

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>8/21/2026</u>	ADDENDUM NO.	_____	DATED	_____
ADDENDUM NO.	<u>2</u>	DATED	<u>8/24/2026</u>	ADDENDUM NO.	_____	DATED	_____
ADDENDUM NO.	<u>3</u>	DATED	<u>8/27/2026</u>	ADDENDUM NO.	_____	DATED	_____

Number

Description

- 1 Revised Table of Contents; Revised NTB No. 7468; Added NTB Nos. 7469, 7470, 8339 & 8340; Revised FHWA-1273, w/ Supplement; SP 907-803-11 replaces SP 907-803-5; Revised Bid Items; Revised or Added Plan Sheet Nos. 2,6,7,9-12,18, 8002-8004, 8006, 8023-8024 & 8096; Amendment EBSx Download Required.
- 2 Postponed til September 01, 2026; Amendment EBSx Download Required.
- 3 Revised Table of Contents; Revised Advertisement; Added NTB No. 8342; Added SP 907-803-10; SP 907-803-12 replaces SP 907-803-11; Revised Bid Items; Revised or Added Plan Sheet Nos. 8002-8004, 8006 & 8023; 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.

BR-0051-02(023)/ 102383302000

Tallahatchie County(ies)

Revised 01/26/2016

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

08/27/2026 03:31 PM

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 901 - ADVERTISEMENT

Electronic bids will be received by the Mississippi Transportation Commission at 10:00 o'clock A.M., Tuesday, September 01, 2026, from the Bid Express Service and shortly thereafter publicly read in the Construction Division Conference Room for:

Bridge Replacements on SR 32 between Webb & Charleston (Bridge Nos. 45.6, 46.2 & 47.0), known as Federal Aid Project No. BR-0051-02(023) / 102383302 in Tallahatchie County.

The attention of bidders is directed to the Contract Provisions governing selection and employment of labor. Minimum wage rates have been predetermined by the Secretary of Labor and are subject to Public Law 87-581, Work Hours Act of 1962, as set forth in the Contract Provisions.

Contractors may request permission to bid online at <http://shop.mdot.ms.gov> at no cost. Upon approval, Contractors shall be eligible to submit a bid using Bid Express at <http://bidx.com>. Specimen proposals may be viewed and downloaded online at no cost at <http://mdot.ms.gov> or purchased online at <http://shop.mdot.ms.gov> at a cost of Ten Dollars (\$10.00) per proposal plus a small convenience fee. Cash or checks will not be accepted as payment.

Plans must be purchased online at <https://shop.mdot.ms.gov>. Costs of plans will be on a per sheet basis plus a small convenience fee. If you have any questions, you can contact the MDOT Plans Print Shop at (601) 359-7460, or e-mail at plans@mdot.state.ms.us. Plans will be shipped upon receipt of payment. Cash or checks will not be accepted as payment.

Bid bond, signed or countersigned by a Mississippi Agent or Qualified Nonresident Agent, with Power of Attorney attached, a Cashier's check or Certified Check for five (5%) percent of bid, payable to STATE OF MISSISSIPPI, must accompany each proposal.

The attention of bidders is directed to the provisions of Subsection 102.07 pertaining to irregular proposals and rejection of bids.

BRAD WHITE
EXECUTIVE DIRECTOR

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 8342

CODE: (SP)

DATE: 08/27/2026

SUBJECT: PDA Test Pile and Conventional Load Test

PROJECT: BR-0051-02(023) / 102383302 – Tallahatchie County

Bidders are hereby advised that the PDA Test Pile and Conventional Load Test pay item will be measured per each, which shall include the PDA test and static load test.

The Contractor will be required to furnish all materials, equipment, labor, and incidentals necessary for conducting the static load test and reporting the results. The Contractor shall subcontract the instrumenting, conducting, and reporting of the static load test to the company supplying the instrumentation with the cost included in the contract unit price for the static load test. In addition, materials sufficient to construct a protected work area, including provisions such as a tent or shed for protection from inclement weather for the load test equipment and testing personnel.

Completion of this pay item shall include the PDA monitored initial drive, the PDA monitored restrike 3 to 5 days following the initial drive, the PDA monitored reaction pile(s), the conventional static load test, the restrike 24 hours after the static load test, and the 30 day restrike, and the individual components will not be considered separately. Any additional restrikes required by the Engineer on this type of test pile will be paid for as a PDA restrike.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-803-10

CODE: (SP)

DATE: 08/27/2026

SUBJECT: Non-Destructive Testing of Drilled Shafts

Section 803, Deep Foundations, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-803.03.2--Drilled Shafts.

907-803.03.2.8--Drilled Shaft Load Tests.

907-803.03.2.8.2--Load Testing of Drilled Shafts with Special Instrumentation. After Subsection 803.03.2.8.2.4 on page 930, add the following.

907-803.03.2.8.2.5--Non-Destructive Testing of Drilled Shafts.

907-803.03.2.8.2.5.1--General. This work shall consist of the Nondestructive Testing (NDT) of drilled shaft foundations, as described herein. All work shall be in accordance with this Special Provision, Standard Specifications, and as directed by the Department.

907-803.03.2.8.2.5.2--Thermal Integrity Profile (TIP) Testing. The NDT method known as Thermal Integrity Profiling (TIP) shall be used on the trial shaft, test shaft, and each production drilled shaft. The Contractor shall employ one experienced independent testing organization approved by the Department to perform all NDT testing. Information shall be submitted to the Department showing the independent testing organization has the experience in the kind of work described in this Special Provision and also showing they have the equipment capable of performing the work. The Department shall review this submittal prior to construction.

TIP Testing. Testing shall be in accordance with ASTM D7949 (Method B) and this Special Provision. Testing shall begin between 2 and 6 hours (or at the direction of the TIP Testing Engineer) after placement of concrete is concluded in the shaft. During the TIP testing, data shall be collected at intervals of 15 minutes for a duration of 96 hours (or at the direction of the TIP Testing Engineer). Every drilled shaft shall be equipped with thermal wire cables and shall be tested by TIP.

Preparation for Testing. To accommodate the TIP test requirements, the Contractor shall install thermal wire cables in each drilled shaft. The number of cables installed will depend on the diameter of the shaft as specified below:

Shaft Diameter (inches)	Number of Cables	Cable Spacing (degrees)
36" - 54"	4	90
60" - 78"	6	60
84" - 102"	8	45
108" - 126"	10	36
132" - 144"	12	30

Thermal wire cables shall be aligned with the longitudinal reinforcement of the shaft, and stretched to minimize the wire slack. Tie the thermal wire cables to the reinforcement at a maximum of 3-foot intervals, at locations on the reinforcement that are 90 degrees to the line connecting the reinforcement to the center of the shaft.

TIP Test Equipment. The TIP testing equipment shall consist of all necessary supplies, support equipment, and power to perform the testing and to record, analyze, and report the results in accordance with this Special Provision. The TIP equipment shall have the following minimum requirements:

- a. A Thermal Integrity Profiler.
- b. A computer based TIP data acquisition system to monitor and download temperature versus time after casting.
- c. Ability to automatically collect data at user defined time intervals (typically 15 minutes).

Qualifications of TIP Consultant. The TIP Consultant shall have a professional Engineer supervising the testing and interpretation of results. The TIP Consultant shall be an independent testing agency with documented and approved experience in TIP testing.

