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05 -



SM No. CSTP9999033732

# PROPOSAL AND CONTRACT DOCUMENTS

## FOR THE CONSTRUCTION OF

05

Bridge Repairs on SR 28 (Bridge Nos. 40.9 & 43.0) & on 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.

Project Completion: 112 Working Days

**(STATE DELEGATED)**

### NOTICE

**BIDDERS MUST COMPLETE AN ONLINE REQUEST  
FOR PERMISSION TO BID THIS PROJECT.**

Electronic addendum updates will be posted on [www.gomdot.com](http://www.gomdot.com)

# SECTION 900

## OF THE CURRENT 2017 STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION

JACKSON, MISSISSIPPI

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 2723**

**DATE:** 10/23/2020

**SUBJECT:** Readvertisement

**PROJECT:** STP-9999-03(373)/ 108401301000 & STP-9999-03(374)/ 108401302000 - Copiah & Sunflower County(ies)

The contents of this proposal are the same as when advertised for the September 2020 Letting, except as follows:

Revised Advertisement;

Revised NTB Nos. 2720 & 2722;

Added NTB No. 2895;

Added SP 907-108-4;

Added SP 907-619-5;

SP 907- 823-7 replaces SP 907-823-6;

Revised Progress Schedule;

Add this Notice to Bidders No. 2723.

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

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**PROJECT: STP-9999-03(373)/108401301 - Copiah**  
**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)

10/27/2020 02:31 PM



# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

## SECTION 901 - ADVERTISEMENT

Electronic bids will be received by the Mississippi Transportation Commission at 10:00 o'clock A.M., Tuesday, November 24, 2020, from the Bid Express Service and shortly thereafter publicly read on the Sixth Floor For:

Bridge Repairs on SR 28 (Bridge Nos. 40.9 & 43.0) & on 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.

The attention of bidders is directed to the Contract Provisions governing selection and employment of labor. Minimum wage rates have been predetermined by the Secretary of Labor and are subject to Public Law 87-581, Work Hours Act of 1962, as set forth in the Contract Provisions.

The Mississippi Department of Transportation hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, sex, age, disability, religion or national origin in consideration for an award.

**The award of this contract will be contingent upon the Contractor satisfying the DBE requirements.**

The specifications are on file in the offices of the Mississippi Department of Transportation.

Contractors may request permission to bid online at <http://shopmdot.ms.gov> at no cost. Upon approval, Contractors shall be eligible to submit a bid using Bid Express at <http://bidx.com>. Specimen proposals may be viewed and downloaded online at no cost at <http://mdot.ms.gov> or purchased online at <http://shopmdot.ms.gov> at a cost of Ten Dollars (\$10.00) per proposal plus a small convenience fee. Cash or checks will not be accepted as payment.

Bid bond, signed or countersigned by a Mississippi Agent or Qualified Nonresident Agent, with Power of Attorney attached, a Cashier's check or Certified Check for five (5%) percent of bid, payable to STATE OF MISSISSIPPI, must accompany each proposal.

The attention of bidders is directed to the provisions of Subsection 102.07 pertaining to irregular proposals and rejection of bids.

MELINDA L. MCGRATH  
EXECUTIVE DIRECTOR

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 - NOTICE TO BIDDERS NO. 1**

**CODE: (IS)**

**DATE: 03/01/2017**

**SUBJECT: Governing Specifications**

The current (2017) Edition of the Standard Specifications for Road and Bridge Construction adopted by the Mississippi Transportation Commission is made a part hereof fully and completely as if it were attached hereto, except where superseded by special provisions, or amended by revisions of the Specifications contained within this proposal. Copies of the specification book may be purchased from the MDOT Construction Division, or online at [shopmdot/default.aspx?StoreIndex=1](http://shopmdot/default.aspx?StoreIndex=1).

A reference in any contract document to controlling requirements in another portion of the contract documents shall be understood to apply equally to any revision or amendment thereof included in the contract.

In the event the plans or proposal contain references to the 2004 Edition of the Standard Specifications for Road and Bridge Construction, it is to be understood that such references shall mean the comparable provisions of the 2017 Edition of the Standard Specifications.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 - NOTICE TO BIDDERS NO. 2**

**CODE: (IS)**

**DATE: 03/01/2017**

**SUBJECT: Status of Right-of-Way**

Although it is desirable to have acquired all rights-of-way and completed all railroad agreements, utility adjustments and work to be performed by others prior to receiving bids, sometimes it is not considered to be in the public interest to wait until each and every such clearance has been obtained. The bidder is hereby advised of possible unacquired rights-of-way, relocations, railroad agreements and utilities adjustments which have not been completed.

The status of right-of-way acquisition, utility adjustments, encroachments, potentially contaminated sites, railroad facilities, improvements, and asbestos contamination are set forth in the following attachments.

In the event right of entry is not available to ALL parcels of right-of-way and/or all work that is to be accomplished by others on the date set forth in the contract for the Notice to Proceed is not complete, the Department will issue a restricted Notice to Proceed.

**STATUS OF RIGHT-OF-WAY**

STP-9999-03(373)

108401/301000

Copiah County

All rights of way and legal rights of entry have been acquired **except:**

**None.**

ASBESTOS CONTAMINATION STATUS OF BUILDINGS  
TO BE REMOVED BY THE CONTRACTOR  
STP-9999-03(373)  
108401/301000  
Copiah County  
July 14, 2020

Reference is made to notices to bidders entitled "Asbestos National Emission Standards for Hazardous Air Pollutants (NESHAP)" and "Removal of Obstructions".

The following pertinent information is furnished concerning asbestos containing materials (ACMs), if any, found in buildings to be removed by the Contractor.

There is no Right of Way required for this project. There are no buildings to be removed by the contractor.

STATUS OF POTENTIALLY CONTAMINATED SITES

STP-9999-03(373)

108401/301000

Copiah County

July 14, 2020

THERE IS NO RIGHT OF WAY REQUIRED FOR THIS PROJECT. NO INITIAL SITE ASSESSMENT WILL BE PERFORMED. IF CONTAMINATION ON EXISTING RIGHT OF WAY IS DISCOVERED, IT WILL BE HANDLED BY THE DEPARTMENT.

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

## *Inter-Departmental Memorandum*

<b>To:</b>	Right of Way Division Trudi Loflin	<b>Date:</b>	July 13 <sup>th</sup> , 2020
<b>From:</b>	Pre-Construction Engineer District 3 Jarrett Taylor	<b>Project No:</b>	108401/301000 STP-9999-03(373)
		<b>County:</b>	Copiah

### DISTRICT STATUS REPORT

1. **STATUS OF RIGHT OF WAY:** All work to be done within existing ROW.
2. **RIGHT OF WAY CLEARANCE:** There are no encroachments.
3. **STATUS OF AFFECTED RAILROAD OPERATING FACILITIES:** None affected.
4. **STATUS OF REQUIRED UTILITY RELOCATIONS:** No utility conflicts.
5. **STATUS OF CONSTRUCTION AGREEMENT:** None required.

JT:jt

pc: Eric Morgan (District Three)  
 Katherine Lamey (Construction Division)  
 Vicki Shows (Right of Way)  
 File

Improvements to be included in Notice to Bidders to be removed by the Construction Contractor  
FMS Construction Project No: 108401-301000  
External ROW No: STP-9999-03(373)

Parcel No:  
Station No:  
Property Owner:  
Description/Pictures:

**NA**



**STATUS OF RIGHT-OF-WAY**

STP-9999-03(374)

108401/302000

Sunflower County

All rights of way and legal rights of entry have been acquired **except:**

**None.**

ASBESTOS CONTAMINATION STATUS OF BUILDINGS  
TO BE REMOVED BY THE CONTRACTOR  
STP-9999-03(374)  
108401/302000  
Sunflower County  
July 14, 2020

Reference is made to notices to bidders entitled "Asbestos National Emission Standards for Hazardous Air Pollutants (NESHAP)" and "Removal of Obstructions".

The following pertinent information is furnished concerning asbestos containing materials (ACMs), if any, found in buildings to be removed by the Contractor.

There is no Right of Way required for this project. There are no buildings to be removed by the contractor.

STATUS OF POTENTIALLY CONTAMINATED SITES  
STP-9999-03(374)  
108401/302000  
Sunflower County  
July 14, 2020

THERE IS NO RIGHT OF WAY REQUIRED FOR THIS PROJECT. NO INITIAL SITE ASSESSMENT WILL BE PERFORMED. IF CONTAMINATION ON EXISTING RIGHT OF WAY IS DISCOVERED, IT WILL BE HANDLED BY THE DEPARTMENT.

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

## *Inter-Departmental Memorandum*

<b>To:</b>	Right of Way Division Trudi Loflin	<b>Date:</b>	July 13 <sup>th</sup> , 2020
<b>From:</b>	Pre-Construction Engineer District 3 Jarrett Taylor	<b>Project No:</b>	108401/302000 STP-9999-03(374)
		<b>County:</b>	Sunflower

### DISTRICT STATUS REPORT

1. **STATUS OF RIGHT OF WAY:** All work to be done within existing ROW.
2. **RIGHT OF WAY CLEARANCE:** There are no encroachments.
3. **STATUS OF AFFECTED RAILROAD OPERATING FACILITIES:** None affected.
4. **STATUS OF REQUIRED UTILITY RELOCATIONS:** No utility conflicts.
5. **STATUS OF CONSTRUCTION AGREEMENT:** None required.

JT:jt

pc: Eric Morgan (District Three)  
 Katherine Lamey (Construction Division)  
 Vicki Shows (Right of Way)  
 File

Improvements to be included in Notice to Bidders to be removed by the Construction Contractor  
FMS Construction Project No: 108401-302000  
External ROW No: STP-9999-03(374)

Parcel No:  
Station No:  
Property Owner:  
Description/Pictures:

**NA**

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 3**

**CODE: (SP)**

**DATE: 01/17/2017**

**SUBJECT: Final Clean-Up**

Immediately prior to final inspection for release of maintenance, the Contractor shall pick up, load, transport and properly dispose of all litter from the entire highway right-of-way that is within the termini of the project.

Litter shall include, but not be limited to, solid wastes such as glass, paper products, tires, wood products, metal, synthetic materials and other miscellaneous debris.

Litter removal is considered incidental to other items of work and will not be measured for separate payment.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 9**

**CODE: (IS)**

**DATE: 03/01/2017**

**SUBJECT: Federal Bridge Formula**

Bidders are hereby advised that the latest revision of Federal Highway Administration Publication No. FHWA-HOP-06-105, **BRIDGE FORMULA WEIGHTS**, dated August 2006, is made a part of this contract when applicable.

Prior to the preconstruction conference, the Contractor shall advise the Engineer, in writing, what materials, if any, will be delivered to the jobsite via Interstate route(s).

Copies of the **BRIDGE FORMULA WEIGHTS** publication may be obtained by contacting:

Federal Highway Administration  
400 7<sup>th</sup> Street, SW  
Washington, DC 20590  
(202) 366-2212

or

[http://www.ops.fhwa.dot.gov/Freight/publications/brdg\\_frm\\_wgths/bridge\\_formula\\_all\\_rev.pdf](http://www.ops.fhwa.dot.gov/Freight/publications/brdg_frm_wgths/bridge_formula_all_rev.pdf)

An on line **BRIDGE FORMULA WEIGHTS CALCULATOR** is available at

[http://ops.fhwa.dot.gov/freight/sw/brdgcalc/calc\\_page.htm](http://ops.fhwa.dot.gov/freight/sw/brdgcalc/calc_page.htm)

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 296**

**CODE: (SP)**

**DATE: 07/25/2017**

**SUBJECT: Reduced Speed Limit Signs**

Bidders are advised that when the plans or contract documents require the speed limit on a project to be reduced, the Contractor shall begin work within 48 hours of installing the reduced speed limit signs. Should the Contractor not start work or have no plans to start work within 48 hours of installing the signs, the reduced speed limit signs shall be covered and existing speed limit signs uncovered.



**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 – NOTICE TO BIDDERS NO. 401**

**CODE: (SP)**

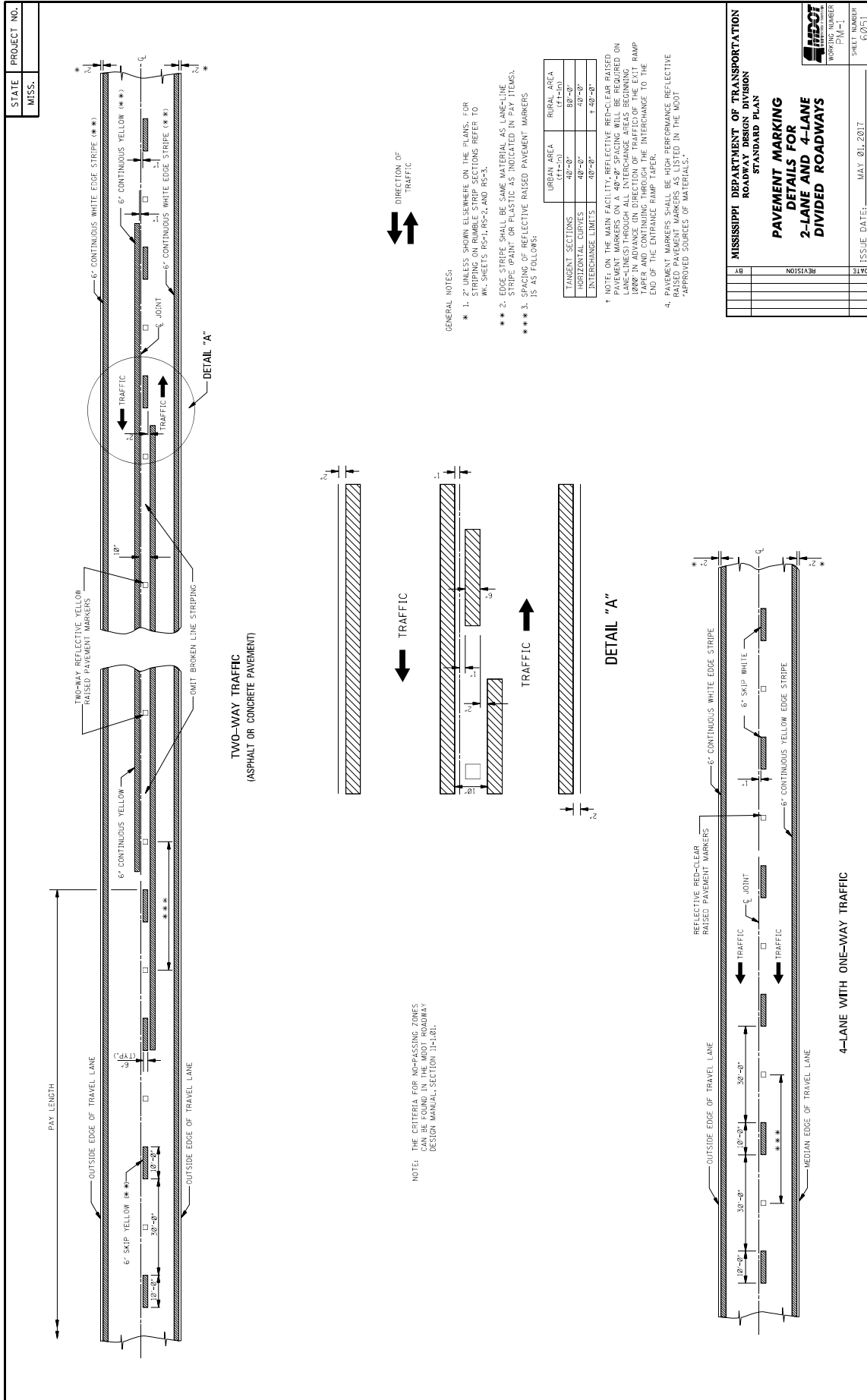
**DATE: 09/12/2017**

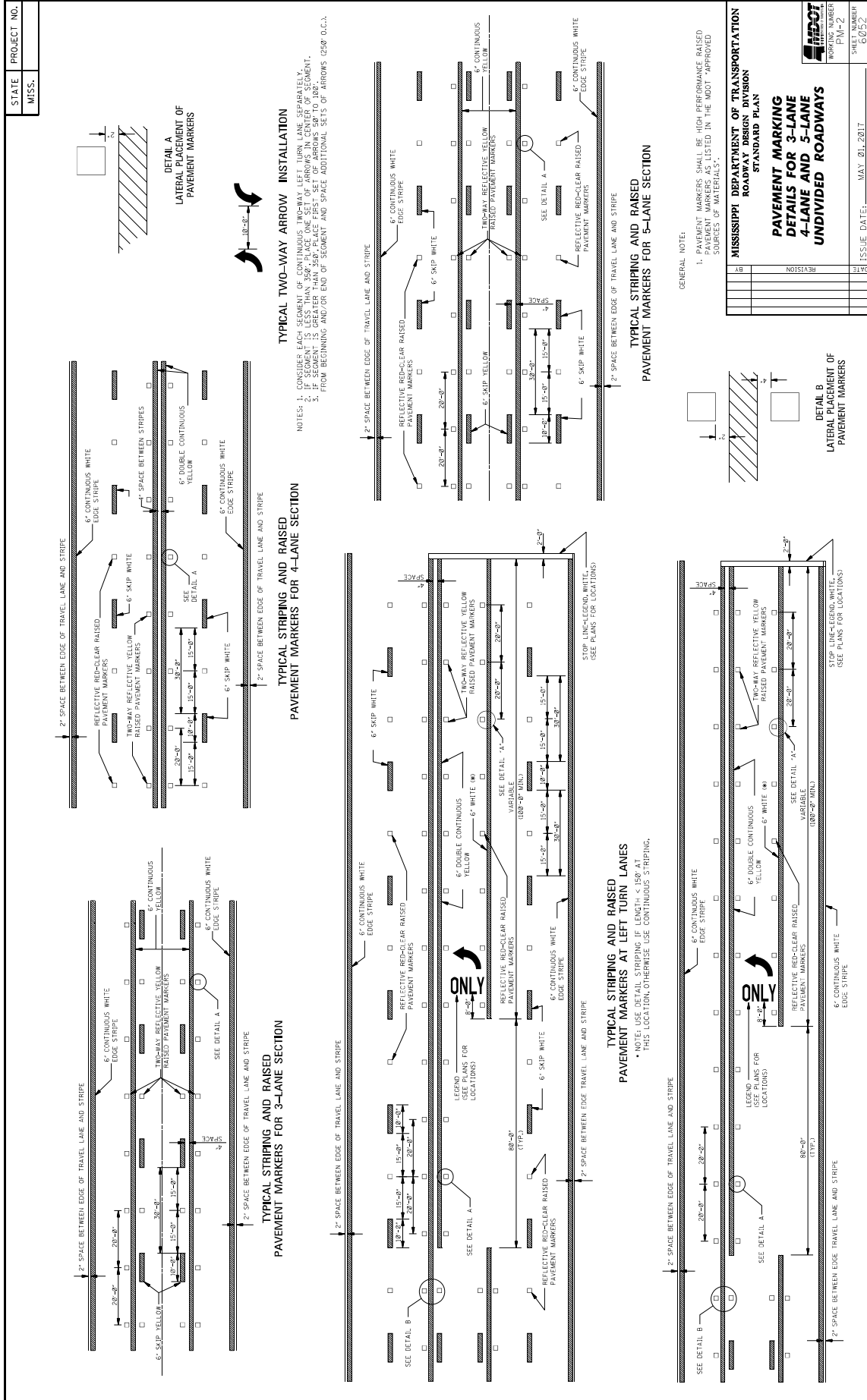
**SUBJECT: Standard Drawings**

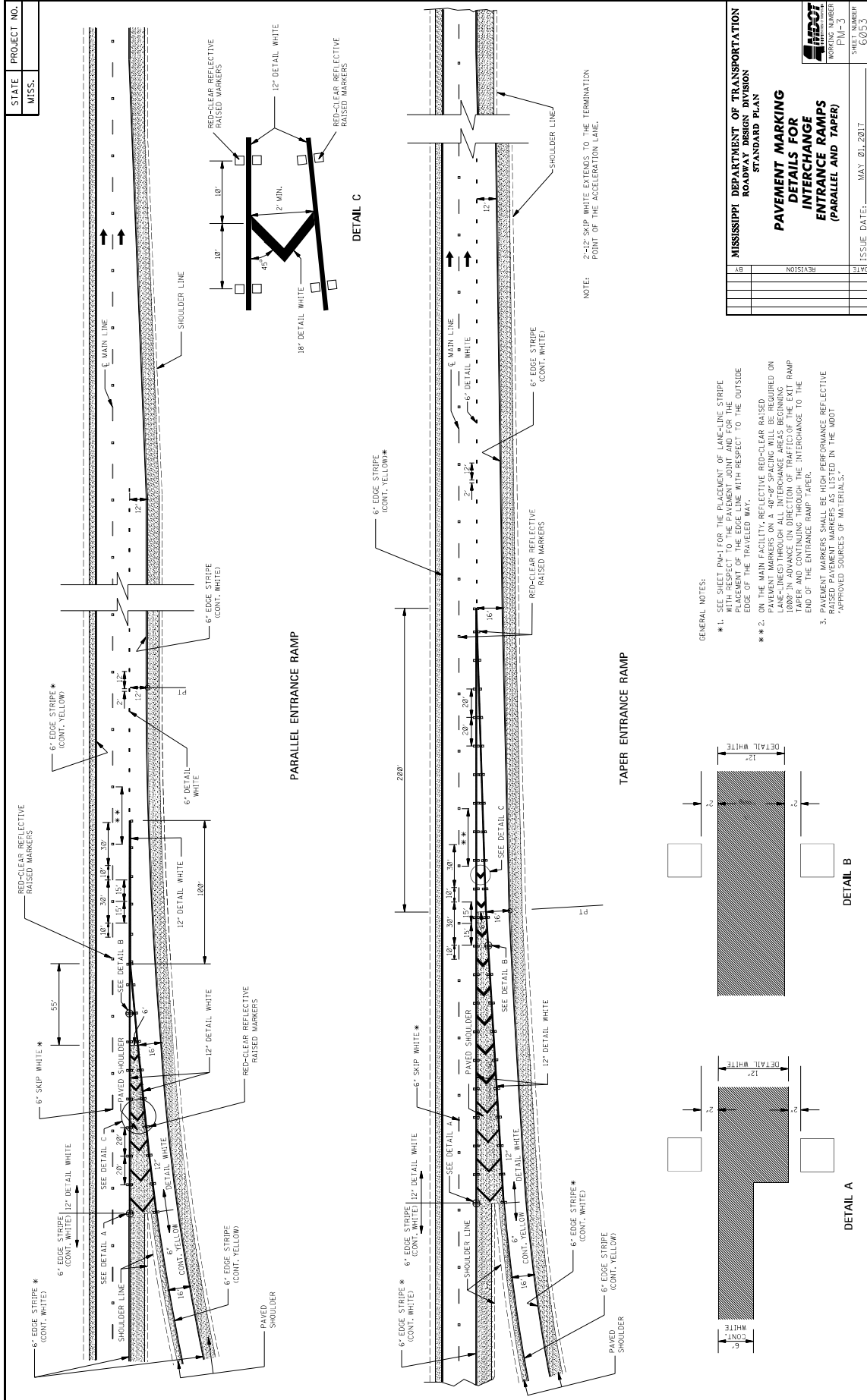
Standard Drawings attached hereto shall govern appropriate items of required work.

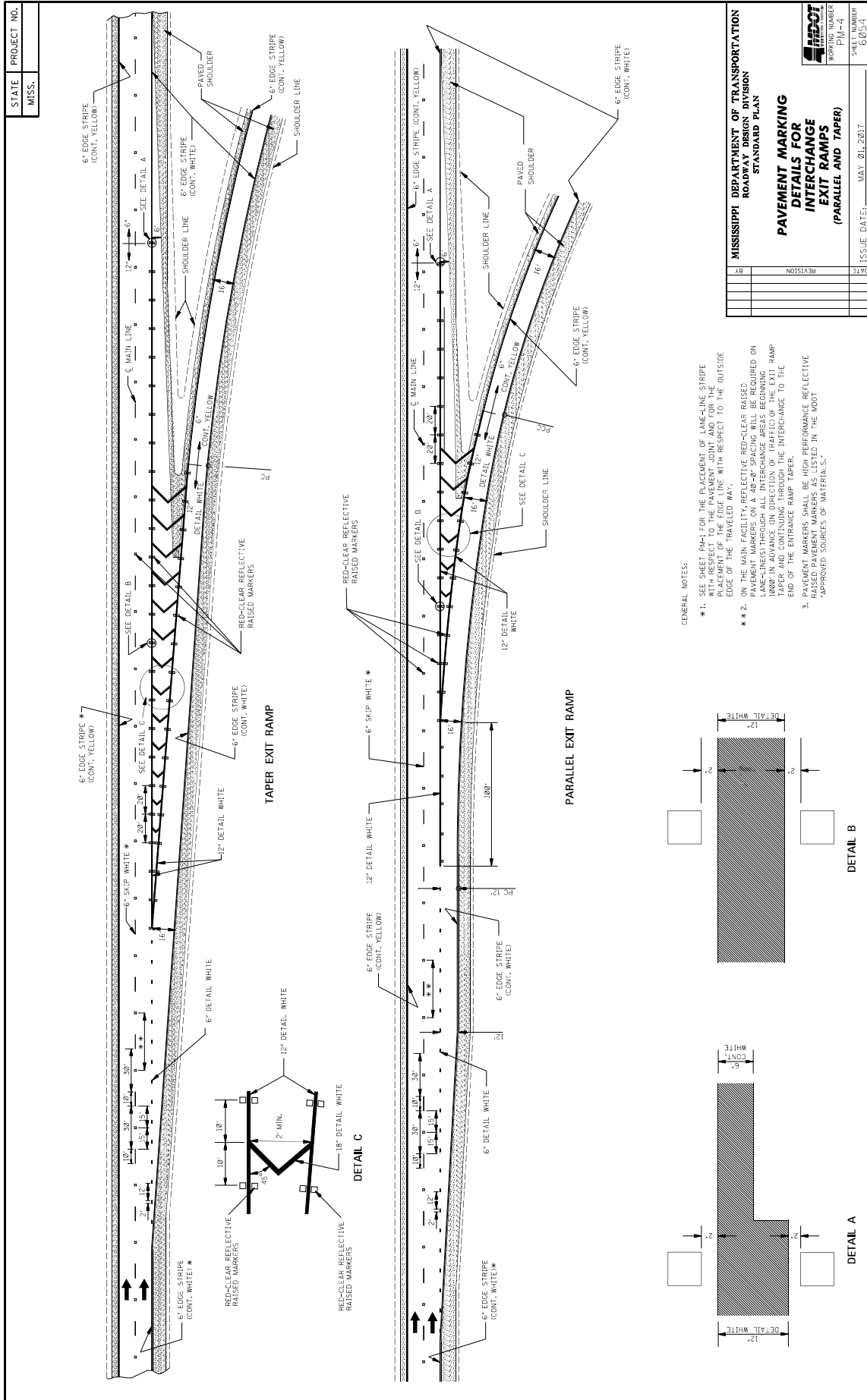
Larger copies of Standard Drawings may be purchased from:

MDOT Plans Print Shop  
MDOT Shop Complex, Building C, Room 114  
2567 North West Street  
P.O. Box 1850  
Jackson, MS 39215-1850  
Telephone: (601) 359-7460  
or FAX: (601) 359-7461  
or e-mail: [plans@mdot.state.ms.us](mailto:plans@mdot.state.ms.us)



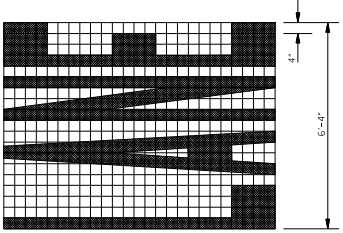
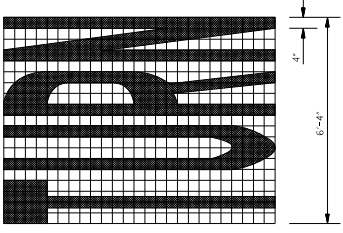
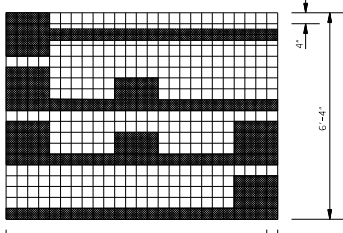
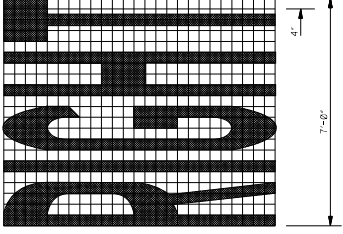
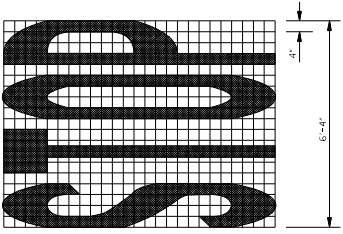


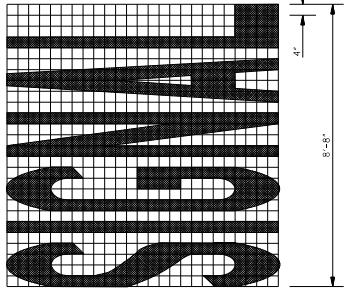
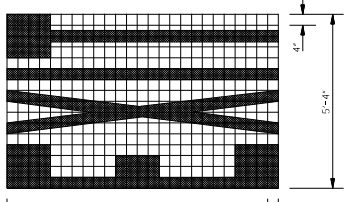
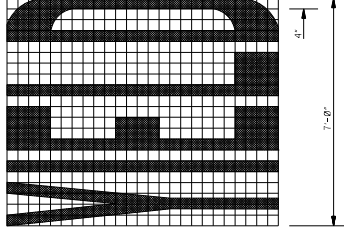
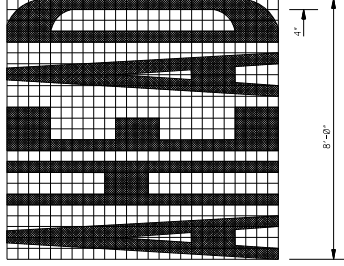
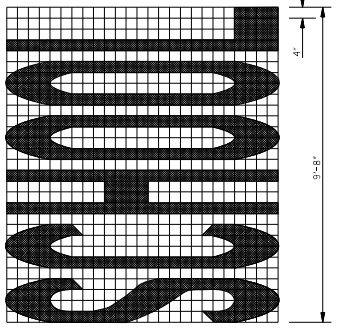




STATE MISS.	PROJECT NO.										
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**GENERAL NOTES:**

- TWO HORIZONTAL GAPS (CAUSED BY TEMPLATE CONNECTIONS) OF 1/2" LESS THAN THE STEMMING LETTERS SHALL BE SHOWN IN THE LETTERS.
- FOR OTHER DETAILS, SEE THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- PAY QUANTITIES FOR PAVEMENT MARKING LEGENDS ARE AS FOLLOWS:

LEGEND	AREA (FT <sup>2</sup> )
STOP	24.6
RIGHT	28.6
LEFT	19.5
TRUCK	22.2
LANE	22.2
AHEAD	32.3
YIELD	26.8
EXIT	18.5
SIGNAL	32.5
SCHOOL	35.5

**PAVEMENT MARKING LEGEND DETAILS**

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

ISSUE DATE: MAY 01, 2017

SHEET NUMBER  
PM-5  
6035

STATE MISS.	PROJECT NO.		
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**THRU ARROW**

**TURN ARROW**

**LANE-REDUCTION ARROW**

**COMBINATION ARROW**

**YIELD LINE**

**1-WAY ARROW**

**GENERAL NOTES:**

- TWO HORIZONTAL GAPS (CAUSED BY TEMPLATE CONNECTORS OF 1/16" OR LESS AND EXTENDING THE FULL WIDTH) ARE PERMITTED IN EACH LETTER.
- FOR OTHER DETAILS, SEE THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- DIMENSIONS OF THE YIELD LINE MAY VARY WITH APPROVAL OF THE ENGINEER. SEE MUTCD, LATEST EDITION, FOR ALLOWABLE DIMENSIONS.
- PAY QUANTITIES FOR PAVEMENT MARKING LEGENDS ARE AS FOLLOWS:

PAY QUANTITIES	
LEGEND/SYMBOL	AREA (FT <sup>2</sup> )
ONLY	22.0
TURN ARROW	16.4
THRU ARROW	12.3
COMB. ARROW	27.5
1-WAY ARROW	24.3
LANE REDUCTION ARROW	40.0

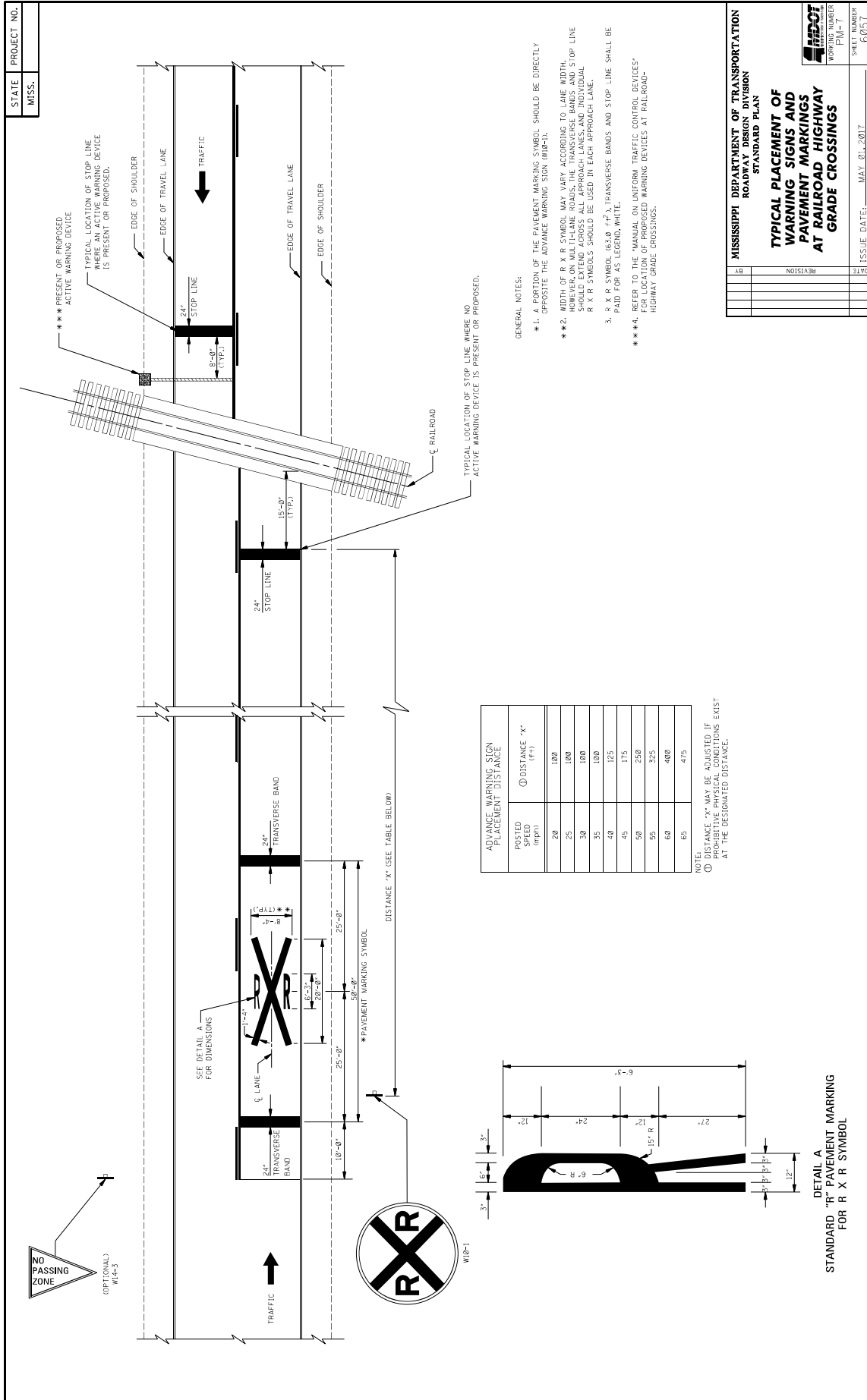
  

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

**PAVEMENT MARKING  
LEGEND DETAILS**

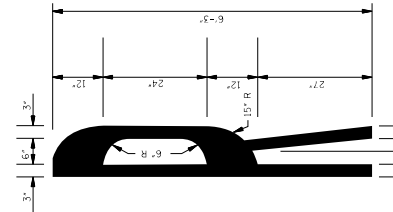
SHEET NUMBER  
PM-6  
60/56

ISSUE DATE: MAY 01, 2017



POSTED SPEED (mph)	ADVANCE WARNING SIGN PLACEMENT DISTANCE (ft)
20	100
25	100
30	100
35	100
40	125
45	175
50	250
55	325
60	400
65	475

NOTE: DISTANCE "X" MAY BE SHORTER IF PROTECTIVE PHYSICAL CONDITIONS EXIST AT THE DESIGNATED DISTANCE.



DETAIL A  
STANDARD "R" PAVEMENT MARKING  
FOR R X R SYMBOL

- GENERAL NOTES:
- \*\* 1. A PORTION OF THE PAVEMENT MARKING SYMBOL SHOULD BE DIRECTLY OPPOSITE THE ADVANCE WARNING SIGN (W10-1).
  - \*\* 2. WIDTH OF R X R SYMBOL MAY VARY ACCORDING TO LANE WIDTH. SYMBOL SHOULD EXTEND ACROSS ALL APPROACH LANES AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.
  - 3. R X R SYMBOL (63.8 #1) TRANSVERSE BANDS AND STOP LINE SHALL BE PAID FOR AS LEGEND WHITE.
  - \*\* 4. REFER TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR LOCATION OF PROPOSED WARNING DEVICES AT RAILROAD-HIGHWAY GRADE CROSSINGS.

STATE PROJECT NO.  
MISS.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

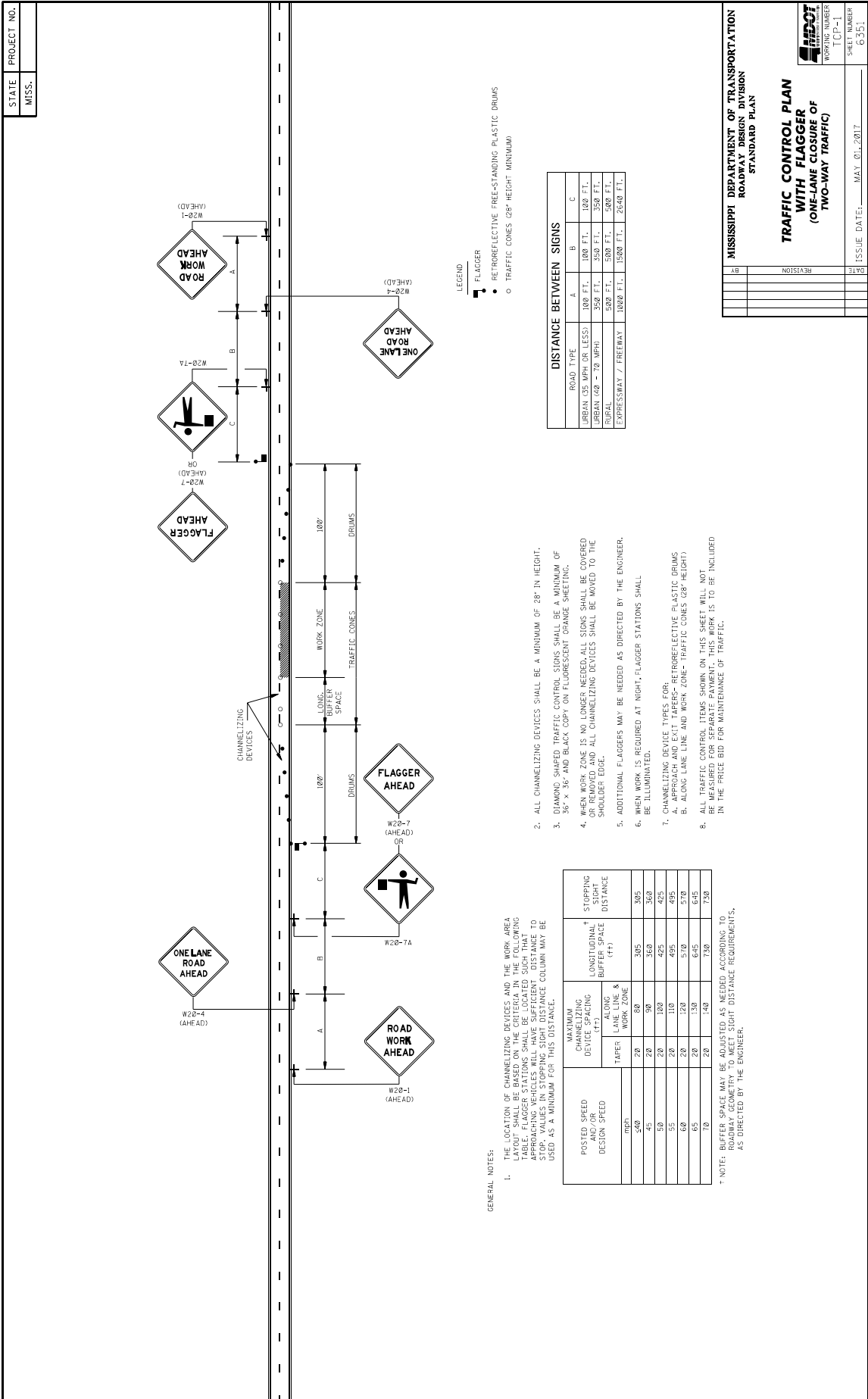
TYPICAL PLACEMENT OF WARNING SIGNS AND PAVEMENT MARKINGS AT RAILROAD HIGHWAY GRADE CROSSINGS

WORKING NUMBER: PM-1

SHEET NUMBER: 6031

ISSUE DATE: MAY 01, 2017

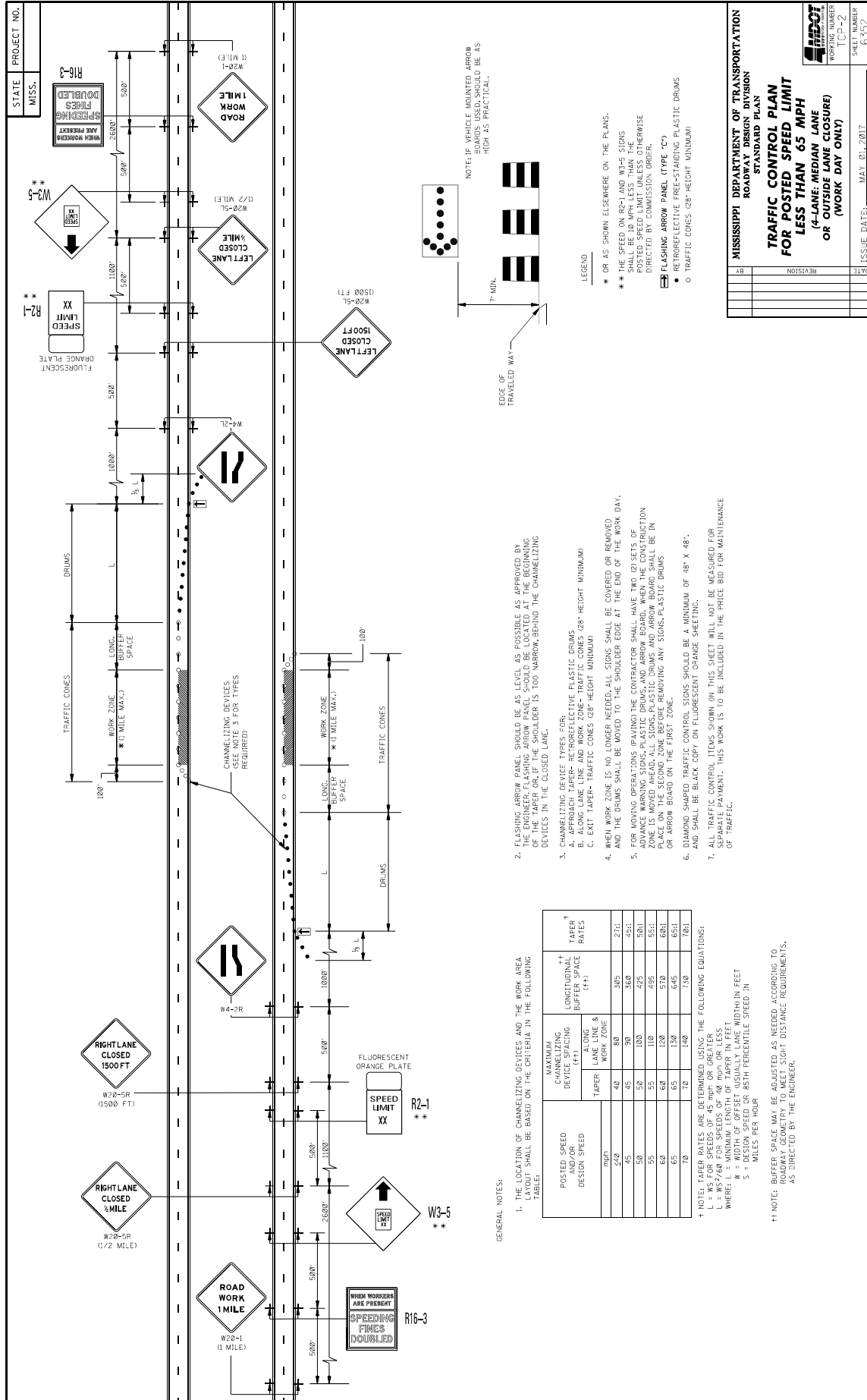


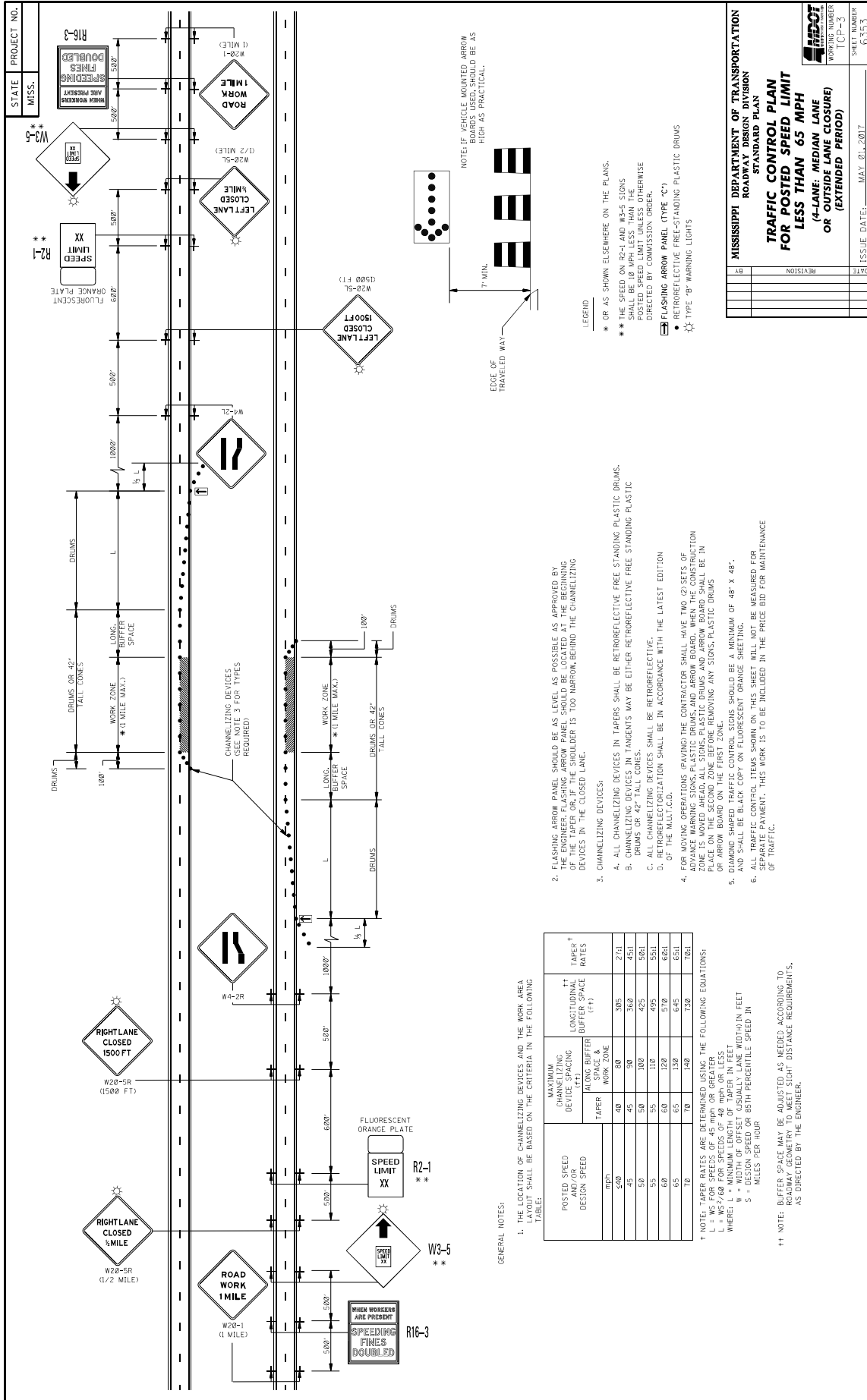


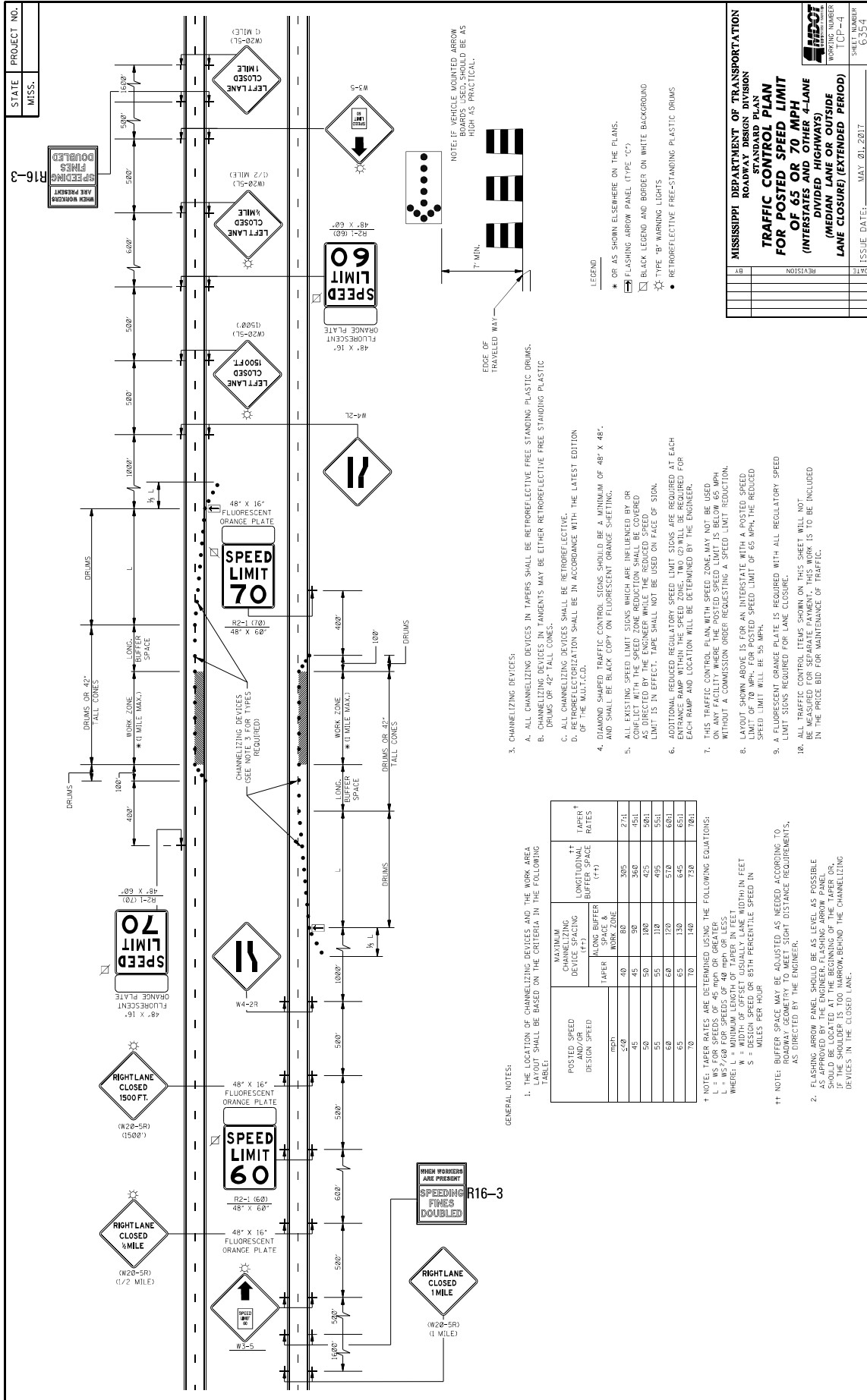
**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**  
 ROADWAY DESIGN DIVISION  
 STANDARD PLAN

**TRAFFIC CONTROL PLAN**  
 WITH FLAGGER  
 (ONE-LANE CLOSURE OF  
 TWO-WAY TRAFFIC)

WORKING NUMBER: [CP-1]  
 SHEET NUMBER: 6351  
 ISSUE DATE: MAY 01, 2017





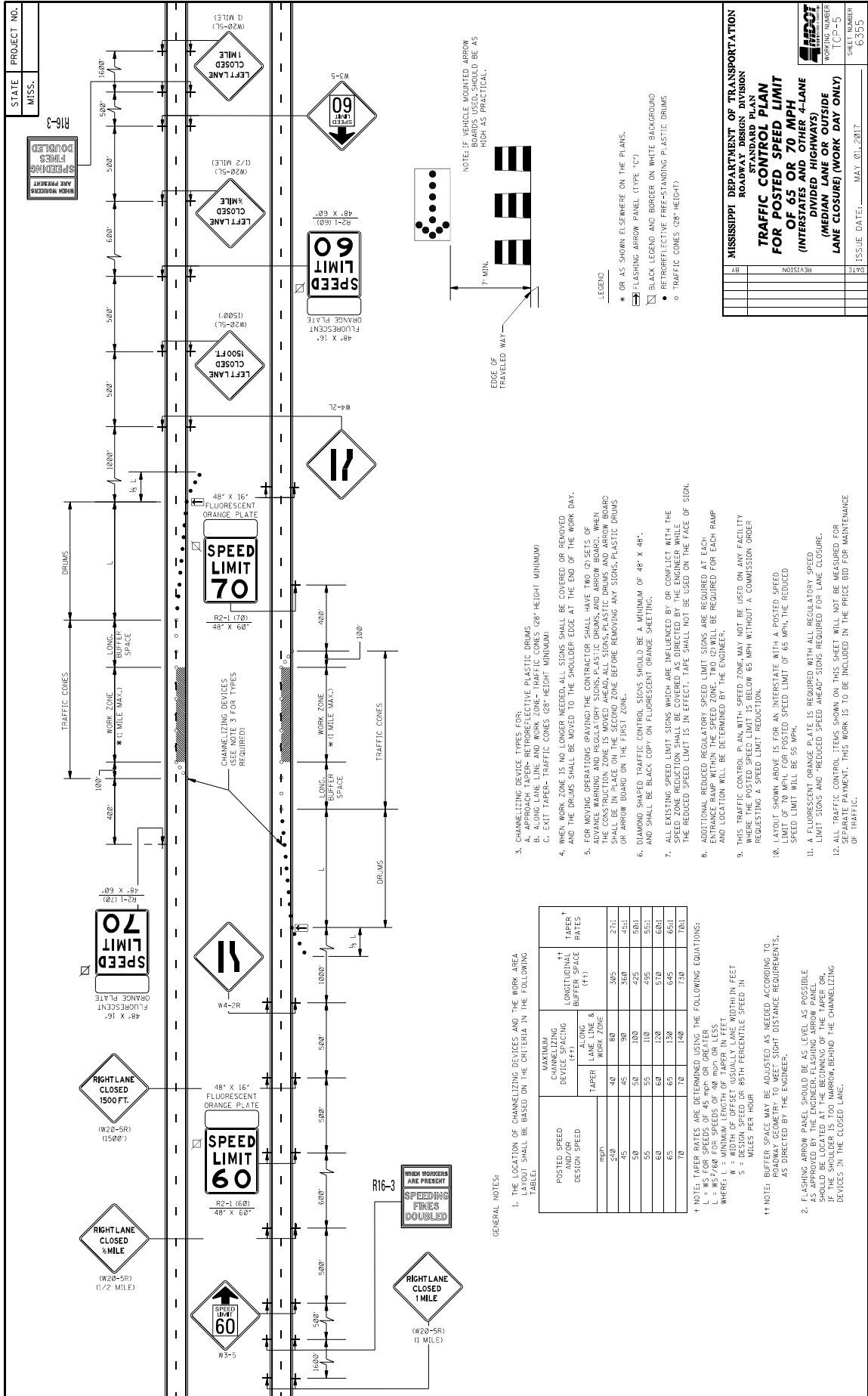


**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**  
ROADWAY DESIGN DIVISION  
**TRAFFIC CONTROL PLAN**  
**FOR POSTED SPEED LIMIT**  
**OF 65 OR 70 MPH**  
**(INTERSTATES AND OTHER 4-LANE**  
**DIVIDED HIGHWAYS)**  
**(MEDIAN LANE OR OUTSIDE**  
**LANE CLOSURE) (EXTENDED PERIOD)**

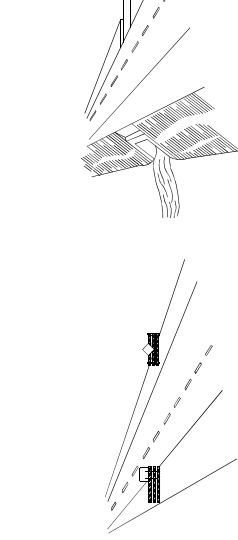
ISSUE DATE: MAY 01, 2017

DATE	REVISION

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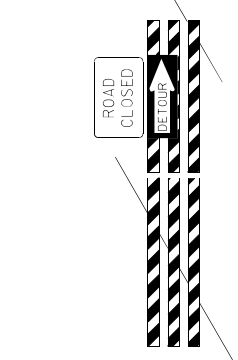


STATE PROJECT NO.  
MISS.



**WING BARRICADES**

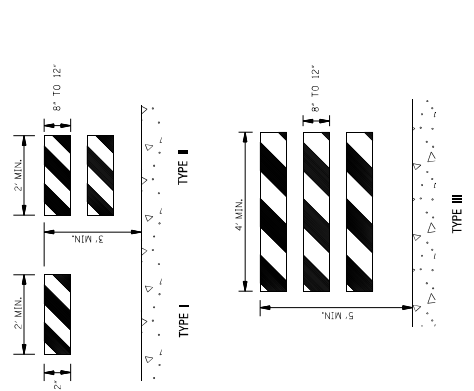
1. WING BARRICADES ARE TYPE III BARRICADES ERECTED ON THE SHOULDER OF A ROADWAY OR RESTRICTED ROADWAY. WING BARRICADES MAY BE USED AS A MOUNTING FOR THE ADVANCE WARNING SIGNS OR FLASHERS.
2. WING BARRICADES SHOULD BE USED:
  - A. IN ADVANCE OF A CONSTRUCTION PROJECT EVEN WHEN NO PART OF THE ROADWAY IS ACTUALLY CLOSED.
  - B. IN ADVANCE OF ALL BRIDGE OR CULVERT WIDENING OPERATIONS.



**BARRICADE CHARACTERISTICS**

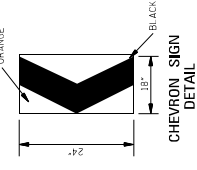
	I	II	III
WIDTH OF RAIL **	8" MIN. - 12" MAX.	8" MIN. - 12" MAX.	8" MIN. - 12" MAX.
LENGTH OF RAIL **	24" MIN.	24" MIN.	48" MIN.
WIDTH OF STRIPE *	6"	6"	6"
HEIGHT	36" MIN.	36" MIN.	60" MIN.
NUMBER OF RETROREFLECTORIZED RAIL FACES	2 (ONE EACH DIRECTION)	4 (TWO EACH DIRECTION)	3 IF FACING TRAFFIC IN ONE DIRECTION 6 IF FACING TRAFFIC IN TWO DIRECTIONS

- \* 1. FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED.
- \*\* 2. BARRICADES INTENDED FOR USE ON EXPRESSWAYS, FREEWAYS AND OTHER HIGH SPEED ROADWAYS, SHALL HAVE A MINIMUM OF 270 IN<sup>2</sup> OF REFLECTIVE AREA FACING TRAFFIC.



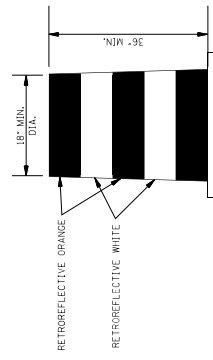
**STANDARD BARRICADES**

1. THE MARKING FOR BARRICADE RAILS SHALL BE ORANGE AND WHITE (SLOPING DOWNWARD AT AN ANGLE OF 45° IN THE DIRECTION TRAFFIC IS TO PASS).
2. RAIL STRIPE SHALL BE 6 INCHES, EXCEPT THAT 4-INCH WIDE STRIPES MAY BE USED IF RAIL LENGTHS ARE LESS THAN 36 INCHES.
3. DO NOT PLACE SANDBAGS OR OTHER DEVICES TO PROVIDE MASS ON THE BOTTOM RAIL THAT WILL BLOCK VIEW OR RAIL FACE.
4. FOR ADDITIONAL INFORMATION OR DETAILS, SEE MUTCD, LATEST EDITION.
5. BARRICADES ARE CLASSIFIED BY FHWA AS CATEGORY II WORK ZONE DEVICES WHICH REQUIRE SUCCESSFUL CRASH TESTING. A LIST OF CRASHWORTHY BARRICADES AND OTHER CATEGORY II DEVICES CAN BE FOUND ON FHWA'S WEBSITE: [http://safety.fhwa.dot.gov/roadway\\_dept/policy\\_guidance/road\\_hardware/cat2.cfm](http://safety.fhwa.dot.gov/roadway_dept/policy_guidance/road_hardware/cat2.cfm)



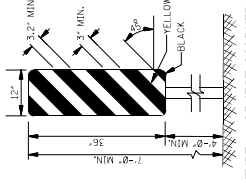
**CHEVRON SIGN DETAIL**

1. A CHEVRON SIGN CONSISTS OF A BLACK CHEVRON TYPE MARKING ON AN ORANGE BACKGROUND AND SHALL POINT IN THE DIRECTION OF TRAFFIC FLOW.
2. THE CHEVRON SIGN SHALL BE MOUNTED ON CRASHWORTHY SUPPORT.
3. CHEVRON SIGNS MAY BE USED TO SUPPLEMENT OTHER STANDARD DEVICES WHERE ONE OR MORE LANES ARE CLOSED FOR CONSTRUCTION OR MAINTENANCE. THEY SHOULD BE PLACED APPROXIMATELY 2'-0" BEHIND THE LANE TRANSITION STRIPE.



**PLASTIC DRUM STRIPING DETAIL**

1. PLASTIC DRUMS SHALL BE ON END AND USED AS AN EXPEDIENT METHOD FOR TRAFFIC CHANNELIZATION. THE COLOR AND MARKING OF DRUMS SHALL BE CONSISTENT WITH THE MARKING STRIPES OR STRIPING. THE DRUMS SHALL BE MOUNTED ON A SUPPORT WITH FOUR RETROREFLECTIVE, HORIZONTAL, CIRCUMFERENTIAL STRIPES (2 ORANGE & 2 WHITE) 6" WIDE.
2. DRUMS SHOULD NEVER BE PLACED IN THE ROADWAY WITHOUT WARNING SIGNS.
3. WHERE PRACTICAL PLASTIC DRUMS SHOULD BE PLACED NO CLOSER THAN 3'-0" FROM THE EDGE OF TRAVELED LANE.



