

## 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.	<u>  1  </u>	DATED	<u>  9/11/2020  </u>	ADDENDUM NO.	_____	DATED	_____
ADDENDUM NO.	_____	DATED	_____	ADDENDUM NO.	_____	DATED	_____
ADDENDUM NO.	_____	DATED	_____	ADDENDUM NO.	_____	DATED	_____

Number	Description
1	Revised Table of Contents; Deleted NTB No. 2721; Revised NTB No. 2722; Revised Bid Items; Revised Progress Schedule; Amendment EBSx 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-9999-03(373)/ 108401301000 & STP-9999-03(374)/ 108401302000  
Copiah & Sunflower County(ies)

Revised 01/26/2016

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
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STP-9999-03(374)/108401302 - Sunflower**

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**STP-9999-03(374)/108401302 - Sunflower**

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

09/11/2020 02:23 PM

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 -NOTICE TO BIDDERS NO. 2722

CODE: (SP)

DATE: 9/11/2020

SUBJECT: Scope of Work

PROJECT: STP-9999-03(373) / 108401301 – Covich County  
STP-9999-03(374) / 108401302 –Sunflower County

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 by the Contractor 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 roadway crossing below the structures. 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 bridge repairs on Bridges 40.9 (10835) & 43.0 (10844) on SR 28 in Covich County and on Bridges 255.2 & 255.2B (14545 & 14546) on US 49W in Sunflower County.

Work on the project shall consist of the following bridge repairs:

### **Joint Repair & Sealing:**

The joint repair shall include installation of the preformed joint seal and other necessary work per the included standard drawings or as directed by the Engineer. All existing joint armor shall remain in place. 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.

The joints shall 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. All large debris shall be removed by hand. All other debris (dirt and rust) shall be removed by pressure washing to the satisfaction of the Project Engineer. All pressure washers shall be able to maintain 3,500 psi. This item of work shall be paid for under pay item 907-824-PP: Bridge Repair, Cap Cleaning.

**Bearing Replacements:**

All bearings should be removed and replaced according to Bearing Assembly Details. All structural steel shall conform to ASTM A709 Grade 50. All steel shall be new. Extreme care shall be exercised in removing the existing bearing plates that are welded to the ¾" anchor plates embedded in the prestressed beams. Existing anchor bolts shall be ground to ¼" below the concrete surface and grouted with epoxy mortar.

The bottom of the existing anchor plates shall be finished smooth to accommodate the new steel plates and painted with approved encapsulating paint. All pack rust and scale within the designated areas shall be removed by using small hand tools, mechanical process, or needle gun. All areas required to be painted containing grease films after the initial cleaning shall be cleaned with a biodegradable solvent. All debris removed from the existing structure shall become property of the Contractor and shall be disposed of properly. The Contractor shall provide technical data for the proposed encapsulating paint to be used on this project to the Project Engineer for approval by the Director of Structures, State Bridge Engineer. New paint shall be applied by hand, with either a brush or roller.

After the pads are vulcanized to the new steel plates, the new steel plates shall be cleaned and then painted with one shop coat of inorganic zinc, one field intermediate coat of acrylic latex, and one field top coat of acrylic latex per Section 814 of the Specifications.

Prior to any construction or fabrication, the Contractor shall comply with the submittal requirements listed in the bearing replacement details. 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 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 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 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.

Payment for this work shall be made under pay item 907-824-PP: Bridge Repair, Bearing Replacement.

**Anchor System:**

Swedge anchor bolts shall meet or exceed ASTM F3125 and shall be galvanized in accordance with ASTM 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. [www.us.hilti.com](http://www.us.hilti.com)
- B. "EPCON C6+" shall be manufactured by ITW Ramset/Red Head. [www.itwredhead.com](http://www.itwredhead.com)
- C. "Ultrabond 1300" shall be as manufactured by Adhesives Technology Corp. [www.atcepoxy.com](http://www.atcepoxy.com)

Installation of the anchoring system shall be in accordance with the Manufacturer'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 the anchoring system.

All costs associated with the anchor system shall be included in the bid price for pay item 907-824-PP: Bridge Repair, Bearing Replacement.

**Contractor Submittals:**

Prior to any construction or fabrication, the Contractor shall comply with the following submittal requirements.

**Field Verification Submittal:**

All dimensions of the existing bearing assemblies and caps shall be field verified.

**Shop Drawing Submittal:**

The Contractor shall submit shop drawings of the new bearing assemblies and anchor bolts to the Project Engineer for approval by the Director of Structures, State Bridge Engineer.

**Welding Submittal:**

- a. Certification for all welders
- b. Welding procedures
- c. Procedure for storage and handling of welding electrodes, wires, and flux
- d. A flux recovery procedure if applicable

Jacking Plan Submittal:

The Contractor shall submit a set of bracing and jacking arrangement plans along with design calculations. The Contractor shall employ the services of a Mississippi registered Professional Engineer knowledgeable in the field of bridge design. The submitted plans shall bear the seal of the Professional Engineer.

**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 for traffic control devices for which no pay item is provided shall be included in the price bid for pay item 618-A: Maintenance of Traffic.

STATE	PROJECT NO.
MISS	STP-9999-03(373)

① TO BE USED AS DIRECTED BY THE ENGINEER. ESTIMATED TWO PER SITE.

PAY ITEM NO.	PAY ITEM	UNIT	COPIAH : 108401-301000	
			Prelim	Final
618-A001	Maintenance of Traffic	LS	1	
618-B001	Additional Construction Signs	SF	1	
907-619-E3001	Changeable Message Sign	EA	4	
620-A001	Mobilization	LS	1	
907-808-A003	Joint Repair Without Epoxy	LF	492	
907-823-A001	Preformed Joint Seal, Type I	LF	246	
907-823-B001	Saw Cut, Type I	LF	492	
907-824-PP006	Bridge Repair, Cap Cleaning	EA	11	
907-824-PP006	Bridge Repair, Bearing Replacement	EA	48	

①

 <b>MISSISSIPPI DEPARTMENT OF TRANSPORTATION</b> <b>SUMMARY OF QUANTITIES</b>	
PROJ NO: STP-9999-03(373) COUNTY: COPIAH	Working Number SQ-1 Sheet Number 1
FILENAME: SQ-Copiah Design Team: SDOI Checked: _____ Date: 2/25/2020	

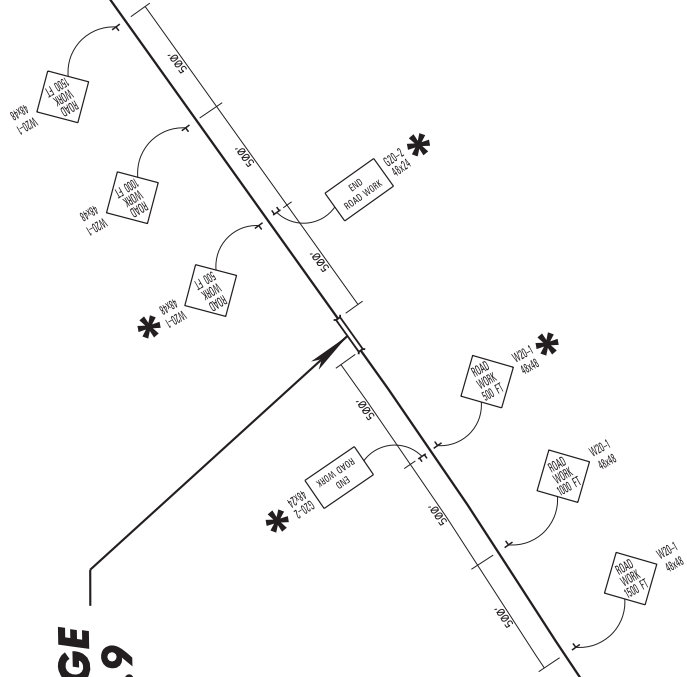


FMS CON: 1084017301000  
 STATE PROJECT NO.  
 MISS. STP-9999-03(373)

SR 28



# BRIDGE #40.9



FMS CON: 1064017301000  
 PROJECT NO. STP-9999-03(373)  
 STATE MISS.

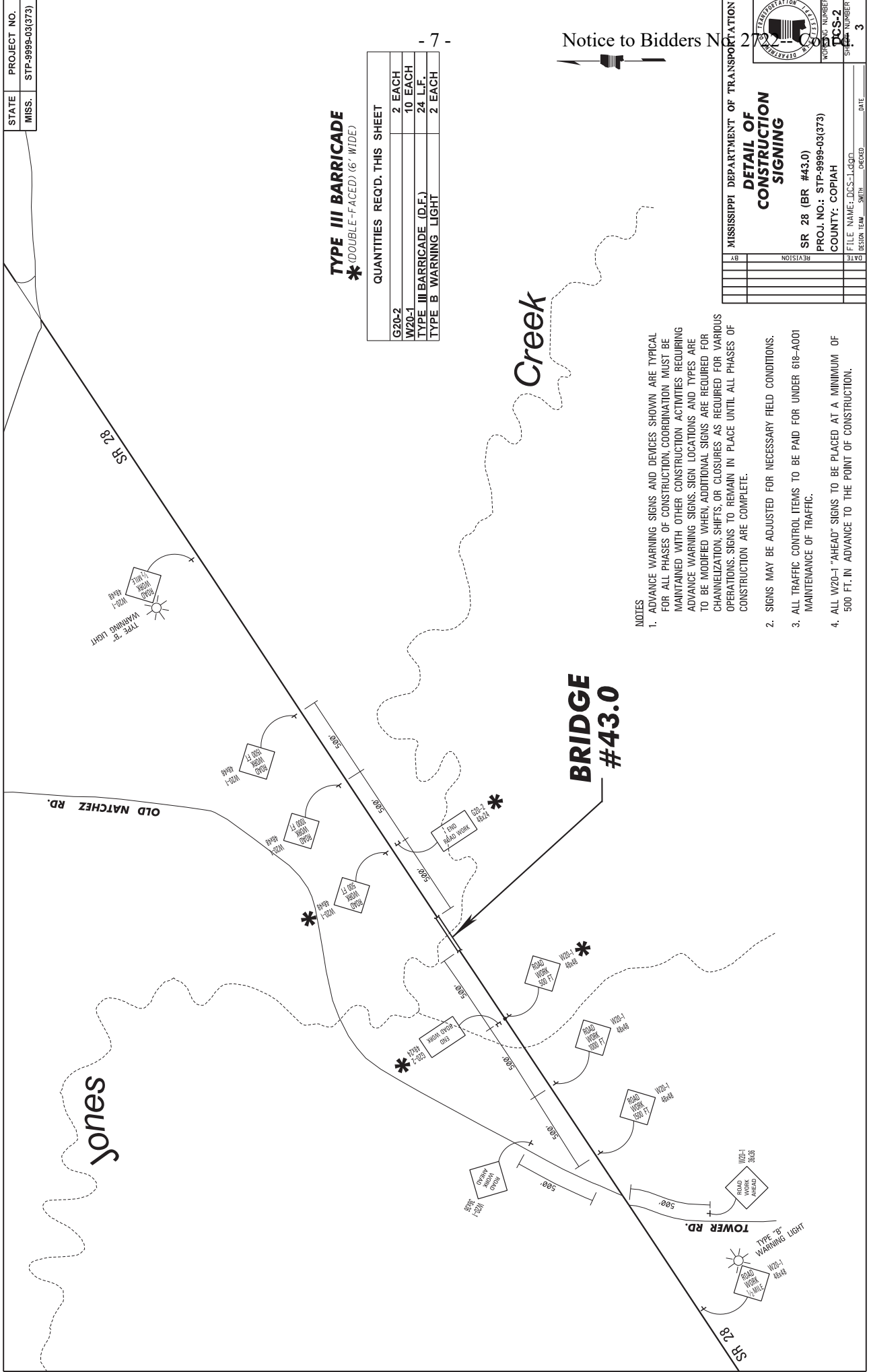
**TYPE III BARRICADE**  
 \*(DOUBLE-FACED) (6' WIDE)

QUANTITIES	REQ'D. THIS SHEET
G20-2	2 EACH
W20-1	10 EACH
TYPE III BARRICADE (D.F.)	24 L.F.
TYPE B WARNING LIGHT	2 EACH

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
**DETAIL OF CONSTRUCTION SIGNING**

SR 28 (BR #43.0)  
 PROJ. NO.: STP-9999-03(373)  
 COUNTY: COPIAH

DESIGN NUMBER: DCS-2  
 SHEET NUMBER: 3  
 DATE: \_\_\_\_\_




- NOTES**
1. ADVANCE WARNING SIGNS AND DEVICES SHOWN ARE TYPICAL FOR ALL PHASES OF CONSTRUCTION. COORDINATION MUST BE MAINTAINED WITH OTHER CONSTRUCTION ACTIVITIES REQUIRING ADVANCE WARNING SIGNS. SIGN LOCATIONS AND TYPES ARE TO BE MODIFIED WHEN ADDITIONAL SIGNS ARE REQUIRED FOR CHANNELIZATION, SHIFTS, OR CLOSURES AS REQUIRED FOR VARIOUS OPERATIONS. SIGNS TO REMAIN IN PLACE UNTIL ALL PHASES OF CONSTRUCTION ARE COMPLETE.
  2. SIGNS MAY BE ADJUSTED FOR NECESSARY FIELD CONDITIONS.
  3. ALL TRAFFIC CONTROL ITEMS TO BE PAID FOR UNDER 618-A001 MAINTENANCE OF TRAFFIC.
  4. ALL W20-1 "AHEAD" SIGNS TO BE PLACED AT A MINIMUM OF 500 FT. IN ADVANCE TO THE POINT OF CONSTRUCTION.

STATE	MISS
PROJECT NO.	STP-9999-03(374)

**SUMMARY OF QUANTITIES (SHEET 1)**

PAY ITEM NO.	PAY ITEM	UNIT	SUNFLOWER : 108401-302000	
			Prelim	Final
618-A001	Maintenance of Traffic	LS	1	
618-B001	Additional Construction Signs	SF	1	
620-A001	Mobilization	LS	1	
907-808-A003	Joint Repair Without Epoxy	LF	646	
907-823-A001	Preformed Joint Seal, Type I	LF	323	
907-823-B001	Saw Cut, Type I	LF	646	
907-824-PP006	Bridge Repair, Bearing Replacement	EA	96	
907-824-PP006	Bridge Repair, Cap Cleaning	EA	14	

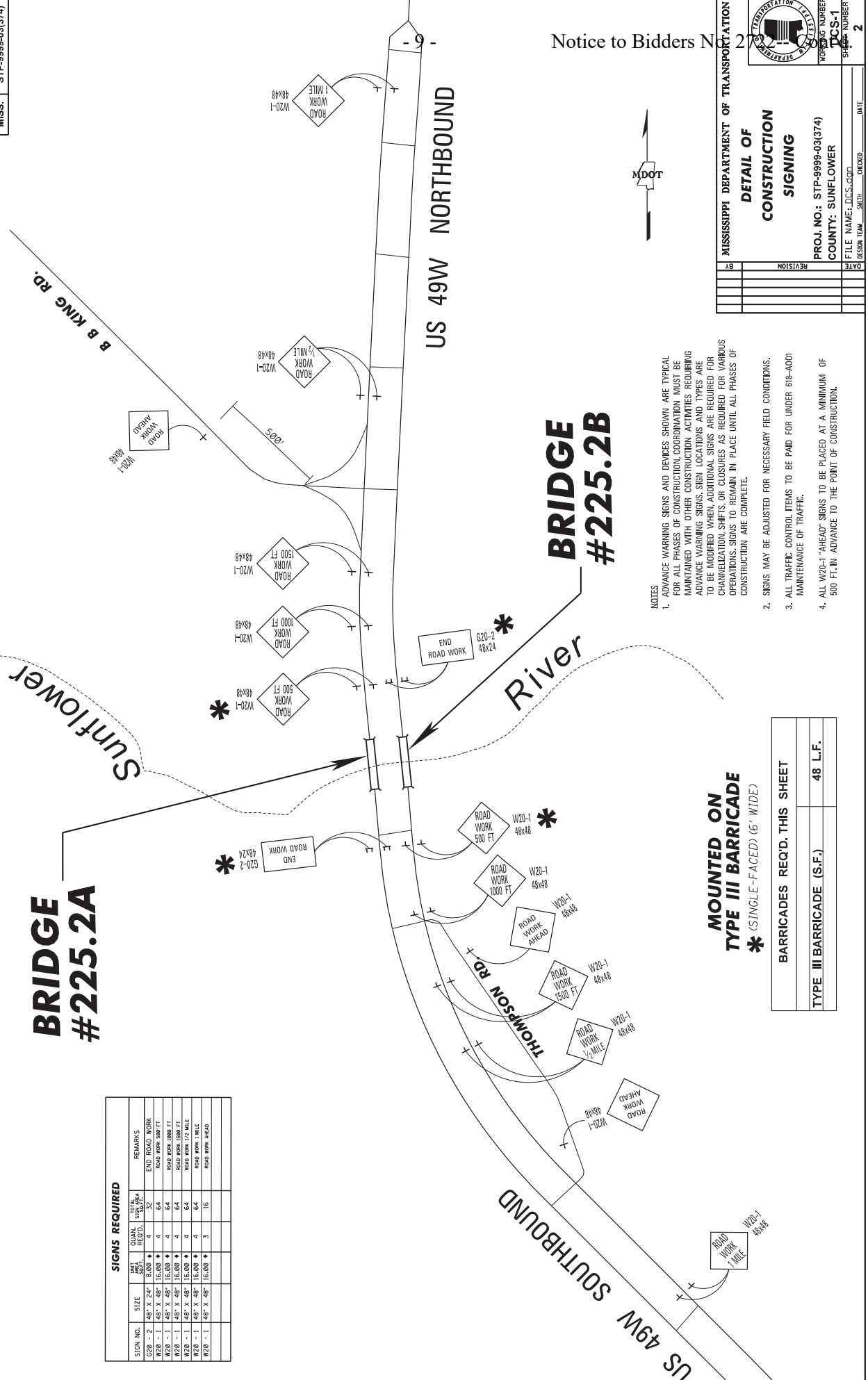
	
<b>MISSISSIPPI DEPARTMENT OF TRANSPORTATION</b> <b>SUMMARY OF QUANTITIES</b>	
PROJ NO: STP-9999-03(374)	Working Number
COUNTY: SUNFLOWER	SQ-1
FILENAME: SQ-Sunflower	Sheet Number
Design Team	Checked
Date	1

FMS CON: 108401730200  
 STATE PROJECT NO. MISS. STP-9999-03(374)

Notice to Bidders No. 27



MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
<b>DETAIL OF CONSTRUCTION SIGNING</b>	
PROJECT NO.:	STP-9999-03(374)
COUNTY:	SUNFLOWER
FILE NAME:	D.C.S.-000
DESIGN TEAM:	SMITH
CHECKED:	DATE:
BY:	REVISION:



- NOTES
- ADVANCE WARNING SIGNS AND DEVICES SHOWN ARE TYPICAL FOR ALL PHASES OF CONSTRUCTION. COORDINATION MUST BE MAINTAINED WITH OTHER CONSTRUCTION ACTIVITIES REQUIRING ADVANCE WARNING SIGNS, SIGN LOCATIONS AND TYPES ARE TO BE MODIFIED WHEN ADDITIONAL SIGNS ARE REQUIRED FOR CHANNELIZATIONS, SHIFTS, OR CLOSURES AS REQUIRED FOR VARIOUS OPERATIONS. SIGNS TO REMAIN IN PLACE UNTIL ALL PHASES OF CONSTRUCTION ARE COMPLETE.
  - SIGNS MAY BE ADJUSTED FOR NECESSARY FIELD CONDITIONS.
  - ALL TRAFFIC CONTROL ITEMS TO BE PAID FOR UNDER 616-A001 MAINTENANCE OF TRAFFIC.
  - ALL W20-1 "AHEAD" SIGNS TO BE PLACED AT A MINIMUM OF 500 FT. IN ADVANCE TO THE POINT OF CONSTRUCTION.

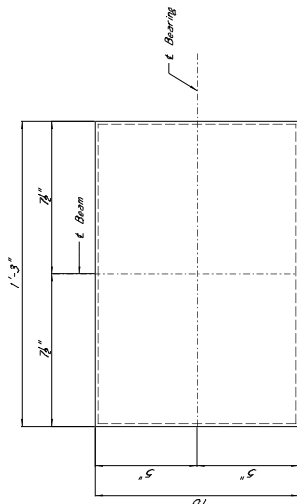
**MOUNTED ON TYPE III BARRICADE**  
 \* (SINGLE-FACED) (6' WIDE)

BARRICADES REQ'D. THIS SHEET	
TYPE III BARRICADE (S.F.)	48 L.F.

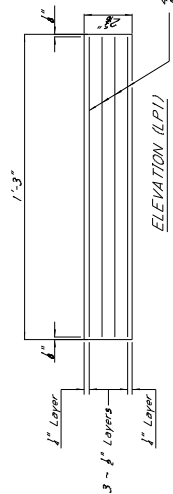
SIGNS REQUIRED			
SIGN NO.	SIZE	QTY	REMARKS
G20 - 2	48" X 24"	4	END ROAD WORK
W20 - 1	48" X 48"	4	ROAD WORK 500 FT
W20 - 1	48" X 48"	4	ROAD WORK 1000 FT
W20 - 1	48" X 48"	4	ROAD WORK 1500 FT
W20 - 1	48" X 48"	4	ROAD WORK 1 MILE
W20 - 1	48" X 48"	3	ROAD WORK AHEAD

108401301		Bridge 10835	Bridge 10844	
907-808-A003	Joint Repair Without Epoxy	166	326	LF
907-823-B001	Saw Cut, Type I	166	326	LF
907-823-A001	Preformed Joint Seal, Type I	83	163	LF
907-824-PP006	Bridge Repair, Bearing Replacement	12	36	EA
907-824-PP006	Bridge Repair, Cap Cleaning	5	6	EA

108401302		Bridge 14545	Bridge 14546	
907-808-A003	Joint Repair Without Epoxy	402	244	LF
907-823-B001	Saw Cut, Type I	402	244	LF
907-823-A001	Preformed Joint Seal, Type I	201	122	LF
907-824-PP006	Bridge Repair, Bearing Replacement	72	24	EA
907-824-PP006	Bridge Repair, Cap Cleaning	7	7	EA



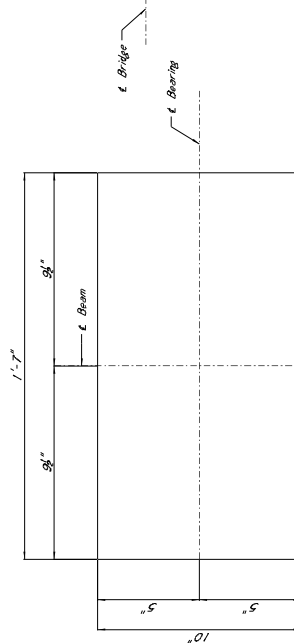
PLAN (LPI)



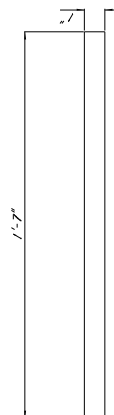
ELEVATION (LPI)

LAMINATED PAD DETAILS (LPI)

The appearance procedure shall be in accordance with Section 714.10.6 of the Specifications. Casters shall have a minimum shear modulus of 120 M.S.T. at 73°F. Bearing area on top of cap shall be cast smooth & true to grade.



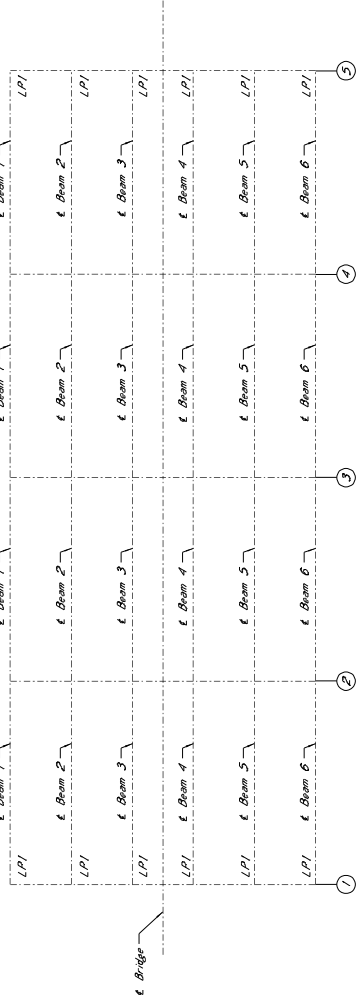
PLAN (NPI)



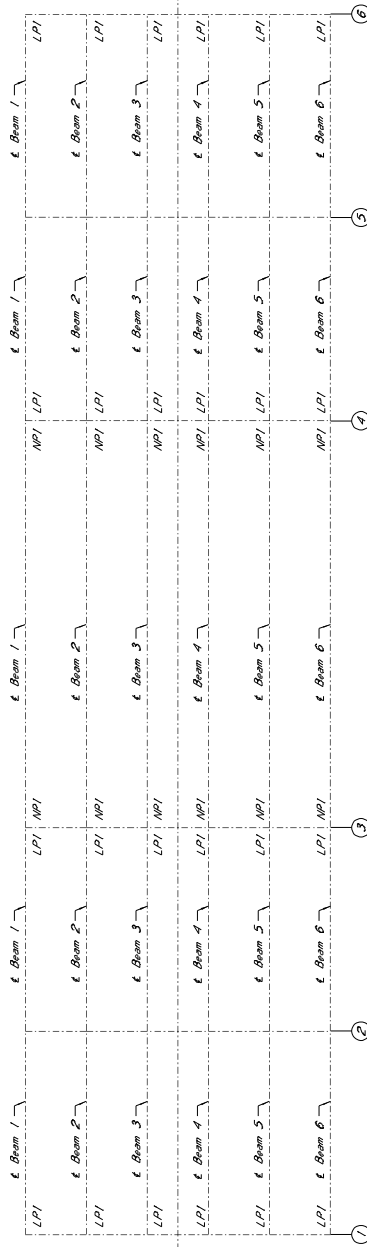
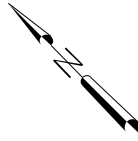
ELEVATION (NPI)

NEOPRENE PAD DETAILS (NPI)

Casters shall have a minimum shear modulus of 120 M.S.T. at 73°F. Pads shall be vulcanized to steel bearing plates. In no case shall neoprene pads be field cut. The cap surface and grout shall be finished smooth and true to grade.



BRIDGE 10835 - SR 28 OVER BAYOU PIERRE RELIEF (BR. 40.9)



BRIDGE 10844 - SR 28 OVER JONES CREEK (BR. 43.0)

**GENERAL NOTES:**

1. Specifications: Mississippi Standard Specifications For Road and Bridge Construction.
2. No construction details will be permitted except by written approval of the Director of Structures, State Bridge Engineer.
3. Minor changes in the construction details may be made by the Contractor, provided that the Contractor shall submit a written request for approval of the Director of Structures, State Bridge Engineer.
4. Work for which no pay item is provided will not be paid for directly.
5. All work shall be done in accordance with the specifications for the existing structure. The Contractor shall be responsible for providing the elements of the new construction to ensure a proper fit with the existing structure.
6. Any damage that occurs to the existing structure during the duration of the project shall be repaired to the satisfaction of the Engineer.
7. The work that is removed from the bridge shall become the property of the Contractor and shall be removed from the construction site.

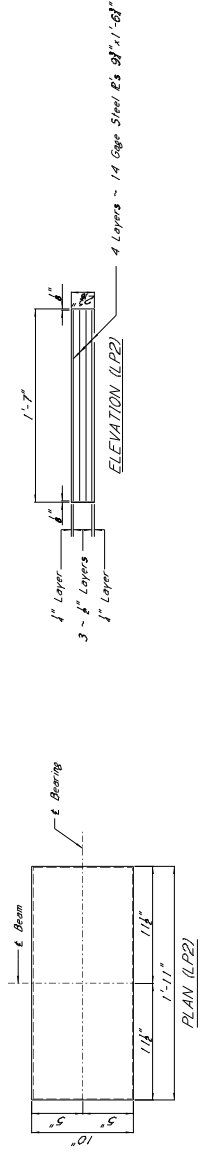
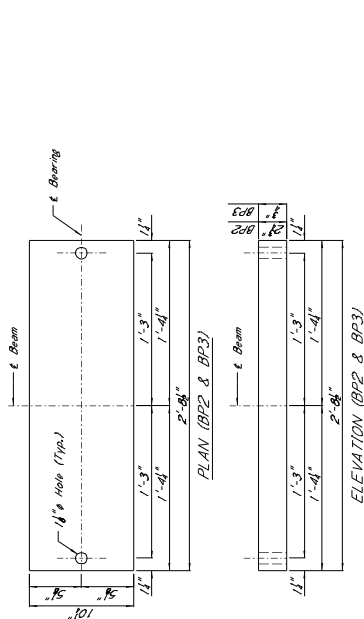
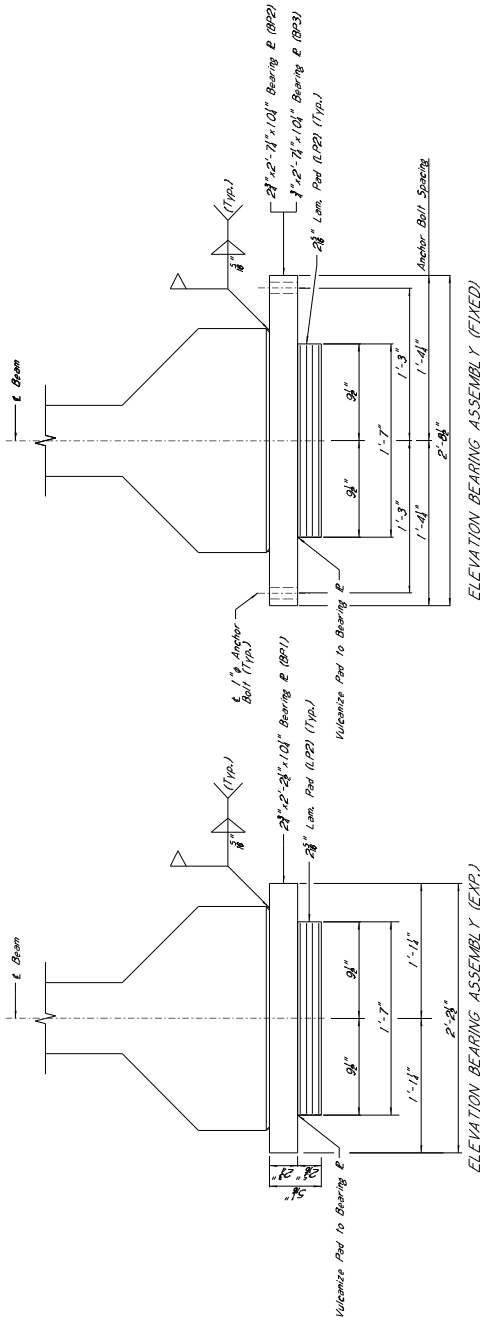
**STRUCTURAL STEEL NOTES:**

All steel plates shall conform to A.S.T.M. designation A709, Grade 50. All steel plates shall be new. The electric arc process and shall conform to the AWS D1.1 Code Specification for Structural Steel Welding. The performance shall, when applicable, and as directed herein, on each work shift where welding or other significant work is performed.

