

**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>  1/12/2023  </u> | ADDENDUM NO. <u>          </u> | DATED <u>          </u> |
| ADDENDUM NO. <u>          </u> | DATED <u>          </u>    | ADDENDUM NO. <u>          </u> | DATED <u>          </u> |
| ADDENDUM NO. <u>          </u> | DATED <u>          </u>    | ADDENDUM NO. <u>          </u> | DATED <u>          </u> |

| Number | Description   |
|--------|---|
| 1      | Revised Table of Contents; Revised Scope of Work; Added Specialt Provision No. 907-824-2; Revised Bid Items; Revised Progress Schedule; Amendment EBSx Download Required. |

TOTAL ADDENDA:   1    
(Must agree with total addenda issued prior to opening of bids)

Respectfully Submitted,

DATE \_\_\_\_\_

\_\_\_\_\_  
Contractor

BY \_\_\_\_\_  
Signature

TITLE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY, STATE, ZIP \_\_\_\_\_

PHONE \_\_\_\_\_

FAX \_\_\_\_\_

E-MAIL \_\_\_\_\_

(To be filled in if a corporation)

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

|                    |                  |
|--------------------|------------------|
| _____<br>President | _____<br>Address |
| _____<br>Secretary | _____<br>Address |
| _____<br>Treasurer | _____<br>Address |

The following is my (our) itemized proposal.  
STBG-9999-01(394)/ 108777301000  
Alcorn County(ies)

Revised 01/26/2016

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
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**PROJECT: STBG-9999-01(394)/108777301 - Alcorn**

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

01/12/2023 10:05 AM

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 -NOTICE TO BIDDERS NO. 4800**

**CODE: (SP)**

**DATE: 1/11/2023**

**SUBJECT: Scope of Work**

**PROJECT: STBG-9999-01(394) / 108777301 – Alcorn 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".

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 hydraulic 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 the following repairs to bridge number 48.2A (10066) and bridge number 48.2B (10067) located on US 72 over Hatchie Creek in Alcorn County.

**Scope of Work** – Bridge Number 48.2A (10066) & Bridge Number 48.2B (10067)

- Remove and replace bearings at specified locations in accordance with the Standard Drawings.
- Remove and replace all joint seals at the open joints.
- Repair spall locations with epoxy mortar.
- Clean all caps

**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 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 907-823-7 and installed according to the Manufacturer's specifications. Joint Repair will be paid for under pay item 907-808-A003: Joint Repair Without Epoxy.

**Cap Cleaning**

Cap Cleaning shall be performed in accordance with Subsection 907-824.03.3. This item of work shall be paid for under pay item 907-824-C001: Cap Cleaning.

**Bearing Replacements**

Bearings shall be replaced in accordance with Subsection 907-824.03.4. Payment for this work shall be made under pay item 907-824-D001: Bearing Replacements.

**General Epoxy Repairs**

General Epoxy Repair shall be performed in accordance with Subsection 907-824.03.1 and with the approved materials outlined in Subsection 907-824.02.1. All work and material required to perform this item of work shall be paid for under pay item 907-824-A003: General Epoxy Repair.

This item shall be bid such that this item may be increased, decreased, or eliminated as directed by the Project Engineer.

**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. The Contractor shall submit the following in their welding submittals:

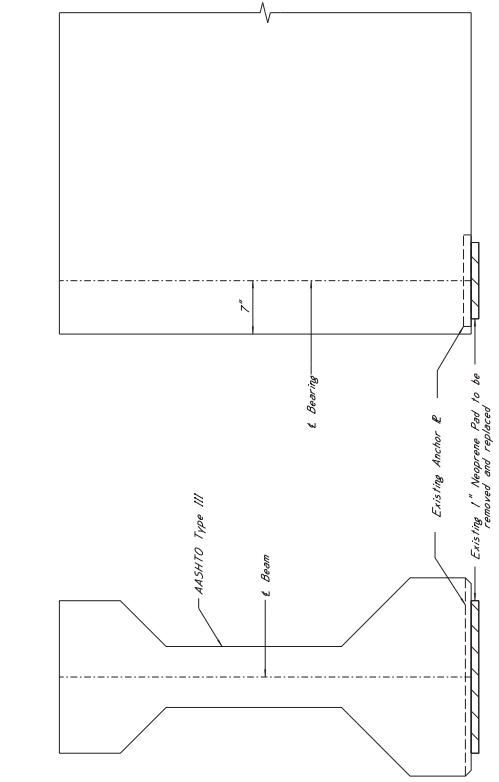
- Certification for all welders
- Welding procedures
- Procedure for storage and handling of welding electrodes, wires, and flux
- A flux recovery procedure if applicable

