part of the Proposal and Contract documents the following addendum (addenda):

ADDENDUM NO. <u>1</u> DATED <u>07/19/2012</u>	ADDENDUM NO. <u> </u> DATED <u> </u>
ADDENDUM NO. <u> </u> DATED <u> </u>	ADDENDUM NO. <u> </u> DATED <u> </u>
ADDENDUM NO. <u> </u> DATED <u> </u>	ADDENDUM NO. <u> </u> DATED <u> </u>
ADDENDUM NO. <u> </u> DATED <u> </u>	ADDENDUM NO. <u> </u> DATED <u> </u>

TOTAL ADDENDA: 1
 (Must agree with total addenda issued prior to opening of bids)

Number	Description
1	Replace sheets 2, 11, 18, 20, 21, 24-25, 51-53, 58, 124, 317, 326, 331 and 341. Insert sheets 317A and 326A.

Respectfully Submitted,

DATE _____

 Contractor

BY _____
 Signature

TITLE _____

ADDRESS _____

CITY, STATE, ZIP _____

PHONE _____

FAX _____

EMAIL _____

(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
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_____ Secretary	_____ Address
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_____ Treasurer	_____ Address
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the construction of the Project and the Stormwater Permit. Any additional permits required will be the responsibility of the Proposer.

Project services shall include but are not limited to:

- Design Services – complete development of construction plans
- Quality Control (QC) of design
- Construction Services necessary to build and ensure high quality workmanship of the designed facility

The Project shall include the following bridge sites (both northbound and southbound) ~~in the following order of priority:~~

1. I-55 NB and SB over Beaver Creek (Bridge Widening) (Mile Marker 22.6)
2. I-55 NB and SB over SR 570 (Bridge Replacement)(Mile Marker 18.0)
3. I-55 NB and SB over Little Tangipahoa River (Bridge Widening) (Mile Marker 16.2)
4. I-55 NB and SB over SR 24 / US 98 (Bridge Replacement, Raising of I-55, Reconstruction of Ramps) (Mile Marker 15.4)

The Contractor may include the following bridge sites (both northbound and southbound) in the following order of priority:

1. I-55 NB and SB over Tangipahoa River (Bridge Widening) (Mile Marker 8.4)
2. I-55 NB and SB over US 84 (Bridge Widening) (Mile Marker 37.5)

The Proposers will be required to determine the maximum number of bridge site locations to be widened or replaced (i.e. both the northbound and southbound bridge, where applicable, at each location), as described in Section 904 – NTP No. 2618-D7-2 DB for as many of the bridge locations that can be widened or replaced up to a maximum lump sum proposal price of \$10 Million.

The Commission may utilize a separate Firm to provide MDOT with Project Management Assistance. MDOT will be responsible for the Construction Inspection and Job Acceptance Testing in accordance with the Mississippi Standard Specification for Roadway and Bridge Construction; however, the Proposer's Design Engineering Firm will be responsible for Design Quality Control. The Contractor will be responsible to provide the Pile Dynamic Analysis (PDA) and pile driving criteria and to provide the quality control testing for asphalt and concrete.

The Project has been approved as a Categorical Exclusion (CE). As Built plans of the bridges are provided to the Proposers. The Proposer shall be responsible for completing all necessary investigations, permits and design.

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

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.
4. A signed Form Disadvantaged Business Enterprise List (OCR-481) ~~shall be submitted by the apparent best value responsive Proposer no later than the 10th day after opening of the Proposals.~~
5. A signed list of all Firms submitting quotes (OCR-485).
6. The Certification regarding Non-Collusion, Debarment and Suspension, etc. executed in duplicate.

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 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.

VI. ESCROW PROPOSAL DOCUMENTS

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.

VII. 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 five 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.

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 maximum points for each evaluation criteria will be as follows:

- Compliance with the RFP Requirements – 20
- Management Approach - 25

SUPPLEMENT TO NOTICE TO PROPOSERS NO. 696 DB

DATE: 03/10/2009

The goal is 9 percent for the Disadvantaged Business Enterprise. The best value Proposer is required to submit Form OCR-481 for all DBEs.

