

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. 2 DATED 5/18/2017 ADDENDUM NO. DATED

Number	Description
1	Revised NTB No 6391, 6392, 6393, & 6394; Amendment EBS Download Required.
2	Revised Table of Contents; Revised NTB Nos. 5983, 6392, & 6394; Add NTB No. 6395; Amendment EBS Download Required.

TOTAL ADDENDA: 2
 (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)

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
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BR-0055-02(247)/107402301 - Rankin**

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**PROJECT: STP-0020-01(222) / 107138307 - Hinds
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(REVISIONS TO THE ABOVE WILL BE INDICATED ON THE SECOND SHEET
OF SECTION 905 AS ADDENDA)

05/18/2017 05:09 PM

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 5983

CODE: (SP)

DATE: 01/07/2016

SUBJECT: Bridge Repair Permits

**PROJECT: STP-0020-01(222) / 107138307000 & BR-0055-02(247) / 107402301000
Rankin & Hinds Counties**

The Department has acquired Nationwide Permit No. 3 (Special Conditions Attached) for repair and maintenance of bridge(s).

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

SPECIAL CONDITIONS
NATIONWIDE PERMIT No. 3

Maintenance

(a) The repair, rehabilitation, or replacement of any previously authorized, currently serviceable structure or fill, or of any currently serviceable structure or fill authorized by 33 CFR 330.3, provided that the structure or fill is not to be put to uses differing from those uses specified or contemplated for it in the original permit or the most recently authorized modification. Minor deviations in the structure's configuration or filled area, including those due to changes in materials, construction techniques, requirements of other regulatory agencies, or current construction codes or safety standards that are necessary to make the repair, rehabilitation, or replacement are authorized. This NWP also authorizes the removal of previously authorized structures or fills. Any stream channel modification is limited to the minimum necessary for the repair, rehabilitation, or replacement of the structure or fill; such modifications, including the removal of material from the stream channel, must be immediately adjacent to the project. This NWP also authorizes the removal of accumulated sediment and debris within, and in the immediate vicinity of, the structure or fill. This NWP also authorizes the repair, rehabilitation, or replacement of those structures or fills destroyed or damaged by storms, floods, fire or other discrete events, provided the repair, rehabilitation, or replacement is commenced, or is under contract to commence, within two years of the date of their destruction or damage. In cases of catastrophic events, such as hurricanes or tornadoes, this two-year limit may be waived by the district engineer, provided the permittee can demonstrate funding, contract, or other similar delays.

(b) This NWP also authorizes the removal of accumulated sediments and debris outside the immediate vicinity of existing structures (e.g., bridges, culverted road crossings, water intake structures, etc.). The removal of sediment is limited to the minimum necessary to restore the waterway in the vicinity of the structure to the approximate dimensions that existed when the structure was built, but cannot extend farther than 200 feet in any direction from the structure. This 200 foot limit does not apply to maintenance dredging to remove accumulated sediments blocking or restricting outfall and intake structures or to maintenance dredging to remove accumulated sediments from canals associated with outfall and intake structures. All dredged or excavated materials must be deposited and retained in an area that has no waters of the United States unless otherwise specifically approved by the district engineer under separate authorization.

(c) This NWP also authorizes temporary structures, fills, and work, including the use of temporary mats, necessary to conduct the maintenance activity. Appropriate measures must be taken to maintain normal downstream flows and minimize flooding to the maximum extent practicable, when temporary structures, work, and discharges, including cofferdams, are necessary for construction activities, access fills, or dewatering of construction sites. Temporary fills must consist of materials, and be

placed in a manner, that will not be eroded by expected high flows. After conducting the maintenance activity, temporary fills must be removed in their entirety and the affected areas returned to pre-construction elevations. The areas affected by temporary fills must be revegetated, as appropriate.

(d) This NWP does not authorize maintenance dredging for the primary purpose of navigation. This NWP does not authorize beach restoration. This NWP does not authorize new stream channelization or stream relocation projects.

Notification: For activities authorized by paragraph (b) of this NWP, the permittee must submit a pre-construction notification to the district engineer prior to commencing the activity (see general condition 32). The pre-construction notification must include information regarding the original design capacities and configurations of the outfalls, intakes, small impoundments, and canals. (Authorities: Section 10 of the Rivers and Harbors Act of 1899 and section 404 of the Clean Water Act (Sections 10 and 404))

Note: This NWP authorizes the repair, rehabilitation, or replacement of any previously authorized structure or fill that does not qualify for the Clean Water Act section 404(f) exemption for maintenance.



STATE OF MISSISSIPPI
PHIL BRYANT
GOVERNOR
MISSISSIPPI DEPARTMENT OF ENVIRONMENTAL QUALITY
GARY C. RIKARD, EXECUTIVE DIRECTOR

March 6, 2017

Certified Mail No. 7012 3460 0003 2548 6988

Ms. Jennifer Mallard
Regulatory Branch Chief
U.S. Army Corps of Engineers, Vicksburg District
4155 Clay Street
Vicksburg, Mississippi 39183-3435

Dear Ms. Mallard:

Re: US Army Corps of Engineers
Nationwide Permit No. 3
Warren County
COE No. MVK-2017-114
WQC No. WQC2017003

Pursuant to Section 401 of the Federal Water Pollution Control Act (33 U. S. C. 1251, 1341), the Office of Pollution Control (OPC) issues this Certification, after public notice and opportunity for public hearing, to the U.S. Army Corps of Engineers, an applicant for a Federal License or permit to conduct the following activity:

US Army COE, Nationwide Permit No. 3:

Nationwide Permits are general permits issued on a nationwide basis to streamline the authorization of activities that have no more than minimal and cumulative adverse effects on the aquatic environment. The U.S. Army Corps of Engineers issues NWP's to authorize certain activities that require Department of the Army permits under Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act of 1899.

3. *Maintenance.*

(a) The repair, rehabilitation, or replacement of any previously authorized, currently serviceable structure or fill, or of any currently serviceable structure or fill authorized by 33 CFR 330.3, provided that the structure or fill is not to be put to uses differing from those uses specified or contemplated for it in the original permit or the most

recently authorized modification. Minor deviations in the structure's configuration or filled area, including those due to changes in materials, construction techniques, requirements of other regulatory agencies, or current construction codes or safety standards that are necessary to make the repair, rehabilitation, or replacement are authorized. This NWP also authorizes the removal of previously authorized structures or fills. Any stream channel modification is limited to the minimum necessary for the repair, rehabilitation, or replacement of the structure or fill; such modifications, including the removal of material from the stream channel, must be immediately adjacent to the project. This NWP also authorizes the removal of accumulated sediment and debris within, and in the immediate vicinity of, the structure or fill. This NWP also authorizes the repair, rehabilitation, or replacement of those structures or fills destroyed or damaged by storms, floods, fire or other discrete events, provided the repair, rehabilitation, or replacement is commenced, or is under contract to commence, within two years of the date of their destruction or damage. In cases of catastrophic events, such as hurricanes or tornadoes, this two-year limit may be waived by the district engineer, provided the permittee can demonstrate funding, contract, or other similar delays.

(b) This NWP also authorizes the removal of accumulated sediments and debris outside the immediate vicinity of existing structures (e.g., bridges, culverted road crossings, water intake structures, etc.). The removal of sediment is limited to the minimum necessary to restore the waterway in the vicinity of the structure to the approximate dimensions that existed when the structure was built, but cannot extend farther than 200 feet in any direction from the structure. This 200-foot limit does not apply to maintenance dredging to remove accumulated sediments blocking or restricting outfall and intake structures or to maintenance dredging to remove accumulated sediments from canals associated with outfall and intake structures. All dredged or excavated materials must be deposited and retained in an area that has no waters of the United States unless otherwise specifically approved by the district engineer under separate authorization.

(c) This NWP also authorizes temporary structures, fills, and work, including the use of temporary mats, necessary to conduct the maintenance activity. Appropriate measures must be taken to maintain normal downstream flows and minimize flooding to the maximum extent practicable, when temporary structures, work, and discharges, including cofferdams, are necessary for construction activities, access fills, or dewatering of construction sites. Temporary fills must consist

of materials, and be placed in a manner, that will not be eroded by expected high flows. After conducting the maintenance activity, temporary fills must be removed in their entirety and the affected areas returned to preconstruction elevations. The areas affected by temporary fills must be revegetated, as appropriate.

(d) This NWP does not authorize maintenance dredging for the primary purpose of navigation. This NWP does not authorize beach restoration. This NWP does not authorize new stream channelization or stream relocation projects.

Notification: For activities authorized by paragraph (b) of this NWP, the permittee must submit a preconstruction notification to the district engineer prior to commencing the activity (see general condition 32). The pre-construction notification must include information regarding the original design capacities and configurations of the outfalls, intakes, small impoundments, and canals.

Note: This NWP authorizes the repair, rehabilitation, or replacement of any previously authorized structure or fill that does not qualify for the Clean Water Act section 404(f) exemption for maintenance. [MVK-2017-114, WQC2017003].

The Office of Pollution Control certifies that the above-described activity will be in compliance with the applicable provisions of Sections 301, 302, 303, 306, and 307 of the Federal Water Pollution Control Act and Section 49-17-29 of the Mississippi Code of 1972, if the applicant complies with the following conditions:

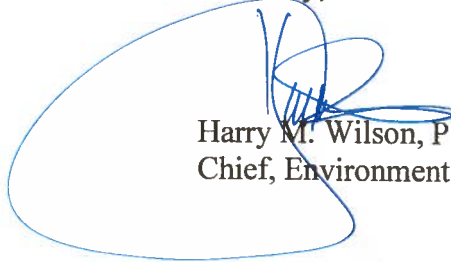
1. The permittee shall obtain appropriate wastewater permits and/or approvals for the proposed activity prior to the commencement of construction activities.
2. For projects greater than five acres of total ground disturbances including clearing, grading, excavating, or other construction activities, the applicant shall obtain the necessary coverage under the State of Mississippi's Large Construction Storm Water General NPDES Permit. For projects greater than one, to less the five acres of total ground disturbances including clearing, grading, excavating, or other construction activities, the applicant shall follow the conditions and limitations of the State of Mississippi's Small Construction Storm Water General NPDES Permit. No construction activities shall begin until the necessary approvals and/or permits have been obtained.
3. No sewage, oil, refuse, or other pollutants shall be discharged into the watercourse.