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

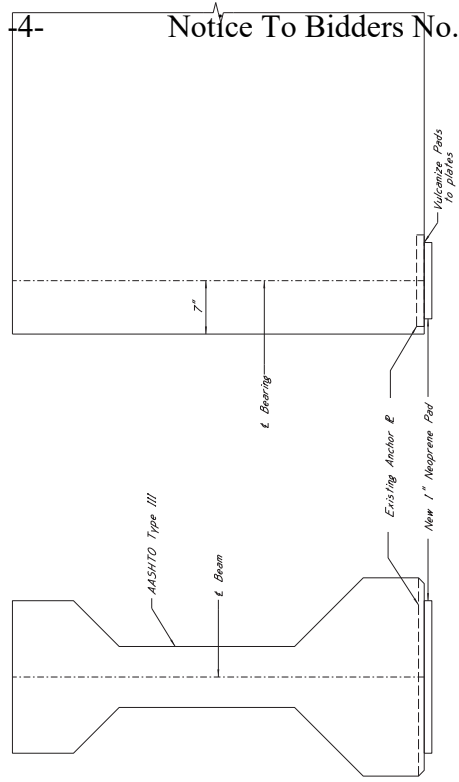
registered Professional Engineer knowledgeable in the field of bridge design. The submitted plans shall bear the seal of the Professional Engineer.

**Traffic Control Plan**

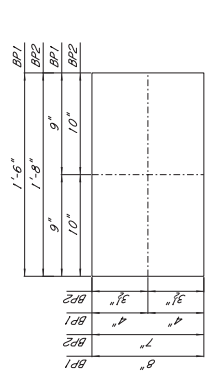
The Contractor shall erect and maintain construction signing and provide all signs and traffic handling devices necessary to safely maintain traffic around or through the work areas in accordance with the Traffic Control Plan. Payment shall be included in the price bid for pay item 618-A001: Maintenance of Traffic.



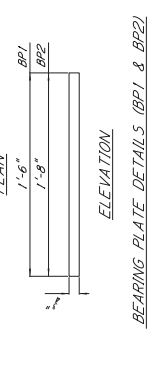
EXISTING NEOPRENE PAD DETAIL  
Existing Neoprene Pad at Beams 4L/4R & 5L/5R



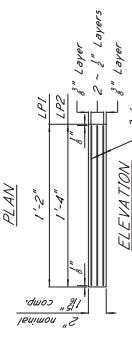
REPLACEMENT NEOPRENE PAD DETAIL  
Replacement Neoprene Pad at Beams 4L/4R & 5L/5R



BEARING PLATE DETAILS (BP1 & BP2)

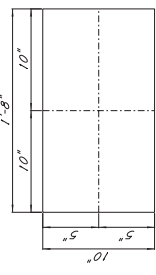


BEARING PLATE DETAILS (LP1 & LP2)

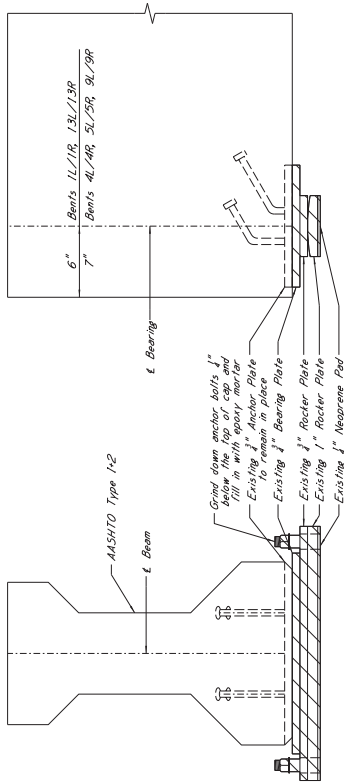


LAMINATED PAD DETAILS (LP1 & LP2)