Assistance by the Shaft Contractor to the TIP Testing Consultant. The Contractor shall provide cooperative assistance, suitable access to the site and shafts to be tested, and labor as required to assist the TIP Consultant in performing the required tests. The Contractor shall coordinate with TIP Consultant and install the necessary TIP instrumentation prior to concreting the shaft. Thermal Wire Cable installation requirements are detailed elsewhere in this specification. Prior to TIP testing, the Contractor shall provide the shaft lengths, wire positions, the shaft construction date, shaft construction inspection record, and concrete placement details to the TIP Consultant.

Thermal Wire Cable Installation Contractor Requirements. The Contractor responsible for installing the Thermal Wire Cable assemblies shall be required to obtain training from the Manufacturer on proper installation practices prior to actual installation

TIP Testing Procedures. Testing procedures and equipment shall conform to ASTM D7949 (Method B).

Thermal wire cables shall be connected to a Thermal Access Port (TAP) prior to concrete placement. Care shall be taken to record the position of each thermal wire cable in the cage by serial number.

During TIP testing, data shall be collected by the TAP at intervals of 15 minutes for a duration of 96 hours, or as recommended by the TIP Consultant and approved by the Department. The timing interval and duration may be revised by the Department as the project conditions require. In the event peak temperature is not reached within the specified time period, the TAP units shall remain connected to the thermal wire cables for a longer duration as directed by the TIP Consultant. After completion of the data collection period, the TAP shall be connected to the main TIP data acquisition unit and the data files shall be downloaded for inspection of temperatures versus depth.

Potential local anomalies indicated by locally low temperatures relative to the average temperature at that depth, or average temperatures significantly lower than the average temperatures at other depths, shall be immediately reported to the Department.

TIP Testing Results. Results of the TIP tests shall be presented in a written report within 5 working days of completion of testing for each drilled shaft tested. The report shall present results of TIP tests by including: (a) The final analysis must include top of shaft and bottom of shaft adjustments per the manufacturer's recommendations, so that the temperature plots are adjusted for end effects. (b) Graphical displays of all temperature measurements versus depth. (c) Indication of unusual temperatures, particularly significantly cooler local deviations of the average at any depth from the overall average over the entire length. (d) The overall average temperature. This temperature is proportional to the average radius computed from the actual total concrete volume installed (assuming a consistent concrete mix throughout). Radius at any point can then be determined from the temperature at that point compared to the overall average temperature. (e) Variations in temperature between thermal wire cables (at each depth), which in turn correspond to variations in cage alignment. Where concrete volume is known, the cage alignment or offset from center should be noted. (f) Shaft-specific construction information (e.g. elevations of the top of shaft, bottom of casing, bottom of shaft, etc.), shall be noted on all pertinent graphical displays. (g) Indicate all possible anomalies in graphical displays and include a summary of all possible anomalies. For each possible anomaly, the summary shall include:

- A. The shaft identification.
- B. Test date.
- C. Time between concrete placement and TIP test.
- D. Thermal wire cable designations that were tested.
- E. Depth below the top of shaft.
- F. A characterization and evaluation of the anomaly.

Where concrete volume is known the cage alignment, or offset from center, should be noted.

Missing data from one or more thermal wire cables will be grounds for additional integrity investigation at the Contractor's expense.

Evaluation of NDT Test Results. The TIP test results shall be compiled into an overall integrity testing report for each shaft and approved/sealed by a Mississippi Licensed Professional Engineer. The approved testing organization shall supply one digital copy, in an approved format, of the NDT test report to the Engineer and a copy of each report shall be provided to the Contractor.

The integrity reports of the subsequent shafts shall be provided to the Department within 5 working days of completion of all NDT testing on each shaft. The Department will evaluate the NDT test results and will determine whether or not the drilled shaft construction is acceptable. The Contractor will not be allowed to make additional permanent construction on each shaft until the Department has approved that shaft. If the Department approves the drilled shaft based upon the results of the NDT tests, then the shaft will be turned back to the Contractor and further construction may proceed.

Provided the reports received meet the requirements of this Specification, the Department will provide a response within 72 hours of each report received. Incomplete submission of required data necessary for review, including detailed drilled shaft logs, will delay this review and no contract time extensions will be allowed due to delays caused by incomplete submittals.

The acceptance of each drilled shaft shall be the decision of the Department, based on the results of the shaft integrity testing reports and other information of the shaft placement. If it is determined by the Department that any confirmed defect indicated by a NDT test may affect the structural integrity of the shaft, the Department may require the Contractor to verify shaft conditions by core drilling in accordance with Subparagraph (a), "Evaluation by Core Drilling."

(a) Evaluation by Core Drilling. A drilled shaft that is found to be unacceptable by the NDT tests may be cored by the Contractor using double tube core barrels. Core samples shall be obtained, handled, and tested in accordance with AASHTO T 24-15. At the Contractor's option a PQ size core barrel may be used. Core samples will be delivered to the Department where they will be visually inspected and selected samples will be evaluated for compressive strength. Selected samples with compressive strengths less than 0.85 f'c will be considered unacceptable. A core sample shall be taken from each defect location, at a length specified by the Department. The methods and equipment used to core the drilled shaft and grout the cored hole shall be approved by the Department prior to commencing coring operations. An accurate log of the core shall be kept and the core shall be crated/boxed and properly marked showing the shaft depth at each interval of core recovery. The crates/boxes which store the cores shall be properly labeled with the job number, bridge number, bent number, and the shaft number. The core, along with two copies of the coring log, shall be provided to the Department.

If the quality of the shaft, as represented by the core samples, is determined to be acceptable by the Department, then the shaft and the shaft site will be turned back to the Contractor and further construction may proceed. If the quality of the shaft is determined to be unacceptable by the Department, then the Contractor shall proceed in accordance with Subparagraph (b), "Defective Shaft," below. Upon acceptance of the shaft, core holes shall be cleaned and filled with a QPL approved grout such that no impurities or air pockets remain.

(b) Defective Shaft. If the Department determines that a shaft is unacceptable, the Contractor shall submit a plan for remedial action to the Department for approval. Any modifications to the foundation shaft and load transfer mechanisms caused by the remedial action will require calculations and working drawings stamped and signed by a Mississippi Licensed Professional Engineer for all affected foundation elements. This data shall be submitted to the Department for information and record keeping purposes. All labor and materials required to perform remedial shaft action shall be provided at no cost to the Department and with no extension of the contract time.

907-803.04--Method of Measurement. After Subsection 803.04.18 on page 933, add the following.

907-803.04.19--Non-Destructive Testing of Drilled Shafts. Acceptable TIP tests shall be completed for each production shafts, each trial shaft and each test shaft. All work, equipment and labor required for this work shall be included in the cost of the drilled shafts. No separate pay item will be included for this work.

907-803.05--Basis of Payment. After Subsection 803.05.18 on page 935, add the following.

907-803.05.19--Non-Destructive Testing of Drilled Shafts. All work, equipment and labor required for TIP tests of drilled shaft shall be included in the cost of the drilled shafts. No separate pay item will be included for this work.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-803-12

CODE: (SP)

DATE: 08/27/2026

SUBJECT: PDA Test Pile and Conventional Load Test

PROJECT: BR-0051-02(023) / 102383302 – Tallahatchie County

Section 803, Deep Foundations, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-803.03--Construction Requirements.

907-803.03.1--Driven Piles.

907-803.03.1.9--Determination of Bearing Value of Piling.