**TYPE 3 OBJECT MARKER (OM-3R)**

1. TYPE 3 OBJECT MARKERS SHALL BE USED AT ALL EXPOSED BRIDGE ABUTMENTS AND AT OTHER LOCATIONS AS DEEMED NECESSARY BY THE ENGINEER.
2. THE OM-3R IS SIMILAR EXCEPT THE STRIPES SLOPE DOWNWARD FROM THE UPPER LEFT SIDE TO THE LOWER RIGHT SIDE AND SHALL BE PLACED ON THE LEFT SIDE OF THE OBJECT.
3. THE INSIDE EDGE OF THE MARKER SHALL BE IN LINE WITH THE INNER EDGE OF THE OBSTRUCTION.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

**HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS**

WORKING NUMBER: TSP-6  
SHEET NUMBER: 6350B

ISSUE DATE: MAY 01, 2017

STATE MISS.	PROJECT NO.	
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### MOBILE OPERATIONS ON MULTILANE ROAD

**MOBILE OPERATIONS ON MULTILANE ROAD**

### MOBILE OPERATIONS ON TWO-LANE ROAD

**MOBILE OPERATIONS ON TWO-LANE ROAD**

**NOTES FOR MULTILANE LANE OPERATION:**

- VEHICLES USED FOR THESE OPERATIONS SHOULD BE MADE HIGHLY VISIBLE WITH APPROPRIATE EQUIPMENT, SUCH AS FLASHING LIGHTS, ROTATING BEACONS, FLASERS, SIGNS, OR ARROW PANELS.
- SHADOW VEHICLE 2 SHOULD BE EQUIPPED WITH AN ARROW PANEL AND TRUCK MOUNTED ATTENUATOR (TMA), AN APPROPRIATE LANE CLOSURE SIGN SHOULD BE LEGIBLY MOUNTED ON SHADOW VEHICLE 2 SO AS NOT TO OBSCURE THE ARROW PANEL.
- SHADOW VEHICLE 1 SHOULD BE EQUIPPED WITH AN ARROW PANEL AND TRUCK-MOUNTED ATTENUATOR (TMA).
- SHADOW VEHICLE 2 SHOULD TRAVEL AT A VARYING DISTANCE FROM THE WORK OPERATION SO AS TO PROVIDE ADEQUATE SIGHT DISTANCE FOR TRAFFIC APPROACHING FROM THE REAR.
- WHEN ADEQUATE SHOULDER WIDTH IS NOT AVAILABLE, SHADOW VEHICLE 2 SHOULD BE ELIMINATED.
- ON HIGH-SPEED ROADWAYS, A THIRD SHADOW VEHICLE SHOULD BE USED (I.e., VEHICLE 3 ON THE SHOULDER OF PRACTICALLY, VEHICLE 2 IN THE CLOSED LANE, AND VEHICLE 1 IN THE CLOSED LANE).
- ARROW PANELS SHALL BE AS A MINIMUM TYPE B, 60" X 30" IN ACCORDANCE WITH THE CRITERIA PRESENTED IN THE MUTCD.
- WORK SHOULD NORMALLY BE DONE DURING OFF-PEAK HOURS.
- VEHICLE-MOUNTED SIGNS SHOULD BE MOUNTED WITH THE BOTTOM OF THE SIGN LOCATED AT A MINIMUM HEIGHT OF 48" ABOVE THE PAVEMENT AND SHALL NOT BE OBSCURED BY EQUIPMENT OR SUPPLIES. SIGN LEGENDS SHALL BE COVERED OR TURNED FROM VIEW WHEN WORK IS NOT IN PROGRESS.
- ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

**NOTES FOR TWO-LANE OPERATION:**

- WHERE PRACTICAL AND WHEN NEEDED, THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS. IF THIS CAN NOT BE DONE FREQUENTLY AS AN ALTERNATIVE, A "DO NOT PASS" SIGN MAY BE PLACED ON THE REAR OF THE VEHICLE BLOCKING THE LANE.
- THE DISTANCE BETWEEN THE WORK AND SHADOW VEHICLES MAY VARY ACCORDING TO TERRAIN, PAINT DRYING TIME, AND OTHER FACTORS. SHADOW VEHICLES ARE USED TO WARN TRAFFIC OF THE OPERATION AHEAD. WHENEVER ADEQUATE DISTANCE CANNOT BE MAINTAINED, THE SHADOW VEHICLE SHOULD BE USED TO MAINTAIN THE MINIMUM DISTANCE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. THE SHADOW VEHICLE SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
- ADDITIONAL SHADOW VEHICLES TO WARN AND REDUCE THE SPEED OF ONCOMING OR OPPOSING TRAFFIC MAY BE USED. POLICE PATROL CARS MAY BE USED FOR THIS PURPOSE.
- A TRUCK-MOUNTED ATTENUATOR (TMA) SHOULD BE USED ON THE SHADOW VEHICLE AND MAY BE USED ON THE WORK VEHICLE.
- THE WORK VEHICLE SHALL BE EQUIPPED WITH BEACONS, AND THE SHADOW VEHICLE SHALL BE EQUIPPED WITH BEACONS. HIGH-BEAM LIGHTS AND WORK LIGHTS MOUNTED ON THE REAR, ADJACENT TO THE SIGN, SHADOW AND WORK VEHICLES SHALL DISPLAY FLASHING OR ROTATING BEACONS BOTH FORWARD AND TO THE REAR.
- VEHICLE-MOUNTED SIGNS SHOULD BE MOUNTED WITH THE BOTTOM OF THE SIGN LOCATED AT A MINIMUM HEIGHT OF 48" ABOVE THE PAVEMENT AND SHALL NOT BE OBSCURED BY EQUIPMENT OR SUPPLIES. SIGN LEGENDS SHALL BE COVERED OR TURNED FROM VIEW WHEN WORK IS NOT IN PROGRESS.
- ARROW BOARD TO BE USED IN CAUTION MODE.
- ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

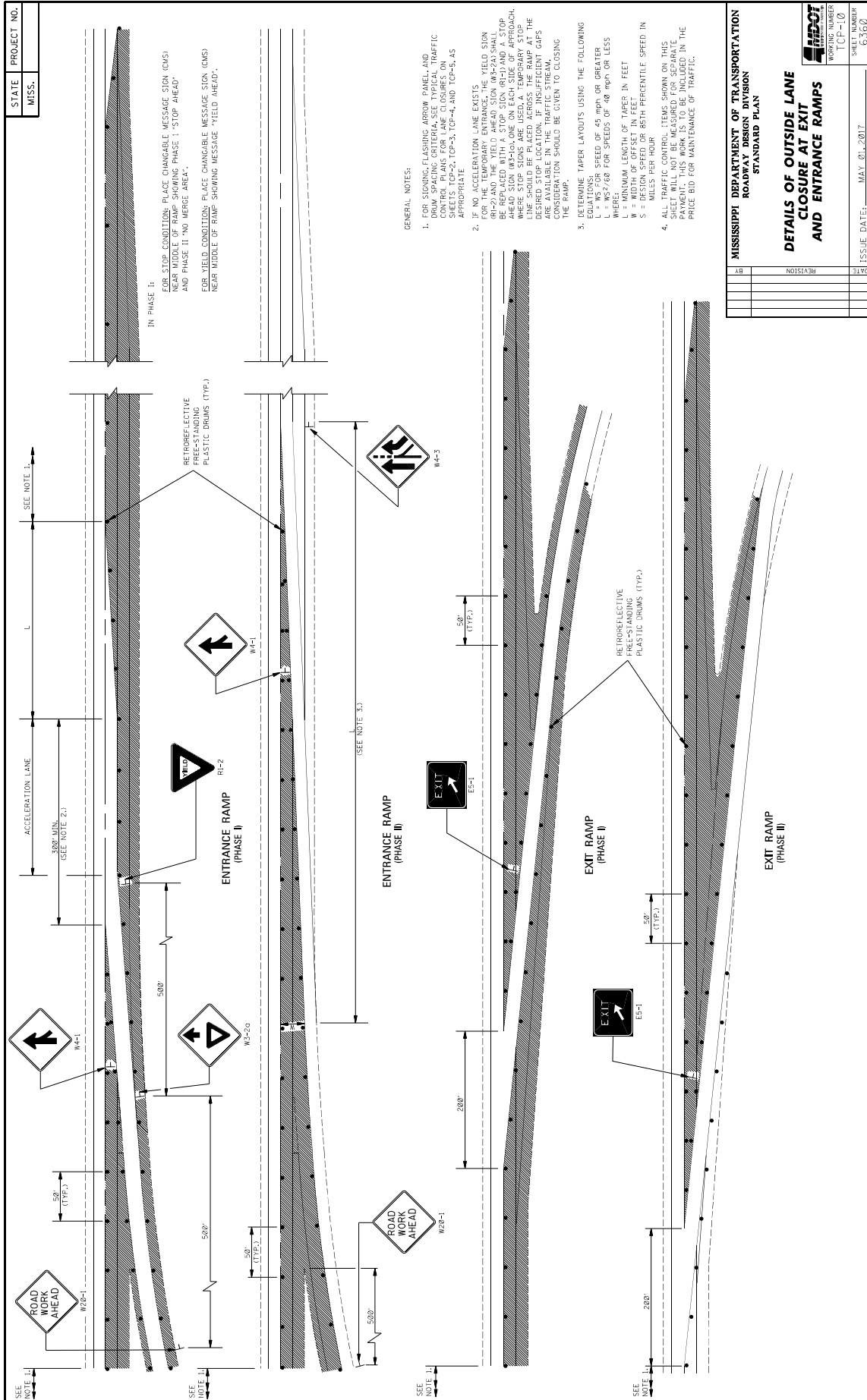
**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

**TRAFFIC CONTROL PLAN**  
**MOBILE OPERATIONS**  
**MULTILANE ROADS**  
**TWO-LANE ROADS**

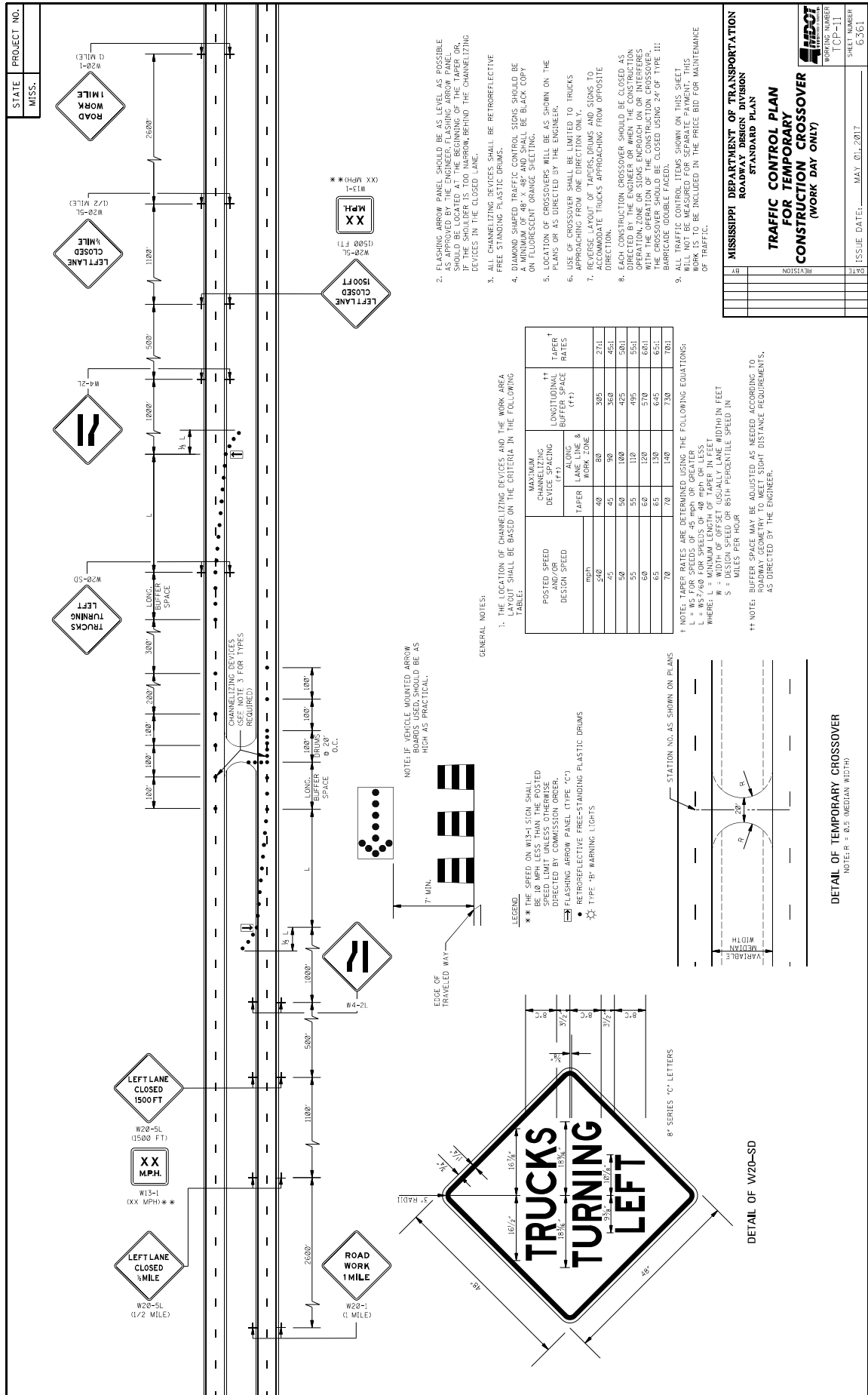
NO.	REVISION	DATE

ISSUE DATE: MAY 01, 2017

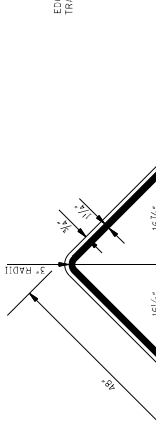
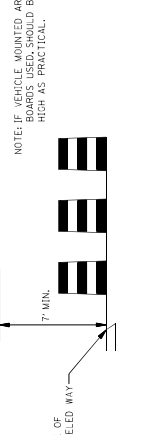
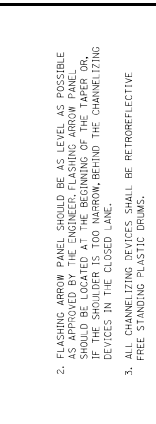
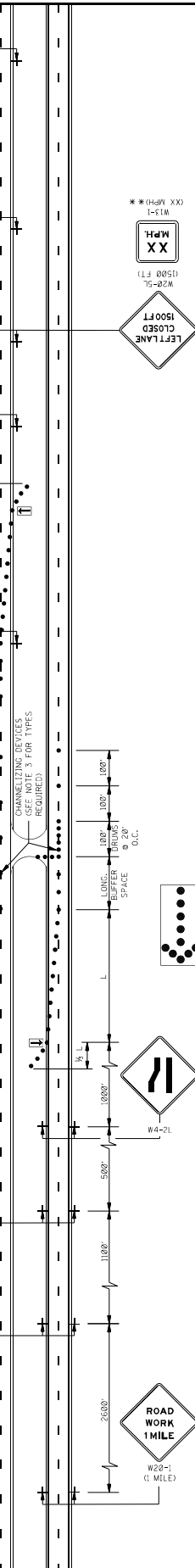
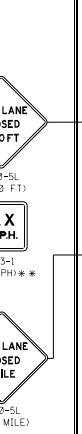
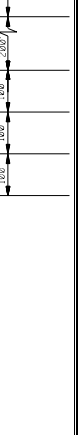
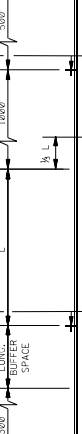
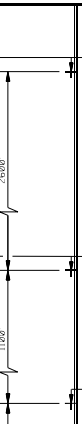
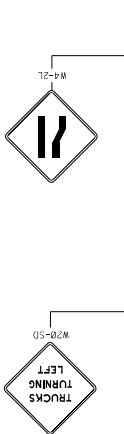
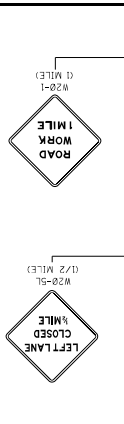
SHEET NUMBER TCP-9	PROJECT NUMBER G339
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STATE PROJECT NO.  
MISS.



GENERAL NOTES:

1. THE LOCATION OF CHANNELIZING DEVICES AND THE WORK AREA LIMIT SHALL BE BASED ON THE CRITERIA IN THE FOLLOWING TABLE:

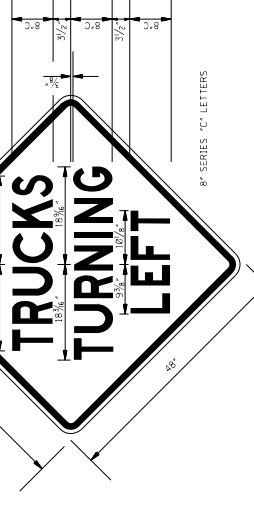
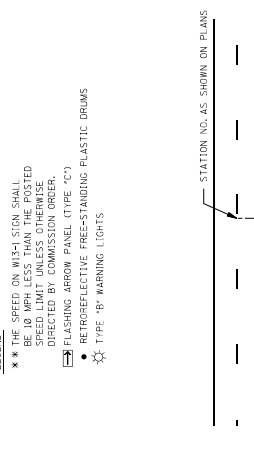
POSTED SPEED AND/OR DESIGN SPEED (MPH)	MAXIMUM CHANNELIZING DEVICE SPACING (FT) ALONG TAPER	LONGITUDINAL BUFFER SPACE (FT)	TAPER RATES
40	80	305	27:1
45	90	360	45:1
50	100	425	50:1
55	110	495	55:1
60	120	570	60:1
65	130	645	65:1
70	140	730	70:1

† NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:  
 L = WS<sup>2</sup>/40 FOR SPEEDS OF 40 MPH OR LESS  
 L = WS<sup>2</sup>/48 FOR SPEEDS OF 40 MPH OR LESS  
 WHERE: L = MINIMUM LENGTH OF TAPER IN FEET  
 W = WIDTH OF OFFSET (USUALLY LANE WIDTH) IN FEET  
 S = 85TH PERCENTILE SPEED IN MILES PER HOUR

†† NOTE: BUFFER SPACE MAY BE ADJUSTED AS NEEDED ACCORDING TO ROADWAY GEOMETRY TO MEET SIGHT DISTANCE REQUIREMENTS, AS DIRECTED BY THE ENGINEER.

LEGEND

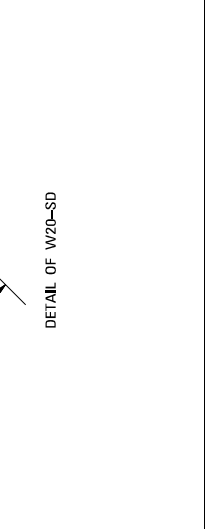
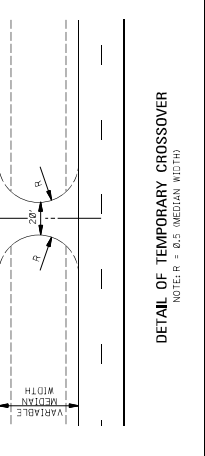
- XX \* THE SPEED ON W13-1 SIGN SHALL BE 10 MPH LESS THAN THE POSTED SPEED AND/OR DESIGN SPEED AS DIRECTED BY COMMISSION ORDER.
- FLASHING ARROW PANEL (TYPE "C")
- RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS
- TYPE "B" WARNING LIGHTS

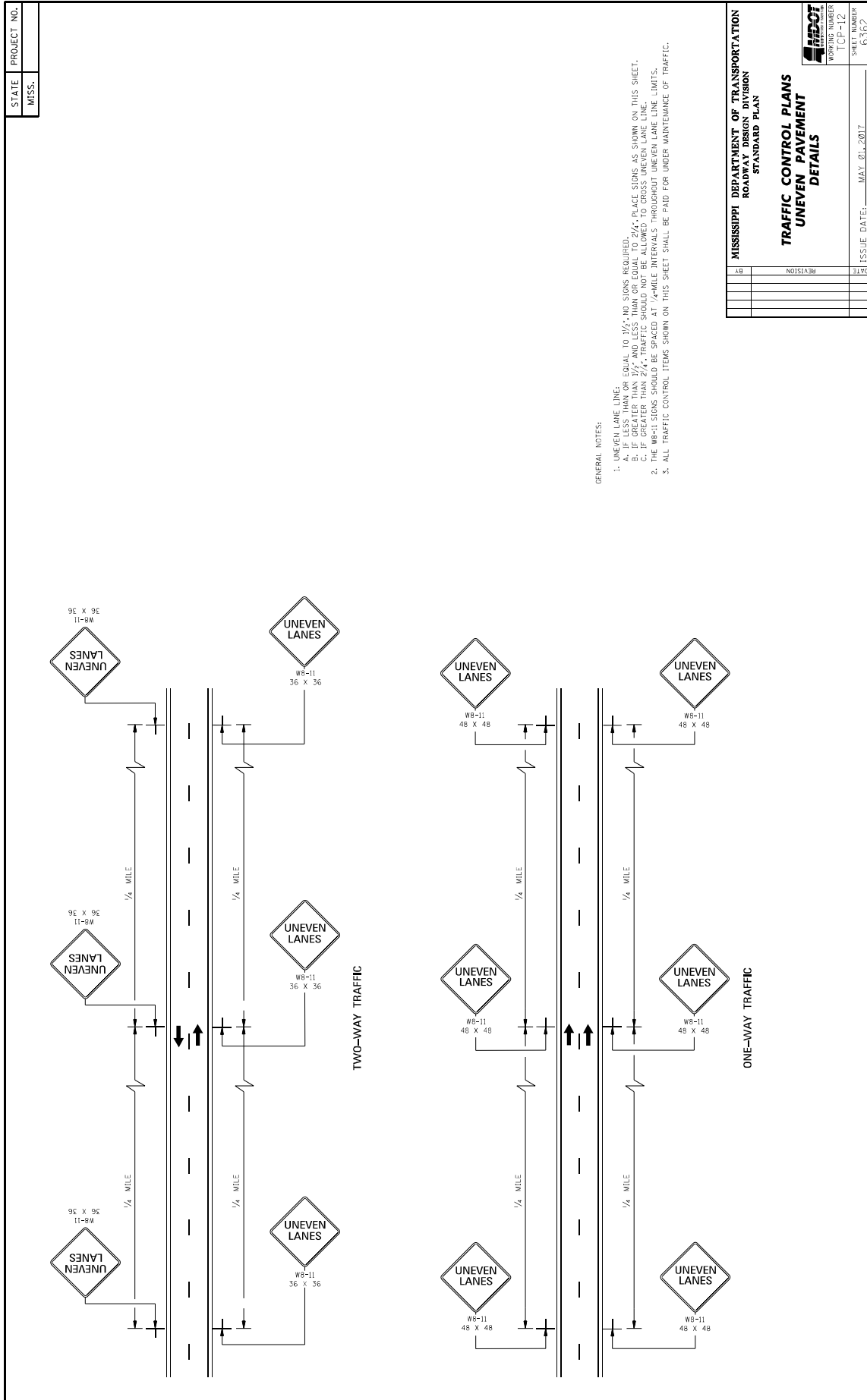


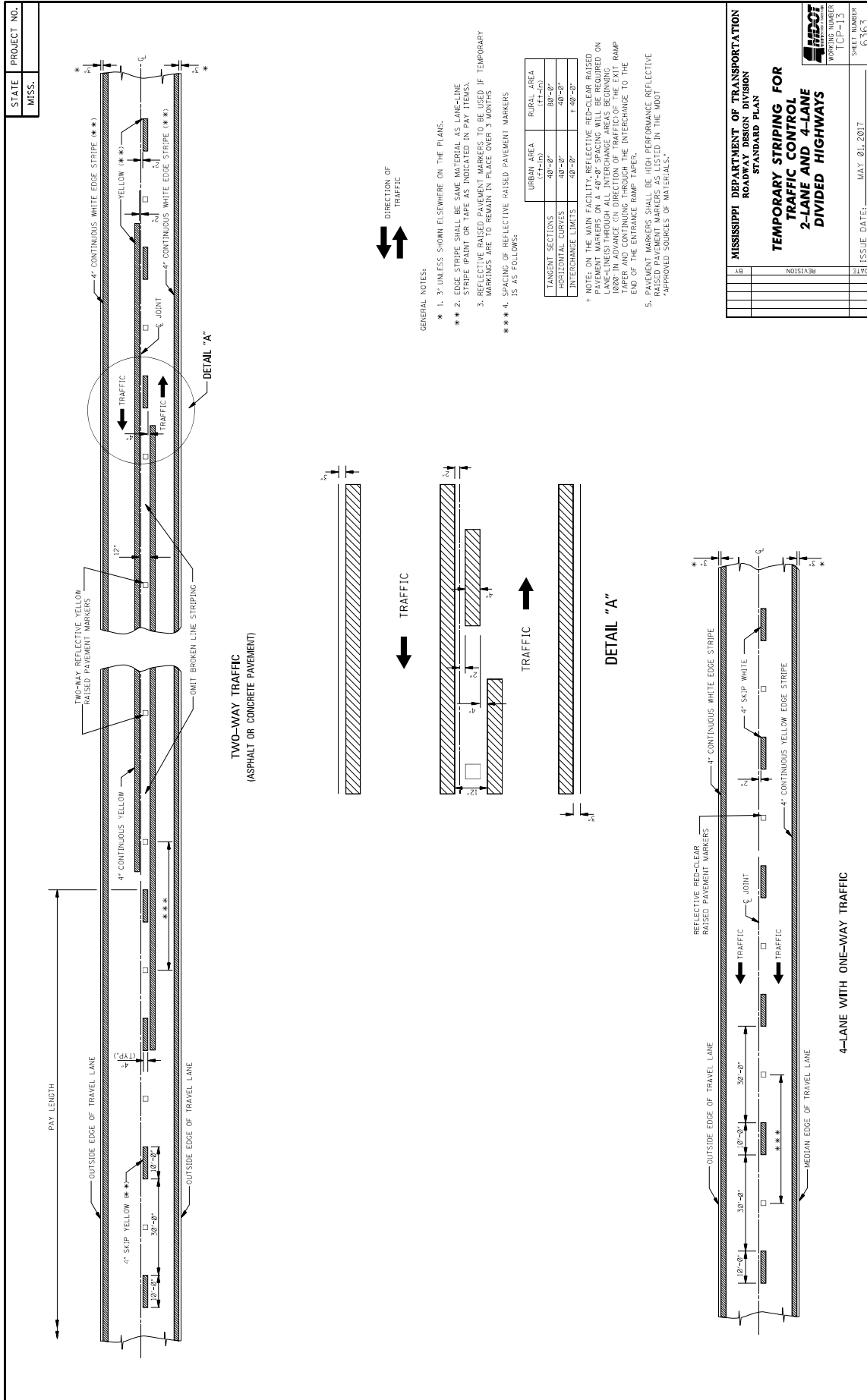
MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
 ROADWAY DESIGN DIVISION  
 STANDARD PLAN  
**TRAFFIC CONTROL PLAN  
 FOR TEMPORARY  
 CONSTRUCTION CROSSOVER  
 (WORK DAY ONLY)**

NO.	REVISION	DATE

WORKING NUMBER: TCP-11  
 SHEET NUMBER: 6561  
 ISSUE DATE: MAY 01, 2017







STATE MISS.	PROJECT NO.	
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**TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 4-LANE SECTION**

**TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 5-LANE SECTION**

**TYPICAL STRIPING AND RAISED PAVEMENT MARKERS AT LEFT TURN LANES**

\*NOTE: USE DETAIL STRIPING IF LENGTH IS 60' AT THIS LOCATION, OTHERWISE USE CONTINUOUS STRIPING.

**TYPICAL TWO-WAY ARROW INSTALLATION**

NOTES: 1. CONSIDER EACH SEGMENT OF CONTINUOUS TWO-WAY LEFT TURN LANE SEPARATELY.  
2. IF SEGMENT IS LESS THAN 350', PLACE ONE SET OF ARROWS IN CENTER OF SEGMENT.  
3. IF SEGMENT IS GREATER THAN 350', PLACE FIRST SET OF ARROWS 50' TO 100' FROM BEGINNING AND/OR END OF SEGMENT AND SPACE ADDITIONAL SETS OF ARROWS @50' O.C.

**DETAIL A  
LATERAL PLACEMENT OF PAVEMENT MARKERS**

**DETAIL B  
LATERAL PLACEMENT OF PAVEMENT MARKERS**

GENERAL NOTE:

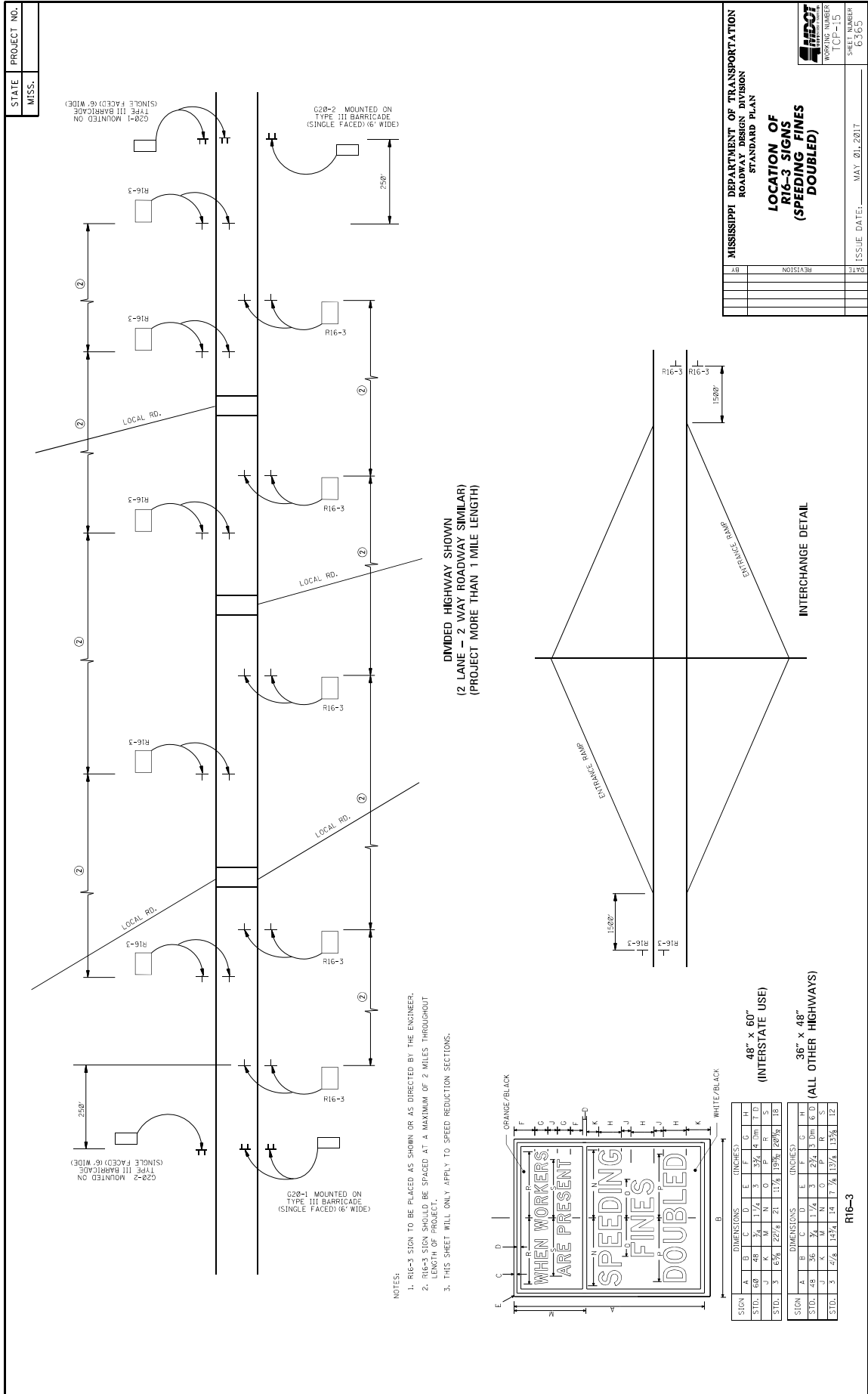
1. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE RAISED PAVEMENT MARKERS AS LISTED IN THE MDT "APPROVED SOURCES OF MATERIALS".
2. REFLECTIVE RAISED PAVEMENT MARKERS TO BE USED IF "TEMPORARY MARKINGS ARE TO REMAIN IN PLACE OVER 3 MONTHS".
3. TEMPORARY TURN ARROW TO BE PAID FOR AS TEMPORARY TRAFFIC STRIPE (LEGEND) ESTIMATED AT 10.9 SQ. FT. PER ARROW.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN**

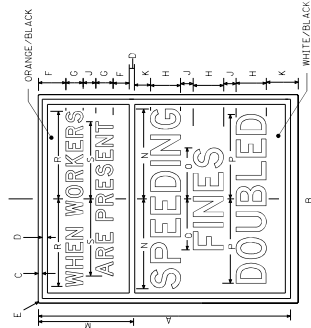
**TEMPORARY STRIPING FOR TRAFFIC CONTROL 4-LANE AND 5-LANE UNDIVIDED ROADWAYS**

DATE	REVISION

ISSUE DATE: MAY 01, 2017  
SHEET NUMBER: 6264  
WORKING NUMBER: TCR-14



- NOTES:
1. R16-3 SIGN TO BE PLACED AS SHOWN OR AS DIRECTED BY THE ENGINEER.
  2. R16-3 SIGN SHOULD BE SPACED AT A MAXIMUM OF 2 MILES THROUGHOUT LENGTH OF PROJECT.
  3. THIS SHEET WILL ONLY APPLY TO SPEED REDUCTION SECTIONS.



SIGN		DIMENSIONS (INCHES)											
A	B	C	D	E	F	G	H	I	J	K	L	M	N
STD.	6-0	48	36	1-1/4	5-1/4	4	1-1/4	1-1/4	1-1/4	1-1/4	1-1/4	1-1/4	1-1/4
STD.	3	1-5/8	1-1/4	2-1/4	1-1/4	1-1/4	1-1/4	1-1/4	1-1/4	1-1/4	1-1/4	1-1/4	1-1/4

SIGN		DIMENSIONS (INCHES)											
A	B	C	D	E	F	G	H	I	J	K	L	M	N
STD.	3	47/8	1-1/4	1-1/4	1-1/4	1-1/4	1-1/4	1-1/4	1-1/4	1-1/4	1-1/4	1-1/4	1-1/4

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

**LOCATION OF R16-3 SIGNS (SPEEDING FINES DOUBLED)**

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN  
WORKING NUMBER  
ICP-15  
SHEET NUMBER  
6-363

ISSUE DATE: MAY 20, 2017

STATE MISS.	PROJECT NO.	
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**TYPICAL SHOULDER CLOSURE**

(1) TO BE USED WITH EIGHT (8) FOOT OR GREATER WIDTH IMPROVED SHOULDER.  
(2) TO BE USED WHEN CONSTRUCTION VEHICLES (EQUIPMENT) ENCRUSHES ON OR WITHIN TWO (2) FEET OF THE SHOULDER BREAK.

**TYPICAL SHOULDER WORK #1**  
(SEE NOTE A-I THIS SHEET)

**TYPICAL SHOULDER WORK #2**

NOTE:  
WORK OUTSIDE TWO (2) FOOT AND WITHIN TEN (10) FEET OF THE SHOULDER BREAK MAY BE PROTECTED BY PLACING DRUMS ALONG THE SHOULDER EDGE 300 FEET PRIOR TO AND 50 FEET BEYOND THE WORK AREA, OR SEE NOTE A-3 THIS SHEET.

**DETAIL OF DRUM PLACEMENT AT PAVEMENT EDGE DROP-OFF**

GRANULAR MATERIAL REQUIRED (SAME CLASSIFICATION AS SHOULDER MATERIAL, SEE TYPICAL SECTIONS)

**NOTES:**

- \* A. PAVEMENT EDGE DROP-OFF
  1. IF LESS THAN TWO AND ONE QUARTER (2.25) INCHES-NO PROTECTION REQUIRED. PLACE A SHOULDER SIGN (W21-5) 500 FEET IN ADVANCE OF WORK ZONE SHOULDER AND A LOW SHOULDER SIGN (W8-9) AT THE BEGINNING AND THROUGHOUT THE WORK ZONE B (1538'+O.C.).
  2. TWO AND ONE QUARTER TO THREE INCHES-PLACE DRUMS, VERTICAL PANELS OR BARRICADES EVERY 120 FEET ON TANGENT SECTIONS FOR SPEEDS OF 50 MILES PER HOUR OR GREATER. CONES MAY BE USED IN PLACE OF DRUMS, PANELS, AND BARRICADES DURING DAYLIGHT HOURS. FOR TANGENT SECTIONS WITH SPEEDS LESS THAN 50 MILES PER HOUR AND FOR CURVES, DEVICES SHOULD BE PLACED EVERY 50 FEET. SPACING FOR TAPERS SHOULD BE IN ACCORDANCE WITH THE MULTIPLIER  $L/3L$ , WHERE L IS THE TAPER LENGTH IN FEET.
  3. GREATER THAN THREE (3) INCHES-POSITIVE SEPARATION OR WEDGE WITH 4:1 OR FLATTER SLOPE NEEDED. IF THERE IS EIGHT (8) FEET OR MORE DISTANCE BETWEEN THE EDGE OF TRAVEL LANE AND DROP-OFF, THEN DRUMS, PANELS OR BARRICADES MAY BE USED.
  4. FOR TEMPORARY CONDITIONS, DROP-OFFS GREATER THAN THREE (3) INCHES MAY BE PROTECTED WITH DRUMS, VERTICAL PANELS OR BARRICADES FOR SHORT DISTANCES DURING DAYLIGHT HOURS WHILE WORK IS BEING DONE IN THE DROP-OFF AREA.
  5. LESSER TREATMENTS THAN THOSE DESCRIBED ABOVE MAY BE CONSIDERED FOR LOW-VOLUME LOCAL STREETS.
- B. DRUM SPACING
  1. TANGENTS =  $2 \times S$
  2. WHERE  $S =$  SPEED IN MPH (POSTED OR 85 PERCENTILE)
  3. WHERE  $L =$  TAPER LENGTH IN FEET
  4. WHERE  $W =$  WIDTH OF OFFSET IN FEET
- C. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER MAINTENANCE OF TRAFFIC.
 

TABLE V-1. GUIDELINES FOR LENGTH OF LONGITUDINAL BUFFER SPACE	
X = SPEED (MPH)	LENGTH (FEET)
25	35
30	45
35	55
40	65
45	75
50	85
55	95
60	105
65	115

\* \* \* POSTED SPEED, OFF-PEAK 85 PERCENTILE SPEED PRIOR TO WORK STARTING, OR THE ANTICIPATED OPERATING SPEED IN MPH.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

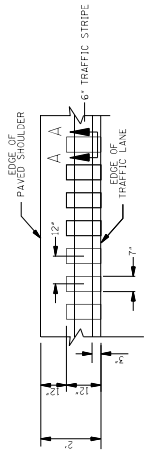
**TRAFFIC CONTROL DETAILS**  
**DRUM PLACEMENT**  
**SHOULDER CLOSURE**

REVISION	DATE

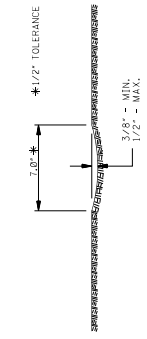
ISSUE DATE: MAY 01, 2017  
SHEET NUMBER: T-CP-16  
PROJECT NUMBER: G5366

STATE	PROJECT NO.
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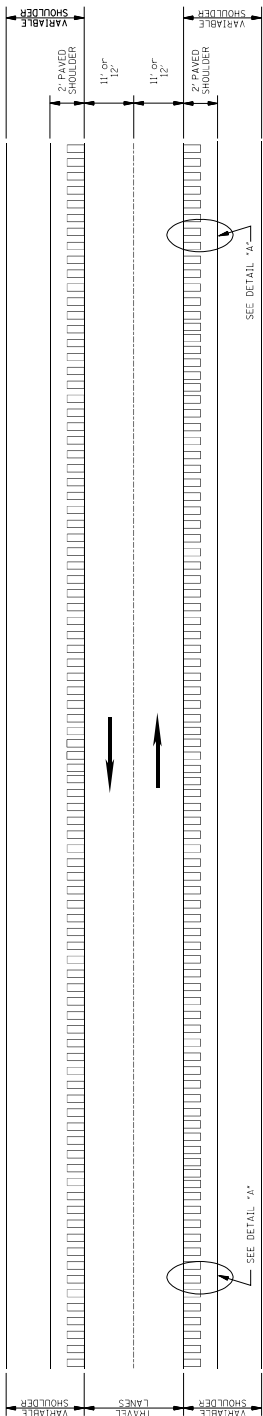
- GENERAL NOTES
- GROUND-IN RUMBLE STRIPES SHALL BE APPLIED ON LEFT AND RIGHT SHOULDERS OF ALL PAVED SHOULDERS ON THIS PROJECT.
  - GROUND-IN RUMBLE STRIPES SHALL BE APPLIED TO ALL PAVED SHOULDERS ON ROADWAYS OR OTHER INTERUPTIONS IN NORMAL SHOULDER WIDTH AS DIRECTED BY THE ENGINEER.
  - COST TO BE PAID FOR USING APPROPRIATE PAY ITEMS.
  - GROUND-IN RUMBLE STRIPES SHALL BE APPLIED TO:
    - MAINLINE
    - INTERSECTING ROADWAY IF OVERLAD OR RECONSTRUCTED BEYOND NORMAL MAINLINE R.O.W.
    - ANY ROADWAY WITH EXISTING RUMBLE STRIPES PRIOR TO CONSTRUCTION.
  - DO NOT USE WHERE TRAVEL LANE IS LESS THAN 11' WIDE.



DETAIL "A"



SECTION "A-A"

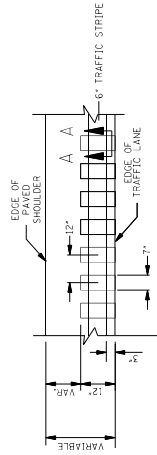
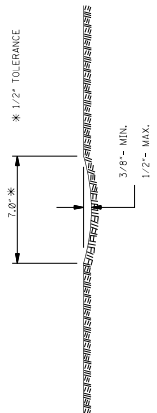


PLAN  
NOT TO SCALE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
<b>RUMBLE STRIPES 2-LANE HIGHWAYS (ASPHALT LANES, 2-FT ASPHALT SHOULDERS)</b>	
WORKING NUMBER RS-1	SHEET NUMBER 606-1
DATE	ISSUE DATE: MAY 21, 2017
BY	REVISION

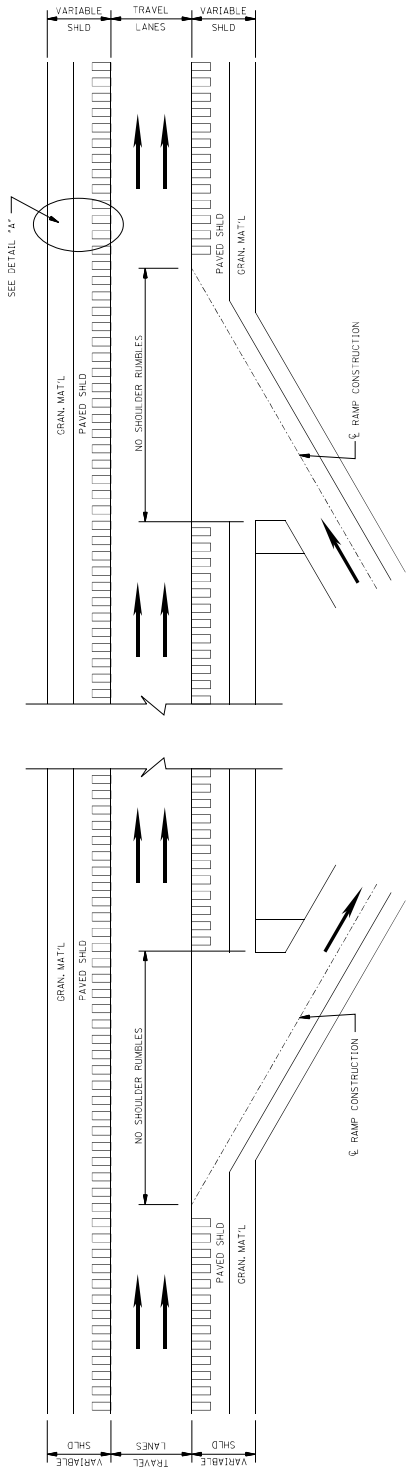
STATE	PROJECT NO.
MISS.	

- GENERAL NOTES
- GROUND-IN RUMBLE STRIPES SHALL BE APPLIED ON LEFT AND RIGHT SHOULDERS OF ALL PAVED SHOULDERS ON THIS PROJECT.
  - GROUND-IN RUMBLE STRIPES SHALL BE APPLIED TO ALL PAVED SHOULDERS ON ROADWAYS OR OTHER INTERUPTIONS IN NORMAL SHOULDER WIDTH AS DIRECTED BY THE ENGINEER.
  - COST TO BE PAID FOR USING APPROPRIATE PAY ITEMS.
  - GROUND-IN RUMBLE STRIPES SHALL BE APPLIED TO:
    - MAINLINE
    - INTERSECTING ROADWAY IF OVERLAD OR RECONSTRUCTED BEYOND NORMAL MAINLINE R.O.W.
    - ANY ROADWAY WITH EXISTING RUMBLE STRIPES PRIOR TO CONSTRUCTION.



SECTION "A-A"

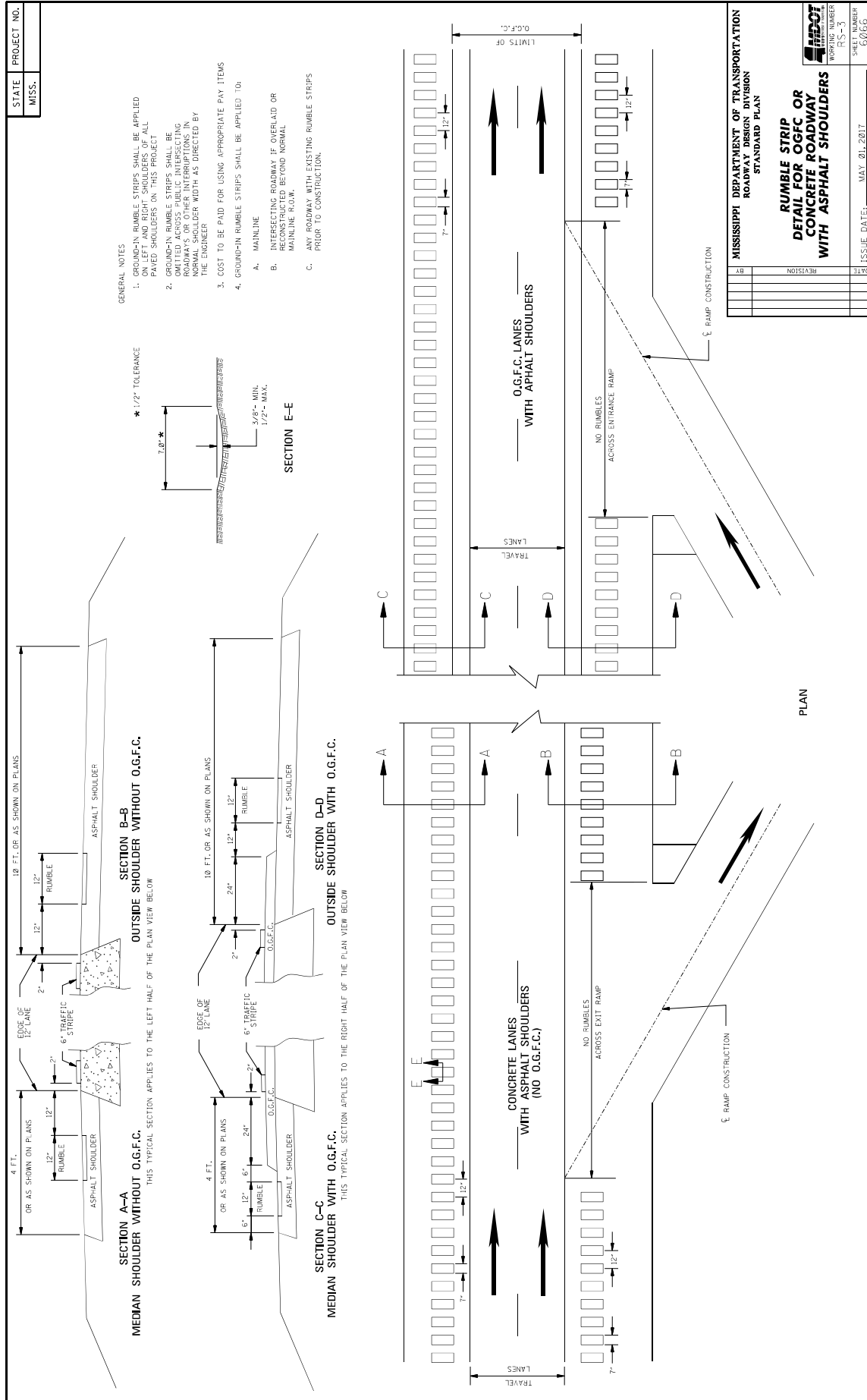
DETAIL "A"



PLAN  
NOT TO SCALE  
DETAILS OF  
RUMBLE STRIPES

MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
RUMBLE STRIPES 4-LANE HIGHWAYS (ASPHALT LANES, 2-FT OR WIDER, ASPHALT SHOULDERS)	
DATE	REVISION
BY	
SHEET NUMBER R-3-2	
ISSUE DATE: MAY 21, 2017	





**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 445**

**CODE: (SP)**

**DATE: 10/10/2017**

**SUBJECT: Mississippi Agent or Qualified Nonresident Agent**

Bidders are hereby advised of the requirements of Subsections 102.08, 103.05.2, and 107.14.2.1 of the *2017 Standard Specifications for Road and Bridge Construction* as it refers to bonding agents. Proposal guaranties, bonds, and liability insurance policies must be signed by a **Mississippi Agent or Qualified Nonresident Agent.**

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 516

CODE: (IS)

DATE: 11/28/2017

SUBJECT: Errata and Modifications to the 2017 Standard Specifications

<u>Page</u>	<u>Subsection</u>	<u>Change</u>
16	102.06	In the seventh full paragraph, change “Engineer” to “Director.”
33	105.05.1	In the sixth sentence, change “Contract Administration Engineer” to “Contract Administration Director.”
34	105.05.2.1	In subparagraph 2, change “SWPPP, ECP” to “SWPPP and the ECP”
35	105.05.2.2	In subparagraphs 2, add “ and” to the end of the sentence. In subparagraph 3, remove “, and” and add “.”.
90	109.04.2	In the last paragraph of subparagraph (a), place a period “.” at the end of the sentence.
93	109.04.2	In the last paragraph of subparagraph (g), place a period “.” at the end of the sentence. Also, in the first paragraph of subparagraph (h), place a period “.” at the end of the sentence.
97	109.07	Under ADJUSTMENT CODE, subparagraph (A1), change “HMA mixture” to “Asphalt mixtures.”
98	109.11	In the third sentence, change “Engineer” to “Director.”
219	308.04	In the last sentence of the last paragraph, change “Contractor’s decision” to “Engineer’s decision.”
300	405.02.5.9	In the first sentence of the second paragraph, change “Hot Mix Asphalt” to “Asphalt Mixtures.”
502	630.01.1	In the first paragraph, change “AASHTO” to “AASHTO’s LRFD”.
636	646.05	Change “each” to “per each” for the pay item units of payment.
640	656.02.6.2	In item 7), change “down stream” to “downstream”.
688	630.03.2	Change the subsection number from “630.03.2” to “680.03.2.”

725      702.08.3      In the second sentence of the first paragraph, change “hot-mix” to “asphalt.”

954      804.02.13.1.6      In the definition for “M” in the % Reduction formulas, change “paragraph 7.3” to “paragraph 5.3.”

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 977

CODE: (IS)

DATE: 07/25/2018

SUBJECT: DUNS Requirement for Federal Funded Projects

Bidders are advised that the Prime Contractor must maintain a current registration in the System for Award Management ( <http://www.sam.gov> ) at all times during this project. A Dun and Bradstreet Data Universal Numbering System (DUNS) Number ( <http://www.dnb.com> ) is one of the requirements for registration in the System for Award Management.

Bidders are also advised that prior to the award of this contract, they MUST be registered, active, and have no active exclusions in the System for Award Management.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 1225**

**CODE: (SP)**

**DATE: 11/13/2018**

**SUBJECT: Early Notice to Proceed**

Bidders are advised that if an early notice to proceed is allowed by the Department and the Contractor experiences problems or delays between the early notice to proceed date and the original notice to proceed date, this shall not be justification for any monetary compensation or an extension of contract time.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 1226**

**CODE: (IS)**

**DATE: 11/16/2018**

**SUBJECT: Material Storage Under Bridges**

Bidders are advised that Subsection 106.08 of the Standard Specifications allows the Contractor to store materials and equipment on portions of the right-of-way. However, the Contractor will not be allowed to store or stockpile materials under bridges without written permission from the Project Engineer. The Contractor shall submit a detailed request of all proposed materials to be stored under bridges to the Engineer a minimum of 14 calendar days prior to anticipated storage. This detail shall include, but not limited to, bridge location, material type, material quantity, and duration of storage. The Project Engineer and any other needed Division will review this information and determine whether to grant approval. The Contractor shall not store any material under any bridge without written approval from the Project Engineer.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 1241**

**CODE: (IS)**

**DATE: 11/27/2018**

**SUBJECT: Fuel and Material Adjustments**

Bidder's attention is brought to the last paragraph of Subsection 109.07 of the Standard Specifications which states that no fuel or material adjustment will be made after the completion of contract time. Any fuels consumed or materials incorporated into the work during the monthly estimate period falling wholly after the expiration of contract time will not be subject a fuel or material adjustment.



## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 - NOTICE TO BIDDERS NO. 2206**

**CODE: (IS)**

**DATE: 01/14/2020**

**SUBJECT: MASH Compliant Devices**

Bidders are hereby advised that compliance associated with the requirements of meeting either the National Cooperative Highway Research Program (NCHRP) Report 350 or the Manual for Assessing Safety Hardware (MASH) for installations of certain traffic control devices and permanent safety hardware devices (guardrails, guardrail terminals, permanent portable barriers, cast-in-place barriers, all other permanent longitudinal barriers, crash cushions, cable barriers, cable barrier terminals, bridge rails, bridge rail transitions, all other terminals, sign supports, and all other breakaway hardware) as listed throughout the Standard Specifications and/or the Standard Drawings, or both, is now replaced with the requirements of meeting the 2016 version of MASH after December 31, 2019. This change applies to new permanent installations and to full replacements of existing installations.

At the preconstruction conference or prior to starting any work on the project, the Contractor shall submit a letter stating that the traffic control devices and permanent safety hardware devices as outlined within the paragraph above that are to be used on the project are certified to meet MASH 2016.

When a MASH 2016-compliant device does not exist for the new permanent installations and/or full replacement installations of permanent safety hardware devices, as listed above, a MASH 2009-compliant or a NCHRP 350-compliant device may be proposed by the Contractor for the project. A written request for such instances must be submitted by the Contractor either at the preconstruction conference or prior to starting any work on the project. The Contractor shall submit the following items to the Project Engineer: (1) a detailed list of the proposed devices and locations thereof; and (2) certification letters indicating that the proposed devices are compliant with either MASH 2009 or NCHRP 350.

When a MASH 2016-compliant device does not exist for the temporary work zone traffic control devices (Category 1, Category 2, and Category 3 devices), a MASH 2009-compliant or a NCHRP 350-compliant device may be proposed by the Contractor for the project. Temporary work zone traffic control devices (Category 1, Category 2, and Category 3 devices) that are MASH 2009-compliant or NCHRP 350-compliant that have been in use prior to December 31, 2019, and that have a remaining service life may be proposed for use throughout their normal service life on the project by the Contractor. For either of these scenarios for temporary work zone traffic control devices, a written request must be submitted by the Contractor either at the preconstruction conference or prior to starting any work on the project. The Contractor shall submit the following items to the Project Engineer: (1) a detailed list of the proposed devices and locations thereof; and (2) certification letters indicating that the proposed devices are compliant with either MASH 2009 or NCHRP 350.

Work will only be allowed to proceed after the Department has granted written concurrence(s) with the proposed request(s) as listed above.

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2207

CODE: (IS)

DATE: 01/08/2020

SUBJECT: Reflective Sheeting for Signs

Bidders are hereby advised that the retroreflective sign sheeting used for signs on this project shall be as listed below and shall meet the requirements of Subsection 721.06.

### Temporary Construction Signs

Temporary traffic control (orange) sign sheeting shall be a minimum Type IX Fluorescent Orange sheeting as shown in Special Provision 907-721.

### Permanent Signs

Permanent signs, except signs on traffic signal poles/mast arms, shall be as follows:

- Brown background sheeting on guide signs shall be a minimum Type VIII sheeting,
- Green and blue background sheeting on guide signs shall be a minimum Type IX sheeting, and
- All white, yellow, fluorescent yellow, and fluorescent yellow/green sheeting shall be Type XI sheeting.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 2273**

**CODE: (SP)**

**DATE: 02/12/2020**

**SUBJECT: Mississippi Special Fuel Tax Law**

Bidder's attention is brought to the second paragraph of Subsection 107.02 of the Standard Specifications which states that all Contractors and Subcontractors must comply with all requirements contained in the Mississippi Special Fuel Tax Law, Section 27-55-501, *et seq.* Attached are two Fact Sheets provided by the Mississippi Department of Revenue (MDOR) with additional information.

## Gasoline and Dyed Diesel Used for Non-Highway Purposes

*Mississippi provides a reduced rate for gasoline and dyed diesel used for non-highway purposes. The reduced rates are 6.44 cents per gallon and 5.75 cents per gallon of gasoline or dyed diesel. These fuels are generally taxed at 18 cents per gallon if for on road use.*

### Gasoline Used for Non-Highway Purposes

You may be entitled to a refund of 11.56 cents per gallon (making this an equivalent to a tax rate of 6.44 cents per gallon) if you desire to purchase gasoline to be used off road. The gasoline must be used for agricultural, maritime, industrial, manufacturing, domestic or non-highway purposes only.

Examples of non-highway include gasoline used in boats, golf carts, machinery used for manufacturing or farm equipment used exclusively in plowing, planting or harvesting farm products.

### Refund Gasoline User

The refund is based on the amount of gallons used. Before a refund is issued, you are required to...

1. Obtain a refund gasoline user's permit and a certificate for refund booklet from the Department of Revenue;
2. Have a storage tank marked "REFUND GASOLINE"; and,
3. Purchase the gasoline from someone who holds a refund gasoline dealer's permit.

No refund will be allowed for gasoline used in motor vehicles owned or operated by a government entity or used in Mississippi government contracts.

### Refund Gasoline Dealer

You must obtain a refund gasoline dealer's permit from the Department of Revenue before selling refund gasoline. At no time should the gasoline be delivered to a tank that is not properly marked. The gasoline must be dyed a distinctive mahogany color at the time of delivery.

The Department of Revenue may waive the dye requirement if the dye may cause damage to the equipment. The refund gasoline user is required to obtain the waiver from the Department of Revenue.

### Dyed Diesel Used for Non-Highway Purposes

Unlike gasoline, you are not required to apply for a refund if you desire to purchase dyed diesel to be used off road. Mississippi provides a reduced rate of 5.75 cents per gallon on dyed diesel used off road. Diesel used on road is subjected to 18 cents per gallon. Dyed diesel used in motor vehicles owned or operated by a government entity or used in Mississippi government contracts will be subjected to 18 cents per gallon.

### Dyed Diesel Used on the Highway

Any person who purchases, receives, acquires or uses dyed diesel for highway use will be liable to pay 18 cents per gallon and subject to a penalty in the amount of \$1000.

### Identifying Dyed Diesel

Storage facilities for dyed diesel must be plainly marked "NONHIGHWAY DIESEL FUEL" or "NONHIGHWAY KEROSENE". Retailers are also required to mark all pumps or dispensing equipment.



## Special Fuel Used on Government Contracts

### State and Local Government Contracts

Special fuel purchased, acquired or used in performing contracts with the State of Mississippi, counties, municipalities or any political subdivision is taxed at a rate of 18 cents per gallon. Special fuel includes but is not limited to the following:

- Dyed diesel fuel;
- Kerosene;
- Undyed diesel fuel; and,
- Fuel oil.

State and local government contracts include construction, reconstruction and maintenance or repairs of projects such as roads, bridges, water systems, sewer systems, buildings, drainage canals and recreational facilities. The Department of Revenue may require contractors to remit the excise tax directly to the state in lieu of paying the tax to a distributor.

### Special Fuel Direct Pay Permit

Contractors that remit the excise tax to the state will be issued a Special Fuel Direct Pay Permit. This permit relieves the distributor from collecting the tax and requires the contractor to file a monthly special fuel return. The distributor should include the contractor’s permit number on all invoices that are related to tax-free sales.

The contractor is required to furnish a surety or cash bond guaranteeing the payment of the excise tax prior to receiving the Special Fuel Direct Pay Permit. The Department of Revenue may accept a contractors tax bond if the bond covers the excise tax levied on special fuel.

### Special Fuel Distributors

If the contractor does not have a Special Fuel Direct Pay Permit, distributors are required to collect the 18 cents excise tax and remit the tax to the Department of Revenue. The additional 12.25 cents levied on special fuel (excluding undyed diesel) should be reported on schedules 5F and 5G of the special fuel return.

### Environmental Protection Fee

Special fuel distributors are required to collect the environmental protection fee even if the contractor has a Special Fuel Direct Pay Permit. The fee is levied at 4/10<sup>ths</sup> of a cent per gallon. The fee is suspended or reinstated when the trust fund has exceeded or fallen below the obligatory balance.

### Penalties

Any person who knowingly and willfully purchases untaxed fuel for use in equipment utilized on a road or highway construction site in this state is guilty of a misdemeanor and, upon conviction, shall be fined not less than \$1,000 or more than \$100,000, or imprisoned in the county jail for not more than one year, or both.



## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

### SUPPLEMENT TO NOTICE TO BIDDERS NO. 2611

**DATE:**       **05/02/2020**

The goal is 2 percent for the Disadvantaged Business Enterprise. All Bidders are required to submit Form OCR-481 for all DBEs. Bidders are advised to check the bid tabulation link for this project on the MDOT website at:

[https://mdot.ms.gov/portal/current\\_letting](https://mdot.ms.gov/portal/current_letting)

Bid tabulations are usually posted by 3:00 pm on Letting Day.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2611

CODE: (IS)

DATE: 05/21/2020

**SUBJECT: Disadvantaged Business Enterprises In Federal-Aid Highway Construction**

This contract is subject to the "Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21)" and applicable requirements of "Title 49, Code of Federal Regulations, [Part 26](#)." Portions of the Act are set forth in this Notice as applicable to compliance by the Contractor and all of the Act, and the MDOT DBE Program, is incorporated by reference herein.

The Department has developed a Disadvantaged Business Enterprise Program that is applicable to this contract and is made a part thereof by reference.

Copies of the program may be obtained from:

Office of Civil Rights  
Mississippi Department of Transportation  
P. O. Box 1850  
Jackson, Mississippi 39215-1850

### **POLICY**

It is the policy of the Mississippi Department of Transportation to provide a level playing field, to foster equal opportunity in all federally assisted contracts, to improve the flexibility of the DBE Program, to reduce the burdens on small businesses, and to achieve that amount of participation that would be obtained in a non-discriminatory market place. In doing so, it is the policy of MDOT that there will be no discrimination in the award and performance of federally assisted contracts on the basis of race, color, sex, or national origin.

### **ASSURANCES THAT CONTRACTORS MUST TAKE**

MDOT will require that each contract which MDOT signs with a sub-recipient or a Contractor, and each subcontract the Prime Contractor signs with a Subcontractor, includes the following assurances:

“The Contractor, sub-recipient or Subcontractor shall not discriminate on the basis of race, color, sex, or national origin in the performance of this contract. The Contractor shall carry out applicable requirements of 49 CFR 26 in the award and administration of federally assisted contracts. Failure by the Contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as MDOT deems appropriate.”

**DEFINITIONS**

For purposes of this provision the following definitions will apply:

"Disadvantaged Business" means a small business concern: (a) which is at least 51 percent owned by one or more socially and economically disadvantaged individual(s) or in the case of any publicly owned business, at least 51 percent of the stock of which is owned by one or more socially and economically disadvantaged individual(s); and (b) whose management and daily business operations are controlled by one or more of the socially and economically disadvantaged individual(s) who own it. It is important to note that the business owners themselves must control the operations of the business. Absentee ownership or title ownership by an individual who does not take an active role in controlling the business is not consistent with eligibility as a DBE under 49 CFR Part 26.71.

**CONTRACTOR'S OBLIGATION**

The Contractor and all Subcontractors shall take all necessary and reasonable steps to ensure that DBE firms can compete for and participate in the performance of a portion of the work in this contract and shall not discriminate on the basis of race, color, sex, or national origin. Failure on the part of the Contractor to carry out the DBE requirements of this contract constitutes a breach of contract and after proper notification the Department may terminate the contract or take other appropriate action as determined by the Department.

When a contract has a zero percent (0%) DBE goal, the Contractor still has the responsibility to take all necessary and reasonable steps to ensure that DBE firms can compete for and participate in the performance of the work in the contract. In this case, all work performed by a certified DBE firm is considered to be a “race neutral” measure and the Department will receive DBE credit towards the overall State goals when the DBE firm is paid for their work. If the Prime Contractor is a certified DBE firm, the Department can receive DBE credit only for the work performed by the Prime Contractor’s work force or any work subcontracted to another DBE firm. Work performance by a non-DBE Subcontractor is not eligible for DBE credit.

**CONTRACT GOAL**

The goal for participation by DBEs is established for this contract in the attached Supplement. The Contractor shall exercise all necessary and reasonable steps to ensure that participation is equal to or exceeds the contract goal.

If the percentage of the contract that is proposed for DBEs is 1% or greater, the Contractor shall agree to meet or exceed the contract goal on the last bid sheet of the proposal.

All Bidders shall submit to the Office of Civil Rights Form OCR-481, signed by the Prime Contractor and the DBE Subcontractors, no later than the 3<sup>rd</sup> business day after opening of the bids.



Form OCR-481 is available on the MDOT website at [www.mdot.ms.gov](http://www.mdot.ms.gov) under the Civil Rights tab, or by calling 601-359-7466.

The OCR-481 Form must contain the following information:

The name and address of each certified DBE Contractor / Supplier;

The Reference Number, percent of work to be completed by the DBE subcontractor and the dollar amount of each item. If a portion of an item is subcontracted, a breakdown of that item including quantities and unit price must be attached, detailing what part of the item the DBE firm is to perform and who will perform the remainder of the item.

If the DBE Commitment shown on the last bid sheet of the proposal, does not equal or exceed the contract goal, the bidder must submit, to MDOT Contract Administration Division prior to bid opening, information to satisfy the Department that adequate good faith efforts have been made to meet the contract goal.

Failure of the lowest bidder to furnish acceptable proof of good faith efforts, submitted to MDOT Contract Administration Division prior to bid opening, shall be just cause for rejection of the proposal. Award may then be made to the next lowest responsive bidder or the project may be re-advertised.

### **GOOD FAITH EFFORTS**

The following factors are illustrative of matters the Department will consider in judging whether or not the bidder has made adequate good faith effort to satisfy the contract goal.

- (1) Whether the bidder attended the pre-bid meeting that was scheduled by the Department to inform DBEs of subcontracting opportunities;
- (2) Whether the bidder advertised in general circulation, trade association, and minority-focus media concerning the subcontracting opportunities;
- (3) Whether the bidder provided written notice to a reasonable number of specific DBEs that their interest in the contract is being solicited;
- (4) Whether the bidder followed up initial solicitations of interest by contacting DBEs to determine with certainty whether they were interested;
- (5) Whether the bidder selected portions of the work to be performed by DBEs in order to increase the likelihood of meeting the contract goal;
- (6) Whether the bidder provided interested DBEs with adequate information about the plans, specifications and requirements of the contract;

- (7) Whether the bidder negotiated in good faith with interested DBEs and did not reject them as unqualified without sound reasons based on a thorough investigation of their capabilities; and
- (8) Whether the bidder made efforts to assist interested DBEs in obtaining any required bonding or insurance.
- (9) Whether the bidder has written notification to certified DBE Contractors soliciting subcontracting for items of work in the contract.
- (10) Whether the bidder has a statement of why an agreement was not reached.
- (11) Proof of written notification to certified DBE Contractors by certified mail that their interest is solicited in subcontracting the work defaulted by the previous DBE or in subcontracting other items of work in the contract.

The bidder’s execution of the signature portion of the proposal shall constitute execution of the following assurance:

The bidder hereby gives assurance pursuant to the applicable requirements of "Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21)" and applicable requirements of "Title 49, Code of Federal Regulations, Part 26" that the bidder has made a good faith effort to meet the contract goal for DBE participation for which this proposal is submitted.

**DIRECTORY**

A list of “Certified DBE Contractors” which have been certified as such by the Mississippi Department of Transportation and other Unified Certification Partners (UPC) can be found on the Mississippi Department of Transportation website at [www.mdot.ms.gov](http://www.mdot.ms.gov). The list is in the top left corner of the current Letting Calendar under Contracts & Letting. The DBE firm must be certified at the time the project is let and approved by MDOT to count towards meeting the DBE goal.

**REPLACEMENT**

If a DBE Subcontractor cannot perform satisfactorily, and this causes the OCR-481 commitment to fall below the contract goal, the Contractor shall take all necessary reasonable steps to replace the DBE with another certified DBE Subcontractor or submit information to satisfy the Mississippi Department of Transportation that adequate good faith efforts have been made to replace the DBE. The good faith efforts outlined previously in this document still apply. The replacement DBE must be a DBE who was on the Department's list of "Certified DBE Contractors" when the job was let, and who is still active. All DBE replacements must be approved by the Department.

Under no circumstances shall the Prime or any Subcontractor perform the DBE's work (as shown on the OCR-481) without prior written approval from the Department. See "Sanctions" at the end of this document for penalties for performing DBE's work.

When a Contractor proposes to substitute/replace/terminate a DBE that was originally named on the OCR-481, the Contractor must obtain a release, in writing, from the named DBE explaining why the DBE Subcontractor cannot perform the work. A copy of the original DBE's release must be attached to the Contractor's written request to substitute/replace/terminate along with appropriate Subcontract Forms for the substitute/replacement/terminated Subcontractor, all of which must be submitted to the DBE Coordinator and approved, in advance, by MDOT.