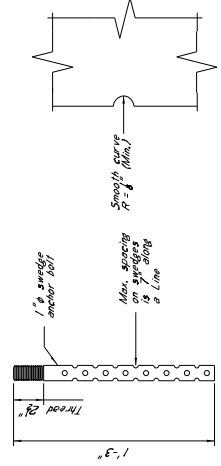
**CONTRACTOR SUBMITTAL NOTES:**

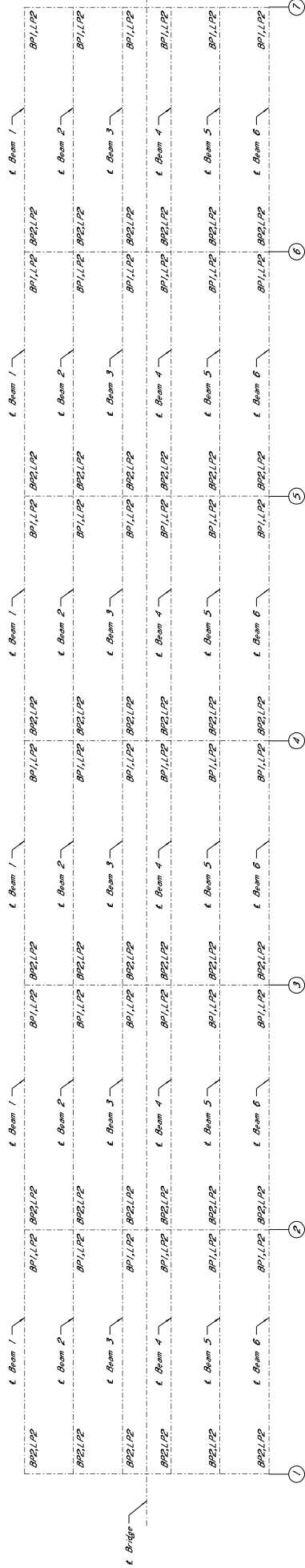
Plans to be constructed or fabricated, the following shall be submitted to the Director of Structures, State Bridge Engineer through the Project Engineer for approval. No fabrication shall begin until all submittals have been authorized by the Director of Structures, State Bridge Engineer.

1. FIELD VERIFICATION SUBMITTAL:  
All dimensions of the existing, bearing assemblies, caps, & drawings shall be submitted to the State Bridge Engineer.
2. SHOP DRAWING SUBMITTAL:  
The Contractor shall submit shop drawings of new bearing assemblies, caps, & drawings for approval by the Director of Structures, State Bridge Engineer.
3. WELDING CERTIFICATION:  
A procedure for storage and handling of welding electrodes, and a procedure for all welders.
4. JACKING:  
If a new jacking procedure (if applicable) is used, the Contractor shall submit a set of brackets and jacking arrangement plans along with design calculations. The Contractor shall employ the services of a Mississippi registered Professional Engineer to design the jacking arrangement. The Professional Engineer and design calculations shall bear the seal of the Professional Engineer.

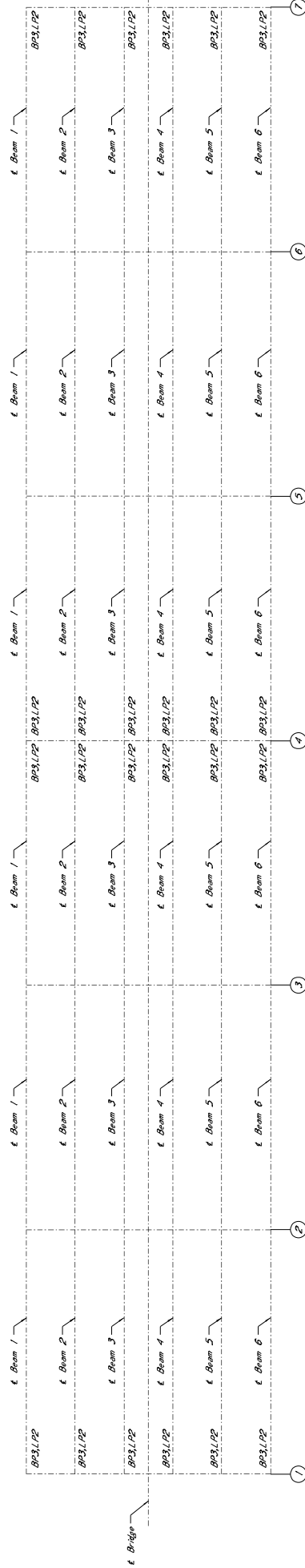


**LAMINATED PAD DETAILS (LP2)**  
 Fastening acceptance procedure shall be in accordance with Section 714.1.0.6 of the Specifications. Minimum shear modulus of 100 p.s.i. at 23°F. Bearing area on top of cap shall be cast smooth & true to grade.





BRIDGE 14545 - US 49W OVER THE SUNFLOWER RIVER (BR. 255.2)



BRIDGE 14546 - US 49W OVER THE SUNFLOWER RIVER (BR. 255.2B)



NOTES ON ASSOCIATED ITEMS OF WORK:

907-808-A002 JOINT REPAIR

**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 expansion material shall be done in accordance with the specifications. Epoxy mortar shall be considered as absorbent 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.

907-808-A003 JOINT REPAIR WITHOUT EPOXY

**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. Removal of existing silicone sealant, compression, and cleaned joint materials 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 recommendations.

907-823-A001 PREFORMED JOINT SEAL, TYPE I

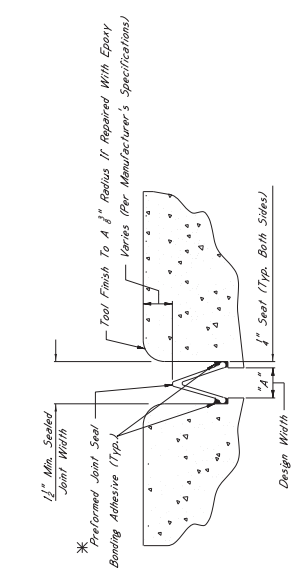
**Description:** Shall include the manufacturer's required joint preparation including sandblasting both sides of the joint and blowing the joint free of debris with compressed air and placement of the new preformed joint seal.

**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.

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:

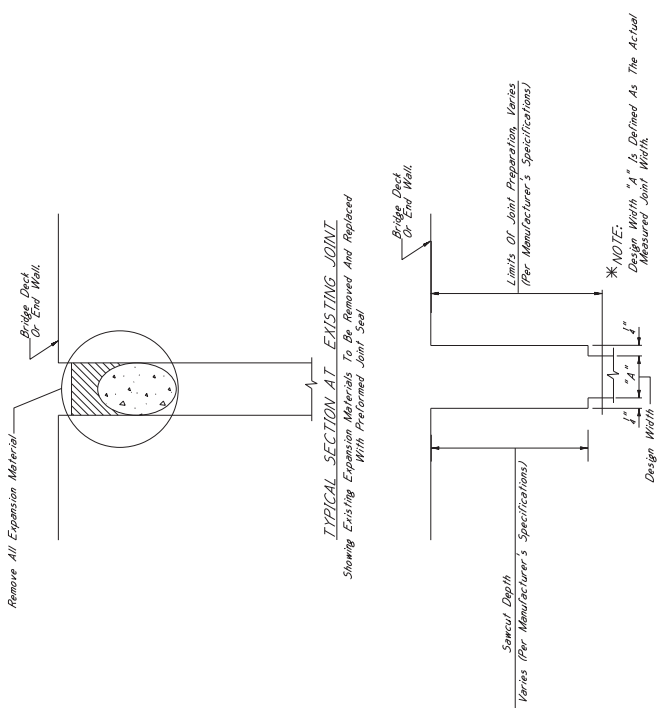
1. Specifications: Minimum Standard Specifications For Road And Bridge Construction, 2017.
2. No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer. Any Change In Contract Documents, Plans, Specifications, Or Materials May Be Authorized By 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 Be Considered As Work For Which It Is Specifically And Shall Therefore Be Considered An Absorbed Item Of Work.



TYPICAL SECTION AT SAWCUT & SEALED JOINT  
 Showing Sealed Joint After Sawcut

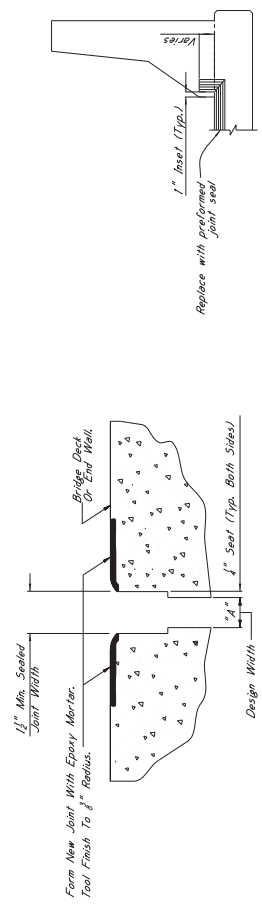
\*NOTES:

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.jwatson.com](http://www.jwatson.com)  
 B. Mido SPS Joint Sealing System Manufactured By SSI Commercial & Highway Construction Materials [www.ssi.com](http://www.ssi.com)  
 C. Silseal SSS Silicone Strip Seal Manufactured By SSI Commercial & Highway Construction Materials [www.ssi.com](http://www.ssi.com)
2. For Estimating Purposes, The R.J. Watson SilicoFlex Joint Sealing System Must Be Specified. However, Should Another Supplier Be Chosen, It Is The Contractor's Responsibility To Obtain The Manufacturer's Specifications, Installation Details, And Any Variances Between The Specifications Provided By The Manufacturer, 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 Sawcut Depth. The Contractor Shall Use The Preformed Joint Seal Type That Shall Be Used For Design Widths Greater Than Or Equal To "A". For Design Widths Less Than "A", The Contractor Shall Use The Preformed Joint Seal Type That Shall Be Used For Design Widths Greater Than Or Equal To "A". The Contractor Shall Be Responsible For Obtaining The Manufacturer's Specifications For The Selection 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 EXISTING JOINT  
 Showing Existing Expansion Materials To Be Removed And Replaced With Preformed Joint Seal

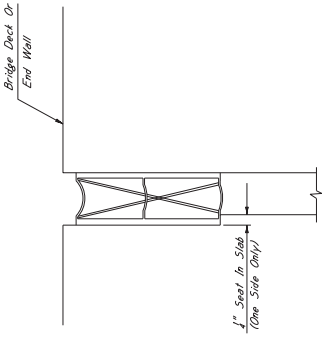
TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL AND SAWCUT  
 Showing Limits Of Joint Preparation For Application Of New Joint Seal Materials And Sawcut



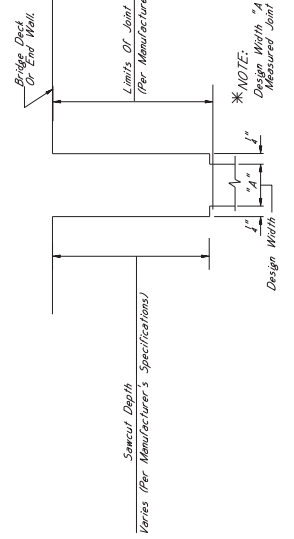
TYPICAL SECTION AT SAWCUT & JOINT REPAIR  
 Showing Area Where Repairs Are Made After Sawcut With Epoxy Mortar Or Approved Equivalent

\*NOTES:  
 For Jersey Slope Barrier, The Minimum Required Vertical Joint Seal Dimension Within The Barrier Is 3'.  
 For Concrete Barrier, The Minimum Required Vertical Joint Seal Dimension Within The Barrier Is 6'.

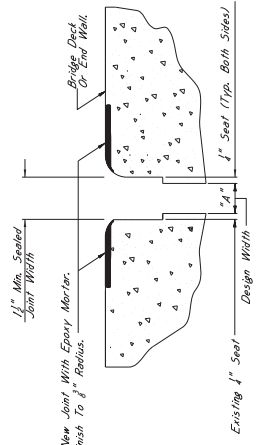
ELEVATION AT END OF SPAN



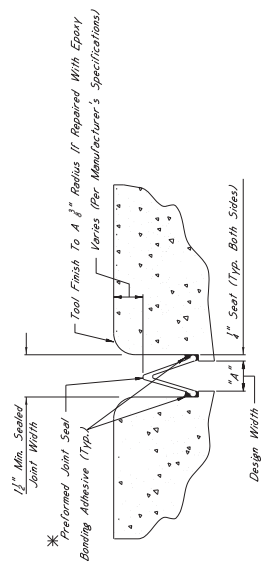
**TYPICAL SECTION AT EXISTING JOINT**  
Showing Existing Expansion Device To Be Removed And Replaced With Preformed Joint Seal



**TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL AND SAWCUT**  
Showing Limits Of Joint Preparation For Application Of New Joint Seal Materials And Sawcut

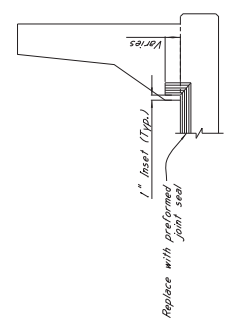


**TYPICAL SECTION AT SAWCUT & JOINT REPAIR**  
Showing Limits Of Joint Preparation For Application Of Epoxy Mortar Or Approved Equivalent



**TYPICAL SECTION AT SAWCUT & SEALED JOINT**  
Showing Sealed Joint After Sawcut And Repair With Epoxy Mortar

- \*NOTES:
- The Preformed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:
    - Silcoflex Joint Sealing System  
www.silcoflex.com
    - Wicks SBS Joint Sealing System  
www.wicks.com
    - Silopac 555 Silicone Strip Seal  
www.silopac.com
  - For Estimating Purposes, The R.J. Watson Silcoflex Joint Sealing System Was Used For Joint Preparation, Installation Depths, and Widths, Adhesive, Sealing, and Manufacturer Responsibility Shall Be Assumed To Be Equivalent To The Manufacturer's Responsibility For The Joint Sealant Material.
  - Joints Shall Be Sealed At Their Design Widths, Dimension "A", Which Is Defined As The Actual Width Both Sides Of The Joint. Preformed Joint Seal, Type II, Shall Be Used For Design Widths Less Than 2". With The Maximum Design Width 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.



**ELEVATION AT END OF SPAN**

**NOTES ON ASSOCIATED ITEMS OF WORK:**

**907-809-4002 JOINT REPAIR**  
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 Of Existing Joints To Be Repaired Shall Be Removed. 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 On Each Side Of The Centerline Joint.

**907-809-4003 JOINT REPAIR WITHOUT EPOXY**  
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. Removal Of Existing Joints To Be Repaired Shall Be As Specified. Joint Materials Shall Be Included 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 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 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 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**  
**907-823-4002 PREFORMED JOINT SEAL, TYPE II**

Description: Shall Include The Manufacturer's Required Joint Preparation Including Sandblasting Both Sides Of The Joint And Blowing The Joint Free Of Debris With Compressed Air And Placement Of The New Preformed Joint Seal

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.

**EPOXY MORTAR AND POLYMER CONCRETE NOTES:**  
Epoxy Mortar Or Polymer Concrete May Be Used In Circumstances Where Selection Of Materials Can Be Found In Section 808 Of The Specifications.

- GENERAL NOTES:**
- Specifications, Mississippi Standard Specifications For Road And Bridge Construction, 2017, Shall Apply Unless Otherwise Specified.
  - Approval Of The Director Of Structures, State Bridge Engineer, May Be Authorized By The Bridge Engineer Provided Such Changes Do Not Affect The Safety Or Structural Integrity Of The 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 ON ASSOCIATED ITEMS OF WORK:**

**907-808-4002 JOINT REPAIR**

**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 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.

**907-808-4003 JOINT REPAIR WITHOUT EPOXY**

**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 materials shall be included 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.

**907-823-8001 SAW CUT, TYPE I & 907-823-8002 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 Performed 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 REFORMED JOINT SEAL, TYPE I**

**Description:** Shall include the manufacturer's required joint preparation including sandblasting both sides of the joint and blowing the joint free of debris with compressed air and placement of the new performed joint seal.

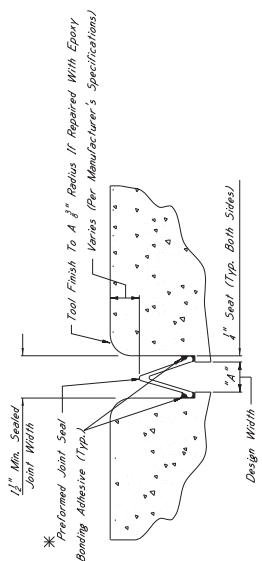
**Basis of Payment:** The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Centerline Joint.

**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:**

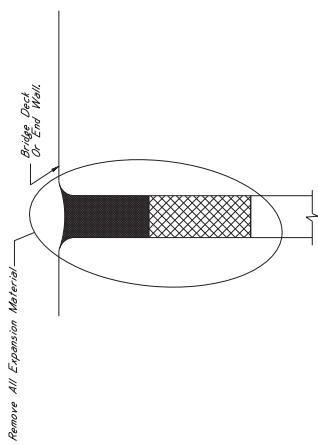
1. Specifications: Mississippi Standard Specifications For Road And Bridge Construction, 2017.
2. Approval Of The Director Of Structures, State Bridge Engineer, Minor Changes To Detail Of Design Or Construction Procedure May Be Authorized By The Bridge Engineer Provided Such Changes Do Not Affect The Safety Or Structural Integrity Of The 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.



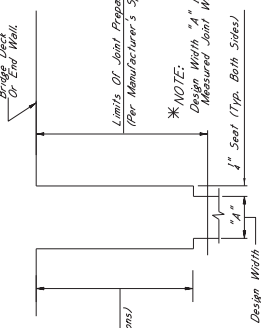
**TYPICAL SECTION AT SAWCUT & SEALED JOINT**  
Showing Sealer Joint After Sawcut And Repair With Epoxy Mortar

**\* NOTES:**

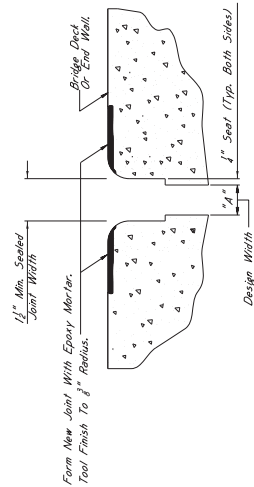
1. The Performed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:  
 A. Silicoflex Joint Sealing System  
[www.watson.com](http://www.watson.com)  
 B. Mako SPS Joint System  
 Manufactured By Watson Bowman Acme Corporation In Amherst, NY  
[www.wbcorp.com](http://www.wbcorp.com)  
 C. Silapac 553 Silicone Strip Seal  
 Manufactured By 553 Commercial & Highway Construction Materials  
[www.553.com](http://www.553.com)
2. For Estimating Purposes, The R.J. Watson Silicoflex Joint Sealing System Must Be Used For Design Widths Less Than 2". Performed Joint Seal Type II Shall Be Used For Design Widths Greater Than 2". In Cases Where Design Widths Are Greater Than 2", The 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 Seal Width On Both Sides Of The Joint. Dimension "A" Shall Be Used For Design Widths Less Than 2". Performed Joint Seal Type II Shall Be Used For Design Widths Greater Than 2". In Cases Where Design Widths Are Greater Than 2", The 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. It Is The Contractor's Responsibility To Ensure That The Size Selected Is Appropriate For The Width Of The Joint.



**TYPICAL SECTION AT EXISTING JOINT**  
Showing Existing Expansion Material To Be Removed And Replaced With Performed Joint Seal



**TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL AND SAWCUT**  
Showing Limits Of Joint Preparation For Application Of New Joint Seal Materials And Sawcut



**TYPICAL SECTION AT SAWCUT & JOINT REPAIR**  
Showing Area Where Repairs Are Made After Sawcut With Epoxy Mortar Or Approved Equivalent

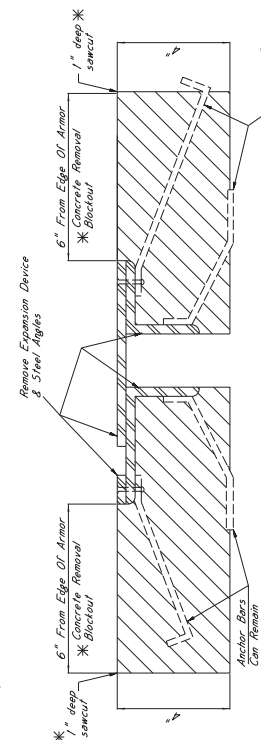
**\* NOTES:**

For Jersey Slope Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Barrier Is 3". For Abs And Beam Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Barrier Is 6".

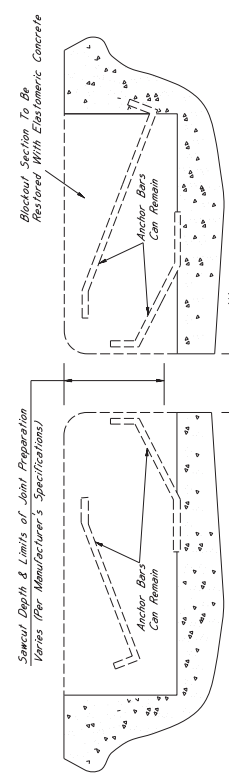
**ELEVATION AT END OF SPAN**

**\* 1" SAWCUT NOTES:**  
 All 1" Sawcuts Shall Be Considered An Absorbed Item of Work. The Contractor Shall Verify Depth of Reinforcing Steel Before Making Any Sawcuts. The Depth of The Reinforcing Steel Shall Be Repaired To The Satisfaction Of The Engineer At No Cost To The State.

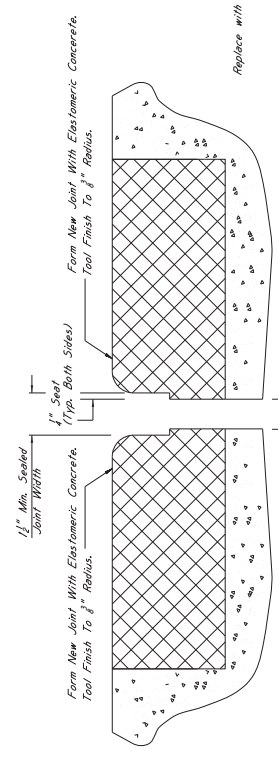
**\* CONCRETE REMOVAL BLOCKOUT NOTES**  
 Removal Of The Concrete Blockout Area Shall Be Considered An Absorbed Item Of Work Under Pay Item 202-B169. The Contractor Shall Use Hand Tools To Cut A Layer Than 30 Lbs. To Complete This Work.



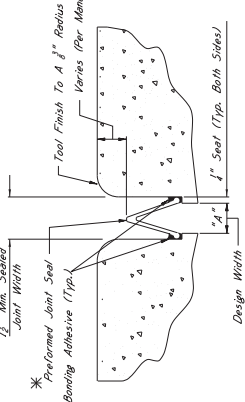
**TYPICAL SECTION AT EXISTING JOINT**  
 Showing Existing Expansion Device To Be Removed And Replaced With Performed Joint Seal



**TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL**  
 Showing Limits Of Joint Preparation For Application Of Seal Materials



**TYPICAL SECTION AT SAWCUT & JOINT REPAIR**  
 Showing Area Where Repairs Are Made After Sawcut With Elastomeric Concrete



**TYPICAL SECTION AT SAWCUT & SEALED JOINT**  
 Repair With Elastomeric Concrete

**\* NOTES:**  
 1. The Performed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:  
 A. Silicone Joint Seals System Manufactured By R.J. Watson, Inc. In Adena, NY  
 B. Welo SP5 Joint System Manufactured By Watson Bowman Acme Corporation In Adena, NY  
 C. Siligec 555 Silicone Strip Seal Manufactured By SSI Commercial & Highway Construction Materials www.ssi.com

2. For Estimating Purposes, The R.J. Watson Silicone Joint Seals System Was Assumed To Be Used. The Contractor Shall Verify The Manufacturer's Recommendations To Ensure That The Manufacturer's Recommendations Are Followed. For Other Applications, The Contractor Shall Verify The Manufacturer's Recommendations. 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 Sealant.  
 3. Joints Shall Be Sealed To Their Design Widths. Dimension "A", Which Is Defined As Seal Applied On Both Sides Of The Joint, Performed Joint Seal, Type I, Shall Be Used For Design Widths Less Than 2". For Design Widths Greater Than 2", Seal Type II Shall Be Used. In Cases Where Design Widths Are Greater Than 2", Another Type Of Expansion Material Shall Be Required As Directed By The Director Of Structures. Selected As Appropriate For The Width Of The Joint.

**\* NOTES:**  
 For Access Signs Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Barrier Is 6".  
 For Post And Beam Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Barrier Is 6".

**ELEVATION AT END OF SPAN**

**NOTES ON ASSOCIATED ITEMS OF WORK:**  
 202-B169 REMOVAL OF EXISTING JOINT MATERIAL

**Description:**  
 Shall Include The Removal Of Material Associated With Armor, Sliding Plates and Measuring Devices, Points As Designated In The Detail Drawings Provided. Removal Of The Concrete Blockout Area Shall Be Absorbed Under This Item of Work. Other Joint Types Shall Not Be Included Under This Item of Work Unless Otherwise Directed By The Engineer.

**Basis Of Payment:**  
 Removal of Armor And Sliding Plate Material Will Be Paid For As Shown On The Detail Drawings. The Saw Cut Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint, While Removal Of Neoprene Joint Material Will Only Be Paid For As The Length Along The Centerline Of The Joint.

**907-823-8001 SAW CUT, TYPE I & 907-823-8002 SAW CUT, TYPE II**  
**Description:**  
 The Saw Cut Depth Shall Be Established To The Installation Depth Required By The Manufacturer's Specifications. The Saw Cut Type Shall Be The Same As The Performed Joint Seal Selected.

**Basis Of Payment:**  
 The Accepted Quantities Will Be Paid For As Linear Feet At On Each Side Of The Centerline Joint.

**907-823-8001 REFORMED JOINT SEAL, TYPE I**  
**907-823-8002 REFORMED JOINT SEAL, TYPE II**  
**Description:**  
 Shall Include The Manufacturer's Required Joint Preparation, Forming, Compacting, Finishing, Curing, And Placement Of The Joint Performed Joint Seal.

**Basis Of Payment:**  
 The Accepted Quantities Will Be Paid For As Linear Feet At Free Of Joints With Compressed Air And Placement Of The New Performed Joint Seal.

**ELASTOMERIC CONCRETE NOTES**  
 907-824-9007 BRIDGE REPAIR, ELASTOMERIC CONCRETE  
**Description:**  
 Elastomeric Concrete Shall Be One Of The Following Products, Installed According To The Manufacturer's Specifications:  
 A. Poly-Ton Elastomeric Concrete Manufactured By R.J. Watson, Inc. In Adena, NY  
 B. WeloCreate II Manufactured By Watson Bowman Acme Corporation In Adena, NY  
 C. Debreto Elastomeric Concrete Manufactured By The D.S. Brown Company In North Baltimore, MD  
 www.dsbrown.com

**Basis Of Payment:**  
 The Accepted Quantities Will Be Paid For In Cubic Yards The Contract Unit Price.

**GENERAL NOTES:**

- Specifications: Mississippi Standard Specifications For Road And Bridge Construction, 2017.
- No Change Of Plans Will Be Permitted Except By Written Approval Of The Engineer. Any Change Of Construction Procedure May Be Authorized By The Bridge Engineer Provided Such Changes Will Not Be Cause For Contract Price Adjustment. Proposal Will Be Considered As A Change Order. Payment For Work Not Be Paid For Directly And Shall Therefore Be Considered An Absorbed Item of Work.

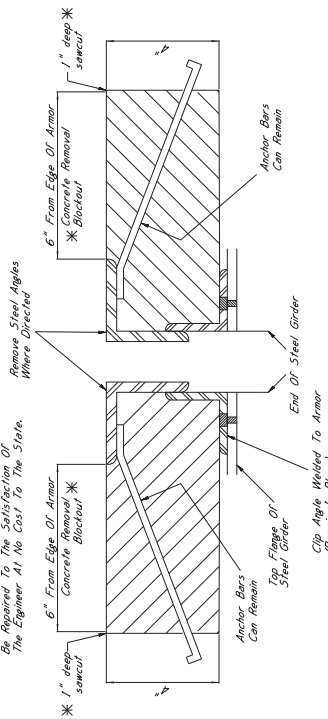


**\* 1" SAWCUT NOTES:**

All 1" Sawcuts Shall Be Considered An Absorbed Item of Work. The Contractor Shall Verify Depth of Reinforcing Steel Prior to Sawcutting. Sawcut Depth Shall Be No Greater Than 1/2" Below Depth of Reinforcing Steel. Any Damage To Reinforcing Steel Shall Be Repaired To The Satisfaction Of The Engineer At No Cost To The State.

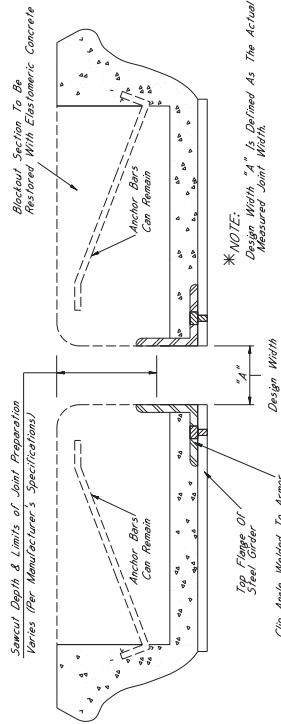
**\* CONCRETE REMOVAL BLOCKOUT NOTES**

Removal Of The Concrete Blockout Area Shall Be Considered An Absorbed Item Of Work Under Item 202-9169. The Contractor Shall Remove All Concrete Deeper Than 30 Lbs To Complete This Work.



**TYPICAL SECTION AT EXISTING JOINT**

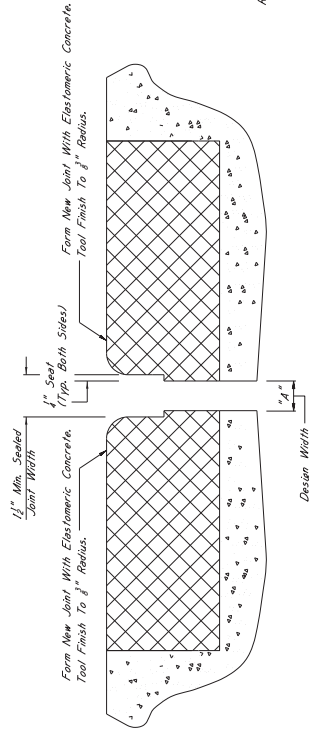
Showing Existing Elongation Devices To Be Replaced And Replaced With Performed Joint Seal



\* NOTE:  
Design Width "A" Is Defined As The Actual Measured Joint Width.

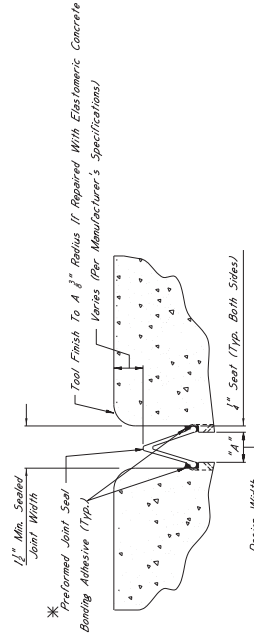
**TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL**

Showing Limits Of Joint Preparation For Application Of New Joint Seal Materials



**TYPICAL SECTION AT SAWCUT & JOINT REPAIR**

Showing Area Where Repairs Are Made After Sawcut With Elastomeric Concrete



**TYPICAL SECTION AT SAWCUT & SEALED JOINT**

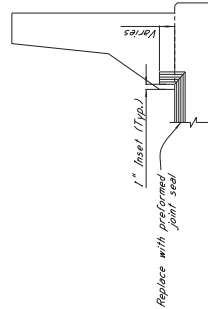
Showing Sealed Joint After Sawcut And Repair With Elastomeric Concrete

**\* NOTES:**

- The Performed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:
  - Silcoflex Joint Sealing System Manufactured By R.J. Watson, Inc. In Alden, NY [www.rjwatson.com](http://www.rjwatson.com)
  - Waka SP3 Joint Sealing System Manufactured By Watson Bowman Acme Corporation In Amherst, NY [www.wabacorp.com](http://www.wabacorp.com)
  - Silcrete SSS Silicone Strip Seal Manufactured By SSI Commercial & Highway Construction Materials [www.ssi.com](http://www.ssi.com)
- For Estimating Purposes, The R.J. Watson Silicone 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. Any Other Variance Between The Specifications Provided By The Manufacturer, A Manufacturer Representative, Shall Be Present At The Time Joint Sealing Begins. The Contractor Shall Be Responsible For Obtaining The Necessary Approvals From The State Bridge Engineer. Joint Seal Materials Shall Be Applied To The Joint Sealant Grooves. The Contractor's Responsibility To Ensure That The Sealant Is Applied To The Grooves. The Contractor's Responsibility To Ensure That The Sealant Is Applied To The Grooves.
- 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 Seal Required On Both Sides Of The Joint. Performed Joint Seal, Type Shall Be Selected To Match The Design Width. The Sealant Shall Be Applied To The Grooves 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 Sealant Shall Be Selected. The Contractor Shall Be Responsible For Obtaining The Necessary Approvals From The State Bridge Engineer. Joint Seal Materials Shall Be Applied To The Grooves. The Contractor's Responsibility To Ensure That The Sealant Is Applied To The Grooves.