4. The turbidity outside the limits of a 750-foot mixing zone shall not exceed the ambient turbidity by more than 50-Nephelometric Turbidity Units.

The Office of Pollution Control also certifies that there are no limitations under Section 302 nor standards under Sections 306 and 307 of the Federal Water Pollution Control Act which are applicable to the applicant's above-described activity.

This certification is valid for the project as proposed. Any deviations without proper modifications and/or approvals may result in a violation of the 401 Water Quality Certification. If we can be of further assistance, please contact us.

Sincerely,



Harry M. Wilson, P.E., DEE
Chief, Environmental Permits Division

HMW: ld

cc: U.S. Army Corps of Engineers, Mobile District
Attn: Mr. Craig Litteken
U.S. Army Corps of Engineers, Memphis District
Attn: Mr. Tim Fudge
U.S. Army Corps of Engineers, Nashville District
Attn: Mr. Timothy Wilder
U.S. Army Corps of Engineers, New Orleans District
Attn: Mr. Michael Farabee
Ms. Willa Brantley, Department of Marine Resources
Mr. David Felder, U.S. Fish and Wildlife Service
Mr. William Ainsley, Environmental Protection Agency

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 -NOTICE TO BIDDERS NO. 6392

CODE: (SP)

DATE: 05/18/2017

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 I 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 masonry plates along with countersunk bolts 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-PP095 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 A.S.T.M designation A709 grade 50. All bolts shall be galvanized

and meet or exceed designation A.S.T.M. A325. All steel shall be new. Nuts and washers shall conform to A.S.T.M. A563, Grade DH and A.S.T.M. F436, galvanized. Nuts shall be tapped oversize the minimum amount required for proper assembly. Nuts shall be heavy hex and tapped for a 1/4" set screw or jam nut can be installed. All bolts shall be galvanized in accordance with A.S.T.M. A153.

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

- A. "HIT RE 500-V3 Epoxy Adhesive Anchor" shall be as manufactured by Hilti, Inc.
- B. "Ultabond 1300" shall be as manufactured by Adhesive Technology Corp.
- C. "EPCON C6+" shall be as manufactured by ITW Ramset/Red head.

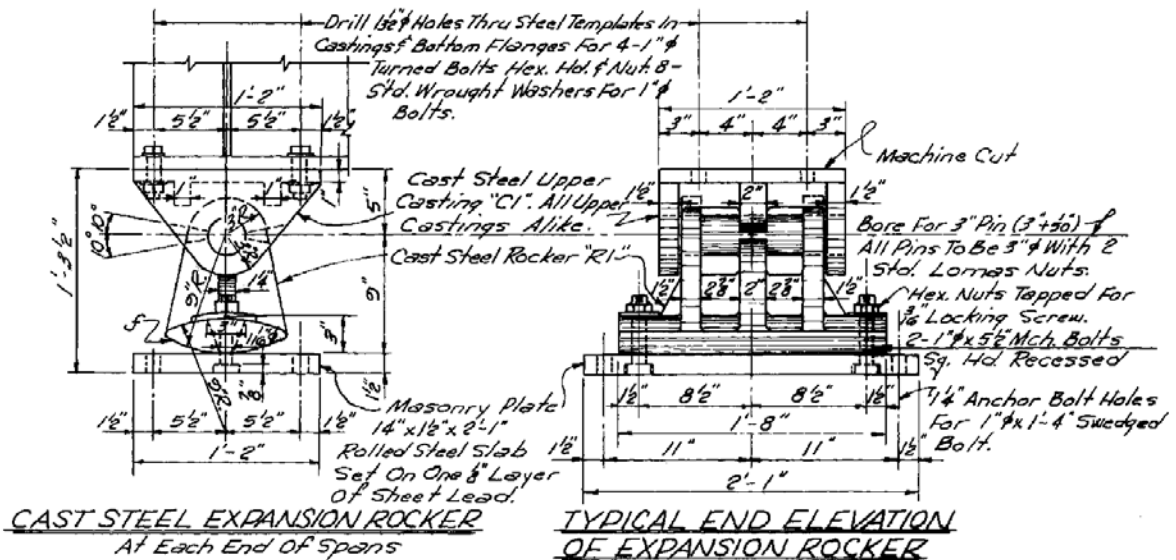
Installation of the anchoring system shall be performed in strict accordance with the manufacture's recommendations. A representative of the manufacturer shall be present for sufficient time to assure that the Contractor is properly schooled in the installation of anchoring system.

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 1/4" from its original position. Traffic shall be maintained on the bridge during the duration of the repair.

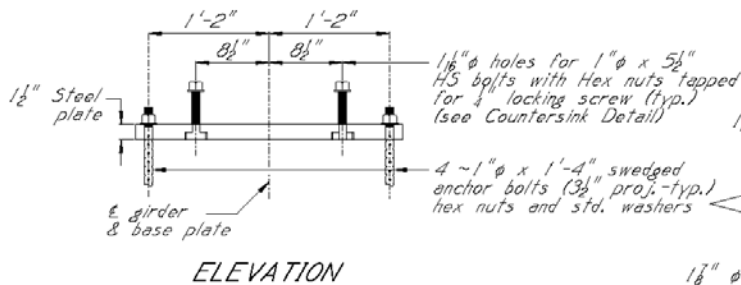
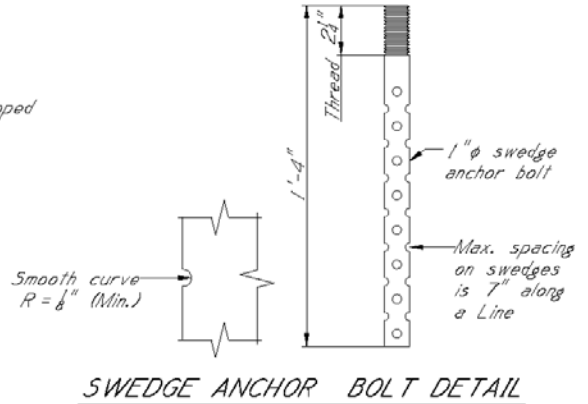
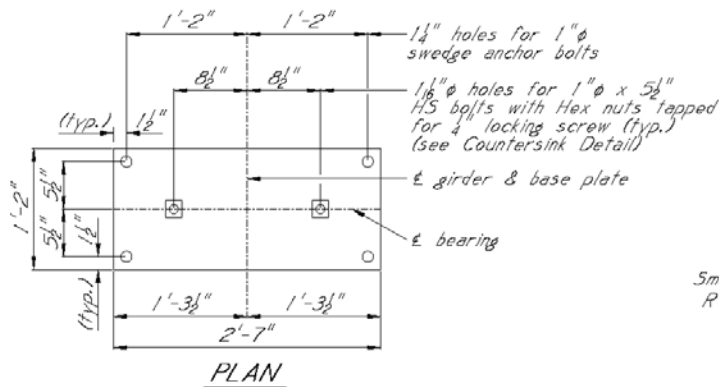
The Contractor shall employ the service of a Mississippi Registered Professional Engineer who is knowledgeable in the field of Bridge Design. A complete set of bracing and jacking arrangement plans along with design calculations shall be submitted to the Director of Structures, State Bridge Engineer 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.

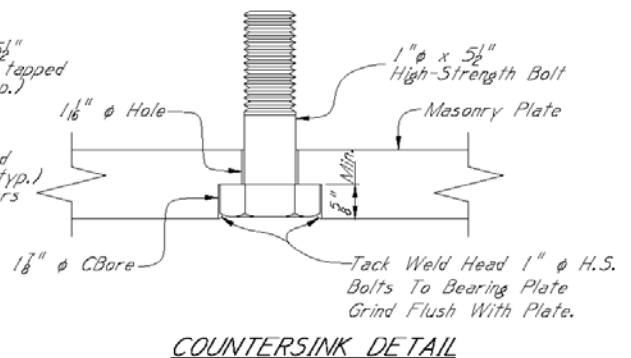
Any damage to the bridge resulting from uneven or improper jacking shall be repaired by the Contractor at no additional cost to the State.



EXISTING BEARING DETAILS



PROPOSED BASE PLATE DETAILS
1'-2" x 2'-7" x 1 1/2" Bearing Plate



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.

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 1/4" 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

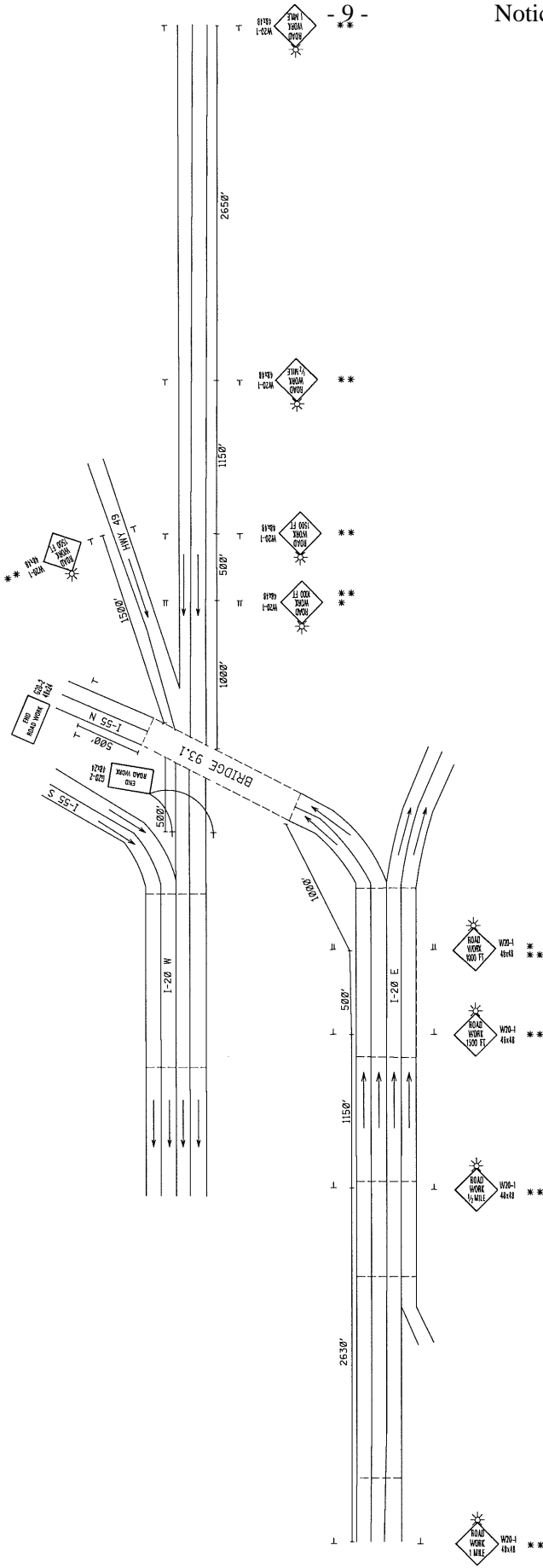
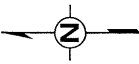
The Contractor shall erect and maintain construction signing and provide all signs and traffic handling devices necessary to safely maintain traffic around or through the work areas in accordance with the Traffic Control Plan. Payment shall be included in the price bid for Pay Item No.907-618-A001, Maintenance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

