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.	**1**	DATED	**2/17/2022**	ADDENDUM NO.		DATED	
ADDENDUM NO		DATED		ADDENDUM NO.		DATED	
ADDENDUM NO		DATED		ADDENDUM NO.		DATED	

Number	Description
1	Revised Table of Contents; Revised NTB No. 3775; Added Notice to Bidder Nos. 3713, & 4061; Added S.P No. 907-207-2; Revised Bid Items; Revised Progress Schedule; Revised Plan Sheet Nos. 8001, 8032, 8043, 8051, 8059, 8097, 8098 & 8099; Amendment EBSx Download Required.

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

Respectfully Submitted,

DATE _____

_____
Contractor

BY _____
Signature

TITLE _____

ADDRESS _____

CITY, STATE, ZIP _____

PHONE _____

FAX _____

E-MAIL _____

(To be filled in if a corporation)

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

_____
President Address

_____
Secretary Address

_____
Treasurer Address

The following is my (our) itemized proposal.

STP-0050-01(034)/ 106984301000

Calhoun County(ies)

Revised 01/26/2016

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
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Progress Schedule

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

02/17/2022 03:47 PM

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3775 **CODE: (SP)**

DATE: **11/9/2021**

SUBJECT: **Contract Time**

PROJECT: **STP-0050-01(034) / 106984301- Calhoun County**

The completion of work to be performed by the Contractor for this project will not be a specified date but shall be when all allowable working days are assessed, or any extension thereto as provided in Subsection 108.06. It is anticipated that the Notice of Award will be issued no later than ***March 8, 2022*** and the date for Notice to Proceed / Beginning of Contract Time will be ***May 9, 2022***.

Should the Contractor request a Notice to Proceed earlier than ***May 9, 2022*** and it is agreeable with the Department for an early Notice to Proceed, the requested date will become the new Notice to Proceed date. Regardless of whether or not an early Notice to Proceed is granted, contract time will start at the original Notice to Proceed date.

All requests for an early Notice to Proceed shall be sent to the Project Engineer who will forward it to the Contract Administration Division.

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

Contract Time was calculated with the assumption that Shop Drawing Submittals and Fabrication will begin upon Notice of Award

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3713 **CODE: (SP)**

DATE: 11/02/2021

SUBJECT: Fabrication Schedule

Bidders are hereby advised that on projects with structural steel girders, disc bearings, steel finger joints, overhead sign trusses, and modular joints, fabricators shall provide in writing a fabrication schedule no later than the preconstruction conference.

The schedule should include, but is not limited, to the following:

- Location where material will be fabricated (including coating locations)
- Project fabrication duration (including coatings)
- Project shipping durations
- Any projected breaks in the fabrication schedule
- Projected work schedule (days per week, hours per shift, shifts per day)
- The name and address of subcontractors involved in the fabrication
- The number of fabricated items

Steel fabrication shall not commence until MDOT has made contract with a steel fabrication inspection firm, all submittals are reviewed and stamped, a prefabrication meeting has been held, and MDOT's fabrication inspection firm is on site.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 4061 **CODE: (SP)**

DATE: **2/17/2022**

SUBJECT: **Pay Item Correction**

PROJECT: **STP-0050-01(034) / 106984301 – Calhoun County**

Bidders are hereby advised that the Summary of Quantities sheets in the Plans do not include pay item no. 907-207-A001, Settlement Plate. This is in error. A quantity of **12 EA** for this pay item has been added to the bid items.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-207-2 **CODE: (SP)**

DATE: 03/25/2019

SUBJECT: Settlement Plate

Section 907-207, Settlement Plate, is added to and becomes a part of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as follows.

907-207.02--Materials. Delete the paragraph in Subsection 207.02 on page 123, and substitute the following.

The required material lengths and quantities are the responsibility of the Contractor based on the embankment total height, plus surcharge height, if required, plus stick-up. The settlement plate assembly details and materials shall be as shown in Figure 1. Actual quantities will vary based on site conditions at the time of placement. The Contractor shall be responsible for verification of ground line at the time of construction and adjustment of quantities, as needed.

After Subsection 207.02.3 on page 123, add the following figure.

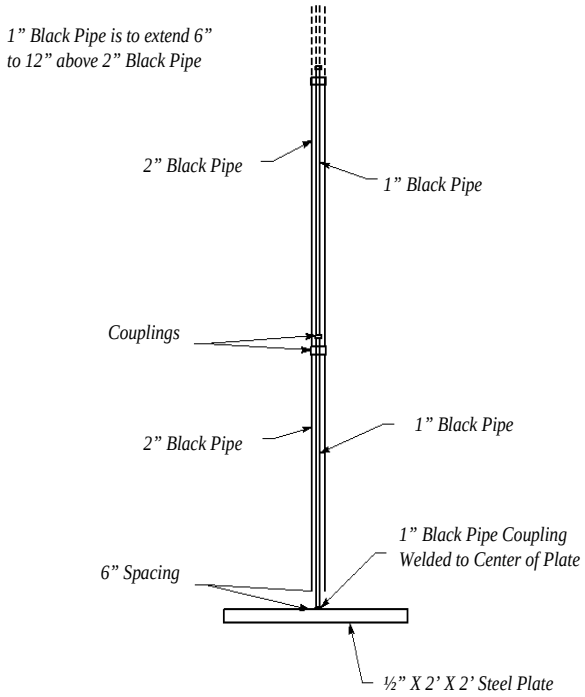


Figure 1. Settlement Plate Assembly Detail

907-207.03--Construction Requirements.

907-207.03.2--Monitoring. Delete the paragraph in Subsection 207.03.2 on page 124, and substitute the following.

Monitoring of the settlement plate(s) will be done weekly commencing immediately after each settlement plate is set and shall continue until a 180- day waiting period is completed. The 180-day waiting period does not begin until the embankment and, if applicable, the surcharge construction is complete. The settlement plate(s) elevation shall be surveyed weekly and recorded to the nearest hundredth of a foot (0.01'). The data shall be recorded on a Department furnished settlement plate excel data sheet(s). The data sheet can be downloaded at www.GoMDOT.com under Construction Division Forms. A sample of the data sheet is attached. An electronic data shall be reported weekly to the Project Engineer for review. The data from the settlement plate(s) shall be forward to the Geotechnical Engineer, with copies to the Project Engineer, every 30 days for evaluation. Monitoring shall be performed from an established survey location outside the limits of anticipated settlement.

907-207.04--Method of Measurement. Delete the paragraph in Subsection 207.04 on page 124, and substitute the following.

Settlement plate will be measured per each. No separate payment will be made for maintaining, monitoring or reporting the settlement plate(s) data for the 180-day waiting period. Cost associated with maintaining, monitoring, surveying, and reporting settlement plate(s) data shall be included in the cost of the settlement plate.

907-207.05--Basis of Payment. Delete the pay item listed on page 124, and substitute the following.

907-207-A: Settlement Plate - per each

SETTLEMENT PLATE DATA

Notes:
Input Fields
White fields are Calculated

COUNTY WARREN
ROUTE I-20
PLATE NO. 1
STATION 4+89
PROJECT NO. 100500/301000 CON
LAT 32.12345
LONG -90.12345
OFFSET Centerline
LOCATION West Approach

Settlement Plate Installation Date 1/18/17
Elevation of Plate at Time of Installation 112.91 feet
Elevation of Top Inner Rod (Riser) at Time of Installation 118.04 feet

Existing Ground Elevation at Plate Location 112.91 feet
Plan Embankment Elevation 117.22 feet Date Achieved 1/21/17
Plan Surcharge Elevation (if applicable) 122.22 feet Date Achieved

A	B	C	D	E	F	G	H	I	J	
Date of Reading	Fill Elevation Adjacent to Riser (feet)	Fill Height Adjacent to Riser (feet)	Length of Riser Added Today (feet)	Cumulative Length of Riser (feet)	Elevation At Top of Riser (feet)	Today's Plate Elevation (feet)	Settlement This Period (feet)	Cumulative Measured Settlement (feet)	Cumulative Measured Settlement (inches)	Remarks
1/18/2017	112.91	0	5.10	5.1	118.04	112.94	0.00	0.00	0.00	Initial Installation
1/21/2017	117.34	4.43	0.00	5.1	118.03	112.93	0.01	0.01	0.12	
1/25/2017	117.84	4.93	0.00	5.1	118.01	112.91	0.02	0.03	0.36	
1/31/2017	117.84	4.93	0.00	5.1	118.01	112.91	0.00	0.03	0.36	
2/7/2017	117.84	4.93	0.00	5.1	118.01	112.91	0.00	0.03	0.36	
2/14/2017	117.84	4.93	0.00	5.1	117.99	112.89	0.02	0.05	0.60	
2/21/2017	117.84	4.93	0.00	5.1	117.98	112.88	0.01	0.06	0.72	
2/29/2017	117.84	4.93	0.00	5.1	117.98	112.88	0.00	0.06	0.72	
3/6/2017	117.84	4.93	0.00	5.1	117.98	112.88	0.00	0.06	0.72	
3/13/2017	117.84	4.93	0.00	5.1	117.98	112.88	0.00	0.06	0.72	
3/19/2017	117.84	4.93	0.00	5.1	117.98	112.88	0.00	0.06	0.72	

Bridge Replacements on SR 9 (Bridge Nos. 35.5, 40.7, 40.9 & 41.2), known as Federal Aid Project No. STP-0050-01(034) / 106984301 in Calhoun County.

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
			Roadway Items		
0010	201-A001		1	Lump Sum	Clearing and Grubbing
0020	201-B001		1	Acre	Clearing and Grubbing
0030	202-A001		1	Lump Sum	Removal of Obstructions
0040	202-B007		11,211	Square Yard	Removal of Asphalt Pavement, All Depths
0050	202-B018		2	Each	Removal of Box Culvert
0060	202-B069		7,522	Square Yard	Removal of Concrete Pavement w/ Variable Depth Overlay
0070	202-B150		2,259	Linear Feet	Removal of Guard Rail Including Post, Blockouts & Hardware
0080	202-B191		208	Linear Feet	Removal of Pipe, 8" And Above
0090	203-A001	(E)	25,776	Cubic Yard	Unclassified Excavation, FM, AH
0100	203-EX020	(E)	148,359	Cubic Yard	Borrow Excavation, AH, FME, Class B9
0110	203-G001	(E)	52,853	Cubic Yard	Excess Excavation, FM, AH
0120	206-A001	(S)	3,438	Cubic Yard	Structure Excavation
0130	206-B001	(E)	402	Cubic Yard	Select Material for Undercuts, Contractor Furnished, FM
0140	209-A005		16,105	Square Yard	Geotextile Stabilization, Type V, Non-Woven
0150	211-B001	(E)	7,235	Cubic Yard	Topsoil for Slope Treatment, Contractor Furnished
0160	213-C001		10	Ton	Superphosphate
0170	216-A001		301	Square Yard	Solid Sodding
0180	217-A001		225	Square Yard	Ditch Liner
0190	219-A001		7	Thousand Gallon	Watering [$20.00]
0200	220-A001		9	Acre	Insect Pest Control [$30.00]
0210	221-A001	(S)	42	Cubic Yard	Concrete Paved Ditch
0220	223-A001		36	Acre	Mowing [$50.00]
0230	225-A001		18	Acre	Grassing
0240	225-B001		12	Ton	Agricultural Limestone
0250	225-C001		34	Ton	Mulch, Vegetative Mulch
0260	226-A001		18	Acre	Temporary Grassing
0270	234-A001		4,450	Linear Feet	Temporary Silt Fence
0280	234-C001		5,170	Linear Feet	Super Silt Fence
0290	234-F001		400	Linear Feet	Turbidity Barrier
0300	235-A001		182	Each	Temporary Erosion Checks
0310	237-A002		520	Linear Feet	Wattles, 20"
0320	239-A001		280	Linear Feet	Temporary Slope Drains
0330	245-A001		520	Linear Feet	Silt Dike