Form OCR-481 is available at

<http://sp.gomdot.com/Civil%20Rights/Civil%20Rights%20Forms/DBE/MDOT%20Projects/OCR-481%20-%20Disadvantage%20Business%20Enterprise%20List.pdf>

or by calling 601-359-7466.

All OCR-481s must be ~~returned within 10 days following the bid letting to the MDOT Office of Civil Rights, P.O. Box 1850, Jackson, MS 39215-1850~~ submitted in the bid proposal package.

For answers to questions, contact the MDOT Office of Civil Rights at (601) 359-7466.

DEFINITIONS

For purposes of this provision the following definitions will apply:

"Disadvantaged Business" means a small business concern: (a) which is at least 51 percent owned by one or more socially and economically disadvantaged individual(s) or in the case of any publicly owned business, at least 51 percent of the stock of which is owned by one or more socially and economically disadvantaged individual(s); and (b) whose management and daily business operations are controlled by one or more of the socially and economically disadvantaged individual(s) who own it. It is important to note that the business owners themselves must control the operations of the business. Absentee ownership or title ownership by an individual who does not take an active role in controlling the business is not consistent with eligibility as a DBE under CFR 49 Part 26.71.

CONTRACTOR'S OBLIGATION

The Contractor and all Subcontractors shall take all necessary and reasonable steps to ensure that DBE firms can compete for and participate in the performance of a portion of the Work in this Contract and shall not discriminate on the basis of race, color, national origin, religion or sex. Failure on the part of the Contractor to carry out the DBE requirements of this Contract constitutes a breach of Contract and after proper notification the Department may terminate the Contract or take other appropriate action as determined by the Department.

When a contract requires a zero percent (0%) DBE goal, the Contractor still has the responsibility to take all necessary and reasonable steps to ensure that DBE firms can compete for and participate in the performance of the Work in the contract. In this case, all work performed by a certified DBE firm is considered to be a "race neutral" measure and the Department will receive DBE credit towards the overall State goals when the DBE firm is paid for their work. If the Prime Contractor is a certified DBE firm, the Department can receive DBE credit only for the work performed by the Prime Contractor's work force or any Work subcontracted to another DBE firm. Work performance by a non-DBE Subcontractor is not eligible for DBE credit.

CONTRACT GOAL

The goal for participation by DBEs is established for this Contract in the attached Supplement. The Contractor shall exercise all necessary and reasonable steps to ensure that participation is equal to or exceeds the Contract goal.

The percentage of the Contract that is proposed for DBEs shall be so stated on the last bid sheet of the Proposal.

The apparent best value responsive Proposer shall submit to the Office of Civil Rights Form | OCR-481, signed by the Prime Contractor and the DBE Subcontractors, [in the bid proposal](#)

~~package no later than the 10th day after opening of the Proposals.~~

FORMS ARE AVAILABLE FROM THE OFFICE OF CIVIL RIGHTS

The OCR-481 Form must contain the following information:

The name and address of each certified DBE Contractor / Supplier;

The Reference Number, percent of Work and the dollar amount of each item. If a portion of an item is subcontracted, a breakdown of that item including quantities and unit price must be attached, detailing what part of the item the DBE firm is to perform and who will perform the remainder of the item.

If the DBE Commitment shown on the last proposal sheet of the Proposal does not equal or exceed the Contract goal, the Proposer must submit, with the Proposal, information to satisfy the Department that adequate good faith efforts have been made to meet the Contract goal.

Failure of the best value Proposer to furnish acceptable proof of good faith efforts, submitted with the Proposal, shall be just cause for rejection of the Proposal. Award may then be made to the next best value responsive Proposer or the Work may be re-advertised.

The following factors are illustrative of matters the Department will consider in judging whether or not the Proposer has made adequate good faith effort to satisfy the Contract goal.

