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	4/13/2006	ADDENDUM NO.		DATED	
ADDENDUM NO		DATED		ADDENDUM NO.		DATED	

Number	Description
1	Exhibit List replaces same (Geotechnical Test Data Sheets also provided); Page 13 replaces same; Pages 24-29 replaces same; Pages 36-43 replaces same; Page 172 replaces same; Section 905 Proposal Sheet No. 3-3 replaces same.

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.

Scott County SR 21

EXHIBIT LIST

EXHIBIT NO.	DESCRIPTION OF EXHIBIT	PROVIDED
Exhibit 1	*Not Applicable / Blank*	
Exhibit 2a	Roadway Criteria	Attached as Doc.
Exhibit 2b	Bridge Criteria	Attached as Doc.
Exhibit 3	Boring Log	On CD
Exhibit 4	Right of Way Plans	On CD
Exhibit 5	Roadway Design Manual	See CD for web address
Exhibit 6	Roadway Design Standard Drawings	See CD for web address
Exhibit 7	Pipe Culvert Material Manual	See CD for web address
Exhibit 8	CADD Manual	See CD for web address
Exhibit 9	Example Bridge Plans	On CD
Exhibit 10	Prestressed Concrete Piles	On CD
Exhibit 11	Standard Specifications	See CD for web address
Exhibit 12	*Not Applicable / Blank*	
Exhibit 13	MDOT MITCM and SOPs	On CD
Exhibit 14	*Not Applicable / Blank*	
Exhibit 15	*Not Applicable / Blank*	
Exhibit 16	*Not Applicable / Blank*	
Exhibit 17	Environmental Document	On CD
Exhibit 18	Utilities	On CD
Exhibit 19	Review Comment Summary and Resolution Sheet	On CD
Exhibit 20	*Not Applicable / Blank*	
Exhibit 21	Example Plans	On CD
Exhibit 22	As-Built Plans	On CD
Exhibit 23	Permits	On CD
Exhibit 24	Survey files (Microstation CADD files)	On CD
Exhibit 25	Embankment Settlement Policy	On CD
Exhibit 26	Bridge Design Manual	On CD
Exhibit 27	Geotechnical Test Data Sheets	Per Addendum #1 Attached

SITE: 03-62-1909

STATION: 649+65 TO 650+85

S.R. 21 ACROSS HONTOKALO CREEK RELIEF

Zone	Description

Embankment

Dense, Orange, Red, Slightly Clayey, Silty Fine Sand; Grayish Brown, Brown, Silty, Very Fine to Fine Sand

Alluvium

1A Soft to Stiff, Gray, Tan and Orange Clay

1B Very Stiff, Light Gray, Orangish Brown, Limonitic, Silty Clay

1C Dense, Tan to Brown, Dark Gray, Very Fine to Fine Sand

1D Dense, Brownish Gray, Clayey, Silty, Very Fine Sand

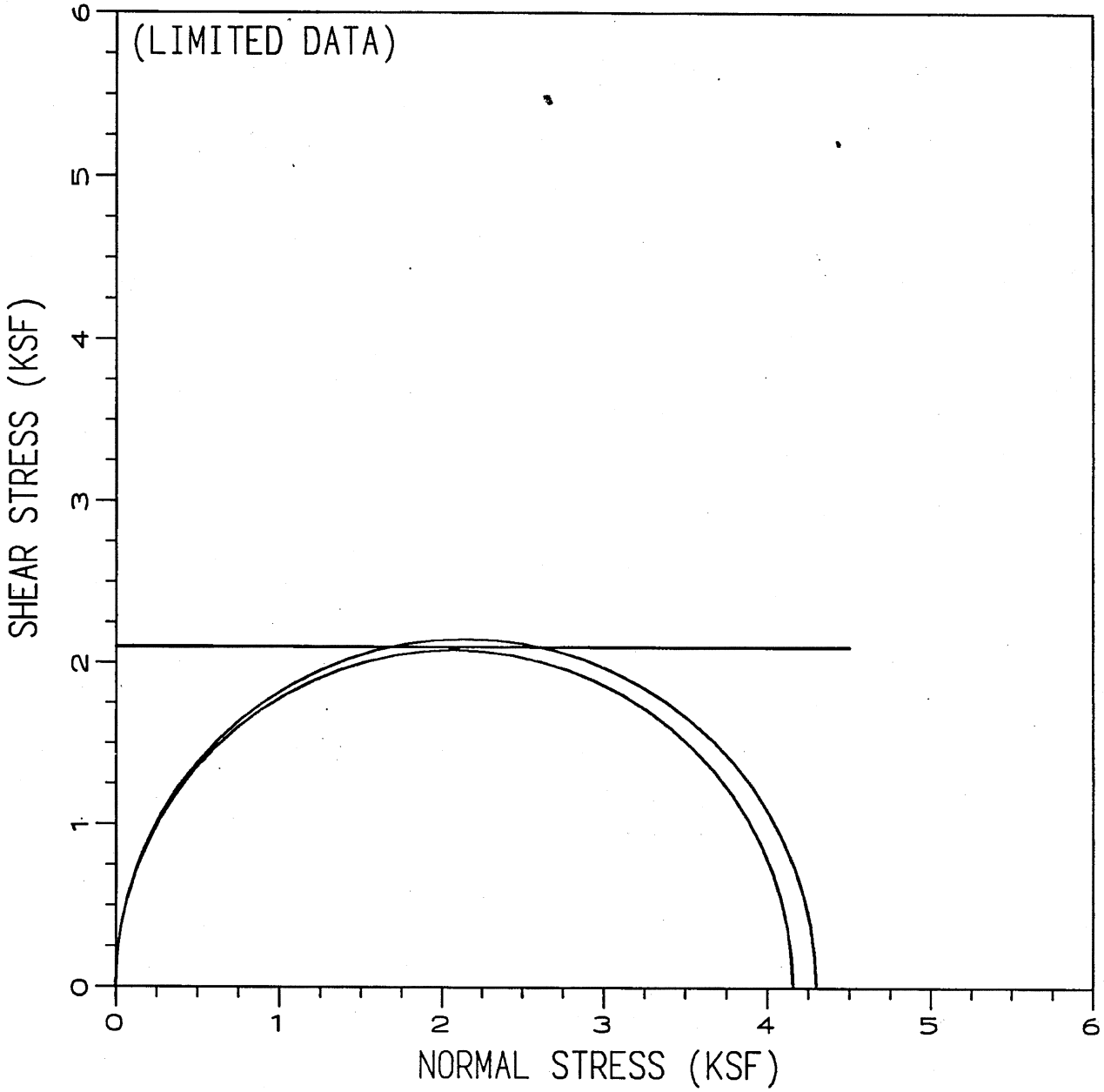
Cook Mountain Formation

2A Very Dense, Dark Greenish Gray, Calcareous, Very Fossiliferous, Slightly Micaceous, Slightly Clayey, Silty, Very Fine Sand With Some Layered Fine Organics; Contains Some Light Grayish Brown Siliceous Siltstone

2B Very Dense, Light Brownish Gray, Slightly Micaceous, Slightly Organic, Very Fine Sand With Some Brown Siliceous Siltstone

2C Very Dense, Light Gray to Gray, Slightly Micaceous, Laminated, Clayey Silt and Very Fine Sand