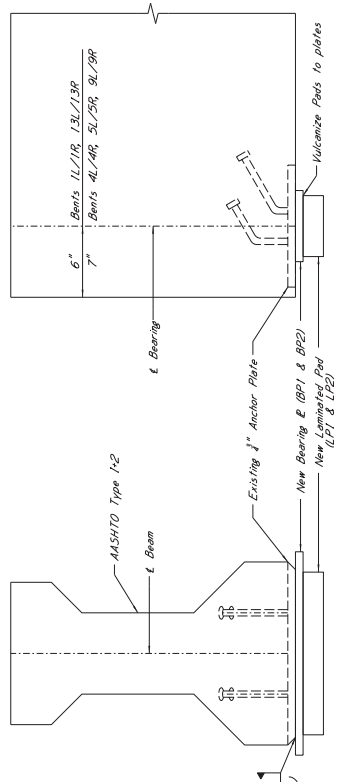
Testing acceptance procedure shall be in accordance with the specifications of the Specifications.  
Elastomer shall have a hardness of 60 and a modulus of 1.5 to 2.5 times that of the concrete.  
Shear modulus of 1.5 to 2.5 times that of the concrete.  
Bearing smooth and true to grade.



NEOPRENE PAD DETAILS (NP1)



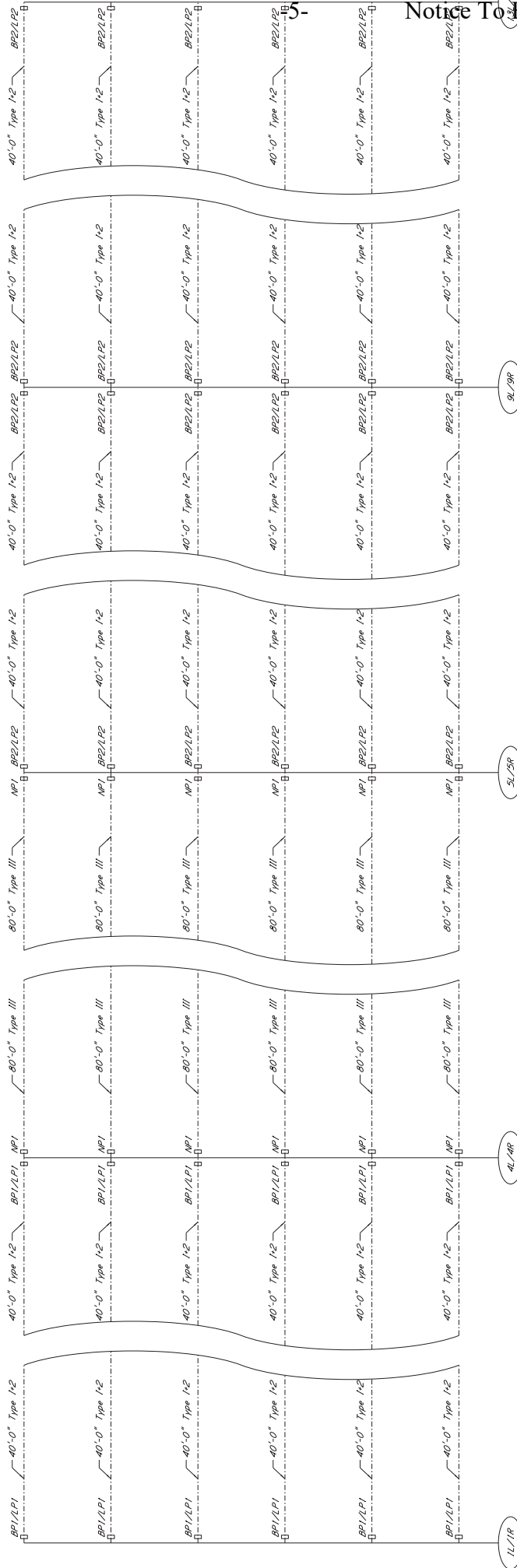
EXISTING BEARING ASSEMBLY DETAIL  
Existing Bearing Assembly at Beams 1L/1R, 4L/4R, 5L/5R, 9L/9R, 13L/13R