1. Whether the Proposer attended the pre-proposal meeting that was scheduled by the Department to inform DBEs of subcontracting opportunities;
2. whether the Proposer advertised in general circulation, trade association, and minority-focus media concerning the subcontracting opportunities;
3. whether the Proposer provided written notice to a reasonable number of specific DBEs that their interest in the Contract is being solicited;
4. whether the Proposer followed up initial solicitations of interest by contacting DBEs to determine with certainty whether they were interested;
5. whether the Proposer selected portions of the Work to be performed by DBEs in order to increase the likelihood of meeting the Contract goal;
6. whether the Proposer provided interested DBEs with adequate information about the plans, specifications and requirements of the Contract;
7. whether the Proposer negotiated in good faith with interested DBEs and did not reject them as unqualified without sound reasons based on a thorough investigation of their capabilities; and

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 60 percent 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.

AWARD

Award of this Contract to the best value Proposer will be contingent upon the following conditions:

1. Concurrence from Federal Highway Administration, when applicable.
2. Proposer must submit to the Office of Civil Rights for approval, Form OCR-481 (DBE Commitment) ~~no later than the 10th day after opening of the proposals, or~~

June 27, 2012

Project Nos. DB/IM-0055-02(226)/105444303
DB/IM-0055-02(226)/105444304

~~submit information~~ with the bid Proposal to satisfy the Department and that adequate good faith efforts have been made to meet the Contract goal.

3. Proposer must submit **with the bid Proposal** a list of all firms that submitted quotes for material supplies or items to be subcontracted. This information must be submitted on form OCR-485 in the back of the Contract Proposal.

Prior to the start of any work, the Proposer must notify the Project Engineer, in writing, of the name of the designated "DBE Liaison Officer" for this Project. This notification must be posted on the bulletin board at the Project site.

DEFAULT

The Contract goal established by MDOT in this Proposal must be met to fulfill the terms of the Contract. The Contractor may list DBE Subcontractors and items that exceed MDOT's Contract Goal, but should unforeseen problems arise that would prevent a DBE from completing its total commitment percentage, the Contractor will meet the terms of the Contract as long as it meets or exceeds MDOT's Contract Goal. For additional information, refer to "Replacement" section of this Notice.

DBE REPORTS

1. OCR-481: Refer to "CONTRACT GOAL" section of this Notice to Proposers for information regarding this form.
2. OCR-482: At the conclusion of the Project the Contractor will submit to the Project Engineer for verification of quantities and further handling Form OCR-482 whereby the Contractor certifies to the amounts of payments made to each Contractor / Supplier. The Project Engineer shall submit the completed Form OCR-482 to the DBE Coordinator (Office of Civil Rights). Final acceptance of the Project is dependent upon Contract Administration Division's receipt of completed Form OCR-482 which they will receive from the Office of Civil Rights.
3. OCR-483: The Project Engineer/Inspector will complete Form OCR-483, the Commercially Useful Function (CUF) Performance Report, in accordance with MDOT S.O.P. No. OCR-03-09-01-483. Evaluations reported on this form are used to determine whether or not the DBE firm is performing a CUF. The Prime Contractor should take corrective action when the report contains any negative evaluations. DBE credit may be disallowed and/or other sanctions imposed if it is determined the DBE firm is not performing a CUF. This form should also be completed and returned to the DBE Coordinator (Office of Civil Rights).
4. OCR-484: Each month, the Contractor will submit to the Project Engineer OCR-484 certifying payments to all Subcontractors.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO PROPOSERS NO. 2596 DB

CODE: (IS)

DATE: 05/13/2009

SUBJECT: DBE Forms, Participation and Payment

Bidders are hereby advised that the participation of a DBE Firm can not be counted towards the Prime Contractor's DBE goal until the amount being counted towards the goal has been paid to the DBE.

Form OCR-482 has been developed to comply with this requirement. Bidders are hereby advised that at the end of the job, the Prime Contractor will submit this form to the Project Engineer before the final estimate is paid and the project is closed out. This form certifies payments to all DBE Subcontractors over the life of the contract.

Form OCR-484 has also been developed to comply with this requirement. Bidders are hereby advised that each month, the Prime Contractors will submit this form to the Project Engineer no later than the last day of each month. This form certifies payments to all Subcontractors and shows all firms even if the Prime Contractor has paid no monies to the firm during that estimate period (negative report). The Project Engineer will attach this form to the monthly estimate before forwarding the estimate to the Contract Administration Division for processing.