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

Notice To Bidders No. 9-02



MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
CONSTRUCTION SIGNING	
BRIDGE 93.1	
WORKING NUMBER	COUNTY: RANKIN
SHEET NUMBER	PROJ. NO.: BR-0055-02(247)
DATE	FILENAME: JCCS.DGN
BY	DESIGN TEAM: GREEN - CREDIT
REVISION	DATE



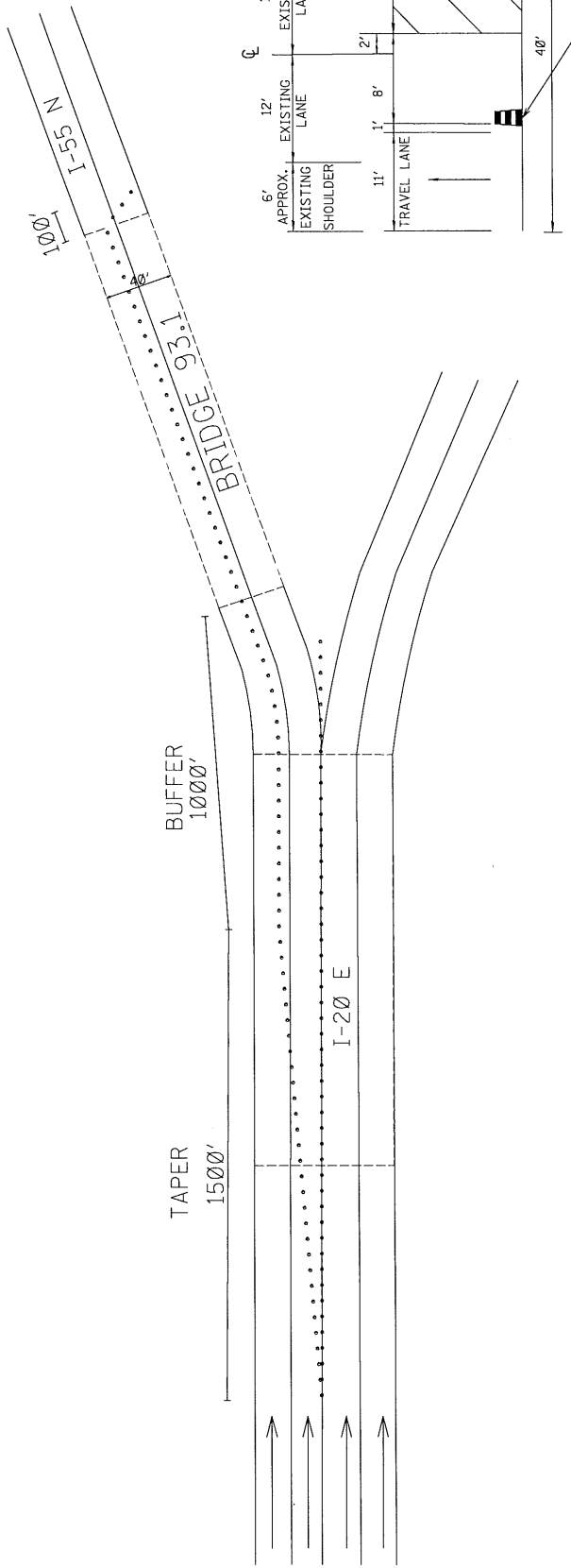
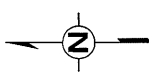
* MOUNTED ON TYPE III BARRICADE (6' WIDE SINGLE FACED)
 ** TYPE B WARNING LIGHT

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



WORKING NUMBER	_____
SHEET NUMBER	_____
TOTAL SHEETS	_____

Continued



PHASE 1

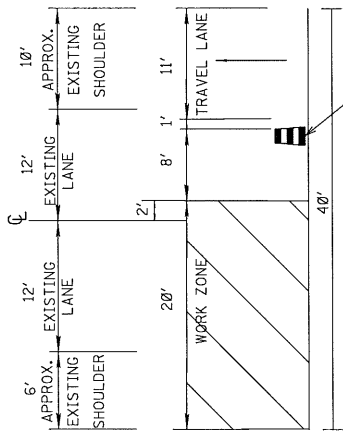
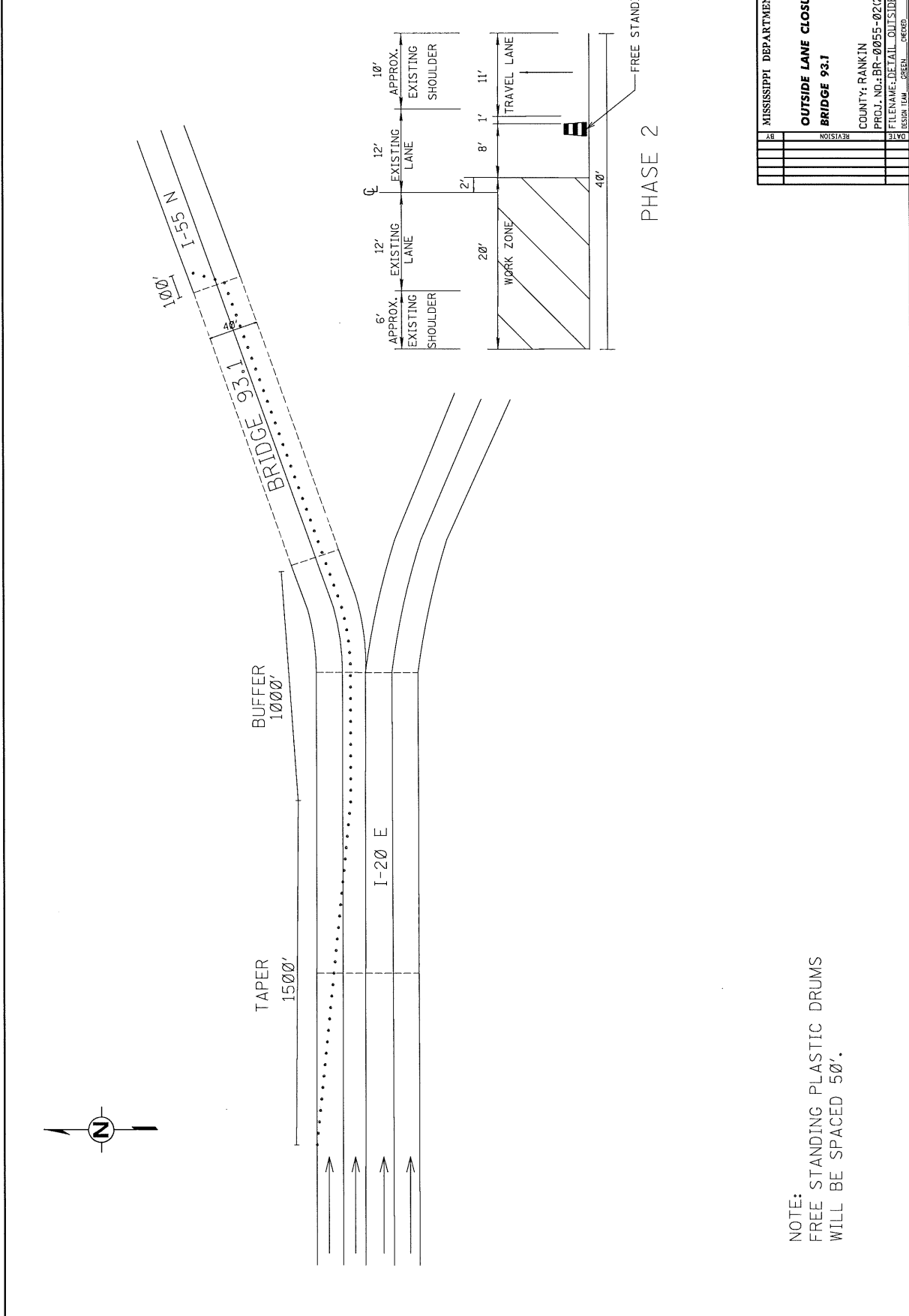
NOTE:
FREE STANDING PLASTIC DRUMS
WILL BE SPACED 50'.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
INSIDE LANE CLOSURE	
BRIDGE 93.1	
COUNTY:	RANKIN
PROJ. NO.:	BR-0055-02(247)
FILENAME:	DETAIL INSIDE (23)10GN
ISSUED TO:	GREEN - PREP'D
DATE:	01/21/08

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



WORKING NUMBER	DATE
PROJECT NUMBER	DATE
SHEET NUMBER	DATE
FILE NAME: DETAIL - OUTSIDE-DRUM	DATE



PHASE 2

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
OUTSIDE LANE CLOSURE	
BRIDGE 93.1	
COUNTY: RANKIN	WORKING NUMBER
PROJ. NO.: BR-0055-02(247)	PROJECT NUMBER
FILE NAME: DETAIL - OUTSIDE-DRUM	SHEET NUMBER
ISSUE ITEM: GREEN	DATE

