

**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>6/20/2024</u>	ADDENDUM NO. _____	DATED _____
ADDENDUM NO. <u>2</u>	DATED <u>6/24/2024</u>	ADDENDUM NO. _____	DATED _____
ADDENDUM NO. <u>3</u>	DATED <u>7/3/2024</u>	ADDENDUM NO. _____	DATED _____

Number	Description
1	Revised NTB No. 5916; Revised Bid Items; Revised Progress Schedule; Amendment EBSx Download Required.
2	Postponed til July 11, 2024 Letting; Amendment EBSx Download Required.
3	Revised NTB Nos. 5915 & 5916; Revised Bid Items; Revised Progress Schedule; Amendment EBSx Download Required.

TOTAL ADDENDA: 3  
(Must agree with total addenda issued prior to opening of bids)

Respectfully Submitted,

DATE \_\_\_\_\_

\_\_\_\_\_  
Contractor

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

TITLE \_\_\_\_\_

ADDRESS \_\_\_\_\_

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

PHONE \_\_\_\_\_

FAX \_\_\_\_\_

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

(To be filled in if a corporation)

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

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

The following is my (our) itemized proposal.  
STBG-9999-01(396)/ 108779301000  
Alcorn County(ies)  
Revised 01/26/2016

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 5915

CODE: (SP)

DATE: 07/03/2024

SUBJECT: Contract Time

PROJECT: STBG-9999-01(396) / 108779301 – Alcorn 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 **July 23, 2024** and the date for Notice to Proceed / Beginning of Contract Time will be **August 08, 2024**.

Should the Contractor request a Notice to Proceed earlier than **August 08, 2024** 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.

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

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 -NOTICE TO BIDDERS NO. 5916**

**CODE: (SP)**

**DATE: 07/03/2024**

**SUBJECT: Scope of Work**

**PROJECT: STBG-9999-01(396) 108779/301000 – 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 numbers 266.4A (10024), 266.4B (10045), 276.1A (10053), 276.1B (10054), 263.3A (10040), 263.3B (10025), 48.6A (10072), 48.6B (10073), 49.9A (10057), 49.9B (10058), 69.5A (10077), and 69.5B (10078) located on US 45 & US 72 in Alcorn County.

Scope of Work – Bridges 10024, 10045, 10053, 10054, 10040, 10025, 10072, 10073, 10057, 10058, 10077, 10078

- Remove and replace bearings at specified locations in accordance with the Standard Drawings.
- Remove and replace all joint seals at the open joints.

- Repair endwalls at bents 1L/1R and 4L/4R (**only for bridges 10053 and 10054**).
- Clean all caps at locations of open joints.

**Joint Repair & Sealing:**

The joint repair shall include installation of the preformed joint seal and other necessary work per the included drawings within the Contract documents 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 and installed according to the Manufacturer's specifications. Removal of existing armored joints shall be paid for under Pay Item No. 202-B169: Removal of Joint Material. Joint Repair will be paid for under Pay Item No. 907-808-A002, Joint Repair. Sawcuts required to seal joints shall be paid for under Pay Item No. 907-823-B001: Saw Cut, Type I or Pay Item No. 907-823-B002: Saw Cut, Type II. All new preformed joints shall be paid for under Pay Item No. 907-823-A001: Preformed Joint Seal, Type I or Pay Item No. 907-823-A002: Preformed Joint Seal, Type II.

**Endwall Repair:**

Endwalls at Bents 1L/1R and 4L/4R on bridges 10053 and 10054 shall be repaired per the notes and details shown in the attached drawings. Removal of existing armored joints embedded in the endwall shall be considered absorbed under Pay Item No. 907-824-PP008: Bridge Repair, Endwall Repair.

**Bearing Replacements:**

Bearings shall be replaced in accordance with Special Provision Subsection 907-824.03.4. Payment for this work shall be made under Pay Item No. 907-824-D001: Bearing Replacements.

It is the responsibility of the Contractor to provide field measured bearing heights, and to ensure that the new bearing assemblies will match the existing measured heights. Any additional work required to match the new bearing assemblies to the existing height shall be done by the Contractor at no additional cost to the State.

**Cap Cleaning**

Cap Cleaning shall be done in accordance with Special Provision Subsection 907-824.03.3. This item of work shall be paid for under Pay Item No. 907-824-C001: Cap Cleaning.

**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. This submittal shall be sent with the new bearing shop drawings.

Shop Drawing Submittal:

The Contractor shall submit shop drawings of the new bearing assemblies and anchor bolts for approval by the Director of Structures, State Bridge Engineer for approval.

Welding Submittal:

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

Jacking Plan Submittal:

The Contractor shall submit a set of bracing and jacking arrangement plans along with design calculations. The Contractor shall employ the services of a Mississippi Registered Professional Engineer knowledgeable in the field of bridge design. The submitted plans shall bear the seal of the Professional Engineer.

Anchor Dowel Removal Submittal:

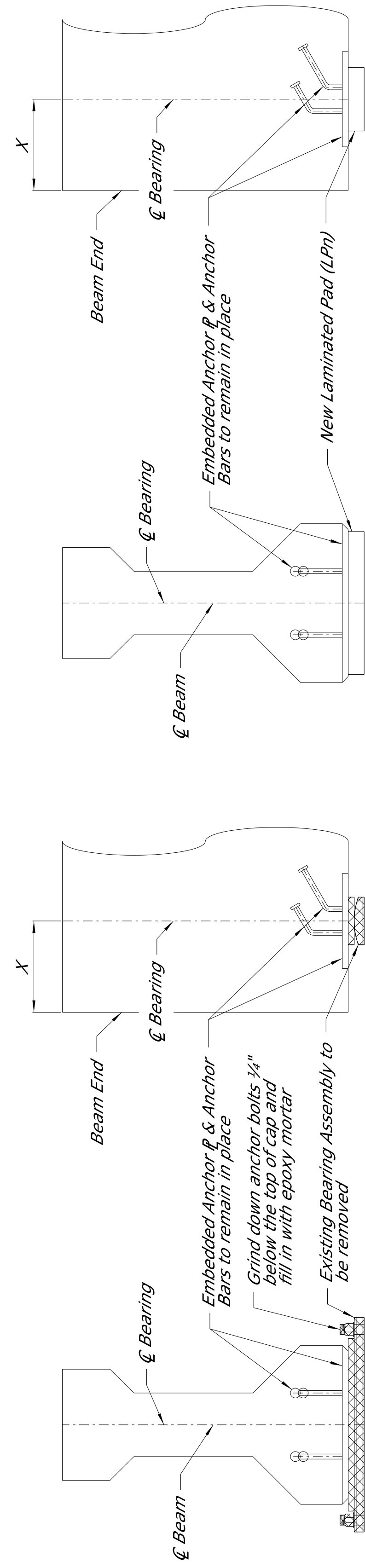
The Contractor shall submit a proposed removal plan or partial removal plan for the anchor dowels in the bearings for bridges 10025 & 10040.

**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 No. 618-A001, Maintenance of Traffic.

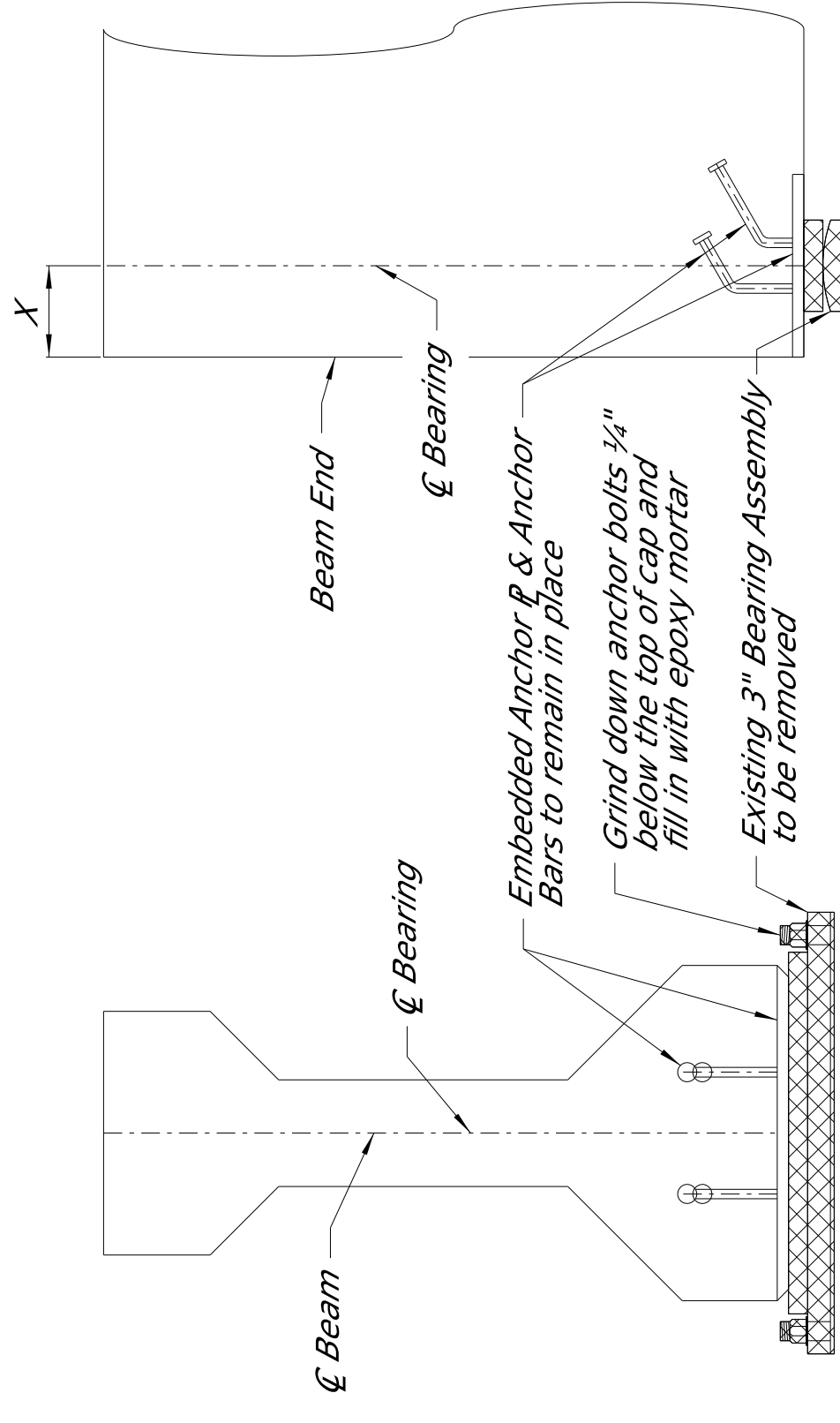
District I Preventive Maintenance 2024 Quantities															
PAY ITEM NO.	DESCRIPTION	10024	10045	10053	10054	10040	10025	10072	10073	10057	10058	10077	10078	QUANTITIES	UNITS
202-B169	Removal of Joint Material	0	0	200	200	0	0	0	0	0	0	0	0	401	LF
907-808-A002	Joint Repair	464	464	268	268	410	410	596	596	747	747	328	328	5627	LF
907-823-A001	Preformed Joint Seal, Type I	232	232	134	134	205	205	213	213	267	267	82	82	2266	LF
907-823-A002	Preformed Joint Seal, Type II	0	0	0	0	0	0	85	85	107	107	82	82	548	LF
907-823-B001	Saw Cut, Type I	0	0	268	268	410	410	255	255	320	320	164	164	2834	LF
907-823-B002	Saw Cut, Type II	0	0	0	0	0	0	0	0	0	0	164	164	328	LF
907-824-C001	Cap Cleaning	2	2	4	4	3	3	5	5	5	5	4	4	46	LF
907-824-D001	Bearing Replacements	12	12	32	32	24	24	12	12	12	12	34	34	252	E/A
907-824-PP007	Bridge Repair, Elastomeric Concrete	0	0	3	3	0	0	0	0	0	0	0	0	6	CY
907-824-PP008	Bridge Repair, Endwall Repair	0	0	66	66	0	0	0	0	0	0	0	0	132	LF