Bidders are also advised that Forms [OCR-481](#) and OCR-485 will be completed by **ALL BIDDERS** submitting a bid proposal and **must be signed and included in the bid proposal package**. Failure to include Form OCR-485 in the bid proposal package will cause the Contractor's bid to be considered **irregular**.

DBE Forms, including Forms [OCR-481](#), OCR-482, OCR-484 and OCR-485, can be obtained from the Office of Civil Rights Division, MDOT Administration Building, 401 North West Street, Jackson, MS, or at www.gomdot.com under *Business, Disadvantaged Enterprise, DBE Forms, DBE, MDOT Projects*.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO PROPOSERS NO. 2618-D7-2 DB

DATE: 4/2/2012

SUBJECT: Project Scope

PROJECT: Design-Build Improvements to Interstate 55 in Lincoln and Pike Counties
Project Nos. DB/IM-0055-02(226)/105444303 and
DB/IM-0055-02(226)/105444304

Work on the project shall consist of the following:

The bridges on I-55 in Pike and Lincoln Counties will be widened or replaced as indicated below to improve the bridges to the current roadway standards. This improvement project shall also include replacement of existing bearing devices, and repair of existing bridge joints, as noted below. Roadway work includes raising of I-55 mainlanes at SR 24 in order to meet vertical clearance requirements, and modifications to the ramps at the SR 24 Interchange.

The project shall include the following bridge sites (both northbound and southbound) ~~in the following order of priority:~~

1. I-55 NB and SB over Beaver Creek (Bridge Widening)(Mile Marker 22.6)
2. I-55 NB and SB over SR 570 (Bridge Replacement) (Mile Marker 18.0)
3. I-55 NB and SB over Little Tangipahoa River (Bridge Widening)(Mile Marker 16.2)
4. I-55 NB and SB over SR 24 / US 98 (Bridge Replacement, Raising of I-55, Reconstruction of the Ramps)(Mile Marker 15.4)

The Contractor may include the following bridge sites (both northbound and southbound) in the following order:

1. I-55 NB and SB over Tangipahoa River (Bridge Widening)(Mile Marker 8.4)
2. I-55 NB and SB over US 84 (Bridge Widening)(Mile Marker 37.5)

The Project shall include those bridges and associated roadway work listed above as detailed on the Contractor's Schedule Certificate, made a part of this Project by reference.

Project limits are 100 feet in advance of the existing or proposed guardrail to a distance of 100 feet beyond the end of the bridge for widened bridges and the replaced I-55 bridges over MS 570.

Along I-55 at the SR 24 Interchange, project limits are 1000 feet either side of the I-55 overpass bridges and 100 feet past the ends of the existing ramp tie-ins.

Work within the Project limits includes, but is not limited to:

- Removal and disposal of all or necessary portions of the existing bridge to accomplish the improvements.
- Removal of existing loop ramps [and grade to natural conditions.](#)
- Bridge widening.
- Bridge replacement.
- SR 24 Median modifications.
- Concrete and asphalt paving.
- Remove existing joint armor and repairing joints on existing bridges.
- Remove existing non-integral bearing assemblies and replace with new elastomeric bearing pads on the Tangipahoa River (Mile Marker 8.4) and Beaver Creek Bridges (Mile Marker 22.6).
- Remove excess debris and clean entire surface of caps at all interior and end bent locations.
- Lane widening shall match existing pavement structure. If existing structure includes an asphalt overlay, the paving bracket shall be designed to accommodate the full concrete pavement depth and a 1.5 inch asphalt overlay.
- The new shoulder shall be a minimum of 6 inches of Class 6, Group D granular material (base) and a minimum of 5.75 inches of [Warm or Hot Mix Asphalt](#).
- Installation and maintenance of temporary erosion control.
- Install necessary embankment material.
- Install new guardrail approaching the bridge, as required by design.
- Within the Project limits and those areas disturbed by the Contractor:
 - Restripe the shoulder lines.
 - Restripe the centerline to match existing centerline spacing.
 - Install new raised pavement markers.
- Perform grassing per the Mississippi Standard Specifications for Road and Bridge Construction.
- Traffic Control.

