

SECTION 905 -- PROPOSAL (CONTINUED)

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

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

ADDENDUM NO. <u>1</u>	DATED <u>10/19/2022</u>	ADDENDUM NO. _____	DATED _____
ADDENDUM NO. <u>2</u>	DATED <u>10/20/2022</u>	ADDENDUM NO. _____	DATED _____
ADDENDUM NO. _____	DATED _____	ADDENDUM NO. _____	DATED _____

Number	Description
1	Revised Table of Contents; Added NTB No. 3836; NTB No. 4638 replaces NTB No. 6; Revised Bid Items; Revised or Added Plan Sheet Nos. 8001-8002, 8008, 8017, 8022, 8024, 8033, 8039, 8055, 8060, 8071, 8076 & 8083; Amendment EBSx Download Required.
2	Revised or Added Plan Sheet Nos. 8001, 8003, 8019, 8035, 8057 & 8073; Amendment EBSx Download Required.

TOTAL ADDENDA: 2
(Must agree with total addenda issued prior to opening of bids)

Respectfully Submitted,

DATE _____

Contractor

BY _____
Signature

TITLE _____

ADDRESS _____

CITY, STATE, ZIP _____

PHONE _____

FAX _____

E-MAIL _____

(To be filled in if a corporation)

Our corporation is chartered under the Laws of the State of _____ and the names, titles and business addresses of the executives are as follows:

_____ President	_____ Address
_____ Secretary	_____ Address
_____ Treasurer	_____ Address

The following is my (our) itemized proposal.
STBG-2712-00(003)/ 106101301000
Leflore County(ies)

Revised 01/26/2016

ADDENDUM

DESCRIPTION OF SHEETS

DETAILED INDEX (BRIDGE)
SUMMARY OF QUANTITIES (BRIDGE)
SR 442 OVER PECAN BAYOU (US)
BRIDGE A AT STA. 28+03.9167
GENERAL NOTES & ESTIMATED QUANTITIES
SR 442 OVER PECAN BAYOU (US) FOUNDATION PLAN
SR 442 OVER PECAN BAYOU (US) LAYOUT
END BENTS NOS. 1 & 4
END BENTS NOS. 1 & 4 DETAILS
INTERMEDIATE BENTS NOS. 2 & 3
INTERMEDIATE BENTS NOS. 2 & 3 DETAILS
PLAN OF SPANS NO. 1-3 DETAILS
56'-1" SPAN NO. 1 & 3 DETAILS
85'-0" SPAN NO. 2 DETAILS
ADDITIONAL SPAN DETAILS
MISC. SPAN DETAILS
55'-0" BEAM NO. 55-1 DETAILS (TYPE MFIB)
85'-0" BEAM NO. 85-1 DETAILS (TYPE FIB-36)
BEARING PAD LAYOUT & BEAM END DETAILS
BEARING DETAIL SHEET
SR 442 OVER PECAN BAYOU (DS)
BRIDGE B AT STA. 49+57.9167
SR 442 OVER PECAN BAYOU (DS)
GENERAL NOTES & ESTIMATED QUANTITIES
SR 442 OVER PECAN BAYOU (DS) FOUNDATION PLAN
SR 442 OVER PECAN BAYOU (DS) LAYOUT
END BENTS NOS. 1 & 4
END BENTS NOS. 1 & 4 DETAILS
INTERMEDIATE BENTS NOS. 2 & 3
INTERMEDIATE BENTS NOS. 2 & 3 DETAILS
56'-1" SPANS NO. 1 & 3 & 85'-0" SPAN NO. 2 DETAILS
56'-1" SPAN NO. 1 & 3 DETAILS
85'-0" SPAN NO. 2 DETAILS
ADDITIONAL SPAN DETAILS
MISC. SPAN DETAILS
55'-0" BEAM NO. 55-1 DETAILS (TYPE MFIB)
85'-0" BEAM NO. 85-1 DETAILS (TYPE FIB-36)
BEARING PAD LAYOUT & BEAM END DETAILS
BEARING DETAIL SHEET
SR 442 OVER QUIVER RIVER
BRIDGE C AT STA. 158+47.9167
SR 442 OVER QUIVER RIVER GENERAL
NOTES & ESTIMATED QUANTITIES
SR 442 OVER QUIVER RIVER LAYOUT
SR 442 OVER QUIVER RIVER FOUNDATION PLAN
END BENT NO. 1
END BENT NO. 4
END BENTS NOS. 1 & 4 DETAILS
INTERMEDIATE BENT NO. 2
INTERMEDIATE BENT NO. 2 DETAILS
INTERMEDIATE BENT NO. 3
INTERMEDIATE BENT NO. 3 DETAILS
81'-1" SPAN NO. 1 & 115'-0" SPAN NO. 2 MIDSPAN DETAILS
101'-1" SPAN NO. 3 & 115'-0" SPAN NO. 2 MIDSPAN DETAILS
81'-1" SPAN NO. 1 DETAILS
115'-0" SPAN NO. 2 DETAILS
101'-1" SPAN NO. 3 DETAILS
ADDITIONAL SPAN DETAILS
MISC. SPAN DETAILS
80'-0" BEAM NO. 80-1 DETAILS (TYPE FIB-36)
115'-0" BEAM NO. 115-1 DETAILS (TYPE FIB-45)
100'-0" BEAM NO. 100-1 DETAILS (TYPE FIB-36)
BEARING PAD LAYOUT & BEAM END DETAILS
BEARING DETAIL SHEET

WORKING NUMBER SHEET NUMBER
D1-BR-1 8001
50-BR-1 8002

A1 OF A16 8003
A2 OF A16 8004
A3 OF A16 8005
A4 OF A16 8006
A5 OF A16 8007
A6 OF A16 8008
A7 OF A16 8009
A8 OF A16 8010
A9 OF A16 8011
A10 OF A16 8012
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A12 OF A16 8014
A13 OF A16 8015
A14 OF A16 8016
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B3 OF B16 8021
B4 OF B16 8022
B5 OF B16 8023
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B7 OF B16 8025
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B10 OF B16 8028
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B12 OF B16 8030
B13 OF B16 8031
B14 OF B16 8032
B15 OF B16 8033
B16 OF B16 8034

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C3 OF C22 8037
C4 OF C22 8038
C5 OF C22 8039
C6 OF C22 8040
C7 OF C22 8041
C8 OF C22 8042
C9 OF C22 8043
C10 OF C22 8044
C11 OF C22 8045
C12 OF C22 8046
C13 OF C22 8047
C14 OF C22 8048
C15 OF C22 8049
C16 OF C22 8050
C17 OF C22 8051
C18 OF C22 8052
C19 OF C22 8053
C20 OF C22 8054
C21 OF C22 8055
C22 OF C22 8056

DESCRIPTION OF SHEETS

SR 442 OVER MCNUITT LAKE
BRIDGE D AT STA. 214+38.9167
SR 442 OVER MCNUITT LAKE GENERAL
NOTES & ESTIMATED QUANTITIES
SR 442 OVER MCNUITT LAKE LAYOUT
SR 442 OVER MCNUITT LAKE FOUNDATION PLAN
END BENTS NOS. 1 & 4
END BENTS NOS. 1 & 4 DETAILS
INTERMEDIATE BENTS NOS. 2 & 3
INTERMEDIATE BENTS NOS. 2 & 3 DETAILS
61'-1" SPANS NO. 1 & 3 & 120'-0" SPAN NO. 2 DETAILS
61'-1" SPANS NOS. 1 & 3 DETAILS
120'-0" SPAN NO. 2 DETAILS
ADDITIONAL SPAN DETAILS
MISC. SPAN DETAILS
60'-0" BEAM NO. 60-1 DETAILS (TYPE FIB-36)
120'-0" BEAM NO. 120-1 DETAILS (TYPE FIB-45)
BEARING PAD LAYOUT & BEAM END DETAILS
BEARING DETAIL SHEET
SR 442 OVER ASHLAND BRAKE
BRIDGE E AT STA. 343+51.9167
SR 442 OVER ASHLAND BRAKE GENERAL
NOTES & ESTIMATED QUANTITIES
SR 442 OVER ASHLAND BRAKE LAYOUT
SR 442 OVER ASHLAND BRAKE FOUNDATION PLAN
END BENTS NOS. 1 & 2
END BENTS NOS. 1 & 2 DETAILS
PLAN OF SPAN DETAILS
102'-2" SPAN DETAILS
ADDITIONAL SPAN DETAILS
MISC. SPAN DETAILS
100'-0" BEAM NO. 100-1 DETAILS (TYPE FIB-36)
BEARING DETAIL SHEET

