

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

| SPECIAL PROVISION NO. 907-618-11

CODE: (SP)

| DATE: 12/03/2013

**SUBJECT: Construction and Removal of Detour**

Section 618, Maintenance of Traffic and Traffic Control Plan, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

**907-618.01--Description.** After Subsection 618.01.2 on page 413, add the following:

**907-618.01.3--Lump Sum Detour.**

**907-618.01.3.1--General.** When specified on the plans, the Contractor will construct, maintain and remove all detour roads and bridges as indicated in the plans and contract documents. This work shall consist of the design, furnishing of materials, construction, maintenance and removal of detour roads and bridges as described herein.

The plans will indicate the required opening size for the bridge, traffic data, horizontal alignment, finish grade and typical section.

The final riding surface of the detour road shall be asphalt pavement.

Limits of the lump sum detour shall be all work right of the right edge of pavement, or left of the left edge of pavement as applicable, necessary to construct the detour.

Temporary erosion control items, signing and striping items will not be included in the cost of the lump sum detour. These items will be paid for under appropriate pay items. However, the grassing associated with the detour will be included in the cost of the detour. Prior to opening the detour road to traffic, areas adjacent to the detour shall be grassed.

**907-618.01.3.2--Design and Documentation.** The Contractor will be responsible for the design of the detour bridge(s) and the pavement structure design. The Contractor has the option to select any type of embankment material they choose. The pavement structure shall be designed based on the selected type of embankment.

Prior to beginning any work on the detour, the Contractor shall provide the Project Engineer with a Project Management Plan which will include design drawings, calculations and other necessary supporting data used in the design of the detour. The purpose of the Contractor's Project Management Plan is to provide sufficient information to adequately inform the Department of proposed project activities. The design data shall address all items of work and materials incorporated in the detour. No official approval of the Project Management Plan will be given by MDOT. The design information is for informational purposes only. The design shall be

prepared, stamped or sealed by a Professional Engineer registered in the State of Mississippi proficient in roadway and bridge design.

The plan shall include but not be limited to a complete set of detour bridge design drawings with calculations, minimum geometric and loading requirements, and all other requirements shown on detour bridge sheets in the plans. **Where the plan shows Load and Resistance Factor Design (LRFD) design methodology Dynamic Pile Driving Analysis with signal matching (PDA) shall be performed by the Contractor for the test piles specified in the plan.** It shall also include embankment design and test data, base and pavement design and test data, proposed asphalt Job Mix Formula (JMF), the method of developing the JMF, all JMF testing, a list of materials and their test properties, a quality control plan and construction plan that includes lift thicknesses. The proposed job mix formula (JMF) shall be signed by a Certified Mixture Design Technician (CMDT).

Prior to opening the detour to traffic, the Contractor shall provide the Department with copies of records for all quality control testing of mixture properties and all roadway embankment, gravel and asphalt density tests conducted during the construction of the detour. A certification shall also be provided stating that the testing records are true and accurate.

After construction of the detour bridge and prior to opening it to the traveling public, the Contractor shall furnish the Engineer with a written certification from the Registered Professional Design Engineer that the bridge has been built in accordance with the Design Plans.

**907-618.01.3.3--Detour Bridge Piling.** Detour bridge piling shall be installed in accordance with the details of the detour bridge design and resulting data from the test piles.

The Contractor shall install out-of-place test piles **in accordance the requirements shown on the bridge detour plan sheets.** The length of the test piles shall be determined by Contractor. Should a test pile be of insufficient length and the length cannot be extended, a new test pile will be driven. In this case, no additional payment will be made for driving an additional test pile, or extending a test pile.

**907-618.04--Method of Measurement.** After the third paragraph of Subsection 618.04 on page 417, delete the remainder of the subsection and substitute the following:

Construction and removal of detour, including detour road and bridge, will be measured as a lump sum quantity, consisting of furnishing all labor and materials, construction, repair and replacement of each detour as deemed necessary during the life of the project.

Temporary erosion control items, signing, striping items and piling items will not be included in the cost of the lump sum detour. These items will be paid for under appropriate pay items.

Detour bridge piling, exclusive of those measured as test piles, will be measured by the linear foot. No measurement for payment will be made for cut-off of a detour bridge piling.

Detour bridge PDA test pile will be measured as a lump sum quantity. Piles measured as test piles will not be included in the measurement of pay length for detour bridge piling. No measurement for payment will be made for cut-off of a detour bridge test pile.

After the permanent bridge is opened to traffic, the detour road and bridge shall be removed. If embankment material used in the construction of the detour road(s) is used to construct the final roadway section, no separate payment will be made for the material. All Contractor furnished material shall remain the property of the Contractor and shall be removed from the site unless otherwise approved by the Engineer.

Percentages for construction and removal of each detour will be applied as follows:

Construction of Detour .....	80%
Removal of Detour.....	20%

Each month the Engineer will estimate the percentage of construction and removal of each detour and apply the percentage as indicated herein to the Contractor's monthly estimate.

**907-618.05--Basis of Payment.** Delete the fourth paragraph of Subsection 618.05 on page 418 and substitute the following:

Construction and removal of detour, measured as provided above, will be paid for at the contract lump sum bid price bid, which price shall be full compensation for furnishing all labor and materials, design, construction, repair, replacement and removal when ordered by the Engineer.

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

Detour Bridge PDA Test Pile, measured as prescribed above, will be paid for at the contract lump sum price, which price shall be full compensation for furnishing all labor, materials, equipment, and incidentals necessary to complete the work.

After the last pay item listed on page 418, add the following:

- 907-618-D: Construction and Removal of Detour - lump sum
- 907-618-E: Detour Bridge Piling - per linear foot
- 907-618-F: Detour Bridge PDA Test Pile - lump sum