<b>Bridge ID</b>	<b>Structure #</b>	<b>County</b>	<b>Route</b>	<b>Feature Intersected</b>
10024	266.4A	Alcorn	SR 45	Parmicha Creek
10045	266.4B	Alcorn	SR 45	Parmicha Creek
10053	276.1A	Alcorn	SR 45	Wenasoga Road
10054	276.1B	Alcorn	SR 45	Wenasoga Road
10040	263.3A	Alcorn	SR 45	Hinkle Creek
10025	263.3B	Alcorn	SR 45	Hinkle Creek
10072	48.6A	Alcorn	SR 72	Hatchie Relief Canal
10073	48.6B	Alcorn	SR 72	Hatchie Relief Canal
10057	49.9A	Alcorn	SR 72	Goose Pond Creek
10058	49.9B	Alcorn	SR 72	Goose Pond Creek
10077	69.5A	Alcorn	SR 72	Redmont Rail Road
10078	69.5B	Alcorn	SR 72	Redmont Rail Road



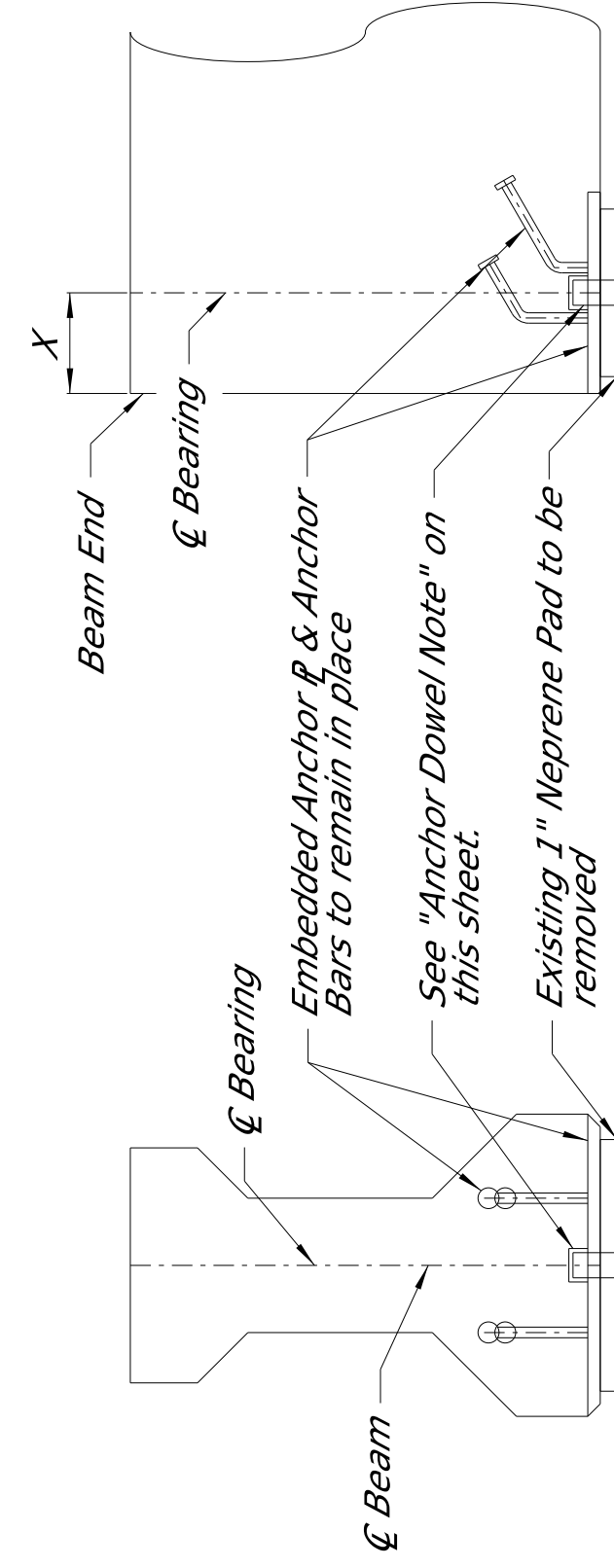
EXISTING BEARING ASSEMBLY DETAIL "A"

NEW BEARING ASSEMBLY DETAIL "A"



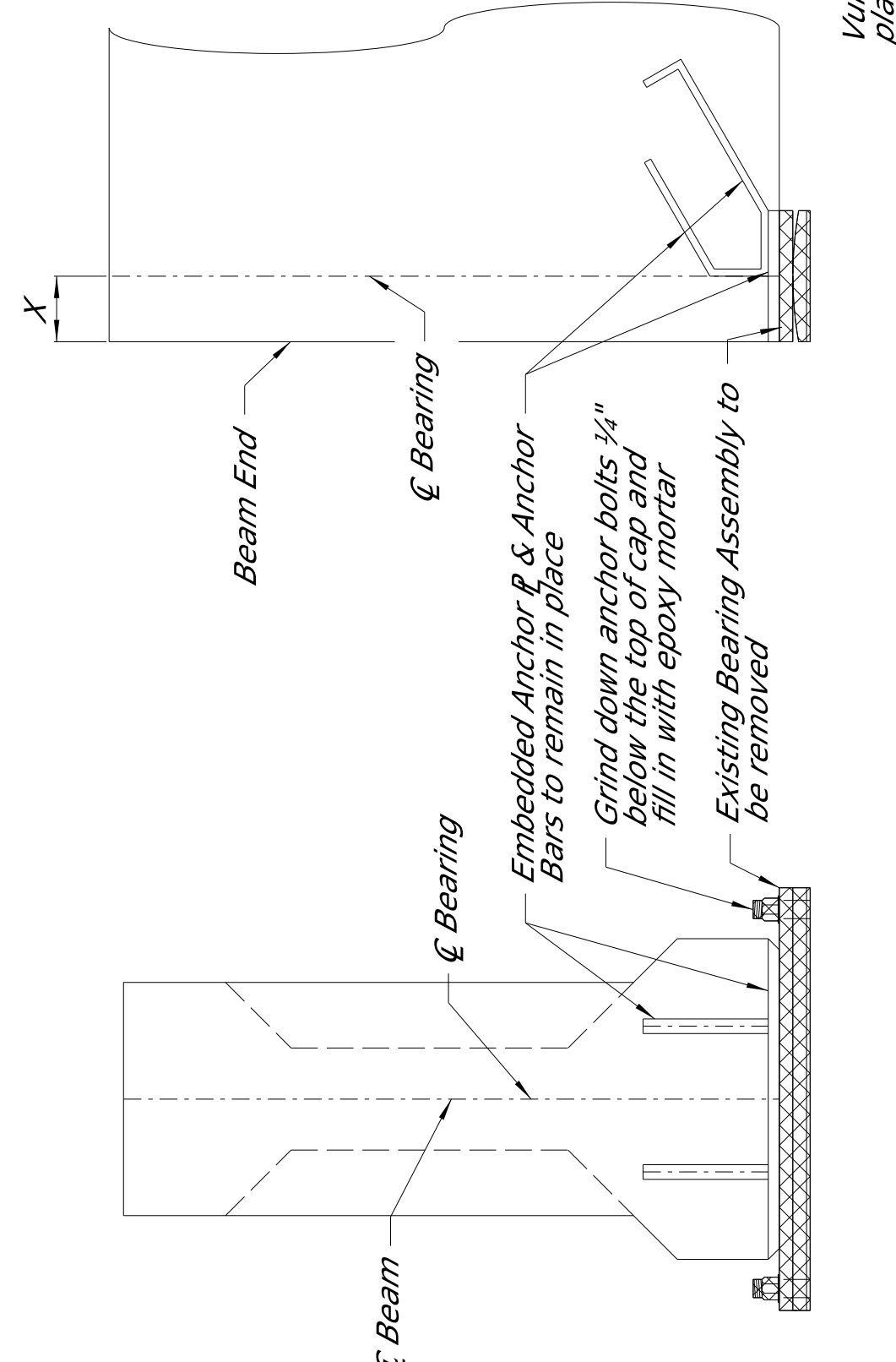
EXISTING BEARING ASSEMBLY DETAIL "B"

