SECTION 905 -- PROPOSAL (CONTINUED)

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

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

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

ADDENDUM NO.	1	DATED	1/16/2013	ADDENDUM NO.		DATED	
ADDENDUM NO		DATED		ADDENDUM NO.		DATED	

Number	Description
1	Revised Table of Contents; Added NTB #4275; Added NTB #4283; Revised Wage Rates; Revised Supplement to S.P. 907-403-4; Added Supplement to S.P. 907-703-10; Revised Supplement to S.P. 907-804-13; Revised Bid Items; Revised Plan Sheets 8001, 8002, 8003, 8004, 8032, and 8036; Amendment EBS Download Required.

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.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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PILE DRIVING FORM
FORM -- OCR-485

(REVISIONS TO THE ABOVE WILL BE INDICATED ON THE SECOND SHEET OF SECTION 905 AS ADDENDA)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904- NOTICE TO BIDDERS NO. 4275 **CODE: (SP)**

DATE: 1/08/2013

SUBJECT: Railway-Highway Provisions Pay Item

PROJECT: BR-0019-02(044) / 102454301 – Lafayette County

Bidders are hereby advised that the Pay Item 907-899-A001 Railway-Highway Provisions shown in the proposal bid sheets is correct though not shown in the plans.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904- NOTICE TO BIDDERS NO. 4283 **CODE: (SP)**

DATE: 1/14/2013

SUBJECT: Lead Based Paint

PROJECT: BR-0019-02(044) / 102454301 – Lafayette County

Bidders are hereby advised that all lead based paint removal and disposal shall conform to the requirements of the Steel Structures Painting Council (SSPC) Guide 6, Guide for Containing Debris Generated During Paint Removal Operations, December 1, 1997. And Steel Structures Painting Council Guide 7, Guide for the Disposal of Lead Contaminated Surface Preparation Debris, July 15, 1995. Any costs associated with removal and disposal shall be included in other items bid.

>

General Decision Number: MS130144 01/04/2013 MS144

Superseded General Decision Number: MS20120144

State: Mississippi

Construction Type: Highway

County: Lafayette County in Mississippi.

HIGHWAY CONSTRUCTION PROJECTS (excluding tunnels, building structures in rest area projects & railroad construction; bascule, suspension & spandrel arch bridges designed for commercial navigation, bridges involving marine construction; and other major bridges).

Modification Number	Publication Date
0	01/04/2013

* ELEC0474-008 08/01/2011

	Rates	Fringes
ELECTRICIAN	$ 23.90	11.10

SUMS2008-105 09/04/2008

	Rates	Fringes
CARPENTER, Includes Form Work	$ 12.42	0.87
CEMENT MASON/CONCRETE FINISHER	$ 10.75	0.00
IRONWORKER, REINFORCING	$ 9.67	0.00
LABORER: Common or General	$ 8.72	0.00
LABORER: Pipelayer	$ 9.75	0.00
LABORER: Asphalt Raker and Asphalt Shoveler	$ 7.50	0.00
OPERATOR: Backhoe/Excavator	$ 11.27	0.00
OPERATOR: Broom	$ 10.17	0.00
OPERATOR: Bulldozer	$ 9.95	0.00
OPERATOR: Crane	$ 15.04	0.00
OPERATOR: Grader/Blade	$ 13.00	0.00
OPERATOR: Loader	$ 10.48	0.00
OPERATOR: Mechanic	$ 10.60	0.00

OPERATOR: Oiler.....$ 12.33 0.48

OPERATOR: Roller.....$ 9.65 0.00

OPERATOR: Scraper.....$ 11.15 0.00

OPERATOR: Tractor.....$ 10.71 0.00

OPERATOR: Asphalt Paver and
Asphalt Spreader.....$ 10.00 0.00

TRUCK DRIVER.....$ 9.68 0.00

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (ii)).

The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of "identifiers" that indicate whether the particular rate is union or non-union.

Union Identifiers

An identifier enclosed in dotted lines beginning with characters other than "SU" denotes that the union classification and rate have found to be prevailing for that classification. Example: PLUM0198-005 07/01/2011. The first four letters , PLUM, indicate the international union and the four-digit number, 0198, that follows indicates the local union number or district council number where applicable , i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. The date, 07/01/2011, following these characters is the effective date of the most current negotiated rate/collective bargaining agreement which would be July 1, 2011 in the above example.

Union prevailing wage rates will be updated to reflect any changes in the collective bargaining agreements governing the rates.

0000/9999: weighted union wage rates will be published annually each January.

Non-Union Identifiers

Classifications listed under an "SU" identifier were derived from survey data by computing average rates and are not union rates; however, the data used in computing these rates may include both union and non-union data. Example: SULA2004-007 5/13/2010. SU indicates the rates are not union majority rates, LA indicates the State of Louisiana; 2004 is the year of the survey; and 007 is an internal number used in producing the wage determination. A 1993 or later date, 5/13/2010, indicates the classifications and rates under that identifier were issued as a General Wage Determination on that date.

Survey wage rates will remain in effect and will not change until a new survey is conducted.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

* an existing published wage determination
* a survey underlying a wage determination
* a Wage and Hour Division letter setting forth a position on a wage determination matter
* a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

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END OF GENERAL DECISION

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO SPECIAL PROVISION NO. 907-403-4

DATE: **01/08/2013**

SUBJECT: **Hot Mix Asphalt (HMA)**

Before Subsection 907-403.05.2 on page 1, add the following:

907-403.03--Construction Requirements.

907-403.03.2--Smoothness Tolerances. Delete the fourth paragraph of Subsection 403.03.2 on page 267 and substitute the following.

Where only a surface lift is required, the finished surface lift shall have a profile index of not more than 60.0 inches per mile.

Delete the last paragraph of Subsection 403.03.2 at the bottom of page 268, and the table at the top of page 269 and substitute the following:

Except for a single lift overlay, when the Profile Index for the final surface lift is less than or equal to eighteen inches per mile (18.0 inches / mile) per segment, a unit price increase will be added. The following schedule lists the Profile Index range and the corresponding contract price adjustment:

Profile Index inches / mile / segment	Contract Price Adjustment percent of unit bid price
less than 6.0	108
6.0 to 10.0	106
10.1 to 14.0	104
14.1 to 18.0	102
18.1 to Required P.I.	100
over Required P.I.	100 (with correction to Required P.I.)