UNCONFINED COMPRESSION TEST RESULTS

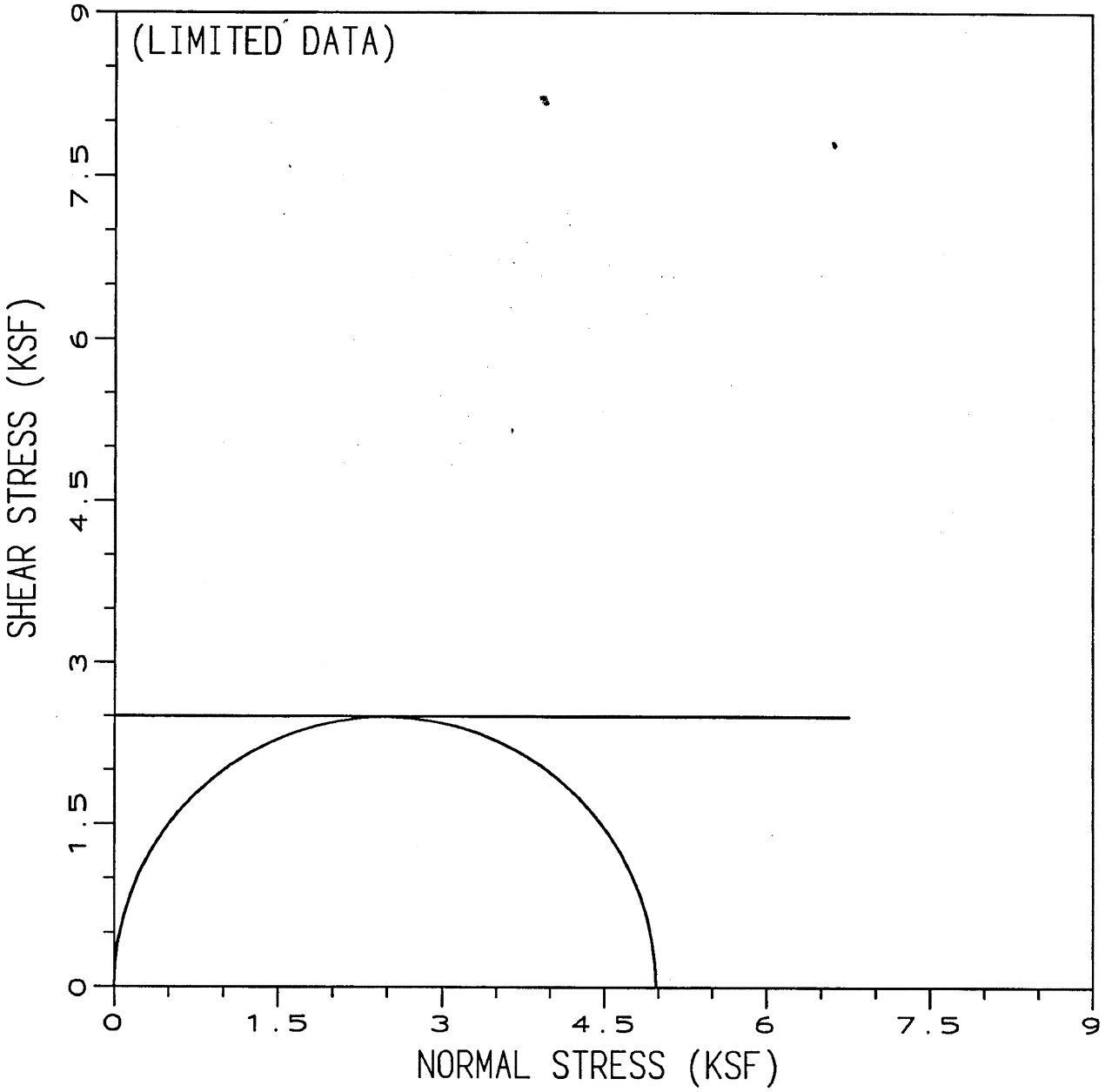


STATION: 650+85
SITE: 03-62-1909
ZONE: 1A - ALLUVIUM

COHESION: 2.1 ksf
PHI ANGLE: 0°
GAMMA: 124 pcf

SOIL DESCRIPTION:
SOFT TO STIFF GRAY TAN AND ORANGE CLAY

UNCONFINED COMPRESSION TEST RESULTS

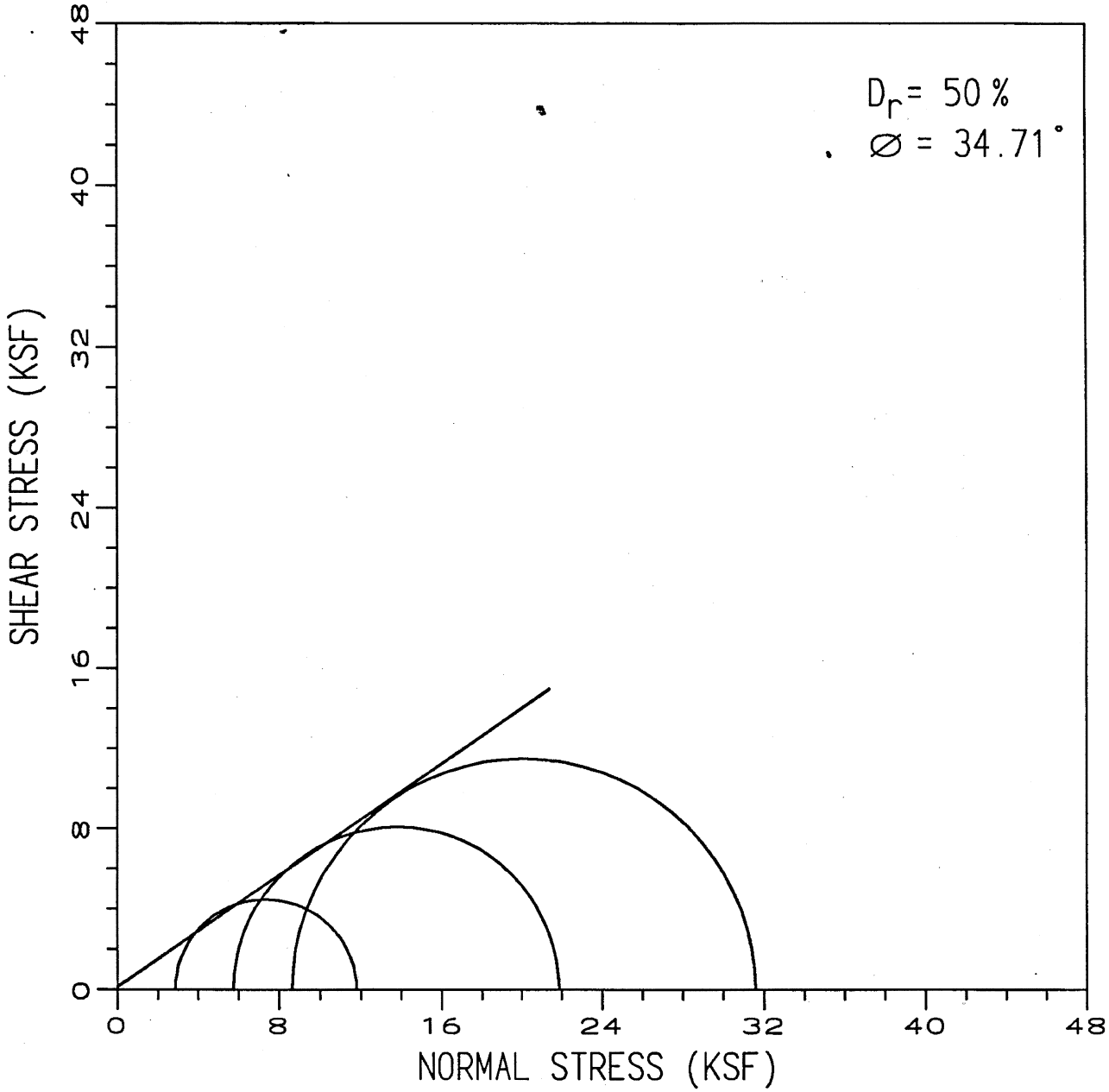


STATION: 650+85
SITE: 03-62-1909
ZONE: 1B - ALLUVIUM

COHESION: 2.5 ksf
PHI ANGLE: 0°
GAMMA: 126 pcf

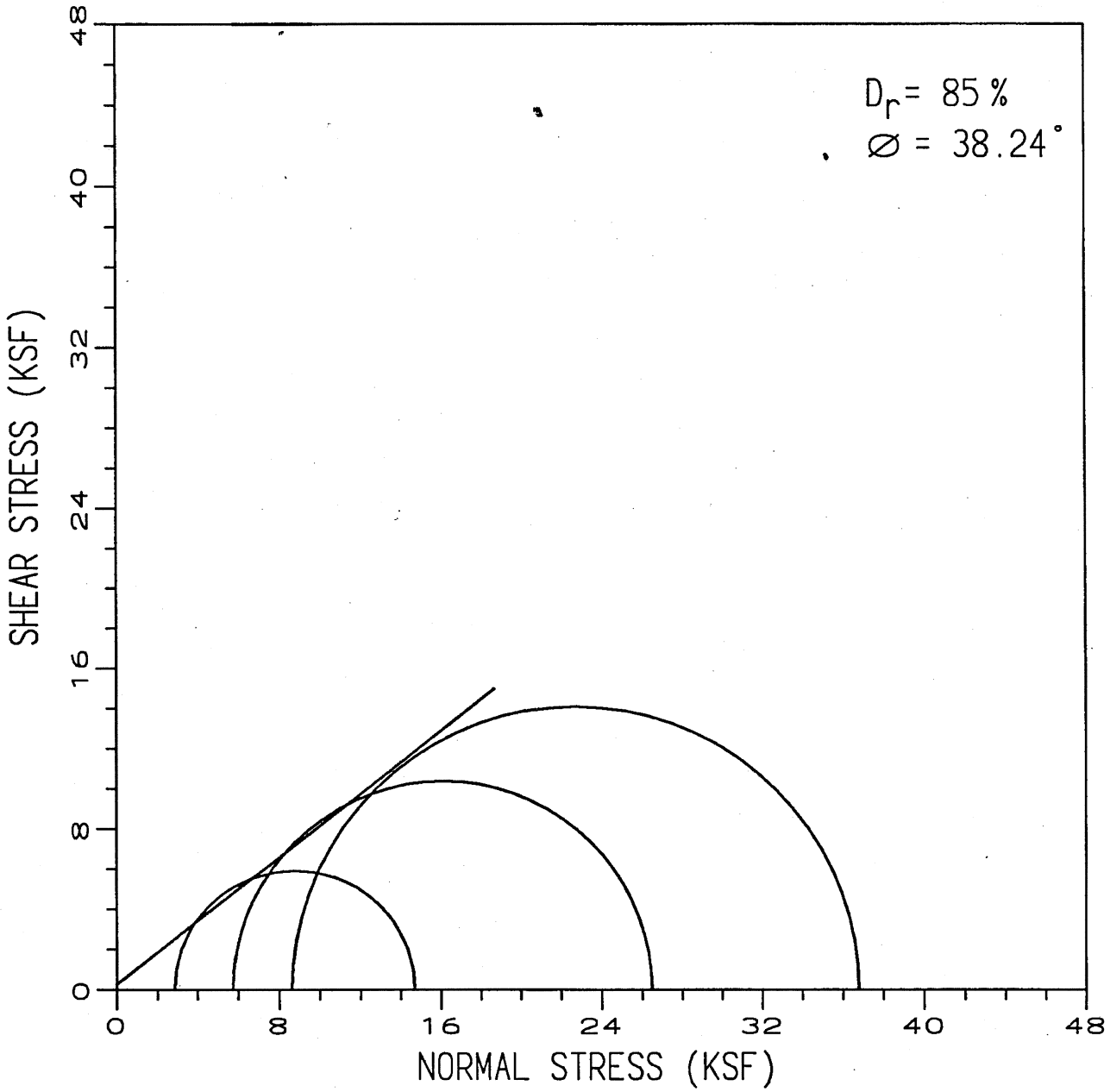
SOIL DESCRIPTION:
VERY STIFF LIGHT GRAY ORANGISH BROWN LIMONITIC SILTY CLAY

SAND TRIAXIAL COMPRESSION TEST RESULTS



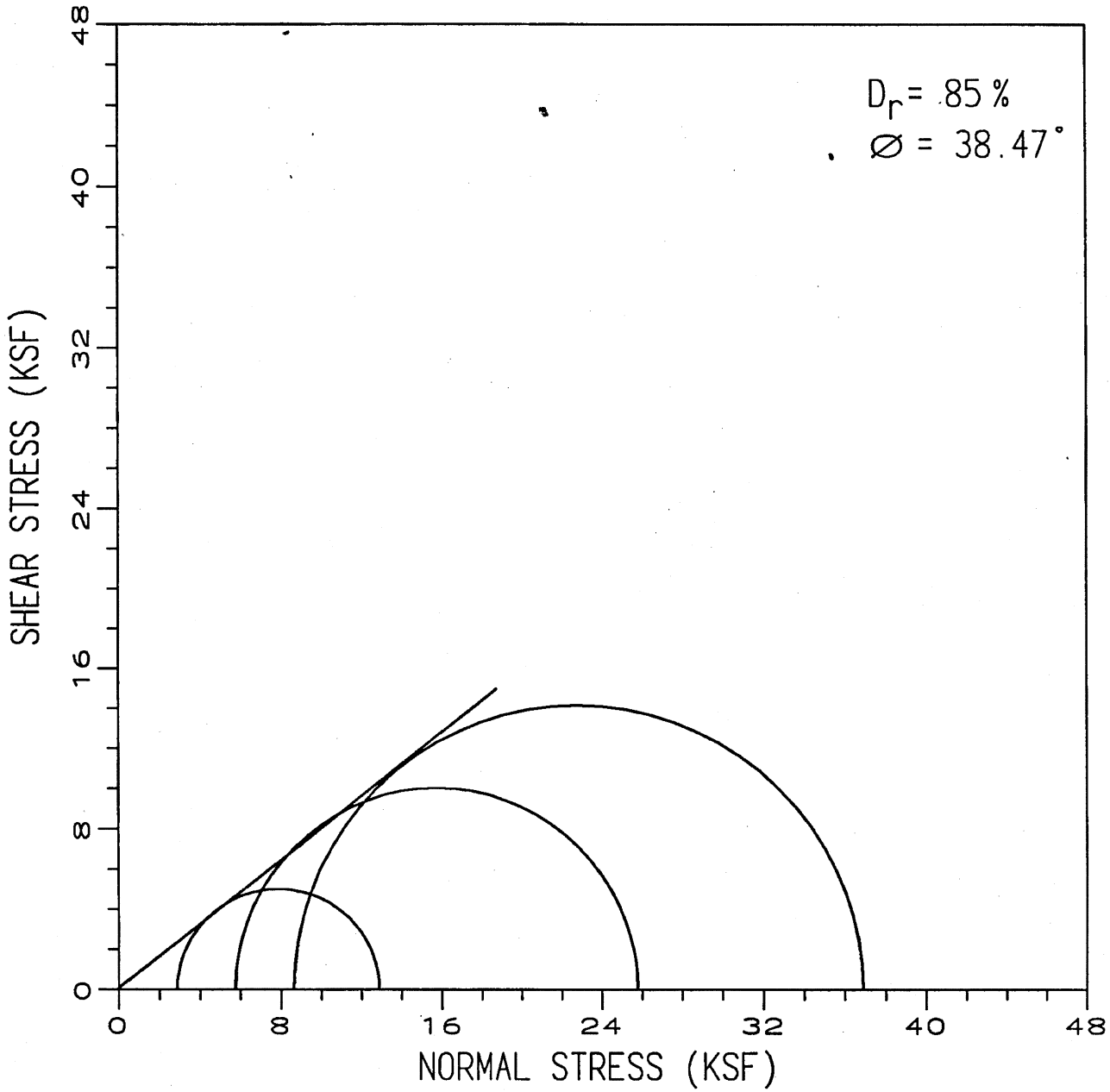
STATION: 648+57 AND 650+85
SITE: 03-62-1909
ZONE: 1C - ALLUVIUM

