

SECTION 905 -- PROPOSAL (CONTINUED)

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

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

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

ADDENDUM NO. <u>1</u>	DATED <u>3/17/2014</u>	ADDENDUM NO. _____	DATED _____
ADDENDUM NO. _____	DATED _____	ADDENDUM NO. _____	DATED _____

Number	Description
1	Revised or Added Plan Sheet Nos. 8001, 8016, 8037, 8069, 8070, & 8071; 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.

Revised 09/21/2005

BR-0018-02(052) / 103325301

Attala County(ies)

ADDENDUM

DESCRIPTION OF SHEETS	WORKING NO(S).	SHEET NO(S).
DETAILED INDEX (BRIDGE)	DI-BR-1	8001
SUMMARY OF QUANTITIES (BRIDGE)	SQ-BR-1	8002
ESTIMATED QUANTITIES (BRIDGE)	EQ-BR-1	8003
SR 12 OVER LONG CREEK TRIB. 1	A1	8004
SR 12 OVER LONG CREEK TRIB. 1	A2	8005
FOUNDATION PLAN	A3	8006
GENERALIZED SOIL PROFILE	A4	8007
END BENT NO. 1	A5	8008
END BENT NO. 5	A6	8009
END BENT DETAILS	A7	8010
INT. BENT NO. 2	A8	8011
INT. BENT NO. 3	A9	8012
INT. BENT NOS. 2 & 3 DETAILS	A10	8013
INT. BENT NO. 4	A11	8014
SPAN NO. 1 DETAILS	A12	8015
SPAN NOS. 3 & 4 DETAILS	A13	8016
SPAN NOS. 1, 3 & 4 DETAILS	A14	8017
SPAN NO. 2 DETAILS	A15	8018
SPAN NO. 2 DETAILS	A16	8019
MISCELLANEOUS SPAN DETAILS	A17	8020
40'-0" BEAM DETAILS (TYPE I+2)	A18	8021
40'-0" BEAM DETAILS (TYPE I+2)	A19	8022
80'-0" BEAM DETAILS (TYPE III)	A20	8023
2'-8" RAILING DETAILS	A21	8024
NEOPRENE PAD DETAILS	A22	8025
SR 12 OVER LONG CREEK TRIB. 2	B1	8026
SR 12 OVER LONG CREEK TRIB. 2	B2	8027
FOUNDATION PLAN	B3	8028
GENERALIZED SOIL PROFILE	B4	8029
END BENT NO. 1	B5	8030
END BENT NO. 5	B6	8031
END BENT DETAILS	B7	8032
INT. BENT NO. 2	B8	8033
INT. BENT NO. 3	B9	8034
INT. BENT NO. 4	B10	8035
INT. BENT NOS. 3 & 4 DETAILS	B11	8036
SPAN NOS. 1 & 2 DETAILS	B12	8037
SPAN NO. 4 DETAILS	B13	8038
SPAN NOS. 1, 2 & 4 DETAILS	B14	8039
SPAN NO. 3 DETAILS	B15	8040
SPAN NO. 3 DETAILS	B16	8041
MISCELLANEOUS SPAN DETAILS	B17	8042
40'-0" BEAM DETAILS (TYPE I+2)	B18	8043
40'-0" BEAM DETAILS (TYPE I+2)	B19	8044
60'-0" BEAM DETAILS (TYPE II+2)	B20	8045
NEOPRENE PAD DETAILS	B21	8046

DESCRIPTION OF SHEETS	WORKING NO(S).	SHEET NO(S).
SR 12 OVER WARD BRANCH	C1	8047
SR 12 OVER WARD BRANCH	C2	8048
FOUNDATION PLAN	C3	8049
GENERALIZED SOIL PROFILE	C4	8050
END BENT NO. 1	C5	8051
END BENT NO. 4	C6	8052
END BENT DETAILS	C7	8053
INT. BENT NO. 2	C8	8054
INT. BENT NO. 3	C9	8055
INT. BENT NOS. 2 & 3 DETAILS	C10	8056
SPAN NO. 1 DETAILS	C11	8057
SPAN NO. 1 DETAILS	C12	8058
SPAN NO. 3 DETAILS	C13	8059
SPAN NO. 3 DETAILS	C14	8060
SPAN NOS. 1 & 3 DETAILS	C15	8061
SPAN NO. 2 DETAILS	C16	8062
SPAN NO. 2 DETAILS	C17	8063
SPAN NO. 2 DETAILS	C18	8064
MISCELLANEOUS SPAN DETAILS	C19	8065
40'-0" BEAM DETAILS (TYPE I+2)	C20	8066
60'-0" BEAM DETAILS (TYPE II+2)	C21	8067
NEOPRENE PAD DETAILS	C22	8068
DETOUR BRIDGE AT STA. 103+83 OVER LONG CREEK TRIB. 1	DBA1	8069
DETOUR BRIDGE AT STA. 38+79 OVER LONG CREEK TRIB. 2	DBB2	8070
DETOUR BRIDGE AT STA. 93+30 OVER WARD BRANCH	DBC3	8071
BRIDGE EROSION CONTROL PLANS	ECBR-1 THRU ECBR-6	8072-8077
INFORMATION PLANS - PROJECT FAP-E-191(C)		8078-8080