REPLACEMENT BEARING ASSEMBLY DETAIL  
Replacement Bearing & Laminated Pad at Beams 1L/1R, 4L/4R, 5L/5R, 9L/9R, 13L/13R

NOTE:  
In no case shall neoprene pads be field cut

13R



5-

BEARING PAD PLACEMENT DETAILS

Showing Laminated Pad, Bearing Pad, and Neoprene Pad placement only at replacement locations



# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SPECIAL PROVISION NO. 907-824-2**

**CODE: (SP)**

**DATE: 07/12/2022**

**SUBJECT: Routine Bridge Repair**

Section 907-824, Routine Bridge Repair, is hereby added to and made a part of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as follows.

## **SECTION 907-824 – ROUTINE BRIDGE REPAIR**

**907-824.01--Description.** This work shall consist of constructing and installing routine bridge repair items including General Epoxy Repair, Bi-directional or Uni-directional Fiber Reinforced Polymer (FRP) Wrap, Cap Cleaning, Bearing Replacements, Epoxy Injection, and Encapsulated Field Painting in accordance with the details on the plans, and the requirements set out herein.

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.

It shall be the responsibility of the Contractor to protect the existing structure 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 crossing below the structure. All debris, including any material that has accumulated on the bridge deck or caps, shall become the property of the Contractor and shall be removed from the construction site and disposed of properly.

For additional information and details, see work related items below and on the standard drawings. At the Contractor's request, Bridge Division will provide a complete set of As-Built plans for the existing bridge.

### **907-824.02--Materials.**

**907-824.02.1--General Epoxy Repair.** Materials for general epoxy repair shall be as follows.

Epoxy Resin. Resin shall be selected from the MDOT Approved Products List and meet the requirements of ASTM C881, Type I, Grade 2, Class C.

Silica Sand. The materials shall be bagged general purpose cleaning sand.

Epoxy Mortar Mix. The epoxy mortar mix shall consist of part liquid epoxy and part clean dry sand mixed in the ratio recommended by the Manufacturer.

**907-824.02.2--FRP Wrap.** FRP wrap shall be one of the following products, or an approved equal, and shall be applied according to the Manufacturer's recommendations:

- "FRP Wrap" as manufactured by Fyfe Co. LLC, [www.aegion.com/about/our-brands/fyfe](http://www.aegion.com/about/our-brands/fyfe)
- "FRP Wrap" as manufactured by BASF Building Systems LLC, [www.master-builders-solutions.basf.us](http://www.master-builders-solutions.basf.us)
- "FRP Wrap" as manufactured by Sikawrap Inc. [www.usa.sika.com](http://www.usa.sika.com)
- "FRP Wrap" as manufactured by MAPEI Corp., [www.mapei.com/us/en-us/](http://www.mapei.com/us/en-us/)

**907-824.03--Construction Requirements.**

**907-824.03.1--General Epoxy Repair.** Epoxy repair under this pay item is for general concrete spall repairs, and shall be bid such that the item may be increased, decreased or eliminated as directed by the Project Engineer. All epoxy repairs shall be performed in accordance with the details shown on the Drawings and in accordance with the notes herein. Repair concrete spalled areas on the bridge as directed by the Project Engineer and the locations listed in the plans using epoxy mortar. The Contractor shall determine the depth of reinforcement prior to any saw cutting. Spalled areas where pack rust has developed around or on reinforcement shall be blasted clean prior to repairing the spalled location. All areas of the bridge repaired with epoxy mortar shall be restored to the original dimensions as shown in the information plans, unless noted otherwise.

A Representative of the epoxy manufacturer must be present for sufficient time to ensure that the Contractor is properly schooled in the use of the epoxy material.

Prior to placement of the mortar mix, the prepared surface shall be lightly primed with neat epoxy.