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
0340	246-B002		520	Linear Feet	Rockbags
0350	247-A001		2	Each	Temporary Stream Diversion
0360	249-A001		50	Ton	Riprap for Erosion Control
0370	249-B001		30	Cubic Yard	Remove and Reset Riprap
0380	304-B002	(GT)	14,150	Ton	Granular Material, Class 3, Group D
0390	403-A002	(BA1)	2,421	Ton	12.5-mm, MT, Asphalt Pavement
0400	403-A003	(BA1)	905	Ton	12.5-mm, ST, Asphalt Pavement
0410	403-A005	(BA1)	2,473	Ton	19-mm, MT, Asphalt Pavement
0420	403-A006	(BA1)	1,163	Ton	19-mm, ST, Asphalt Pavement
0430	403-A014	(BA1)	1,496	Ton	9.5-mm, MT, Asphalt Pavement
0440	403-A015	(BA1)	737	Ton	9.5-mm, ST, Asphalt Pavement
0450	403-B002	(BA1)	520	Ton	12.5-mm, MT, Asphalt Pavement, Leveling
0460	403-C003	(BA1)	23	Ton	19-mm, ST, Asphalt Pavement, Trench Widening
0470	406-D001		7,602	Square Yard	Fine Milling of Bituminous Pavement, All Depths
0480	407-A001	(A2)	3,930	Gallon	Asphalt for Tack Coat
0490	408-A002	(A3)	1,875	Gallon	Asphalt for Prime Coat, Cut-Back MC-70 or Emulsified EA-1
0500	413-E001		336	Linear Feet	Sawing and Sealing Transverse Joints in Asphalt Pavement
0510	423-A001		3	Mile	Rumble Strips, Ground In
0520	501-K001		113	Square Yard	Transverse Grooving
0530	502-A001	(C)	774	Square Yard	Reinforced Cement Concrete Bridge End Pavement
0540	503-C010		1,556	Linear Feet	Saw Cut, Full Depth
0550	601-A001	(S)	467	Cubic Yard	Class "B" Structural Concrete
0560	602-A001	(S)	219,736	Pounds	Reinforcing Steel
0570	603-ALT003	(S)	192	Linear Feet	18" Type A Alternate Pipe
0580	603-ALT006	(S)	64	Linear Feet	24" Type A Alternate Pipe
0590	603-CA011	(S)	144	Linear Feet	18" Reinforced Concrete Pipe, Class III
0600	605-AA001	(S)	251	Square Yard	Geotextile for Subsurface Drainage, Type III
0610	605-O002	(S)	359	Linear Feet	4" Perforated Sewer Pipe for Underdrains, SDR 23.5
0620	605-P002	(S)	132	Linear Feet	4" Non-perforated Sewer Pipe for Underdrains, SDR 23.5
0630	605-W001	(GY)	17	Cubic Yard	Filter Material for Combination Storm Drain and/or Underdrains,Type A, FM
0640	606-B001		1,013	Linear Feet	Guard Rail, Class A, Type 1
0650	606-D022		15	Each	Guard Rail, Bridge End Section, Type I
0660	606-E005		15	Each	Guard Rail, Terminal End Section, Flared

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
0670	609-D004	(S)	181	Linear Feet	Combination Concrete Curb and Gutter Type 2 Modified
0680	612-B001		10	Cubic Yard	Flowable Fill, Non-Excavatable
0690	615-A024	(S)	160	Linear Feet	Concrete Bridge End Barrier, 37.5"
0700	617-A001		24	Each	Right-of-Way Marker
0710	618-A001		1	Lump Sum	Maintenance of Traffic
0720	618-C001		1	Lump Sum	Construction and Removal of Detour Bridge
0730	618-E001		2,260	Linear Feet	Detour Bridge Piling
0740	618-F001		1	Lump Sum	Detour Bridge PDA Test Pile
0750	619-A1002		26,850	Linear Feet	Temporary Traffic Stripe, Continuous White
0760	619-A1010		2,946	Linear Feet	Temporary Traffic Stripe, Continuous White, Type 2 Tape
0770	619-A2002		28,020	Linear Feet	Temporary Traffic Stripe, Continuous Yellow
0780	619-A2010		2,946	Linear Feet	Temporary Traffic Stripe, Continuous Yellow, Type 2 Tape
0790	619-A5001		992	Linear Feet	Temporary Traffic Stripe, Detail
0800	619-A6004		404	Linear Feet	Temporary Traffic Stripe, Legend, Paint
0810	619-C7001		143	Each	Two-Way Yellow Reflective High Performance Raised Marker
0820	619-D1001		133	Square Feet	Standard Roadside Construction Signs, Less than 10 Square Feet
0830	619-D2001		782	Square Feet	Standard Roadside Construction Signs, 10 Square Feet or More
0840	619-F3001		8	Each	Delineators, Guard Rail, White
0850	619-G4001		24	Linear Feet	Barricades, Type III, Double Faced
0860	619-G4005		276	Linear Feet	Barricades, Type III, Single Faced
0870	619-G5001		174	Each	Free Standing Plastic Drums
0880	619-G7001		17	Each	Warning Lights, Type "B"
0890	619-G8001		29	Each	Warning Lights, Type "C"
0900	619-K2001		4	Each	Installation and Removal of Guard Rail, Bridge End Section
0910	619-K4001		4	Each	Installation and Removal of Guardrail, Terminal End Section
0920	620-A001		1	Lump Sum	Mobilization
0930	626-C001		16,136	Linear Feet	6" Thermoplastic Double Drop Edge Stripe, Continuous White
0940	626-E002		16,721	Linear Feet	6" Thermoplastic Double Drop Traffic Stripe, Continuous Yellow
0950	626-G004		764	Linear Feet	Thermoplastic Double Drop Detail Stripe, White
0960	626-H002		202	Linear Feet	Thermoplastic Double Drop Legend, White
0970	627-K001		49	Each	Red-Clear Reflective High Performance Raised Markers
0980	627-L001		180	Each	Two-Way Yellow Reflective High Performance Raised Markers
0990	629-A005		1	Each	Vehicular Impact Attenuator, 70 MPH
1000	630-A001		10	Square Feet	Standard Roadside Signs, Sheet Aluminum, 0.080" Thickness

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
1010	630-A003		81	Square Feet	Standard Roadside Signs, Sheet Aluminum, 0.125" Thickness
1020	630-A005		17	Square Feet	Standard Roadside Signs, Sheet Aluminum, 0.1" Thickness
1030	630-B002		28	Square Feet	Interstate Directional Signs, Bolted Extruded Aluminum Panels, Ground Mounted
1040	630-C001		275	Linear Feet	Square Tube Posts, 4.0 lb/ft
1050	630-E005		12	Pounds	Structural Steel Angles & Bars, Aluminum Unistrut
1060	630-F006		73	Each	Delineators, Guard Rail, White
1070	630-G003		12	Each	Type 3 Object Markers, OM-3L, Post Mounted
1080	630-G007		12	Each	Type 3 Object Markers, OM-3R, Post Mounted
1090	699-A001		1	Lump Sum	Roadway Construction Stakes
1100	815-A007	(S)	3,323	Ton	Loose Riprap, Size 300
1110	815-E001	(S)	4,103	Square Yard	Geotextile under Riprap
1120	815-F002	(S)	50	Ton	Sediment Control Stone
1122	907-207-A001		12	Each	Settlement Plate
1130	907-234-A001		4,450	Linear Feet	Temporary Silt Fence
1140	907-234-C001		5,170	Linear Feet	Super Silt Fence
1150	907-252-A001		500	Linear Feet	Sediment Retention Barrier
1160	907-630-O004		1	Each	Remove and Reset Sign, All Sizes
1170	907-804-B001	(S)	629	Cubic Yard	Box Bridge Concrete, Class B
1180	907-906001		1,040	Hours	Trainees [$5.00]
			ALTERNATE GROUP AA NUMBER 1		
1190	304-F001	(GT)	9,900	Ton	3/4" and Down Crushed Stone Base
			ALTERNATE GROUP AA NUMBER 2		
1200	304-F002	(GT)	9,900	Ton	Size 610 Crushed Stone Base
			ALTERNATE GROUP AA NUMBER 3		
1210	304-F003	(GT)	9,900	Ton	Size 825B Crushed Stone Base
			ALTERNATE GROUP BB NUMBER 1		
1220	605-W002	(GY)	310	Cubic Yard	Filter Material for Combination Storm Drain and/or Underdrains,Type B, FM
			ALTERNATE GROUP BB NUMBER 2		
1230	605-W003	(GY)	310	Cubic Yard	Filter Material for Combination Storm Drain and/or Underdrains,Type C, FM
			Bridge Items		
1240	501-K001		7,442	Square Yard	Transverse Grooving
1250	803-D007	(S)	8,615	Linear Feet	HP 14 x 89 Steel Piling
1260	803-K008	(S)	750	Linear Feet	Drilled Shaft, 60" Diameter
1270	803-L004	(S)	1	Each	Test Shaft, 60" Diameter

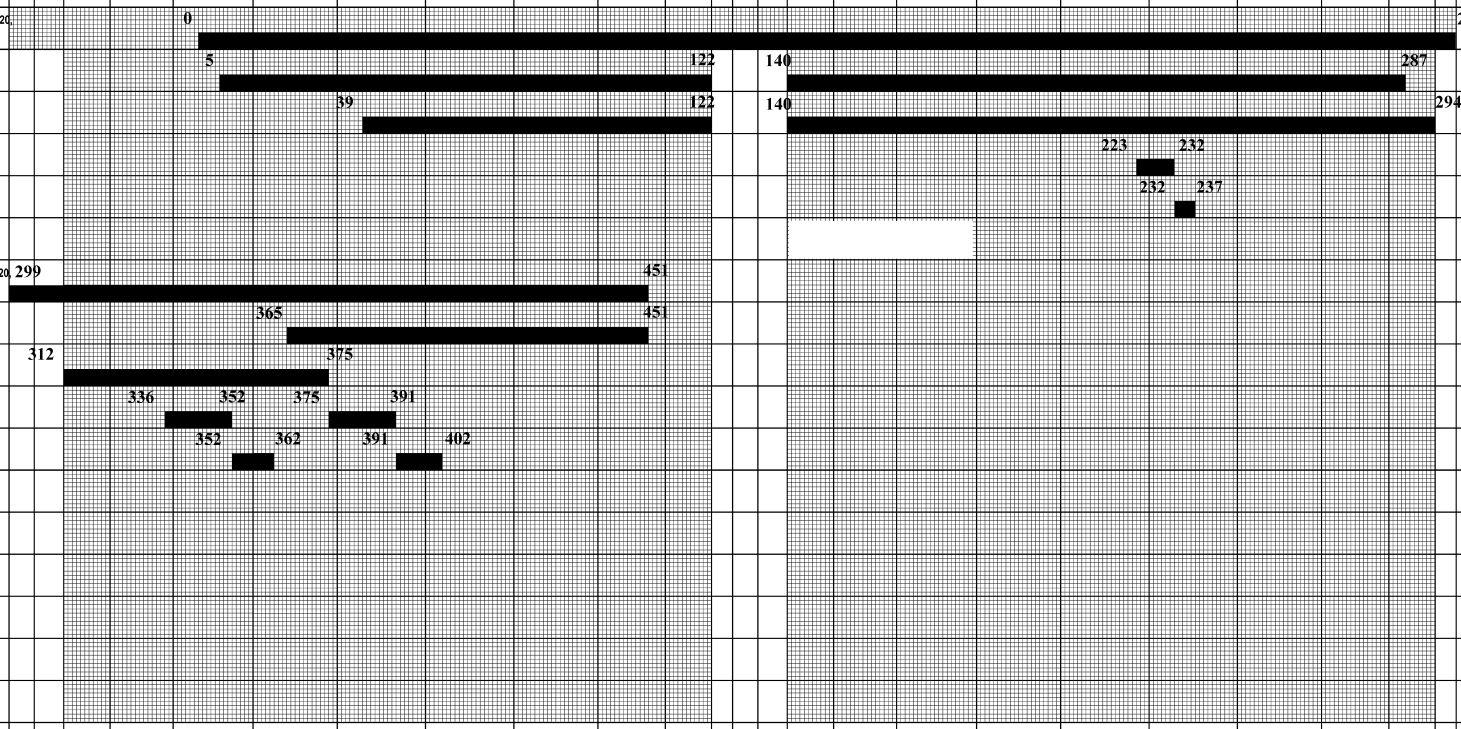
Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
1280	803-M007	(S)	124	Linear Feet	Trial Shaft, 60" Diameter
1290	803-N001	(S)	180	Linear Feet	Exploration
1300	803-O020	(S)	270	Linear Feet	Temporary Casing, 60" Diameter
1310	804-C188	(S)	1,431	Linear Feet	80' Prestressed Concrete Beam, Type FIB-36
1320	804-C192	(S)	4,179	Linear Feet	100' Prestressed Concrete Beam, Type FIB-36
1330	804-C196	(S)	2,093	Linear Feet	140' Prestressed Concrete Beam, Type FIB-63
1340	805-A001	(S)	628,562	Pounds	Reinforcement
1350	805-C001	(S)	12,365	Pounds	Reinforcement, Corrosion Resistant
1360	810-A007	(S)	807,376	Pounds	Structural Steel, A 709, Grade 50W
1370	811-D001	(S)	20	Each	Disc Bearing Device
1380	813-A004	(S)	3,517	Linear Feet	Concrete Railing, 36"
1390	815-A007	(S)	10,268	Ton	Loose Riprap, Size 300
1400	815-E001	(S)	7,607	Square Yard	Geotextile under Riprap
1410	907-803-B001	(S)	4	Each	Conventional Static Pile Load Test [$5,000.00]
1420	907-803-I003	(S)	5	Each	PDA Test Pile, HP Steel Pile
1430	907-803-I004	(S)	4	Each	PDA Test Pile, Steel Pipe Pile
1440	907-803-J001	(S)	9	Each	Pile Restrike
1450	907-803-PP003		3,815	Linear Feet	30" Steel Pipe Piling, Wall Thickness 0.500"
1460	907-804-A001	(S)	2,212	Cubic Yard	Bridge Concrete, Class BDX
1470	907-804-A002	(S)	656	Cubic Yard	Bridge Concrete, Class AA
1480	907-822-B003		91	Linear Feet	3" Reinforced Elastomeric Molded Rubber Expansion Joint