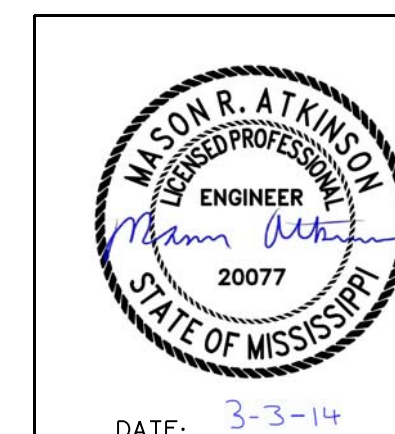
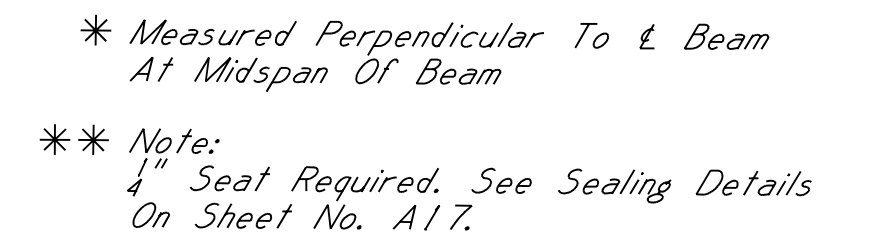
BRIDGE DIVISION		
REVISIONS		
DATE	SHEET NO.	BY
2/14/2014	8002-8006, 8026-8028, 8047-8049, & 8072-8077	MRA
3/3/2014	8016, 8037, & 8069-8071	MRA



				BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION
				REVISED	
				DATE	
					DETAILED INDEX (BRIDGE)
					PROJECT 103325/301000 BR-0018-02(052)
					ATTALA COUNTY
					DESIGNED: MRA DETAILED: MRA TRACED: MRA
					CHECKED: WMM ISSUED: DATE:
					WORKING NUMBER DI-BR-1
					SHEET NUMBER 8001

STATE	PROJECT NO.
MISS.	BR-0018-02(052)

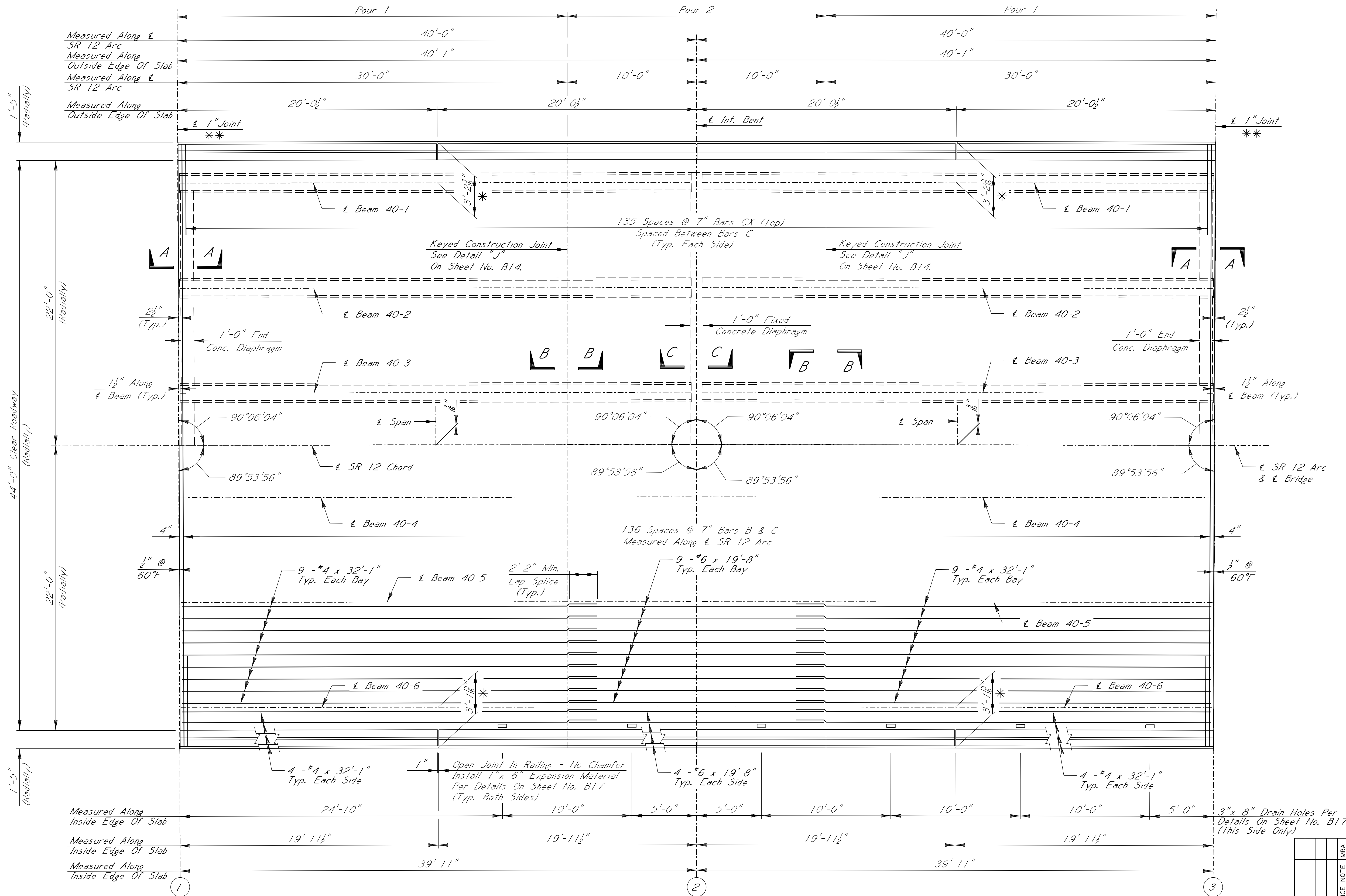
STATE	PROJECT NO.
MISS.	BR-0018-02(052)