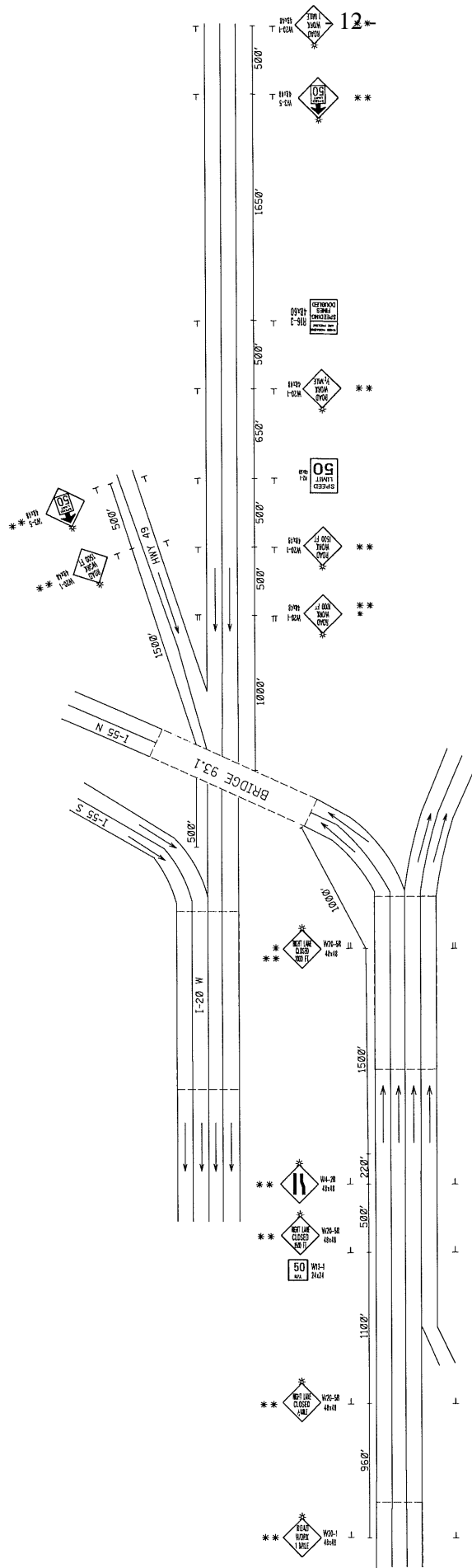
NOTE:
FREE STANDING PLASTIC DRUMS
WILL BE SPACED 50'.

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

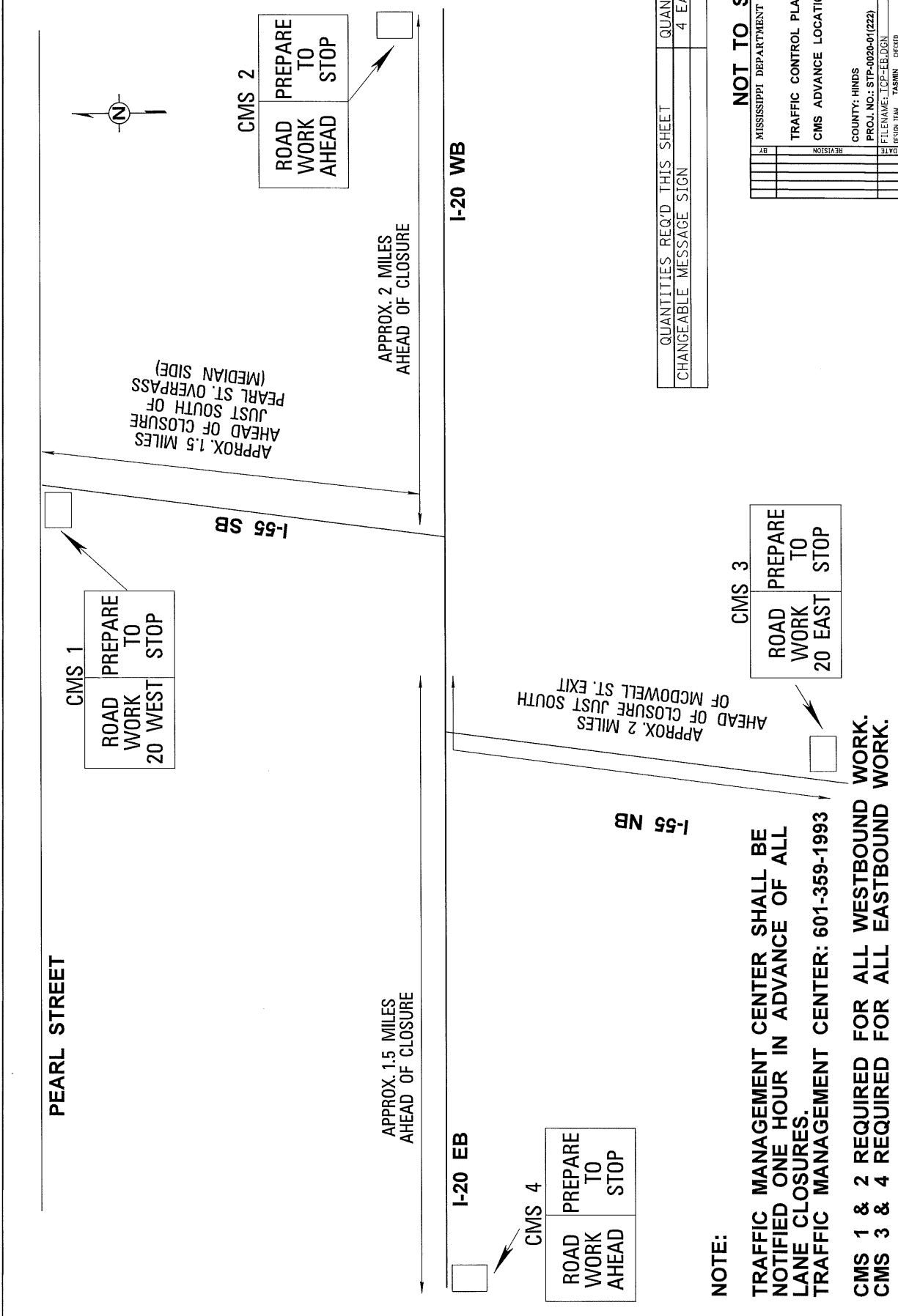
Notice To Bidders No. Cont'd.



MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TRAFFIC CONTROL PLAN	
BRIDGE 93.1	
COUNTY: RANKIN	WORKSHEET NUMBER
PROJ. NO.: BR-0055-02(247)	SHEET NUMBER
DESIGNER: LCP-DDN	DATE
DESIGN TEAM: GREEN - CROOK	\$ - \$



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



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

NOT TO SCALE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN
CMS ADVANCE LOCATIONS

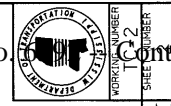
COUNTY: HINDS
PROJ. NO.: STP-0020-01(222)
FILENAME: TCC-FE1.DGN

WORKING NUMBER: TCC
SHEET NUMBER: 13
DATE: _____

NOTE:

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

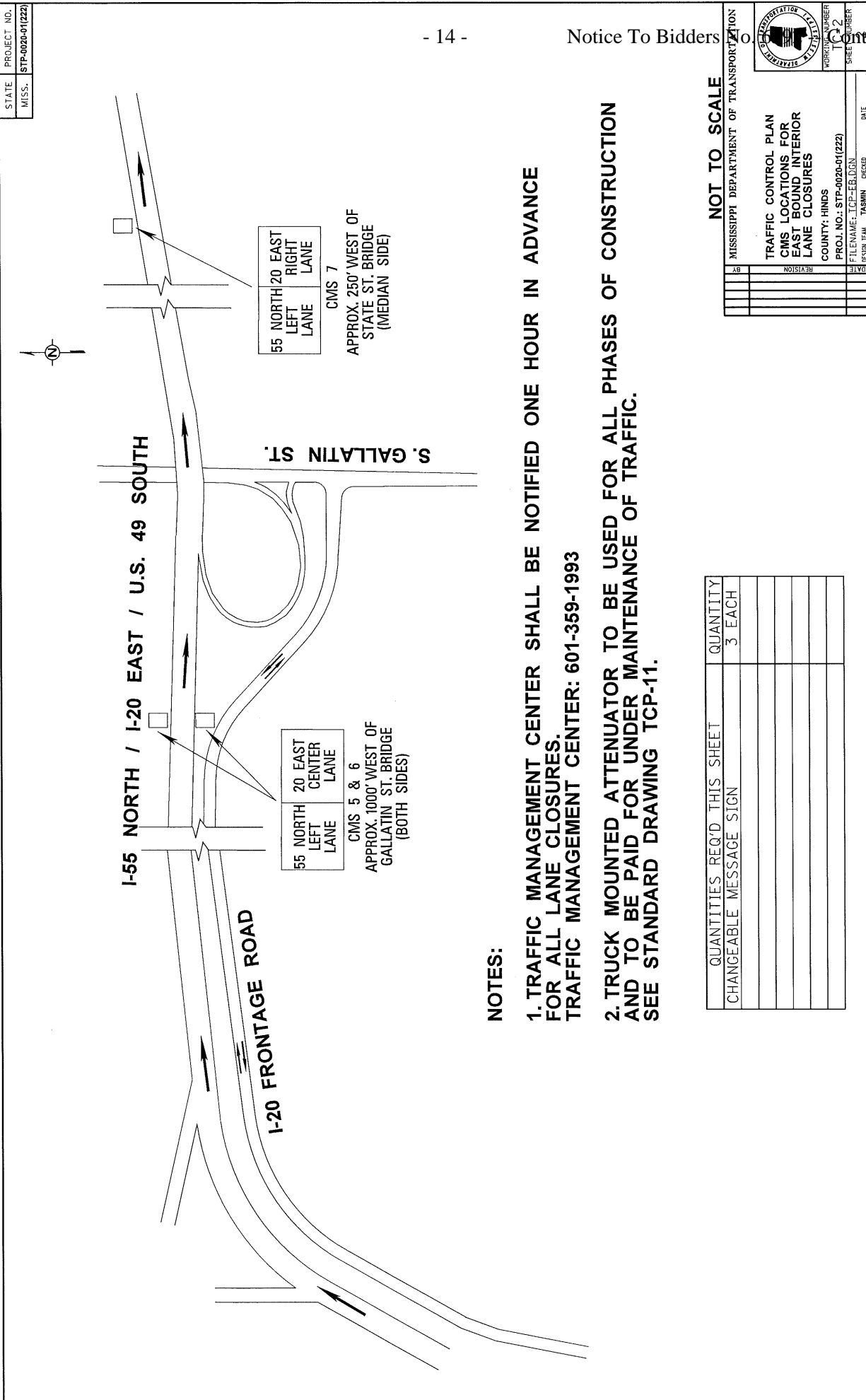
CMS 1 & 2 REQUIRED FOR ALL WESTBOUND WORK.
CMS 3 & 4 REQUIRED FOR ALL EASTBOUND WORK.