Acetone alcohol may be used to clean and lubricate trowels.

Curing time shall be in accordance with the Manufacturer's recommendations.

**907-824.03.2--FRP Wrap.** After all spalled locations on the bent caps, beams or piling are repaired, the repair locations on all bent caps shall be wrapped with FRP wrap in accordance with the notes below and the drawings.

FRP wrap shall be applied to bent caps, beams or piling as designated in the plans. FRP wrap shall be either bi-directional or uni-directional.

The Contractor shall furnish all submittals indicating the materials, tools, equipment, transportation, necessary storage, labor, installation plan and supervision required for the application of the composite or polymer system to the Director of Structures, State Bridge Engineer through the Project Engineer prior to construction. Products shall be stored according to the manufacturer's requirements and shall avoid contact with moisture, dust and chemical exposure. All FRP composite systems shall be proprietary systems consisting of all associated fiber reinforcement and polymer adhesives/resins. FRP composites consisting of fiber reinforcement and polymers provided by more than one manufacturer are not allowed. The FRP composite system shall utilize carbon fiber reinforcement as the primary fiber material (primary structural component). The FRP system shall be top coated with a coating approved by the FRP system supplier. The coating color shall be selected by the Project Engineer.

FRP wraps shall not be installed when the ambient temperature is below 40°F or above 130°F. In cold conditions, auxiliary heat may be applied to raise the ambient temperature to a suitable level. Clean heat sources shall be utilized for this purpose (e.g., electric or propane) that do not contaminate the substrate with carbonation.

FRP wraps shall not be installed when surface moisture is present on the substrate or when rainfall or condensation is anticipated in the work areas. If water leakage exists through cracks or concrete joints, water flow shall be stopped prior to FRP installation. Resins (including primers and fillers) shall be mixed according to the FRP system manufacturer's installation instructions. All resin components shall be at a proper temperature and mixed in the manufacturer's prescribed mix ratio until there is a uniform and complete mixing of components.

Resin components are often contrasting colors, so full mixing is achieved when color streaks are eliminated. Resins should be mixed for the Manufacturer's prescribed mixing time and visually inspected for uniformity of color. A representative of the FRP wrap manufacturer must be present for sufficient time to assure that the Contractor is properly schooled in the installation of FRP wrap. Prior to installation of FRP wraps, the Contractor shall repair concrete spall areas in accordance with general epoxy repair notes herein and the details in the plans. The fibrous reinforcement system shall have a minimum tensile force as shown in the plan details. The direction of the fiber wrap shall be in the direction shown on the Contract Plans.

In addition to the Manufacturer's requirements, the Contractor shall ensure the structural and durability of the reinforced fiber wrap system by meeting the following acceptance guidelines:

Small delaminations, less than two inches (2") each, are permissible as long as the delaminated area is less than 5% of the total laminate area and there are no more than 10 such delamination per 10 feet.

Large delaminations, greater than 25 inches, can affect the performance of the installed system and shall be repaired by selectively cutting away the affected sheet and applying an overlapping sheet patch of equivalent piles. Delaminations less than 25 inches may be repaired by ply replacement.

The Contractor shall submit an FRP repair procedure to the Project Engineer for review and approval by the Director of Structures, State Bridge Engineer. This must be performed prior to repairing and delaminated areas.

**907-824.03.3--Cap Cleaning.** The caps at every bent shall be cleaned to the satisfaction of the Project Engineer after all other work has been done. All large debris shall be removed by hand while other debris, including but not limited to dirt and rust, shall be removed by pressure washing the bent caps. The pressure washer shall be able to maintain 3,500 psi of pressure. Prior to construction, the Contractor shall submit a proposed containment plan to the Project Engineer for approval by the Director of Structures, State Bridge Engineer.

**907-824.03.4--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 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 Standard Specifications. Painting of new steel plates and existing anchor plates shall not be measured for separate pay and all costs shall be included in the price bid for Bearing Replacement.

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.

**907-824.03.5--Epoxy Injection.** All cracks greater than 1/32" shall be injected with an approved epoxy resin adhesive of the gel type. Prior to injecting any cracks, the crack shall be cleaned with a high velocity filtered air jet.