				MRA	MISSISSIPPI DEPARTMENT OF TRANSPORTATION BRIDGE AT STA. 303+74.21
				BY	
				REVISIONS	
				REVISED POURING SEQUENCE NOTE	
					SPAN NOS. 3 & 4 DETAILS
					PROJECT 103325/301000 BR-0018-02(052)
					ATTALA COUNTY
					WORKING NUMBER A13 of 22
			DATE	DESIGNED TWB DETAILED TWB TRACED HEW CHECKED WMM ISSUED DATE	SHEET NUMBER 8016

ADDENDUM

STATE	PROJECT NO.
MISS.	BR-0018-02(052)



* Measured Perpendicular To \perp Beam At Midspan Of Beam

** Note:
1" Seat Required. See Sealing Details On Sheet No. B17.

TABLE OF RAILING BARS	
SPAN NOS. 1 & 2	
Mark	No.
D	280
R	280

NOTE:
The Deck Pouring Schedule As Shown On These Plans Is Recommended And Shall Be Used Unless An Alternate Pouring Sequence Is Submitted And Approved By The Director Of Structures, State Bridge Engineer.

NOTES:
For Section A-A, B-B & C-C See Sheet No. B14.
For Typical Section, Details Of Transverse Reinforcing, Longitudinal Reinforcing In Bottom Of Slab & Bar Bending Details, See Sheet No. B14.
For General Span Notes And Additional Span Details, See Sheet No. B17.
For Prestressed Beam Details, See Sheet No. B18.
For Railing Details, See Sheet No. A21.

NOTES:
Place Beams Parallel To \perp SR 12 Chord.
Place Bars B & C On Radial Lines And Spaced Along \perp SR 12 Arc.
Place Longitudinal Reinforcing In Interior Bays Parallel To \perp Beams. Place Longitudinal Reinforcing Steel In Cantilevers Concentric To \perp SR 12.
Angles Shown Are Measured Between \perp Joint And Chord Extending From W.P. To W.P. @ \perp Bridge.

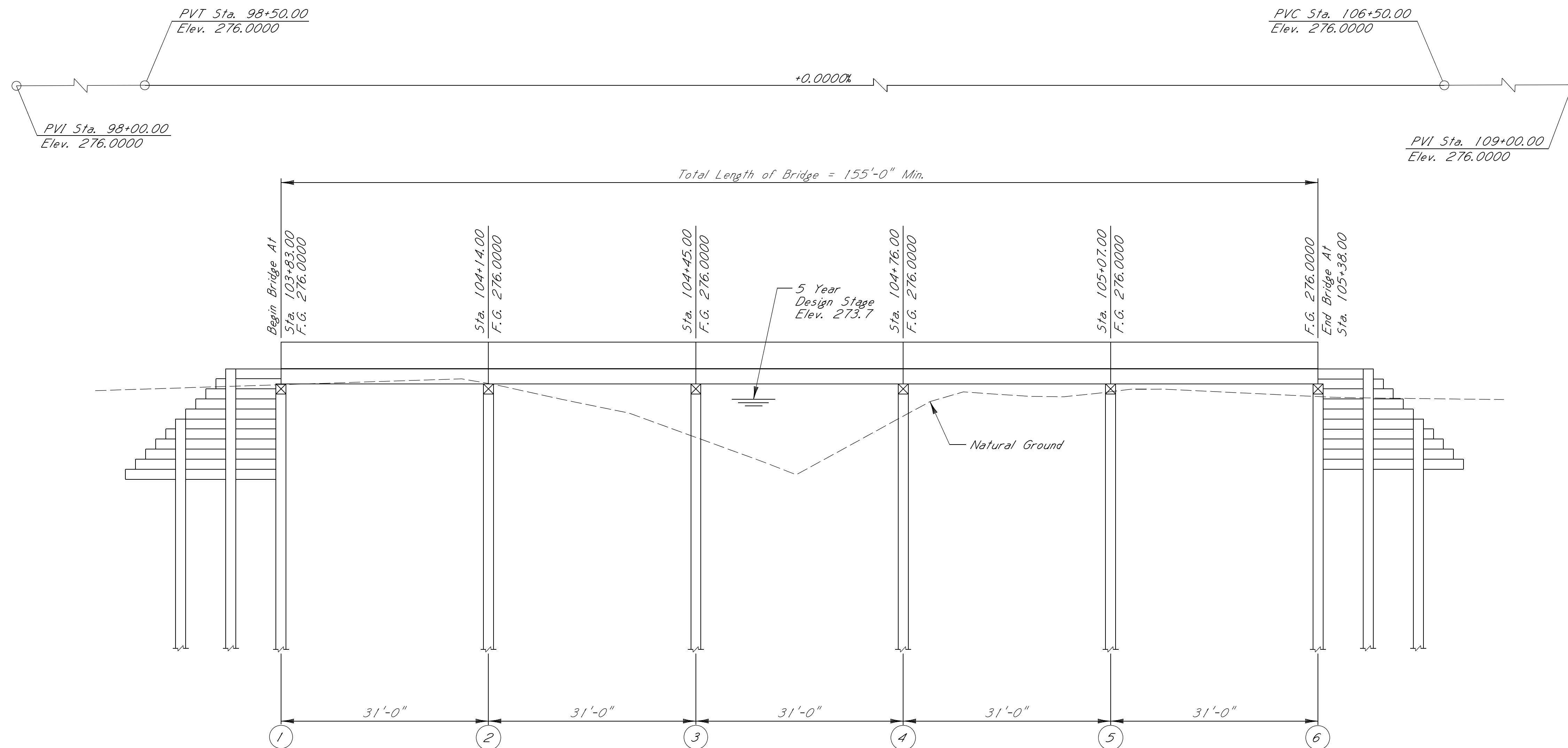
SPLICE NOTE:
Permissible Splice for #4 : 1'-9"
Permissible Splice for #5 : 2'-2"
Permissible Splice for #6 : 2'-8"