### **PRE-BID MEETING**

A pre-bid meeting will be held in the [Commission Room on the 1<sup>st</sup> Floor](#) of the [MDOT Administration Building](#) in Jackson, at 2:00 P.M. on the day preceding the date of the bid opening.

This meeting is to inform DBE firms of subcontracting and material supply opportunities. Attendance at this meeting is considered of prime importance in demonstrating good faith effort to meet the contract goal.

### **PARTICIPATION / DBE CREDIT**

Participation shall be counted toward meeting the goal in this contract as follows:

- (1) If the Prime Contractor is a certified DBE firm, only the value of the work actually performed by the DBE Prime can be counted towards the project goal, along with any work subcontracted to a certified DBE firm.
- (2) If the Contractor is not a DBE, the work subcontracted to a certified DBE Contractor will be counted toward the goal.
- (3) The Contractor may count toward the goal a portion of the total dollar value of a contract with a joint venture eligible under the standards of this provision equal to the percentage of the DBE partner in the joint venture.
- (4) Expenditures to DBEs that perform a commercially useful function may be counted toward the goal. A business is considered to perform a commercially useful function when it is responsible for the execution of a distinct element of the work and carries out its responsibilities by actually performing, managing, and supervising the work involved.
- (5) The Contractor may count 100% of the expenditures for materials and supplies obtained from certified DBE suppliers and manufacturers that produce goods from raw materials or substantially alters them for resale provided the suppliers and manufacturers assume the actual and contractual responsibility for the provision of the materials and supplies. The Contractor may count sixty percent (60%) of the expenditures to suppliers that are not

manufacturers, provided the supplier performs a commercially useful function in the supply process. Within 30 days after receipt of the materials, the Contractor shall furnish to the DBE Coordinator invoices from the certified supplier to verify the DBE goal.

- (6) Any work that a certified DBE firm subcontracts or sub-subcontracts to a non-DBE firm will not count towards the DBE goal.
- (7) Only the dollars actually paid to the DBE firm may be counted towards the DBE goal. The participation of a DBE Firm cannot be counted towards the Prime Contractor's DBE goal until the amount being counted towards the goal has been paid to the DBE.

### **AWARD**

Award of this contract to the low bidder will be contingent upon the following conditions:

- (1) Concurrence from Federal Highway Administration, when applicable.
- (2) **All Bidders** must submit to the Office of Civil Rights for approval, Form OCR-481 (DBE Commitment) no later than the 3<sup>rd</sup> business day after opening of the bids to satisfy the Department and that adequate good faith efforts have been made to meet the contract goal. For answers to questions regarding Form OCR-481, contact the MDOT Office of Civil Rights at (601) 359-7466.
- (3) Bidder must include OCR-485 information with their bid proposal listing all firms that submitted quotes for material supplies or items to be subcontracted. OCR-485 information must be **signed and** included with the bid proposal. If the OCR-485 information is not included as part of bid proposal, your bid will be deemed irregular.

Prior to the start of any work, the bidder must notify the Project Engineer, in writing, of the name of the designated "DBE Liaison Officer" for this project. This notification must be posted on the bulletin board at the project site.

### **DEFAULT**

If the contract goal established by MDOT in this proposal is 1% or greater, it must be met to fulfill the terms of the contract. The Contractor may list DBE Subcontractors and items that exceed MDOT's contract goal, but should unforeseen problems arise that would prevent a DBE from completing its total commitment percentage, the Contractor will meet the terms of the contract as long as it meets or exceeds MDOT's Contract Goal. For additional information, refer to "Replacement" section of this Notice.

### **DBE REPORTS**

- (1) OCR-481: Refer to "CONTRACT GOAL" section of this Notice to Bidders for information regarding this form.

- (2) OCR-482: At the conclusion of the project, before the final estimate is paid and the project is closed out, the Prime Contractor will submit to the Project Engineer for verification of quantities and further handling Form OCR-482 whereby the Contractor certifies to the amounts of payments made to all Contractors / Suppliers over the life of the contract. The Project Engineer shall submit the completed Form OCR-482 to the DBE Coordinator (Office of Civil Rights). Final acceptance of the project is dependent upon Contract Administration Division's receipt of completed Form OCR-482 which they will receive from the Office of Civil Rights.
- (3) OCR-483: The Project Engineer/Inspector will complete Form OCR-483, the Commercially Useful Function (CUF) Performance Report, in accordance with MDOT S.O.P. No. OCR-03-05-02-483. Evaluations reported on this form are used to determine whether or not the DBE firm is performing a CUF. The Prime Contractor should take corrective action when the report contains any negative evaluations. DBE credit may be disallowed and/or other sanctions imposed if it is determined the DBE firm is not performing a CUF. This form should also be completed and returned to the DBE Coordinator (Office of Civil Rights).
- (4) OCR-484: Each month, the Prime Contractor will submit to the Project Engineer OCR-484 that certifies payments to all Subcontractors and shows all firms even if the Prime Contractor has paid no monies to the firm during that estimate period (negative report). The Project Engineer will attach the form to the monthly estimate before forwarding to the Contract Administration Division for further processing. Failure of the Contractor to submit the OCR-484 will result in the estimate not being processed and paid.
- (5) OCR-485: ALL BIDDERS must submit signed form with bid proposal of all firms that submitted quotes for material supplies or items to be subcontracted. If the OCR-485 information is not included as part of bid proposal, the bid will be deemed irregular.
- (6) OCR-487: Only used by Prime Contractors that are certified DBE firms. This form is used in determining the exact percentage of DBE credit for the specified project. The low Bidder should return this form to MDOT with the OCR-481 form, or can also be returned with the Permission to Subcontract Forms (CAD-720, CAD-725 and CAD-521).

DBE Forms, can be obtained from the Office of Civil Rights Division, MDOT Administration Building, 401 North West Street, Jackson, MS, or at [www.mdot.ms.gov](http://www.mdot.ms.gov) under the Civil Rights tab.

### SANCTIONS

The Department has the option to enforce any of the following penalties for failure of the Prime Contractor to fulfill the DBE goal as stated on the OCR-481 form or any violations of the DBE program guidelines:

- (1) Disallow credit towards the DBE goal

(2) Withhold progress estimate payments

(3) Deduct from the final estimate or recover an amount equal to the unmet portion of the DBE goal which may include additional monetary penalties as outlined below based on the number of offenses and the severity of the violation as determined by MDOT.

1 <sup>st</sup> Offense	10% of unmet portion of goal	or	\$5,000 lump sum payment	or	Both
2 <sup>nd</sup> Offense	20% of unmet portion of goal	or	\$10,000 lump sum payment	or	Both
3 <sup>rd</sup> Offense	40% of unmet portion of goal	or	\$20,000 lump sum payment	or	\$20,000 lump sum payment and debarment

(4) Debar the Contractor involved from bidding on MDOT federally funded projects for a period of up to 12 months after notification by certified email.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 2720**

**CODE: (SP)**

**DATE: 10/1/2020**

**SUBJECT: Contract Time**

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

The completion of work to be performed by the Contractor for this project will not be a specified date but shall be when all allowable working days are assessed, or any extension thereto as provided in Subsection 108.06. It is anticipated that the Notice of Award will be issued no later than **December 8, 2020** and the date for Notice to Proceed / Beginning of Contract Time will be **March 11, 2021**

Should the Contractor request a Notice to Proceed earlier than **March 11, 2021** and it is agreeable with the Department for an early Notice to Proceed, the requested date will become the new Notice to Proceed date.

**112** Working Days have been allowed for the completion of work on this project.

**Contract time was established with the assumption that Shop Drawing Submittals and Fabrication will begin upon Notice of Award.**

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2721

DATE: 10/14/2020

SUBJECT: Specialty Items

PROJECT: STP-9999-03(373)/108401301 & STP-9999-03(374)/108401302 - COPIAH & SUNFLOWER

Pursuant to the provisions of Section 108, the following work items are hereby designated as "Specialty Items" for this contract. Bidders are reminded that these items must be subcontracted in order to be considered as specialty items.

### CATEGORY: TRAFFIC CONTROL - TEMPORARY

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Line No	Pay Item	Description
0040	907-619-E3001	Changeable Message Sign



## 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 F1554 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	MISS	PROJECT NO.	STP-9999-03(373)
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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

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**  
**SUMMARY OF QUANTITIES**



Working Number: SQ-1  
 Sheet Number: 1

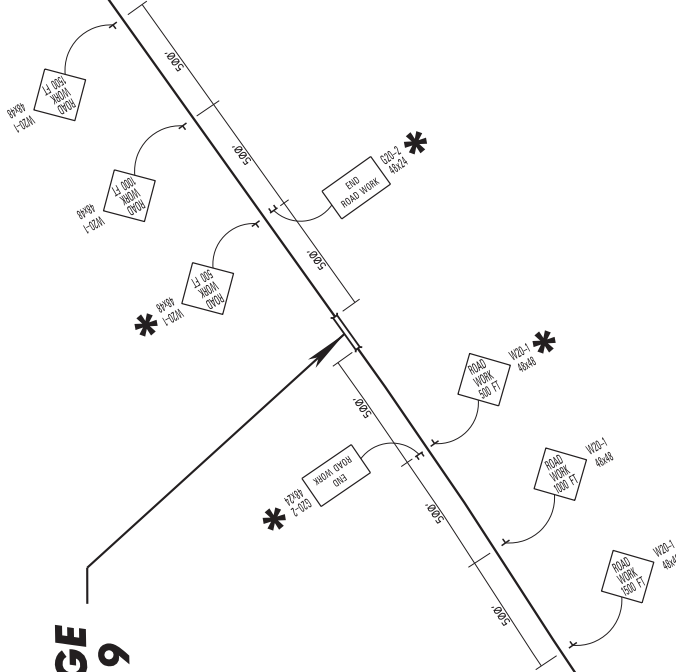
PROJ NO: STP-9999-03(373)  
 COUNTY: COPIAH

FILENAME: SQ-Copiah  
 Design Team: SDOI  
 Checked: \_\_\_\_\_  
 Date: 2/28/2020

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



**BRIDGE #40.9**



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

QUANTITIES	REQ'D. THIS SHEET
G20-2	2 EACH
W20-1	8 EACH
TYPE III BARRICADE (D.F.)	24 L.F.
TYPE B WARNING LIGHT	2 EACH

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.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**DETAIL OF CONSTRUCTION SIGNING**

SR 28 (BR #40.9)  
 PROJ. NO.: STP-9999-03(373)  
 COUNTY: COPIAH

DESIGN NUMBER: DCS-1  
 SHEET NUMBER: 2

DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_  
 REVISION: \_\_\_\_\_

SMYRNA RD.

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

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

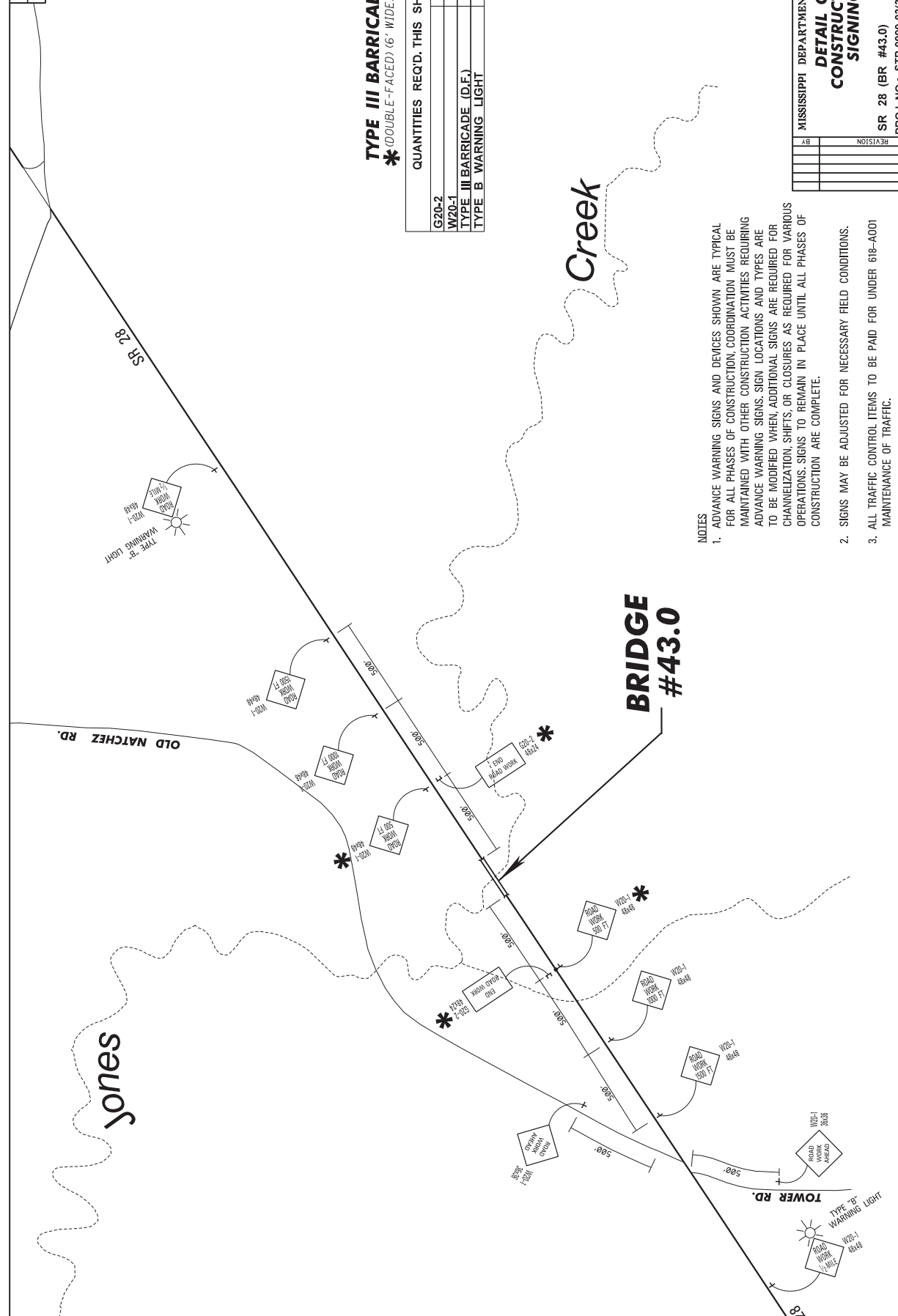
QUANTITIES	REQ'D. THIS SHEET
G20-2	2 EACH
W20-1	10 EACH
TYPE III BARRICADE (D.F.)	24 L.F.
TYPE B WARNING LIGHT	2 EACH

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

SR 28 (BR #43.0)  
 PROJ. NO.: STP-9999-03(373)  
 COUNTY: COPIAH  
 FILE NAME: DCS-1.000  
 DESIGN TEAM: SMITH CHECKED: \_\_\_\_\_ DATE: \_\_\_\_\_

REGISTRATION NO. 10000  
 LICENSE NO. 10000  
 DCS-2  
 SHEET NUMBER 3

BY	REVISION	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	Performed 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: SQ-1
COUNTY: SUNFLOWER	Sheet Number: 1
FILENAME: SQ-Sunflower	Design Team: Checked
	Date: 1



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

Notice to Bidders No. 27



MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
<b>DETAIL OF CONSTRUCTION SIGNING</b>	
WORKING NUMBER	DCS-1
PROJECT NO.	STP-9999-03(374)
COUNTY	SUNFLOWER
FILE NAME	DCS.DCD
DESIGN TEAM	SMITH
CHECKED	DATE
REVISION	DATE

B B KING RD.

US 49W NORTHBOUND

**BRIDGE #225.2B**

River

Sunflower

**BRIDGE #225.2A**

US 49W SOUTHBOUND

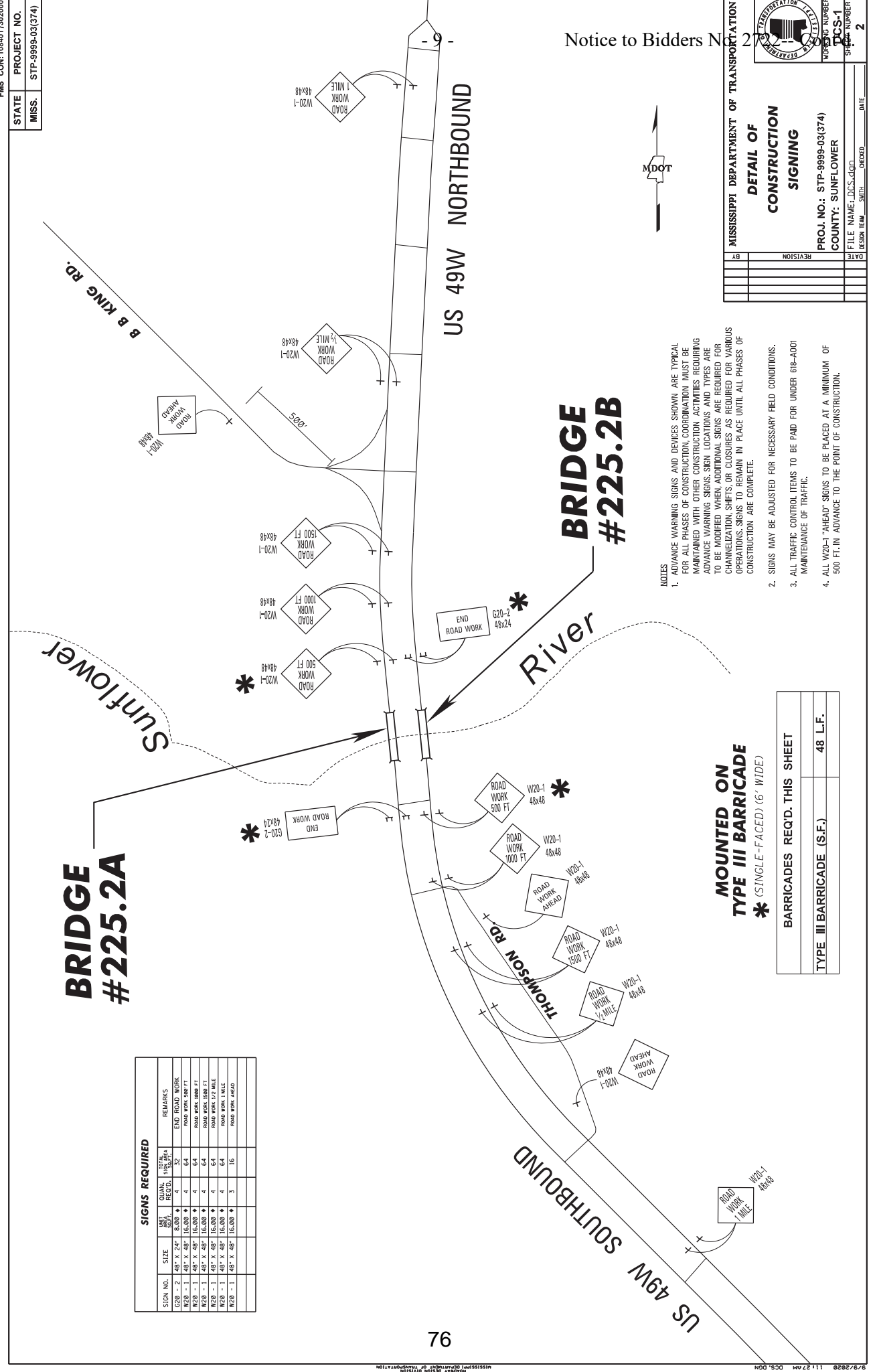


- NOTES
- ADVANCE WARNING SIGNS AND DEVICES SHOWN ARE TYPICAL FOR ALL PHASES OF CONSTRUCTION. COORDINATION MUST BE MAINTAINED WITH OTHER CONSTRUCTION ACTIVITIES REQUIRING ADVANCE WARNING SIGNS, SIGN LOCATIONS AND TYPES ARE TO BE MODIFIED WHEN ADDITIONAL SIGNS ARE REQUIRED FOR CHANNELIZATIONS, SHIFTS, 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 618-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)

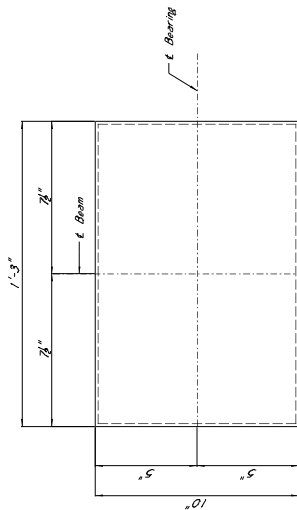
BARRICADES REQ'D. THIS SHEET	
TYPE III BARRICADE (S.F.)	48 L.F.

SIGNS REQUIRED			
SIGN NO.	SIZE	QTY PER STA.	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 1/4 MILE
W20 - 1	48" X 48"	3	ROAD WORK AHEAD

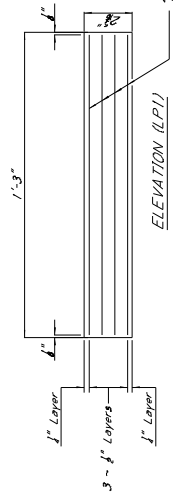


108401301		Bridge 10835	Bridge 10844	
907-808-A003	Joint Repair Without Epoxy	166	326	LF
907-823-B001	Saw Cut, Type I	166	326	LF
907-823-A001	Preformed Joint Seal, Type I	83	163	LF
907-824-PP006	Bridge Repair, Bearing Replacement	12	36	EA
907-824-PP006	Bridge Repair, Cap Cleaning	5	6	EA

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

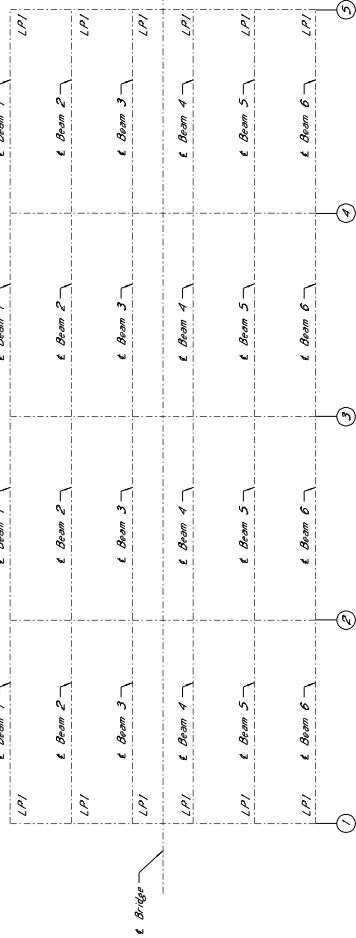


PLAN (LPI)

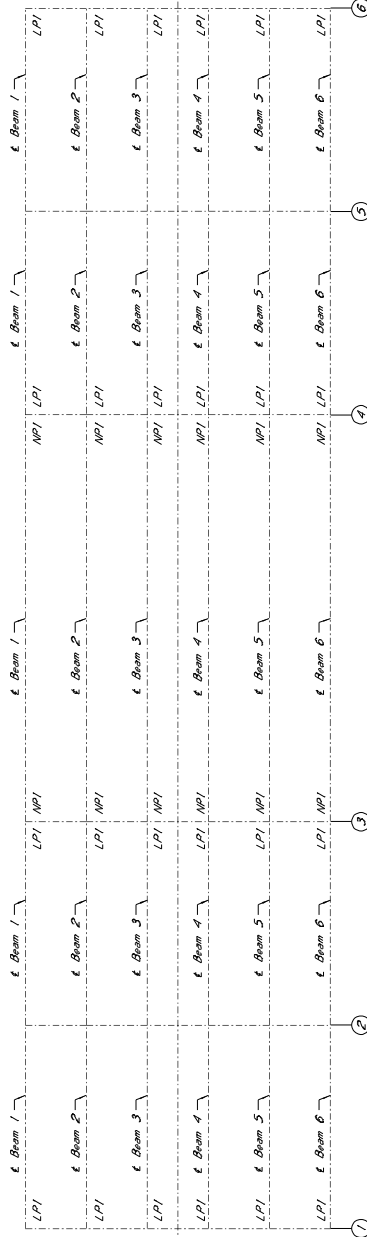
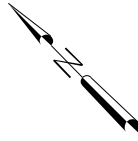


LAMINATED PAD DETAILS (LPI)

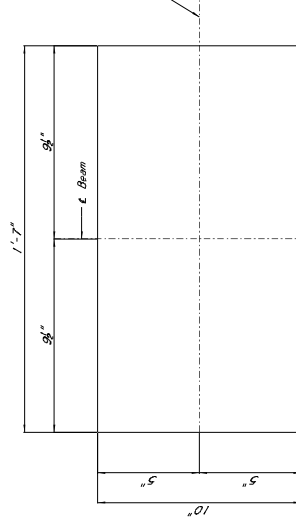
The appearance procedure shall be in accordance with Section 714.10.6 of the Specifications. Casters shall have a minimum shear modulus of 120 M.S.T. at 73°F. Bearing area on top of cap shall be cast smooth & true to grade.



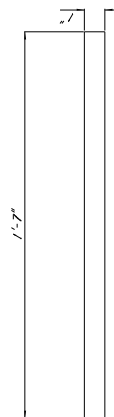
BRIDGE 10835 - SR 28 OVER BAYOU PIERRE RELIEF (BR. 40.9)



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



PLAN (NPI)



ELEVATION (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 top surface and grooved with epoxy mortar. The top of cap shall be finished smooth and true to grade.

**GENERAL NOTES:**

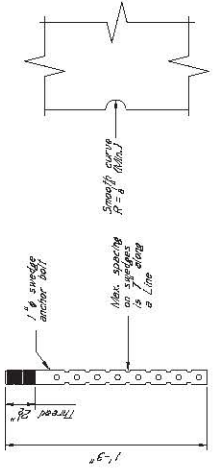
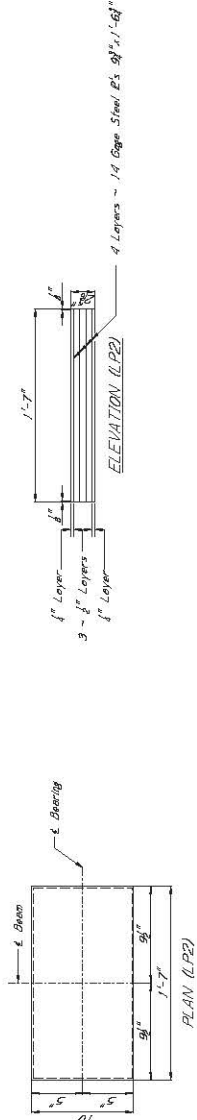
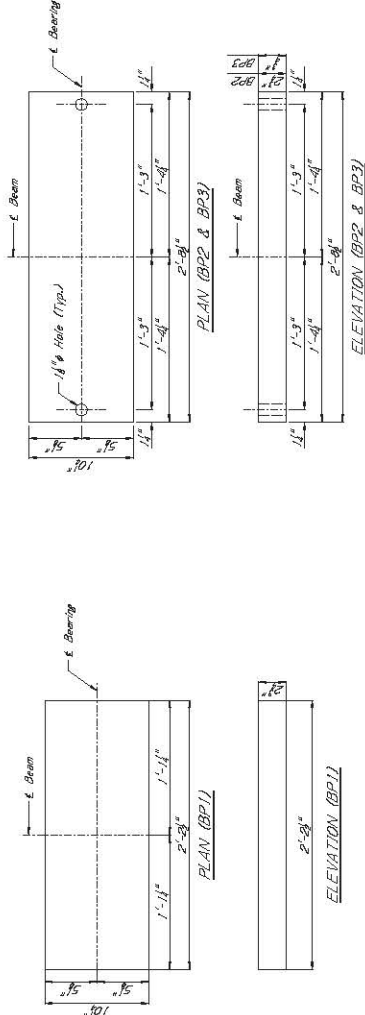
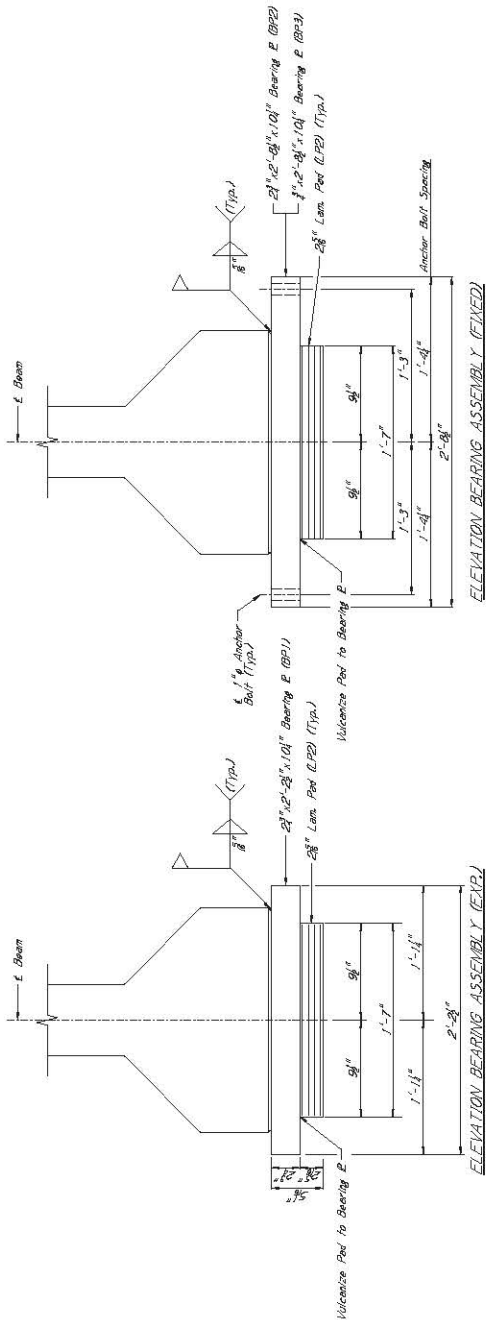
1. Specifications: Mississippi Standard Specifications For Road and Bridge Construction shall apply unless otherwise noted.
2. No change of details will be permitted except by written approval of the Director of Structures, State Bridge Engineer.
3. All work in the Shop shall be done in accordance with the specifications of the Director of Structures, State Bridge Engineer.
4. Work for which no plan form is provided will not be paid for directly.
5. All steel members to be fabricated shall be fabricated in accordance with the existing structure. The Contractor shall be responsible for repairing the existing structure.
6. Any change that occurs to the existing structure during the erection of the project shall be reported to the Director of Structures, State Bridge 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 A 709, Grade 50. All steel plates shall be non-slag.
- All steel plates shall be non-slag. The electric arc process and shall conform to the requirements of the A.S.T.M. designation A 709, Grade 50. The performance shall be in accordance with the A.S.T.M. Grade Specification for Heavy Bridge Fabrication with Hot Metal. The Contractor shall be responsible for repairing the existing structure. The Contractor shall be responsible for repairing the existing structure. The Contractor shall be responsible for repairing the existing structure.

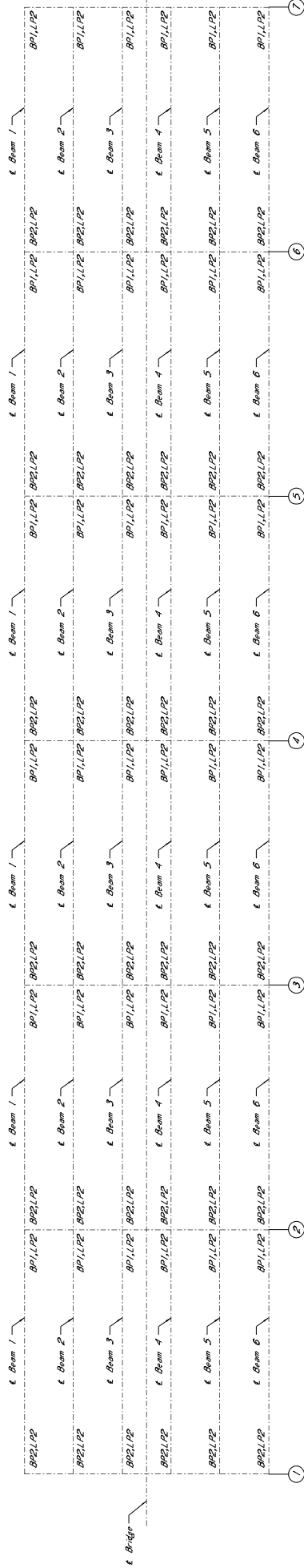
**CONTRACTOR SUBMITTAL NOTES:**

- Plans for each fabric or fabricate 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, & anchor bolts shall be indicated.
  2. SHOP DRAWING SUBMITTAL: The Contractor shall submit shop drawings of the bearing State Bridge Engineer.
  3. WELDING SUBMITTAL: A procedure for storage and handling of welding electrodes, and welding procedures for all welds.
  4. JACKING: A lift capacity procedure (if applicable) and a jacking procedure (if applicable).
- The Contractor shall submit shop drawings of the bearing State Bridge Engineer for approval. No fabrication shall begin until all submittals have been authorized by the Director of Structures, State Bridge Engineer.

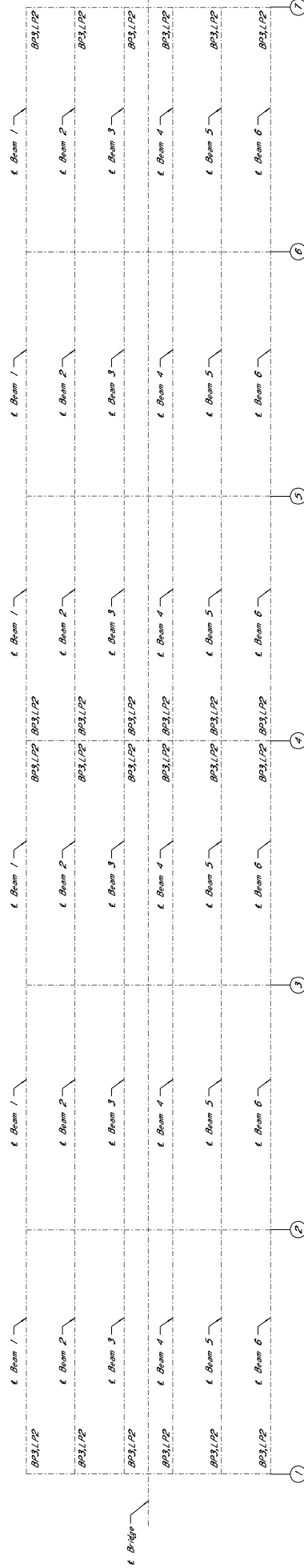


**SWEDGE ANCHOR BOLT DETAILS**

**LAMINATED PAD DETAILS (LP2)**  
 Testing acceptance procedure shall be in accordance with Section 714.106 of the Specifications. Minimum shear modulus of 190 p.s.i. at 23°F. Bearing area on top of cap shall be cast smooth & free to grade.



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



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

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+56.01 - STATE HWY. NO. 28	A1 OF 13	486	DETOUR BRIDGE AT STA. 89+56.01	D001 OF 8	506
BAYOU PIERRE RELIEF	A2 OF 13	487	TIMBER ABUTMENT AND INT. BENT FOR TIMBER CAPS AND	D002 OF 8	507
FOUNDATION PLAN	A3 OF 13	488	19'-0" PRECAST CONCRETE SPANS 24'-0" CLEAR ROADWAY	D003 OF 8	508
BORING DATA	A4 OF 13	489	TIMBER ABUTMENT AND INT. BENT FOR TIMBER CAPS AND	D004 OF 8	509
INT. BENT NO. 1 & 5 DETAILS	A5 OF 13	490	31'-0" PRECAST CONCRETE SPANS 24'-0" CLEAR ROADWAY	D005 OF 8	510
END BENT DETAILS	A6 OF 13	491	3'-6" PRECAST CONCRETE BRIDGE SLAB DETAILS -	D006 OF 8	511
INT. BENT NO. 2, 3, 4 & 6 DETAILS	A7 OF 13	492	19'-0" SPANS 24'-0" CLEAR ROADWAY	D007 OF 8	512
40 FT. SPAN DETAILS	A8 OF 13	493	4'-6" PRECAST CONCRETE BRIDGE SLAB DETAILS -	D008 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+80.01	D001 OF 1	514
BRIDGE AT STA. 108+02.21 - 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+02.21 - 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	477, 478, 479	ALM
10836	472, 473, 475	LCB
10843	474, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493	LCB
10844	494, 495, 496	LCB

BRIDGE DIVISION	SHEET NO.	BY
10835	477, 478, 479	ALM
10836	472, 473, 475	LCB
10843	474, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493	LCB
10844	494, 495, 496	LCB

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAILED INDEX

PROJECT BR-013-1(10)

COUNTY COPIAH

ISSUED: 7/1/92

DATE: 7/1/92

DESIGNED: [Signature]

CHECKED: [Signature]

DATE: 7/1/92

WORKING NUMBER: 012

SHEET NUMBER: 3

For Information Only

PAY ITEM NO.	PAY ITEM	UNIT	QUANTITIES	
			PRELIMINARY	FINAL
803-A	Test Piles	Each	7	
803-B	Loading 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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
SUMMARY OF QUANTITIES  
(BRIDGE ITEMS)

PROJECT BR-0013-1(10)  
COUNTY COPIAH

ISSUED DATE 10/14/11  
CHECKED DATE 7/21/11

WISCONSIN NUMBER COUNTY  
SHEET NUMBER

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.	L.F.
10835	91+46.21	4 x 4'	181'-7"	Spone														
				End Bents														
				Intr. Bents														
				Total	1		1000.0	850.0	547.5	943.50					320.00	570.0		
10836	102+02.21	16x40'-9"-50'-241'-7"	611'-7"	Spone														
				End Bents														
				Intr. Bents														
				Total	3		1100.0	4560.0	273.21	2295.50	717.00				1320.00	275.0		
10843	115+02.21	3 x 8'	121'-7"	Spone														
				End Bents														
				Intr. Bents														
				Total	1		1100.0	650.0	368.6	708.50					240.00	525.0		
10844	102+02.21	6x40'-9"-50'-241'-7"	241'-7"	Spone														
				End Bents														
				Intr. Bents														
				Total	2		800.0	1815.0	91.26	947.50	478.50				480.00	300.0		
				Total	2		2615.0	418.19	947.50						480.00	300.0		
Project Totals																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

COUNTY COPIAH

FORMING NUMBER  
SHEET NUMBER

DATE  
DATE

For Information Only



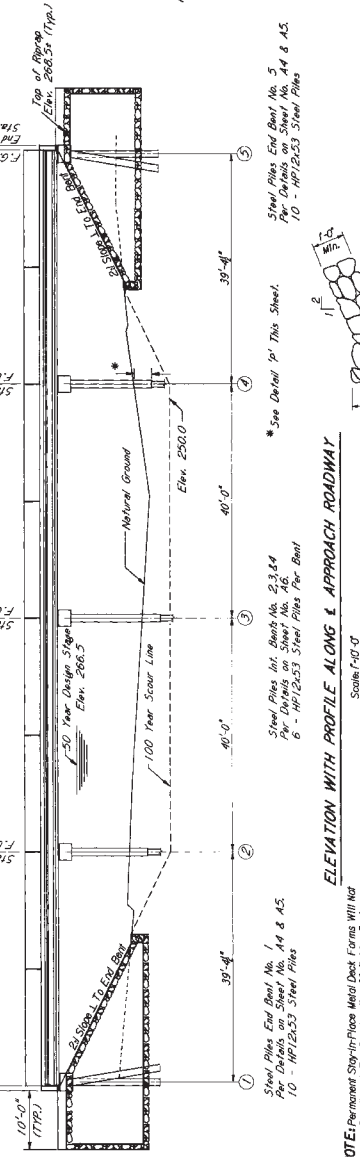
STATE	PROJECT NO.
MISS.	BR-03-110D

**GENERAL NOTES:**  
 Specifications Mississippi Standard Specifications For Road and Bridge Construction, 1990.  
 No Change of Plans Will Be Permitted Except In Detail Approved 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 503.03.04.4 Of The Specifications. See Misc-Span Details For Limits Of The Finish On Bridge Deck.  
 Bridge Deck Shall Be Reinforced With 4" Diameter Steel Bars Unless Otherwise Labeled.  
 Expansion Joint Material Shall Be Elastomeric Fiber Type Unless Otherwise Labeled.  
 No Payment Will Be Allowed For Excavation Incidental To The Construction Of End Beams.  
 Bending Details Shall Be In Accordance With Manual Of Bridge Engineering, 1989, Detailing Reinforced Concrete Structures (ACI 318-89).  
 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 Be Paid For Directly And Compensation Thereof 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	2490'

**NOTE:**  
 50' Spour 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.



**TEST PILE SCHEDULE**

Item	Min. Lgth.-Ft.	Tip Elevation
1	60'	252.240'

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

Beam No.	Required Bearing (TIP Elevation)	Loose Riprap	Coverable Railing
1	229.0	130P	LF.
2	229.0	130P	LF.
3	229.0	130P	LF.
4	229.0	130P	LF.
5	229.0	130P	LF.

**ESTIMATED QUANTITIES**

Item	HP 10.53 Steel Piling	Class "A" Conc. Beam Type 1/2	Concrete	Reinforcement	Coverable Railing	Loose Riprap (130P)
Span	1	1	1	1	1	1
End Beams	1	1	1	1	1	1
Int. Beams	1	1	1	1	1	1
Totals	1	1	1	1	1	1

**ELEVATION WITH PROFILE ALONG & APPROACH ROADWAY**

Scale: 1" = 10'

Steel Piles End Beam No. 1, 4 & 5. Per Details on Sheet No. A4 & A5. 10' - HP12x53 Steel Piles

Steel Piles Int. Beams No. 2, 3 & 4. Per Details on Sheet No. A6. 6' - HP12x53 Steel Piles Per Beam

\* See Detail 'P' This Sheet.

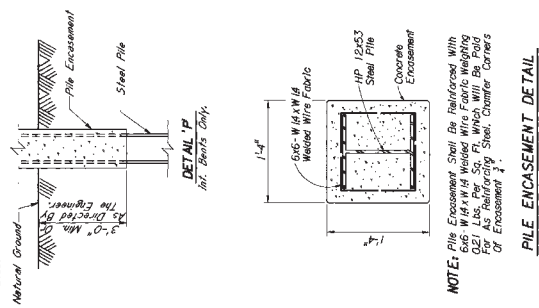
**NOTE:** Permanent Stop-In-Place Metal Deck Forms Will Not Be Allowed For Construction Of Bridge Deck.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
 BRIDGE AT STA. 91+48.21  
 STATE HWY. NO. 28  
 BAYOU PIERRE RELIEF  
 PROJECT BR-03-110D  
 COUNTY COPIAH

WORKING DRAWING  
 SHEET NO. 468  
 DATE 2-7-99

DESIGNED BY: AAW  
 CHECKED BY: ALA  
 REVISION: 1  
 DATE: 2-7-99

- SPECIAL PROVISIONS REQUIRED:**  
 Stop-In-Place Metal Forms ..... 501-504  
 Painting Metal Structures ..... 501-504
- DRAINAGE DATA**  
 Slope ..... RELIEF  
 GSO (ft. & in.) ..... H209-44  
 Effective Area ..... 17.48 SQ. FT.
- DESIGN DATA**  
 Specifications ..... AASHTO 1992  
 Loading ..... H209-44  
 Roadway Width ..... 40'-0" Gutter To Gutter  
 Concrete ..... Class AA (9000 psi)



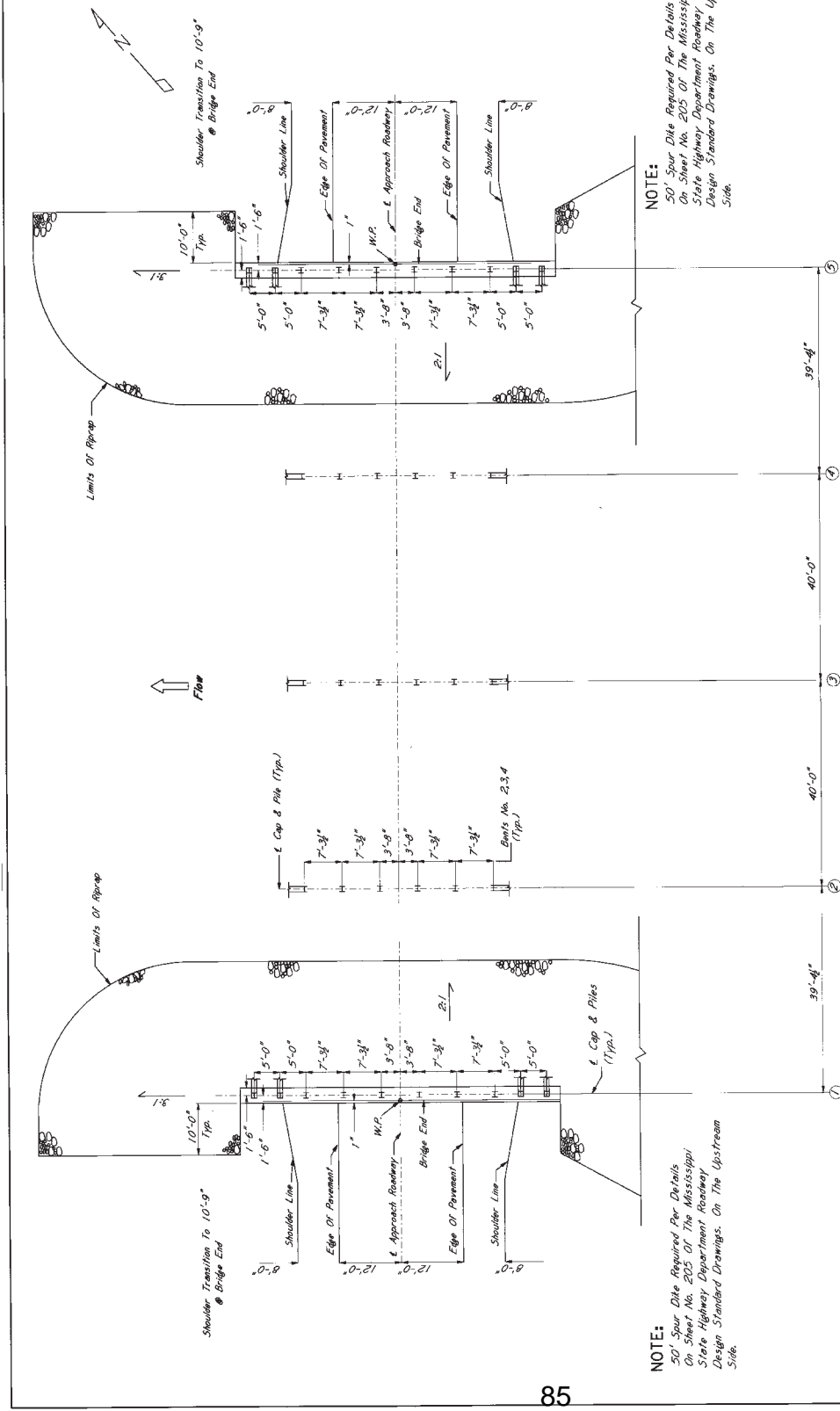
**NOTE:** Pile Encasement Shall Be Reinforced With 0.25 LBS. PER SQ. FT. WHICH WILL BE PAID FOR AS REINFORCING STEEL. Chamfer Corners Of Encasement 1/4".

For Information Only

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

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 2-28-99	
DESIGNED BY	AWW	TRACED BY	CAJZ
CHECKED BY	JLA	ISSUED BY	WZT



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: N/A  
 DATE: 2-28-92

DESIGNER: JJA  
 CHECKED: JJA  
 DATE: 2-28-92

PROJECT NUMBER: 868  
 SHEET NUMBER: A3413

LOG OF BORING NO. 92-15-2218-2  
 79-0013-0013-10  
 THE INDIAN WASH/SHRUB & SHEDBY TUBE LOCATION STA. 90+48.1 45' REL. E. HWY. 28

DEPTH, FT.	DESCRIPTION OF MATERIAL	DEPTH TO WATER IN BORING, NOT DETERMINED	ELEVATION, FT.
0	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
2	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
4	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
6	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
8	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
10	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
12	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
14	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
16	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
18	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
20	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
22	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
24	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
26	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
28	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
30	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
32	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
34	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
36	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
38	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
40	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
42	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
44	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
46	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
48	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
50	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
52	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
54	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
56	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
58	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
60	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
62	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
64	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
66	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
68	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
70	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
72	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
74	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
76	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
78	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
80	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
82	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
84	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
86	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
88	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
90	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
92	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
94	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
96	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
98	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37
100	0' - 2' FINE BROWN TO GRAY CLAYE SILT (SHELLS)		216.37

WILLIAMS  
 COMPLETION METHOD: T  
 DATE: 2-28-92

S: Split Spoon T: Shelby Tube

PLATE 18

LOG OF BORING NO. 92-15-2218-1  
 79-0013-0013-10  
 THE INDIAN WASH/SHRUB & SHEDBY TUBE LOCATION STA. 90+41.1 42' REL. E. HWY. 28

DEPTH, FT.	DESCRIPTION OF MATERIAL	DEPTH TO WATER IN BORING, NOT DETERMINED	ELEVATION, FT.
0	0' - 5' VERY DENSE GRAY TO YELLOW CLAYE SILT (SHELLS)		216.00
5	0' - 5' VERY DENSE GRAY TO YELLOW CLAYE SILT (SHELLS)		216.00
10	0' - 5' VERY DENSE GRAY TO YELLOW CLAYE SILT (SHELLS)		216.00
15	0' - 5' VERY DENSE GRAY TO YELLOW CLAYE SILT (SHELLS)		216.00
20	0' - 5' VERY DENSE GRAY TO YELLOW CLAYE SILT (SHELLS)		216.00
25	0' - 5' VERY DENSE GRAY TO YELLOW CLAYE SILT (SHELLS)		216.00
30	0' - 5' VERY DENSE GRAY TO YELLOW CLAYE SILT (SHELLS)		216.00
35	0' - 5' VERY DENSE GRAY TO YELLOW CLAYE SILT (SHELLS)		216.00
40	0' - 5' VERY DENSE GRAY TO YELLOW CLAYE SILT (SHELLS)		216.00
45	0' - 5' VERY DENSE GRAY TO YELLOW CLAYE SILT (SHELLS)		216.00
50	0' - 5' VERY DENSE GRAY TO YELLOW CLAYE SILT (SHELLS)		216.00
55	0' - 5' VERY DENSE GRAY TO YELLOW CLAYE SILT (SHELLS)		216.00
60	0' - 5' VERY DENSE GRAY TO YELLOW CLAYE SILT (SHELLS)		216.00
65	0' - 5' VERY DENSE GRAY TO YELLOW CLAYE SILT (SHELLS)		216.00
70	0' - 5' VERY DENSE GRAY TO YELLOW CLAYE SILT (SHELLS)		216.00
75	0' - 5' VERY DENSE GRAY TO YELLOW CLAYE SILT (SHELLS)		216.00
80	0' - 5' VERY DENSE GRAY TO YELLOW CLAYE SILT (SHELLS)		216.00
85	0' - 5' VERY DENSE GRAY TO YELLOW CLAYE SILT (SHELLS)		216.00
90	0' - 5' VERY DENSE GRAY TO YELLOW CLAYE SILT (SHELLS)		216.00
95	0' - 5' VERY DENSE GRAY TO YELLOW CLAYE SILT (SHELLS)		216.00
100	0' - 5' VERY DENSE GRAY TO YELLOW CLAYE SILT (SHELLS)		216.00

WILLIAMS  
 COMPLETION METHOD: T  
 DATE: 2-28-92

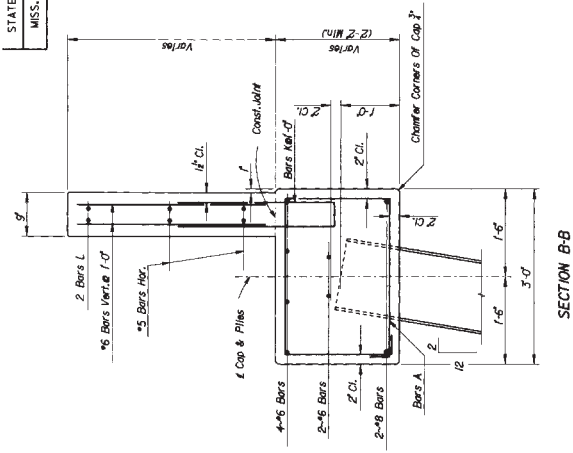
S: Split Spoon T: Shelby Tube

PLATE 17

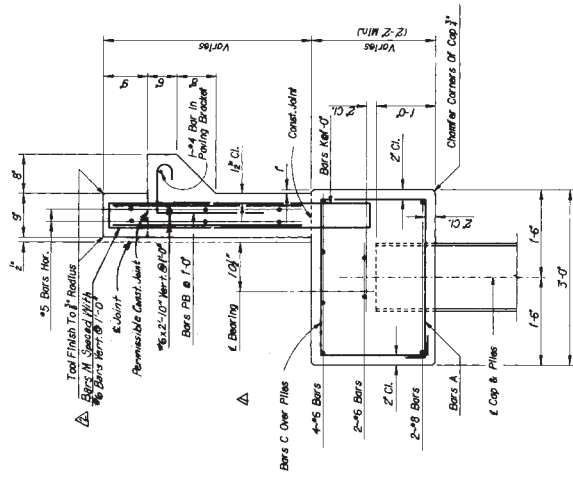
LOG OF BORING  
 Boring Data Shown is For Information Only And Its Accuracy  
 For Construction Purposes is Not Guaranteed.

For Information Only

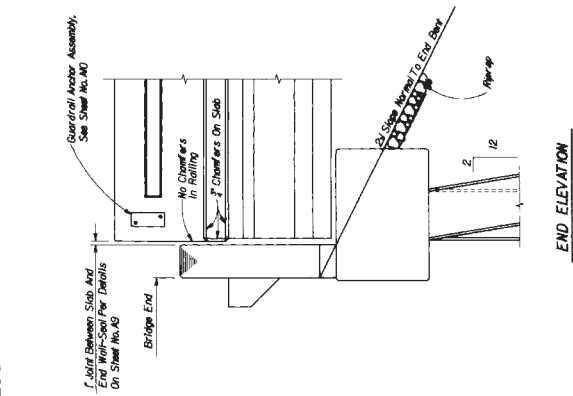




SECTION B-B



SECTION A-A



END ELEVATION

TABLE OF ELEVATIONS AND DIMENSIONS

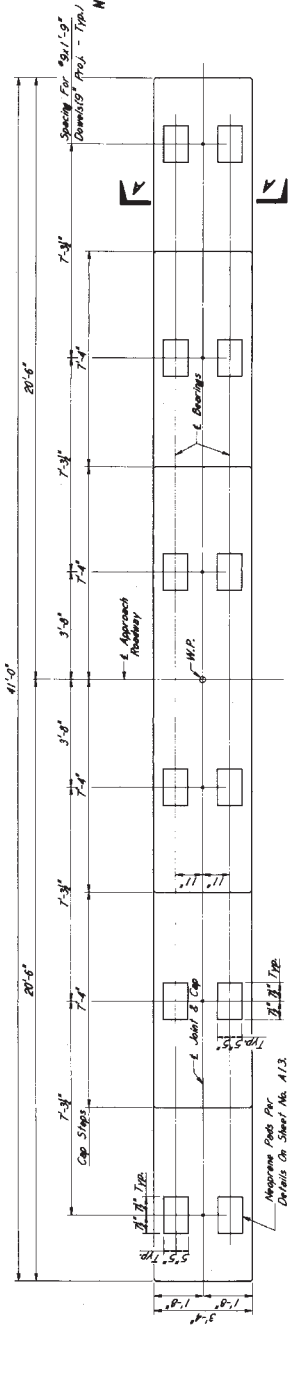
END BENT NO.	ELEV. *X*	DIM. *A*	DIM. *B*	DIM. *C*
Bridge A	268.5572	6'*	3'-2 1/2"	3'-3 3/8"
Bridge B	269.0705	6'*	3'-2 1/2"	3'-3 3/8"
Bridge C	270.2416	6'*	3'-2 1/2"	3'-3 3/8"
Bridge D	268.6295	6'*	3'-2 1/2"	3'-3 3/8"
	261.1731	6'*	3'-2 1/2"	3'-3 3/8"
	260.8205	6'*	3'-2 1/2"	3'-3 3/8"

GENERAL NOTES:  
 All Concrete in End Bents Shall Be Class "A".  
 Reinforcement in End Bents Shall Be Class "A".  
 Reinforcement in End Bents Shall Be Class "A".  
 Reinforcement in End Bents Shall Be Class "A".  
 Reinforcement in End Bents Shall Be Class "A".

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
 BRIDGE AT STA. 91+48.2  
 END BENT DETAILS  
 PROJECT BR-013-1(10)  
 COUNTY COPIAH  
 SHEET NO. 470  
 DATE 2-2-58  
 NUMBER 10335

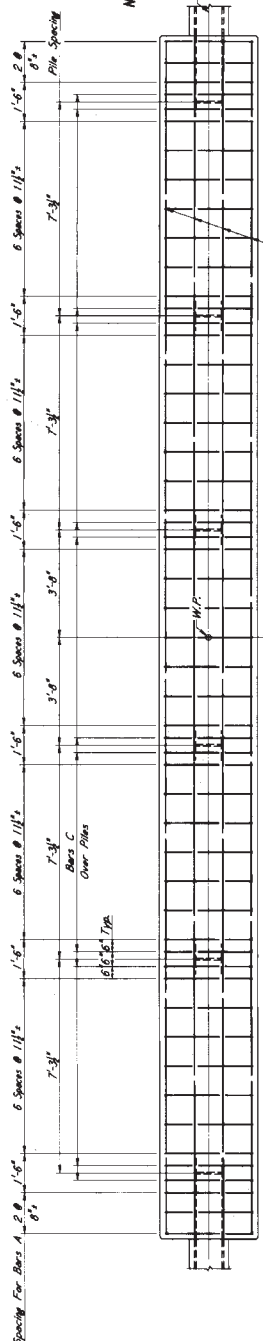
For Information Only

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



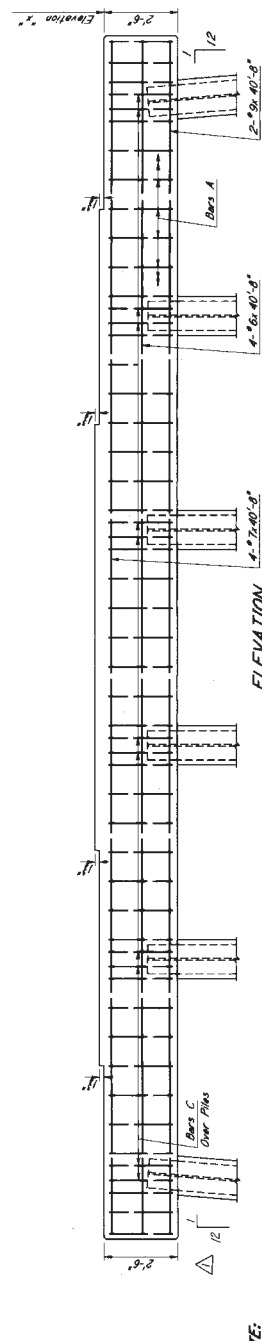
PLAN OF BENT

Showing Concrete Dimensions & Driven Spacings



PLAN OF CAP

Showing Reinforcement in Top of Cap and Pile Spacing



ELEVATION

NOTE: Piles Shall Be Of The Size, Type And Driven To The Minimum Bearing Capacity, As Shown On The Utility Stamp. Other Indicated Piles For 200' As Shown.

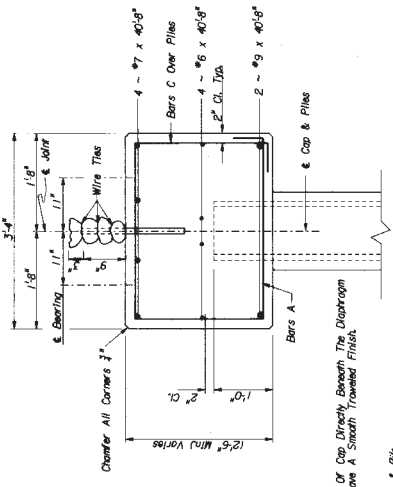


BAP BEYOND DETAILS

Dimensions Are Out To Out

GENERAL NOTES:  
All Concrete in Cap Shall Be Class "A".  
Concrete Edges From Reinforcing Steel To  
Pile Edges From Reinforcing Steel To  
Concrete Surfaces Are Clear Distances.

NOTE: Wrap 9g Details With Three Layers of 30# Roofing Felt And The With Wire Ties As Shown.



SECTION A-A

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

- 22 -

TABLE OF ELEVATIONS

BENT NO.	ELEV. "x"
2	266.0072
3	268.9431
4	268.0673
5	270.7833
6	270.8000
7	270.8705
8	270.6918
9	270.6486
10	270.5473
11	270.5869
12	270.6203
13	268.6206
14	268.5165
15	261.3176
16	261.0899

Notice to Bidders No. 2732

10035

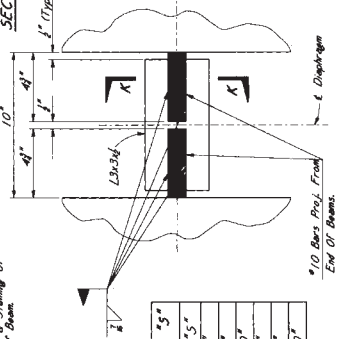
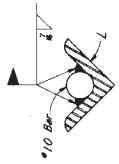
MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
BRIDGE AT STA. 91+48.2  
INT. BENT NO. 2,3,&4 DETAILS  
PROJECT BR-013-1(10)  
COPIAH COUNTY  
WAGON NUMBER AS 07 13  
SHEET NUMBER 171

DESIGNED: JHW - DETAIL: JHW - TRACED: GAO  
CHECKED: JAC - INVENT: JAC - DATE: 12-24

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**TABLE OF NUMBER OF SPACES FOR BARS A, B & C**

Span No.	"x"	"y"
Bridge A	1 - 4	127
Bridge B	1 - 4	127
Bridge C	11 - 14	127
Bridge D	1 - 2	63



**NOTE:** The Volume of Concrete in the Slabs Between Beams has been Estimated by Using One Half (1/2) of the Filler Height at the Bearing Length of the Beam. This Volume Shall Be Considered as Part of the Quantity of Concrete. For Typical Span Details See Sheets No. A4, A5 & A10.

**DESIGN DATA:**

Specifications . . . . . A.C.S.H. C.O., 1982  
Steel Stress . . . . . 5.25, 6.00, 6.5, 7.0, 7.5, 8.0  
Reinforcing Bars . . . . . See Sheets No. A17 & A18

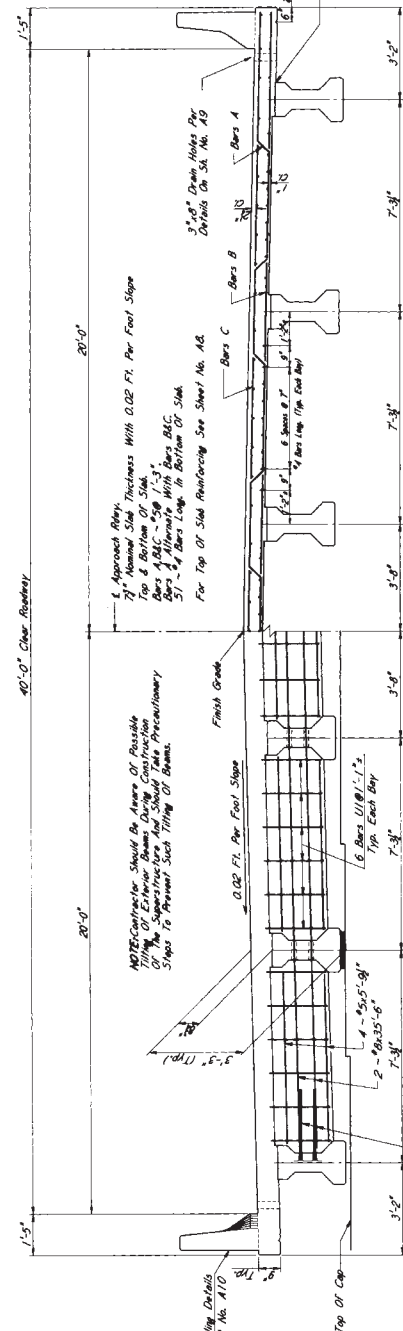
**MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
BRIDGE AT STA. 91+48.21**

**PROJECT BR-013-(110)  
85-0013-01-010-10**

**CORIAH COUNTY**

WISCONSIN NUMBER AR 13  
SHEET NUMBER A17  
CHECKED: A.W. REWALD A.W. TRACY, CAD  
DATE: 2-21-97

10838



**PART ELEVATION NEAR MIDS-PAN**  
Showing Slab Reinforcing

**PART ELEVATION NEAR END OF SPAN**  
Showing Drop Slab Reinforcing

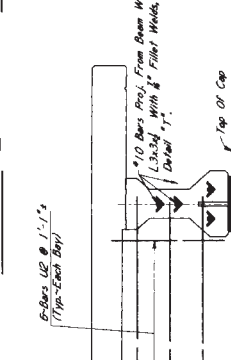
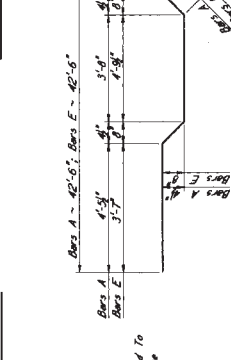
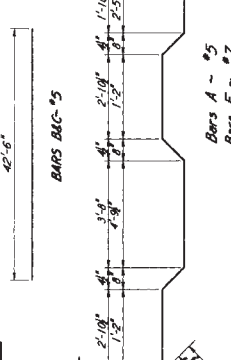
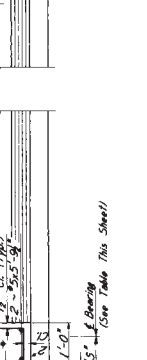
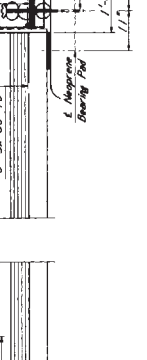
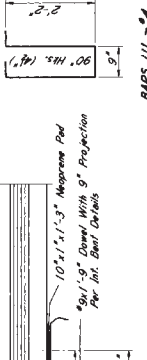
**TABLE FOR DIMENSION "S"**

Beam No.	Dim. "S"
Bridge A	1.8.5
Bridge B	1.11.8.15
Bridge C	1.8.8
Bridge D	1.8.6

**NOTE:** Drop beam per details on sheet No. A9. Light form, cast as necessary to prevent leakage & staining of concrete face of column.