FORM CSD-612
Rev. 1 / 2015

YEAR 2022 PROGRESS SCHEDULE YEAR 2023

PROJECT NUMBER STP-0050-01(034) / 106984301
COUNTY Calhoun

WORK PHASE NO.	DESCRIPTION	LINE NUMBERS
1	Miscellaneous	10-80, 130-370, 500, 520-540, 640-920, 990-1120, 1130-1160, 1180
2	Excavation & Drainage	90-120, 550-630, 1122, 1170, 1220-1230
3	Bridges	1240-1480
4	Base & Paving	380-490, 1190-1210
5	Pavement Markings	510, 930-980
		YEAR: 2024
1	Miscellaneous	10-80, 130-370, 500, 520-540, 640-920, 990-1120, 1130-1160, 1180
2	Excavation & Drainage	90-120, 550-630, 1122, 1170, 1220-1230
3	Bridges	1240-1480
4	Base and Paving	380-490, 1190-1210
5	Pavement Markings	510, 930-980
	LET:	**February 23, 2022**
	NOA:	**March 8, 2022**
	NTP/BCT:	**May 9, 2022**
	W.D.:	**451**



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	172 WORKING DAYS PER YEAR
ANTICIPATED WORKING DAYS PER MONTH	6	7	11	15	19	20	21	21	20	16	11	5	6	7	11	15	19	20	21	21	20	16	11	5	

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.

STATE	PROJECT NO.
MISS.	STP-0050-01(034)

ADDENDUM

BRIDGE DIVISION		
DATE	SHEET NO.	BY
09-22-21	8002, 8003, 8006, 8007, 8009, 8018 8021, 8022, 8024, 8065, 8068, 8069 8071	JDM
02-08-22	8032, 8043	JDM
02-16-22	8001, 8032, 8051, 8059, 8097, 8098 8099	JDM

Michael Baker
INTERNATIONAL
RIDGELAND, MISSISSIPPI

JEFFREY DENNIS MCRAE — REGISTERED PROFESSIONAL — ENGINEER — 15153 — STATE OF MISSISSIPPI

DATE: 04/13/2021

DATE	REVISIONS	BY
02-16-22	NEW SHEETS ADDED	JDM

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAILED INDEX (BRIDGE)

FMS: 106984 / 301000
COUNTY: CALHOUN
PROJECT NUMBER: STP-0050-01(034)

DESIGNER Jeffrey McRae/Layton Breithaupt CHECKER Jeffrey McRae
DETAILER Roy Holmes ISSUE DATE

DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER - JUSTIN WALKER PE.
DEP. DIR. OF STRUCTURES, ASSIST. STATE BRIDGE ENGINEER - SCOTT WESTERFIELD PE.

WORKING NUMBER: DI-BR-1
SHEET NUMBER: 8001

ADDENDUM

STATE	PROJECT NO.
MISS.	STP-0050-01(034)

ESTIMATED QUANTITIES

Item / Location	Transverse Grooving S.Y.	Conventional Static Pile Load Test Each	HP14x89 Steel Piling L.F.	PDA Test Pile, HP Steel Pile Each	PDA Test Pile, Steel Pipe Pile Each	Pile Restrike Each	Drilled Shaft, 60" Diameter L.F.	Test Shaft, 60" Diameter Each	Trial Shaft, 60" Diameter L.F.	Exploration ** L.F.	Temporary Casing, 60" Diameter L.F.	30" Steel Pipe Piling, Wall Thickness 0.500" L.F.	Bridge Concrete, Class BDX C.Y.	Bridge Concrete, Class AA C.Y.	100' Prestressed Concrete Beam, Type FIB-36 L.F.	Reinforcement Lb.	Reinforcement, Corrosion Resistant Lb.	*Structural Steel A709 Grade 50W (2) Lb.	Disc Bearing Device Each	Concrete Railing, 36" L.F.	Loose Riprap, Size 300 Ton	Geotextile Under Riprap S.Y.	3" Reinf. Elastomeric Molded Rubber Expansion Joint L.F.
Spans	3078												901.87		1392.98	243,281	1,640	807,376	20	1385.27			91
End Bents			2315	2		2								107.21		16,234					4514.3	3344.0	
Int. Bents		1			1	1	750	1	124	180	270	480		199.18		27,428							
Totals	3078	1	2315	2	1	3	750	1	124	180	270	480	901.87	306.39	1392.98	286,943	1,640	807,376	20	1385.27	4514.3	3344.0	91

REQ. ULT. PILE BEARING CAPACITY AND TIP ELEVATION SCHEDULE

Bent No.	Pile Size	Required Ultimate Bearing (Tons)	Estimated Length (Ft.)	Minimum Tip Elevation	PDA Factor	Controlling Limit State
1	HP 14x89	139	70	221.1	0.65	Strength I
2	30" Steel Pipe	320	80	213.5	0.65	Strength I
6	HP 14x89	220	75	229.0	0.65	Strength I

REQ. ULT. SHAFT BEARING CAPACITY AND TIP ELEVATION SCHEDULE

Bent No.	Shaft Diameter (In.)	Required Ultimate Bearing (Tons)	Estimated Length (Ft.)	Tip Elevation	PDA Factor	Controlling Limit State
3	60	910	50	201.4	0.70	Strength I
4	60	1689	100	151.5	0.70	Strength I
5	60	1689	100	151.8	0.70	Strength I

(1)

PDA TEST PILE SCHEDULE

Bent No.	Min. Length (Ft.)	Tip Elevation
1	80	178.4
2	100	158.7
6	85	172.5

NOTE: Steel pipe test pile length includes an additional 10' of uncoated pile length above planned top of pile.

TRIAL SHAFT SCHEDULE

Station	Location	Shaft Diameter (In.)	Length (Ft.)	Tip Elevation
1247+70	℄ SR 9	60	124	126.0

For trial shaft details, see sheet no. C33.

TEST SHAFT SCHEDULE

Station	Location	Shaft Diameter (In.)	Length (Ft.)	Tip Elevation
1248+20	℄ SR 9	60	100	150.0

For test shaft details, see sheet no. C33.

(2)
* Itemized Structural Steel, A709, Grade 50W quantity is as follows:

Girders: 802,115 lb.
Scuppers: 4399 lb.
Rail Slide Plates: 862 lb.

** Quantities for exploration are estimated. Final quantities to be determined by the Director of Structures, State Bridge Engineer.

GENERAL NOTES:

Specifications: Mississippi Standard Specifications for Road and Bridge Construction, 2017.
No change of plans will be permitted except by written approval of the Director of Structures, State Bridge Engineer. 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 Class "BDX" as indicated in plans.
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 315R-04).
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.
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.

DRILLED SHAFT NOTES:

The contractor shall notify the State Geotechnical Engineer at least three (3) days in advance of any shaft (trial, anchor or test) construction. See sheet no. C33 for test shaft details.
Trial shafts shall be constructed as specified in Section 803 of the specifications, prior to construction of any test shafts.
The trial shaft shall be constructed at locations shown on this sheet.
For computation of quantities, top of trial shaft shall be elev. 250.0 (approximate ground). Bottom of trial shaft shall be elev. 126.0.
Trial shaft reinforcing steel shall be identical to the production shaft reinforcing steel as shown on sheet no. C12.
The length of trial shaft reinforcing steel cage shall be 124 ft.
Test shafts shall be constructed at the locations and to the lengths shown in the TEST SHAFT SCHEDULE unless otherwise directed by the Director of Structures, State Bridge Engineer, and will be paid for as test shafts only.
A loading test is required for each test shaft per details on sheet no. 10 and shall be performed as specified in section 803 of the Specifications.
A draft copy of the load test report shall be submitted to the State Geotechnical Engineer within three (3) days of completion of the load test for each test shaft. The final load test report shall be submitted to the Director of Structures, State Bridge Engineer, within thirty (30) days.
For additional test shaft requirements, see notes on sheet no. 10.
Roller type centralizers are required for construction of all drilled shafts. Under no circumstance shall the pitch of the spiral reinforcement be adjusted to accommodate the installation of the chosen centralizer device.
The tip elevation and quantities shown for production shafts in these plans are for estimating purposes only and may be raised or lowered depending on the outcome of a load test.
The required ultimate shaft bearing shown in the REQUIRED ULTIMATE SHAFT BEARING AND TIP ELEVATION SCHEDULE includes the LRFD resistance factor for PDA of 0.70.

STEEL PIPE PILE NOTES:

PDA test piles shall be driven with an approved impact hammer as an indicator test pile or production pile at the location shown in the PDA TEST PILE SCHEDULE and will be paid for as test piles only.
Piles shall be driven as a continuos 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 (1½) times the minimum pile bearing capacity.
PDA test piles shall require a 1 day restrike unless otherwise directed by the Engineer.
Pile lengths and driving criteria shall be provided based on the results of the PDA test piles.
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 is approved by the Director of Structures, State Bridge Engineer.
All Steel Pipe Piles shall be ASTM A252, Grade 3 Mod. (Fy = 50,000 psi).
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.
Pipe piles shall receive a protective coating 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:

a) Bitumastic 300-M Coal Tar Epoxy manufactured by Carboline Company in St. Louis, MO www.carboline.com
b) Corotech Coal Tar Epoxy manufactured by INSL-X Company in Montvale, NJ www.carotechcoatings.com
c) Series 46-143 TNEMEC-Tar manufactured by TNEMEC Co Inc in Kansas City, MO www.tnemec.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 manufacture's specification. Protective coating, including surface preparation and application, will be paid for as Steel Pipe Piling, (not a separate pay item).