NEW BEARING ASSEMBLY DETAIL "B"



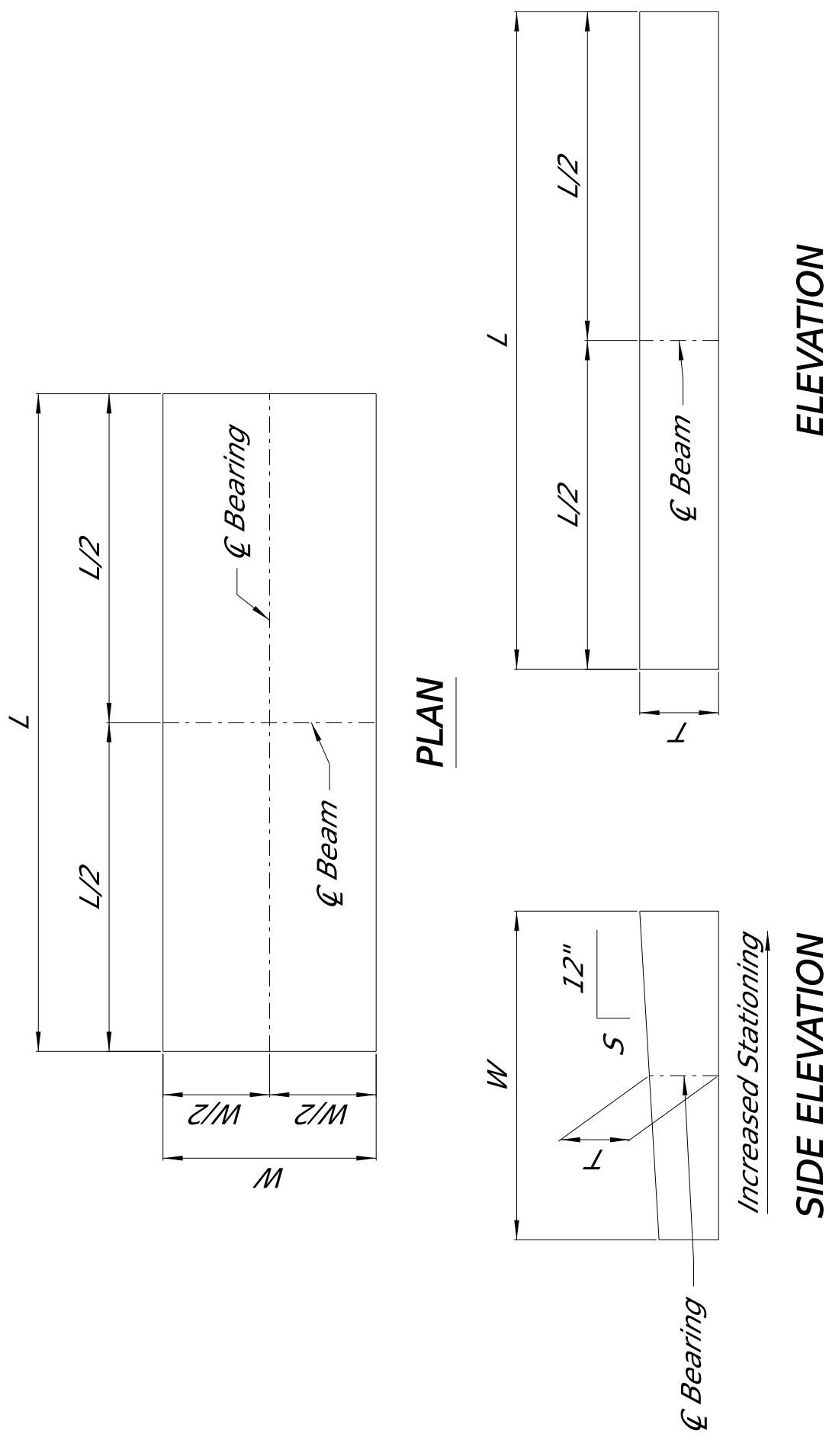
EXISTING BEARING ASSEMBLY DETAIL "C"

NEW BEARING ASSEMBLY DETAIL "C"



EXISTING BEARING ASSEMBLY DETAIL "D"

NEW BEARING ASSEMBLY DETAIL "D"



BEARING PLATE DETAILS (BP1 - BP3) OR NEOPRENE PAD DETAILS (NP1)

LAMINATED PAD DETAILS (LP1 - LP3)

Testing acceptance procedure shall be in accordance with Section 714.10.2 of the Specifications.  
 Elastomer shall have a hardness of 60 durometer with a minimum shear modulus at 73°F of 0.130 k.s.i. And a maximum shear modulus at 73°F of 0.175 k.s.i.

**NOTE:**  
 In no case shall neoprene pads be field cut

BRIDGE	BENT	DETAIL	"X"	"P"	"L"	"W"	"T"	"A"	"B"	"C"	"D"	"E"	"Tn"	"Tc"	"S"
10024	1L & 4L	"A"	1'-4 $\frac{1}{8}$ "	LP1	1'-6"	8"	1'-6"	8"	$\frac{3}{8}$ "	$\frac{1}{2}$ "	$\frac{1}{2}$ "	3	2"	1' $\frac{5}{16}$ "	$\frac{1}{2}$ "
10045	1R & 4R	"A"	1'-4 $\frac{1}{8}$ "	LP1	1'-6"	8"	1'-6"	8"	$\frac{3}{8}$ "	$\frac{1}{2}$ "	$\frac{1}{2}$ "	3	2"	1' $\frac{5}{16}$ "	$\frac{1}{2}$ "
10040	1L & 3L(BK)	"B"	6"	BPI	2'-4"	1'-0"	1"	1'-6"	8"	$\frac{3}{8}$ "	$\frac{1}{2}$ "	3	2"	1' $\frac{5}{16}$ "	$\frac{1}{4}$ "
	3L(AH) & 4L	"C"	6"	NP1	1'-3"	10"	1"	1'-6"	8"	$\frac{3}{8}$ "	$\frac{1}{2}$ "				
10025	1R & 2R(BK)	"C"	6"	NP1	1'-3"	10"	1"	1'-6"	8"	$\frac{3}{8}$ "	$\frac{1}{2}$ "				
	2R(AH) & 4R	"B"	6"	BPI	2'-4"	1'-0"	1"	1'-6"	8"	$\frac{3}{8}$ "	$\frac{1}{2}$ "	3	2"	1' $\frac{5}{16}$ "	$\frac{1}{4}$ "
10053	1L & 2L(BK)	"A"	6"	LP2	2'-0"	1'-1"	$\frac{7}{8}$ "	1'-8"	8"	$\frac{3}{8}$ "	$\frac{9}{16}$ "	3	2 $\frac{1}{8}$ "	2' $\frac{1}{16}$ "	$\frac{1}{4}$ "
	2L(AH) & 3L(BK)	"D"	6"	BP3	2'-0"	1'-1"	$\frac{7}{8}$ "	1'-6"	8"	$\frac{3}{16}$ "	$\frac{1}{2}$ "	2	1 $\frac{1}{4}$ "	1' $\frac{5}{16}$ "	$\frac{1}{4}$ "
10054	1R, 2R(BK), 3R(AH), 4R	"A"	6"	LP3	2'-0"	1'-1"	$\frac{7}{8}$ "	1'-6"	8"	$\frac{3}{8}$ "	$\frac{9}{16}$ "	3	2 $\frac{1}{8}$ "	2' $\frac{1}{16}$ "	$\frac{1}{4}$ "
	2R(AH) & 3R(BK)	"D"	6"	BP3	2'-0"	1'-1"	$\frac{7}{8}$ "	1'-6"	8"	$\frac{3}{8}$ "	$\frac{1}{2}$ "	2	1 $\frac{1}{4}$ "	1' $\frac{5}{16}$ "	$\frac{1}{4}$ "
10057	1L	"B"	1'-1 $\frac{1}{2}$ "	BP2	1'-10"	1'-0"	$\frac{3}{4}$ "	1'-6"	8"	$\frac{3}{16}$ "	$\frac{1}{2}$ "	2	1 $\frac{1}{4}$ "	1' $\frac{5}{16}$ "	$\frac{1}{2}$ "
	7L	"B"	1'-1 $\frac{1}{2}$ "	BP2	1'-10"	1'-0"	$\frac{3}{4}$ "	1'-6"	8"	$\frac{3}{16}$ "	$\frac{1}{2}$ "	2	1 $\frac{1}{4}$ "	1' $\frac{5}{16}$ "	$\frac{1}{2}$ "
10058	1R	"B"	1'-1 $\frac{1}{2}$ "	BP2	1'-10"	1'-0"	$\frac{3}{4}$ "	1'-6"	8"	$\frac{3}{16}$ "	$\frac{1}{2}$ "	2	1 $\frac{1}{4}$ "	1' $\frac{5}{16}$ "	$\frac{1}{2}$ "
	7R	"B"	1'-1 $\frac{1}{2}$ "	BP2	1'-10"	1'-0"	$\frac{3}{4}$ "	1'-6"	8"	$\frac{3}{16}$ "	$\frac{1}{2}$ "	2	1 $\frac{1}{4}$ "	1' $\frac{5}{16}$ "	$\frac{1}{2}$ "
10072	1L & 9L	"A"	8 $\frac{3}{8}$ "	LP1	1'-6"	8"	1'-6"	8"	$\frac{3}{8}$ "	$\frac{1}{2}$ "	$\frac{1}{2}$ "	3	2"	1' $\frac{5}{16}$ "	$\frac{1}{2}$ "
10073	1R & 9R	"A"	8 $\frac{3}{8}$ "	LP1	1'-6"	8"	1'-6"	8"	$\frac{3}{8}$ "	$\frac{1}{2}$ "	$\frac{1}{2}$ "	3	2"	1' $\frac{5}{16}$ "	$\frac{1}{2}$ "
10077	1L, 5L, 8L, 12L	"B"	6"	BP1	2'-4"	1'-0"	1"	1'-6"	8"	$\frac{3}{8}$ "	$\frac{1}{2}$ "	3	2"	1' $\frac{5}{16}$ "	$\frac{1}{4}$ "
10078	1R, 5R, 8R, 12R	"B"	6"	BP1	2'-4"	1'-0"	1"	1'-6"	8"	$\frac{3}{8}$ "	$\frac{1}{2}$ "	3	2"	1' $\frac{5}{16}$ "	$\frac{1}{4}$ "

