

SECTION 905 -- PROPOSAL (CONTINUED)

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 (proposed 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.

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 5/2/2006 ADDENDUM NO. _____ DATED _____
 ADDENDUM NO. _____ DATED _____ ADDENDUM NO. _____ DATED _____

Number	Description
1	Pages 3, 4, 5, 6, 83, 84, 127, 128, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 199, 200, 335, 336 replace same; add pages 84-1, 84-2, 199-1, 199-2, 199-3, 199-4, 199-5, 199-6, 199-7, 199-8, 199-9, 199-10, 199-11, 199-12, 335-1, 335-2.

TOTAL ADDENDA: 1
 (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

ER/BR-0003-01(099) / 104556

Jackson and Harrison County(ies)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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Design-Build for reconstruction of US 90 Bridge across Biloxi Bay and approaches in Jackson and Harrison Counties, Mississippi.

I (We) agree to complete the entire project within the specified contract time.

***** SPECIAL NOTICE TO BIDDERS *****

BIDS WILL NOT BE CONSIDERED UNLESS BOTH UNIT PRICES AND ITEM TOTALS ARE ENTERED

BIDS WILL NOT BE CONSIDERED UNLESS THE BID CERTIFICATE LOCATED AT THE END OF THE BID SHEETS IS SIGNED

BID SCHEDULE

REF NO	PAY ITEM NO	ADJ CODE	APPROX QUANTITY	UNIT	DESCRIPTION	UNIT PRICE		ITEM TOTAL	
						DOLLAR	CENT	DOLLAR	CENT
			1	Lump Sum	Design and Construct the replacement of US 90 Bridge across Biloxi Bay in accordance with the contract documents including contractor selected under-bridge accent lighting, bridge railing and Railroad Flagging Cost				
									\$

Additional Information for Bridge Railings -- North Side Rail (Westbound Lane)

Contractor shall provide information on approximate quantity and unit price for the bridge railing proposed

REF NO	PAY ITEM NO	ADJ CODE	APPROX QUANTITY	UNIT	DESCRIPTION	Included in Lump Sum Bridge	UNIT PRICE		ITEM TOTAL	
							DOLLAR	CENT	DOLLAR	CENT
				Linear Foot	Proposed Bridge Railing A	<input type="checkbox"/> Yes				
				Linear Foot	Proposed Bridge Railing B	<input type="checkbox"/> Yes				\$
				Linear Foot	Proposed Bridge Railing C	<input type="checkbox"/> Yes				\$

Additional Information for Bridge Railings -- South Side Rail (between Eastbound Lane and Shared Use path)

Contractor shall provide information on approximate quantity and unit price for the bridge railing proposed

REF NO	PAY ITEM NO	ADJ CODE	APPROX QUANTITY	UNIT	DESCRIPTION	Included in Lump Sum Bridge	UNIT PRICE		ITEM TOTAL	
							DOLLAR	CENT	DOLLAR	CENT
				Linear Foot	Proposed Bridge Railing A	<input type="checkbox"/> Yes	\$			
				Linear Foot	Proposed Bridge Railing B	<input type="checkbox"/> Yes	\$			
				Linear Foot	Proposed Bridge Railing C	<input type="checkbox"/> Yes	\$			

Additional Information for Bridge Railings -- Outside Rail (Shared Use Path)

Contractor shall provide information on approximate quantity and unit price for the bridge railing proposed

REF NO	PAY ITEM NO	ADJ CODE	APPROX QUANTITY	UNIT	DESCRIPTION	Included in Lump Sum Bridge	UNIT PRICE		ITEM TOTAL	
							DOLLAR	CENT	DOLLAR	CENT
				Linear Foot	Proposed Bridge Railing A	<input type="checkbox"/> Yes	\$			
				Linear Foot	Proposed Bridge Railing B	<input type="checkbox"/> Yes	\$			
				Linear Foot	Proposed Bridge Railing C	<input type="checkbox"/> Yes	\$			

Exhibit 2b

Biloxi Bay Bridge

aesthetic features with estimated construction costs. Proposers shall provide an estimate of anticipated annual maintenance costs for each concept proposed. In addition, Proposers shall provide an estimate of the anticipated power consumption of each concept in terms of the maximum hourly total Kilowatt consumption per hour. Three dimensional renderings of the under bridge accent lighting are required. For additional requirements for under bridge accent lighting, see Section 2.12 in this Exhibit.

Also See Notice to Bidders No. 838.

1.4.5 Debris Removal

All existing bridge piling and concrete footings in the Bay shall be removed to a minimum of two (2) feet below the mud line of the Bay.

The Contractor shall remove and dispose of all existing bridge structure and any other bridge related debris from within the area bordered by 250 feet on both the left and right sides of the centerline of the existing alignment.

See Notice to Bidders No. 830 for additional requirements.

SECTION 2 - BRIDGE DESIGN CRITERIA

2.1 Concrete Design

2.1.1 Reinforced Concrete

All concrete shall be designed and produced in accordance with the Standard Specifications, Section 804 Table 3. Cement used in concrete shall meet the requirements of Section 701 of the Standard Specifications.

Cast-in-Place Concrete:

Class AA

$f'c = 4,000$ psi

Prestressed Concrete

Class FX

from $f'c = 5,000$ psi

to $f'c = 8,500$ psi

Drilled Shaft Concrete:

Class DS

$f'c = 4,000$ psi

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2.1.1.1 Reinforcing Steel

- a. Cast-in-place concrete shall be reinforced with deformed bars conforming to AASHTO M 31 (ASTM A 615) or A 706. No other forms of reinforcement will be allowed. Reinforcement to be welded shall conform to ASTM A 706. Reinforcing steel shall be Grade 60.
- b. Epoxy-coated reinforcing conforming to AASHTO M 284 (ASTM A 775/A) shall be used in the bridge superstructure. Precast-prestressed concrete girders will not require epoxy-coated reinforcing steel.
- c. Cast-in-Place Concrete Clear Cover
 - i. Drilled Shafts – 6”
 - ii. Footings – Bottom Mat – 4”
 - iii. Footings – Top Mat – 3”
 - iv. Pedestals and Columns – 3”
 - v. All other reinforcing steel per AASHTO

2.1.1.2 Prestressing Steel

Prestressing Steel shall conform to AASHTO M 203 (ASTM A 416). Prestressing Strand shall be weldless in accordance with AASHTO M 203, subsection 8.1.4.