PLAN OF SPAN NOS. 1 & 2
Top Half Showing Concrete Dimensions, Bottom Half Showing Reinforcing Steel
Longitudinal Reinforcing Shown Is For Top Of Slab Only
Scale: 1"=1'-0"



3/3/14	DATE	REVISED POURING SEQUENCE NOTE	MRA	BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION BRIDGE AT STA. 438+37.21	
					SPAN NOS. 1 & 2 DETAILS	
					PROJECT 103325/301000 BR-0018-02(052)	WORKING NUMBER B12 of 21
					ATTALA COUNTY	SHEET NUMBER 8037

ADDENDUM



NOTE TO CONTRACTOR:

The Contractor shall employ the service of a registered Professional Engineer who is knowledgeable and proficient in the field of bridge design.

The Contractor's Design Engineer shall determine the required ultimate pile bearing capacities based on the use of Pile Dynamic Analysis (PDA) for the condition/bearing resistance determination method per the AASHTO LRFD Bridge Design Specifications.

The Contractor's Design Engineer will be responsible for providing the Pile Dynamic Analysis (PDA) and for establishing the production pile driving criteria.

The Contractor's Design Engineer shall determine the lengths of all test piles and production piles.

The following exceptions to the AASHTO LRFD Bridge Design Specifications will be allowed for the design of Detour Bridges:

- (1) The design of the substructure of the Detour Bridge shall be made to satisfy the requirements of the following Limit States: Strength I, Strength III, Strength V, and Service I.
- (2) With PDA pile tests for the Detour Bridge Piling being performed and analyzed by the Contractor's Design Engineer, a value of 0.85 for the condition/resistance Factor for Driven Piles may be used to set final Detour Bridge pile lengths.
- (3) The Design Vehicular Loading (Truck + Lane) used may be 75% of the HL-93 Live Loading.

A complete set of bridge detail drawings, bearing the official seal of the Contractor's Design Engineer, along with design calculations, shall be submitted to the Project Engineer and the Director of Structures, State Bridge Engineer for review. The submittal shall specify the bridge span arrangement, configuration, location, minimum geometric and loading requirements, verification of ground line elevations and effective area of opening. The submittal shall also specify the LRFD factored pile loading (Strength I), the required ultimate pile bearing capacities based on the condition/resistance determination method used, type and estimated length of test and production piling, the stationing and finish grade at each bent and total length of the detour bridge.

The Contractor's erosion control plan shall address the construction, maintenance and removal of the detour bridge. The detour bridge shall be long enough such that spill-through slopes of abutments do not spill over into the channel.

Prior to opening the detour bridge to traffic, the Contractor shall submit test pile data and pile records to the Engineer for review and shall provide MDOT written certification from the Contractor's Design Engineer that construction of the bridge was in full accordance with the design plans.

Any deviations in construction of the detour bridge from the detour bridge design plans shall require the Contractor's Design Engineer to provide corrected calculations and corresponding revisions made to the detour bridge plans which shall be stamped by the Contractor's Design Engineer.

DETOUR BRIDGE OVER LONG CREEK TRIB. 1

Scale: 1" = 10'-0"

DESIGN DATA

Specifications.....	A.A.S.H.T.O. L.R.F.D. 2012 And Current Interims
Loading.....	HL-93
Roadway Width.....	24'-0" (Gutter To Gutter)
Seismic Performance Zone.....	I
Seismic Soil Site Class.....	C
Seismic Operational Class.....	Other Bridges

DRAINAGE DATA

Drainage Area.....	6.0 sq. mi.
Q5.....	1600 cu. ft./s
Min. Effective Area Required.....	607 sq. ft.
Min. Low Chord Elevation.....	6" Above Q5 Design Stage Elev.
Min. Effective Area Provided.....	607 sq. ft.
Skew Angle.....	0 Degrees



DATE: 3-3-14

STATE	PROJECT NO.
MISS.	BR-0018-02(052)

GENERAL NOTES:

Specifications: MISSISSIPPI Standard Specifications for Road and Bridge Construction, 2004.

The detour bridge shall be designed and furnished by the Contractor (see NOTE TO CONTRACTOR).

The detour bridge deck surface shall be of concrete, asphalt, or other skid resistant material subject to approval by MDOT.

The detour bridge superstructure shall be constructed of new or used precast concrete units, steel beams, steel framing or prestressed concrete units. Used units or components shall be in good, sound condition having no visible defects. All elements shall be compatible.

Use of open-grid bridge decking will not be permitted.

The bridge railing shall have a minimum LRFD rating of test level two (TL-2).

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 meet pile bearing requirements and ensure stability of the substructure.

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 with the detour bridge shall remain the property of the Contractor and shall be removed from the site.

Test piles shall be driven out of position and shall be removed to a minimum of one foot (1.00) below the ground line upon acceptance by the Project Engineer.