GENERALIZED SOIL PROFILE
GENERALIZED SOIL PROFILE
GENERALIZED SOIL PROFILE
GENERALIZED SOIL PROFILE
GENERALIZED SOIL PROFILE
BRIDGE EROSION CONTROL PLANS
EROSION CONTROL PLAN (ELEVATION)
EROSION CONTROL PLAN (FOUNDATION)
EROSION CONTROL PLAN (ELEVATION)
EROSION CONTROL PLAN (FOUNDATION)
EROSION CONTROL PLAN (ELEVATION)
EROSION CONTROL PLAN (FOUNDATION)
EROSION CONTROL PLAN (ELEVATION)
EROSION CONTROL PLAN (FOUNDATION)
EROSION CONTROL PLAN (ELEVATION)
EROSION CONTROL PLAN (FOUNDATION)
RAILING DETAILS
3'-0" RAILING DETAILS
ORIGINAL PLANS FOR INFORMATION ONLY
INFORMATION PLANS
INFORMATION PLANS
INFORMATION PLANS
INFORMATION PLANS
INFORMATION PLANS

RD-36 8099
INFO-1A 8100
INFO-1B 8101
INFO-1C 8102
INFO-1D 8103
INFO-1E 8104

WORKING NUMBER SHEET NUMBER

D1 OF D16 8057
D2 OF D16 8058
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D4 OF D16 8060
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D6 OF D16 8062
D7 OF D16 8063
D8 OF D16 8064
D9 OF D16 8065
D10 OF D16 8066
D11 OF D16 8067
D12 OF D16 8068
D13 OF D16 8069
D14 OF D16 8070
D15 OF D16 8071
D16 OF D16 8072

E1 OF E11 8073
E2 OF E11 8074
E3 OF E11 8075
E4 OF E11 8076
E5 OF E11 8077
E6 OF E11 8078
E7 OF E11 8079
E8 OF E11 8080
E9 OF E11 8081
E10 OF E11 8082
E11 OF E11 8083

GSP-A 8084
GSP-B 8085
GSP-C 8086
GSP-D 8087
GSP-E 8088
ECBR-1A 8089
ECBR-2A 8090
ECBR-1B 8091
ECBR-2B 8092
ECBR-1C 8093
ECBR-2C 8094
ECBR-1D 8095
ECBR-2D 8096
ECBR-1E 8097
ECBR-2E 8098

BRIDGE DIVISION	
REVISIONS	
DATE	BY
8/25/22	SW
10/5/22	SW
10/14/22	BJ
10/19/22	SW



BY	REVISION	WORKING NUMBER	SHEET NUMBER

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
DETAILED INDEX
(BRIDGE)
FMS: 106101 / 301000
COUNTY: LEFLORE
PROJECT NUMBER: STBG-2712-00(003)
DESIGNER: Jason Blakely
CHECKER: Stephen Diaz
DATE: 10/10/2024
ISSUE DATE: 2024-10-10
DETAILER: Jason Blakely
STATE: MISSISSIPPI
PROJECT NUMBER: STBG-2712-00(003)
WORKING NUMBER: 01-BR-1
SHEET NUMBER: 8001
REP. DIR. OF TRANSPORTATION, 3851 STATE BRIDGE ENGINEER - SOUTH WESTFIELD, P.E.

ADDENDUM

STATE	PROJECT NO.
MISS.	SP-2712-00(005)

GENERAL NOTES:

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.
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.

The final surface texture of the bridge deck shall be mechanically transverse grooved in accordance with Sections 501 and 804 of the specifications. See Misc. Bridge concrete shall be class AA or BDX.
Railing expansion joint material shall be bituminous fiber type unless otherwise noted.
No payment will be allowed for excavation incidental to the construction of end bents.

Bar bending details shall be in accordance with "Manual of Standard Practice for Detailing Reinforced Concrete Structures" (ACI 318R-94).
Reinforcement order lists and required placing plans shall be furnished in accordance with Section 605 of the Mississippi Standard Specifications. Partial submittals are not acceptable.

Shop drawings of prestressed beams, including an erection plan, shall be submitted in duplicate to the Director of Structures, State Bridge Engineer for approval prior to the manufacture of beams.
The fabricator shall provide camber data at release and immediately prior to shipping.
The Contractor shall provide camber data after erection.
The Contractor should be aware that the deflection diagram may be modified based on the provided camber data, therefore, deck grades should be set only after notification from the Director of Structures, State Bridge Engineer.

Concrete surfaces shall receive a Class 2 rubbed or spray finish in accordance with the specifications.
Reinforcing in steel shall be ASTM A615, Grade 60, unless otherwise noted.
Work for which no pay item is provided in the proposal will not be paid for directly and compensation therefor will be included in the prices and payments for bid items.

NOTE:

The girder deflection diagrams shown in these plans were prepared and intended for design and estimation purposes only. Actual bridge girder deflections may differ from the deflection diagrams shown in these plans.
It is the Contractor's responsibility to construct the bridge to meet the requirements of the plans and specifications including, but not limited to, the requirements for bridge deck smoothness.

Prior to formwork construction, the Contractor shall submit three (3) copies of a proposed BRIDGE SUPERSTRUCTURE CONSTRUCTION PLAN to the Director of Structures, State Bridge Engineer for review, through the Project Engineer. This submittal shall include all calculations, assumptions and parameters used by the Contractor to determine bridge girder deflections and form grade elevations. This submittal shall also include an erection and construction procedure that addresses the construction means and methodologies used by the Contractor and shall consider effects including, but not limited to, construction phasing, pouring schedules, applied permanent and construction loadings, and shall include calculations and details of temporary girder bracing systems used to ensure girder stability and to counter the effects of girder tilt.

After girder erection and prior to deck construction, the Contractor shall submit deck thickness verification calculations for each girder. These calculations shall include a comparison of the erected girder top flange profiles versus the plan deck grade elevations over each girder plus the anticipated girder deflection due to applied permanent dead load and creep.

Three (3) copies of the deck thickness verification calculations and any proposed remediation measures to correct for thin deck areas shall be submitted to the Director of Structures, State Bridge Engineer for review, through the Project Engineer. The BRIDGE SUPERSTRUCTURE CONSTRUCTION PLAN and the deck thickness verification calculations shall be prepared and stamped by a Mississippi Registered Professional Engineer.

Bent No.	Min. Length (ft.)	Tip Elevation
3	95	25.9
4	75	47.8

Bent No.	Pile Type & Size	Required Ult. Bearing (Tons)	Min. Tip Elevation	Controlling Limit State	LRFD Resistance Factor
1	18" Steel Pipe, 8" Wall	120	93.1	55	0.65
2	24" Steel Pipe, 1" Wall	277	78.7	75	0.65
3	24" Steel Pipe, 1" Wall	277	78.7	75	0.65
4	18" Steel Pipe, 8" Wall	120	95.7	55	0.65

STEEL PIPE PILE NOTES:

PDA test piles shall be driven with an approved impact hammer as a production pile at the location shown in the PDA TEST PILE SCHEDULE and will be paid for as test piles only.