2.1.1.3 Allowable Stress, Deflection and Strength Considerations

- a. Reinforced concrete structures shall be designed by the Load Factor Design Method in accordance with AASHTO Article 8.16, Serviceability Requirements.
- b. Flexural members shall be checked for serviceability in accordance with AASHTO Article 8.16.8.

2.1.1.4 Special Considerations for Bridge Decks

- a. The top 1/4 inch of all concrete slabs shall be considered as a wearing surface and shall not be included in the nominal slab depth used for the calculation of section properties but shall be included in the dead load calculations.
- b. The minimum nominal bridge deck thickness shall be eight (8) inches. The cantilever overhang portions of the bridge deck shall have a minimum nominal thickness of nine (9) inches.

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- f. High strength bolts, nuts, or direct tension indicators shall not be reused after tightening.
- g. Mill test reports, certified test reports, and certificates of compliance are required for high strength bolts, nuts, hardened washers and direct tension indicators.

2.2.6 Paint System

All structural steel shall be painted in accordance with Section 814 of the Mississippi Standard Specifications for Road and Bridge Construction, 2004.

Portions of expansion joints to be embedded in concrete shall receive one shop coat of inorganic zinc primer. Remaining portions of expansion joints shall be painted in accordance with Section 814 of the Mississippi Standard Specifications for Road and Bridge Construction, 2004.

2.3 Structural Steel Fabrication Requirements

All girder web plates, flange plates and splice plates shall meet the Longitudinal Charpy-V-Notch Toughness Test. The Supplementary Bend Test as described in Section 717 of the Mississippi Standard Specifications for Road and Bridge Construction is not required. Miscellaneous steel less than 1/4 inch thick shall be identified on the shop drawings. Web and flange material heat numbers shall be stenciled on each girder using low stress die stamps. The heat numbers shall be stamped on the side of the web in the upper left hand corner.

All welding shall be done by the electric arc process and shall conform to the ANSI/AASHTO/AWS D1.5 BRIDGE WELDING CODE, the latest edition of the AASHTO Guide Specification For Highway Bridge Fabrication With High Performance Steel, when applicable, and as directed herein. Certification for all welders to be used on this project shall be submitted to the Contractor's Construction Quality Control Manager and the MDOT Bridge Engineer for review. Welding machines shall have operating, properly calibrated current meters with attached calibration stickers. Run-off tabs of adequate length shall be used to help prevent weld defects at weld edges. Material surfaces for flange to web fillet welds shall be ground prior to fit-up for welding to remove all mill scale. This area includes the flange, near and far side web and the web edge.

Welded shop splices in webs and flanges are conditionally permissible and shall be submitted to the Contractor's Lead Design Engineer for approval of type and location. Welded web and flange shop splices shall not occur at concurrent locations and shall be offset a minimum of 5 feet along the girder. Welded shop splices are prohibited in the following regions in each span:

- 1) Top Flange Plates in the Negative Moment Region; the region of prohibition shall begin at centerline bearing and shall extend along the span to the lesser of 25 feet or one tenth of the span length. In no case shall this region be less than 15 feet in length.

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- 2) Bottom Flange Plates in the Positive Moment Region; the region of prohibition shall be the lesser of 40 feet or one tenth of the span length. This region shall be centered about the point of maximum positive moment. In no case shall this region be less than 20 feet in length.
- 3) Web Plates; the region of prohibition at each end of the span shall begin at centerline bearing and shall extend along the span to the greater of 15 feet or one tenth of the span length as measured from the centerline of bearing. This region need not be greater than 25 feet in length.

With the exception of surface condition repairs to correct undercut or overlap conditions, repairs to groove welds require an approved welding repair procedure that includes supporting documentation, size and location of the repair, Non Destructive Evaluation (NDE) reports and the Fabricator's Non-Conformance Report. Approval by the Contractor's Construction Quality Control Manager and review by the MDOT Bridge Engineer is required prior to performing these repairs. Repairs to base metal (including flame cut edges with excessive gouges) require an approved welding repair procedure that includes supporting documentation, size and location of the repair, NDE reports and the Fabricator's Non-Conformance Report. Approval by the Contractor's Construction Quality Control Manager and review by the MDOT Bridge Engineer is required prior to performing these repairs.

The Fabricator shall have a Certified Welding Inspector (CWI) on each work shift where welding or other significant work is performed. Quality Control inspections for acceptance shall precede Quality Assurance inspections. Quality Control shop inspection records shall be made available to MDOT QA Inspection Shop Personnel.

Camber shall be checked and recorded by the Fabricator at all points shown in the approved shop drawings.

NDE applications for unusual or nonstandard weld geometries shall require the Fabricator to determine specific inspection procedures that include techniques and acceptance standards.

Radiography of weld transitions shall be performed by placing the film on the flat side of the transition. A floating center punch shall be placed on the base metal adjacent to the weld and shall be visible on each radiographic film in the area of interest.

Prior to fabrication, the Fabricator shall have Shop Drawings approved by the Contractor's Lead Design Engineer. Also prior to fabrication, the Fabricator shall submit Welding Procedures, a Procedure for Storage and Handling of Welding Electrodes, Wire And Flux and A Flux Recovery Procedure (if applicable) to the Contractor's Lead Design Engineer for approval and for review by the MDOT Bridge Engineer. The Contractor's Construction Quality Control Manager shall schedule a Pre-Fabrication Conference at each fabrication location. The Fabricator's facilities will be inspected by the Contractor's Construction Quality Control Manager, the MDOT Bridge Engineer and MDOT QA Shop Inspection personnel during the Pre-Fabrication Conference. No fabrication shall begin prior to this inspection.

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Prior to fabrication, the Fabricator and/or subcontractor shall submit their NDE procedures to the Contractor's Construction Quality Control Manager and the MDOT Bridge Engineer for review. The NDE procedure shall include a written practice, a method procedure for each inspection process and personnel certifications.

Breaks in fabrication shall require at least two (2) weeks advance notification to the Contractor's Construction Quality Control Manager and the MDOT Bridge Engineer prior to restarting work.

Progressive girder assembly using a minimum three girder laydown is permissible while shop assembling girders. Drilling of material for splice connections shall occur with all items in their proper location, including splice and shim plates. Parts shall be firmly drawn together prior to drilling.