**NOTE:** Where transverse bars to clear construction joint & 2' where required.

**NOTE:** Where transverse bars to clear construction joint & 2' where required.



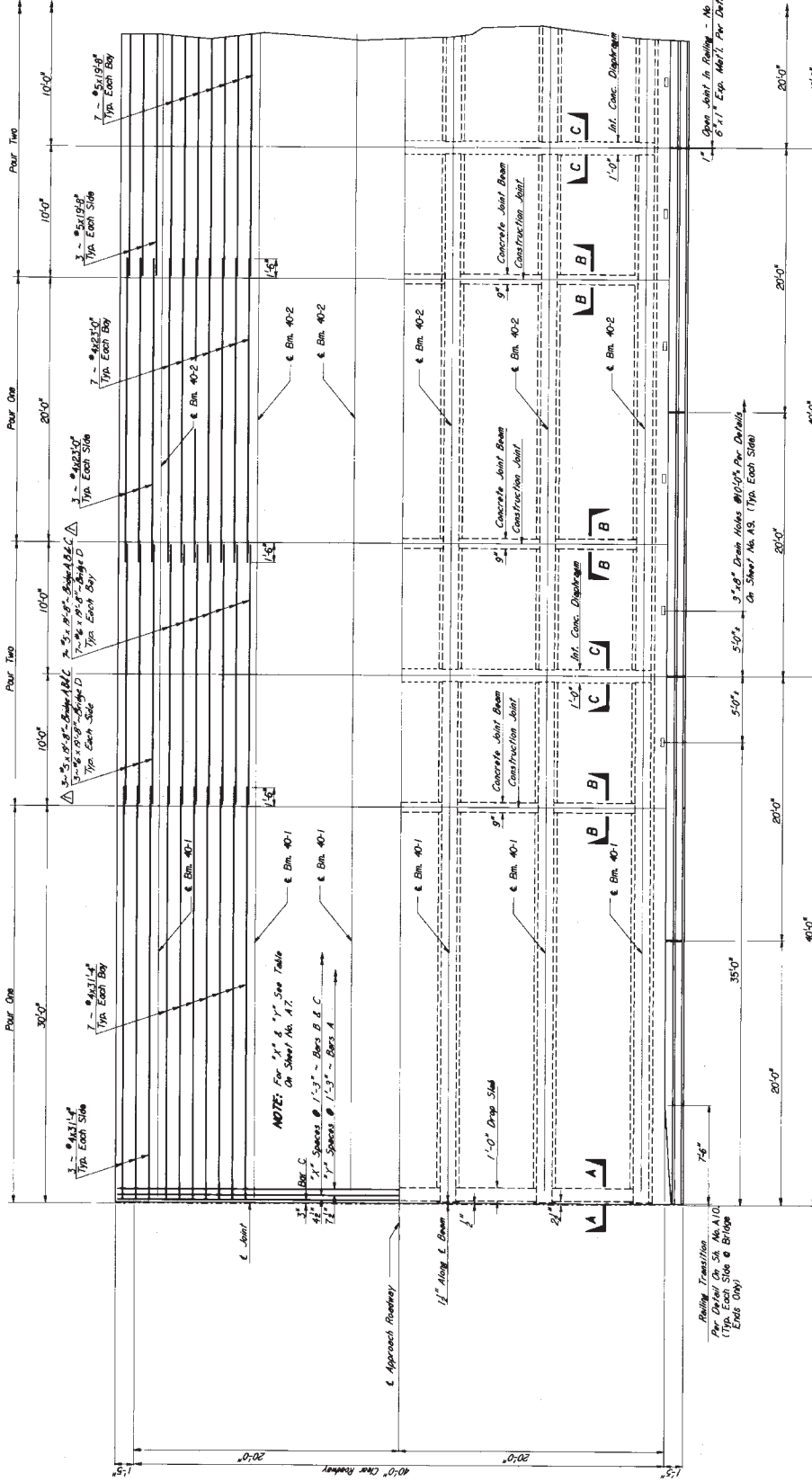
**NOTE:** See int. Bar Details For Placement of 10, 1'-0" Down.

**For Information Only**



STATE	PROJECT NO.
MISS.	BR-013-(110)

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



NOTE: For 3" & 1" Spacing Tables On Sheet No. A7.  
 1" Spacing @ 1'-3" - Bars B & C  
 3" Spacing @ 1'-3" - Bars A

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. A7B&A-1,3.

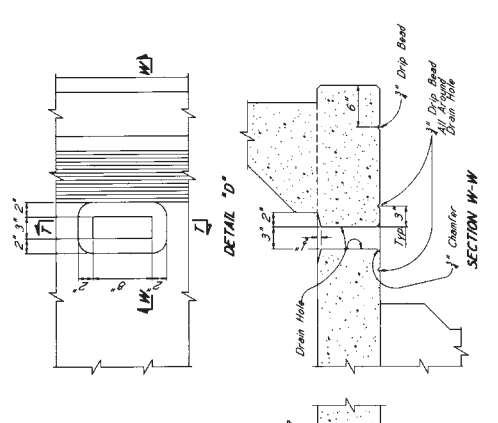
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 BRIDGE AT STA. 91+48.21  
 40 FT. SPAN DETAILS  
 PROJECT BR-013-(110)  
 COUNTY COPIAH

WORKING NUMBER	473
SHEET NUMBER	AB OF 33
DATE	APR 1970
DESIGNED BY	ALW
CHECKED BY	ALL
DATE	2-18-70

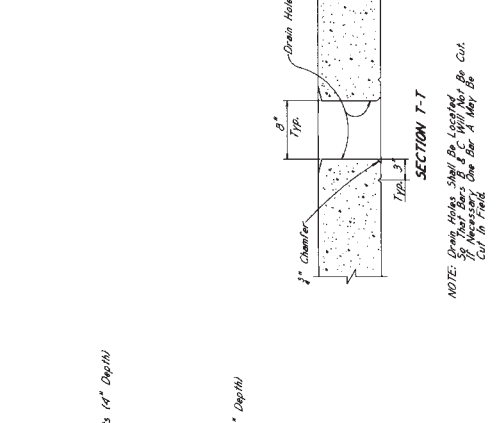
For Information Only



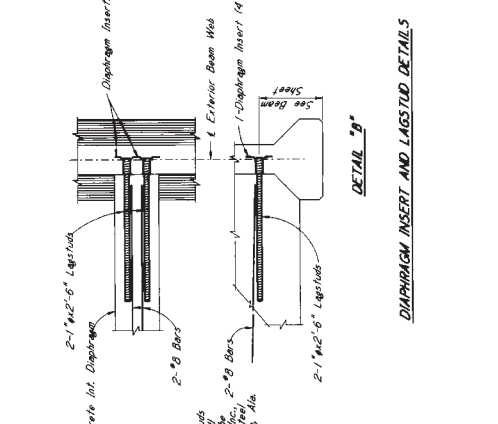
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BRIDGE AT STA. 91+ 48.21  
MISC. SPAN DETAILS  
PROJECT BR-013-01-010-10  
BR-013-110  
COPIAH COUNTY  
A92013  
DESIGNED BY DATE 2-1-54  
CHECKED BY DATE 2-1-54  
ISSUED BY DATE 2-1-54  
10088



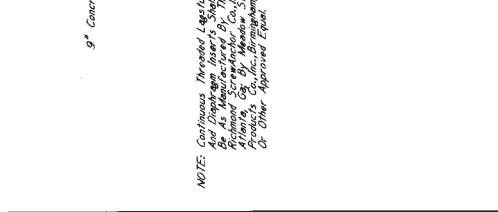
**GENERAL NOTES:**  
All Concrete in Span and Railing Shall Be Class "A"  
Chamber All Layers 1/2" Unless Otherwise Noted.  
Reinforcing Steel To Concrete Surfaces  
Placing Dimensions For Reinforcing Steel To Concrete Surfaces  
Are Clear Distances.  
To Allow For Shrinkage From Finish Grade To Top Of  
Magazine And To Allow For Shrinkage In Railing And That The Original  
Span Detail Sheets The Bridge Engineer Shall Be Modified If  
The Chambers Not Within These Limits.



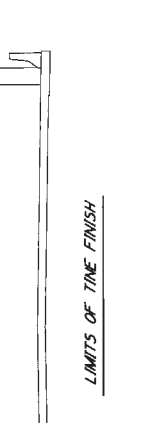
**DRAIN HOLE DETAILS**  
Use Where Shown On The Span Detail Sheet.



**DIAPHRAGM INSERT AND LAGSTUD DETAILS**

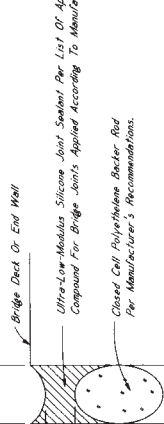


**TYPICAL SEALED JOINT**



**NEOPRENE PAD THICKNESS TABLE**

PAD COMPRESSED THICKNESS	NEOPRENE PAD THICKNESS
1"	3"
2 1/2"	2 1/2"
	2 1/2"



**ELEVATION AT END OF SPAN**

**NOTE:** Where Newly Constructed Bridges Are Exposed To Construction Traffic Prior To Paving Of The Approach Roadway, The Joints To Be Sealed Shall Be Protected From Such Traffic By Means Of A Temporary Protection. This Protection Shall Be Removed As Soon As Possible After Paving Operations. Damage To The Joints Shall Be Repaired At No Additional Cost To The State.

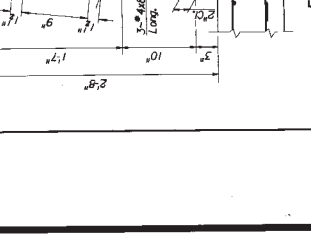
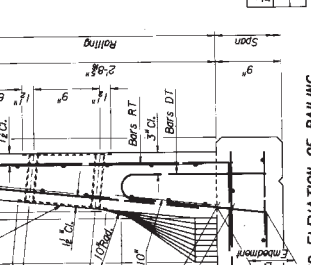
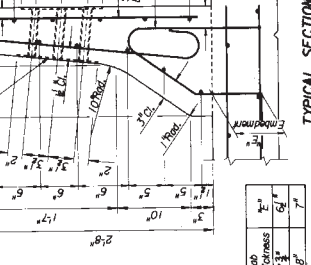
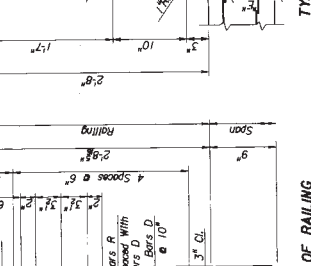
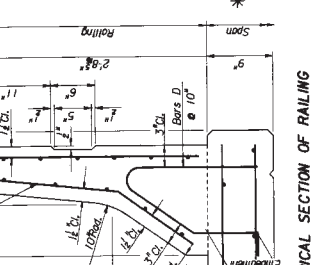
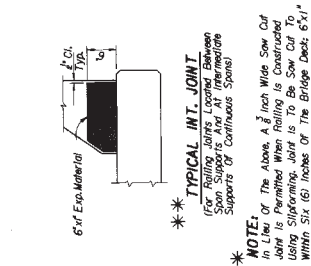
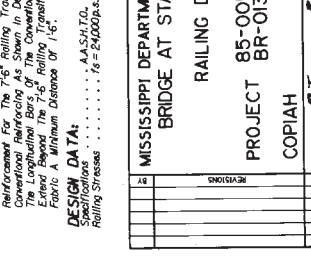
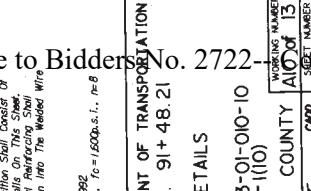
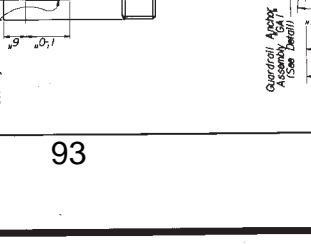
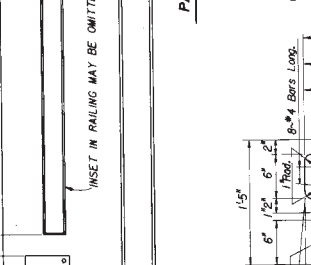
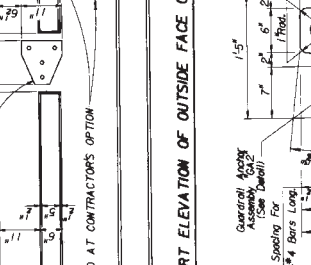
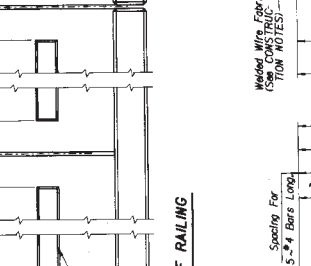
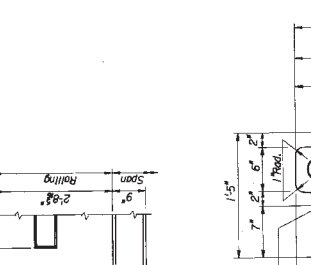
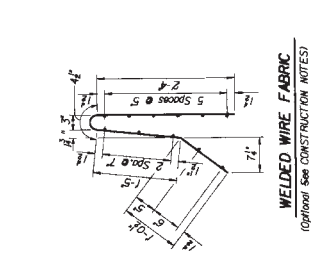
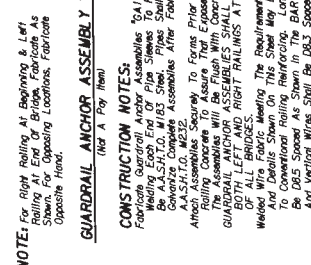
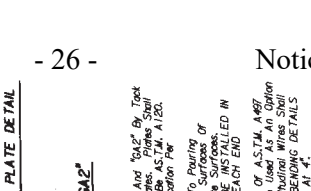
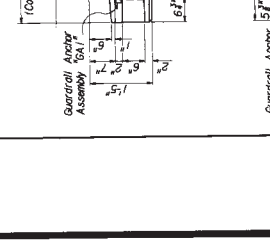
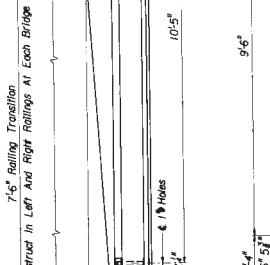
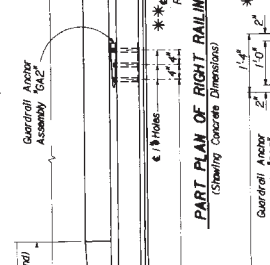
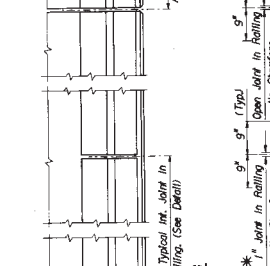
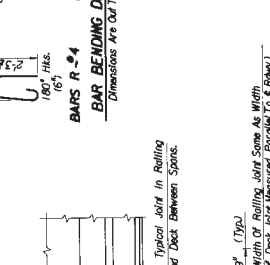
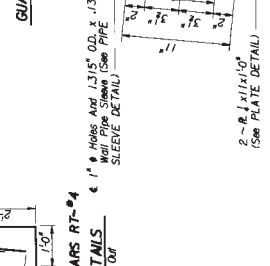
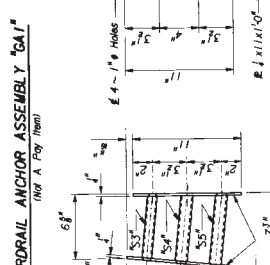
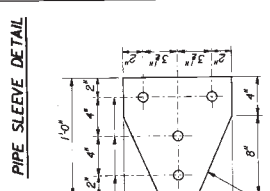
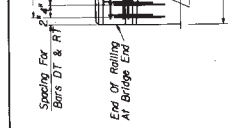
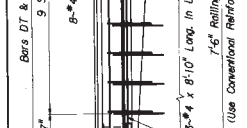
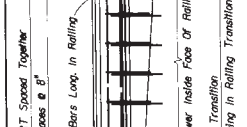
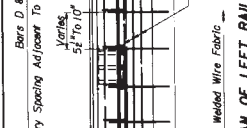
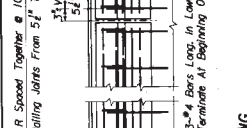
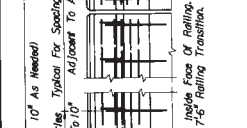
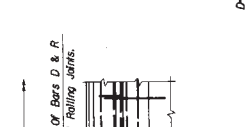
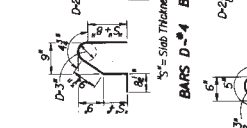
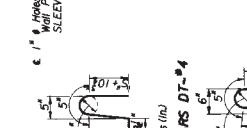
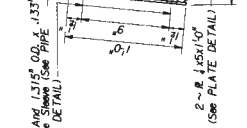
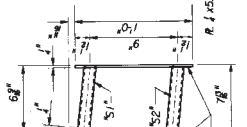
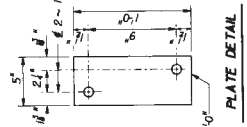
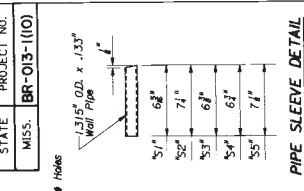
**NOTE:** Seal Joints At The Location Specified In The Span Note On The Bridge Detail Sheet. Seal Joints At Or Near The Diaphragm Walls.

**NOTE:** The Contractor Should Be Aware That The Joint Openings At 60" From The Diaphragm Walls And Should Plan Installation Of The Joint Sealer Material Accordingly.

**NOTE:** Ultra-Low-Modulus Silicone Joint Sealer Per List Of Approved Silicone Joint Sealing Compound For Bridge Joints Applied According To Manufacturer's Directions. Closed Cell Polyethylene Backer Rod For Manufacturer's Recommendations.

For Information Only

STATE PROJECT NO.  
MISS. BR-013-110



STATE PROJECT NO.  
MISS. BR-013-110

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
BRIDGE AT STA. 91+48.21

PROJECT 85-0013-01-010-10  
COPIAH COUNTY

WORKING NUMBER  
A107-13

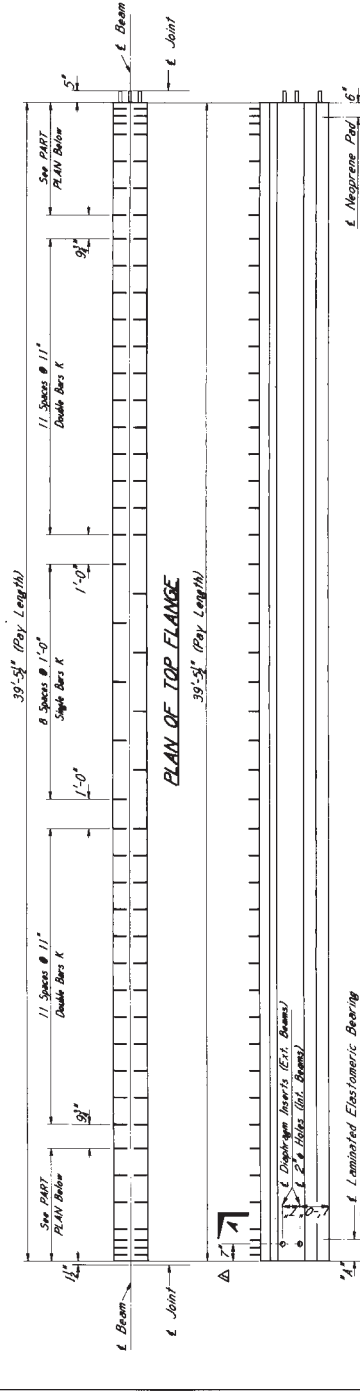
REVISIONS

DATE: 1/15/82

BY: [Signature]

NOTICE TO BIDDERS No. 2722-1982

For Information Only



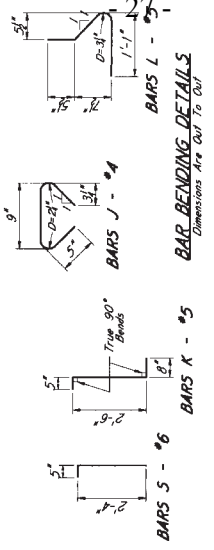
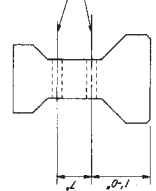
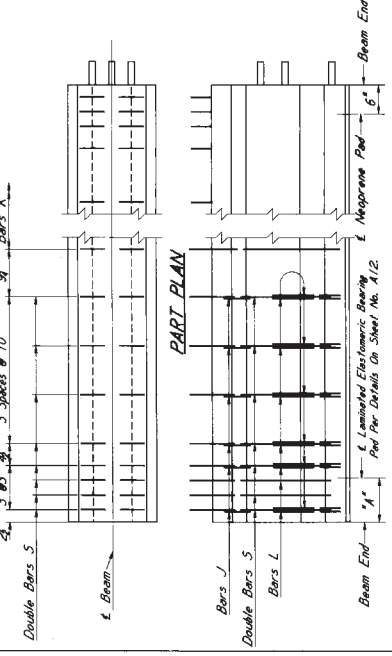
**TABLE FOR DIMENSION "A"**

Beam No.	Dim. "A"
Bridge A	1' 8" 5"
Bridge B	1' 11" 8" 15"
Bridge C	5' 8" 8"
Bridge D	1' 8" 6"
Bridge E	3' 8" 4"

**ELEVATION**

NOTE: For Beam End With #10 Bars Projecting, Ends, Cut Strands Flush No Coating Required. Other Beam Ends, Cut Strands Flush And Weatherproof With Limestone Colored Epoxy. For Details On Sheet No. A12. Requirements Of Federal Specification No. TT-5-02230C, Approved According To Manufacturer's Direction.

**ELEVATION**



**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 Trued At Approximately The Time Of Initial Set. The Entire Faces Of Beams Shall Be Scrubbed Thoroughly With Coarse Wire Brush.

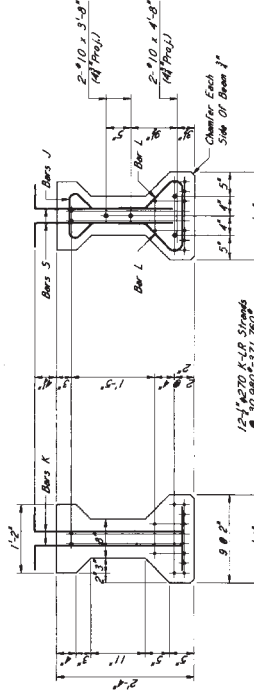
3. Other Surfaces Shall Be Finished Per Specifications.

4. The Bridge Engineer Shall Be Notified If The Camber Of The Beam Is Not Within The Stated Tolerances.

5. For 1774, 270 K-LP Strands, Although Stated As Non-Prestressed, They Shall Be Treated As Prestressed Beams. The Contractor's Opinion, Shop Drawings, And Transfer Of Tensioning Load, The Cylinder Strength Of The Concrete Shall Be As Shown In Table.

**PART ELEVATION**

Strands & Diaphragm Inserts Not Shown For Clarity



**ALTERNATE PRESTRESS REQUIREMENTS**

Steel Strand Type	Lbs./Strand	No. of Strands	Total Weight (Lbs.)	Total Area (Sq. In.)	Distance From Top To Centroid (In.)	Direction Diagram		Minimum Span Details Per Sheet No. A12
						A	B	
F #270 K	41,300	14	578,200	14.0	6.00"	0' To 1' 8"	1'	4,200 p.s.i.
F #270 K-LP	41,300	12	495,600	12.0	6.00"	0' To 1' 8"	1'	4,200 p.s.i.

**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

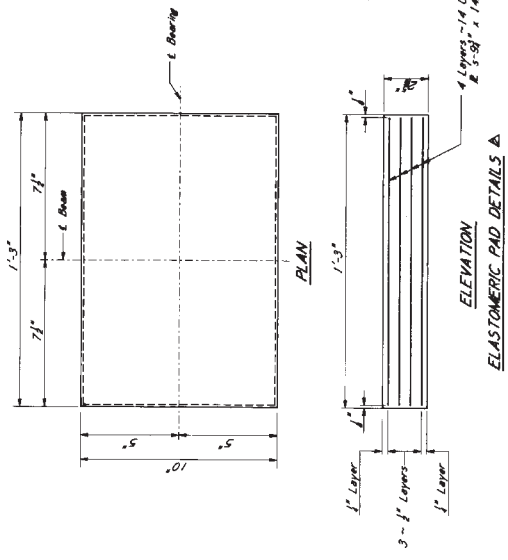
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Notice to Bid No. 20-70

For Information Only

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

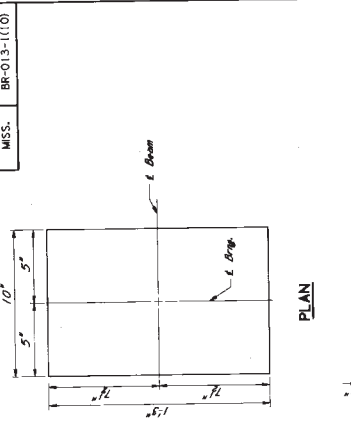
△ NOTE: Elastomer Compound Shall Have A Min. Shear Modulus At 75°F Of 120 psi.  
 Testing Acceptance Procedure Shall Be In Accordance With Section 714.10.6 Of The Specifications.



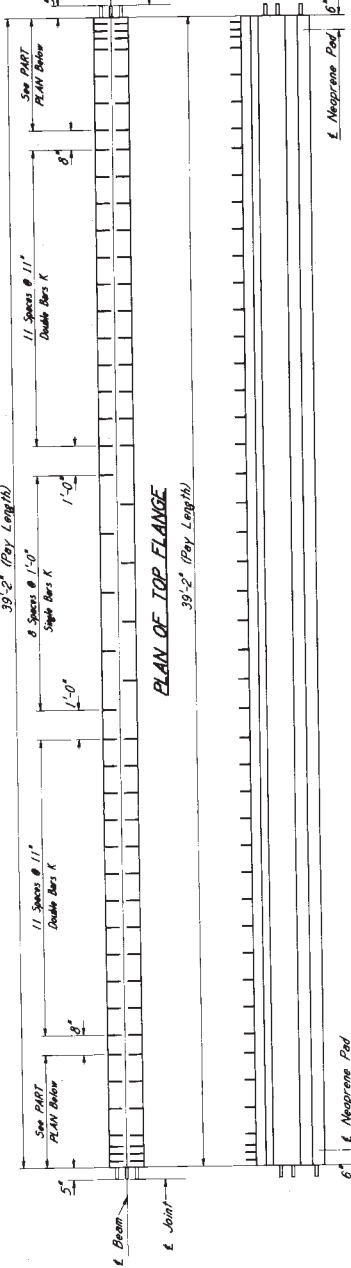
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	BRIDGE AT STA. 91+48.21	PROJECT	BR-013-1(10)
LAMINATED ELASTOMERIC BEARING PAD DETAILS	TYPE (1+2)	COUNTY	COPIAH
		DISTRICT	AL213-013
		CONTRACT NO.	85-0013-01-010-10
		SHEET NUMBER	10036
		DATE	APR 2 1987
		DESIGNED BY	WJW
		CHECKED BY	WJW
		IN CHARGE	WJW
		DATE	APR 2 1987

For Information Only

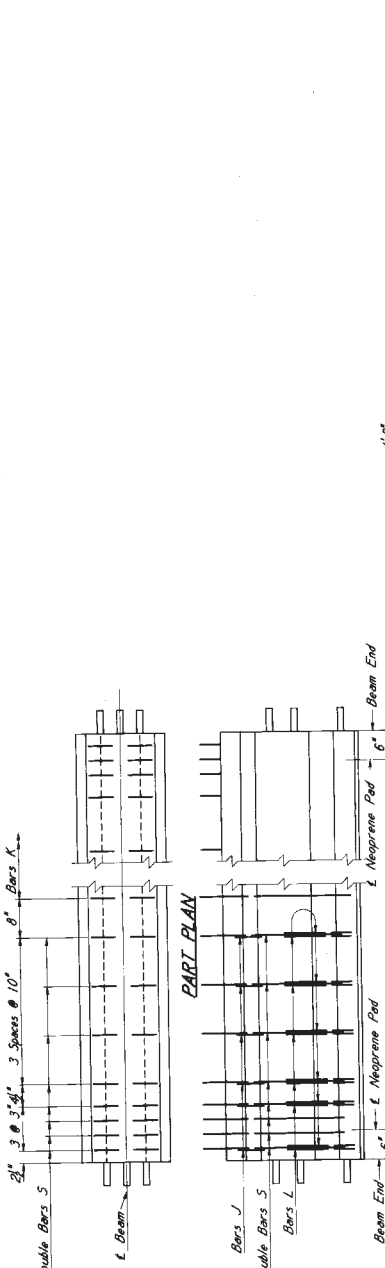
STATE MISS. PROJECT NO. BR-013-1(10)



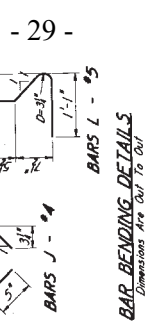
NOTES: In No Case Shall Neoprene Pads Be Cut Smooth And True To Grade.



ELEVATION NOTES: Cut Strands Flush-Abs Coating Required Both Ends.

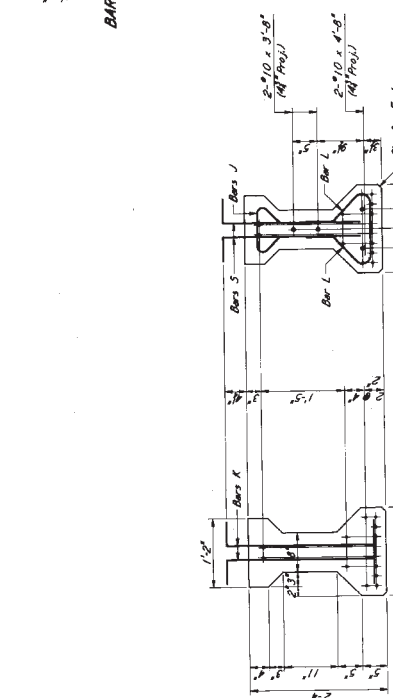


96



GENERAL NOTES: Bars Shall Be Manufactured In Accordance With Mississippi Standard Specifications For Road & Bridge Construction, 1992. The Top Of Beams Or Slabs Shall Be Shaved, Mopped, And Approximately The Time Of Initial Set, Brush To Remove All Lint And Produce A Roughened Surface For Bonding Steel. Other Surfaces Shall Be Finished Per Specifications For Bonding Steel. The Limits Shown In Table Shall Be Maintained At The Center Of The Beam Is Not Within The Limits Shown In Table. Steel Surfaces Of The Bearing Assembly Shall Be Painted Per Special Provision. Standard Deviation Is For 1274 270 K-LR Strands, Alternate Strand Pattern As Shown In Table May Be Used At The Contractor's Option. Shipping Damage Of Prestressing Elements Shall Be Rejected. The Cylinder Strength Of The Concrete Shall Be As Shown In Table.

BAR BENDING DETAILS Dimensions Are Cut To Cut



END ELEVATION

ALTERNATE PRESTRESS REQUIREMENTS

Strand Type	Minimum Strength	Initial Tension	Required Number of Strands	Total Strands	Required Number of Strands		Distance From End		Direction of Deviation		Concrete Strength At Time Of Cast
					Number	Centroid	From End	To Centroid	A	B	
1274 270 K-LR	41,300	28,910	14	14	7.00"	1.5"	0"	1.5"	1"	1"	4200 p.s.i.
1274 270 K-LR	41,300	30,980	12	12	7.17"	1.5"	0"	1.5"	1"	1"	4200 p.s.i.

LP Indicates Low-Alkaline Strands

DESIGN DATA Unit Stresses Are In Accordance With A.A.S.H.T.O., 1992.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
 BEAM 40-2 DETAILS  
 TYPE I+2  
 PROJECT BR-013-1(10)  
 COPIAH COUNTY

WORKING NUMBER A13 013  
 SHEET NUMBER 418

10435

For Information Only

Notice to Bidders

- 30 -

GENERAL NOTES:

- Steel Reinforced Mississippi Standard Specifications For Road And Bridges Shall Apply To All Structures.
- No Change Of Piles 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 Cause For Contract Price Adjustment.
- Excavation Shall Be Continuous From Type Unless Otherwise Noted.
- Timber Piles May Be Untreated And Rough And Shall Be New Material. Timber Piles May Be Unfinished For Piling Size See Section 719 Of The Specifications.
- All Times While The Detour Bridge Is In Place The Waterway Shall Be Kept Open To Traffic.
- 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. 507-24-C, Construction And Removal Of Detour Bridges. Bids Must Be Included 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-Crest Concrete Structures, 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.

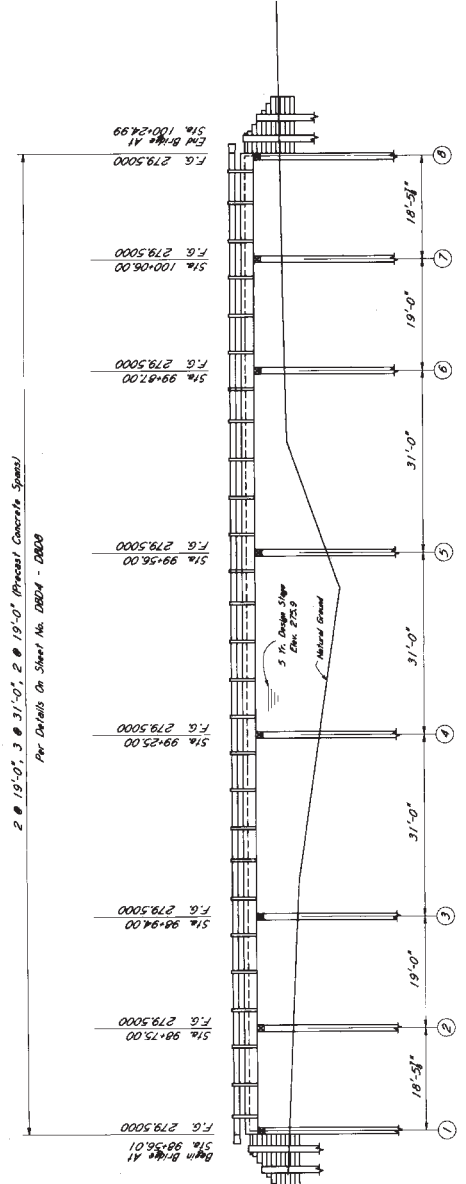
SPECIAL PROVISIONS REQUIRED:  
Construction & Removal Of Detour Bridges ..... No. 507-508

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

DESIGN DATA:  
Specifications ..... AASHRI LR92  
Loading ..... HS20-44  
Roadway Width ..... 24'-0" Gutter To Gutter

MISSISSIPPI DEPARTMENT OF TRANSPORTATION DETOUR BRIDGE AT STA. 98+56.01	2722--
CROSS JONES CREEK	
PROJECT BR-013-1(10)	
85-0013-01-010-10	
COPIAH COUNTY	
WORKS NUMBER DB16 OF 8	506
ISSUED DATE 2/12/24	
REVISIONS	
DATE	

Total Length Of Bridge = 160'-11 1/2"  
0.0028 Grade



Untreated Timber Pile  
Pile Dia. 6" Spacing 2' x 8' 1"  
6 - Piles Per Bent.  
Per Details On Sheet No. 10B02C.

Untreated Timber Pile  
Pile Dia. 6" Spacing 2' x 8' 1"  
6 - Piles Per Bent.  
Per Details On Sheet No. 10B02C.

Untreated Timber Pile  
Pile Dia. 6" Spacing 2' x 8' 1"  
6 - Piles Per Bent.  
Per Details On Sheet No. 10B02C.

SPECIAL NOTES:  
The Contractor Shall Drive Piles Of Sufficient Length To Insure Stability Of Substructure. The Alignment 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.

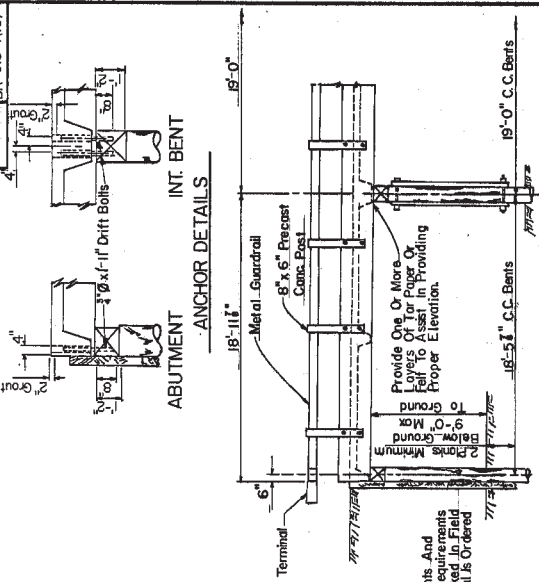
DETOUR BRIDGE ACROSS JONES CREEK  
Scale: 1" = 10'-0"

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

For Information Only



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



**SIDE ELEVATION**  
Wings Not Shown

19 Ft Spans:  
All Boring Piles Shall Be Driven To A Minimum Of 20 Tons.

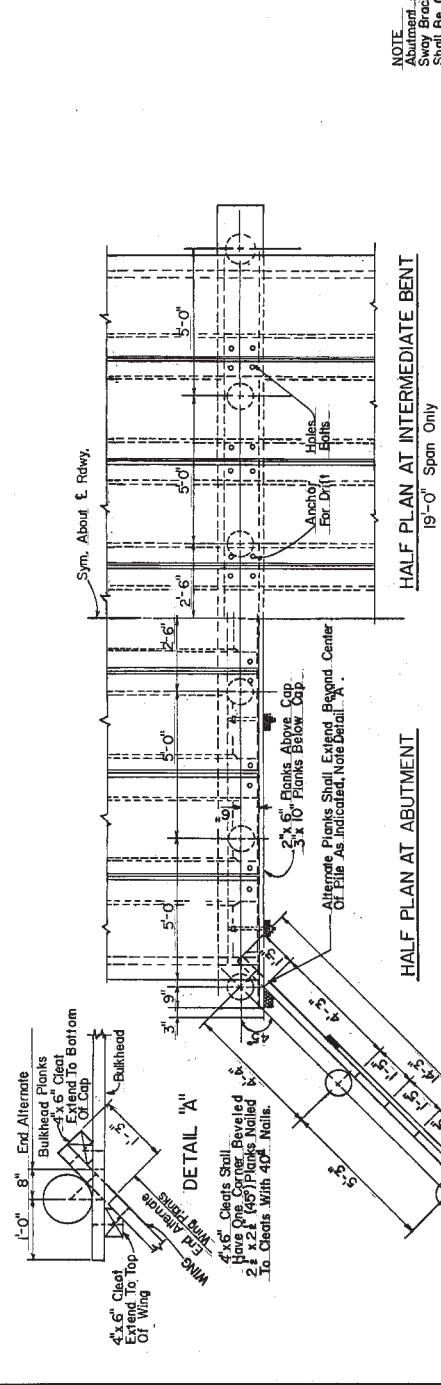
**GENERAL NOTES:**

Specifications: Mississippi State Highway Department 1930.  
 All Bolts In The Superstructure, Including Rolling Bolts, Shall Be Galvanized. Other Hardware Shall Be Except Where Otherwise Noted. All Bolts Shall Be 1/2" With Either Molten Lead Or Ogee Washers.  
 All Timber And Piling May Be Unrestrained. See Sections 718 & 719 Of The Specifications.

**DESIGN DATA**

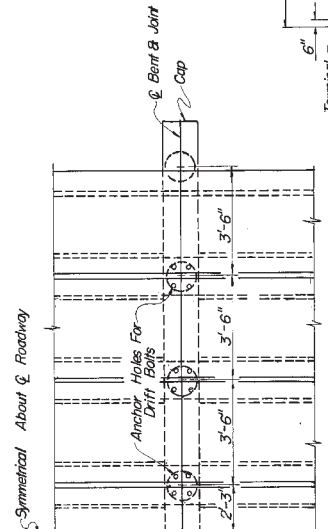
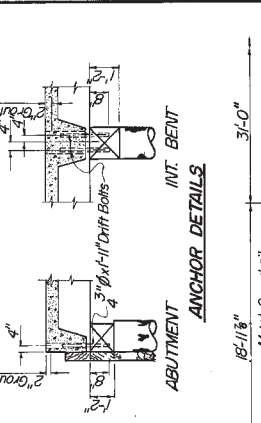
Specifications: A.A.S.H.T.O. 1977 & INT. 8  
 Loading: H20-44  
 Roadway Width: 24'-0" (Center To Center)  
 Timber: S.P.I.B. No. 1 SR  
 Bending Stress: 1350 psi.

MISSISSIPPI STATE HIGHWAY DEPARTMENT  
**TIMBER ABUTMENT AND INT. BENT FOR TIMBER CAPS AND 19'-0" PRECAST CONCRETE SPANS**  
 24'-0" CLEAR ROADWAY  
 PROJECT BR-013-1(10)  
 COPIAH COUNTY  
 DIVISION OF HIGHWAYS  
 SHEET NUMBER 50 OF 81

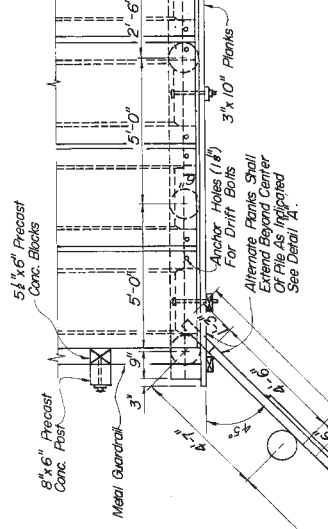


For Information Only

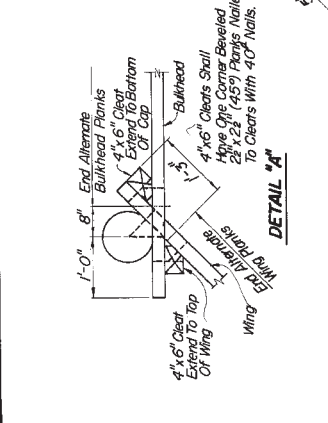
STATE MISS. PROJECT NO. BR-013-1(10)



HALF PLAN AT ABUTMENT  
3'-0" Span Only



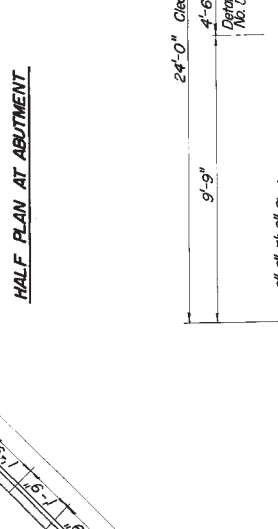
HALF PLAN AT INTERMEDIATE BENT  
3'-0" Span Only



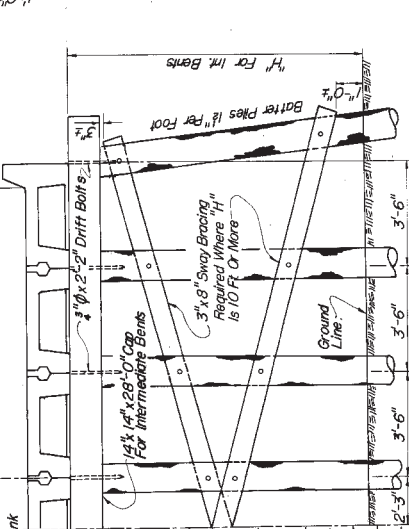
DETAIL #4



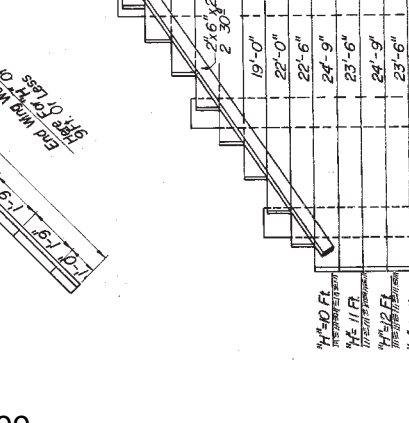
SIDE ELEVATION  
Wing Not Shown



SIDE ELEVATION  
Wing Not Shown



HALF ELEVATION OF INTERMEDIATE BENT  
3'-0" Span Only



HALF ELEVATION OF ABUTMENT  
3'-0" Span Only

**GENERAL NOTES:**  
 Specifications: Mississippi State Highway Department  
 All Bolts in the Superstructure Including Railings  
 Shall Be Galvanized Other Hardware Shall Be Black  
 Mild Steel On Wrought Iron. All Bolts Shall Be  
 With Either Malleable Or Cast Washers.  
 All Timber And Filling May Be Untreated See Section  
 718 & 719 Of The Specifications.

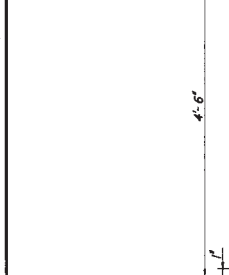
MISSISSIPPI STATE HIGHWAY DEPARTMENT  
 TIMBER ABUTMENT AND INT. BENT FOR  
 PRECAST CONCRETE SPANS  
 24'-0" CLEAR ROADWAY  
 PROJECT BR-013-1(10)  
 COPIAH COUNTY  
 85-0013-0-010-10  
 DRAWN: R. T. DETMERS, R. T. WARD  
 CHECKED: J. A. WARD, T. M. DATE: 2/19/59  
 SHEET NO. 508  
 QUARTER DEPT. OF 8

**DESIGN DATA**  
 Specifications: AASHTO 1977 & INT. 80  
 Loading: H20-44  
 Roadway Width: 24'-0" (Center to Center)  
 Timber: S.P.18 No. 1SR  
 Bending Stress: 1,500 p.s.i.

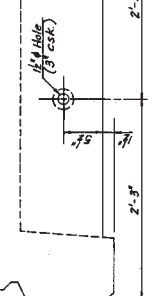
For Information Only



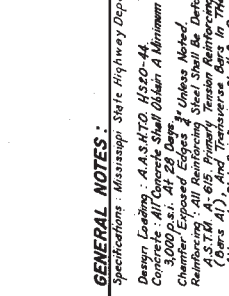




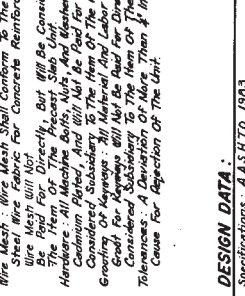
ELEVATION - CURB UNITS



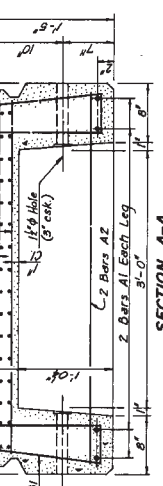
HALF PLAN OF SLAB  
Welded Wire Mesh Reinforcement



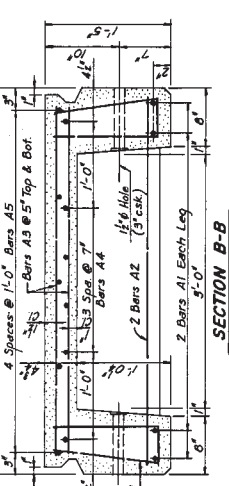
HALF PLAN OF SLAB  
Deformed Bar Reinforcement



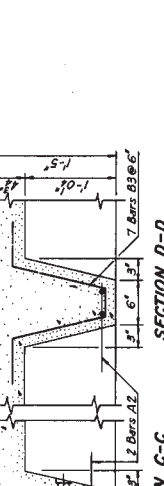
LONGITUDINAL SECTION  
Slab Reinforcing Mat Shown



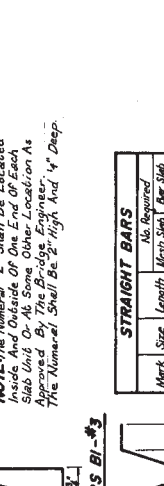
SECTION A-A  
Mesh Slab Reinforcing



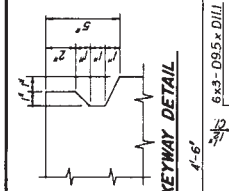
SECTION B-B  
Bar Reinforcing



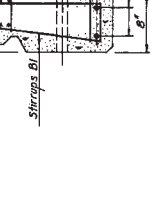
SECTION C-C



SECTION D-D



KEYWAY DETAIL



END ELEVATION - INTERIOR UNIT

**GENERAL NOTES:**  
Specifications: Mississippi State Highway Department, 1990.  
Design Loading: A.A.S.H.T.O. HS20-44.  
Concrete: All Concrete Shall Obtain A Minimum Compressive Strength Of 3,000 p.s.i. At 28 Days.  
Reinforcing Bars: Unless Noted, Deformed Bars Conform To A.S.T.M. A-615. Primary Tension Reinforcing Bars In Bottom Chords, (Bars A1), And Transverse Bars In Top Slab, (Bars A3), For Alternate Slab Reinforcing Shall Be Grade 60. All Other Reinforcing Bars Shall Be Grade 40. Bars Shall Be Welded To The Item Of Directly Bar Will Be Considered As Subsidiary To The Item Of The Precast Slab Unit.  
Wire Mesh: Wire Mesh Shall Conform To The Specifications For Welded Wire Mesh For Concrete Reinforcement, A.S.T.M. A 481.  
The Mesh Will Not Be Used For Concrete Reinforcement As Subsidiary To The Item Of The Precast Slab Unit.  
Hardware: All Hardware Shall Be Galvanized Steel. Galvanized or Hardware Plating Shall Not Be Used For Directly Bar, But Will Be Considered Subsidiary To The Item Of The Precast Slab Unit.  
Grouting Of Keyways: All Material And Labor For Mixing And Placing Grout For Keyways Will Not Be Aud For Directly, But Will Be Considered Subsidiary To The Item Of The Precast Slab Unit.  
To Be Aud For Inspection Of The Unit.  
Dimensions Will Be Taken At The Time Of Inspection Of The Unit.

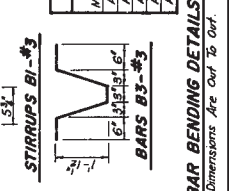
**DESIGN DATA:**  
Specifications: A.A.S.H.T.O. 1993  
Design Load: HS20-44  
Concrete: 3,000 p.s.i. Grade 40  
Reinforcing Bars: A-615;  $f_y = 42,000$  p.s.i.;  $f_c = 12,000$  p.s.i.;  $n = 6$ .

REVISIONS	DATE	BY	DESCRIPTION
1	11/17/93	JAC	REVISED WIRE MESH
2	11/17/93	JAC	REVISED WIRE MESH
3	11/17/93	JAC	REVISED WIRE MESH

MISSISSIPPI STATE HIGHWAY DEPARTMENT  
4" 6" PRECAST CONCRETE  
BRIDGE SLAB DETAILS  
19' 0" SPANS 24' 0" CLEAR ROADWAY  
PROJECT BR-013-1(10)  
85-0013-01-010-10  
COPIAH COUNTY  
WORKING NO. DBD5 OF 8  
SHEET NUMBER 518

**STRAIGHT BARS**

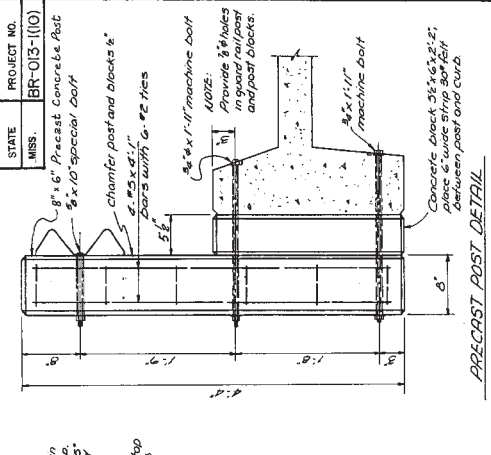
Mark	Size	Length	Mesh Slab	Bar Slab	No. Required
A1	#5	10'-9"	4	4	4
A2	#4	4'-3"	6	6	6
A3	#4	4'-1"	0	66	66
A4	#3	10'-9"	0	0	0



BAR BENDING DETAILS  
Dimensions Are Omit To Omit

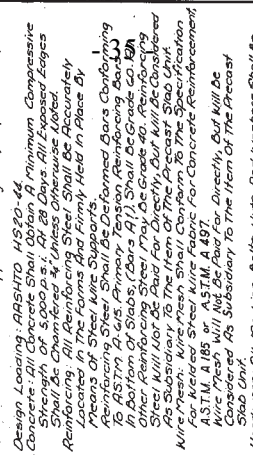
Notice to Bidders No. 272  
10035

For Information Only

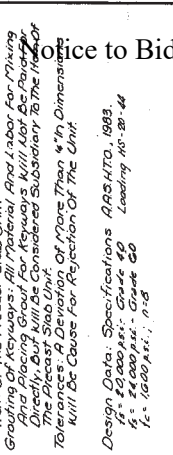


**PRECAST POST DETAIL**

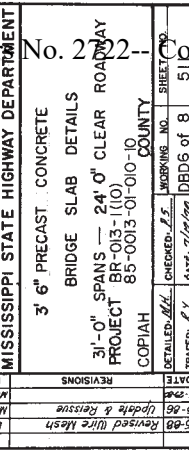
**GENERAL NOTES:**  
 Specifications: Mississippi State Highway Department, 1990.  
 Design Loading: AASHTO HS20-44.  
 Concrete: All Concrete Shall Obtain A Minimum Compressive Strength of 4000 PSI. All Concrete Shall Be Cast and Cured in accordance with the Specifications. All Reinforcing Steel Shall Be Accurately Located in the Forms and Firmly Held in Place by Means of Steel Spacers. All Slabs and Beams Shall Be Cast in a Single Operation. Bars Shall Be Held in Position by Means of Chairs. Bars Shall Be Held in Position by Means of Chairs. Bars Shall Be Held in Position by Means of Chairs. Bars Shall Be Held in Position by Means of Chairs.



**CURB UNIT - CROSS SECTION**



**INTERIOR UNIT - CROSS SECTION**

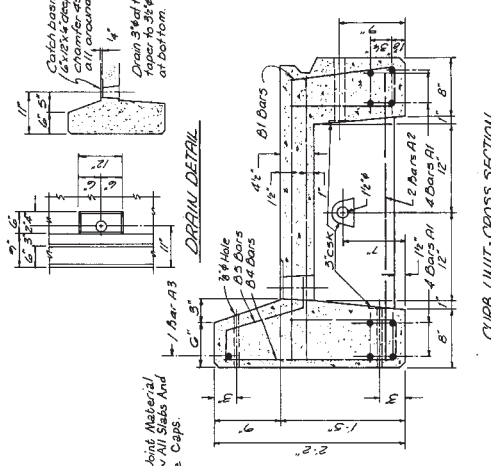


**STRAIGHT BARS**  
 No. Required  
 Max. Size Length Qty. Unit

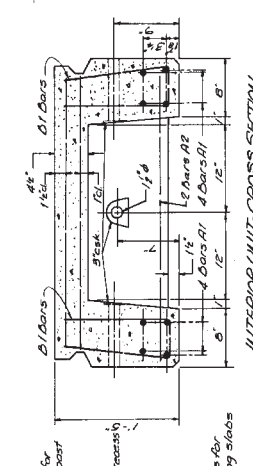
**STIRRUPS B1-B3**

The Numerical "1" Shall Be Located Inside And Outside Of One End of Each Slab Unit Or At Some Other Location. The Numerical "2" Shall Be Located At The Other End of Each Slab Unit.

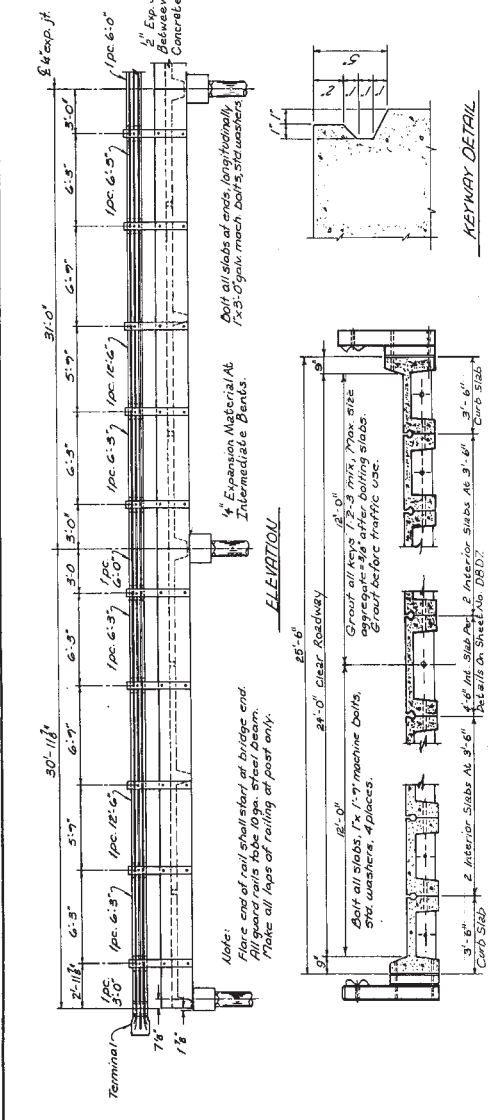
**NOTE:**  
 Dimensions Are Out To Out. Reinforcing Steel Bars Shall Be Held in Position by Means of Chairs. Bars Shall Be Held in Position by Means of Chairs.



**DRAIN DETAIL**



**KEYWAY DETAIL**

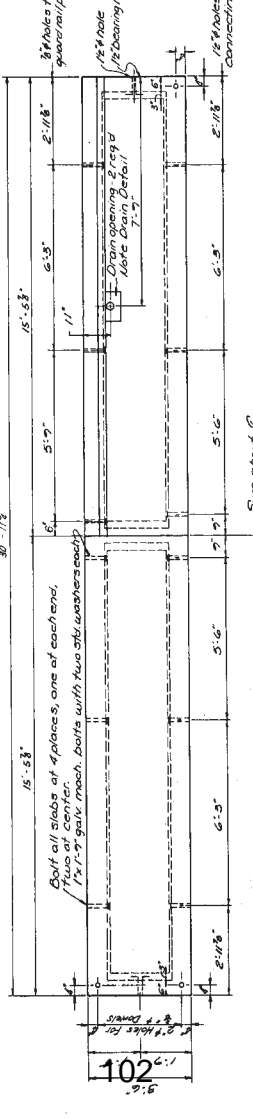


**ELEVATION**

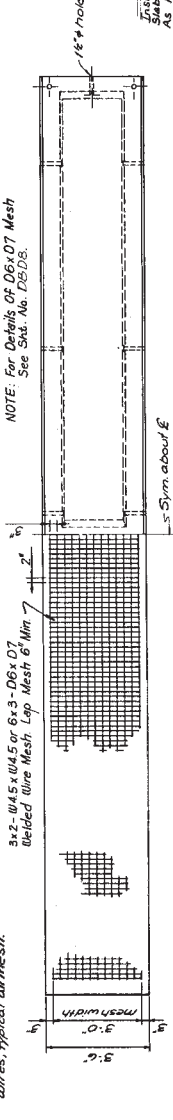
NOTE: Flare end of nail should start at bridge end. All ground bolts shall be installed in the same manner as shown. Flare all tops of railing at post only.

Expansion Material At Intermediate Bents.

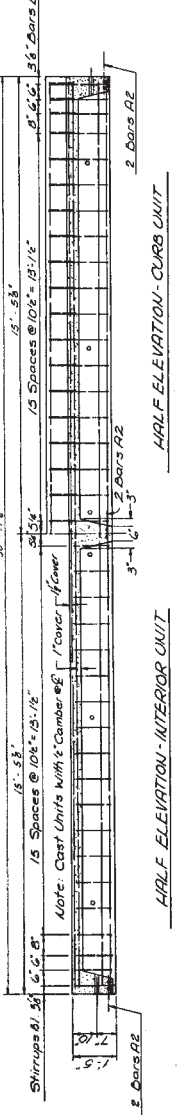
Expansion Material At Bridge Ends.



**TYPICAL SECTION**



**WIRE MESH PLACEMENT DIAGRAM**



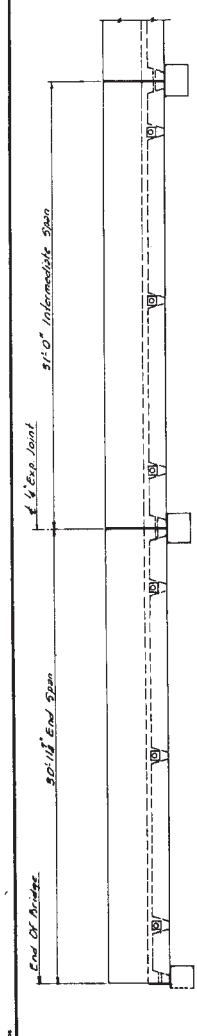
**HALF PLAN - INTERIOR UNIT**

NOTE: For Details Of D&OT Mesh See Sheet No. DBD-2.

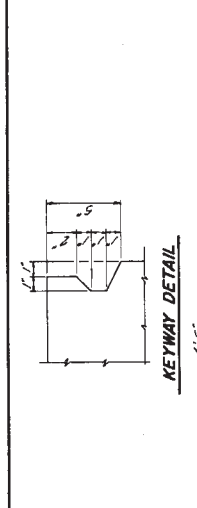
3x2 - W45 x W45 or 6x3 - D6 x D7 Welded Wire Mesh, Lap Mesh 6 Min

For Information Only

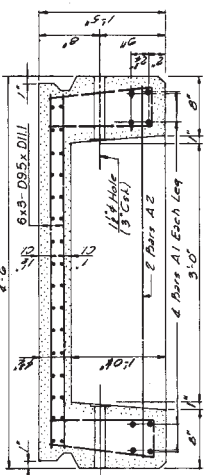
STATE PROJECT NO.  
MISS. BR-013-110



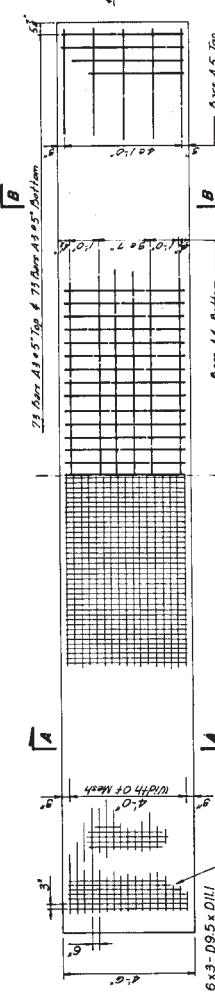
ELEVATION-CURB UNITS



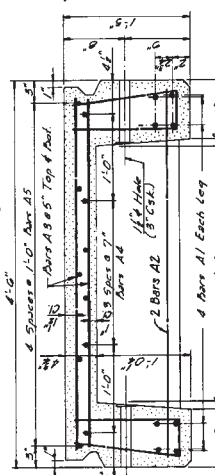
KEYWAY DETAIL



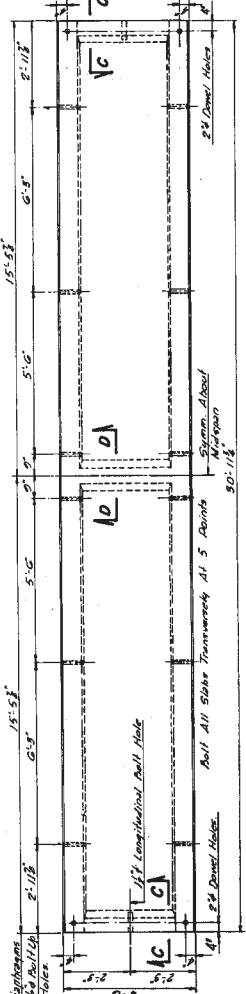
SECTION A-A  
Mesh Sub-Reinforcing



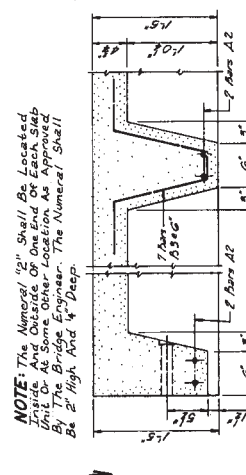
HALF PLAN OF SLAB  
Welded Wire Mesh Reinforcement



SECTION B-B  
Deformed Bar Slab Reinforcing



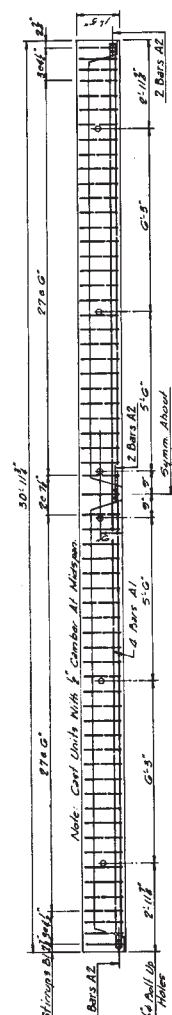
PLAN



SECTION C-C

NOTE: The Numerical 1/2\"/>

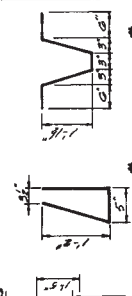
SECTION D-D



LONGITUDINAL SECTION  
Slab Reinforcing Not Shown

Mo't	Stk Length	Mo't	Stk Length	Mo't	Stk Length
A1	110	30'-9"	B	0	0
A2	14	4'-5"	C	0	0
A3	4	4'-7"	XC	0	0
A4	4	30'-9"	D	0	0
A5	3	30'-9"	E	0	0

STRAIGHT BARS  
Mo't Stk Length Mo't Stk Length



STIRRUPS B1-#3, BARS B3-#3, BARS B5-#3  
BAR BENDING DETAILS  
Dimensions Are Out to Out

GENERAL NOTES:

Specifications: Mississippi State Highway Department, 1980.  
Design Loading: AASHTO, HS20-44  
Concrete: All concrete shall obtain a minimum compressive strength of 5000 psi at 28 days.  
Reinforcing Steel: All reinforcing steel shall be deformed bars conforming to ASTM A-65. Primary tension reinforcing bars in the slab (bars A3) for alternate slab reinforcing shall be Grade 60 steel. All other bars shall be Grade 40 steel.  
Wire Mesh: The mesh shall conform to the specifications for mesh wire mesh, ASTM A-977, wire diameter 1/8\"/>

Design Data: Specifications, AASHTO 1995.  
1. 20000 psi, Grade 40  
1. 40000 psi, Grade 60  
1. 40000 psi, Grade 60

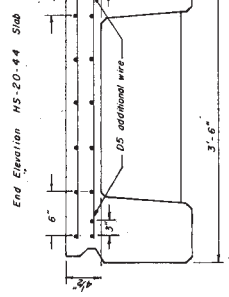
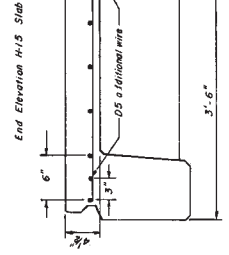
MISSISSIPPI STATE HIGHWAY DEPARTMENT  
4-6" PRECAST CONCRETE  
BRIDGE SLAB DETAILS  
31'-0" SPANS - 24'-0" CLEAR ROADWAY  
PROJECT BR-013-110  
WORKING NO. DBD7 of 8  
SHEET NUMBER 82

10835

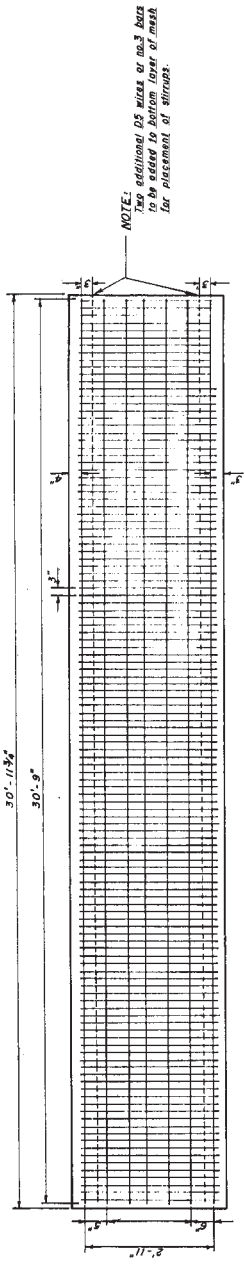
For Information Only



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

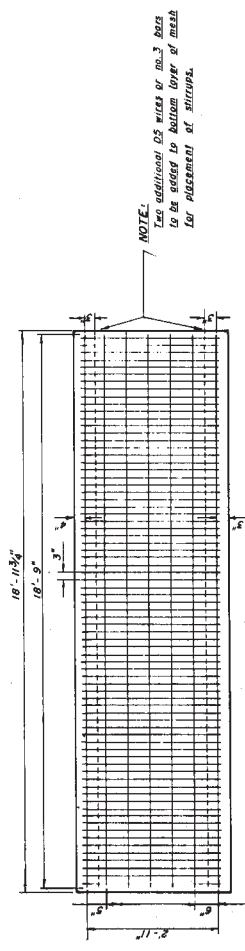


**SPECIFICATIONS:**  
 Mississippi State Highway Department, 1990  
 ASTM A 497  
 Yield strength 70,000 psi  
 Tensile strength 80,000 psi  
 Reinforcing steel shall be deformed bars conforming to ASTM A615 grade 60



**NOTE:**  
 Use additional 05 wires of no. 3 bars to be added to bottom layer of mesh for placement of throughs.

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



**NOTE:**  
 Use additional 05 wires of no. 3 bars to be added to bottom layer of mesh for placement of throughs.

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

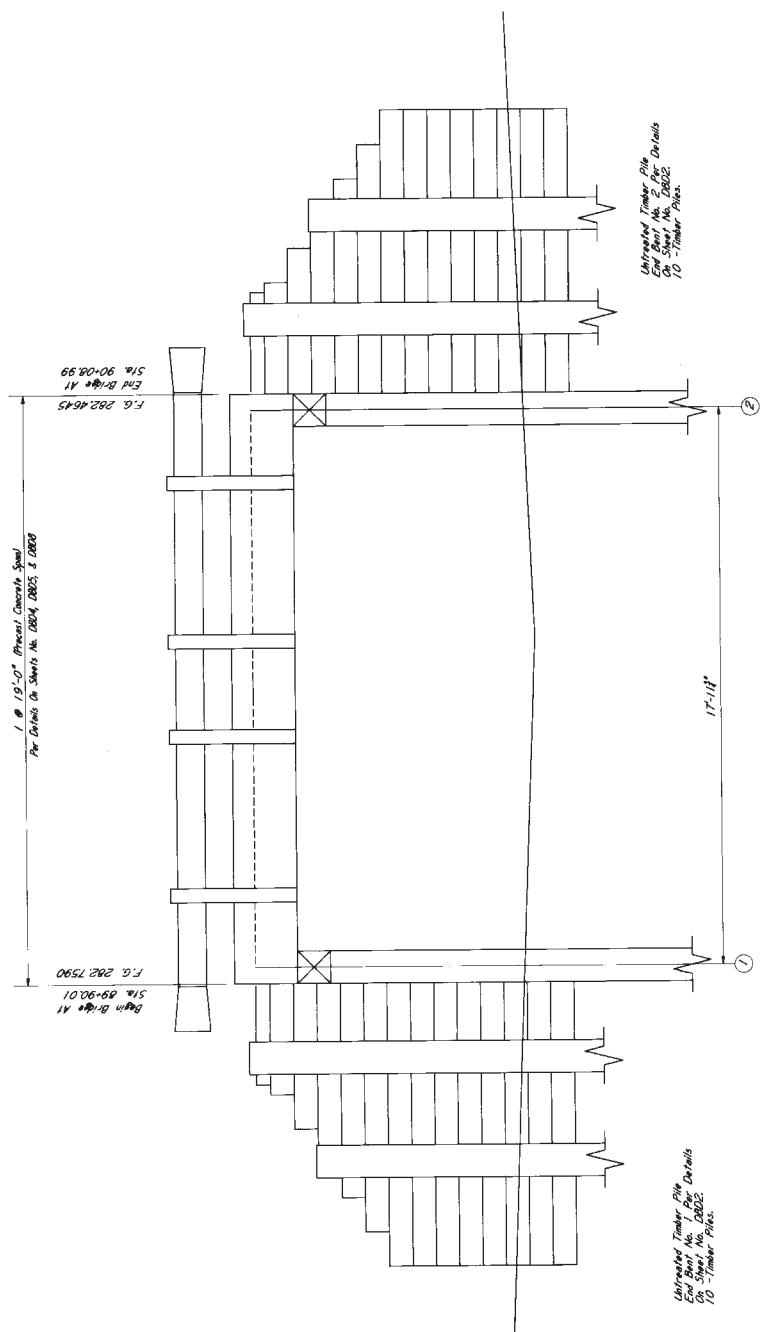
MISSISSIPPI STATE HIGHWAY DEPARTMENT	
ALTERNATE DEFORMED WIRE MESH	
19' and 31' PRECAST CONCRETE SPANS	
PROJECT BR-013-1(10)	
85-0013-01-010-10	
COPIAHS	COUNTY CO.
DESIGNED BY: JVC	WORKING NO: D808 of 8
DATE: 27 JULY 1987	SHEET NO: 075

10835

For Information Only

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

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



Untreated Timber Pile  
End Bent No. 2 Per Details  
10 - Timber Piles

Untreated Timber Pile  
End Bent No. 2 Per Details  
10 - Timber Piles

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

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

**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 The Minimum Requirements May Be Submitted By The Contractor And If Approved By The Engineer Before May 26 Used At The Additional Cost To The State.

