SECTION 905 -- PROPOSAL (CONTINUED)

I (We) hereby certify by digital signature and electronic submission via Bid Express of the Section 905 proposal below, that all certifications, disclosures and affidavits incorporated herein are deemed to be duly executed in the aggregate, fully enforceable and binding upon delivery of the bid proposal. I (We) further acknowledge that this certification shall not extend to the bid bond or alternate security which must be separately executed for the benefit of the Commission. This signature does not cure deficiencies in any required certifications, disclosures and/or affidavits. I (We) also acknowledge the right of the Commission to require full and final execution on any certification, disclosure or affidavit contained in the proposal at the Commission's election upon award. Failure to so execute at the Commission's request within the time allowed in the Standard Specifications for execution of all contract documents will result in forfeiture of the bid bond or alternate security.

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

ADDENDUM NO.	1	DATED	5/3/2017	ADDENDUM NO.		DATED	
ADDENDUM NO		DATED		ADDENDUM NO.		DATED	

Number	Description
1	Revised NTB 6391, 6392, 6393, & 6394; 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.

STP-0020-01(222) / 107138307000 & BR-0055-02(247)/ 107402301000

Rankin & Hinds County(ies)

Revised 01/26/2016

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6391 **CODE: (SP)**

DATE: **05/02/2017**

SUBJECT: **Contract Time**

PROJECT: **STP-0020-01(222) / 107138307 & BR-0055-02(247) / 107402/301 - Hinds and Rankin Counties**

The calendar date for completion of work to be performed by the Contractor for this project shall be **June 20, 2018** which date or extended date as provided in Subsection 907-108.06 shall be the end of contract time. It is anticipated that the Notice of Award will be issued no later than **June 13, 2017** and the effective date of the Notice to Proceed / Beginning of Contract Time will be **July 13, 2017**.

Should the Contractor request a Notice to Proceed earlier than **July 13, 2017** and it is agreeable with the Department for an early Notice to Proceed, the requested date will become the new Notice to Proceed date.

The Contractor will be allowed to work 7 days a week.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 -NOTICE TO BIDDERS NO. 6392 **CODE: (SP)**

DATE: **03/03/2016**

SUBJECT: **Scope of Work**

PROJECT: **STP-0020-01(222) / 107138307 & BR-0055-02(247) / 107402/301 - Hinds and Rankin Counties**

The contract documents do not include an official set of construction plans but may, by reference, include some Standard Drawings when so specified in a Notice to Bidders entitled, "Standard Drawings". All other references to plans in the contract documents and Standard Specifications for Road and Bridge Construction are to be disregarded.

Minor changes in detail of design or construction procedure may be authorized by the Director of Structures, State Bridge Engineer provided such changes will not be cause for contract price adjustment. Work for which no pay item is provided will not be paid for directly and shall therefore be considered an absorbed item of work.

It shall be the responsibility of the Contractor to protect existing structures from damage which might occur during construction. The Contractor shall replace or repair, as directed by the Engineer, any structures damaged during the life of the contract. No payment will be made for replacement or repair of damaged items.

All details are based on the dimensions shown on the original plans for the existing structure. The Contractor shall be responsible for adjusting the elements of the new construction to ensure a proper fit with the existing structure. The Contractor shall verify all dimensions of the existing structure prior to beginning work.

During construction, care shall be exercised to ensure that no debris falls into the hydraulic crossing below the structure. All debris, including any material that has accumulated on the bridge caps, shall become the property of the Contractor and shall be removed from the construction site.

Work on the project shall consist of the following:

STP-0020-01(222) / 107138307

Bridge Painting:

This work shall consist of removing all of the existing paint, cleaning the exposed structural steel, and painting all of the existing structural steel on the following bridges:

Interstate 20 westbound over the Pearl River at the Hinds/Rankin county line

Bridge# 46.4A
Bridge ID # 11385
Approximate Area- 44,000 square feet

Interstate 20 eastbound over the Pearl River at the Hinds/Rankin county line

Bridge# 46.4B
Bridge ID # 11386
Approximate Area- 64,900 square feet

Note: All of the structural steel girders and bridge components on this bridge shall be abrasive blasted, as referenced in 907-845.03.7.6, and repainted.

The above square footage is for information purposes only and is approximate and will not be measured for payment. Actual square footage may be more or less than given above but shall not be a basis for additional compensation. Payment shall be made by lump sum regardless of over-run or under-run of the above approximate square footage under Pay Item No. 907-845-A, Coating Existing Structural Steel.

A containment system shall be required for this project. The Contractor shall design, install and maintain a containment system in accordance with Special Provision 907-845 to assure that the traveling public, including waterway traffic, will not be exposed to construction debris and materials during the cleaning and painting process. The Contractor will be required to properly dispose of all debris at an approved landfill.

Incidental work such as project clean up, debris disposal, and other incidental work necessary to complete the project will not be measured for separate payment and will be considered absorbed items.

General Epoxy Repair & Drop Slab Repair:

Repair concrete spalled areas on the bridge as directed by the Project Engineer using epoxy mortar. **Repair areas shall include, but are not limited to, the concrete drop slabs on the underside of the bridge deck.** Spalled areas where pack rust has developed around or on reinforcement shall be removed by small hand tools or pressure washing using 3500 psi pressure. All areas of the bridge repaired with epoxy mortar shall be restored to the original dimensions and details on the information plans.

1. Epoxy Resin: Resin shall be selected from the MDOT Approved Products List.
2. Silica Sand: The materials shall be bagged general purpose cleaning sand.
3. Epoxy Mortar Mix: The epoxy mortar mix shall consist of part liquid epoxy and part clean dry sand mixed in the ratio recommended by the manufacturer.
4. General:

a. A Representative of the epoxy manufacturer must be present for sufficient time to ensure that the Contractor is properly schooled in the use of the epoxy material.
b. Prior to placement of the mortar mix, the prepared surface shall be lightly primed with neat epoxy.
c. Acetone alcohol may be used to clean and lubricate trowels.
d. Curing time shall be in accordance with the manufacturer's recommendations.

5. All items of work related to epoxy repair shall be paid for under pay item 907-824-PP: Bridge Repair, Epoxy Repair.

Joint Repair & Sealing:

The joint repair shall include removal of all existing joint material, joint preparation, saw cutting, installation of the preformed joint seal and other necessary work per the included standard drawings or as directed by the Engineer. Removal of all material associated with armor, sliding plate, or neoprene expansion joints shall be paid under Pay Item No. 202-B, Removal of Existing Joint Material. Removal of material from all other joint types will not be paid directly and shall be considered an absorbed item of work.

After the existing joint material has been removed, the joints shall then be saw cut as per the Joint Repair Standard Drawings. Saw cuts will be paid for under either Pay Item Nos. 907-823-B, Saw Cut, Type 1 or 907-823-B, Saw Cut Type II. No saw cuts are to be made to any joints that are currently 2½" wide or greater. The joints are then to be repaired, if necessary, with epoxy mortar or an approved equivalent. This work will be paid for under Pay Item No. 808-A, Joint Preparation.

The joint shall then be sealed by one of the three approved manufacturers listed in Special Provision 907-823 and installed according to the manufacturer's specifications.

Cap Cleaning:

The surface of all caps shall be cleaned to the satisfaction of the Engineer and paid for under Pay Item No. 907-824-PP Bridge Repair, Pressure Wash and Clean Bent.

Replace Bearing Plates:

All base plates and existing anchor bolts at Intermediate Bents No. 20L & 21L of Bridge 46.4A and Intermediate Bents No. 20R & 21R of Bridge 46.4B shall be removed and replaced. Proposed base plates shall be fabricated as shown below in the Proposed Base Plate Details. Existing anchor bolts shall be ground to 1/4" below the concrete surface and grouted with epoxy mortar. Payment for this work shall be made under Pay Item No. 907-824-PP Bridge Repair, Base Plate Replacement.

The Contractor shall verify all dimensions of the existing structure prior to beginning work. The Contractor shall be responsible for adjusting the elements of the new construction to ensure a proper fit with the existing structure.

All structural steel shall conform to ASTM A709 grade 50. Swedged anchor bolts shall meet or exceed designation ASTM A325. All steel shall be new. Nuts and washers shall conform to ASTM A563, Grade DH and ASTM F436, galvanized. Nuts shall be tapped oversize the minimum amount required for proper assembly. Nuts shall be heavy hex and tapped for a ¼" set screw or jam nut can be installed. All swedged anchor bolts shall be galvanized in accordance with ASTM A153.

Swedge bolt anchoring system shall be one of the following products:

A. "HIT RE 500-SD Epoxy Adhesive Anchor" shall be as manufactured by Hilti, Inc., 10660 E. 31st Street, Tulsa, OK 74121, telephone no. (800) 879-8000.
B. "Ultabond 1300" shall be as manufactured by Adhesive Technology Corp., 450 East Copans Road, Pompano Beach, FL 33064, telephone no. (800) 892-1880.
C. "EPCON C6+" shall be as manufactured by ITW Ramset/Red head, 700 High Grove Blvd. Glendale Heights, IL 60139, telephone no. (630) 825-7900.

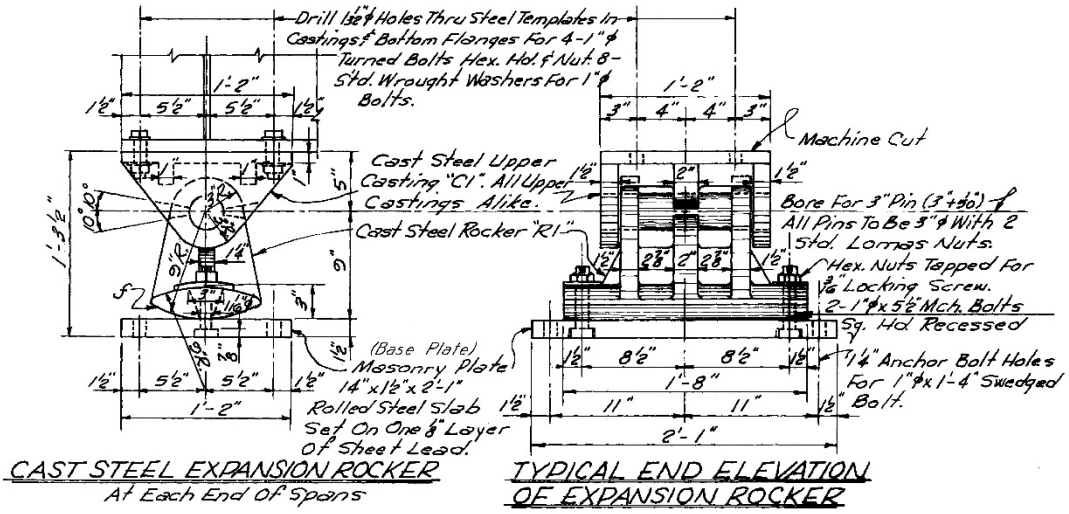
Installation of the anchoring system shall be performed in strict accordance with the manufacture's recommendations. A representative of the manufacturer shall be present for sufficient time to assure that the Contractor is properly schooled in the installation of anchoring system.

The Contractor shall provide adequate bracing and jacking arrangements as required to replace the existing base plates and anchor bolts at Intermediate Bents No. 20L & 21L of Bridge 46.4A and Intermediate Bents No. 20R & 21R of Bridge 46.4B. The beam end shall only be raised to ¼" from its original position. Traffic shall be maintained on the bridge during the duration of the repair.

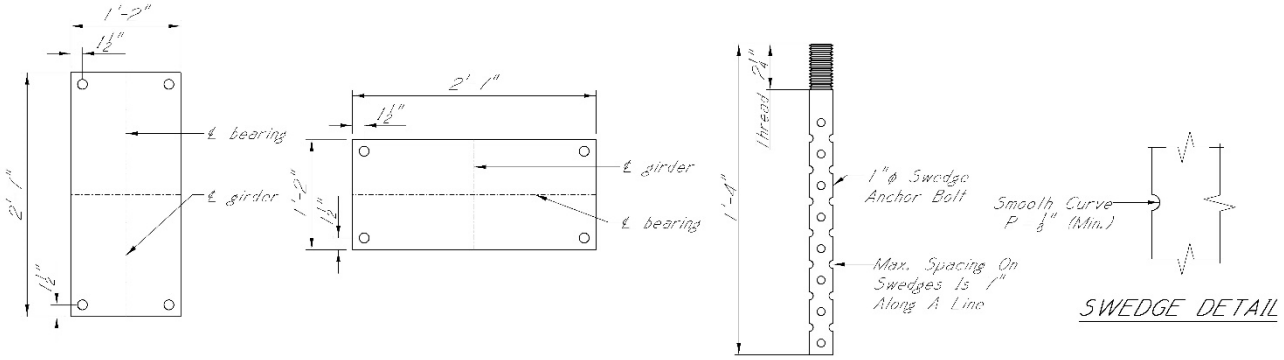
The Contractor shall employ the service of a Mississippi Registered Professional Engineer who is knowledgeable in the field of Bridge Design. A complete set of bracing and jacking arrangement plans along with design calculations shall be submitted to the Director of Structures, State Bridge Engineer through the Project Engineer for review prior to construction and shall bear the Design Engineer's seal.