SAND TRIAXIAL COMPRESSION TEST RESULTS



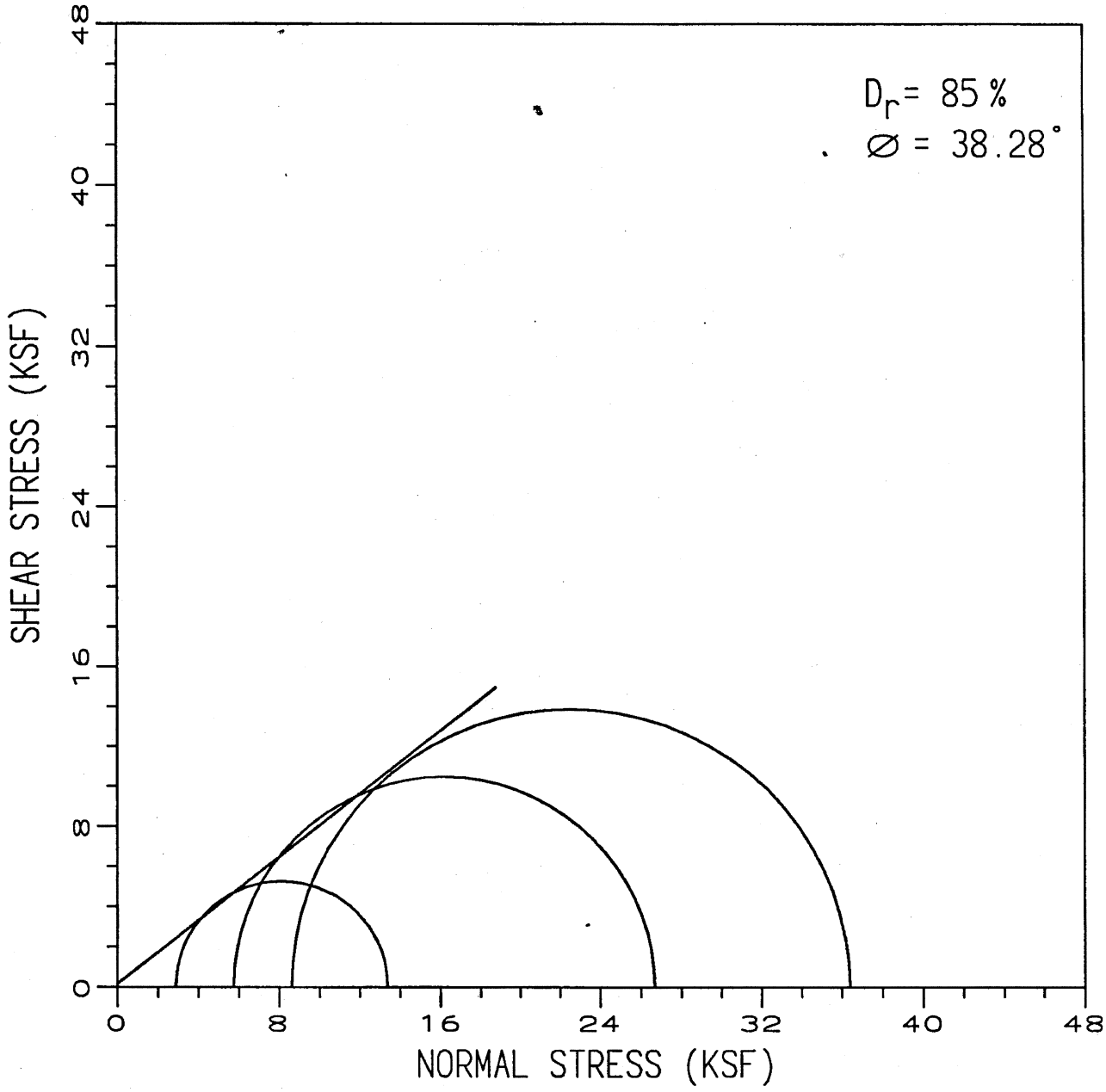
STATION: 648+57
SITE: 03-59-1909
ZONE: 2A - COOK MOUNTAIN FORMATION

SAND TRIAXIAL COMPRESSION TEST RESULTS



STATION: 648+57 AND 650+85
SITE: 03-59-1909
ZONE: 2B - COOK MOUNTAIN FORMATION

SAND TRIAXIAL COMPRESSION TEST RESULTS



STATION: 648+57 AND 650+85
SITE: 03-59-1909
ZONE: 2C - COOK MOUNTAIN FORMATION

** GRADATE Program Ver. 1.0 **

Miss. Dept. of Transportation
Materials Division

I N P U T D A T A

Project No.: 1909-1
Lab No. H-2;S-11; ZONE-1D

Total Sample Wt., Incl. +#10 Material: 121.06 Grams
Wt. of Original Sample, -#10 Material: 50.00 Grams

Hygroscopic Input:

Wt. of Dish + Air-Dried Soil: 54.75 Grams
Wt. of Dish + Oven-Dried Soil: 54.39 Grams
Dish Wt.: 34.75 Grams

Hygroscopic Moisture: 1.83%
Specific Gravity: 2.70

M A S S G R A D A T I O N

SIEVE	* RET. WT.	* ACC. WT.	* % PASSING	* MASS GRADE
3"	.00	.00	100.00	100.00
2-1/2"	.00	.00	100.00	100.00
2"	.00	.00	100.00	100.00
1-1/2"	.00	.00	100.00	100.00
1"	.00	.00	100.00	100.00
3/4"	.00	.00	100.00	100.00
1/2"	8.91	8.91	92.64	92.64
3/8"	.00	8.91	92.64	92.64
#4	22.09	31.00	74.39	74.39
#10	19.35	50.35	58.41	58.41
#40	1.14	1.14	97.63	57.03
#60	5.59	6.73	86.03	50.25
#200	25.19	31.92	33.73	19.70

HYDROMETER DATA

OBSERVED TIME	OBSERVED TEMP	HYDROMETER READING	SEDIMENTATION TIME IN MIN	MAX. DIAM.	ACTUAL DIAM.	PERCENT IN SUSPENSION
8.53	68.0	23.0	1.00	.0570	.0493	36.09
8.54	68.0	22.0	2.00	.0400	.0348	34.08
9.52	68.0	21.0	60.00	.0074	.0065	32.06
10.52	68.0	20.0	120.00	.0074	.0065	30.04

** GRADATE Program Ver. 1.0 **

Miss. Dept. of Transportation
Materials Division

I N P U T D A T A

Project No.: 1909-2
Lab No. H-1&2;S-3-5&10; ZONE-1C

Total Sample Wt., Incl. +#10 Material: 50.00 Grams
Wt. of Original Sample, -#10 Material: 50.00 Grams

Hygroscopic Input:

Wt. of Dish + Air-Dried Soil: 52.95 Grams
Wt. of Dish + Oven-Dried Soil: 52.79 Grams
Dish Wt.: 32.95 Grams

Hygroscopic Moisture: .81%
Specific Gravity: 2.62

M A S S G R A D A T I O N

SIEVE	* RET. WT.	* ACC. WT.	* % PASSING	* MASS GRADE
#10	.00	.00	100.00	100.00
#40	.13	.13	99.74	99.74
#60	4.53	4.66	90.53	90.53
#200	36.46	41.12	16.41	16.41

HYDROMETER DATA

OBSERVED TIME	OBSERVED TEMP	HYDROMETER READING	SEDIMENTATION TIME IN MIN	MAX. DIAM.	ACTUAL DIAM.	PERCENT IN SUSPENSION
8.59	68.0	14.0	1.00	.0570	.0537	18.12
9.00	68.0	13.0	2.00	.0400	.0379	16.09
9.58	68.0	11.0	60.00	.0074	.0071	12.01
10.58	68.0	11.0	120.00	.0052	.0050	12.01

** GRADATE Program Ver. 1.0 **

Miss. Dept. of Transportation
Materials Division

I N P U T D A T A

Project No.: 1909-3
Lab No. H-1;S-6-8; ZONE-2A

Total Sample Wt., Incl. +#10 Material: 50.00 Grams
Wt. of Original Sample, -#10 Material: 50.00 Grams

Hygroscopic Input:

Wt. of Dish + Air-Dried Soil: 53.28 Grams
Wt. of Dish + Oven-Dried Soil: 52.99 Grams
Dish Wt.: 33.28 Grams

Hygroscopic Moisture: 1.47%
Specific Gravity: 2.57

M A S S G R A D A T I O N

SIEVE	* RET. WT.	* ACC. WT.	* % PASSING	* MASS GRADE
#10	.00	.00	100.00	100.00
#40	2.55	2.55	94.75	94.75
#60	9.80	12.35	74.55	74.55
#200	25.06	37.41	22.91	22.91