**\* NOTES:**

For Any Steps, Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Groove Shall Be 6". For Post And Beam Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Barrier Is 6".



Replace with performed joint seal

**ELEVATION AT END OF SPAN**

**NOTES ON ASSOCIATED ITEMS OF WORK:**

**202-9169 REMOVAL OF EXISTING JOINT MATERIAL**

**Description:**

Shall Include The Removal Of Material Associated With Armor, Slicing Plates, And Neoprene Expansion Joints, As Well As The Existing Joint Sealant. The Contractor Shall Absorb This Item Of Work. Other Joint Types Shall Not Be Included Under This Item Of Work Unless Otherwise Directed By The Engineer.

**Basis Of Payment:**

Removal Of Armor And Slicing Plates Joint Material 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 Of The Joint.

**907-823-8001 SAW CUT, TYPE I & 907-823-8002 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 Performed 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 Of The Joint.

**907-823-4001 PERFORMED JOINT SEAL, TYPE I**

**907-823-4002 PERFORMED JOINT SEAL, TYPE II**

**Description:**

Shall Include The Manufacturer's Required Joint Preparation Including Sandblasting Both Sides Of The Joint And Blowing The Area Of Debris With Compressed Air And Placement Of The New Performed Joint Seal

**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.

**ELASTOMERIC CONCRETE NOTES**

**907-824-99007 BRIDGE REPAIR ELASTOMERIC CONCRETE**

**Description:**

Elastomeric Concrete Shall Be One Of The Following Products, Installed According To The Manufacturer's Specifications:

- Poly-Ton Elastomeric Concrete Manufactured By R.L. Watson, Inc. In Alden, NY [www.rjwatson.com](http://www.rjwatson.com)
- WakaCrete II Manufactured By Watson Bowman Acme Corporation In Amherst, NY [www.wabacorp.com](http://www.wabacorp.com)
- Delcrete Elastomeric Concrete Manufactured By The U.S. Brown Company In North Bellport, NY [www.usbrown.com](http://www.usbrown.com)

**Basis Of Payment:**

The Accepted Quantities Will Be Paid For In Cubic Yards At The Contract Unit Price.

**GENERAL NOTES:**

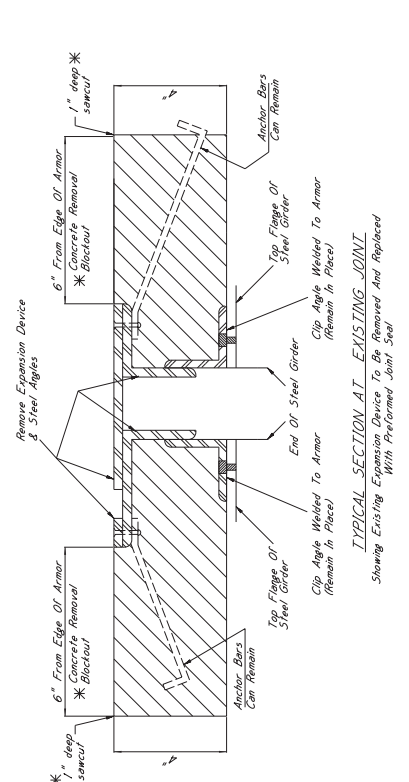
- Specifications, Manufacturer Standard Specifications For Road And Bridge Construction, 2017.
- No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer. Any Change To The Specifications Shall Be Approved In Writing. The Contractor Shall Be Responsible For Obtaining The Necessary Approvals From The State Bridge Engineer. Joint Seal Materials Shall Be Applied To The Grooves. The Contractor's Responsibility To Ensure That The Sealant Is Applied To The Grooves.
- Work For Which No Pay Item Is Provided In The Proposal Will Be Considered An Absorbed Item of Work.

**\* 1" SAWCUT NOTES:**

All 1" sawcuts shall be considered in Absorbed Item 202-9169. The Contractor Shall Verify Depth Of Reinforcing Steel Before Making Any Sawcuts. The Depth Of The Sawcut Shall Be No More Than 1/2" From The Top Of The Concrete. Any Damage To Reinforcing Steel Shall Be Repaired To The Satisfaction Of The Engineer At No Cost To The State.

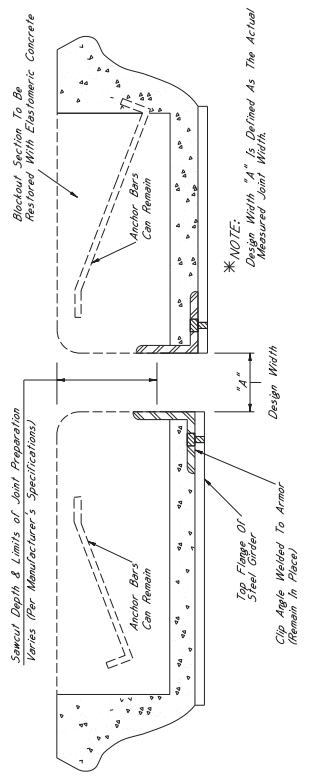
**\* CONCRETE REMOVAL BLOCKOUT NOTES**

All 1" sawcuts shall be considered in Absorbed Item 202-9169. The Contractor Shall Verify Depth Of Reinforcing Steel Before Making Any Sawcuts. The Depth Of The Sawcut Shall Be No More Than 1/2" From The Top Of The Concrete. Any Damage To Reinforcing Steel Shall Be Repaired To The Satisfaction Of The Engineer At No Cost To The State.



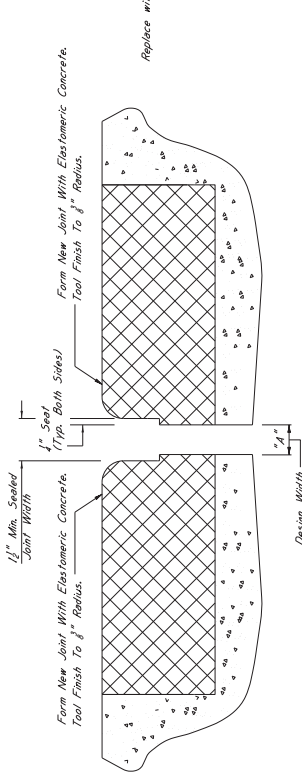
**TYPICAL SECTION AT EXISTING JOINT**

Showing Existing Expansion Device To Be Removed And Replaced With Preformed Joint Seal



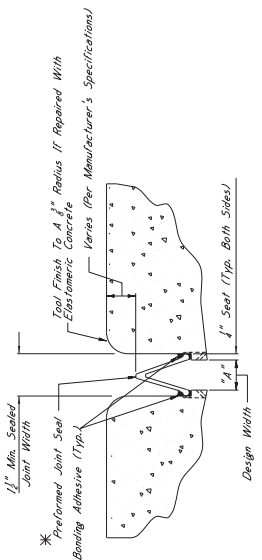
**TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL**

Showing Limits Of Joint Preparation For Application Of New Joint Seal Materials



**TYPICAL SECTION AT SAWCUT & JOINT REPAIR**

Showing Area Where Repairs Are Made After Sawcut



**TYPICAL SECTION AT SAWCUT & SEALED JOINT**

Showing Sealed Joint After Sawcut And Repair With Elastomeric Concrete

**\* NOTES:**

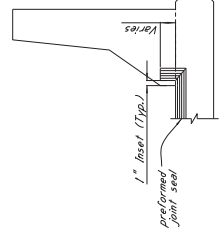
- The Preformed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:
  - Silcoliter Joint Sealing System  
www.jackson.com
  - Wako SPS Joint Sealing System  
Manufactured By Watson Bowman Acme Corporation In Amherst, NY  
www.wbcorp.com
  - Silagoc 555 Silicone Strip Seal  
Manufactured By SSI Commercial & Highway Construction Materials  
www.ssi.com
- For Estimating Purposes, The R.J. Watson Silcoliter Joint Sealing System Was Used For Joint Preparation, Installation Depth, And Width. Adhesive Sealing Times, And 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.
- Joints Shall Be Swealed At Their Design Widths, Dimension "A", Which Is Defined As Seal Required On Both Sides Of Joint. Preformed Joint Seal Width Shall Be Used For Design Widths Less Than 2". Preformed Joint Seal Type In Being Significant In Cases Where Design Widths Are Greater Than Design Width. Expansion Material Shall Be Required As Directed By The Director Of Structures, State Bridge Engineer. The Contractor Shall Be Responsible To Ensure That The Size Selected Is Appropriate For The Width Of The Joint.

**NOTES ON ASSOCIATED ITEMS OF WORK:**

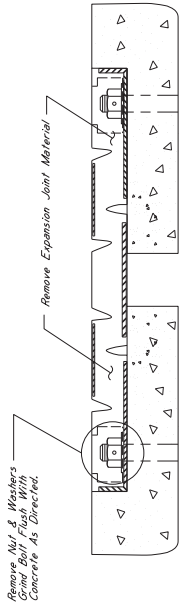
- 202-9169 REMOVAL OF EXISTING JOINT MATERIAL**  
Description: Shall Include The Removal Of Material Associated With Armor, Sliding Plate, And Neoprene Expansion Joints, As Designated In The Detail Drawings Provided. Removal Of Material Shall Be Done In A Manner That Will Allow For Installation Of New Material Without Being Replaced. Other Joint Types Shall Not Be Included Under This Item Of Work Unless Otherwise Directed By The Engineer.
- Basis Of Payment:** Removal Of Armor And Sliding Plate Joint Material Will Be Paid For In Linear Feet At The Contract Unit Price Of The Material Will Not Be Paid For As The Length Along The Centerline Of The Joint.
- 907-823-8001 SAW CUT, TYPE I & 907-823-8002 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.
- 907-823-4001 PREFORMED JOINT SEAL, TYPE I**  
**907-823-4002 PREFORMED JOINT SEAL, TYPE II**  
Description: Shall Include The Manufacturer's Required Joint Preparation Including Sandblasting Both Sides Of The Joint And Blowing The Joint Free Of Debris With Compressed Air And Placement Of The New Preformed Joint Seal.
- 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.
- ELASTOMERIC CONCRETE NOTES**  
**907-824-0007 BRIDGE REPAIR, ELASTOMERIC CONCRETE**  
Description: Elastomeric Concrete Shall Be One Of The Following Products, Installed According To The Manufacturer's Specifications:
  - Poly-Ton Elastomeric Concrete  
Manufactured By R.J. Watson, Inc. In Alden, NY  
www.rjwatson.com
  - WakoCrete II  
Manufactured By Watson Bowman Acme Corporation In Amherst, NY  
www.wbcorp.com
  - Delcrete Elastomeric Concrete  
Manufactured By The D.S. Brown Company In North Baltimore, OH  
www.dsbrown.com
- Basis Of Payment:** The Accepted Quantities Will Be Paid For In Cubic Feet At The Contract Unit Price.

**GENERAL NOTES:**

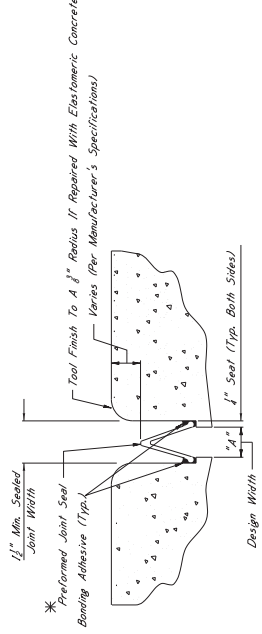
- Specifications: Mississippi Standard Specifications For Road And Bridge Construction, 2017.
- Approval Of The Director Of Structures, State Bridge Engineer, May Be Authorized By The Bridge Engineer Provided Such Changes Work For Which No Pay Item Is Provided In The Proposal Will Not Be Paid For Directly And Shall Therefore Be Considered An Absorbed Item Of Work.



**ELEVATION AT END OF SPAN**



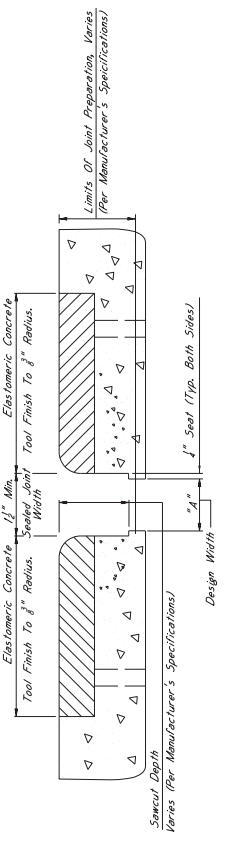
TYPICAL SECTION AT EXISTING JOINT  
Showing Existing Expansion Device To Be Removed and Replaced With Preformed Joint Seal



TYPICAL SECTION AT SAWCUT & SEALED JOINT  
Showing Sawcut Joint After Sawcut and Repair With Elastomeric Concrete

\*NOTES:

- The Preformed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:
  - SilicoFlex Joint Sealing System Manufactured By R.J. Watson, Inc. In Aiken, NY [www.rjwatson.com](http://www.rjwatson.com)
  - Weldo 325 Joint System Manufactured By Watson Bowman Acme Corporation In Amherst, NY [www.wbcorp.com](http://www.wbcorp.com)
  - Silgore SSS Silicone Strip Seal Manufactured By SSI Commercial & Highway Construction Materials [www.ssi.com](http://www.ssi.com)
- For Estimating Purposes, The R.J. Watson SilicoFlex Joint Sealing System Was Selected. However, Should Another Supplier Be Chosen, It Is The Contractor's Responsibility To Verify That The Sealant Meets The Design Requirements. For Joint Preparation, Installation Details And Methods, Adhesive Setting Times, And Any Other Parameters Between The Specifications Provided By The Manufacturer, To Ensure That The Contractor Is Properly Schooled In Installation Of The Joint Material.
- 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 Expansion Of The Sealant Material. The Sealant Material Shall Be Applied To The Joint For Design Widths Greater Than Or Equal To 2" With The Maximum Design Width Of Expansion Material Shall Be 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 JOINT AFTER REMOVAL OF EXISTING SEAL  
Showing Limits Of Joint Preparation For Application Of New Joint Seal Materials

\*NOTE:  
Design Width "A" Is Defined As The Actual Measured Joint Width.

NOTES ON ASSOCIATED ITEMS OF WORK:

202-0169 REMOVAL OF EXISTING JOINT MATERIAL  
Description: Shall Include The Removal Of Material Associated With Armor, Sliding Plates, And Negreene Expansion Joints, As Designated In The Detail Drawings Provided. The Removal Of Work Unless Otherwise Directed By The Engineer.

Basis Of Payment: Removal of Armor and Sliding Plates Joint Material Will Be Paid For As Shown On The Plans. The Removal of Negreene Expansion Joints Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint, While Removal Of Negreene Joint Material Will Only Be Paid For As The Length Along The Centerline Of The Joint.

907-023-0001 SAW CUT, TYPE I & 907-023-0002 SAW CUT, TYPE II  
Description: The Saw Cut Depth Shall Be Equivalent To The Installation Depth Required 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.

907-023-0001 PREFORMED JOINT SEAL, TYPE I  
907-023-0002 PREFORMED JOINT SEAL, TYPE II  
Description: Shall Include The Manufacturer's Required Joint Preparation Free Of Debris With Compressed Air And Placement Of The New Preformed Joint Seal

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.

ELASTOMERIC CONCRETE NOTES

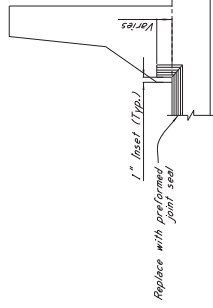
907-024-0007 BRIDGE REPAIR, ELASTOMERIC CONCRETE  
Description: Elastomeric Concrete Shall Be One Of The Following Products Installed According To The Manufacturer's Specifications:

- Poly-Ton Elastomeric Concrete Manufactured By R.J. Watson, Inc. In Aiken, NY [www.rjwatson.com](http://www.rjwatson.com)
- WeldoCrete II Manufactured By Watson Bowman Acme Corporation In Amherst, NY [www.wbcorp.com](http://www.wbcorp.com)
- Dycrete Elastomeric Concrete Manufactured By The D.S. Brown Company In North Baltimore, MD [www.dsbrown.com](http://www.dsbrown.com)

Basis Of Payment: The Accepted Quantities Will Be Paid For In Cubic Yards At The Contract Unit Price.

GENERAL NOTES:

- Specifications: Mississippi Standard Specifications For Road And Bridge Construction, 2017.
- Approval Of The Director Of Structures, State Bridge Engineer, May Be Authorized By The Bridge Engineer Provide Such Changes To Detail Of Design Or Construction Procedure.
- Work For Which No Particular Provision Is Made In The Proposal Will Not Be Paid For Directly And Shall Therefore Be Considered An Assorted Item of Work.



ELEVATION AT END OF SPAN

\*NOTES:

For Jersey Slope Barriers, The Minimum Required Vertical Joint Seal Dimension For The Barrier Is 6". For Non Jersey Slope Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Barrier Is 6".

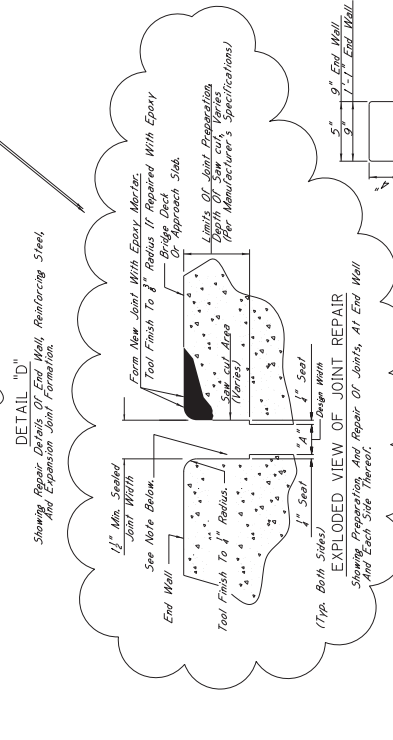
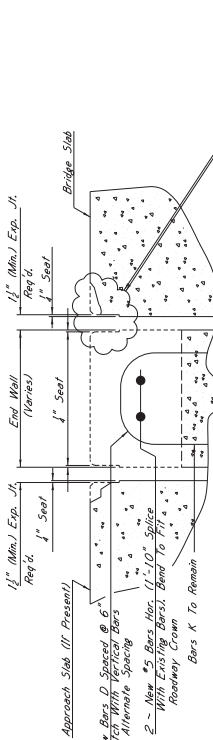


**NOTES ON ASSOCIATED ITEMS OF WORK:**

**BRIDGE REPAIR, ENDWALL REPAIR**  
 907-824-PP008  
 Description: Shall Include The Work Necessary To Remove And Replace The Damaged Concrete On The End Wall Of The Damaged Section, The Specified Depth Of Limiting The Repair To The Damaged Section, The Specified Depth Of Endwall Shall Be Removed Along The Entire Width Of The Bridge Deck.  
 Basis of Payment: The Assessed Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Width Of The Bridge Deck.  
 Damage Caused To Other Elements Of The Structure Or Roadway While Completing Work Shall Be Repaired By The Contractor At No Cost To The Department.  
 Prior To Placing New Concrete, All Concrete Surfaces That Will Be In Contact With The New Concrete Shall Be Painted With An Approved Epoxy Primer Designed To Bond New Concrete To Old.  
 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: 5000 psi  
 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 AODT'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 Ministry of Transportation 307-200 to estimate the curing time. 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 3, 16, and 28-hour compressive strength. The remaining shall be used to determine the 28-day compressive strength of the concrete.  
 The Removal Of Existing Expansion Material May Require Any Number Of The Pay Associated With The Removal Of Existing Expansion Material, And The Associated Items Of Work.  
 907-809-A002 REMOVAL OF EXISTING JOINT MATERIAL  
 907-809-A003 JOINT REPAIR WITHOUT EPOXY  
 907-823-B001 SAW CUT, TYPE I  
 907-823-B002 SAW CUT, TYPE II  
 907-823-A001 PREFORMED JOINT SEAL, TYPE I  
 907-823-A002 PREFORMED JOINT SEAL, TYPE II

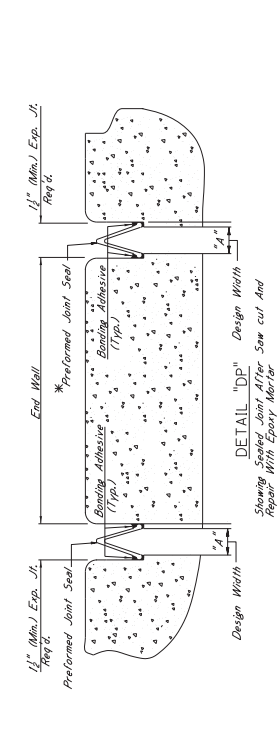
**GENERAL NOTES:**

1. And Bridge Construction 2017.
2. No Change Of Plans Will Be Permitted Except By Written Approval Of The Department Of Design Construction. Any Changes To Detail Of Design Engineer Provided Such Changes May Be Authorized By The Bridge Engineer Provided Such Changes Will Not Be Cause For Contract Price Adjustment. Proposal Will Not Be Paid For Directly And Shall Therefore Be Considered An Absorbed Item Of Work.
- 3.



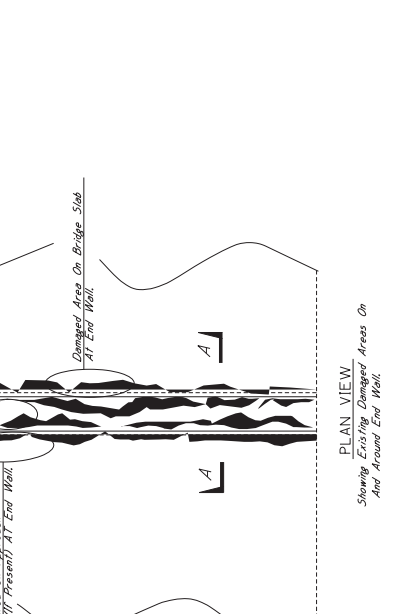
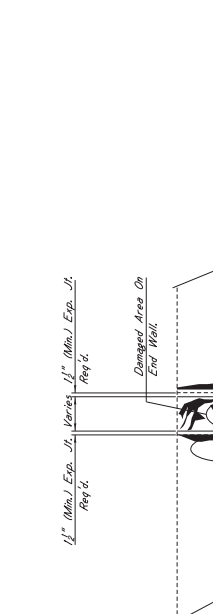
\* NOTE: Vertical Faces Of End Wall To Include 1\"/>

\* NOTE: Design Width 'A' Is Defined As The Actual Measured Joint Width.



\* NOTE: Vertical Faces Of End Wall To Include 1\"/>

\* NOTE: Design Width 'A' Is Defined As The Actual Measured Joint Width.



\* NOTE: Vertical Faces Of End Wall To Include 1\"/>

\* NOTE: Design Width 'A' Is Defined As The Actual Measured Joint Width.

\* NOTE: Vertical Faces Of End Wall To Include 1\"/>

\* NOTE: Design Width 'A' Is Defined As The Actual Measured Joint Width.

1. The Preformed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:  
 A. Silcaflex Joint Sealing System  
 www.silcaflex.com  
 B. Wicks SSS  
 www.wicks.com  
 C. Silogac SSS Silicone Strip Seal  
 www.ssilcom.com
2. For Estimating Purposes, The R.J. Watson Silcaflex Joint Sealing System Was Responsibility To Ensure That The Manufacturer's Recommendations Are Followed For Joint Preparation, Installation Depth, And Widths, Adhesive, Sealing Times, And Material Application. The Contractor Shall Be Responsible For 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: Seal Provided On Both Sides Of The Preformed Joint Seal. Type II Seal Be Used For Design Widths Less Than 2'. Preformed Joint Seal, Type II Seal, Be Used For Design Widths Greater Than 2'. Where The Allowance For Joint Widths Being Design In Cases Where The Design Widths Are Greater Than 2', The Contractor Shall Be Responsible For The Removal Of Existing Expansion Material Seal Be Required As Directed By The Director Of Structures. Sealed Is Appropriate For The Width Of The Joint.

DESCRIPTION OF SHEETS SPECIAL DESIGN SHEETS - BRIDGE DRAWINGS	WORKING NUMBER	SHEET NUMBER
BRIDGE AT STA. 91+48.51 - STATE HWY. NO. 28 BAYOU PIERRE RELIEF	A1 OF 13	486
FOUNDATION PLAN	A2 OF 13	487
BORING DATA	A3 OF 13	488
INT. BENT NO. 1 & 5 DETAILS	A4 OF 13	489
END BENT DETAILS	A5 OF 13	470
INT. BENT NO. 2, 3, 4 DETAILS	A6 OF 13	471
40 FT. SPAN DETAILS	A7 OF 13	472
40 FT. SPAN DETAILS	A8 OF 13	473
MISC. SPAN DETAILS	A9 OF 13	474
RAILING DETAILS	A10 OF 13	475
BEAM 40-1 DETAILS - TYPE 1-2	A11 OF 13	476
LAMINATED ELASTOMERIC BEARING PAD DETAILS	A12 OF 13	477
BEAM 40-2 DETAILS - TYPE 1-2	A13 OF 13	478
BRIDGE AT STA. 108+02.21 - STATE HWY. NO. 28 BAYOU PIERRE	B1 OF 15	479
BRIDGE AT STA. 108+02.21 - STATE HWY. NO. 28 BAYOU PIERRE	B2 OF 15	480
FOUNDATION PLAN	B3 OF 15	481
BORING DATA	B4 OF 15	482
INT. BENT NO. 5 DETAILS	B5 OF 15	483
INT. BENT NO. 6 DETAILS	B6 OF 15	484
INT. BENT NO. 7 DETAILS	B7 OF 15	485
INT. BENT NO. 8 DETAILS	B8 OF 15	486
INT. BENT NO. 11 DETAILS	B9 OF 15	487
60 FT. SPAN DETAILS	B10 OF 15	488
60 FT. SPAN DETAILS	B11 OF 15	489
100 FT. SPAN DETAILS	B12 OF 15	490
100 FT. SPAN DETAILS	B13 OF 15	491
BEAM 60-1 DETAILS - TYPE 1-2	B14 OF 15	492
BEAM 100-1 DETAILS - TYPE IV	B15 OF 15	493
BRIDGE AT STA. 115+02.21 - STATE HWY. NO. 28 BAYOU PIERRE RELIEF	C1 OF 3	494
FOUNDATION PLAN	C2 OF 3	495
BORING DATA	C3 OF 3	496
BRIDGE AT STA. 198+00.21 - STATE HWY. NO. 28 JONES CREEK	D1 OF 9	497
BRIDGE AT STA. 198+00.21 - STATE HWY. NO. 28 JONES CREEK	D2 OF 9	498
FOUNDATION PLAN	D3 OF 9	499
BORING DATA	D4 OF 9	500
INT. BENT NO. 3	D5 OF 9	501
INT. BENT NO. 4	D6 OF 9	502
80 FT. SPAN DETAILS	D7 OF 9	503
80 FT. SPAN DETAILS	D8 OF 9	504
BEAM 80-1 DETAILS - TYPE III	D9 OF 9	505

DESCRIPTION OF SHEETS SPECIAL DESIGN SHEETS - DETOUR BRIDGE DRAWINGS	WORKING NUMBER	SHEET NUMBER
DETOUR BRIDGE AT STA. 89+56.01	D001 OF 8	506
TIMBER ABUTMENT AND INT. BENT FOR TIMBER CAPS AND 19'-0" PRECAST CONCRETE SPANS 24'-0" CLEAR ROADWAY	D002 OF 8	507
TIMBER ABUTMENT AND INT. BENT FOR TIMBER CAPS AND 31'-0" PRECAST CONCRETE SPANS 24'-0" CLEAR ROADWAY	D003 OF 8	508
3'-6" PRECAST CONCRETE BRIDGE SLAB DETAILS - 19'-0" SPANS 24'-0" CLEAR ROADWAY	D004 OF 8	509
4'-6" PRECAST CONCRETE BRIDGE SLAB DETAILS - 19'-0" SPANS 24'-0" CLEAR ROADWAY	D005 OF 8	510
3'-6" PRECAST CONCRETE BRIDGE SLAB DETAILS - 31'-0" SPANS 24'-0" CLEAR ROADWAY	D006 OF 8	511
4'-6" PRECAST CONCRETE BRIDGE SLAB DETAILS - 31'-0" SPANS 24'-0" CLEAR ROADWAY	D007 OF 8	512
ALTERNATE DETORMED WIRE MESH - 19' AND 31' PRECAST CONCRETE SPANS	D008 OF 8	513
DETOUR BRIDGE AT STA. 89+56.01	D001 OF 1	514

BRIDGE DIVISION	SHEET NO.	BY
10835	477, 478, 479	ALM
10836	472, 473, 475	LCB
10843	474, 476, 479, 493, 495	LCB
10844	494, 495, 496, 497	LCB

BRIDGE DIVISION	SHEET NO.	BY
10835	477, 478, 479	ALM
10836	472, 473, 475	LCB
10843	474, 476, 479, 493, 495	LCB
10844	494, 495, 496, 497	LCB

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAILED INDEX  
BR-013-1(10)  
PROJECT 85-0013-01-010-10

COPY 2  
COUNTY COPIAH

ISSUED: 7/7/92  
DATE: 7/7/92

WORKING NUMBER: 012  
SHEET NUMBER: 3  
CHECKED: JLM

For Information Only

PAY ITEM NO.	PAY ITEM	UNIT	QUANTITIES	
			PRELIMINARY	FINAL
803-A	Test Piles	Each	7	
803-B	Loadng Test	Each	7	
803-G	HP12X53 Steel Piling	L.F.	11,885.0	
803-G	HP14X73 Steel Piling	L.F.	1365.0	
804-A	Bridge Concrete Class "A"	C.Y.	2014.14	△
804-C	40 Ft. Prest. Conc. Beam	L.F.	5194.50	
804-C	60 Ft. Prest. Conc. Beam	L.F.	717.00	
804-C	80 Ft. Prest. Conc. Beam	L.F.	478.50	
804-C	100 Ft. Prest. Conc. Beam	L.F.	498.75	
805-A	Reinforcement	Lb.	306,068	
813-A	Concrete Rolling	L.F.	2360.00	
815-A	Loose Riprap (300*)	Ton	1670.0	

10835  
10836  
10843  
10844

DATE	ISSUED	TRACED	SHEET NUMBER
08-24-28	08-24-28	08-24-28	24 of 28
MISSISSIPPI DEPARTMENT OF TRANSPORTATION			
SUMMARY OF QUANTITIES			
(BRIDGE ITEMS)			
PROJECT	BR-0013-1(10)	WISCONSIN NUMBER	
COUNTY	COPIAH		

