

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. <u> 1 </u>	DATED <u> 11/25/13 </u>	ADDENDUM NO. _____	DATED _____
ADDENDUM NO. _____	DATED _____	ADDENDUM NO. _____	DATED _____

Number	Description
1	Added page 42.1; Replaced page 331 with same; Replaced page 335 with same.

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

Respectfully Submitted,

DATE _____

Contractor

BY _____
Signature

TITLE _____

ADDRESS _____

(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.

The Proposer will not be responsible for upgrading the guardrail on the existing facilities bridged by I-59 provided that the guardrail is not damaged or removed during construction and that the deflection distance behind the guardrail is not reduced by construction. If the guardrail is damaged or removed or the deflection distance is reduced, the guardrail must be upgraded to current standards.

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, incorporated in Section 17. All pipe culverts shall meet the requirements of MDOT Pipe Culvert Material Design Criteria.

The existing hydraulic opening of the bridge site shall not be reduced as a result of the new construction.

Bridge deck drainage shall be based on the FHWA Publication, Design of Bridge Deck Drainage, Hydraulic Engineering Circular No. 21 (HEC-21).

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 Bridges Over Waterways

Hydraulic design and analysis is required for all structures that span over waterways and shall be in conformance with MDOT's Design Manual, AASHTO Highway Drainage Guidelines, AASHTO LRFD Bridge Design Specifications, FHWA Hydraulic Engineering Circulars and Publications, 23 CFR 625, 630, and 650, 44 CFR Part 59-78, the Floodplain Management Regulations for the State of Mississippi, the National Flood Insurance Program (NFIP) regulations and Federal Emergency Management Agency (FEMA) regulations and any other Local, State, or Federal regulations as appropriate. FHWA Publication *Hydraulic Design of Safe Bridges*, Hydraulic Design Series Number 7 (HDS-7) shall be used as a major reference publication for hydraulic design of bridges.

For bridge widening projects, the new substructure must be placed parallel with the direction of flood flows, and should be located within the existing blockage so as to not reduce the existing hydraulic opening. Additional bents in the water will be acceptable. No riprap or other fill activity will be allowed in the water around those additional bents. Placing piles or drilled shafts in the creeks is covered under the Nationwide Permit No. 23.

For bridges over waterways, the low chord elevation of the exterior girder shall be at or above the existing low chord elevation.

Unless specified otherwise, slope protection for the abutments and piers shall match the type and thickness of the existing protection as a minimum. Spill thru slopes shall not reduce the hydraulic opening as a result of the new construction.

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

SECTION 13.0 – ROADWAYS AND PAVEMENTS

Median Shoulder Width, Surfaced	4 ft.
Auxiliary Lane Width	12 ft.
Auxiliary Lane Shoulder Width	10 ft. surfaced 12 ft. useable
Median Type	Depressed
Median Minimum Width	60 ft.
Cross Slope Travel Lane	2%
Cross Slope Shoulder	4 %
Total (Final) Bridge Minimum Width	T.W. +12ft (out)+6ft (Med)
Minimum Clear Span	
Roadside Clear Zone (Obstruction)	30 ft.
Cut Foreslope (Within Clear Zone)	6:1
Depth of Ditch	4 ft.
Cut Backslope	3:1
Safety Slope (Within clear Zone)	6:1
Fill Slope (Outside Clear Zone)	3:1
Stopping Sight Distance (AASHTO)	730 ft.
Maximum Horizontal Curve	1630 ft
Superelevation Rate	See table 3-4 A ($e_{max}=0.10$)
Maximum Grade	3%
Vertical Curve K Factor (Crest) (MDOT)	290
Vertical Curve K Factor (Sag) (AASHTO)	181

13.8.1 Notes for Table 13-9-1

1. Horizontal Sight Distances- See Subsection 3.50 in the MDOT Roadway Design Manual for applicable criteria.
2. T.W. refers to the travel way or the total lane width.
3. Approach Roadway width is defined by the total lane width plus the total useable shoulder.
4. Clear zone to be based upon speed, side slope and traffic volume.
5. The bridge end approach slabs shall be constructed and widened in accordance with the current MDOT Roadway Design Standard Drawings. Use Special Design Sheet BE-1A.
- 5-6. The minimum structure for shoulder improvements is a minimum pavement thickness of six (6) inches on top of a minimum of six (6) inches of granular material.

13.9 Deliverables

At a minimum, the Contractor shall submit the following to MDOT for review or comment:

Deliverable	Review and Comment	Schedule	Reference Section
Preliminary Plans (30%) and Cross Sections	✓	According to Contractor’s Schedule	2.2.2
Final Plans (100%) and Cross Sections	✓	Prior to Request For Release for Construction	2.2.4
Release for Construction Plans and Cross Sections	✓	According to Contractor’s Schedule	2.2.5
As Built Drawings	✓	30 days after Completion of Construction	2.2.8