HYDROMETER DATA

OBSERVED TIME	OBSERVED TEMP	HYDROMETER READING	SEDIMENTATION TIME IN MIN	MAX. DIAM.	ACTUAL DIAM.	PERCENT IN SUSPENSION
9.36	68.0	19.0	1.00	.0570	.0530	28.77
9.37	68.0	18.0	2.00	.0400	.0374	26.70
10.35	68.0	16.0	60.00	.0074	.0070	22.56
11.35	68.0	15.0	120.00	.0052	.0050	20.49

** GRADATE Program Ver. 1.0 **

Miss. Dept. of Transportation
Materials Division

I N P U T D A T A

Project No.: 1909-4
Lab No. H-1&2;S-9;11-13;15; ZONE-2B

Total Sample Wt., Incl. +#10 Material: 399.12 Grams
Wt. of Original Sample, -#10 Material: 50.00 Grams

Hygroscopic Input:

Wt. of Dish + Air-Dried Soil: 53.66 Grams
Wt. of Dish + Oven-Dried Soil: 53.53 Grams
Dish Wt.: 33.66 Grams

Hygroscopic Moisture: .65%
Specific Gravity: 2.66

M A S S G R A D A T I O N

SIEVE	* RET. WT.	* ACC. WT.	* % PASSING	* MASS GRADE
3"	.00	.00	100.00	100.00
2-1/2"	.00	.00	100.00	100.00
2"	.00	.00	100.00	100.00
1-1/2"	.00	.00	100.00	100.00
1"	.00	.00	100.00	100.00
3/4"	.00	.00	100.00	100.00
1/2"	25.85	25.85	93.52	93.52
3/8"	.00	25.85	93.52	93.52
#4	24.39	50.24	87.41	87.41
#10	10.63	60.87	84.75	84.75
#40	.36	.36	99.27	84.13
#60	4.29	4.65	90.58	76.76
#200	40.01	44.66	9.50	8.05

HYDROMETER DATA

OBSERVED TIME	OBSERVED TEMP	HYDROMETER READING	SEDIMENTATION TIME IN MIN	MAX. DIAM.	ACTUAL DIAM.	PERCENT IN SUSPENSION
9.41	68.0	10.0	1.00	.0570	.0541	9.86
9.42	68.0	9.0	2.00	.0400	.0382	7.85
10.40	68.0	8.0	60.00	.0074	.0071	5.84
11.40	68.0	8.0	120.00	.0052	.0050	5.84

** GRADATE Program Ver. 1.0 **

Miss. Dept. of Transportation
Materials Division

I N P U T D A T A

Zone-2C

Project No.: 1909-5
Lab No. H-1&2;S-13;16-18

Total Sample Wt., Incl. +#10 Material: 50.00 Grams
Wt. of Original Sample, -#10 Material: 50.00 Grams

Hygroscopic Input:

Wt. of Dish + Air-Dried Soil: 54.71 Grams
Wt. of Dish + Oven-Dried Soil: 54.48 Grams
Dish Wt.: 34.71 Grams

Hygroscopic Moisture: 1.16%
Specific Gravity: 2.68

M A S S G R A D A T I O N

SIEVE	* RET. WT.	* ACC. WT.	* % PASSING	* MASS GRADE
#10	.00	.00	100.00	100.00
#40	.09	.09	99.82	99.82
#60	.18	.27	99.45	99.45
#200	18.34	18.61	61.89	61.89

HYDROMETER DATA

OBSERVED TIME	OBSERVED TEMP	HYDROMETER READING	SEDIMENTATION TIME IN MIN	MAX. DIAM.	ACTUAL DIAM.	PERCENT IN SUSPENSION
9.46	68.0	26.0	1.00	.0570	.0484	41.86
9.47	68.0	23.0	2.00	.0400	.0346	35.85
10.45	68.0	17.0	60.00	.0074	.0066	23.84
11.45	68.0	16.0	120.00	.0052	.0047	21.83

SITE: 03-62-1910

STATION: 639+60 TO 641+10

S.R. 21 ACROSS HONTOKALO CREEK

Zone	Description

Embankment

Stiff, Light Gray to Gray, Slightly Clayey, Slightly Sandy Silt; Beige, Light Gray, Silty, Very Fine to Fine Sand

Alluvium

1A Soft to Firm, Light Gray to Gray, Silty Clay; Becomes Silty and Sandy With Depth

1B Medium Dense, Bluish Gray, Slightly Clayey, Silty, Very Fine Sand

1C Medium Dense, Light Brownish Gray, Beige, Very Fine Sand; Fine to Coarse At The Base

Cook Mountain Formation

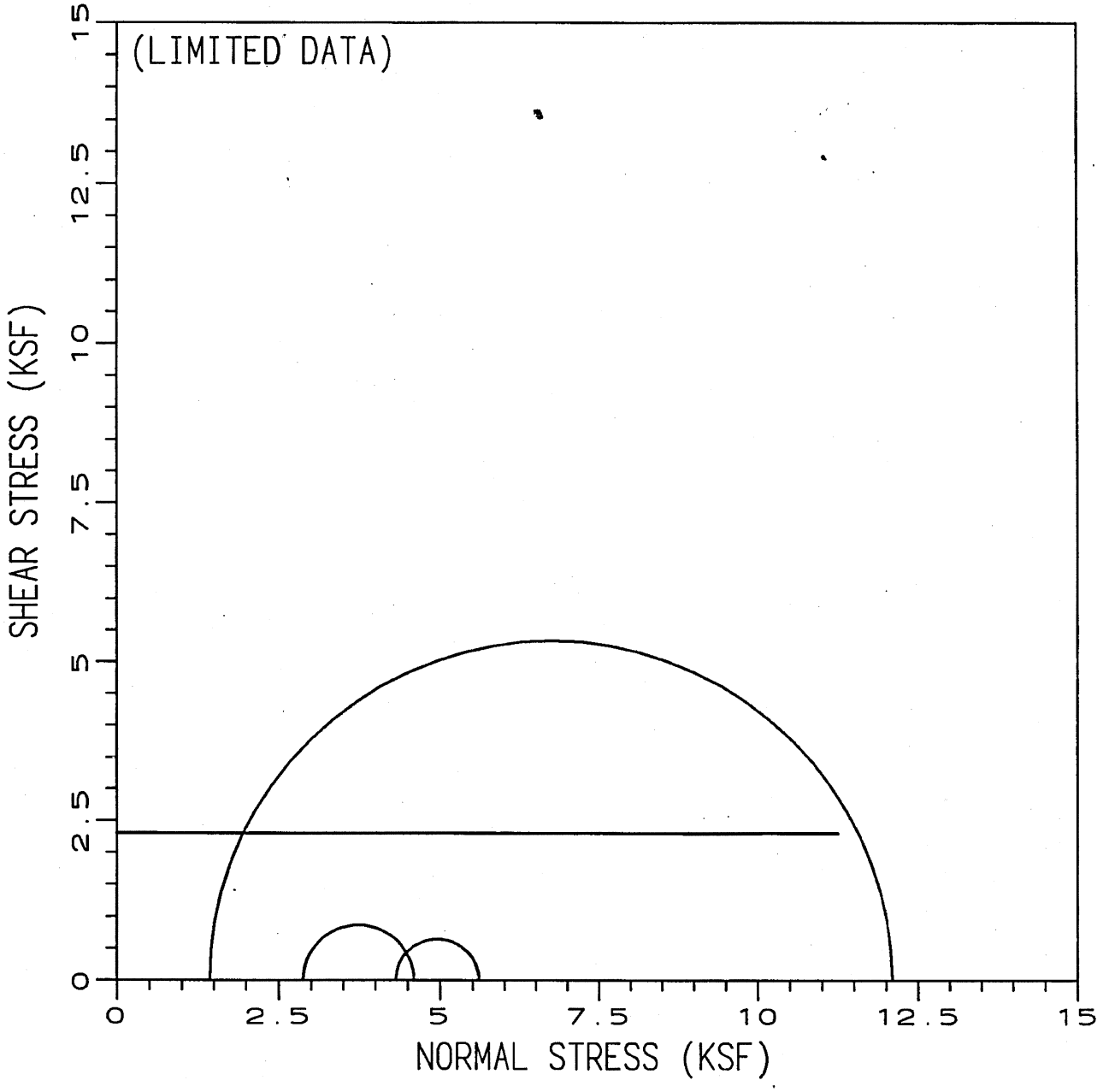
2A Hard, Dark Greenish Gray and Brownish Gray, Slightly Glauconitic, Fossiliferous, Very Calcareous, Slightly Clayey to Clayey Silt With An Isolated Thick Layer of Chocolate Brown, Micaceous, Slightly Glauconitic, Non-Calcareous, Clayey Silt

2B Very Dense, Dark Green, Very Glauconitic, Calcareous, Slightly Sandy Shell Hash

2C Very Dense, Light Grayish Brown, Slightly Fossiliferous, Slightly Glauconitic, Slightly Calcareous, Clayey Silt Interbedded With Greenish Brown, Fossiliferous, Glauconitic, Calcareous, Silty, Very Fine Sand

2D Very Dense, Light to Dark Brownish Gray, Slightly Micaceous, Organic, Slightly Silty, Very Fine to Fine Sand