The Fabricator shall furnish MDOT QA Shop Inspection Personnel with at least 140 square feet of floor space. Additional space shall be provided as required by the MDOT Bridge Engineer. The office shall contain desks, chairs, file cabinets, telephone with long distance access, electric lights, power outlets, shelves and tables. The office shall be provided with adequate heating, ventilation and air conditioning. The office shall have access to convenient sanitary facilities with running water. The office shall be in good repair, located where there is not excessive noise and shall be used for MDOT QA Shop Inspection Personnel only. Convenient and adequate parking shall be provided.

The Fabricator shall provide MDOT QA Shop Inspection Personnel convenient access to a fax machine and a copy machine. Changes in office location or facilities shall be made only upon approval of the MDOT Bridge Engineer.

2.4 Deep Foundation Design

Bridge foundations shall be designed in accordance with AASHTO Division I, Section 4, and as stated herein. All bridge foundations shall be constructed with deep foundations consisting of concrete piles or drilled shafts. Deep foundations are required to extend below any compacted fill.

2.4.1 Concrete Pile Foundations

- a. Foundations shall be constructed with concrete.
- b. All bridges over waterways must be designed or evaluated in accordance with 23 CFR 650, FHWA Technical Advisory, "Evaluating Scour at Bridges", October 28, 1991, Hydraulic Engineering Circular 18 (HEC 18), and any other State or Federal regulations as appropriate.

After award and upon a suitable request of the Contractor, MDOT will provide the maximum velocity, water depth and velocity direction at the time of maximum velocity at each pier in the Bay for informational purposes only. This information can only be

Exhibit 2b

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provided after MDOT receives the Contractor's substructure plans which show sufficient details for computational purposes.

- c. Concrete piles shall be prestressed.

2.4.2 Bridge Piers

- a. All bridges over waterways must be designed or evaluated in accordance with 23 CFR 650, FHWA Technical Advisory, "Evaluating Scour at Bridges", October 28, 1991, Hydraulic Engineering Circular 18 (HEC 18), and any other State or Federal regulations as appropriate.

After award and upon a suitable request of the Contractor, MDOT will provide the maximum velocity, water depth and velocity direction at the time of maximum velocity at each pier in the Bay for informational purposes only. This information can only be provided after MDOT receives the Contractor's substructure plans which show sufficient details for computational purposes.

- b. All affected bridge piers shall be designed to resist the vessel collision loads shown in Exhibit 10.

Bridge piers with waterline footings within nineteen hundred (1900) feet either side of the centerline of the navigation channel shall be designed to resist ninety percent (90%) of the vessel collision loads shown in Exhibit 10 with no damage to the pier and any of the structure elements (Capacity/Demand =1.0). At one hundred percent (100%) of the vessel collision load, a plastic hinge at the interface of the deep foundation and the bottom of the waterline footing is permitted. No other plastic hinges are allowed.

In the event pile bents or drilled shaft/column bents are used, each individual pile or drilled shaft/column within the bent shall be designed to resist the entire vessel loading in an elastic condition.

- c. Dolphins, fenders or other means of pier protection shall not be substituted for the above pier loads.

2.4.3 Cap Shear Keys

All substructure caps with a low side elevation of the top of cap below twenty-eight (28) feet shall have shear keys to help reduce the likelihood of movement during a storm surge event. The shear keys shall be located on the cap just outside the exterior girders and shall have a minimum height of eighteen (18) inches above the bottom of the exterior girder. The minimum length as measured transversely along the cap shall be eighteen (18) inches and the minimum width shall be three (3) feet or two-thirds (2/3) of the cap width, whichever is greater. There shall be a one (1) inch gap between the shear key and either the face of the exterior girder or any bearing device, pad or plate supporting the exterior girder.

Exhibit 2b

Biloxi Bay Bridge

2.5 Bridge Abutments

The bridge abutment on the Biloxi side of the bay shall be located west of Station 1430+50 on the existing alignment. The bridge abutment on the Ocean Springs side of the bay shall be located east of Station 94+06 on the existing alignment. Abutments and intermediate bents for US 90 over the CSX Transportation Railroad shall be protected by guardrail when located less than eighteen (18) feet from the edge of pavement of the access roads. In no case shall the abutments and intermediate bents for US 90 over the CSX Transportation Railroad be located less than eight (8) feet from the edge of pavement of the access roads.

2.6 Bearings

Bearings shall be designed in accordance with AASHTO Division I, 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.

2.7 Bridge Barriers

For the Bay bridge(s), the North outside bridge railing shall be a forty-two (42) inch (minimum) tall, open style concrete parapet that meets NCHRP Report 350 TL-4 criteria. Materials for the North outside bridge railing may include a combination of concrete and aluminum alloy, as long as the completed rail section meets NCHRP Report 350 TL-4 criteria. The inside (median) barriers shall be a thirty-two (32) inch tall, New Jersey Shape concrete barrier that meets NCHRP Report 350 TL-4 criteria. The South side barrier adjacent to traffic shall be a thirty-two (32) inch (minimum) tall, open style concrete parapet that meets NCHRP Report 350 TL-4 criteria. Materials for the South side barrier adjacent to traffic may include a combination of concrete and aluminum alloy, as long as the completed rail section meets NCHRP Report 350 TL-4 criteria. The South outside bridge railing shall be a fifty-four (54) inch tall, open-style railing designed for a combination of both pedestrian and bicycle traffic in accordance with AASHTO Standard Specifications for Highway Bridges, 2002. Materials for the South outside bridge railing may be concrete, aluminum alloy, or a combination thereof.

For the US 90 bridge(s) over the CSX Transportation Railroad, the outside bridge railings shall be a forty-two (42) inch tall, open-style concrete parapet that meets NCHRP Report 350 TL-4 criteria. The inside (median) barrier(s) shall be a thirty-two (32) inch tall, New Jersey Shape concrete barrier that meets NCHRP Report 350 TL-4 criteria.

The Contractor shall design and construct into the bridge railing or in the cantilevered portion of the deck, a minimum two (2) inch diameter conduit for roadway, under bridge accent, and navigation lighting. The conduit system shall meet applicable electrical codes, shall be designed to accommodate required movements at expansion joints, and shall have provisions for positive drainage. See Exhibit 2a Section 7, Highway Illumination.