NOT TO SCALE

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL PLAN
CMS LOCATIONS FOR
EAST BOUND INTERIOR
LANE CLOSURES
WORKING NUMBER
PROJECT NO.: STP-0020-01(222)
COUNTY: HINDS
FILE NAME: TCP-EB.DGN
DESIGNER: TBSM
DATE



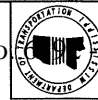
55 NORTH 20 EAST
LEFT LANE
RIGHT LANE
CMS 7
APPROX. 250' WEST OF
STATE ST. BRIDGE
(MEDIAN SIDE)

55 NORTH
LEFT LANE
20 EAST
CENTER LANE
CMS 5 & 6
APPROX. 1000' WEST OF
GALLATIN ST. BRIDGE
(BOTH SIDES)

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.

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



WORKING NUMBER
TC-3
SHEET NUMBER

NOT TO SCALE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL PLAN
STATE STREET
ENTRANCE RAMP CLOSURE
COUNTY: HINDS
PROJ. NO.: STP-0020-01(222)
FILE NAME: TCF-FR.DGN
DESIGN TEAM: TASMIN
DATE:



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

S. STATE ST.

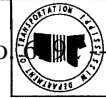
ENTRANCE RAMP
TO I-20

FREE STANDING
PLASTIC DRUMS
(45' O.C.)

24 FT. TYPE III BARRICADE (S.F.)
R11-2 MOUNTED ON FRONT (48"X30")

EXIT RAMP TO
STATE STREET

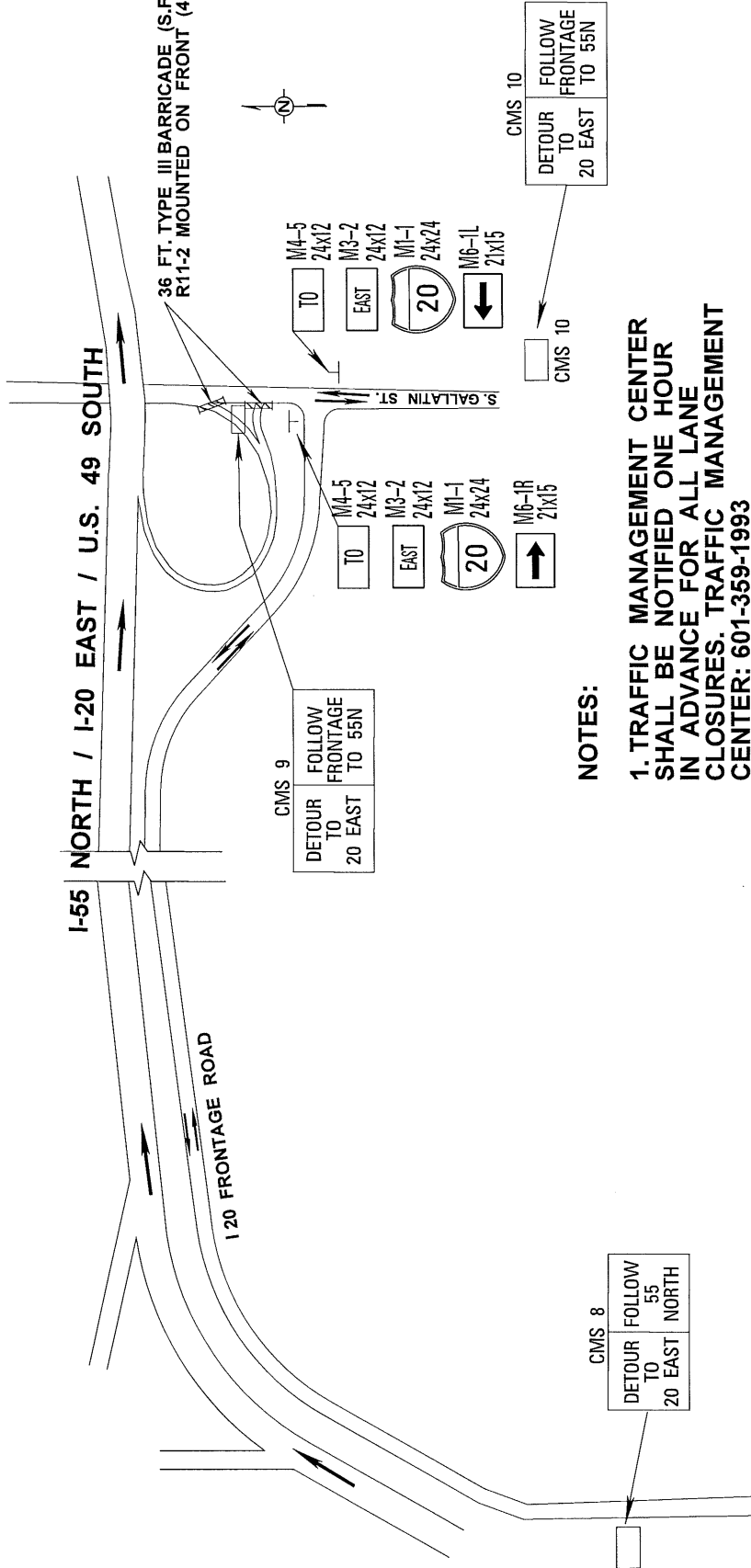
QUANTITIES REQ'D THIS SHEET	QUANTITY
FREE STANDING PLASTIC DRUMS	12 EACH
TYPE III BARRICADE (S.F.)	48 FT.
R11-2	2 EACH



I-55 NORTH / I-20 EAST / U.S. 49 SOUTH

I-20 FRONTAGE ROAD

36 FT. TYPE III BARRICADE (S.F.)
R11-2 MOUNTED ON FRONT (48"x30")



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.

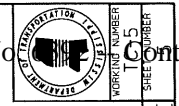
QUANTITIES REQ'D THIS SHEET	QUANTITY
CHANGEABLE MESSAGE SIGN	3 EACH
M4-5	2 EACH
M3-2	2 EACH
M1-1	2 EACH
M6-1R	1 EACH
M6-1L	1 EACH
TYPE III BARRICADE (S.F.)	72 FT.
R11-2	2 EACH

NOT TO SCALE

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)
FILE NAME: ICE-FEB.DGN
DESIGNER: TASHMIN
CHECKER:
DATE:
SCALE:
SHEET NUMBER: 100-4
WORKING NUMBER: 100-4

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

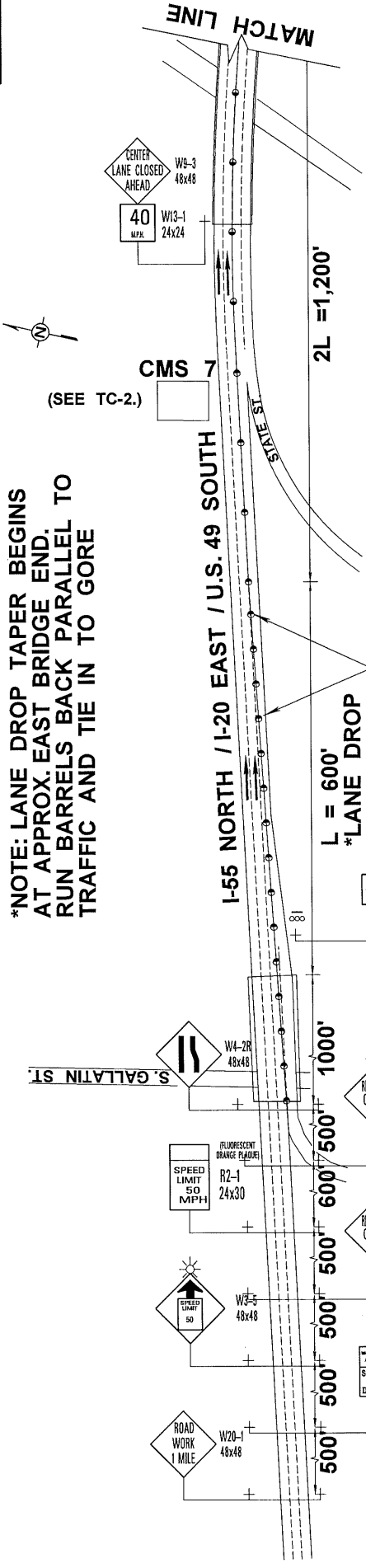


WORK ORDER NUMBER 105 SHEET NUMBER 105

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	
DATE	DESIGN TEAM
REVISION	CHECKED