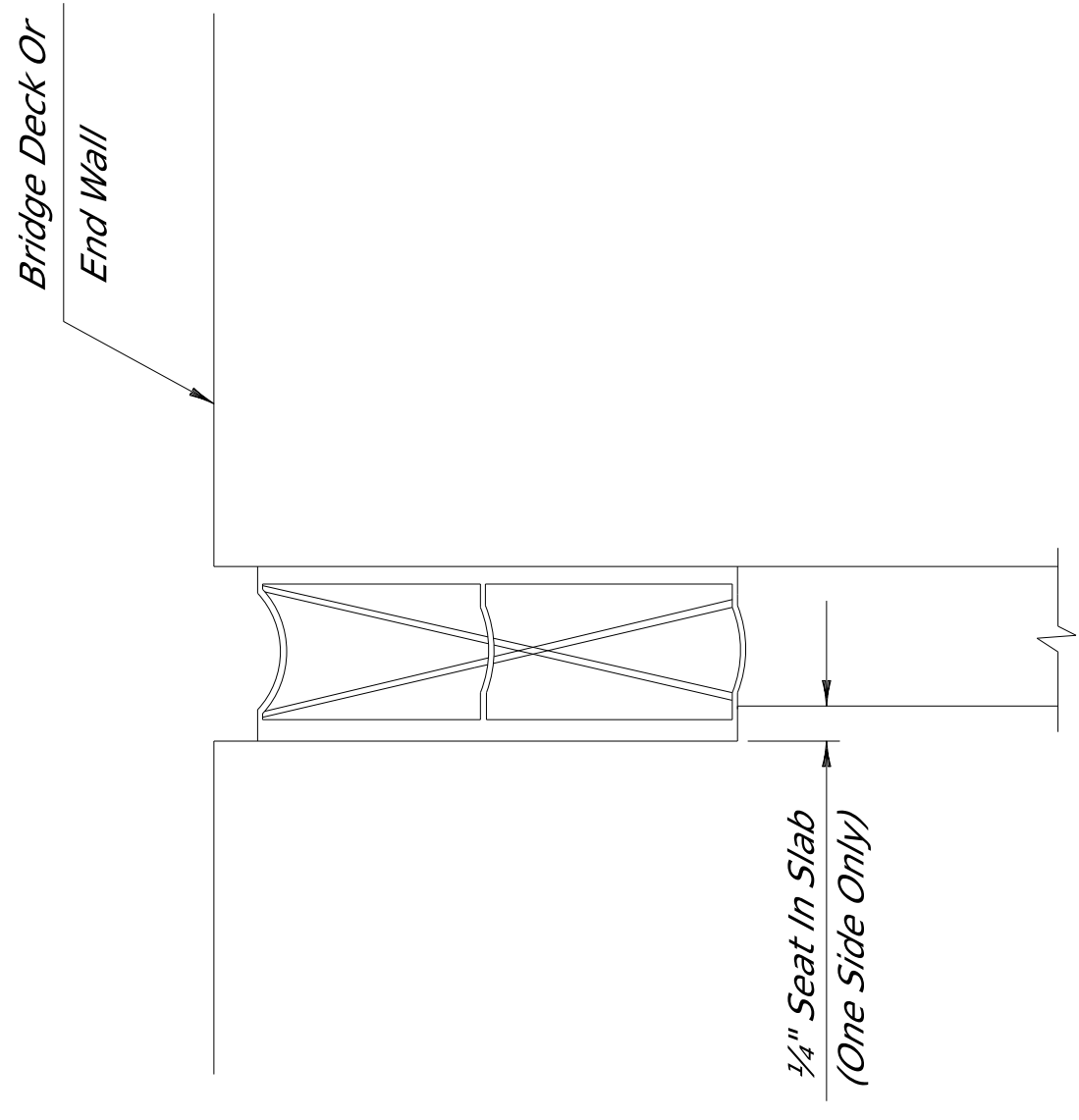
**ANCHOR DOWEL NOTE**  
 Cut existing portion of dowel that is protruding above the cap. A proposed removal plan shall be submitted before the cutting of any anchor dowels.

BK = Back Station  
 AH = Ahead Station

EXISTING BEARING ASSEMBLY DETAIL "D"

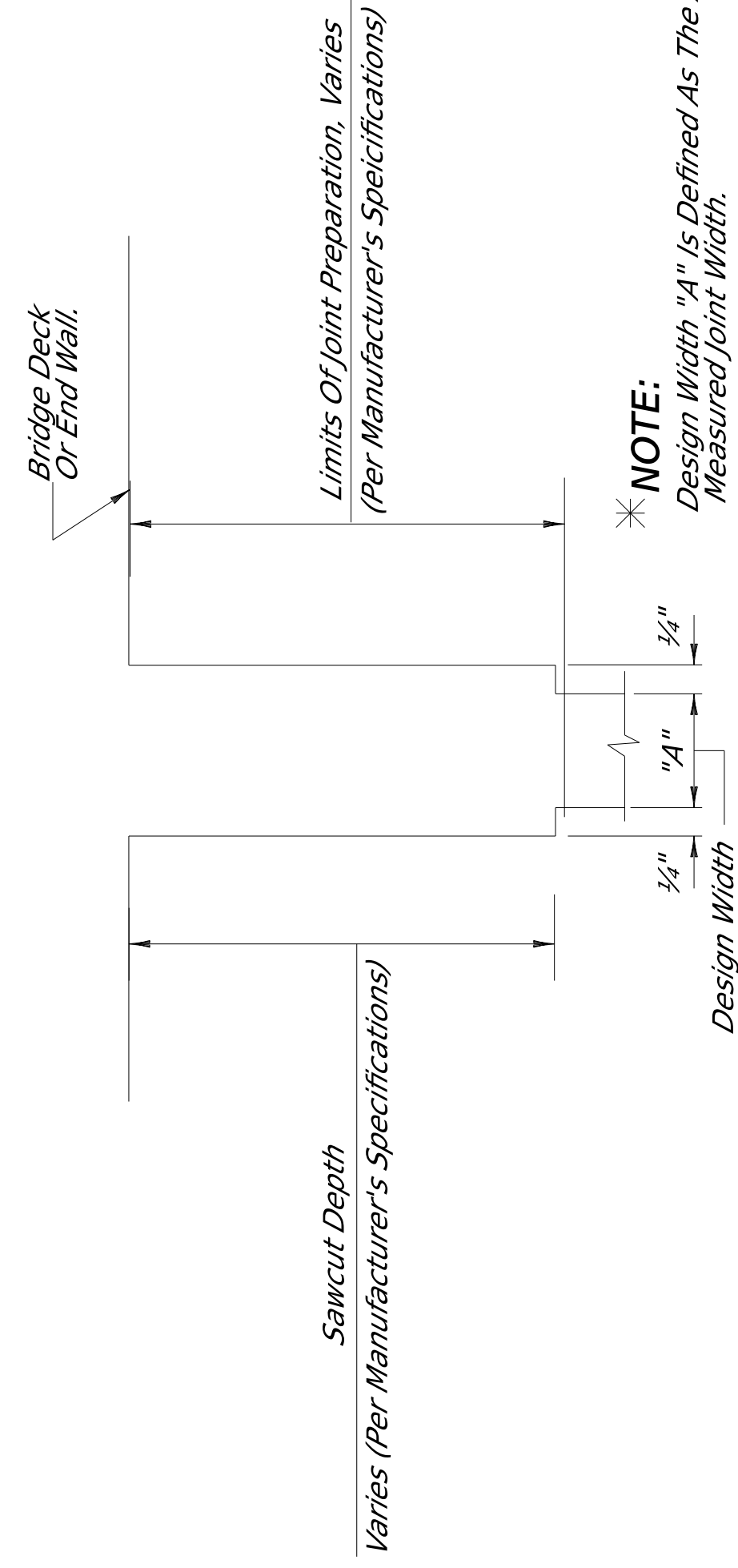
NEW BEARING ASSEMBLY DETAIL "D"





