SECTION 905 -- PROPOSAL (CONTINUED)

I (We) hereby certify by digital signature and electronic submission via Bid Express of the Section 905 proposal below, that all certifications, disclosures and affidavits incorporated herein are deemed to be duly executed in the aggregate, fully enforceable and binding upon delivery of the bid proposal. I (We) further acknowledge that this certification shall not extend to the bid bond or alternate security which must be separately executed for the benefit of the Commission. This signature does not cure deficiencies in any required certifications, disclosures and/or affidavits. I (We) also acknowledge the right of the Commission to require full and final execution on any certification, disclosure or affidavit contained in the proposal at the Commission's election upon award. Failure to so execute at the Commission's request within the time allowed in the Standard Specifications for execution of all contract documents will result in forfeiture of the bid bond or alternate security.

Bidder acknowledges receipt of and has added to and made a part of the proposal and contract documents the following addendum (addenda):

ADDENDUM NO.	1	DATED	10/22/2026	ADDENDUM NO.		DATED	
ADDENDUM NO		DATED		ADDENDUM NO.		DATED	
ADDENDUM NO		DATED		ADDENDUM NO.		DATED	

Number	Description
1	Revised Plan Sheet Nos. 8001, 8020, 8041, 8044-8045, 8047-8048, 8052 & 8056; Amendment EBSx Download Required.

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

Respectfully Submitted,

DATE _____

_____
Contractor

BY _____
Signature

TITLE _____

ADDRESS _____

CITY, STATE, ZIP _____

PHONE _____

FAX _____

E-MAIL _____

(To be filled in if a corporation)

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

_____
President Address

_____
Secretary Address

_____
Treasurer Address

The following is my (our) itemized proposal.

STBG-0013-02(034)/ 100881301000 & BR-0013-02(029)/ 106971301000

Simpson County(ies)

Revised 01/26/2016

For Informational Purposes Only

ADDENDUM

STATE	PROJECT NO.
MISS.	STBG-0013-02(034)

DESCRIPTION OF SHEET	WORKING NO.	SHEET NO.
DETAILED INDEX (BRIDGE)	DI-BR-1	8001
SUMMARY OF QUANTITIES (BRIDGE)	SQ-BR-1	8002
SR 28 ACROSS OUINN CREEK BRIDGE "A" AT STA. 400+58.85		
GENERAL NOTES & ESTIMATED QUANTITIES	A1 OF 17	8003
SR 28 ACROSS OUINN CREEK LAYOUT	A2 OF 17	8004
SR 28 ACROSS OUINN CREEK FOUNDATION PLAN	A3 OF 17	8005
END BENT NO. 1 DETAILS	A4 OF 17	8006
END BENT NO. 4 DETAILS	A5 OF 17	8007
END BENT DETAILS	A6 OF 17	8008
INTERMEDIATE BENTS NO. 2 AND 3 DETAILS	A7 OF 17	8009
SPAN NO. 1 DETAILS	A8 OF 17	8010
SPAN NO. 2 DETAILS	A9 OF 17	8011
SPAN NO. 3 DETAILS	A10 OF 17	8012
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ADDITIONAL SPAN DETAILS	A12 OF 17	8014
MISCELLANEOUS SPAN DETAILS	A13 OF 17	8015
80 FT. BEAM DETAILS (TYPE FIB-36)	A14 OF 17	8016
100 FT. BEAM DETAILS (TYPE FIB-36)	A15 OF 17	8017
SKEWED BEAM END DETAILS	A16 OF 17	8018
BEARING PAD DETAILS	A17 OF 17	8019
SR 28 ACROSS STRONG RIVER BRIDGE "B" AT STA. 445+75.92		
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SR 28 ACROSS STRONG RIVER ELEVATION & FOUNDATION PLAN (1 OF 2)	B2 OF 43	8021
SR 28 ACROSS STRONG RIVER ELEVATION & FOUNDATION PLAN (2 OF 2)	B3 OF 43	8022
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INTERMEDIATE BENTS NO. 2 AND 5 DETAILS	B7 OF 43	8026
INTERMEDIATE BENTS NO. 3 AND 4 DETAILS	B8 OF 43	8027
INTERMEDIATE BENTS NO. 3 AND 4 DETAILS	B9 OF 43	8028
INTERMEDIATE BENTS NO. 3 AND 4 DETAILS	B10 OF 43	8029
SPANS NO. 1 & 5 DETAILS	B11 OF 43	8030
105 FT. SPAN DETAILS	B12 OF 43	8031
ADDITIONAL SPAN DETAILS (SPANS NO. 1 & 5)	B13 OF 43	8032
MISCELLANEOUS SPAN DETAILS (SPANS NO. 1 & 5)	B14 OF 43	8033
105 FT. BEAM DETAILS (TYPE FIB-45)	B15 OF 43	8034
BEARING PAD DETAILS (SPANS NO. 1 & 5)	B16 OF 43	8035
DECK PLAN - SPANS NO. 2 - 4	B17 OF 43	8036
FRAMING PLAN	B18 OF 43	8037
SPAN DETAILS - END & CENTER SEGMENTS	B19 OF 43	8038
SPAN DETAILS - HAUNCHED PIER SEGMENT	B20 OF 43	8039
END DIAPHRAGM DETAILS	B21 OF 43	8040
HAUNCHED DIAPHRAGM DETAILS	B22 OF 43	8041
CLOSURE DIAPHRAGM DETAILS	B23 OF 43	8042
END SEGMENT DETAILS	B24 OF 43	8043
END BLOCK REINFORCEMENT DETAILS	B25 OF 43	8044
HAUNCHED PIER SEGMENT DETAILS	B26 OF 43	8045
CENTER SEGMENT DETAILS	B27 OF 43	8046
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POST-TENSIONING LAYOUT (1 OF 3)	B29 OF 43	8048
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CAMBER AND BUILD-UP TABLES (2 OF 2)	B33 OF 43	8052
ANCHORAGE AND GROUTING DETAILS (1 OF 2)	B34 OF 43	8053
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ERECTION SEQUENCE - SPANS NO. 2 THRU 4 (1 OF 2)	B36 OF 43	8055
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EXPANSION JOINT DEVICE DETAILS	B42 OF 43	8061
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DESCRIPTION OF SHEET	WORKING NO.	SHEET NO.
EROSION CONTROL PLANS - SR28 ACROSS OUINN CREEK		
BRIDGE EROSION CONTROL ELEVATION	EC-BR-1A	8063
BRIDGE EROSION CONTROL PLAN	EC-BR-2A	8064
EROSION CONTROL PLANS - SR28 ACROSS STRONG RIVER		
BRIDGE EROSION CONTROL ELEVATION AND PLAN	EC-BR-1B	8065
BRIDGE EROSION CONTROL ELEVATON AND PLAN	EC-BR-2B	8066
STANDARD DRAWINGS		
3'-0" RAILING DETAILS	RD-36	8067
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GENERALIZED SOIL PROFILE (PLATE 1)	GSP-1A	8068
GENERALIZED SOIL PROFILE (PLATE 29)	GSP-1B	8069
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DETOUR BRIDGES		
SR 28 DETOUR BRIDGE ACROSS OUINN CREEK	DB-1A	8071
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FOR INFORMATION ONLY PLANS		
INFORMATION PLANS		8073
INFORMATION PLANS		8074

BRIDGE DIVISION		
DATE	SHEET NO.	BY
6/24/26	8002, 8020, 8021, 8022, 8028, 8029	JDM
10/01/26	8002, 8020, 8021, 8022, 8028, 8029, 8037, 8039, 8041, 8043-8052, 8055, 8056, 8060, 8065, 8066	JDM
10/22/26	8020, 8041, 8044, 8045, 8047, 8048, 8052, 8056	JDM

Michael Baker INTERNATIONAL
RIDGELAND, MISSISSIPPI

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

DATE: 02/13/2026

REVISIONS | BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAILED INDEX (BRIDGE)

FMS: 100881 / 301000
COUNTY: SIMPSON
PROJECT NUMBER: STBG-0013-02(034)

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

DATE | DESIGNER Jeffrey McRae/Layton Breithaupt | CHECKER Jeffrey McRae
DETAILER Roy Holmes | ISSUE DATE 2026
DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.
DEP. DIR. OF STRUCTURES, ASSIST. STATE BRIDGE ENGINEER - MICAH DEW, P.E.