Construction of the Project will be within Mississippi Department of Transportation (MDOT) Right of Way. The Commission intends to secure the Categorical Exclusion for the construction of the Project. Any additional permits required will be the responsibility of the Proposer.

Project Services shall include but are not limited to:

- Design Services – complete development of construction plans and permitting
- Quality Control (QC) of design
- Construction Services necessary to build and ensure high quality workmanship of the designed facility

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO PROPOSERS NO. 2887 DB

CODE: (SP)

DATE: 12/18/2009

SUBJECT: Warm Mix Asphalt

~~Bidders are advised that the following products and processes are approved for the production of Warm Mix Asphalt.~~

~~Advera® WMA~~

~~Aqua Foam~~

~~Aspha-min®~~

~~Evotherm™~~

~~Rediset™ WMX~~

~~Sasobit®~~

~~WAM Foam~~

~~Astec Double Barrel® Green~~

~~Terex Warm Mix System~~

~~Gencor Industries Ultrafoam GX Systems~~

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.

907-107.15--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 ~~contract time for this project has allowed~~ 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

SECTION 16.0 – NEW STRUCTURES

3. Stay-in-place deck forms or precast concrete deck panels shall not be used.
4. The minimum number of longitudinal girders supporting a bridge cross section shall be no less than four (4). In no case shall the maximum girder spacing be greater than 10' 0".
5. No fracture critical members, connections, or pin and link type connections are allowed.
6. Structures shall have members and details that utilize redundant load paths.
7. All steel plate girder or steel tub girders spans shall be curved to match the horizontal curvature of the alignment. Precast-prestressed concrete girder spans shall not be utilized when the horizontal curvature of the alignment results in an offset of 10-inches or more in a span measured between the chord as defined by the straight girder and the curve.
8. Bridge superstructures that have continuity over piers shall have the same number of girders in each span of the continuous section.

16.3.2 Bridge Substructures

Bridge substructures (including abutments) shall be reinforced concrete components supported by deep foundations.

Bridges at interchanges shall be constructed with cast-in-place concrete ~~round~~-multi-column frame bents.

Bridge abutments shall be protected by armoring the abutment slopes. Rip rap shall be used for hydraulic bridges and concrete slope paving shall be used for grade separations.

At I-55 and MS 570 interchange, any pier in the median of MS 570 shall be offset from the centerline of MS 570 to permit the maximum left turn lane practical on MS 570. [The pier shall be offset 6 feet from the centerline of MS 570. The northbound bridge shall have the pier offset to the north and the southbound bridge shall be off set to the south. See Figure 16.3.2-1.](#) Any piers located at the outside shoulders of SR24 and MS 570 shall be located outside of the clear zone (28 feet).