For Information Only

BRIDGE	BEARING STATION	SPAN SIZE	OVERALL LENGTH	ITEM	Test Piles	Leaving Traffic	HP12X53 Steel Piling	HP14X73 Steel Piling	Class AA Bridge Concrete	40 Ft. Prest. Conc. Span	60 Ft. Prest. Conc. Span	80 Ft. Prest. Conc. Span	100 Ft. Prest. Conc. Span	Reinforce- ment Lb.	Concrete Casting L.F.	Losses (3.0%)	
																	L.F.
10835	91+46.21	4 x 8'	181'-7"	Splice					18627	94350				32570	32000		
				End Bents				4275				5976					5700
				Intr. Bents	1		10000		5475				4392				
		Continuous For Live Load Only					18500		28375	94350					32000	5700	
10836	102+02.21	16x10'-9"-50' 3x40'g	611'-7"	Splice					77878	229550	71700			136544	132000		
				End Bents				4275				5976					2750
				Intr. Bents	3		11000		27321				24988				
		Continuous For Live Load Only					56600		108475	229550	71700			169408	132000	2750	
10843	115+02.21	3 x 8'	121'-7"	Splice					13984	70850				23616	24000		
				End Bents				4275				5976					5250
				Intr. Bents	1		11000		3686				3091				
		Continuous For Live Load Only					17600		21945	70850				24000	5250		
10844	102+02.21	26x10'-9"-50' 3x40'g	241'-7"	Splice					28217	94750			47850	46483	48000		
				End Bents				4275				5976					3000
				Intr. Bents	2		8000		8126				8880				
		Continuous For Live Load Only					26150		41819	94750				48000	3000		
Project Totals																	
					7	7	11,885.0	1385.0	2014.4	5194.50	717.00	476.50	488.75	306,086	23860.00	1670.0	

10835  
10836  
10843  
10844

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ESTIMATED QUANTITIES  
(BRIDGE ITEMS)

PROJECT BR-0013-(10)  
85-0013-01-010-12

COPYRIGHT COUNTY

ISSUED DATE 2-24-02  
CHECKED DATE 2-24-02  
DESIGNED DATE 2-24-02  
SHEET NUMBER

For Information Only

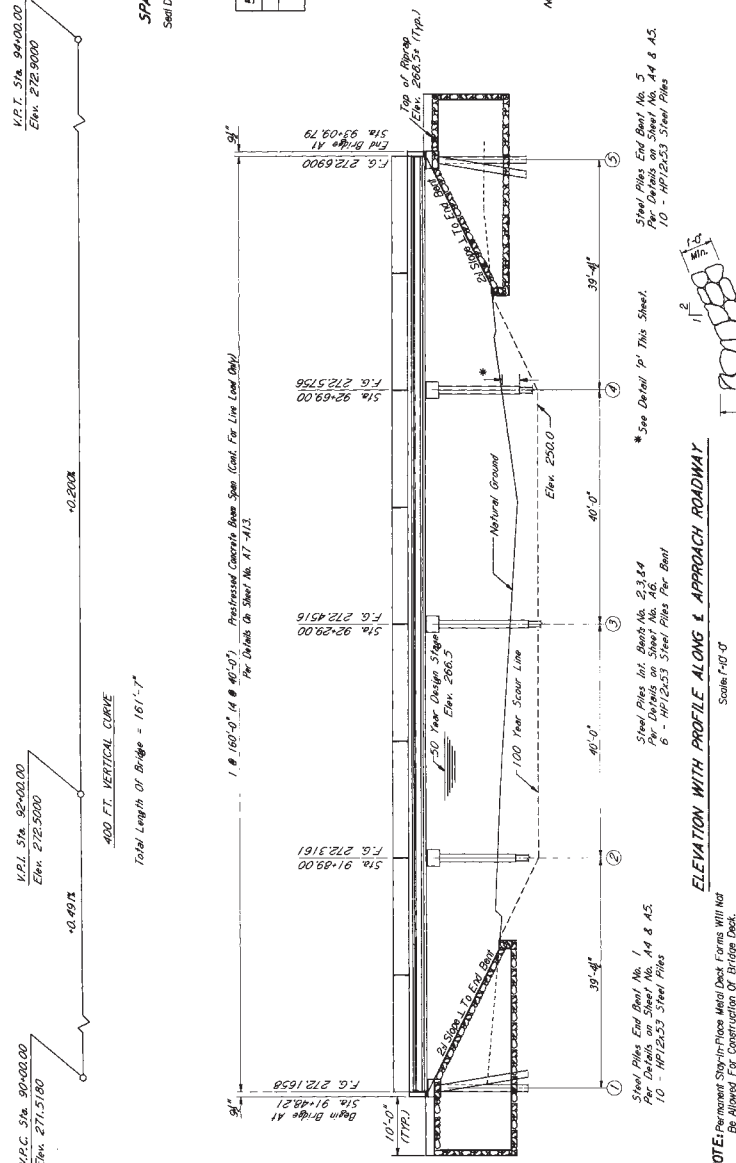
STATE	PROJECT NO.
MISS.	BR-03-110D

**GENERAL NOTES:**  
 Specifications Mississippi Standard Specifications For Road and Bridge Construction, 1990.  
 No Change of Plans Will Be Permitted Except By Written Approval Of The Bridge Engineer. Minor Changes In Detail Of The Bridge Elevation May Be Made At The Discretion Of The Bridge Engineer. Such Changes Will Not Be Cause For Contract Price Adjustment.  
 The Final Surface Texture Of The Bridge Deck Shall Be The Transverse The Finish Per Section 503.03.08.4 Of The Specifications. See Misc-Span Details For Limits Of The Finish On Bridge Deck.  
 Bridge Deck Shall Be Reinforced With 4" Diameter Steel Expansion Joint Material Shall Be Ebonite Fiber Type Unless Otherwise Noted.  
 No Payment Will Be Allowed For Excavation Incidental To The Construction Of End Beams.  
 Bar Bending Details Shall Be In Accordance With Manual Of Steel Construction, 12th Edition, Reinforced Concrete Structures (ACI 318-95).  
 Shop Drawings Of Reinforced Beams, Including An Erection Plan, Shall Be Submitted In Duplicate To The Bridge Engineer For Approval Prior To The Manufacture Of Beams.  
 Concrete Surfaces Shall Receive A Class 2 Rubber Or Spray Reinforcement. The Spacing Shall Be 25" W/ 45% Grade 60 Unstressed Bars.  
 Work For Which No Pay Item Is Provided In The Proposal Will Not Be Paid For Directly And Compensation Therefor Will Be Included In The Prices And Payments For Bid Items.

**SPAN NOTE:**  
 See Deck Joint & Bridge Ends Per Details on Sheet No. A3.

500 YEAR SCOUR ELEVATION	
Beam No.	Elevation
2384	249.0

**NOTE:**  
 50' Spur Dike Required At Both Bridge Ends Per Details On Sheet No. 205 Of The Mississippi State Highway Department Roadway Design Standard Drawings. On The Upstream Side.



**MINIMUM PILE BEARING CAPACITY AND TIP ELEVATION SCHEDULE**

Beam No.	Min. Lgt. - Ft.	Tip Elevation	Req. Bearing	Tip Elevation
1	34	229.0	34	229.0
2	51	229.0	51	229.0
3	4	229.0	4	229.0
4	51	229.0	51	229.0
5	34	229.0	34	229.0

**ESTIMATED QUANTITIES**

Item	HP 10.53 Steel Piling	Class 144 Conc. Beam Type 1/2	Concrete	Reinforcement	Coverage	Approach Roadway	Approach Roadway	Approach Roadway
Location	Each	Each	Each	Each	Each	Each	Each	Each
Span 1	1	1	1	1	1	1	1	1
Span 2	1	1	1	1	1	1	1	1
End Beams	1	1	1	1	1	1	1	1
In. Beams	1	1	1	1	1	1	1	1
Totals	1	1	1	1	1	1	1	1

**TEST PILE SCHEDULE**

Beam No.	Min. Lgt. - Ft.	Tip Elevation
3	60	232.440

End Beam No. 1: HP12x53 Steel Piles x 50'-0"  
 In. Beams No. 2-4: HP12x53 Steel Piles x 50'-0"  
 End Beam No. 5: HP12x53 Steel Piles x 50'-0"

**NOTE:** Permanent Stop-In-Place Metal Deck Forms Will Not Be Allowed For Construction Of Bridge Deck.

**ELEVATION WITH PROFILE ALONG & APPROACH ROADWAY**

Scale: 1" = 10'

**PILE ENCASEMENT DETAIL**

HP12x53 Steel Piles

**PILE ENCASEMENT DETAIL**

HP12x53 Steel Piles

**DRAINAGE DATA**

Relief ..... RELIEF  
 45' (13.71 M) ..... H209-44  
 Effective Area ..... 17.48 SQ. FT.

**SPECIAL PROVISIONS REQUIRED:**

Stop-In-Place Metal Forms ..... 501-604  
 Painting Metal Structures ..... 501-894

**DESIGN DATA**

Specifications ..... AASHTO 1992  
 Loading ..... HS20-44  
 Roadway Width ..... 40'-0" Gutter To Gutter  
 Concrete ..... Class AA (9000 psi)

**TEST PILE SCHEDULE**

Beam No. 3: 60' Tip Elevation 232.440

**MINIMUM PILE BEARING CAPACITY AND TIP ELEVATION SCHEDULE**

Beam No. 1: HP12x53 Steel Piles x 50'-0"  
 In. Beams No. 2-4: HP12x53 Steel Piles x 50'-0"  
 End Beam No. 5: HP12x53 Steel Piles x 50'-0"

**ESTIMATED QUANTITIES**

HP 10.53 Steel Piling, Class 144 Conc. Beam Type 1/2, Concrete, Reinforcement, Coverage, Approach Roadway, Approach Roadway, Approach Roadway

**TEST PILE SCHEDULE**

Beam No. 3: 60' Tip Elevation 232.440

**MINIMUM PILE BEARING CAPACITY AND TIP ELEVATION SCHEDULE**

Beam No. 1: HP12x53 Steel Piles x 50'-0"  
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**ESTIMATED QUANTITIES**

HP 10.53 Steel Piling, Class 144 Conc. Beam Type 1/2, Concrete, Reinforcement, Coverage, Approach Roadway, Approach Roadway, Approach Roadway

**TEST PILE SCHEDULE**

Beam No. 3: 60' Tip Elevation 232.440

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**ESTIMATED QUANTITIES**

HP 10.53 Steel Piling, Class 144 Conc. Beam Type 1/2, Concrete, Reinforcement, Coverage, Approach Roadway, Approach Roadway, Approach Roadway

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Beam No. 3: 60' Tip Elevation 232.440

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HP 10.53 Steel Piling, Class 144 Conc. Beam Type 1/2, Concrete, Reinforcement, Coverage, Approach Roadway, Approach Roadway, Approach Roadway

**TEST PILE SCHEDULE**

Beam No. 3: 60' Tip Elevation 232.440

**MINIMUM PILE BEARING CAPACITY AND TIP ELEVATION SCHEDULE**

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HP 10.53 Steel Piling, Class 144 Conc. Beam Type 1/2, Concrete, Reinforcement, Coverage, Approach Roadway, Approach Roadway, Approach Roadway

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**ESTIMATED QUANTITIES**

HP 10.53 Steel Piling, Class 144 Conc. Beam Type 1/2, Concrete, Reinforcement, Coverage, Approach Roadway, Approach Roadway, Approach Roadway

**TEST PILE SCHEDULE**

Beam No. 3: 60' Tip Elevation 232.440

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**ESTIMATED QUANTITIES**

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**TEST PILE SCHEDULE**

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 End Beam No. 5: HP12x53 Steel Piles x 50'-0"

**ESTIMATED QUANTITIES**

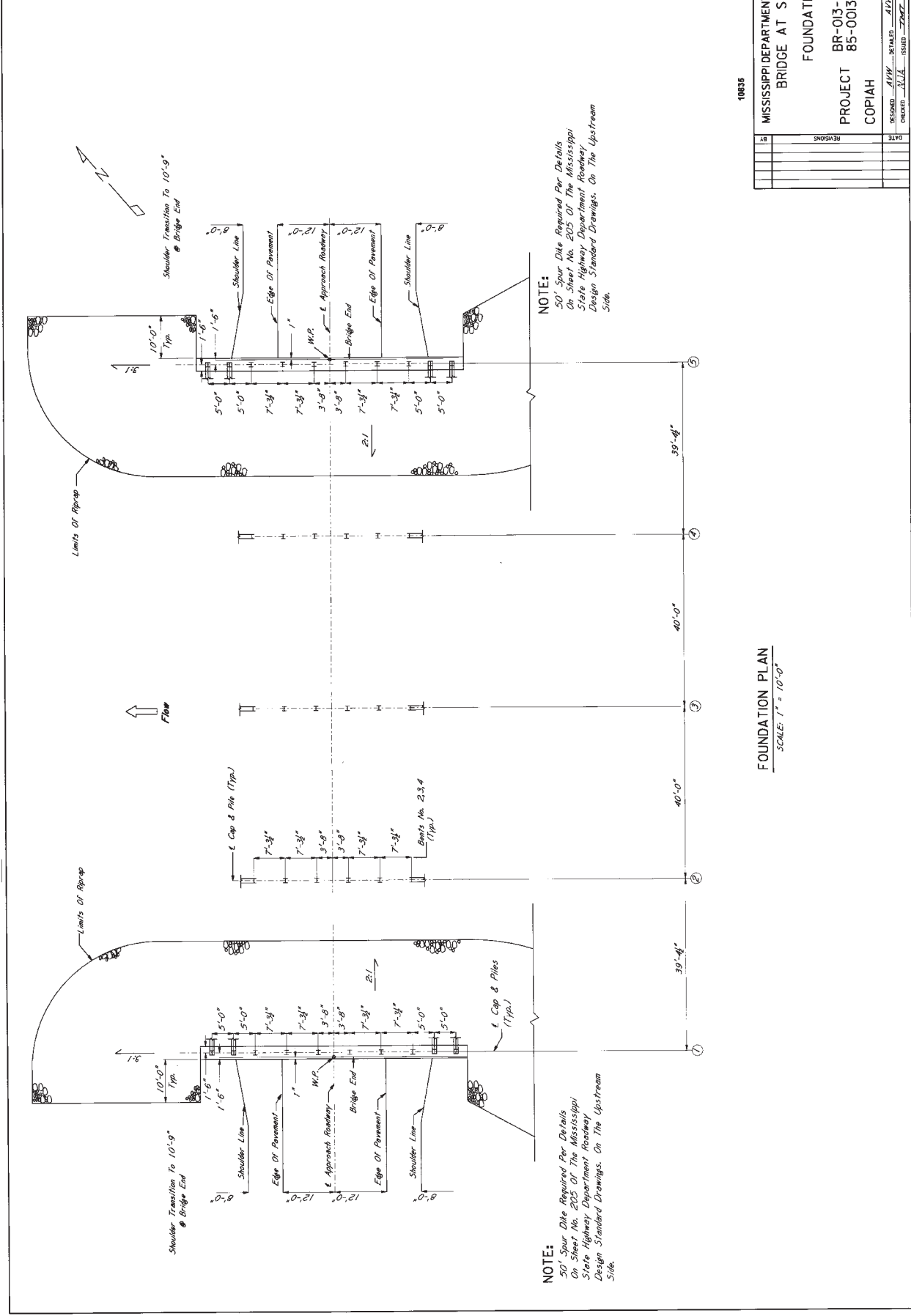
HP 10.53 Steel Piling, Class 144 Conc. Beam Type 1/2, Concrete, Reinforcement, Coverage, Approach Roadway, Approach Roadway, Approach Roadway

**TEST PILE SCHEDULE**

Beam No. 3: 60' Tip Elevation 232.440

**MINIMUM PILE BEARING CAPACITY AND TIP ELEVATION SCHEDULE**

STATE	PROJECT NO.
MISS.	BR-03-110D



NOTE:  
50' Spur Dike Required For Details  
On Sheet No. 205 Of The Mississippi  
State Highway Department Roadway  
Design Standard Drawings. On The Upstream  
Side.

NOTE:  
50' Spur Dike Required For Details  
On Sheet No. 205 Of The Mississippi  
State Highway Department Roadway  
Design Standard Drawings. On The Upstream  
Side.

10835

MISSISSIPPI DEPARTMENT OF TRANSPORTATION		WORKING CENTER	
BRIDGE AT STA. 91+48.21		AZ. 106.73	
FOUNDATION PLAN		SHEET NUMBER	
PROJECT BR-03-110D		40	
COUNTY COPIAH		DATE 2-28-94	
DESIGNED BY	AWW	CHECKED BY	AWW
DRAWN BY	AWW	ISSUED BY	AWW
DATE		DATE	
REVISED		DATE	

FOUNDATION PLAN  
SCALE: 1" = 10'-0"

For Information Only

10835

MISSISSIPPI STATE HIGHWAY DEPARTMENT  
 BRIDGE AT STA 91 + 48.21  
 BORING DATA  
 PROJECT BR-013-1(10)  
 85-0013-01-010-10  
 COPIAH COUNTY

ISSUED: 11/11  
 REVISION: 11/11  
 DATE: 2-20-72

WORKSHEET NUMBER: A3413  
 SHEET NUMBER: 368

LOG OF BORING NO. 92-15-2218-2  
 79-0013-0013-10  
 THE INDIAN WASH/SHRUB & SHERBY TUBE LOCATION STA. 90+41.47 REL. E. HWY. 28

DEPTH, FT.	DESCRIPTION OF MATERIAL	RELATIVE HUMIDITY	WATER CONTENT, %	LIQUID LIMIT, %	PLASTICITY INDEX	UNSATURATED WATER CONTENT, %	FLUIDITY	ELEVATION, FT.
10	0 5' VERY DENSE BROWN TO GRAY CLAYEY SILT (SHELLS)							248.57
20	0 5' MEDIUM DENSE GRAY TO BROWN FINE TO MEDIUM SAND TO FINE SILT							238.37
30	0 25' MEDIUM DENSE GRAY TO BROWN FINE TO MEDIUM SAND TO FINE SILT (CLAYEY)							228.37
40	0 25' VERY DENSE GRAY TO YELLOW FINE TO MEDIUM SAND							218.37
50	0 35' DENSE GRAY TO YELLOW FINE TO MEDIUM SAND							208.37
60	0 45' VERY DENSE GRAY TO YELLOW FINE TO MEDIUM SAND							198.37
70	0 55' VERY DENSE GRAY TO YELLOW FINE TO MEDIUM SAND							188.37

WILLIAMS  
 COMPLETION METHOD: 71-45  
 DATE: 2-20-72  
 DEPTH TO WATER IN BORING: NOT DETERMINED  
 S: Split Spoon T: Shelby Tube

PLATE 18

LOG OF BORING NO. 92-15-2218-1  
 79-0013-0013-10  
 THE INDIAN WASH/SHRUB & SHERBY TUBE LOCATION STA. 90+41.47 REL. E. HWY. 28

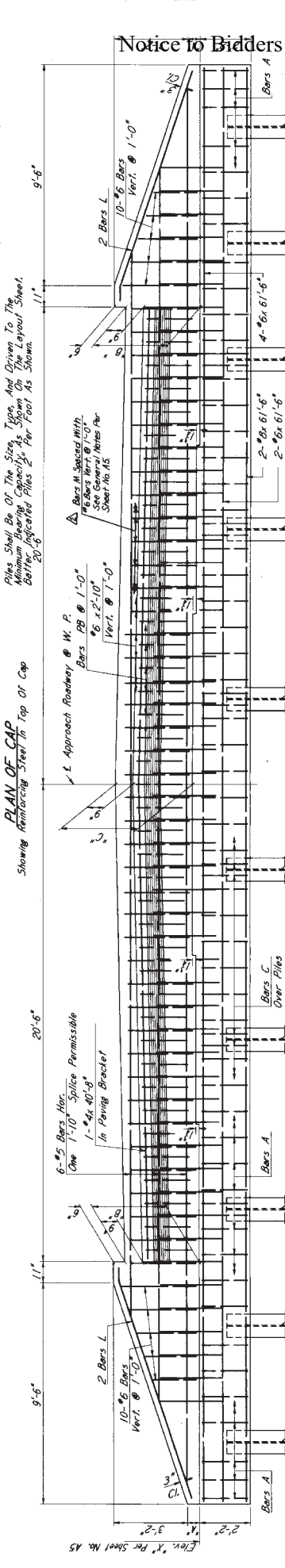
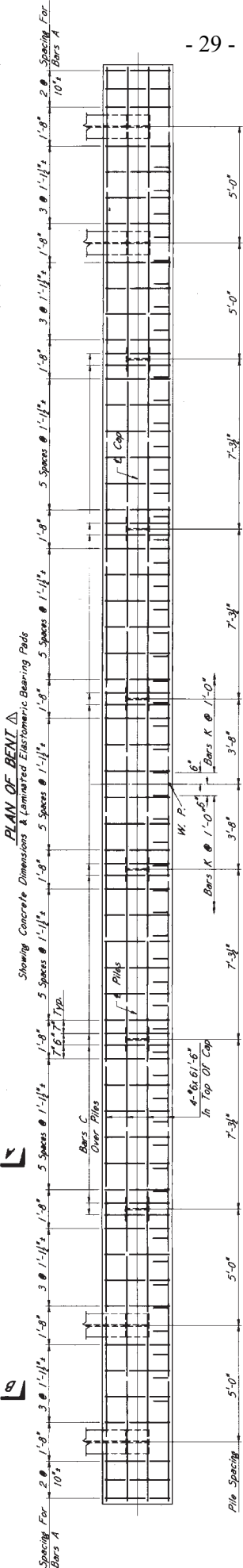
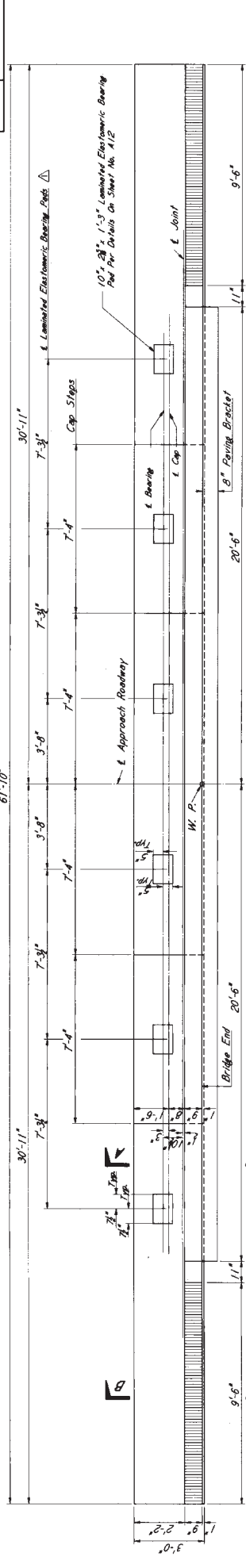
DEPTH, FT.	DESCRIPTION OF MATERIAL	RELATIVE HUMIDITY	WATER CONTENT, %	LIQUID LIMIT, %	PLASTICITY INDEX	UNSATURATED WATER CONTENT, %	FLUIDITY	ELEVATION, FT.
10	0 5' VERY DENSE BROWN TO GRAY CLAYEY SILT (SHELLS)							248.07
20	0 5' MEDIUM DENSE GRAY TO BROWN FINE TO MEDIUM SAND TO FINE SILT							238.07
30	0 25' MEDIUM DENSE GRAY TO BROWN FINE TO MEDIUM SAND TO FINE SILT (CLAYEY)							228.07
40	0 25' VERY DENSE GRAY TO YELLOW FINE TO MEDIUM SAND							218.07
50	0 35' DENSE GRAY TO YELLOW FINE TO MEDIUM SAND							208.07
60	0 45' VERY DENSE GRAY TO YELLOW FINE TO MEDIUM SAND							198.07
70	0 55' VERY DENSE GRAY TO YELLOW FINE TO MEDIUM SAND							188.07

WILLIAMS  
 COMPLETION METHOD: 71-45  
 DATE: 2-20-72  
 DEPTH TO WATER IN BORING: NOT DETERMINED  
 S: Split Spoon T: Shelby Tube

PLATE 17

LOG OF BORING  
 Boring Data Shown is For Information Only And Its Accuracy  
 For Construction Purposes is Not Guaranteed.

For Information Only



NOTICE TO BIDDERS

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
 BRIDGE AT STA 91+48.21  
 END BENT NO. 1 & 5 DETAILS  
 PROJECT BR-013-1(10)  
 COPIAH COUNTY  
 DESIGNED BY: AHW  
 CHECKED BY: JLD  
 DATE: 11/27/98  
 REVISIONS:  
 1. Add Bars M  
 2. Revised Bearings  
 3. Revised Bars M

WAGON NUMBER: 2772  
 COUNTY: COPIAH  
 SHEET NUMBER: 13  
 DATE: 11/27/98

NOTE: Vertical Dimensions Shown Are Measured Along Fill Face Of End Wall (Bridge End).  
 FOR GENERAL NOTES, TABLE OF ELEVATIONS AND DIMENSIONS, AND OTHER DETAILS SEE SHEET NO. A5.

SPLICE NOTE: Cap May Be Lap Spliced Long Bars In As Follows: #6 - 2'-3"; #8 - 3'-3"

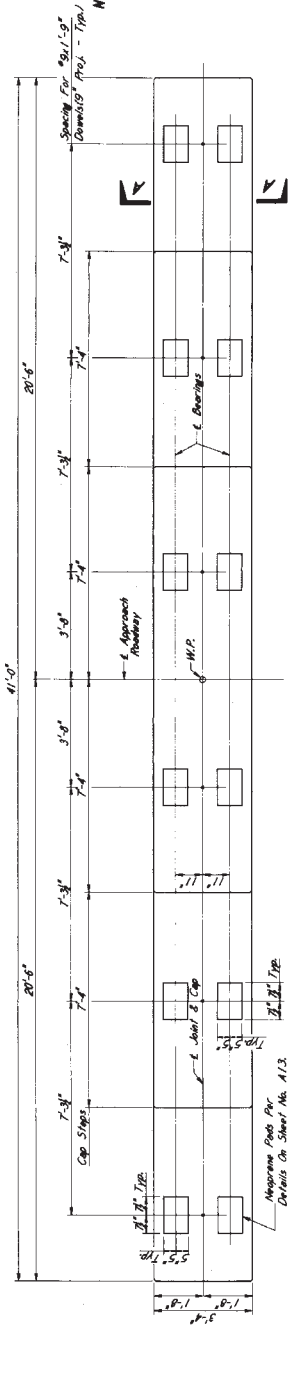
BAR BENDING DETAILS  
 Dimensions Are Out To Out

BAR B - #4  
 BAR C - #5  
 BAR A - #5  
 BAR K - #6  
 BAR L - #5  
 BAR M - #4

For Information Only

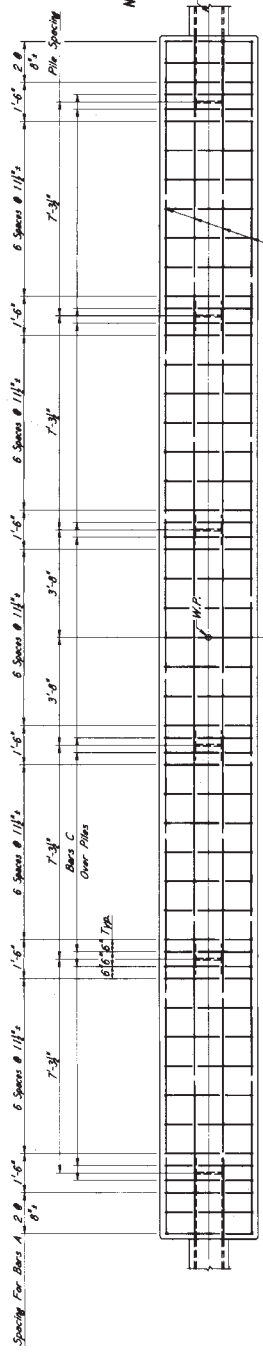






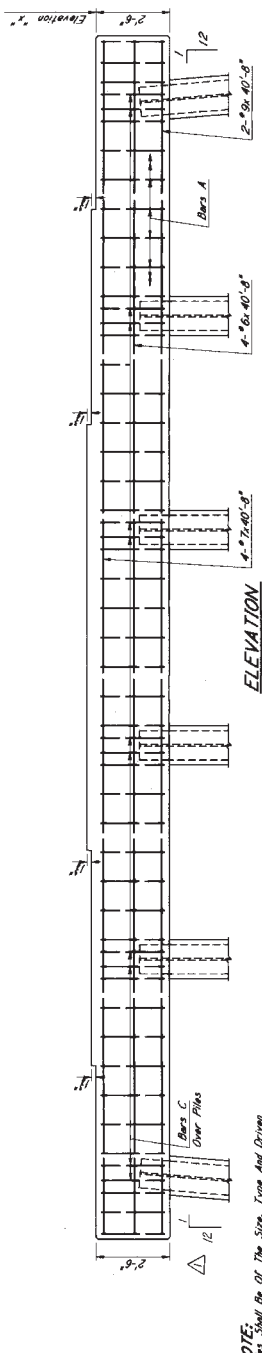
PLAN OF BENT

Showing Concrete Dimensions & Driven Spacings



PLAN OF CAP

Showing Reinforcement in Top of Cap and Pile Spacing



ELEVATION

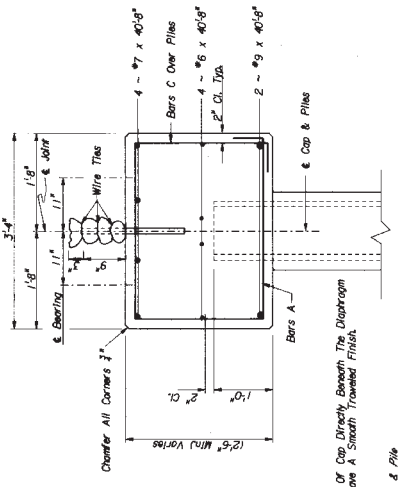
NOTE: All Concrete in Cap Shall Be Class "AA".  
 Reinforcement Edges From Reinforcing Steel To  
 Concrete Surfaces Are Clear Distances.



BAP BEYOND DETAILS

Dimensions Are Out To Out

NOTE: Wrap #9 Downies With Three Layers of 30# Roofing Felt And Tie With Wire Ties As Shown.



SECTION A-A

NOTE: Portion of Cap Directly Beneath The Diaphragm Shall Have A Smooth Troweled Finish.