ADDENDUM

STATE	PROJECT NO.
MISS.	STBG-0013-02(034)

ESTIMATED QUANTITIES

Item / Location	Transverse Grooving	PDA Test Pile, Steel Pipe Pile	Pile Restrike	Drilled Shaft 72" Dia.	Test Shaft 72" Dia.	Trial Shaft 72" Dia.	Exploration	Permanent Casing 72" Dia.	24" Steel Pipe Piling, Wall Thickness 0.500"	30" Steel Pipe Piling, Wall Thickness 0.500"	Bridge Concrete Class BDX	Bridge Conc. Class AA 6 ksi	Bridge Conc. Class AA 4 ksi	105' Prestressed Concrete Beam Type FIB-45	Post Tensioning System	104' Post-Ten. Conc. Beam Per Plans	68' Post-Ten. Conc. Beam Per Plans	118' Post-Ten. Conc. Beam Per Plans	Reinforcement	Concrete Railing (36")	Loose Riprap Size 300	Geotextile Under Riprap	3" Reinf. Elastomeric Molded Rubber Expansion Joint	Preformed Joint Seal Type I
	S.Y.	Each	Each	L.F.	Each	L.F.	L.F.	L.F.	L.F.	L.F.	C.Y.	C.Y.	C.Y.	L.F.	L.S.	L.F.	L.F.	L.F.	Lb.	L.F.	Tons	S.Y.	L.F.	L.F.
Spans	2,426										840.93 △1	11.44		1,045	1	1,038 △2	680 △2	590 △2	240,662 △1	1,364			76	77
End Bents		1	1						805				75.68						17,340		1,924			
Int. Bents		1	1	720	1	121	60	306		675			154.47						13,616			1,425		
Totals	2,426	2	2	720	1	121	60	306	805	675	840.93 △1	11.44	230.15	1,045	1	1,038 △2	680 △2	590 △2	271,618 △1	1,364	1,924	1,425	76	77

GENERAL NOTES:

Specifications: Mississippi Standard Specifications for Road and Bridge Construction, 2017.
Design Specifications: CEB-FIP: Model Code for Concrete Structures, 1990 (for Time Dependent Behavior of Concrete of Spliced Girders).
No change of plans will be permitted except by written approval of the Director of Structures, State Bridge Engineer. Minor changes in detail of design or construction procedure may be authorized by the Director of Structures, State Bridge Engineer provided such changes will not be cause for contract price adjustment.
The final surface texture of the bridge deck shall be mechanically transverse grooved in accordance with Sections 501 and 804 of the specifications. See Misc. Span Details for limits of transverse grooving on bridge deck.
Bridge concrete shall be Class "AA" or Class "BDX" as indicated in plans.
Railing expansion joint material shall be bituminous fiber type unless otherwise noted.
No payment will be allowed for excavation incidental to the construction of end bents.
Bar bending details shall be in accordance with "Manual of Standard Practice for Detailing Reinforced Concrete Structures" (ACI 315R-04).
Reinforcement order lists and required placing plans shall be furnished in accordance with Section 805 of the Mississippi Standard Specifications. Partial submittals are not acceptable.
Shop drawings of prestressed beams, including an erection plan, shall be submitted in duplicate to the Director of Structures, State Bridge Engineer for approval prior to the manufacture of beams.
The Fabricator shall provide camber data at release and immediately prior to shipping.
The Contractor shall provide camber data after erection. The Contractor should be aware that the deflection diagram may be modified based on the provided camber data. Therefore, deck grades should be set only after notification from the Director of Structures, State Bridge Engineer.
Concrete surfaces shall receive a Class 2 rubbed or spray finish in accordance with the specifications.
Work for which no pay item is provided in the proposal will not be paid for directly and compensation therefor will be included in the prices and payments for bid items.
Elastomeric bearing pads shall conform to the design and dimensions shown on these drawings and shall conform to AASHTO LRFD.
Bearings shall be low temperature Grade 3 with a durometer hardness of 50 and shall be subjected to the load testing requirements corresponding to design Method B.
Temporary supports or shoring will not be permitted under the girders when pouring the concrete floor slab or when taking "top of beam" elevations.
All exposed edges shall be beveled ¾" unless otherwise shown.
Dimensions shown from the face of concrete to bars are clear distances unless otherwise shown. Spacing of bars is from center to center of bars.

DRILLED SHAFT NOTES: △1

The Contractor shall notify the State Geotechnical Engineer at least three (3) days in advance of any shaft (trial, anchor or test) construction. See sheet no. B43 for trial and 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 location shown on sheet no. B3.
The length of trial shaft reinforcing steel cage shall be 110 ft.
For computation of quantities, top of trial shaft shall be elev. 249.0'. (approximate ground). Bottom of trial shaft shall be elev. 139.0'.
Trial shaft reinforcing steel shall be identical to the production shaft reinforcing steel as shown on sheet no. B10, with additional length to accomplish the tip elevation specified.
All drilled shaft concrete shall be Class DS, F'c = 4,000 psi
A loading test is required for each test shaft per details on sheet no. B43 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 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.
When reinforcing steel projects from the drilled shaft into the bent cap, the reinforcing steel will be included in the cost of the drilled shaft.
Roller type centralizers are required for construction of all drilled shafts. Under no circumstance shall the pitch of the spiral reinforcement be adjusted to accommodate the installation of the chosen centralizer device.
The tip elevation and quantities shown for production shafts in these plans are for estimating and design purposes only and may be raised or lowered depending on the outcome of a load test.
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.

POST-TENSIONING NOTES

Post-Tensioning Systems must be prequalified in accordance with Section 804.03.22 before use on this project. All components of the System, not including the strand, shall be from a single supplier and shall be in accordance with Section 804.03.22.
Duct material shall be corrugated polypropylene plastic.
The Contractor shall prove ducts are free from blockage or damage immediately after the concrete encasing the duct has achieved initial set. After concrete operations, and prior to grouting, the Contractor shall conduct an initial duct pressure test to test anchorage caps and vents for leaks.
The Contractor shall not set the girder side forms in place until the Engineer has visually inspected and approved the duct profile and reinforcing cage.
The duct splice shall be designed to fit between the girder stirrups at a 6" spacing and shall not infringe on the minimum cover. Stirrup spacing may be adjusted up to 4" provided the total number of stirrups within 3 feet on either side of the splice is the same as required by the plans.
The Contractor shall assure that the ducts are not blocked at the following stages:
A. Before the girders are transported to the job site
B. During or immediately after every closure pour is cast
C. During or immediately after grouting the adjacent tendons
For specific erection sequence steps, including all post-tensioning sequence, see Erection Sequence Details on sheets no. B36 & B37.
When performing longitudinal post-tensioning in erection sequence, use the following stressing sequence for tendons T1, T2 and T3. Longitudinal post-tensioning shall be accomplished by an alternating symmetrical sequence beginning with the center interior girders and ending with the exterior girders. Tendon T2 shall be post-tensioned in all girders across the bridge prior to post-tensioning tendon T3. In the same manner, tendon T3 shall be stressed completely in all girders before stressing tendon T1. All longitudinal tendons shall be stressed from both ends, one at a time.
The Contractor shall submit any deviation from the above post-tensioning sequence to the Director of Structures, State Bridge Engineer for approval.
All tendons are to be stressed from both ends with a jacking force of (659.14) kips. △3
The Contractor shall submit in duplicate shop drawings showing complete details of the post-tensioning system, prestressed, post-tensioned girders, and an erection plan to the Director of Structures, State Bridge Engineer for approval prior to the manufacture of girders. The Contractor shall submit tendon stressing details for approval by the Director of Structures, State Bridge Engineer. These details shall indicate jacking forces, the sequence of stressing, calculated tendon elogations, guage pressures, jack calibrations, friction coefficient, wobble coefficient and anchor set loss.
The Contractor shall submit in duplicate shop drawings showing complete details of the duct and duct splice to the Director of Structures, State Bridge Engineer for approval. These shop drawings shall show complete dimensions of the duct and duct splice, a thorough sequence of installation of the duct splice, details for support of the duct, details of grout vents and their connection to the duct, location of grout vents and other related details. The duct shall not be shipped to the precaster until this submittal is approved by the Director of Structure, State Bridge Engineer.

DRILLED SHAFT NOTES, CON'T: △1

Exposed steel casing shall be painted per Section 816 of the specifications with one prime coat which shall be grey in color from the bottom of the bent cap to the higher of 1 foot below the ground line elevation or 6 inches above the low water elevation.
Dimensions are clear dimensions and out-to-out (UNO).
The wet method of shaft construction using bentonite slurry in conjuction with a permanent surface casing will be necessary in these soil conditions.
The required ultimate shaft capacities shown in the REQUIRED ULTIMATE SHAFT CAPACITITES AND TIP ELEVATION SCHEDULE on sheet no. B2 include the LRFD resistance factor of 0.7.

RIPRAP & GEOTEXTILE NOTE:

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

GIRDER DEFLECTION NOTES:

The girder deflection diagrams shown in these plans were prepared and intended for design and estimation purposes only. Actual bridge girder deflections may differ from the deflection diagrams shown in these plans.
It is the Contractor's responsibility to construct the bridge to meet the requirements of the plans and specifications including, but not limited to, the requirements for bridge deck smoothness.
Prior to formwork construction, the Contractor shall submit three (3) copies of a proposed bridge superstructure construction plan to the Director of Structures, State Bridge Engineer for review, through the Project Engineer. This submittal shall include all calculations, assumptions and parameters used by the Contractor to determine bridge girder deflections and form grade elevations. This submittal shall also include an erection and construction procedure that addresses the construction means and methodologies used by the Contractor and shall consider effects including, but not limited to, construction phasing, pouring schedules, applied permanent and construction loading, and shall include calculations and details of temporary girder bracing systems used to ensure girder stability and to counter the effects of girder tilt.
After girder erection and prior to deck construction, the Contractor shall submit deck thickness verification calculations for each girder. These calculations shall include a comparison of the erected girder top flange profiles versus the plan deck grade elevations over each girder plus the anticipated girder deflection due to applied permanent dead load and creep.
Three (3) copies of the deck thickness verification calculations and any proposed remediation measures to correct for thin deck areas shall be submitted to the Director of Structures, State Bridge Engineer for review, through the Project Engineer.
The bridge superstructure construction plan and the deck thickness verification calculations shall be prepared and stamped by a Mississippi Registered Professional Engineer.
All dimensions are given at 60°F and shall be considered in place dimensions
The fabricator shall take into account elastic shortening and shrinkage due to creep, shrinkage and steel relaxation.
In handling, the girders must be maintained in an upright position at all times and must be picked up at points located 15 ft. from the ends of haunch pier segments and 5 ft. from the ends of end beam and center beam segments. Fabricator is responsible for girder stability at casting yard and during transportation to site.
At girder ends, all strands shall be recessed and the strand ends and girder ends shall be protected by epoxy and grout per section 804.03.22.
The Contractor shall submit Shop Drawings showing complete details of the girder erection sequence including:
A. Temporary supports, cross bracing and strong backs
B. Calculations supporting the design of the forementioned components
C. Lifting plan for erecting the girders including the location of pick-points and supporting calculations. Calculations shall be signed and sealed by a professional engineer licensed in the state of Mississippi.