For additional barrier requirements, see Section 1.4.4 in this Exhibit.

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2.8 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 shown on sheet 128 of 179 in Exhibit 21. Cellular joints will not be permitted. Expansion joints with a movement rating greater than two (2) inches shall be constructed with finger joints. The finger joints in the shared use path shall be made bicycle safe. The design and construction of the finger joint shall be similar to the joint shown on drawings 170 thru 174 in Exhibit 21. Modular joints shall not be used. Expansion joints shall be painted in accordance with Exhibit 2b, Section 2.2.6.

2.9 Bridge Drainage

- a. Bridge deck drainage shall be provided as necessary to keep a ten (10) year event from spreading into the travel lanes. Rainfall intensity – Duration – Frequency Curves are provided in the MDOT Roadway Design Manual Figure 7-4f.
- b. 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 open style railing.
- c. Bridge deck drains shall extend below 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. Scupper gratings shall be designed to allow safe passage of bicycle traffic.
- d. 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 barrier.
- e. No bridge deck drainages shall drain onto the railroad right-of-way or onto a roadway, sidewalk or shoulder below.

2.10 Abutment Seawalls

Cast-in-place concrete seawalls for the Bay bridge shall be designed and constructed to protect the bridge abutments and wing walls. Seawalls shall be founded on deep foundations and shall have a minimum elevation of 8.50. Seawalls shall be located a minimum of two (2) feet away from the bridge abutments. Seawalls shall be U-shaped and extend to the end of the bridge wing wall. Concrete protection shall be provided between the seawalls and bridge abutments. Concrete protection shall be reinforced with welded wire reinforcement.

2.11 Retaining Walls

All retaining walls located within 500 feet of the front face of a bridge abutment shall be constructed with cast-in-place concrete on deep foundations.

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Biloxi Bay Bridge

2.12 Bridge Deck and Under Bridge Accent Lighting

- a. Bridge deck lighting shall be installed on the bridge(s). Design of the bridge deck lighting shall be in accordance with Exhibit 2a, Section 7, Highway Illumination.
- b. Under bridge accent lighting shall be installed on the Bay bridge(s) from abutment to abutment. The Proposer shall design under bridge accent lighting to accentuate the bridge design elements below the deck. All accent lighting shall be designed for independent operation and metering separate from other electrical systems. The Contractor shall obtain power sources for the lighting and pay all associated costs up to and including Final Inspection.
 - i. Lighting fixtures used in the design shall be selected based on their ability to perform in the harsh and corrosive marine environment and shall be UL Listed for marine applications. Light fixtures shall be placed to best reveal the architecture of the bridge structure. In addition, the housings for the fixtures shall be finished with a high-build, catalyzed epoxy coating system, which will provide chemical resistance to acids, alkalis, solvents, hydrocarbons, salts and water. Housings for fixtures shall have high-temperature gaskets to provide a weather-proof seal. All fixture hardware and mounting hardware shall be stainless steel.
 - ii. The light sources shall be high-intensity discharge.
 - iii. Wire, conduit and secondary power controllers shall meet the requirements of the Mississippi Standard Specifications for Road and Bridge Construction, 2004 edition. Conductors and conduits of the size and material required will include, but not be limited to: control wiring, branch circuits, luminaire wiring, ground wiring and service entrance wiring. Each light fixture shall be wired with a fused connector of proper capacity rating.
 - iv. While there are no specific foot-candle levels required, the Contractor shall design a system that is pleasing to the eye and produces enough light to reveal the bridge structure. The Contractor shall place and/or shield the fixtures so as to reduce glare as much as possible and to discourage vandalism.

Bridge deck lighting and under bridge accent lighting shall be designed and installed on the Bay bridge(s) in a manner that shall neither affect the visibility nor conflict with the navigation lights. In no case shall the bridge deck lighting or under bridge accent lighting impair the vision and affect the safety of maritime traffic. In addition, bridge deck lighting and under bridge accent lighting shall be designed and installed in an environmentally sensitive manner.

For additional requirements, see Section 1.4.4 in this Exhibit.

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2.13 Navigation Requirements

- a. Except as required in Special Provision No. 907-665-1, Navigation lights shall be constructed on the navigation span similar to the details shown on drawing 176 of 179 in Exhibit 21.
- b. Vertical clearance gauges are not required.

2.14 Minimum Span Length

The minimum span length for the navigational span shall be 250 feet centerline of bearing to centerline of bearing.

SECTION 3 - GEOTECHNICAL DESIGN CRITERIA

3.1 Geotechnical Design Criteria

Design criteria for minimum Factors of Safety and permissible displacement (vertical and horizontal) criteria are provided in the following tables. Geotechnical design criteria have been provided for the following typical transportation structures: Bridge Foundation (Table 3.1-1), and Bridge Approach Embankment (Table 3.1-2). All embankments along the alignment shall be designed using the following criteria for global stability of approach embankments or retaining walls. Drilled shafts shall be designed based upon a static load test. Failure criteria for the static load test are provided in ASTM D 1143. All miscellaneous foundations such as overhead signs and light poles shall be designed in accordance with the criteria provided in Bridge/Foundation (Table 3.1-1).

Table 3.1-1 - Bridge Foundation

<i>DEEP FOUNDATIONS</i>	Static
Driven Piles with Wave Equation Min. Factor of Safety	2.75
Driven Piles with Dynamic Testing (PDA) Min. Factor of Safety	2.50
Driven Piles with Static Load Test Min. Factor of Safety	2.00
Drilled Shafts (Less than 48 inches in diameter) Min. Factor of Safety	2.00
Drilled Shafts (48 inches in diameter or greater) Min. Factor of Safety	1.50

Table 3.1-2 - Bridge Approach Embankment

<i>Failure Mode/Design Criteria</i>	Static
External Stability: Bridge side and end slopes Minimum Factor of Safety	1.30

Exhibit 2b

Biloxi Bay Bridge

3.2 Ground Improvement

If ground improvement is necessary to meet the design criteria, the design methodology and construction specifications shall be in accordance with FHWA Publication No. SA-98-086R, Ground Improvement Technical Summaries, Volumes I and II. Prior to commencing ground improvement operations, the Contractor shall submit the type of ground improvement technique, the anticipated results from the improvement and the methodology for verifying the results from the improvement to the MDOT for review and acceptance. A summary report of the field-testing shall be submitted documenting the effects from the ground improvement techniques and indicating if the ground improvement techniques have successfully achieved the anticipated results. The Contractor is solely responsible for the performance of the ground improvement techniques.