Jacks shall be coupled to a common manifold. Jacking point shall be under the bottom flange of the steel beam at the bent and no jacking points will be allowed under any diaphragm or bay. After the beam is raised into position, temporary blocking shall be provided to secure the beam in this position while work is being performed. Temporary blocking points shall be under the bottom flange of the steel beam at the bent and no temporary blocking will be allowed under any diaphragm or bay.

Any damage to the bridge resulting from uneven or improper jacking shall be repaired by the Contractor at no additional cost to the State.



EXISTING BEARING DETAILS



PROPOSED BASE PLATE DETAILS
1'-2"x2'-7"x1⅛" Bearing Plate

SWEDGE ANCHOR BOLT DETAIL

Traffic Control Plan

The Contractor shall erect and maintain construction signing and provide all signs and traffic handling devices necessary to safely maintain traffic around or through the work areas in accordance with the Traffic Control Plan. Payment shall be included in the price bid for Pay Item No. 907-618-A, Maintenance of Traffic. Special signing is required for the waterway and is addressed in the Notice to Bidders entitled "Special Sign Requirement".

BR-0055-02(247) / 107402/301000

Joint Repair & Sealing:

All open joints in bridge shall be resealed. The joint repair shall include removal of all existing joint material, joint preparation, saw cutting, installation of the preformed joint seal and other necessary work per the included standard drawings or as directed by the Engineer. All concrete

approach slab joints shall be sealed. If the bridge has an asphalt approach, the joint between the asphalt and concrete shall not be disturbed. Removal of material from joints will not be paid directly and shall be considered an absorbed item of work.

After the existing joint material has been removed, the joints shall then be saw cut as per the Joint Repair Standard Drawings. Saw cuts will be paid for under Pay Item No. 907-823-B, Saw Cut, Type 1. The joints are then to be repaired, if necessary, with epoxy mortar or an approved equivalent. This work will be paid for under Pay Item No. 808-A, Joint Preparation.

Joints shall then be sealed by one of the three approved Manufacturers listed in Special Provision 907-823 and installed according to the manufacturer's specifications.

For joint No. 7, 8, 9, and 11 the existing epoxy grout, installed in previous repair project, shall be removed. The Contractor shall submit a demolition plan for this item of work to the Director of Structures, State Bridge Engineer through the Project Engineer to be approved prior to construction. After the existing joint material has been removed, a portion of the bridge deck shall then be removed. This work will be paid for under Pay Item No. 202-B, Removal of Bridge Deck. Refer to the Joint Detail sheet included for further details. The concrete to be put back shall be High Early Strength concrete and will be paid for under Pay Item 907-804-A, Bridge Concrete, Class AA. For additional details on Joint repair for joint No. 7, 8, 9, and 11 see the Joint Repair Drawings included. After deck slab has been poured back to correct dimension, saw cuts shall be made for joint material seats. Saw cuts will be paid for under Pay Item No. 907-823-B, Saw Cut, Type I. The joints shall then be sealed by one of the three approved manufacturers listed in Special Provision 907-823 and installed according to the Manufacturer's specifications.

Epoxy Repair:

Repair concrete spalled or unsound areas on the bridge as directed by the Project Engineer using epoxy mortar. Repair areas shall include, but are not limited to, the concrete drop slabs on the underside of the bridge deck. Spalled areas where pack rust has developed around or on reinforcement shall be removed by small hand tools or pressure washing using 3500 psi pressure. All areas of the bridge repaired with epoxy mortar shall be restored to the original dimensions and details on the information plans.

1. Epoxy Resin: Resin shall be selected from the MDOT Approved Products List.
2. Silica Sand: The materials shall be bagged general purpose cleaning sand.
3. Epoxy Mortar Mix: The epoxy mortar mix shall consist of part liquid epoxy and part clean dry sand mixed in the ratio recommended by the manufacturer.
4. General:
   a. A Representative of the epoxy manufacturer must be present for sufficient time to ensure that the Contractor is properly schooled in the use of the epoxy material.
   b. Prior to placement of the mortar mix, the prepared surface shall be lightly primed with neat epoxy.
   c. Acetone alcohol may be used to clean and lubricate trowels.
   d. Curing time shall be in accordance with the manufacturer's recommendations.
5. All items of work related to epoxy repair shall be paid for under pay item 907-824-PP:

Bridge Repair, Epoxy Repair.

Repair the damaged bearing areas of the box girders at the end bents with epoxy mortar subsequent to the removal of the existing neoprene bearings. The Contractor shall repair box girder ends to the original bridge plan dimensions. Repair spalls in box girders and bent caps with epoxy mortar or equivalent as directed by the Project Engineer. Repair bridge railing end at Bent No. 18 with epoxy mortar or an equivalent product. Repair headwall at Bent No. 18 using epoxy mortar or equivalent product. This item of work will be paid for under Pay Item No. 907-824-PP, Bridge Repair, Epoxy Repair.

Cap Cleaning:

Cleaning the two end bent caps shall be performed by removing all large debris by hand. All other debris (dirt & rust) shall be removed by pressure washing the bent caps to the satisfaction of the Project Engineer.

The pressure washer shall be able to maintain 3,500 psi of pressure. The surface of all caps shall be cleaned to the satisfaction of the Engineer and paid for under Pay Item No. 907-824-PP: Bridge Repair, Pressure Wash and Clean Bent.

Bearing Replacements:

Bearings at the end bents should be removed and replaced according to Neoprene Pad Bearing Details. Existing anchor bolts shall be ground to ¼" below the concrete surface and grouted with epoxy mortar. All debris removed from the existing structure shall become property of the Contractor and shall be disposed of properly.

The Contractor shall verify all dimensions of the existing structure prior to beginning work. The Contractor shall be responsible for adjusting the elements of the new construction to ensure a proper fit with the existing structure.

The Contractor shall provide adequate bracing and jacking arrangements as required to replace the existing bearings. The box girder shall only be raised to ¼" from its original position. Traffic shall be maintained on the bridge during the duration of the repair.

The Contractor shall employ the service of a Mississippi Registered Professional Engineer who is knowledgeable in the field of Bridge Design. A complete set of bracing and jacking arrangement plans along with design calculations shall be submitted to the Director of Structures, State Bridge Engineer through the Project Engineer for review prior to construction and shall bear the design engineer's seal.

Jacks shall be coupled to a common manifold and the box girder shall be raised uniformly. Jacking points shall be under the web of the box girder span at each bent and no jacking points will be allowed under any diaphragm or bay. After the box girder span is raised into position, temporary blocking shall be provided to secure the box girder span in this position while the neoprene pads are being installed. Temporary blocking points shall be under the webs of the box

girder span at each bent and no temporary blocking will be allowed under any diaphragm or the bays.

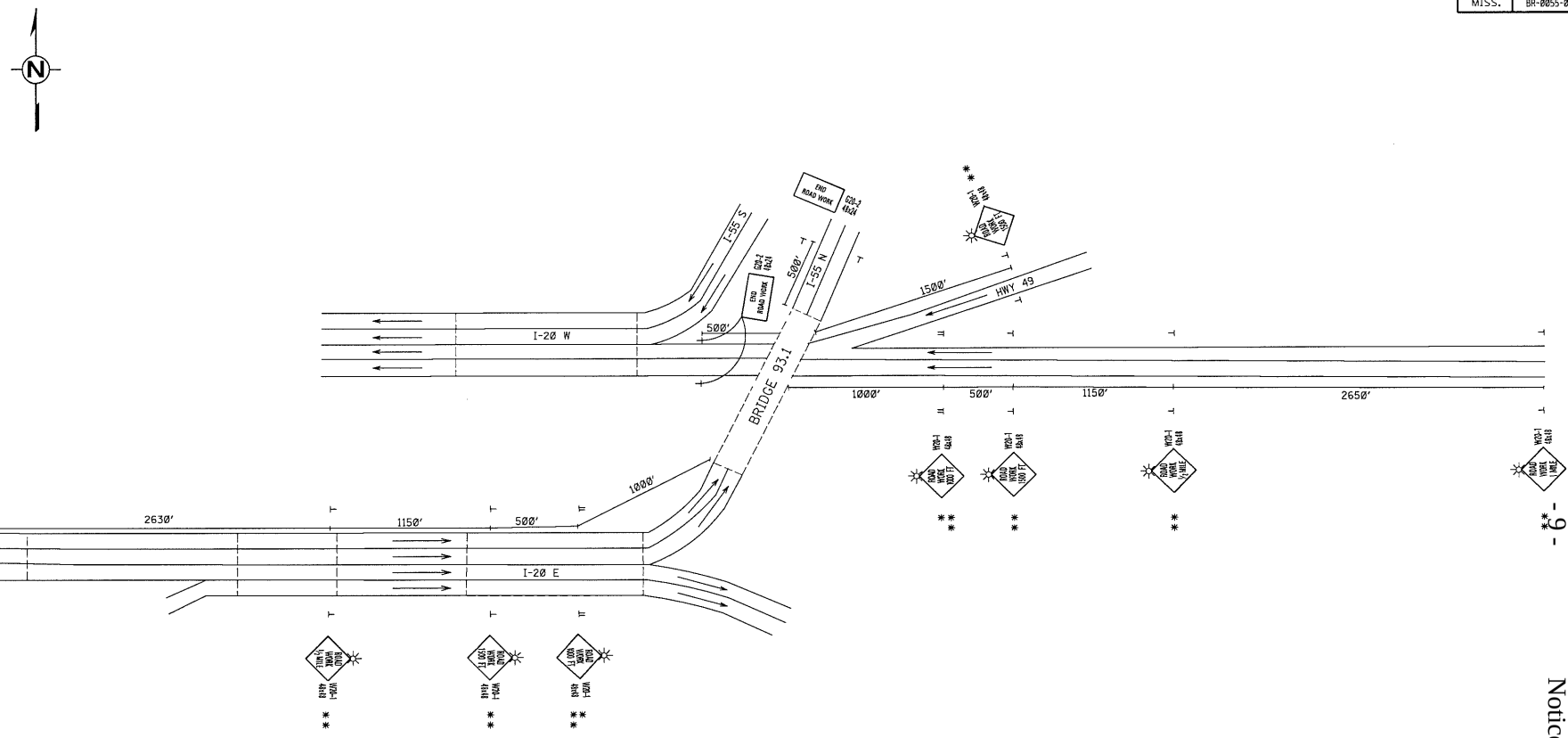
Any damage to the bridge resulting from uneven or improper jacking shall be repaired by the Contractor at no additional cost to the State.

Payment for this work shall be made under Pay Item No. 907-824-PP: Bridge Repair, Bearing Replacement.

Traffic Control Plan

The Contractor shall erect and maintain construction signing and provide all signs and traffic handling devices necessary to safely maintain traffic around or through the work areas in accordance with the Traffic Control Plan. Payment shall be included in the price bid for Pay Item No.907-618-A001, Maintenance of Traffic.