A representative of the epoxy manufacturer shall be present for sufficient time to ensure that the Contractor is properly schooled in the use of the epoxy material. Epoxy resin adhesive shall be installed in strict accordance with the manufacturer recommendations. Curing time shall be in accordance with manufacturer's recommendations. After epoxy injection is complete, all injection ports shall be removed.

**907-824.03.6--Encapsulating Field Painting.** The Contractor should be aware that the existing paint on the steel structure may contain lead.

Prior to construction, the Contractor shall submit a Temporary Containment Plan for the removal of the existing paint and rust from the designated repair areas to the Project Engineer for approval by the Director of Structures, State Bridge Engineer. Also, the Contractor shall submit a Temporary Containment Plan for painting the designated repair areas.

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. Existing paint shall be roughened to ensure the new paint will adhere to the existing painted surface. All debris and paint removed from the existing structure shall become the property of the Contractor and shall be disposed of properly.

All exposed steel surfaces in the repair areas shall be painted with an encapsulating paint designed to encapsulate lead-based paints, and applied according to the manufacturer's recommendations. This will include but is not limited to: existing bearings, beams, and diaphragm assemblies, etc.

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 brush or roller.

**907-824.04--Method of Measurement.** Epoxy Repair, completed in accordance with the plans and specifications, will be measured per square foot. All items of work related to epoxy repair shall be included in the square foot unit price.

FRP Wrap, Bi-directional and Uni-directional, completed in accordance with the plans and specifications, will be measured per linear foot or square foot.

Cap Cleaning, completed in accordance with the plans and specifications, will be measured per each.

Bearing Replacements, completed in accordance with the plans and specifications, will be measured per each.

Epoxy injection, complete in accordance with the plans and specifications, will be measured by the linear foot.

Encapsulating Field Painting, complete in accordance with the plans and specifications, will be measured by the square foot.

**907-824.05--Basis of Payment.** Epoxy Repair, measured as prescribed above, will be paid for at the contract unit price per square foot, which price shall be full compensation for materials, labor, equipment, and incidentals necessary to complete the work.

FRP Wrap, Bi-directional and Uni-directional, measured as prescribed above, will be paid for at the contract unit price per linear foot or square foot, which price shall be full compensation for all labor, materials, surface preparation, and incidentals associated with the installation of FRP wraps, including epoxy mortar repairs, necessary to complete the work.

Cap Cleaning, measured as prescribed above, will be paid for at the contract unit price per each, which price shall be full compensation for all materials, labor, equipment and incidentals necessary to complete the work.

Bearing Replacements, measured as prescribed above, will be paid for at the contract unit price per each, which price shall be full compensation for all materials, labor, equipment and incidentals necessary to complete the work.

Epoxy Injection, measured as prescribed above, will be paid for at the contract unit price per linear foot, which price shall be full compensation for all materials, labor, equipment and incidentals necessary to complete the work.

Encapsulating Field Painting, measured as prescribed above, will be paid for at the contract unit price per square foot, which price shall be full compensation for all materials, labor, equipment, cleaning, and incidentals necessary to complete the work.

Payment will made under:

|   |                                  |
|---|----------------------------------|
| 907-824-A: General Epoxy Repair         | - per square foot                |
| 907-824-B: FRP Wrap, *                  | - per linear foot or square foot |
| 907-824-C: Cap Cleaning                 | - per each                       |
| 907-824-D: Bearing Replacements         | - per each                       |
| 907-824-E: Epoxy Injection              | - per linear foot                |
| 907-824-F: Encapsulating Field Painting | - per square foot                |

\* Indicate Bi-directional, Uni-directional, etc.