907-803.03.1.9.4--Determination of Bearing Value by Static Load Testing.

907-803.03.1.9.4.2--Conventional Static Load Testing of Piling. Delete Subsections 803.03.1.9.4.2.1, 803.03.1.9.4.2.2, & 803.03.1.9.4.2.3 on pages 908 thru 910, and substitute the following.

907-803.03.1.9.4.2.1--General. Two piles shall be static load tested with PDA monitoring (one 24-inch open-ended steel pipe pile with constrictor plate and one 36-inch open-ended steel pipe pile with constrictor plate) and shall be installed as indicated in the plans to the specified tip elevations or as directed by the Engineer. Before completion of the static load test the following shall be implemented:

1. Perform a PDA monitored test during initial drive of the test pile.
2. Perform a PDA monitored restrike a minimum of 3 to 5 days following the initial drive of the test pile.
3. Drive anchor piles and build reaction frame.
4. Following 7-day waiting period, starting after last anchor pile is driven perform a static load test to determine the ultimate bearing capacity of the pile.
5. Perform a PDA monitored restrike a minimum of 24 hours after completion of the end of the static load test.
6. Perform a PDA monitored restrike a minimum of 30 days after the 24-hour restrike.

Performance requirements related to pile installation, PDA testing, and static load tests and measurement are described in Subsection 803.04.11 -- PDA Test Piles and Conventional Load Test.

24-inch Open-Ended SPP with Constrictor Plate Static Load Test near Station 382+00

The pile to be static load tested shall be located near Station 382+00 of proposed SR 32 and shall be 145 feet in length. The pile shall be driven to a minimum tip elevation of EL 113.2 feet, NAVD, or below as directed by the Geotechnical Engineer. For the 24-inch open-ended SPP with constrictor plate to be static load tested, the maximum anticipated failure load is 423 tons.

36-inch Open-Ended SPP with Constrictor Plate Static Load Test near Station 409+27

The pile to be static load tested shall be located near Station 409+27 of proposed SR 32 and shall be 130 feet in length. The pile shall be driven to a minimum tip elevation of EL 82.9 feet, NAVD, or below as directed by the Geotechnical Engineer. For the 36-inch open-ended SPP with constrictor plate to be static load tested, the maximum anticipated failure load is 546 tons.

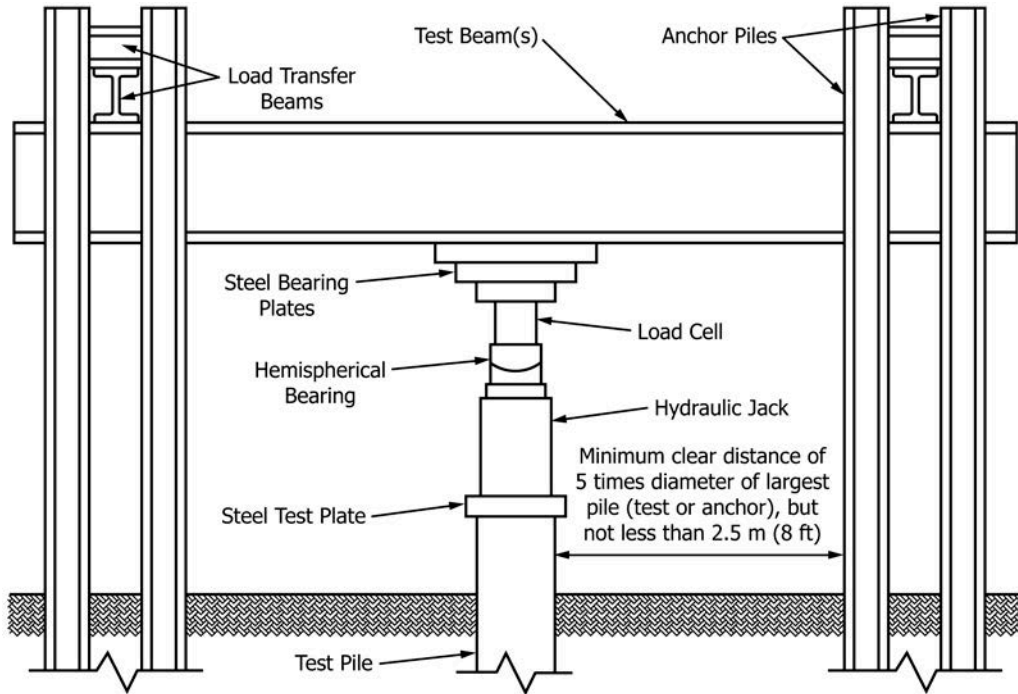
907-803.03.1.9.4.2.2--Contractor Requirements. The Contractor shall be responsible for furnishing the following for each of the two static load tests:

- (a) A reaction load frame capable of resisting a total load of at least 1.5 times the anticipated failure load called for herein. The frame shall consist of a beam or girder that will carry the above load while sustaining only minor deflections in the reaction system. The beam or girder shall be attached to a system of anchor piles. The anchor piles shall not be closer to the test pile than five times the diameter (width) of the pile to be tested and not less than eight feet (8'). See Figure 1 for additional reaction load frame requirements.
- (b) A hydraulic jack that has been calibrated for the full range of anticipated loads in accordance with AASHTO T 67 (ASTM E 4) at least once. The jack shall be capable of be applying at least 130% of the maximum anticipated test load (anticipated failure load) called for. The pressure gauge shall be calibrated within one year preceding the time of use and whenever there is a reason to doubt the accuracy of the results. The Contractor shall furnish a certificate of calibration for the hydraulic jack at the time of static load testing. In addition, the Contractor shall furnish a properly constructed load cell in series with each hydraulic jack. The Contractor shall furnish a certificate of calibration for each load cell at the time of static load testing. The calibration shall have been performed to at least the maximum anticipated jack load and within six (6) months of the load test.
- (c) A measuring frame or a reference beam for measuring the movement of the pile during testing. Two dial gauges, supplied by the Contractor, will be attached to the pile as indicated on Figure 1. Each dial gauge shall be actuated by its stem or by a stem attachment resting on the measuring frame. The supports for the measuring frame shall be placed at the maximum practical distance from the test pile and the anchor piles for the reaction load frame. In no case should the measuring frame be affected by movement of the test pile or the anchor piles.
- (d) After the PDA Operator/Geotechnical Engineer performs the minimum 3 to 5 day restrike of the test pile the Contractor shall be allowed to remove pile stick-up to the grade required to build the reaction frame for the static load test.
- (e) In the case of an out-of-position pile, the pile shall be removed or broken-off after the completion of all testing such that the remaining pile is at least two feet (2') below the ground or mud line.
- (f) The Contractor shall supply the Geotechnical Engineer with a copy of the final load test report.