STATE	PROJECT NO.
MISS.	BR-0055-02(247)



* MOUNTED ON TYPE III BARRICADE (6' WIDE) (SINGLE FACED)

**TYPE B WARNING LIGHT

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

CONSTRUCTION SIGNING

BRIDGE 93.1

COUNTY: RANKIN

PROJ. NO.: BR-0055-02(247)

FILENAME: DCS.DGN

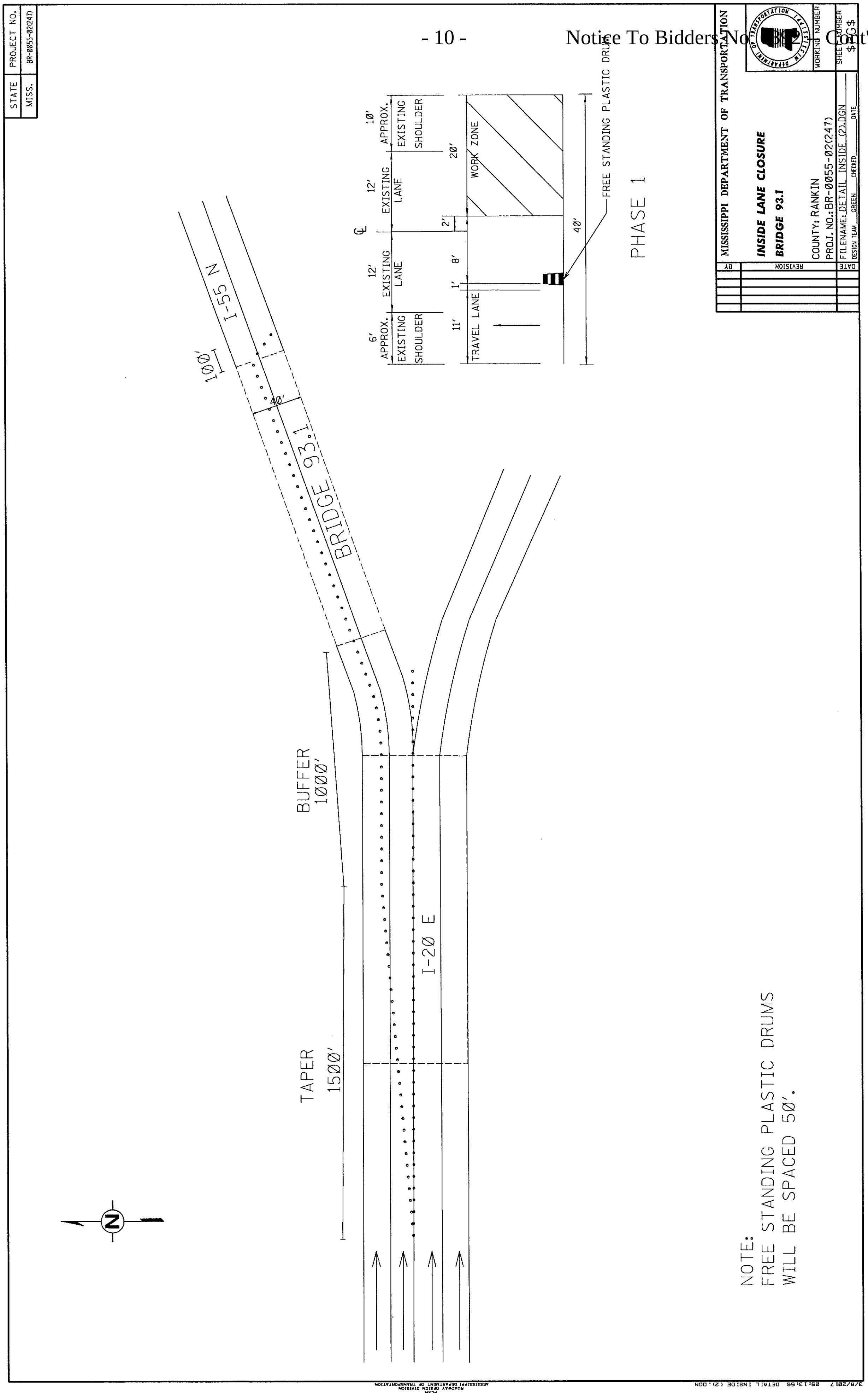
DESIGN TEAM GREEN CHECKED DATE

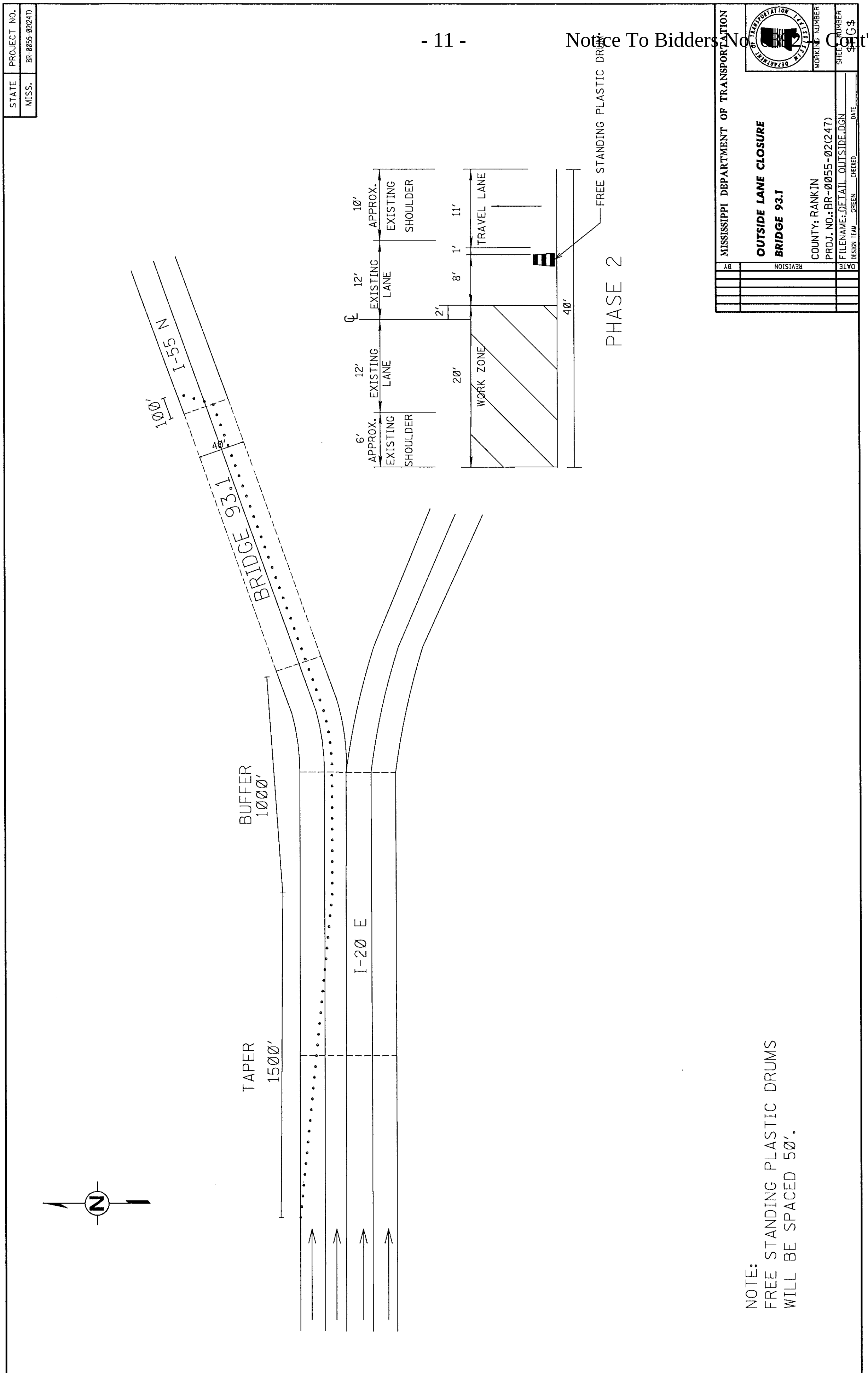
WORKING NUMBER

SHEET NUMBER

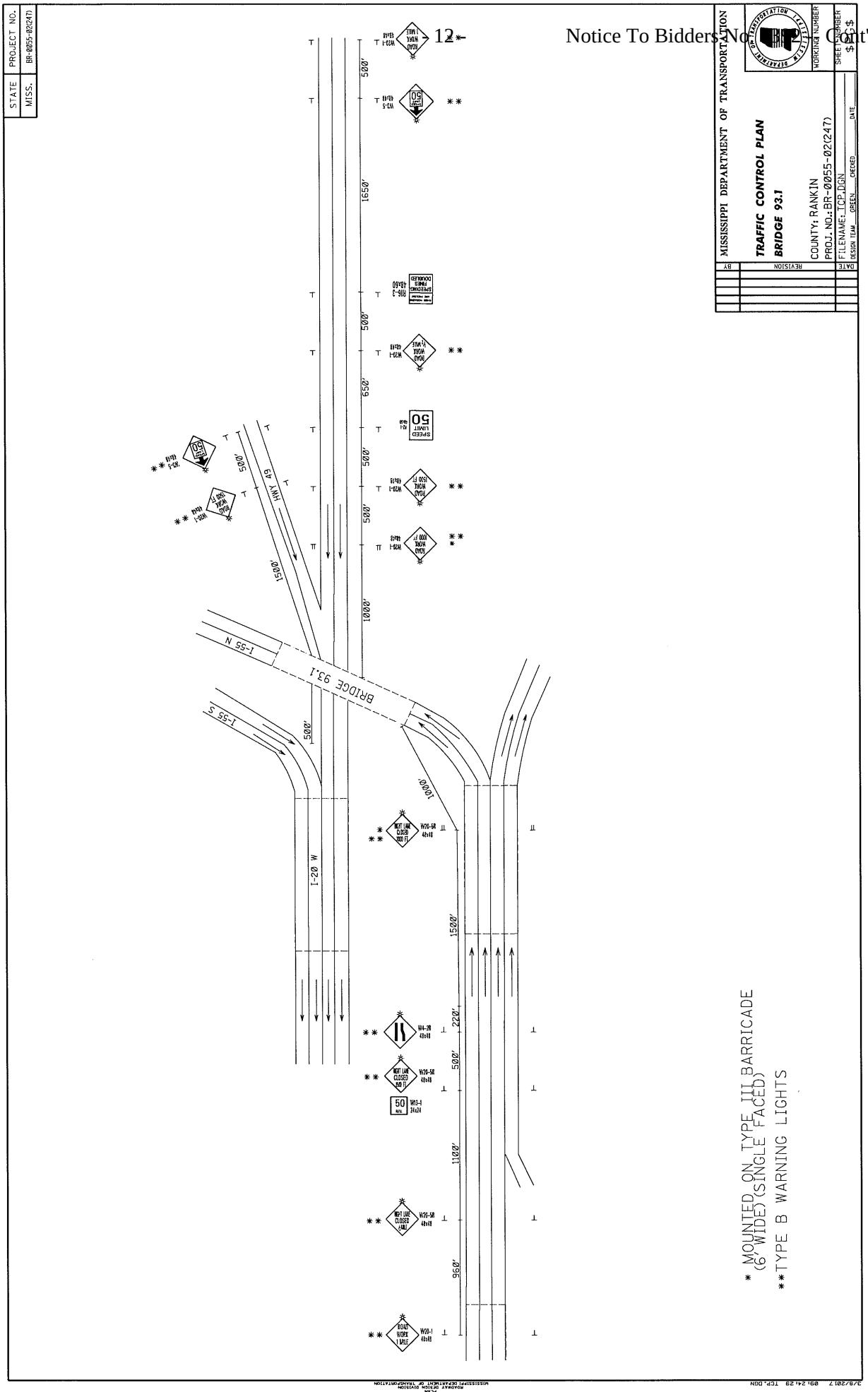
$, G$

Notice To Bidders Cont'd.

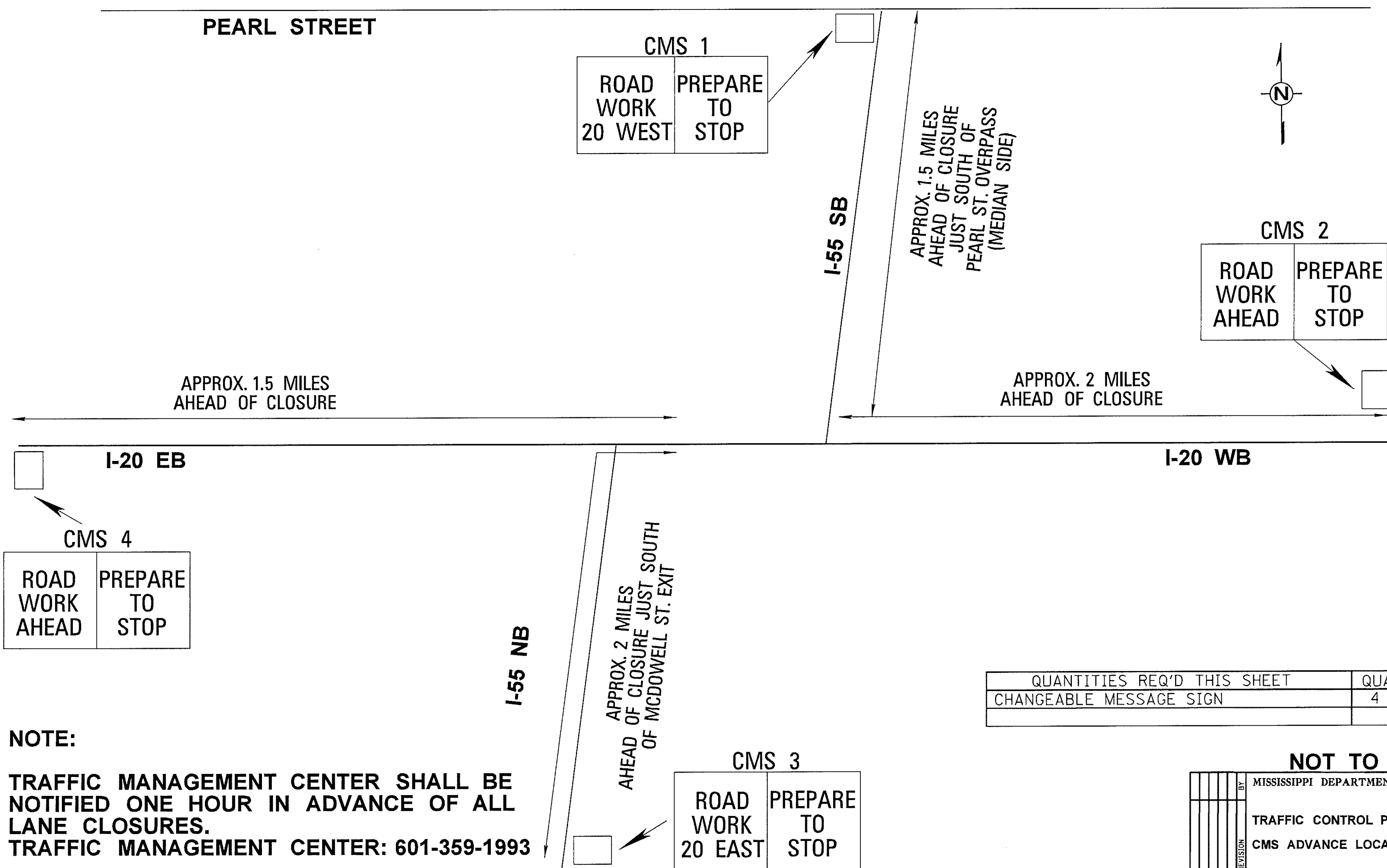

STATE MISS.
PROJECT NO. BR-0055-02(247)
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
INSIDE LANE CLOSURE
BRIDGE 93.1
COUNTY: RANKIN
PROJ. NO.: BR-0055-02(247)
FILENAME: DETAIL INSIDE (2).DGN
WORKING NUMBER
SHEET NUMBER
6' APPROX. EXISTING SHOULDER
12' EXISTING LANE
12' EXISTING LANE
10' APPROX. EXISTING SHOULDER
11' TRAVEL LANE
1'
8'
2'
20' WORK ZONE
40'
FREE STANDING PLASTIC DRUM
PHASE 1
I-55 N
100'
40'
BRIDGE 93.1
BUFFER 1000'
TAPER 1500'
I-20 E
NOTE:
FREE STANDING PLASTIC DRUMS
WILL BE SPACED 50'.