Remaining test piles will be driven as a continuous operation, to the tip elevation shown in the PDA TEST PILE SCHEDULE, unless otherwise directed by the Director of Structures, State Bridge Engineer.

Permanent piles shall be driven to an elevation no higher than the elevation shown in the REQUIRED ULTIMATE PILE BEARING CAPACITY AND TIP ELEVATION SCHEDULE.

The Director of Structures, State Bridge Engineer may authorize test piles driven outside the structural limits.
When feasible, bearing piles shall be driven full length and be spliced, only as approved by the Director of Structures, State Bridge Engineer.

Welding shall be done by the ELECTRIC ARC process. Welders shall be certified and electrodes shall be approved.

When loading tests are required, the maximum test load shall be one and one half (1 1/2) times the minimum pile bearing capacity.

The required ultimate pile bearing shown in the REQUIRED ULTIMATE PILE BEARING CAPACITY AND TIP ELEVATION SCHEDULE includes the LRFD resistance factor for PDA of 0.65.

Pile hammer leads used for all PDA test piles and PDA restrikes shall be large enough to provide a minimum of 3" clearance on each side of the pile in order to properly place and protect PDA gages.

Steel pipe piles shall be driven with a maximum rated energy no less than 76,000 ft-lbs to the tip elevations specified unless the Contractor's Drivability Analysis utilizing the Contractor's selected alternative hammer's approved by the Director of Structures, State Bridge Engineer.

All Steel Pipe Piles shall be ASTM A252, Grade 3 (Mod) (Fy = 50,000psi). Steel pipe piles are intended to be open ended.
Welding shall comply with AWS D1.5 Bridge Welding Code and be performed by certified welders.

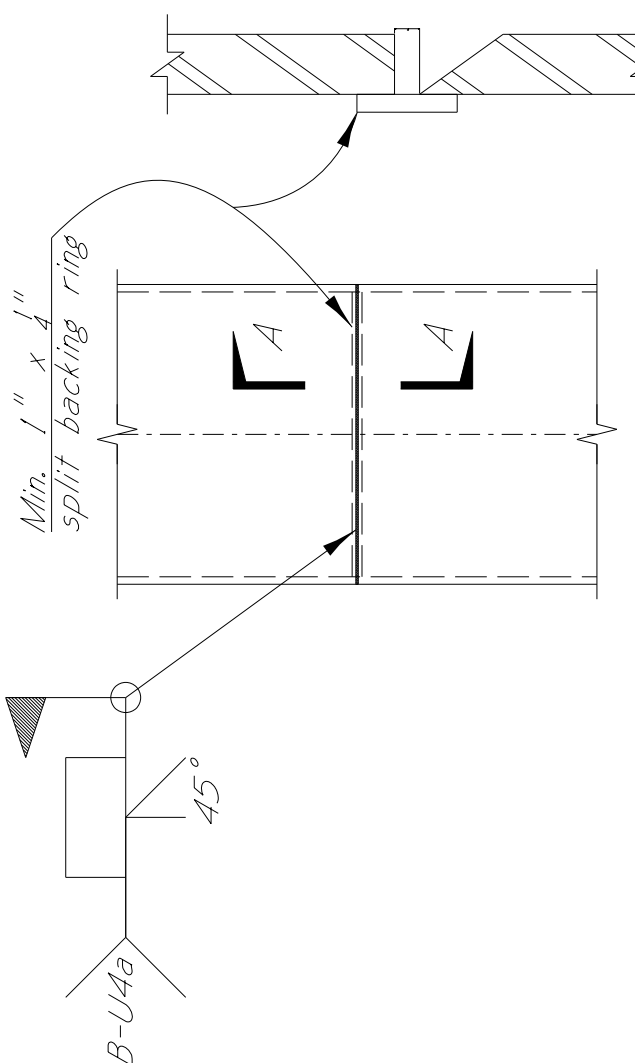
The tip elevation of piling for hydraulic structures, may be determined by scour the pile under no circumstances shall be greater than the bearing capacity shown in the REQUIRED ULTIMATE PILE BEARING CAPACITY.

Pipe piles shall receive a protective coating on the outside beginning at the bottom of the cap and extending to the 100% scour elevation as shown on the Layout Sheet. The coating shall be one of the following applied according to the manufacturer's specifications in two coats of 16mil minimum dry film thickness:
a) Bitumatic 300-M Coal Tar Epoxy manufactured by Carboline Company in St. Louis, MO www.carboline.com
b) Corotech Coal Tar Epoxy manufactured by INSI-X Company in Montvale, NJ www.corotechcoatings.com
c) Series 46-143 TMEC-Tar manufactured by TMEC Co. Inc. in Kansas City, MO www.tmecc.com

Any areas of coating above the ground line that become damaged during shipping or driving shall be repaired per the manufacturer's specifications. Any areas of coating affected by pipe pile splicing shall be repaired per the manufacturer's specification. Protective coatings, including surface preparation and application, will be paid for as Steel Pipe Piling, not a separate pay item.

NOTE:

For information plans, see sheet no. INFO-1A.



PILE SPLICING DETAIL

18" & 24" steel pipe piles

Item	Trans. Grooving	Conventional Static Pile Load Test	PDA Test Steel Pile	Pile Restrike	18" Steel Piling Wall Thickness 0.375"	24" Steel Piling Wall Thickness 0.500"	Bridge Concrete Class AA	Concrete Class BDX	56 Ft. Prest. Conc. Beams MB-25	85 Ft. Prest. Conc. Beams FB-36	Reinforce-ment Lb.	Reinforce-ment Corrosion Resistant Lb.	Concrete Rebar, 36	Loose Riprap (300#)	Geotextile Under Riprap	Preformed Joint Seal	
Location	S.Y.	Each	Each	Each	L.F.	L.F.	C.Y.	C.Y.	L.F.	L.F.	Lb.	Lb.	L.F.	Ton	S.Y.	L.F.	
Spans	701.04	-	-	-	-	-	-	213.06	869.33	420.83	51,113	2,632	394.33	-	-	-	
End bents	-	-	1	1	1265	-	58.30	-	-	-	70,734	-	-	-	-	-	
Int. bents	-	1	1	1	-	-	67.95	-	-	-	9,858	-	-	-	-	-	
Totals	701.04	1	2	2	1265	675	126.25	213.06	869.33	420.83	71,705	2,632	394.33	1,612	1,290	1,290	73



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
BRIDGE AT STA. 28+03.92
SR 442 OVER PECAN BAYOU (US)
GENERAL NOTES &
ESTIMATED QUANTITIES
FMS: 106101 / 301000
COUNTY: LEFLORE
PROJECT NUMBER: STBG-2712-00(003)
WORKING NUMBER
A1 OF A16
SHEET NUMBER
8003

10/19/22
DATE
DESIGNER: Shanna Wright
CHECKER: Shanna Wright
DETAILER: Shanna Wright
ISSUE DATE: 2021-10-19
PROJECT: SR 442 OVER PECAN BAYOU (US)
DRAWN BY: SHANNA WRIGHT
SCALE: AS SHOWN
APP. BY: SHANNA WRIGHT
SCALE: AS SHOWN
DATE: 10/19/22
DESIGNER: Shanna Wright
CHECKER: Shanna Wright
DETAILER: Shanna Wright
ISSUE DATE: 2021-10-19
PROJECT: SR 442 OVER PECAN BAYOU (US)
DRAWN BY: SHANNA WRIGHT
SCALE: AS SHOWN
APP. BY: SHANNA WRIGHT
SCALE: AS SHOWN
DATE: 10/19/22

ADDENDUM

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 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.

The final surface texture of the bridge deck shall be mechanically transverse grooved in accordance with Sections 501 and 804 of the specifications. See Misc. Bridge concrete shall be class "AA" or "BDX".
 Reeling expansion joint material shall be bituminous fiber type unless otherwise noted.
 No payment will be allowed for excavation incidental to the construction of end bents.
 Bar bending details shall be in accordance with "Manual of Standard Practice for Detailing Reinforced Concrete Structures" (ACI 315R-94).