TABLE OF ELEVATIONS

BENT NO.	ELEV. "±"
2	266.0072
3	266.9431
4	268.0673
5	270.7833
6	270.8000
7	270.8705
8	270.6918
9	270.6486
10	270.5473
11	270.5473
12	270.6869
13	270.6203
14	268.6206
15	268.5165
16	261.3176
17	261.0899

10035

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
 BRIDGE AT STA. 91+48.2  
 INT. BENT NO. 2,3,&4 DETAILS  
 PROJECT BR-013-1(10)  
 COUNTY COPIAH  
 WAGON NUMBER AS 07 13  
 SHEET NUMBER 171

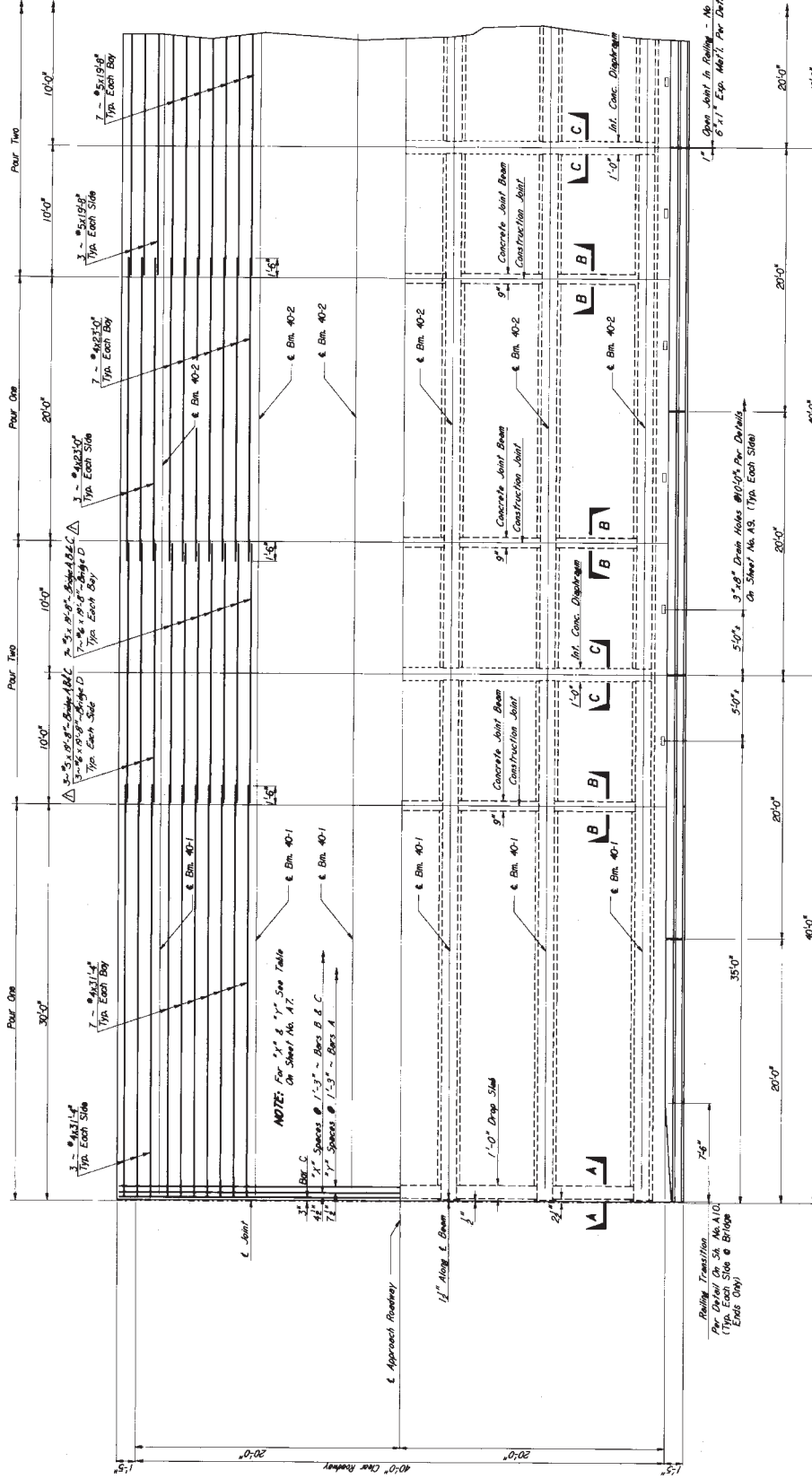
DESIGNED: JHW DETAILER: JHW CHECKED: JACB DATE: 11-2-77

For Information Only



STATE	PROJECT NO.
MISS.	BR-013-1(10)

NOTE: The Dead Paving Schedule Shall Be As Shown On These Plans And Any Alternate Sequence Will Not Be Permitted.



PLAN OF 40 FT. INT. SPAN  
Top Half Showing Longitudinal Reinforcing in Top of Slab

PLAN OF 40 FT. END SPAN  
Top Half Showing Longitudinal Reinforcing in Top of Slab

RAILING BARS			
END SPAN	IN T. SPAN		
MARK	NO.	MARK	NO.
D	82	D	100
R	82	R	100
DT	24		
RT	24		

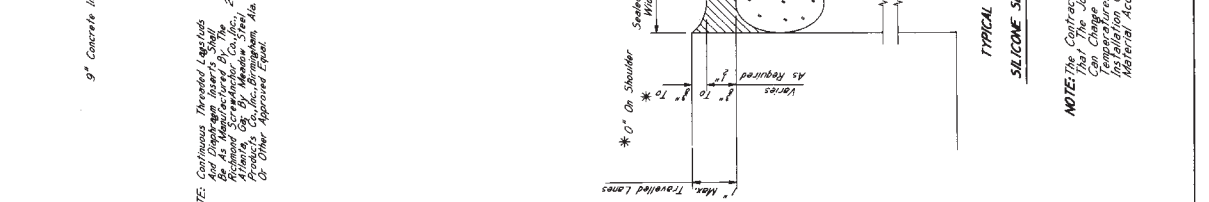
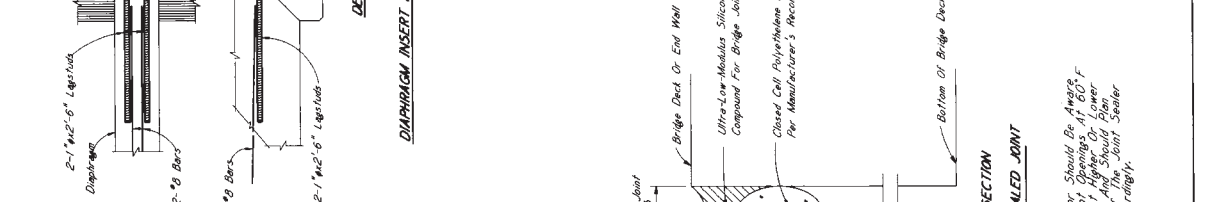
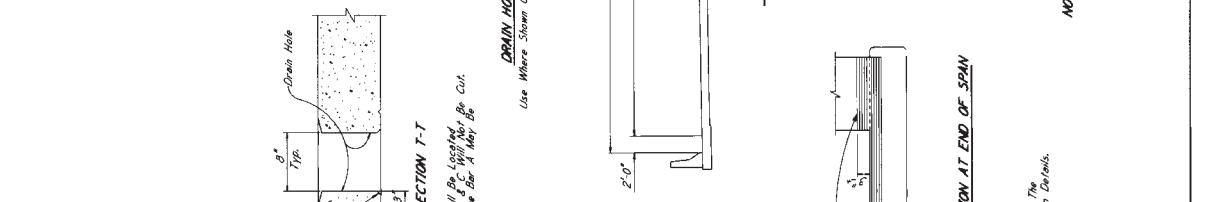
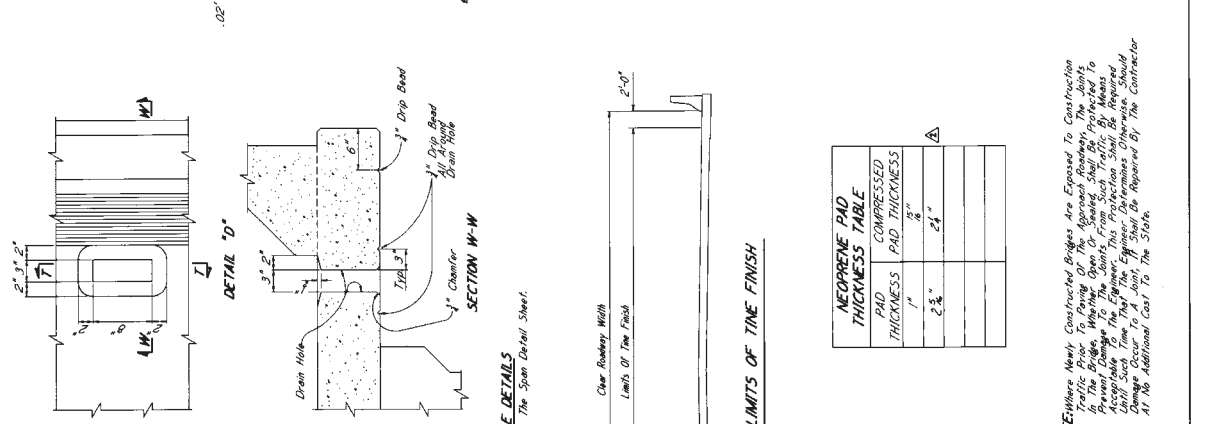
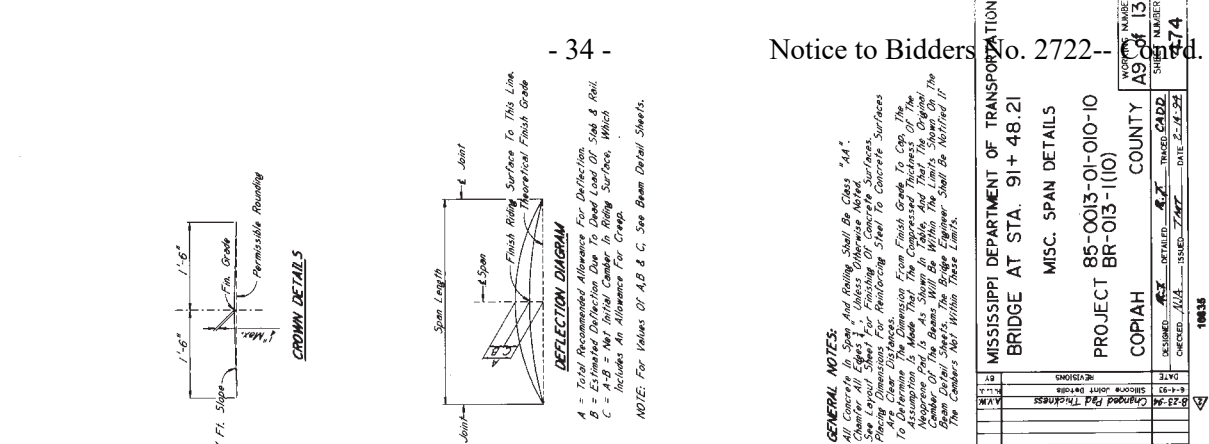
NOTE: For GENERAL NOTES AND OTHER SPAN DETAILS See Sheets No. A78A9-A13.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
 BRIDGE AT STA. 91+48.21  
 40 FT. SPAN DETAILS  
 PROJECT BR-013-1(10)  
 COUNTY COPIAH

WORKING NUMBER	473
SHEET NUMBER	AB OF 33
DESIGNED BY	ALW
CHECKED BY	ALL
DATE	2-18-96

For Information Only

10638



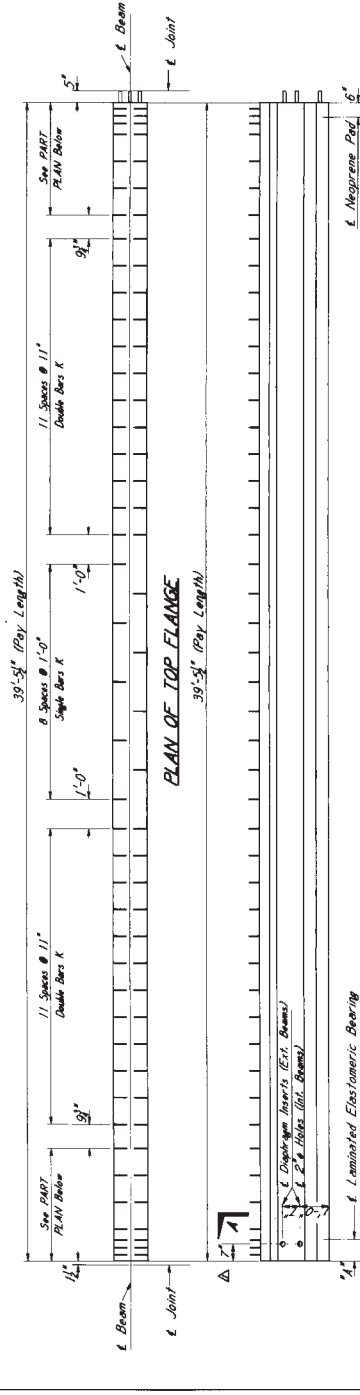
**GENERAL NOTES:**  
 All Concrete In Span And Railing Shall Be Class "AA".  
 Chaper All Edges To 1/8" Unless Otherwise Noted.  
 Reinforcing Steel To Concrete Surfaces Shall Be Placed In Accordance With The Following Dimensions For Reinforcing Steel To Concrete Surfaces:  
 A = Clear Distance From Face Of Concrete To Top Of Reinforcing Steel.  
 B = Clear Distance From Face Of Concrete To Bottom Of Reinforcing Steel.  
 C = Clear Distance From Face Of Concrete To Side Of Reinforcing Steel.  
 The Contractor Shall Verify The Accuracy Of The Dimensions Indicated On The Plans And That The Original Reinforcing Steel Is Shown In The Plans.  
 The Contractor Shall Verify The Accuracy Of The Dimensions Indicated On The Plans And That The Original Reinforcing Steel Is Shown In The Plans.  
 The Contractor Shall Verify The Accuracy Of The Dimensions Indicated On The Plans And That The Original Reinforcing Steel Is Shown In The Plans.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
 BRIDGE AT STA. 91+48.21  
 MISC. SPAN DETAILS  
 PROJECT BR-013-01-010-10  
 BR-013-110

DESIGNED BY: DATE: 2-1-54  
 CHECKED BY: DATE: 2-1-54  
 DRAWN BY: DATE: 2-1-54  
 NUMBER: 474

For Information Only





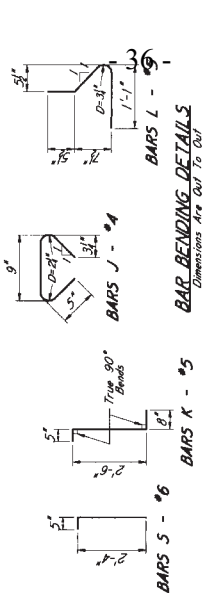
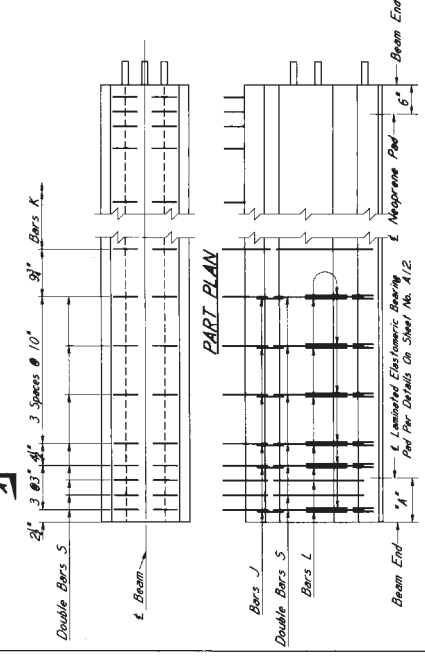
**TABLE FOR DIMENSION "A"**

Beam No.	Dim. "A"
Bridge A	1 8 5
Bridge B	1 11 8 15
Bridge C	5 8 8
Bridge D	1 8 4
Bridge E	3 8 4

**ELEVATION**

NOTE: For Beam End With #10 Bars Projecting, Ends, Cut Strands Flush No Coating Required. Other Beam Ends: End, Cut Strands Flush And Weatherproof With Limestone Colored Epoxy. For Details On Sheet No. A12.

**SECTION A-A**



**GENERAL NOTES:**

1. Reinforcement shall be in accordance with Mississippi Standard Specifications For Road & Bridge Construction, 1992.

2. The Top Of Beams Shall Be Right Fluted. At Approximately The Time Of Initial Set, The Ends Of Beams Shall Be Scrubbed Thoroughly With Coarse Wire Brush To Remove Excess Mortar From The Formwork.

3. Other Surfaces Shall Be Finished Per Specifications.

4. The Bridge Engineer Shall Be Notified If The Camber Of The Beam Is Not Within The Provision 907-914.

5. For 1779, 270 K-LR Strands, Although Stated As 1779, The Contractor Shall Use 1779 Strands. The Contractor's Option, Shop Drawings, Prestressed Beams, Shall Include The Type And Location Of All Strands.

6. A Transfer Of Reasoning Load, The Cylinder Strength Of The Concrete Shall Be As Shown In Table.

Notice to Bidder No. 20

**DESIGN DATA**

Let Stresses Be In Accordance With A.A.S.H.T.O., 1992

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

BRIDGE AT STA. 91+48.81

BEAM 40-1 DETAILS

TYPE I-2

PROJECT BR-013-1(10)

COPIAH COUNTY

DATE: 11/13/92

ISSUED: 11/13/92

10038

**ALTERNATE PRESTRESS REQUIREMENTS**

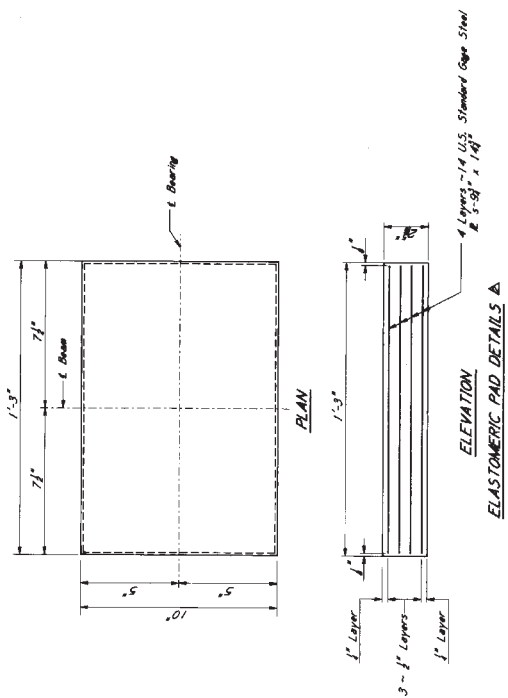
For Alternative Prestress, See Misc. Span Details Per Sheet No. A12

Span Type	Lbs./Strand	No. of Strands	Total Number of Strands	Camber		Distance From Top of Beam to Strand		Minimum For Minimum Span Details Per Sheet No. A12
				At Span	At Beam End	A	C	
F 4270 K	41,300	28,910	14	7.00"	0.00"	6.00"	6.05"	0' To 1' 0"
F 4270 K-LR	41,300	30,980	12	7.17"	6.00"	6.17"	6.60"	0' To 1' 0"

For Information Only

STATE PROJECT NO.  
 MISS. BR-013-1(10)

△ NOTE: Elastomer Compound Shall Have A Min. Shear Modulus At 75°F Of 120 psi.  
 Testing Acceptance Procedure Shall Be In Accordance With Section 714.10.6 Of The Specifications.



MISSISSIPPI DEPARTMENT OF TRANSPORTATION	BRIDGE AT STA. 91+48.21	PROJECT	BR-013-1(10)
LAMINATED ELASTOMERIC BEARING PAD DETAILS	TYPE (1+2)	COUNTY	COPIAH
REVISIONS	DATE	BY	CHK
1	10/13/09	AKW	AKW
2	10/13/09	AKW	AKW
3	10/13/09	AKW	AKW
4	10/13/09	AKW	AKW
5	10/13/09	AKW	AKW
6	10/13/09	AKW	AKW
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98	10/13/09	AKW	AKW
99	10/13/09	AKW	AKW
100	10/13/09	AKW	AKW

For Information Only





**GENERAL NOTES:**

Specifications, Mississippi Standard Specifications For Road And Bridges, 1980 Edition, Shall Apply To This Project.  
 No Change Of Plans Will Be Permitted Except By Written Approval Of The Bridge Engineer. Minor Changes Of Detail Or Design Or Construction Procedures May Be Authorized By The Bridge Engineer Provided Such Changes Will Not Be A Cause For Contract Price Adjustment.  
 Erection Of The Structure Shall Be Continuous From Time To Time Unless Otherwise Noted.  
 Timber May Be Untraced And Rough And Shall Be New Material. Timber Piles May Be Untraced For Piling Size See Section 719 Of The Specifications.  
 At All Times While The Detour Bridge Is In Place, The Waterway Shall Be Kept Open To The Flow Of The Water.  
 Detour Bridge Piles Shall Be Pulled Or Cut Off Below The Ground Line Elevation Of The Permanent Structure.  
 Payment For The Detour Bridge Will Be Made Under Pay Item No. 507-40-C, Construction And Removal Of Detour Bridges.  
 Bents, Piles And Members In The Superstructure, Including Piling, Work For Which No Pay Item Is Provided In The Proposal Will Not Be Paid For Directly And Compensation Thereof Will Be Included In The Prices And Payments For Bid Items.  
 Items In These Plans Including But Not Limited To, In Roadway Concrete Hardware Shall Be Furnished By The Contractor And Subject To Approval By The Project Engineer Prior To Erection.  
 After The Permanent Structure Has Been Opened To Traffic, The Detour Bridge Shall Be Removed By The Contractor, All Material In The Bridge Shall Become The Property Of The Contractor And Shall Be Removed From The Site.

**SPECIAL PROVISIONS REQUIRED:**

Construction & Removal Of Detour Bridges ..... No. 507-68

**DRAINAGE DATA:**

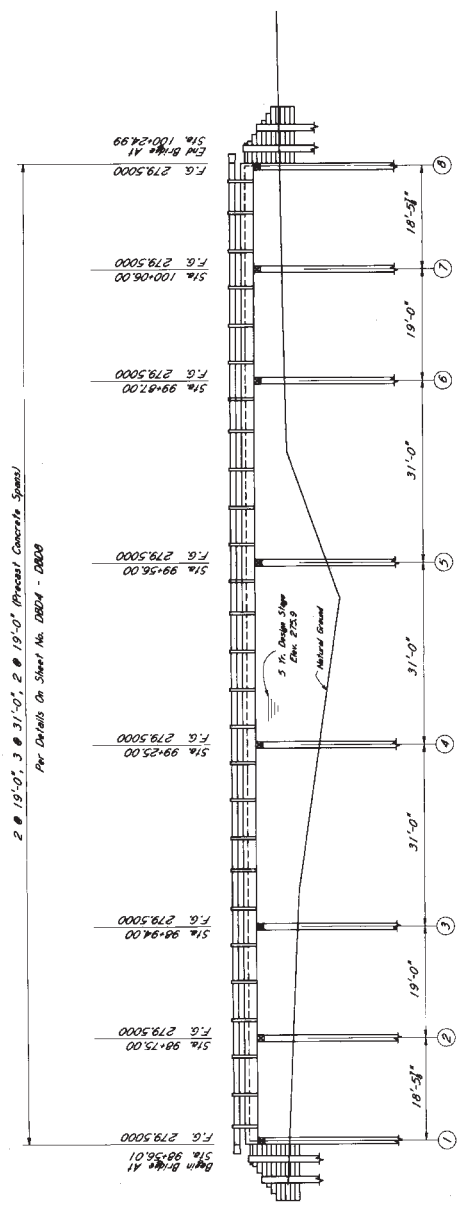
Drainage Area ..... 137 Sq. Mi.  
 OS (U.S.G.S) ..... 4600 c.f.s.  
 Effective Area ..... 900 Sq. Ft.

**DESIGN DATA:**

Specifications ..... AASHTO LR92  
 Loading ..... HS20-44  
 Roadway Width ..... 24'-0" Gutter To Gutter

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	WORKS NUMBER	2722--
DETOUR BRIDGE AT STA. 98+56.01	SHEET NUMBER	306
COUNTY	BR-013-1(10)	
COPIAH	85-0013-01-010-10	
REVISIONS	REASON	DATE
	BY	
	DATE	

Total Length Of Bridge = 160'-11 1/2"  
 0.000 Grabs



Untraced Timber Pile  
 End Bent No. 10  
 On Sheet No. 28022  
 10 - Timber Piles.

Untraced Timber  
 Pile Bent No. 8, 5, 6  
 On Sheet No. 28022  
 8 - Piles Per Bent.

Untraced Timber  
 Pile Bent No. 2 & 7  
 On Sheet No. 28022  
 6 - Piles Per Bent.

Untraced Timber Pile  
 End Bent No. 10  
 On Sheet No. 28022  
 10 - Timber Piles.

**SPECIAL NOTES:**  
 The Contractor Shall Drive Piles Of Sufficient Length To Insure Stability Of Substructure. To The Abutments And Bents. The Length Of The Piles Of The Creek May Be Adjusted To Provide The Most Effective Location.  
 These Geometric And Structural Requirements, Minimum Piles And Design Computations Meeting Minimum Requirements Shall Be Provided To The Engineer And If Approved By The Bridge Engineer, May Be Used At No Additional Cost To The State.

**DETOUR BRIDGE ACROSS JONES CREEK**

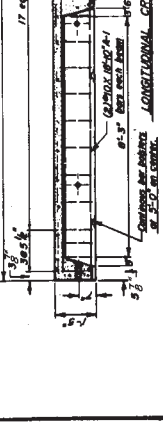
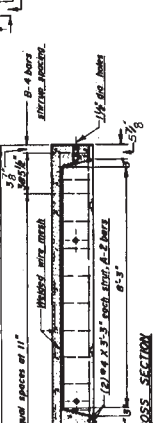
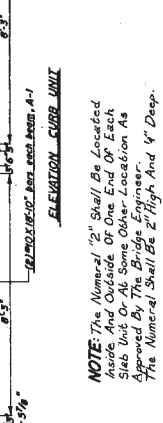
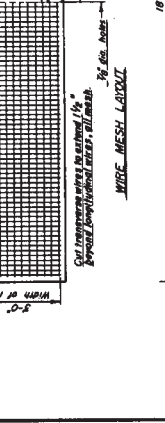
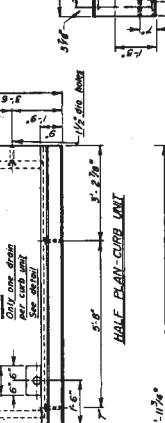
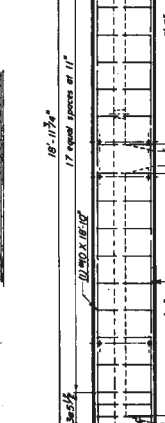
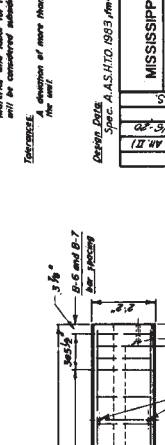
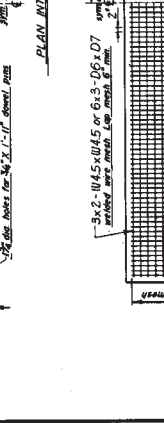
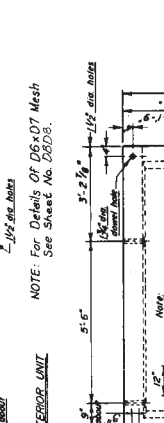
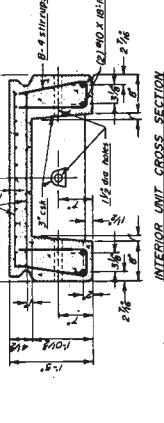
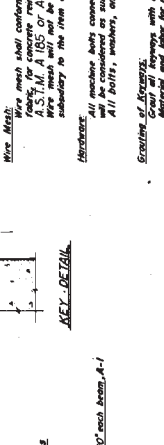
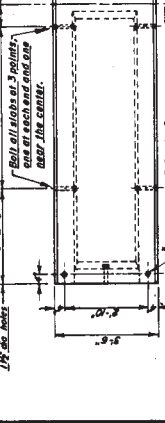
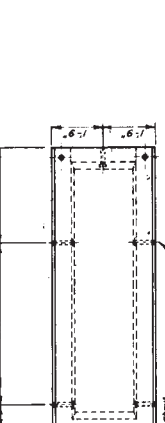
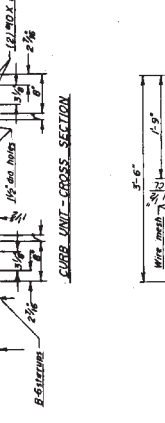
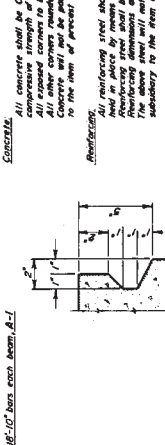
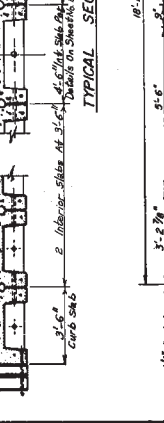
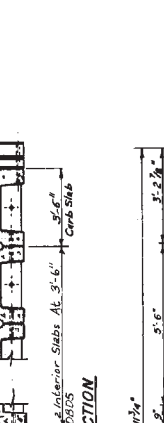
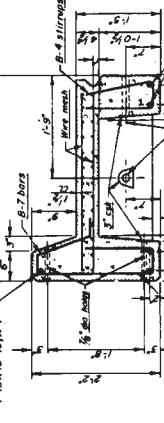
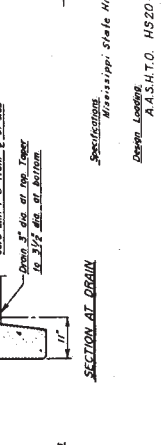
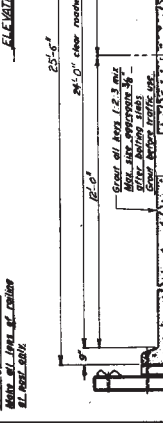
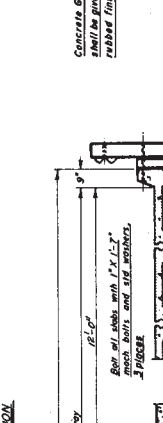
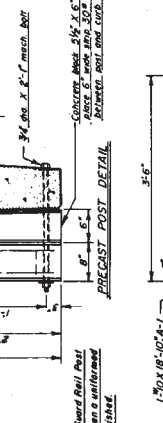
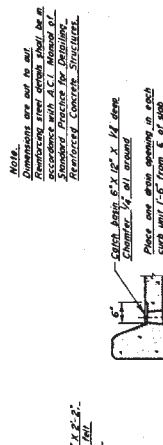
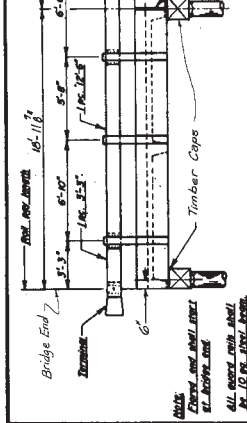
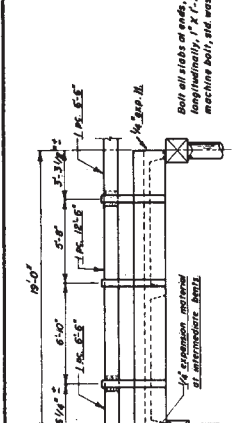
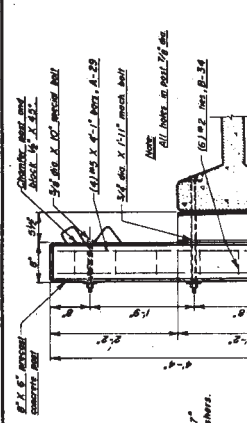
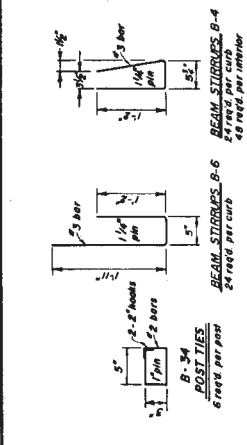
Scale: 1" = 10'-0"

MINIMUM PILE BEARING CAPACITY	RECD. BEARING (TONS)
BENT NO.	
1, 2, 7, 8	20
3, 4, 5, 6	22

For Information Only







**GENERAL NOTES**

Specifications: Mississippi State Highway Department, 1980.  
Open Loading: A.A.S.H.T.O. HS20-44.  
Concrete: All concrete shall be Class 30 bridge concrete with a minimum compressive strength of 3000 P.S.I. at 28 days. All exposed concrete to be finished 5/8" x 40" unless otherwise noted. Concrete will not be paid for directly, but will be considered subsidiary to the item of precast slab unit.  
Reinforcing steel shall be as specified in the forms and ready mix concrete as shown on drawings.  
Reinforcing steel shall be delivered to the job conforming to ASTM A618. The above steel will not be paid for directly, but will be considered subsidiary to the item of precast slab unit.  
Work Method: Wire mesh shall conform to the specifications for welded steel wire mesh as specified in A.S.T.M. A 185 or A.S.T.M. A 497. Wire mesh will not be paid for directly, but will be considered subsidiary to the item of precast slab unit.  
Hardware: All hardware bolts connecting slab units will not be paid for directly, but will be considered as subsidiary to the item of precast slab unit. All bolts, washers, and nuts shall be galvanized or stainless steel.  
Erection of Frames: Crail will be placed with 1/2" x 3/4" max. maximum size openings. Crail will be placed with 1/2" x 3/4" max. maximum size openings. Crail will be placed with 1/2" x 3/4" max. maximum size openings. Crail will be placed with 1/2" x 3/4" max. maximum size openings.  
Finishes: A dimension of more than 1/2" in dimensions will be cause for rejection of the unit.