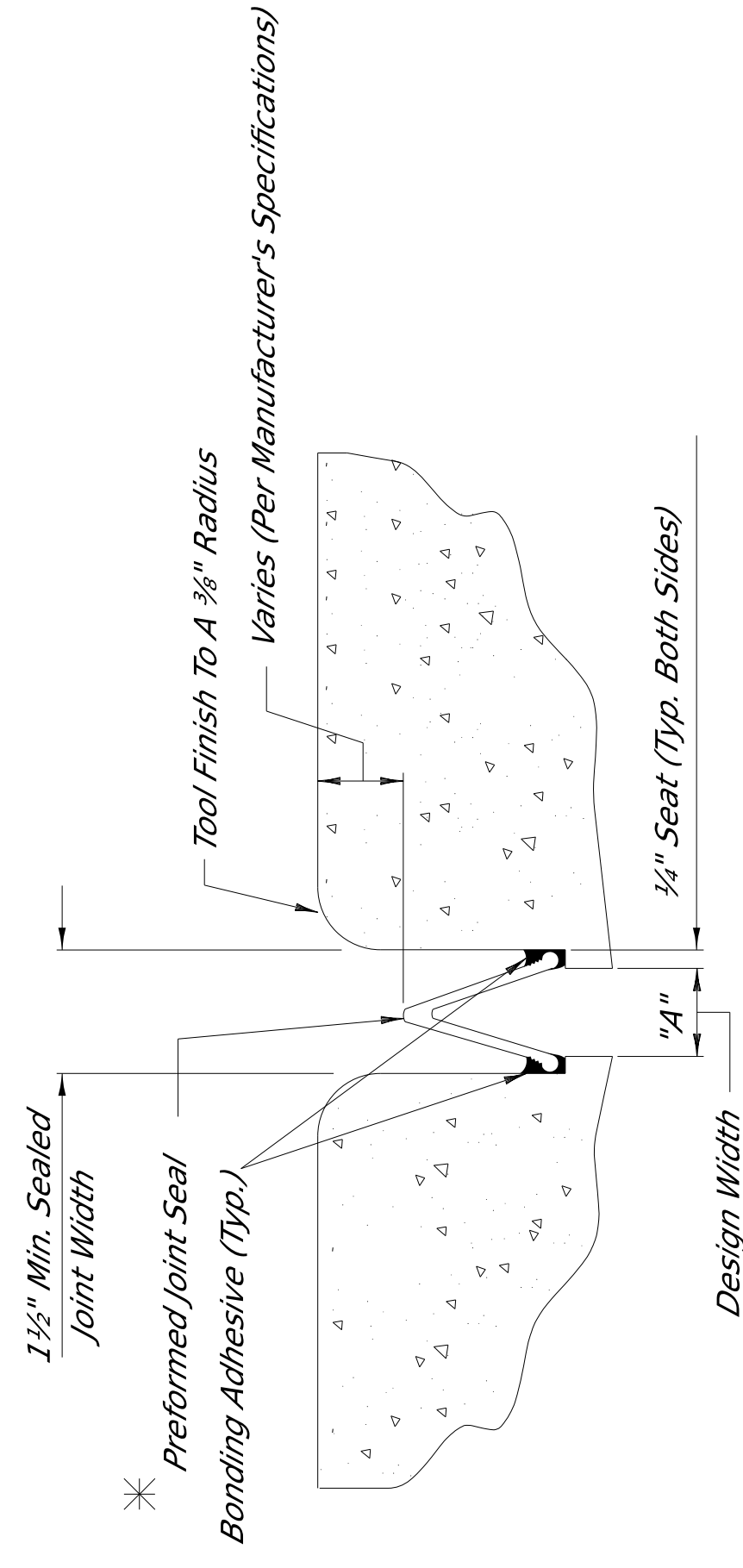
**TYPICAL SECTION AT EXISTING JOINT**

Showing Existing Expansion Device To Be Removed and Replaced with Preformed Joint Seal (Bridges 10024, 10045, 10047, 10058, 10072, 10073, 10077, 10078)



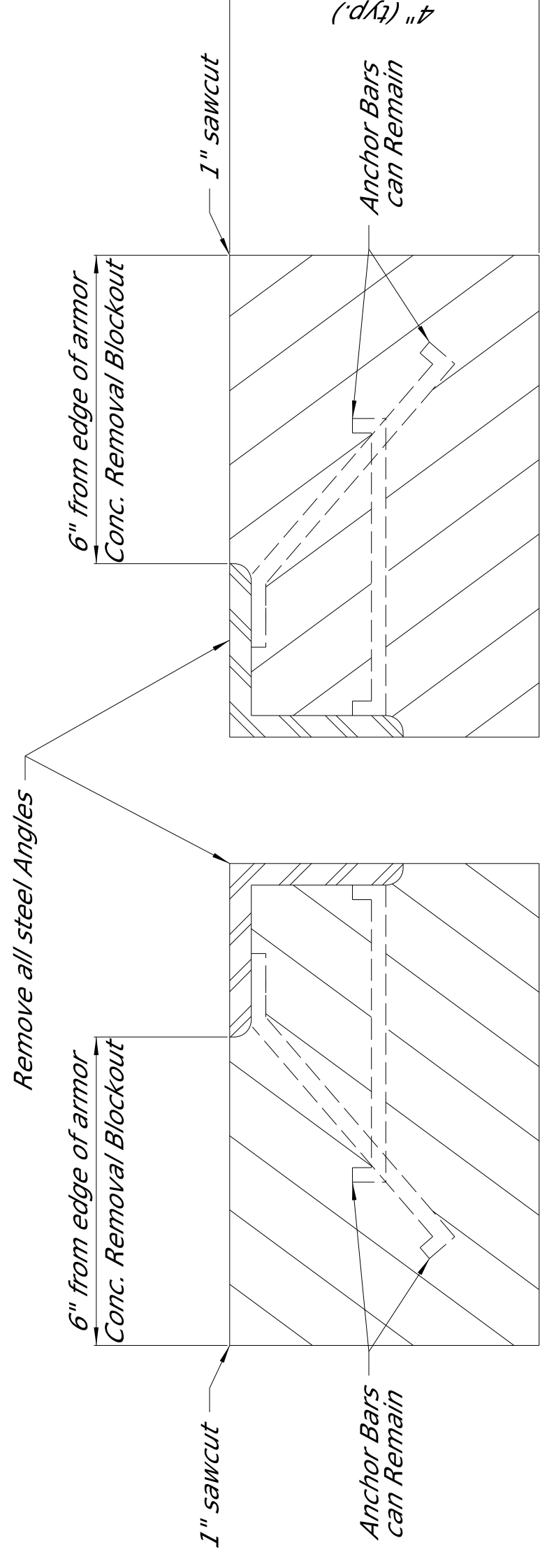
**TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL AND SAWCUT**

Showing Limits of Joint Preparation for Sawcut & Application of New Preformed Joint Seal (Bridges 10024, 10045, 10047, 10058, 10072, 10073, 10077, 10078)



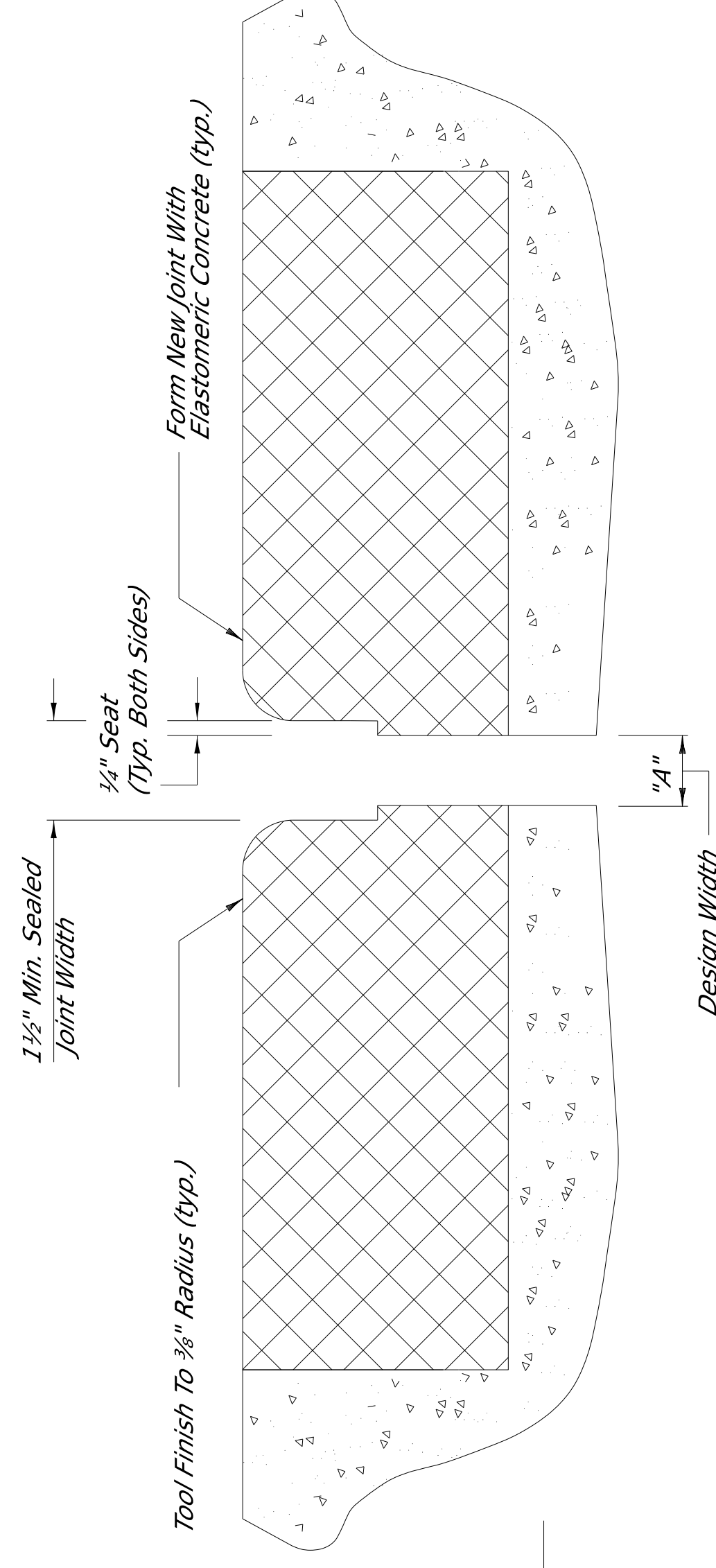
**TYPICAL SECTION AT SAWCUT & SEALED JOINT**