CLAY TRIAXIAL COMPRESSION TEST RESULTS

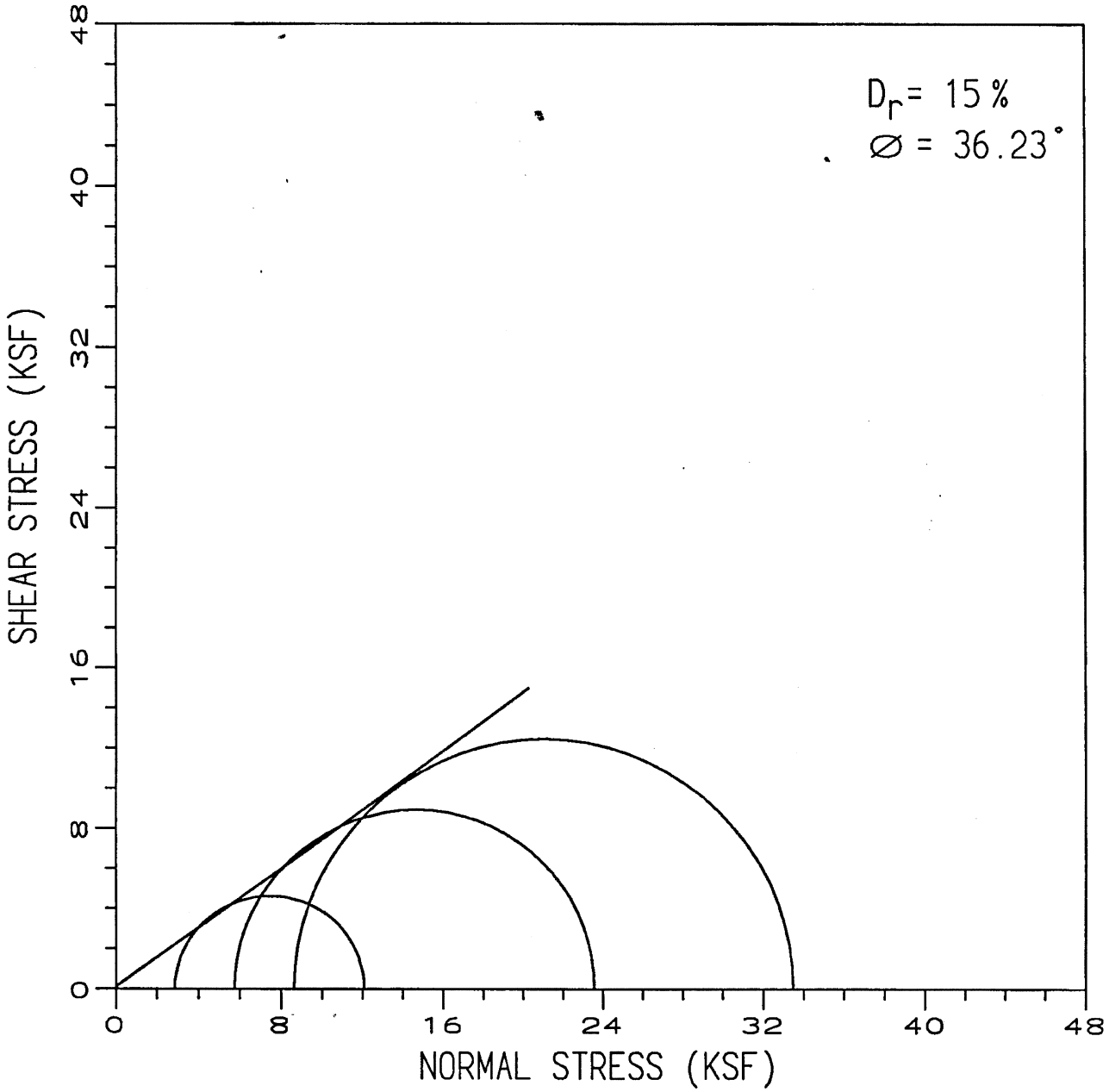


STATION: 639+02 AND 641+35
SITE: 03-62-1910
ZONE: EMBANKMENT

COHESION: 2.3 ksf
PHI ANGLE: 0°
GAMMA: 123 pcf

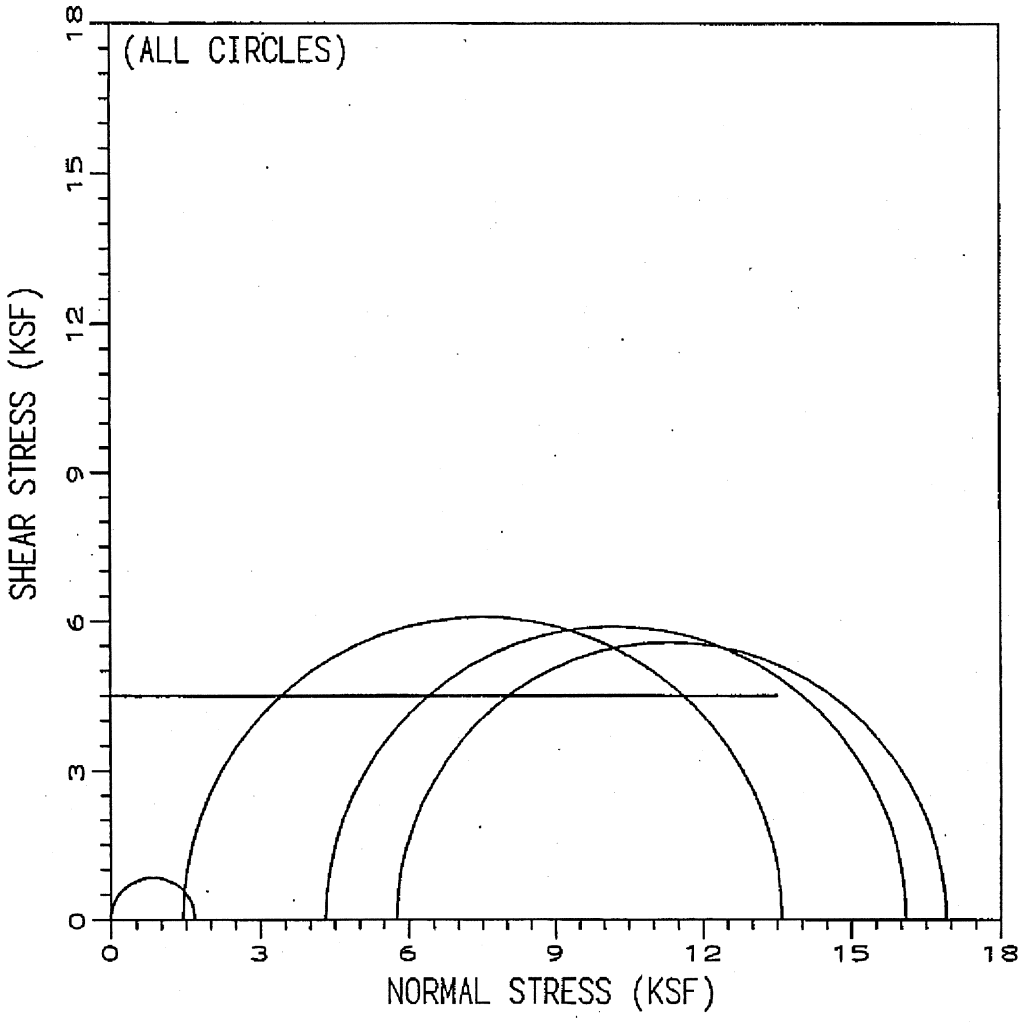
SOIL DESCRIPTION:
STIFF LT. GRAY TO GRAY CLAYEY SANDY SILT AND BEIGE GRAY SILTY SAND

SAND TRIAXIAL COMPRESSION TEST RESULTS



STATION: 639+02 AND 641+35
SITE: 03-62-1910
ZONE: 1C - ALLUVIUM

CLAY TRIAXIAL COMPRESSION TEST RESULTS



STATION: 639+02 AND 641+35
SITE: 03-62-1910
ZONE: 2A - COOK MOUNTAIN FORMATION

COHESION: 4.5 ksf
PHI ANGLE: 0°
GAMMA: 112 pcf

SOIL DESCRIPTION:
HARD DK. GREENISH GRAY GLAUCONITIC FOSSILIFEROUS CALCAREOUS CLAYEY SILT

** GRADATE Program Ver. 1.0 **

Miss. Dept. of Transportation
Materials Division

I N P U T D A T A

Project No.: 1910-1
Lab No. ZONE-FILL

Total Sample Wt., Incl. +#10 Material: 50.00 Grams
Wt. of Original Sample, -#10 Material: 50.00 Grams

Hygroscopic Input:

Wt. of Dish + Air-Dried Soil: 54.97 Grams
Wt. of Dish + Oven-Dried Soil: 54.46 Grams
Dish Wt.: 34.79 Grams

Hygroscopic Moisture: 2.59%
Specific Gravity: 2.70

M A S S G R A D A T I O N

SIEVE	* RET. WT.	* ACC. WT.	* % PASSING	* MASS GRADE
#10	.00	.00	100.00	100.00
#40	.01	.01	99.98	99.98
#60	.83	.84	98.23	98.23
#200	21.39	22.23	53.11	53.11

HYDROMETER DATA

OBSERVED TIME	TEMP	HYDROMETER READING	SEDIMENTATION TIME IN MIN	MAX. DIAM.	ACTUAL DIAM.	PERCENT IN SUSPENSION
9.36	68.0	30.0	1.00	.0570	.0472	50.58
9.37	68.0	28.0	2.00	.0400	.0336	46.52
10.35	68.0	17.0	60.00	.0074	.0066	24.17
11.35	68.0	16.0	120.00	.0052	.0047	22.14

** GRADATE Program Ver. 1.0 **

Miss. Dept. of Transportation
Materials Division

I N P U T D A T A

Project No.: 1910-2
Lab No. ZONE-1C

Total Sample Wt., Incl. +#10 Material: 50.00 Grams
Wt. of Original Sample, -#10 Material: 50.00 Grams

Hygroscopic Input:

Wt. of Dish + Air-Dried Soil: 52.99 Grams
Wt. of Dish + Oven-Dried Soil: 52.80 Grams
Dish Wt.: 32.99 Grams

Hygroscopic Moisture: .96%
Specific Gravity: 2.72

M A S S G R A D A T I O N

SIEVE	* RET. WT.	* ACC. WT.	* % PASSING	* MASS GRADE
#10	.00	.00	100.00	100.00
#40	4.79	4.79	90.23	90.23
#60	8.21	13.00	73.49	73.49
#200	27.78	40.78	16.84	16.84

HYDROMETER DATA

OBSERVED TIME	OBSERVED TEMP	HYDROMETER READING	SEDIMENTATION TIME IN MIN	MAX. DIAM.	ACTUAL DIAM.	PERCENT IN SUSPENSION
9.41	68.0	15.0	1.00	.0570	.0518	19.79
9.42	68.0	14.0	2.00	.0400	.0366	17.79
10.40	68.0	11.0	60.00	.0074	.0069	11.79
11.40	68.0	11.0	120.00	.0052	.0048	11.79

** GRADATE Program Ver. 1.0 **

Miss. Dept. of Transportation
Materials Division

I N P U T D A T A

Project No.: 1910-3
Lab No. ZONE-2B

Total Sample Wt., Incl. +#10 Material: 50.00 Grams
Wt. of Original Sample, -#10 Material: 50.00 Grams

Hygroscopic Input:

Wt. of Dish + Air-Dried Soil: 53.34 Grams
Wt. of Dish + Oven-Dried Soil: 52.73 Grams
Dish Wt.: 33.34 Grams

Hygroscopic Moisture: 3.15%
Specific Gravity: 2.70

M A S S G R A D A T I O N

SIEVE	* RET. WT.	* ACC. WT.	* % PASSING	* MASS GRADE
#10	.00	.00	100.00	100.00
#40	9.12	9.12	80.54	80.54
#60	19.02	28.14	39.94	39.94
#200	11.93	40.07	14.48	14.48

HYDROMETER DATA

OBSERVED TIME	OBSERVED TEMP	HYDROMETER READING	SEDIMENTATION TIME IN MIN	MAX. DIAM.	ACTUAL DIAM.	PERCENT IN SUSPENSION
9.46	68.0	17.0	1.00	.0570	.0512	24.30
9.47	68.0	15.0	2.00	.0400	.0364	20.22
10.45	68.0	14.0	60.00	.0074	.0068	18.18
11.45	68.0	14.0	120.00	.0052	.0048	18.18