Reinforcement order lists and required placing plans shall be furnished in accordance with Section 805 of the Mississippi Standard Specifications. Partial submittals are not acceptable.
 Shop drawings of prestressed beams, including an erection plan, shall be submitted in duplicate to the Director of Structures, State Bridge Engineer for approval prior to the manufacture of beams.
 The fabricator shall provide camber data at release and immediately prior to shipping.
 The Contractor shall provide camber data after erection. The Contractor should be aware that the deflection diagram may be modified based on the provided camber data. Therefore, deck grades should be set only after notification from the Director of Structures, State Bridge Engineer.

Concrete surfaces shall receive a Class 2 rubbed or spray finish in accordance with the specifications.
 Reinforcing steel shall be ASTM A615, Grade 60, unless otherwise noted.
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NOTE:

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The BRIDGE SUPERSTRUCTURE CONSTRUCTION PLAN and the deck thickness verification calculations shall be prepared and stamped by a Mississippi Registered Professional Engineer.

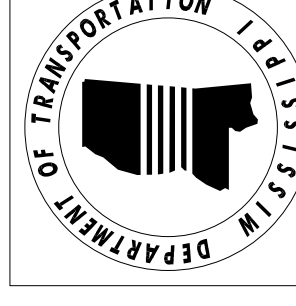
Bent No.	Min. Length (ft.)	Tip Elevation
1	80	42.5
2	105	15.8
4	75	47.7

REQUIRED ULTIMATE PILE BEARING CAPACITY AND TIP ELEVATION SCHEDULE FOR BRIDGE B

Bent No.	Pile Type & Size	Required Ult. Bearing (Tons)	Min. Tip Est. Length (ft.)	Controlling Limit State	LRFD Resistance Factor
1	18" Steel Pipe, 3/8" Wall	120	97.7	Strength I	0.65
2	24" Steel Pipe, 1/2" Wall	277	80.1	Strength I	0.65
3	24" Steel Pipe, 1/2" Wall	277	80.1	Strength I	0.65
4	18" Steel Pipe, 3/8" Wall	120	94.3	Strength I	0.65

ESTIMATED QUANTITIES

Item	Trans. Grooving	Conventional Static Load Test	PDA Test Steel Pile	Pile Restrike	18" Piling Steel Wall Thickness 0.375	24" Piling Steel Wall Thickness 0.500	Bridge Concrete, Class AA	Bridge Concrete, Class BDX	56 Ft. Prest. Beams MF1B-25	85 Ft. Prest. Conc. Beams FIB 36	Reinforce-ment Corrosion Resistant	Reinforce-ment Lb.	Concrete Rebar, 3/6"	Loose Riprap (300#)	Geotextile Under Riprap	Preformed Joint Seal
Location	S.Y.	Each	Each	Each	L.F.	L.F.	C.Y.	C.Y.	L.F.	L.F.	Lb.	Lb.	L.F.	Ton	S.Y.	L.F.
Spans	701.04	-	-	-	-	-	-	273.06	869.33	420.83	2,632	51,113	394.33	-	-	-
End bents	-	-	2	2	-	-	58.30	-	-	-	10,734	-	-	-	1,290	73
Int. bents	-	1	1	1	740	740	67.95	-	-	-	9,858	-	-	-	-	-
Totals	701.04	1	3	3	1,265	1,265	126.25	273.06	869.33	420.83	71,705	2,632	394.33	1,612	1,290	73



BY	
SM	
SM	
DATE	10/19/22
REVISION	Revised Pile Notes and Quantities
BY	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 BRIDGE AT STA. 49+57.92
 SR 442 OVER PECAN BAYOU (DS)
 GENERAL NOTES & ESTIMATED QUANTITIES
 FMS: 106101 / 301000
 COUNTY: LEFLORE
 PROJECT NUMBER: STBG-2712-00(003)
 WORKING NUMBER: BI OF B16
 SHEET NUMBER: 8019

CHECKER: S. L. HARRIS, STATE BRIDGE ENGINEER
 DESIGNER: S. L. HARRIS, STATE BRIDGE ENGINEER
 DATE: 10/19/22

ADDENDUM

GENERAL NOTES:
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.
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.

The final surface texture of the bridge deck shall be mechanically transverse grooved in accordance with Sections 501 and 804 of the specifications. See Misc. Bridge concrete shall be class "AA" or "BDX".
Rolling expansion joint material shall be bituminous fiber type unless otherwise noted.
No payment will be allowed for excavation incidental to the construction of end bents.
Bar bending details shall be in accordance with "Manual of Standard Practice for Detailing Reinforced Concrete Structures" (ACI 315R-94).

Reinforcement order lists and required placing plans shall be furnished in accordance with Section 805 of the Mississippi Standard Specifications. Partial submittals are not acceptable.
Shop drawings of prestressed beams, including an erection plan, shall be submitted in duplicate to the Director of Structures, State Bridge Engineer for approval prior to the manufacture of beams.
The fabricator shall provide camber data at release and immediately prior to shipping.
The Contractor shall provide camber data after erection. The Contractor should be aware that the deflection diagram may be modified based on the provided camber data. Therefore, deck grades should be set only after notification from the Director of Structures, State Bridge Engineer.

Concrete surfaces shall receive a Class 2 rubbed or spray finish in accordance with the specifications.
Reinforcing steel shall be ASTM A615, Grade 60, unless otherwise noted.
Work for which no pay item is provided in the proposal will not be paid for directly and compensation therefor will be included in the prices and payments for bid items.

NOTE:
The girder deflection diagrams shown in these plans were prepared and intended for design and estimation purposes only. Actual bridge girder deflections may differ from the deflection diagrams shown in these plans.
It is the Contractor's responsibility to construct the bridge to meet the requirements for bridge deck smoothness.
Prior to formwork construction, the Contractor shall submit three (3) copies of a proposed BRIDGE SUPERSTRUCTURE CONSTRUCTION PLAN to the Director of Structures, State Bridge Engineer for review through the Project Engineer. This submittal shall include all calculations, assumptions and parameters used by the Contractor to determine bridge girder deflections and form grade elevations. This submittal shall also include an erection and construction procedure that addresses the construction means and methodologies used by the Contractor and shall consider effects including, but not limited to, construction phasing, pouring schedules, applied permanent and construction loading, and shall include calculations and details of temporary girder bracing systems used to ensure girder stability and to counter the effects of girder tilt.
After girder erection and prior to deck construction, the Contractor shall submit deck thickness verification calculations for each girder. These calculations shall include a comparison of the erected girder top flange profiles versus the plan deck grade elevations over each girder plus the anticipated girder deflection due to applied permanent dead load and creep.
Three (3) copies of the deck thickness verification calculations and any proposed remediation measures to correct for thin deck areas shall be submitted to the Director of Structures, State Bridge Engineer for review through the Project Engineer.
The BRIDGE SUPERSTRUCTURE CONSTRUCTION PLAN and the deck thickness verification calculations shall be prepared and stamped by a Mississippi Registered Professional Engineer.