MATERIALS

Concrete:
A. Deck & Diaphragms: Class BDX, F'ci = 3.0 ksi, F'c = 4.5 ksi
B. Substructure: Class AA, F'ci = 3.0 ksi, F'c = 4.0 ksi
C. Precast spliced prestressed girder segments:
Class FX, F'ci = 6.8 ksi, F'c = 8.5 ksi
D. Post-Tension Beam Closure: Class AA, F'ci = 4.0 ksi, F'c = 6.0 ksi

Mild Reinforcing Steel:
A. Reinforcing steel shall be ASTM A615 Grade 60, Fy = 60 ksi

Prestressing and Post-Tensioning Steel:
A. Strand = 0.6" Dia. (all unless otherwise noted) ASTM A416
B. Strand parameters are as follows:
I. Anchor set (per anchor): ⅜"
II. Wobble: 0.0002
III. Friction: 0.23
IV. Modulus of elasticity: 28,500 ksi

Creep, Shrinkage, Relaxation:
A. 1990 CEB-FIP Model Code for Creep and Shrinkage:
Prestress losses for the designed girders are calculated according to the CEP-FIP Model Code for a relative humidity of 75%.

ALOWABLE CONCRETE POST-TENSIONING STRESSES

Compression:
A. After post-tensioning: 0.60 F'c (during construction)
B. Under all load combinations: 0.60 F'c (after losses)
C. Due to effective prestress plus permanent dead load: 0.45 F'c (after losses)
Tension:
A. During construction: $0.24\sqrt{f'_{ci}}$
B. At service loads: $0.19\sqrt{f'c}$ (after losses)

ALOWABLE CONCRETE PRESTRESSING STRESSES (BEFORE POST-TENSIONING)

Compression:
A. At release: 0.65 F'ci (during fabrication)
B. After losses: 0.60 F'c (during lifting, transport and construction)
Tension:
A. At release: $0.24\sqrt{f'_{ci}}$ (during construction)
B. After losses: $0.19\sqrt{f'c}$ (during lifting, transport and construction)

STEEL PIPE PILE NOTES:

PDA test piles shall be driven with an approved impact hammer as an indicator test pile or production pile at the location shown in the PDA TEST PILE SCHEDULE and will be paid for as test piles only.
Piles shall be driven as a continuous operation, to the bearing capacity shown in the REQUIRED ULTIMATE BEARING CAPACITY AND TIP ELEVATION SCHEDULE, unless otherwise directed by the Director of Structures, State Bridge Engineer.
Permanent piles shall be driven to an elevation no higher than the elevation shown in the REQUIRED ULTIMATE PILE BEARING CAPACITY AND TIP ELEVATION SCHEDULE.
The Director of Structures, State Bridge Engineer may authorize test piles driven outside the structural limits.
When feasible, bearing piles shall be driven full length and be spliced, only, as approved by the Director of Structures, State Bridge Engineer.
Welding shall be done by the ELECTRIC ARC process. Welders shall be certified and electrodes shall be approved.
When loading tests are required, the maximum test load shall be one and one half (1½) times the minimum pile bearing capacity.
PDA test piles shall require a 1 day restrike unless otherwise directed by the Engineer.
Pile lengths and driving criteria shall be provided based on the results of the PDA test piles.
The required ultimate pile bearing shown in the REQUIRED ULTIMATE PILE BEARING CAPACITY AND TIP ELEVATION SCHEDULE includes the LRFD resistance factor for PDA of 0.65.
The hammer leads for all PDA test piles and PDA restrikes need to be large enough to provide a minimum of three (3) inch clearance on each side of the pile in order to properly place and protect the PDA gages, as well as the PDA cables.
Steel pipe piles driven as out-of-position PDA monitored test piles shall be driven within 3-5 pile diameters from production pile locations.
PDA monitored steel pipe piles shall be at least twenty (20) feet longer than planned production pile lengths.
Steel pipe piles shall be driven with a maximum rated energy not less than 76,000 ft-lbs to the anticipated tip elevations specified unless the Contractor's Drivability Analysis utilizing the Contractor's selected alternative hammer is approved by the Director of Structures, State Bridge Engineer.
All Steel Pipe Piles shall be ASTM A252, Grade 3 Mod. (Fy = 50,000 psi).
Steel Pipe Piles are intended to be open ended.
Welding shall comply with ANSI/AWS D1.5 Bridge Welding Code and be performed by a certified welder.
The tip elevation of piling, for hydraulic structures, may be determined by scour line but under no circumstances shall be greater than the minimum tip elevation shown in the REQUIRED ULTIMATE PILE BEARING CAPACITY.
Pipe piles shall receive a protective coating beginning at the bottom of the cap and extending to the 100 yr. scour elevation as shown on the Layout Sheet. The coating shall be one of the following, applied according to the manufacturer's specifications in two coats of 16mil minimum dry film thickness:

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

Any areas of coating above the ground line that become damaged during shipping or driving shall be repaired per the manufacturer's specifications. Any areas of coating affected by pipe pile splicing shall be repaired per the manufacture's specification. Protective coating, including surface preparation and application, will be paid for as Steel Pipe Piling, (not a separate pay item).

SPECIAL PROVISIONS REQUIRED:

Concrete Bridges and Structures . . . . . No. 907-804

Michael Baker INTERNATIONAL
RIDGELAND, MISSISSIPPI

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

DATE: 02/13/2026

DATE	REVISIONS	BY
10/22/26	REVISED JACKING FORCE	JDM
10/01/26	REVISED QUANTITIES AND PAY ITEMS	JDM
6/24/26	REVISED SHAFT NOTES & CASING QUANTITY	JDM

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
BRIDGE AT STA. 445+75.92
BRIDGE NO. 73.6
SR 28 ACROSS STRONG RIVER
GENERAL NOTES & ESTIMATED QUANTITIES

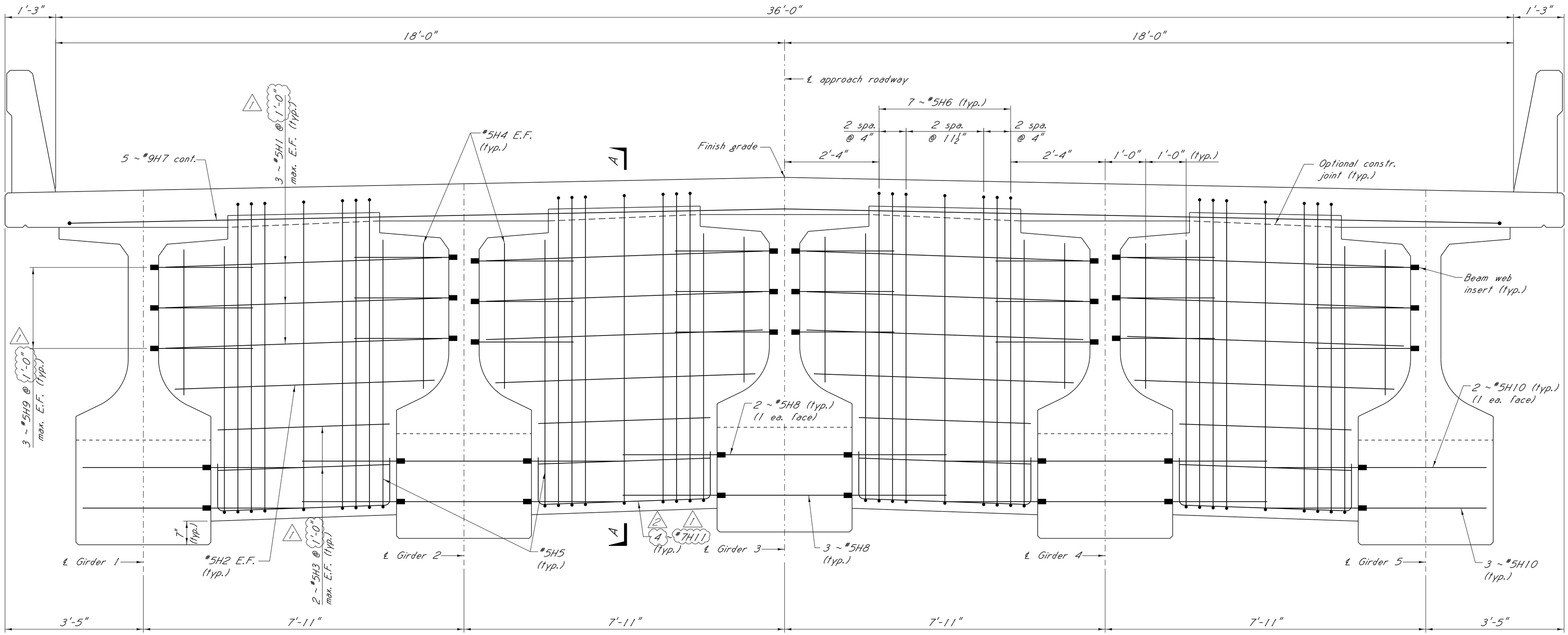
FMS: 100881 / 301000
COUNTY: SIMPSON
PROJECT NUMBER: STBG-0013-02(034)