** GRADATE Program Ver. 1.0 **

Miss. Dept. of Transportation
Materials Division

I N P U T D A T A

Project No.: 1910-4
Lab No. ZONE-2C

Total Sample Wt., Incl. +#10 Material: 50.00 Grams
Wt. of Original Sample, -#10 Material: 50.00 Grams

Hygroscopic Input:

Wt. of Dish + Air-Dried Soil: 53.68 Grams
Wt. of Dish + Oven-Dried Soil: 53.33 Grams
Dish Wt.: 33.68 Grams

Hygroscopic Moisture: 1.78%
Specific Gravity: 2.70

M A S S G R A D A T I O N

SIEVE	* RET. WT.	* ACC. WT.	* % PASSING	* MASS GRADE
#10	.00	.00	100.00	100.00
#40	2.46	2.46	94.90	94.90
#60	6.69	9.15	81.02	81.02
#200	21.88	31.03	35.65	35.65

HYDROMETER DATA

OBSERVED TIME	OBSERVED TEMP	HYDROMETER READING	SEDIMENTATION TIME IN MIN	MAX. DIAM.	ACTUAL DIAM.	PERCENT IN SUSPENSION
9.51	68.0	26.0	1.00	.0570	.0484	42.12
9.52	68.0	24.0	2.00	.0400	.0344	38.09
10.50	68.0	19.0	60.00	.0074	.0066	28.01
11.50	68.0	18.0	120.00	.0074	.0066	26.00

** GRADATE Program Ver. 1.0 **

Miss. Dept. of Transportation
Materials Division

I N P U T D A T A

Project No.: 1910-5
Lab No. ZONE-2D

Total Sample Wt., Incl. +#10 Material: 50.00 Grams
Wt. of Original Sample, -#10 Material: 50.00 Grams

Hygroscopic Input:

Wt. of Dish + Air-Dried Soil: 54.74 Grams
Wt. of Dish + Oven-Dried Soil: 54.48 Grams
Dish Wt.: 34.74 Grams

Hygroscopic Moisture: 1.32%
Specific Gravity: 2.58

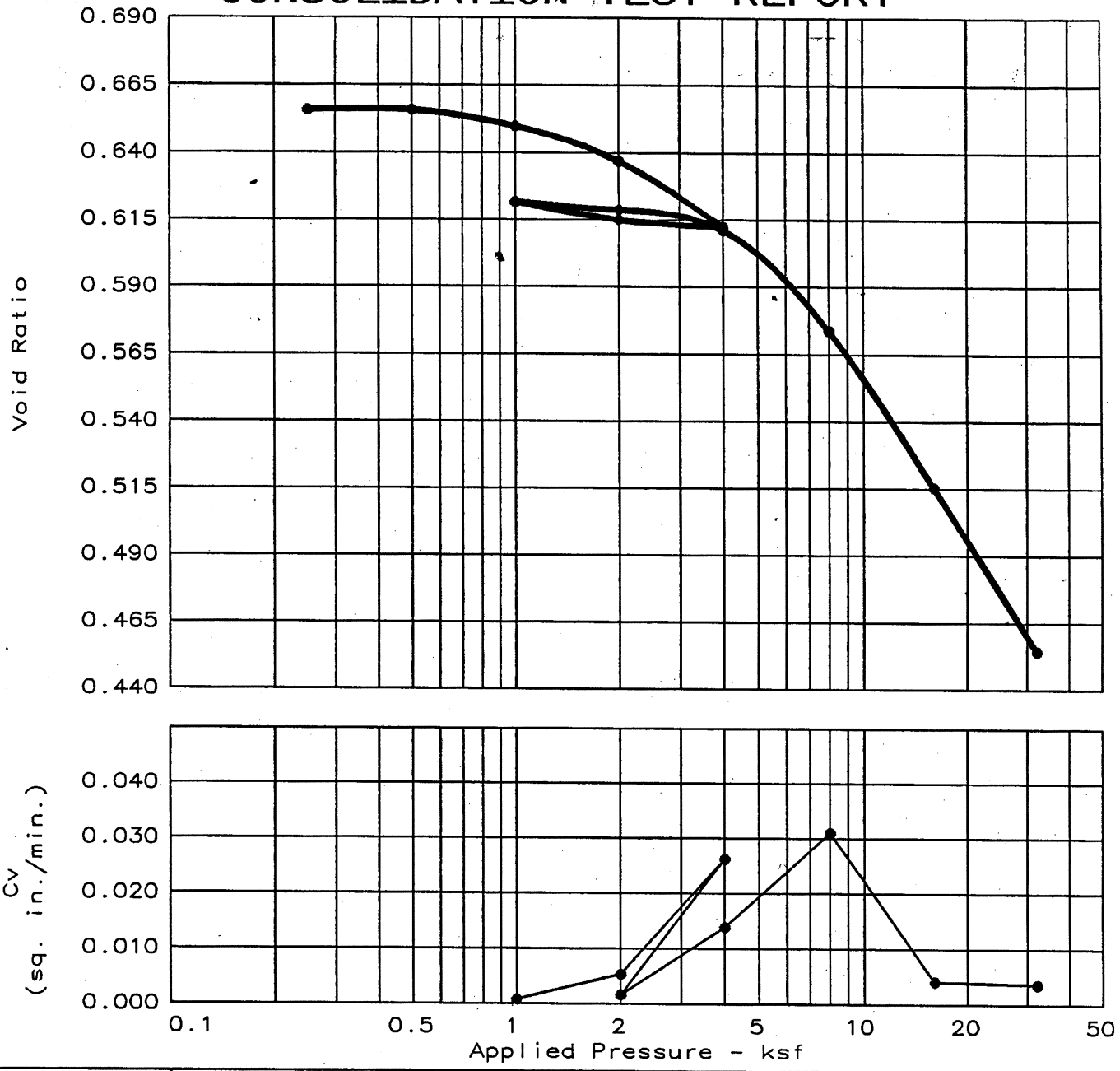
M A S S G R A D A T I O N

SIEVE	* RET. WT.	* ACC. WT.	* % PASSING	* MASS GRADE
#10	.00	.00	100.00	100.00
#40	1.18	1.18	97.58	97.58
#60	8.08	9.26	80.98	80.98
#200	32.66	41.92	13.89	13.89

HYDROMETER DATA

OBSERVED TIME	TEMP	HYDROMETER READING	SEDIMENTATION TIME IN MIN	MAX. DIAM.	ACTUAL DIAM.	PERCENT IN SUSPENSION
9.56	68.0	14.0	1.00	.0570	.0537	18.21
9.57	68.0	13.0	2.00	.0400	.0379	16.17
10.55	68.0	11.0	60.00	.0074	.0071	12.07
11.55	68.0	10.0	120.00	.0052	.0050	10.03

CONSOLIDATION TEST REPORT



Natural Saturation	Natural Moisture	Dry Density	LL	PI	Sp.Gr.	Initial void ratio
84.8 %	20.2	103.7			2.750	0.6558

TEST RESULTS	MATERIAL DESCRIPTION

Project No.:
Project: SITE 1910
Location: HOLE #1
SAMPLE #5
Date: 4/15/03

Remarks:

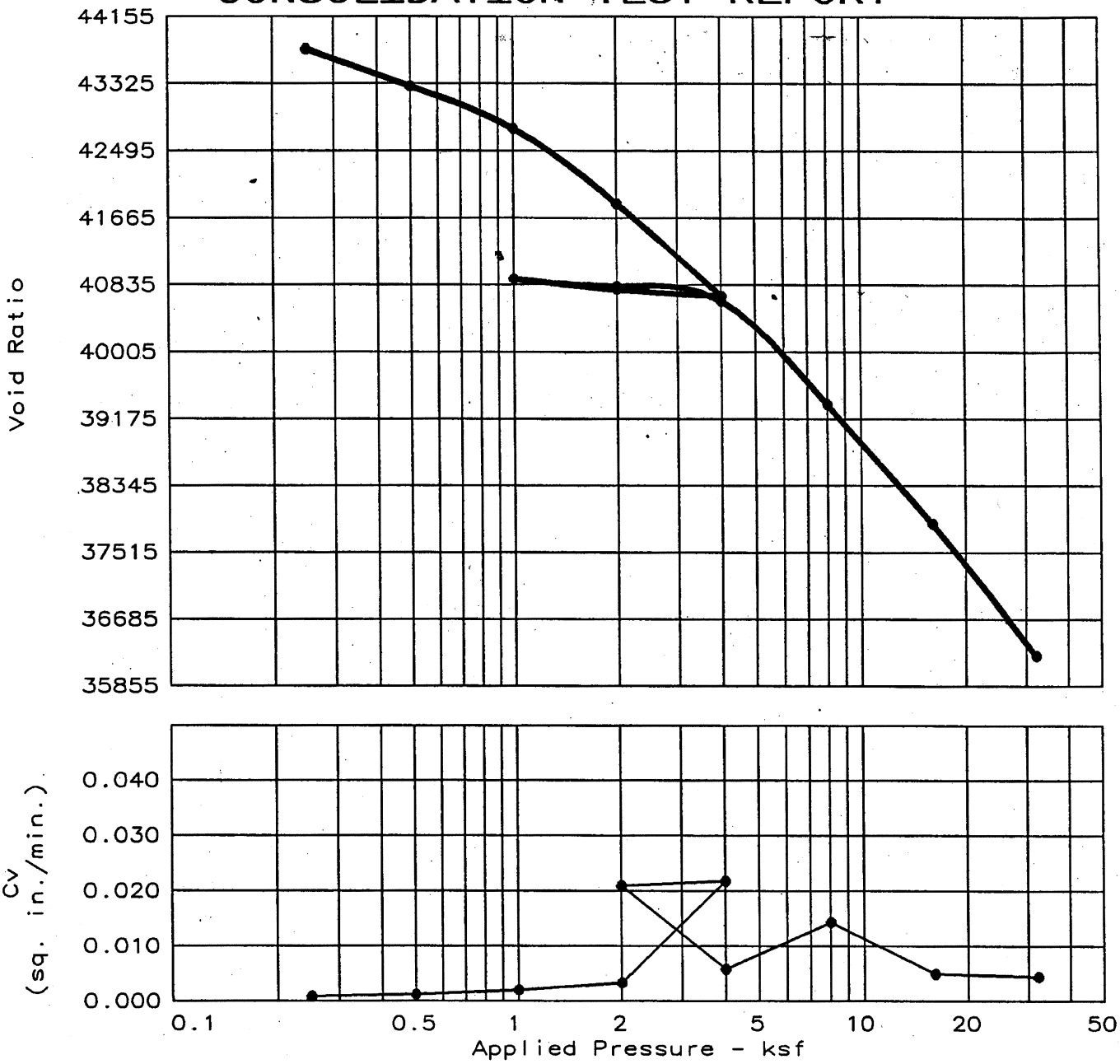
CONSOLIDATION TEST REPORT

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Fig. No. _____

Plate 26

CONSOLIDATION TEST REPORT



Natural Saturation	Natural Moisture	Dry Density	LL	PI	Sp.Gr.	Initial void ratio
0.0 %	29.2	0.0			2.700	44447.2531

TEST RESULTS	MATERIAL DESCRIPTION

Project No.:
Project: SITE 1910
Location: HOLE #2
SAMPLE #2
Date: 4/10/03

Remarks:

CONSOLIDATION TEST REPORT

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Fig. No._____

Plate 31

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

SELECTION OF CONTRACTOR

The Proposal Review Committee will score the Proposals according to the evaluation criteria. Upon approval of MDOT Executive Director and immediately prior to the opening of Volume 2, MDOT will notify each PROPOSER of all Technical Scores. MDOT will then publicly open each of the Lump Sum Price Proposals, all in accordance with the Milestone Schedule.