RIPRAP & GEOTEXTILE NOTE:

Riprap quantity includes all riprap at the bridge, including riprap required for erosion control, spur dikes and any channel riprap up to the R.O.W. limits.
Geotextile is required under all riprap.

GIRDER DEFLECTION NOTES:

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 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.

STEEL PILE NOTES:

Test piles shall be driven as permanent piles at the location shown in the PDA TEST PILE SCHEDULE and will be paid for as test piles only.
The Director of Structures, State Bridge Engineer may authorize test piles driven outside the structural limits.
Test piles shall be driven as a continuous operation, to the bearing capacity and the minimum ground penetration 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 tip elevation of piling, for hydraulic structures, may be determined by the scour line.
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 (1½) times the minimum pile bearing capacity.
PDA test piles shall require a 1 day restrike unless otherwise directed by the Engineer.
Pile lengths and driving criteria shall be provided based on the results of the PDA test piles.
The required ultimate pile bearing shown in the REQUIRED ULTIMATE PILE BEARING 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 three (3) inches of clearance on each side of the pile in order to properly place and protect PDA gages.
Steel H-Piles shall be driven with a maximum rated energy no less than 58,000 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.

DESIGN DATA:

Specifications . . . . A.A.S.H.T.O., LRFD 8th Edition 2017 with 2018 Interims
Loading HL-93
Roadway Width . . . . 44'-0" Gutter To Gutter
Concrete . . . . Class "AA" (4,000 p.s.i.)
Deck Concrete (All spans) . . . . Class "BDX" (4,500 p.s.i.)
Prestressed Beam Concrete . . . . Class "FX" (8,500 p.s.i.)
Concrete Infill for Steel Pipe Piles . . . . Class "AA" (4,000 p.s.i.)
Drilled Shaft Concrete . . . . Class "DS" (4,000 p.s.i.)
Structural Steel . . . . ASTM A709, Grade 50W (Fy = 50 ksi) (2)
Reinforcing Steel . . . . ASTM A615, Grade 60 (Fy = 60 ksi)
Prestressing Steel . . . . ASTM A416, Grade 270 low relaxation
Stay in place metal forms . . . . 18 p.s.f.
Seismic performance zone . . . . 1 (SD1 = 0.130)
Seismic soil site class C
Seismic operational class . . . . Other

SPECIAL PROVISIONS REQUIRED:

Maturity Meters in Drilled Shafts . . . . No. 907-803
Concrete Bridges and Structures . . . . No. 907-804
Weathering Structural Steel . . . . No. 907-810
Disc Bearings . . . . No. 907-811

Revision	Date	By
(2) Removed "HPS" designation from Structural Steel material	02-16-22	JDM
(1) Revised Shaft Tip Elevations	02-08-22	JDM

Michael Baker INTERNATIONAL
RIDGELAND, MISSISSIPPI

JEFFREY DENNIS McRAE, REGISTERED PROFESSIONAL ENGINEER, 15153, STATE OF MISSISSIPPI
DATE: 04/13/2021

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
BRIDGE AT STA. 1245+18.92

GENERAL NOTES & ESTIMATED QUANTITIES

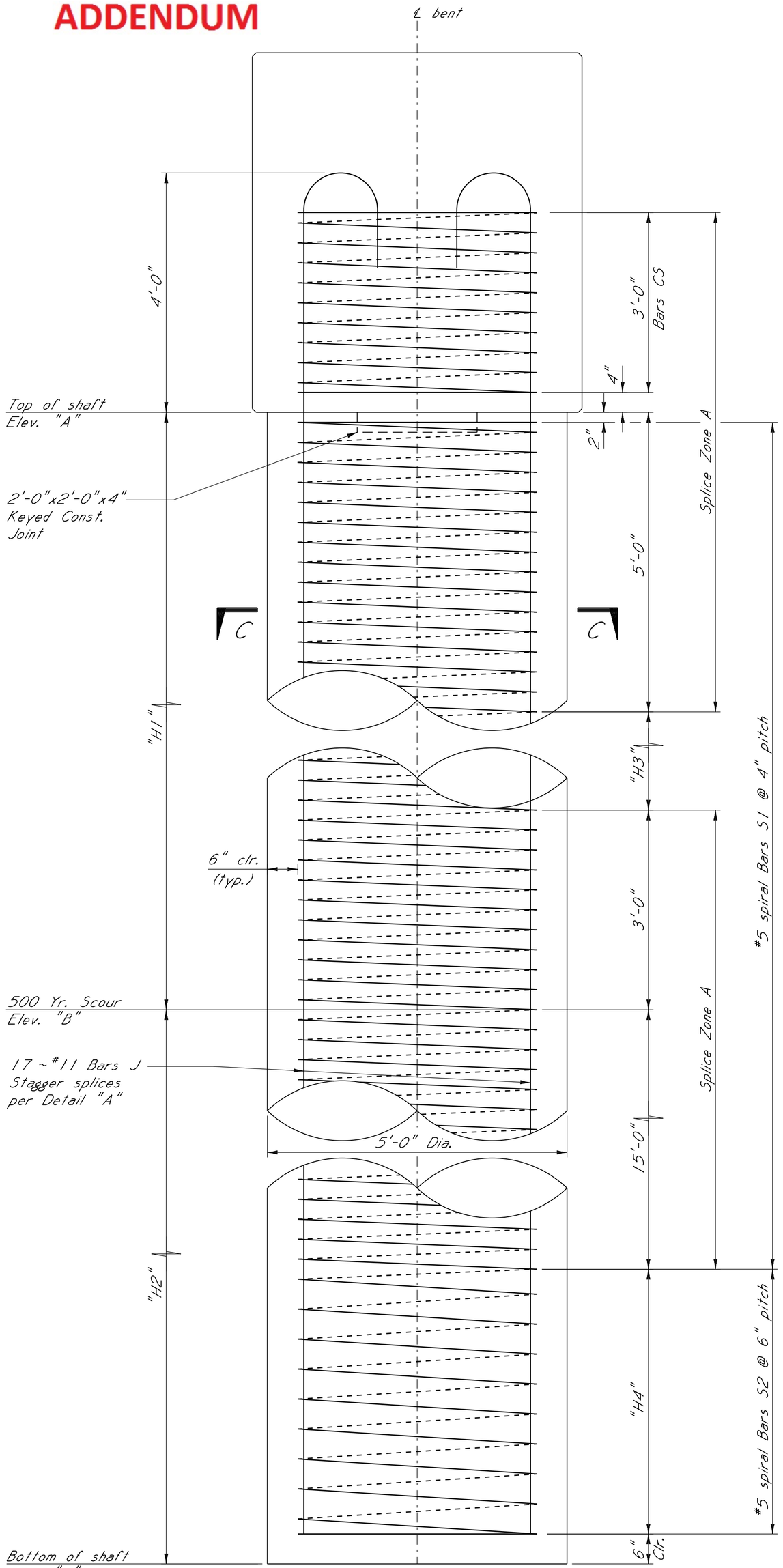
FMS: 106984 / 301000
COUNTY: CALHOUN
PROJECT NUMBER: STP-0050-01(034)

WORKING NUMBER C1 OF 33
SHEET NUMBER 8032

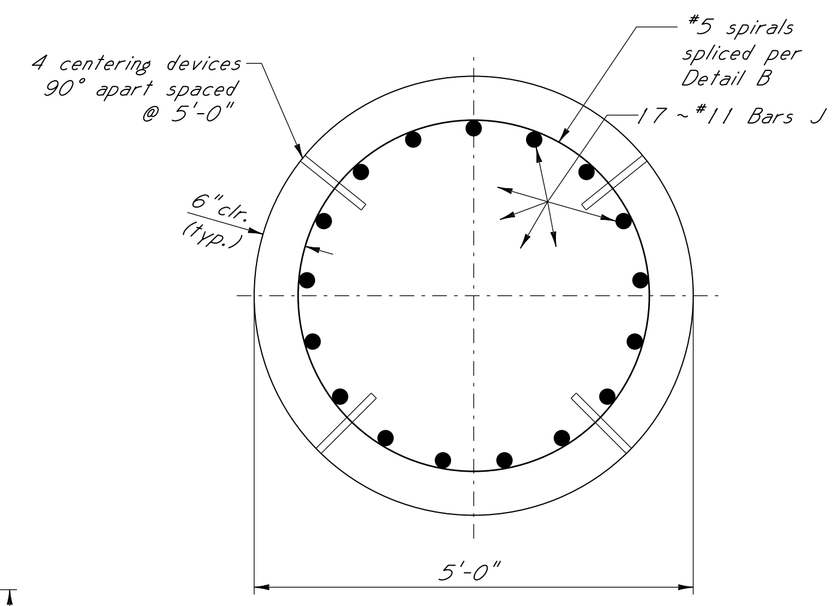
DESIGNER Jeffrey McRae/Layton Breithaupt CHECKER Jeffrey McRae
DETAILER Roy Holmes ISSUE DATE
DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER - JUSTIN WALKER PE.
DEP. DIR. OF STRUCTURES, ASSIST. STATE BRIDGE ENGINEER - SCOTT WESTERFIELD PE.

ADDENDUM

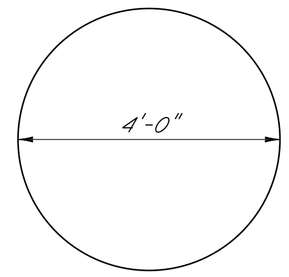
STATE	PROJECT NO.
MISS.	STP-0050-01(034)