WORKING NUMBER BI OF 43
SHEET NUMBER 8020

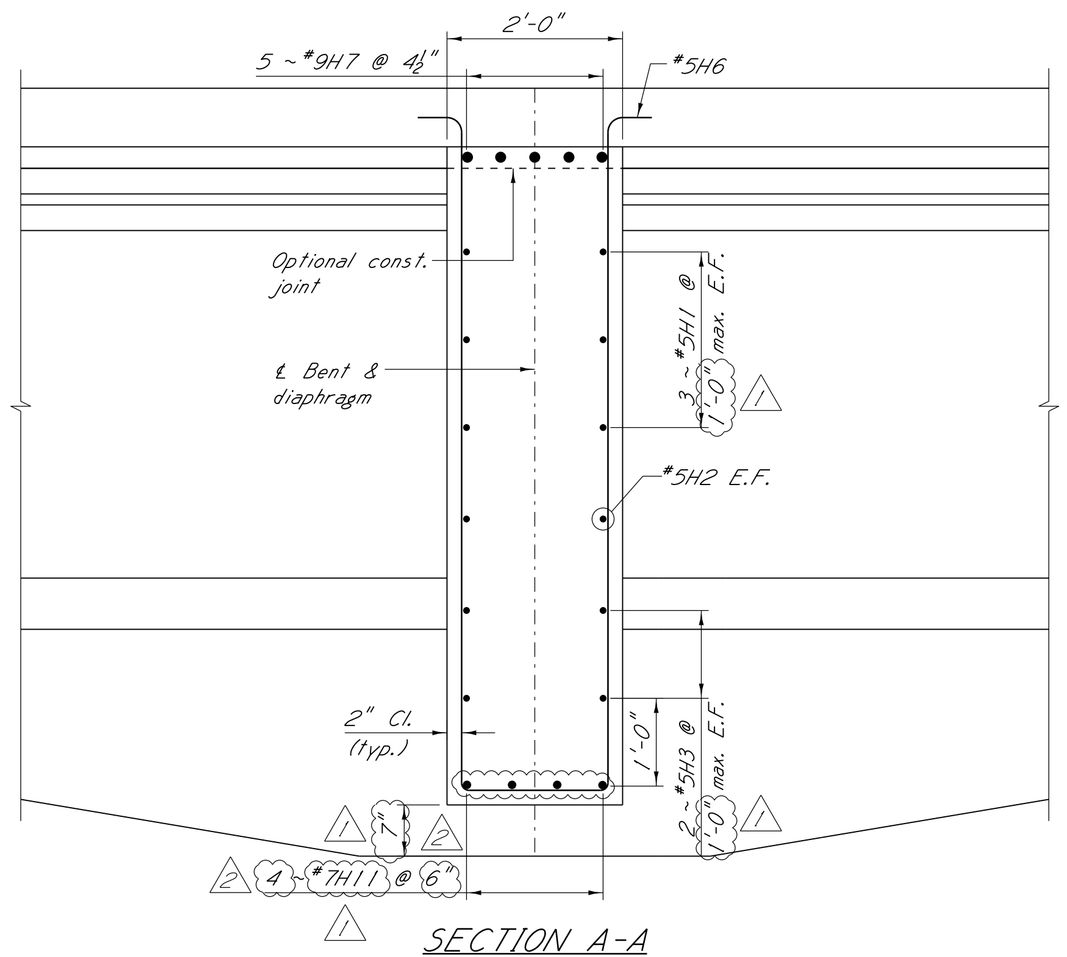
DESIGNER Jeffrey McRae/Layton Breithaupt CHECKER Jeffrey McRae
DETAILER Roy Holmes ISSUE DATE 2026
DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.
DEP. DIR. OF STRUCTURES, ASSIST. STATE BRIDGE ENGINEER - MICAH DEW, P.E.

ADDENDUM

STATE	PROJECT NO.
MISS.	STBG-0013-02(034)



ELEVATION - HAUNCH DIAPHRAGM



SECTION A-A

NOTES:

1. P.T. anchorages and ducts not shown for clarity. Adjust spacing of bars as required to avoid P.T. anchorages and ducts.
2. See sheet no. B28 for bar bending details.

Michael Baker INTERNATIONAL
RIDGELAND, MISSISSIPPI

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

DATE: 02/13/2026

BY	REVISIONS	DATE
JDM	REVISED DIAPHRAGM REINFORCEMENT	10/22/26
JDM	REVISED DIAPHRAGM DEPTH AND DETAILS	10/01/26

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
BRIDGE AT STA. 445+75.92
BRIDGE NO. 73.6
SR 28 ACROSS STRONG RIVER
HAUNCHED DIAPHRAGM DETAILS

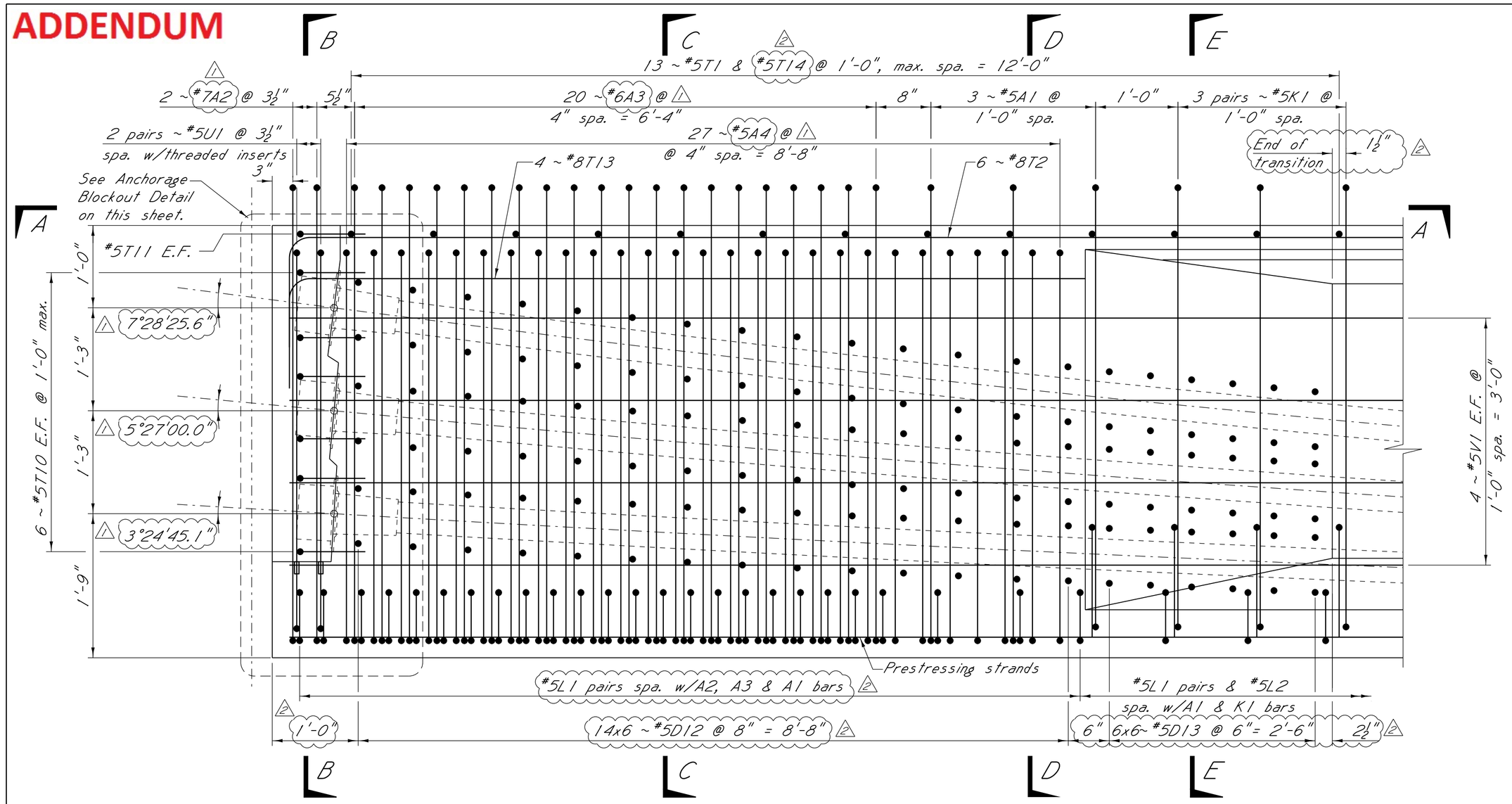
FMS: 100881 / 301000
COUNTY: SIMPSON
PROJECT NUMBER: STBG-0013-02(034)

DESIGNER Jeffrey McRae/Layton Breithaupt CHECKER Jeffrey McRae
DETAILER Roy Holmes ISSUE DATE 2026
DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.
DEP. DIR. OF STRUCTURES, ASSIST. STATE BRIDGE ENGINEER - MICAH DEW, P.E.