3.3 Geotechnical Planning Report

The Contractor shall prepare a Geotechnical Planning Report for the Project and submit the Geotechnical Planning Report to MDOT within thirty (30) working days from Notice to Proceed for review and written comment. The Geotechnical Planning Report shall include a detailed method statement describing the general philosophy and methods of design and construction and the rationale for selection of the proposed construction methods for all geotechnical and foundation aspects of the Project. The method statement shall indicate how material and design details are chosen to match selected construction methods and details, soil and bay conditions, and groundwater environment for the site.

The Geotechnical Planning Report shall define the engineering and design approach that will be followed in order to develop technically and environmentally acceptable and durable foundations, cut and fill slopes, retaining structures, and geotechnical designs for the Project. The Geotechnical Planning Report shall discuss all aspects of the required geotechnical effort and design and analysis.

3.4 Geotechnical Exploration

3.4.1 General

The frequency, spacing, and depth of soil test borings will depend on the anticipated variation in subsurface conditions and the type of structure to be designed. The soil borings and laboratory data included in the contract document are for information only. The Contractor assumes all liability/responsibility for the interpretation and use of this data for this project. The Contractor shall obtain soil test borings needed to meet the criteria listed below. A licensed surveyor shall locate (Station and offset and GPS coordinates) and establish ground or mud line elevation at all soil test borings taken by the Contractor. The soil test boring frequency/spacing and depth criteria indicated below are the minimum requirements. The Contractor is solely responsible for the adequacy of the Geotechnical information for this project. An electronic copy of the final boring logs completed at the time of the preliminary design submittal, shall be submitted with the preliminary Geotechnical Report to MDOT in TIF or Microstation format.

Exhibit 2b

Biloxi Bay Bridge

3.4.2 Bridge Foundations

Borings shall extend to depths sufficient to define the subsurface profile for structures, embankments and geotechnical features. All soil test borings taken for deep foundations shall extend below the anticipated pile or drilled shaft tip elevation a minimum of twenty (20) feet.

3.4.3 Retaining Walls

All retaining walls within 500 feet of bridge abutments shall have one soil test boring performed at least every seventy-five (75) feet along the wall line. Retaining walls more than 500 feet from the bridge abutment shall have one soil test boring performed a minimum of every 200 feet along the wall line. All soil test borings performed by the Contractor shall extend to a depth of at least twice the height of the wall. Continuous flight auger borings are not acceptable. Undisturbed samples will be required for testing to determine the expected differential settlement along the length of the retaining wall.

3.4.4 Embankments

The support soils along all roadway alignments shall be evaluated by soil test borings performed in accordance with MDOT procedure SOP #TMD-20-14-00-000.

3.4.5 Laboratory Testing

The Contractor shall perform laboratory soils tests of sufficient numbers and type to classify and ascertain the shear strength, conditions of stability, and consolidation characteristics of the material encountered.

3.4.6 Miscellaneous Structures

Miscellaneous structures shall have a minimum of one soil test boring performed per foundation location. All soil borings performed by the Contractor shall extend at least ten (10) feet below the anticipated tip elevation of the foundation.

3.4.7 Geotechnical Report

The Contractor shall prepare a preliminary and final geotechnical report for all bridges, retaining walls, roadway embankments, concrete culverts and any other structures constructed for this project. The preliminary geotechnical report shall provide the preliminary recommendations for the design of the selected foundation types, reproductions of the field boring logs and a generalized soil profile along the alignment. The final geotechnical report shall summarize subsurface soils, foundation design recommendations, laboratory testing results; provide a reproduction of the field boring logs and a generalized soil profile containing the location of all soil borings. Each report shall be submitted to MDOT along with the final or preliminary plan submittal. The review of the report will be performed in accordance the structure submittal plan review process. In addition, after

Exhibit 2b

Biloxi Bay Bridge

construction of the foundations is complete, the Contractor shall provide a supplement to the report containing the actual field conditions encountered and as-built foundation data and information.

SECTION 4 - PLANS

4.1 US Coast Guard Bridge Layout and Clearance Plans

8-1/2 inch X 11 inch drawings at a scale of 1 inch = 80 feet showing the bridge layout plan and elevation views shall be prepared and submitted to MDOT for application of the US Coast Guard Permit.

4.2 CSX Transportation Railroad Bridge Layout and Clearance Plans

Full scale drawings of the railroad bridge layout showing plan and elevation views, associated roadway plan and profiles, typical sections and title sheet shall be prepared and submitted to MDOT for CSX Transportation Railroad approval of railroad clearances.

4.3 Final Plans

To the extent possible, construction drawings shall be similar in content, layout and detail as the sample plans provided in this RFP.

All final design drawings shall bear the legible seal, date, and signature of the responsible engineer registered as a Professional Engineer in the State of Mississippi. Final design drawings may be issued in partial submittals to facilitate construction schedules.

4.4 Shop Plan and Working Drawing Submission and Review Process

Shop plans or working drawings shall be submitted to the Contractor's designer for review and approval. All approved shop plans shall be routed to MDOT for information. All design calculations and shop plans (design drawings) shall bear the legible seal, date, and signature of the responsible engineer registered as a Professional Engineer in the State of Mississippi. The Contractor is solely responsible for the adequacy of the drawings, accuracy, completeness, and constructability of the submitted design before and after review.

4.5 As-Built Drawings

See Attachment A-Section XVII.

SECTION 5 - STRUCTURE LOAD FACTOR RATING

The Contractor's designer shall provide the Load Factor Rating of the new structures including approach spans and main spans.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 844

CODE: (SP)

DATE: 3/20/2006

SUBJECT: Sidewalks Under Each End of Biloxi Bay Bridge

PROJECT: ER/BR-0003-01(099) / 104556 -- Jackson & Harrison Counties

Sidewalks shall be provided under each end of the Biloxi Bay Bridge to connect with the local road networks in Biloxi and Ocean Springs. The sidewalks will be designed and constructed within the ROW limits. Bike/pedestrian path from the bridges will be connected to the local street networks within the limits of the project.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 845

CODE: (SP)

DATE: 3/20/2006

SUBJECT: Removal and Disposal of any Structures Having Lead, Lead-Based Paint and/or Asbestos

PROJECT: ER/BR-0003-01(099) / 104556 -- Jackson & Harrison Counties

Removal and disposal of any structures, having lead, lead-based paint, and /or asbestos shall be in accordance with MDEQ & EPA guidelines. The removed materials shall be handled and deposited in a suitable upland site designated for such material(s).