For a single lift overlay, when the Profile Index for the final surface lift is less than or equal to eighteen inches per mile (18.0 inches / mile) per segment, a unit price increase will be added. The following schedule lists the Profile Index range and the corresponding contract price adjustment:

Profile Index inches / mile / segment	Contract Price Adjustment percent of unit bid price
less than or equal to 18.0	103
18.1 to Required P.I.	100
over Required P.I.	100 (with correction to Required P.I.)

Delete the first full paragraph of Subsection 403.03.2 on page 269 and substitute the following:

Contract price adjustments for rideability shall only be applicable to the surface lift and furthermore to only the segment(s) or portions of the segments(s) of the surface lift that require smoothness be determined by using a profilograph.

Delete the third full paragraph of Subsection 403.03.2 on page 269 and substitute the following:

Any contract price adjustment for rideability will be applied on a segment to segment basis on the theoretical tonnage based on 12-foot lanes, determined in accordance with Subsections 401.02.6.5 and 403.04, for the segment(s) or portions thereof for which an adjustment is warranted.

Delete Subsection 403.03.5.5 on page 273 and substitute the following:

907-403.03.5.5--Preliminary Leveling. All irregularities of the existing pavement, such as ruts, cross-slope deficiencies, etc., shall be corrected by spot leveling, skin patching, feather edging or a wedge lift in advance of placing the first overall lift.

907-403.04--Method of Measurement. After the first paragraph of Subsection 403.04 on page 274, add the following.

The pay quantities for each individual job mix formula (JMF) will be calculated using the approved JMF maximum specific gravity (Gmm) and the following formulas.

When the composite mixture has a maximum specific gravity of 2.540 or less,

$$Tp = Tw$$

When the composite mixture has a maximum specific gravity greater than 2.540,

$$Tp = Tw((100-(((Gmm*A*B)-C)/(Gmm*A*B))*100))/100$$

Where:

Tp = Total tonnage for payment
Tw = Total tonnage weighed, used and accepted

Gmm = Maximum Specific Gravity of the approved composite asphalt mixture
A = 46.725 lbs/yd^2/in
B = 0.93 = 93% density
C = 110.374 lbs/yd^2/in = Theoretical density at 2.540 Gmm

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO SPECIAL PROVISION NO. 907-703-10

DATE: 1/08/2013

SUBJECT: Aggregates

Before Subsection 907-703.06.1.2 on page 1, add the following.

907-703.06.1--Coarse Aggregates. Delete the third paragraph of Subsection 703.06.1 on page 613, and substitute the following.

When tested in accordance with AASHTO Designation: T 19, the dry rodded unit weight of all aggregates except expanded clay and shale shall not be less than 70 pounds per cubic foot.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO SPECIAL PROVISION NO. 907-804-13

DATE: 01/09/2013

SUBJECT: Self-Consolidating Concrete for Drilled Shafts

Delete Subsection 907-804-02.10 on pages 2 & 3, and substitute the following.

907-804.02.10--Portland Cement Concrete Mix Design. Delete the first sentence of the first paragraph of Subsection 804.02.10 on page 850 and substitute the following.

At least 30 days prior to production of concrete, the Contractor shall submit to the Engineer proposed concrete mixture designs complying with the Department's *Concrete Field Manual*.

Delete the Notes under Table 3 of Subsection 804.02.10 on pages 850 & 851, and substitute the following:

* Maximum size aggregate shall conform to the concrete mix design for the specified aggregate.

** Portland cement shall be Type II meeting the requirements of Subsection 907-701.02. The replacement of Portland cement by other cementitious materials shall be either GGBFS in accordance with Subsection 907-714.06 or Class F fly ash in accordance with Subsection 907-714.05. The replacement of Portland cement by weight by GGBFS shall be 70%. The replacement of Portland cement by weight by Class F fly ash shall be 35%. Other supplementary cementitious materials shall not be used. Mixture designs containing only Portland cement shall not be used.

*** The slump may be increased up to eight (8) inches with:

- an approved water-reducing admixture,
- an approved water-reducing/set-retarding admixture, or
- a combination of an approved water-reducing admixture and an approved set-retarding admixture, in accordance with 907-713.02. Minus slump requirements shall meet those set forth in Table 3 of AASHTO Designation: M157.

**** Entrained air is not required except for concrete exposed to seawater. For concrete exposed to seawater, the total air content shall be 3.0 % to 6.0%. For concrete not exposed to seawater, the total air content shall not exceed 6.0%.

***** For Class DS, the maximum slump flow shall be 24 inches. The minus slump flow tolerance shall be six (6) inches.

Delete the last paragraph of Subsection 804.02.10 on page 851 and substitute the following.

At least one water-reducing admixture shall be used in all classes of concrete in accordance with the manufacturer's recommended dosage range. Other admixtures for developing specific

performance characteristics may be used in accordance with Special Provision 907-713-2. Any combinations of admixtures shall be approved by the Engineer before their use.

Delete Subsection 804.02.10.1 on page 851 and substitute the following.

907-804.02.10.1--Proportioning of Portland Cement Concrete Mixture Design. Proportioning of Portland cement concrete shall be based on an existing mixture of which the producer has field experience and documentation or based on a recently batched laboratory mixture tested according to the required specifications.

Additionally, only proposed mixtures meeting the following additional requirements shall be tentatively approved for use in construction of drilled shafts.

a) Compressive Strength/Maturity Relationship. The compressive strength/maturity relationship shall be developed for the mixture design for a minimum of 28 days following the requirements of Subsection 907-804.03.15. The compressive strength/maturity relationship information shall be submitted with the mixture design information. Depending on the rate at which the mixture develops compressive strength, it may be necessary to develop the relationship for a minimum of 56 days.

Delete Subsection 907-804-02.10.1.1 on page 3, and substitute the following.