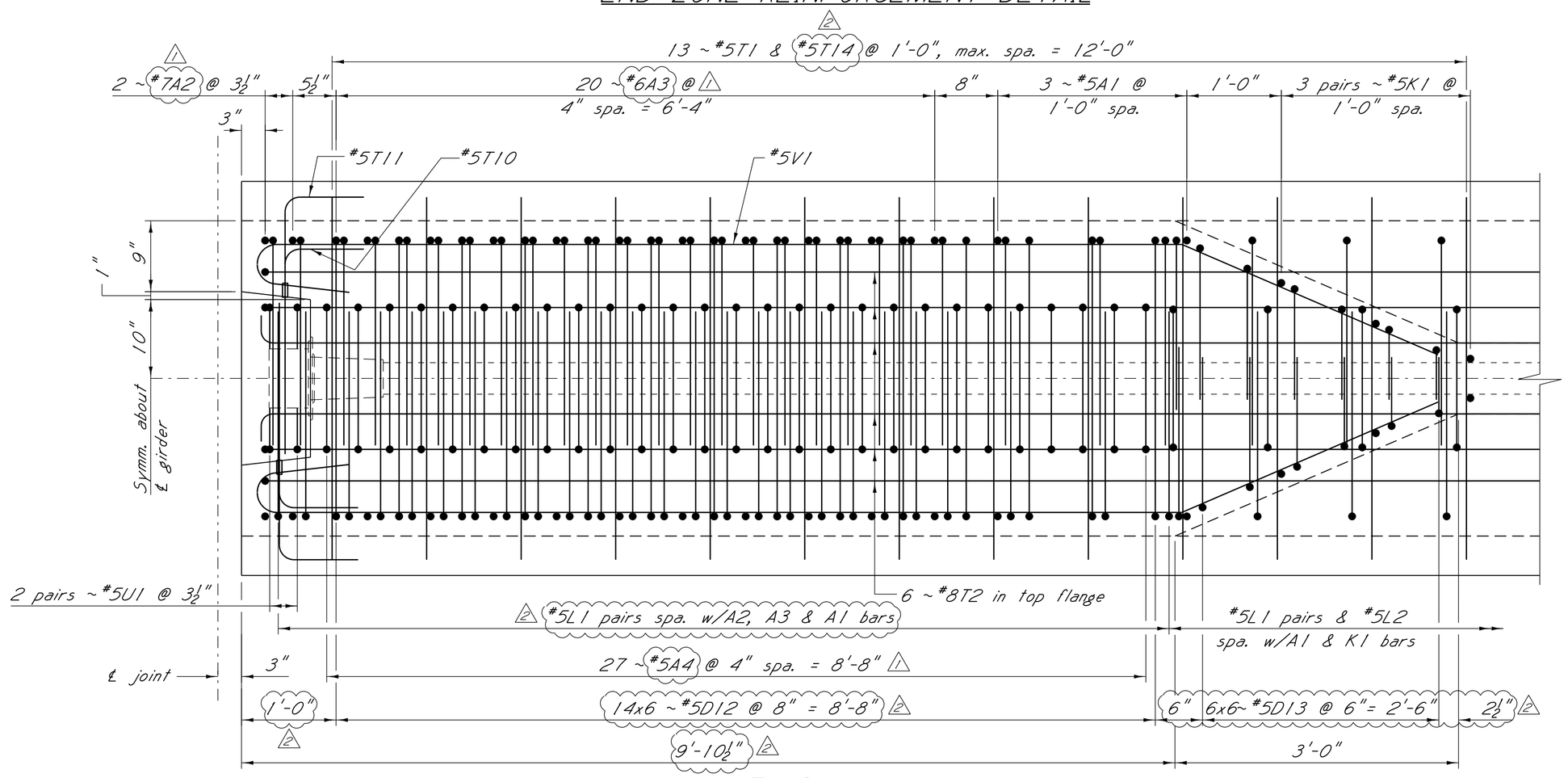
WORKING NUMBER B22 OF 43
SHEET NUMBER 8041

ADDENDUM

STATE	PROJECT NO.
MISS.	STBG-0013-02(034)



END ZONE REINFORCEMENT DETAIL



SECTION A-A

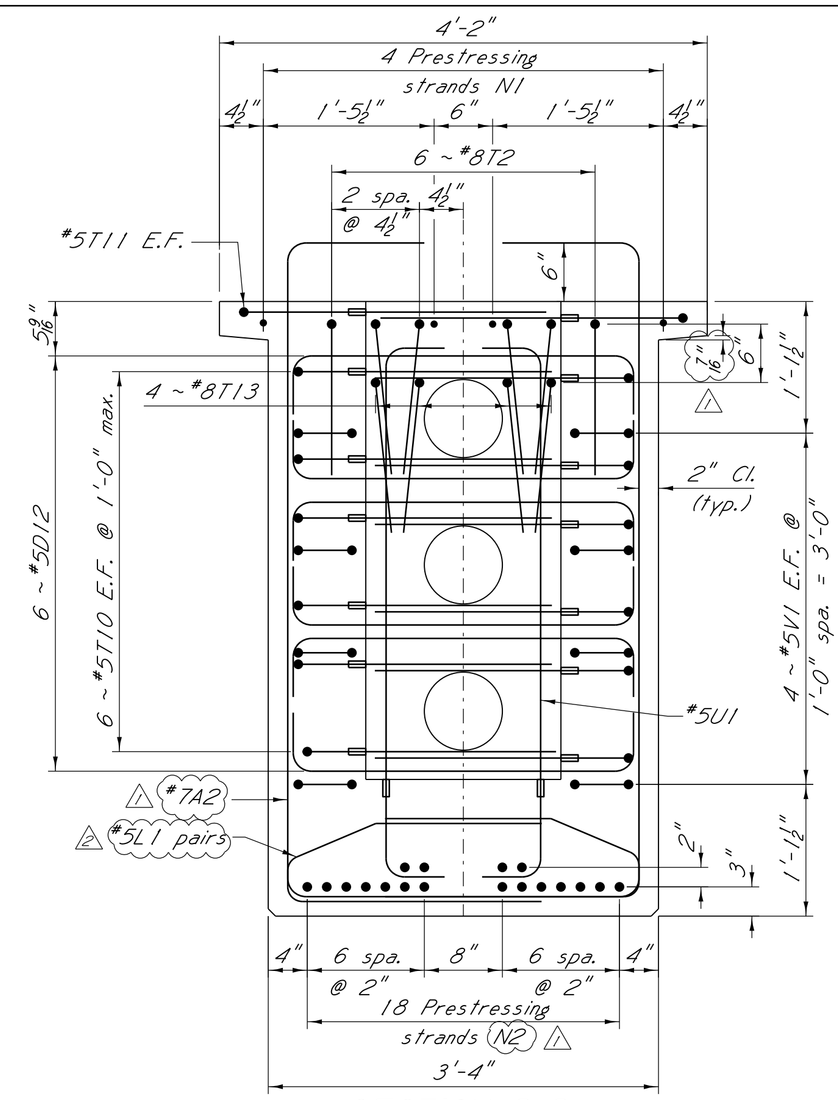
NOTE: Prestressing strands not shown for clarity.

NOTE:

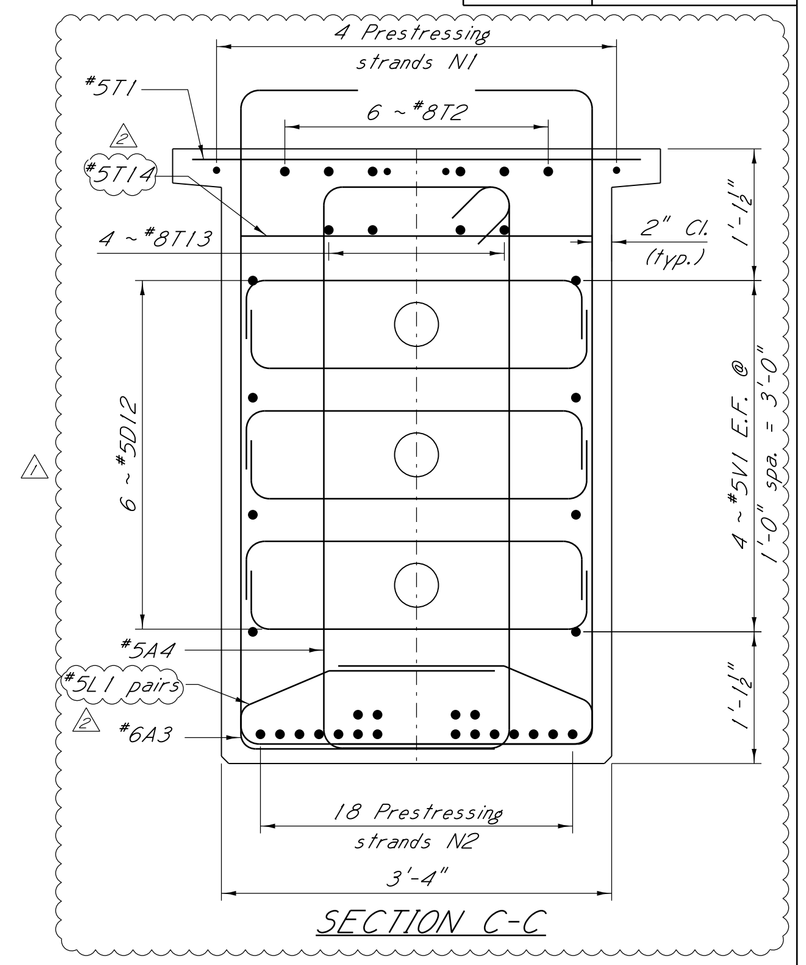
The contractor shall submit integrated shop drawings in areas of post-tensioning anchorages due to congestion with reinforcing steel. These shop drawings will show complete details of the anchorage system, including anchorage protection details and recesses required to accommodate stressing equipment. Local anchorage zone reinforcement shall be designed by the post-tensioning supplier and shown on the shop drawings. The contractor shall be responsible for resolving conflicts of local anchorage zone reinforcement and anchorage with other reinforcement. Any shifting of reinforcing steel to accommodate placement of local anchorage zone reinforcement shall be approved by the Director of Structures, State Bridge Engineer.