**KEY DETAIL**  
Permissible Alternative

**SECTION AT ORIGIN**

**CURB UNIT - CROSS SECTION**

**ELEVATION CURB UNIT**

**PLAN INTERIOR UNIT**

**HALF PLAN - CURB UNIT**

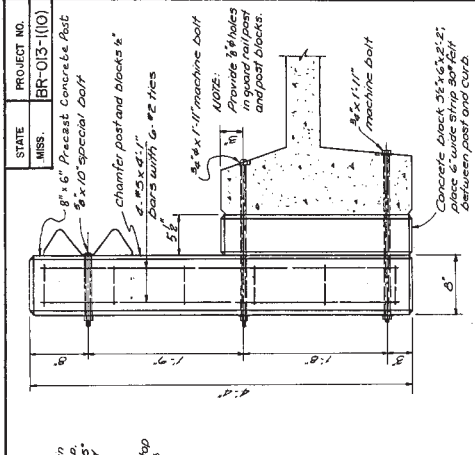
**WIDE MESH LAYOUT**

**LONGITUDINAL CROSS SECTION**

Notice to Bidder No. 722--  
MISSISSIPPI STATE HIGHWAY DEPARTMENT  
3'-6" PRECAST CONCRETE  
BRIDGE SLAB DETAILS  
19'0" SPANS 24'-0" CLEAR ROADWAY  
PROJECT 85-0015-01-010-10  
COPIAH COUNTY  
WORKING NO. 599  
DATE 7 July 1971  
SHEET 8 OF 8

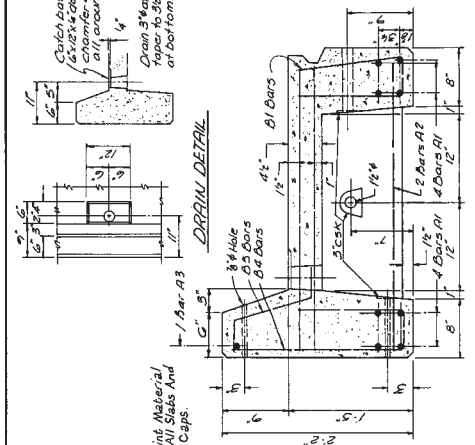
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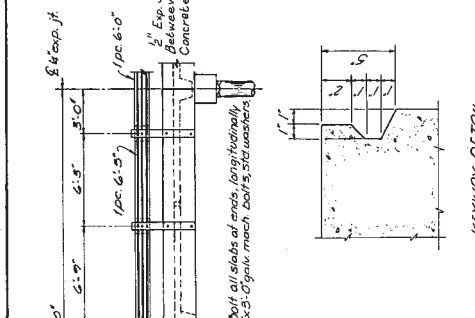


**PRECAST POST DETAIL**

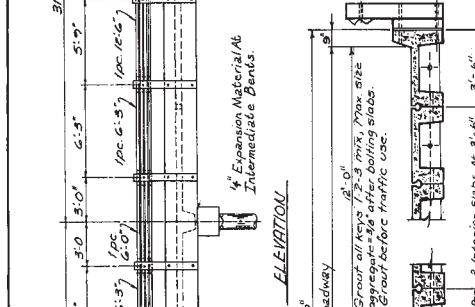
GENERAL NOTES:  
 Specifications: Mississippi State Highway Department, 1990.  
 Design Loading: AASHTO HS20-44  
 Concrete: All Concrete Shall Obtain A Minimum Compressive Strength of 4000 PSI. All Concrete Shall Be Chemically Admixture Otherwise Stated.  
 Reinforcing: All Reinforcing Steel Shall Be Accurately Located In The Forms And Firmly Held In Place By Means Of Spacers. Spacers Shall Be Located In Accordance With ASTM A-633. Spacers Shall Be Grade 40. Reinforcing Bars Shall Be Grade 60. Reinforcing Bars Shall Conform To The Specification For Welded Steel Wire Fabric For Concrete Reinforcement, A.S.T.M. 6416. All Bars For Directly Out Will Be Considered As Subsidiary To The Item Of The Precast Slab Unit.  
 Hardware: All machine bolts, nuts, and washers shall be directly out but will be considered subsidiary to the item of the precast slab unit.  
 Grouting: All keyways, all material and labor for mixing directly out will be considered subsidiary to the item of the precast slab unit.  
 Tolerances: A Deviation Of More Than 4" In Dimension Will Be Cause For Rejection Of The Unit.  
 Design Data: Specifications AASHTO, 1988.  
 1" = 1/8" Scale - Curve 40  
 1/2" = 1/16" Scale - Curve 60



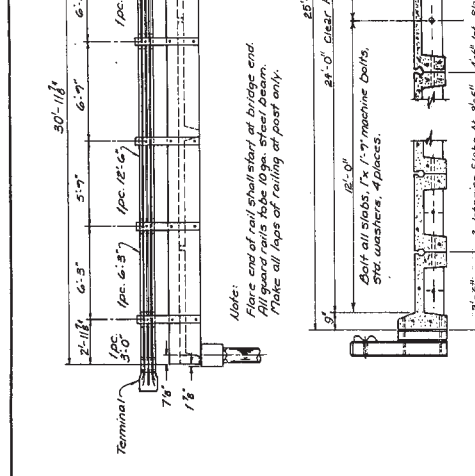
**CURB UNIT - CROSS SECTION**



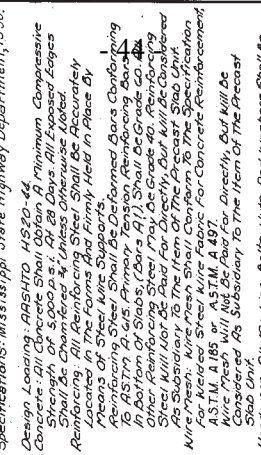
**KEYWAY DETAIL**



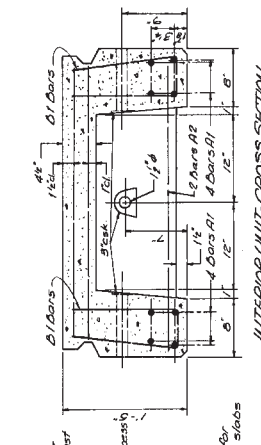
**ELEVATION**



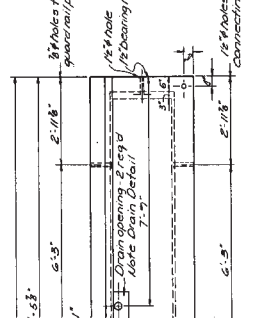
**TYPICAL SECTION**



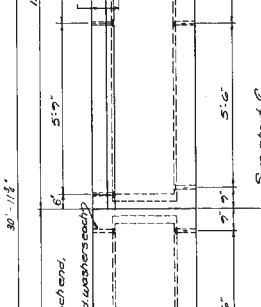
**INTERIOR UNIT - CROSS SECTION**



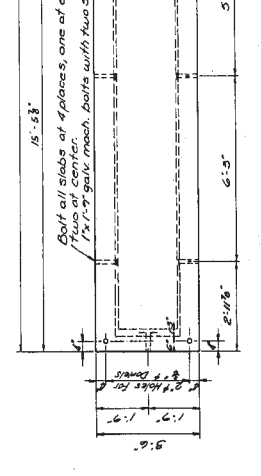
**INTERIOR UNIT - CROSS SECTION**



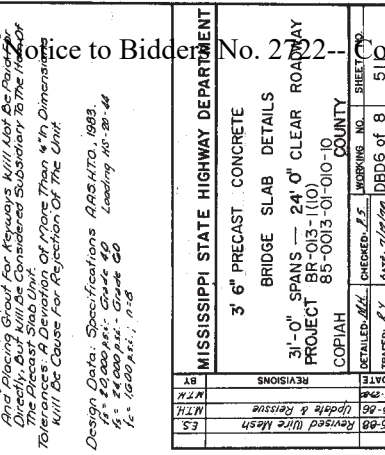
**WIRE MESH PLACEMENT DIAGRAM**



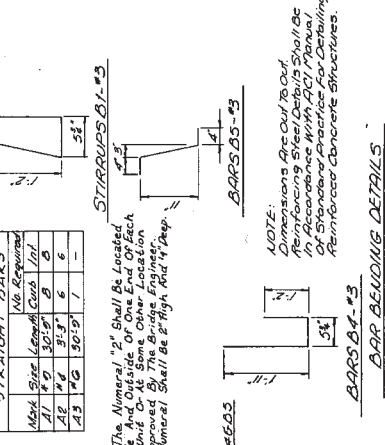
**HALF PLAN - CURB UNIT**



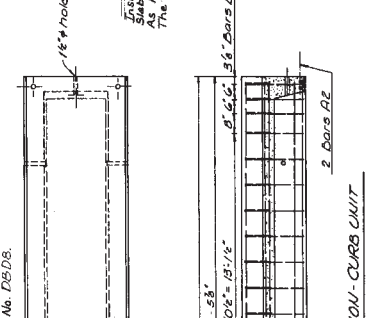
**HALF PLAN - INTERIOR UNIT**



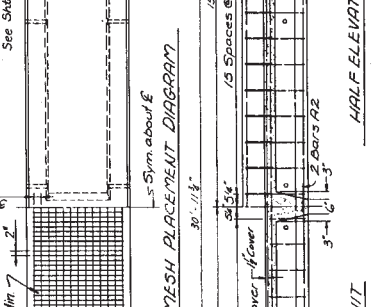
**HALF ELEVATION - CURB UNIT**



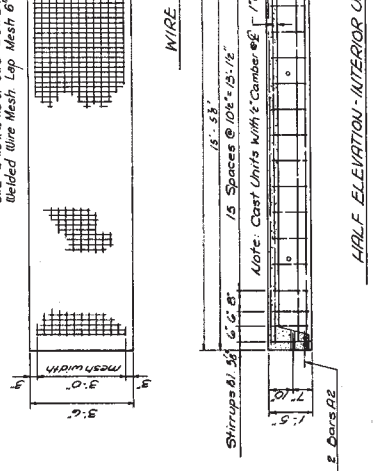
**HALF ELEVATION - INTERIOR UNIT**



**STRAIGHT BARS**



**STIRRUPS BARS**



**BAR BENDING DETAILS**

NOTE: Dimensions are cut to fit. Reinforcing steel shall be in accordance with the specifications for Reinforced Concrete Structures.

PROJECT NO. BR-013-110  
 STATE MISS. MISS. BR-013-110  
 PRECAST CONCRETE POST  
 3/4" x 10" SPECIAL BOLT  
 CHEMICAL POST AND BLOCKS  
 8" x 6" PRECAST CONCRETE POST  
 3/4" x 10" SPECIAL BOLT  
 1/2" x 1 1/2" MACHINE BOLT  
 CONCRETE BLOCK 3/8" x 1 1/2" x 1 1/2" BETWEEN POST AND CURB

Mississippi State Highway Department, 1990.  
 Design Loading: AASHTO HS20-44  
 Concrete: All Concrete Shall Obtain A Minimum Compressive Strength of 4000 PSI. All Concrete Shall Be Chemically Admixture Otherwise Stated.  
 Reinforcing: All Reinforcing Steel Shall Be Accurately Located In The Forms And Firmly Held In Place By Means Of Spacers. Spacers Shall Be Located In Accordance With ASTM A-633. Spacers Shall Be Grade 40. Reinforcing Bars Shall Be Grade 60. Reinforcing Bars Shall Conform To The Specification For Welded Steel Wire Fabric For Concrete Reinforcement, A.S.T.M. 6416. All Bars For Directly Out Will Be Considered As Subsidiary To The Item Of The Precast Slab Unit.  
 Hardware: All machine bolts, nuts, and washers shall be directly out but will be considered subsidiary to the item of the precast slab unit.  
 Grouting: All keyways, all material and labor for mixing directly out will be considered subsidiary to the item of the precast slab unit.  
 Tolerances: A Deviation Of More Than 4" In Dimension Will Be Cause For Rejection Of The Unit.  
 Design Data: Specifications AASHTO, 1988.  
 1" = 1/8" Scale - Curve 40  
 1/2" = 1/16" Scale - Curve 60

DATE	REVISIONS	BY
5-88	Revised Wire Mesh	WTH
5-86	Update & Revise	WTH
5-84	Update & Revise	WTH

MISSISSIPPI STATE HIGHWAY DEPARTMENT  
 3" PRECAST CONCRETE  
 BRIDGE SLAB DETAILS  
 31'-0" SPANS - 24'0" CLEAR ROADWAY  
 PROJECT BR-013-110  
 COPIAH 85-0015 01-010-10  
 COUNTY

10835  
 SHEET NO. 5110  
 DD66 of 8  
 CHECKED: J.F. DATE: 2/1/72  
 TRACED: J.V.

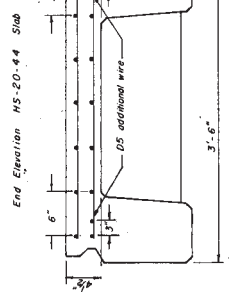
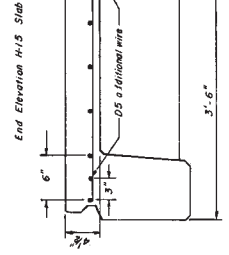
Choice to Bidder No. 2022- Cont'd.

For Information Only

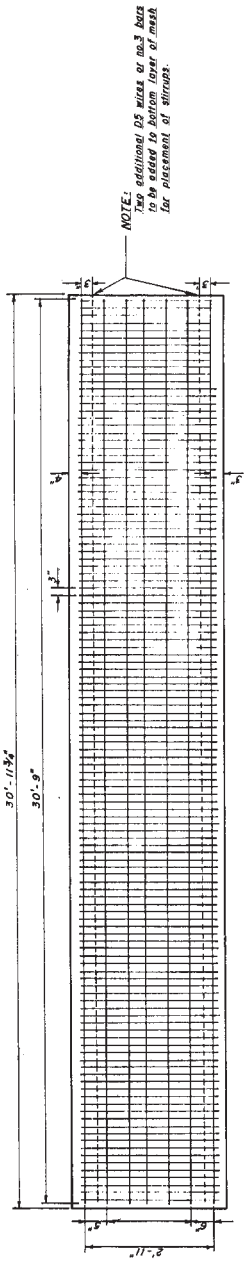




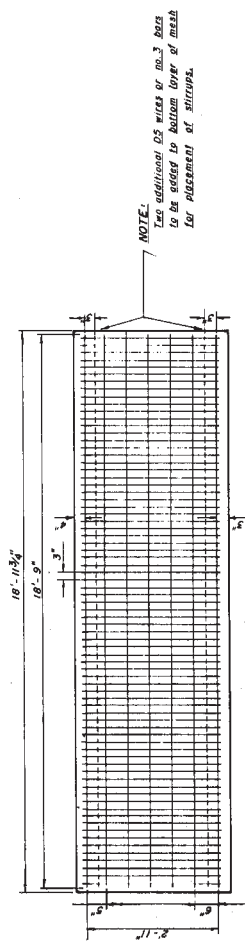
STATE MISS. PROJECT NO. BR-013-1(10)



**SPECIFICATIONS:**  
 Mississippi State Highway Department, 1990  
 ASTM A 497  
 Yield strength 70,000 psi  
 Tensile strength 80,000 psi  
 Reinforcing steel shall be deformed bars conforming to ASTM A615 grade 60



3'-6" x 31'-0" Precast Concrete Span  
 DE.X.D7-6X3 Deformed Wire Mesh Reinforcement



3'-6" x 19'-0" Precast Concrete Span  
 DE.X.D7-6X3 Deformed Wire Mesh Reinforcement

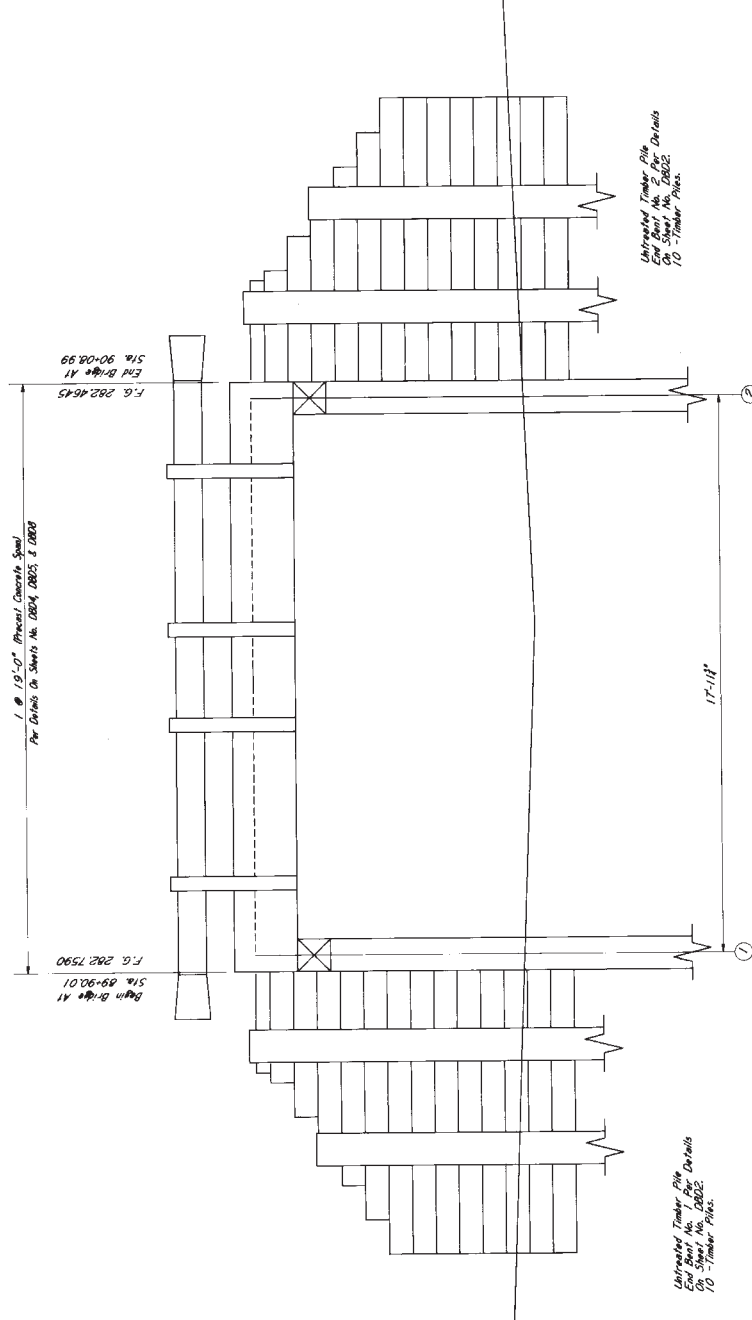
MISSISSIPPI STATE HIGHWAY DEPARTMENT	
ALTERNATE DEFORMED WIRE MESH	
19' and 31' PRECAST CONCRETE SPANS	
PROJECT BR-013-1(10)	
85-0013-01-010-10	
COPIAHL	COUNTY CO.
DESIGNED BY: JVC	WORKING NO: D808 of 8
CHECKED BY: JVC	DATE: 27 JULY 1987
DRAWN BY: JVC	SHEET NO: 075

10835

For Information Only

STATE MISS. PROJECT NO. BR-013-11(10)

Total Length of Bridge = 18'-11"  
-1.55% Grade



**GENERAL NOTES:**

- Special/Non-Standard Specifications For Road And Bridge Construction 1990.
- No Change Of Plans Will Be Permitted Except By Written Approval Of The Bridge Engineer. All Changes Must Be Authorized By The Bridge Engineer. Proposed Such Changes Will Not Be Cause For Contract Price Adjustment.
- Expansion Joint Material Shall Be Bituminous Filler Type Unless Otherwise Noted.
- Timber May Be Untreated And Rough And Shall Be New Material. This Includes All Components For Filing Size See Section 719 Of The Specifications.
- At All Times While The Detour Bridge Is In Place, The Waterway Shall Be Kept Clear Of Debris, Drift And Other Unnecessary Obstructions To The Flow Of The Water.
- Detour Bridge Piles Shall Be Piled Or Cut Off Below The Ground Line Elevation Of The Water Surface.
- For Construction And Removal Of Detour Bridges, No. S77-618-C Construction And Removal Of Detour Bridges, Bolts, Nuts And Washers In The Superstructure, Including Railing, Shall Be Galvanized. Other Hardware May Be Black Mild Steel Or wrought iron.
- Work For Which No Pay Item Is Provided In The Proposal Will Be Included In The Bids And Payments For Bid Items.
- Items In These Plans Including But Not Limited To Precast Concrete Slab Units, Caps, Blocks, Posts, Guardrails And All Necessary Hardware Shall Be Furnished By The Contractor And Subject To Approval By The Project Engineer Prior To Erection.
- After Construction Of The Detour Bridge Is Completed, The Bridge Shall Be Reopened By The Contractor. All Material In The Bridge Shall Become The Property Of The Contractor And Shall Be Removed From The Site.

**SPECIAL PROVISIONS REQUIRED:**  
Construction & Removal Of Detour Bridges ..... No. 907-618

**DRAINAGE DATA:**  
Drainage Area ..... ROADWAY DRAINAGE  
Effective Area ..... AC SQ. FT.

**DESIGN DATA:**  
Specifications ..... ACS&H 2-1092  
Roadway Width ..... 24' 0" Center To Center

**SPECIAL NOTES:**  
The Contractor Shall Provide Piles Of Sufficient Length To Insure Stability Of Substructure.  
The Abutments Of The Bridge In Addition To The Piles Shall Be Adjusted To Provide The Most Effective Location.  
These Detour Bridge Plans Represent The Minimum Requirements For Construction. Minimum Requirements May Be Submitted By The Contractor And If Approved By The Engineer, Shall Be Used As The Additional Code For The State.

**DETOUR BRIDGE AT STA. 89+90.01**  
Scale: 1" = 2'-0"

MINIMUM PILE BEARING CAPACITY	
BENT NO.	REQD. BEARING (TONS)
1&2	20

Notice to Bidders No. 2722

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
DETOUR BRIDGE AT STA. 89+90.01

PROJECT BR-013-1(110)  
COUNTY COPIAH

WORKING NUMBER  
SHEET NUMBER  
DRAWING NUMBER  
DATE  
BY

For Information Only

DESCRIPTION OF SHEETS  
SPECIAL DESIGN SHEETS - BRIDGE DRAWINGS

DESCRIPTION OF SHEETS  
SPECIAL DESIGN SHEETS - DETOUR BRIDGE DRAWINGS

DESCRIPTION OF SHEETS	WORKING NUMBER	SHEET NUMBER	DESCRIPTION OF SHEETS	WORKING NUMBER	SHEET NUMBER
BRIDGE AT STA. 108+00.00 - STATE HWY. NO. 28	A1 OF 13	486	DETOUR BRIDGE AT STA. 89+56.01	DR01 OF 8	506
BAYOU PIERRE RELIEF	A2 OF 13	487	TIMBER ABUTMENT AND INT. BENT FOR TIMBER CAPS AND	DR02 OF 8	507
FOUNDATION PLAN	A3 OF 13	488	19'-0" PRECAST CONCRETE SPANS 24'-0" CLEAR ROADWAY	DR03 OF 8	508
BORING DATA	A4 OF 13	489	TIMBER ABUTMENT AND INT. BENT FOR TIMBER CAPS AND	DR04 OF 8	509
INT. BENT NO. 1 & 5 DETAILS	A5 OF 13	490	31'-0" PRECAST CONCRETE SPANS 24'-0" CLEAR ROADWAY	DR05 OF 8	510
END BENT DETAILS	A6 OF 13	491	3'-6" PRECAST CONCRETE BRIDGE SLAB DETAILS -	DR06 OF 8	511
INT. BENT NO. 2, 3, 4 & 6 DETAILS	A7 OF 13	492	19'-0" SPANS 24'-0" CLEAR ROADWAY	DR07 OF 8	512
40 FT. SPAN DETAILS	A8 OF 13	493	4'-6" PRECAST CONCRETE BRIDGE SLAB DETAILS -	DR08 OF 8	513
40 FT. SPAN DETAILS	A9 OF 13	494	19'-0" SPANS 24'-0" CLEAR ROADWAY		
MISC. SPAN DETAILS	A10 OF 13	495	3'-6" PRECAST CONCRETE BRIDGE SLAB DETAILS -		
RAILING DETAILS	A11 OF 13	496	31'-0" SPANS 24'-0" CLEAR ROADWAY		
BEAM 40-1 DETAILS - TYPE 1+2	A12 OF 13	497	4'-6" PRECAST CONCRETE BRIDGE SLAB DETAILS -		
LAMINATED ELASTOMERIC BEARING	A13 OF 13	498	19'-0" SPANS 24'-0" CLEAR ROADWAY		
PAV. DETAILS			ALTERMATE DETORMED WIRE MESH -		
BEAM 40-2 DETAILS - TYPE 1+2			19' AND 31' PRECAST CONCRETE SPANS		
			DETOUR BRIDGE AT STA. 89+56.01	DR01 OF 1	514
BRIDGE AT STA. 108+00.21 - STATE HWY. NO. 28	B1 OF 15	479			
BAYOU PIERRE	B2 OF 15	480			
FOUNDATION PLAN	B3 OF 15	481			
BORING DATA	B4 OF 15	482			
INT. BENT NO. 5 DETAILS	B5 OF 15	483			
INT. BENT NO. 6 DETAILS	B6 OF 15	484			
INT. BENT NO. 7 DETAILS	B7 OF 15	485			
INT. BENT NO. 8 DETAILS	B8 OF 15	486			
INT. BENT NO. 11 DETAILS	B9 OF 15	487			
60 FT. SPAN DETAILS	B10 OF 15	488			
60 FT. SPAN DETAILS	B11 OF 15	489			
100 FT. SPAN DETAILS	B12 OF 15	490			
100 FT. SPAN DETAILS	B13 OF 15	491			
BEAM 60-1 DETAILS - TYPE 1+2	B14 OF 15	492			
BEAM 100-1 DETAILS - TYPE IV	B15 OF 15	493			
BRIDGE AT STA. 115+00.21 - STATE HWY. NO. 28	C1 OF 3	494			
BAYOU PIERRE RELIEF	C2 OF 3	495			
FOUNDATION PLAN	C3 OF 3	496			
BORING DATA					
BRIDGE AT STA. 198+00.21 - STATE HWY. NO. 28	D1 OF 9	497			
JONES CREEK	D2 OF 9	498			
FOUNDATION PLAN	D3 OF 9	499			
BORING DATA	D4 OF 9	500			
INT. BENT NO. 3	D5 OF 9	501			
INT. BENT NO. 4	D6 OF 9	502			
80 FT. SPAN DETAILS	D7 OF 9	503			
80 FT. SPAN DETAILS	D8 OF 9	504			
BEAM 80-1 DETAILS - TYPE III	D9 OF 9	505			

BRIDGE DIVISION	SHEET NO.	BY
10835	479	ALH
10836	479	ALH
10843	479	ALH
10844	479	ALH

BRIDGE DIVISION	SHEET NO.	BY
10835	479	ALH
10836	479	ALH
10843	479	ALH
10844	479	ALH

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAILED INDEX

PROJECT BR-013-1(10)

COUNTY COPIAH

WORKING NUMBER 012

DATE 2-7-92

ISSUED 2-7-92

DESIGNED 2-7-92

CHECKED 2-7-92

For Information Only

PAY ITEM NO.	PAY ITEM	UNIT	QUANTITIES	
			PRELIMINARY	FINAL
803-A	Test Piles	Each	7	
803-B	Loadng Test	Each	7	
803-G	HP12X53 Steel Piling	L.F.	11,895.0	
803-G	HP14X73 Steel Piling	L.F.	1365.0	
804-A	Bridge Concrete Class "A"	C.Y.	2014.14	△
804-C	40 Ft. Prest. Conc. Beam	L.F.	5194.50	
804-C	60 Ft. Prest. Conc. Beam	L.F.	717.00	
804-C	80 Ft. Prest. Conc. Beam	L.F.	478.50	
804-C	100 Ft. Prest. Conc. Beam	L.F.	498.75	
805-A	Reinforcement	Lb.	306,068	
813-A	Concrete Rolling	L.F.	2360.00	
815-A	Loose Riprap (300*)	Ton	1670.0	

10835  
10836  
10843  
10844

DESIGNED BY	DATE	REVISION	DATE
CHECKED BY	DATE	REVISION	DATE
MISSISSIPPI DEPARTMENT OF TRANSPORTATION SUMMARY OF QUANTITIES (BRIDGE ITEMS) PROJECT BR-0013-1(10) COPIAH COUNTY			
WISCONSIN NUMBER	SHEET NUMBER		

For Information Only

BRIDGE	BEARING STATION	SPAN SIZE	OVERALL LENGTH	ITEM	Test Piles	Leaving Trestle	HP12X53 Steel Piling	HP14X73 Steel Piling	Class AA Bridge Concrete	40 Ft. Prest. Conc. Span	60 Ft. Prest. Conc. Span	80 Ft. Prest. Conc. Span	100 Ft. Prest. Conc. Span	Reinforce- ment Lb.	Concrete Casting L.F.	Losses (3.0%)		
																	Each	Each
10835	91+46.21	4 x 4'	181'-7"	Spone														
				End Bents														
				Intr. Bents														
				Total														
10836	102+02.21	16x10'-9"-50'-240'-0"	611'-7"	Spone														
				End Bents														
				Intr. Bents														
				Total														
10843	115+02.21	3 x 8'	121'-7"	Spone														
				End Bents														
				Intr. Bents														
				Total														
10844	102+02.21	26x10'-9"-50'-241'-7"	241'-7"	Spone														
				End Bents														
				Intr. Bents														
				Total														
Project Totals																		

10835  
10836  
10843  
10844

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ESTIMATED QUANTITIES  
(BRIDGE ITEMS)

PROJECT BR-0013-1(10)  
85-0013-01-010-12

COUNTY COPIAH

ISSUED: 11/11/11  
CHECKED: JMM  
DATE: 2/24/12

DESIGNED: JMM  
DATE: 2/24/12

PROJECT NUMBER: BR-0013-1(10)  
COUNTY: COPIAH

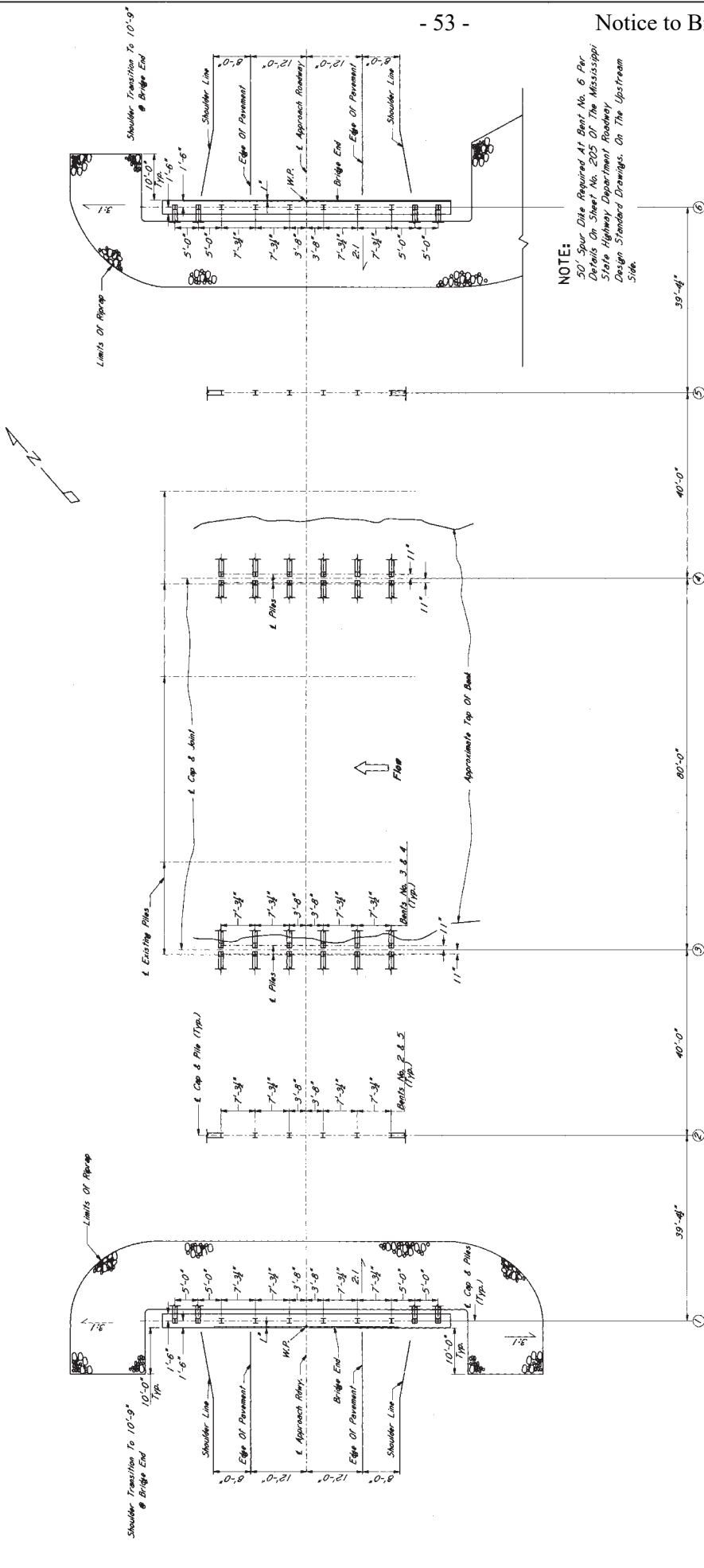
FORM NO. 1001  
SHEET NUMBER: 10

For Information Only





STATE	PROJECT NO.
MISS.	BR-013-1100



**NOTE:**  
 50' Spur Dike Required At Bent No. 6 Per  
 Details On Sheet No. 205 Of The Mississippi  
 State Highway Department Roadway  
 Design Standard Drawings. On The Upstream  
 Side.