*NOTE: LANE DROP TAPER BEGINS AT APPROX. EAST BRIDGE END. RUN BARRELS BACK PARALLEL TO TRAFFIC AND TIE IN TO GORE



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

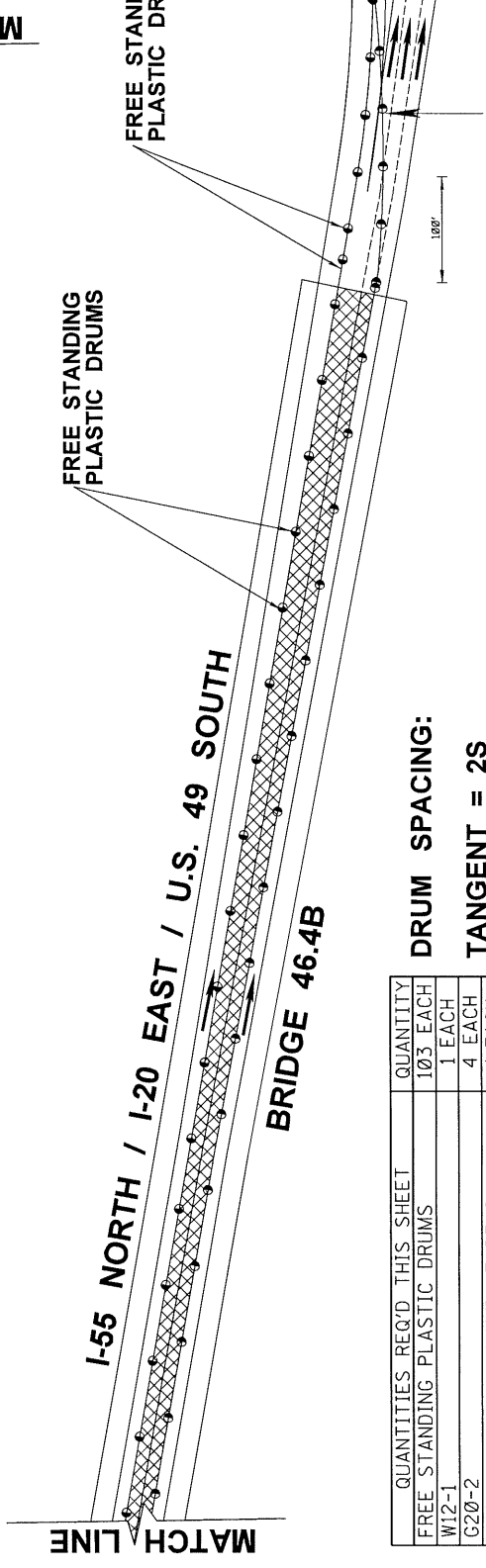
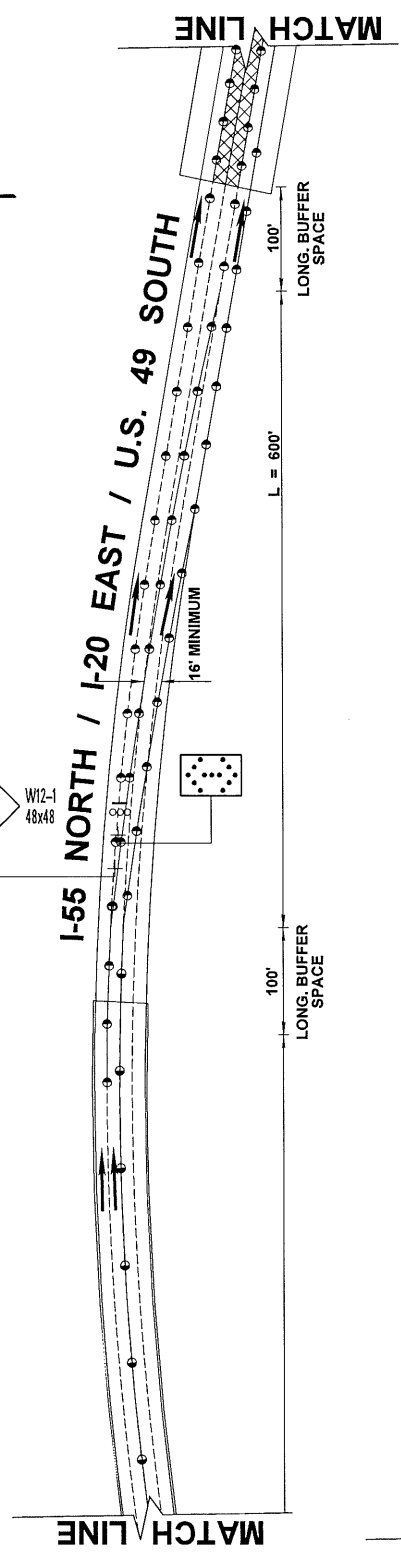
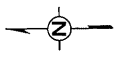
WHERE S = SPEED IN MPH

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

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

 WORK ZONE
NOT TO SCALE



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

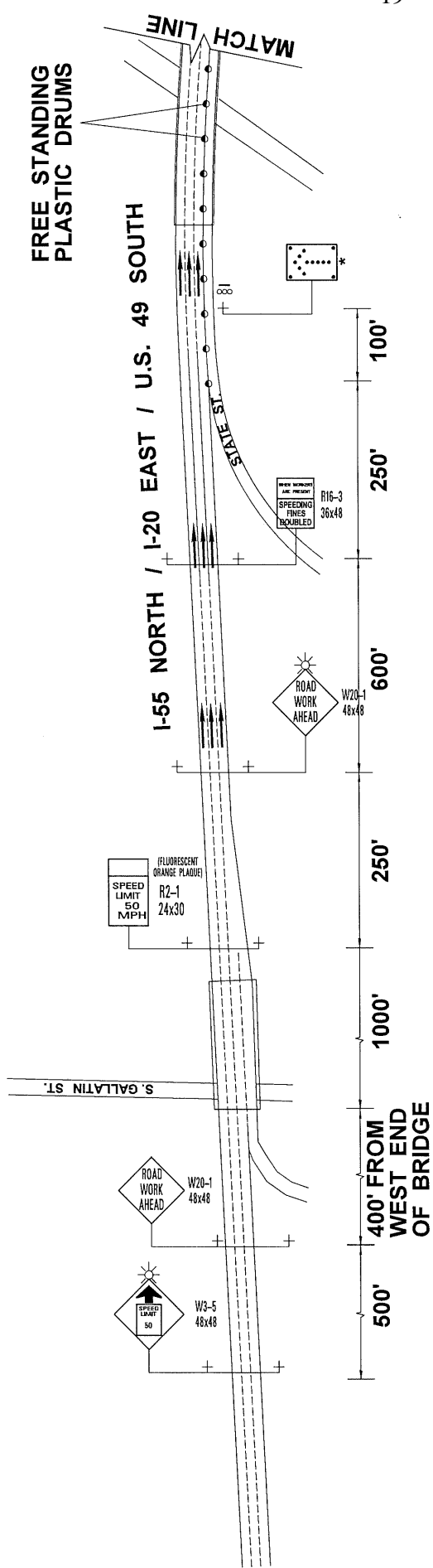
TRAFFIC CONTROL PLAN
EAST BOUND INTERIOR
LANE CLOSURES

COUNTY: HINDS
PROJ. NO.: STP-0020-01(222)
FILENAME: ICP-EB.DGN
SHEET NUMBER: TCC-6
SHEET TOTAL: 6

DESIGNER: T&E
CHECKED: []
DATE: []



Contin'd.



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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN
I20 EASTBOUND OUTSIDE
LANE CLOSURE

COUNTY: HINDS
PROJ. NO.: STP-0020-01(222)
FILE NAME: TCF-EB.DGN
DESIGN TEAM: TASHMIN - CHECKED: DATE: _____

WORKING NUMBER: 1007
SHEET NUMBER: 19



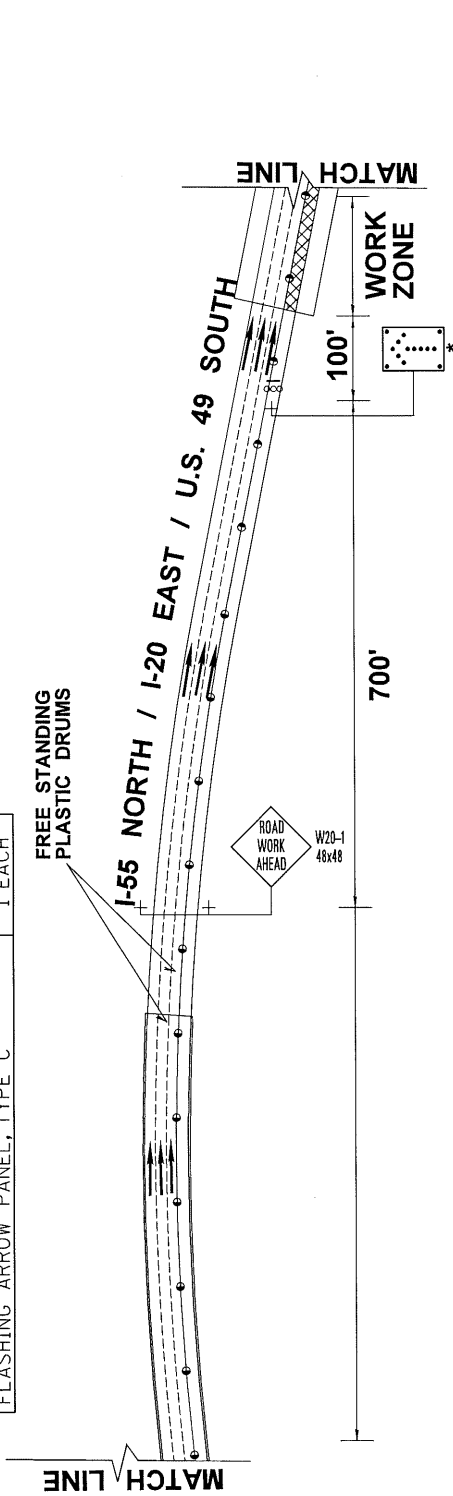
STATE MISS. PROJECT NO. STP-0020-01(222)

WORK ZONE

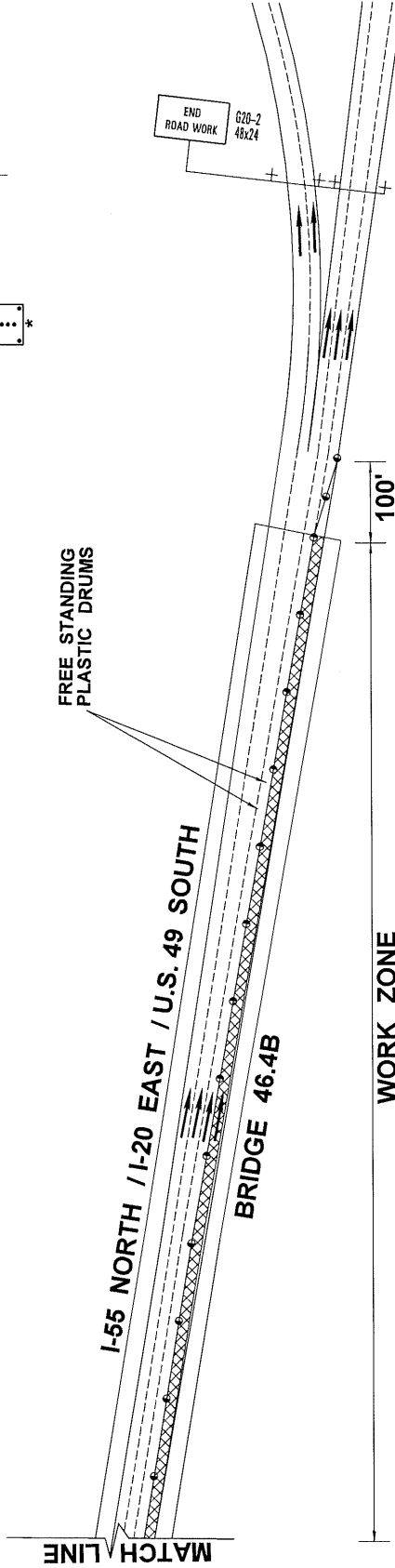


QUANTITIES REQ'D THIS SHEET	QUANTITY
G20-2	4 EACH
W20-1	2 EACH
FREE STANDING PLASTIC DRUMS	31 EACH
FLASHING ARROW PANEL, TYPE C	1 EACH