TYPICAL SHAFT REINFORCING

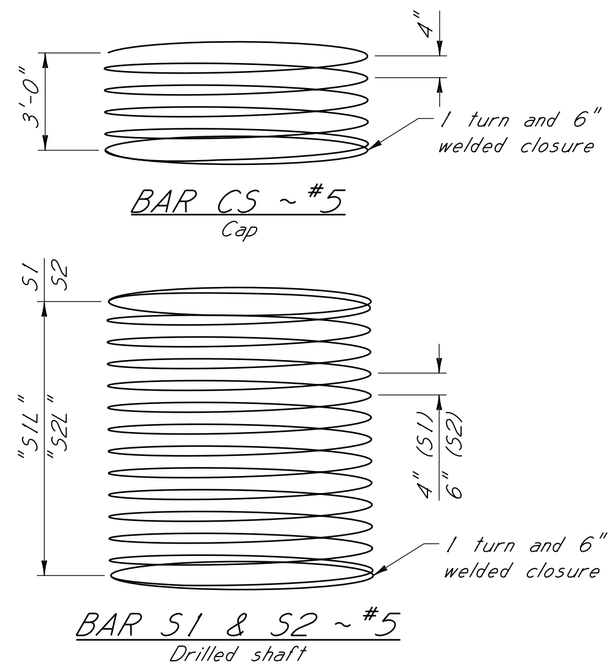


SECTION C-C



NOTE: Dimension of spiral is out-to-out

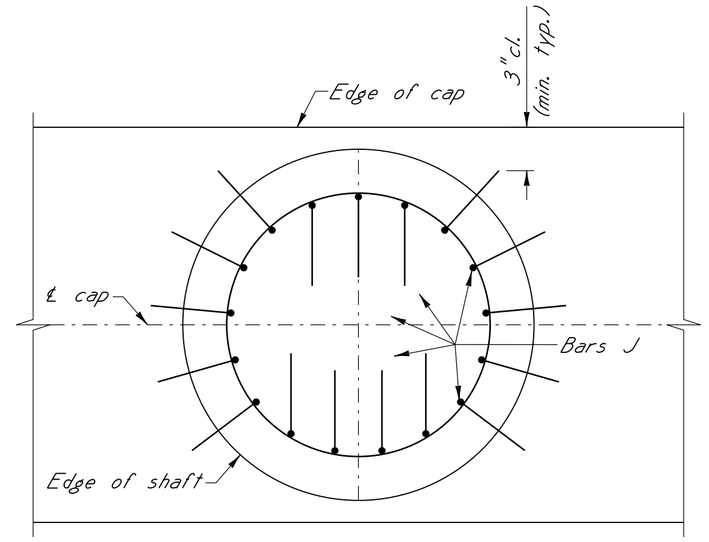
PLAN OF SPIRAL



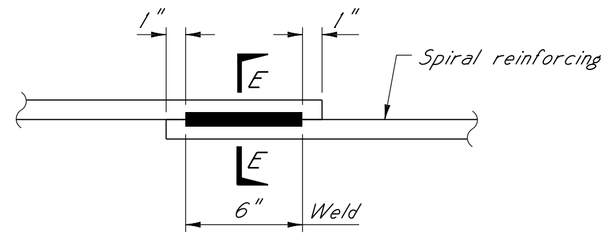
BAR CS ~ #5
Cap

BAR S1 & S2 ~ #5
Drilled shaft

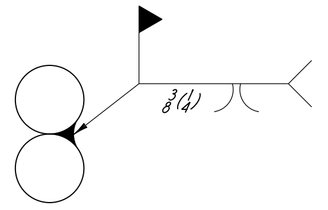
DRILLED SHAFT SPIRAL REINFORCEMENT



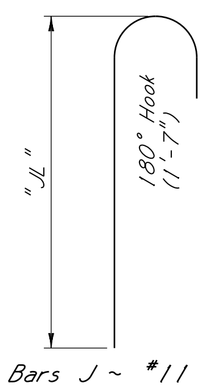
PLACEMENT DETAILS FOR J BARS
(Showing direction of hooks)



DETAIL B

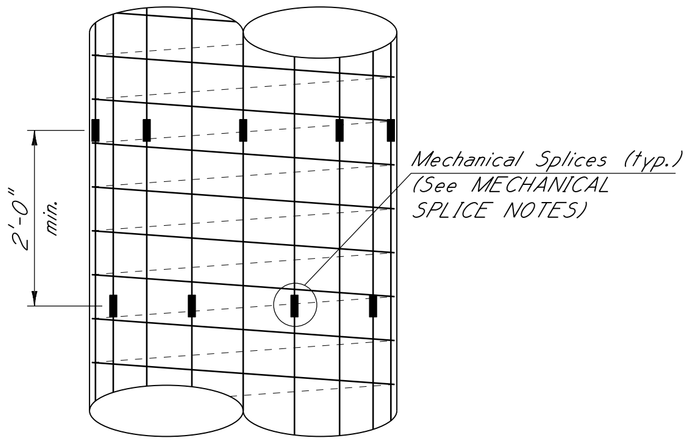


SECTION E-E



Bars J ~ #11

BAR BENDING DETAILS
Dimensions are shown out to out



DETAIL A
Stagger splices as shown

MECHANICAL SPLICE NOTES:

1. Mechanical splices shall alternate between adjacent lines of longitudinal reinforcement and shall be separated a minimum distance of 2'-0" vertically as shown. Mechanical bar splices shall be one of the following products or an approved equal.
   - A. "Quick wedge" shall be as manufactured by Erico Products, Inc. cleveland, OH.
   - B. "Zap screwlock" shall be as manufactured by Bar Splice Products, Inc. Dayton, OH.
   - C. "Bar-lock" shall be as manufactured by Dayton Superior Dayton, OH.
2. All components of the mechanical splicing system shall be installed in strict accordance with the Manufacturers directions.
3. A representative of the Manufacturer must be present for sufficient time to assure that the contractor is properly schooled in the installation of mechanical splices.
4. It is the Contractor's responsibility to adjust the dimensions of reinforcing to the proper length according to what mechanical splice is used during construction.

SPLICE NOTES:

No lap splicing of longitudinal or spiral reinforcement is permitted. Longitudinal reinforcement may be mechanically spliced as shown in DETAIL "A" outside of splice Zone A only. No more than two mechanical splices per longitudinal bar shall be permitted. Splices of spiral reinforcement may occur in splice Zone A and must be full strength lap welds or approved mechanical splices. Where welds are used, spiral reinforcement must be a weldable grade of ASTM A706 or ASTM A615 or A966 meeting the weldability requirements of ANSI/AWS D1.4-79 and be Grade 60 reinforcement. See DETAIL "B" for welded splice details.

NOTE:

The cost of the drilled shaft reinforcement shall be included in the cost of the drilled shaft and includes reinforcement from shaft shown to extend into cap. Bars CS shall be paid for with cap reinforcing.

TABLE OF DRILLED SHAFT ELEVATIONS AND LENGTHS

Bent No.	Shaft No.	Elev. "A"	Elev. "B"	Elev. "C"	"H1"	"H2"	"H3"	"H4"	"JL"	"S1L"	"S2L"
3	1	251.3958	238.70	201.3958	12'-8 3/8"	37'-3 5/8"	4'-8 3/8"	21'-9 5/8"	53'-6"	27'-6 3/8"	21'-9 5/8"
	2	251.8437	238.70	201.8437	13'-1 3/4"	36'-10 1/4"	5'-1 3/4"	21'-4 1/4"	53'-6"	27'-11 3/4"	21'-4 1/4"
	3	252.2864	238.70	202.2864	13'-7 1/16"	36'-4 15/16"	5'-7 1/16"	20'-10 15/16"	53'-6"	28'-5 1/16"	20'-10 15/16"
4	1	251.4672	202.80	151.4672	48'-8"	51'-4"	40'-8"	35'-10"	103'-6"	63'-6"	35'-10"
	2	251.9099	202.80	151.9099	49'-1 5/16"	50'-10 11/16"	41'-1 5/16"	35'-4 11/16"	103'-6"	63'-11 5/16"	35'-4 11/16"
	3	252.3579	202.80	152.3579	49'-6 1/16"	50'-5 5/16"	41'-6 1/16"	34'-11 5/16"	103'-6"	64'-4 1/16"	34'-11 5/16"
5	1	251.7990	202.80	151.7990	49'-0"	51'-0"	41'-0"	35'-6"	103'-6"	63'-10"	35'-6"
	2	252.2417	202.80	152.2417	49'-5 5/16"	50'-6 11/16"	41'-5 5/16"	35'-0 11/16"	103'-6"	64'-3 5/16"	35'-0 11/16"
	3	252.6897	202.80	152.6897	49'-10 1/16"	50'-1 5/16"	41'-10 1/16"	34'-7 5/16"	103'-6"	64'-8 1/16"	34'-7 5/16"

Michael Baker INTERNATIONAL
RIDGELAND, MISSISSIPPI

JEFFREY DENNIS MCRAE — REGISTERED PROFESSIONAL ENGINEER — 15153 — STATE OF MISSISSIPPI

DATE: 04/13/2021

BY	DATE	REVISIONS
JDM	02-08-22	Revised Values in Table

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
BRIDGE AT STA. 1245+18.92

INTERMEDIATE BENTS NO. 3 THRU 5
DRILLED SHAFTS DETAILS

FMS: 106984 / 301000
COUNTY: CALHOUN
PROJECT NUMBER: STP-0050-01(034)

WORKING NUMBER C12 OF 33

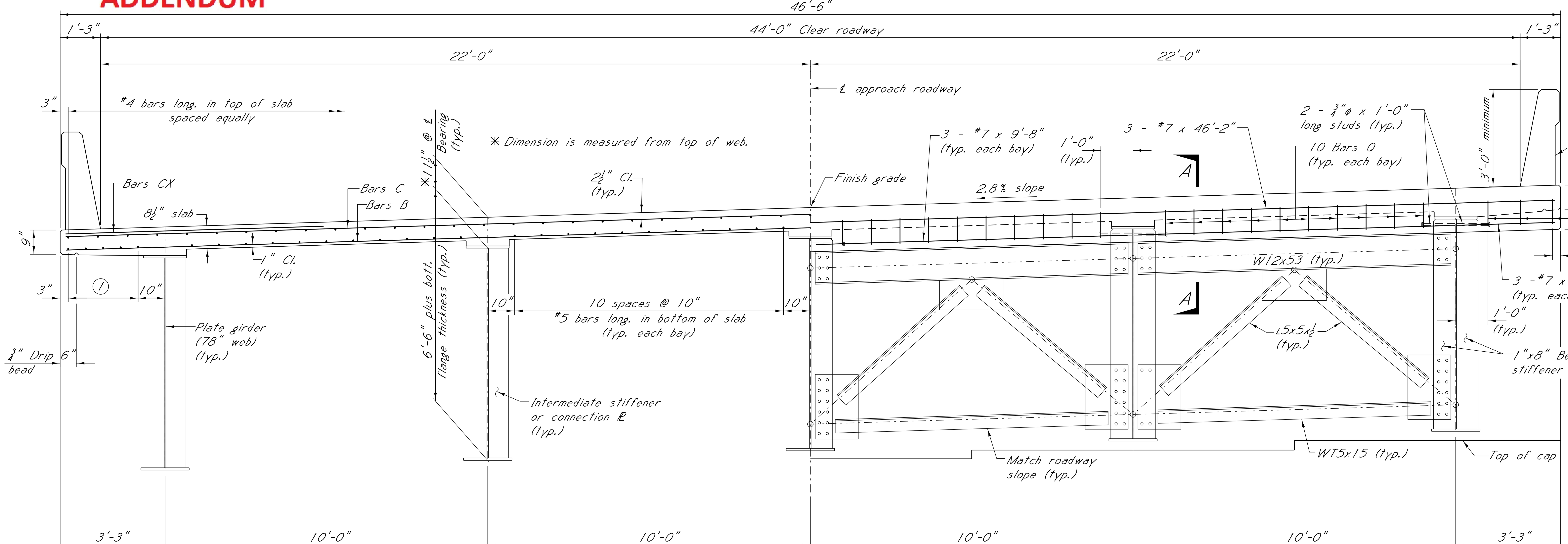
DESIGNER Jeffrey McRae/Layton Breithaupt CHECKER Jeffrey McRae
DETAILER Roy Holmes ISSUE DATE

DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER - JUSTIN WALKER PE.
DEP. DIR. OF STRUCTURES, ASSIST. STATE BRIDGE ENGINEER - SCOTT WESTERFIELD PE.