907-803.03.1.9.4.2.3--Methods and Equipment. Personnel from the Department's Geotechnical Branch will assist in the setup and will be responsible for monitoring the performance of the test. The Contractor will be required to furnish all materials, equipment, labor, and incidentals necessary for conducting the static load test and reporting the results. The Contractor shall subcontract the instrumenting, conducting, and reporting of the static load test to the company supplying the instrumentation with the cost included in the contract unit price for the static load test. In addition, materials sufficient to construct a protected work area, including provisions such as a tent or shed for protection from inclement weather for the load test equipment and testing personnel. The static load test will be performed in accordance with ASTM D 1143-07, Procedure "A - Quick Test Method." Attention is called to ASTM D1143-07, Subsection 9.1.5: *"The test beam(s), reaction frame, anchor piles and other anchoring devices, test boxes, and their connections and supports shall be designed and approved by a qualified engineer and installed to transmit the required loads with an adequate factor of safety."*

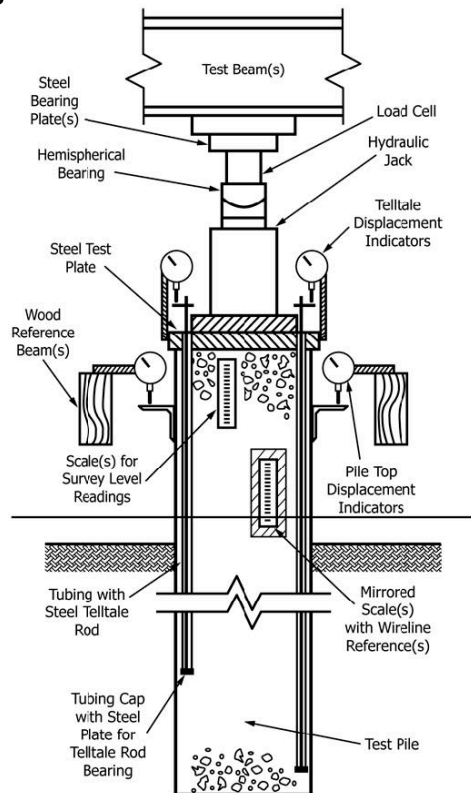
A waiting period of seven (7) calendar days shall be observed beginning after all the reaction piles have been driven but prior to static load testing.

Figure 1 Static Load Test



Note: Drawing Not to Scale

Figure 2 – Schematic of Instrumentation



907-803.05--Basis of Payment. Add the following to the list of pay items on page 935.

907-803-H: PDA Test Pile and Conventional Load Test - per each

Bridge Replacements on SR 32 between Webb & Charleston (Bridge Nos. 45.6, 46.2 & 47.0), known as Federal Aid Project No. BR-0051-02(023) / 102383302 in Tallahatchie 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		5	Acre	Clearing and Grubbing
0030	202-B007		11,427	Square Yard	Removal of Asphalt Pavement, All Depths
0040	202-B023		3	Each	Removal of Bridge
0060	202-B150		1,774	Linear Feet	Removal of Guard Rail Including Post, Blockouts & Hardware
0070	202-B191		431	Linear Feet	Removal of Pipe, 8" And Above
0080	202-B240		5,385	Linear Feet	Removal of Traffic Stripe
0090	203-A001	(E)	22,476	Cubic Yard	Unclassified Excavation, FM, AH
0100	203-EX021	(E)	137,285	Cubic Yard	Borrow Excavation, AH, FME, Class B9-6
0110	203-G001	(E)	21,295	Cubic Yard	Excess Excavation, FM, AH
0120	206-A001	(S)	270	Cubic Yard	Structure Excavation
0130	209-A005		26,709	Square Yard	Geotextile Stabilization, Type V, Non-Woven
0140	211-B001	(E)	6,353	Cubic Yard	Topsoil for Slope Treatment, Contractor Furnished
0150	213-C001		12	Ton	Superphosphate
0160	216-A001		926	Square Yard	Solid Sodding
0170	219-A001		19	Thousand Gallon	Watering [\$20.00]
0180	220-A001		22	Acre	Insect Pest Control [\$30.00]
0190	221-A001	(S)	23	Cubic Yard	Concrete Paved Ditch
0200	223-A001		44	Acre	Mowing [\$70.00]
0210	225-A001		24	Acre	Grassing
0220	225-B001		12	Ton	Agricultural Limestone
0230	225-C001		48	Ton	Mulch, Vegetative Mulch
0240	226-A001		24	Acre	Temporary Grassing
0242	230-B091		114	Each	Tree Planting, Water Oak
0244	230-B110		113	Each	Tree Planting, Chickasaw Plum
0250	236-A008		5	Each	Silt Basin, Type D
0260	237-A002		1,568	Linear Feet	Wattles, 20"
0270	245-A001		1,568	Linear Feet	Silt Dike
0280	246-A001		12,540	Linear Feet	Sandbags
0290	249-A001		1,587	Ton	Riprap for Erosion Control
0300	304-B004	(GT)	5,118	Ton	Granular Material, Class 5, Group D
0310	406-D001		5,546	Square Yard	Fine Milling of Bituminous Pavement, All Depths

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
0320	408-A002	(A3)	196	Gallon	Asphalt for Prime Coat, Cut-Back MC-70 or Emulsified EA-1
0330	423-A001		4	Mile	Rumble Strips, Ground In
0340	501-K001		91	Square Yard	Transverse Grooving
0350	503-C010		1,119	Linear Feet	Saw Cut, Full Depth
0360	602-A001	(S)	260	Pounds	Reinforcing Steel
0370	603-ALT003	(S)	600	Linear Feet	18" Type A Alternate Pipe
0380	603-CA011	(S)	48	Linear Feet	18" Reinforced Concrete Pipe, Class III
0390	603-CA026	(S)	216	Linear Feet	24" Reinforced Concrete Pipe, Class III
0400	603-CA040	(S)	120	Linear Feet	30" Reinforced Concrete Pipe, Class III
0410	603-CA055	(S)	168	Linear Feet	36" Reinforced Concrete Pipe, Class III
0420	603-CB003	(S)	2	Each	18" Reinforced Concrete End Section
0430	603-CB004	(S)	4	Each	24" Reinforced Concrete End Section
0440	603-CB005	(S)	1	Each	30" Reinforced Concrete End Section
0450	603-CB006	(S)	4	Each	36" Reinforced Concrete End Section
0460	605-AA001	(S)	226	Square Yard	Geotextile for Subsurface Drainage, Type III
0470	605-I001	(S)	3	Linear Feet	Edge Drain Outlets/Vents
0480	605-O002	(S)	298	Linear Feet	4" Perforated Sewer Pipe for Underdrains, SDR 23.5
0490	605-P002	(S)	573	Linear Feet	4" Non-perforated Sewer Pipe for Underdrains, SDR 23.5
0500	605-W001	(GY)	19	Cubic Yard	Filter Material for Combination Storm Drain and/or Underdrains, Type A, FM
0510	606-B001		1,275	Linear Feet	Guard Rail, Class A, Type 1
0520	606-D022		12	Each	Guard Rail, Bridge End Section, Type I
0530	606-E005		12	Each	Guard Rail, Terminal End Section, Flared
0540	609-D003	(S)	295	Linear Feet	Combination Concrete Curb and Gutter Type 2
0550	614-B001	(S)	1,730	Square Yard	Concrete Driveway, With Reinforcement
0560	615-A024	(S)	120	Linear Feet	Concrete Bridge End Barrier, 37.5"
0570	616-A001	(S)	65	Square Yard	Concrete Median and/or Island Pavement, 10-inch
0580	617-A001		26	Each	Right-of-Way Marker
0590	618-C001		1	Lump Sum	Construction and Removal of Detour Bridge
0600	618-E001		1,602	Linear Feet	Detour Bridge Piling
0610	618-F001		1	Lump Sum	Detour Bridge PDA Test Pile
0620	619-A1001		3	Mile	Temporary Traffic Stripe, Continuous White
0630	619-A2001		3	Mile	Temporary Traffic Stripe, Continuous Yellow
0640	619-A5002		3,875	Linear Feet	Temporary Traffic Stripe, Detail, Paint