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 846

CODE: (SP)

DATE: 3/20/2006

SUBJECT: Dredging and Access Channel Plans

PROJECT: ER/BR-0003-01(099) / 104556 -- Jackson & Harrison Counties

The Contractor shall develop Dredging & access channel plans in a way that avoids or minimizes impacts to submerged vegetation (i.e., sea grass) and emergent wetlands vegetation.

The Contractor will obey all State and Federal regulations and laws.

The Commission has obtained a permit from the Department of Marine Resources that allows the dredging of 100,000 cubic yards of material from the Bay area, excluding marsh areas. The Contractor will be responsible for obtaining an additional permit from the Department of Marine Resources for any dredged material in excess of the 100,000 cubic yards. No additional time will be justified for obtaining another permit.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 847

CODE: (SP)

DATE: 3/20/2006

SUBJECT: Bronze Bearing Plates

PROJECT: ER/BR-0003-01(099) / 104556 -- Jackson & Harrison Counties

The Contractor shall salvage all bronze bearing plates from the existing substructure of the Bay bridge and store the plates at a secure location. The bearing plates shall be removed from the steel anchor assemblies prior to storage. The bronze bearing plates shall remain the property of the Department and will be picked up by MDOT forces. The Contractor shall notify MDOT when the bearing plates are ready to be picked up.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 848

CODE (SP)

DATE: 03/20/2006

SUBJECT: Placement of Fill Material in Federally Regulated Areas

PROJECT: ER/BR-0003-01(099) / 104556 -- Jackson & Harrison Counties

A Permit (404, General, Nationwide, etc.) for placing fill material federally regulated sites is required.

The Department has acquired the following permits for permanently filling at regulated sites that are identified during project development:

Nationwide Permit No. 14 (Waters of U.S.) -- All sites with area less than 0.10 acre
U.S. Army Corps of Engineers 404

Copies of said permit(s) are on file with the Department.

Securing a permit(s) for the filling of any other regulated site, the purpose of which is temporary construction for the convenience of the Contractor, shall be the responsibility of the Contractor.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 849

CODE (SP)

DATE: 11/03/2005

SUBJECT: Asbestos National Emission Standards for Hazardous Air Pollutants (NESHAP)

PROJECT: ER/BR-0003-01(099) / 104556 -- Jackson & Harrison Counties

Relative to the Federal Clean Air Act requirements concerning emission standards for hazardous air pollutants, the Contractor is reminded of the asbestos National Emission Standards for Hazardous Air Pollutants (NESHAP), 40 CFR Part 61.

The Contractor will be responsible for the proper disposal of all structures on the project and should take special care with the removal of asbestos containing materials. The disposition of all structures, including those with asbestos, become the responsibility of the Contractor

The demolition, handling, loading, transporting and disposal of materials from these structures shall be in accordance with applicable codes, regulations and standards, including but not limited to asbestos NESHAP regulations. Questions or problems concerning applicable regulations should be directed to the Mississippi Department of Environmental Quality, Office of Pollution Control, Air Toxics Branch, Jackson, Mississippi.

All applicable codes, regulations and standards have the same force and effect and are made a part of the contract documents by reference as if copied directly into the contract documents, or as if published copies were contained herein.

The Contractor must complete an asbestos inspection report and a completed Mississippi Office of Pollution Control Demolition/Renovation Notification Form for each structure to be removed and submit the forms to Mississippi Department of Environmental Quality (MDEQ), Bureau of Pollution Control, Air Toxics Branch, P.O. Box 10385, Jackson, Mississippi, 39289-0385, Telephone No. (601) 961-5171, from whom blank forms can also be obtained, at least ten (10) working days (where working days are Monday through Friday) prior to commencement of demolition activity. Copies of the completed demolition/renovation notification forms and letters of transmittal shall be furnished the Project Engineer as proof of the required notification to the Office of Pollution Control. The Contractor must have copies of the asbestos inspection reports on site during the asbestos abatement and/or demolition activities.

Copies of any and all other documents required to be furnished by the Contractor or obtained by the Contractor from other agencies in complying with applicable local, State and Federal regulations, including but not limited to asbestos NESHAP regulations, shall be the responsibility of the Contractor.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 850

CODE (SP)

DATE: 3/20/2006

SUBJECT: Procedure for Converting from temporary Two Lane Two Way Operation (TLTWO)

PROJECT: ER/BR-0003-01(099) / 104556 -- Jackson & Harrison Counties

The procedure, as a minimum, for switching traffic from a temporary TLTWO to a Divided Six Lane Operation will be as follows:

1. The District will furnish, to local newspapers and/or radio, announcements advising the traveling public of anticipated traffic changes.
2. The Contractor shall place and cover one way signs at all crossroads in accordance with the traffic control plan.
3. Once traffic is switched from the temporary TLTWO to Divided Six Lane Operation, the Contractor shall uncover the one way signs at the crossroads, remove the no passing stripe and stripe over the skip yellow centerline with skip white and stripe over the median white edge stripe with yellow edge stripe. When striping is temporary and located on the final pavement surface only tape shall be used.

The Contractor shall have on the project, prior to switching the traffic, all materials and equipment necessary to remove the no passing stripe and to place the temporary one way pavement markings. The Contractor shall remain on the project until all removal and re-striping are complete.

Removal of temporary or existing no passing stripe, as the case may be, shall be in accordance with Section 619 with the following revision: which states in part:

“All temporary pavement markings placed and measured for payment under this section shall include any required removal. Removal of all temporary stripe will not be measured for separate payment and is included in the Lump Sum price.

Existing pavement markings conflicting with temporary markings shall be removed. Removal of such materials (paint, tape, marker, etc.) will be considered part of the Work and no additional payment for this removal will be considered.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 851

CODE (SP)

DATE: 3/20/2006

SUBJECT: Restricted Area(s)

PROJECT: ER/BR-0003-01(099) / 104556 -- Jackson & Harrison Counties

Contractors are hereby advised that the Notice of Award and the Notice to Proceed/Begin Contract Time will be issued with the following restriction:

The section of the Project between station 1422 + 00, 85' RT and station 1430 + 40, 150' RT will not be available for construction activities until July 1, 2006.