STATE
MISS.
PROJECT NO.
BR-0055-02(247)
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
OUTSIDE LANE CLOSURE
BRIDGE 93.1
COUNTY: RANKIN
PROJ. NO.: BR-0055-02(247)
FILENAME: DETAIL OUTSIDE.DGN
WORKING NUMBER
SHEET NUMBER
I-55 N
BRIDGE 93.1
100'
40'
BUFFER
1000'
TAPER
1500'
I-20 E
PHASE 2
FREE STANDING PLASTIC DRUM
EXISTING SHOULDER
EXISTING LANE
WORK ZONE
TRAVEL LANE
NOTE:
FREE STANDING PLASTIC DRUMS
WILL BE SPACED 50'.

Notice To Bidders No. 1 Cont'd.



STATE	PROJECT NO.
MISS.	STP-0020-01(222)



NOTE:

TRAFFIC MANAGEMENT CENTER SHALL BE NOTIFIED ONE HOUR IN ADVANCE OF ALL LANE CLOSURES.
TRAFFIC MANAGEMENT CENTER: 601-359-1993

CMS 1 & 2 REQUIRED FOR ALL WESTBOUND WORK.
CMS 3 & 4 REQUIRED FOR ALL EASTBOUND WORK.

QUANTITIES REQ'D THIS SHEET	QUANTITY
CHANGEABLE MESSAGE SIGN	4 EACH

NOT TO SCALE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

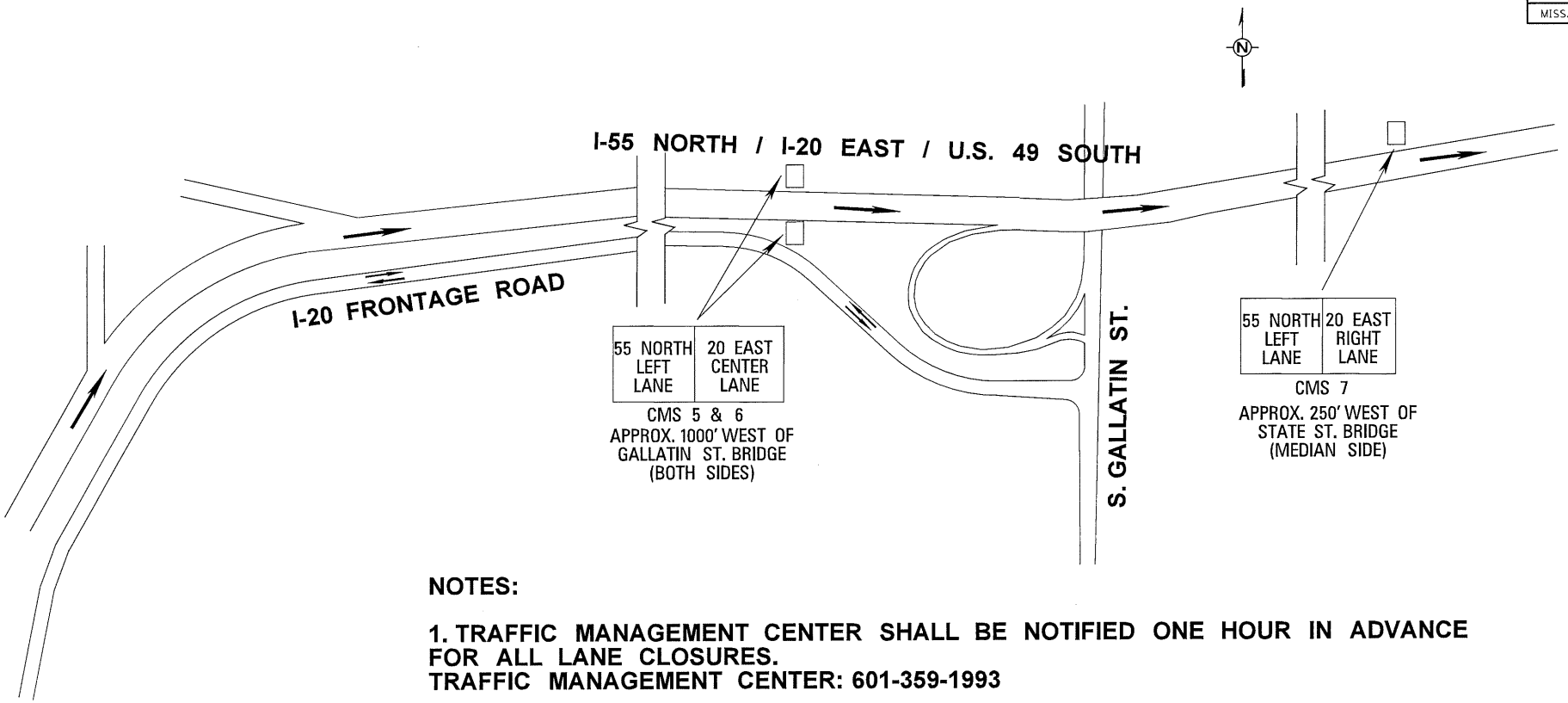
TRAFFIC CONTROL PLAN
CMS ADVANCE LOCATIONS

COUNTY: HINDS
PROJ. NO.: STP-0020-01(222)
FILENAME: TCP-EB.DGN
DESIGN TEAM TASMIN CHECKED ____ DATE ____

WORKING NUMBER TC-1
SHEET NUMBER

2/28/2017 8:58 AM TCP-EB.DGN

STATE	PROJECT NO.
MISS.	STP-0020-01(222)



NOTES:

1. TRAFFIC MANAGEMENT CENTER SHALL BE NOTIFIED ONE HOUR IN ADVANCE FOR ALL LANE CLOSURES.
TRAFFIC MANAGEMENT CENTER: 601-359-1993

2. TRUCK MOUNTED ATTENUATOR TO BE USED FOR ALL PHASES OF CONSTRUCTION AND TO BE PAID FOR UNDER MAINTENANCE OF TRAFFIC.
SEE STANDARD DRAWING TCP-11.

QUANTITIES REQ'D THIS SHEET	QUANTITY
CHANGEABLE MESSAGE SIGN	3 EACH

NOT TO SCALE

REVISION | BY | DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN
CMS LOCATIONS FOR EAST BOUND INTERIOR LANE CLOSURES

COUNTY: HINDS
PROJ. NO.: STP-0020-01(222)

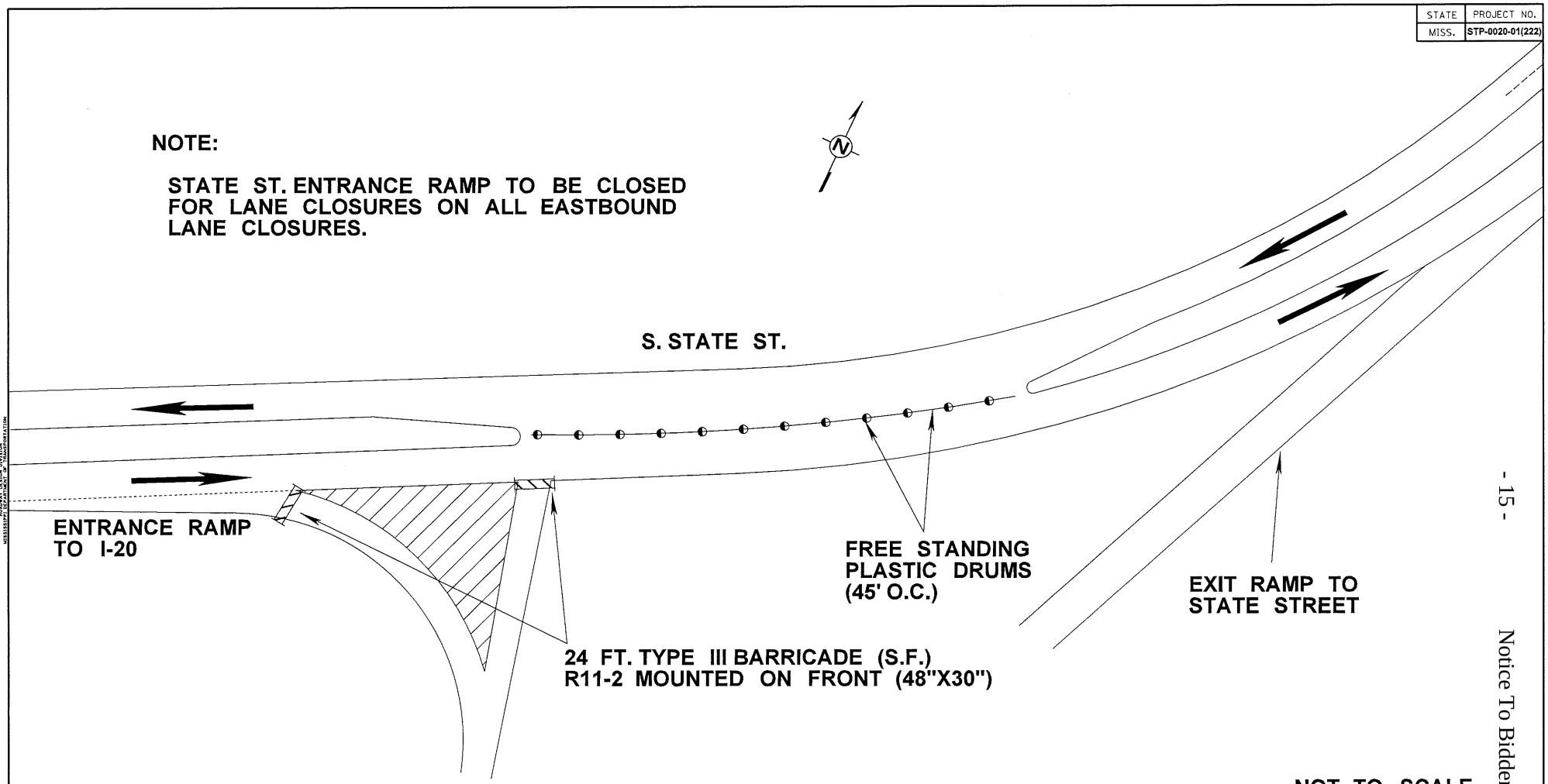
FILENAME: TCP-EB.DGN
DESIGN TEAM: TASMIN CHECKED: DATE:

WORKING NUMBER TC-2
SHEET NUMBER

STATE	PROJECT NO.
MISS.	STP-0020-01(222)

NOTE:

STATE ST. ENTRANCE RAMP TO BE CLOSED FOR LANE CLOSURES ON ALL EASTBOUND LANE CLOSURES.