Showing Sealed Joint after Sawcut and Joint Repair (Bridges 10024, 10045, 10047, 10054, 10040, 10047, 10058, 10072, 10073, 10077, 10078)



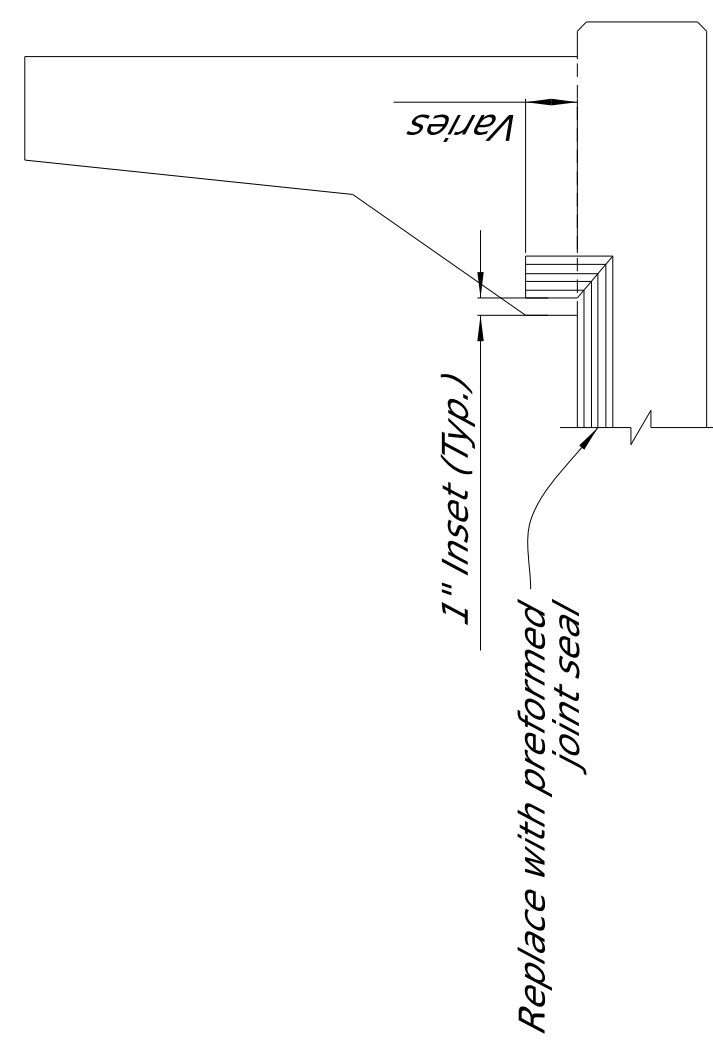
**TYPICAL SECTION AT EXISTING ARMORED JOINT**

Showing Existing Expansion Device To Be Removed (Bridges 10053 & 10054, Int. Bents 2L2R & 3L3R)



**TYPICAL SECTION AT SAWCUT & JOINT REPAIR**

Showing Area Where Repairs Are Made After Sawcut With Elastomeric Concrete (Bridges 10053 & 10054, Int. Bents 2L2R & 3L3R)



**NOTES:**

For Jersey Shape Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Barrier Is 3". For Post And Beam Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Barrier Is 6".

**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 To Detail Of Design Or Construction Procedure May Be Authorized By The Bridge Engineer Provided Such Changes Will Not Be Cause For Contract Price Adjustment.
- Work For Which No Pay Item Is Provided In The Proposal Will Not Be Paid For Directly And Shall Therefore Be Considered An Absorbed Item of Work.

**NOTES ON ASSOCIATED ITEMS OF WORK:**

**907-808-A002 JOINT REPAIR**  
 Description: Shall Include The Work Necessary To Repair Joints In Preparation For The Placement Of New Expansion Material, As Designated In The Detail Drawings Provided. Removal Of Existing Silicone Sealed, Compression, AC Sealed Joint Materials, and Armored Joint Materials Will Not Be Paid For Directly And Shall Be Considered As Absorbed Under This Item Of Work. Removal of joint materials and any trash and debris (including but not limited to compacted dirt, vegetation and trash) located at any depth within the joint shall be included under this item of work. All Other Requirements Shall Be In Accordance With The Applicable Provisions Of Section 808 Of The Specifications And Any Other Sections Specified Therein.  
 Basis Of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint.

**907-823-B001 SAW CUT, TYPE I**  
**907-823-B002 SAW CUT, TYPE II**  
 Description: The Saw Cut Depth Shall Be Equivalent To The Installation Depth Required By The Manufacturer's Specifications. The Saw Cut Type Shall Be The Same As The Preformed Joint Seal Selected.

**Basis of Payment:** The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint.

**907-823-A001 PREFORMED JOINT SEAL, TYPE I**  
**907-823-A002 PREFORMED JOINT SEAL, TYPE II**  
 Description: Shall Include The Manufacturer's Required Joint Preparation Including Sandblasting Both Sides Of The Joint And Blowing The Joint Free Of Debris With Compressed Air And Placement Of The New Preformed Joint Seal

**Basis Of Payment:** The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Centerline Joint.

**202-B169 REMOVAL OF EXISTING JOINT MATERIAL**  
 Description: Shall include the removal of material associated with armor as designated in the detailed drawings provided. Removal of the concrete blockout area shall be absorbed under this item of work. Other joint types shall not be included under this item of work unless otherwise directed by the Engineer.

**Basis of Payment:** Removal of armor joint material will be paid for in linear feet at the contract unit price along the length of the bridge deck on each side of the centerline joint.

\* **NOTES:**

1. The Preformed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:

- Silicoflex Joint Sealing System Manufactured By R.J. Watson, Inc. In Alden, NY [www.rjwatson.com](http://www.rjwatson.com)
- Wabo SPS Joint System Manufactured By Watson Bowman Acme Corporation In Amherst, NY [www.wbcorp.com](http://www.wbcorp.com)
- Silspec SSS Silicone Strip Seal Manufactured By SSI Commercial & Highway Construction Materials [www.ssicm.com](http://www.ssicm.com)

2. For Estimating Purposes, The Rj Watson Silicoflex Joint Sealing System Was Selected. However, Should Another Supplier Be Chosen, It Is The Contractor's Responsibility To Ensure That The Manufacturer's Recommendations Are Followed For Joint Preparation, Installation Depths And Widths, Adhesive Setting Times, And Any Other Variances Between The Specifications Provided By The Manufacturer. A Manufacturer Representative Shall Be Present At The Time Joint Sealing Begins To Ensure That The Contractor Is Properly Schooled In Installation Of The Joint Material.

3. Joints Shall Be Sealed At Their Design Widths, Dimension "A", Which Is Defined As The Actual Width Of The Joint Opening. This Width Does Not Account For The 1/4" Seat Required On Both Sides Of The Joint. Preformed Joint Seal, Type I, Shall Be Used For Design Widths Less Than 2". Preformed Joint Seal, Type II, Shall Be Used For Design Widths Greater Than Or Equal To 2". With The Maximum Design Width Being 2 1/2". In Cases Where Design Widths Are Greater Than 2 1/2", Another Type Of Expansion Material Shall Be Required As Directed By The Director Of Structures, State Bridge Engineer. It Is The Contractor's Responsibility To Ensure That The Size Selected Is Appropriate For The Width Of The Joint.

**ELASTOMERIC CONCRETE NOTES**

**907-824-PP007 BRIDGE REPAIR, ELASTOMERIC CONCRETE**

Description: Elastomeric Concrete Shall Be One Of The Following Products, Installed According To The Manufacturer's Specifications:

- Poly-Ton Elastomeric Concrete Manufactured By R.J. Watson, Inc. In Alden, NY [www.rjwatson.com](http://www.rjwatson.com)
- WaboCrete II Manufactured By Watson Bowman Acme Corporation In Amherst, NY [www.wbcorp.com](http://www.wbcorp.com)
- Delcrete Elastomeric Concrete Manufactured By The D.S. Brown Company In North Baltimore, OH [www.dsbrown.com](http://www.dsbrown.com)

Basis of Payment: The Accepted Quantities Will Be Paid For In Cubic Yards At The Contract Unit Price.

**NOTES ON ASSOCIATED ITEMS OF WORK:**

907-824-PP008 BRIDGE REPAIR, ENDWALL REPAIR

Description: Shall Include The Work Necessary To Remove And Replace The Damaged Endwall, As Designated In The Detail Drawings Provided. Instead Of Limiting The Repair To The Damaged Section, The Specified Depth Of Endwall Shall Be Removed Along The Entire Width Of The Bridge Deck.

Basis of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Width Of The Bridge Deck.

Damage Caused To Other Elements Of The Structure Or Roadway While Completing This Item Of Work Shall Be Repaired By The Contractor At No Cost To The Department.

Prior to Placing New Concrete, All Concrete Surfaces That Will Be In Contact With The New Concrete Shall Be Painted With An Approved Epoxy Binder-Designed To Bond New Concrete To Old.