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
0650	619-A5003		1,089	Linear Feet	Temporary Traffic Stripe, Detail, Type 1 Tape
0660	619-A5004		2,810	Linear Feet	Temporary Traffic Stripe, Detail, Type 1 or 2 Tape
0670	619-D1001		279	Square Feet	Standard Roadside Construction Signs, Less than 10 Square Feet
0680	619-D2001		690	Square Feet	Standard Roadside Construction Signs, 10 Square Feet or More
0690	619-F3001		8	Each	Delineators, Guard Rail, White
0700	619-G4001		552	Linear Feet	Barricades, Type III, Double Faced
0710	619-G5001		48	Each	Free Standing Plastic Drums
0720	619-G7001		10	Each	Warning Lights, Type "B"
0730	619-K2001		4	Each	Installation and Removal of Guard Rail, Bridge End Section
0740	619-K4001		4	Each	Installation and Removal of Guardrail, Terminal End Section
0750	620-A001		1	Lump Sum	Mobilization
0760	621-A001		1	Each	Field Laboratory
0770	630-A001		39	Square Feet	Standard Roadside Signs, Sheet Aluminum, 0.080" Thickness
0780	630-A003		144	Square Feet	Standard Roadside Signs, Sheet Aluminum, 0.125" Thickness
0790	630-A005		8	Square Feet	Standard Roadside Signs, Sheet Aluminum, 0.1" Thickness
0800	630-C001		90	Linear Feet	Square Tube Posts, 4.0 lb/ft
0810	630-C005		170	Linear Feet	Square Tube Posts, 2.0 lb/ft
0820	630-F006		66	Each	Delineators, Guard Rail, White
0830	630-G004		12	Each	Type 3 Object Markers, OM-3R or OM-3L
0840	699-A001		1	Lump Sum	Roadway Construction Stakes
0850	815-A002	(S)	347	Ton	Loose Riprap, Size 100
0860	815-A007	(S)	500	Ton	Loose Riprap, Size 300
0870	815-E001	(S)	276	Square Yard	Geotextile under Riprap
0880	815-F002	(S)	106	Ton	Sediment Control Stone
0890	907-207-A001		4	Each	Settlement Plate
0900	907-234-A001		23,100	Linear Feet	Temporary Silt Fence
0910	907-253-A001		500	Linear Feet	Coir Fiber Baffle
0920	907-403-A003	(BA1)	2,259	Ton	12.5-mm, ST, Asphalt Pavement
0930	907-403-A006	(BA1)	2,735	Ton	19-mm, ST, Asphalt Pavement
0940	907-403-A015	(BA1)	2,710	Ton	9.5-mm, ST, Asphalt Pavement
0950	907-403-B003	(BA1)	132	Ton	12.5-mm, ST, Asphalt Pavement, Leveling
0952	907-403-C003	(BA1)	775	Ton	19-mm, ST, Asphalt Pavement, Trench Widening
0960	907-407-A001	(A2)	4,284	Gallon	Asphalt for Tack Coat

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
0970	907-413-E001		264	Linear Feet	Sawing and Sealing Transverse Joints in Asphalt Pavement
0980	907-502-A001	(C)	630	Square Yard	Reinforced Cement Concrete Bridge End Pavement
0990	907-601-B001	(S)	4	Cubic Yard	Class "B" Structural Concrete, Minor Structures
1000	907-618-A001		1	Lump Sum	Maintenance of Traffic
1010	907-626-B006		4	Mile	6" Thermoplastic Traffic Stripe, Continuous White
1020	907-626-D005		2	Mile	6" Thermoplastic Traffic Stripe, Skip Yellow
1030	907-626-E005		1	Mile	6" Thermoplastic Traffic Stripe, Continuous Yellow
1040	907-626-G004		1,110	Linear Feet	Thermoplastic Detail Stripe, White
1050	907-626-G005		190	Linear Feet	Thermoplastic Detail Stripe, Yellow
1060	907-626-H010		277	Linear Feet	Thermoplastic Legend, White
1070	907-627-J001		114	Each	Two-Way Clear Reflective High Performance Raised Markers
1080	907-627-L001		132	Each	Two-Way Yellow Reflective High Performance Raised Markers
1090	907-906001		520	Hours	Trainees [\$5.00]
ALTERNATE GROUP AA NUMBER 1					
1100	304-F001	(GT)	12,804	Ton	3/4" and Down Crushed Stone Base
ALTERNATE GROUP AA NUMBER 2					
1110	304-F002	(GT)	12,804	Ton	Size 610 Crushed Stone Base
ALTERNATE GROUP AA NUMBER 3					
1120	304-F003	(GT)	12,804	Ton	Size 825B Crushed Stone Base
ALTERNATE GROUP BB NUMBER 1					
1130	605-W002	(GY)	174	Cubic Yard	Filter Material for Combination Storm Drain and/or Underdrains, Type B, FM
ALTERNATE GROUP BB NUMBER 2					
1140	605-W003	(GY)	174	Cubic Yard	Filter Material for Combination Storm Drain and/or Underdrains, Type C, FM
Bridge Items					
1150	501-K001		6,993	Square Yard	Transverse Grooving
1160	803-D007	(S)	4,725	Linear Feet	HP 14 x 89 Steel Piling
1170	803-K001	(S)	1,620	Linear Feet	Drilled Shaft, 102" Diameter
1180	803-K010	(S)	900	Linear Feet	Drilled Shaft, 72" Diameter
1190	803-L006	(S)	1	Each	Test Shaft, 72" Diameter
1200	803-L011	(S)	1	Each	Test Shaft, 102" Diameter
1210	803-M001	(S)	175	Linear Feet	Trial Shaft, 102" Diameter
1220	803-N001	(S)	210	Linear Feet	Exploration
1230	803-O001	(S)	540	Linear Feet	Permanent Casing, 102" Diameter

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
1240	803-O011	(S)	450	Linear Feet	Permanent Casing, 72" Diameter
1250	803-P001	(S)	1,900	Linear Feet	24" Steel Pipe Piling, Wall Thickness 0.500"
1260	803-P013	(S)	880	Linear Feet	36" Steel Pipe Piling, Wall Thickness 1"
1270	804-C188	(S)	1,988	Linear Feet	80' Prestressed Concrete Beam, Type FIB-36
1280	804-C189	(S)	548	Linear Feet	110' Prestressed Concrete Beam, Type FIB-54
1290	804-C210	(S)	790	Linear Feet	40' Prestressed Concrete Beam, Type MFIB-25
1300	804-C270	(S)	1,793	Linear Feet	120' Prestressed Concrete Beam, Type FIB-54
1310	805-A001	(S)	815,736	Pounds	Reinforcement
1320	805-C001	(S)	10,960	Pounds	Reinforcement, Corrosion Resistant
1330	810-A007	(S)	3,199,861	Pounds	Structural Steel, A 709, Grade 50W
1340	810-A008	(S)	221,317	Pounds	Structural Steel, A 709, Grade HPS 70W
1350	811-D001	(S)	16	Each	Disc Bearing Device
1360	813-A004	(S)	3,933	Linear Feet	Concrete Railing, 36"
1370	815-A007	(S)	8,920	Ton	Loose Riprap, Size 300
1380	815-E001	(S)	5,864	Square Yard	Geotextile under Riprap
1392	907-803-H001	(S)	2	Each	PDA Test Pile and Conventional Load Test
1400	907-803-I003	(S)	4	Each	PDA Test Pile, HP Steel Pile
1410	907-803-I004	(S)	1	Each	PDA Test Pile, Steel Pipe Pile
1420	907-803-J001	(S)	18	Each	Pile Restrike
1430	907-804-A001	(S)	1,141	Cubic Yard	Bridge Concrete, Class BDx
1440	907-804-A002	(S)	1,703	Cubic Yard	Bridge Concrete, Class AA
1450	907-804-A004	(S)	1,006	Cubic Yard	Bridge Concrete, Class BD
1460	907-822-PP006		86	Linear Feet	8 1/8" Modular Expansion Joint
1470	907-823-A001		273	Linear Feet	Preformed Joint Seal, Type I