Bridge Preventive Maintenance on US 72 over Hatchie Creek (Bridge Nos. 48.2A & 48.2B), known as Federal Aid Project No. STBG-9999-01(394) / 108777301 in Alcorn County.

| Line No.            | Item Code    | Adj Code | Quantity | Units       | Description [Fixed Unit Price] |
|---------------------|--------------|----------|----------|-------------|--------------------------------|
| <b>Bridge Items</b> |              |          |          |             |                                |
| 0010                | 618-A001     |          | 1        | Lump Sum    | Maintenance of Traffic         |
| 0020                | 620-A001     |          | 1        | Lump Sum    | Mobilization                   |
| 0030                | 907-808-A003 | (S)      | 410      | Linear Feet | Joint Repair Without Epoxy     |
| 0040                | 907-823-A001 |          | 164      | Linear Feet | Preformed Joint Seal, Type I   |
| 0050                | 907-823-A002 |          | 246      | Linear Feet | Preformed Joint Seal, Type II  |
| 0060                | 907-823-B001 |          | 328      | Linear Feet | Saw Cut, Type I                |
| 0070                | 907-823-B002 |          | 492      | Linear Feet | Saw Cut, Type II               |
| 0080                | 907-824-A003 |          | 2        | Square Feet | General Epoxy Repair           |
| 0082                | 907-824-C001 |          | 26       | Each        | Cap Cleaning                   |
| 0090                | 907-824-D001 |          | 96       | Each        | Bearing Replacements           |



| NO.                                | WORK PHASE DESCRIPTION | LINE NUMBERS | JAN | FEB | MAR | APRIL | MAY | JUNE | JULY | AUGUST | SEPTEMBER | OCTOBER | NOV | DEC | JAN | FEB | MAR | APRIL | MAY | JUNE | JULY | AUGUST | SEPTEMBER | OCTOBER | NOV | DEC |  |
|------------------------------------|------------------------|--------------|-----|-----|-----|-------|-----|------|------|--------|-----------|---------|-----|-----|-----|-----|-----|-------|-----|------|------|--------|-----------|---------|-----|-----|--|
| 1                                  | Miscellaneous          | 10-20        | 0   |     |     |       |     |      |      |        | 110       |         |     |     |     |     |     |       |     |      |      |        |           |         |     |     |  |
| 2                                  | Bridge Repair          | 30-90        | 5   |     |     |       |     |      |      |        | 110       |         |     |     |     |     |     |       |     |      |      |        |           |         |     |     |  |
| LET:                               | January 25, 2023       |              |     |     |     |       |     |      |      |        |           |         |     |     |     |     |     |       |     |      |      |        |           |         |     |     |  |
| NOA:                               | February 14, 2023      |              |     |     |     |       |     |      |      |        |           |         |     |     |     |     |     |       |     |      |      |        |           |         |     |     |  |
| NTP/BCT:                           | March 16, 2023         |              |     |     |     |       |     |      |      |        |           |         |     |     |     |     |     |       |     |      |      |        |           |         |     |     |  |
| W.D.:                              | 110                    |              |     |     |     |       |     |      |      |        |           |         |     |     |     |     |     |       |     |      |      |        |           |         |     |     |  |
| MONTH                              |                        |              | JAN | FEB | MAR | APRIL | MAY | JUNE | JULY | AUGUST | SEPTEMBER | OCTOBER | NOV | DEC | JAN | FEB | MAR | APRIL | MAY | JUNE | JULY | AUGUST | SEPTEMBER | OCTOBER | NOV | DEC |  |
| ANTICIPATED WORKING DAYS PER MONTH |                        |              | 6   | 7   | 11  | 15    | 19  | 20   | 21   | 21     | 20        | 16      | 11  | 5   | 6   | 7   | 11  | 15    | 19  | 20   | 21   | 20     | 16        | 11      | 5   | 6   |  |
| <b>172</b>                         |                        |              |     |     |     |       |     |      |      |        |           |         |     |     |     |     |     |       |     |      |      |        |           |         |     |     |  |
| WORKING DAYS PER YEAR              |                        |              |     |     |     |       |     |      |      |        |           |         |     |     |     |     |     |       |     |      |      |        |           |         |     |     |  |

**NOTE: THE ANTICIPATED WORKING DAYS SHOWN ON THIS SCHEDULE ARE FOR INFORMATIONAL PURPOSES ONLY. THE ACTUAL WORKING DAY TOTAL AS ASSESSED BY THE PROJECT ENGINEER ON FORM CSD-765 SHALL GOVERN.**