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

$$\text{Best Value Proposal} = \frac{(\text{Part A} + \text{Part B})}{\text{Technical Score}}$$

Where:

Part A = Lump Sum Price Proposal,

Part B = (Number of calendar days from the Notice to Proceed up to and including Final Completion set forth by the PROPOSER) x $650.00.

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

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

IX. GENERAL INFORMATION

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

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

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

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

Pavement for any newly constructed detour road(s) shall be designed to have a 2-year design life.

Following is the design traffic data for SR 21 between Steele and Sebastopol:

Year	Projected ADT	Average 18 KIP Axle Loads per 1,000 Vehicles	Cumulative Thousands of 18 KIP ESALS From Base Year
		Flex	Flex
2006	3000	935	0
2016	4000	935	1775
2026	5400	935	4165

Design Year Data			
Year	DHV	D (% of ADT)	Trucks (% of ADT)
2026	590	50	19

4.2 Design Requirements

The pavement structure design will be based on subgrade data developed through CONTRACTOR's geotechnical investigation to be conducted in accordance with MDOT SOP #TMD 20-14-00-000, design traffic data provided, AASHTO Pavement Guidelines, MDOT design policy, specifications and standards.

The pavement will be designed and constructed with adequate surface drainage to prevent pavement structure problems. Any pavement underlain by a permeable material shall have a layer of impermeable material or filter fabric between the subgrade and permeable base.

The minimum pavement section for SR 21 will consist of seven and one half (7.5) inches of full-depth asphalt. Final surface course shall be a 12.5-mm dense graded mix.

The width of the full-depth asphalt shall be 28 feet, consisting of the travel lanes and two (2) feet of each shoulder. The travel lane and two (2) ft. paved shoulder shall be on the same cross slope.

The minimum pavement section for any detour road constructed for the PROJECT will consist of four (4) inches of full depth asphalt. The surface course shall be a 12.5-mm dense graded mix.

Shoulders under guardrail shall be paved with a minimum of 3 inches of asphalt.

5. Drainage

Roadway drainage shall be designed in accordance with MDOT Roadway Design Manual Chapter 7.

The CONTRACTOR shall prepare the final drainage plans for the PROJECT. The CONTRACTOR will be required to develop the drainage report for the PROJECT and design the drainage systems and obtain all necessary approvals.

Drainage will include the design of a drainage system to intercept and remove surface runoff from the highway facility and maintain approved stream and channel flow through the highway corridor without adversely affecting the highway user and adjacent property owners. Design and construction of storm drainage and erosion control measures will meet the PROJECT criteria specified herein, and all applicable federal and state requirements, approvals, and permits necessary to build the PROJECT.

5.1 Data Collection

The CONTRACTOR shall be responsible for obtaining all information required to design a drainage system meeting the requirements herein and the requirements of all state and local jurisdictions.

5.2 Design Features

a. Drainage facilities shall be compatible with all existing storm drainage systems.
b. At existing crossroads or PROJECT interfaces with existing developments, drainage facilities shall be designed to accommodate construction phasing as may be required to maintain traffic and/or utility services.

5.3 Surface Runoff

a. The design frequency for storm runoff shall be in accordance with the following:

   i Cross-culverts for off-site drainage and cross drains shall be designed based on a 50-year frequency storm event.

   ii Off-site drainage facilities shall be designed in accordance with local jurisdiction requirements.

b. Drainage facilities shall minimize changes to existing drainage patterns and flow rates outside of the PROJECT Right-of-Way at the same location and in the same manner as the existing condition.

c. The total water runoff from the PROJECT corridor and contributing drainage basins shall not adversely increase the outfall velocities at the existing discharge points outside of the PROJECT Right-of-Way.

d. Downstream conditions that are affected by the PROJECT drainage shall be evaluated for any adverse impact. Mitigation measures shall be designed and constructed to eliminate any adverse impacts to properties and environmentally sensitive features.

e. CONTRACTOR shall be responsible for developing design solutions to any conflicts between utilities and drainage facilities.

f. Drain pipes, culverts, end sections and headwalls shall be designed and constructed in accordance with MDOT's Pipe Culvert Material Design Criteria.

g: Drainage patterns on adjoining properties outside the ROW shall not be changed.

5.4 Storm Water Management, Erosion and Sedimentation Control

a. CONTRACTOR shall be responsible for planning and implementing storm water management provisions and erosion and sedimentation control for construction activities as required and approved by state and local jurisdictions.
CONTRACTOR shall prepare and submit all required plans to the applicable jurisdictions for approval.

b. Any land disturbing activity shall be conducted in such a manner so as to minimize soil erosion and resulting sedimentation.

c. All land disturbing activities will be designed, constructed, and completed in such a manner as to minimize the exposure time of disturbed land.

d. All sediment shall be contained within the PROJECT limits in accordance with NPDES requirements.

e. Any temporary or permanent facility designed and constructed for the conveyance of water around, through, or from the land disturbing activity will be designed to discharge flow at a non-erosive velocity. Side ditch treatment shall be designed and constructed in accordance with Chapter 8 of the MDOT Roadway Design Manual.

f. Temporary soil erosion control facilities will be removed and areas of land disturbance graded and stabilized with permanent soil erosion control measures.

g. The storm water management, erosion and sedimentation control plans shall be prepared in accordance with MDOT's guidelines and standards as necessary for the PROJECT. Grading will include where necessary inceptor ditches at the top of cut slopes to prevent erosion.

h. Erosion and sedimentation processes are dependent on climate, soils, ground cover, and other factors, which cause highly variable site conditions. Because these vary, site conditions may affect the suitability and effectiveness of proposed erosion and sedimentation control measures. It shall be CONTRACTOR's responsibility to provide any additional measures if the proposed measures do not function as intended.

6. Traffic Control and Operations

6.1 Signage

Except for object markers at the bridge ends, permanent signage will not be included in the PROJECT.

All temporary traffic control signs, mounting requirements and vertical and horizontal clearances shall conform to the MUTCD and MDOT Standards.

Any existing signs that conflict with construction activities shall be covered or removed, relocated and replaced by the CONTRACTOR.

6.2 Barriers

Traffic barriers shall be provided to shield vehicles from obstacles or hazards that are located in the construction area.

The CONTRACTOR shall provide barriers meeting NCHRP Report 350 (TL-3) requirements at all locations where minimum clear zone is not provided; using the procedures described the 2001 MDOT Roadway Design Manual.

Metal Guardrail

Guardrail with 6'-3" post spacing shall be the primary longitudinal barrier at the bridge ends. Guardrail shall be also be used to protect motorists from all non-breakaway sign structures, other roadside obstacles, and slopes steeper than 3:1 within the clear zone. Guardrail shall also be provided with end treatment for bridge approach barriers. Guardrail and guardrail transitions shall conform to MDOT Standard Plans. A rub-rail is required on the Guard Rail Bridge End Section.

6.3 Markings and Delineators

CONTRACTOR shall design and provide pavement markings and delineators to define roadway edge and lane configurations and all potential roadway hazard areas.

Standard marking design and colors will be in accordance with criteria described in the MUTCD and the specifications described herein.

a. Pavement Markings

Pavement marking design and materials shall be in accordance with the MUTCD, MDOT Standard Drawings and Standard Specifications..

High Performance Cold Plastic Traffic Stripe shall be used for all permanent longitudinal and transverse markings on bridges and concrete bridge end pavements.

Thermoplastic Traffic Stripe shall be used for all permanent longitudinal and transverse markings on all asphalt pavements.

Reflective High Performance Raised Markers shall be used in accordance with MDOT Standard Drawings.

Temporary pavement marking on intermediate pavement courses and on any proposed detour roads shall be paint or tape. Temporary pavement marking on the final riding surface of SR 21 shall be tape, or shall be placed in the same location as the permanent pavement marking.

b. Delineators

Post and barrier-mounted delineator placement shall be in accordance with MDOT design policy, Standard Specifications the MUTCD and MDOT Standard Drawings.

6.4 Closures

The highway shall remain open to traffic throughout the construction of the PROJECT. Closing the highway will not be permitted. The construction of a temporary detour road within the Right of Way is acceptable. Re-routing traffic to other existing roadways shall not be permitted.

7. Highway Illumination

Lighting will not be included in the PROJECT

8. Plans

8.1. Construction Plans

To the extent possible, construction drawings shall be similar in content, layout and detail as the sample plans provided and in MDOT Roadway Design Manual, Chapter 15.

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

8.2 Shop Plan and Working Drawing Submission and Review Process

The CONTRACTOR shall submit shop plans or working drawings to the CONTRACTOR's designer for the designer's review and approval. All approved shop plans shall be routed to the 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 by 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.

8.3 As-Built Drawings

See Contract Section 902, Part XIII.

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" 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 7 ¾" inches. The cantilever overhang portions of the bridge deck shall have a minimum nominal thickness of 9 inches.
c. Final surface texture of the bridge decks and bridge end pavements shall be mechanically transverse grooved in accordance with Sections 501 and 804 of the Standard Specifications.
d. Bridge deck smoothness shall be in accordance with Section 804 of the Standard Specifications.

2.1.2 Prestressed Concrete

Prestressed concrete structures shall be designed in accordance with AASHTO Division I, Section 9, and as stated herein. Prestressed concrete girders shall be designed as simple spans and made continuous for live load. Deck continuity shall be made across spans of the same girder type and spacing.

2.1.3 Miscellaneous Requirements and Restrictions

a. An intermediate, cast in place, concrete diaphragm is required when the unbraced length of the girder exceeds 40'-0". The diaphragm shall be 9" thick and extend from the deck to the top of the bottom flange.
b. Cast-in-place concrete diaphragms shall be located at all intermediate piers that are within deck live load continuity. The diaphragm shall be a minimum of 12" thick and extend from the bottom of the deck to the top of bent cap.
c. Cast-in-place concrete diaphragms are required at the ends of the prestressed concrete girders where there is a break in deck continuity. The end diaphragms shall extend from the bottom of the deck to the top of the bottom flange. These diaphragms shall be a minimum of 12" thick.