ADDENDUM

STATE	PROJECT NO.
MISS.	BR-0051-02(023)

SUMMARY OF QUANTITIES				
PAY ITEM NO.	PAY ITEM	UNIT	QUANTITIES	
	Bridge Summary		PRELIMINARY	FINAL
501-K001	Transverse Grooving	SY	6,993	
803-D007	HP 14 x 89 Steel Piling	LF	4,725	2
907-803-H001	PDA Test Pile and Conventional Load Test	EA	2	3
907-803-I003	PDA Test Pile, HP Steel Pile	EA	4	
907-803-I004	PDA Test Pile, Steel Pipe Pile	EA	1	4
907-803-I001	Pile Restrike	EA	18	2
803-K001	Drilled Shaft, 102" Diameter	LF	1,620	
803-K010	Drilled Shaft, 72" Diameter	LF	900	
803-L006	Test Shaft, 72" Diameter	EA	1	
803-L011	Test Shaft, 102" Diameter	EA	1	
803-M001	Trial Shaft, 102" Diameter	LF	175	
803-N001	Exploration	LF	210	
803-O001	Permanent Casing, 102" Diameter	LF	540	
803-O011	Permanent Casing, 72" Diameter	LF	450	
803-P001	24" Steel Pipe Piling, Wall Thickness 0.500"	LF	1,900	1
803-P013	36" Steel Pipe Piling, Wall Thickness 1"	LF	880	1
907-804-A001	Bridge Concrete, Class BD	CY	1,141	2
907-804-A002	Bridge Concrete, Class AA	CY	1,703	
907-804-A004	Bridge Concrete, Class BD	CY	1,006	
804-C188	80' Prestressed Concrete Beam, Type FIB-36	LF	1,988	
804-C189	110' Prestressed Concrete Beam, Type FIB-54	LF	548	
804-C210	40' Prestressed Concrete Beam, Type MFIB-25	LF	790	
804-C270	120' Prestressed Concrete Beam, Type FIB-54	LF	1,793	
805-A001	Reinforcement	LBS	815,736	
805-C001	Reinforcement, Corrosion Resistant	LBS	10,960	
810-A007	Structural Steel, A 709, Grade 50W	LBS	3,199,861	
810-A008	Structural Steel, A 709, Grade HPS 70W	LBS	221,317	
811-D001	Disc Bearing Device	EA	16	
813-A004	Concrete Railing, 36"	LF	3,933	
815-A007	Loose Riprap, Size 300	TON	8,920	
815-E001	Geotextile under Riprap	SY	5,864	
907-822-PP006	8 1/8" Modular Expansion Joint	LF	86	
907-823-A001	Preformed Joint Seal, Type I	LF	273	

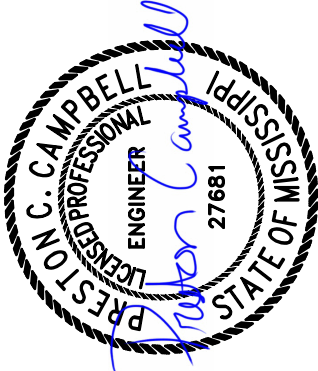
12/01/2026

2/02/2026

3/20/2026

4/26/2026

MISSISSIPPI DEPARTMENT OF TRANSPORTATION SUMMARY OF QUANTITIES (BRIDGE ITEMS) PROJECT BR-0051-02(023) 102383-302000	WORKING NUMBER SQ-BR-1
TALLAHATCHIE COUNTY	CHECKER Preston Campbell
DESIGNER Michelle Howington	SHEET NUMBER
DETAILER Michelle Howington	ISSUE DATE 08/18/26
DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E. DEF. DIR OF STRUCTURES, ASST. STATE BRIDGE ENGINEER - MICAH DEW, P.E.	8003



08/26/26

ESTIMATED BRIDGE QUANTITIES						
ITEM LOCATION	Transverse Grooving	HP 14x89 Steel Piling	PDA Test Pile and Conventional Load Test	PDA Test Steel Pile Piling, Wall Thickness 0.500"	Bridge Concrete, Class BDA	Bridge Concrete, Class AA
	S.Y.	L.F.	Each	L.F.	C.Y.	C.Y.
Spans	576.59	1615	2	795	178.77	
End Bents			1	625	75.96	
Int. Bents			1	625	26.30	
Totals	576.59	1615	1	795	178.77	

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 details 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 907-804 of the specifications. See misc. span details for limits of transverse grooving on bridge deck.
Bridge concrete shall be Class "AA" or "BDX" as directed in the plans.
Reinforcing expansion joint material shall be bituminous fiber type unless otherwise noted.
No payment will be allowed for excavation incidental to the construction of end bents.
Bar bending details shall be in accordance with "Manual Of Standard Practice for Detailing Reinforced Concrete Structures" (ACI 315R-94).
Reinforcement order lists and required placing plans shall be furnished in accordance with section 805 of the Mississippi Standard Specifications.
Partial submittals are not acceptable.
Shop drawings of prestressed beams, including an erection plan, shall be submitted in duplicate to the Director of Structures, State Bridge Engineer, for approval prior to the manufacture of the 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 A.S.T.M. A615, Grade 60, unless otherwise noted.
Work for which no pay items are provided in the proposal will not be paid for directly and compensation therefore will be included in the prices and payments for bid items.
See steel no. A13 for deflection notes for prestressed concrete beams.
All riprap and geotextile fabric at end bents, channel bends, spur dikes, etc. at the bridge site are included in the bridge quantities.

INFORMATION PLANS

Original Plans
Project No. F45 43A(1)
For original bridge plans, see INFORMATION PLANS on sheet no. INFO-A1.
Additional information on the existing bridge is available upon request from MDOT Bridge Division.

PDA TEST PILE SCHEDULE		
Bent No.	Pile Size	Min. Length (ft.)
1		75
Out-of-Position		145

Out-of-position indicator pipe pile with constrictor plate shall be driven within 5 pile diameters from a production pile at bent no. 2, prior to driving any production pile and shall be uncased the full length.

PILE NOTES:

Test piles shall be driven as permanent piles at the location shown in the PDA TEST PILE SCHEDULE unless otherwise directed by the Director of Structures, State Bridge Engineer and will be paid for as test piles only.
The Director of Structures, State Bridge Engineer may authorize 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.
Steel for piling shall be A.S.T.M. A572, Grade 50.
PDA test piles shall require a 1 day restrike unless otherwise directed by the Director of Structures, State Bridge 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 LRPD 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" of clearance on each side of the pile in order to properly place and protect PDA gages.
Steel repiles shall be driven with a maximum rated energy no less than 55,000 ft-lbs, but no greater than 75,000 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.