907-804.02.10.1.1--Proportioning on the Basis of Previous Field Experience of Trial Mixtures. Delete the first sentence of the first paragraph of Subsection 804.02.10.1.1 on page 851, and substitute the following.

Where a concrete production facility has a record, based on at least 10 consecutive strength tests from at least 10 different batches within the past 12 months from a mixture not previously used on Department projects, the standard deviation shall be calculated.

Delete the first paragraph of subparagraph c) on page 851, and substitute the following.

c) Consist of 10 consecutive tests, average of two cylinders per test, tested at 28 days, including the slump, air content, and temperature data recorded for the plastic concrete for each strength test. For Class DS, the test data for the plastic concrete shall include the slump flow data, J-ring data, and at least one test to determine the static segregation. For all mixture designs, for each of these tests on the plastic concrete the test data shall meet the acceptance criteria of Subsection 804.02.13.1.

907-804.02.10.1.2--Proportioning on the Basis of Laboratory Trial Mixtures. Delete paragraph b) on page 852 and substitute the following,

b) Trial mixtures having proportions and consistencies suitable for the proposed work shall be made using ACI 207.1, ACI 211.1, and ACI 237 as guides to proportion the mixture design.

Add the following paragraph after the first paragraph of subparagraph c) on page 852.

For Class DS, the mixture shall be designed to produce a slump flow within ±2 inches of the maximum permitted, a maximum difference between the slump flow and the J-ring flow of two inches (2"), and a maximum static segregation of 10.0 percent. The slump flow and J-ring tests shall be conducted using Filling Procedure B with the inverted slump cone. The concrete shall not be rodded or vibrated during casting the test specimens.

Delete paragraph of subparagraph d) beginning on page 852, and substitute the following.

For each proposed mixture, at least three compressive test cylinders shall be made and cured in accordance with AASHTO Designation: T 126. Each change of water-cementitious ratio shall be considered a new mixture. The cylinders shall be tested for strength in accordance with AASHTO Designation: T 22 and shall be tested at 28 days. Depending on the rate at which the mixture develops compressive strength, it may be necessary to develop the relationship for a minimum of 56 days.

For Class DS, test specimens shall be made in accordance with the above listed specifications with the exception that the concrete shall not be rodded or vibrated during casting the test specimens.

Delete the first four paragraphs of Subsection 907-804-02.10.3 on pages 3 & 4, and substitute the following.

Aggregates and concrete tests during the first placement shall be as follows.

Aggregates	Concrete
Bulk Specific Gravity	Water Content
Moisture	Slump Flow
Gradation	J-Ring
	Air Content
	Unit Weight
	Yield
	Static Segregation

Delete the first sentence of the third paragraph of Subsection 804.02.10.3 on page 853 and substitute the following.

For all Classes of concrete, the mixture shall be verified to yield within 2.0% of the correct volume when all the mix water is added to the batch.

For all Classes of concrete other than DS, F, and FX, the mixture shall produce a slump within a minus 1½-inch tolerance of the maximum permitted for mixtures with a maximum permitted slump of three inches (3") or less or within a minus 2½-inch tolerance of the maximum

permitted for mixtures with a maximum permitted slump of greater than three inches (3"), and producing a total air content within a minus 1½ percent tolerance of the maximum allowable air content in Table 3.

For Class DS, the slump flow shall be within the requirements in Note ***** below Table 3, the difference between the slump flow and the J-ring flow shall not exceed two inches (2"), and the static segregation shall not exceed 10.0%. For Class DS exposed to seawater, the total air content shall be within a minus 1½ percent tolerance of the maximum allowable air content in Note **** below Table 3. For Class DS not exposed to seawater the total air content shall be within the requirements in Note **** below Table 3.

For Classes F and FX, the slump shall be within a minus 1½-inch tolerance of the maximum permitted for mixtures with a maximum permitted slump of three inches (3") or less or within a minus 2½-inch tolerance of the maximum permitted for mixtures with a maximum permitted slump of greater than three inches (3"). For Classes F and FX exposed to seawater, the total air content shall be within a minus 1½ percent tolerance of the maximum allowable air content in Note **** below Table 3. For Classes F and FX not exposed to seawater the total air content shall be within the requirements in Note **** below Table 3.

Delete Subsection 907-804-02.12 on pages 4 & 5, and substitute the following.

907-804.02.12--Contractor's Quality Control. Delete the fourth paragraph of Subsection 804.02.12 on pages 854 & 855, and substitute the following.

The Contractor's Quality Control program shall encompass the requirements of AASHTO Designation: M 157 into concrete production and control, equipment requirements, testing, and batch ticket information. The requirement of AASHTO Designation: M 157, Section 11.7 shall be followed except, on arrival to the job site, a maximum of 1½ gallons per cubic yard is allowed to be added. Water shall not be added at a later time. If the maximum permitted slump flow is exceeded after the addition of water at the job site, the concrete shall be rejected.

Delete Subsection 907-804-02.12.5 on page 5, and substitute the following.

907-804.02.12.5--Non-Conforming Materials. In Table 4 of Subsection 804.02.12.5 on page 857, delete "/ FM" from the requirements on line B.3.a.

Delete line C. on page 857 and substitute the following.

C. PLASTIC CONCRETE		
1. Sampling		T 141
2. Air Content	First load then one per 50 yd³	T 152* or T 196*
3. Slump Flow*	First load then one per 50 yd³	C 1611*
4. J-Ring*	First load then one per 50 yd³	C 1621*
5. Static Segregation*	2500 yd³ Concrete	C1610*
6. Compressive Strength	A minimum of one set (two cylinders) for each 100 yd³ and one set for each additional 100 yd³ or fraction thereof for each class concrete delivered and placed on a calendar day from a single supplier. A test shall be the average of two cylinders.	T 22*, T 23*, T 231
7. Yield	Each 400 yd³	T 121*
8. Temperature	With each sample	C 1064

* For Class DS the following requirements shall apply:

1. Substitute the appropriate AASHTO Designation for references to other ASTM Designations listed in ASTM Designations C1610, C1611, and C1621.
2. Test specimens shall be made in accordance with the above listed specifications with the exception that the concrete shall not be rodded or vibrated during casting the test specimens.
3. The slump flow test shall only be performed on SCC mixtures in accordance with ASTM Designation C1611. For these mixtures AASHTO Designation T119 is not required. For the slump flow and J-ring tests, the filling procedure used shall be Procedure B. Additionally, for each slump flow test, determine the T50 and VSI values in accordance with the information in Appendix X1 of ASTM Designation C1611. There are no acceptance criteria for the T50 or VSI determinations.
4. The static segregation test shall only be performed on SCC mixtures.