NOT TO SCALE

QUANTITIES REQ'D THIS SHEET	QUANTITY
FREE STANDING PLASTIC DRUMS	12 EACH
TYPE III BARRICADE (S.F.)	48 FT.
R11-2	2 EACH

REVISION BY DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STATE STREET
ENTRANCE RAMP CLOSURE

COUNTY: HINDS

PROJ. NO.: STP-0020-01(222)

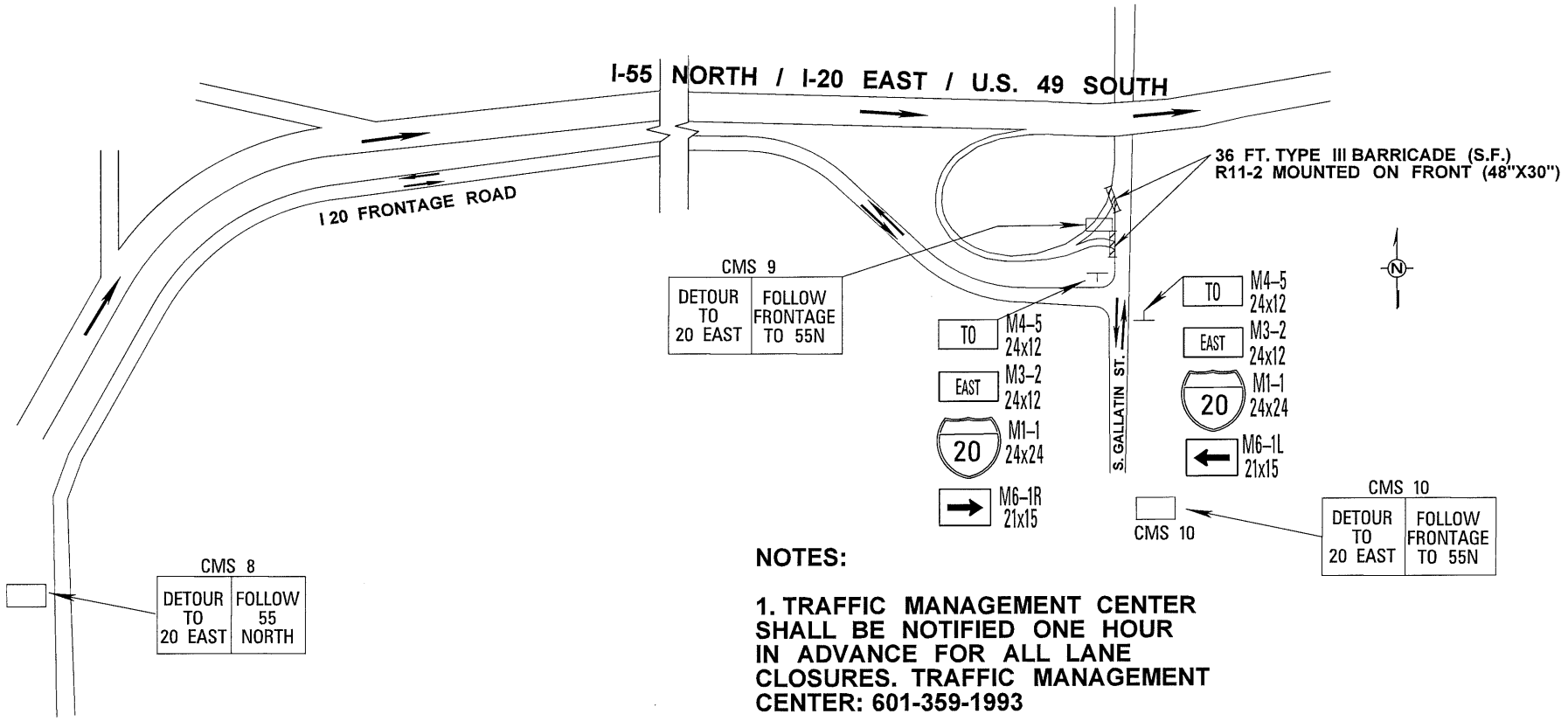
FILENAME: TCP-EB.DGN

DESIGN TEAM TASMIN CHECKED DATE

WORKING NUMBER TC-3

SHEET NUMBER

STATE	PROJECT NO.
MISS.	STP-0020-01(222)



NOTES:

1. TRAFFIC MANAGEMENT CENTER SHALL BE NOTIFIED ONE HOUR IN ADVANCE FOR ALL LANE CLOSURES. TRAFFIC MANAGEMENT CENTER: 601-359-1993

2. TRUCK MOUNTED ATTENUATOR TO BE USED FOR ALL PHASES OF CONSTRUCTION AND TO BE PAID FOR UNDER MAINTENANCE OF TRAFFIC.

3. STATIC SIGNS ARE TO BE COVERED WHEN NOT NEEDED AND CMS BOARDS TURNED OFF.

NOT TO SCALE

QUANTITIES REQ'D THIS SHEET	QUANTITY
CHANGEABLE MESSAGE SIGN	3 EACH
M4-5	2 EACH
M3-2	2 EACH
M1-1	2 EACH
M6-1R	1 EACH
M6-1L	1 EACH
TYPE III BARRICADE (S.F.)	72 FT.
R11-2	2 EACH

BY | REVISION | DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

GALLATIN STREET ENTRANCE RAMP CLOSURE AND DETOUR FOR EASTBOUND INTERIOR LANE CLOSURES

COUNTY: HINDS

PROJ. NO.: STP-0020-01(222)

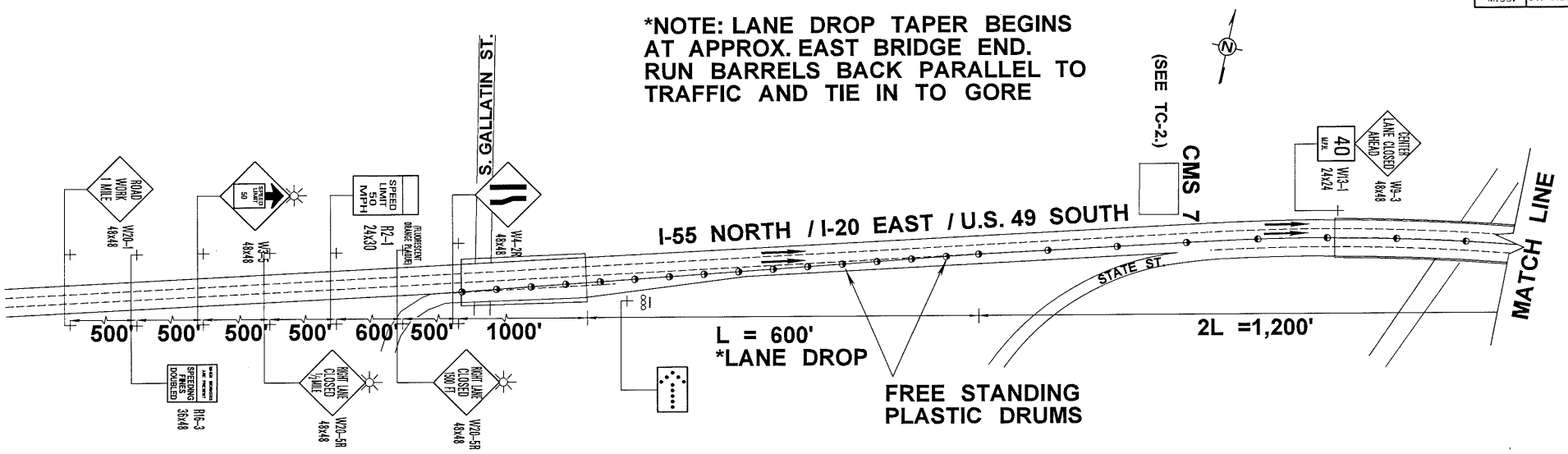
FILENAME: TCP-EB.DGN

DESIGN TEAM: TASMIN CHECKED DATE

WORKING NUMBER TC-4

SHEET NUMBER

STATE	PROJECT NO.
MISS.	STP-0020-01(222)



NOTES:
L= SW= 50X12= 600 FT.
WHERE L= MINIMUM LENGTH OF THE TAPER IN FT.
S= DESIGN SPEED
W= WIDTH OF OFFSET (USUALLY LANE WIDTH) IN FT.

WORK TO BE DONE ON EASTBOUND MEDIAN LANE UNDER A STANDARD LANE CLOSURE. SEE STANDARD DRAWING TCP-2.

DRUM SPACING:

TANGENT = 2S
TAPERS = S

WHERE S = SPEED IN MPH

THE DRUM SPACING SHOWN IS TO BE CONSIDERED THE MAXIMUM. THE CONTRACTOR WILL BE ALLOWED TO REDUCE THE SPACING AS NEEDED TO MAINTAIN SAFETY.

QUANTITIES REQ'D THIS SHEET	QUANTITY
FREE STANDING PLASTIC DRUMS	40 EACH
W20-1	2 EACH
R16-3	2 EACH
W3-5	2 EACH
W20-5R	4 EACH
R2-1	2 EACH
W4-2R	2 EACH
W9-3	1 EACH
TYPE "B" WARNING LIGHT	6 EACH
FLASHING ARROW PANEL, TYPE C	1 EACH
W13-1	1 EACH

NOT TO SCALE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

EAST BOUND INTERIOR LANE CLOSURES

COUNTY: HINDS
PROJ. NO.: STP-0020-01(222)

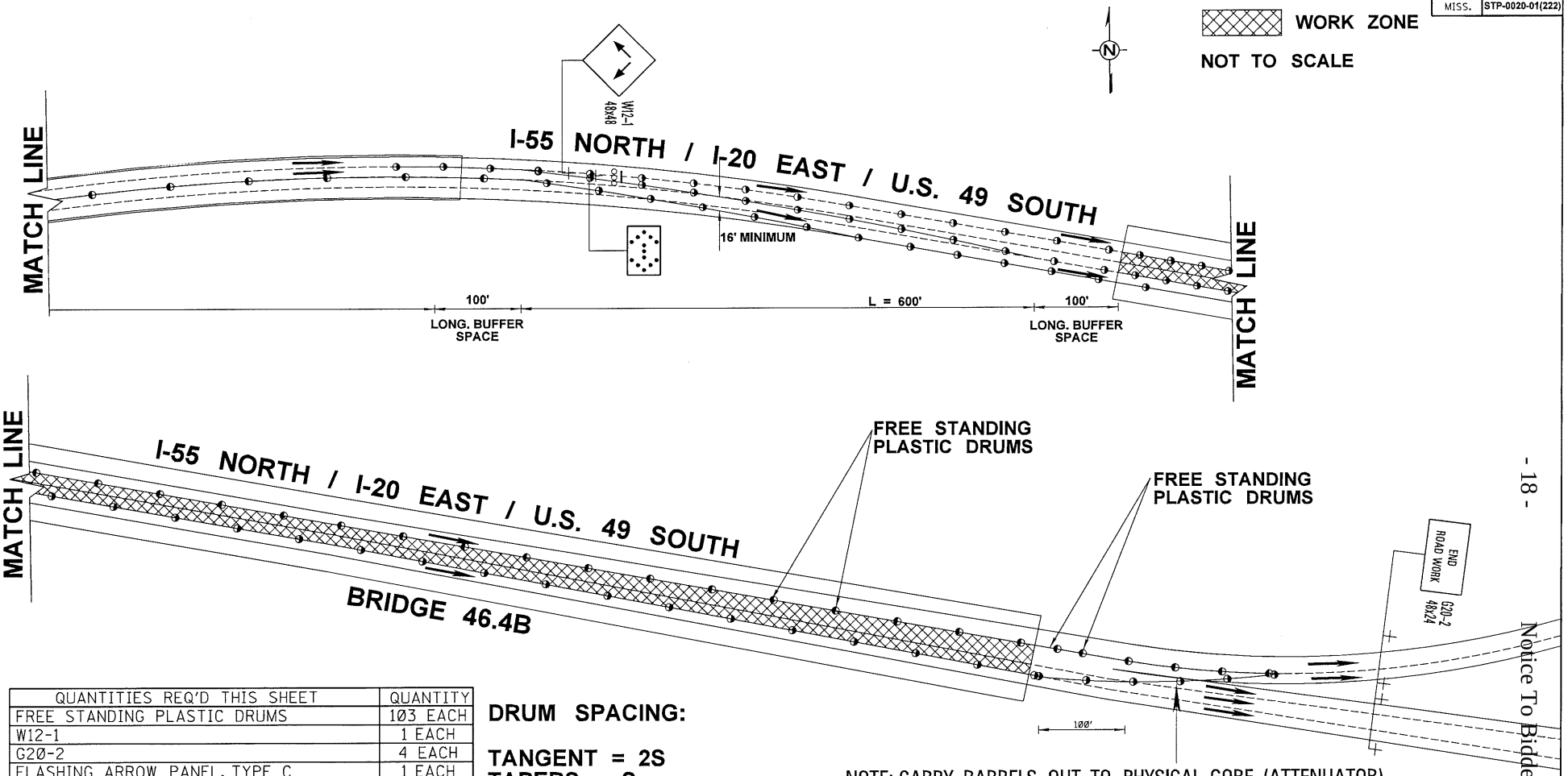
FILENAME: TCP-EB.DGN
DESIGN TEAM TASMIN CHECKED DATE

BY | REVISION | DATE

WORKING NUMBER TC-5
SHEET NUMBER

Notice To Bidders Cont'd.