New Concrete Shall Be High Early Strength Bridge Concrete, As Follows:

The concrete mixture design shall be furnished by the Contractor for approval by the Materials Division. Mixture design parameters are as follows:

Required Strength: 2500 psi prior to releasing to traffic  
 Total Air Content: 3-6 %  
 Maximum Slump: 6 Inches

Non-chloride based accelerator may be used if the ambient temperature is 50°F or less, but shall not be used if the ambient temperature is greater than 50°F.

Synthetic structural fibers shall be used. The Contractor shall select a manufacturer from MDOT's Approved Products List, and the manufacturer's recommendations shall be followed for the dosage rate.

Curing is to be continuous until 2500 psi is attained. Traffic is to be diverted from the repair area until this value is reached. The Contractor may use the Maturity Method per Section 907-804 to estimate the concrete compressive strength for the purposes of releasing the repair area to traffic. However, final acceptance of the in-place concrete shall be determined using eight concrete test cylinders, which shall be cured in a container next to the concrete placement. Two cylinders are to be tested at 8, 16, and 24 hour intervals. The two remaining cylinders shall be used to determine the 28-day compressive strength of the concrete.

The Removal Of Existing Expansion Material on the bridge endwall shall be considered an absorbed item of work under the pay item no. 907-824-PP008: Bridge Repair, Endwall Repair

**NOTES:**

1. The Preformed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:

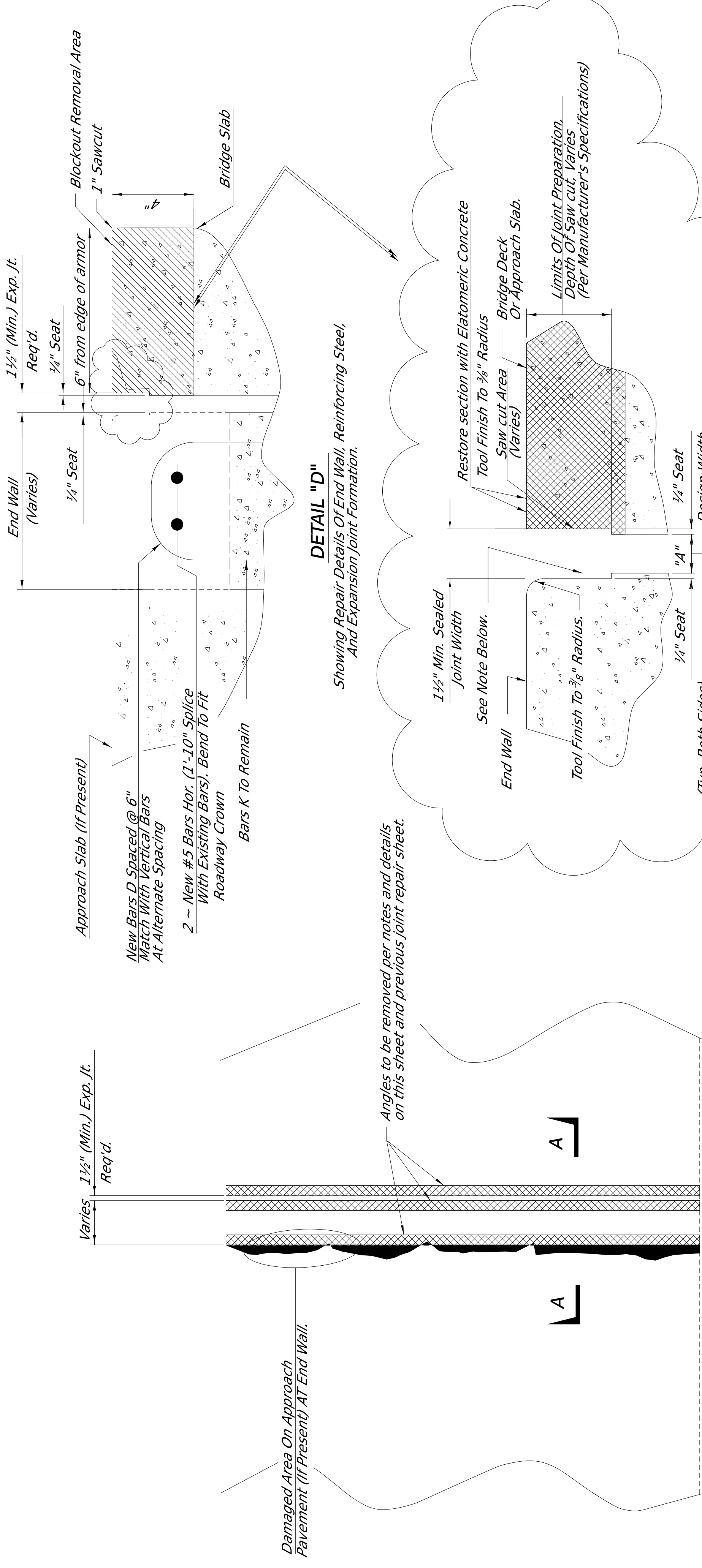
A. Silcoflex Joint Sealing System Manufactured By R.J. Watson, Inc. www.rjwatson.com

B. Wabo SPS Joint System Manufactured By Watson Bowman Acme Corporation www.wbacorp.com

C. Sispac SSS Silicone Strip Seal Manufactured By SSI Commercial & Highway Construction Materials www.ssicm.com

2. For Estimating Purposes, The R.J. Watson Silcoflex Joint Sealing System Was Selected. However, Should Another Supplier Be Chosen, It Is The Contractor's Responsibility To Ensure That The Manufacturer's Recommendations Are Followed For Joint Preparation, Installation Depths And Widths, Adhesive Setting Times, And Any Other Variances Between The Specifications Provided By The Manufacturer. A Manufacturer Representative Shall Be Present At The Time Joint Sealing Begins To Ensure That The Contractor Is Properly Schooled In Installation Of The Joint Material.

3. Joints Shall Be Sealed At Their Design Widths, Dimension "A", Which Is Defined As The Actual Width Of The Joint Opening. This Width Does Not Account For The 1/4" Seat Required On Both Sides Of The Joint. Preformed Joint Seal Type J, Shall Be Used For Design Widths Less Than 2", Preformed Joint Seal Type I, Shall Be Used For Design Widths Greater Than Or Equal To 2". With The Maximum Design Width Being 2 1/2". In Cases Where Design Widths Are Greater Than 2 1/2", Another Type Of Expansion Material Shall Be Required As Directed By The Director Of Structures, State Bridge Engineer. It Is The Contractor's Responsibility To Ensure That The Size Selected Is Appropriate For The Width Of The Joint.

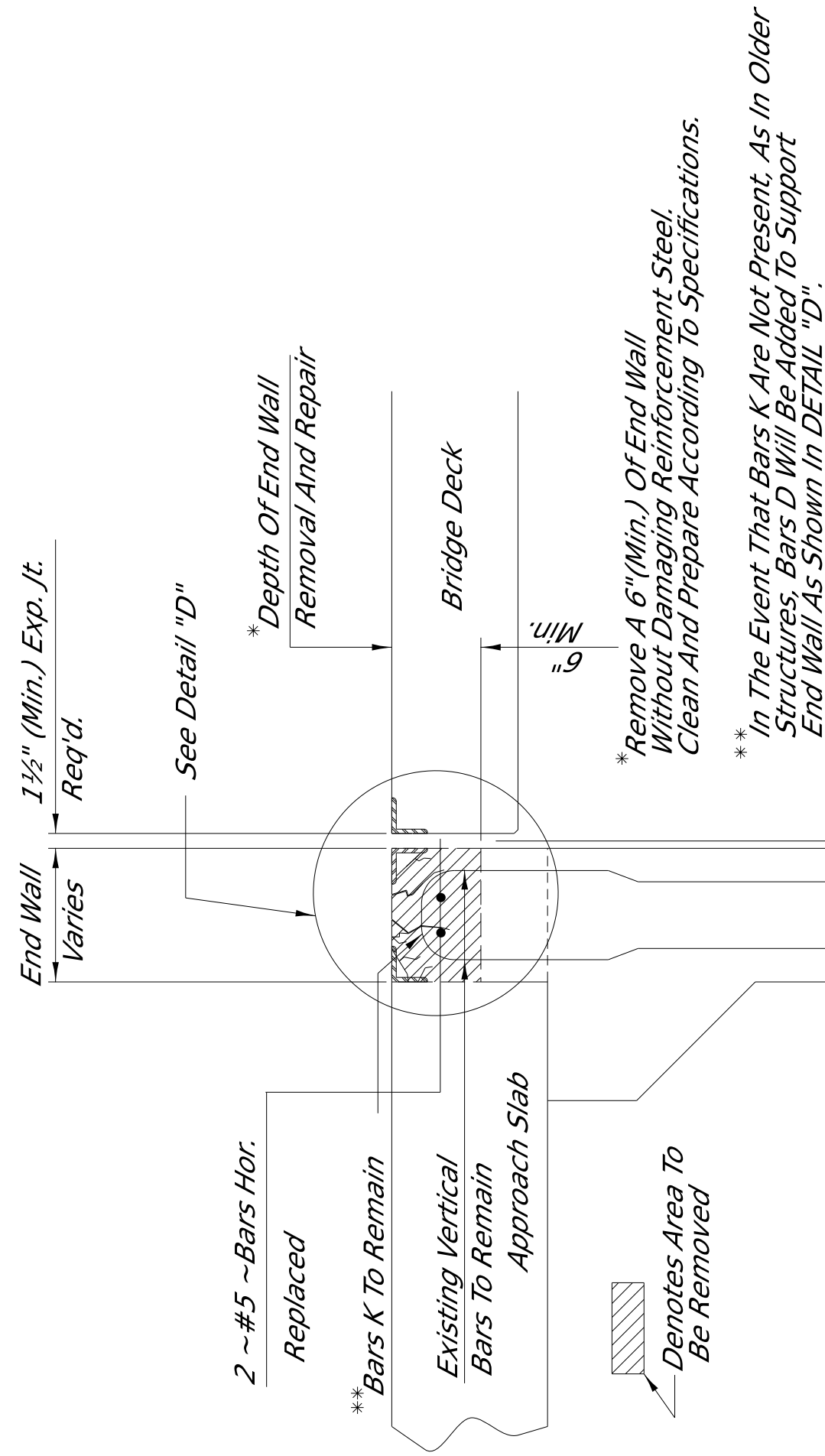


**EXPLODED VIEW OF JOINT REPAIR**

Showing Preparation, And Repair Of Joints, At End Wall And Each Side Thereof.