**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. All Work Shall Be Authorized By The Bridge Engineer. Provisioned 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. The Contractor Shall Be Responsible 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.  
Piles For The Detour Bridge Will Be Made Under Pile Item No. 537.68-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 Bids 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 Completion Of The Construction Of The Detour Bridge, 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. 907-68

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

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION DETOUR BRIDGE AT STA. 89+90.01	
PROJECT BR-013-11(10)	WORKING NUMBER
COPIAH COUNTY	SHEET NUMBER
DESIGNED BY: ALW	TRAINED: CAD
CHECKED BY: JJA	ISSUED: 2/2/98
DATE: 2/2/98	PROJECT NUMBER
10038	10038

Notice to Bidders No. 2722-1998

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	D001 OF 8	506
BAYOU PIERRE RELIEF	A2 OF 13	487	TIMBER ABUTMENT AND INT. BENT FOR TIMBER CAPS AND	D002 OF 8	507
FOUNDATION PLAN	A3 OF 13	488	19'-0" PRECAST CONCRETE SPANS 24'-0" CLEAR ROADWAY	D003 OF 8	508
BORING DATA	A4 OF 13	489	TIMBER ABUTMENT AND INT. BENT FOR TIMBER CAPS AND	D004 OF 8	509
INT. BENT NO. 1 & 5 DETAILS	A5 OF 13	490	31'-0" PRECAST CONCRETE SPANS 24'-0" CLEAR ROADWAY	D005 OF 8	510
END BENT DETAILS	A6 OF 13	491	3'-6" PRECAST CONCRETE BRIDGE SLAB DETAILS -	D006 OF 8	511
INT. BENT NO. 2, 3, 4 & 4 DETAILS	A7 OF 13	492	19'-0" SPANS 24'-0" CLEAR ROADWAY	D007 OF 8	512
40 FT. SPAN DETAILS	A8 OF 13	493	4'-6" PRECAST CONCRETE BRIDGE SLAB DETAILS -	D008 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+80.01	DBET OF 1	514
BRIDGE AT STA. 108+02.21 - 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+02.21 - 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	477, 478, 479	ALH
10836	472, 473, 475	LCB
10843	474, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493	LCB
10844	494, 495, 496	LCB

BRIDGE DIVISION	SHEET NO.	BY
10835	477, 478, 479	ALH
10836	472, 473, 475	LCB
10843	474, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493	LCB
10844	494, 495, 496	LCB

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAILED INDEX

PROJECT BR-013-1(10)

COUNTY COPIAH

ISSUED: 7/1/92

DATE: 2/7/92

WORKING NUMBER: 012

SHEET NUMBER: 3

CHECKED: J.M.

For Information Only

PAY ITEM NO.	PAY ITEM	UNIT	QUANTITIES	
			PRELIMINARY	FINAL
803-A	Test Piles	Each	7	
803-B	Leading 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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
SUMMARY OF QUANTITIES  
(BRIDGE ITEMS)

PROJECT BR-0013-1(10)  
COPIAH COUNTY

ISSUED 10/14/13  
CHECKED 10/14/13  
DATE 7/21/17

WISCONSIN NUMBER COUNTY  
SHEET NUMBER

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. Beam	60 Ft. Prest. Conc. Beam	80 Ft. Prest. Conc. Beam	100 Ft. Prest. Conc. Beam	Reinforce- ment	Concrete Casting	Losses (3.0%)		
																	Each	L.F.
10835	91+46.21	4 x 8'	181'-7"	Spone														
				End Bents														
				Intr. Bents	1	1000.0	427.5	186.27	943.50									
		Continuous For Live Load Only																
				Total	1	1850.0	547.5	283.75	943.50									
10836	102+02.21	16x10'-9"-50'-240'-0"	611'-7"	Spone														
				End Bents														
				Intr. Bents	3	1100.0	427.5	1365.0	2295.50	717.00								
		Continuous For Live Load Only																
				Total	3	5660.0	1365.0	1084.75	2295.50	717.00								
10843	115+02.21	3 x 8'	121'-7"	Spone														
				End Bents														
				Intr. Bents	1	1100.0	427.5	139.94	708.50									
		Continuous For Live Load Only																
				Total	1	1760.0	219.45	708.50										
10844	102+02.21	26x10'-9"-50'-241'-7"	241'-7"	Spone														
				End Bents														
				Intr. Bents	2	800.0	427.5	282.17	947.50	478.50								
		Continuous For Live Load Only																
				Total	2	2615.0	81.26	418.19	947.50	478.50								
Project Totals																		
					7	11,885.0	1385.0	2014.14	5194.50	717.00	478.50	488.75	305,086	23860.00	1670.0			

10835  
10836  
10843  
10844

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ESTIMATED QUANTITIES  
(BRIDGE ITEMS)

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

COUNTY COPIAH

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

DESIGNED: 11/11/11  
DATE: 2/24/12

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

FORMING NUMBER: 85-0013-01-010-1

SHEET NUMBER: 41

For Information Only

**GENERAL NOTES:**

Specifications: Mississippi Standard Specifications For Road and Bridge Construction, 1992 Edition, Section 210.01. All Plans Will Be Permitted Except By Written Approval Of The Bridge Engineer. Minor Changes In Detail Of Design Or Construction Procedure May Be Authorized By The Bridge Engineer. Prohibited Such Changes Will Not Be Cause For Contract Price Adjustment. Deck Shall Be The Final Surface Features Of The Bridge. 50% OF THE SPECIFICATIONS, SEE MISSISSIPPI DEPARTMENT OF TRANSPORTATION, BR-013-1100, FOR THE DETAILS OF THE BRIDGE CONSTRUCTION. CONCRETE SHALL BE CLASS "A". BRIDGE CONCRETE SHALL BE BILHARRUS FIBER TYPE UNLESS OTHERWISE NOTED. EXPANSION JOINT MATERIAL SHALL BE INCIDENTAL TO THE UNLESS OTHERWISE NOTED. REINFORCING STEEL SHALL BE AS SHOWN IN THE DRAWINGS OR OTHERWISE NOTED. UNLESS OTHERWISE NOTED, ALL REINFORCING STEEL SHALL BE ASTM A65, GRADE 60, UNLESS OTHERWISE NOTED. WORK FOR WHICH NO PAY ITEM IS PROVIDED IN THE PROPOSAL WILL NOT BE PAID FOR. DRAWINGS AND SPECIFICATIONS WILL BE INCORPORATED IN THE PRICES AND PAYMENTS FOR BIDDERS.

**PILE NOTES:**

Test Piles Shall Be Driven As Permanent Piles At The Location And To The Tip Elevations Shown In The TEST PILE SCHEDULE ON THE SHEET UNLESS OTHERWISE DIRECTED BY THE BRIDGE ENGINEER. ALL TEST PILES SHALL BE DRIVEN TO THE FULL LENGTH IN THE TEST LOADINGS. TESTS ARE REQUIRED: THE MAXIMUM TEST LOAD SHALL BE TWO AND ONE-HALF (2 1/2) TIMES THE MINIMUM PILE BEARING CAPACITY. PERMANENT PILES IN ALL TEST PILES SHALL BE FOUND AT A TIP ELEVATION NO HIGHER THAN THE ELEVATION SHOWN IN THE MINIMUM PILE BEARING CAPACITY AND TIP ELEVATION SCHEDULE. WHEN TEST PILES ARE FOUND TO BE DRIVEN TO FULL LENGTH AND SHALL NOT BE SPITTED EXCEPT BY AUTHORITY OF THE BRIDGE ENGINEER. ALL WELDING SHALL BE DONE BY THE ELECTRIC ARC PROCESS. WELDING SHALL BE DONE WITH APPROVED ELECTRODES AND BY CERTIFIED WELDERS.

**SPECIAL PROVISIONS REQUIRED:**

Steel Deck Weld Forms ..... 907-894  
Painting Metal Structures ..... 907-894

**DRAINAGE DATA:**

Drainage Area ..... 137 Sq. Mi.  
DSO (U.S.G.S) ..... 7830 c.f.s.  
Effective Area ..... 1537 Sq. Ft.

**DESIGN DATA:**

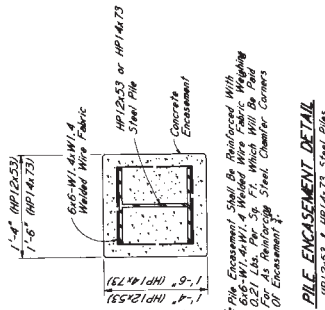
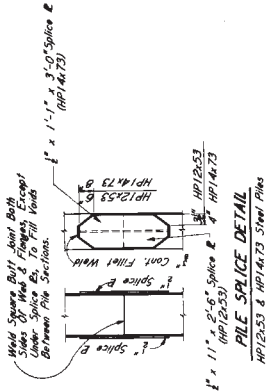
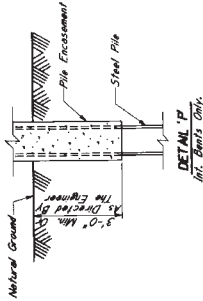
Specifications ..... AASHTO 1992  
Loading ..... 40' of Super To Gutter  
Concrete ..... Class "A" (4000 Psi)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
BRIDGE AT STA. 198+00.21  
STATE HWY. NO. 28 ACROSS  
JONES CREEK  
PROJECT BR-013-1100  
COPIAH COUNTY  
BR-013-01-010-10

WORKING NUMBER: DI 013  
SHEET NUMBER: 41

DESIGNED: AUMW  
CHECKED: J. J. W. DATE: 5-27-92

10844



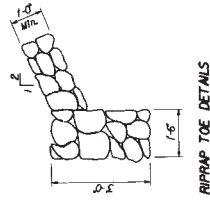
**NOTE:** Pile Encasement Shall Be Reinforced With 6x6-W1.4xW1.4 Welded Wire Fabric For As Reinforcing Steel Chamfer Corners Of Encasement.

**PILE ENCASEMENT DETAIL:**

HP12x53 & HP14x73 Steel Piles

Pile No.	Required Bearing (Tons)	Tip Elevation
1	34	234.0
2	57	233.0
3	57	233.0
4	57	234.0
5	34	234.0
6	34	233.16

**NOTE:** Permanent Stay-in-Place Weld Deck Forms Will Not Be Allowed For Construction Of Bridge Deck.



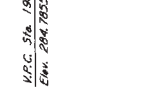
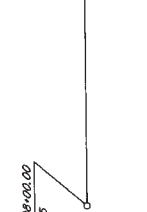
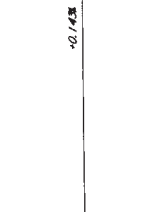
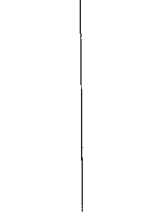
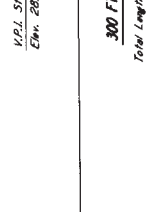
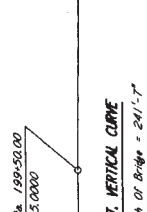
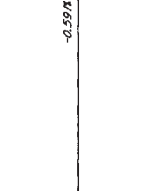
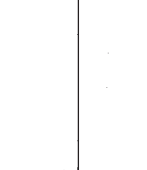
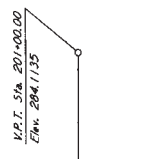
Pile No.	Min. Length-Ft.	Tip Elevation
1	55	224.82
2	55	223.16

End Pile No. 1: HP12x53 Steel Piles x 40'-0"  
HP14x73 Steel Piles x 40'-0"  
HP12x53 Steel Piles x 40'-0"  
HP14x73 Steel Piles x 40'-0"  
HP12x53 Steel Piles x 40'-0"  
HP14x73 Steel Piles x 40'-0"

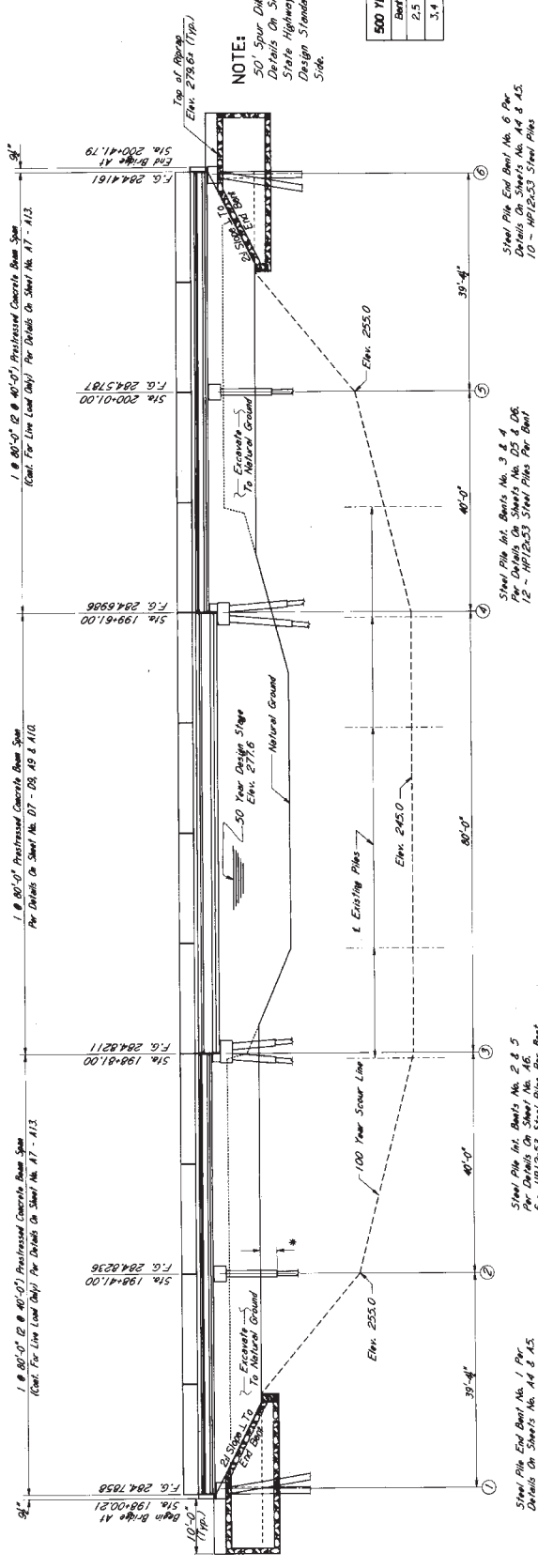
Item	Test Piles	Loading Test	HP 12x53 Steel Piling	Class "A" Bridge Concrete	80 Ft. Precast Concrete Type II	40 Ft. Precast Concrete Type III	Reinforcement	Concrete Rolling	Class III Riprap (300#)
Location	Each	Each	LF.	LF.	LF.	LF.	LN.	LF.	Ton
HP Beams	2	2	800.0	893.17	947.00	470.50	46.893	480.00	300.0
HP Beams	2	2	1815.0	91.76	91.86	8.980	5.976	480.00	300.0
TOTALS	4	4	2415.0	416.19	947.00	970.50	61.249	480.00	300.0

For Information Only

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



300 FT. VERTICAL CURVE  
Total Length of Bridge = 241'-7"



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.

500 YEAR SCOUR ELEVATION	
Bent No.	Elevation
2.5	254.0
3.4	243.0

SPAN NOTE:  
Span 100' - Bridge Ends Per Details on Sheet No. 80.

ELEVATION WITH PROFILE ALONG & APPROACH ROADWAY  
Scale 1"=10'-0"

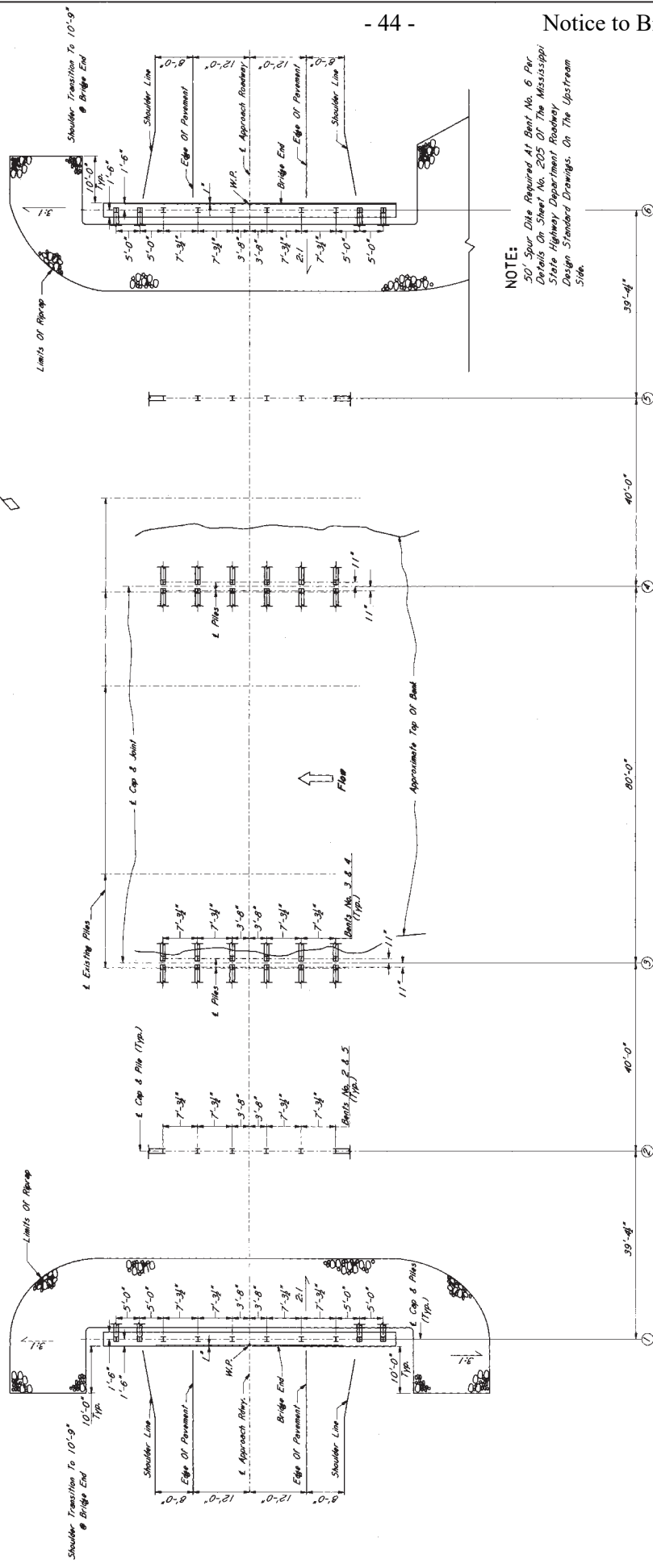
\* See Detail "p" On Sheet No. D1.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
BRIDGE AT STA. 198+00.21	
STATE HWY. NO. 28	
JONES CREEK	
PROJECT BR-013-1(10)	
COUNTY COPIAH	
COUNTY 85-0013-01-010-10	
DESIGNED BY	ATPW
CHECKED BY	JJA
ISSUED	7/87
DATE	2-27-86
DRAWING NUMBER	
D2 0019	
SHEET NUMBER	
1	

10844

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 BY	DATE
CHECKED BY	DATE
ISSUED BY	DATE
WORKING NUMBER	SHEET NUMBER
D3-0163	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 12-24-85

DEPTH FEET	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	3' STIFF, BROWN TO GRAY SILTY CLAY (ALLUVIUM)				244.1'
30	5' MEDIUM TO COARSE SAND WITH FINE SILT				244.1'
35	3' STIFF, GRAY SILTY CLAY (ALLUVIUM)				244.1'
40	5' MEDIUM TO COARSE SAND WITH FINE SILT				244.1'
45	3' STIFF, GRAY SILTY CLAY (ALLUVIUM)				244.1'
50	5' MEDIUM TO COARSE SAND				244.1'
55	3' STIFF, GRAY SILTY CLAY WITH SAND LAYERS THROUGHOUT				244.1'
60	5' MEDIUM TO COARSE SAND				244.1'
65	3' STIFF, GRAY SILTY CLAY WITH SAND LAYERS THROUGHOUT				244.1'
70	5' MEDIUM TO COARSE SAND				244.1'
80					
90					

COMPLETION DEPTH 72.0' DATE 12-24-85  
 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 12-24-85

DEPTH FEET	DESCRIPTION OF MATERIAL	CONSECUTIVE FEET			DEPTH TO WATER IN BORING NOT DETERMINED
		1	2	3	
10	2' STIFF, GRAY SILTY CLAY (ALLUVIUM)				242.8'
15	4' LOOSE, BROWN TO GRAY, MEDIUM SAND				242.8'
20	5' MEDIUM TO COARSE SAND WITH FINE SILT				242.8'
25	3' STIFF, BROWN TO GRAY SILTY CLAY (ALLUVIUM)				242.8'
30	5' MEDIUM TO COARSE SAND WITH FINE SILT				242.8'
35	3' STIFF, GRAY SILTY CLAY (ALLUVIUM)				242.8'
40	5' MEDIUM TO COARSE SAND WITH FINE SILT				242.8'
45	3' STIFF, GRAY SILTY CLAY (ALLUVIUM)				242.8'
50	5' MEDIUM TO COARSE SAND				242.8'
55	3' STIFF, GRAY SILTY CLAY WITH SAND LAYERS THROUGHOUT				242.8'
60	5' MEDIUM TO COARSE SAND				242.8'
65	3' STIFF, GRAY SILTY CLAY WITH SAND LAYERS THROUGHOUT				242.8'
70	5' MEDIUM TO COARSE SAND				242.8'
80					
90					

COMPLETION DEPTH 72.0' DATE 12-24-85  
 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

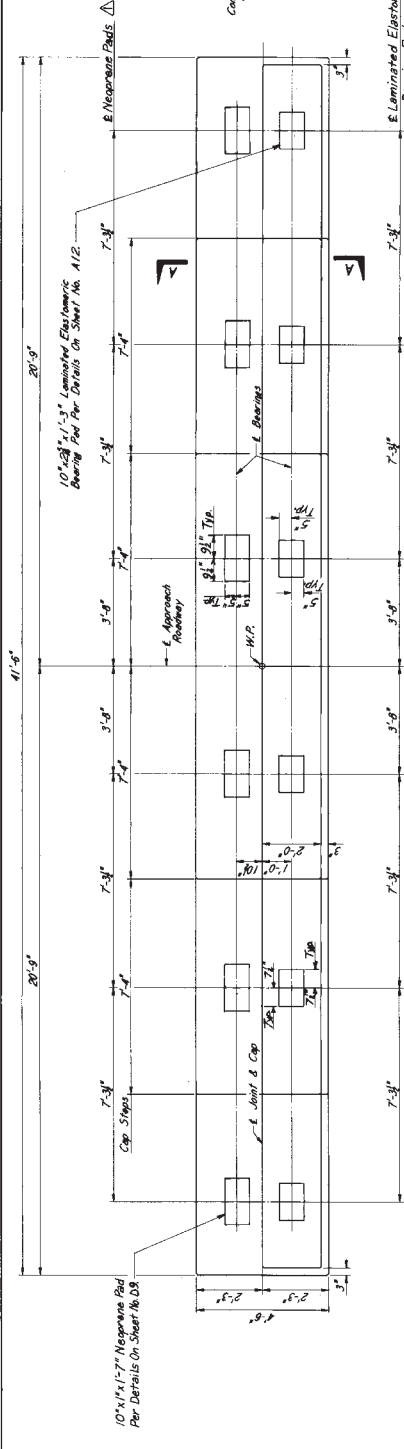
BORING DATA  
 PROJECT BR-013-1(10)  
 85-0013-01-010-10

COPIAH COUNTY

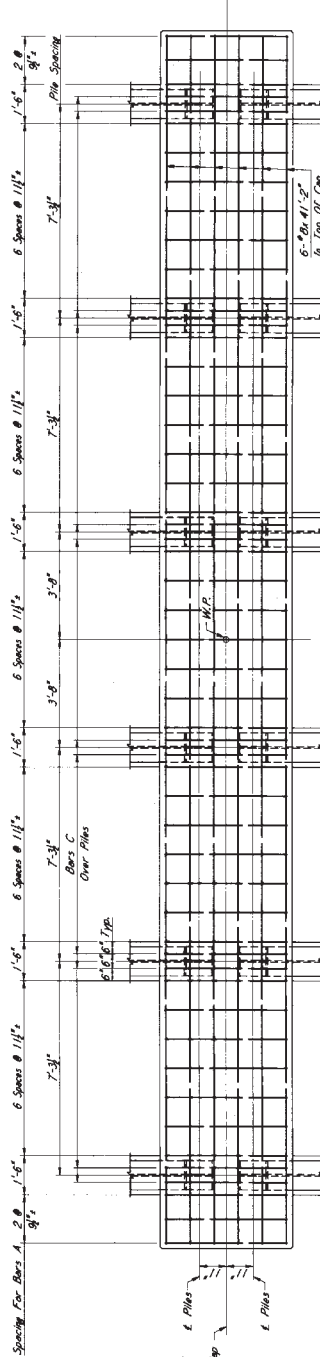
WORKING SHEET NO. 04879  
 SHEET NUMBER 000  
 DESIGNED N.A. TRACED R.T.  
 CHECKED M.A. DRAWN T.M.T. DATE 2-14-87

For Information Only

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

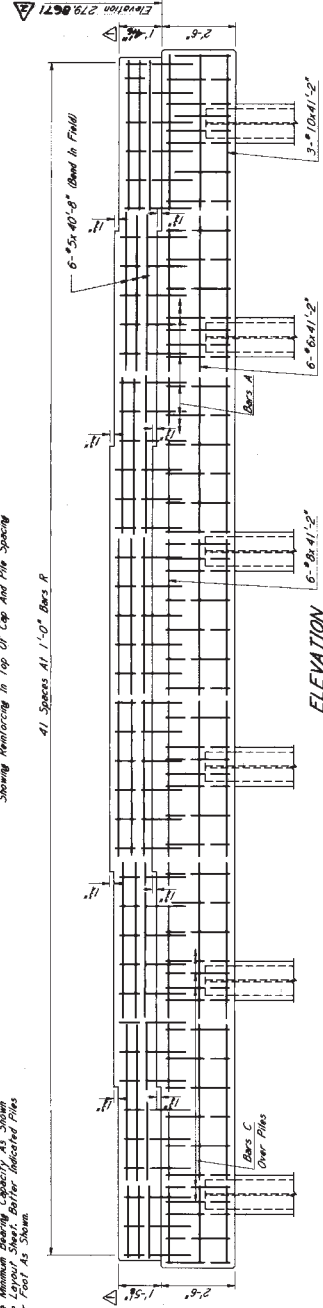


PLAN OF BENT  
Showing Laminated Elastomeric Bearing Pad & Concrete Dimensions

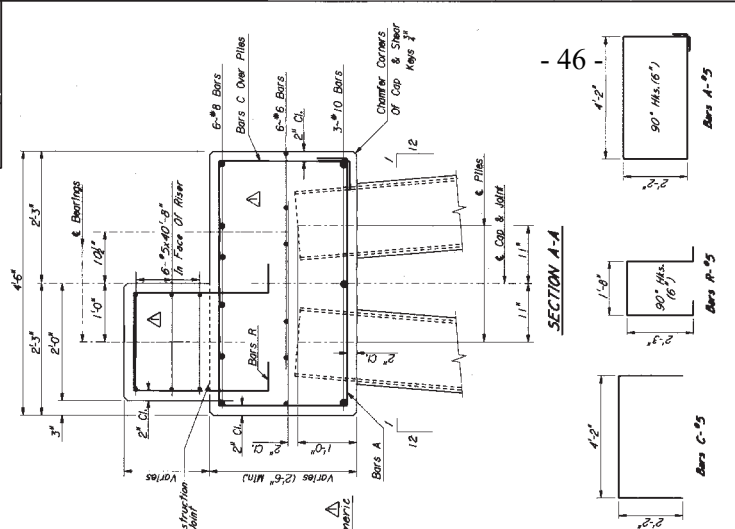


PLAN OF CAP  
Showing Reinforcing in Top of Cap and Pile Spacing

NOTE: All Be On The Site, Type And Drive To The Minimum Bearing Capacity As Shown On The Layout Sheet. Better Indicated Piles 1' Per Foot As Shown.



ELEVATION



SECTION A-A

BAR BENDING DETAILS  
Dimensions Are Out To Out.

GENERAL NOTES:  
All Concrete Shall Be Class "44"  
Clearer All Edges 1" Unless Otherwise Noted  
Piling Dimensions From Reinforcing Steel To Concrete Surfaces Are Clear Distances.

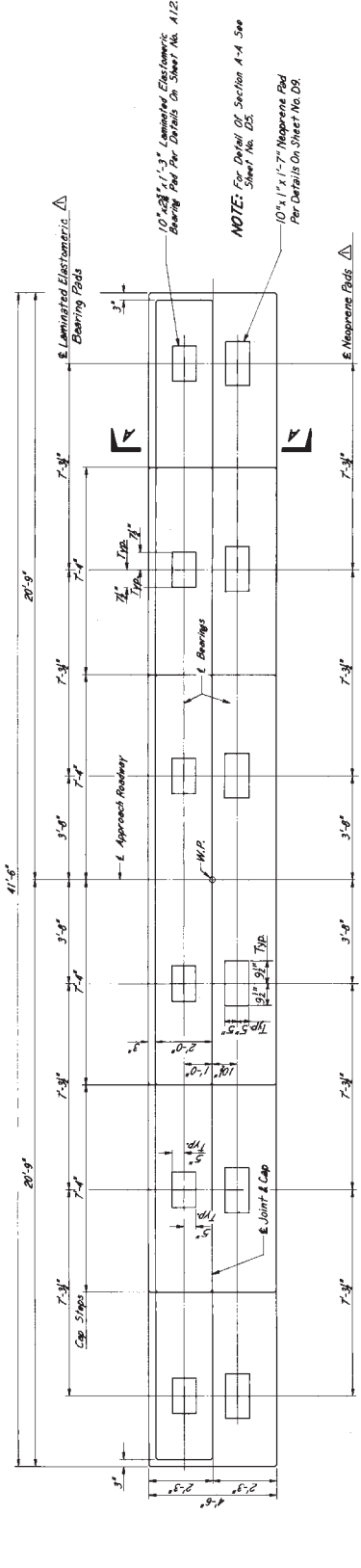
Notice to Bidders No. 2722-

MISSISSIPPI DEPARTMENT OF TRANSPORTATION		BRIDGE AT STA. 198+00.21	
INT. BENT NO. 3		PROJECT BR-013-11(10)	
COUNTY COPIAH		COUNTY COPIAH	
DESIGNED BY	AWW	TRACED/CADD	DATE 2-2-92
CHECKED BY	WJL	ISSUED	2-28-92
WORKSHEET NO.	DS-019	WORKSHEET NO.	DS-019
SHEET NO.	9	SHEET NO.	9

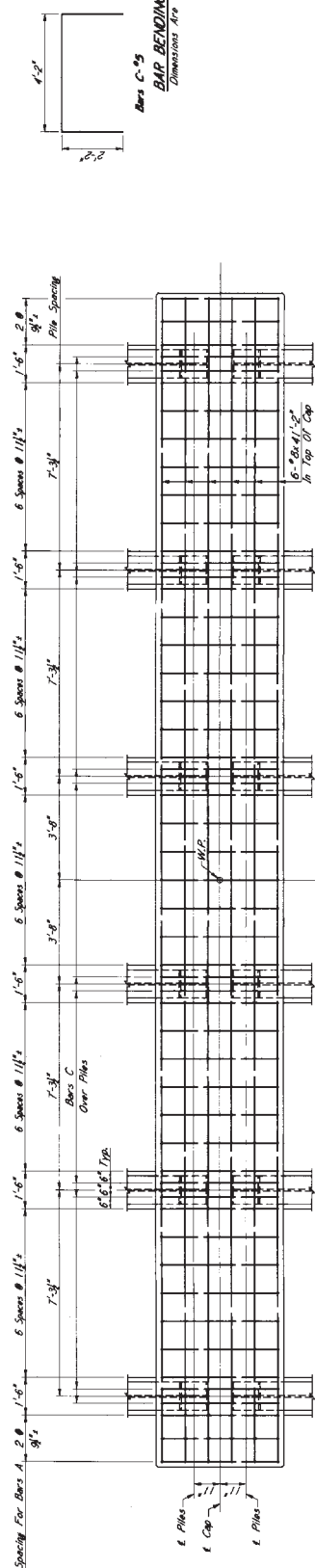
10844

For Information Only

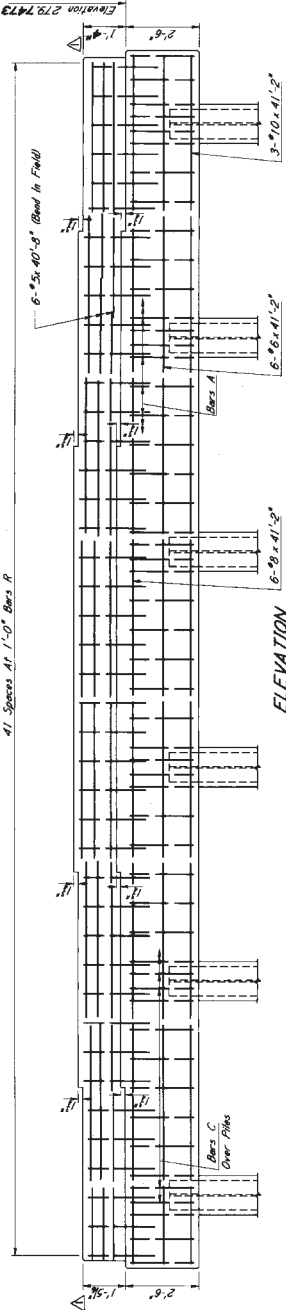
STATE MISS. PROJECT NO. BR-013-11(10)



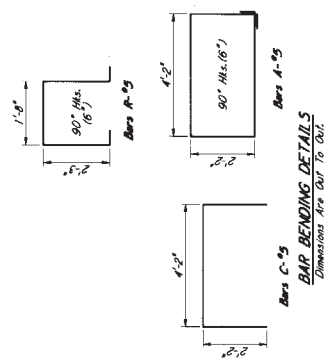
PLAN OF BENT  
Showing Laminated Elastomeric Bearing Pads & Concrete Dimensions



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



ELEVATION



BAR BENDING DETAILS  
Dimensions Are Out To Out.

NOTE: To The Minimum Bearing Capacity As Shown On The Plans. Refer Indicated Piles On The Foot As Shown.

GENERAL NOTES:  
All Casters Shall Be Class "A"  
Chair All Edges 3" 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	
SHEET NUMBER	6 of 9
DATE	2-7-52

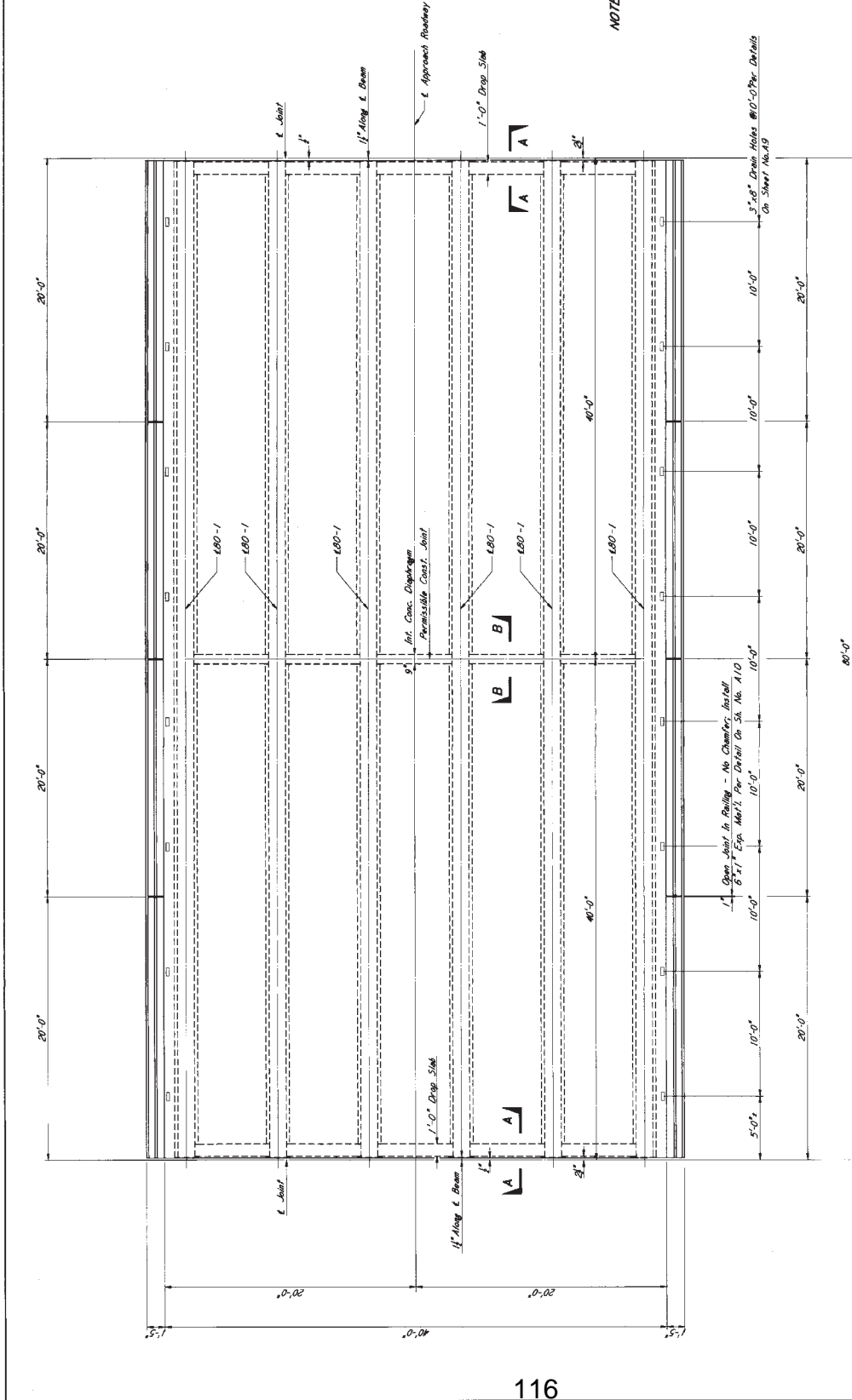
For Information Only





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

NOTE: For GENERAL NOTES, See Specifications & Other Details See Sheets No. 01, 02, 03, 04, 05, 06, 07, 08, 09, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.



REVISIONS	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
BRIDGE AT STA. 198+00.21  
80 FT. SPAN DETAILS  
PROJECT BR-013-1(10)  
COUNTY COPIAH

DESIGNED BY	CHECKED BY	DATE
DRAWN BY	CHECKED BY	DATE
PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
BR-013-1(10)	D8	50

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

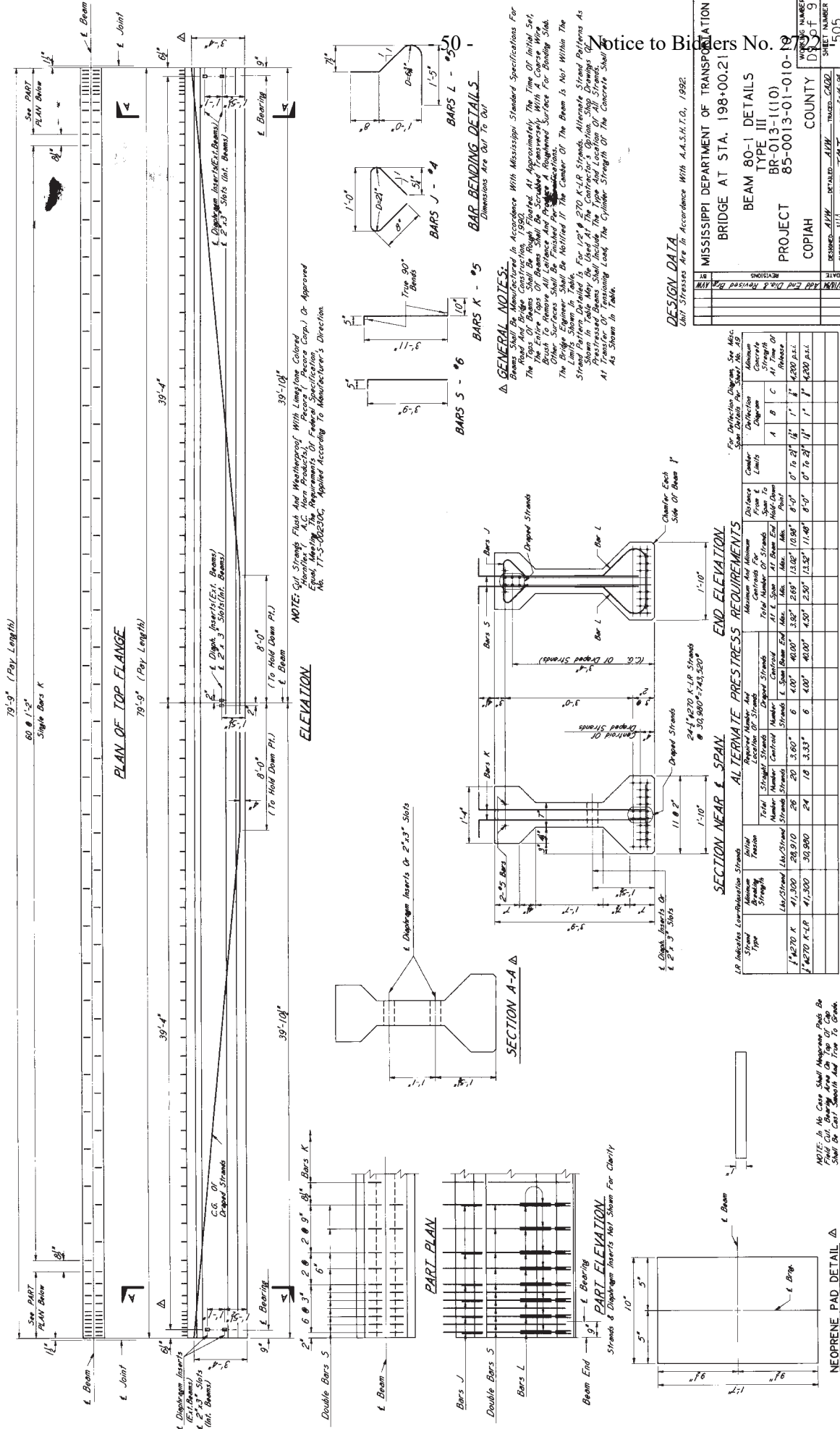
PLAN OF 80 FT. INT. SPAN

Bar	Sp. No.	Bar	Sp. No.
D	2000	D	2000
R	2000	R	2000
DT	2000	DT	2000
RT	2000	RT	2000

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

For Information Only

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



For Information Only

STATE	PROJECT NO.
MISS.	

14545

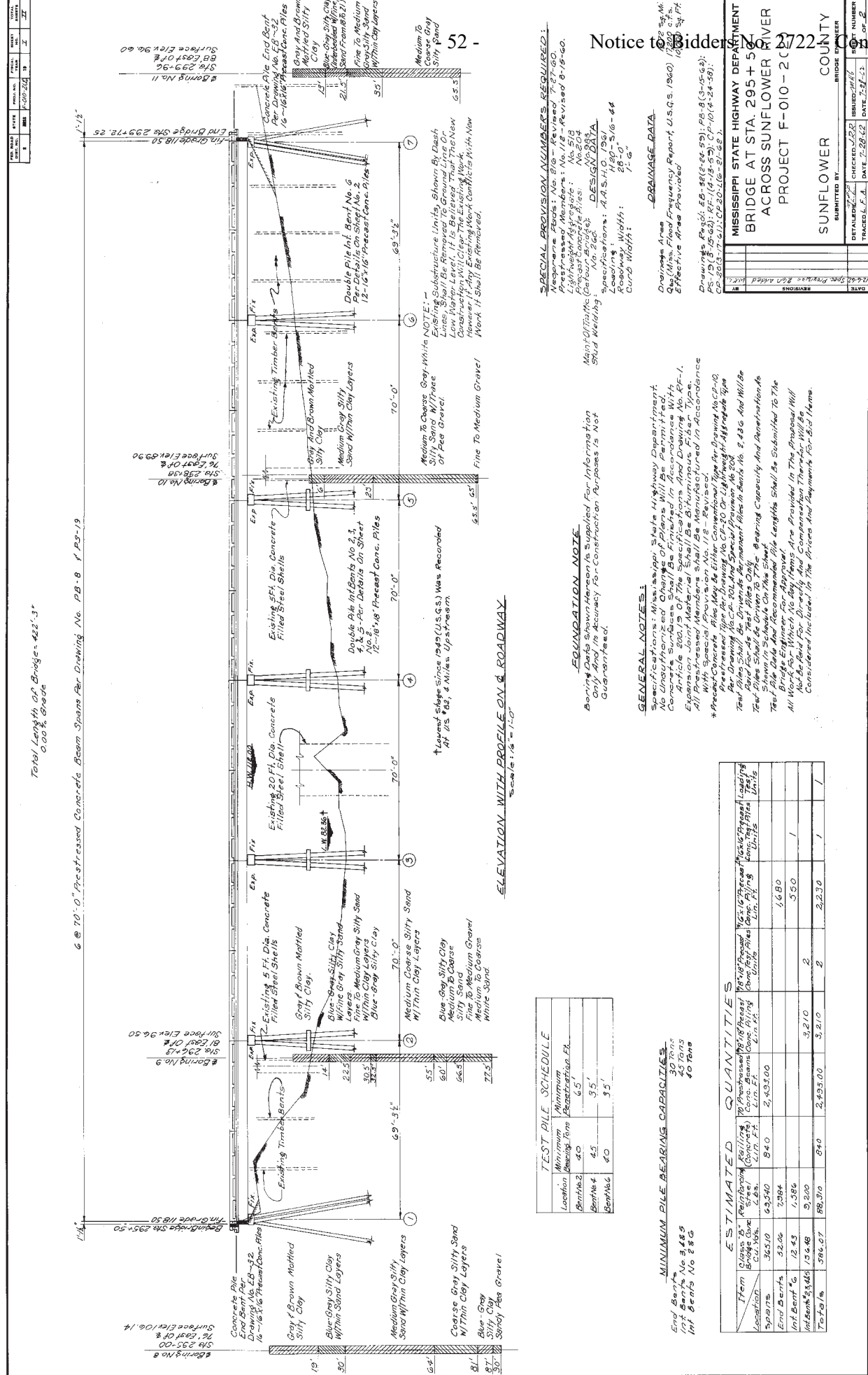
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

NO  
SUMMARY OF QUANTITY  
NOR  
RECAP SHEETS

AP	REVISIONS	DATE

DESIGNED	DRAWN	CHECKED	DATE
WORKING NUMBER			
SHEET NUMBER			

For Information Only



Total Length of Bridges = 422'-3"  
 @ 100% Grade

6 @ 70'-0" Prestressed Concrete Beam Spans Per Drawing No. PB-8 of PS-19

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

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

CHECKED: JBR DATE: 2-28-62  
 DRAWN: JBR DATE: 2-28-62  
 TRACED: L.A. DATE: 7-21-63

14545

**NOTES:**  
 1. All work shall be in accordance with the Standard Specifications for Highway Bridges, 1961 Edition, published by the American Institute of Steel Construction, Inc., Chicago, Illinois.  
 2. All materials shall be of the best quality obtainable and shall conform to the specifications of the American Institute of Steel Construction, Inc., Chicago, Illinois.  
 3. All work shall be done in accordance with the Standard Specifications for Highway Bridges, 1961 Edition, published by the American Institute of Steel Construction, Inc., Chicago, Illinois.  
 4. All work shall be done in accordance with the Standard Specifications for Highway Bridges, 1961 Edition, published by the American Institute of Steel Construction, Inc., Chicago, Illinois.  
 5. All work shall be done in accordance with the Standard Specifications for Highway Bridges, 1961 Edition, published by the American Institute of Steel Construction, Inc., Chicago, Illinois.

Notice to Bidders  
 2722 Cont'd

**TEST DILF SCHEDULE**

Location	Minimum Bearing (tons)	Minimum Penetration (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 tons  
 Int Bent No. 2: 34.5 tons  
 Int Bent No. 6: 40 tons

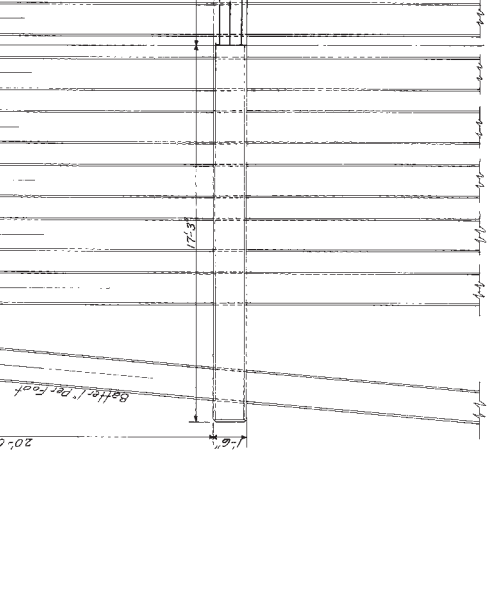
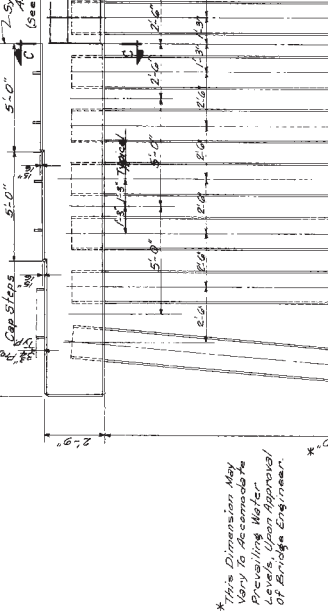
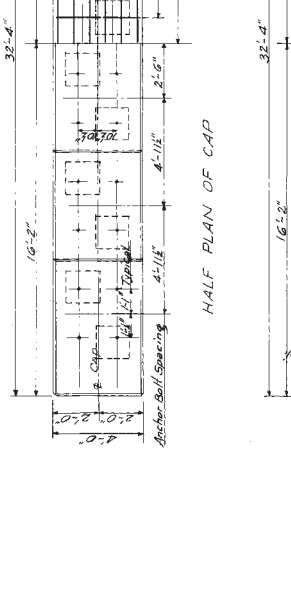
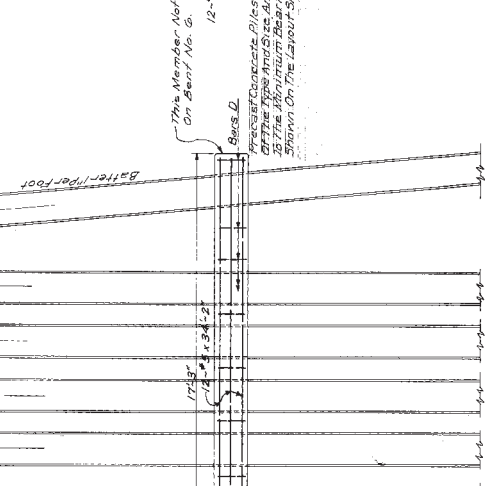
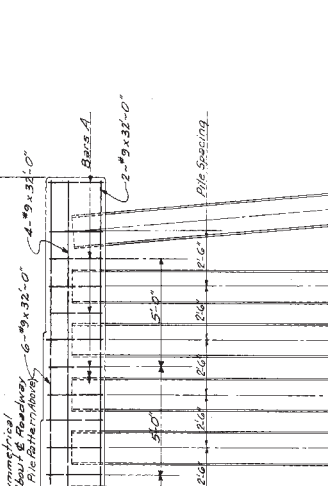
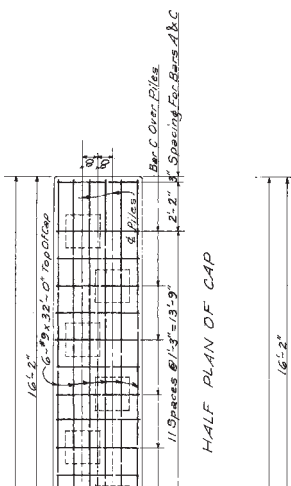
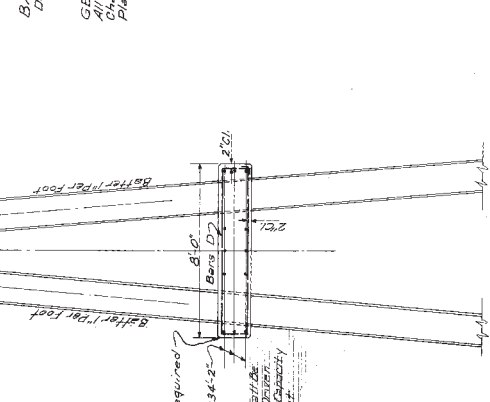
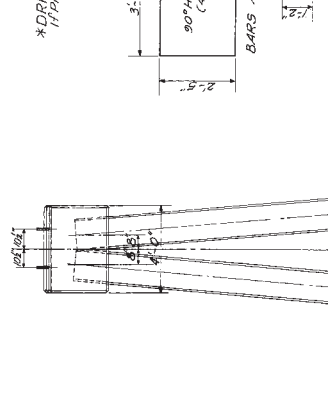
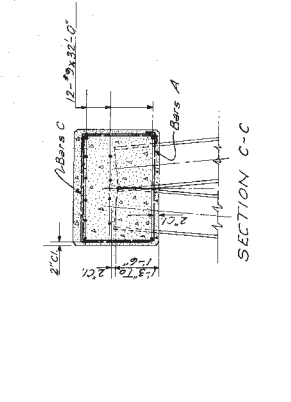
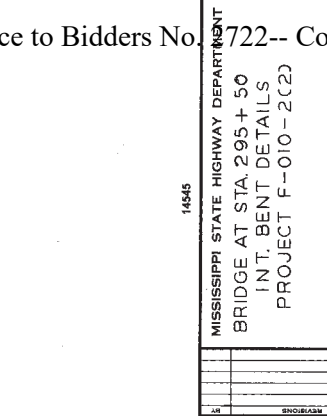
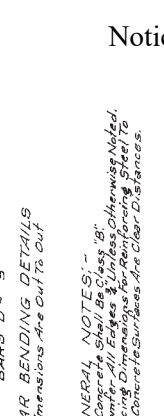
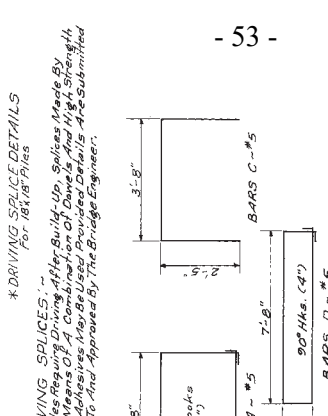
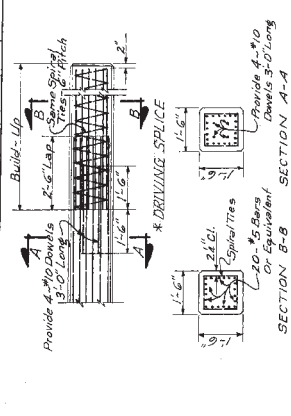
**ESTIMATED QUANTITIES**

Item	Class B (Reinforcing Steel) (cu. yd.)	Class C (Concrete) (cu. yd.)	70' Prestressed Concrete Piles (cu. ft.)	70' Cast-in-place Concrete Piles (cu. ft.)	70' Cast-in-place Concrete Piles (cu. ft.)	70' Cast-in-place Concrete Piles (cu. ft.)	70' Cast-in-place Concrete Piles (cu. ft.)
Location	365.10	84.0	2,433.00				
End Bent No.	12.43			1,680			
Int Bent No.	13.66			550			
Total	386.07	84.0	2,433.00	3,210	2	2,230	1

For Information Only

14545

MISSISSIPPI STATE HIGHWAY DEPARTMENT		BRIDGE AT STA. 295+50	
INT. BENT DETAILS		PROJECT F-010-2(C2)	
SUNFLOWER COUNTY		ENGINEER	
SUBMITTED BY		DATE	
CHECKED BY		DATE	
DRAWN BY		DATE	
SCALE		SHEET NUMBER	
		2 OF 2	

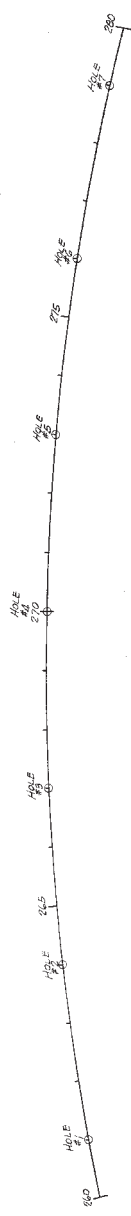
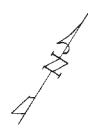
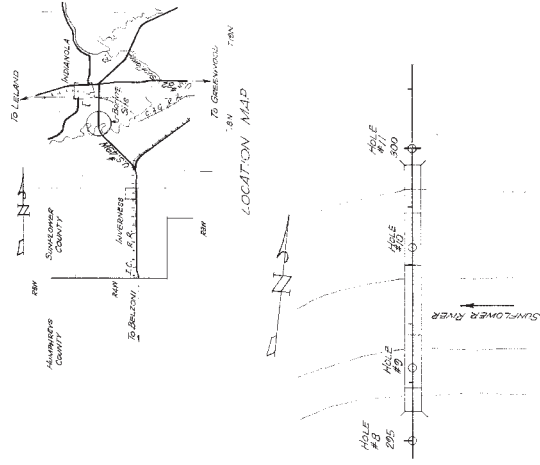


END ELEVATION

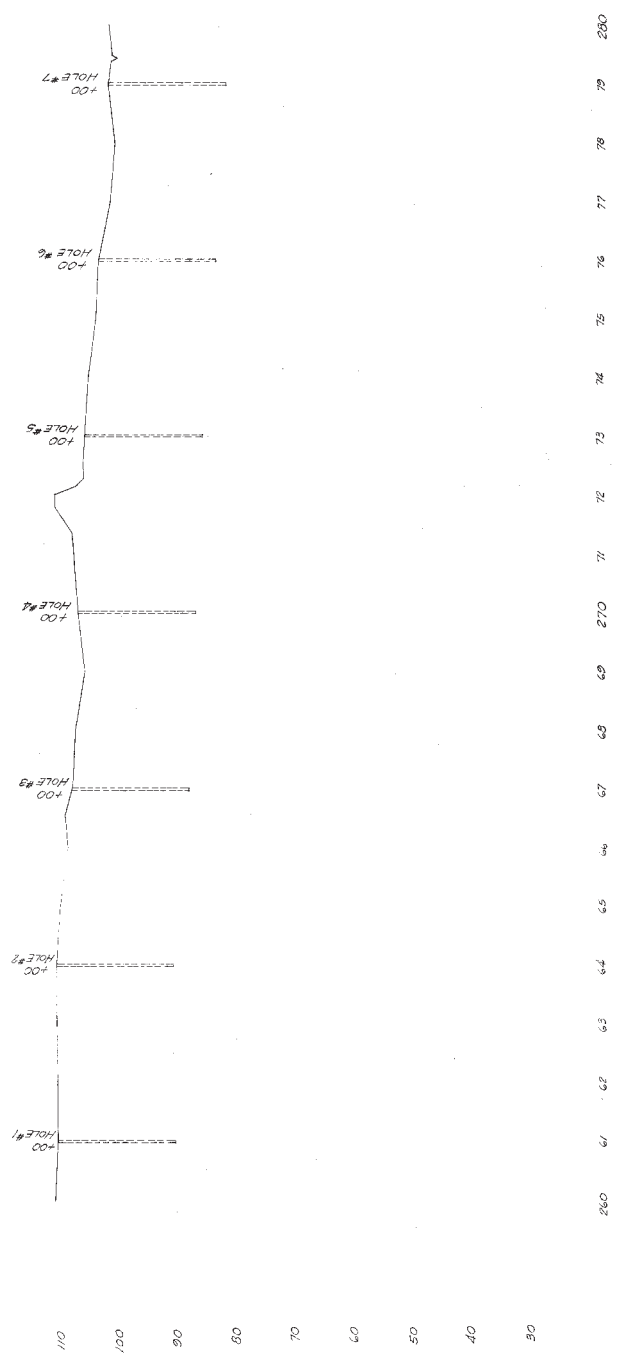
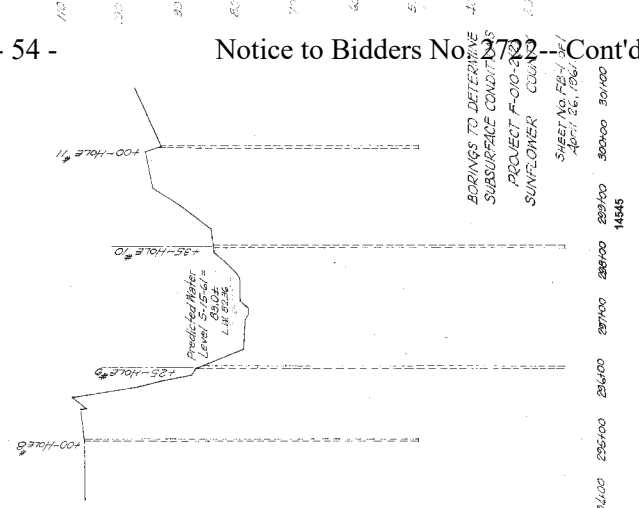
ELEVATION

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

For Information Only



**GENERAL NOTES:**  
 The locations, depths & numbers of borings indicated are for bid purposes only. The locations, depths & numbers of borings indicated are for bid purposes only. And are subject to change as indicated by conditions encountered during boring operations. Boreholes between Sta. 250 and Sta. 280 are for determining the presence & extent of water. Any change in the boring logs must be reported to the Engineer immediately. The length of boring required for the borings shall be determined by the type of boring, the soil conditions (sand, silt, clay, gravel, etc.) and the type of boring (auger, wash auger, etc.).