SHEET NUMBER 8043

ADDENDUM

STATE	PROJECT NO.
MISS.	STP-0050-01(034)

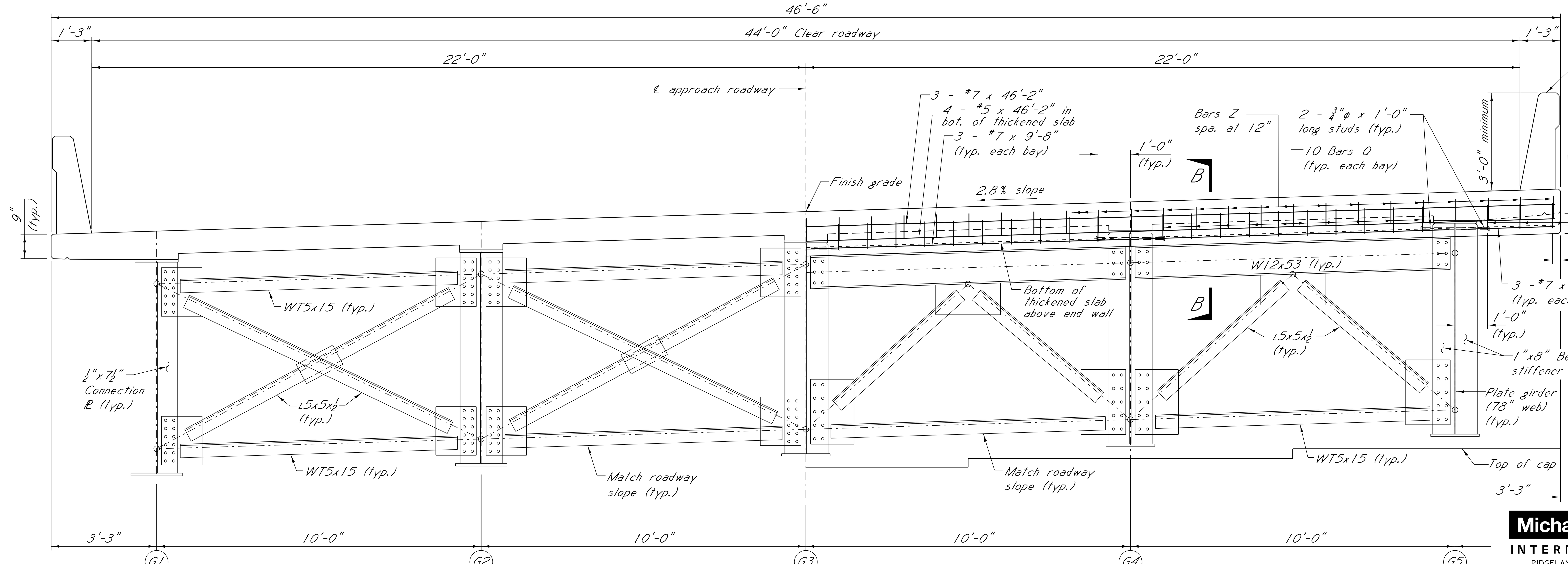


① 4 Spa. @ 6½" - #5 bars long. in bottom of slab (typ. each cantilever)

PART SECTION
Showing slab reinforcing

TYPICAL SECTION
Scale: ½" = 1'-0"

PART SECTION
Showing Crossframe "B" & drop slab near expansion joint at Bent no. 3



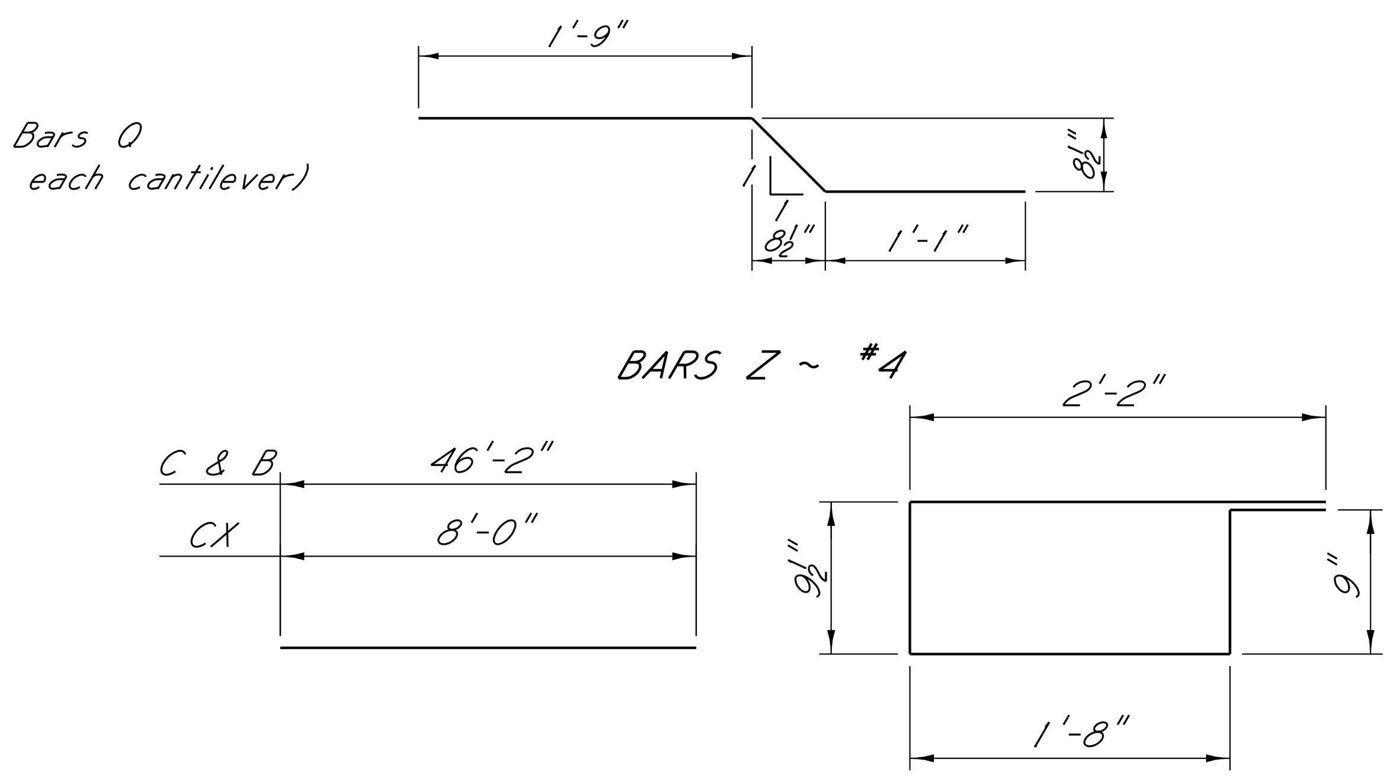
PART SECTION
Showing Crossframe "A1"

TYPICAL SECTION
Scale: ½" = 1'-0"

PART SECTION AT BENT NO. 6
Showing Crossframe "B", drop slab & thickened slab over end wall near expansion joint at Bent no. 6

Bars C ~ #5 @ 6" (top)
Bars B ~ #5 @ 6" (bottom)
Bars CX ~ #5 @ 6" (top placed in overhang) spaced between Bars C
54 - #5 bars long. in bottom of slab (spaced as shown)
51 - #4 bars long. in top of slab (spaced equally)
50 - #7 bars long. in top of slab (placed over int. supports as shown on sheet nos. C21 & C22)

For 3'-0" railing details, see sheet no. RD-36 (typ.).



BARS C, B & CX - #5 BARS O - #4

BAR BENDING DETAILS
Dimensions are out to out

BEAM	BENT	DEAD LOAD kips/beam
Exterior	3 AH	92
Interior		96
Exterior	4	320
Interior		338
Exterior	5	320
Interior		338
Exterior	6	92
Interior		96

NOTE: Loads provided in the table above are theoretical dead loads and shall be used for estimating purposes only.

GENERAL NOTES:
All concrete in deck shall be Class "BD". Concrete in railing shall be Class "AA".
Chamfer all edges ¾" unless noted otherwise.
Placing dimensions for reinforcing steel to concrete surfaces are clear distances.
For STRUCTURAL STEEL NOTES, see sheet no. C28.
For Sections A-A and B-B, see sheets no. C21 & C22 respectively.
For railing details, see sheet no. RD-36.

DESIGN DATA:
Specifications . . . . A.A.S.H.T.O., LRFD 8th Edition 2017 with 2018 Interims
Loading HL-93
Stay in place metal forms . . . 18 lbs/sq. ft.
Structural Steel . . . . ASTM A709, Grade 50W (Fy = 50 ksi)
Concrete in Deck . . . . Class "BD" (4,500 p.s.i)
Concrete in Railing . . . . . . Class "AA" (4,000 p.s.i)

DATE	REVISIONS	BY
02-16-22	Removed "HPS" designation from Structural Steel material	JDM

Michael Baker INTERNATIONAL
RIDGELAND, MISSISSIPPI

JEFFREY DENNIS McRAE REGISTERED PROFESSIONAL ENGINEER 15153 STATE OF MISSISSIPPI
DATE: 04/13/2021

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
BRIDGE AT STA. 1245+18.92
490 FT. CONT. STEEL GIRDER SPAN
TYPICAL SECTION

FMS: 106984 / 301000
COUNTY: CALHOUN
PROJECT NUMBER: STP-0050-01(034)

WORKING NUMBER C20 OF 33
SHEET NUMBER 8051

DESIGNER Jeffrey McRae/Layton Breithaupt CHECKER Jeffrey McRae
DETAILER Roy Holmes ISSUE DATE
DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER - JUSTIN WALKER PE.
DEP. DIR. OF STRUCTURES, ASSIST. STATE BRIDGE ENGINEER - SCOTT WESTERFIELD PE.

STATE	PROJECT NO.
MISS.	STP-0050-01(034)

ADDENDUM

STRUCTURAL STEEL NOTES:

Special attention is called to section 810 of The Mississippi Standard Specifications concerning shop drawings, assembly and erection of steel structures.

Structural steel plates and shapes shall conform to ASTM designation A709, Grade 50W as noted in the plans. (1)

All girder webs and flanges shall meet the longitudinal charpy-v-notch toughness test.

Miscellaneous steel less than ¼" thick shall be approved by The Director Of Structures, State Bridge Engineer and shall be identified on the shop drawings. This steel will be included in the structural steel quantity and payment will be made as ASTM A709, Grade 50W Steel. (1)

Web and flange material heat numbers shall be stenciled on each girder using low stress die stamps. The heat numbers shall be stamped on the near side of the web in the upper left hand corner or as directed by The MDOT Shop Inspector.

All welding shall be done by the submerged arc process and shall conform to the AASHTO/AWS D1.5 BRIDGE WELDING CODE, and as directed herein.

Welded shop splices in webs and flanges are conditionally permissible and shall be submitted to The Director Of Structures, State Bridge Engineer for approval of type and location. Welded web and flange shop splices shall not occur at concurrent locations and shall be offset a minimum of 5 feet along the girder. Welded shop splices are prohibited in the following regions in each span:

1) Top flange plates in the negative moment region; the region of prohibition shall begin at centerline bearing and shall extend along the span to the lesser of 23 feet or one tenth of the span length. In no case shall this region be less than 15 ft. in length

2) Bottom flange plates in the positive moment region; the region prohibition shall be the lesser of 40 feet or one tenth of the span length. This region shall be centered about the point of maximum positive moment. In no case shall this region be less than 20 feet in length.

3) Web plates; the region of prohibition at each end of the span shall begin at centerline bearing and shall extend along the span to the greater of 15 feet or one tenth of the span length as measured from the centerline of bearing. This region need not be greater than 25 feet in length.

Certification for all welders to be used on this project shall be submitted to the Director Of Structures, State Bridge Engineer through the Shop Inspector.

Welding machines shall have operating, properly calibrated current meters with attached calibration stickers.

Run-off tabs of adequate length shall be used to help prevent weld defects at weld edges.

Material surfaces for flange to web fillet welds shall be ground prior to fit-up for welding to remove all mill scale. This area includes the flange, near and far side web, and the web edge.

With the exception of surface condition repairs to correct undercut or overlap conditions, repairs to groove welds require an approved welding repair procedure that includes supporting documentation, size and location of the repair, NDE Reports and the Fabricator's non-conformance report. Approval from the Director Of Structures, State Bridge Engineer is required prior to performing these repairs.

Repairs to base metal (including flame cut edges with excessive gouges) require an approved welding repair procedure that includes supporting documentation, size and location of the repair, NDE reports and the Fabricator's non-conformance report. Approval from the Director Of Structures, State Bridge Engineer is required prior to performing these repairs.

The Fabricator shall have a Certified Welding Inspector (CWI) on each work shift where welding or other significant work is performed.

Quality control inspections for acceptance shall precede quality assurance inspections. Quality control shop inspection records shall be made available to the MDOT Shop Inspector.

Camber shall be checked and recorded at all points shown in the approved shop drawings or as approved by the Director Of Structures, State Bridge Engineer.