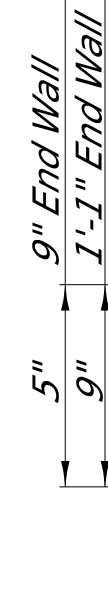
\* NOTE: Form Vertical Faces Of End Wall To Include 1/4" Seat Such That The Preformed Joint Seal May Be Applied Per Manufacturer's Specification. See Detail "DP" On This Sheet.

\* NOTE: Design Width "A" Is Defined As The Actual Measured Joint Width.



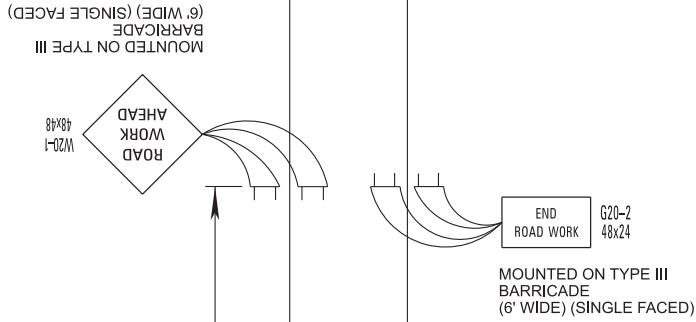
**ELEVATION (SECTION A-A)**

Showing Details Of Removal Of Damaged End Wall. (Bridges 10053 & 10054, Bents No. 1L1R & 4L4R)

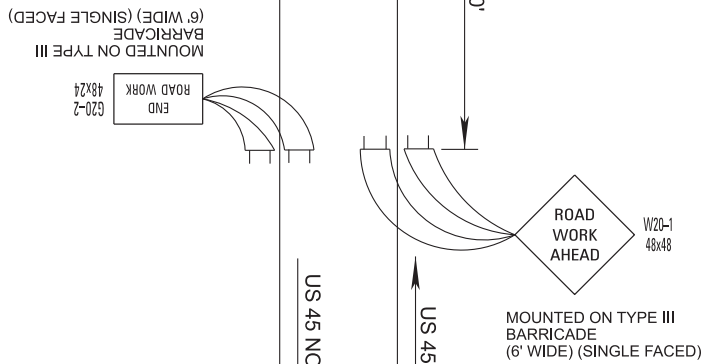


**GENERAL NOTES:**

- 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 To Detail Of Design Or Construction Procedure May Be Authorized By The Bridge Engineer Provided Such Changes Will Not Be Cause For Contract Price Adjustment.
- Work For Which No Pay Item Is Provided In The Proposal Will Not Be Paid For Directly, And Shall Therefore Be Considered An Absorbed Item of Work.



BR, NO.S : 263.3A & 263.3B  
 266.4A & 266.4B  
 276.1A & 276.1B



NOTE: ALL SIGNS AND BARRICADES SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER PAY ITEM NO. 618-A001, MAINTENANCE OF TRAFFIC

US 45 NORTHBOUND

US 45 SOUTHBOUND



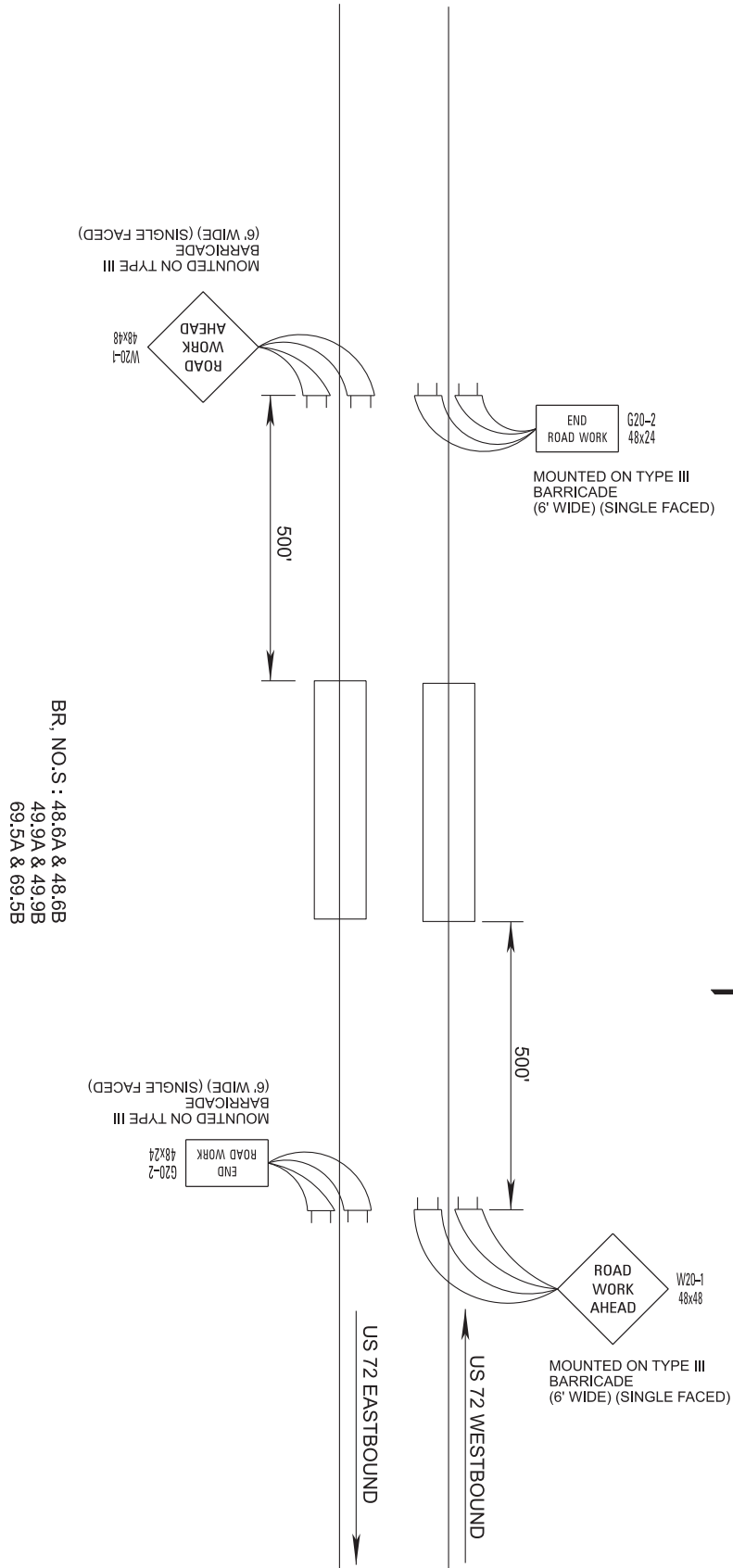
SHEET NO. 1  
 SHEET ID DCS-1

DETAIL OF CONSTRUCTION SIGNING

FMS CON: 108779/301000  
 PROJECT NO.: STBG-9999-01(396)  
 COUNTY: ALCORN

DESIGNED BY: WALDON  
 DETAILED BY:  
 CHECKED BY:  
 DATE: 5/3/2024





BR. NOS : 48.6A & 48.6B  
 49.9A & 49.9B  
 69.5A & 69.5B

NOTE: ALL SIGNS AND BARRICADES SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER PAY ITEM NO. 618-A001, MAINTENANCE OF TRAFFIC

SHEET NO. 2	SHEET ID	<b>DETAIL OF CONSTRUCTION SIGNING</b>
	DCS-2	

FMS CON: 108779/301000
PROJECT NO.: STBG-9999-01(396)
COUNTY: ALCORN

DESIGNED BY: WALDON
DETAILED BY:
CHECKED BY:
DATE: 5/3/2024



Bridge Preventive Maintenance on US 45 & US 72 (Bridge Nos. 266.4A, 266.4B, 276.1A, 276.1B, 263.3A, 263.3B, 48.6A, 48.6B, 49.9A, 49.9B, 69.5A & 69.5B), known as Federal Aid Project No. STBG-9999-01(396) / 108779301 in Alcorn County.

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
<b>Roadway Items</b>					
0010	618-B001		1	Square Feet	Additional Construction Signs [\$10.00]
0020	620-A001		1	Lump Sum	Mobilization
0030	907-618-A001		1	Lump Sum	Maintenance of Traffic
<b>Bridge Items</b>					
0040	907-808-A002	(S)	5,627	Linear Feet	Joint Repair
0042	202-B169		401	Linear Feet	Removal of Joint Material
0050	907-823-A001		2,266	Linear Feet	Preformed Joint Seal, Type I
0052	907-823-A002		548	Linear Feet	Preformed Joint Seal, Type II
0060	907-823-B001		2,834	Linear Feet	Saw Cut, Type I
0061	907-823-B002		328	Linear Feet	Saw Cut, Type II
0062	907-824-C001		46	Each	Cap Cleaning
0070	907-824-D001		252	Each	Bearing Replacements
0072	907-824-PP007		6	Cubic Yard	Bridge Repair, Elastomeric Concrete
0074	907-824-PP008		132	Linear Feet	Bridge Repair, Endwall Repair