For Information Only

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  
SUNFLOWER COUNTY  
DESIGNED BY DATE  
CHECKED BY DATE  
TRAINED  
ISSUED BY DATE  
WORKSHEET NUMBER  
SHEET NUMBER

PAY ITEM NO.      PAY ITEM      UNIT      QUANTITIES  
PRELIMINARY      FINAL

BRIDGE SUMMARY

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>3</sup> ) Ton		
A Left Lane 14539-LT.LN.	257+52.76	166.0' (5*55)*	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	2080.0	825.0	1	1		397.0		
A Right Lane 14540-RT.LN.	257+52.76	166.0' (5*55)*	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	2080.0	825.0	1	1		397.0		
B 14546	295+50.88	2210'-0" (5*70)-(5*70)*		Spans	478.42	98692	840.00		2080.83	1900.0	3600.0	2	1	900.0			
				End Bents	8796	9055											
				Int. Bents	111.80	116,744											
				BRIDGE "B" TOTALS	646.18	116,744	840.00		2080.83	1900.0	3600.0	2	1	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

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

SCALE NUMBER  
ISSUED DATE

For Information Only



**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 of Such Changes Are Not Included. Proceed For Contract Price Adjustments.

The Final Surface Profile of the Bridge Deck Shall Be Achieved by Use of the Drag Finish, to occur within 10 to 15 Days After the Test Piles Shall Be Driven As Recommended on Plans No. S-1A. Test Piles Shall Be Driven As Recommended on Plans No. S-1A and to the Tip Elevations Shown in the TEST PILE SCHEDULE Unless Otherwise Directed by the Bridge Engineer. And Will Be in the Error Tolerated as Required. The Maximum Test Load Shall Be 125 Tons.

Test Pile Drive and Recommended Pile Lengths Shall Be Submitted Upon Loan of Materials and Equipment. The Manufacturer's Experience Shall Be Allowed For Estimation Incidentals Unless Otherwise Noted.

Construction of End Bents, Abutments and Approach Structures Shall Be in Accordance With Manual of Standard Practice for Designing Reinforced Concrete Structures (A.C.I. 318-57).

All Work to Be Done by the Contractor in the Proposed Work Shall Be Done in Accordance with the Specifications for Highway Structures and Drawings of Structures, including an Erection Plan. Approval Prior to the Manufacturing of Reinforced Concrete Structures Shall Be in Accordance with the Specifications for Highway Structures and Drawings of Structures, including an Erection Plan. All Reinforcing Steel Shall Be A.S.T.M. A615 Grade 60, Unless Otherwise Noted.

**SPECIAL PROVISIONS REQUIRED:**

Concrete Bridges and Structures No. SOT-804  
Aluminum Fast No. SOT-710  
Reinforcing Bars No. SOT-204

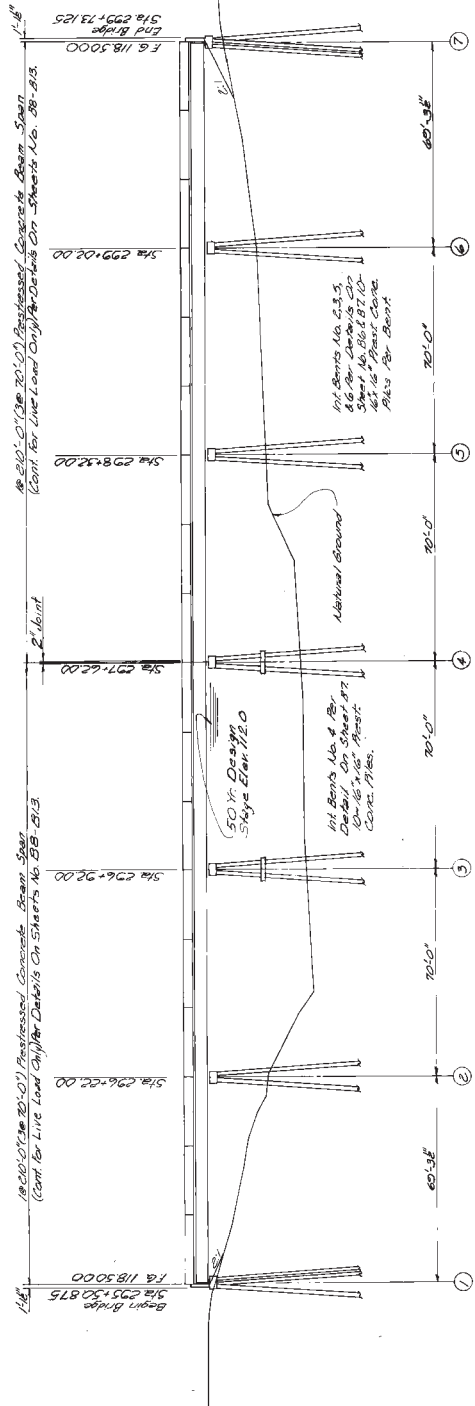
**DRAINAGE DATA:**

Flowing Area 23,500 Sq. Ft.  
Catchment Area 10,000 Sq. Ft.  
Designing Area 14,722 Sq. Ft.

**DESIGN DATA:**

Location A.S.H.T.O. 1989, Int. 19.87, 19.85  
Location 1985  
Roadway Width 40'-0" (Other to Other)

MISSISSIPPI STATE HIGHWAY DEPARTMENT	
BRIDGE AT STA. 295 + 50.875 R.T. 2 N.	
U.S. HWY. NO. 49W ACROSS	
SUNFLOWER RIVER	
PROJECT SP-0072-4(4)	
COUNTY SUNFLOWER COUNTY	
CONTRACT NO. 2722	DATE 1/15/72
DRAWN BY D.D.	CHECKED BY G.H.
PROJECT NUMBER BI 614	SHEET NUMBER 483



**SPAN NOTE:** Pier 2 Deck Joins At Bents No. 1 & 2. No Details On Sheet No. B-2

**PREFORMED PILE HOLES:**

All Piles in Bents No. 1 & 2 Shall Be Driven in 10 to 15 Preformed Pile Holes That Have Been Pre-Drilled and Cleaned Out to the Design Depth. The Piles Shall Be Driven to the Design Depth and the Bents Shall Be Filled With A Reinforcing Steel.

The Spill Shall Be Filled by Mixing At Least One Hundred (100) Pounds of Reinforced Commercial Grade Concrete Into Each Cubic Yard of Dry Bentonite.

The Bid Item for Preformed Pile Holes Shall Include the Cost of Drilling, Cleaning and Filling the Holes. Study the Bid Book Instructions.

**TEST PILE SCHEDULE**

Bent No.	Min. Limit-Test Elevation
1	41.1
2	41.1

**ESTIMATED QUANTITIES**

Item	Class	Est. Qty.	Unit	20 Yr. Prest. Conc. Piling	16 Yr. Prest. Conc. Piling	20 Yr. Pre-Formed Pile Holes
Location	C.L.	498.42	L.F.	2080.83	1900.0	900.0
End Bents	S&B	55.98	Sq. Yd.	2080.83	1900.0	900.0
1st Bents	S&B	111.80	Sq. Yd.	2080.83	1900.0	900.0
Totals		645.18		2080.83	1900.0	900.0

**MINIMUM PILE BEARING CAPACITY**

34 Tons  
End Bents 232.6  
1st Bents 364

u549w  
255.28

For Information Only

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 12'-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 96-0072-4(14)  
 SUNFLOWER COUNTY  
 BORING LOG  
 96-0072-04-014-10  
 DESIGN NUMBER B30114  
 SHEET NUMBER 485  
 DESIGNED P.D.D. DATE: 5/27/96  
 CHECKED: [Signature] DATE: 6/12/96

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 lenses 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: 5/20/95  
 S. 504 Spm T. Shelby 704

LOG OF BORING NO. 75-67-013-1  
 96-0010-02-000-20  
 Location Station: 299+45, 20' L.S. Survey

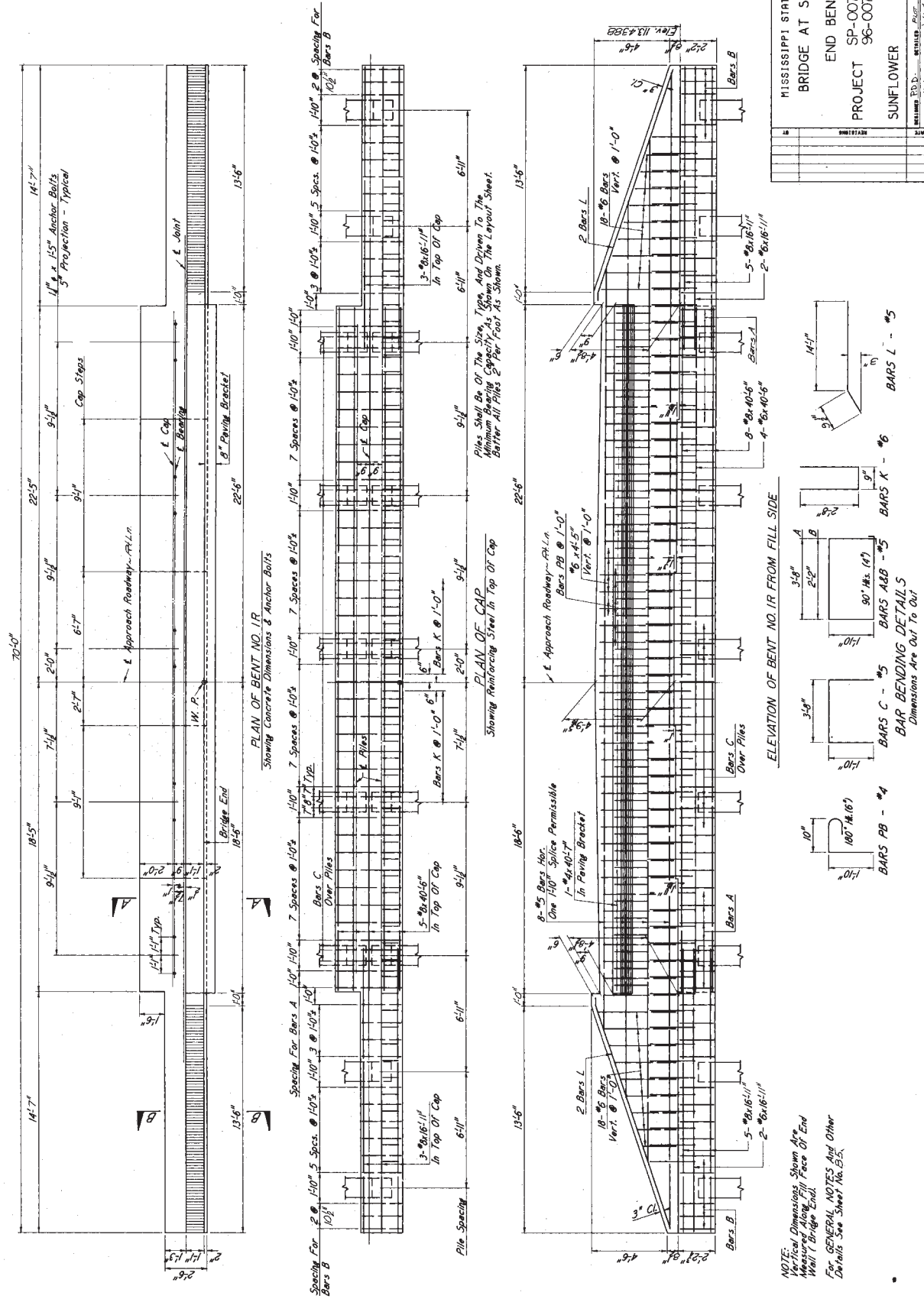
DEPTH, FT.	DIAMETER, IN.	DESCRIPTION OF MATERIAL	UNIT WEIGHT PER CU. FT.	ELEVATION, FT.
1	10	Brown, Silty Clay		99.24
10	10			89.24
20	10			79.24
30	10	Thin Layer of Light @ 40'		69.24
40	10			59.24
50	10			49.24
60	10			39.24
70	10			29.24
80	10			19.24
90	10			9.24

COMPLETION DEPTH: 91.3  
 DATE: 5/20/95  
 S. 504 Spm T. Shelby 704

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

LOG OF BORINGS

For Information Only



MISSISSIPPI STATE HIGHWAY DEPARTMENT  
BRIDGE AT STA. 295+50.875 AT LN

END BENT DETAILS  
PROJECT SP-0072-4(4)  
SUNFLOWER COUNTY

WORK NO NUMBER B4 14  
SHEET NUMBER 40

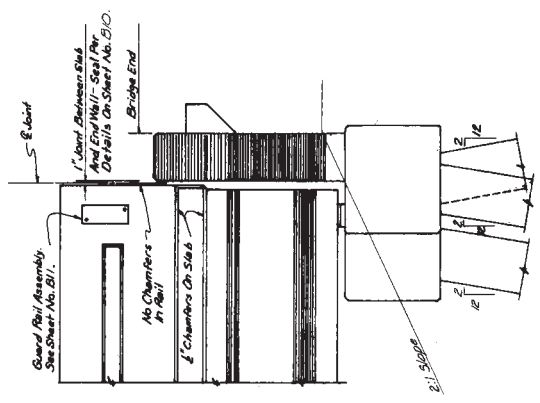
DESIGNED BY: [Signature]  
CHECKED BY: [Signature]  
DATE: 12/17

For Information Only

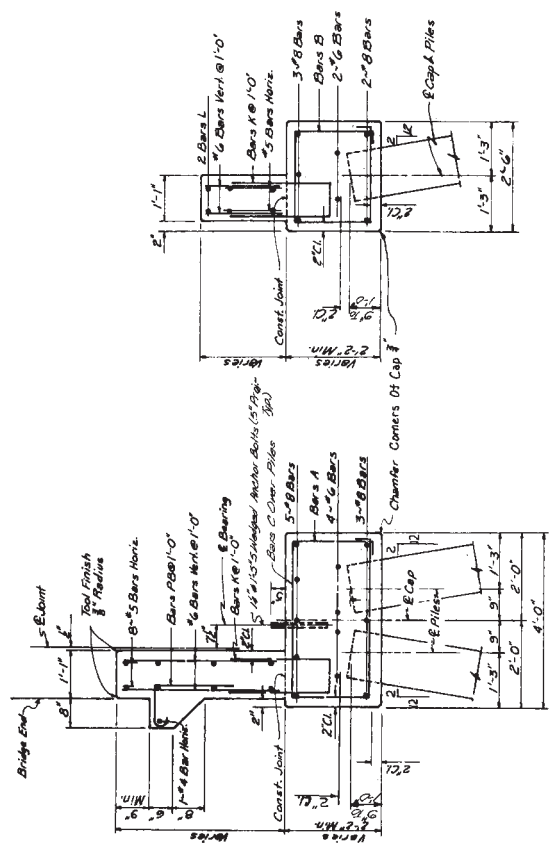
STATE	PROJECT NO.
MISS.	SP-0072-4(14)

**GENERAL NOTES:**  
 1. Concrete shall be Class 70.  
 2. All reinforcement shall be Class 40.  
 3. All reinforcement shall be placed in accordance with the provisions of the Specifications for Highway Construction.  
 4. All reinforcement shall be placed in accordance with the provisions of the Specifications for Highway Construction.  
 5. All reinforcement shall be placed in accordance with the provisions of the Specifications for Highway Construction.  
 6. All reinforcement shall be placed in accordance with the provisions of the Specifications for Highway Construction.  
 7. All reinforcement shall be placed in accordance with the provisions of the Specifications for Highway Construction.  
 8. All reinforcement shall be placed in accordance with the provisions of the Specifications for Highway Construction.

MISSISSIPPI STATE HIGHWAY DEPARTMENT	
BRIDGE AT STA. 295+50875 RJLN.	
END BENT DETAILS	
SP-0072-4(14)	
PROJECT 96-0072-04-04-10	
SUNFLOWER COUNTY	COUNTY
BS 0114	SHEET NUMBER
48	48

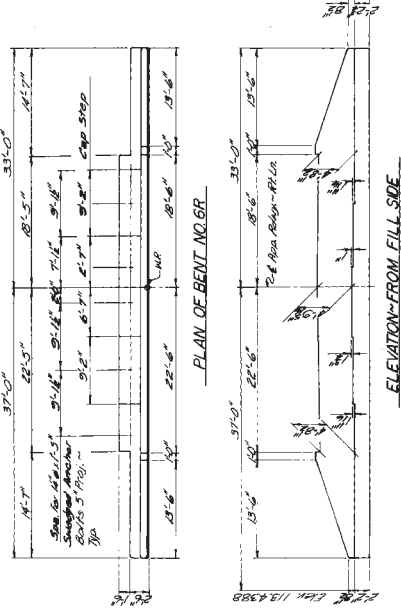


END ELEVATION



SECTION A-A

SECTION B-B



PLAN OF BENT NO. 6R

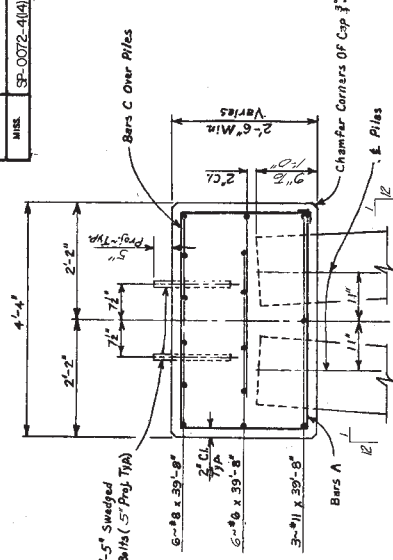
ELEVATION FROM FILL SIDE

NOTE: For Reinforcing Details and Other Details See Sp-54.

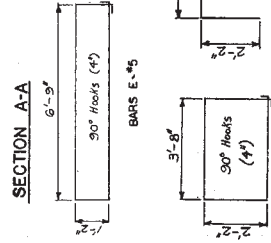
For Information Only



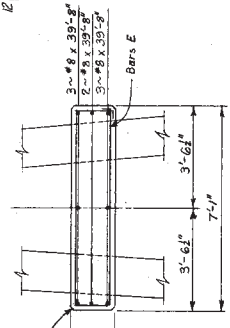
STATE	PROJECT NO.
MIKE	SP-0072-4(14)



SECTION A-A



SECTION B-B



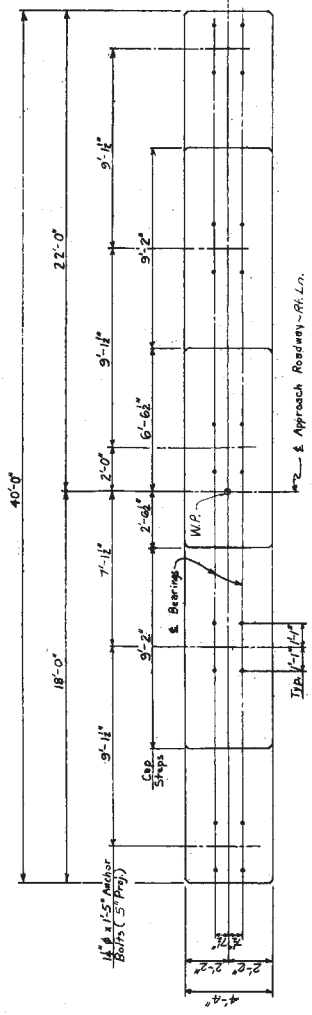
BAR BENDING DETAILS

Dimensions Are Out To Out

GENERAL NOTES:  
 All Concrete Shall Be Class "A"  
 Chamfer All Exposed Edges Unless Otherwise Noted.  
 Placing Dimensions From Reinforcing Steel to Concrete Surface Are Clear Distances

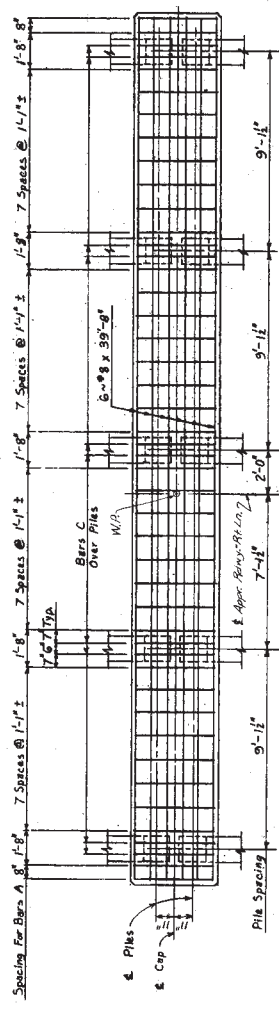
14546

MISSISSIPPI STATE HIGHWAY DEPARTMENT	
BRIDGE AT STA. 295+50.875 - RT. LN.	
INT. BENT NO. 4	
PROJECT SP-0072-4(14)	
SUNFLOWER COUNTY	
WORKING NUMBER	B7 of 14
SHEET NUMBER	989
DESIGNED BY	TRACED
CHECKED BY	DATE



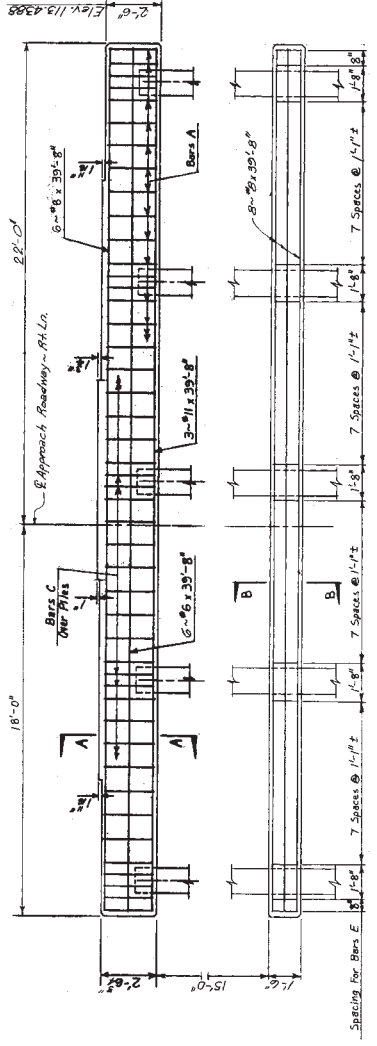
PLAN OF CAP & BENT NO. 4

Showing Concrete Dimensions and Anchor Bolt Spacing



PLAN OF GAP & BENT NO. 4

Showing Reinforcing in Top Of Cap And Pile Spacing



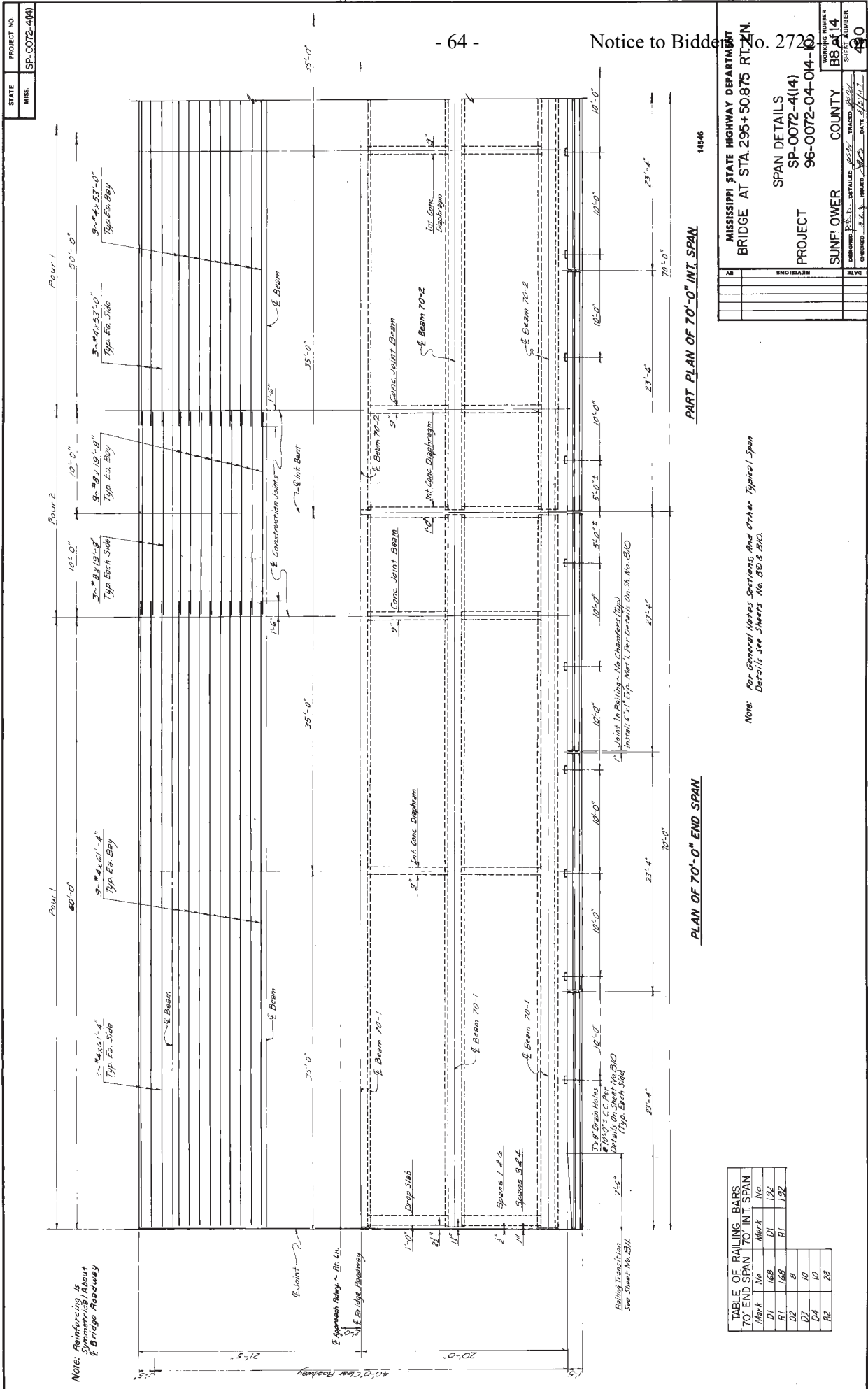
ELEVATION

Showing Color Detail

For Information Only

Notice to Bidder No. 23





NOTE: Reinforcing is Symmetric About Bridge Roadway

TABLE OF RAILING BARS			
70' END SPAN		70' INT. SPAN	
Mark	No.	Mark	No.
D1	168	D1	192
D2	168	D1	192
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		BRIDGE AT STA. 295+50.875 RT-2 N	
PROJECT		SPAN DETAILS	
SP-0072-4(4)		SP-0072-4(4)	
96-0072-04-014		96-0072-04-014	
SUNFLOWER COUNTY	MISSISSIPPI	WORKING NUMBER	88 of 14
DESIGNED: P.S. S. CORTLAND	DRAWN: P.S. S.	CHECKED: P.S. S.	DATE: 4/11/77
SHEET NUMBER	88 of 14	SHEET NUMBER	80

For Information Only



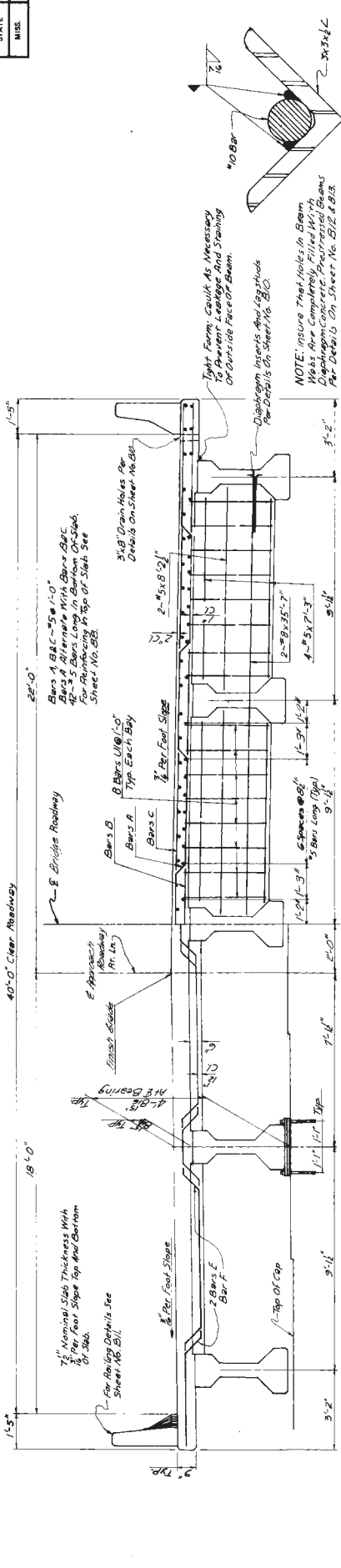
STATE MISS. PROJECT NO. SP-0072-4(14)

Notice to Bidders No. 272 cont'd.

MISSISSIPPI STATE HIGHWAY DEPARTMENT  
 BRIDGE AT STA. 295+50.875 RT. LN  
 70 FT. SPAN DETAILS  
 PROJECT SP-0072-4(14)  
 96-0072-04-014-K

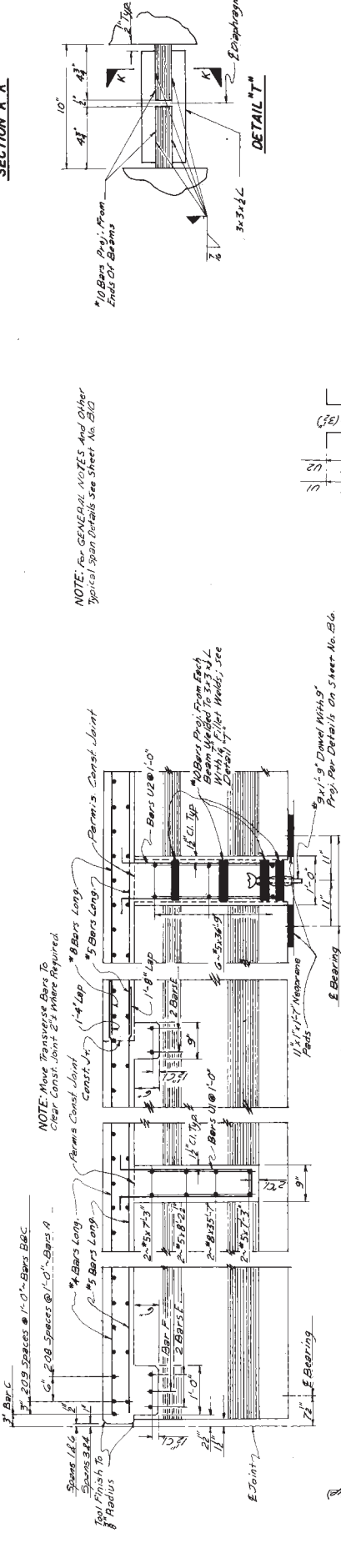
SUNFLOWER COUNTY  
 COUNTY TRACED BY DATE 12/11/11  
 SHEET NUMBER 091

DESIGN DATA:  
 Specifications: AASHTO, 1989, 4th Ed., 1984, 1985  
 MS 5.4  
 MS 5.10  
 MS 5.11  
 MS 5.12  
 MS 5.13  
 MS 5.14  
 MS 5.15  
 MS 5.16  
 MS 5.17  
 MS 5.18  
 MS 5.19  
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 MS 5.99  
 MS 5.100

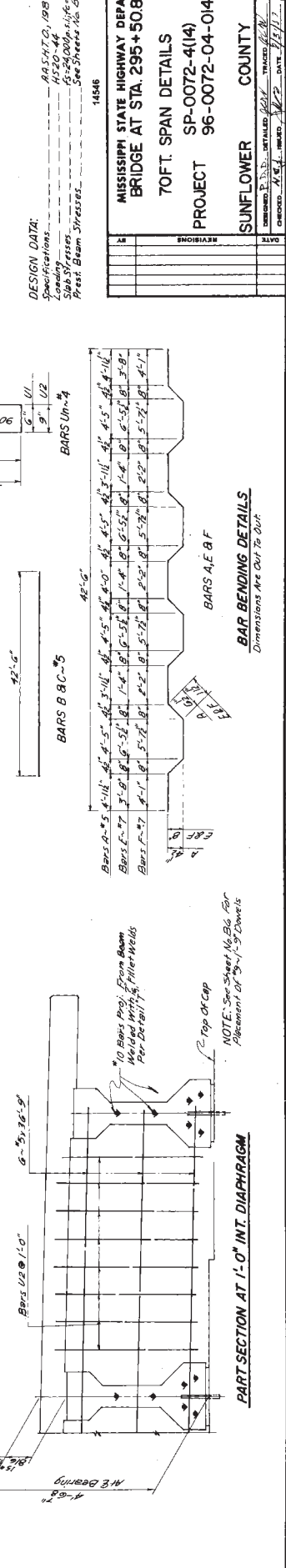


PART SECTION NEAR INT. DIAPHRAGM

PART SECTION NEAR BRIDGE END



PART LONGITUDINAL SECTION BETWEEN BEAMS



PART SECTION AT 1'-0" INT. DIAPHRAGM

NOTE: For GENERAL NOTES, And Other Special Span Details See Sheet No. B10

NOTE: Move Transverse Bars To Clear Const. Joint 2' Where Required

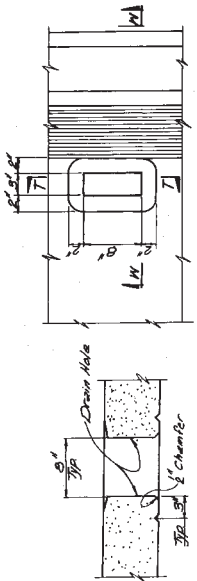
NOTE: See Sheet No. B6 For Alignment Of 3'-3\"/>

NOTE: See Sheet No. B6 For Alignment Of 3'-3\"/>

NOTE: See Sheet No. B6 For Alignment Of 3'-3\"/>

BAR BENDING DETAILS  
 Dimensions Are Out To Out

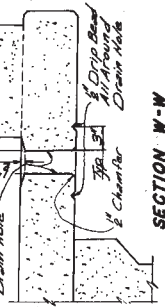
For Information Only



DETAIL "D"

SECTION T-T

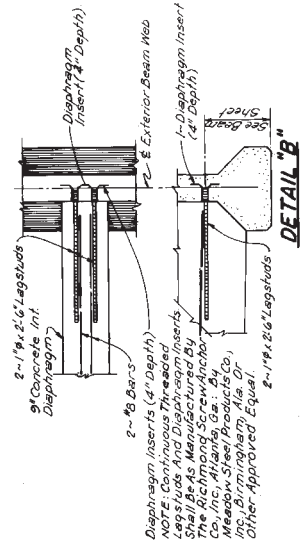
NOTE: Drain Hole Shall Be Located 5" From Edge & 1/2" From Bottom. If Necessary One Bar A May Be Cut In Field.



SECTION W-W

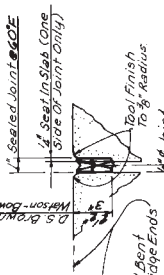
DRAIN HOLE DETAILS

Use Where Shown On The Span Detail Sheet.



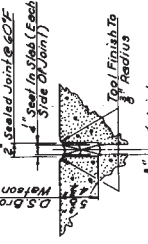
DETAIL "B"

Diaphragm Inserts (4" Depth) NOT E. Concrete Diaphragm Inserts Shall Be As Manufactured By The Richmond Screw Anchor Co., Inc., Atlanta, Ga., By the Birmingham Ala. Div. of Birmingham Ala. Div. or Other Approved Equal.



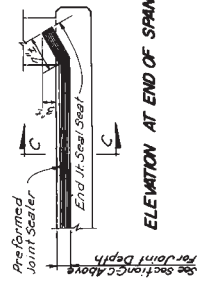
SECTION C-C

For Bent No. 17



SECTION C-C

For Bent No. 4



ELEVATION AT END OF SPAN

Reformed Elastic Joint Sealer Shall Be Type G-2000 Or H-3500 As Manufactured By The D.S. Brown Co., North Baltimore, Ohio, Type M-200L Or W-350 As Manufactured By The Hanson Group, Inc. Equal, Installed According To Manufacturer's Directions.

TYPICAL JOINT SEAL

Use Where Indicated On The Layout Sheet



CROWN DETAILS



DEFLECTION DIAGRAM

A = Total Recommended Allowance For Deflection  
 B = Estimated Deflection Due To Dead Load Of Slab & Rail  
 C = Includes An Allowance For Creep

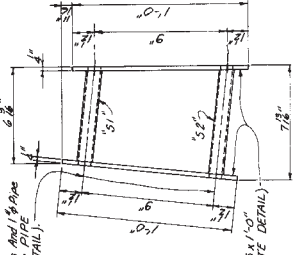
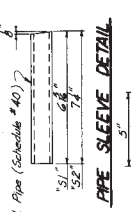
NOTE: For Values Of A, B & C, See Beam Detail Sheet's.

GENERAL NOTES:  
 All Concrete In Span And Railing Shall Be Class "A"  
 Chamber All Edges 1/4" Unless Otherwise Noted.  
 See Layout Sheet For Finishing Of Concrete Surfaces  
 Placing Joint Sealer For Reinforcing Steel To Concrete Surfaces  
 To Determine The Dimension From Finish Grade To Top Of  
 Accompanys At The Time Of Original Construction. The  
 Detail Sheets. The Bridge Engineer Shall Be Notified If  
 The Camber Is Not Within These Limits.  
 NOTE: "r-1" For 1/4" Thick Pads And "r-2" For 1" Thick Pads.

MISSISSIPPI STATE HIGHWAY DEPARTMENT	
BRIDGE AT STA. 295+50875 RT. 14	
MISC. PROJECT	SPAN DETAILS
SP-0072-4(14)	96-0072-04-014-10
SUNFLOWER COUNTY	BIG OF 14
14586	692

For Information Only

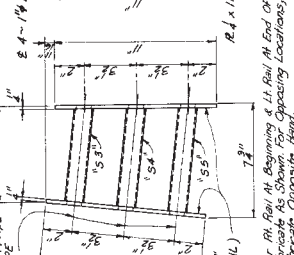
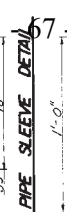
**MATERIAL FOR ASSEMBLY "GA1":**  
 2 - 2" x 4" x 1/4" Long Std Pipe  
 1 - 1" x 4" x 1/4" Long Std Pipe  
 1 - 1" x 4" x 1/4" Long Std Pipe  
 (See CONSTRUCTION NOTE Below)



**GUARDRAIL ANCHOR ASSEMBLY "GA1"**  
 (Not A Pay Item)

NOTE: Fabricate As Shown Per Any Required Location.

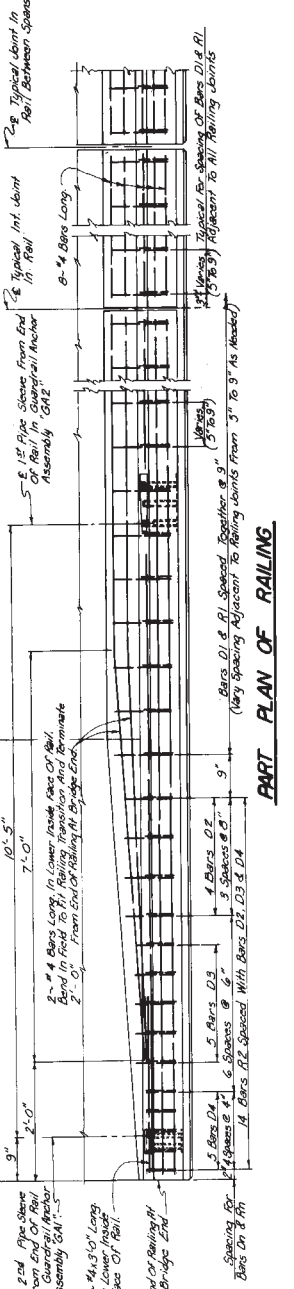
**MATERIAL FOR ASSEMBLY "GA2":**  
 2 - 2" x 4" x 1/4" Long Std Pipe  
 1 - 1" x 4" x 1/4" Long Std Pipe  
 1 - 1" x 4" x 1/4" Long Std Pipe  
 (See CONSTRUCTION NOTE Below)



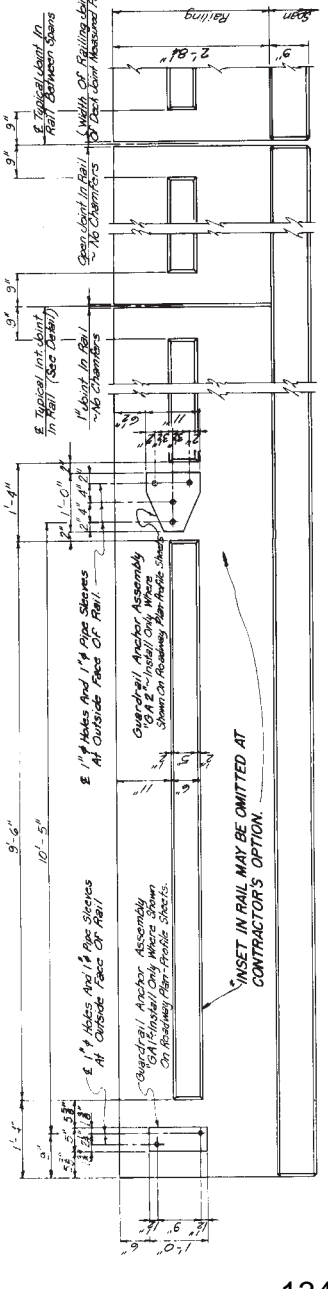
**GUARDRAIL ANCHOR ASSEMBLY "GA2"**  
 (Not A Pay Item)

NOTE: For All Rail At Beginning & End Of Bridge, Fabricate Opposite Location.

NOTE: For Stewed Spans See Modifications On Other Span Detail Sheets.

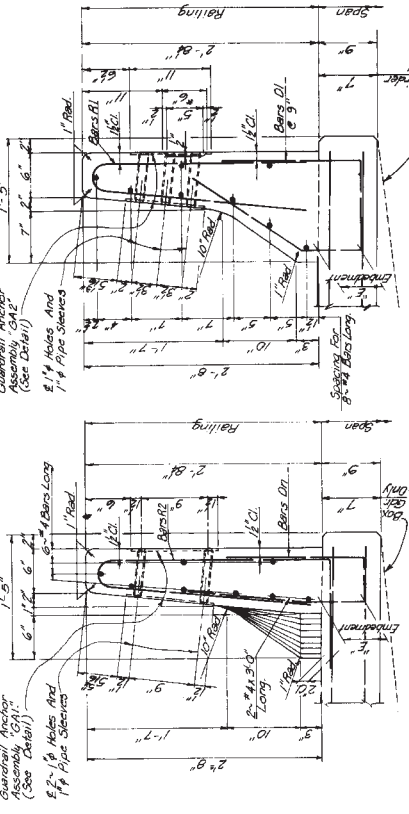


**PART PLAN OF RAILING**



**PART ELEVATION OF OUTSIDE FACE OF RAILING**

NOTE: All Details Shown For Right Rail At Beginning And Left Rail At End Of Bridge Opposite Side Rail Details Are Similar Except As Noted In Assembly "GA2" Detail.



**TYPICAL SECTION OF RAILING**

NOTE: The 1'-3" Leg At The Bottom Of Bars R2 Shall Be Embedded In The Deck To Provide A Clearance At The Bottom For 1'-3" Slab. E 5" For 8" Slab.

End of Railing At Bridge End

End of Railing At Bridge End

End of Railing At Bridge End

End of Railing At Bridge End

End of Railing At Bridge End

End of Railing At Bridge End

End of Railing At Bridge End

End of Railing At Bridge End

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End of Railing At Bridge End

MISSISSIPPI STATE HIGHWAY DEPARTMENT  
 BRIDGE AT STA. 236+50.875 RT. 14

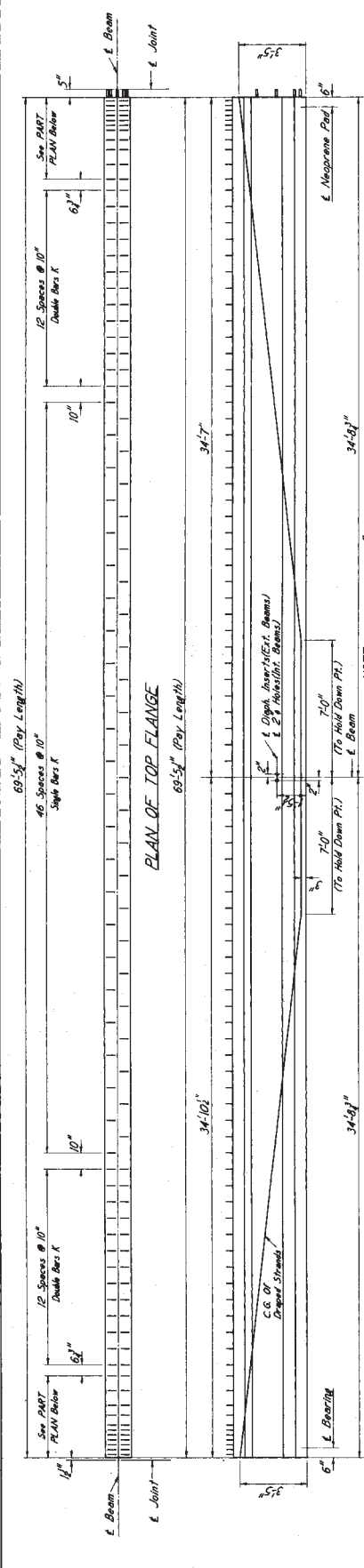
PROJECT  
 SR-0072-4(14)

SUNFLOWER COUNTY

BRIDGE NUMBER  
 14548

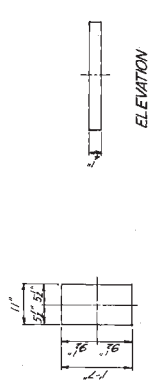
SHEET NUMBER  
 493

For Information Only



NOTE: For Beam End With #10 Bars, Provide #10 End, Top Flange, Flush-to, Coring, Reinforced For Other Beam End. L End, Top Flange, Flush and Weatherproof With Limestone Colored Mortar (In Concrete Products), Provide (Concrete Corp.) Or Approved Equal, Identifying The Manufacturer's Direction.

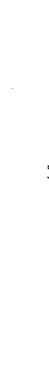
ELEVATION



ELEVATION



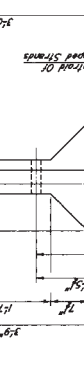
NEOPRENE PAD DETAILS



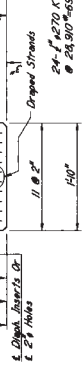
PLAN



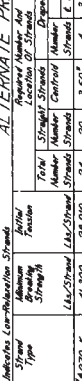
PART PLAN



PART ELEVATION



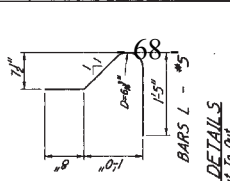
BEARING DETAILS



BEARING DETAILS



NOTE: In No. Case Small Neoprene Pads Be Cast In Concrete. Pads Shall Be Cast Smooth And True To Shape.

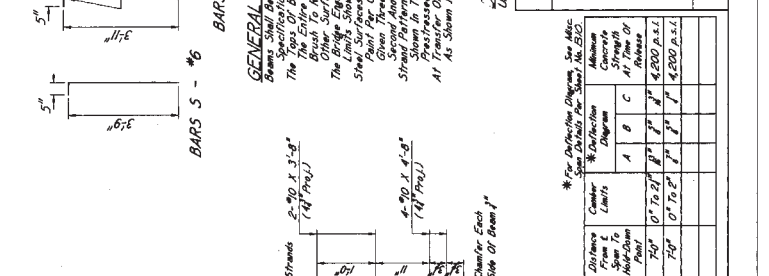


GENERAL NOTES:  
 Beams Shall Be Manufactured In Accordance With Mississippi State Highway Department Specifications, 1976.  
 The Entire Top Of Beams Shall Be Rough Finished, At Approximately The Top Of Initial Set, Brush To Remove All Excess And Produce A Roughened Transversely With A Concrete Wire.  
 The Bridge Expansion Shall Be Notified If The Center Of The Beam Is Not Within The Limits Shown In Table.  
 Steel Reinforcement (Including Assembly) Shall Be Given One-Side Coat Of Red Lead.  
 Second And Third Coats Of Paint As Follows: First Coat Red Lead For Corrosion Protection And Third Coats Aluminum Paint.  
 Straps And Ties Shall Be Used At The Contractor's Option. Shop Drawings Of Prestressed Beams Shall Include The Type And Location Of All Strands As Shown In Table.  
 All Strands In Table.

DESIGN DATA  
 Unit Stresses Are In Accordance With A.A.S.H.T.O., 1982.

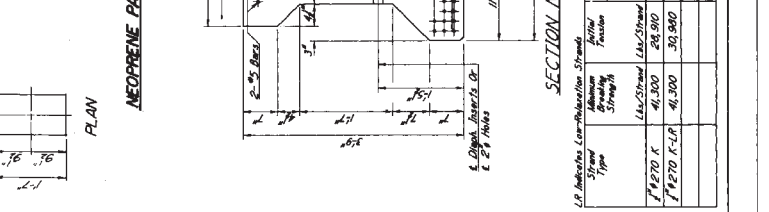
MISSISSIPPI STATE HIGHWAY DEPARTMENT  
 BRIDGE AT STA. 295+50.875 AT LN  
 TO FT. END BEAM DETAILS  
 PROJECT SP-0072-4(14)  
 96-0072-04-014-10  
 SUNFLOWER COUNTY  
 WORKING NUMBER B12 OF 14  
 SHEET NUMBER 2 OF 4

Strand Type	Minimum Breaking Strength	Initial Tension	Maximum And Minimum Force Controls For Strand	Distance From End Of Beam To Location Of Strand	Anchor Limits	Number of Strands	Area	Force	Stress	
#270 K	41,300	28,900	41,000	4,500	10.85'	9.77'	7.50"	0" To 2"	4	4,200 p.s.i.
#270 L-R	41,300	30,940	41,000	7,500	13.85'	11.80"	7.50"	0" To 2"	4	4,200 p.s.i.

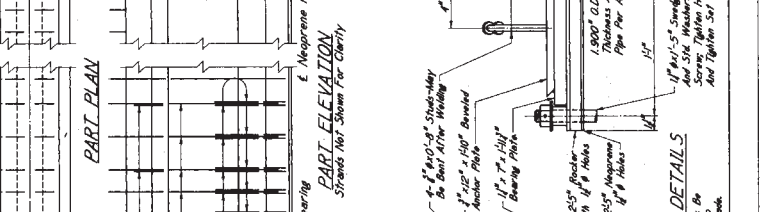


SECTION NEAR SPAN  
 ALTERNATE PRESTRESS REQUIREMENTS

Strand Type	Minimum Breaking Strength	Initial Tension	Maximum And Minimum Force Controls For Strand	Distance From End Of Beam To Location Of Strand	Anchor Limits	Number of Strands	Area	Force	Stress	
#270 K	41,300	28,900	41,000	4,500	10.85'	9.77'	7.50"	0" To 2"	4	4,200 p.s.i.
#270 L-R	41,300	30,940	41,000	7,500	13.85'	11.80"	7.50"	0" To 2"	4	4,200 p.s.i.



SECTION NEAR END ELEVATION

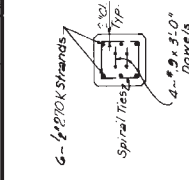


NOTE: In No. Case Small Neoprene Pads Be Cast In Concrete. Pads Shall Be Cast Smooth And True To Shape.

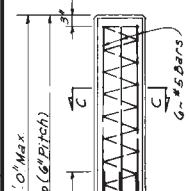
For Information Only





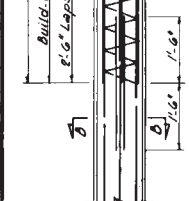


SECTION A-A

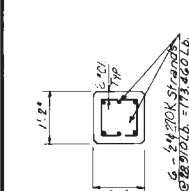


BUILD-UP DETAILS

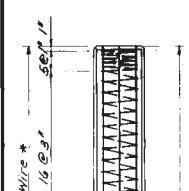
NOTE: For Size of Spiral Ties in Build-Up See Prestressed Concrete Piles.



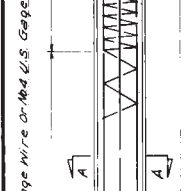
SECTION B-B



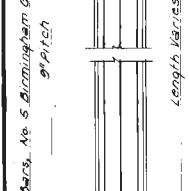
SECTION C-C



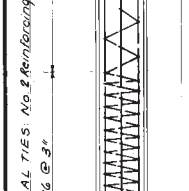
SECTION A-A



BUILD-UP DETAILS

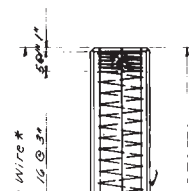


SECTION B-B

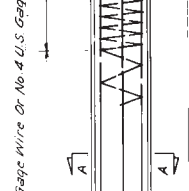


SECTION C-C

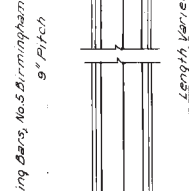
14x14" PRESTRESSED CONCRETE PILE



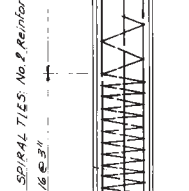
SECTION A-A



BUILD-UP DETAILS

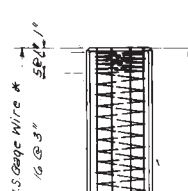


SECTION B-B

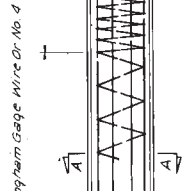


SECTION C-C

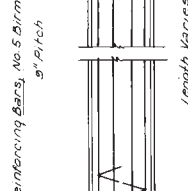
16x16" PRESTRESSED CONCRETE PILE



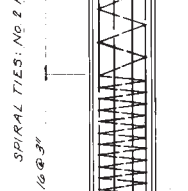
SECTION A-A



BUILD-UP DETAILS

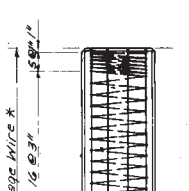


SECTION B-B

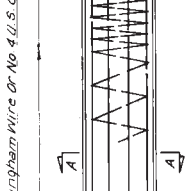


SECTION C-C

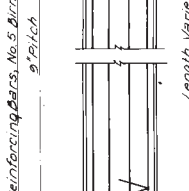
18x18" PRESTRESSED CONCRETE PILE



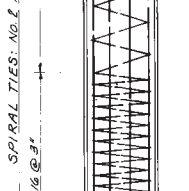
SECTION A-A



BUILD-UP DETAILS



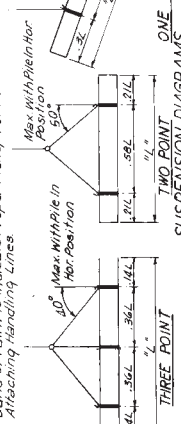
SECTION B-B



SECTION C-C

20x20" PRESTRESSED CONCRETE PILE

NOTE: Piles Shall Be Marked Plainly With Removable Band of Paint to Indicate Proper Pickup Points For Attaching Lifting Lines.

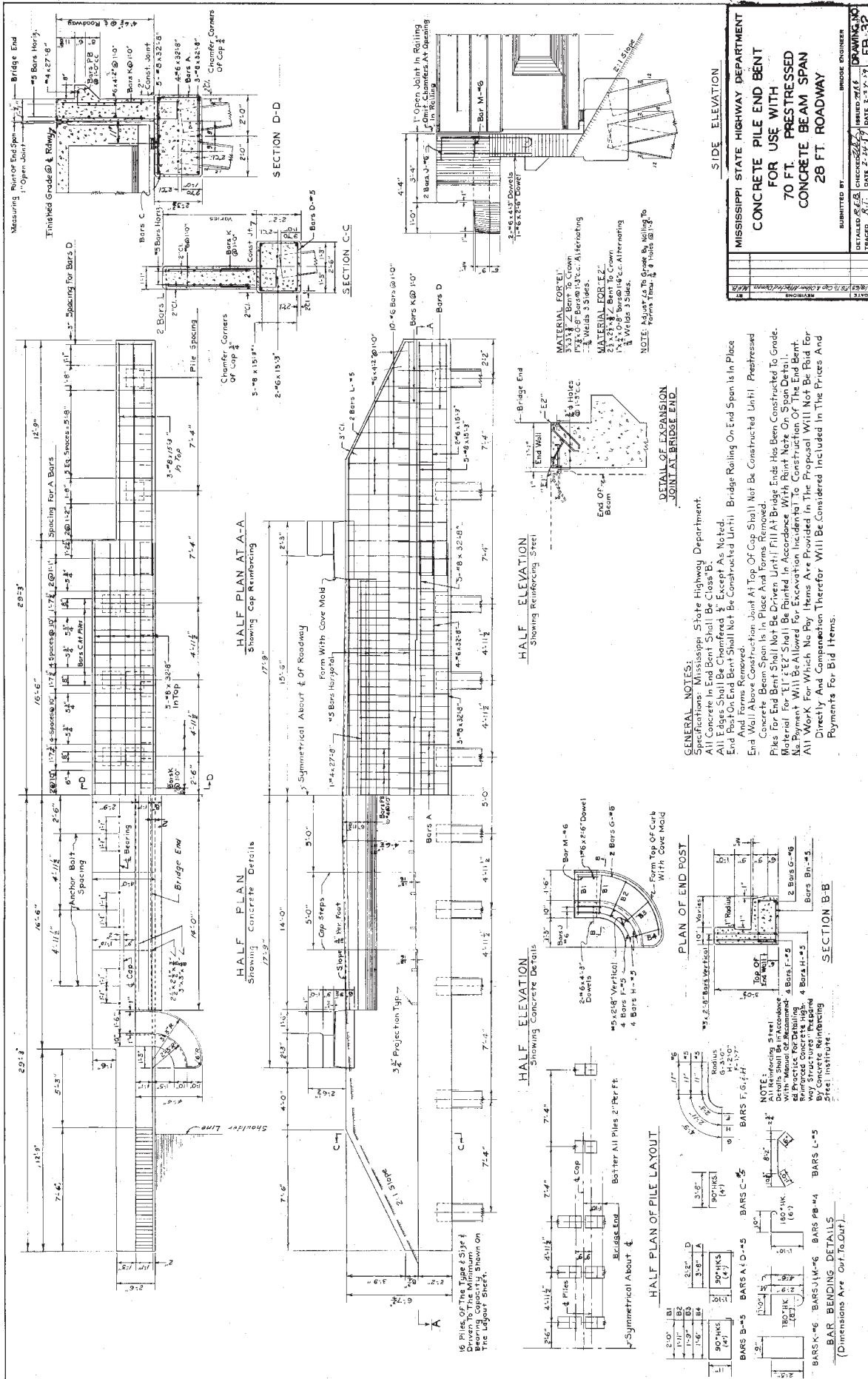


PILE SIZE	MAXIMUM LENGTH "L"	
	Pick-Up	Pick-Up
14" x 14"	57'-0"	183'-0"
16" x 16"	60'-0"	189'-0"
18" x 18"	63'-0"	195'-0"
20" x 20"	66'-0"	201'-0"

PRESTRESSED STRANDS SHALL BE TYPE 270K AND SHALL HAVE A MINIMUM ULTIMATE STRENGTH OF 4,300 LB. SPIRAL TIES SHALL BE MANUFACTURED IN ACCORDANCE WITH MISSISSIPPI STATE HIGHWAY DEPARTMENT SPECIFICATIONS 80.5 WITH REINFORCING WIRE TIES SHALL BE COLD DRAWN STEEL WIRE A.S.T.M. A 61 (A.S.T.M. F 36) STRANDS SHALL BE COPPER FLUSH WITH ENDS OF PILES. CONCRETE PILE SPLICES: A PRECAST SECTION MAY BE SPliced BY PROVIDING CURED OR DRILLED DOWEL HOLES ON BOTH SIDES OF THE PILE. THE DOWEL HOLES SHALL BE SPACED AT 12 INCHES ON CENTER AND THE SPACE BETWEEN SPICE SECTIONS SHALL BE FILLED WITH A MATERIAL HAVING PROPERTIES EQUAL TO THOSE OF THE CONCRETE AND ADHESIVE STRENGTH EQUAL TO THE SHEAR AND TENSILE STRENGTH OF THE CONCRETE. DETAILS TO BE APPROVED BY THE BRIDGE DIVISION. \*NO. 5 U.S. GAUGE WIRE MAY BE USED PROVIDED THE PITCH SHOWN IS REDUCED TO 6".

MISSISSIPPI STATE HIGHWAY DEPARTMENT  
 BRIDGE AT STA. 295+50.875 RT. LN. No. 2722  
 PROJECT SP-0072-4(14)  
 SUNFLOWER COUNTY  
 SHEET NO. 14 OF 14  
 DATE 11-15-58

For Information Only



For Information Only





**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 2895**

**CODE: (SP)**

**DATE: 10/14/2020**

**SUBJECT: Exploratory Joint Cleanout**

Bidders are hereby advised that work on this project shall consist of exploratory investigation of bridge joints to determine the appropriate level of repair and will include removal of any trash and debris (including, but not limited to, compacted dirt, vegetation and trash) located at any depth within the joint. Costs of this work will be absorbed in the cost of other items of work if further joint repair work is not required.

"General Decision Number: MS20200129 03/20/2020

Superseded General Decision Number: MS20190129

State: Mississippi

Construction Type: Highway

County: Copiah County in Mississippi.

HIGHWAY CONSTRUCTION PROJECTS

Note: Under Executive Order (EO) 13658, an hourly minimum wage of \$10.80 for calendar year 2020 applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2015. If this contract is covered by the EO, the contractor must pay all workers in any classification listed on this wage determination at least \$10.80 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in calendar year 2020. If this contract is covered by the EO and a classification considered necessary for performance of work on the contract does not appear on this wage determination, the contractor must pay workers in that classification at least the wage rate determined through the conformance process set forth in 29 CFR 5.5(a)(1)(ii) (or the EO minimum wage rate, if it is higher than the conformed wage rate). The EO minimum wage rate will be adjusted annually. Please note that this EO applies to the above-mentioned types of contracts entered into by the federal government that are subject to the Davis-Bacon Act itself, but it does not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(2)-(60). Additional information on contractor requirements and worker protections under the EO is available at [www.dol.gov/whd/govcontracts](http://www.dol.gov/whd/govcontracts).

Modification Number	Publication Date
0	01/03/2020
1	03/20/2020

\* ELEC0480-010 01/01/2020

	Rates	Fringes
TRAFFIC SIGNALIZATION		
Electrician.....	\$ 25.90	9.56
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SUMS2010-052 08/04/2014		

	Rates	Fringes
CARPENTER (Form Work Only).....	\$ 13.28	0.00
CEMENT MASON/CONCRETE FINISHER...	\$ 15.01	0.00
ELECTRICIAN.....	\$ 24.04	5.87
HIGHWAY/PARKING LOT STRIPING:		
Truck Driver (Line Striping		
Truck).....	\$ 12.05	0.00
INSTALLER - GUARDRAIL.....	\$ 12.07	0.00

INSTALLER - SIGN.....	\$ 12.38	0.00
IRONWORKER, REINFORCING.....	\$ 15.47	0.00
LABORER: Common or General, Including Asphalt Raking, Shoveling, Spreading.....	\$ 10.06	0.00
LABORER: Flagger.....	\$ 10.40	0.00
LABORER: Grade Checker.....	\$ 9.94	0.00
LABORER: Luteman.....	\$ 12.88	0.00
LABORER: Mason Tender - Cement/Concrete.....	\$ 11.27	0.00
LABORER: Pipelayer.....	\$ 13.44	0.00
LABORER: Laborer-Cones/ Barricades/Barrels - Setter/Mover/Sweeper.....	\$ 8.25	0.00
OPERATOR: Asphalt Spreader.....	\$ 14.71	0.00
OPERATOR: Backhoe/Excavator/Trackhoe.....	\$ 14.69	0.00
OPERATOR: Bobcat/Skid Steer/Skid Loader.....	\$ 11.64	0.00
OPERATOR: Broom/Sweeper.....	\$ 10.14	0.00
OPERATOR: Bulldozer.....	\$ 15.25	0.00
OPERATOR: Concrete Saw.....	\$ 16.50	0.00
OPERATOR: Crane.....	\$ 19.22	0.00
OPERATOR: Distributor.....	\$ 11.17	0.00
OPERATOR: Grader/Blade.....	\$ 11.67	0.00
OPERATOR: Grinding/Grooving Machine.....	\$ 16.86	0.00
OPERATOR: Loader.....	\$ 16.75	0.00
OPERATOR: Mechanic.....	\$ 19.16	0.00
OPERATOR: Milling Machine.....	\$ 14.68	0.00
OPERATOR: Mixer.....	\$ 14.25	0.00
OPERATOR: Oiler.....	\$ 12.35	0.00
OPERATOR: Paver (Asphalt, Aggregate, and Concrete).....	\$ 11.40	0.00
OPERATOR: Roller (All Types)....	\$ 11.29	0.00
OPERATOR: Scraper.....	\$ 12.25	0.00

OPERATOR: Tractor.....	\$ 11.22	0.00
TRUCK DRIVER: Flatbed Truck.....	\$ 14.06	0.00
TRUCK DRIVER: Lowboy Truck.....	\$ 11.96	0.00
TRUCK DRIVER: Mechanic.....	\$ 13.00	0.00
TRUCK DRIVER: Water Truck.....	\$ 19.00	0.00
TRUCK DRIVER: Dump Truck (All Types).....	\$ 12.66	0.00
TRUCK DRIVER: Semi/Trailer Truck.....	\$ 14.60	0.00

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

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Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at [www.dol.gov/whd/govcontracts](http://www.dol.gov/whd/govcontracts).

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

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

#### Union Rate Identifiers

A four letter classification abbreviation identifier enclosed in dotted lines beginning with characters other than ""SU"" or ""UAVG"" denotes that the union classification and rate were prevailing for that classification in the survey. Example:

PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union which prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate changes in the collective bargaining agreement (CBA) governing this classification and rate.

#### Survey Rate Identifiers

Classifications listed under the "SU" identifier indicate that no one rate prevailed for this classification in the survey and the published rate is derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

#### Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010 08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage determination. 08/29/2014 indicates the survey completion date for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

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#### WAGE DETERMINATION APPEALS PROCESS

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

- \* an existing published wage determination
- \* a survey underlying a wage determination
- \* a Wage and Hour Division letter setting forth a position on a wage determination matter

\* a conformance (additional classification and rate) ruling

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

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

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

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

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

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

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

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

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

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END OF GENERAL DECISION"

"General Decision Number: MS20200115 01/03/2020

Superseded General Decision Number: MS20190115

State: Mississippi

Construction Type: Highway

County: Sunflower County in Mississippi.

HIGHWAY CONSTRUCTION PROJECTS

Note: Under Executive Order (EO) 13658, an hourly minimum wage of \$10.80 for calendar year 2020 applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2015. If this contract is covered by the EO, the contractor must pay all workers in any classification listed on this wage determination at least \$10.80 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in calendar year 2020. If this contract is covered by the EO and a classification considered necessary for performance of work on the contract does not appear on this wage determination, the contractor must pay workers in that classification at least the wage rate determined through the conformance process set forth in 29 CFR 5.5(a)(1)(ii) (or the EO minimum wage rate, if it is higher than the conformed wage rate). The EO minimum wage rate will be adjusted annually. Please note that this EO applies to the above-mentioned types of contracts entered into by the federal government that are subject to the Davis-Bacon Act itself, but it does not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(2)-(60). Additional

information on contractor requirements and worker protections under the EO is available at [www.dol.gov/whd/govcontracts](http://www.dol.gov/whd/govcontracts).