2.2 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 prestressed concrete, steel piles, or drilled shafts. Deep foundations are required to extend below any compacted fill.

a. Concrete piles shall be precast prestressed as shown in Exhibit #10.
b. If steel piling is used, it shall be encased in concrete as shown in Exhibit #9. The steel piling shall be encased from the bottom of the bent caps to 3'-0" below natural ground.
c. Deep foundations for endbents shall be founded at a minimum of 20'-0" below natural ground or 15'-0" below the toe of the endbent slope, whichever is lower. Deep foundations for intermediate bents shall be founded at a minimum of 20'-0" below the 500 year scour elevation. Deep foundations shall also meet the requirements of Section 3.

2.3 Bearings

Elastomeric bearings shall be designed in accordance with AASHTO Division I, Section 14. Natural rubber in elastomeric bearings will not be allowed. The maximum thickness of laminated elastomeric bearings shall be 2-1/2 inches. All bearings shall be designed and detailed to be replaceable by jacking while maintaining traffic.

2.4 Bridge Barriers

All barriers shall be 32" tall, New Jersey Shape concrete barrier which meets NCHRP Report 350 TL-4 criteria.

2.5 Expansion Joints

Expansion joints shall be provided to accommodate the movement of the bridge. Expansion joints with a movement rating of 2 inches or less shall be constructed as shown in Exhibit #9. Cellular joints will not be permitted.

2.6 Bridge Drainage

a. Bridge deck drains for precast-prestressed concrete girder spans shall utilize drain holes. Drain holes shall be of the size, shape and located, relative to the bridge rail, as shown in Exhibit #9.
b. Deck drains shall be placed at a 10'-0" spacing and shall not drain onto the riprap covered spill through slopes.

2.7 Bridge #12.3 across Hontokalo Creek Replacement Specifications

a. The minimum beam low chord elevation shall be 372.8'.
b. The minimum effective opening shall be 880.0 sq. ft. based on a water elevation of 371.3'.
c. The effective opening shall not be achieved by excavating below natural ground.
d. The 50 year design stage elevation is 370.8'.

e. The minimum span length centered over the creek shall be 50'-0".
f. The minimum overall bridge length shall be 150'-0".
g. The bridges shall be constructed square to the alignment (no skew).
h. 50'-0" spur dikes shall be placed on the upstream side at both endbents per details in Exhibit #6.
i. The 100 and 500 year scour elevation shall be 340.0'.

2.8 Bridge #12.6 across Hontokalo Creek Relief Replacement Specifications

a. The minimum beam low chord elevation shall be 372.8'.
b. The minimum effective opening shall be 830.0 sq. ft. based on a water elevation of 371.3'.
c. The effective opening shall not be achieved by excavating below natural ground.
d. The 50 year design stage elevation is 370.8'.
e. The minimum overall bridge length shall be 120'-0".
f. The bridges shall be constructed square to the alignment (no skew).
g. 100'-0" spur dikes shall be placed the upstream side at both endbents per details in Exhibit #6.
h. The 100 year scour elevation shall be 349.0'.
i. The 500 year scour elevation shall be 344.0'.

2.9 General Bridge Specifications

a. Bridge overall lengths shall not be comprised of spans less than 40'-0" in length.
b. 100 year projected scour elevation line shall be depicted on the bridge layout. 500 year scour elevations shall be included in a table.
c. 300# loose riprap shall be placed to protect the spill-though slopes and embankment of the endbents. It shall be placed in a 1'-0" thick layer on Type IV geotextile. The riprap shall be placed on the spill through slopes to 2'-0" above the 50 year design stage elevation and rap around the endbents continuing 10'-0" behind them. The riprap shall be keyed at the toe as shown in Exhibit #9.
d. Horizontal cast-in-place concrete struts shall be used for conditions where the unbraced length of piling is greater than 15'-0". They shall be placed midway between natural ground and the bottom of the pile cap. They shall be 12" thick and encase all bent piling.

2.10 Bridge Width

The distance from inside face of bridge rail to inside face of bridge rail shall be 44'-0". The distance from outside edge of bridge deck to outside edge of bridge deck shall be 46'-10".

2.11 Temporary Detour Bridges

If the PROPOSER elects not to replace the bridges on new alignment they may elect to replace the bridges in place. If so the PROPOSER shall design and construct a detour road and detour bridge(s).

The detour bridge deck shall be concrete. The detour bridge superstructure shall be constructed of new or used precast concrete units, steel beams or prestressed concrete units. Used units shall be in good, sound condition having no visible defects. All elements shall be compatible. Rough, untreated hardwood timber may be used for the construction of bulkheads or bent caps. Used timber shall be in good, sound condition. Untreated timber piles may be used. Piling size shall be as designated in section 719 of the specifications. Piling shall be driven to bearing sufficient to ensure stability of the substructure.

Prior to opening the detour bridge to traffic, the CONTRACTOR shall forward to MDOT written certification from the Design Engineer that construction on the bridge was in full accordance with design plans.

During the time the detour bridge is in place, the waterway shall be kept free of all obstructions to the free flow of water. After the permanent structure has been opened to traffic, the detour bridge shall be removed by the CONTRACTOR.

All material furnished by the CONTRACTOR and used in construction of the detour bridge shall remain the property of the CONTRACTOR and shall be removed from the site. Detour bridge piles shall be pulled or cut off 1'-0" below the ground line of the permanent structure.

2.11.1 Detour Bridge #12.3 across Hontokalo Creek Specifications

a. Minmimum Finished Grade of 370.7'.
b. Minimum Bridge length of 114'-0".
c. Minmimum effective area required is 400 sq. ft.
d. 5 year design stage elevation 368.7'.
e. 5 year design discharge of 2400 cfs.

2.11.1 Detour Bridge #12.6 across Hontokalo Creek Relief Specifications

a. Minmimum Finished Grade of 370.7'.
b. Minimum Bridge length of 75'-0".
c. Minmimum effective area required is 370 sq. ft.
d. 5 year design stage elevation 368.7'.
e. 5 year design discharge of 2200 cfs.

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 D1143. 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

DEEP FOUNDATIONS	**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

-Failure Mode/Design Criteria	Static
External Stability - Bridge side and end slopes Minimum Factor of Safety	1.30

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 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, the soil 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 mudline elevation at all soil test borings taken by the CONTRACTOR. The surveyor shall be registered by the State of Mississippi or be able to achieve registration prior to performing any work.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 to MDOT with the preliminary Geotechnical Report in TIF or Microstation format.

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 20 feet.

3.4.3 Retaining Walls

Retaining walls within 500 feet of bridge abutments shall have one soil test boring performed at least every 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. Also see "Embankment Settlement Determination and Mitigation" Exhibit #25.

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 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 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.

4. Plans

4.1 Final Plans

To the extent possible, construction drawings shall be similar in content, layout and detail as the sample plans provided in Exhibit #9.

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

4.2 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 Mississippi. The CONTRACTOR is solely responsible for the adequacy of the drawings, accuracy, completeness, and constructability of the submitted design before and after review.

4.3 As-Built Drawings

See Exhibit#22.

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.

(d) depreciated time value of machinery and equipment owned by CONTRACTOR or any affiliated or related entity exclusive of hand tools;

(e) actual costs paid for rental of machinery and equipment exclusive of hand tools;

(f) costs of premiums for all bonds and insurance, permit fees, and sales, use or similar taxes;

(g) additional costs of supervision and field office personnel directly attributable to the change or event; and

(h) Costs incurred or fees paid for design work related to the change or event.

C. CONTRACT Payments

Mobilization shall not exceed 5% of the CONTRACT Price.

MDOT will review each application for payment. Upon approval of an application for payment, the COMMISSION will pay the CONTRACTOR the undisputed percentage for the PROJECT completed during the period covered by the application for payment. The COMMISSION will endeavor to make each payment within thirty (30) calendar days but shall make payment no later than forty-five (45) calendar days from the receipt of the corresponding Application for Payment. In the event of a dispute over the quality of work or percentage of the PROJECT completed, COMMISSION's decision is controlling and final. Payment by the COMMISSION will not preclude or stop COMMISSION from correcting any measurement, estimate, or certificate regarding the percentage completion of the PROJECT, and future payments may be adjusted accordingly. Payment by the COMMISSION shall not constitute the COMMISSION's acceptance of any portion of the Work.

IV. CONTRACT COMPLETION REQUIREMENTS

This PROJECT will utilize A + B contract time methodology as a component in determining the lowest Best Value Proposal. The CONTRACTOR shall determine the number of calendar days between the date of the Notice to Proceed/Begin Contract Time and the CONTRACTOR's specified completion date including the beginning and ending date. The product of the number of calendar days specified required to complete the PROJECT, as determined by the CONTRACTOR, shall be multiplied by a value of $650.00 per day.

V. QUALITY CONTROL/QUALITY ASSURANCE (QC/QA)

A. Design Quality Control Requirements. The CONTRACTOR shall prepare and submit for MDOT's approval a Design Quality Control Plan (DQCP) for the Work. The DQCP shall contain complete procedures for the implementation of the DQCP. The DQCP shall include the requirements specified below. No design shall commence until the applicable sections of the DQCP have been approved by the COMMISSION.

1. Design quality Control Manager. The Design Quality Control Manager's responsibilities shall be limited to administering contracts with the independent firms,

CONTRACT TIME AND COMPARISON OF BIDS

1. BEGINNING OF CONTRACT TIME _____ **MAY 19,2006** _____

2. FINAL COMPLETION ..... (Total number of calendar days) _____

   FINAL COMPLETION DATE ..... (Line 1 + Line 2) _____

   B = (Line 2 x $650.00) ..... _____

IN THE EVENT OF A DISCREPANCY BETWEEN THE NUMBER OF DAYS SUBMITTED IN VOLUME NO. 1 AND THE NUMBER OF DAYS SUBMITTED IN VOLUME NO. 2, THE NUMBER OF DAYS SUBMITTED IN VOLUME NO. 1 WILL BE THE CONTROLLING NUMBER OF DAYS USED.

IN THE EVENT OF A DISCREPANCY BETWEEN THE **COMPLETION DATE** AND **CALENDAR DAYS**, THE CALENDAR DAYS USED TO DETERMINE THE COMPLETION DATE WILL CONTROL AND WILL BE USED BY THE DEPARTMENT TO ESTABLISH THE OFFICIAL COMPLETION DATE.

PROPOSER ACKNOWLEDGES THAT THIS SHEET HAS BEEN CHECKED FOR ACCURACY AND CERTIFIES THAT THE FIGURES SHOWN CONSTITUTE THE OFFICIAL AMOUNT FOR COMPARISION OF BIDS.

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PROPOSER'S SIGNATURE