Bent No.	Min. Length (ft.)	Tip Elevation
1	90	33.6
3	105	16.8
4	100	23.5

REQUIRED ULTIMATE PILE BEARING CAPACITY AND TIP ELEVATION SCHEDULE FOR BRIDGE C

Bent No.	Pile Type & Size	Required Ult. Bearing (Tons)	Min. Tip Elevation (Ft.)	Est. Length (Ft.)	Controlling Limit State	LRFD Resistance Factor
1	18" Steel Pipe, 3/8" Wall	226	97.5	70	Strength I	0.65
2	30" Steel Pipe, 1/2" Wall	355	73.6	85	Strength I	0.65
3	30" Steel Pipe, 1/2" Wall	380	73.6	85	Strength I	0.65
4	18" Steel Pipe, 3/8" Wall	253	92.7	80	Strength I	0.65

ESTIMATED QUANTITIES

Item Location	Trans. Grooving	Conventional Joint-Pile Load Test	PDA Test Steel Pile	Pile Restrike	18" Steel Pipe Wall Thickness 0.375	30" Piling Steel Pipe Wall Thickness 0.500	Bridge Concrete		81 Ft. Conc. Prest. Beams Fib-36	101 Ft. Conc. Prest. Beams Fib-36	115 Ft. Conc. Prest. Beams Fib-36	Reinforce-ment	Reinforce-ment Resistant	Concrete Rebar, 3/6"	Loose Riprap (300%)	Geotextile Under Riprap	Performed Joint Seal
							Class AA	Class BDX									
Spans	S.Y.	Each	Each	Each	L.F.	L.F.	C.Y.	C.Y.	L.F.	L.F.	Lb.	Lb.	L.F.	Ton	S.Y.	L.F.	
End bents	-	-	2	2	1,200	-	-	320.01	496.67	570.83	68,533	2,632	-	-	-	-	-
Int. bents	-	1	1	1	-	765	67.54	-	-	10,886	8,394	-	-	1,759	1,408	73	-
Totals	1,056.59	1	3	3	1,200	765	126.58	320.01	496.67	570.83	87,813	2,632	594.33	3,352	2,683	73	73

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
BRIDGE AT STA. 158+47.92
SR 442 OVER QUIVER RIVER
GENERAL NOTES & ESTIMATED QUANTITIES

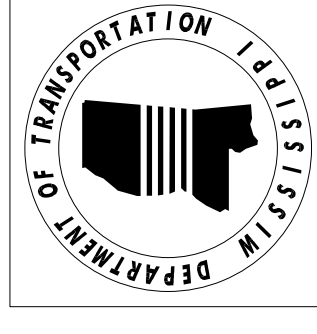
FMS: 106101 / 301000
COUNTY: LEFLORE
PROJECT NUMBER: STBG-2712-00(003)

WORKING NUMBER
C1 OF C22
SHEET NUMBER
8035

REVISION
Revised File Notes

DATE 10/19/22

DESIGNER: Shana Wright
CHECKER: Stephen Diaz
DETAILER: Shana Wright
ISSUE DATE: 2021-10-19
PROJECT LOCATION: SR 442 OVER QUIVER RIVER BRIDGE AT STA. 158+47.92
REP. DIR. OF STRUCTURES: DESS STATE BRIDGE ENGINEER - SOUTH WESTFIELD, P.E.



STEEL PIPE PILE NOTES:
PDA test piles shall be driven with an approved impact hammers as a production pile at the location shown in the PDA TEST PILE SCHEDULE. Remaining test piles for steel pipe piles only.
Remaining test piles shall be driven in continuous operation, to the tip along test piles in the PDA TEST PILE SCHEDULE, unless otherwise directed by the Director of Structures, State Bridge Engineer.
Permanent piles shall be driven to an elevation no higher than the elevation shown in the REQUIRED ULTIMATE PILE BEARING CAPACITY AND TIP ELEVATION SCHEDULE.
The Director of Structures, State Bridge Engineer may authorize test piles driven outside the structural limits.
When feasible, bearing piles shall be driven full length and be spliced, only as approved by the Director of Structures, State Bridge Engineer.

Welding shall be done by the ELECTRIC ARC process. Welders shall be certified and electrodes shall be approved.
When loading tests are required, the maximum test load shall be one and one half (1.5) times the minimum ultimate bearing capacity.
The required ultimate bearing capacity shall be as shown in the ULTIMATE PILE BEARING CAPACITY AND TIP ELEVATION SCHEDULE. Includes the LRFD resistance factor for PDA O-65.
Pile hammer leads used for all PDA test piles and PDA restrikes shall be large enough to provide a minimum of 3' clearance on each side of the pile to allow for proper placement and protect PDA legs.
Steel pipe piles shall be driven with a maximum rate of energy no less than 10,000 ft-lbs driven with elevations specified unless the Contractor's Drivability Analysis utilizing the Contractor's selected Strain rate hammer, is approved by the Director of Structures, State Bridge Engineer.

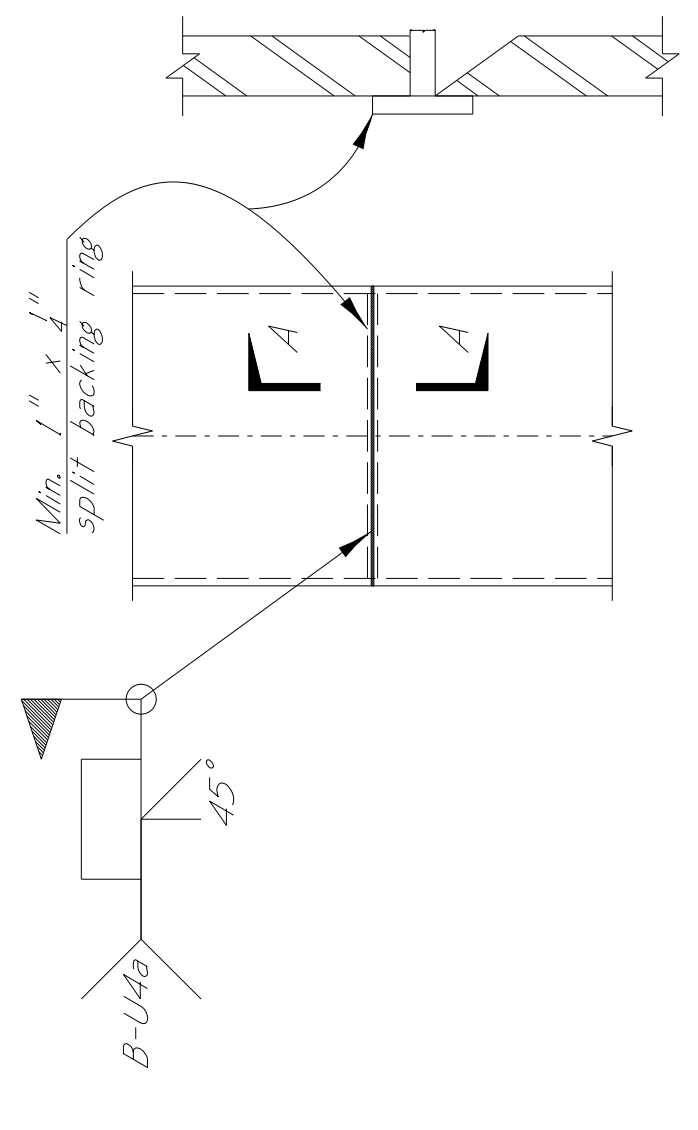
All Steel Pipe Piles shall be ASTM A252, Grade 3 (mod) (Fy = 50,000psi). Steel Pipe Piles are intended to be open ended.
Welding shall comply with ANSI/AWS D1.5 Bridge Welding Code and be performed by a certified welder.
The tip elevation of piling, for hydraulic structures, may be determined by scour line but under no circumstances shall be greater than the minimum tip elevation shown in the REQUIRED ULTIMATE PILE BEARING CAPACITY.

Pile piles shall receive a protective coating on the outside beginning at the bottom of the cap and extending to the 100 ft. scour elevation as shown on the Layout Sheet. The coating shall be one of the following, applied according to the manufacturer's specifications in two coats of 16mil minimum dry film thickness:

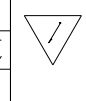
- Bitumastic 300-M Coal Tar Epoxy manufactured by Carboline Company in St. Louis, MO www.carboline.com
- Corotech Coal Tar Epoxy manufactured by INSL-X Company in Montvale, NJ www.corotechcoatings.com
- Series 46-143 INMEC Tar manufactured by INMEC Co. Inc. in Kansas City, MO www.inmec.com

Any areas of coating above the ground line that become damaged during shipping or driving shall be repaired per the manufacturer's specifications. Any areas of coating affected by pipe pile splicing shall be repaired per the manufacturer's specification. Protective coatings, including surface preparation and application, will be paid for as Steel Pipe Piling, (not a separate pay item).