Minimum requirements for location and number of test piles are as follows:

- (1) The number of intermediate bent test piles shall be calculated by dividing the total detour bridge length by 120 ft, rounded to the nearest whole number and shall be a minimum of one test pile.
- (2) One abutment test pile is required for bridge lengths less than 400 ft.
- (3) One abutment test pile at each abutment is required for bridge lengths greater than or equal to 400 ft.

Detour bridge piles shall be pulled or cut off a minimum of one foot (1.00) below the ground line.

The skew angle shown on this sheet is based upon the utilization of the span lengths shown hereon. The Contractor's Design Engineer may adjust the skew angle of the detour bridge a maximum of plus or minus 15 degrees from that shown on the detour bridge sheet. In this event, additional bridge length will be required to offset flow restrictions and reductions in the effective bridge opening. The Contractor should be aware that using a skew angle that does not match the direction of stream flow will be more likely to cause adverse substructure scour and drift collection. In such cases, the Contractor's detour bridge submittal shall include a plan to address potential scour and drift effects by utilizing methodologies such as substructure bracing/strengthening, rip rap protection, brush deflectors, deeper pile penetration, stronger/more durable pile types and bridge inspection with drift removal during storm events.

The detour bridge length and span arrangement shown hereon utilizes a bulkhead abutment configuration and is intended to meet the minimum effective opening requirements shown in the drainage data on this sheet. Use of bridge configurations that incorporate spill-through slopes may require additional bridge length to meet the minimum effective opening requirements. Additional bridge length, span length and/or other bridge adjustments required to address minimum effective opening requirements, site conditions or erosion control requirements will not be cause for additional compensation.

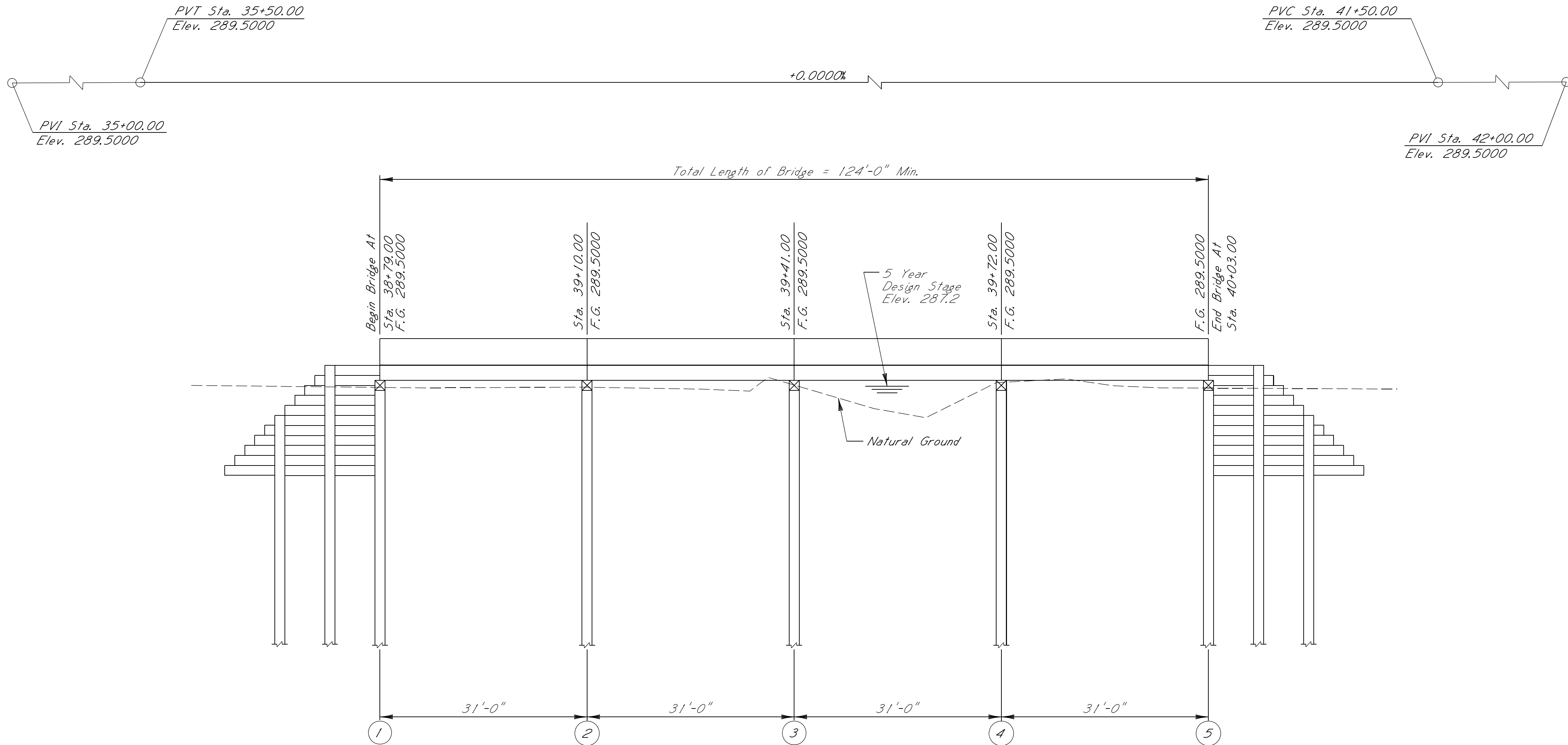
Payment for the detour bridge will be made under the pay items in Special Provision 907-618.

Work for which no pay item is provided in the proposal will not be paid for directly and compensation therefor will be included in the prices and payments for bid items.