NOTES:

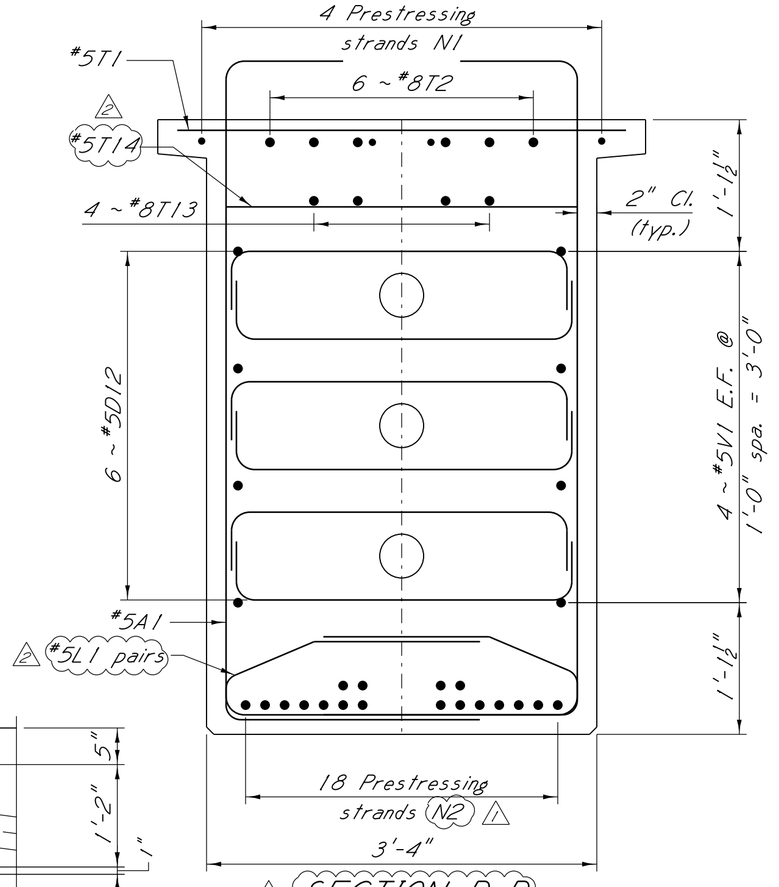
1. P.T. anchorage local zone reinforcement not shown for clarity.
2. End diaphragm reinforcement not shown for clarity. See End Diaphragm Details on sheet no. B21.



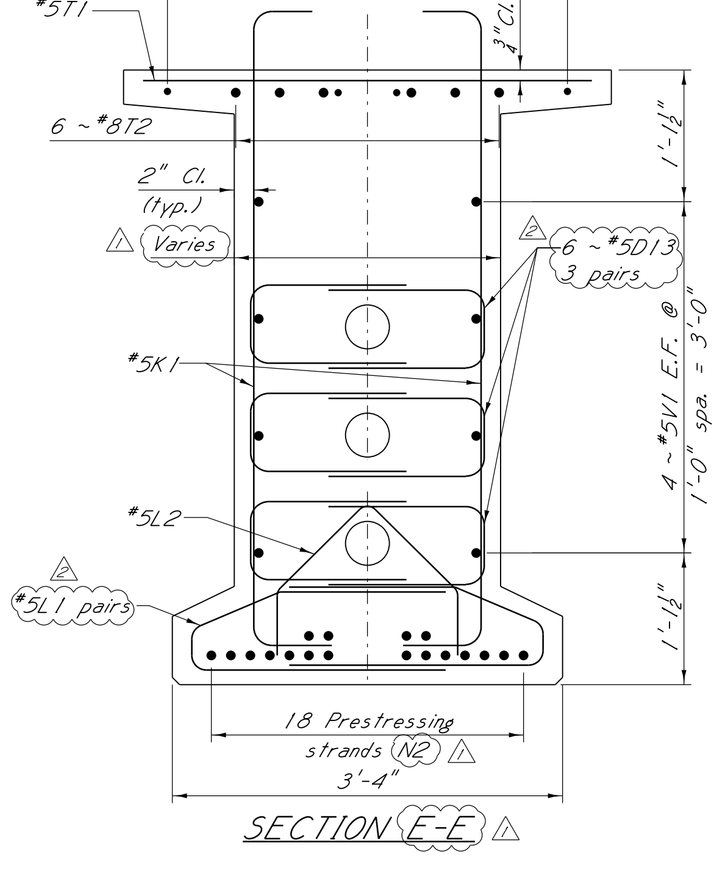
SECTION B-B



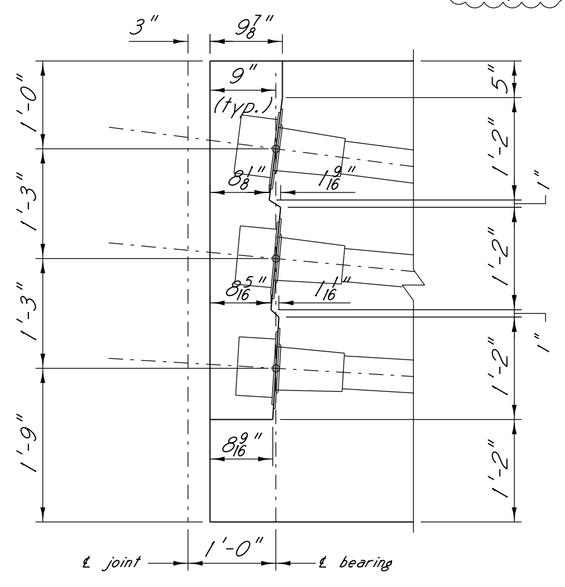
SECTION C-C



SECTION D-D



SECTION E-E



ANCHORAGE BLOCKOUT DETAIL

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RIDGELAND, MISSISSIPPI

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

DATE: 02/13/2026

DATE	REVISIONS	BY
10/22/26	REVISED END BLOCK REINFORCEMENT	JDM
10/01/26	ADDED DIMENSIONS, SECTION AND REVISED ANGLES	JDM

DESIGNER Jeffrey McRae/Layton Breithaupt CHECKER Jeffrey McRae
DETAILER Roy Holmes ISSUE DATE 2026
DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.
DEP. DIR. OF STRUCTURES, ASSIST. STATE BRIDGE ENGINEER - MICAH DEW, P.E.

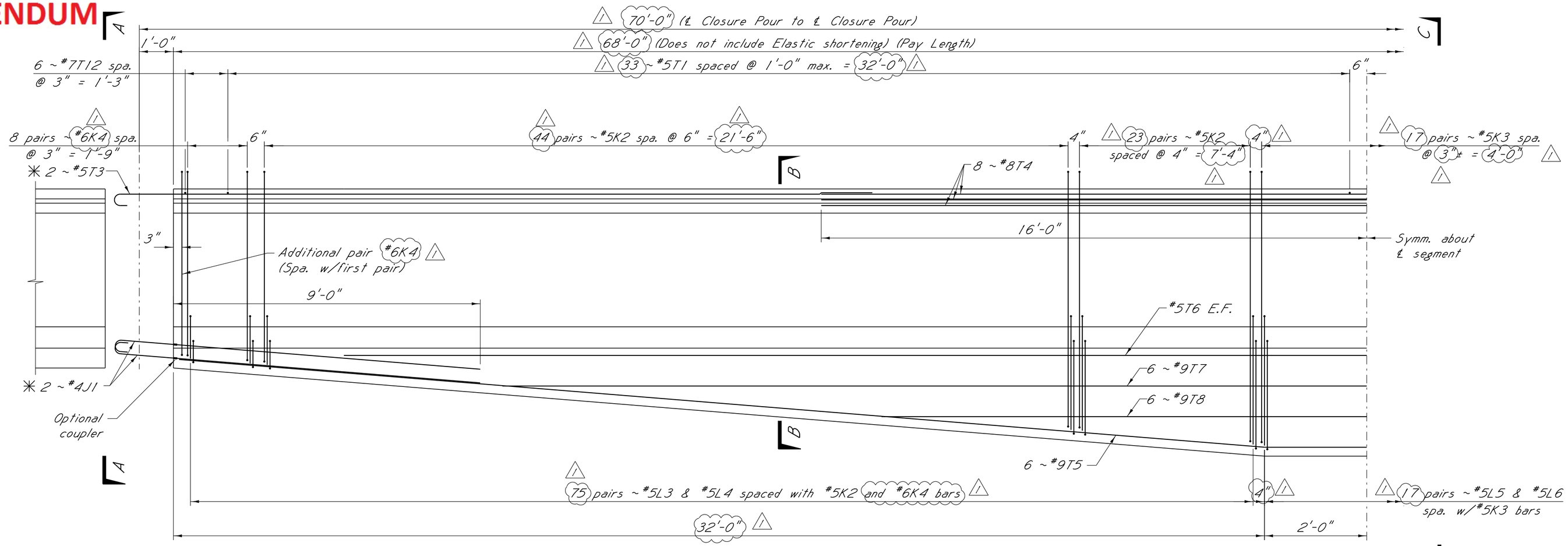
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
BRIDGE AT STA. 445+75.92
BRIDGE NO. 73.6
SR 28 ACROSS STRONG RIVER
END BLOCK REINFORCEMENT DETAILS