16.4 Bridge Design Criteria

16.4.1 Concrete Design

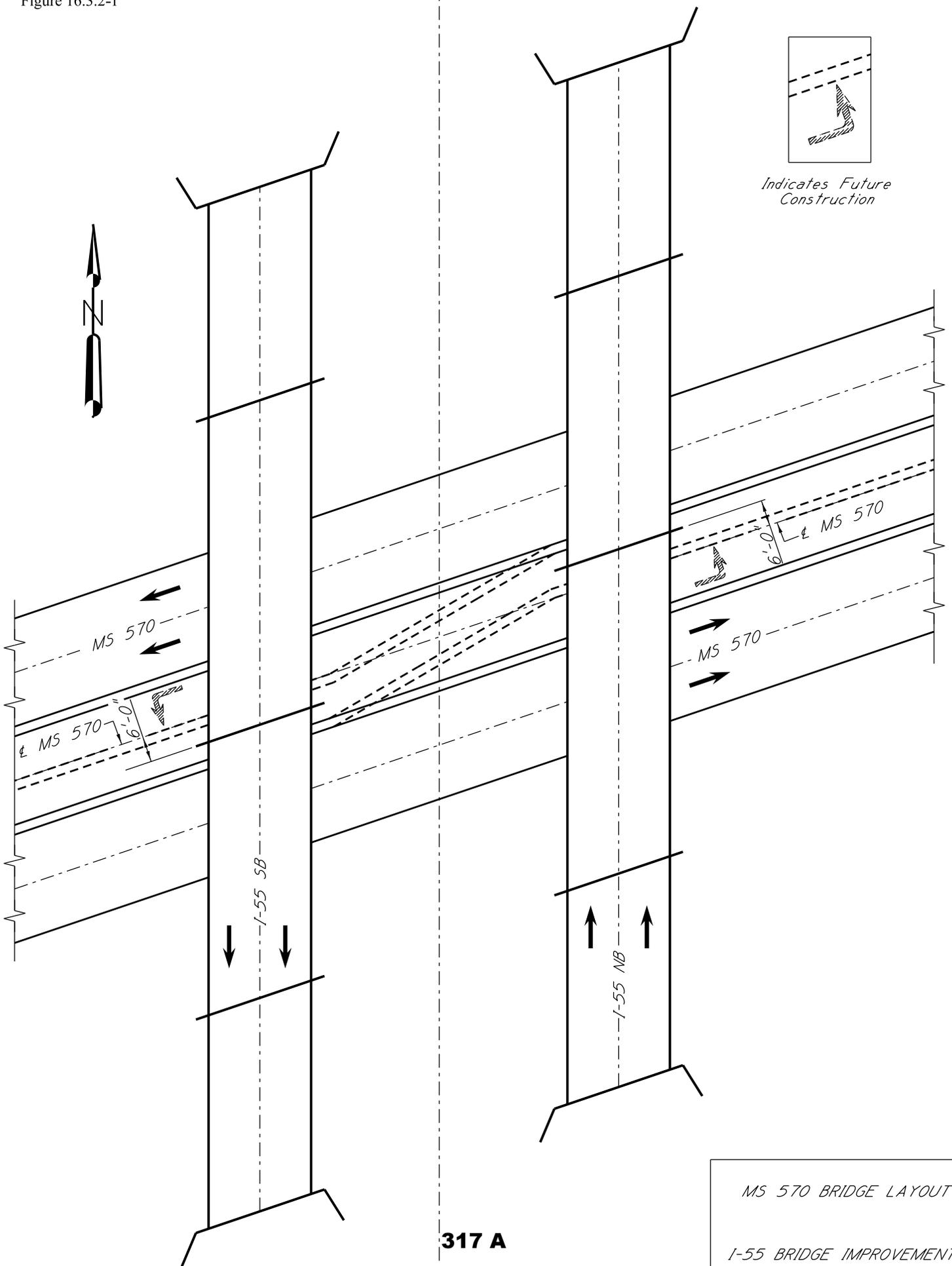
16.4.1.1 Reinforced Concrete

All concrete shall be designed and produced in accordance with MDOT Standard Specifications Section 804 Table 3. Cement used in concrete shall meet the requirements of Section 701 of the Mississippi Standard Specifications for Road and Bridge Construction.

Cast-in-Place Concrete:
 Class AA
 $f_c = 4,000$ psi

Drilled Shaft Concrete:
 Class DS
 $f_c = 4,000$ psi

Figure 16.3.2-1



MS 570 BRIDGE LAYOUT

I-55 BRIDGE IMPROVEMENTS
LINCOLN AND PIKE COUNTIES

SECTION 17.0 – MAINTENANCE OF TRAFFIC DURING CONSTRUCTION

17.0 MAINTENANCE OF TRAFFIC DURING CONSTRUCTION

The Contractor shall develop and submit a Maintenance of Traffic (MOT) Plan for MDOT approval at least 30 Days prior to beginning the first phase or stage of construction at each location. The MOT Plan shall identify the Contractor’s strategy to provide for the safe and efficient movement of people, goods and services through and around each location while minimizing impacts to local residents, business and commuters; its approach to developing detailed Traffic Control Plans (TCP); Contractor shall describe the MOT Plan with reasonable and measurable tasks and milestones..