FOUNDATION PLAN  
 SCALE: 1" = 10'-0"

**NOTE:** When Steel Piles Are In Conflict With  
 Existing Substructure The Contractor Shall Be  
 Responsible For Removal Of Existing Substructure.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION BRIDGE AT STA. 198+00.21	
FOUNDATION PLAN	
PROJECT BR-013-1100	
COUNTY COPIAH	
DESIGNED: AVM	REVIEWED: AVM
DRAWN: JUA	TRACED: CAD
CHECKED: JUA	ISSUED: TMM
DATE: 2-17-24	
WORKING NUMBER: D3-0163	SHEET NUMBER: 499

10844

For Information Only



LOG OF BORING NO. 82-15-2221-1  
 79-0013-01-013-10  
 THE ROTARY WASHINGTON Spoon & Shelby Tube LOCATION STA. 198+56.35' RT. E. HWY 28  
 DATE 3-4-85

DEPTH SAMPLE	DESCRIPTION OF MATERIAL	CONSECUTIVE FEET			DEPTH TO WATER IN BORING NOT DETERMINED
		1	2	3	
10	2' STIFF, GRAY SILTY CLAY (ALLUVIUM)				244.1'
15	4' LOOSE, BROWN TO GRAY, MEDIUM SAND				244.1'
20	5' MEDIUM TO COARSE SAND WITH FINE SILT				244.1'
25	5' STIFF, BROWN TO GRAY, SILTY SAND WITH FINE SILT				244.1'
30	5' MEDIUM TO COARSE SAND WITH FINE SILT				244.1'
35	5' MEDIUM TO COARSE SAND WITH FINE SILT				244.1'
40	5' MEDIUM TO COARSE SAND WITH FINE SILT				244.1'
45	5' MEDIUM TO COARSE SAND WITH FINE SILT				244.1'
50	5' MEDIUM TO COARSE SAND WITH FINE SILT				244.1'
55	5' MEDIUM TO COARSE SAND WITH FINE SILT				244.1'
60	5' MEDIUM TO COARSE SAND WITH FINE SILT				244.1'
65	5' MEDIUM TO COARSE SAND WITH FINE SILT				244.1'
70	5' MEDIUM TO COARSE SAND WITH FINE SILT				244.1'

COMPLETION DEPTH 72.0' DATE 3-4-85  
 S: Split Spoon T: Shelby Tube  
 PLATE 96

LOG OF BORING NO. 82-15-2221-2  
 79-0013-01-013-10  
 THE ROTARY WASHINGTON Spoon & Shelby Tube LOCATION STA. 200+51.45' RT. E. HWY 28  
 DATE 3-4-85

DEPTH SAMPLE	DESCRIPTION OF MATERIAL	CONSECUTIVE FEET			DEPTH TO WATER IN BORING NOT DETERMINED
		1	2	3	
10	6" VERY STIFF, GRAY, VERY FINE SAND SILT CLAY				242.8'
15	6" VERY STIFF, GRAY, SILTY CLAY				242.8'
20	6" MEDIUM TO COARSE SAND WITH FINE GRAVEL AND SILT				242.8'
25	6" MEDIUM TO COARSE SAND WITH FINE GRAVEL AND SILT				242.8'
30	6" MEDIUM TO COARSE SAND WITH FINE GRAVEL AND SILT				242.8'
35	6" MEDIUM TO COARSE SAND WITH FINE GRAVEL AND SILT				242.8'
40	6" MEDIUM TO COARSE SAND WITH FINE GRAVEL AND SILT				242.8'
45	6" MEDIUM TO COARSE SAND WITH FINE GRAVEL AND SILT				242.8'
50	6" MEDIUM TO COARSE SAND WITH FINE GRAVEL AND SILT				242.8'
55	6" MEDIUM TO COARSE SAND WITH FINE GRAVEL AND SILT				242.8'
60	6" MEDIUM TO COARSE SAND WITH FINE GRAVEL AND SILT				242.8'
65	6" MEDIUM TO COARSE SAND WITH FINE GRAVEL AND SILT				242.8'
70	6" MEDIUM TO COARSE SAND WITH FINE GRAVEL AND SILT				242.8'

COMPLETION DEPTH 72.0' DATE 3-4-85  
 S: Split Spoon T: Shelby Tube  
 PLATE 97

LOG OF BORING

Boring Data Shown is For Information Only And Its Accuracy For Construction Purposes is Not Guaranteed.

MISSISSIPPI STATE HIGHWAY DEPARTMENT  
 BRIDGE AT STA. 198+00.21

BORING DATA  
 PROJECT BR-013-1(10)  
 85-0013-01-010-10

COPIAH COUNTY

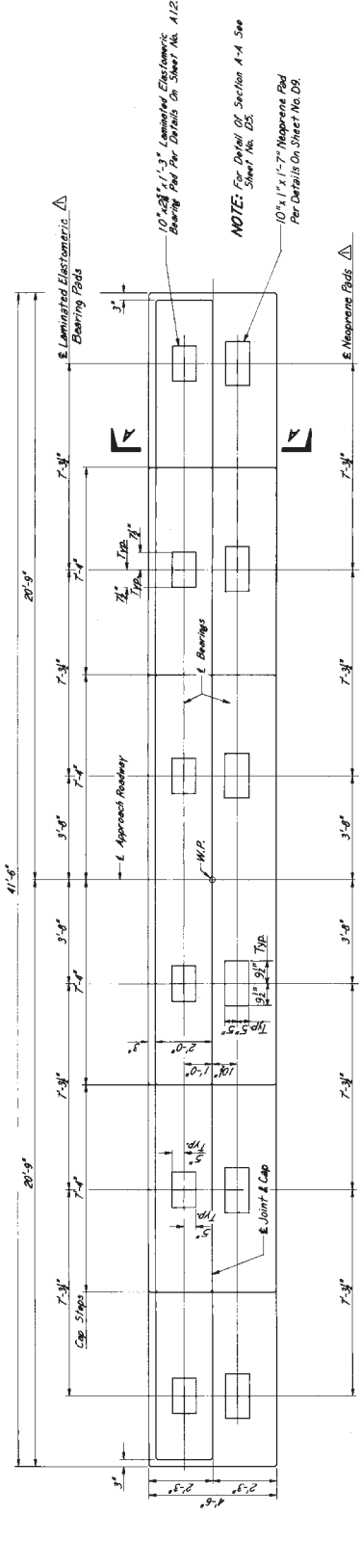
WORKING SHEET NO. 04879  
 SHEET NUMBER 000

DESIGNED N.A. DRAWN R.T.  
 CHECKED M.A. REVISION DATE 2-14-87

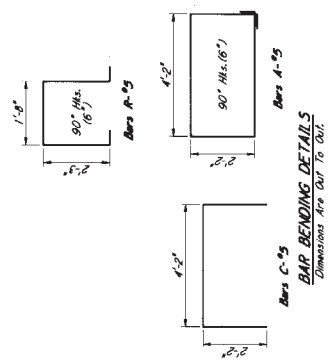
For Information Only



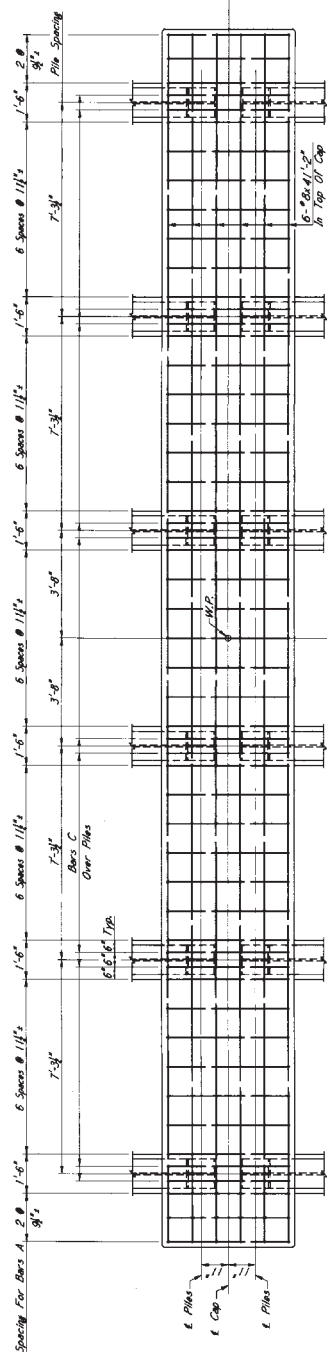
STATE MISS. PROJECT NO. BR-013-11(10)



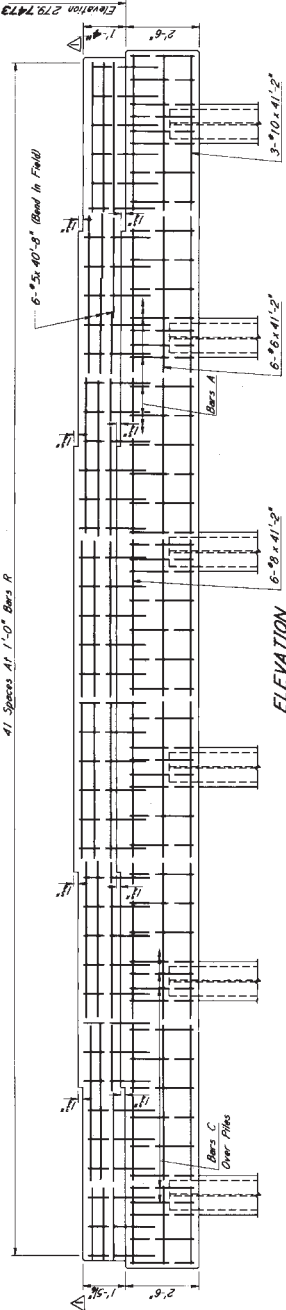
PLAN OF BENT  
Showing Laminated Elastomeric Bearing Pads & Concrete Dimensions



BAR BENDING DETAILS  
Dimensions Are Out To Out.



PLAN OF CAP  
Showing Reinforcing in Top Of Cap and Pile Spacing



ELEVATION

NOTE: To The Minimum Bearing Capacity As Shown On The Foundation Better Indicated Piles On The Foot As Shown.

GENERAL NOTES:  
All Casters Shall Be Class "A"  
Chamber All Edges 1" Unless Otherwise Noted  
Pacing Dimensions From Reinforcing Steel To Concrete Surfaces Are Other Distances.

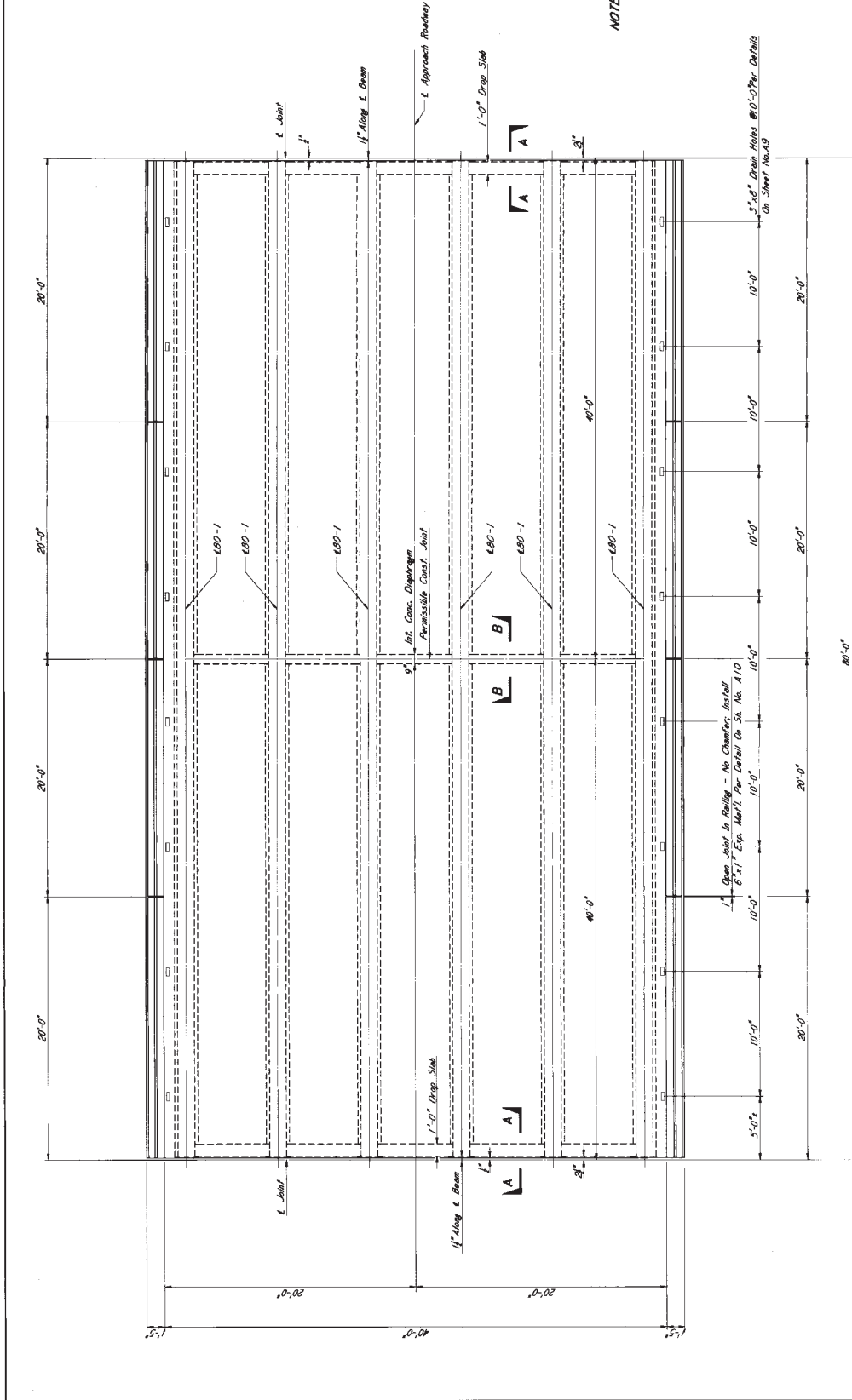
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
BRIDGE AT STA. 198+00.21	
INT. BENT NO. 4	
PROJECT BR-013-11(10)	
COPIAH COUNTY	
DESIGNED BY	DATE
CHECKED BY	DATE
PROJECT NUMBER	10844
WORK NUMBER	
DESIGN NUMBER	
SHEET NUMBER	60/2

For Information Only



STATE	PROJECT NO.
MISS.	BR-013-1(10)

NOTE: For GENERAL NOTES, See Sheets No. D1, A8, A10  
Details See Sheets No. D1, A8, A10



MISSISSIPPI DEPARTMENT OF TRANSPORTATION	BRIDGE AT STA. 198+00.21
80 FT. SPAN DETAILS	PROJECT BR-013-1(10)
COPIAH COUNTY	PROJECT 85-0013-01-010-10
DESIGNED BY: AHW	CHECKED BY: AHW
DRAWN BY: JJA	INCHES: 1/4" = 1'-0"
DATE: 2-17-52	WORKING NUMBER: D8 009
	SHEET NUMBER: 50 of 51

NOTE: The Deck Pouring Schedule Shall Be As Shown  
On These Plans And Any Alternate Sequence Will  
Not Be Permitted.

PLAN OF 80 FT. INT. SPAN

Bar	Size	Spacing
D	#4	20"
R	#4	20"
DT	#4	20"
RT	#4	20"

SPRICE NOTE: #4 Bars Longitudinal in Slab May Be Lap Spliced 1'-4"

For Information Only



STATE	PROJECT NO.
MISS.	

14545

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

NO  
SUMMARY OF QUANTITY  
NOR  
RECAP SHEETS

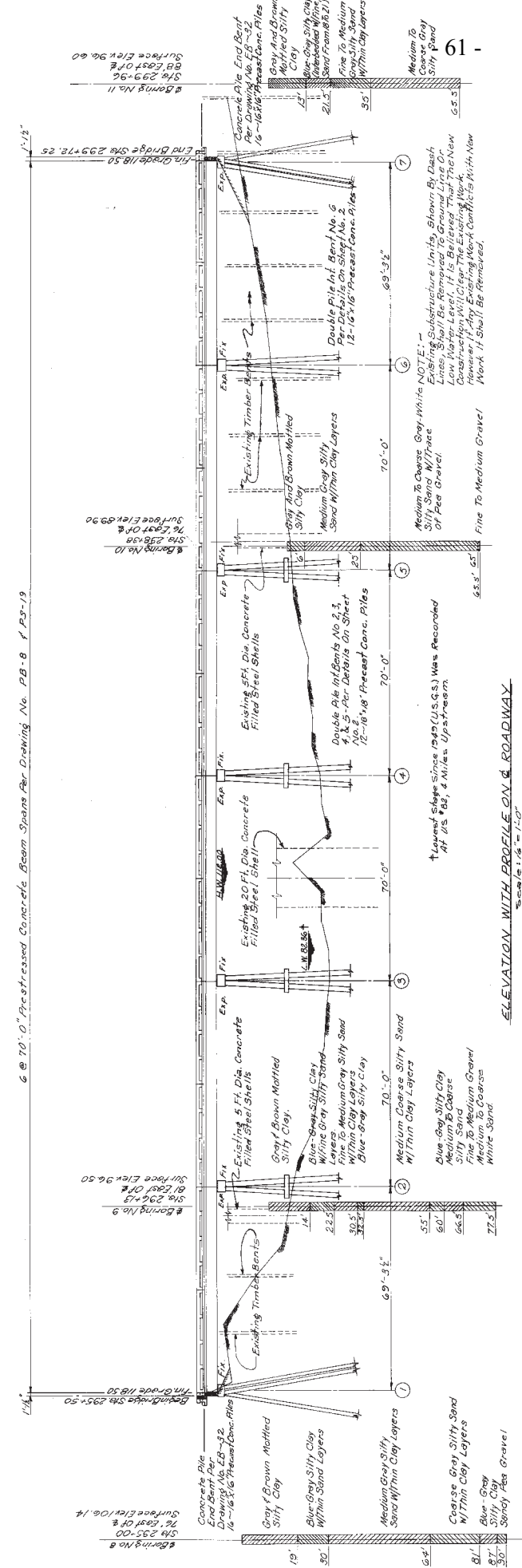
AP	REVISIONS	DATE

DESIGNED	DRAWN	CHECKED	DATE
WORKING NUMBER	SHEET NUMBER		

For Information Only

DATE	BY	CHKD	APP'D	SCALE
10/20/54	W.P.	W.P.	W.P.	1" = 10'-0"

6 @ 70'-0" Prestressed Concrete Beam Spans Per Drawing No. PB-8 of PS-19  
 Total Length of Bridges 422'-3"  
 0.00% Grade



ELEVATION WITH PROFILE ON A ROADWAY  
 Scale 1/4" = 1'-0"

TEST DILF SCHEDULE

Location	Minimum Bearing (lb)	Minimum Construction Ft.
Bent No 2	40	6.5'
Bent No 4	45	9.5'
Bent No 6	40	9.5'

MINIMUM PILE BEARING CAPACITIES  
 End Bent No. 2 30,700  
 Int Bent No. 4 31,100  
 Int Bent No. 6 40,700

ESTIMATED QUANTITIES

Item	Class B. (Reinforcing)	Class C. (Concrete)	Class D. (Steel)	Class E. (Miscellaneous)	Class F. (Miscellaneous)	Class G. (Miscellaneous)	Class H. (Miscellaneous)	Class I. (Miscellaneous)
Location	365.10	84.0	2,433.00					
End Bent No.	12.43	1,586						
Int Bent No.	13,648	9,300						
Total	386.07	86,370	2,433.00	3,210	2	2,230	1	1

FOUNDATION NOTE  
 Bearing Data shown hereon is supplied for information only and is accuracy for construction purposes is not guaranteed.

GENERAL NOTES:  
 Specifications: Mississippi State Highway Department  
 No Unauthorized Change of Plans Will Be Permitted.  
 All Work Shall Be Done in Accordance With the  
 Contract and the Specifications and Details of Part I.  
 All Prestressed Members Shall Be Manufactured in Accordance  
 With Special Provision No. 118 - Revised.  
 \*Prestressed Members No. 118 - Revised, No. 204  
 For Drawing No. CP-20, And Special Provision No. 204  
 Test Piles Shall Be Driven to Firmness in Accordance With  
 Test Pile Data and Recommended Pile Lengths Shall Be Submitted To The  
 Engineer in Advance of Construction.  
 All Work Shall Be Done in Accordance With the  
 Contract and the Specifications and Details of Part I.  
 All Work Shall Be Done in Accordance With the  
 Contract and the Specifications and Details of Part I.

SPECIAL PROVISION NUMBERS REQUIRED:  
 Mississippi Roads: No. 216 - Revised 7-27-60.  
 Prestressed Members: No. 112 - Revised 8-15-60.  
 Highway Signs: No. 204  
 Highway Bridges: No. 203  
 Maintenance: No. 260  
 DESIGN DATA  
 Specifications: A.A.S. 120, 125, 16-44  
 Roadway Width: 28'-0"  
 Curb Width: 1'-6"

Drainage Area: 102 Sq. Mi.  
 Frequency: 100 Year  
 Effective Area: 100 Sq. Mi.

MISSISSIPPI STATE HIGHWAY DEPARTMENT  
 BRIDGE AT STA. 295 + 50  
 ACROSS SUNFLOWER RIVER  
 PROJECT F-010 - 2 (2722)

SUNFLOWER COUNTY  
 SUBMITTED BY: COUNTY ENGINEER  
 CHECKED: J.B.R.  
 DATE: 2-28-62  
 DRAWING NO.: 14545

For Information Only

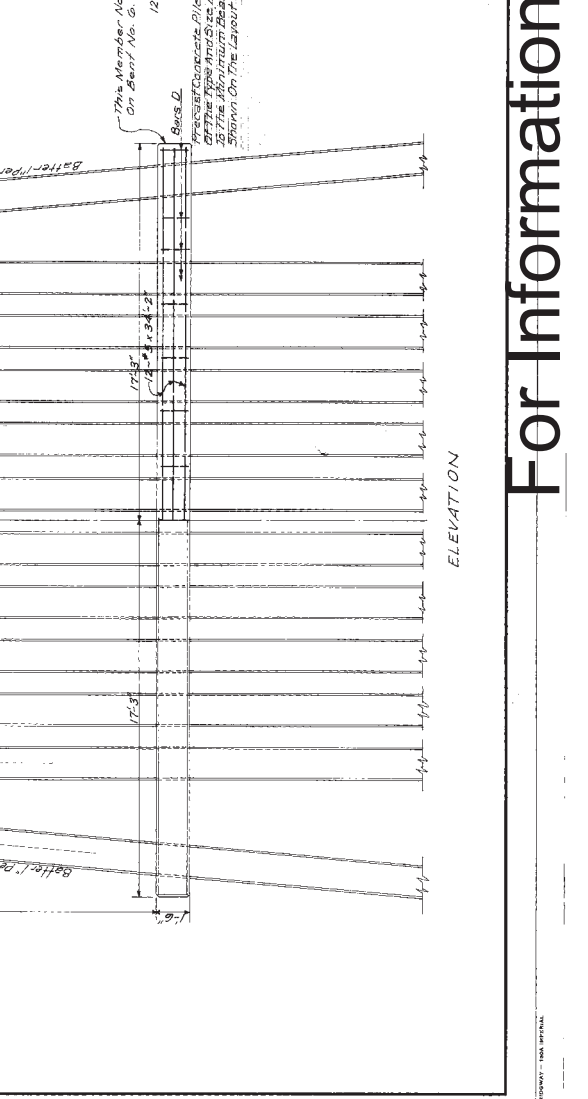
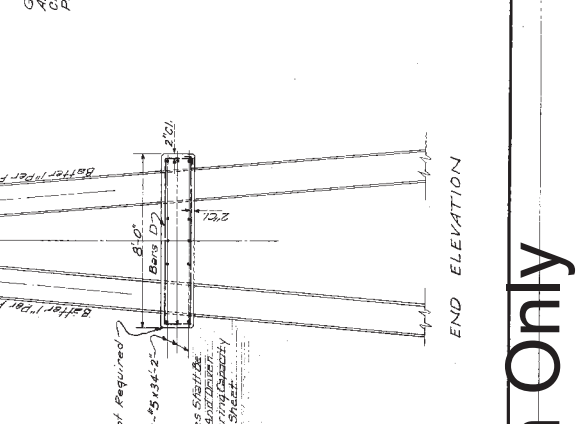
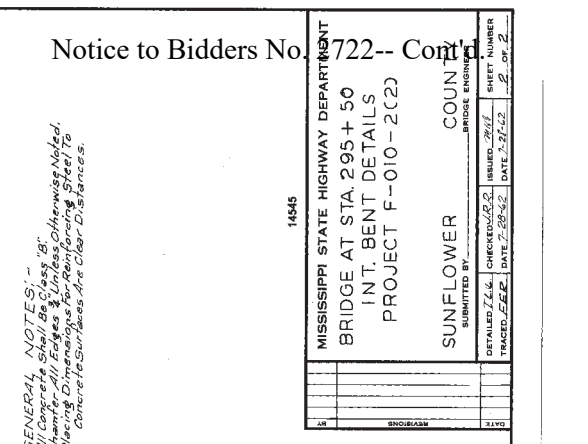
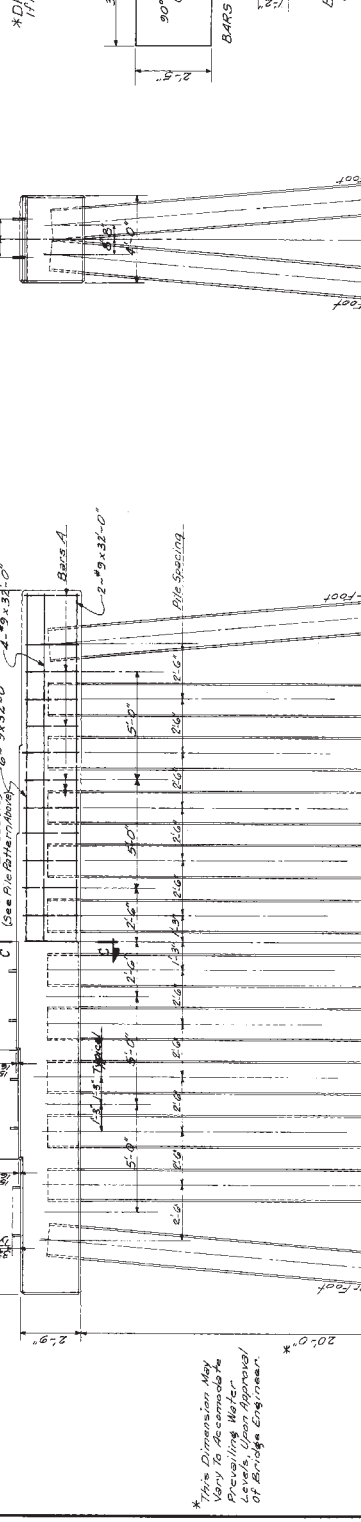
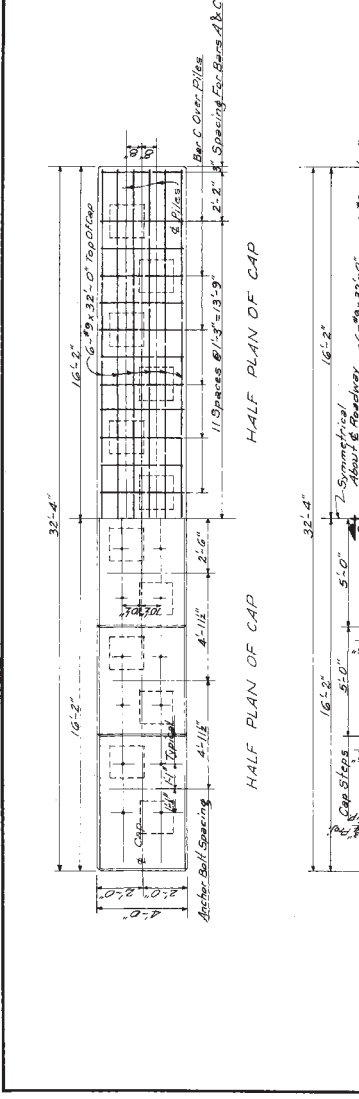
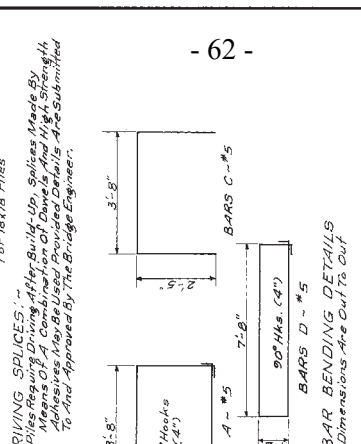
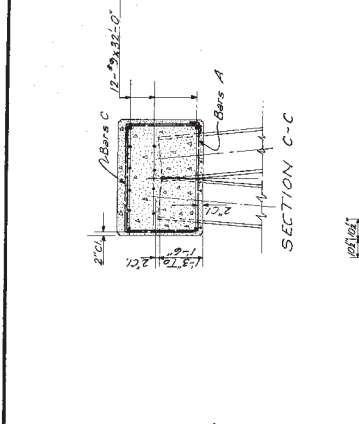
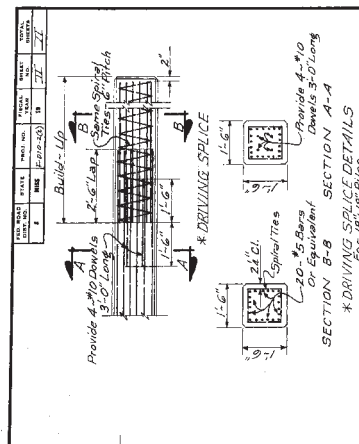


14545

MISSISSIPPI STATE HIGHWAY DEPARTMENT  
 BRIDGE AT STA. 295 + 50  
 INT. BENT DETAILS  
 PROJECT F-010 - 2(C2)

SUNFLOWER COUNTY  
 SUBMITTED BY: \_\_\_\_\_  
 BRIDGE ENGINEER: \_\_\_\_\_

DATE: 2/21/22  
 SHEET NUMBER: 2 OF 2

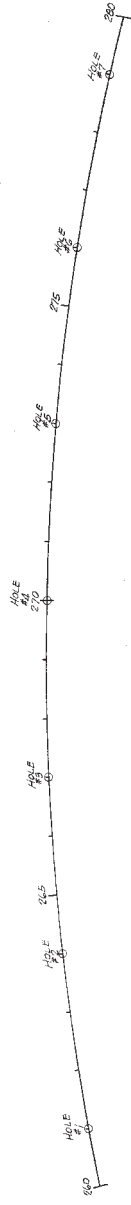
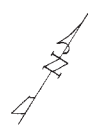
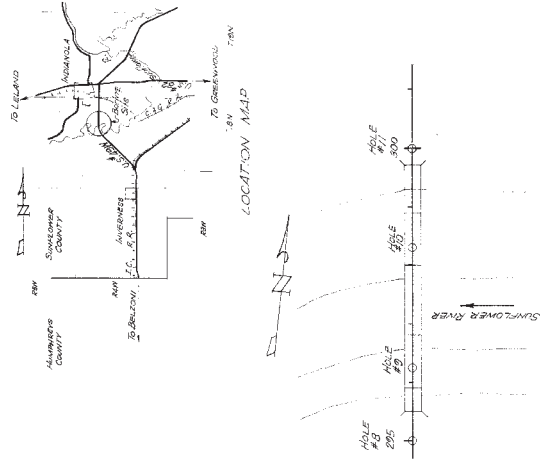


\*This Dimension May Vary To Accommodate Prevailing Water Levels, Upon Approval Of Bridge Engineer.