				MRA	BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION DETOUR BRIDGE AT STA. 103+83.00					
				MODIFIED GENERAL NOTES	REVISIONS	OVER LONG CREEK TRIB. I					
						PROJECT 103325/301000 BR-0018-02(052)					
						ATTALA COUNTY					
						WORKING NUMBER DBA1 of 3					
						DESIGNED MRA DETAILED MRA TRACED HEW					
						CHECKED A.J.K. ISSUED DATE					
						SHEET NUMBER 8069					

ADDENDUM

STATE	PROJECT NO.
MISS.	BR-0018-02(052)



NOTE TO CONTRACTOR:

The Contractor shall employ the service of a registered Professional Engineer who is knowledgeable and proficient in the field of bridge design.

The Contractor's Design Engineer shall determine the required ultimate pile bearing capacities based on the use of Pile Dynamic Analysis (PDA) for the condition/bearing resistance determination method per the AASHTO LRFD Bridge Design Specifications.

The Contractor's Design Engineer will be responsible for providing the Pile Dynamic Analysis (PDA) and for establishing the production pile driving criteria.

The Contractor's Design Engineer shall determine the lengths of all test piles and production piles.

The following exceptions to the AASHTO LRFD Bridge Design Specifications will be allowed for the design of Detour Bridges:

- (1) The design of the substructure of the Detour Bridge shall be made to satisfy the requirements of the following Limit States: Strength I, Strength III, Strength V, and Service I.
- (2) With PDA pile tests for the Detour Bridge Piling being performed and analyzed by the Contractor's Design Engineer, a value of 0.85 for the condition/resistance Factor for Driven Piles may be used to set final Detour Bridge pile lengths.
- (3) The Design Vehicular Loading (Truck + Lane) used may be 75% of the HL-93 Live Loading.

A complete set of bridge detail drawings, bearing the official seal of the Contractor's Design Engineer, along with design calculations, shall be submitted to the Project Engineer and the Director of Structures, State Bridge Engineer for review. The submittal shall specify the bridge span arrangement, configuration, location, minimum geometric and loading requirements, verification of ground line elevations and effective area of openings. The submittal shall also specify the LRFD factored pile loading (Strength II) the required ultimate pile bearing capacities based on the condition/resistance determination method used, type and estimated length of test and production piling, the stationing and finish grade at each bent and total length of the detour bridge.

The Contractor's erosion control plan shall address the construction, maintenance, and removal of the detour bridge. The detour bridge shall be long enough such that spill-through slopes of abutments do not spill over into the channel.

Prior to opening the detour bridge to traffic, the Contractor shall submit test pile data and pile records to the Engineer for review and shall provide MDOT written certification from the Contractor's Design Engineer that construction of the bridge was in full accordance with the design plans.

Any deviations in construction of the detour bridge from the detour bridge design plans shall require the Contractor's Design Engineer to provide corrected calculations and corresponding revisions made to the detour bridge plans which shall be stamped by the Contractor's Design Engineer.

DETOUR BRIDGE OVER LONG CREEK TRIB. 2

Scale: 1" = 10'-0"

DESIGN DATA

Specifications.....	A.A.S.H.T.O. L.R.F.D. 2012 And Current Interims
Loading.....	HL-93
Roadway Width.....	24'-0" (Gutter To Gutter)
Seismic Performance Zone.....	1
Seismic Soil Site Class.....	C
Seismic Operational Class.....	Other Bridges

DRAINAGE DATA

Drainage Area.....6.0 sq. mi.
 Q5.....1470 cu. ft./s
 Min. Effective Area Required.....274 sq. ft.
 Min. Low Chord Elevation.....6" Above Q5 Design Stage Elev.
 Min. Effective Area Provided.....274 sq. ft.
 Skew Angle.....0 Degrees



DATE: 3-3-14

GENERAL NOTES:

Specifications: MISSISSIPPI Standard Specifications for Road and Bridge Construction, 2004.

The detour bridge shall be designed and furnished by the Contractor (see NOTE TO CONTRACTOR).

The detour bridge deck surface shall be of concrete, asphalt, or other skid resistant material subject to approval by MDOT.

The detour bridge superstructure shall be constructed of new or used precast concrete units, steel beams, steel framing or prestressed concrete units. Used units or components shall be in good, sound condition having no visible defects. All elements shall be compatible.

Use of open grid bridge decking will not be permitted.

The bridge railing shall have a minimum LRFD rating of test level two (TL-2).

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 meet pile bearing requirements and ensure stability of the substructure.

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 with the detour bridge shall remain the property of the Contractor and shall be removed from the site.

Test piles shall be driven to the position and shall be removed to a minimum of one foot (1.00) below the ground line upon acceptance by the Project Engineer.

Minimum requirements for location and number of test piles are as follows:

- (1) The number of intermediate bent test piles shall be calculated by dividing the total detour bridge length by 120 ft, rounded to the nearest whole number and shall be a minimum of one test pile.
- (2) One abutment test pile is required for bridge lengths less than 400 ft.
- (3) One abutment test pile at each abutment is required for bridge lengths greater than or equal to 400 ft.

Detour bridge piles shall be pulled or cut off a minimum of one foot (1.00) below the ground line.