FMS: 100881 / 301000
COUNTY: SIMPSON
PROJECT NUMBER: STBG-0013-02(034)

WORKING NUMBER B25 OF 43
SHEET NUMBER 8044

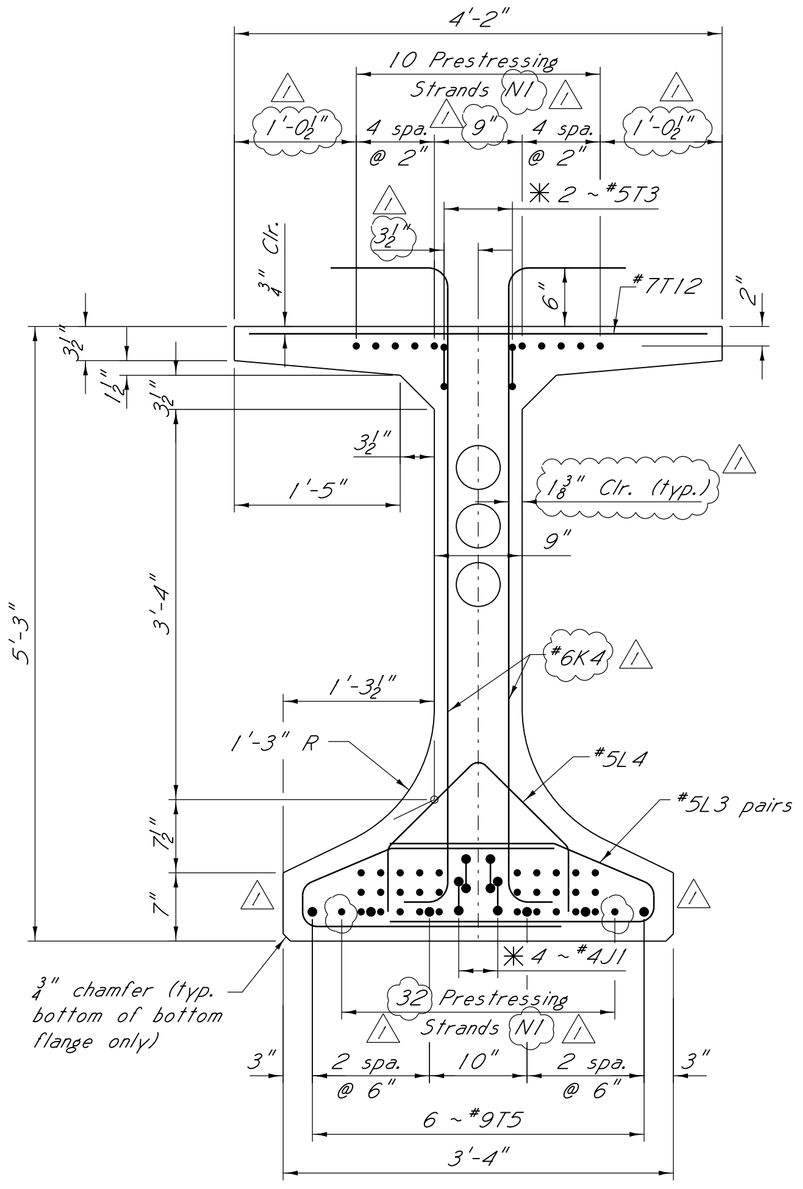
ADDENDUM

STATE	PROJECT NO.
MISS.	STBG-0013-02(034)



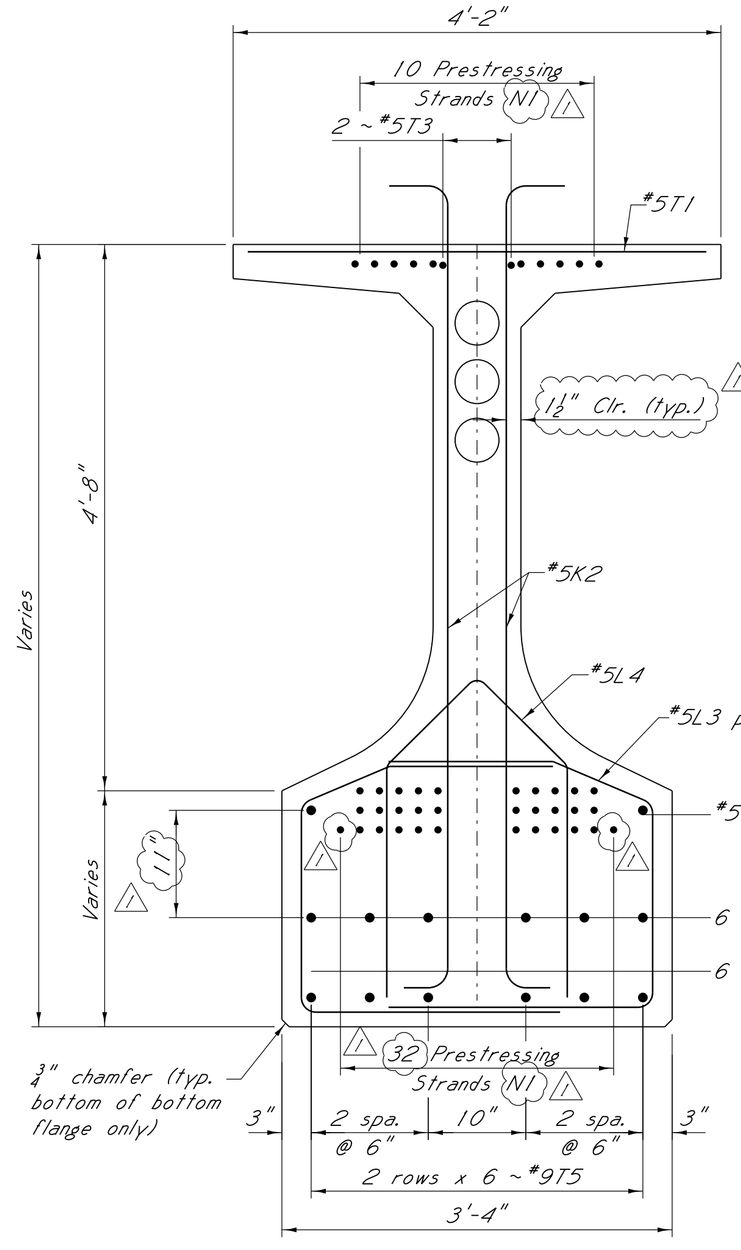
ELEVATION - HAUNCH SEGMENTS

(Post-tensioning ducts and prestressing strands not shown for clarity)