After the second paragraph of Subsection 907-804.02.13 on page 5, add the following.

Delete line B. on page 858 and substitute the following.

B. PLASTIC CONCRETE		
1. Sampling		T 141
2. Air Content	Every 100 yd³	T 152* or T 196*
3. Slump Flow*	Every 100 yd³	T 119 or C 1611*
4. Compressive Strength	One set (two cylinders) for every 100 yd³ inclusive. A test shall be the average of two cylinders.	T 22*, T 23*, T 231
5. Temperature	With each sample	C 1064

* For Class DS the following requirements shall apply:

1. Substitute the appropriate AASHTO Designation for references to other ASTM Designations listed in ASTM Designation C1611.
2. Test specimens shall be made in accordance with the above listed specifications with the exception that the concrete shall not be rodded or vibrated during casting the test specimens.
3. The slump flow test shall only be performed on SCC mixtures in accordance with ASTM Designation C1611. For these mixtures AASHTO Designation T119 is not required. For the slump flow test, the filling procedure used shall be Procedure B.

Delete Subsection 907-804.02.13.1 on pages 5, 6 & 7, and substitute the following.

907-804.02.13.1--Basis of Acceptance.

907-804.02.13.1.1--Sampling. Sampling of concrete mixture shall be performed in accordance with the latest edition of the Department's *Concrete Field Manual*.

907-804.02.13.1.2--Slump Flow and J-Ring Flow. Slump flow of plastic concrete shall meet the requirements of Table 3: MASTER PROPORTION TABLE FOR STRUCTURAL CONCRETE DESIGN. The difference between the slump flow and the J-ring flow shall meet the requirements of Subsection 907-804.02.10.1.2. A check test shall be made on another portion of the sample before rejection of any load.

907-804.02.13.1.3--Air. Total air content of concrete shall be within the specified range for the class of concrete listed in Table 3: MASTER PROPORTION TABLE FOR STRUCTURAL CONCRETE DESIGN. A check test shall be made on another portion of the sample before rejection of any load.

907-804.02.13.1.4--Yield. If the yield of the concrete mix design is more than plus or minus 3% of the designed volume, the mix shall be adjusted by a Class III Certified Technician representing the Contractor to yield the correct volume plus or minus three percent (±3%). If batching of the proportions of the mix design varies outside the batching tolerance range of the originally approved proportions by more than the tolerances allowed in Subsection 804.02.12.1, the new proportions shall be field verified per Subsection 804.02.10.3.

907-804.02.13.1.5--Temperature. Cold weather concreting shall follow the requirements of Subsection 907-804.03.16.1. Hot weather concreting shall follow the requirements of Subsection 804.03.16.2. The maximum acceptance temperature for Class DS concrete shall be determined from the in-place concrete temperatures measured during the installation of the trial shaft(s) in accordance with Subsection 907-804.03.6.4.1. Based on these results, the maximum acceptance temperature shall be the lesser of the following.

- 95°F, or
- T_{max} (°F) = 150°F-($T_{maxTrialShaft}$-$T_{acceptanceTrialShaft}$)

where:

$T_{maxTrialShaft}$-$T_{acceptanceTrialShaft}$ = the increase in concrete temperature in the shaft between the maximum internal shaft temperature and initial concrete acceptance temperature;
$T_{maxTrialShaft}$ = the maximum internal shaft temperature determined in Subsection 907-804.03.6.4.1; and
$T_{acceptanceTrialShaft}$ = the jobsite acceptance temperature of the Class DS concrete used to construct the trial shaft prior to placement in the shaft hole, not to exceed 95°F

Concrete with a temperature exceeding the maximum acceptance temperature shall be rejected and not used in Department work.

907-804.02.13.1.6--Compressive Strength. Laboratory cured concrete compressive strength tests shall conform to the specified strength (f'_c) listed in the specifications. Concrete represented by compressive strength test below the specified strength (f'_c) may be removed and replaced by the Contractor. If the Contractor elects not to remove the material, it will be evaluated by the Department as to the adequacy for the use intended. All concrete evaluated as unsatisfactory for the intended use shall be removed and replaced by the Contractor at no additional cost to the Department. For concrete allowed to remain in place, reduction in payment will be as follows.

Projects with 1000 Cubic Yards and More. When the evaluation indicates that the work may remain in place, a statistical analysis will be made of the QC and QA concrete test results. If this statistical analysis indicates at least 93% of the material would be expected to have a compressive strength equal to or greater than the specified strength (f'_c) and 99.87% of the material would be expected to have a compressive strength at least one standard deviation above the allowable design stress (f_c), the work will be accepted. If the statistical analysis indicates that either of the two criteria are not met, the Engineer will provide for an adjustment in pay as follows for the material represented by the test result.

Total Pay on Material in Question = Unit Price - (Unit Price x % Reduction)

$$\% \text{ Reduction} = \frac{\left(f'_c - X\right)}{f'_c - \left(f_c + s\right)} \times 100$$

where:

f'_c = Specified 28-day compressive strength, psi
X = Individual compressive strength below f'_c, psi
s = standard deviation, psi*
f_c = allowable design stress, psi

* Standard deviation used in the above reduction of pay formula shall be calculated from the applicable preceding compressive strengths test results plus the individual compressive strength below f'_c. If below f'_c strengths occur during the project's first ten compressive strength tests, the standard deviation shall be calculated from the first ten compressive strength tests results.