The skew angle shown on this sheet is based upon the utilization of the span lengths shown herein. The Contractor's Design Engineer may adjust the skew angle of the detour bridge a maximum of plus or minus 15 degrees from that shown on the detour bridge sheet. In this event, additional bridge length will be required to offset flow restrictions and reductions to the effective bridge opening. The Contractor should be aware that using a skew angle that does not match the direction of stream flow will be more likely to cause adverse substructure scour and drift collection. In such cases, the Contractor's detour bridge submittal shall include a plan to address potential scour and drift effects by utilizing methodologies such as substructure bracing/strengthening, rip rap protection, brush deflectors, deeper pile penetration, stronger/more durable pile types and bridge inspection with drift removal during storm events.

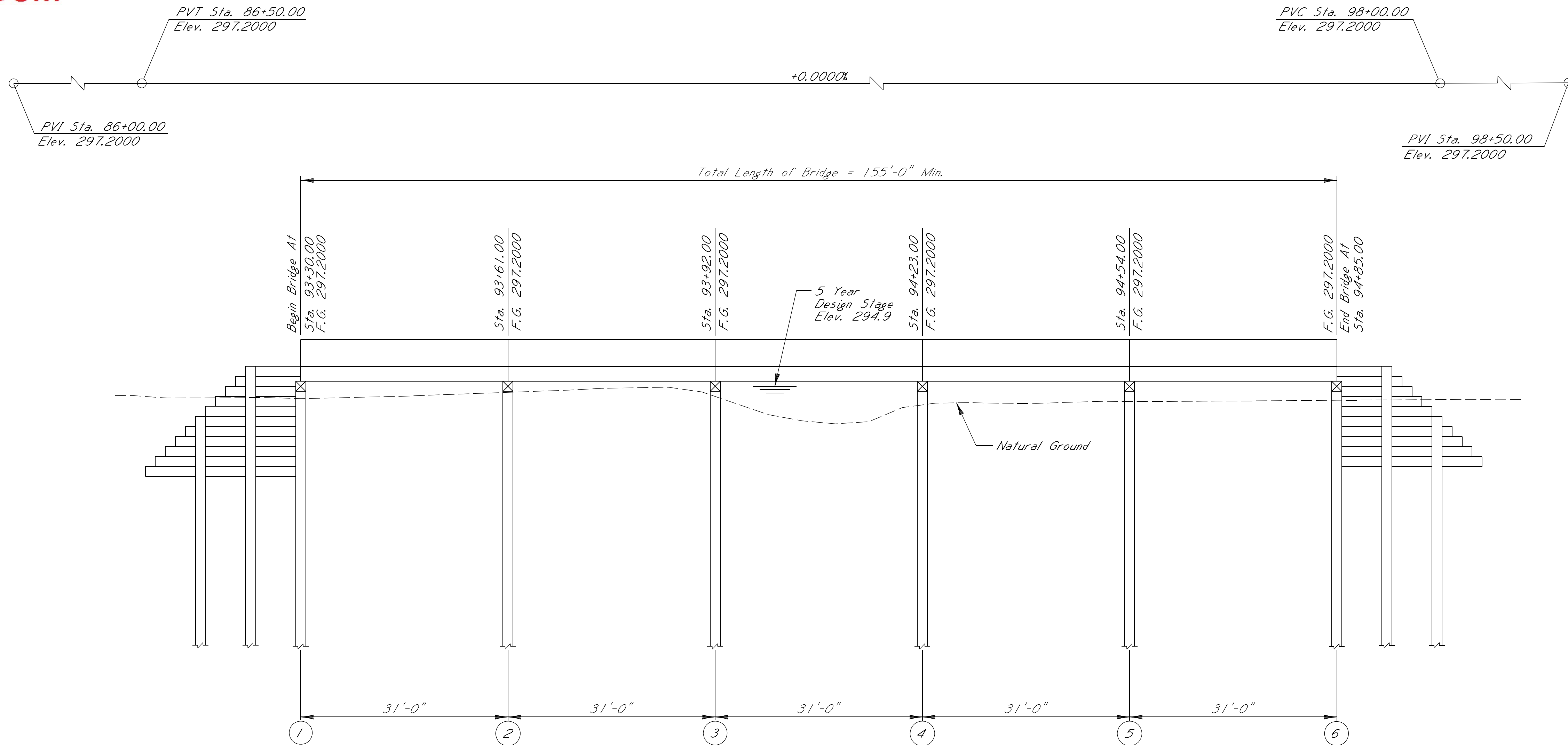
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Payment for the detour bridge will be made under the pay items in Special Provision 907-618.

Work for which no pay item is provided in the proposal will not be paid for directly and compensation therefor will be included in the prices and payments for bid items.

			MRA	BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION DETOUR BRIDGE AT STA. 38+79.00					
			MODIFIED GENERAL NOTES	REVISIONS	OVER LONG CREEK TRIB. 2					
					PROJECT 103325/301000 BR-0018-02(052)					
					ATTALA COUNTY					
					WORKING NUMBER DBB2 of 3					
		3 / 3 / 14	DATE		DESIGNED MRA DETAILED MRA TRACED HEW					
					CHECKED A JK ISSUED DATE					
					SHEET NUMBER 8070					

ADDENDUM



NOTE TO CONTRACTOR:

The Contractor shall employ the service of a registered Professional Engineer who is knowledgeable and proficient in the field of bridge design.

The Contractor's Design Engineer shall determine the required ultimate pile bearing capacities based on the use of Pile Dynamic Analysis (PDA) for the condition/bearing resistance determination method per the AASHTO LRFD Bridge Design Specifications.

The Contractor's Design Engineer will be responsible for providing the Pile Dynamic Analysis (PDA) and for establishing the production pile driving criteria.