Modification Number	Publication Date
0	01/03/2020

SUMS2010-038 08/04/2014

	Rates	Fringes
CARPENTER, Excludes Form Work....	\$ 14.03	0.00
CEMENT MASON/CONCRETE FINISHER...	\$ 13.13	0.00
ELECTRICIAN.....	\$ 21.80	7.93
FORM WORKER.....	\$ 12.28	0.00
HIGHWAY/PARKING LOT STRIPING:		
Truck Driver (Line Striping Truck).....	\$ 14.11	0.00
INSTALLER - GUARDRAIL.....	\$ 11.42	0.00
INSTALLER - SIGN.....	\$ 11.73	0.00
IRONWORKER, REINFORCING.....	\$ 16.29	0.00
LABORER: Common or General, Including Asphalt Raking, Shoveling, Spreading.....	\$ 10.38	0.00
LABORER: Concrete Worker.....	\$ 10.91	0.00
LABORER: Flagger.....	\$ 11.48	0.00
LABORER: Grade Checker.....	\$ 11.32	0.00



LABORER: Landscape.....	\$ 9.77	0.00
LABORER: Mason Tender - Cement/Concrete.....	\$ 11.08	0.00
LABORER: Pipelayer.....	\$ 11.34	0.00
LABORER: Laborer-Cones/ Barricades/Barrels - Setter/Mover/Sweeper.....	\$ 15.15	0.00
OPERATOR: Asphalt Spreader.....	\$ 16.03	0.00
OPERATOR: Backhoe/Excavator/Trackhoe.....	\$ 13.38	0.00
OPERATOR: Broom/Sweeper.....	\$ 10.77	0.00
OPERATOR: Bulldozer.....	\$ 13.67	0.00
OPERATOR: Concrete Saw.....	\$ 12.95	0.00
OPERATOR: Crane.....	\$ 21.25	0.00
OPERATOR: Distributor.....	\$ 12.38	0.00
OPERATOR: Drill.....	\$ 19.22	0.00
OPERATOR: Grader/Blade.....	\$ 14.44	0.00
OPERATOR: Grinding/Grooving Machine.....	\$ 15.94	0.00
OPERATOR: Loader.....	\$ 12.21	0.00
OPERATOR: Mechanic.....	\$ 15.32	0.00
OPERATOR: Milling Machine.....	\$ 18.16	0.00
OPERATOR: Oiler.....	\$ 12.33	0.48

OPERATOR: Paver (Asphalt, Aggregate, and Concrete).....	\$ 12.69	0.00
OPERATOR: Piledriver.....	\$ 15.13	0.00
OPERATOR: Roller (All Types)....	\$ 11.51	0.00
OPERATOR: Scraper.....	\$ 12.96	0.00
OPERATOR: Tractor.....	\$ 11.46	0.00
OPERATOR: Trencher.....	\$ 15.00	0.00
TRUCK DRIVER: Flatbed Truck.....	\$ 12.64	0.00
TRUCK DRIVER: Lowboy Truck.....	\$ 13.80	0.00
TRUCK DRIVER: Mechanic.....	\$ 14.08	0.00
TRUCK DRIVER: Off the Road Truck.....	\$ 12.29	0.00
TRUCK DRIVER: Water Truck.....	\$ 10.89	0.00
TRUCK DRIVER: Dump Truck (All Types).....	\$ 12.00	0.00
TRUCK DRIVER: Semi/Trailer Truck.....	\$ 15.29	0.00

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

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Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this

contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at [www.dol.gov/whd/govcontracts](http://www.dol.gov/whd/govcontracts).

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indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

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Survey wage rates are not updated and remain in effect until a new survey is conducted.

#### Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010 08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage determination. 08/29/2014 indicates the survey completion date

for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

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WAGE DETERMINATION APPEALS PROCESS

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

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

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

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

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

2.) If the answer to the question in 1.) is yes, then an

interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

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

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

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

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

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

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END OF GENERAL DECISION

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**SUPPLEMENT TO FORM FHWA-1273**

**DATE:** 12/17/2018

**SUBJECT:** **Federal Contract Provisions for Subcontracts and Cargo Preference Act**

**Federal Contract Provisions for Subcontracts**

All subcontracts shall be in writing and contain all pertinent provisions and requirements of the prime contract.

Each “Request for Permission to Subcontract” (Mississippi Department of Transportation Form CAD-720) shall include a copy of the subcontract. The federal contract provisions (FHWA-1273, SUPPLEMENT TO FORM FHWA-1273, NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION TO ENSURE EQUAL EMPLOYMENT OPPORTUNITY (EXECUTIVE ORDER 11246), DAVIS-BACON AND RELATED ACT PROVISIONS (WAGE RATES)) must be physically incorporated as part of the subcontract. A completed Mississippi Department of Transportation Form CAD-521 and Form CAD-725 must be attached to the CAD-720.

**Cargo Preference Act**

The Contractor is hereby advised of the requirements set forth in the following Attachment (Title 46 - Shipping) as it pertains to the implementation of Cargo Preference Act (CPA) requirements in the Federal-aid Highway Program.

By signing this contract, the Contractor agrees to conform to the requirements of the CPA.

## Attachment

### Title 46- Shipping

Volume: 8

Date: 2014-10-01

Original Date: 2014-10-01

Title: Section 381.7 - Federal Grant, Guaranty, Loan and Advance at Funds Agreements.

Context: Title 46- Shipping. CHAPTER II- MARITIME ADMINISTRATION, DEPARTMENT OF TRANSPORTATION. SUBCHAPTER J - MISCELLANEOUS. PART 381 - CARGO PREFERENCE-U.S.- FLAG VESSELS.

#### § 381.7 Federal Grant, Guaranty, Loan and Advance of Funds Agreements.

In order to insure a fair and reasonable participation by privately owned United States-flag commercial vessels in transporting cargoes which are subject to the Cargo Preference Act of 1954 and which are generated by U.S. Government Grant, Guaranty, Loan and/or Advance of Funds Programs, the head of each affected department or agency shall require appropriate clauses to be inserted in those Grant, Guaranty, Loan and/or Advance of Funds Agreements and all third party contracts executed between the borrower/grantee and other parties, where the possibility exists for ocean transportation of items procured, contracted for or otherwise obtained by or on behalf of the grantee, borrower, or any of their contractors or subcontractors. The clauses required by this part shall provide that at least 50 percent of the freight revenue and tonnage of cargo generated by the U.S. Government Grant, Guaranty, Loan or Advance of Funds be transported on privately owned United States-flag commercial vessels. These clauses shall also require that all parties provide to the Maritime Administration the necessary shipment information as set forth in § 381.3. A copy of the appropriate clauses required by this part shall be submitted by each affected agency or department to the Secretary, Maritime Administration, for approval no later than 30 days after the effective date of this part. The following are suggested acceptable clauses with respect to the use of United States-flag vessels to be incorporated in the Grant, Guaranty, Loan and/or Advance of Funds Agreements as well as contracts and subcontracts resulting therefrom:

(a) *Agreement Clauses.* "Use of United States-flag vessels:

"(1) Pursuant to Pub. L 664 (43 U.S.C. 1241(b)) at least 50 percent of any equipment, materials or commodities procured, contracted for or otherwise obtained with funds granted, guaranteed, loaned, or advanced by the U.S. Government under this agreement, and which may be transported by ocean vessel, shall be transported on privately owned United States-flag commercial vessels, if available.

"(2) Within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, 'on-board' commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (a)(1) of this section shall be furnished to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590."

(b) *Contractor and Subcontractor Clauses.* "Use of United States-flag vessels: The contractor agrees --

"(1) To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels.

"(2) To furnish within 20 days following the date of loading for shipments originating within the United



States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, 'on-board' commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (b) (1) of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590.

"(3) To insert the substance of the provisions of this clause in all subcontracts issued pursuant to this contract."

(Reorganization Plans No.21 of 1950(64 Stat. 1273) and No. 7 of 1961 (75 Stat. 840) as amended by Pub. L 91.469 (84 Stat 1036) and Department of Commerce Organization Order 10-8 (38 FR 19707, July 23, 1973)) (42 FR 57126, Nov. 1, 1977]

**REQUIRED CONTRACT PROVISIONS  
FEDERAL-AID CONSTRUCTION CONTRACTS**

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- I. General
- II. Nondiscrimination
- III. Nonsegregated Facilities
- IV. Davis-Bacon and Related Act Provisions
- V. Contract Work Hours and Safety Standards Act Provisions
- VI. Subletting or Assigning the Contract
- VII. Safety: Accident Prevention
- VIII. False Statements Concerning Highway Projects
- IX. Implementation of Clean Air Act and Federal Water Pollution Control Act
- X. Compliance with Governmentwide Suspension and Debarment Requirements
- XI. Certification Regarding Use of Contract Funds for Lobbying

**ATTACHMENTS**

A. Employment and Materials Preference for Appalachian Development Highway System or Appalachian Local Access Road Contracts (included in Appalachian contracts only)

**I. GENERAL**

1. Form FHWA-1273 must be physically incorporated in each construction contract funded under Title 23 (excluding emergency contracts solely intended for debris removal). The contractor (or subcontractor) must insert this form in each subcontract and further require its inclusion in all lower tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services).

The applicable requirements of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Form FHWA-1273 must be included in all Federal-aid design-build contracts, in all subcontracts and in lower tier subcontracts (excluding subcontracts for design services, purchase orders, rental agreements and other agreements for supplies or services). The design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Contracting agencies may reference Form FHWA-1273 in bid proposal or request for proposal documents, however, the Form FHWA-1273 must be physically incorporated (not referenced) in all contracts, subcontracts and lower-tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services related to a construction contract).

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract.

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, supervised release, or probation. The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors.

**II. NONDISCRIMINATION**

The provisions of this section related to 23 CFR Part 230 are applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more. The provisions of 23 CFR Part 230 are not applicable to material supply, engineering, or architectural service contracts.

In addition, the contractor and all subcontractors must comply with the following policies: Executive Order 11246, 41 CFR 60, 29 CFR 1625-1627, Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The contractor and all subcontractors must comply with: the requirements of the Equal Opportunity Clause in 41 CFR 60-1.4(b) and, for all construction contracts exceeding \$10,000, the Standard Federal Equal Employment Opportunity Construction Contract Specifications in 41 CFR 60-4.3.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with Executive Order 11246 and the policies of the Secretary of Labor including 41 CFR 60, and 29 CFR 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), and Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The following provision is adopted from 23 CFR 230, Appendix A, with appropriate revisions to conform to the U.S. Department of Labor (US DOL) and FHWA requirements.

**1. Equal Employment Opportunity:** Equal employment opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (28 CFR 35, 29 CFR 1630, 29 CFR 1625-1627, 41 CFR 60 and 49 CFR 27) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140 shall constitute the EEO and specific affirmative action standards for the contractor's project activities under

this contract. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR 35 and 29 CFR 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the contracting agency and the Federal Government to ensure that it has made every good faith effort to provide equal opportunity with respect to all of its terms and conditions of employment and in their review of activities under the contract.

b. The contractor will accept as its operating policy the following statement:

"It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, pre-apprenticeship, and/or on-the-job training."

**2. EEO Officer:** The contractor will designate and make known to the contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active EEO program and who must be assigned adequate authority and responsibility to do so.

**3. Dissemination of Policy:** All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant of, and will implement, the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer.

b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minorities and women.

d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

**4. Recruitment:** When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minorities and women in the area from which the project work force would normally be derived.

a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minorities and women. To meet this requirement, the contractor will identify sources of potential minority group employees, and establish with such identified sources procedures whereby minority and women applicants may be referred to the contractor for employment consideration.

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, the contractor is expected to observe the provisions of that agreement to the extent that the system meets the contractor's compliance with EEO contract provisions. Where implementation of such an agreement has the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Federal nondiscrimination provisions.

c. The contractor will encourage its present employees to refer minorities and women as applicants for employment. Information and procedures with regard to referring such applicants will be discussed with employees.

**5. Personnel Actions:** Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, national origin, age or disability. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to insure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with its obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of their avenues of appeal.

**6. Training and Promotion:**

a. The contractor will assist in locating, qualifying, and increasing the skills of minorities and women who are

applicants for employment or current employees. Such efforts should be aimed at developing full journey level status employees in the type of trade or job classification involved.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs, i.e., apprenticeship, and on-the-job training programs for the geographical area of contract performance. In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision. The contracting agency may reserve training positions for persons who receive welfare assistance in accordance with 23 U.S.C. 140(a).

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of employees who are minorities and women and will encourage eligible employees to apply for such training and promotion.

**7. Unions:** If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use good faith efforts to obtain the cooperation of such unions to increase opportunities for minorities and women. Actions by the contractor, either directly or through a contractor's association acting as agent, will include the procedures set forth below:

a. The contractor will use good faith efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minorities and women for membership in the unions and increasing the skills of minorities and women so that they may qualify for higher paying employment.

b. The contractor will use good faith efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, national origin, age or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the contracting agency and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, national origin, age or disability; making full efforts to obtain qualified and/or qualifiable minorities and women. The failure of a union to provide sufficient referrals (even though it is obligated to provide exclusive referrals under the terms of a collective bargaining agreement) does not relieve the contractor from the requirements of this paragraph. In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the contracting agency.

**8. Reasonable Accommodation for Applicants / Employees with Disabilities:** The contractor must be familiar

with the requirements for and comply with the Americans with Disabilities Act and all rules and regulations established there under. Employers must provide reasonable accommodation in all employment activities unless to do so would cause an undue hardship.

**9. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment:** The contractor shall not discriminate on the grounds of race, color, religion, sex, national origin, age or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of this contract.

a. The contractor shall notify all potential subcontractors and suppliers and lessors of their EEO obligations under this contract.

b. The contractor will use good faith efforts to ensure subcontractor compliance with their EEO obligations.

**10. Assurance Required by 49 CFR 26.13(b):**

a. The requirements of 49 CFR Part 26 and the State DOT's U.S. DOT-approved DBE program are incorporated by reference.

b. The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the contracting agency deems appropriate.

**11. Records and Reports:** The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following the date of the final payment to the contractor for all contract work and shall be available at reasonable times and places for inspection by authorized representatives of the contracting agency and the FHWA.

a. The records kept by the contractor shall document the following:

(1) The number and work hours of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women; and

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women;

b. The contractors and subcontractors will submit an annual report to the contracting agency each July for the duration of the project, indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on [Form FHWA-1391](#). The staffing data should represent the project work force on board in all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor

will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

### III. NONSEGREGATED FACILITIES

This provision is applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more.

The contractor must ensure that facilities provided for employees are provided in such a manner that segregation on the basis of race, color, religion, sex, or national origin cannot result. The contractor may neither require such segregated use by written or oral policies nor tolerate such use by employee custom. The contractor's obligation extends further to ensure that its employees are not assigned to perform their services at any location, under the contractor's control, where the facilities are segregated. The term "facilities" includes waiting rooms, work areas, restaurants and other eating areas, time clocks, restrooms, washrooms, locker rooms, and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing provided for employees. The contractor shall provide separate or single-user restrooms and necessary dressing or sleeping areas to assure privacy between sexes.

### IV. DAVIS-BACON AND RELATED ACT PROVISIONS

This section is applicable to all Federal-aid construction projects exceeding \$2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size). The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. Contracting agencies may elect to apply these requirements to other projects.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 "Contract provisions and related matters" with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

#### 1. Minimum wages

a. All laborers and mechanics employed or working upon the site of the work, will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics.

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages

paid to such laborers or mechanics, subject to the provisions of paragraph 1.d. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: Provided, That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under paragraph 1.b. of this section) and the Davis-Bacon poster (WH-1321) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b. (1) The contracting officer shall require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. The contracting officer shall approve an additional classification and wage rate and fringe benefits therefore only when the following criteria have been met:

(i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and

(ii) The classification is utilized in the area by the construction industry; and

(iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, Employment Standards Administration, U.S. Department of Labor, Washington, DC 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(3) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Wage and Hour Administrator for determination. The Wage and Hour Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise

the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(4) The wage rate (including fringe benefits where appropriate) determined pursuant to paragraphs 1.b.(2) or 1.b.(3) of this section, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

c. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

d. If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, Provided, That the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

## 2. Withholding

The contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor under this contract, or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the contracting agency may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

## 3. Payrolls and basic records

a. Payrolls and basic records relating thereto shall be maintained by the contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in section 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-

Bacon Act, the contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

b. (1) The contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the contracting agency. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (e.g., the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH-347 is available for this purpose from the Wage and Hour Division Web site at <http://www.dol.gov/esa/whd/forms/wh347instr.htm> or its successor site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker, and shall provide them upon request to the contracting agency for transmission to the State DOT, the FHWA or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to require a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submission to the contracting agency..

(2) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(i) That the payroll for the payroll period contains the information required to be provided under §5.5 (a)(3)(ii) of Regulations, 29 CFR part 5, the appropriate information is being maintained under §5.5 (a)(3)(i) of Regulations, 29 CFR part 5, and that such information is correct and complete;

(ii) That each laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in Regulations, 29 CFR part 3;

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

(3) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 3.b.(2) of this section.

(4) The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under section 1001 of title 18 and section 231 of title 31 of the United States Code.

c. The contractor or subcontractor shall make the records required under paragraph 3.a. of this section available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the FHWA may, after written notice to the contractor, the contracting agency or the State DOT, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

#### 4. Apprentices and trainees

##### a. Apprentices (programs of the USDOL).

Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship Training, Employer and Labor Services, or with a State Apprenticeship Agency recognized by the Office, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Office of Apprenticeship Training, Employer and Labor Services or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice.

The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly

rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

In the event the Office of Apprenticeship Training, Employer and Labor Services, or a State Apprenticeship Agency recognized by the Office, withdraws approval of an apprenticeship program, the contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

##### b. Trainees (programs of the USDOL).

Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration.

The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration.

Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman wage rate on the wage determination which provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

In the event the Employment and Training Administration withdraws approval of a training program, the contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. Equal employment opportunity. The utilization of apprentices, trainees and journeymen under this part shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR part 30.

d. Apprentices and Trainees (programs of the U.S. DOT).

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

**5. Compliance with Copeland Act requirements.** The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract.

**6. Subcontracts.** The contractor or subcontractor shall insert Form FHWA-1273 in any subcontracts and also require the subcontractors to include Form FHWA-1273 in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR 5.5.

**7. Contract termination: debarment.** A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

**8. Compliance with Davis-Bacon and Related Act requirements.** All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract.

**9. Disputes concerning labor standards.** Disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

**10. Certification of eligibility.**

a. By entering into this contract, the contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

c. The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 U.S.C. 1001.

**V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT**

The following clauses apply to any Federal-aid construction contract in an amount in excess of \$100,000 and subject to the overtime provisions of the Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchmen and guards.

**1. Overtime requirements.** No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

**2. Violation; liability for unpaid wages; liquidated damages.** In the event of any violation of the clause set forth in paragraph (1.) of this section, the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1.) of this section, in the sum of \$10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1.) of this section.

**3. Withholding for unpaid wages and liquidated damages.** The FHWA or the contacting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2.) of this section.

**4. Subcontracts.** The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraph (1.) through (4.) of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1.) through (4.) of this section.



## VI. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System.

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).

a. The term "perform work with its own organization" refers to workers employed or leased by the prime contractor, and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions:

(1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;

(2) the prime contractor remains responsible for the quality of the work of the leased employees;

(3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and

(4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract as a whole and in general are to be limited to minor components of the overall contract.

2. The contract amount upon which the requirements set forth in paragraph (1) of Section VI is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. The contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the

contracting agency has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract.

5. The 30% self-performance requirement of paragraph (1) is not applicable to design-build contracts; however, contracting agencies may establish their own self-performance requirements.

## VII. SAFETY: ACCIDENT PREVENTION

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C.3704).

## VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR 635) in one or more places where it is readily available to all persons concerned with the project:

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 1, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

#### **IX. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT**

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

By submission of this bid/proposal or the execution of this contract, or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, or subcontractor, as appropriate, will be deemed to have stipulated as follows:

1. That any person who is or will be utilized in the performance of this contract is not prohibited from receiving an award due to a violation of Section 508 of the Clean Water Act or Section 306 of the Clean Air Act.

2. That the contractor agrees to include or cause to be included the requirements of paragraph (1) of this Section X in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements.

#### **X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION**

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost \$25,000 or more – as defined in 2 CFR Parts 180 and 1200.

##### **1. Instructions for Certification – First Tier Participants:**

a. By signing and submitting this proposal, the prospective first tier participant is providing the certification set out below.

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this

covered transaction. The prospective first tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default.

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contractor). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<https://www.epls.gov/>), which is compiled by the General Services Administration.

i. Nothing contained in the foregoing shall be construed to require the establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of the prospective participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

j. Except for transactions authorized under paragraph (f) of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

\* \* \* \* \*

## **2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:**

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

(1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;

(2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification; and

(4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

### **2. Instructions for Certification - Lower Tier Participants:**

(Applicable to all subcontracts, purchase orders and other lower tier transactions requiring prior FHWA approval or estimated to cost \$25,000 or more - 2 CFR Parts 180 and 1200)

a. By signing and submitting this proposal, the prospective lower tier is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which

this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<https://www.epls.gov/>), which is compiled by the General Services Administration.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the

department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

\* \* \* \* \*

**Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Participants:**

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

\* \* \* \* \*

**XI. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING**

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed \$100,000 (49 CFR 20).

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

3. The prospective participant also agrees by submitting its bid or proposal that the participant shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such recipients shall certify and disclose accordingly.

**NOTICE OF REQUIREMENTS FOR AFFIRMATIVE  
ACTION TO ENSURE EQUAL EMPLOYMENT  
OPPORTUNITY (EXECUTIVE ORDER 11246)**

1. The Offeror’s or Bidder’s attention is called to the “Equal Opportunity Clause” and the “Standard Federal Equal Employment Opportunity Construction Contract Specifications” set forth herein.

2. The goal for female participation, expressed in percentage terms for the Contractor’s aggregate workforce in each trade on all construction work, is 6.9%.

Until further notice	Goals for minority participation for each trade (percent)
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SHSA Cities:	
Pascagoula - Moss Point -----	16.9
Biloxi - Gulfport -----	19.2
Jackson -----	30.3

SMSA Counties:	
Desoto -----	32.3
Hancock, Harrison, Stone-----	19.2
Hinds, Rankin -----	30.3
Jackson -----	16.9

Non-SMSA Counties:	
George, Greene-----	26.4

Alcorn, Benton, Bolivar, Calhoun, Carroll, Chickasaw, Clay, Coahoma, Grenada, Itawamba, Lafayette, Lee, Leflore, Marshall, Monroe, Montgomery, Panola, Pontotoc, Prentiss, Quitman, Sunflower, Tallahatchie, Tate, Tippah, Tishomingo, Tunica, Union, Washington, Webster, Yalobusha -----	26.5
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Attala, Choctaw, Claiborne, Clarke, Copiah, Covington, Franklin, Holmes, Humphreys, Issaquena, Jasper, Jefferson, Jefferson Davis, Jones Kemper, Lauderdale, Lawrence, Leake, Lincoln, Lowndes, Madison, Neshoba, Newton, Noxubee, Oktibbeha, Scott, Sharkey, Simpson, Smith, Warren, Wayne, Winston, Yazoo-----	32.0
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Forrest, Lamar, Marion, Pearl River, Perry, Pike, Walthall-----	27.7
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Adams, Amite, Wilkinson -----	30.4
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These goals are applicable to all the Contractor’s construction work (whether or not it is Federal or federally assisted) performed in the covered area. If the contractor performs construction work in a geographical area located outside of the covered area, it shall apply the goals established for such geographical area where the work is actually performed. With regard to this second area, the contractor also is subject to the goals for both its federally involved and nonfederally involved construction.

The Contractor’s compliance with the Executive Order and the regulations in 41 CFR Part 60-4 shall be based on its implementation of the Equal Opportunity clause, specific affirmative action obligations required by the specifications set forth in 41 CFR 60-4.3(a), and its efforts to meet the goals. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, and in each trade, and the Contractor shall make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority or female employees or trainees from Contractor to Contractor or from project to project for the sole purpose of meeting the Contractor’s goals shall be a violation of the contract, the Executive Order and the regulations in 41 CFR Part 60-4.2(d). Compliance with the goals will be measured against the total work hours performed.

3. The Contractor shall provide written notification to the Director of the Office of Federal Contract Compliance Programs within 10 working days of award of any construction subcontract in excess of \$10,000 at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address and telephone number of the subcontractor, employer identification number of the subcontractor, estimated dollar amount of the subcontract; estimated starting and completion dates of the subcontract; and the geographical area in which the subcontract is to be performed.

4. As used in this Notice, and in the contract resulting from this solicitation, the “covered area” is to the county and city (if any), stated in the advertisement.

5. The notification required in Paragraph 3 shall be addressed to the following:

Contract Compliance Officer  
Mississippi Department of Transportation  
P.O. Box 1850  
Jackson, Mississippi 39215-1850

(12/04/2018)

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION NO. 907-102-2**

**CODE: (IS)**

**DATE: 11/22/2017**

**SUBJECT: Bidding Requirements and Conditions**

Section 102, Bidding Requirements and Conditions, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-102.01--Prequalification of Bidders.** Delete the last sentence of the third paragraph of Subsection 102.01 on page 13, and substitute the following.

The Bidder's Certificate of Responsibility number must be on file with the Department's Contract Administration Division prior to request for permission to bid.

**907-102.02--Contents of Proposal Forms.** Delete the fourth paragraph in Subsection 102.02 on page 13, and substitute the following.

Prospective bidders must complete an online request for permission to be eligible to bid a project. Upon approval, the bidder will be authorized to submit a bid electronically using Bid Express at <http://bidx.com>.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION NO. 907-108-4**

**CODE: (SP)**

**DATE: 10/07/2020**

**SUBJECT: Subletting of Contract**

Section 108, Prosecution and Progress, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-108.01--Subletting of Contract.**

**907-108.01.1--General.** Delete the third sentence of the tenth paragraph of Subsection 108.01.1 on the bottom of page 72.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION NO. 907-109-1**

**CODE: (IS)**

**DATE: 05/08/2019**

**SUBJECT: Measurement and Payment**

Section 109, Measurement and Payment, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-109.01--Measurement of Quantities.** Delete the sixth full paragraph of Subsection 109.01 on page 88, and substitute the following.

If appropriate based on the specific circumstances of the project, the Contractor may request that material specified to be measured by the cubic yard or ton be converted to the other measure. The Contractor must submit this request to the Engineer. The Engineer will provide an approval or denial in writing. The decision is in the sole discretion of the Engineer. If approved, factors for this conversion will be determined by the District Materials Engineer and agreed to by the Contractor. The conversion of the materials along with the conversion factor will be incorporated into the Contract by supplemental agreement. The supplemental agreement must be executed before such method of measurement is used.



# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-619-5

CODE: (IS)

DATE: 01/17/2018

SUBJECT: Traffic Control for Construction Zones

Section 619, Traffic Control for Construction Zones, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

## 907-619.02--Materials.

907-619.02.8--Traffic Signals and Flashers. Delete Subsection 619.02.8.1 on pages 452 thru 455, and substitute the following.

907-619.02.8.1-Portable Traffic Signals. Portable traffic signals shall be trailer or pedestal mounted units that provide for easy, legal transportation and quick setup and deployment. Each unit shall be self-contained. The types of portable traffic signals are as follows.

- Type 1 portable traffic signal shall include two signal heads per trailer with one signal head mounted on an overhead mast arm that can be extended over the travel lane, and the other signal head shall be mounted on the vertical upright of the trailer.
- Type 2 portable traffic signal shall include one signal head that is mounted on the vertical upright of the pedestal/cart or trailer. Pedestal/Cart mounted shall be designated as Type 2A and Trailer mounted shall be designated as Type 2B. Type 2 portable traffic signals shall be tested to MASH Standards or NCHRP Test Level 3 crash testing requirements by an accredited independent test facility, with supporting documentation available upon request.
- Type 3 portable traffic signal shall be the same as Type 1 mentioned above but with enhanced capabilities as mentioned in each applicable section below.

The portable traffic signals shall be MUTCD Compliant and utilize standard ITE signal heads, and adhere to the ITE Specifications and Standards for Vehicle Traffic Control Signal Heads, Light Emitting Diode (LED) Circular Signal Supplement. The units shall be battery powered with a solar charging system, and be equipped with an onboard battery charger capable of being used with a 120V AC power source. Portable traffic signals shall be able to communicate with other portable signals via 900 MHz or other accepted wireless communications. If wireless connectivity is not feasible, hardwired connectivity shall be an acceptable alternative, as approved by the Engineer. Portable Traffic Signals shall include all the major components listed below or be able to perform the functions of these components. The major components of the unit shall include, but are not limited to, the trailer or pedestal/cart, telescoping mast arm (on Type 1 and 3), signal head(s) and back plates, traffic signal controller with operating software, solar charging system with batteries, input and output devices, vehicle detection, flasher units, conflict monitor, relays,

communications system and other equipment required for the safe operation and installation of the unit.

**907-619.02.8.1.1--Signal Heads.** The signal heads and all applicable components of the portable traffic signal shall meet the physical display and operational requirements of conventional traffic signals as specific in the Manual on Uniform Traffic Control Devices (MUTCD). The signal heads shall be cast aluminum or polycarbonate and shall meet the requirements laid out in the Mississippi Standard Specification for traffic signal heads and associated MDOT material specifications for traffic signal heads. The signal heads shall accommodate standard 12-inch LED indications meeting the ITE Specification “Vehicle Traffic Control Signal Heads” and ITE Specifications and Standards for Vehicle Traffic Control Signal Heads, Light Emitting Diode (LED) Circular Signal Supplement.

For Type 1, Type 2 and Type 3 portable traffic signals, the signal heads shall have the ability to be rotated 180 degrees to face in the opposite direction and shall have the ability to rotate and lock in approximately 10 degree increments to position the signal head for the optimum visibility to motorists.

For Type 1 portable traffic signals, each unit shall contain two signal heads with one signal head mounted on an overhead mast arm that can be extended over the travel lane with a minimum clearance of 17 feet measured from the bottom of the signal head unit to the road surface. The lower signal head shall be mounted to the vertical upright of the trailer at a minimum height of eight feet (8') from the bottom of the signal head unit to the road surface.

For Type 2 portable traffic signals, the signal head shall be mounted to the vertical upright of the trailer at a minimum height of eight feet (8') from the bottom of the signal head unit to the road surface.

For Type 3 portable traffic signals, each unit shall be the same as Type 1 mentioned above but with enhanced capabilities as mentioned below.

**907-619.02.8.1.2--Controller and Operating Requirements.** The portable traffic signal (Types 1, 2, and 3) shall include a solid state Controller Unit (CU) that is in compliance with NEMA TS 5 Performance Standard. The CU shall have an easy to read front panel backlit display for viewing and programming the configuration settings and CU status. The CU shall be capable of operating the portable traffic signal system in a fixed time, traffic actuated or manual control mode. Multiple portable traffic signals shall have the capability to be interconnected to form a portable traffic signal system. Each portable traffic signal within a connected system shall have the capability to serve as either the master or remote signal. Each portable traffic signal shall include a Conflict Monitor Unit (CMU), or Malfunction Management Unit (MMU) to ensure phase conflicts do not exist during operation.

For Type 1 and Type 2 portable traffic signals, a minimum of five (5) automatic time-of-day timing plans within a 24-hour period should be available in fixed time mode. The CU should have the ability to control a minimum of four (4) traffic phases with programmable cycle time adjustments and user adjustable red, amber, minimum green and maximum green times. The CU shall have

the capability of programming green and red times from 1 to 999 seconds and yellow times up to 15 seconds in one-second increments. The CU shall also have the capability of facilitating standby modes of red, red flash and yellow flash.

For Type 3 portable traffic signals, a minimum of ten (10) automatic time-of-day timing plans within a 24-hour period should be available in fixed time mode. The CU should have the ability to control a minimum of 16 traffic phases with programmable cycle time adjustments and user adjustable red, amber, minimum green and maximum green times. The CU shall have the capability of programming green and red times from 1 to 999 seconds and yellow times up to 15 seconds in one-second increments. The CU shall also have the capability of facilitating standby modes of red, red flash and yellow flash.

The system shall also have the ability to operate in vehicle actuation mode when vehicle detection components are used. The operating system shall have the capability to allow the Portable Traffic Signal to be connected to and controlled by a standard NEMA controller.

The system shall have the capability to be controlled remotely using a hardwired or wireless remote. The wireless radio remote shall be capable of communicating at a clear line of site distance up to ¼ mile from the master.

The CU shall have the capability of interfacing with a Remote Monitoring System (RMS) capable of reporting signal location, battery voltage, and system faults. The RMS shall include a password-protected web site, viewable via an internet connection. In the event of a system fault, the RMS shall provide specific information concerning the cause of the system fault (example: "red lamp on signal number 1 out"). The RMS shall immediately contact previously designated individuals via SMS text messaging or email, upon a fault event.

The active timing program operating the PTS system shall be available and viewable through the RMS website at all times. The RMS shall maintain a history of the operating system in each signal including total operating hours, alerts, and the location of the PTS trailer.

**907-619.02.8.1.3--Wireless Communications.** The portable traffic signals shall communicate with other portable traffic signals within the signal system via license-free wireless 900 MHZ radio link communications as specified in Subsection 662.02.2 of the radio Interconnect System specification. The radio units shall maintain communications at a minimum distance of one (1) mile. The radio system shall conform to the applicable Federal Communications Commission requirements and all applicable state and local requirements.

The portable traffic signals shall be in direct communication at all times either by wireless or hardware connection to provide for the required conflict monitoring / malfunction management system.

**907-619.02.8.1.4--Power Requirements.** Each Portable Traffic Signal shall be equipped with a power source consisting of a solar collection array, solar controller and/or charging unit and batteries sufficient to operate the signal system. The number and size of batteries shall be sufficient to operate the Type 1 and Type 3 signals for a minimum of 30 days and Type 2A signals for

minimum of five (5) days, and Type 2B signals for minimum of 15 days without additional charging or assist from the solar array. An on-board battery charger shall be compatible with both the solar array and with a 120V AC power source.

For Type 1 signals, the solar panel array shall provide for a minimum of 440 watts of solar collection capability.

For Type 2A signals, the solar panel array shall provide for a minimum of 90 watts of solar collection capability.

For Type 2B signals, the solar panel array shall provide for a minimum of 110 watts of solar collection capability.

For Type 3 signals, the solar panel array shall provide for a minimum of 480 watts of solar collection capability and shall include a tilt and rotate system to optimally position the panels.

All instrumentation for the electrical system and battery compartment shall be contained in a lockable weatherproof enclosure. Solar panels shall be secured to the mounting brackets for theft prevention.

**907-619.02.8.1.5--Trailer and Lift System.** The trailer or pedestal/cart and all mounted components shall conform to the wind loading requirements as follows: 100 mph minimum for Type 1 portable traffic signals, 55 mph minimum for Type 2A portable traffic signals, 75 mph minimum for Type 2B portable traffic signals, and 90 mph minimum for Type 3 portable traffic signals as described in the AASHTO *Standard Specifications for Highway Signs, Luminaries and Traffic Signals*, as specified in the plans including all interims and updates. At the request of the Engineer, proof of conformance to these wind load ratings shall be verified by a third-party. No additional loose ballast shall be used to meet these wind load requirements. The trailer shall be made of structural steel and shall include four (4) leveling/stabilizer jacks capable of lifting the trailer a minimum of six inches (6”).

The trailer or pedestal shall be equipped with a mechanical, hydraulic or electric lift system sufficient for one person to be able to raise and lower the vertical upright and/or horizontal mast arm to and from the operating position.

For Type 1, 2B, and Type 3 signals, the trailer shall be equipped to provide legal and safe transport on the public highway system at speeds up to 55 mph.

All exterior metal surfaces, except signal heads and back plates, shall be powder-coat painted highway safety orange.

**907-619.02.9--Impact Attenuators.** Delete the sentence in the first paragraph of Subsection 619.02.9 on page 455, and substitute the following.

Impact attenuators must be listed on the Department's APL.

**907-619.02.11--Snap-Back Delineators.** Delete the sentence in the paragraph of Subsection 619.02.11 on page 456, and substitute the following.

Snap-back delineators shall be selected from the list of surface mounted flexible delineator posts as shown on the Department's APL.

**907-619.02.14--Changeable Message Sign.**

**907-619.02.14.5--PCMS Controller and Storage Cabinets.** Delete the fifth sentence in the first paragraph of Subsection 619.02.14.5 on pages 462 and 463, and substitute the following.

The controller cabinet shall be illuminated.

**907-619.05--Basis of Payment.** Add the following to the list of pay items ending on page 480.

907-619-E3: Changeable Message Sign \*\*\*\*\* - per each

907-619-H2: Traffic Signal, Portable, Type \_\_\_\_ - per each

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-701-2

CODE: (IS)

DATE: 01/08/2020

SUBJECT: Hydraulic Cement

Section 701, Hydraulic Cement, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-701.01--General.** In the first sentence of the second paragraph of Subsection 701.01 on page 718, change “mills” to “plants.”

In the second sentence of the sixth paragraph of Subsection 701.01 on pages 718 and 719, change “shall” to “will.”

**907-701.02--Portland Cement.**

**907-701.02.1-General.**

**907-701.02.1.2--Alkali Content.** Delete the sentence in Subsection 701.02.1.2 on page 719, and substitute the following.

The Equivalent alkali content for all cement types in this Subsection shall not exceed 0.60%.

**907-701.02.2--Replacement by Other Cementitious Materials.** Delete the paragraph in Subsection 701.02.2 on page 719, and substitute the following.

The maximum replacement of cement by weight is 25% for fly ash or 50% for ground granulated blast furnace slag (GGBFS). Replacement contents below 20% for fly ash or 45% for GGBFS may be used, but will not be given any special considerations, such as the maximum acceptance temperature for portland cement concrete containing pozzolans in Subsection 804.02.13.1.5. Special considerations shall only apply for replacement of cement by fly ash or GGBFS.

Delete Subsection 701.02.2.1 on pages 719 and 720, and substitute the following.

**907-701.02.2.1--Portland Cement Concrete Exposed to Soluble Sulfate Conditions or Seawater.**

When portland cement concrete is exposed to moderate or severe soluble sulfate conditions, or to seawater, cement types and replacement of cement by Class F fly ash or GGBFS shall be as follows in Table 1. Class C fly ash shall not be used as a replacement for cement in any of the sulfate exposure conditions listed in Table 1.

**Table 1- Cementitious Materials for Soluble Sulfate Conditions or Seawater**

Sulfate Exposure	Water-soluble sulfate (SO <sub>4</sub> ) in soil, % by mass	Sulfate (SO <sub>4</sub> ) in water, ppm	Cementitious material required
Moderate and Seawater	0.10 - 0.20	150 - 1,500	Type I cement with one of the following replacements of cement by weight: 24.5 - 25.0% Class F fly ash, or 49.5 - 50.0% GGBFS or Type II <sup>*,**</sup> cement
Severe	0.20 - 2.00	1,500 - 10,000	Type I cement with a replacement by weight of 49.5 - 50.0% GGBFS, or Type II <sup>*</sup> cement with one of the following replacements of cement by weight: 24.5 - 25.0% Class F fly ash, or 49.5 - 50.0% GGBFS

\* Type III cement conforming to AASHTO M85 with a maximum 8% tricalcium aluminate (C<sub>3</sub>A) may be used in lieu of Type II cement as allowed in Subsection 701.02.1; this cement is given the designation “Type III(MS).”

\*\* Class F fly ash or GGBFS may be added as a replacement for cement as allowed in Subsection 907-701.02.2.

Delete Subsection 701.02.2.2 on page 720, and substitute the following.

**907-701.02.2.2--Portland Cement for Soil Stabilization Exposed to Soluble Sulfate Conditions or Seawater.** When portland cement for use in soil stabilization is exposed to moderate or severe soluble sulfate conditions, or to seawater, cement types and replacement of cement by Class F fly ash or GGBFS shall meet the requirements of Subsection 701.02.2.1.

**907-701.04--Blended Hydraulic Cement.**

**907-701.04.1--General.** Delete Subsection 701.04.1.1 on page 720, and substitute the following.

**907-701.04.1.1--Types of Blended Hydraulic Cement.** Blended hydraulic cements (blended cements) shall be of the following types and conform to AASHTO M 240:

- Type IL – Portland-limestone cement
- Type IP – Portland-pozzolan cement
- Type IS – Portland blast-furnace slag cement

Blended cement Types IL, IP, and IS meeting the “MS” sulfate resistance requirement listed in AASHTO M 240, Table 3 shall have the “(MS)” suffix added to the type designation.

**907-701.04.1.2--Alkali Content.** Delete the sentence in Subsection 701.04.1.2 on page 720, and substitute the following.

All blended cement types shall be made with clinker that would result in cement meeting the requirements of Subsection 701.02.1.2 when used in the production of AASHTO M 85, Type I or Type II cement.

**907-701.04.2--Replacement by Other Cementitious Materials.** Delete the paragraph in Subsection 701.04.2 on page 720, and substitute the following.

The maximum replacement of blended cement Type IL by weight is 35% for fly ash or 50% for GGBFS. Replacement contents below 20% for fly ash or 45% for GGBFS may be used, but will not be given any special considerations, such as the maximum acceptance temperature for blended cement concrete containing pozzolans in Subsection 804.02.13.1.5. Special considerations shall only apply for replacement of blended cement by fly ash or GGBFS.

No additional cementitious materials, such as portland cement, blended cement, fly ash, GGBFS, or others, shall be added to or as a replacement for blended cement Types IP and IS.

Delete Subsection 701.04.2.1 on pages 720 and 721, and substitute the following.

**907-701.04.2.1--Blended Cement Concrete Exposed to Soluble Sulfate Conditions or Seawater.** When blended cement concrete is exposed to moderate or severe soluble sulfate conditions, or to seawater, cement types and replacement of cement by Class F fly ash or GGBFS shall be as follows in Table 2. Class C fly ash shall not be used as a replacement for cement in any of the sulfate exposure conditions listed in Table 2.

**Table 2- Cementitious Materials for Soluble Sulfate Conditions or Seawater**

Sulfate Exposure	Water-soluble sulfate (SO <sub>4</sub> ) in soil, % by mass	Sulfate (SO <sub>4</sub> ) in water, ppm	Cementitious material required
Moderate and Seawater	0.10 - 0.20	150 - 1,500	Type IL (MS)* cement, Type IL cement with one of the following replacements of cement by weight: 24.5 - 35.0% Class F fly ash, or 49.5 - 50.0% GGBFS, Type IP (MS) cement, or Type IS (MS) cement
Severe	0.20 - 2.00	1,500 - 10,000	Type IL cement with a replacement of cement by weight of 49.5 - 50.0% GGBFS, or Type IL (MS) cement with one of following replacements of cement by weight: 24.5 - 35.0% Class F fly ash, or 49.5 - 50.0% GGBFS



- \* Class F fly ash or GGBFS may be added as a replacement for cement as allowed in Subsection 907-701.04.2.

Delete Subsection 701.04.2.2 on page 721, and substitute the following.

**907-701.04.2.2--Blended Cement for Soil Stabilization Exposed to Soluble Sulfate Conditions or Seawater.** When blended cement for use in soil stabilization is exposed to moderate or severe soluble sulfate conditions, or to seawater, cement types and replacement of cement by Class F fly ash or GGBFS shall meet the requirements of Subsection 701.04.2.1.

Delete Subsection 701.04.3 on page 721.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION NO. 907-702-4**

**CODE: (IS)**

**DATE: 09/11/2018**

**SUBJECT: Bituminous Materials**

Section 702, Bituminous Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-702.04--Sampling.** Delete the sentence in Subsection 702.04 on page 722, and substitute the following.

Sampling of bituminous materials shall be as set out in AASHTO R 66.

**907-702.07--Emulsified Asphalt.** Delete the last sentence in Subsection 702.07 on page 724, and substitute the following.

Asphalt for fog seal shall conform to the requirements of Subsection 907-702.12, Table V.

**907-702.12--Tables.** Delete Table V in Subsection 702.12 on page 729, and substitute the following.

**TABLE V  
SPECIFICATION FOR FOG SEAL**

Test Requirements	LD-7		CHPF-1		Test Method
	Min.	Max.	Min.	Max.	
Viscosity, Saybolt Furol, @ 25°C, Sec.	10	100	-	100	AASHTO T 72
Storage Stability Test, 24 hr, %	-	1	-	1	AASHTO T 59
Settlement, 5 day, %	-	5	-	-	AASHTO T 59
Oil Distillate, %	-	1	-	-	AASHTO T 59
Sieve Test, % *	-	0.3	-	0.1	AASHTO T 59
Residue by Distillation, %	40	-	40	-	AASHTO T 59
<b>Test on Residue from Distillation</b>					
Penetration @ 25°C, 100g, 5 sec	-	20	40	90	AASHTO T 49
Softening Point, °C	65	-	-	-	ASTM D 36
Solubility in trichloroethylene, %	97.5	-	-	-	AASHTO T 44
Elastic Recovery @ 25°C, %	-	-	40	-	AASHTO T 301
Original DSR @ 82° (G*/Sinδ, 10 rad/sec)	1	-	-	-	AASHTO T 111

\* The Sieve Test result is tested for reporting purposes only and may be waived if no application problems are present in the field.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION NO. 907-703-1**

**CODE: (IS)**

**DATE: 06/13/2018**

**SUBJECT: Gradation**

Section 703, Aggregates, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-703.03--Course Aggregates for Hydraulic Cement Concrete.**

**907-703.03.2--Detail Requirements.**

**907-703.03.2.4--Gradation.** In the table in Subsection 703.03.2.4 on page 734, add 100 for the percent passing by weight on the 1½-inch sieve for Size No. 67 aggregates.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION NO. 907-705-1**

**CODE: (IS)**

**DATE: 06/13/2018**

**SUBJECT: Stone Riprap**

Section 705, Stone Blanket Protection and Filter Blanket Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-705.04--Stone Riprap.** Delete the last sentence of the first paragraph of Subsection 705.04 on page 750, and substitute the following.

Quality requirements for rock to be furnished under these specifications will come from a pre-approved source and be visually approved prior to use.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-707-2

CODE: (IS)

DATE: 06/05/2019

SUBJECT: Joint Materials

Section 707, Joint Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-707.02.3--Wood.** Delete paragraph (b) of Subsection 707.02.3 on page 755, and substitute the following:

- (b) Dimensions shall be as shown on the plans. Dimensions shown on the plans are “dressed” sizes in accordance with Table 3 of the American Softwood Lumber Standard, SP-20. At the discretion of the Engineer, a 3/4-inch dressed board may be used in lieu of a 1-inch dressed board. A tolerance of plus or minus 1/16 inch thickness and plus or minus 1/8 inch width will be permitted. For slip-form paving a tolerance of minus 1/4 inch on each end in length will be permitted.

**907-707.06--Flexible Plastic Gasket for Joining Conduit.** Delete the third paragraph of Subsection 707.06 on page 756, and substitute the following.

The Department may require the performance test described in ASTM C 990.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION NO. 907-711-2**

**CODE: (IS)**

**DATE: 09/11/2018**

**SUBJECT: Plain Steel Wire**

Section 711, Reinforcement and Wire Rope, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-711.02--Deformed and Plain Carbon-Steel Bars for Concrete Reinforcing.**

**907-711.02.3--Steel Welded and Non-Welded Wire Reinforcement, Plain and Deformed, for Concrete.**

**907-711.02.3.1--Plain Steel Wire.** Delete the sentence in Subsection 711.02.3.1 on pages 780 and 781, and substitute the following.

Plain steel wire and plain steel welded wire shall conform to the requirements of AASHTO M 336.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION NO. 907-720-2**

**CODE: (IS)**

**DATE: 09/11/2018**

**SUBJECT: Acceptance Procedure for Glass Beads**

Section 720, Pavement Marking Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-720.01--Glass Beads.**

**907-720.01.4--Acceptance Procedures.** Delete the last sentence of the paragraph in Subsection 720.01.4 on page 841, and substitute the following.

Acceptance sampling and testing of glass beads will be in accordance with the Department's Materials Division Inspection, Testing, and Certification Manual, Section 2.9.2 -- Glass Beads.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION NO. 907-721-2**

**CODE: (IS)**

**DATE: 01/08/2020**

**SUBJECT: Materials for Signing**

Section 721, Materials for Signing, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-721.06--Reflective Sheeting.**

**907-721.06.2--Performance Requirements.** Delete Table 4 and Table 5 in Subsection 721.06.2 on pages 860 & 861, and substitute the following.

**MINIMUM COEFFICIENTS OF RETROREFLECTION  
Candela per foot candle per square foot (cd/ft<sup>2</sup>)  
Per ASTM Designation D4956**

**TABLE 4  
Type IX Sheeting**

Observation Angle	Entrance Angle	White	Yellow	Green	Red	Blue	Fluorescent Yellow/Green	Fluorescent Yellow	Fluorescent Orange
0.2°	-4.0°	380	285	38	76	17	300	230	115
0.2°	+30.0°	215	162	22	43	10	170	130	65
0.5°	-4.0°	240	180	24	48	11	190	145	72
0.5°	+30.0°	135	100	14	27	6.0	110	81	41
1.0°	-4.0°	80	60	8.0	16	3.6	64	48	24
1.0°	+30.0°	45	34	4.5	9.0	2.0	36	27	14

**TABLE 5  
Type XI Sheeting**

Observation Angle	Entrance Angle	White	Yellow	Green	Red	Blue	Brown	Fluorescent Yellow/Green	Fluorescent Yellow	Fluorescent Orange
0.2°	-4.0°	580	435	58	87	26	17	460	350	175
0.2°	+30.0°	220	165	22	33	10	7.0	180	130	66
0.5°	-4.0°	420	315	42	63	19	13	340	250	125
0.5°	+30.0°	150	110	15	23	7.0	5.0	120	90	45
1.0°	-4.0°	120	90	12	18	5.0	4.0	96	72	36
1.0°	+30.0°	45	34	5.0	7.0	2.0	1.0	36	27	14



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-808-1

CODE: (IS)

DATE: 11/01/2018

SUBJECT: Joint Repair

Section 808, Joint Repair, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-808.04--Method of Measurement.** Delete the paragraph in Subsection 808.04 on page 1009, and substitute the following.

When a pay item is included in the plans, joint repair will be measured by the linear foot and mortar mix will be measured by the gallon. The volume of measurement for the epoxy/sand mortar mix will be determined from the summation of the volumes of the epoxy components and the volume of sand will not be measured for payment.

**907-808.05--Basis of Payment.** Delete the paragraph in Subsection 808.05 on page 1009, and substitute the following.

When a pay item is included in the plans, joint repair, measured as prescribed above, will be paid for at the contract unit price per linear foot, which price shall be full compensation for furnishing and placing all materials, labor, tools, equipment, and all incidentals necessary to complete the work.

When a pay item is included in the plans, mortar mix, measured as prescribed above, will be paid for at the contract unit price per gallon, which price shall be full compensation for furnishing all materials including sand and forming materials, and all incidentals necessary to complete the work. No payment will be made for the sand used in the epoxy mortar mix.

The price bid for each item of work shall include the cost of continuous maintenance of traffic and protective services as required by the Department's Traffic Control Plan. This shall include all required individual traffic control devices.

Payment will be made under:

907-808-A: Joint Repair - per linear foot

907-808-B: Mortar Mix - per gallon

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISIONS NO. 907-823-7

CODE: (SP)

DATE: 10/13/2020

SUBJECT: **Preformed Joint Seal**

Section 907-823, Preformed Joint Seal, is hereby added to and becomes a part of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as follows.

## **SECTION 907-823--PREFORMED JOINT SEAL**

**907-823.01--Description.** This work consists of furnishing and installing preformed joint seals in accordance with these specifications and the details shown in the Plans or drawings provided.

**907-823.02--Materials.** The Contractor shall furnish a manufacturer's certification stating that the material used meets the requirements of this specification.

The preformed joint seal shall be one of the following, or an approved equal. The size of the seal, Type I or Type II, shall be determined based on the size of the joint opening, as detailed in the Plans or drawings provided. It is the Contractor's responsibility to ensure that the size selected is appropriate for the width of the joint. Type I shall be used for joint openings less than two inches (2"). Type II shall be used for joint openings greater than two inches (2"), with the maximum joint opening being two and one-half inches (2½"). In cases where the joint opening is greater than two and one-half inches (2½"), another type of expansion material shall be required as directed by the Director of Structures, State Bridge Engineer.

1. Silicoflex Joint Sealing System  
Manufactured by R.J. Watson, Inc. in Alden, NY  
[www.rjwatson.com](http://www.rjwatson.com)
2. Wabo@SPS Joint System  
Manufactured by Watson Bowman Acme Corporation in Amherst, NY  
[www.wbacorp.com](http://www.wbacorp.com)
3. Silspec SSS Silicone Strip Seal  
Manufactured by SSI Commercial & Highway Construction Materials in Tulsa, OK  
[www.ssicm.com](http://www.ssicm.com)

**907-823.03--Construction Methods.** Preformed joint seals shall be installed in accordance with the manufacturer's recommendations. The material shall seal the deck surface, gutters, and curbs to prevent moisture or other contaminants from leaking through the joints. The joint seal shall be installed in such a manner that the top surface of the material is within the minimum and maximum depths below the roadway or bridge surface recommended by the manufacturer.

Saw cutting for the joint repair shall be accomplished by sawing at the locations and depth shown

on the joint repair detail sheets in the plans or in the contract documents. Saw cuts shall be as near vertical as possible at the saw line of the repair area. The saw cut depth shall be equivalent to the installation depth required by the manufacturer's specifications, and the type specified shall be the same as the type specified for preformed joint seal.

**907-823.04--Method of Measurement.** Preformed joint seal of the type specified will be measured in linear feet along the length of the centerline joint.

Saw cuts of the type specified will be measured by the linear foot along the length of the bridge deck on each side of the centerline joint.

**907-823.05--Basis of Payment.** Preformed joint seal, measured as prescribed above, will be paid for at the contract unit price per linear foot, which shall be full compensation for furnishing all labor, equipment, tools, materials, and incidentals necessary to complete the work.

Saw cuts, measured as prescribed above, will be paid for at the contract unit price per linear foot, which shall be full compensation for furnishing all labor, equipment, tools, materials, and incidentals necessary to complete the work.

Payment will be made under:

907-823-A: Preformed Joint Seal, Type \_\_\_\_ - per linear foot

907-823-B: Saw Cut, Type \_\_\_\_\_ - per linear foot

**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. Preparation for the placement of new expansion material shall also be included under this item of work. Removal of existing silicone seal, compression and AC sealed joint materials will not be paid for directly and shall be considered as part of the preparation work. Removal of debris and any trash and debris (including but not limited to compacted dirt, vegetation and trash) located at any depth within the joint shall be included under this item of work. All other requirements shall be included under the appropriate preparation item. Refer to 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. Provide removal of existing silicone seal, compression and AC sealed joint materials shall be included under this item of work. Removal of joint materials and any trash and debris (including but not limited to compacted dirt, vegetation and trash) located at any depth within the joint 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 1 & 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. 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**

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.

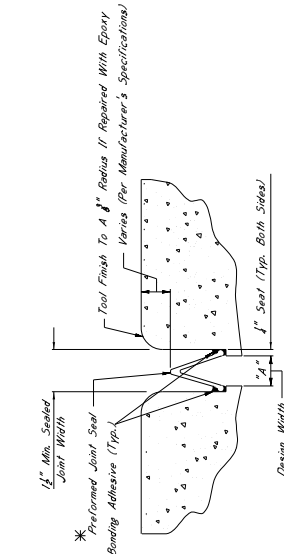
**Basis of Payment:**  
 The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Centerline Joint.

**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:**

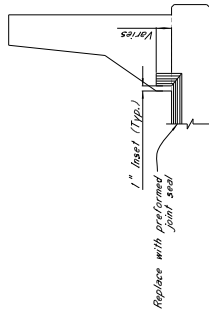
1. Specifications: Mississippi Standard Specifications For Road And Bridge Construction, 2017.
2. Approval: All Work Shall Be Inspected And Approved By The Director Of Structures, State Bridge Engineer. Minor Changes To Detail Of Design Or Construction Procedure May Be Authorized By The Bridge Engineer Provided Such Changes Do Not Affect The Structural Integrity Of The Work. Work For Which No Pay Item Is Provided In The Proposal Will Not Be Paid For Directly And Shall Therefore Be Considered An Assorted Item of Work.



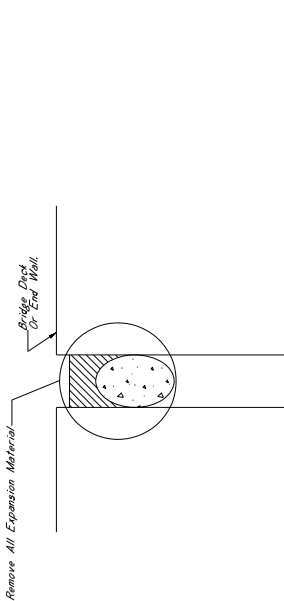
**TYPICAL SECTION AT SAWCUT & SEALED JOINT**  
 Showing Sealed Joint After Sawcut

**\*NOTES:**

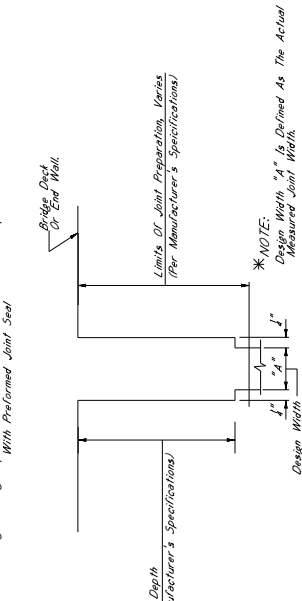
1. The Preformed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:  
 A. Silcoflex Joint Sealing System Manufactured By R.J. Watson, Inc. In Alden, NY [www.jointseal.com](http://www.jointseal.com)  
 B. Mido SPS Joint Sealing System Manufactured By R.J. Watson, Inc. In Amherst, NY [www.midocorp.com](http://www.midocorp.com)  
 C. Silseps 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 Silcoflex Joint Sealing System Was Selected. However, Should Another Supplier Be Chosen, It Is The Contractor's Responsibility To Provide The Manufacturer's Installation Details And Adhesive Sealing Times, 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 Sealant. The Sealant Shall Be Applied To The Joint Opening To A Depth Of 1/2" For Design Widths Less Than 2". For Preformed Joint Seal Types "1" Shall Be Used For Design Widths Greater Than Or Equal To 2". For The Maximum Design Width Of Expansion Material Shall Be Required As Directed By The Director Of Structures, State Bridge Engineer. It Is The Contractor's Responsibility To Ensure That The Size Selected Is Appropriate For The Width Of The Joint.



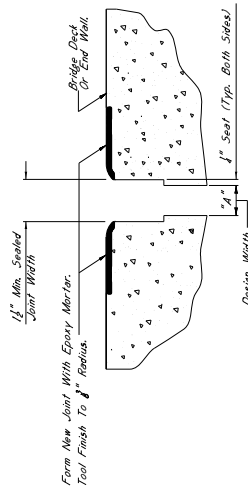
**TYPICAL SECTION AT SAWCUT & JOINT REPAIR**  
 Showing Area Where Repairs Are Made After Sawcut With Epoxy Mortar Or Approved Equivalent



**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 ON ASSOCIATED ITEMS OF WORK:**

**JOINT REPAIR**

**Description:** Shall include the work necessary to repair joints in preparation for the placement of new expansion material. Joint materials and any trash and debris (including but not limited to compacted dirt, vegetation and trash) located at any depth within the joint shall be included under this item of work. Epoxy mortar shall also be included under this item of work. Epoxy mortar shall be placed in accordance with the provisions of Section 808 of the Specifications 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.

**JOINT REPAIR WITHOUT EPOXY**

**Description:** Shall include the work necessary to repair joints in preparation for the placement of new expansion material. Joint materials and any trash and debris (including but not limited to compacted dirt, vegetation and trash) located at any depth within the joint shall be included under this item of work. Materials shall be included under this item of work, removal of joint materials and any trash and debris (including but not limited to compacted dirt, vegetation and trash) located at any depth within the joint shall be included under this item of work. All other requirements shall be in accordance with the 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 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. The contractor shall be 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. The contractor shall be based on the manufacturer's recommendations.

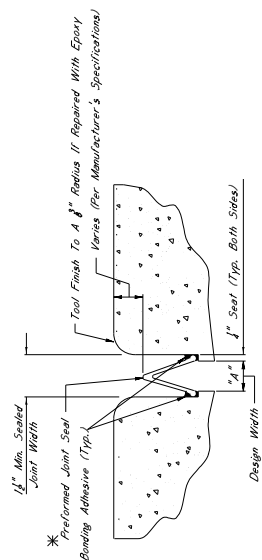
**Basis of Payment:** The accepted quantities will be paid for in linear feet at the contract unit price along the length of the centerline joint.

**EPOXY MORTAR AND POLYMER CONCRETE NOTES:**

1. Specifications, Mississippi Standard Specifications For Road Construction, Section 808.01.
2. No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer. Minor Changes To Detail Or Design Or Construction Procedure Will Not Be Considered For Contract Price Adjustment. 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.

**GENERAL NOTES:**

1. Specifications, Mississippi Standard Specifications For Road Construction, Section 808.01.
2. No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer. Minor Changes To Detail Or Design Or Construction Procedure Will Not Be Considered For Contract Price Adjustment. 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.

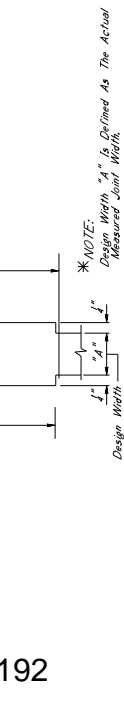


**TYPICAL SECTION AT SAWCUT & SEALED JOINT**  
Showing Sealed Joint After Sawcut And Repair With Epoxy Mortar

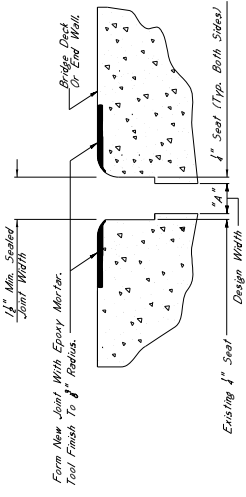
- \*NOTES:**
1. The preformed joint seal shall be one of the following, installed according to the manufacturer's specifications:  
A. Silcoflex Joint Sealing System  
www.gwaflex.com  
B. Wika SBS Joint Sealing System  
www.wika.com  
C. Silgoc SSS Silicone Strip Seal  
Manufactured By: SSI Commercial & Highway Construction Materials  
www.ssi.com
  2. For existing purposes, the R.J. Watson Silcoflex Joint Sealing System was used. The contractor shall ensure that the manufacturer's recommendations are followed for joint preparation, installation depths and widths, adhesive, setting times, and curing times. The contractor shall ensure that the manufacturer's recommendations are followed 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 with both sides of the preformed joint seal. The seal shall be used for design widths less than 2 inches. For design widths greater than or equal to 2 inches, the seal shall be used for design widths greater than or equal to 2 inches with the 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.

Manufactured By: SSI Commercial & Highway Construction Materials  
www.ssi.com

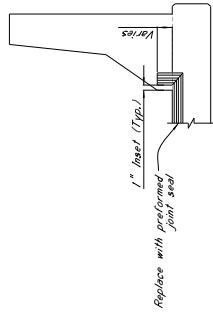
**TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL AND SAWCUT**  
Showing Limits Of Joint Preparation For Application Of New Joint Seal Materials And Sawcut



**TYPICAL SECTION AT 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 Removal Of Existing Seal, Sawcut, And Epoxy Mortar Or Approved Equivalent



**ELEVATION AT END OF SPAN**

**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 designed in the detail drawings provided. Epoxy mortar of existing silicone sealed, compression, and A.C. sealed joints materials will not be paid for directly and shall be considered as absorbed under this item of work. Removal of joint materials shall be included under this item of work. All other requirements shall be included under this item of work. All other requirements shall be included under this item of work. All other requirements shall be included under this item of work. All other requirements shall be included under this item of work.

**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 designed in the detail drawings provided. Epoxy mortar materials will not be paid for directly and shall be considered as absorbed under this item of work. Removal of joint materials shall be included under this item of work. All other requirements shall be included under this item of work. All other requirements shall be included under this item of work. All other requirements shall be included under this item of work.

**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 Performer Joint Seal Selection.

**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 Determine The Material Which Is Selected Based On The Manufacturer's Recommendations.

**907-823-4001 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.

**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:**

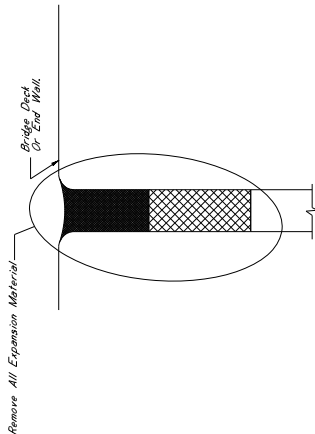
The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Centerline Joint.

**EPXY MORTAR AND POLYMER CONCRETE NOTES:**

Either Epoxy Mortar Or Polymer Concrete May Be Used Provided That The Material Can Be Found In Section 608 of the Specifications.

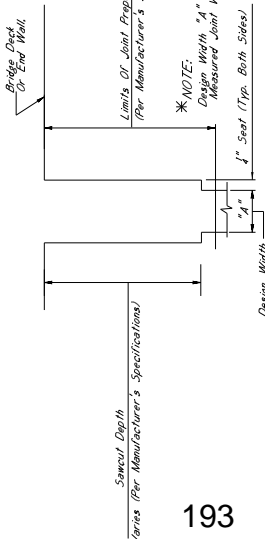
**GENERAL NOTES:**

1. Specifications: Mississippi Standard Specifications For Road And Bridge Construction.
2. Approval: The Director Of Structures, State Bridge Engineer, May Be Authorized By The Bridge Engineer To Issue Such Changes To The Specifications 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.