Projects of More Than 200 but Less Than 1000 Cubic Yards. When the evaluation indicates that the work may remain in place, a percent reduction in pay will be assessed based on a comparison of the deficient 28-day test result to the specified strength. The Engineer will provide for an adjustment in pay as follows for the material represented by the test result.

Total Pay on Material in Question = Unit Price - (Unit Price x % Reduction)

$$\% \text{ Reduction} = \frac{(f'_c - X)}{f'_c} \times 100$$

where:

f'_c = Specified 28-day compressive strength, psi
X = Individual compressive strength below f'_c, psi

907-804.02.13.1.7--Static Segregation. For Class DS the static segregation of the plastic concrete shall meet the requirements of Subsection 907-804.02.10.1.2. If the static segregation of the concrete mix design exceeds this requirement, the mix shall be adjusted by a Class III Certified Technician representing the Contractor to ensure a static segregation less than the maximum allowable. If batching of the proportions of the mix design varies outside the batching tolerance range of the originally approved proportions by more than the tolerances allowed in Subsection 804.02.12.1, the new proportions shall be field verified per Subsection 804.02.10.3.

After Subsection 907-804.03.6.2 on page 7, add the following.

907-804.03.6.4.1--Foundations and Substructures. Add the following after the first paragraph of Subsection 804.03.6.4.1:

The internal temperature of trial shaft(s) will be monitored by the Department.

Before Subsection 907-804.03.15 on page 7, add the following.

907-804.03.14.2--Stay-In-Place Metal Forms. Delete the sentence in Subsection 804.03.14.2 on page 871 and substitute the following.

Stay-in-place (SIP) metal forms are corrugated metal sheets permanently installed between the supporting superstructure members. After the concrete has cured, these forms shall remain in place as permanent, non-structural members of the bridge.

Pay quantities for bridge deck concrete will be computed from the dimensions shown in the Contract Plans with no allowance for changes in deflection and /or changes in dimensions necessary to accommodate the SIP metal forms.

There will be no direct payment for the cost of the forms and form supports, or any material, tools, equipment, or labor incidental thereto, but the cost shall be considered absorbed in the contract unit price for bridge deck concrete.

Before fabricating any material, three (3) complete sets of SIP metal form shop drawings and design calculations, bearing the Design Engineer's Seal, shall be submitted to the Director of Structures, State Bridge Engineer, through the Project Engineer, for review. The Contractor's SIP metal form

Design Engineer shall be a MS Registered Professional Engineer who is knowledgeable in the field of structural design.

In no case shall additional dead load produced by the use of SIP metal forms overstress any bridge component. Design calculations shall indicate any additional dead load from SIP metal form self-weight, form support hangers, concrete in flutes, concrete due to form deflection, etc. not included in the Contract Plans. The additional dead loads shall be clearly labeled and tabulated on the shop drawings. Bridge Division will evaluate the additional load for overstress of the bridge components. In the event that the additional dead load produces an overstress in any bridge component, Bridge Division will reject the Contractor's design. Deflection and loads produced by deflection of the SIP metal forms shall be considered and indicated in the design calculations.

The cambers and deflections provided in the Contract Plans do not consider the effects of SIP metal forms. The Contractor's Engineer shall take into account the weight of the forms and any additional dead load when developing the "Bridge Superstructure Construction Plan".

For the purpose of reducing any additional dead load produced by the SIP metal forms, the flutes of SIP metal forms may be filled with polystyrene foam. When polystyrene foam is used to fill the forms, the form flutes shall be filled completely; no portion of the polystyrene foam shall extend beyond the limits of the flutes. The Contractor shall ensure that the polystyrene foam remains in its required position within flutes during the entire concrete placement process. The Contractor shall not use reinforcing steel supports or other accessories in such a manner as to cause damage to the polystyrene foam. All damaged polystyrene foam shall be replaced to the satisfaction of the Project Engineer. All welding of formwork shall be completed prior to placement of polystyrene foam.

For bridges not located in horizontal curves, the Contractor may reduce the additional dead load by matching the flute spacing with the transverse steel spacing of the bottom layer. The bottom longitudinal layer of steel shall have one (1) inch of minimum concrete cover measured from the bottom of the reinforcing to the top of the flute. The Contractor will not be allowed to vary the reinforcing steel spacing or size from the Contract Plans for the purpose of matching flute spacing.

907-804.03.14.2.1--Materials. SIP metal forms and supports shall meet the requirements of ASTM Designation: A653 having a coating designation G165. Form materials that are less than 0.03-inch uncoated thickness shall not be allowed.

907-804.03.14.2.2--Certification. The Contractor shall provide written certification from the manufacturer stating the product meets the requirements of this specification to the Project Engineer along with the delivery of the coated forms to the job site.

907-804.03.14.2.3--Polystyrene Foam. The polystyrene foam shall be comprised of expanded polystyrene manufactured from virgin resin of sufficient density to support the weight of concrete without deformation. The polystyrene foam shall be extruded to match the geometry of the flutes and provide a snug fit. The polystyrene foam shall have a density of not less than 0.8

pounds per cubic foot. The polystyrene foam shall have water absorption of less than 2.6% when tested according to ASTM Designation: C272. The Contractor shall provide written certification from the manufacturer stating the polystyrene foam product meets the requirements of this specification to the Project Engineer along with the delivery of the coated forms to the job site.

907-804.03.14.2.4--Design. The design of the SIP metal forms shall meet the following criteria.

1. The maximum self-weight of the stay in place metal forms, plus the weight of the concrete or expanded polystyrene required to fill the form flutes (where used), shall not exceed 20 psf.

2. The forms shall be designed on the basis of dead load of form, reinforcement, and plastic concrete plus 50 pounds per square foot for construction loads. The design shall use a unit working stress in the steel sheet of not more than 0.725 of the specified minimum yield strength of the material furnished, but not to exceed 36,000 psi.

3. Deflection under the weight of the forms, reinforcement, and plastic concrete shall not exceed 1/180 of the form span or 1/2 inch, whichever is less, for form spans of 10 feet or less, or 1/240 of the form span or 3/4 inch, whichever is less, for form spans greater than 10 feet.