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- (2) With PDA pile tests for the Detour Bridge Piling being performed and analyzed by the Contractor's Design Engineer, a value of 0.85 for the condition/resistance Factor for Driven Piles may be used to set final Detour Bridge pile lengths.
- (3) The Design Vehicular Loading (Truck + Lane) used may be 75% of the HL-93 Live Loading.

A complete set of bridge detail drawings, bearing the official seal of the Contractor's Design Engineer, along with design calculations, shall be submitted to the Project Engineer and the Director of Structures, State Bridge Engineer for review. The submittal shall specify the bridge span arrangement, configuration, location, minimum geometric and loading requirements, verification of ground line elevations and effective area of opening. The submittal shall also specify the LRFD factored pile loading (Strength II), the required ultimate pile bearing capacities based on the condition/bearing resistance determination method, use, type and estimated length of test and production piling, the stationing and finish grade at each bent and total length of the detour bridge.

The Contractor's erosion control plan shall address the construction, maintenance, and removal of the detour bridge. The detour bridge shall be long enough such that spill-through slopes of abutments do not spill over into the channel.

Prior to opening the detour bridge to traffic, the Contractor shall submit test pile data and pile records to the Engineer for review and shall provide MDOT written certification from the Contractor's Design Engineer that construction of the bridge was in full accordance with the design plans.

Any deviations in construction of the detour bridge from the detour bridge design plans shall require the Contractor's Design Engineer to provide corrected calculations and corresponding revisions made to the detour bridge plans which shall be stamped by the Contractor's Design Engineer.

DETOUR BRIDGE OVER WARD BRANCH

Scale: 1" = 10'-0"

DESIGN DATA

Specifications.....	A.A.S.H.T.O. L.R.F.D. 2012 And Current Interims
Loading.....	HL-93
Roadway Width.....	24'-0" (Gutter to Gutter)
Seismic Performance Zone.....	I
Seismic Soil Site Class.....	C
Seismic Operational Class.....	Other Bridges

DRAINAGE DATA

Drainage Area.....	6.0 sq. mi.
Q5.....	1270 cu. ft./s
Min. Effective Area Required.....	314 sq. ft.
Min. Low Chord Elevation.....	6" Above Q5 Design Stage Elev.
Min. Effective Area Provided.....	314 sq. ft.
Skew Angle.....	40 Degrees Left Forward



DATE: 3-3-14

STATE	PROJECT NO.
MISS.	BR-0018-02(052)

GENERAL NOTES:

Specifications: MISSISSIPPI Standard Specifications for Road and Bridge Construction, 2004.

The detour bridge shall be designed and furnished by the Contractor (see NOTE TO CONTRACTOR).

The detour bridge deck surface shall be of concrete, asphalt, or other rigid resistant material subject to approval by MDOT.

The detour bridge superstructure shall be constructed of new or used precast concrete units, steel beams, steel framing or prestressed concrete units. Used units or components shall be in good, sound condition having no visible defects. All elements shall be compatible.

Use of open grid bridge decking will not be permitted.

The bridge railing shall have a minimum LRFD rating of test level two (TL-2).

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 meet pile bearing requirements and ensure stability of the substructure.

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 with the detour bridge shall remain the property of the Contractor and shall be removed from the site.

Test piles shall be driven out of position and shall be removed to a minimum of one foot (1.00) below the ground line upon acceptance by the Project Engineer.

Minimum requirements for location and number of test piles are as follows:

- (1) The number of intermediate bent test piles shall be calculated by dividing the total detour bridge length by 120 ft, rounded to the nearest whole number and shall be a minimum of one test pile.
- (2) One abutment test pile is required for bridge lengths less than 400 ft.
- (3) One abutment test pile at each abutment is required for bridge lengths greater than or equal to 400 ft.

Detour bridge piles shall be pulled or cut off a minimum of one foot (1.00) below the ground line.

The skew angle shown on this sheet is based upon the utilization of the span lengths shown hereon. The Contractor's Design Engineer may adjust the skew angle of the detour bridge a maximum of plus or minus 15 degrees from that shown on the detour bridge sheet. In this event, additional bridge length will be required to offset flow restrictions and reductions to the effective bridge opening. The Contractor should be aware that using a skew angle that does not match the direction of stream flow will be more likely to cause adverse substructure scour and drift collection. In such cases, the Contractor's detour bridge submittal shall include a plan to address potential scour and drift effects by utilizing methodologies such as substructure bracing/strengthening, rip rap protection, brush deflectors, deeper pile penetration, stronger/more durable pile types and bridge inspection with drift removal during storm events.

The detour bridge length and span arrangement shown hereon utilizes a bulkhead abutment configuration and is intended to meet the minimum effective opening requirements shown in the drainage data on this sheet. Use of bridge configurations that incorporate spill-through slopes may require additional bridge length to meet the minimum effective opening requirements. Additional bridge length, span length and/or other bridge adjustments required to address minimum effective opening requirements, site conditions and/or erosion control requirements will not be cause for additional compensation.

Payment for the detour bridge will be made under the pay items in Special Provision 907-618.

Work for which no pay item is provided in the proposal will not be paid for directly and compensation therefor will be included in the prices and payments for bid items.

			MRA	BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION DETOUR BRIDGE AT STA. 93+30.00					
			MODIFIED GENERAL NOTES	REVISIONS	OVER WARD BRANCH					
					PROJECT 103325/301000 BR-0018-02(052)					
					ATTALA COUNTY					
					WORKING NUMBER DBC3 of 3					
		3 / 3 / 14	DATE		DESIGNED MRA DETAILED MRA TRACED HEW CHECKED AJK ISSUED DATE					
					SHEET NUMBER 8071					