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.
Test piles shall be driven as a continuous operation, to the tip elevation shown in the PDA TEST PILE SCHEDULE, unless otherwise directed by the Director of Structures, State Bridge Engineer.
Permanent piles shall be driven to an elevation no higher than the elevation shown in the REQUIRED ULTIMATE PILE BEARING CAPACITY AND TIP ELEVATION SCHEDULE.
The Director of Structures, State Bridge Engineer may authorize test piles driven outside the structural limits.

When feasible, bearing piles shall be driven full length and be spliced, only, as approved by the Director of Structures, State Bridge Engineer.
Welding shall be done by the ELECTRIC ARC process. Welders shall be certified and electrodes shall be approved.
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 LRPD 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 80,000 ft-lbs, but no greater than 125,000 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. However, Constrictor Plates shall be installed 70'-0" from the pile tip for all production piles, prior to installation of piles. See sheet no. A91 for more information.
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 AND TIP ELEVATION SCHEDULE.
Pile piles shall receive a protective coating beginning at the bottom of the cap and extending to the 100 yrs. scour elevation as shown on the Layout Sheet. The coating shall be one of the following, applied according to the manufacturer's specifications in two coats of 16mil minimum dry film thickness:

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

DEMOLITION PLAN NOTES:

The Contractor shall submit a demolition plan to the Director of Structures, State Bridge Engineer, for approval. After the demolition plan has been approved, a minimum of four-teen (14) days notice shall be given by the Contractor to the Director of Structures, State Bridge Engineer, prior to beginning demolition of existing bridge. Demolition shall include removal of all super-structure elements and removal of sub-structure elements to an elevation of two (2) feet below ground line. Payment will be made under pay item 202-B007 Removal of Bridge (see roadway summary of quantities).

STATIC LOAD TEST NOTES:

The static load test shall be performed according to MDOT Special Provision 907-803 & A.S.T.M. D11143/D1143M.
The reaction frame must be capable for resisting one and one-half (1½) times the anticipated failure load of the static load test. Anchor piles shall be no closer than eight (8) feet to the pile being tested.
The static load test shall be performed no less than seven (7) calendar days following the installation of the last anchor pile.
Installation of the piles(s) shall be monitored with PDA during the initial drive, in addition to, a minimum three (3) to five (5) day restrike following the initial drive.
The static load test pile shall require a twenty four (24) hour and a thirty (30) day restrike, unless otherwise directed by the Engineer.
When static load tests are required, the maximum test load shall be one and one-third (1⅓) times the required ultimate pile bearing capacity.

REQ. ULT. PILE CAPACITIES AND TIP ELEVATION SCHEDULE			
Bent No.	Pile Size	Required Ultimate Bearing (Tons)	Estimated Length (ft.)
1	HP14x89	120	65
2	24"ø x 2" SPP	325	125
3	HP14x89	120	55

MISSISSIPPI DEPARTMENT OF TRANSPORTATION BRIDGE @ STA. 381+18.92			
SR 32 ACROSS TALLAHATCHIE RELIEF			
PROJECT 102383/302000 BR-0051-02(023)			
TALLAHATCHIE COUNTY			
WORKING NUMBER AI of A17			
SHEET NUMBER 8006			
DESIGNER: Tyler Harlan CHECKER: Preston Campbell DATE: 03/16/26			
DIRECTOR OF STRUCTURES: STATE BRIDGE ENGINEER - SCOTT WESTERFIELD PE DEP. DIRECTOR OF STRUCTURES: ASSIST. STATE BRIDGE ENGINEER - MICAH NEW PE			
REMOVED PAY ITEM			
REVISED STATIC LOAD TEST NOTES:			
REVISED ESTIMATED QUANTITIES TABLE			
ADDED CONVENTIONAL STATIC PILE LOADS			
NOTES: REVISED STEEL PIPE PILE LOADS			
QUANTITIES: REVISED TIP ELEV. FROM			
PDA TEST PILE SCH.			
REVISED QUANTITIES & STEEL PIPE			
PILING NOTES: MODIFIED PDA TEST			
REVISONS			
BY			

DESIGN DATA

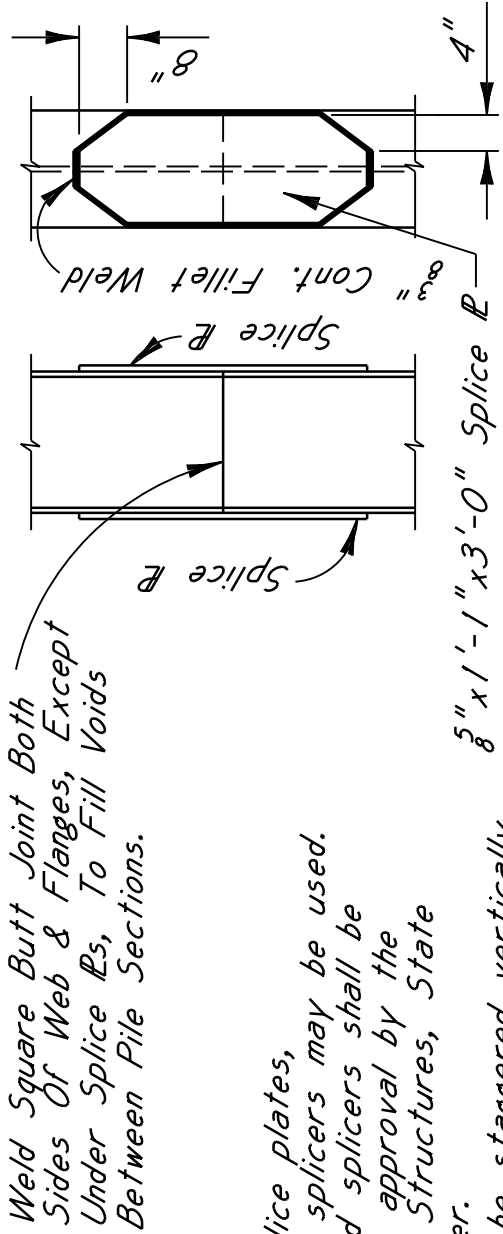
Specifications: A.A.S.H.T.O. L.R.F.D. 2020
Loading: H₁-93
Roadway Width: 36'-0" (Gutter To Gutter)
Seismic Design Category: SDC B (SI = 0.091, F_v = 2.4)
Site Class: D
Operational Class: Essential
Concrete: Class "AA" (4000 psi)
Deck Concrete: Class "BDX" (4500 psi)
Stay-In-Place Form Allowance: 18 psf

DRAINAGE DATA

Drainage Area: Relief
050 Floodplain: 34,400 cu. ft./s
050 this bridge: 161 cu. ft./s
0100 this bridge: 209 cu. ft./s
Effective Area: 330 sq. ft.

SPECIAL PROVISIONS REQUIRED

Test Piles: No. 907-803
Concrete Bridges and Structures: No. 907-804
Modular Expansion Joint System: No. 907-822
Pre-formed Joint Seal: No. 907-823



PILE SPLICE DETAIL

NOTES:
In lieu of splice plates, prefabricated splicers may be used. Prefabricated splicers shall be submitted for approval by the Director of Structures, State Bridge Engineer.
Splices shall be staggered vertically a minimum distance of 15'-0" between adjacent piles.