Upon written notification by the Engineer, the Contractor will be allowed earlier access without a penalty in the contract time.

No extension of time or monetary compensation will be considered for this non-access unless restrictions extend beyond the above mentioned date.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 852

CODE (SP)

DATE: 3/20/2006

SUBJECT: Submission of Form OCR-485

PROJECT: ER/BR-0003-01(099) / 104556 -- Jackson & Harrison Counties

Proposers are hereby advised that Form OCR-485 will be completed by **ALL PROPOSERS** submitting a RFP proposal and **must be included in Volume 2 of the RFP Proposal package.** Failure to include Form OCR-485 in the RFP Proposal package will be considered **non-responsive.**

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 853

CODE (SP)

DATE: 4/12/2006

SUBJECT: Storm Water Discharge Associated with Construction Activity
(≥ 1 and < 5 Acres) (if applicable)

PROJECT: ER/BR-0003-01(099) / 104556 -- Jackson & Harrison Counties

Construction Storm Water General NPDES Permit MSR 15 to discharge storm water associated with construction activity is required. This Project is granted permission to discharge treated storm water into State waters. Copies of said permit and Storm Water Pollution Prevention Plan (SWPPP) are on file with the Department.

Prior to the commencement of any construction activities, the successful Proposer shall execute and deliver to the Executive Director an original signed copy of the completed Prime Contractor Certification (Form No. 1).

Failure of the Proposer to execute and file the completed Prime Contractor Certification (Form No. 1) shall be just cause for the cancellation of the award.

The executed Prime Contractor Certification (Form No. 1) shall be prima facie evidence that the Proposer has examined the permit, is satisfied as to the terms and conditions contained therein, and that the Proposer assumes the responsibility for meeting all permit terms and conditions and for performing permit requirements including, but not limited to, the inspection and reporting requirements of Part IV. For this Project, the Contractor shall furnish, set up and read, as needed, an on-site rain gauge.

Prior to the commencement of construction activities, the Contractor must furnish the Project Engineer a completed copy of the Small Construction Notice of Intent (SCNOI) for the Project Engineer's records.

The Contractor shall make inspections in accordance with Part IV.C. and shall furnish the Project Engineer with the results of each weekly inspection as soon as possible following the date of inspection. A copy of the form provided in Part IX with the inspection portion completed shall be sufficient. The weekly inspections must be documented monthly on the Inspection and Certification Form for Small Construction Erosion and Sediment Controls (Part IX). The Contractor's representative and the Project Engineer shall jointly review and discuss the results of the inspections so that corrective action can be taken. The Project Engineer shall retain copies of the inspection reports.

An amount equal to 25 percent (25%) of the total estimated value of the work performed during each period in which the Contractor fails to submit the completed monthly Inspection and

Certification Form for Small Construction Erosion and Sediment Controls (Part IX) to the Project Engineer will be withheld from the Contractor's earned work. Thereafter, on subsequent successive estimate periods, the percentage withheld will be increased at the rate of 25 percent per estimate period in which the non-conformance with this specification continues. Monies withheld for this non-conformance will be released for payment on the next monthly estimate for partial payment following the date the submittal of the completed monthly Inspection and Certification Form for Small Construction Erosion and Sediment Controls (Part IX) is brought back into compliance with this specification.

In summary, prior to the commencement of any construction activities, the successful Proposer shall execute and deliver to the Executive Director an original signed copy of the completed Prime Contractor Certification (Form No. 1). Also, prior to the commencement of construction on the Project, the Contractor shall furnish the Project Engineer a completed copy of the Small Construction Notice of Intent (SCNOI) for the Project Engineer's records.

Securing a permit (s) for storm water discharge associated with the Contractor's activity on any other regulated area the Contractor occupies, shall be the responsibility of the Contractor.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 854

CODE (SP)

DATE: 04/12/2006

**SUBJECT: Storm Water Discharge Associated with Construction Activity
(≥ 5 Acres) (if applicable)**

PROJECT: ER/BR-0003-01(099) / 104556 -- Jackson & Harrison Counties

A Construction Storm Water General NPDES Permit to discharge storm water associated with construction activity is required.

The Contractor will be responsible for acquiring Certificate of Permit Coverage MSR-_____ under the Mississippi Department of Environmental Quality's (MDEQ) Storm Water Construction General Permit. Projects issued a certificate of permit coverage are granted permission to discharge treated storm water associated with construction activity into State waters. Copies of said permit, completed Large Construction Notice of Intent (LNOI), and Storm Water Pollution Prevention Plan (SWPPP) are on file with the Department.

Prior to the commencement of any construction activities, the successful Proposer shall execute and deliver to the Executive Director an original signed copy of the completed Prime Contractor Certification (Form No. 1).

Failure of the Proposer to execute and file the completed Prime Contractor Certification (Form No. 1) shall be just cause for the cancellation of the award.

The executed Prime Contractor Certification (Form No. 1) shall be prima facie evidence that the Proposer has examined the permit, is satisfied as to the terms and conditions contained therein, and that the Proposer assumes the responsibility for meeting all permit terms and conditions and for performing permit requirements including, but not limited to, the inspection and reporting requirements. For this project, the Contractor shall furnish, set up and read, as needed, an on-site rain gauge.

The Contractor shall make inspections in accordance with condition No. S-4, page 14, and shall furnish the Project Engineer with the results of each weekly inspection as soon as possible following the date of inspection. A copy of the inspection form provided with the packet completed shall be sufficient. The weekly inspections must be documented monthly on the Inspection and Certification Form. The Contractor's representative and the Project Engineer shall jointly review and discuss the results of the inspections so that corrective action can be taken. The Project Engineer shall retain copies of the inspection reports.

An amount equal to 25 percent (25%) of the total estimated value of the work performed during each period in which the Contractor fails to submit monthly the completed Inspection and Certification Form to the Project Engineer will be withheld from the Contractor's earned work.

Thereafter, on subsequent successive estimate periods, the percentage withheld will be increased at the rate of 25 percent per estimate period in which the non-conformance with this specification continues. Monies withheld for this non-conformance will be released for payment on the next monthly estimate for partial payment following the date the monthly submittal of the completed Inspection and Certification Form is brought back into compliance with this specification.