STATE	PROJECT NO.
MISS.	STP-0020-01(222)



QUANTITIES REQ'D THIS SHEET	QUANTITY
FREE STANDING PLASTIC DRUMS	103 EACH
W12-1	1 EACH
G20-2	4 EACH
FLASHING ARROW PANEL, TYPE C	1 EACH

DRUM SPACING:

TANGENT = 2S
TAPERS = S

WHERE S = SPEED IN MPH

THE DRUM SPACING SHOWN IS TO BE CONSIDERED THE MAXIMUM. THE CONTRACTOR WILL BE ALLOWED TO REDUCE THE SPACING AS NEEDED TO MAINTAIN SAFETY.

NOTE: CARRY BARRELS OUT TO PHYSICAL GORE (ATTENUATOR)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

EAST BOUND INTERIOR LANE CLOSURES

COUNTY: HINDS

PROJ. NO.: STP-0020-01(222)

FILENAME: TCP-EB.DGN

DESIGN TEAM: TASMIN CHECKED: DATE:

BY | REVISION | DATE

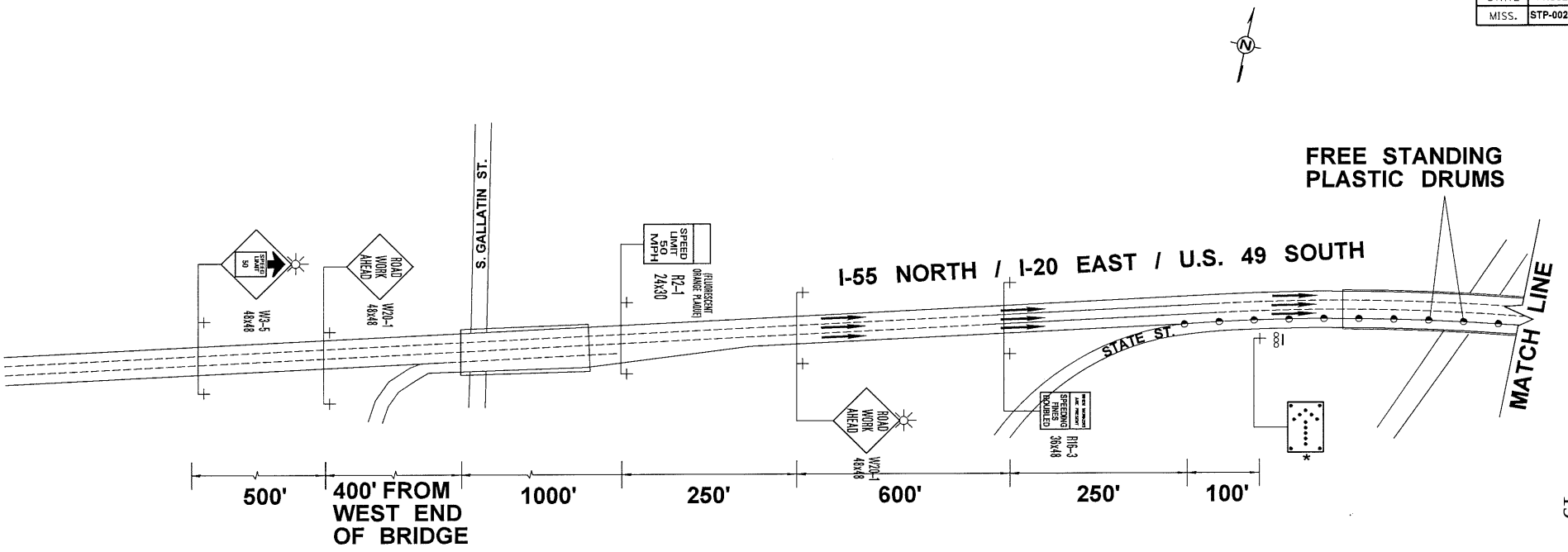
WORKING NUMBER TC-6

SHEET NUMBER

Notice To Bidders Dated

2/28/2017 8:56 AM TCP-EB.DGN

STATE	PROJECT NO.
MISS.	STP-0020-01(222)



QUANTITIES REQ'D THIS SHEET	QUANTITY
R2-1	2 EACH
R16-3	2 EACH
W3-5	2 EACH
W20-1	4 EACH
TYPE "B" WARNING LIGHT	4 EACH
FREE STANDING PLASTIC DRUMS	10 EACH
FLASHING ARROW PANEL, TYPE C	1 EACH

DRUM SPACING:

TANGENT = 2S
TAPERS = S

WHERE S = SPEED IN MPH

THE DRUM SPACING SHOWN IS TO BE CONSIDERED THE MAXIMUM. THE CONTRACTOR WILL BE ALLOWED TO REDUCE THE SPACING AS NEEDED TO MAINTAIN SAFETY.

*** ARROW PANEL TO BE USED IN CAUTION MODE.**

NOT TO SCALE

REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

I20 EASTBOUND OUTSIDE LANE CLOSURE

COUNTY: HINDS

PROJ. NO.: STP-0020-01(222)

FILENAME: TCP-EB.DGN

DESIGN TEAM TASMIN CHECKED DATE

WORKING NUMBER TC-7

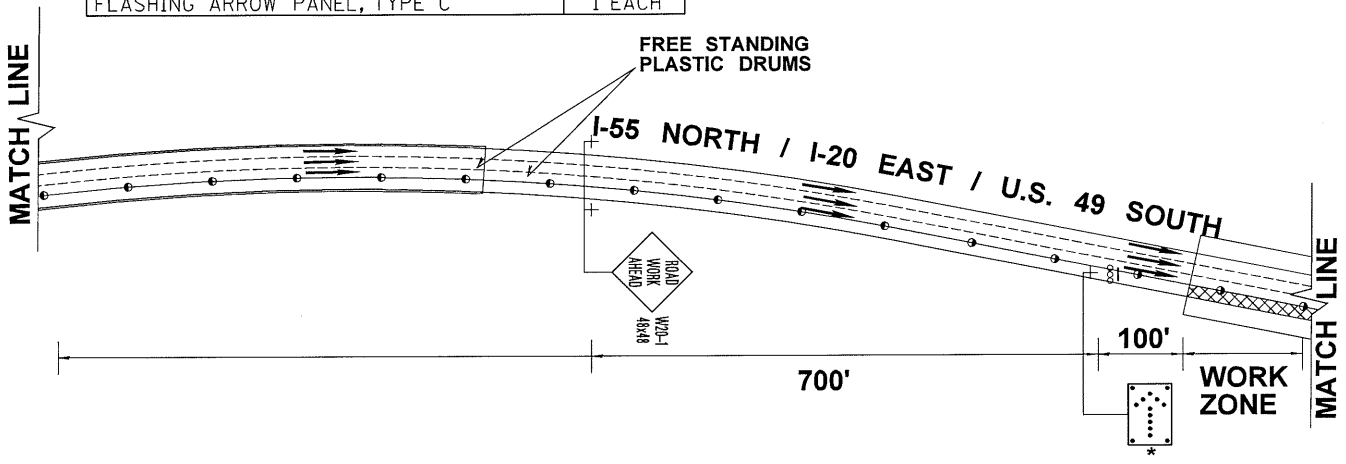
SHEET NUMBER

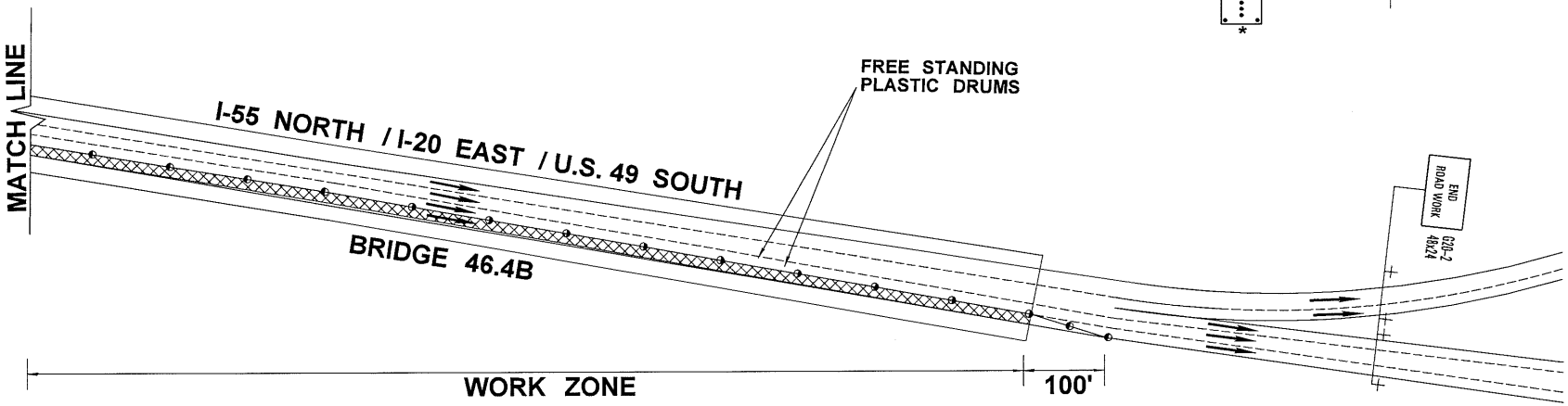
Notice To Bidders Cont'd.

STATE	PROJECT NO.
MISS.	STP-0020-01(222)

QUANTITIES REQ'D THIS SHEET	QUANTITY
G20-2	4 EACH
W20-1	2 EACH
FREE STANDING PLASTIC DRUMS	31 EACH
FLASHING ARROW PANEL, TYPE C	1 EACH

WORK ZONE





NOT TO SCALE

DRUM SPACING:
TANGENT = 2S
TAPERS = S
WHERE S = SPEED IN MPH

THE DRUM SPACING SHOWN IS TO BE CONSIDERED THE MAXIMUM. THE CONTRACTOR WILL BE ALLOWED TO REDUCE THE SPACING AS NEEDED TO MAINTAIN SAFETY.

*** ARROW PANEL TO BE USED IN CAUTION MODE.**

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

I20 EASTBOUND OUTSIDE LANE CLOSURE

COUNTY: HINDS

PROJ. NO.: STP-0020-01(222)

FILENAME: TCP-EB.DGN

DESIGN TEAM: TASMIN CHECKED DATE

REVISION BY DATE

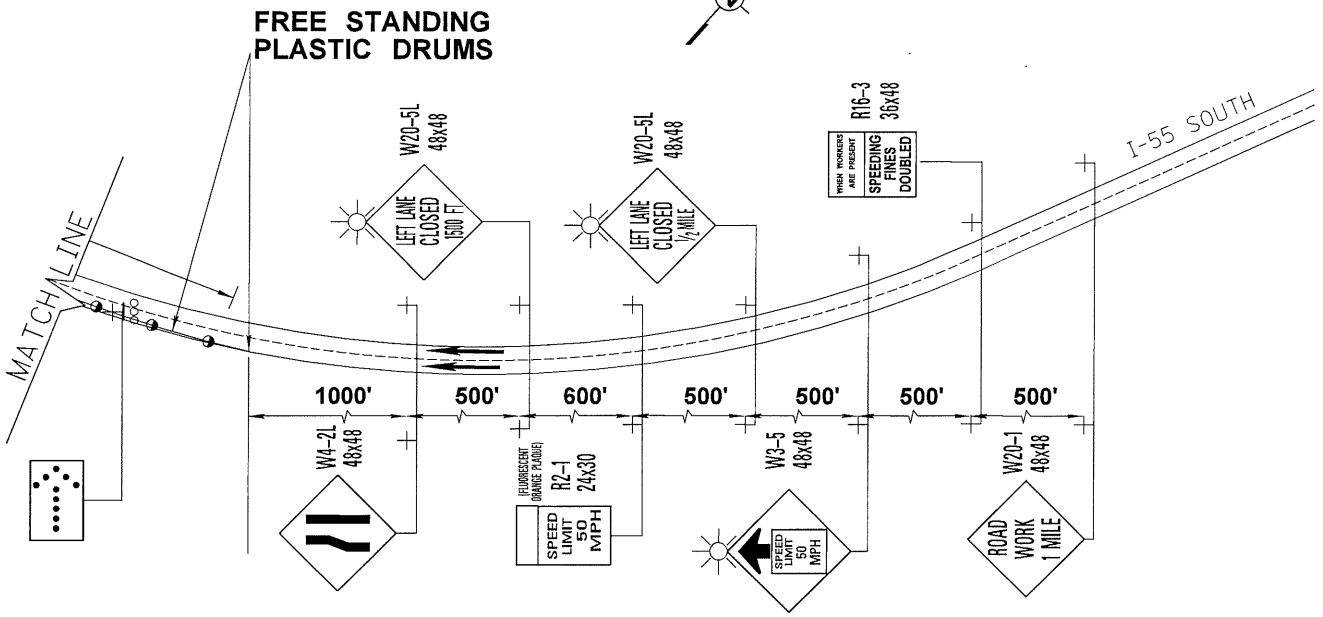
WORKING NUMBER TC-8

SHEET NUMBER

STATE	PROJECT NO.
MISS.	STP-0020-01(222)

NOTE:

WORK TO BE DONE ON EXTERIOR LANES UNDER A STANDARD LANE CLOSURE. SEE STANDARD TCP-2.