NDE applications for unusual or nonstandard weld geometries shall require the fabricator to determine specific inspection procedures that include techniques and acceptance standards. These inspection procedures shall be submitted to the Director Of Structures, State Bridge Engineer for approval.

Radiography of weld transitions shall be performed by placing the film on the flat side of the transition.

A floating center punch shall be placed on the base metal adjacent to the weld and shall be visible on each radiographic film in the area of interest.

Prior to any fabrication, the Fabricator shall have shop drawings, welding procedures, a procedure for storage and handling of welding electrodes, wire and flux, and a flux recovery procedure (if applicable) that have been approved by the Director Of Structures, State Bridge Engineer. No fabrication shall begin until a pre-fabrication conference has been held and the facilities have been inspected and approved by the Director Of Structures, State Bridge Engineer. A pre-fabrication meeting shall be held at each fabrication location unless otherwise directed by the Director Of Structures, State Bridge Engineer.

Prior to fabrication, the Fabricator and/or Subcontractor shall submit their NDE procedures to the Director Of Structures, State Bridge Engineer for review. The NDE procedure shall include a written practice, a method procedure for each inspection process and personnel certifications.

Breaks in fabrication shall require at least two weeks advance notification to the Director Of Structures, State Bridge Engineer prior to restarting work for mobilization of MDOT Inspectors.

Field connections shall be ⅞" diameter high strength bolts per ASTM A325, Type 3, unless otherwise noted. High strength bolts shall be placed with threaded ends protected from the weather, where feasible. See SPECIAL NOTES ON BOLTS, NUTS, WASHERS AND DIRECT TENSION INDICATORS on sheet no. C27.

STRUCTURAL STEEL NOTES (CONT'D):

Each high strength bolt shall be tightened to provide, when all bolts in the joint are tight, at least a minimum tension as follows:

- 1" Dia. Bolts --- 51,500 Lbs.
- ⅞" Dia. Bolts --- 39,250 Lbs.
- ¾" Dia. Bolts --- 28,400 Lbs.
- ⅝" Dia. Bolts --- 19,200 Lbs.

High strength bolts, nuts, washers and direct tension indicators shall be domestic products and shall be shipped to the project site in sealed metal containers or approved equal. Each container shall be permanently marked with the rotational capacity lot number such that identification will be possible at any stage prior to installation. They shall be stored out of the weather in a location approved by the Engineer. The container shall remain unopened until the contents are needed for erection.

All fasteners shall be sampled for testing to be performed by MDOT. Fastener containers shall be marked as "sampled" after samples are obtained and stamped by the MDOT Inspector once samples are approved by MDOT.

Progressive girder assembly using a minimum three girder lay down is permissible while shop assembling girders. Drilling of material for splice connections shall occur with all items in their proper location, including splice and shim plates. Parts shall be firmly drawn together prior to drilling.

The Contractor shall submit a false work and erection plan for erection of the steel superstructure in accordance with section 810 of the specifications.

To be eligible for advance payment as allowed by the Specifications, all structural steel shall be completely fabricated and ready for shipment. Structural steel shall be considered fabricated when all welding, testing, blasting, coating, painting, repair, fit up and shop assembly, including the drilling of the members and splice plates, have been completed and accepted by the Director Of Structures, State Bridge Engineer.

The Fabricator shall furnish MDOT shop inspection personnel with at least 140 square feet of floor space. Additional space shall be provided as directed by the Director Of Structures, State Bridge Engineer. The office shall contain desks, chairs, file cabinets, telephone with long distance access, electric lights, power outlets, shelves and tables. The office shall be provided with adequate heating, ventilation and air conditioning. The office shall have access to convenient sanitary facilities with running water. The office shall be in good repair, located where there is not excessive noise and shall be used for MDOT shop inspection personnel only. Convenient and adequate parking shall be provided. The Fabricator shall provide MDOT shop inspection personnel convenient access to a fax machine and a copy machine. Changes in office location or facilities shall be made only upon approval of the Director Of Structures, State Bridge Engineer.

For the plate girder components designated as "ASTM A709, Gr. 50W," provide steel that conforms to the requirement of ASTM A709, Gr. 50WT. Impact testing for all plate girder components shall meet the requirements of Zone 1 for non-fracture critical, T, material. (1)

Structural steel surfaces shall be cleaned in accordance with Section 814 of the Standard Specifications and Special Provision No. 907-810, weathering structural steel. (1)

Michael Baker INTERNATIONAL
RIDGELAND, MISSISSIPPI

JEFFREY DENNIS McRAE — REGISTERED PROFESSIONAL ENGINEER — 15153 — STATE OF MISSISSIPPI

DATE: 04/13/2021

	DATE	REVISIONS	BY
1	02-16-22	Removed "HPS" designation from Structural Steel material and added "weathering" to note.	JDM

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
BRIDGE AT STA. 1245+18.92

490 FT. CONT. STEEL GIRDER SPAN
STRUCTURAL STEEL NOTES

FMS: 106984 / 301000
COUNTY: CALHOUN
PROJECT NUMBER: STP-0050-01(034)

WORKING NUMBER C28 OF 33

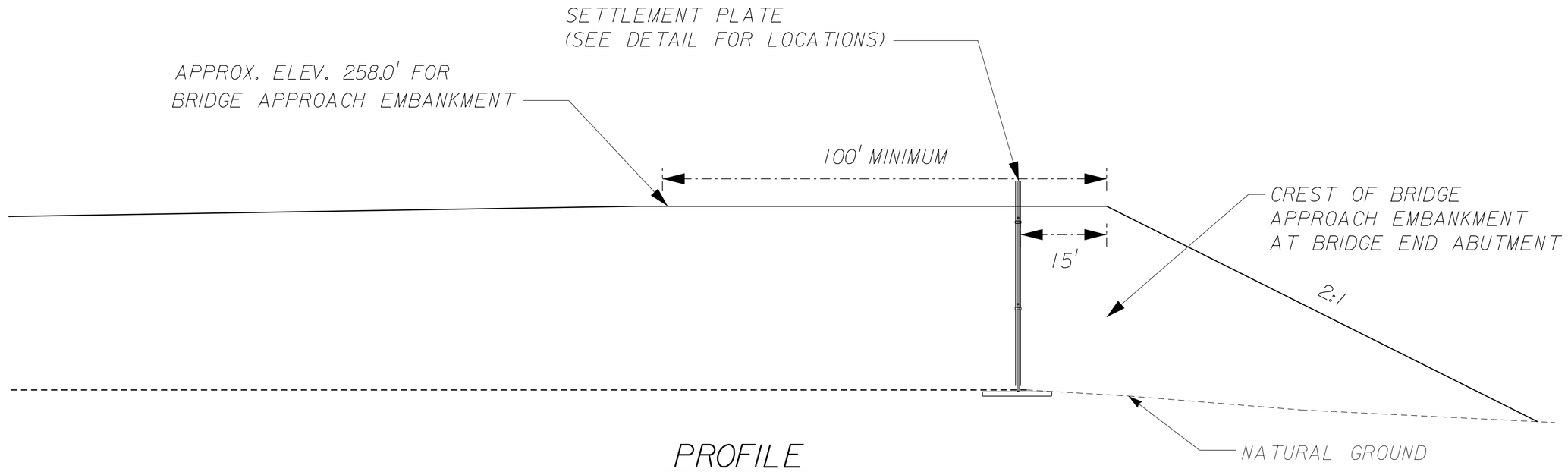
DESIGNER Jeffrey McRae/Layton Breithaupt CHECKER Jeffrey McRae
DETAILER Roy Holmes ISSUE DATE

DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER - JUSTIN WALKER PE.
DEP. DIR. OF STRUCTURES, ASSIST. STATE BRIDGE ENGINEER - SCOTT WESTERFIELD PE.

SHEET NUMBER 8059

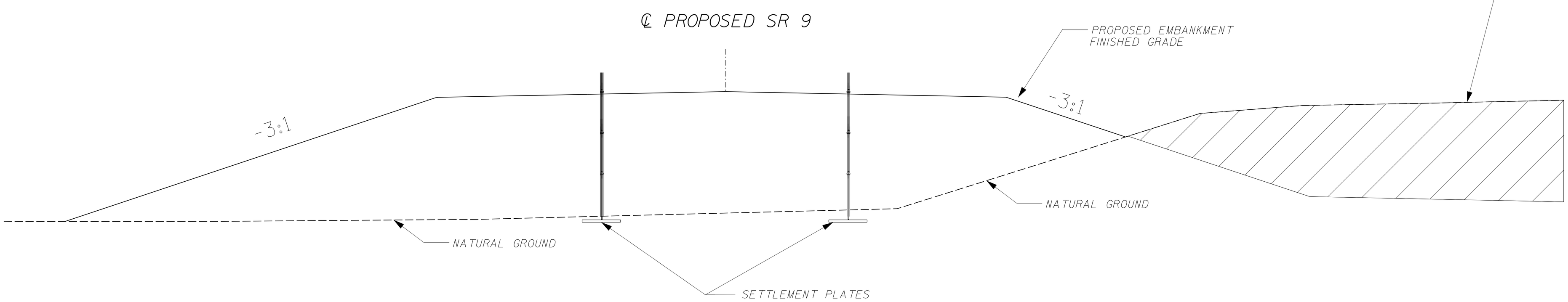
ADDENDUM

STATE	PROJECT NO.
MISS.	STP-0050-01(034)



PROFILE

(NTS)



TYPICAL SECTION

(NTS)

SETTLEMENT PLATE NOTES

1. SETTLEMENT PLATES SHALL BE CONSTRUCTED AND INSTALLED IN ACCORDANCE WITH SECTION 207 - MDOT STANDARD SPECIFICATIONS (2017 EDITION) AND SPECIAL PROVISION 907-207-2

2. SETTLEMENT PLATES SHALL BE INSTALLED AT THE LOCATIONS REQUIRED AND READ BY THE CONTRACTOR ON A WEEKLY BASIS, STARTING IMMEDIATELY FOLLOWING PLATE INSTALLATION.

3. BRIDGE END ABUTMENT PILES SHALL NOT BE DRIVEN UNTIL AFTER THE 180 DAY WAITING PERIOD (MEASURED IN CALENDAR DAYS). THE 180 DAY WAITING PERIOD DOES NOT BEGIN UNTIL EMBANKMENT CONSTRUCTION IS COMPLETE.