NOTE:
For information plans, see sheet no. INFO-1C.



SECTION A-A
PILE SPLICING DETAIL
18" & 30" steel pipe piles



ADDENDUM

GENERAL NOTES:

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.
 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.

The final surface texture of the bridge deck shall be mechanically transverse grooved in accordance with Sections 501 and 804 of the specifications. See Misc. Bridge concrete shall be class "AA" or "BD".
 Rebar expansion joint material shall be bituminous fiber type unless otherwise noted.

No payment will be allowed for excavation incidental to the construction of end bents.

Bar bending details shall be in accordance with "Manual of Standard Practice for Detailing Reinforced Concrete Structures" (ACI 315R-94).

Reinforcement order lists and required placing plans shall be furnished in accordance with Section 805 of the Mississippi Standard Specifications. Partial submittals are not acceptable.

Shop drawings of prestressed beams, including an erection plan, shall be submitted in duplicate to the Director of Structures, State Bridge Engineer for approval prior to the manufacture of beams.
 The Fabricator shall provide camber data at release and immediately prior to shipping.

The Contractor shall provide camber data after erection. The Contractor should be aware that the deflection diagram may be modified based on the provided camber data. Therefore, deck grades should be set only after notification from the Director of Structures, State Bridge Engineer.

Concrete surfaces shall receive a Class 2 rubbed or spray finish in accordance with the specifications.
 Reinforcing steel shall be ASTM A615, Grade 60, unless otherwise noted.

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

NOTE:

The girder deflection diagrams shown in these plans were prepared and intended for design and estimation purposes only. Actual bridge girder deflections may differ from the deflection diagrams shown in these plans.

It is the Contractor's responsibility to construct the bridge to meet the requirements of the plans and specifications including, but not limited to, the requirements for bridge deck smoothness.

Prior to formwork construction, the Contractor shall submit three (3) copies of a proposed BRIDGE SUPERSTRUCTURE CONSTRUCTION PLAN to the Director of Structures, State Bridge Engineer for review, through the Project Engineer. This submittal shall include all calculations, assumptions and parameters used by the Contractor to determine bridge girder deflections and form grade elevations. This submittal shall also include an erection and construction procedure that addresses the construction means and methodologies used by the Contractor and shall consider effects including, but not limited to, construction piling, pouring schedules, applied permanent and construction loading, and shall include calculations and details of temporary girder bracing systems used to ensure girder stability and to counter the effects of girder lift.

After girder erection and prior to deck construction, the Contractor shall submit deck thickness verification calculations for each girder. These calculations shall include a comparison of the erected girder top flange profiles versus the plan deck grade elevations over each girder plus the anticipated girder deflection due to applied permanent dead load and creep.

Three (3) copies of the deck thickness verification calculations and any proposed remediation measures to correct for thin deck areas shall be submitted to the Director of Structures, State Bridge Engineer for review through the Project Engineer. The BRIDGE SUPERSTRUCTURE CONSTRUCTION PLAN and the deck thickness verification calculations shall be prepared and stamped by a Mississippi Registered Professional Engineer.

Bent No.	Min. Length (ft.)	Tip Elevation
2	105	17.4
4	100	23.9

REQUIRED ULTIMATE PILE BEARING CAPACITY AND TIP ELEVATION SCHEDULE FOR BRIDGE D

Bent No.	Pile Type & Size	Required Ult. Bearing (Tons.)	Min. Tip Elevation (ft.)	Est. Length (ft.)	Controlling Limit State	LRFD Resistance Factor
1	20" Steel Pipe, 1/2" Wall	198	102.1	80	Strength I	0.65
2	30" Steel Pipe, 1/2" Wall	336	84.2	85	Strength I	0.65
3	30" Steel Pipe, 1/2" Wall	336	84.2	85	Strength I	0.65
4	20" Steel Pipe, 1/2" Wall	198	94.5	80	Strength I	0.65

Item	Trans. Grooving	Conventional Static Pile Load Test	PDA Test Pile Steel Pipe File	Pile Restrike	20" Steel Pipe Piling Wall Thickness 0.500"	30" Steel Piling Wall Thickness 0.500"	Bridge Concrete Class AA	Concrete Class BDx	61 Ft. Prest. Conc. MF18-25	120 Ft. Prest. Conc. Beams FB 36	Reinforce-ment	Reinforce-ment Corrosion Resistant	Concrete" Rebaring, 36"	Loose Riprap (300#)	Geotextile Under Riprap	Preformed Joint Seal
Location	S.Y.	Each	Each	Each	L.F.	L.F.	C.Y.	C.Y.	L.F.	L.F.	Lb.	Lb.	L.F.	Ton	S.Y.	L.F.
Spans	861.04	-	-	-	-	-	-	262.52	593.33	595.83	58,441	2,632	484.33	-	-	-
End bents	-	-	1	1	1,360	-	67.91	-	-	-	10,758	-	-	6.11	488	73
Int. bents	-	1	1	1	765	765	59.25	-	-	-	8,388	-	-	-	-	-
Totals	861.04	1	2	2	1,360	765	127.16	262.52	593.33	595.83	77,587	2,632	484.33	6.11	488	73

ESTIMATED QUANTITIES

Item	Trans. Grooving	Conventional Static Pile Load Test	PDA Test Pile Steel Pipe File	Pile Restrike	20" Steel Pipe Piling Wall Thickness 0.500"	30" Steel Piling Wall Thickness 0.500"	Bridge Concrete Class AA	Concrete Class BDx	61 Ft. Prest. Conc. MF18-25	120 Ft. Prest. Conc. Beams FB 36	Reinforce-ment	Reinforce-ment Corrosion Resistant	Concrete" Rebaring, 36"	Loose Riprap (300#)	Geotextile Under Riprap	Preformed Joint Seal
Location	S.Y.	Each	Each	Each	L.F.	L.F.	C.Y.	C.Y.	L.F.	L.F.	Lb.	Lb.	L.F.	Ton	S.Y.	L.F.
Spans	861.04	-	-	-	-	-	-	262.52	593.33	595.83	58,441	2,632	484.33	-	-	-
End bents	-	-	1	1	1,360	-	67.91	-	-	-	10,758	-	-	6.11	488	73
Int. bents	-	1	1	1	765	765	59.25	-	-	-	8,388	-	-	-	-	-
Totals	861.04	1	2	2	1,360	765	127.16	262.52	593.33	595.83	77,587	2,632	484.33	6.11	488	73

STEEL PIPE PILE NOTES:

PDA Test piles shall be driven with an approved impact hammers as a production pile at the location shown in the PDA TEST PILE SCHEDULE and will be paid for as test piles only.

Remaining test piles will be driven as a continuous operation, to the tip elevation shown in the PDA TEST PILE SCHEDULE, unless otherwise directed by the Director of Structures, State Bridge Engineer.

Permanent piles shall be driven to an elevation no higher than the elevation shown in the REQUIRED ULTIMATE PILE BEARING CAPACITY AND TIP ELEVATION SCHEDULE.

The Director of Structures, State Bridge Engineer may authorize test piles driven outside the structural limits, and be spaced only, as approved by the Director of Structures, State Bridge Engineer.

Welding shall be done by the ELECTRIC ARC process. Welders shall be certified and electrodes shall be approved. When loading tests are required, the maximum test load shall be one and one half (1 1/2) times the minimum pile bearing capacity.

The required ultimate pile bearing shown in the REQUIRED ULTIMATE PILE BEARING CAPACITY AND TIP ELEVATION SCHEDULE includes the LRFD resistance factor for PDA of 0.65.