QUANTITIES REQ'D THIS SHEET	QUANTITY
FREE STANDING PLASTIC DRUMS	3 EACH
W20-1	2 EACH
R16-3	2 EACH
W3-5	2 EACH
W20-5L	4 EACH
R2-1	2 EACH
W4-2L	2 EACH
TYPE "B" WARNING LIGHT	6 EACH
FLASHING ARROW PANEL, TYPE C	1 EACH

DRUM SPACING:

TANGENT = S
TAPERS = 2S

WHERE S = SPEED IN MPH

THE DRUM SPACING SHOWN IS TO BE CONSIDERED THE MAXIMUM. THE CONTRACTOR WILL BE ALLOWED TO REDUCE THE SPACING AS NEEDED TO MAINTAIN SAFETY.

NOT TO SCALE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

WEST BOUND INTERIOR LANE CLOSURES

COUNTY: HINDS

PROJ. NO.: STP-0020-01(222)

FILENAME: TCP-WB.DGN

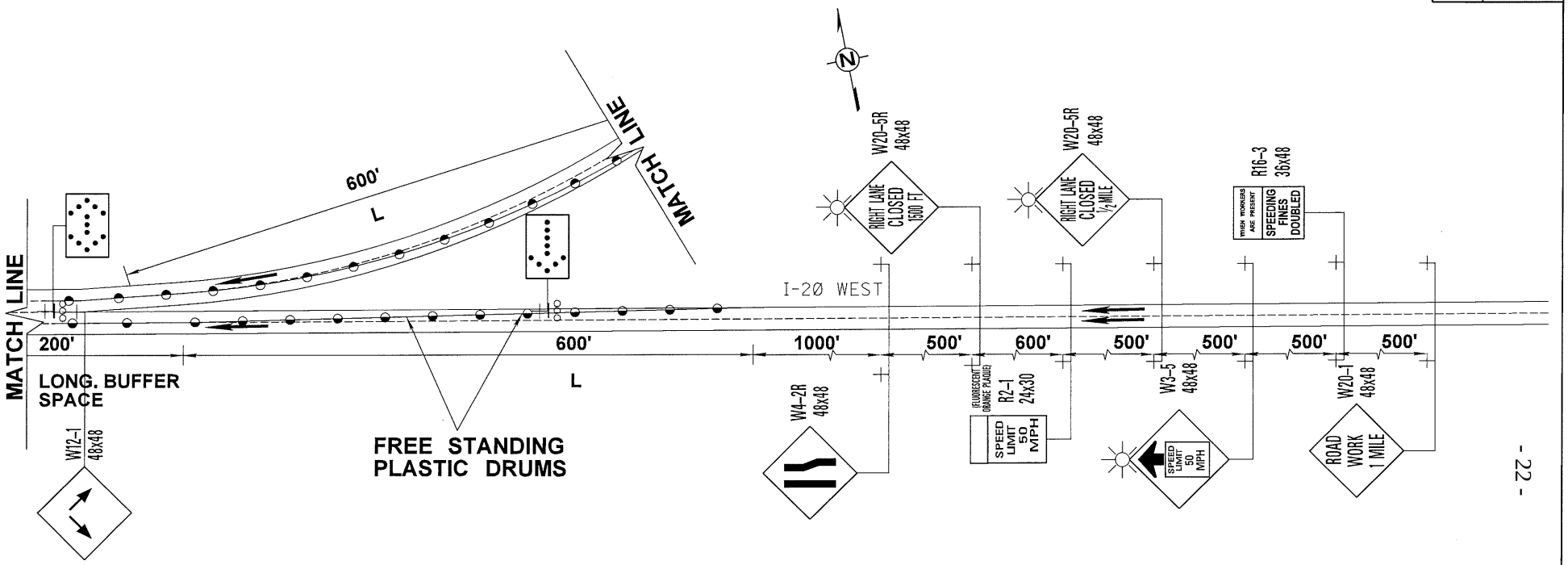
DESIGN TEAM TASMIN CHECKED DATE

WORKING NUMBER TCP-9

SHEET NUMBER

REVISION BY DATE

STATE	PROJECT NO.
MISS.	STP-0020-01(222)



QUANTITIES REQ'D THIS SHEET	QUANTITY
FREE STANDING PLASTIC DRUMS	27 EACH
W20-1	2 EACH
R16-3	2 EACH
W3-5	2 EACH
W20-5R	4 EACH
R2-1	2 EACH
W4-2R	2 EACH
TYPE "B" WARNING LIGHT	6 EACH
W12-1	1 EACH
FLASHING ARROW PANEL, TYPE C	2 EACH

NOTE:

L= SW= 50X12= 600 FT.
WHERE L= MINIMUM LENGTH OF THE TAPER IN FT.
S= DESIGN SPEED
W= WIDTH OF OFFSET (USUALLY LANE WIDTH) IN FT.

DRUM SPACING:

TANGENT = S
TAPERS = 2S

WHERE S = SPEED IN MPH

NOT TO SCALE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

WEST BOUND INTERIOR LANE CLOSURES

COUNTY: HINDS

PROJ. NO.: STP-0020-01(222)

FILENAME: TCP-WB.DGN

DESIGN TEAM TASMIN CHECKED DATE

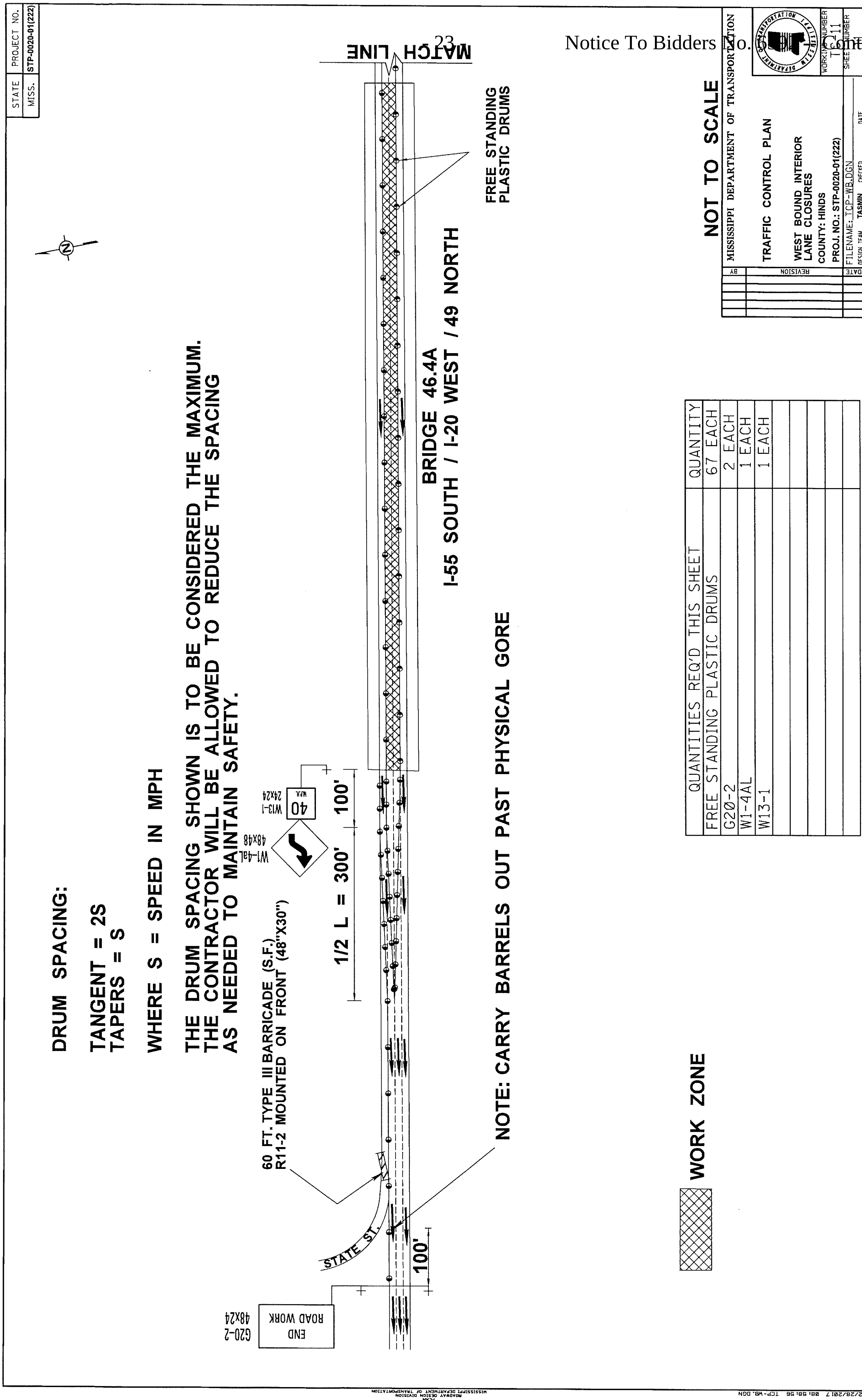
WORKING NUMBER TC10

SHEET NUMBER

REVISION BY DATE

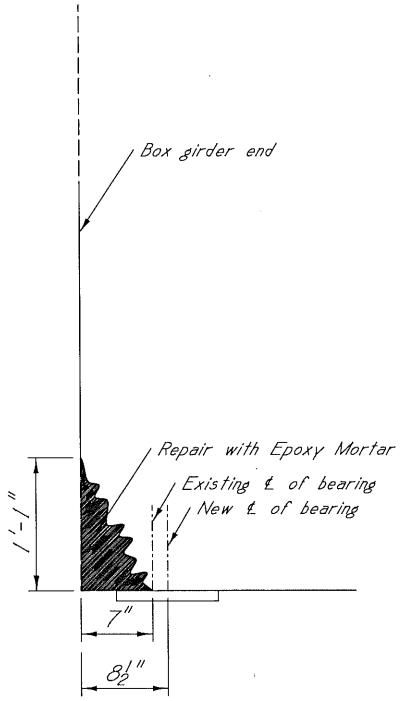
Notice To Bidders Cont'd.

2/28/2017 8:58 AM TCP-WB.DGN


STATE MISS.
PROJECT NO. STP-0020-01(222)
MATCH LINE
FREE STANDING PLASTIC DRUMS
BRIDGE 46.4A
I-55 SOUTH / I-20 WEST / 49 NORTH
DRUM SPACING:
TANGENT = 2S
TAPERS = S
WHERE S = SPEED IN MPH
THE DRUM SPACING SHOWN IS TO BE CONSIDERED THE MAXIMUM.
THE CONTRACTOR WILL BE ALLOWED TO REDUCE THE SPACING
AS NEEDED TO MAINTAIN SAFETY.
60 FT. TYPE III BARRICADE (S.F.)
R11-2 MOUNTED ON FRONT (48"X30")
W1-4aL 48x48
40 W13-1 24x24
1/2 L = 300'
100'
NOTE: CARRY BARRELS OUT PAST PHYSICAL GORE
STATE ST.
END ROAD WORK G20-2 48x24
WORK ZONE
NOT TO SCALE
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL PLAN
WEST BOUND INTERIOR LANE CLOSURES
COUNTY: HINDS
PROJ. NO.: STP-0020-01(222)
FILENAME: TCP-WB.DGN
WORKING NUMBER T-11

QUANTITIES REQ'D THIS SHEET	QUANTITY
FREE STANDING PLASTIC DRUMS	67 EACH
G20-2	2 EACH
W1-4AL	1 EACH
W13-1	1 EACH

EPOXY REPAIR DETAILS

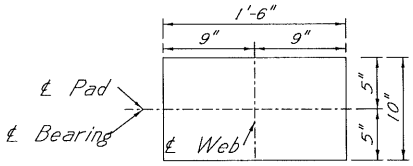


Note:
Epoxy repair to box girder ends is to be completed before neoprene bearing pads are replaced.

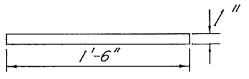
ELEVATION OF BOX GIRDER

Showing epoxy repair at ends of box girders at the end bents Bridge 93.1

NEOPRENE PAD DETAILS



PLAN
(For Bearing Pad NP1)

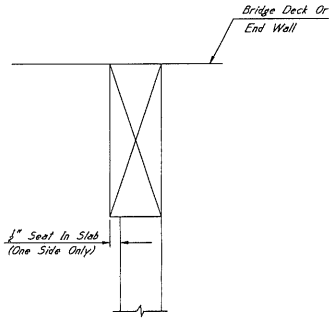


ELEVATION
(For Bearing Pad NP1)

NEOPRENE PAD DIMENSIONS			
Mark	Thick.	Comp. Thickness	Count
NP1	1"	15/16"	12

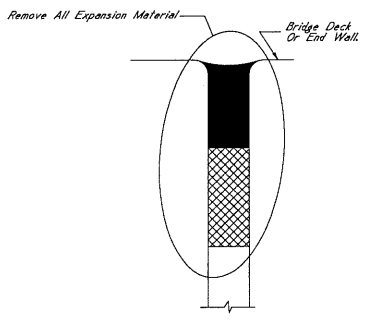
NEOPRENE PAD (NP1) DETAILS

Neoprene pads shall not be field cut and Bearing area on top of the cap shall be smooth and true to grade. Elastomer for plain or non-reinforced bearings shall be 70-Durometer, adequate for 800 pounds per square inch design compression stress, and shall be tested to Level 1 as per Section 714.10 of 2004 Red Book.