17.1 Traffic Control Plans

The Contractor shall develop and submit Traffic Control Plans for each stage of construction on each Project Bridge that shows the Contractor’s proposed construction staging and proposed traffic control devices consistent with the MOT Plan. The TCP shall be submitted for approval to MDOT three (3) days prior to construction of the Work shown in the TCP. Major revision to a TCP shall also be submitted to MDOT for its approval. The TCPs shall include, at a minimum, the following:

1. A detailed diagram showing the location of all traffic control devices.
2. An access maintenance plan for all properties requiring access during construction. The plan shall also indicate the areas where equipment will be stored and vehicles parked if within the Project Right-of-Way.
3. A plan for maintaining and controlling pedestrian, bicycle and other non-vehicular traffic.

17.2 Construction Requirements

1. The Contractor shall maintain two (2) eleven (11) foot lanes on I-55 at all times in each direction (northbound and southbound) from July 1 through November 1. From November 2 to June 30 the Contractor shall maintain one (1) twelve (12) foot lane in each direction (northbound and southbound) on the existing structures at all times. ~~During period of work when one lane on the interstate is permitted, November 2 to June 30, the minimum unobstructed travel way width shall be 17’—0” unless otherwise permitted by MDOT.~~ Exceptions may be granted for the erection of bridge girders and setting of protective barriers for the construction zones.
2. The Contractor shall notify MDOT of any lane closures necessary to perform work at each location prior to instituting or changing such traffic control measures. This notification shall be submitted at least 48 hours prior to the construction. Total road closures will not be permitted
3. The Contractor shall notify MDOT of any vertical clearance reduction that provides less than 16.5’ clearance, any load capacity reductions, or any width reduction that results in a restriction of less than 20’ wide a minimum of 20 days prior to such restriction.
4. The Contractor shall provide a paved surface for all detours or bypasses.
5. The Contractor’s placement of construction equipment, materials and vehicles shall comply with MUTCD.

**SECTION 17.0 – MAINTENANCE OF
TRAFFIC DURING CONSTRUCTION**

6. All lanes on MS 570 and SR 24/US 98 shall remain open during the reconstruction of the interchange bridges. Exceptions may be granted for the erection of bridge girders, driving of piles, and setting of protective barriers for the construction zones.
7. Wide loads will be detoured from I-55 to US 51 when the I-55 roadway travel way is less than 17'-0". The Contractor shall prepare the detour plans and detour signing.

CONTRACTOR'S SCHEDULE CERTIFICATE

State of _____

County of _____

_____, hereinafter denoted as CONTRACTOR, does hereby certify that it has or will obtain, the labor, material and equipment resources needed and shall perform the Work described in the Project Scope on or before the dates specified below:

Final Completion Date: Calendar Days _____ from Notice to Proceed

The Contractor does hereby propose to complete the widening or replacement of the following bridge sites **and all associated Work**:

1. I-55 NB and SB over Beaver Creek (Bridge Widening) (Mile Marker 22.6)
2. I-55 NB and SB over SR 570 (Bridge Replacement) (Mile Marker 18.0)
3. I-55 NB and SB over Little Tangipahoa River (Bridge Widening) (Mile Marker 16.2)
4. I-55 NB and SB over SR 24 / US 98 (Bridge Replacement, Raising of I-55, Reconstruction of the Ramps) (Mile Marker 15.4)

The Contractor does hereby propose to complete the following bridge sites (northbound and southbound) and all associated Work, which must be bid in consecutive order as shown below (put an "x" to indicate choice):

5. I-55 NB and SB over Tangipahoa River (Bridge Widening) (Mile Marker 8.4)
6. I-55 NB and SB over US 84 (Bridge Widening) (Mile Marker 37.5)

Included as part of this Proposal	Not included in this Proposal

Further, CONTRACTOR hereby agrees that attainment or non-attainment of the Completion Days stated above shall be the measure of performance for the assessment of liquidated damages.

Witness our signature this the _____ day of _____, 201__.

Contractor