Pile hammer leads used for all PDA Test piles and PDA restrikes shall be large enough to provide a minimum of 3" clearance on each side of the pile in order to properly place and protect PDA gages.

Steel pipe piles shall be driven with a maximum rated energy no less than 16,000 ft-lbs. to the tip elevations specified unless the Contractor's Drivability Analysis utilizing the Contractor's selected alternative hammer is approved by the Director of Structures, State Bridge Engineer.

All Steel Pipe Piles shall be ASTM A252, Grade 3 (mod) (Fy = 50,000psi). Steel Pipe Piles are intended to be open ended. Welding shall comply with ANSI/AWS D1.5 Bridge Welding Code and be performed by a certified welder.

The tip elevation of piling, for hydraulic structures, may be determined by scour line but under no circumstances shall be greater than the minimum tip elevation shown in the REQUIRED ULTIMATE PILE BEARING CAPACITY.

Pile piles shall receive a protective coating on the outside beginning at the bottom of the cap and extending to the 100 yr. scour elevation as shown on the Layout Sheet. The coating shall be one of the following, applied according to the manufacturer's specifications in two coats of 16mil minimum dry film thickness:

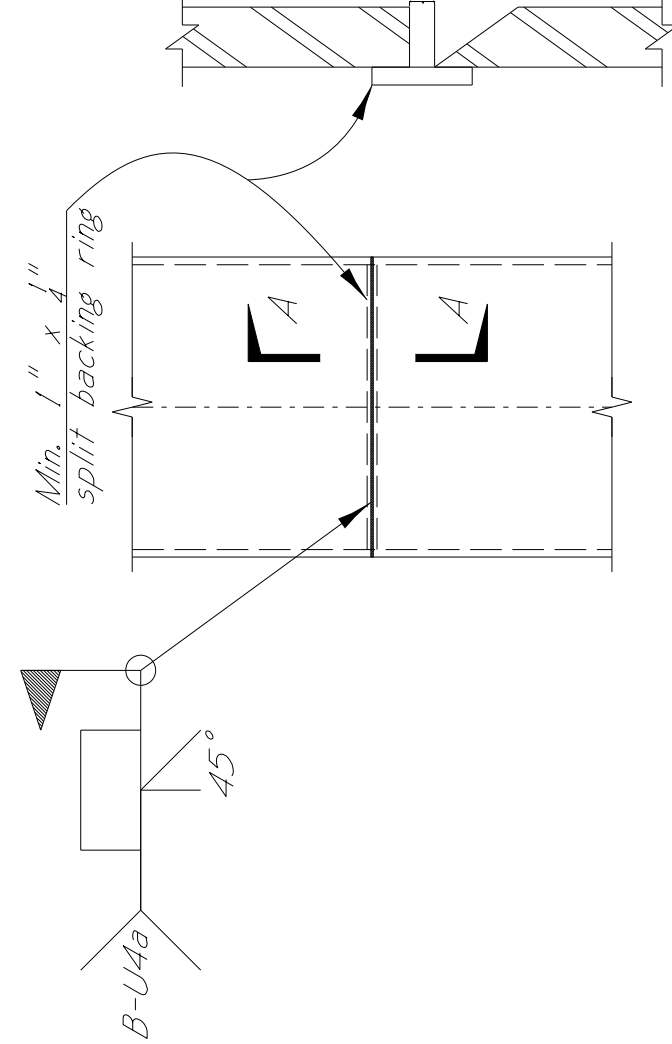


- Bitumastic 300-M Coal Tar Epoxy manufactured by Carboline Company in St. Louis, MO www.carboline.com
- Corotech Coal Tar Epoxy manufactured by INSL-X Company in Montvale, NJ www.corotechcoatings.com
- Series 46-143 TNEMEC-Tar manufactured by TNEMEC Co. Inc. in Kansas City, MO www.tnemecc.com

Any areas of coating above the ground line that become damaged during shipping or driving shall be repaired per the manufacturer's specifications. Any areas of coating affected by pipe pile splicing shall be repaired per the manufacturer's specification. Protective coating, including surface preparation and application, will be paid for as Steel Pipe Piling, (not a separate pay item).

NOTE:

For information plans, see sheet no. INFO-1D.



SECTION A-A

PILE SPLICING DETAIL

20" & 30" steel pipe piles

DATE	REVISION	BY
10/19/22	Revised Pile Notes	SM

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 BRIDGE AT STA. 214+38.92
 SR 442 OVER MCNUTT LAKE
 GENERAL NOTES &
 ESTIMATED QUANTITIES
 FMS: 106101 / 301000
 COUNTY: LEFLORE
 PROJECT NUMBER: STBG-2712-00(003)
 WORKING NUMBER
 DI OF D16
 SHEET NUMBER
 8057



CHECKER: Shanna Wright
 DESIGNER: Shanna Wright
 DETAILER: Shanna Wright
 STATE PROJECT NO. STBG-2712-00(003)
 PROJECT ENGINEER: SOUTH WESTFIELD, P.E.

ADDENDUM

GENERAL NOTES:
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.
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.

The final surface texture of the bridge deck shall be mechanically transverse grooved in accordance with Sections 501 and 804 of the specifications. See Misc. Span Details for limits of transverse grooving on bridge deck. Bridge concrete shall be Class AA or BDX. Railings expansion joint material shall be bicomponent fiber type unless otherwise noted.

No payment will be allowed for excavation incidental to the construction of end bents.
Bar bending details shall be in accordance with "Manual of Standard Practice for Detailing Reinforced Concrete Structures" (ACI 318R-94).

Reinforcement order lists and required placing plans shall be furnished in accordance with Section 805 of the Mississippi Standard Specifications. Partial submittals are not acceptable.

Shop drawings of prestressed beams, including an erection plan, shall be submitted in duplicate to the Director of Structures, State Bridge Engineer for approval prior to the manufacture of beams. The fabricator shall provide camber data at release and immediately prior to shipping.

The Contractor shall provide camber data after erection. The Contractor should be aware that the deflection diagram may be modified based on the provided camber data. Therefore, deck grades should be set only after notification from the Director of Structures, State Bridge Engineer.

Concrete surfaces shall receive a Class 2 rubbed or spray finish in accordance with the specifications.
Reinforcing steel shall be ASTM A615, Grade 60, unless otherwise noted.
Work for which no pay item is provided in the proposal will not be paid for directly and compensation herefor will be included in the prices and payments for bid items.

NOTE:
The girder deflection diagrams shown in these plans were prepared and intended for design and estimation purposes only. Actual bridge girder deflections may differ from the deflection diagrams shown in these plans.
It is the Contractor's responsibility to construct the bridge to meet the requirements of the plans and specifications including, but not limited to, the requirements for bridge deck smoothness.
Prior to formwork construction, the Contractor shall submit three (3) copies of a Proposed BRIDGE SUPERSTRUCTURE CONSTRUCTION PLAN to the Director of Structures, State Bridge Engineer for review, through the Project Engineer. This submittal shall include all calculations, assumptions and parameters used by the Contractor to determine bridge girder deflections and form grade elevations. This submittal shall also include an erection and construction procedure that addresses the construction means and methodologies used by the Contractor and shall consider effects including, but not limited to, construction phasing, pouring schedules, and details of temporary girder bracing loading, and shall include calculations and details of temporary girder bracing systems used to ensure girder stability and to counter the effects of girder tilt.