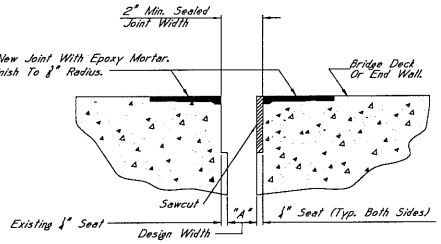
TYPICAL SECTION AT EXISTING JOINT

Showing Existing Expansion Material at Joints 2,7,11,16 To Be Removed And Replaced With Preformed Joint Seal



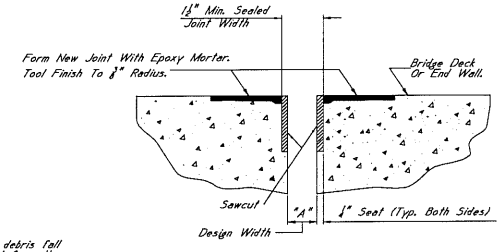
TYPICAL SECTION AT EXISTING JOINT

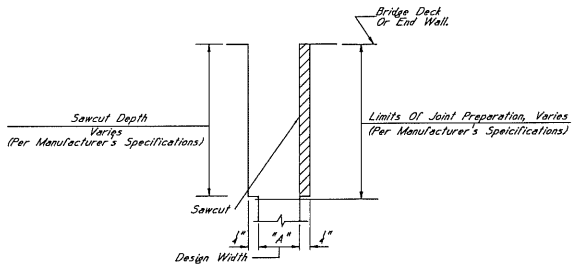
Showing Existing Expansion Material at Joints 1,8,9,10,17,18 To Be Removed And Replaced With Preformed Joint Seal



TYPICAL SECTION AT SAWCUT & JOINT REPAIR

Showing Area of Repairs After Sawcut, With Epoxy Mortar Or Approved Equivalent for Joints 2,7,11,16





TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL

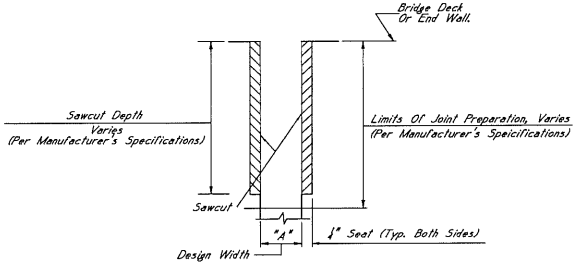
Showing Limits Of Joint Preperation For Application Of New Joint Seal Materials for Joints 2,7,11,16

NOTE:

Care shall be exercised to ensure that no debris fall below the structure, and all debris removed from the bridge shall become the property of the Contractor and shall be removed from the construction site.

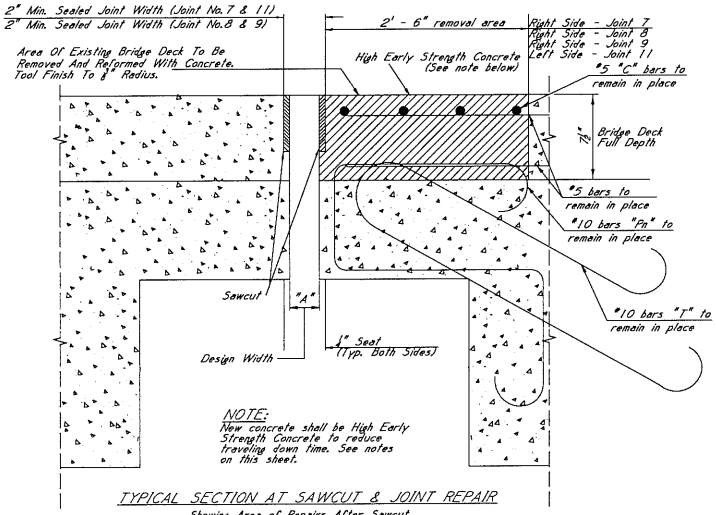
TYPICAL SECTION AT SAWCUT & JOINT REPAIR

Showing Area Where Repairs Are Made After Sawcut, With Epoxy Mortar Or Approved Equivalent 1,8,9,10,17,18



TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL

Showing Limits Of Joint Preperation For Application Of New Joint Seal Materials for Joints 1,8,9,10,17,18

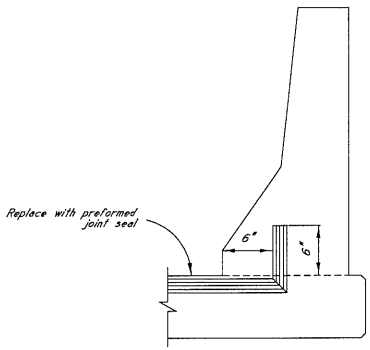


NOTE:

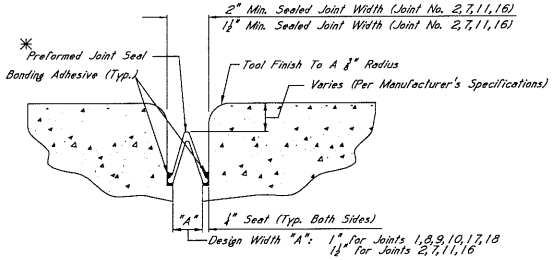
New concrete shall be High Early Strength Concrete to reduce traveling down time. See notes on this sheet.

TYPICAL SECTION AT SAWCUT & JOINT REPAIR

Showing Area of Repairs After Sawcut, With Bridge Deck Concrete for Joints 7,8,9,11



ELEVATION AT END OF SPAN



TYPICAL SECTION AT SAWCUT & SEALED JOINT

Showing Sealed Joint After Sawcut And Repair

NOTES ON ASSOCIATED ITEMS OF WORK:

808-A001 JOINT PREPARATION

Description: Shall Include The Work Necessary To Repair Joints In Preparation For The Placement Of New Expansion Material, As Designated In The Detail Drawings Provided. Epoxy Mortar Shall Also Be Included Under This Item Of Work. Removal Of Existing Silicone Sealed, Compression, And AC Sealed Joint Materials Will Not Be Paid For Directly And Shall Be Considered As Absorbed Under This Item Of Work. All Other Requirements Shall Be In Accordance With The Applicable Provisions Of Section 808 Of The Specifications And Any Other Sections Specified Therein.

Basis Of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint.

907-823-B001 SAW CUT, TYPE I & 907-823-B002 SAW CUT, TYPE II

Description: The Saw Cut Depth Shall Be Equivalent To The Installation Depth Required By The Manufacturer's Specifications. The Saw Cut Type Shall Be The Same As The Preformed Joint Seal Selected.

Basis of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint. It Is The Contractor's Responsibility To Ensure That The Proper Depth Is Selected Based On The Manufacturer's Recomendations.

907-823-A001 PREFORMED JOINT SEAL, TYPE I
907-823-A002 PREFORMED JOINT SEAL, TYPE II

Basis Of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Centerline Joint.

New Concrete Shall Be High Early Strength Bridge Concrete, As Follows:

The concrete mixture design shall be furnished by the Contractor for approval by the Materials Division. Mixture design parameters are as follows:

Required Strength:	2500 psi prior to releasing to traffic
Total Air Content:	3-6 %
Maximum Slump:	6 inches

Non-chloride based accelerator may be used if the ambient temperature is 50°F or less, but shall not be used if the ambient temperature is greater than 50°F.

Synthetic structural fibers shall be used. The Contractor shall select a manufacturer from MDOT's Approved Products List, and the manufacturer's recommendations shall be followed for the dosage rate.

Curing is to be continuous until 2500 psi is attained. Traffic is to be diverted from the repair area until this value is reached. The Contractor may use the Maturity Method per Section 907-804 to estimate the concrete compressive strength for the purposes of releasing the repair area to traffic. However, final acceptance of the in-place concrete shall be determined using eight concrete test cylinders, which shall be cured in a container next to the concrete placement. Two cylinders are to be tested at 8, 16, and 24 hour intervals. The two remaining cylinders shall be used to determine the 28-day compressive strength of the concrete.

EPOXY MORTAR AND POLYMER CONCRETE NOTES:

Either Epoxy Mortar Or Polymer Concrete May Be Used. Guidelines For Selection Of Materials Can Be Found In Section 808 of the Specifications.

GENERAL NOTES:

1. Specifications: Mississippi Standard Specifications For Road And Bridge Construction, 2004.
2. No Change Or Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer. Minor Changes To Detail Of Design Or Construction Procedure May Be Authorized By The Bridge Engineer Provided Such Changes Will Not Be Cause For Contract Price Adjustment.
3. Work For Which No Pay Item Is Provided In The Proposal Will Not Be Paid For Directly And Shall Therefore Be Considered An Absorbed Item of Work.

✳NOTES:

1. The Preformed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:

   A. Silicoflex Joint Sealing System
   Manufactured By R.J. Watson, Inc. In Alden, NY
   www.rjwatson.com

   B. Wabo SPS Joint System
   Manufactured By Watson Bowman Acme Corporation In Amherst, NY
   www.wbacorp.com

   C. Silspec 555 Silicone Strip Seal
   Manufactured By Watson Bowman Acme Corporation in Amherst, NY
   www.ssicm.com

2. For Estimating Purposes, The RJ Watson Silicoflex Joint Sealing System Was Selected. However, Should Another Supplier Be Chosen, It Is The Contractor's Responsibility To Ensure That The Manufacturer's Recommendations Are Followed For Joint Preparation, Installation Depths And Widths, Adhesive Setting Times, And Any Other Variances Between The Specifications Provided By The Manufacturers. A Manufacturer Representative Shall Be Present At The Time Joint Sealing Begins To Ensure That The Contractor Is Properly Schooled In Installation Of The Joint Material.

3. Joints Shall Be Sealed At Their Design Widths, Dimension "A", Which Is Defined As The Actual Width Of The Joint Opening. This Width Does Not Account For The 1" Seat Required On Both Sides Of The Joint. Preformed Joint Seal, Type I, Shall Be Used For Design Widths Less Than 2". Preformed Joint Seal, Type II, Shall Be Used For Design Widths Greater Than or Equal To 2", With The Maximum Design Width Being 2". In Cases Where Design Widths Are Greater Than 2", Another Type Of Expansion Material Shall Be Required As Directed By The Director Of Structures, State Bridge Engineer. It Is The Contractor's Responsibility To Ensure That The Size Selected Is Appropriate For The Width Of The Joint.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6393 **CODE: (SP)**

DATE: **05/03/2017**

SUBJECT: **Site Access**

PROJECT: **STP-0020-01(222) / 107138307 & BR-0055-02(247) / 107402/301 - Hinds and Rankin Counties**

Bidders are hereby advised that access to the site shall be the responsibility of the Contractor. Should the Contractor require access through a neighboring land owner any required permissions/permits shall be the responsibility of the Contractor. Any costs associated with site access shall be absorbed in other items bid.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6394 **CODE: (SP)**

DATE: **05/02/2017**

SUBJECT: **Lane Closure Restrictions**

PROJECT: **STP-0020-01(222) / 107138307 & BR-0055-02(247) / 107402/301 - Hinds and Rankin Counties**

Bidders are hereby advised that lane closure restrictions on the above captioned project shall be as follows:

Monday through Friday: -- Lane closures will NOT be allowed between the hours of 6:00 AM to 8:00 PM.

Saturday: -- Lane closures will NOT be allowed between the hours of 9:00 AM to 8:00 PM.

Sunday: -- Lane closures will NOT be allowed between the hours of 12:00 PM to 7:00 PM.

No exceptions to the above restrictions will be allowed unless specifically approved by the Project Engineer.

Also, no lane closures will be permitted on the following holidays or the day preceding them: New Year's Day, Memorial Day, Easter, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. In the event that one the above mentioned holidays falls during the weekend or on a Monday, no lane closures will be allowed during that weekend or the Friday immediately preceding that holiday. In addition, no lane closures will be allowed the Friday, Saturday, and Sunday following Thanksgiving.

If the lane closure restriction listed above is violated, no excuses will be accepted by the Department and the Contractor will be charged a fee of $2500.00 for each full or partial five minute period until the roadway is back in compliance with the lane closure restriction requirement.

For the purposes of this contract, official time shall be the announced time available at the Jackson area telephone number (601) 355-9311.