FREE STANDING PLASTIC DRUMS



FREE STANDING PLASTIC DRUMS



NOT TO SCALE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TRAFFIC CONTROL PLAN	
I20 EASTBOUND OUTSIDE LANE CLOSURE	
COUNTY: HINDS	
PROJECT NO.: STP-0020-01(222)	
FILE NAME: TCP-FB.DGN	
DESIGN TEAM: TASHMIN - CRECER	
DATE: _____	

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

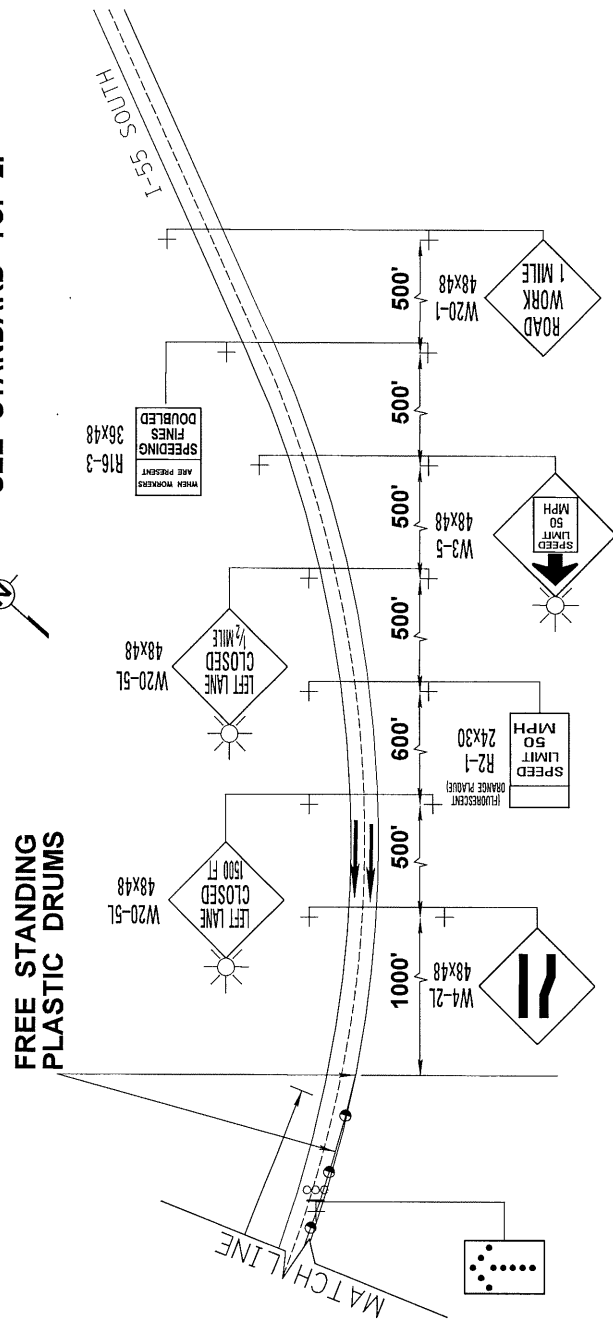
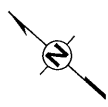
* ARROW PANEL TO BE USED IN CAUTION MODE.

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

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.



DRUM SPACING:

TANGENT = S
TAPERS = 2S

WHERE S = SPEED IN MPH

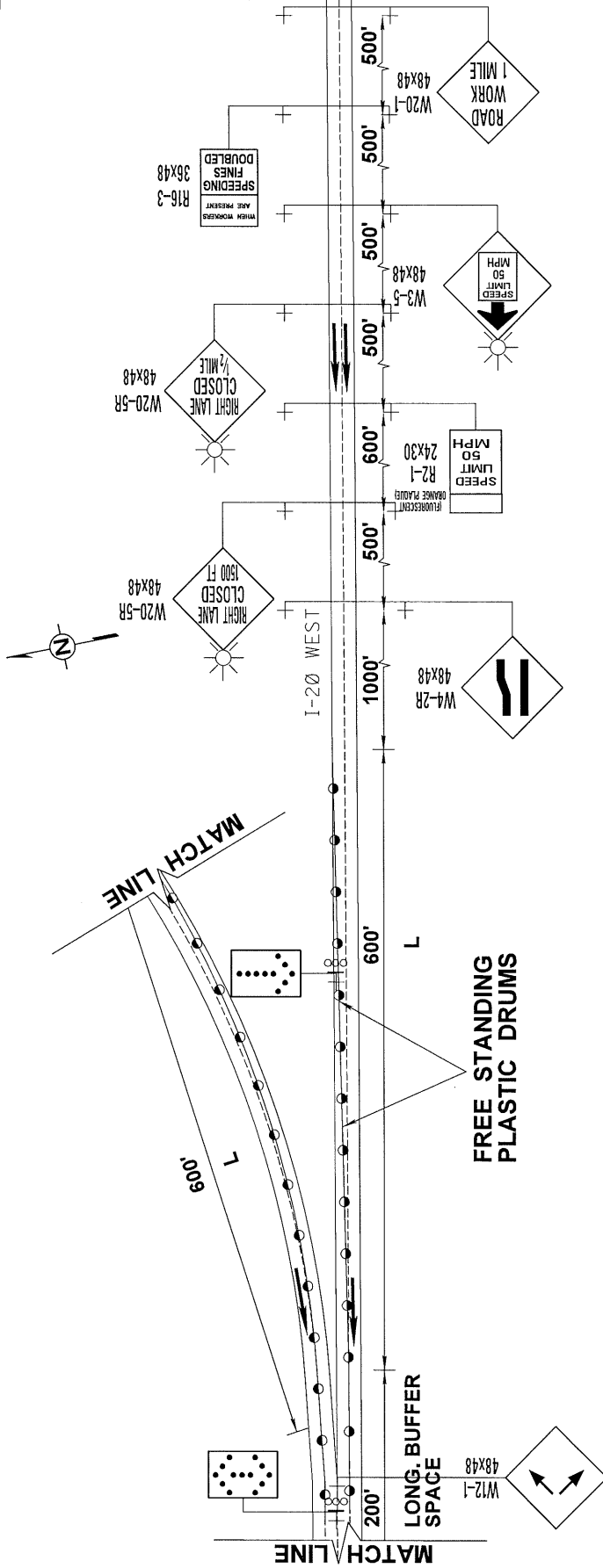
THE DRUM SPACING SHOWN IS TO BE CONSIDERED THE MAXIMUM. THE CONTRACTOR WILL BE ALLOWED TO REDUCE THE SPACING AS NEEDED TO MAINTAIN SAFETY.

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

NOT TO SCALE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TRAFFIC CONTROL PLAN	
WEST BOUND INTERIOR LANE CLOSURES	
COUNTY: HINDS	
PROJECT NO.: STP-0020-01(222)	
WORKING NUMBER	TCP-2
SHEET NUMBER	109
DATE	_____
REVISION	_____
AB	_____
FILE NAME: TCP-WB.DCN	_____
DESIGN TEAM: T&S/MIN - C/ECED	_____
DATE	_____

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



NOTE:

$L = SW = 50 \times 12 = 600 \text{ FT.}$
 WHERE L = MINIMUM LENGTH OF THE TAPER IN FT.
 $S = \text{DESIGN SPEED}$
 $W = \text{WIDTH OF OFFSET (USUALLY LANE WIDTH) IN FT.}$
DRUM SPACING:
 $TANGENT = S$
 $TAPERS = 2S$
 WHERE S = SPEED IN MPH

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

NOT TO SCALE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN
WEST BOUND INTERIOR
LANE CLOSURES

COUNTY: HINDS
PROJECT NO.: STP-0020-01(222)
FILE NAME: T.C.P.-WB.DGN
WORKING NUMBER: TCC0
SHEET NUMBER: 22
DESIGN TEAM: TASHWIN
DATE: _____



DATE	REVISION

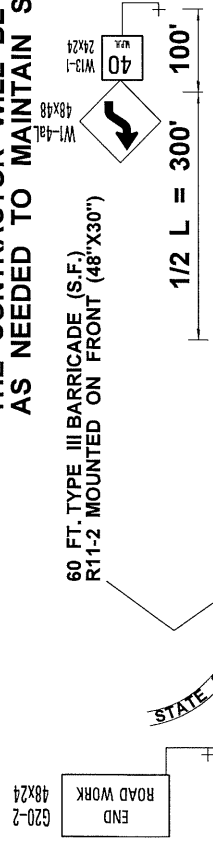


DRUM SPACING:

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.



BRIDGE 46.4A
I-55 SOUTH / I-20 WEST / 49 NORTH

NOTE: CARRY BARRELS OUT PAST PHYSICAL GORE

FREE STANDING
PLASTIC DRUMS

MATCH LINE 23



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

NOT TO SCALE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

WEST BOUND INTERIOR LANE CLOSURES

COUNTY: HINDS

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

DESIGN TEAM: JASMIN - CHECKED

DATE: _____

BY: _____

REVISION: _____

DATE: _____

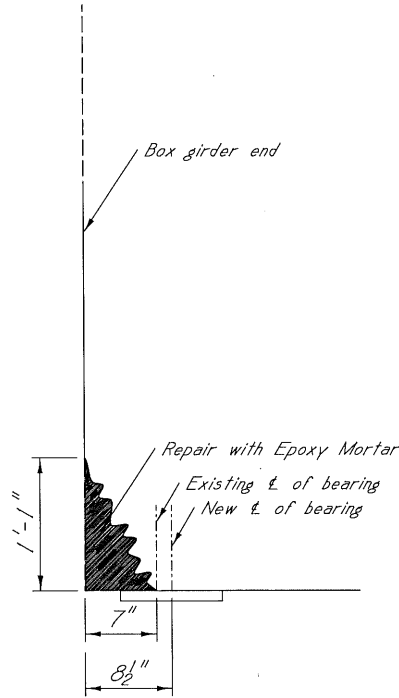
FILE NAME: ICF-WB.DGN

WORK NUMBER: 16211

SHEET NUMBER: 5

Notice To Bidders to

EPOXY REPAIR DETAILS

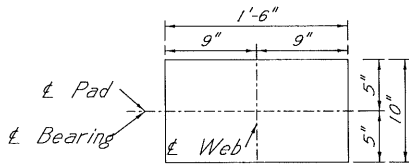


Note:
Epoxy repair to box girder ends is to be completed before neoprene bearing pads are replaced.