4. The design span of the form shall equal the clear span of the form plus two (2) inches. The span shall be measure parallel to the form flutes.

5. Physical design properties shall be computed in accordance with requirements of the AISI Specifications for the Design of Cold Formed Steel Structural Members, latest published edition.

6. The design concrete cover required by the plans shall be maintained for all reinforcement.

7. The plan dimensions of both layers of primary deck reinforcement from the top surface of the concrete deck shall be maintained.

8. The SIP metal form shall not be considered as lateral bracing for compression flanges of supporting structural members.

9. SIP metal forms shall not be used under closure pours or in bays where longitudinal slab construction joints are located. SIP metal forms shall not be used under cantilevered slabs such as the overhang outside of fascia members.

10. Forms shall be secured to the supporting members by means other than welding directly to the member. Welding to the top flanges of steel stringers and/or girders shall not be allowed. Alternate installation procedures shall be submitted addressing this condition.

907-804.03.14.2.5--Construction. SIP metal form sheets shall not rest directly on the top of the stringer of floor beam flanges. Sheets shall be fastened securely to form supports, and maintain a

minimum bearing length of one (1) inch at each end for metal forms. Form supports shall be placed in direct contact with the flange of the stringer or floor beam. All attachments for coated metal forms shall be made by bolts, clips, screws, or other approved means.

907-804.03.14.2.6--Form Galvanizing Repairs. Where forms or their installation are unsatisfactory in the opinion of the Project Engineer, either before or during placement of the concrete, the Contractor shall correct the defects before proceeding with the construction work. The cost of such corrective work shall be at the sole expense of the Contractor. Minor heat discoloration in areas of welds shall not be touched up.

907-804.03.14.2.7--Placing of Concrete. The Contractor shall insure that concrete placement does not damage the SIP metal forms. The concrete shall be vibrated to avoid honeycomb and voids, especially at construction joints, expansion joints, valleys and ends of form sheets. Approved pouring sequences shall be used. Calcium chloride or any other admixture containing chloride salts shall not be used in the concrete. The completed SIP metal form system shall be sufficiently tight to prevent leakage of mortar or concrete.

907-804.03.14.2.8--Inspection. The Project Engineer will observe the Contractor's method of construction during all phases of the construction of the bridge deck slab, including the installation of the SIP metal form system; location and fastening of the reinforcement; composition of concrete items; mixing procedures, concrete placement, and vibration; and finishing of the bridge deck. Should the Project Engineer determine that the procedures used during the placement of the concrete warrant inspection of the underside of the deck, at least one section of the metal forms shall be removed in each span for this purpose. This shall be done as soon after placing the concrete as practical in order to provide visual evidence that the concrete mix and the procedures are obtaining the desired results. An additional section shall be removed in any span if the Project Engineer determines that there has been any change in the concrete mix or in the procedures warranting additional inspection.

If, in the Project Engineer's judgment, inspection is needed to check for defects in the bottom of the deck or to verify soundness, the SIP metal forms shall be sounded with a hammer after the deck concrete has been in place a minimum of two days. If sounding discloses areas of doubtful soundness to the Project Engineer, the SIP metal forms shall be removed from such areas for visual inspection after the concrete has attained adequate strength. The SIP metal bridge deck forms shall be removed at no expense to the State.

At locations where sections of the metal forms have been removed, the Project Engineer will not require the Contractor to replace the metal forms. The adjacent metal forms and supports shall be repaired to present a neat appearance and to ensure their satisfactory retention. As soon as the form is removed, the Project Engineer will examine the concrete surfaces for cavities, honeycombing, and other defects. If irregularities are found and the Project Engineer determines that these irregularities do not justify rejection of the work, the concrete shall be repaired as directed by the Project Engineer. If the Project Engineer determines that the concrete where the form is removed is unsatisfactory, additional metal forms as necessary shall be removed to inspect and repair the slab, and the Contractor's method of construction shall be modified as

required to obtain satisfactory concrete in the slab. All unsatisfactory concrete shall be removed and replaced as directed at no expense to the State.

If the method of construction and the results of the inspections as outlined above indicate that sound concrete has been obtained throughout the slabs, the amount of sounding and form removal may be reduced when approved by the Project Engineer.

The Contractor shall provide a safe and convenient means of conducting of the inspection.

Delete the first sentence of Subsection 907-804.03.16.1 on page 9, and substitute the following.

907-804.03.16.1--Cold Weather Concreting.

At the option of the Contractor with the approval of the Engineer, when concrete is placed during cold weather and there is a probability of ambient temperatures lower than 40 Degrees Fahrenheit, an approved maturity meter may be used to determine concrete strengths by inserting probes into concrete placed in a structure.

Bridge Replacement on SR 7 across the Tallahatchie River, known as Federal Aid Project No. BR-0019-02(044) / 102454301 in Lafayette County.