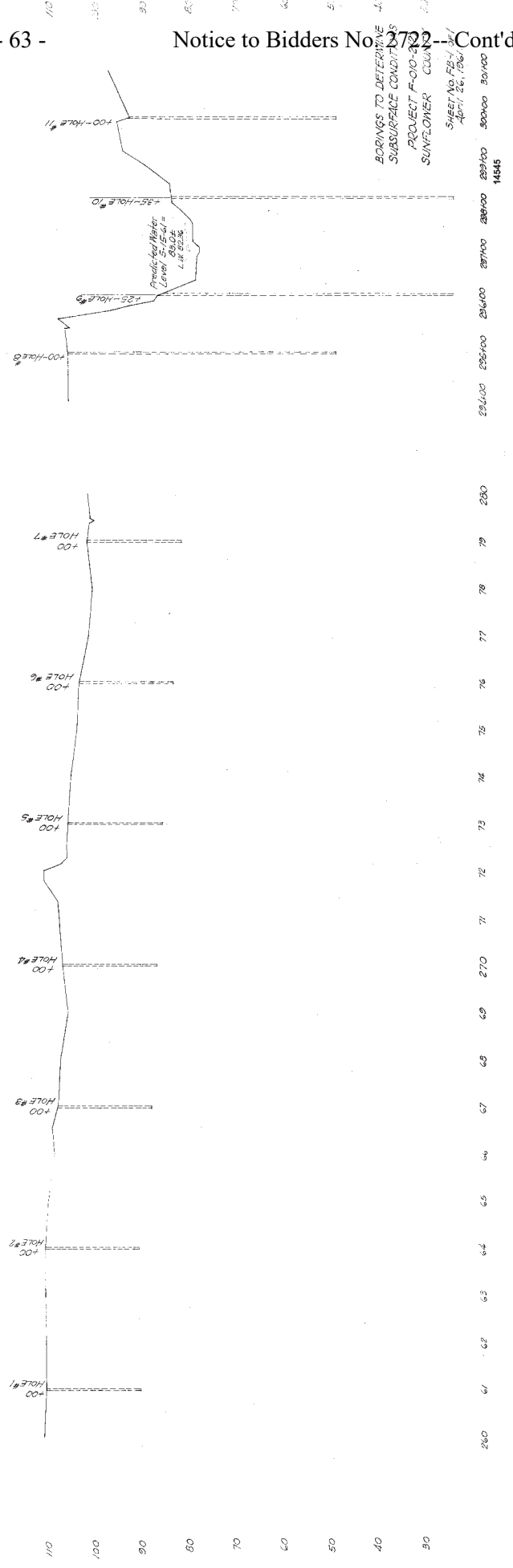
\*This Member Not Required On Bend No. 6.

Reinforcing Concrete Piles 55% of the type and size available in the minimum bearing capacity shown on the layout sheet.

For Information Only



**GENERAL NOTES:**  
 1. The locations, depths, and diameters of borings indicated are for all purposes only.  
 2. The locations, depths, and diameters of borings indicated are for all purposes only.  
 3. And are subject to change as indicated by conditions encountered during boring operations.  
 4. Borings between Sta. 260 and Sta. 280 are for determining the presence & extent of water.  
 5. Any water encountered during boring operations shall be reported to the Engineer.  
 6. The length of boring required for the borings shall be determined by the type and estimating.  
 7. Trestle-type bents (or other) shall be used for the borings.



BIDDING TO DETERMINE  
 SUBSURFACE CONDITIONS  
 PROJECT F-010-815  
 SUNFLOWER COUNTY

SHEET NO. 2792-3  
 APRIL 26, 1967

260 265 270 275 280 285 290 295 300 305 310 315 320 325 330 335 340 345 350 355 360 365 370 375 380 385 390 395 400 405 410 415 420 425 430 435 440 445 450 455 460 465 470 475 480 485 490 495 500 505 510 515 520 525 530 535 540 545 550 555 560 565 570 575 580 585 590 595 600 605 610 615 620 625 630 635 640 645 650 655 660 665 670 675 680 685 690 695 700 705 710 715 720 725 730 735 740 745 750 755 760 765 770 775 780 785 790 795 800 805 810 815 820 825 830 835 840 845 850 855 860 865 870 875 880 885 890 895 900 905 910 915 920 925 930 935 940 945 950 955 960 965 970 975 980 985 990 995 1000 1005 1010 1015 1020 1025 1030 1035 1040 1045 1050 1055 1060 1065 1070 1075 1080 1085 1090 1095 1100 1105 1110 1115 1120 1125 1130 1135 1140 1145 1150 1155 1160 1165 1170 1175 1180 1185 1190 1195 1200 1205 1210 1215 1220 1225 1230 1235 1240 1245 1250 1255 1260 1265 1270 1275 1280 1285 1290 1295 1300 1305 1310 1315 1320 1325 1330 1335 1340 1345 1350 1355 1360 1365 1370 1375 1380 1385 1390 1395 1400 1405 1410 1415 1420 1425 1430 1435 1440 1445 1450 1455 1460 1465 1470 1475 1480 1485 1490 1495 1500 1505 1510 1515 1520 1525 1530 1535 1540 1545 1550 1555 1560 1565 1570 1575 1580 1585 1590 1595 1600 1605 1610 1615 1620 1625 1630 1635 1640 1645 1650 1655 1660 1665 1670 1675 1680 1685 1690 1695 1700 1705 1710 1715 1720 1725 1730 1735 1740 1745 1750 1755 1760 1765 1770 1775 1780 1785 1790 1795 1800 1805 1810 1815 1820 1825 1830 1835 1840 1845 1850 1855 1860 1865 1870 1875 1880 1885 1890 1895 1900 1905 1910 1915 1920 1925 1930 1935 1940 1945 1950 1955 1960 1965 1970 1975 1980 1985 1990 1995 2000 2005 2010 2015 2020 2025 2030 2035 2040 2045 2050 2055 2060 2065 2070 2075 2080 2085 2090 2095 2100 2105 2110 2115 2120 2125 2130 2135 2140 2145 2150 2155 2160 2165 2170 2175 2180 2185 2190 2195 2200 2205 2210 2215 2220 2225 2230 2235 2240 2245 2250 2255 2260 2265 2270 2275 2280 2285 2290 2295 2300 2305 2310 2315 2320 2325 2330 2335 2340 2345 2350 2355 2360 2365 2370 2375 2380 2385 2390 2395 2400 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STATE MISS. PROJECT NO. SP-0072-4(14)

14539-LT.LN. 14540-RT.LN.  
14546

MISSISSIPPI STATE HIGHWAY DEPARTMENT	
SUMMARY OF QUANTITIES (BRIDGE ITEMS)	
PROJECT SP-0072-4(14) 96-0072-04-014-10	
DESIGNED	DATE
DRAWN	DATE
CHECKED	DATE
IN CHARGE	DATE
WORKSHEET NUMBER	SHEET NUMBER
SUNFLOWER COUNTY	

PAY ITEM NO.      PAY ITEM      UNIT      QUANTITIES  
BRIDGE SUMMARY      PRELIMINARY      FINAL

803-A	16" x 16" Prest Conc. Test Pile	Each	4	
803-B	Loading Tests	Each	3	
803-F	14" x 14" Prest Conc. Piling	L.F.	6060.0	
803-F	16" x 16" Prest Conc. Piling	L.F.	5250.0	
803-M	20" $\phi$ Pre-formed Pile Holes	L.F.	900.0	
804-AA	Class AA Bridge Conc	C.Y.	1204.33	
804-T	56 FT. Prest Conc. Beam	L.F.	1865.00	
804-T	70 FT. Prest Conc. Beam	L.F.	2080.83	
805	Reinforcement	Lb.	24922	
815-A	Conc. Railing	L.F.	1500.00	
815-A	Loose Riprap	Ton	794.0	

For Information Only

BRIDGE	BEGIN STATION	SPANS - SIZE	OVERALL LENGTH	ITEM	Class "AA" Bridge Concrete C.Y.	Reinforce-ment Lb.	Concrete Railing L.F.	55 Ft. Prest. Concrete Beams L.F.	70 Ft. Prest. Concrete Beams L.F.	14'x 14" Prest Conc. Piling L.F.	16'x 16" Prest. Conc. Piling L.F.	16'x 16" Prest. Conc. Test Pile Each	Loading Test Each	20" Pre-formed Pile Holes L.F.	Loose Riprap (300 <sup>m</sup> ) Ton		
A Left Lane 14539-LT.LN.	257+52.76	16(65'-0" (5*95)*)	167'-5.3"	Spans	188.80	36529	330.00	977.50		2080.0	825.0				397.0		
				End Bents	61.93	8772											
				Int. Bents	28.54	3766											
				BRIDGE "A" L.T. LN. TOTALS	279.37	49,069	330.00	977.50	2080.0	825.0					397.0		
A Right Lane 14540-RT.LN.	257+52.76	16(65'-0" (5*95)*)	167'-5.3"	Spans	188.80	36529	330.00	977.50		2080.0	825.0				397.0		
				End Bents	61.34	8772											
				Int. Bents	28.54	3766											
				BRIDGE "A" RT. LN. TOTALS	278.78	49,069	330.00	977.50	2080.0	825.0					397.0		
B 14546	295+50.88	2(210'-0" (5*70)-(5*70)*)		Spans	478.42	98692	840.00		2080.83	1900.0	3600.0	2		900.0			
				End Bents	55.96	8796											
				Int. Bents	111.80	9055											
				BRIDGE "B" TOTALS	646.18	116,744	840.00		2080.83	1900.0	3600.0	2		900.0			
				Project Totals	1204.33	214,922	1500.00	1955.00	2080.83	6060.0	5250.0	4	3	900.0	794.0		

\*Continuous For Live Load Only  
PROJECT TOTALS

\*Continuous For Live Load Only

14539-LT.LN. 14540-RT.LN.  
14546

MISSISSIPPI STATE HIGHWAY DEPARTMENT  
ESTIMATED BRIDGE QUANTITIES

PROJECT SP-0072-4(14)  
96-0072-04-014-10

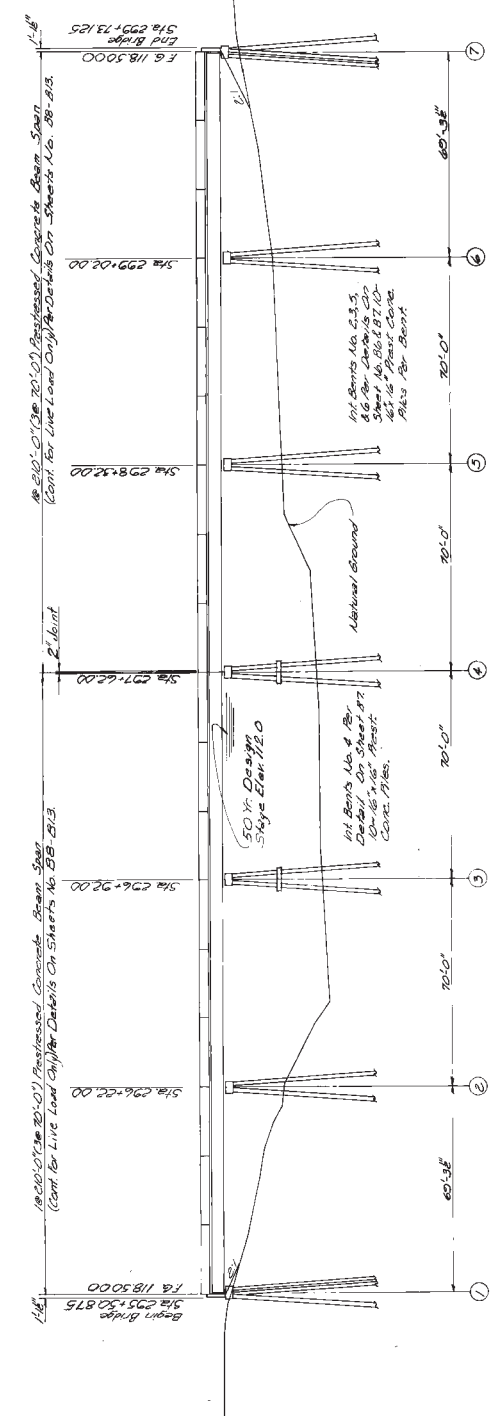
SUNFLOWER COUNTY

WORKING NUMBER  
DESIGNED BY  
CHECKED BY  
DATE

SHEET NUMBER

For Information Only

Total Length of Bridge = 482'-3"  
0.1% Grade



ELEVATION WITH PROFILE ON ROADWAY  
Scale 1"=20'-0"

Concrete Pile End Bents For  
Alignment of Sheets No. 24 & 25  
Per End Bent

**GENERAL NOTES:**  
Specifications Mississippi State Highway Department, 1970  
No Change of Plans Will Be Accepted Except By Written Authority of  
The Bridge Engineer. Minor Changes in Details of Design or  
Construction Shall Be Allowed in Writing by The Bridge Engineer.  
Price Adjustments are Not Authorized. Proceeds for Contract  
The Final Surface Profile of The Bridge Deck Shall Be Attained by  
Use of The Drag Finish, or some Finish or Best Finish Method, for  
All Concrete Piles Shall Be Prestressed Type Per Sheet No. 24  
and To The Top Elevations Shown in The TEST PILE SCHEDULE  
Unless Otherwise Directed by The Bridge Engineer. And Will Be  
In The Error-Less Test as Required, The Maximum Test Load Shall  
Be 125 Tons.  
Test Pile Data and Recommended Pile Lengths Shall Be Submitted  
Upon Job Completion. The Test Pile Shall Be Continuous Fiber Type Unless  
Otherwise Noted.  
No Payment Will Be Allowed for Erection Incidentals of The  
Construction of End Bents.  
Standard Practice for Drilling Reinforced Concrete  
Structures (A.C.I. 318-57)  
All Work for which No Pay Items are Provided in The Proposal  
Will Be Paid for Directly by the Contractor. Therefor, Will Be  
Shown on the Bill of Materials. The Contractor Shall Be Responsible  
Show Drawings of Prestressed Beams, Including an Erection Plan  
Shall Be Submitted in Duplicate to The Bridge Engineer for  
Approval Prior to The Manufacturing of Beams.  
Concrete Surfaces Shall Have the Smooth Finish Indicated on Sprayed  
Concrete Surfaces. All Work Shall Be in Accordance with the  
Division's Manual.

**SPAN NOTE:**  
Steel Deck Joists at Bents  
No. 1 & 2 are Details  
on Sheet No. B12

**PREFORMED PILE HOLES:**  
All Piles in Bents No. 1 & 2 Shall Be  
Driven in 20 to 25 ft Diameter Holes That Have  
Been Bored and Cleaned Out to  
200 ft Below the Ground Level at  
Bent No. 7  
Prior to Drilling Piles in Reinforced Holes, At Least  
One Hour Before Drilling, the Holes Shall Be Filled  
With a Groutable Slurry.  
The Slurry Shall Be Prepared by Mixing At Least One  
Hundred (100) Pounds of the Best Commercial  
Grade of Cement with 100 Gallons of Water and 300 Gallons of Gravel  
of Dry Bentonite.  
The Bid Item for Preformed Pile Holes Shall Include  
the Cost of Drilling, Grouting and Filling the  
Holes. Study the Bill of Materials therefor.

**MINIMUM PILE BEARING CAPACITY**  
34 Tons  
End Bents 232.6  
Int Bents 384

Bent No.	Min. Load-Pile Elevation
1	41.7
2	41.7

Item	Class of Concrete	Reinforce- ment	Concrete Ability	18" x 18" Prest. Conc. Piling	18" x 18" Prest. Conc. Piling	18" x 18" Prest. Conc. Piling	20" x Reinforced Pile Head
Location	5.1	28892	840.00	L.F.	L.F.	L.F.	Each
Spans	418.42	8796	840.00	1900.0	1900.0	1900.0	900.0
End Bents	55.98	9056	840.00	1900.0	1900.0	1900.0	900.0
Int. Bents	111.80	9056	840.00	1900.0	1900.0	1900.0	900.0
Totals	646.18	116744	840.00	2080.83	2080.83	2080.83	900.0

**SPECIAL PROVISIONS REQUIRED:**  
Concrete Bridges and Structures - No. 507-904  
Aluminum Bolt - No. 507-710  
Reinforce Beams/Piles - No. 507-204  
Drainage Area - 23,500 sq. ft.  
Excavator Area Provided - 10,000 sq. ft.  
Design Data - 1-72 Sp. M.  
Design Data - A.S.T.M. A 136  
Location - 40.0' Center to Center  
Roadway Width - 40.0' Center to Center

MISSISSIPPI STATE HIGHWAY DEPARTMENT  
BRIDGE AT STA. 295 + 50.875 RT. 7 N.  
U.S. HWY. NO. 49W ACROSS  
SUNFLOWER RIVER  
PROJECT SP-0072-4(4)  
SUNFLOWER COUNTY  
SHEET NUMBER 483

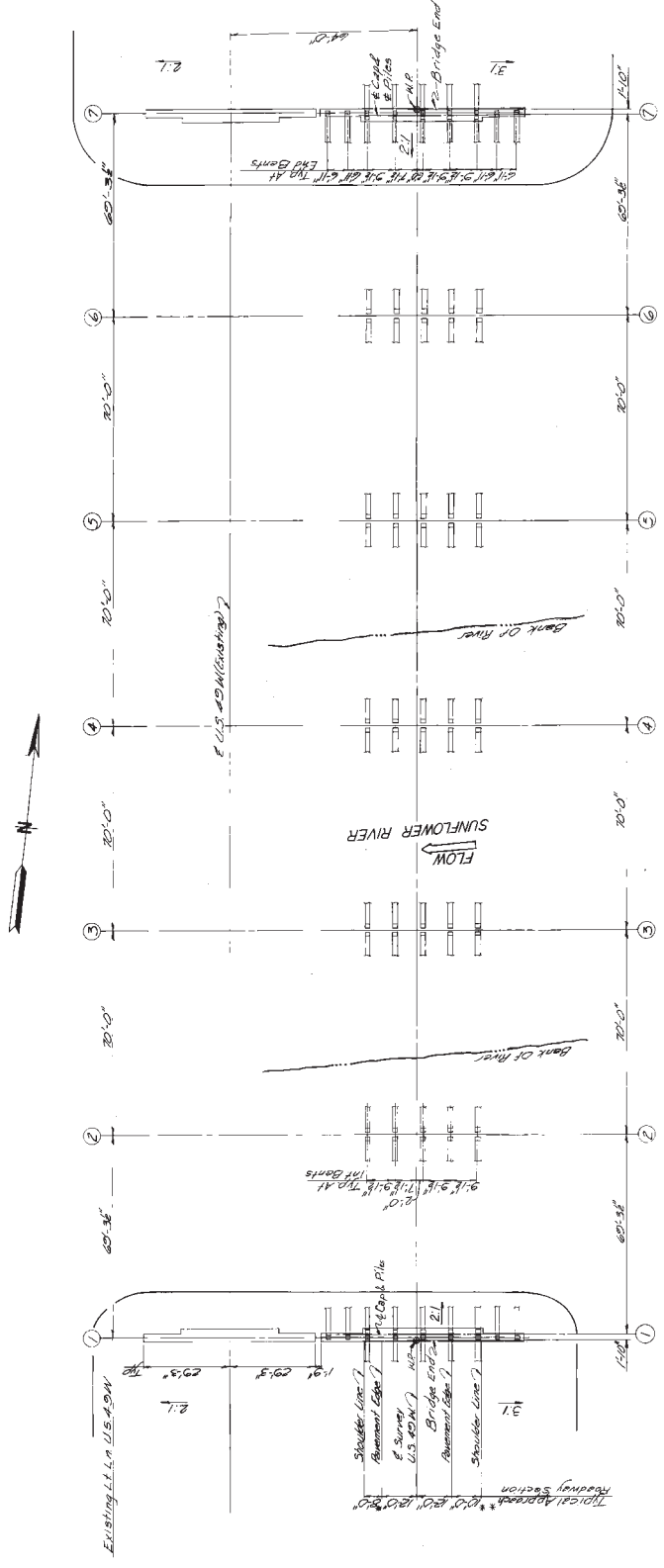
For Information Only

u549w  
255.2B

STATE MISS. PROJECT NO. SP-0072-4(14)

14546

MISSISSIPPI STATE HIGHWAY DEPARTMENT BRIDGE AT STA. 295+50.875 RT 1 N.	
FOUNDATION PLAN	
PROJECT SP-0072-4(14)	
SUNFLOWER COUNTY	
WORKING NUMBER B2 of 14	SHEET NUMBER 284
DESIGNED P.D.S. DATE 11/12	CHECKED H.S.J. DATE 11/12



FOUNDATION PLAN  
Scale 1"=20'-0"

- \* 8'-0" Shoulder Transition to 8'-0" at Bridge End
- \* \* 10'-0" Shoulder Transition to 10'-0" at Bridge End

For Information Only

STATE MISS. PROJECT NO. SP-0072-4(4)

14546

MISSISSIPPI STATE HIGHWAY DEPARTMENT  
 BRIDGE AT STA. 295+50.875 AT L.N. 2722  
 PROJECT SP-0072-4(14)  
 96-0072-04-014-10  
 SUNFLOWER COUNTY  
 BORING LOG  
 DESIGNED P.D.D. DATE: 4/12  
 CHECKED: [Signature] DATE: 4/12  
 SHEET NUMBER 185

LOG OF BORING NO. 75-67-013-2  
 96-0010-02-000-20  
 Location Station: 300+20, 10' L.S. Survey

DEPTH, FT.	DIAMETER, IN.	DESCRIPTION OF MATERIAL	UNIT WEIGHT PER CU. FT.	ELEVATION, FT.
1	10	Brown, Silty Clay		104.7
10	10	Thin, Silty Sand		94.7
20	10	Thin, Silty Sand		84.7
30	10	Gray, Silty Sand with traces of Clay @ 30'		74.7
40	10			64.7
50	10			54.7
60	10			44.7
70	10			34.7
80	10			24.7

COMPLETION DEPTH: 81.3  
 DATE: 10-12-15  
 DEPTH TO WATER IN BORING: NONE  
 S. 504 Spm T. Shelby 704 PLATE 130

LOG OF BORING NO. 75-67-013-1  
 96-0010-02-000-20  
 Location Station: 295+45, 20' L.S. Survey

DEPTH, FT.	DIAMETER, IN.	DESCRIPTION OF MATERIAL	UNIT WEIGHT PER CU. FT.	ELEVATION, FT.
1	10	Brown, Silty Clay		99.24
10	10			89.24
20	10			79.24
30	10	Thin Layer of Light @ 40'		69.24
40	10			59.24
50	10			49.24
60	10			39.24
70	10			29.24
80	10			19.24
90	10			9.24

COMPLETION DEPTH: 91.3  
 DATE: 10-12-15  
 DEPTH TO WATER IN BORING: NONE  
 S. 504 Spm T. Shelby 704 PLATE 129

BORING NOTE: Boring Data Shown is for Information Only and is Accurate for Construction Purposes is Not Guaranteed.

LOG OF BORINGS

For Information Only

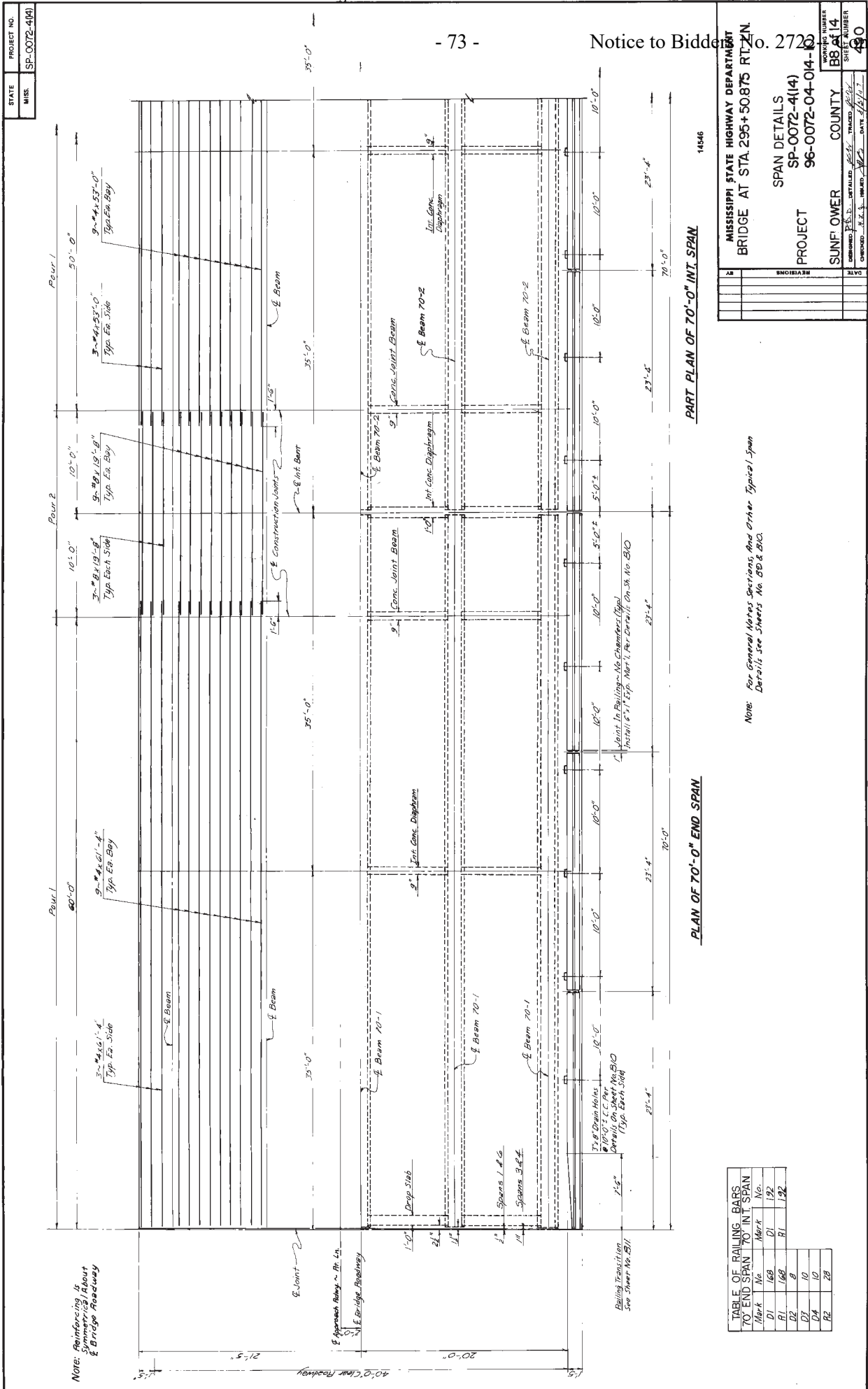












NOTE: Reinforcing is Symmetric About Bridge Roadway

TABLE OF RAILING BARS		
70' END SPAN 70' INT. SPAN		
Mark	No.	Mark
D1	168	D1
D2	168	D1
D3	8	
D4	10	
D5	20	

Note: For General Notes, Sections, and Other, Typical Span Details see Sheets No. 05 & 06.

PART PLAN OF 70'-0" INT. SPAN

PLAN OF 70'-0" END SPAN

14546

MISSISSIPPI STATE HIGHWAY DEPARTMENT		WORKING NUMBER
BRIDGE AT STA. 295+50.875 RT-2N		88 of 14
PROJECT		SHEET NUMBER
SPAN DETAILS		
SP-0072-4(4)		
96-0072-04-014-10		
SUNFLOWER COUNTY	CONTRACT NO.	DATE
	1072	11/17
DESIGNED BY	CHECKED BY	DATE

For Information Only



















Bridge Repairs on SR 28 (Bridge Nos. 40.9 & 43.0) & US 49 W (Bridge Nos. 255.2 & 255.2B), known as Federal Aid Project Nos. STP-9999-03(373) / 108401301 & STP-9999-03(374) / 108401302 in Copiah & Sunflower Counties.

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
<b>Roadway Items</b>					
0010	618-A001		1	Lump Sum	Maintenance of Traffic
0020	618-B001		2	Square Feet	Additional Construction Signs [\$10.00]
0042	907-619-E3001		4	Each	Changeable Message Sign
0080	620-A001		1	Lump Sum	Mobilization
<b>Bridge Items</b>					
0130	907-808-A003	(S)	1,138	Linear Feet	Joint Repair Without Epoxy
0140	907-823-A001		569	Linear Feet	Preformed Joint Seal, Type I
0150	907-823-B001		1,138	Linear Feet	Saw Cut, Type I
0160	907-824-PP006		144	Each	Bridge Repair, Bearing Replacement
0170	907-824-PP006		25	Each	Bridge Repair, Cap Cleaning