SETTLEMENT PLATE LOCATIONS:

STA. 1235+25 10 FEET LEFT SR 9 CENTERLINE
STA. 1235+25 10 FEET RIGHT SR 9 CENTERLINE
STA. 1237+99 10 FEET LEFT SR 9 CENTERLINE
STA. 1237+99 10 FEET RIGHT SR 9 CENTERLINE

⚠1 ADDED SETTLEMENT PLATE SHEET

DRAWING FILE: settlement_plates.dgn | REPORT NO.: 18-07-16

BY	REVISIONS	DATE
IHL	⚠1 ADDED REVISED SHEET	02/16/22

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
EMBANKMENT SETTLEMENT PLATE DETAILS
S.R. 9 OVER YALOBUSHA RELIEF
STATION NO.: 1235+40.92
SITE NO: 18-07-2001
106984/301000
PROJECT NO: STP-0050-01(034)
COUNTY: CALHOUN

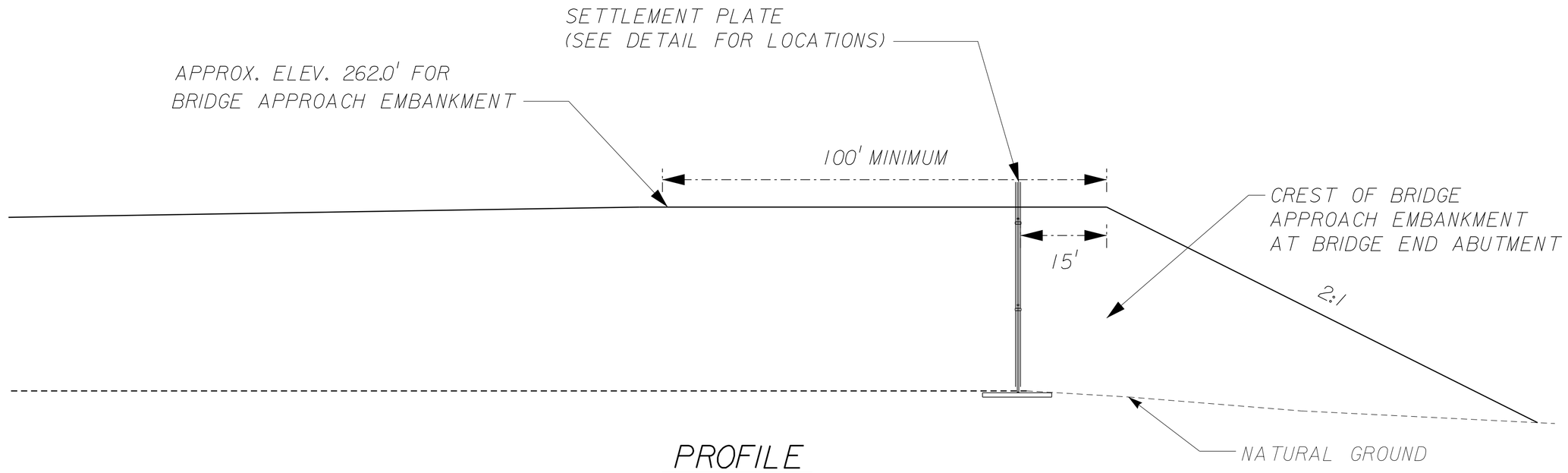
WORKING NUMBER SPD-1

DESIGNED: I.H.L. DETAILED: I.H.L. DRAWN: CADD
CHECKED: M.L.S. ISSUED: M.L.S. DATE: 02/16/22

SHEET NUMBER 8097

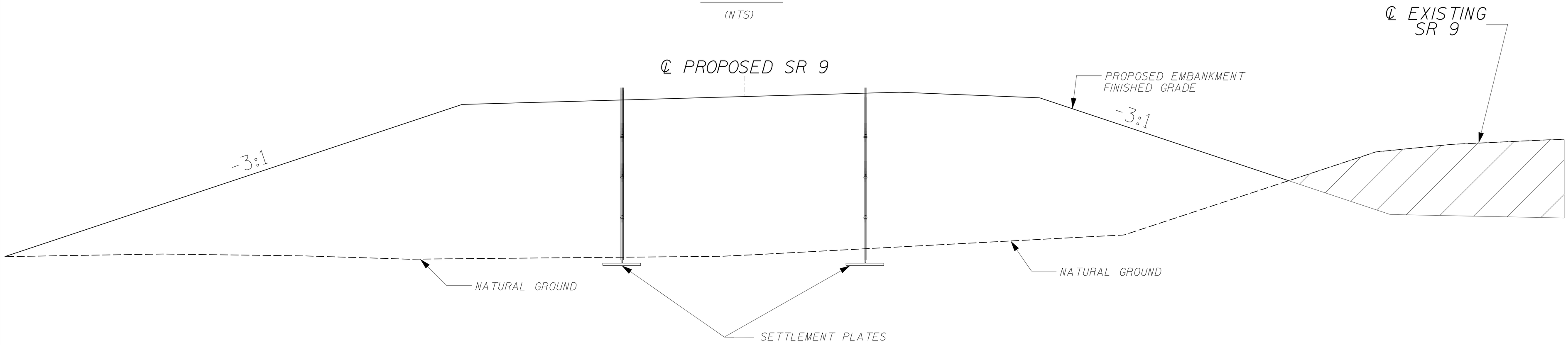
ADDENDUM

STATE	PROJECT NO.
MISS.	STP-0050-01(034)



PROFILE

(NTS)



TYPICAL SECTION

(NTS)

SETTLEMENT PLATE LOCATIONS:

STA. 1245+03 10 FEET LEFT SR 9 CENTERLINE
STA. 1245+03 10 FEET RIGHT SR 9 CENTERLINE
STA. 1252+27 10 FEET LEFT SR 9 CENTERLINE
STA. 1252+27 10 FEET RIGHT SR 9 CENTERLINE

SETTLEMENT PLATE NOTES

1. SETTLEMENT PLATES SHALL BE CONSTRUCTED AND INSTALLED IN ACCORDANCE WITH SECTION 207 - MDOT STANDARD SPECIFICATIONS (2017 EDITION) AND SPECIAL PROVISION 907-207-2

2. SETTLEMENT PLATES SHALL BE INSTALLED AT THE LOCATIONS REQUIRED AND READ BY THE CONTRACTOR ON A WEEKLY BASIS, STARTING IMMEDIATELY FOLLOWING PLATE INSTALLATION.

3. BRIDGE END ABUTMENT PILES SHALL NOT BE DRIVEN UNTIL AFTER THE 180 DAY WAITING PERIOD (MEASURED IN CALENDAR DAYS). THE 180 DAY WAITING PERIOD DOES NOT BEGIN UNTIL EMBANKMENT CONSTRUCTION IS COMPLETE.

1 ADDED SETTLEMENT PLATE SHEET

DRAWING FILE: settlement_plates.dgn | REPORT NO.: 18-07-16

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

EMBANKMENT SETTLEMENT PLATE DETAILS
S.R. 9 OVER YALOBUSHA RIVER
STATION NO.: 1245+18.92
SITE NO: 18-07-2002
106984/301000
PROJECT NO: STP-0050-01(034)
COUNTY: CALHOUN

WORKING NUMBER: SPD-2

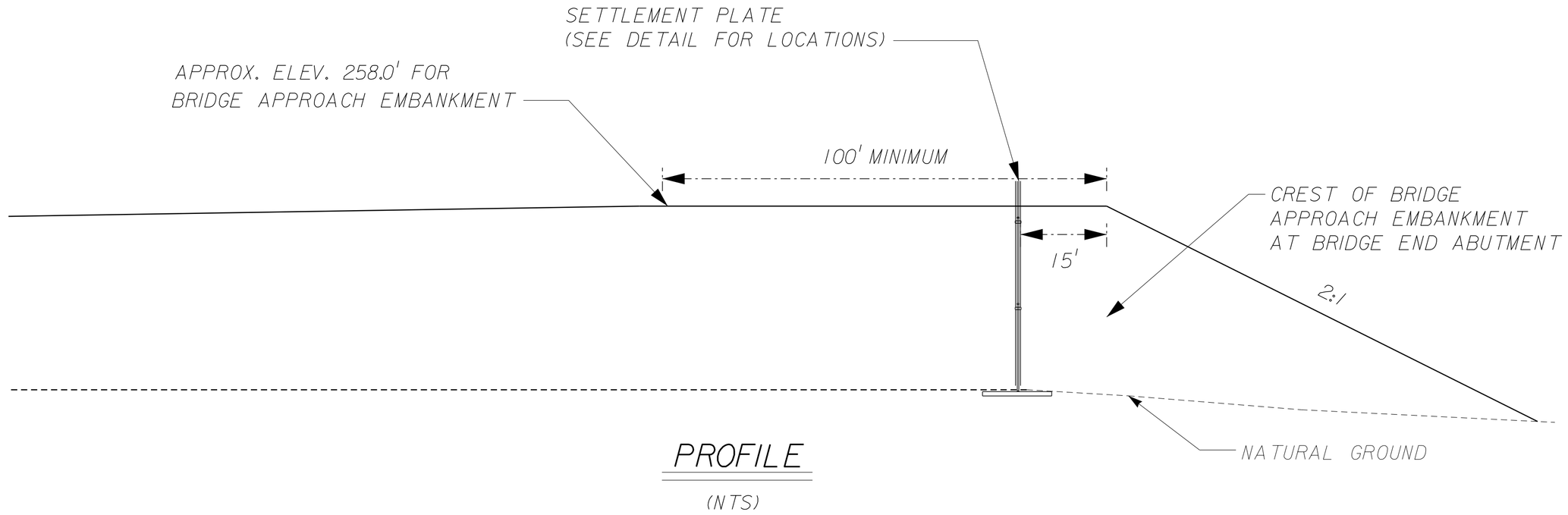
SHEET NUMBER: 8098

BY	REVISIONS	DATE
IHL	1 ADDED REVISED SHEET	02/16/22

DESIGNED: I.H.L. DETAILED: I.H.L. DRAWN: CADD
CHECKED: M.L.S. ISSUED: M.L.S. DATE: 02/16/22

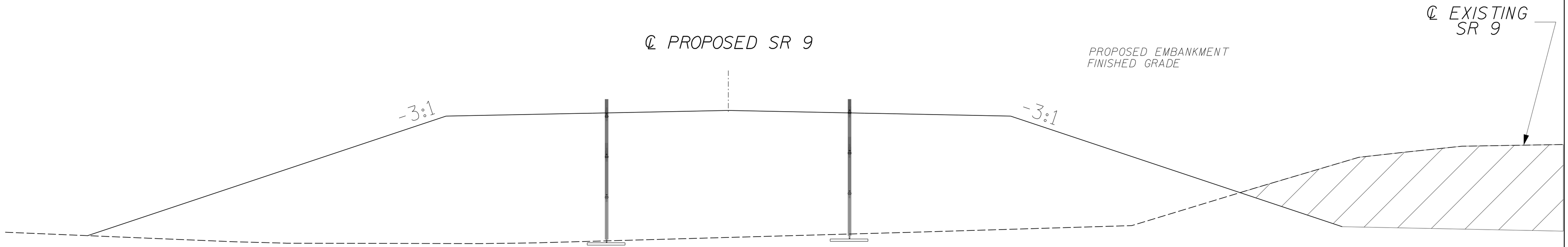
ADDENDUM

STATE	PROJECT NO.
MISS.	STP-0050-01(034)



PROFILE

(NTS)



SETTLEMENT PLATES

TYPICAL SECTION

(NTS)

SETTLEMENT PLATE NOTES

1. SETTLEMENT PLATES SHALL BE CONSTRUCTED AND INSTALLED IN ACCORDANCE WITH SECTION 207 - MDOT STANDARD SPECIFICATIONS (2017 EDITION) AND SPECIAL PROVISION 907-207-2

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3. BRIDGE END ABUTMENT PILES SHALL NOT BE DRIVEN UNTIL AFTER THE 180 DAY WAITING PERIOD (MEASURED IN CALENDAR DAYS). THE 180 DAY WAITING PERIOD DOES NOT BEGIN UNTIL EMBANKMENT CONSTRUCTION IS COMPLETE.

SETTLEMENT PLATE LOCATIONS:

STA. 1261+16 10 FEET LEFT SR 9 CENTERLINE
STA. 1261+16 10 FEET RIGHT SR 9 CENTERLINE
STA. 1265+50 10 FEET LEFT SR 9 CENTERLINE
STA. 1265+50 10 FEET RIGHT SR 9 CENTERLINE

1 ADDED SETTLEMENT PLATE SHEET

DRAWING FILE: settlement_plates.dgn | REPORT NO.: 18-07-16

ADDED REVISED SHEET	REVISIONS	BY	DATE
1		IHL	02/16/22

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
EMBANKMENT SETTLEMENT PLATE DETAILS
S.R. 9 OVER OLD YALOBUSHA RIVER
STATION NO.: 1261+31.92
SITE NO: 18-07-2003
106984/301000
PROJECT NO: STP-0050-01(034)
COUNTY: CALHOUN

WORKING NUMBER: SPD-3
SHEET NUMBER: 8099

DESIGNED: I.H.L. DETAILED: I.H.L. DRAWN: CADD
CHECKED: M.L.S. ISSUED: M.L.S. DATE: 02/16/22