STATE		PROJECT NO.
MISS.		BR-0051-02(023)

ESTIMATED BRIDGE QUANTITIES 3 4										
ITEM LOCATION	Transverse Grooving	HP14x89 Steel Piling	PDA Test Pile and Conventional Load Test	PDA Test Pile, HP Steel Pile	Drilled Shaft, 102" Diameter	Test Shaft, 102" Diameter *	Test Shaft, 102" Diameter *	8 1/2" Modular Expansion Joint	Pre-Formed Joint Seal, Type I	
	S.Y.	L.F.	Each	Each	L.F.	Each	Each	L.F.	L.F.	
Spans	5839.41									
End Bents Int. Bents		1895 2	2	4 2						
			1	4 2	900	1	1	175	110	
Totals	5839.41	1895 2	1 2	8 2	900	1	1	175	110	

ESTIMATED BRIDGE QUANTITIES										
ITEM LOCATION	120 Ft. Prestressed Concrete Beam, Type FIB-54	Reinforcement	Corrosion Resistant Reinforcement	Structural Steel, A709, Grade 50W *	Disc Bearing Device	Concrete Railings 36"	Loose Riprap, Size 300	Geotextile Under Riprap	8 1/2" Modular Expansion Joint	Pre-Formed Joint Seal, Type I
	L.F.	Lbs.	Lbs.	Lbs.	Each	L.F.	Ton	S.Y.	L.F.	L.F.
Spans	1792.50	438,604	5480	3,199,861		3284.67			85.6	120.4
End Bents Int. Bents		15,757			16		6282.9	4130.2		
		240,368								
Totals	1792.50	694,729	5480	3,199,861	16	3284.67	6282.9	4130.2	85.6	120.4

INFORMATION PLANS

Original Plans
Project No. FAS 434(1)
For original bridge plans, see INFORMATION PLANS on sheet no. INFO-B1.
Additional information on the existing bridge is available upon request from MDOT Bridge Division.

DEMOLITION PLAN NOTES:

The Contractor shall submit a demolition plan to the Director of Structures, State Bridge Engineer, for approval. After the demolition plan has been approved, a minimum of fourteen (14) days notice shall be given by the Contractor to the Director of Structures, State Bridge Engineer, prior to beginning demolition of existing bridge. Demolition shall include removal of all superstructure elements and removal of substructure elements to an elevation of two (2) feet below ground line. Payment will be made under pay item 202-B001 Removal of Bridge (see roadway summary of quantities).

DRILLED SHAFT NOTES:

The contractor shall notify the State Geotechnical Engineer at least seven (7) days in advance of any shaft (trial, anchor or test) construction. See sheet nos. B7 & B8 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 sheet no. B2.
The trial shaft will require the use of a temporary casing that shall be the same length as the permanent casing specified for production shafts. The Contractor may reuse this casing in a production shaft.
For computation of quantities, top of trial shaft shall be elev. 145.0. (approximate ground). Bottom of trial shaft shall be elev. -30.0.
Trial shaft reinforcing steel shall be identical to the production shaft reinforcing steel as shown on sheet no. B26.
The length of trial shaft reinforcing steel cage shall be 179'-0".
Test shafts shall be constructed at the locations and to the lengths shown in the TEST SHAFT SCHEDULE on sheet no. B2 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 nos. B7 & B8 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. The load test shall be performed with a sacrificial permanent casings equal to the length specified for production shaft permanent casings. For additional test shaft requirements, see notes on sheet nos. B7 & B8. Roller type centralizers are required for construction of all drilled shafts. Under no circumstance shall the pitch of the spiral reinfocement 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 capacities shown in the REQUIRED ULTIMATE SHAFT CAPACITIES AND TIP ELEVATION SCHEDULE on sheet no. B2 includes the LAFD resistance factor shown in the table.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION BRIDGE AT STA. 408+45.92		SR 32 ACROSS TALLAHATCHIE RIVER	
PROJECT 102383/302000 BR-0051-02(023)		TALLAHATCHIE COUNTY	
DESIGNER _____ DETAILER _____ CHECKER <u>Patton Campbell</u> ISSUE DATE _____		WORKING NUMBER BI of B80 SHEET NUMBER 8023	
DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER - SCOTT WESTERFIELD PE DEP. DIRECTOR OF STRUCTURES, ASSIST. STATE BRIDGE ENGINEER - MICHA DEW PE			
DATE	08/26/26	REVISED ESTIMATED QUANTITIES TABLE	PC
	08/26/26	REVISED ESTIMATED QUANTITIES TABLE	JLL
	02/18/26	REVISED FILE NOTES, REVISED QUANTITIES	PC
	01/12/26	REVISED QUANTITIES & STEEL PIPE	PC
		REVISIONS	BY

MISSISSIPPI
STATE OF

27881

PROFESSIONAL
ENGINEER

PATTON C. CAMPBELL

Patton Campbell

01/26/26

GENERAL NOTES:

- * Pay item shall include all expenses necessary to deliver and install required permanent casing. See sheet nos. B19 and B26 for permanent casing diameter and thickness requirements.
- * Itemized Structural Steel, A709, Grade 50W quantity per bridge is as follows:

Girders: 3,179,889 Lbs.
Scuppers: 18,391 Lbs.
Rail Slide Plates: 1,581 Lbs.
- * SPECIAL PROVISIONS REQUIRED
Test Piles.....No. 907-803
Concrete Bridges and Structures.....No. 907-804
Modular Expansion Joint System.....No. 907-822
Preformed Joint Seal.....No. 907-823
- * PILE NOTES: 2
Test piles shall be driven as permanent piles at the location shown in the PDA TEST PILE SCHEDULE unless otherwise directed by the Director of Structures, State Bridge Engineer 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 tip elevations 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.
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 shall be in the REQUIRED ULTIMATE PILE BEARING CAPACITY AND TIP ELEVATION SCHEDULE.
The LAFD 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 80,000 ft-lbs, but no greater than 125,000 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. However, contractor plates shall be installed 70'-0" from the pile tip, prior to installation of piles.
See sheet no. B15.1 for more information.
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 AND TIP ELEVATION SCHEDULE.
Pile 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:
16mil minimum dry film thickness:

a) Bihumastic 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.corotechcoatings.com
c) Series 46-143 TNE-NEC-Tar manufactured by TNE-NEC Co Inc in Kansas City, MO
www.tnemecc.com
- * DRAINAGE DATA
Drainage Area.....4,290 sq. mi.
050 floodplain.....34,400 cu. ft./s
050 this bridge.....21,655 cu. ft./s
0100 this bridge.....23,801 cu. ft./s
Effective Area.....28,930 sq. ft.
- * DESIGN DATA
Specifications.....A.A.S.H.T.O. L.R.F.D. 2020
Loading.....HL-93
Roadway Width.....36'-0" (Gutter To Gutter)
Seismic Design Category.....SDC B (SI=0.091, Fv=2.40)
Site Class.....D
Operational Class.....Essential
Concrete.....Class "AA" (4000 psi)
Deck Concrete.....Class "BDX" (4500 psi)
Drilled Shaft Concrete.....Class "DS" (4000 psi)
Structural Steel.....ASTM A709, Grade 50W (Fy = 50ksi)
Structural Steel.....ASTM A709, Grade 70W (Fy = 70ksi)
Stay-In-Place Form Allowance.....18 psi



DATE: 08/26/26