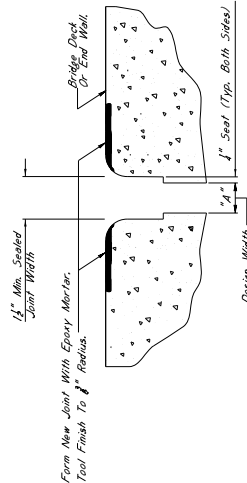
**TYPICAL SECTION AT EXISTING JOINT**

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



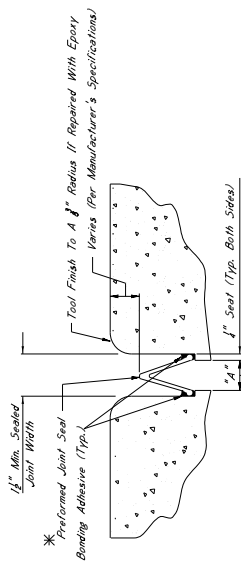
**TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL AND SAWCUT**

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



**TYPICAL SECTION AT SAWCUT & JOINT REPAIR**

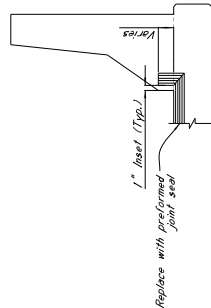
Showing Area Where Repairs Are Made After Sawcut With Epoxy Mortar Or Approved Equivalent



**TYPICAL SECTION AT SAWCUT & SEALED JOINT**

Showing Sealed Joint After Sawcut And Repair With Epoxy Mortar

- \*NOTES:**
1. The Preformed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:
    - A. Silcolite Joint Sealing System [www.silcolite.com](http://www.silcolite.com)
    - B. Wicks SFS Joint System [www.wicks.com](http://www.wicks.com)
    - C. Silseal SSS Silicone Strip Seal [www.ssil.com](http://www.ssil.com)
  2. For Estimating Purposes, The RJ Watson Silcolite Joint Sealing System Was Responsible To Ensure That The Manufacturer's Recommendations Are Followed For Joint Preparation, Installation Details And Varnes, Adhesive Setting Times, And Material Application. The Contractor Shall Be Responsible For Ensuring That The Manufacturer's 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 Seal Width On Both Sides Of The Joint. Preformed Joint Seals Shall Be Used For Design Widths Less Than 2". Preformed Joint Seal, Type II, Shall Be Used For Design Widths Greater Than 2". The Design Width Shall Be Measured At The Location Where The Design Width Is Greater Than 2". The Design Width Of Expansion Material Shall Be As 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**

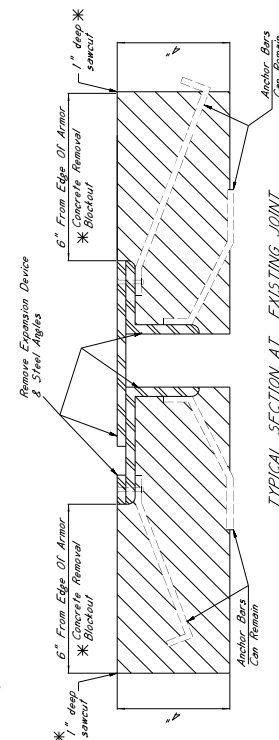
- \*NOTES:**
- For Jersey Slope Barriers, The Minimum Required Vertical Joint Seal Dimension For Post And Beam Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Barrier Is 6".

**\* 1" SAWCUT NOTES:**

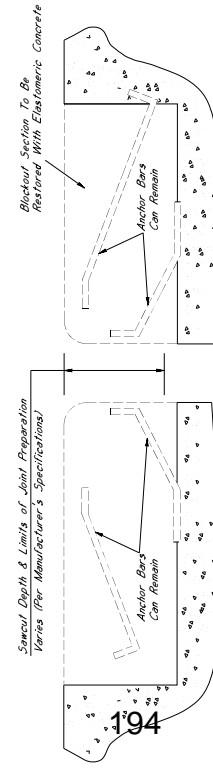
All 1" Sawcuts Shall Be Considered An Absorbed Item of Work. The Contractor Shall Verify Depth of Reinforcing Steel Before Making Any Sawcuts. The Depth of the Reinforcing Steel Shall Be Repaired To The Satisfaction Of The Engineer At No Cost To The State.

**\* CONCRETE REMOVAL BLOCKOUT NOTES**

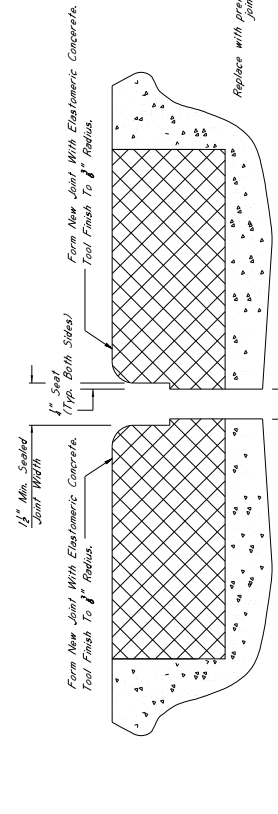
Removal Of The Concrete Blockout Area Shall Be Considered An Absorbed Item Of Work Under Pay Item 202-B169. The Contractor Shall Use Hand Tools To Cut A Length Than 30" To Complete This Work.



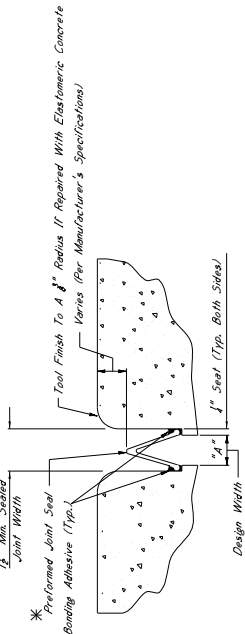
**TYPICAL SECTION AT EXISTING JOINT**  
Showing Existing Expansion Device To Be Removed And Replaced With Performed Joint Seal



**TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL**  
Showing Limits Of Joint Preparation For Application Of 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:
  - Silicone Joint Sealing System Manufactured By R.J. Watson, Inc. In Alden, NY [www.rjwatson.com](http://www.rjwatson.com)
  - Wako SFS Joint System Manufactured By Watson Bowman Acme Corporation In Amherst, NY [www.wbcorp.com](http://www.wbcorp.com)
  - Silicone 555 Silicone Strip Seal Manufactured By 551 Commercial & Highway Construction Materials [www.551.com](http://www.551.com)
- Expanding Repairs: The R.J. Watson Silicone Joint Sealing System Who's Responsibility To Ensure That The Manufacturer's Recommendations Are Followed For Other Applications To All Types Of Joints, Repairs, Sealing, Sealing, And Other Applications. A Manufacturer Representative Shall Be Present At The Time Joint Sealing Begins To Ensure That The Contractor Is Properly Trained In Installation Of The Joint Material.
- Joints Shall Be Sealed At Their Design Width, 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". Performed Joint Seal, Type II, Shall Be Used For Design Widths Greater Than 2". In Cases Where Design Widths Are Greater Than 2", Another Type Of Expansion Material Shall Be Required As Directed By The Director Of Structures, Who Shall Have The Authority To Select The Material To Ensure That The Seal Is Appropriate For The Width Of The Joint.

**\* NOTES:**

- For Any Signs, Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Blockout Area 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 Meagings Provided. Removal As Designated In The Detail Drawings Provided. Removal Of The Concrete Blockout Area Shall Be Absorbed Under This Item Of Work. The Joint Seal Type Shall Not Be Included Under This Item Of Work. The Contractor Shall Be Responsible For The Engineer's Removal of Joint Material And Any Trash And Debris (Including But Not Limited To Compacted Dirt, Vegetation And Trash) Located At Any Depth Within The Joint Shall Be Included Under This Item Of Work.

**Basis Of Payment:** Removal of Armor and Sliding Plate Joint Material Will Be Paid For In Linear Feet At The Contract Unit Price For The Removal of Material From The Centerline Joint, While Removal of Meagring 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 Equivalent To The Installation Depth Required For The Manufacturer's Specifications, And The Joint Seal 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.

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

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

**Description:** Shall Include The Manufacturer's Required Joint Preparation Including Sandblasting Both Sides Of The Joint And Blowing The Joint Clean. The Contractor Shall Compress 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**

**907-824-9907 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](http://www.rjwatson.com)
- Wako-Seal II Manufactured By Watson Bowman Acme Corporation In Amherst, NY [www.wbcorp.com](http://www.wbcorp.com)
- Delcrete Elastomeric Concrete Manufactured By The G.S. Brown Company In North Baltimore, OH [www.gsbrown.com](http://www.gsbrown.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.
- No Change Of Plans Will Be Permitted Except By Written Approval Of The Director of Structures, State Bridge Engineer. Any Change Of Plans, Specifications, Materials, Methods, Or Work May Be Authorized By The Bridge Engineer Provided Such Changes Will Not Be Cause For Contract Price Adjustment. Work For Which No Pay Item Is Provided In The Proposal Will Be Considered An Absorbed Item of Work.

**NOTES ON ASSOCIATED ITEMS OF WORK:**

**202-8169 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 from other joint types shall not be included under this item of work unless otherwise directed by the Engineer. Removal of joint material and any trash, vegetation, and debris shall be located at any depth within the joint shall be included under this item of work.

**Basis of Payment:**

Removal of armor and sliding plate 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 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 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 of the 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 of the joint.

**ELASTOMERIC CONCRETE REPAIR**

**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 Alden, NY  
www.rjwatson.com
- B. Waka-Crete II  
Manufactured by Watson Bowman Acme Corporation in Amherst, NY  
www.wbcorp.com
- C. Dabcrete 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 yards at the contract unit price.

**GENERAL NOTES:**

1. Specifications: Mississippi Standard Specifications For Road And Bridge Construction, 2017.
2. No change of items will be permitted except by written approval of the Engineer. All changes to the specifications shall be made by the Engineer. The Engineer's approval of such changes will not be cause for contract price adjustment. Approval will not be paid for directly and shall therefore be considered an absorbed item of work.

**\* CONCRETE REMOVAL BLOCKOUT NOTES**

Removal of the concrete blockout area shall be considered an absorbed item of work. The contractor shall use a hammer No. 30 lbs to complete this work.

**\* 1" SAWCUT NOTES:**

All 1" sawcuts shall be considered an absorbed item of work. The contractor shall use a hammer No. 30 lbs to complete this work. The depth of the sawcut shall be no more than the depth of the reinforcing steel. The sawcut shall be made at the design depth of the sawcut. The sawcut shall be made at the design depth of the sawcut.



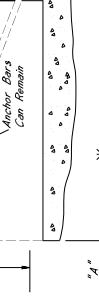
**TYPICAL SECTION AT EXISTING JOINT**

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



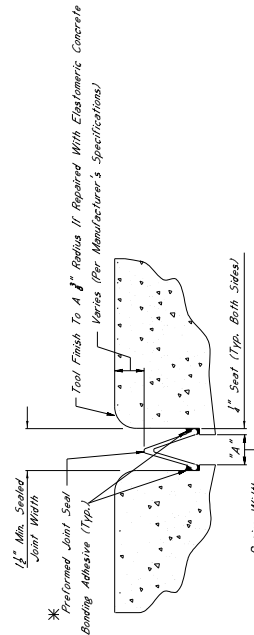
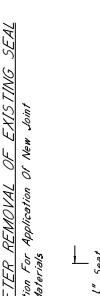
**TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL**

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 With Elastomeric Concrete

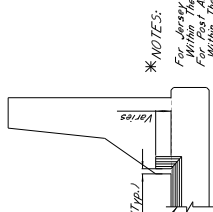


**TYPICAL SECTION AT SAWCUT & SEALED JOINT**

Showing Sawcut Joint After Seal Repair With Elastomeric Concrete

**\* NOTES:**

1. The preformed joint seal shall be one of the following, installed according to the manufacturer's specifications:
  - A. Silcoflex Joint Sealing System  
Manufactured by R.J. Watson, Inc. in Alden, NY  
www.rjwatson.com
  - B. Waka SP3 Joint System  
Manufactured by Watson Bowman Acme Corporation in Amherst, NY  
www.wbcorp.com
  - C. Silsecc 555 Silicone Strip Seal  
Manufactured by SSI Commercial & Highway Construction Materials  
www.ssi.com
2. For estimating purposes, the R.J. Watson Silcoflex Joint Sealing System was selected. However, should another supplier be chosen, it is the contractor's responsibility to ensure that the joint preparation, installation depths and widths, adhesive setting times, and any other 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 sealant. The sealant shall be applied to the joint opening. The sealant shall be used for design widths greater than or equal to 2" with the maximum design width of 6". The sealant shall be applied to the joint opening. The sealant shall be applied to the joint opening. The sealant shall be applied to the joint opening.



**\* NOTES:**

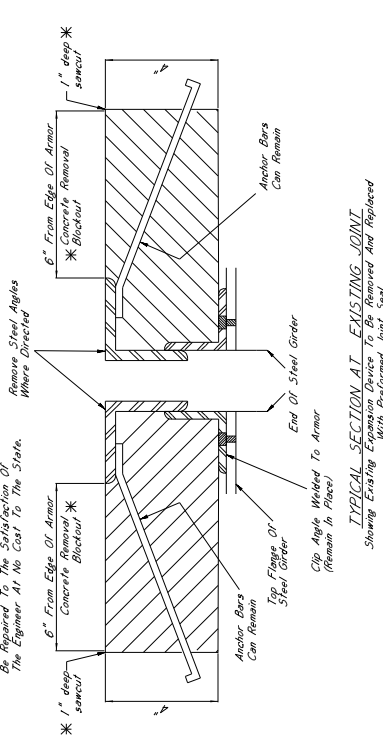
For Jersey Slab Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Barrier Is 6".

**ELEVATION AT END OF SPAN**



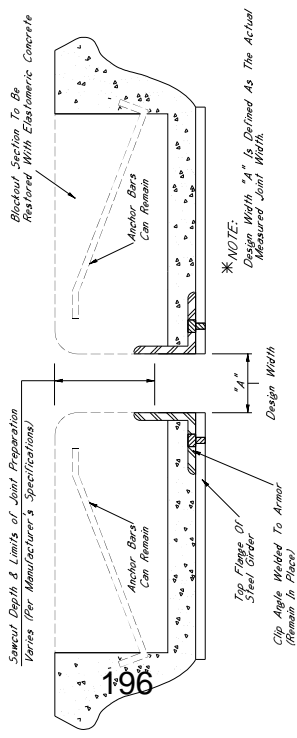
**\* CONCRETE REMOVAL BLOCKOUT NOTES**

Removal Of The Concrete Blockout Area Shall Be Considered An Absorbed Item Of Work Under Pay Item 202-8169. The Contractor Shall Be Responsible For Removing The Concrete Blockout Area To A Depth Of Not Less Than 30 Lbs To Complete This Work.



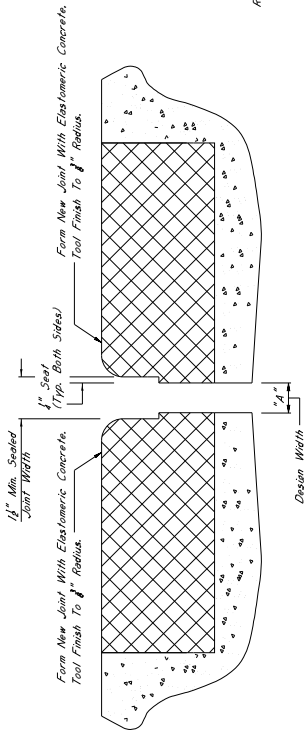
**TYPICAL SECTION AT EXISTING JOINT**

Showing Existing Existing Blockout 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 With Elastomeric Concrete

**\* 1" SAWCUT NOTES:**

All 1" Sawcuts Shall Be Considered An Absorbed Item of Work. The Contractor Shall Verify Depth Of Reinforcing Steel, Anchor Bars, And Steel Grader Depth Of The Sawcut Shall Be No More Than The Depth Of The Reinforcing Steel. Any Damage To Reinforcing Steel Shall Be Repaired To The Satisfaction Of The Engineer At No Cost To The State.



**TYPICAL SECTION AT SAWCUT & SEALED JOINT**

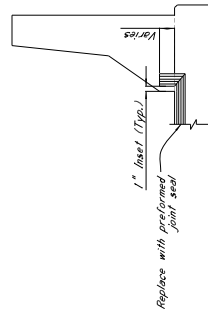
Showing Sealed Joint After Sawcut And Repair With Elastomeric Concrete

**\* NOTES:**

- The Preformed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:
  - Silcoflex Joint Sealing System Manufactured By R.J. Watson, Inc. In Alden, NY [www.rjwatson.com](http://www.rjwatson.com)
  - Wale SP3 Joint System Manufactured By Watson Bowman Acme Corporation In Amherst, NY [www.watson-bowman.com](http://www.watson-bowman.com)
  - Slipcrete 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. Material That The Contractor Is Properly Sealed In Installation Of The Joint.
- 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. Preformed Joint Seal, Voids Shall Be Sealed On Both Sides Of The Joint. The Sealant Shall Be Applied To The Joint Surface For Design Widths Greater Than Or Equal To 2" With The Maximum Design Width Being 2". In Cases Where Design Widths Are Greater Than 2", Another Type Of Sealant Shall Be Selected. The Contractor Shall Be Responsible For The Sealant Selected Is Appropriate For The Width Of The Joint.

**\* NOTES:**

For Any Steps, Bumpouts, The Minimum Required Vertical Joint Seal Dimension Within The Area Of The Joint Shall Be 6". For Foot And Beam Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Barrier Is 6".



**NOTES ON ASSOCIATED ITEMS OF WORK:**

**202-8169 REMOVAL OF EXISTING JOINT MATERIAL**

**Description:**

Shall Include The Removal Of Material Associated With Armor, Sliding Plates, And Neoprene Expansion Joints, As Well As The Concrete Blockout Area. The Contractor Shall Be Responsible For Removing The Concrete Blockout Area. Other Joint Types Shall Not Be Included Under This Item Of Work Unless Otherwise Directed By The Engineer. The Contractor Shall Be Responsible For Removing And Clearing (Including But Not Limited To, Concrete, Debris, Vegetation And Trash) Located At Any Depth Within The Joint Shall Be Included Under This Item Of Work.

**Basis Of Payment:**

Removal Of Armor And Sliding Plate Joint Material Will Be Paid For In Linear Feet At The Contract Unit Price. The Length Of Bridge Deck On Each Side Of The 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 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**

**Description:**

Shall Include The Manufacturer's Required Joint Preparation Including Sawblasting Both Sides Of The Joint And Blowing The Joint Area 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**

**907-824-9907 BRIDGE REPAIR ELASTOMERIC CONCRETE**

**Description:**

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

- Poly-Top Elastomeric Concrete Manufactured By R.J. Watson, Inc. In Alden, NY [www.rjwatson.com](http://www.rjwatson.com)
- Wale-Con II Manufactured By Watson Bowman Acme Corporation In Amherst, NY [www.watson-bowman.com](http://www.watson-bowman.com)
- Decorative Elastomeric Concrete Manufactured By The U.S. Green Company In North Baltimore, OH [www.usgreen.com](http://www.usgreen.com)

**Basis Of Payment:**

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

**GENERAL NOTES:**

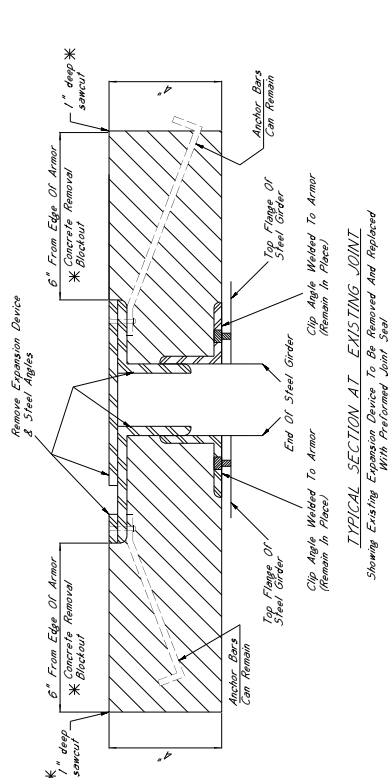
- Specifications: Massachusetts Standard Specifications For Road And Bridge Construction, 2017.
- No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer.
- Contractor Shall Be Responsible For Obtaining All Necessary Permits. Any Work Authorized By The Bridge Engineer Provided Such Changes Will Not Be Cause For Contract Price Adjustment. Work For Which No Pay Item Is Provided In The Proposal Will Be Considered An Item Of Work.

**\* 1" SAWCUT NOTES:**

1. 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.

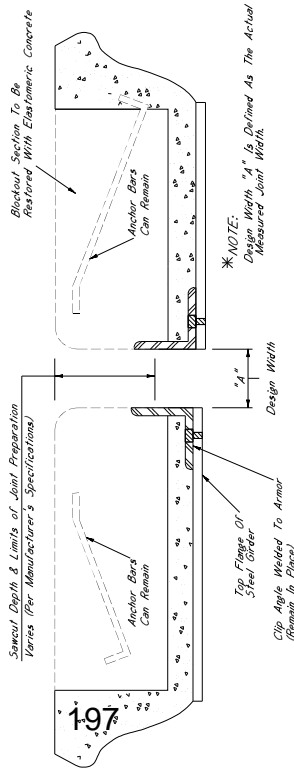
**\* CONCRETE REMOVAL BLOCKOUT NOTES**

1. All concrete removal 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 30 Lbs. To Complete This Work.



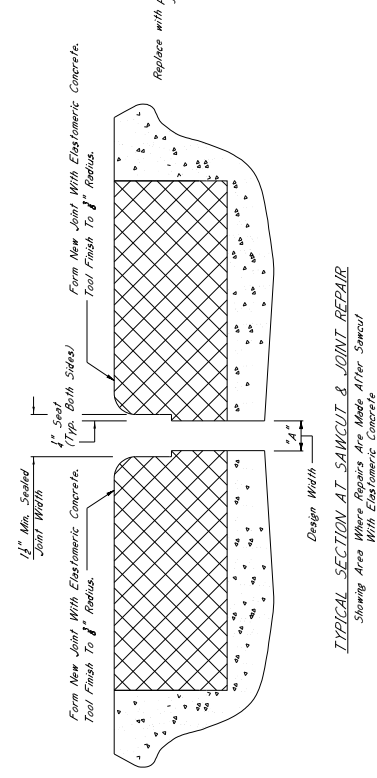
TYPICAL SECTION AT EXISTING JOINT

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



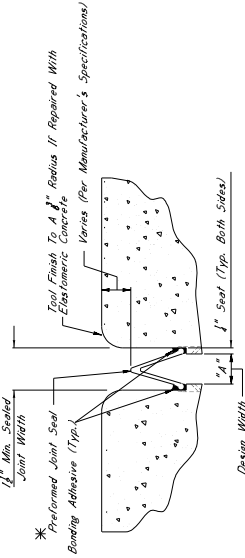
TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL

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 With Elastomeric Concrete



TYPICAL SECTION AT SAWCUT & SEALED JOINT

Showing Sealed Joint After Sawcut And Repair With Elastomeric Concrete

**\* NOTES:**

1. The Preformed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:
  - A. Silcoflex Joint Sealing System [www.jwlson.com](http://www.jwlson.com)
  - B. Welo SPS Joint System [www.welocorp.com](http://www.welocorp.com)
  - C. Silagoc SSS Silicone Strip Seal [www.ssiinc.com](http://www.ssiinc.com)

For Estimating Purposes, The R.J. Welson Silcoflex Joint Sealing System Was Used For Joint Preparation, Installation, Drying, And Weights, Adhesive, Sealing Times, And Material Quantities. The Contractor Shall Verify The Actual Material Quantities Used At The Time Joint Sealing Begins To Ensure That The Contractor Is Properly Schooled In Installation Of The Joint Material.

2. Joints Shall Be Sealed At Their Design Widths, Dimension "A", Which Is Defined As Seal Required On Both Sides Of The Joint. The Preformed Joint Seal Type 1 Shall Be Used For Design Widths Less Than 2". Preformed Joint Seal Type 2 Shall Be Used For Design Widths Greater Than 2". Design Widths Are Greater Than Design Widths Being Sealed. In Cases Where Design Widths Are Greater Than Design Widths Being Sealed, Material Shall Be Required As Directed By The Director Of Structures. Sealing Equipment Shall Be Provided For The Contractor's Responsibility To Ensure That The Size Selected Is Appropriate For The Width Of The Joint.

197

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

- A. Silcoflex Joint Sealing System [www.jwlson.com](http://www.jwlson.com)
- B. Welo SPS Joint System [www.welocorp.com](http://www.welocorp.com)
- C. Silagoc SSS Silicone Strip Seal [www.ssiinc.com](http://www.ssiinc.com)

For Estimating Purposes, The R.J. Welson Silcoflex Joint Sealing System Was Used For Joint Preparation, Installation, Drying, And Weights, Adhesive, Sealing Times, And Material Quantities. The Contractor Shall Verify The Actual Material Quantities Used 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 Seal Required On Both Sides Of The Joint. The Preformed Joint Seal Type 1 Shall Be Used For Design Widths Less Than 2". Preformed Joint Seal Type 2 Shall Be Used For Design Widths Greater Than 2". Design Widths Are Greater Than Design Widths Being Sealed. In Cases Where Design Widths Are Greater Than Design Widths Being Sealed, Material Shall Be Required As Directed By The Director Of Structures. Sealing Equipment Shall Be Provided For The Contractor's Responsibility To Ensure That The Size Selected Is Appropriate For The Width Of The Joint.

198

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

- A. Silcoflex Joint Sealing System [www.jwlson.com](http://www.jwlson.com)
- B. Welo SPS Joint System [www.welocorp.com](http://www.welocorp.com)
- C. Silagoc SSS Silicone Strip Seal [www.ssiinc.com](http://www.ssiinc.com)

For Estimating Purposes, The R.J. Welson Silcoflex Joint Sealing System Was Used For Joint Preparation, Installation, Drying, And Weights, Adhesive, Sealing Times, And Material Quantities. The Contractor Shall Verify The Actual Material Quantities Used 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 Seal Required On Both Sides Of The Joint. The Preformed Joint Seal Type 1 Shall Be Used For Design Widths Less Than 2". Preformed Joint Seal Type 2 Shall Be Used For Design Widths Greater Than 2". Design Widths Are Greater Than Design Widths Being Sealed. In Cases Where Design Widths Are Greater Than Design Widths Being Sealed, Material Shall Be Required As Directed By The Director Of Structures. Sealing Equipment Shall Be Provided For The Contractor's Responsibility To Ensure That The Size Selected Is Appropriate For The Width Of The Joint.

199

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

- A. Silcoflex Joint Sealing System [www.jwlson.com](http://www.jwlson.com)
- B. Welo SPS Joint System [www.welocorp.com](http://www.welocorp.com)
- C. Silagoc SSS Silicone Strip Seal [www.ssiinc.com](http://www.ssiinc.com)

For Estimating Purposes, The R.J. Welson Silcoflex Joint Sealing System Was Used For Joint Preparation, Installation, Drying, And Weights, Adhesive, Sealing Times, And Material Quantities. The Contractor Shall Verify The Actual Material Quantities Used 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 Seal Required On Both Sides Of The Joint. The Preformed Joint Seal Type 1 Shall Be Used For Design Widths Less Than 2". Preformed Joint Seal Type 2 Shall Be Used For Design Widths Greater Than 2". Design Widths Are Greater Than Design Widths Being Sealed. In Cases Where Design Widths Are Greater Than Design Widths Being Sealed, Material Shall Be Required As Directed By The Director Of Structures. Sealing Equipment Shall Be Provided For The Contractor's Responsibility To Ensure That The Size Selected Is Appropriate For The Width Of The Joint.

200

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

- A. Silcoflex Joint Sealing System [www.jwlson.com](http://www.jwlson.com)
- B. Welo SPS Joint System [www.welocorp.com](http://www.welocorp.com)
- C. Silagoc SSS Silicone Strip Seal [www.ssiinc.com](http://www.ssiinc.com)

For Estimating Purposes, The R.J. Welson Silcoflex Joint Sealing System Was Used For Joint Preparation, Installation, Drying, And Weights, Adhesive, Sealing Times, And Material Quantities. The Contractor Shall Verify The Actual Material Quantities Used 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 Seal Required On Both Sides Of The Joint. The Preformed Joint Seal Type 1 Shall Be Used For Design Widths Less Than 2". Preformed Joint Seal Type 2 Shall Be Used For Design Widths Greater Than 2". Design Widths Are Greater Than Design Widths Being Sealed. In Cases Where Design Widths Are Greater Than Design Widths Being Sealed, Material Shall Be Required As Directed By The Director Of Structures. Sealing Equipment Shall Be Provided For The Contractor's Responsibility To Ensure That The Size Selected Is Appropriate For The Width Of The Joint.

201

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

- A. Silcoflex Joint Sealing System [www.jwlson.com](http://www.jwlson.com)
- B. Welo SPS Joint System [www.welocorp.com](http://www.welocorp.com)
- C. Silagoc SSS Silicone Strip Seal [www.ssiinc.com](http://www.ssiinc.com)

For Estimating Purposes, The R.J. Welson Silcoflex Joint Sealing System Was Used For Joint Preparation, Installation, Drying, And Weights, Adhesive, Sealing Times, And Material Quantities. The Contractor Shall Verify The Actual Material Quantities Used 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 Seal Required On Both Sides Of The Joint. The Preformed Joint Seal Type 1 Shall Be Used For Design Widths Less Than 2". Preformed Joint Seal Type 2 Shall Be Used For Design Widths Greater Than 2". Design Widths Are Greater Than Design Widths Being Sealed. In Cases Where Design Widths Are Greater Than Design Widths Being Sealed, Material Shall Be Required As Directed By The Director Of Structures. Sealing Equipment Shall Be Provided For The Contractor's Responsibility To Ensure That The Size Selected Is Appropriate For The Width Of The Joint.

202

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

- A. Silcoflex Joint Sealing System [www.jwlson.com](http://www.jwlson.com)
- B. Welo SPS Joint System [www.welocorp.com](http://www.welocorp.com)
- C. Silagoc SSS Silicone Strip Seal [www.ssiinc.com](http://www.ssiinc.com)

For Estimating Purposes, The R.J. Welson Silcoflex Joint Sealing System Was Used For Joint Preparation, Installation, Drying, And Weights, Adhesive, Sealing Times, And Material Quantities. The Contractor Shall Verify The Actual Material Quantities Used 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 Seal Required On Both Sides Of The Joint. The Preformed Joint Seal Type 1 Shall Be Used For Design Widths Less Than 2". Preformed Joint Seal Type 2 Shall Be Used For Design Widths Greater Than 2". Design Widths Are Greater Than Design Widths Being Sealed. In Cases Where Design Widths Are Greater Than Design Widths Being Sealed, Material Shall Be Required As Directed By The Director Of Structures. Sealing Equipment Shall Be Provided For The Contractor's Responsibility 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 Plates, And Negreene Expansion Joints, As Designated In The Detail Drawings Provided. Removal Of Material From The Joint Area Shall Be Done In A Manner That Will Allow For The Installation Of New Material Under This Item Of Work Unless Otherwise Directed By The Engineer. Removal Of Joint Material And Any Trash, Vegetation, And Debris Shall Be Done In A Manner That Will Allow For The Installation Of New Material Under This Item Of Work. Joint shall be included under this item of work.

**Basis Of Payment:** Removal of armor and sliding plates, joint material, armor, sliding plates, and negreene expansion joints, as designated in the detail drawings provided, shall be paid for as the removal of negreene joint material. Material will only be paid for as the length along the centerline of the joint.

**907-823-0001 SAW CUT, TYPE I & 907-823-0002 SAW CUT, TYPE II**

**Description:** The Saw Cut Depth Shall Be Equivalent To The Installation Depth Of The Joint Seal. The Saw Cut Length Shall Be The Length Of The Joint Seal. 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 Each Side Of The Centerline Joint.

**907-823-0001 REFORMED JOINT SEAL, TYPE I**

**Description:** Shall Include The Manufacturer's Required Joint Preparation From The Joint Area, The Removal Of Existing Seal, The Removal Of The New Preformed Joint Seal

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

**907-823-0002 REFORMED JOINT SEAL, TYPE II**

**Description:** Shall Include The Manufacturer's Required Joint Preparation From The Joint Area, The Removal Of Existing Seal, The Removal Of The New Preformed Joint Seal

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

**ELASTOMERIC CONCRETE NOTES**

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

- A. Poly-Ton Elastomeric Concrete [www.pwt.com](http://www.pwt.com)
- B. WeloCrete II [www.welocorp.com](http://www.welocorp.com)
- C. Dytrete Elastomeric Concrete [www.dytrete.com](http://www.dytrete.com)

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

**GENERAL NOTES:**

1. Specifications: Massachusetts 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 Of Plans Shall Be Directed By The Bridge Engineer. Changes 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 An Absorbed Item Of Work.

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

**GENERAL NOTES:**

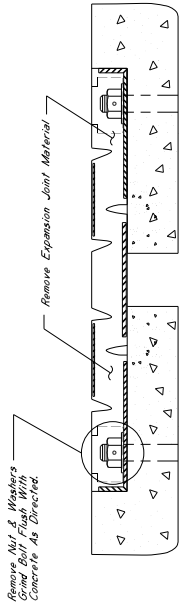
1. Specifications: Massachusetts Standard Specifications For Road And Bridge Construction, 2017.
2. No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer. Any Change Of Plans Shall Be Directed By The Bridge Engineer. Changes May Be Authorized 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 An Absorbed Item Of Work.

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

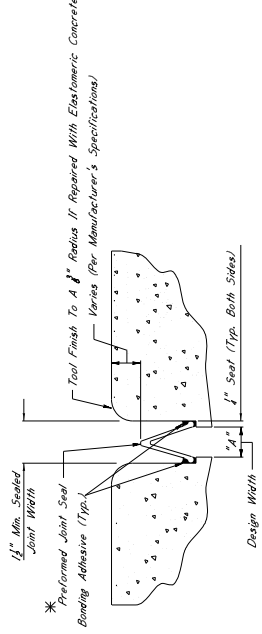
**GENERAL NOTES:**

1. Specifications: Massachusetts 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 Of Plans Shall Be Directed By The Bridge Engineer. Changes 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 An Absorbed Item Of Work.

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



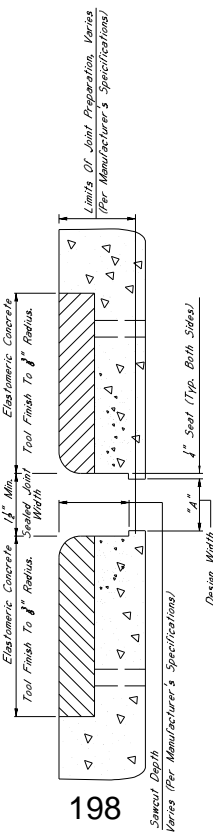
TYPICAL SECTION AT EXISTING JOINT  
Showing Existing Expansion Device To Be Removed and Replaced With Preformed Joint Seal



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

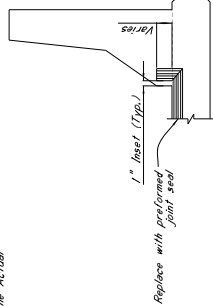
\*NOTES:

- 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 Aloha, NY [www.rjwatson.com](http://www.rjwatson.com)
  - Wells 395 Joint Sealing System Manufactured By Watson Bowman Acme Corporation In Amherst, NY [www.wbcorp.com](http://www.wbcorp.com)
  - Siligrac 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 Selected System Meets The Performance 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. The Sealant Shall Be Applied To The Joint Opening Using A Used For Design Widths Less Than 2". Joint Preformed Joint Seal Type Shall Be Used For Design Widths Greater Than or Equal To 2". With The Maximum Design Width Of Expansion Material Shall Be Provided 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.



ELEVATION AT END OF SPAN

\*NOTES:

- For Jersey Shape Barriers, The Minimum Required Vertical Joint Seal Dimension Will Be 1.5 Times The Barrier Height.
- For Wall Shape Barriers, The Minimum Required Vertical Joint Seal Dimension Will Be 1.5 Times The Barrier Height.

NOTES ON ASSOCIATED ITEMS OF WORK:

202-0169 REMOVAL OF EXISTING JOINT MATERIAL

Description: Shall Include The Removal Of Material Associated With Armor, Siding Plugs, And Nonpre-Expansion Joints, As Designated In The Detail Drawings Provided. Other Work Unless Otherwise Directed By The Engineer, (Including But Not Limited To, Compacted Dirt, Gravel, And Debris) Shall Be Included Under This Item Of Work.

Basis Of Payment: Removal Of Armor And Siding Plug 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 Expansion 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 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

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.

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

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

- Pol-Ton Elastomeric Concrete Manufactured By R.J. Watson, Inc. In Aloha, NY [www.rjwatson.com](http://www.rjwatson.com)
- WellsCrete II Manufactured By Watson Bowman Acme Corporation In Amherst, NY [www.wbcorp.com](http://www.wbcorp.com)
- Delcrete Elastomeric Concrete Manufactured By The D.S. Brown Company In North Baltimore, OH [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:

- See Wisconsin Masterlist: 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. Major Changes To Detail Drawings, Construction Procedures, Materials, Or Methods, Shall Be Permitted Only After Such Changes Will Not Be Cause For Contract Price Adjustment. 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:**  
907-824-P0028 BRIDGE REPAIR, ENDWALL REPAIR

**Description:** Shall include the Work Necessary To Remove And Replace The Damaged Concrete On The End Wall Of The Bridge Deck, 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. Endwall Shall Be Removed Along The Entire Width Of The Bridge Deck.

**Basis of Payment:** The Associated 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 Of 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 ADOT's Approved Products List, and the manufacturer's recommendations shall be followed for the dosage rate.

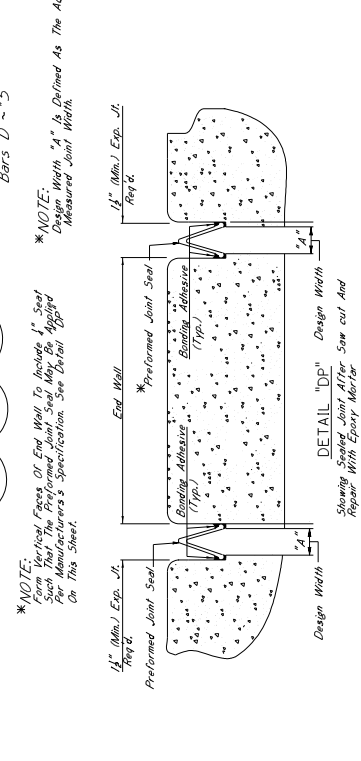
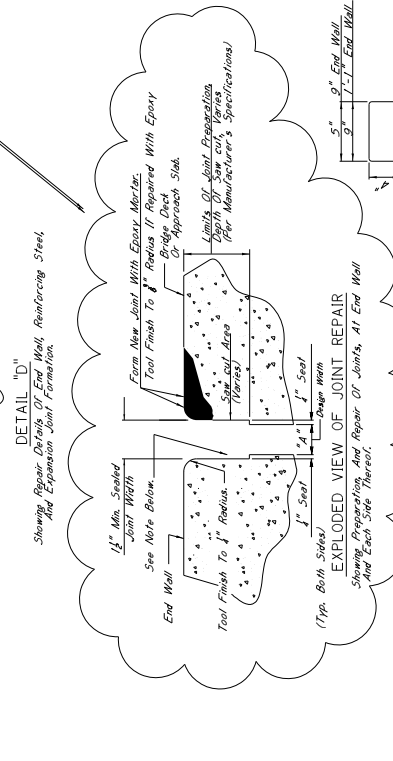
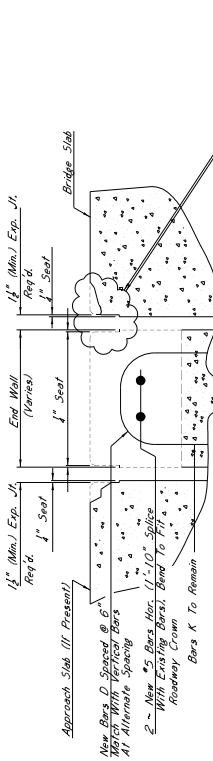
Curing to be continuous until 2500 psi is attained. Traffic is to be diverted from the repair area until this value is reached. The Contractor may use the Ministry of Transportation 207-208-1002 for curing compound. However, final acceptance of the in-place concrete shall be determined using eight concrete test cylinders, which shall be cured in a container next to the concrete pavement. Two cylinders are to be tested at 8, 16, and 24-hour intervals. The remaining six cylinders shall be used to determine the 28-day compressive strength of the concrete.

The Removal Of Existing Expansion Material May Require Any Number Of Vite Pay Corresponding Joint Repair Detail Sheet For Additional Details On The Associated Items Of Work.

907-824-P0029 REMOVAL OF EXISTING JOINT MATERIAL  
907-824-A002 JOINT REPAIR WITHOUT EPOXY  
907-823-B001 SAW CUT, TYPE I  
907-823-B002 PREFORMED JOINT SEAL, TYPE I  
907-823-A002 PREFORMED JOINT SEAL, TYPE II

**GENERAL NOTES:**

1. No Change Of Plans Will Be Permitted Except By Writing. Approval Changes To Detail Of Design Construction May Be Authorized By The Bridge Engineer Provided Such Changes Will Not Be Cause For Contract Price Adjustment. Payment Will Not Be Paid For Directly And Shall Therefore Be Considered An Absorbed Item Of Work.
2. And Bridge Construction 2017.
3. The Contractor Shall Be Responsible For Obtaining All Necessary Permits And Licenses For Work On The Bridge Deck.

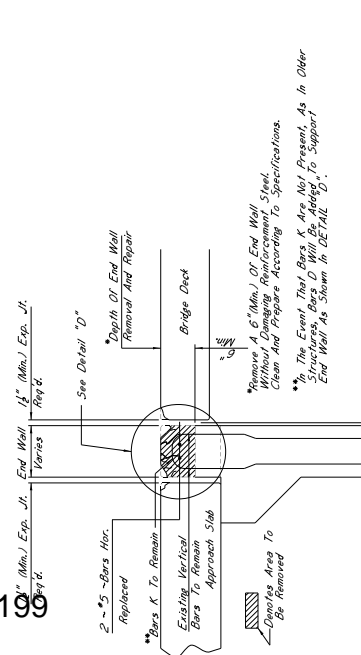
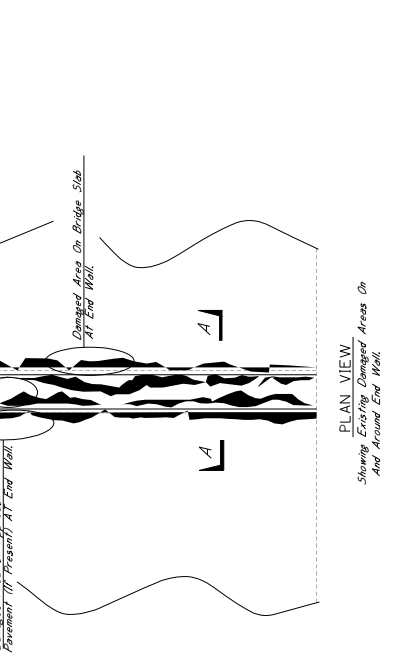
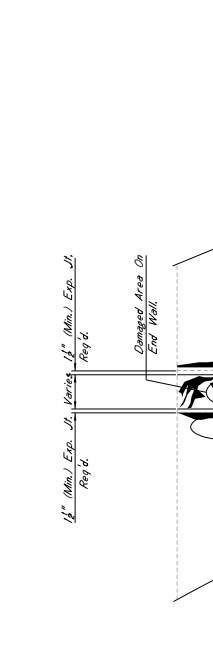


**\*NOTE:**  
Design Width 'A' Is Defined As The Actual Measured Joint Width.

**\*NOTE:**  
Vertical Faces Of End Wall To Be Sealed With Sealant Per Manufacturer's Specification. See Detail 'DP' On This Sheet.

**\*NOTE:**  
Vertical Faces Of End Wall To Be Sealed With Sealant Per Manufacturer's Specification. See Detail 'DP' On This Sheet.

**\*NOTE:**  
Vertical Faces Of End Wall To Be Sealed With Sealant Per Manufacturer's Specification. See Detail 'DP' On This Sheet.



**\*NOTES:**

1. The Preformed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:  
A. Silcaflex Joint Sealing System manufactured by R.J. Wilson, Inc. www.rjwilson.com  
B. Wicks SSS Joint Sealer manufactured by Wicks-Bowman Acme Corporation  
C. Silogac SSS Silicone Strip Seal manufactured by SSI Commercial & Highway Construction Materials www.ssi.com
2. For Estimating Purposes, The R.J. Wilson Silcaflex Joint Sealing System Was Used. The Contractor Shall Be Responsible To Ensure That The Manufacturer's Recommendations Are Followed For Joint Preparation, Installation Depth, And Widths, Adhesive Sealing Times, And Application Temperature. A Manufacturer Representative Shall Be Present At The Time Joint Sealing Begins To Ensure That The Contractor Is Properly Trained 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 I Seal Shall Be Used For Design Widths Less Than 2\"/>

# SECTION 905 - PROPOSAL

Date \_\_\_\_\_

Mississippi Transportation Commission  
Jackson, Mississippi

Sirs: The following proposal is made on behalf of \_\_\_\_\_  
\_\_\_\_\_ of \_\_\_\_\_

for constructing the following designated project(s) within the time(s) hereinafter specified.

The plans are composed of drawings and blue prints on file in the offices of the Mississippi Department of Transportation, Jackson, Mississippi.

The Specifications are the current Standard Specifications of the Mississippi Department of Transportation approved by the Federal Highway Administration, except where superseded or amended by the plans, Special Provisions and Notice(s) to Bidders attached hereto and made a part thereof.

I (We) certify that I (we) possess a copy of said Standard and any Supplemental Specifications.

Evidence of my (our) authority to submit the Proposal is hereby furnished. The proposal is made without collusion on the part of any person, firm or corporation. I (We) certify that I (we) have carefully examined the Plans, the Specifications, including the Special Provisions and Notice(s) to Bidders, herein, and have personally examined the site of the work. On the basis of the Specifications, Special Provisions, Notice(s) to Bidders, and Plans, I (we) propose to furnish all necessary machinery, tools, apparatus and other means of construction and do all the work and furnish all the materials in the manner specified. I (We) understand that the quantities mentioned herein are approximate only and are subject to either increase or decrease, and hereby propose to perform any increased or decreased quantities of work at the unit prices bid, in accordance with the above.

I (We) acknowledge that this proposal will be found irregular and/or non-responsive unless a certified check, cashier's check, or Proposal Guaranty Bond in the amount as required in the Advertisement (or, by law) is submitted electronically with the proposal or is delivered to the Contract Administration Engineer prior to the bid opening time specified in the advertisement.

**INSTRUCTION TO BIDDERS: Alternate and Optional Items on Bid Schedule.**

1. Two or more items entered opposite a single unit quantity WITHOUT DEFINITE DESIGNATION AS "ALTERNATE ITEMS" are considered as "OPTIONAL ITEMS". Bidders may or may not indicate on bids the Optional Item proposed to be furnished or performed WITHOUT PREJUDICE IN REGARD TO IRREGULARITY OF BIDS.
2. Items classified on the bid schedule as "ALTERNATE ITEMS" and/or "ALTERNATE TYPES OF CONSTRUCTION" must be preselected and indicated on bids. However, "Alternate Types of Construction" may include Optional Items to be treated as set out in Paragraph 1, above.
3. Optional items not preselected and indicated on the bid schedule MUST be designated in accordance with Subsection 102.06 prior to or at the time of execution of the contract.
4. Optional and Alternate items designated must be used throughout the project.

I (We) further propose to perform all "force account or extra work" that may be required of me (us) on the basis provided in the Specifications and to give such work my (our) personal attention in order to see that it is economically performed.

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

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

**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.

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.

Bridge Repairs on SR 28 (Bridge Nos. 40.9 & 43.0) & on 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)
0030	620-A001		1	Lump Sum	Mobilization
0040	907-619-E3001		4	Each	Changeable Message Sign
<b>Bridge Items</b>					
0050	907-808-A003	(S)	1,138	Linear Feet	Joint Repair Without Epoxy
0060	907-823-A001		569	Linear Feet	Preformed Joint Seal, Type I
0070	907-823-B001		1,138	Linear Feet	Saw Cut, Type I
0080	907-824-PP006		144	Each	Bridge Repair, Bearing Replacement
0090	907-824-PP006		25	Each	Bridge Repair, Cap Cleaning

SECTION 905 - COMBINATION BID PROPOSAL (Continued)

**CONDITIONS FOR COMBINATION BID**

If a bidder elects to submit a combined bid for two or more of the contracts listed for this month's letting, the bidder must complete and execute these sheets of the proposal in each of the individual proposals to constitute a combination bid. In addition to this requirement, each individual contract shall be completed, executed and submitted in the usual specified manner.

Failure to execute this Combination Bid Proposal in each of the contracts combined will be just cause for each proposal to be received and evaluated as a separate bid.

It is understood that the Mississippi Transportation Commission not only reserves the right to reject any and all proposals, but also the right to award contracts upon the basis of lowest separate bids or combination bids most advantageous to the State.

It is further understood and agreed that the Combination Bid Proposal is for comparison of bids only and that each contract shall operate in every respect as a separate contract in accordance with its proposal and contract documents.

I (We) agree to complete each contract on or before its specified completion date.

\*\*\*\*\*

**COMBINATION BID PROPOSAL**

This proposal is tendered as one part of a Combination Bid Proposal utilizing option \_\_\_\* of Subsection 102.11 on the following contracts:

\* Option to be shown as either (a), (b), or (c).

	<u>Project No.</u>	<u>County</u>	<u>Project No.</u>	<u>County</u>
1.	_____	_____	6.	_____
2.	_____	_____	7.	_____
3.	_____	_____	8.	_____
4.	_____	_____	9.	_____
5.	_____	_____	10.	_____

(a) If Combination A has been selected, your Combination Bid is complete.

(b) If Combination B has been selected, then complete the following page.



SECTION 905 - COMBINATION BID PROPOSAL (Continued)

Project Number	Pay Item Number	Unit	Unit Price Reduction	Total Item Reduction	Total Contract Reduction
1.					
2.					
3.					
4.					
5.					
6.					
7.					
8.					

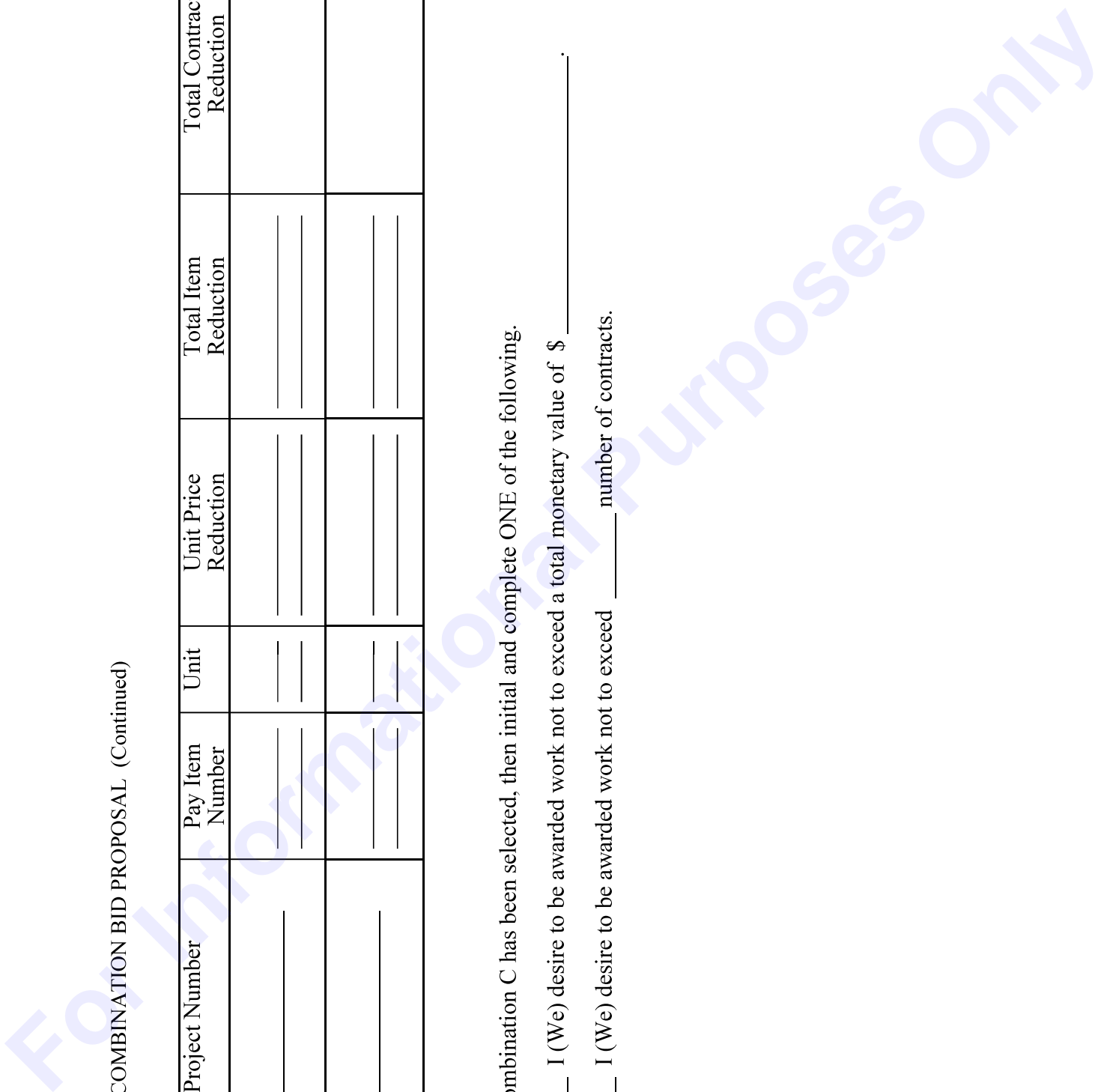
For Informational Purposes Only

SECTION 905 - COMBINATION BID PROPOSAL (Continued)

Project Number	Pay Item Number	Unit	Unit Price Reduction	Total Item Reduction	Total Contract Reduction
9.	_____	_____	_____	_____	_____
10.	_____	_____	_____	_____	_____

(c) If Combination C has been selected, then initial and complete ONE of the following.

- \_\_\_\_\_ I (We) desire to be awarded work not to exceed a total monetary value of \$ \_\_\_\_\_.
- \_\_\_\_\_ I (We) desire to be awarded work not to exceed \_\_\_\_\_ number of contracts.



**Certification with regard to the Performance of Previous  
Contracts or Subcontracts subject to the Equal Opportunity  
Clause and the filing of Required Reports**

The Bidder hereby certifies that he has \_\_\_\_\_, has not \_\_\_\_\_, participated in a previous contract or subcontract subject to the Equal Opportunity Clause, as required by Executive Orders 10925, 11114, or 11246, and that he has \_\_\_\_\_, has not \_\_\_\_\_, filed with the Joint Reporting Committee, the Director of the Office of Federal Contract Compliance, a Federal Government contracting or administering agency, or the former President's Committee on Equal Employment Opportunity, all reports due under the applicable filing requirements.

\_\_\_\_\_  
(COMPANY)

DATE: \_\_\_\_\_

NOTE: The above certification is required by the Equal Employment Opportunity Regulations of the Secretary of Labor (41 CFR 60-1.7 (b) (1)), and must be submitted by bidders and proposed subcontractors only in connection with contracts and subcontracts which are subject to the Equal Opportunity Clause. Contracts and Subcontracts which are exempt from the Equal Opportunity Clause are set forth in 41 CFR 60-1.5. (Generally only contracts or subcontracts of \$10,000 or under are exempt.)

Currently, Standard Form 100 (EEO-1) is the only report required by the Executive Orders or their implementing regulations.

Proposed prime Contractors and Subcontractors who have participated in a previous contract or subcontract subject to the Executive orders and have not filed the required reports should note that 41 CFR 60-1.7 (b) (1) prevents the award of contracts and subcontracts unless such Contractors submit a report covering the delinquent period or such other period specified by the Federal Highway Administration or by the Director, Office of Federal Contract Compliance, U. S. Department of Labor.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**  
**CERTIFICATION**

I, \_\_\_\_\_,  
(Name of person signing bid)

individually, and in my capacity as \_\_\_\_\_ of  
(Title of person signing bid)

\_\_\_\_\_ do hereby certify under  
(Name of Firm, partnership, or Corporation)

penalty of perjury under the laws of the United States and the State of Mississippi that \_\_\_\_\_

\_\_\_\_\_, Bidder  
(Name of Firm, Partnership, or Corporation)

on Project No. **STP-9999-03(373)/ 108401301000 & STP-9999-03(374)/ 108401302000**

in **Copiah & Sunflower** County(ies), Mississippi, has not either

directly or indirectly entered into any agreement, participated in any collusion; or otherwise taken any action in restraint of free competitive bidding in connection with this contract; nor have any of its corporate officers or principal owners.

Except as noted hereafter, it is further certified that said legal entity and its corporate officers, principal owners, managers, auditors and others in a position of administering federal funds:

- a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
- b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in (b) above; and
- d) Have not within a three-year period preceding this application/ proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

Do exceptions exist and are made a part thereof? Yes / No

Any exceptions shall address to whom it applies, initiating agency and dates of such action.

Note: Exceptions will not necessarily result in denial of award but will be considered in determining bidder responsibility. Providing false information may result in criminal prosecution or administrative sanctions.

The bidder further certifies that the certification requirements contained in Section XI of Form FHWA 1273, will be or have been included in all subcontracts, material supply agreements, purchase orders, etc. except those procurement contracts for goods or services that are expected to be less than the Federal procurement small purchase threshold fixed at 10 U.S.C. 2304(g) and 41 U.S.C. 253(g) (currently \$25,000) which are excluded from the certification requirements.

The bidder further certifies, to the best of his or her knowledge and belief, that:

1) No Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this contract, Standard Form-LLL, Disclosure Form to Report Lobbying, in accordance with its instructions will be completed and submitted.

The certification contained in (1) and (2) above is a material representation of fact upon which reliance is placed and a prerequisite imposed by Section 1352, Title 31, U.S. Code prior to entering into this contract. Failure to comply shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000. The bidder shall include the language of the certification in all subcontracts exceeding \$100,000 and all subcontractors shall certify and disclose accordingly.

All of the foregoing is true and correct.

Executed on \_\_\_\_\_

\_\_\_\_\_  
Signature

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

SAM.GOV Registration and DUNS Number

Bidders are advised that the Prime Contractor must maintain current registration in the **System for Award Management** (<http://www.sam.gov>) at all times during the project. A Dun and Bradstreet Data Universal Numbering System (DUNS) Number (<http://www.dnb.com>) is one of the requirements for registration in the System for Award Management.

Bidders are advised that prior to the award of this contract, they **MUST** be registered in the System for Award Management.

I (We) acknowledge that this contract cannot be awarded if I (We) are not registered in the System for Award Management prior to the award of this contract. \_\_\_\_\_ (Yes / No)

I (We) have a DUNS Number . \_\_\_\_\_ (Yes / No)

DUNS Number: \_\_\_\_\_

Company Name: \_\_\_\_\_

Company e-mail address: \_\_\_\_\_

(6/2015F)

For Informational Purposes Only

SECTION 902

CONTRACT FOR STP-9999-03(373)/ 108401301000 & STP-9999-03(374)/ 108401302000

LOCATED IN THE COUNTY(IES) OF Copiah & Sunflower

STATE OF MISSISSIPPI,  
COUNTY OF HINDS

This contract entered into by and between the Mississippi Transportation Commission on one hand, and the undersigned contractor, on the other witnesseth;

That, in consideration of the payment by the Mississippi Transportation Commission of the prices set out in the proposal hereto attached, to the undersigned contractor, such payment to be made in the manner and at the time of times specified in the specifications and the special provisions, if any, the undersigned contractor hereby agrees to accept the prices stated in the proposal in full compensation for the furnishing of all materials and equipment and the executing of all the work contemplated in this contract.

It is understood and agreed that the advertising according to law, the Advertisement, the instructions to bidders, the proposal for the contract, the specifications, the revisions of the specifications, the special provisions, and also the plans for the work herein contemplated, said plans showing more particularly the details of the work to be done, shall be held to be, and are hereby made a part of this contract by specific reference thereto and with like effect as if each and all of said instruments had been set out fully herein in words and figures.

It is further agreed that for the same consideration the undersigned contractor shall be responsible for all loss or damage arising out of the nature of the work aforesaid; or from the action of the elements and unforeseen obstructions or difficulties which may be encountered in the prosecution of the same and for all risks of every description connected with the work, exceptions being those specifically set out in the contract; and for faithfully completing the whole work in good and workmanlike manner according to the approved Plans, Specifications, Special Provisions, Notice(s) to Bidders and requirements of the Mississippi Department of Transportation.

It is further agreed that the work shall be done under the direct supervision and to the complete satisfaction of the Executive Director of the Mississippi Department of Transportation, or his authorized representatives, and when Federal Funds are involved subject to inspection at all times and approval by the Federal Highway Administration, or its agents as the case may be, or the agents of any other Agency whose funds are involved in accordance with those Acts of the Legislature of the State of Mississippi approved by the Governor and such rules and regulations issued pursuant thereto by the Mississippi Transportation Commission and the authorized Federal Agencies.

The Contractor agrees that all labor as outlined in the Special Provisions may be secured from list furnished by

It is agreed and understood that each and every provision of law and clause required by law to be inserted in this contract shall be deemed to be inserted herein and this contract shall be read and enforced as though it were included herein, and, if through mere mistake or otherwise any such provision is not inserted, then upon the application of either party hereto, the contract shall forthwith be physically amended to make such insertion.

The Contractor agrees that he has read each and every clause of this Contract, and fully understands the meaning of same and that he will comply with all the terms, covenants and agreements therein set forth.

Witness our signatures this the \_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

\_\_\_\_\_  
Contractor(s)

By \_\_\_\_\_

MISSISSIPPI TRANSPORTATION COMMISSION

Title \_\_\_\_\_

By \_\_\_\_\_

Signed and sealed in the presence of:  
(names and addresses of witnesses)

Executive Director

\_\_\_\_\_

Secretary to the Commission

Award authorized by the Mississippi Transportation Commission in session on the \_\_\_ day of \_\_\_\_\_, \_\_\_\_\_, Minute Book No. \_\_\_\_\_, Page No. \_\_\_\_\_.

Revised 8/06/2003

**SECTION 903**  
**PERFORMANCE AND PAYMENT BOND**

CONTRACT BOND FOR: STP-9999-03(373)/ 108401301000 & STP-9999-03(374)/ 108401302000

LOCATED IN THE COUNTY(IES) OF: Copiah & Sunflower

STATE OF MISSISSIPPI,  
COUNTY OF HINDS

Know all men by these presents: that we, \_\_\_\_\_  
\_\_\_\_\_  
(Contractor)

Principal, a \_\_\_\_\_

residing at \_\_\_\_\_ in the State of \_\_\_\_\_

and \_\_\_\_\_

(Surety)  
residing at \_\_\_\_\_ in the State of \_\_\_\_\_,

authorized to do business in the State of Mississippi, under the laws thereof, as surety, effective as of the contract date shown below, are held and firmly bound unto the State of Mississippi in the sum of \_\_\_\_\_

\_\_\_\_\_ Dollars, lawful money of the United States of America, to be paid to it for which payment well and truly to be made, we bind ourselves, our heirs, administrators, successors, or assigns jointly and severally by these presents.

The conditions of this bond are such, that whereas the said \_\_\_\_\_

principal, has (have) entered into a contract with the Mississippi Transportation Commission, bearing the date of

\_\_\_\_\_ day of \_\_\_\_\_ A.D. \_\_\_\_\_ hereto annexed, for the construction of certain projects(s) in

the State of Mississippi as mentioned in said contract in accordance with the Contract Documents therefor, on file in the

offices of the Mississippi Department of Transportation, Jackson, Mississippi.

Now therefore, if the above bounden \_\_\_\_\_

in all things shall stand to and abide by and well and truly observe, do keep and perform all and singular the terms, covenants, conditions, guarantees and agreements in said contract, contained on his (their) part to be observed, done, kept and performed and each of them, at the time and in the manner and form and furnish all of the material and equipment specified in said contract in strict accordance with the terms of said contract which said plans, specifications and special provisions are included in and form a part of said contract and shall maintain the said work contemplated until its final completion and acceptance as specified in Subsection 109.11 of the approved specifications, and save harmless said Mississippi Transportation Commission from any loss or damage arising out of or occasioned by the negligence, wrongful or criminal act, overcharge, fraud, or any other loss or damage whatsoever, on the part of said principal (s), his (their) agents, servants, or employees in the performance of said work or in any manner connected therewith, and shall be liable and responsible in a civil action instituted by the State at the instance of the Mississippi Transportation Commission or any officer of the State authorized in such cases, for double any amount in money or property, the State may lose or be overcharged or otherwise defrauded of, by reason of wrongful or criminal act, if any, of the Contractor(s), his (their) agents or employees, and shall promptly pay the said agents, servants and employees and all persons furnishing labor, material, equipment or supplies therefor, including premiums incurred, for Surety Bonds, Liability Insurance, and Workmen's Compensation Insurance; with the additional obligation that such Contractor shall promptly make payment of all taxes, licenses, assessments, contributions, damages,



any liquidated damages which may arise prior to any termination of said principal's contract, any liquidated damages which may arise after termination of the said principal's contract due to default on the part of said principal, penalties and interest thereon, when and as the same may be due this state, or any county, municipality, board, department, commission or political subdivision: in the course of the performance of said work and in accordance with Sections 31-5-51 et seq. Mississippi Code of 1972, and other State statutes applicable thereto, and shall carry out to the letter and to the satisfaction of the Executive Director of the Mississippi Department of Transportation, all, each and every one of the stipulations, obligations, conditions, covenants and agreements and terms of said contract in accordance with the terms thereof and all of the expense and cost and attorney's fee that may be incurred in the enforcement of the performance of said contract, or in the enforcement of the conditions and obligations of this bond, then this obligation shall be null and void, otherwise to be and remain in full force and virtue.

_____	_____
(Contractors) Principal	Surety
By _____	By _____
	(Signature) Attorney in Fact
	Address _____
	_____
Title _____	_____
(Contractor's Seal)	(Printed) MS Agent
	_____
	(Signature) MS Agent
	Address _____
	_____
	_____
	(Surety Seal)
	_____
	Mississippi Insurance ID Number



# BID BOND

KNOW ALL MEN BY THESE PRESENTS, that we \_\_\_\_\_  
Contractor

\_\_\_\_\_  
Address

\_\_\_\_\_  
City, State ZIP

As principal, hereinafter called the Principal, and \_\_\_\_\_  
Surety

a corporation duly organized under the laws of the state of \_\_\_\_\_

as Surety, hereinafter called the Surety, are held and firmly bound unto State of Mississippi, Jackson, Mississippi

As Obligee, hereinafter called Obligee, in the sum of **Five Per Cent (5%) of Amount Bid**

Dollars(\$ \_\_\_\_\_ )

for the payment of which sum will and truly to be made, the said Principal and said Surety, bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has submitted a bid for **Bridge Repairs on SR 28 (Bridge Nos. 40.9 & 43.0) & on 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.**

NOW THEREFORE, the condition of this obligation is such that if the aforesaid Principal shall be awarded the contract, the said Principal will, within the time required, enter into a formal contract and give a good and sufficient bond to secure the performance of the terms and conditions of the contract, then this obligation to be void; otherwise the Principal and Surety will pay unto the Obligee the difference in money between the amount of the bid of the said Principal and the amount for which the Obligee legally contracts with another party to perform the work if the latter amount be in excess of the former, but in no event shall liability hereunder exceed the penal sum hereof.

Signed and sealed this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_

\_\_\_\_\_  
(Witness)

\_\_\_\_\_  
(Principal) (Seal)

By: \_\_\_\_\_  
(Name) (Title)

\_\_\_\_\_  
(Surety) (Seal)

\_\_\_\_\_  
(Witness)

By: \_\_\_\_\_  
(Attorney-in-Fact)

\_\_\_\_\_  
(MS Agent)

\_\_\_\_\_  
Mississippi Insurance ID Number