Upon successful completion of all permanent erosion and sediment controls for a covered project, accepted and documented by the Engineer, a completed Notice of Termination (NOT) of Coverage form shall be submitted to the Office of Pollution Control. If no sediment and erosion control problems are identified, the prime contractor will receive a termination letter from the Office of Pollution Control.

In summary, prior to the commencement of any construction activities, the successful Proposer shall execute and deliver to the Executive Director an original signed copy of the completed Prime Contractor Certification (Form No. 1). Also, prior to the commencement of construction on the Project, the Contractor shall transmit by letter an original signed copy of the completed Prime Contractor Certification (Form No. 2) to the Office of Pollution Control, P.O. Box 10385, Jackson, Mississippi 39289-0385. Copies of the completed Prime Contractor Certification (Form No. 2) and letter of transmittal shall be furnished the Project Engineer as proof of the required filing with the Office of Pollution Control. At Project completion, when accepted and documented by the Engineer, a Notice of Termination of Coverage will be submitted to the Office of Pollution Control.

Securing a permit (s) for storm water discharge associated with the Contractor's activity on any other regulated area the Contractor occupies, shall be the responsibility of the Contractor.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 855

CODE (SP)

DATE: 3/20/2006

SUBJECT: Errata and Modifications to the 2004 Standard Specifications

PROJECT: ER/BR-0003-01(099) / 104556 -- Jackson & Harrison Counties

<u>Page</u>	<u>Subsection</u>	<u>Change</u>
236	401.01	Change the header from "Section 403" to "Section 401".
242	401.02.3.2	In the first sentence of the third full paragraph, add "1/8" in the blank before the inch mark.
253	401.02.6.4.2	In the paragraph preceding the table, change "91.0" to "89.0".
259	401.03.1.4	In the first paragraph, change "92.0 percent" to "the specified percentage (92.0 or 93.0)".
283	409.02.2	Change "PG 64-22" to "PG 67-22".
294	413.02	In the first sentence of the second paragraph, change "707.02.1.3" to "Subsection 707.02.1.3".
349	601.03.3	In the first sentence, change "804.03.2" to "804.03.5".
355	603.02	Change the subsection reference for Joint mortar from "707.03" to "714.11".
444	626.03.1.2	Delete the third sentence of the first paragraph.
464	631.02	Change the subsection reference for Water from "714.01.0" to "714.01.1".
575	683.10.4	Change the subsection number from "683.10.4" to "683.04".
575	683.10.5	Change the subsection number from "683.10.5" to "683.05".
596	701.02	In the table under the column titled "Cementations material required", change Class F, FA" to "Class F FA,".
603	702.11	In the first sentence, change "702.12" to "Subsection 702.12".

- a) At least three windows, each having at least six and one-half square feet of opening.
- b) Two doors with locks and two keys each.
- c) Suitable workbenches with adequate drawers.
- d) Sink with running water supply.
- e) Adequate ventilation and lighting, and facilities for providing reasonable temperature control.
- f) Adequate supply of gas and electric current as required for testing.
- g) Adequate facilities to store and cure the number of concrete test cylinders anticipated for acceptance during the maximum production cycle of the contractor.
- h) Adequate toilet facilities

The unit(s) shall be located as directed by the Engineer.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-622-3

CODE: (SP)

DATE: 03/28/2006

SUBJECT: Engineer's Field Office Building

PROJECT: ER/BR-0003-01(099) / 104556 -- Jackson & Harrison Counties

Section 622, Engineer's Field Office Building, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-622.03--Construction Requirements.

907-622.03.1--Types of Field Office Buildings. After the first sentence of the first paragraph of Subsection 622.03.1 on page 434, add the following:

The Contractor shall provide two (2) each Type 3 Field Office Buildings or one (1) each Type 3 Field Office Building containing a minimum of 1200 square feet and one (1) each Type 3 LO Field Office Building including all other section requirements.

907-622.03.1.1--Type 1, Type 2 and Type 3 Field Office Buildings. Delete the last sentence of the second paragraph of Subsection 622.03.1.1 under K. Utilities and substitute the following:

The Contractor shall have three telephones installed in the name of the Engineer in each Type 3 Field Office Building, or six (6) telephones if a single 1200-square foot Type 3 Field Office Building is provided, and one in the Type 3 LO Field Office Building.

After the first sentence of the third paragraph of Subsection 622.03.1.1 under K. Utilities, add the following:

The Contractor shall pay for telephone service including all Project related long distance calls.

The Contractor shall provide and pay for a high speed internet service at a minimum of three (3) locations in each Type 3 Field Office Building, or six (6) locations if a single 1200-square foot Type 3 Field Office Building is provided.

At the end of Subsection 622.03.1.1 on page 436, add the following:

M. Digital Camera. The Contractor shall provide two (2) 8.0 Megapixel digital cameras for the Quality Assurance inspection use that is equivalent to a Canon Digital Rebel XT EOS Digital SLR Camera and two (2) digital camcorder cameras equivalent to a Panasonic PV-GS250.

N. Kitchenette. The Contractor shall provide one kitchen cabinet with sink and hot and cold water. The cabinet shall have a counter top with minimum dimensions of 2.0' x 6.0'. A minimum of one electrical wall outlet shall be provided over the counter.

The Contractor shall provide one full size refrigerator with a minimum size of 18 cubic feet.

The Contractor shall provide one microwave oven with a minimum of 1000 watts of output and 1.5 cubic feet capacity.

At the end of Subsection 622.03.1.2 on page 437, add the following:

907-622.03.1.3--Storage Facilities for Nuclear Density Testing Equipment. A suitable storage facility shall be provided for the storage of project nuclear testing devices. The type, size and construction of the storage facility plus security measures for the safe and secure storage of the device(s) within the facility shall meet the applicable requirements of MDOT as well as comply with Nuclear Regulatory Commission requirements.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO SPECIAL PROVISION NO. 907-630-3

DATE: 03/17/2006

SUBJECT: Contractor Designed Overhead Sign Supports

In the first sentence of the second paragraph of Subsection 907-630.01 on page 1, change “90” to “110”.

Delete Subsection 907-630.05 on page 1 and substitute the following:

Delete Subsections 630.04 and 630.05 on pages 462 & 463.