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
					Roadway Items
0010	201-A001		1	Lump Sum	Clearing and Grubbing
0020	201-B001		1	Acre	Clearing and Grubbing
0030	202-A001		1	Lump Sum	Removal of Obstructions
0040	202-B076		9,600	Linear Feet	Removal of Traffic Stripe
0050	202-B078		18,780	Square Yard	Removal of Pavement, All Types and Depths
0060	202-B102		599	Linear Feet	Removal of Guard Rail
0070	202-B106		434	Linear Feet	Removal of Pipe, All Sizes
0080	202-B107		12	Each	Removal of Sign, Ground Mounted with Posts
0090	202-B125		14	Each	Removal of Signal Pole Including Hardware and Wiring
0100	202-B161		2	Each	Removal of Existing Sign
0110	202-B195		14	Each	Removal of Concrete Foundation
0120	203-A003	(E)	22,168	Cubic Yard	Unclassified Excavation, FM, AH
0130	203-EX017	(E)	443,498	Cubic Yard	Borrow Excavation, AH, FME, Class B9
0140	203-G003	(E)	1,520	Cubic Yard	Excess Excavation, FM, AH
0150	206-A001	(S)	272	Cubic Yard	Structure Excavation
0160	209-A004		24,359	Square Yard	Geotextile Stabilization, Type V, Non-Woven
0170	211-B001	(E)	8,236	Cubic Yard	Topsoil for Slope Treatment, Contractor Furnished
0180	212-B001		220	Square Yard	Standard Ground Preparation
0190	213-B001		1	Ton	Combination Fertilizer, 13-13-13
0200	213-C001		11	Ton	Superphosphate
0210	216-A001		220	Square Yard	Solid Sodding
0220	217-A001		3,221	Square Yard	Ditch Liner
0230	219-A001		5	Thousand Gallon	Watering [$20.00]
0240	220-A001		11	Acre	Insect Pest Control [$30.00]
0250	221-A001	(S)	26	Cubic Yard	Portland Cement Concrete Paved Ditch
0260	223-A001		20	Acre	Mowing [$40.00]
0270	224-A001		5,344	Square Yard	Soil Reinforcing Mat
0280	234-A001		1,831	Linear Feet	Temporary Silt Fence
0290	235-A001		148	Bale	Temporary Erosion Checks
0300	236-A004		1	Each	Silt Basin, Type D
0310	236-B004		1	Each	Maintenance and Removal of Existing Silt Basins, Type D
0320	406-A001		1,845	Square Yard	Cold Milling of Bituminous Pavement, All Depths

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
0330	423-A001		3	Mile	Rumble Strips, Ground In
0340	501-E001		94	Linear Feet	Expansion Joints, Without Dowels
0350	502-A001	(C)	205	Square Yard	Reinforced Cement Concrete Bridge End Pavement
0360	602-A001	(S)	1,052	Pounds	Reinforcing Steel
0370	603-CA002	(S)	4	Linear Feet	18" Reinforced Concrete Pipe, Class III
0380	603-CA003	(S)	400	Linear Feet	24" Reinforced Concrete Pipe, Class III
0390	603-CA005	(S)	242	Linear Feet	36" Reinforced Concrete Pipe, Class III
0400	603-CA015	(S)	952	Linear Feet	24" Reinforced Concrete Pipe, Class IV
0410	603-CA027	(S)	184	Linear Feet	24" Reinforced Concrete Pipe, Class V
0420	603-CB001	(S)	1	Each	18" Reinforced Concrete End Section
0430	603-CB002	(S)	11	Each	24" Reinforced Concrete End Section
0440	603-CB004	(S)	3	Each	36" Reinforced Concrete End Section
0450	604-B001		2,500	Pounds	Gratings
0460	606-B001		1,003	Linear Feet	Guard Rail, Class A, Type 1
0470	606-C003		2	Each	Guard Rail, Cable Anchor, Type 1
0480	606-D012		4	Each	Guard Rail, Bridge End Section, Type I
0490	606-E002		4	Each	Guard Rail, Terminal End Section, Flared
0500	615-A018	(S)	40	Linear Feet	Concrete Bridge End Barrier, 33.5"
0510	618-A001		1	Lump Sum	Maintenance of Traffic
0520	619-A1001		14,780	Linear Feet	Temporary Traffic Stripe, Continuous White
0530	619-A1005		4,506	Linear Feet	Temporary Traffic Stripe, Continuous White, Type 1 or 2 Tape
0540	619-A2001		8,894	Linear Feet	Temporary Traffic Stripe, Continuous Yellow
0550	619-A2005		4,506	Linear Feet	Temporary Traffic Stripe, Continuous Yellow, Type 1 or 2 Tape
0560	619-A4001		3,814	Linear Feet	Temporary Traffic Stripe, Skip Yellow
0570	619-A5001		912	Linear Feet	Temporary Traffic Stripe, Detail
0580	619-A6001		49	Linear Feet	Temporary Traffic Stripe, Legend
0590	619-D1001		61	Square Feet	Standard Roadside Construction Signs, Less than 10 Square Feet
0600	619-D2001		192	Square Feet	Standard Roadside Construction Signs, 10 Square Feet or More
0610	619-F1001		220	Linear Feet	Concrete Median Barrier, Precast
0620	619-G4001		224	Linear Feet	Barricades, Type III, Single Faced
0630	619-G4005		24	Linear Feet	Barricades, Type III, Double Faced
0640	619-G5001		53	Each	Free Standing Plastic Drums
0650	620-A001		1	Lump Sum	Mobilization
0660	627-D001		162	Each	Two-Way Yellow Reflective Raised Markers
0670	627-J001		70	Each	Two-Way Clear Reflective High Performance Raised Markers

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
0680	630-A002		18	Square Feet	Standard Roadside Signs, Sheet Aluminum, 0.125" Thickness
0690	630-C003		100	Linear Feet	Steel U-Section Posts, 3.0 lb/ft
0700	630-F001		22	Each	Delineators, Guard Rail, White
0710	630-G002		6	Each	Type 3 Object Markers, OM-3R or OM-3L, Post Mounted
0720	815-A006	(S)	46	Ton	Loose Riprap, Size 100
0730	815-A009	(S)	8,863	Ton	Loose Riprap, Size 300
0740	815-A010	(S)	4,185	Ton	Loose Riprap, Size 500
0750	815-E001	(S)	13,075	Square Yard	Geotextile under Riprap
0760	815-F002	(S)	53	Ton	Sediment Control Stone
0770	907-225-A001		20	Acre	Grassing
0780	907-225-B001		62	Ton	Agricultural Limestone
0790	907-225-C001		62	Ton	Mulch, Vegetative Mulch
0800	907-226-A001		20	Acre	Temporary Grassing
0810	907-234-D001		2	Each	Inlet Siltation Guard
0820	907-234-F001		4,424	Linear Feet	Turbidity Barrier
0830	907-237-A002		95	Linear Feet	Wattles, 12"
0840	907-237-A003		264	Linear Feet	Wattles, 20"
0850	907-245-A001		264	Linear Feet	Triangular Silt Dike
0860	907-246-A001		315	Linear Feet	Sandbags
0870	907-249-A001		264	Ton	Riprap for Erosion Control
0880	907-304-B009	(GT)	12,685	Ton	Granular Material, Class 3, Group D
0890	907-304-F002	(GT)	10,312	Ton	Size 610 Crushed Stone Base
0900	907-307-C003	(M)	15,979	Square Yard	6" Soil-Lime-Water Mixing, Class C
0910	907-307-D001		216	Ton	Lime
0920	907-310-B002	(GT)	56	Cubic Yard	Size III Stabilizer Aggregate, Coarse
0930	907-407-A001	(A2)	2,908	Gallon	Asphalt for Tack Coat
0940	907-413-E001		94	Linear Feet	Sawing and Sealing Transverse Joints in Asphalt Pavement
0950	907-601-B003	(S)	19	Cubic Yard	Class "B" Structural Concrete, Minor Structures
0960	907-603-ALT01	(S)	54	Linear Feet	18" Type A Alternate Pipe
0970	907-617-A001		21	Each	Right-of-Way Marker
0980	907-626-C008		14,778	Linear Feet	6" Thermoplastic Edge Stripe, Continuous White
0990	907-626-D004		3,814	Linear Feet	6" Thermoplastic Traffic Stripe, Skip Yellow
1000	907-626-E003		8,892	Linear Feet	6" Thermoplastic Traffic Stripe, Continuous Yellow
1010	907-626-G004		912	Linear Feet	Thermoplastic Detail Stripe, White
1020	907-626-H004		49	Linear Feet	Thermoplastic Legend, White