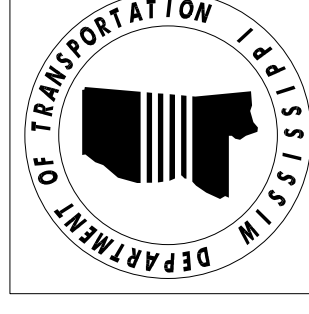
After girder erection and prior to deck construction, the Contractor shall submit deck thickness verification calculations for each girder. These calculations shall include a comparison of the erected girder top flange profiles versus the plan deck grade elevations over each girder plus the anticipated girder deflection due to applied permanent dead load and creep.
Three (3) copies of the deck thickness verification calculations and any proposed remediation measures to correct for thin deck areas shall be submitted to the Director of Structures, State Bridge Engineer for review, through the Project Engineer. The BRIDGE SUPERSTRUCTURE CONSTRUCTION PLAN and the deck thickness verification calculations shall be prepared and stamped by a Mississippi Registered Professional Engineer.

Bent No.	Min. Length (ft.)	Tip Elevation
1	100	24.5
2	100	24.3

Bent No.	Pile Type & Size	Required Ult. Bearing (Tons)	Min. Tip Elevation	Est. Length (ft.)	Controlling Limit State	LRFD Resistance Factor
1	24" Steel Pipe, 1/2" Wall	254	95.4	80	Strength I	0.65
4	24" Steel Pipe, 1/2" Wall	254	97.0	80	Strength I	0.65

ESTIMATED QUANTITIES

Item	Trans. Grooving	Conventional Static Load Test	PDA Test Steel Pipe	Pile Restrike	24" Steel Pipe Filling Wall Thickness 0.500	Bridge Concrete, Class AA	Bridge Concrete, Class BDX	102 Ft. Prest. Conc. Beams FB-36	Reinforce-ment	Reinforce-ment Corrosion Resistant	Concrete Railings, 36"	Loose Riprap (300#)	Geotextile Under Riprap	Preformed Joint Seal
Location	S.Y.	Each	Each	Each	L.F.	C.Y.	L.F.	L.F.	Lb.	Lb.	L.F.	Ton	S.Y.	L.F.
Spans	363.26	-	-	-	-	-	497.50	24,285	-	-	204.33	-	465	-
End bents	-	1	2	2	1,280	112.72	-	10,760	-	-	-	580	-	73
Int. bents	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Totals	363.26	1	2	2	1,280	112.72	497.50	35,045	-	-	204.33	580	465	73



DESIGNER: Shana Wright
 DETAILER: Shana Wright
 CHECKER: Shana Wright
 DATE: 10/19/22
 PROJECT NUMBER: STBG-2712-00(003)
 COUNTY: LEFLORE
 FMS: 106101 / 301000
 WORKING NUMBER: E1 OF E12
 SHEET NUMBER: 8073

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 BRIDGE AT STA. 343+51.92
 SR442 OVER ASHLAND BRAKE
 GENERAL NOTES &
 ESTIMATED QUANTITIES

REVISION
 Revised File Notes

STEEL PIPE PILE NOTES:

PDA test piles shall be driven with an approved impact hammer as a production pile at the location shown in the PDA TEST PILE SCHEDULE and will be paid for as test piles only.

Remaining test piles all be driven as a continuous operation, to the tip elevation shown in the PDA TEST PILE SCHEDULE, unless otherwise directed by the Director of Structures, State Bridge Engineer.

Permanent piles shall be driven to an elevation no higher than the elevation shown in the REQUIRED ULTIMATE PILE BEARING CAPACITY AND TIP ELEVATION SCHEDULE.

The Director of Structures, State Bridge Engineer may authorize test piles driven outside the structural limits.
 When feasible, bearing piles shall be driven full length and be spliced, only, as approved by the Director of Structures, State Bridge Engineer.

Welding shall be done by the ELECTRIC ARC process. Welders shall be certified and electrodes shall be approved.
 When loading tests are required, the maximum test load shall be one and one half (1 1/2) times the minimum pile bearing capacity.

The required ultimate pile bearing shown in the REQUIRED ULTIMATE PILE BEARING CAPACITY AND TIP ELEVATION SCHEDULE includes the LRFD resistance factor for PDA of 0.65.

Pile hammer leads used for all PDA test piles and PDA restrikes shall be large enough to provide a minimum of 3" clearance on each side of the pile in order to properly place and protect PDA pages.

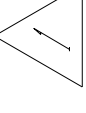
Steel pipe piles shall be driven with a maximum rated energy no less than 76,000 ft-lbs to the tip elevations specified unless the Contractor's Drivability Analysis utilizing the Contractor's selected alternative hammer is approved by the Director of Structures, State Bridge Engineer.

All Steel Pipe Piles shall be ASTM A252, Grade 3 (mod) (Fy = 50,000psi). Steel Pipe Piles are intended to be open ended.

Welding shall comply with AWS/AWS D1.5 Bridge Welding Code and be performed by a certified welder.

The tip elevation of piling, for hydraulic structures, may be determined by scour line but under no circumstances shall be greater than the BEARING CAPACITY.

Pile piles shall receive a protective coating on the outside beginning at the bottom of the cap and extending to the 100% scour elevation as shown on the Layout Sheet. The coating shall be one of the following, applied according to the manufacturer's specifications in two coats of 16mil minimum dry film thickness:



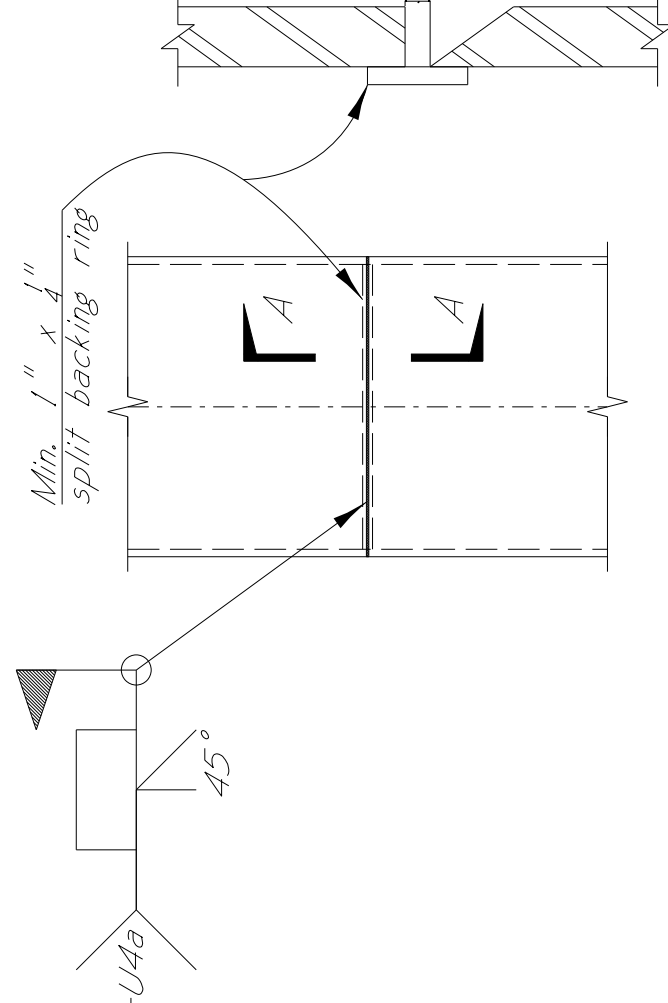
a) Bitumastic 300-M Coal Tar Epoxy manufactured by Carboline Company in St. Louis, MO

b) Corotech Coal-Tar Epoxy manufactured by INSL-X Company in Montvale, NJ
 www.corotech.com

c) Series 46-143 TNE/MEC-Tar manufactured by HEMEC Co. Inc. in Kansas City, MO
 www.hemec.com

Any areas of coating above the ground line that become damaged during shipping or driving shall be repaired per the manufacturer's specifications. Any areas of coating affected by pipe pile splicing shall be repaired per the manufacturer's specification. Protective coating, including surface preparation and application, will be paid for as Steel Pipe Filling, (not a separate pay item).

NOTE:
 For information plans, see sheet no. INFO-1E.



SECTION A-A

PILE SPLICING DETAIL

24" steel pipe piles