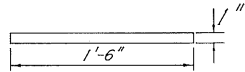
ELEVATION OF BOX GIRDER

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)

<u>NEOPRENE PAD DIMENSIONS</u>			
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.

NOTES ON ASSOCIATED ITEMS OF WORK:

808-4001 JOINT PREPARATION

Description: Shall include the work necessary to repair joints in preparation for the placement of new expansion material. As directed in the Detail Drawings, Epoxy Mortar Or Existing Silicone Sealing, Compression And AC Sealant Joint Materials Will Not Be Paid For Directly And Shall Be Considered As Absorbed Labor. This Item Of Work Includes Preparation 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.

907-823-8001 SAW CUT, TYPE I & 907-823-8002 SAW CUT, TYPE II

Description: The Saw Cut Depth Shall Be Specified In The Indentation Depth Report By The Manufacturer. 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 Recommendations.

907-823-4001 PREFORMED JOINT SEAL, TYPE I

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.

907-823-4002 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 Strength Bridge Concrete, As Follows:

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

Required Strength: 2500 psi prior to releasing to traffic

Minimum Slump: 3-6" 6 inches

Non-airbind 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 MDT's Approved Products List, and the manufacturer's recommendations shall be followed for the dosage rate.

Curing is to be continuous until 2000 psi is attained. Traffic is to be diverted from the repair area until this 2000 psi 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 repaired concrete shall be determined by the contractor's test cylinders. Two cylinders are to be tested at 3, 15, and 24 hour intervals. The two remaining cylinders shall be used to determine the 28-day compressive strength of the concrete.

EPXY MORTAR AND POLYMER CONCRETE NOTES:

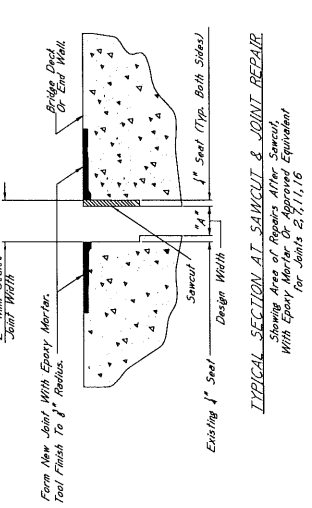
Either Epoxy Mortar Or Polymer Concrete May Be Used. Guidelines For Selection Of Materials Can Be Found In Section 808 OF THE SPECIFICATIONS.

GENERAL NOTES:

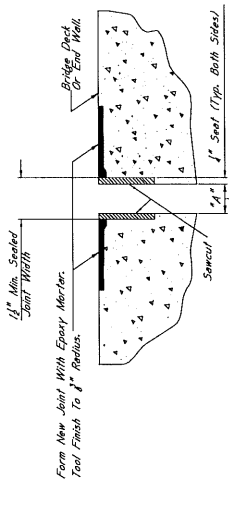
1. Specifications, Mississippi Standard Specifications For Road And Bridge Construction Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer. Any Changes To Detail Or Design Or Construction Procedure Will Not Be Cause For Contract Price Adjustments. Such Changes Will Be Paid For Under Item 100 OF THE SPECIFICATIONS.
2. 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:**

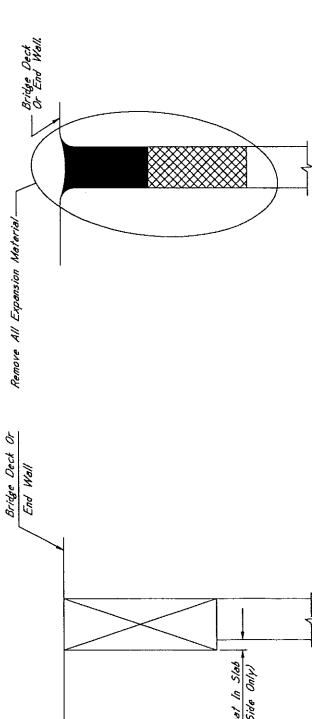
1. The Preformed Joint Seal Shall Be One Of The Following, Included According To Manufacturer's Specifications:
 - A. Silux One-Joint Sealing System Manufactured By R.J. Watson, Inc. In Aiken, NY
 - B. Mega SP5 Joint System Manufactured By Watson Bowman Acme Corporation In Amherst, NY
 - C. Siligarc 353 Silicone Strip Seal Manufactured By Watson Bowman Acme Corporation In Amherst, NY
 - D. For Existing Repairs, The R.J. Watson Silicone Joint Sealing System Was Selected. However, Should Another Supplier Be Chosen, It Is The Contractor's Responsibility To Provide Installation Details And Details For Adhesive Sealing Times, And Any Other Variables Between The Specifications Provided By The Manufacturer. To Ensure That The Contractor Is Properly Substantiated In Installation Of The Joint Material.
2. 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 Used For Design Widths Less Than 2". Preformed Joint Seal Type III Shall Be Used For Design Widths Greater Than Or Equal To 2". With The Maximum Design Width 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.



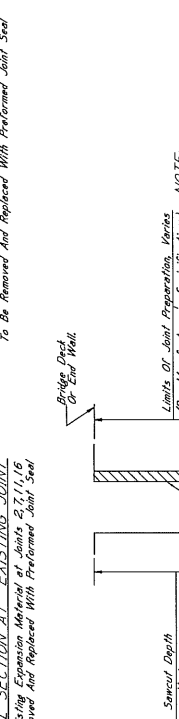
TYPICAL SECTION AT SAWCUT & JOINT REPAIR
Showing Area Of Repairs After Sawcut, With Epoxy Mortar Or Approved Equivalent For Joints 2,1,1,1,1,6



TYPICAL SECTION AT SAWCUT & JOINT REPAIR
Showing Epoxy Mortar Where Repairs Are Made After Sawcut, With Epoxy Mortar Or Approved Equivalent 1,8,9,10,17,18



TYPICAL SECTION AT EXISTING JOINT
Showing Existing Expansion Material of Joints 1,8,9,10,17,18 To Be Removed And Replaced With Preformed Joint Seal



TYPICAL SECTION AT EXISTING JOINT
Showing Existing Expansion Material of Joints 2,1,1,1,6 To Be Removed And Replaced With Preformed Joint Seal

NOTE: Care shall be exercised to insure that no debris fall into the joint. The bridge shall become the property of the Contractor and shall be removed from the construction site.

2" Min. Sealed Joint Width (Joint No. 7 & 11)

2" Min. Sealed Joint Width (Joint No. 8 & 9)

Area Of Existing Bridge Deck To Be Removed And Replaced With Concrete. Tool Finish To 1/2" Radius.

High Early Strength Concrete (One more detail)

1/2" Min. Sealed Joint Width (Joint No. 7 & 11)

1/2" Min. Sealed Joint Width (Joint No. 8 & 9)

1/2" Min. Sealed Joint Width (Joint No. 2,1,1,1,6)

1/2" Min. Sealed Joint Width (Joint No. 2,7,1,1,1,6)

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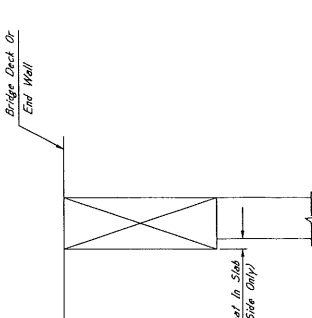
1/2" Min. Sealed Joint Width (Joint No. 2,7,1,1,1,6)

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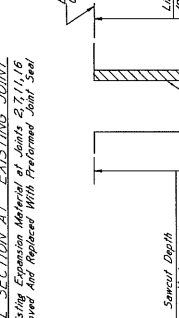
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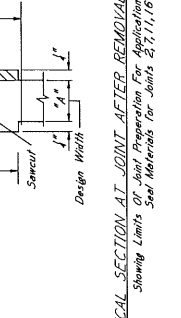
1/2" Min. Sealed Joint Width (Joint No. 2,7,1,1,1,6)



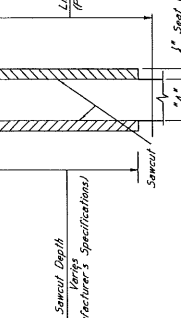
TYPICAL SECTION AT EXISTING JOINT
Showing Existing Expansion Material of Joints 2,1,1,1,6 To Be Removed And Replaced With Preformed Joint Seal



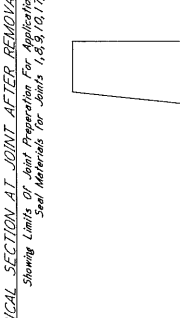
TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL
Showing Limits Of Joint Preparation For Application Of New Joint Seal Materials For Joints 2,7,1,1,1,6



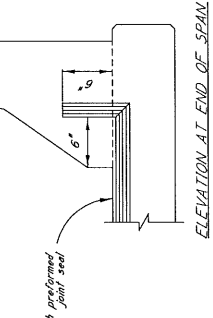
TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL
Showing Limits Of Joint Preparation For Application Of New Joint Seal Materials For Joints 1,8,9,10,17,18



TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL
Showing Limits Of Joint Preparation For Application Of New Joint Seal Materials For Joints 1,8,9,10,17,18



TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL
Showing Limits Of Joint Preparation For Application Of New Joint Seal Materials For Joints 1,8,9,10,17,18



ELEVATION AT END OF SPAN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6394

CODE: (SP)

DATE: 5/18/2017

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.

Exception: -- For concrete bridge deck repair operations only, a lane closure will be allowed to remain in place from 8:00 PM Friday to 6:00 AM Monday.

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 of 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.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6395

CODE: (SP)

DATE: 5/9/2017

SUBJECT: Temporary Construction Signs

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

Bidders are hereby advised of the following regarding the installation and removal of Temporary Construction Signs:

Should the Contractor elect to install Temporary Construction Signs by first driving short u-channel sections and then bolting longer u-channel sections to them to achieve the correct height, the short sections shall extend a minimum of four (4) feet from the ground level after they are driven. Furthermore, these short sections shall be removed at the completion of the project.