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
1030	907-699-A002		1	Lump Sum	Roadway Construction Stakes
1032	907-899-A001		1	Lump Sum	Railway-Highway Provisions
Added 01/16/2013					
1040	907-906001		1,040	Hours	Trainees [$5.00]
					ALTERNATE GROUP AA NUMBER 1
1050	907-308-A001		136	Ton	Portland Cement
1060	907-308-B001	(M)	15,979	Square Yard	Soil-Cement-Water Mixing, Optional Mixers, Base
1070	907-308-S001	(A3)	3,995	Gallon	Bituminous Curing Seal
					ALTERNATE GROUP AA NUMBER 2
1080	907-311-A003	(M)	15,979	Square Yard	Processing Lime and Fly Ash Treated Course, 6" Thick
1090	907-311-B001		108	Ton	Lime
1100	907-311-C002		432	Ton	Fly Ash, Class C or F
1110	907-311-S001	(A3)	3,995	Gallon	Bituminous Curing Seal
					ALTERNATE GROUP BB NUMBER 1
1120	907-403-A010	(BA1)	2,008	Ton	Hot Mix Asphalt, MT, 9.5-mm mixture
					ALTERNATE GROUP BB NUMBER 2
1130	907-403-M006	(BA1)	2,008	Ton	Warm Mix Asphalt, MT, 9.5-mm mixture
					ALTERNATE GROUP CC NUMBER 1
1140	907-403-A006	(BA1)	2,386	Ton	Hot Mix Asphalt, MT, 12.5-mm mixture
					ALTERNATE GROUP CC NUMBER 2
1150	907-403-M002	(BA1)	2,386	Ton	Warm Mix Asphalt, MT, 12.5-mm mixture
					ALTERNATE GROUP DD NUMBER 1
1160	907-403-A007	(BA1)	3,252	Ton	Hot Mix Asphalt, MT, 19-mm mixture
					ALTERNATE GROUP DD NUMBER 2
1170	907-403-M007	(BA1)	3,252	Ton	Warm Mix Asphalt, MT, 19-mm mixture
					ALTERNATE GROUP EE NUMBER 1
1180	907-626-J003		4,505	Linear Feet	6" Inverted Profile Thermoplastic Traffic Stripe, Continuous White
1190	907-626-L001		4,505	Linear Feet	6" Inverted Profile Thermoplastic Traffic Stripe, Continuous Yellow
					ALTERNATE GROUP EE NUMBER 2
1200	628-J002		4,505	Linear Feet	6" High Performance Cold Plastic Traffic Stripe, Continuous White
1210	628-M002		4,505	Linear Feet	6" High Performance Cold Plastic Traffic Stripe, Continuous Yellow
					Bridge Items
1220	501-K001		9,822	Square Yard	Transverse Grooving
1230	803-C004	(S)	2,200	Linear Feet	18" x 18" Prestressed Concrete Piling
1240	803-I001	(S)	2	Each	PDA Test Pile

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
1250	803-O021	(S)	300	Linear Feet	Permanent Casing, 78" Diameter
1260	803-O022	(S)	1,050	Linear Feet	Permanent Casing, 96" Diameter
1270	805-A001	(S)	1,207,470	Pounds	Reinforcement
1280	813-A002	(S)	4,424	Linear Feet	Concrete Railing, 32"
1290	815-A009	(S)	4,562	Ton	Loose Riprap, Size 300
1300	815-A010	(S)	5,440	Ton	Loose Riprap, Size 500
1310	815-E001	(S)	1,108	Square Yard	Geotextile under Riprap
1320	907-803-K011	(S)	510	Linear Feet	Drilled Shaft, 78" Diameter
1330	907-803-K012	(S)	1,960	Linear Feet	Drilled Shaft, 96" Diameter
1340	907-803-L008	(S)	1	Each	Test Shaft, 96" Diameter
1350	907-803-M009	(S)	150	Linear Feet	Trial Shaft, 96" Diameter
1360	907-804-A001	(S)	4,877	Cubic Yard	Bridge Concrete, Class AA
1370	907-804-A015	(S)			
Deleted 01/16/2013					
1380	907-804-C011	(S)	4,540	Linear Feet	130' Prestressed Concrete Beam, Type BT-72
1390	907-810-A001	(S)	4,042,920	Pounds	Structural Steel, A 709, Grade 50W
1400	907-810-A002	(S)	326,667	Pounds	Structural Steel, A 709, Grade HPS 70W
1410	907-811-D001	(S)	40	Each	Disc Bearing Device
1420	907-822-A001		93	Linear Feet	5 1/2" Neoprene Expansion Joint
1430	907-822-A002		47	Linear Feet	9 1/2" Neoprene Expansion Joint