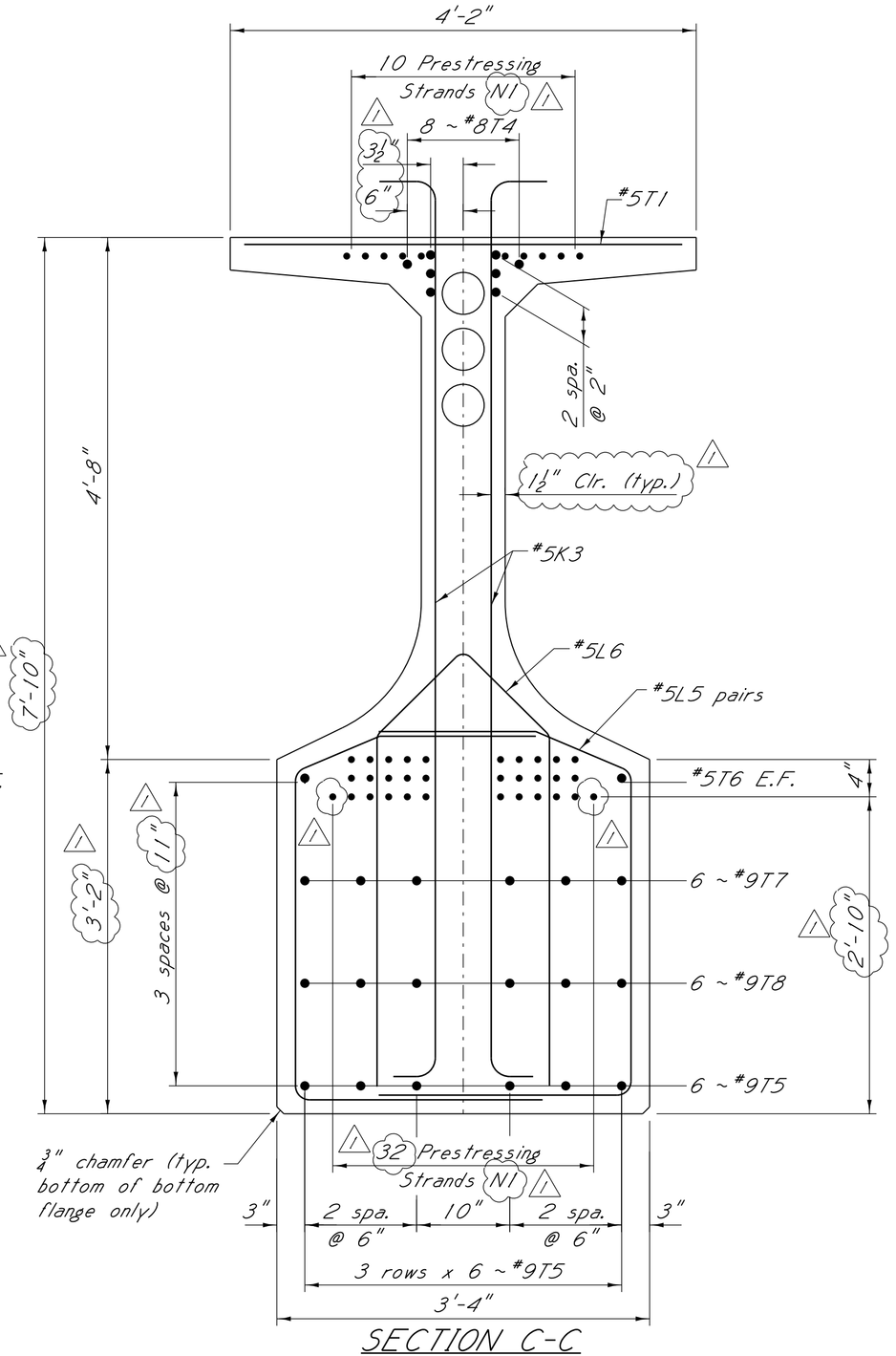


SECTION A-A

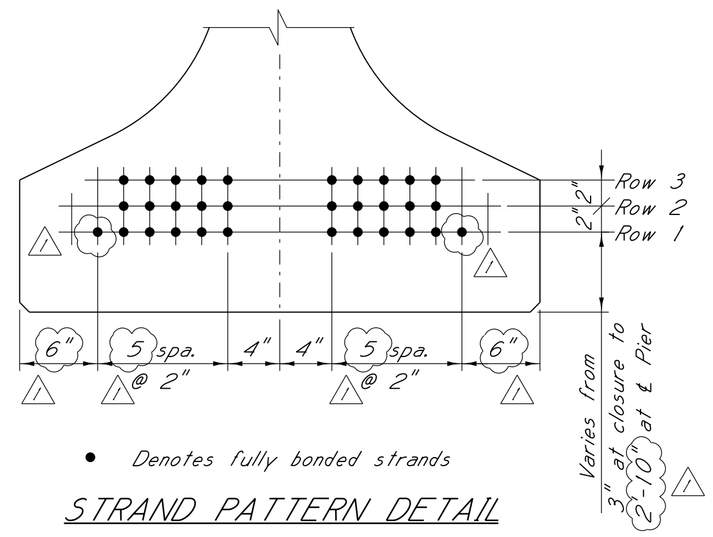
✳ Bars may be shifted as needed to avoid conflicts with bars in end and center segments.



SECTION B-B



SECTION C-C



- Denotes fully bonded strands

STRAND PATTERN DETAIL

NOTES:

1. Concrete release strength shall be a minimum of 6.8 KSI.
2. Concrete final strength shall be a minimum of 8.5 KSI.
3. For elevations of the P.T. ducts, see Post-Tensioning Layout sheets no. B29, B30 & B31.
4. For bar bend details, see Superstructure Bar Bending Diagrams sheet no. B28.
5. Intentionally roughen surface to average amplitude of ¼". Pressure clean surface and keep surface water-saturated prior pouring closure pour.
6. Bars J1 and T3 shall avoid conflict with Bars J1 and T9 from Center and End Segment.
7. For additional details on the erection sequence of the Haunch Pier Segment, see Erection Sequence sheets no. B36 & B37.
8. The estimated elastic shortening for the full segment is ¼".
9. Strands N1 shall be ASTM A416, Grade 270, seven-wire strands 0.6"ϕ, stressed to 44,000 lbs. each.

Michael Baker INTERNATIONAL
RIDGELAND, MISSISSIPPI

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

DATE: 02/13/2026

DATE	REVISIONS	BY
10/01/26	REVISED HAUNCHED PIER SEGMENT DETAILS	JDM

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
BRIDGE AT STA. 445+75.92
BRIDGE NO. 73.6
SR 28 ACROSS STRONG RIVER
HAUNCHED PIER SEGMENT DETAILS

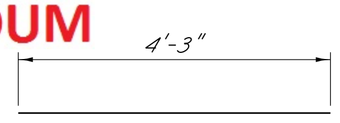
FMS: 100881 / 301000
COUNTY: SIMPSON
PROJECT NUMBER: STBG-0013-02(034)

DESIGNER Jeffrey McRae/Layton Breithaupt CHECKER Jeffrey McRae
DETAILER Roy Holmes ISSUE DATE 2026
DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.
DEP. DIR. OF STRUCTURES, ASSIST. STATE BRIDGE ENGINEER - MICAH DEW, P.E.

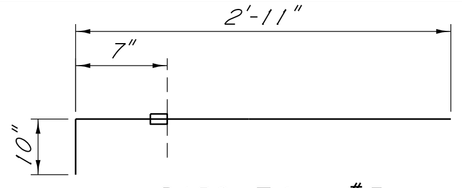
WORKING NUMBER B26 OF 43
SHEET NUMBER 8045

ADDENDUM

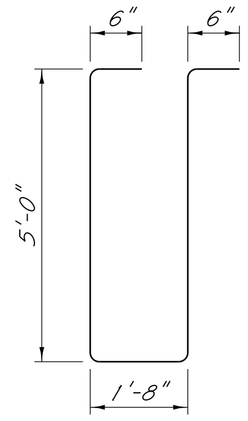
STATE	PROJECT NO.
MISS.	STBG-0013-02(034)



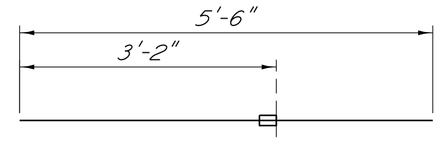
BARS E1 ~ #5



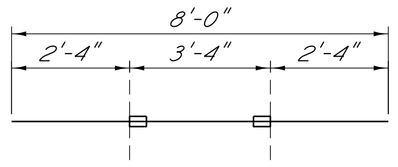
BARS E4 ~ #5



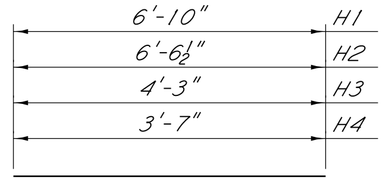
BARS E2 ~ #5



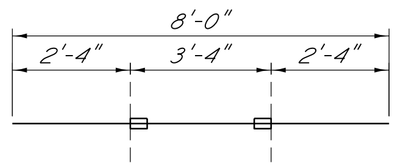
BARS E5 ~ #5



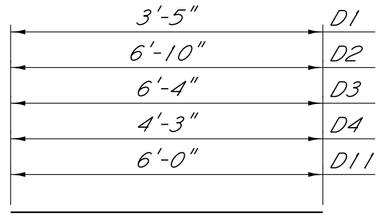
BARS E6 ~ #5



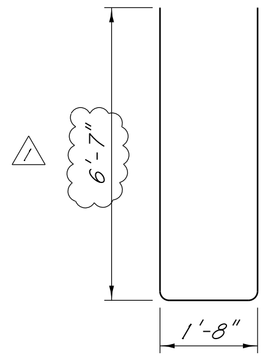
BARS H1, H2, H3, H4 ~ #5



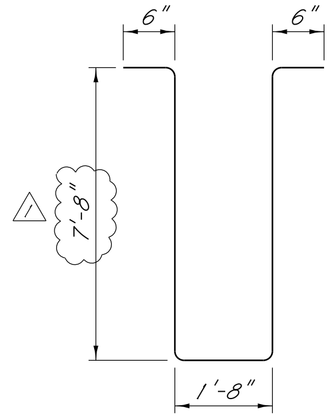
BARS H8 ~ #5



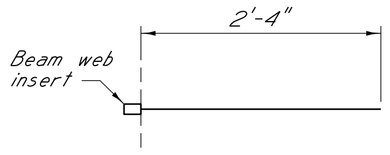
BARS D1, D2, D3, D4, D11 ~ #5



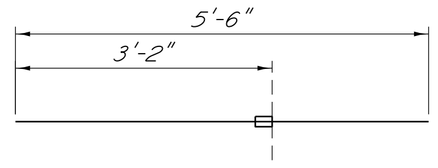
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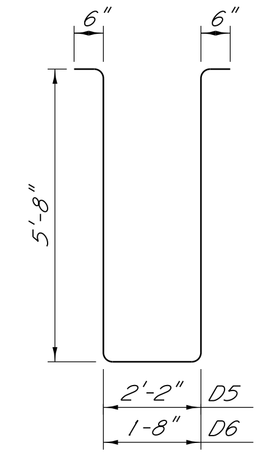
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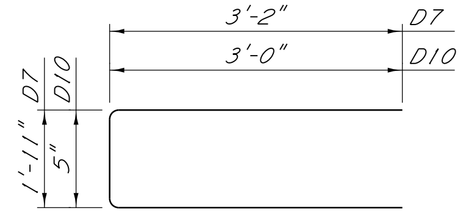
BARS H9 ~ #5



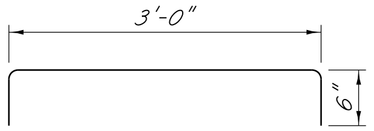
BARS H10 ~ #5



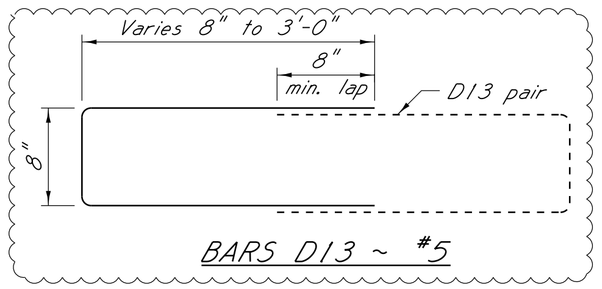
BARS D5, D6 ~ #5



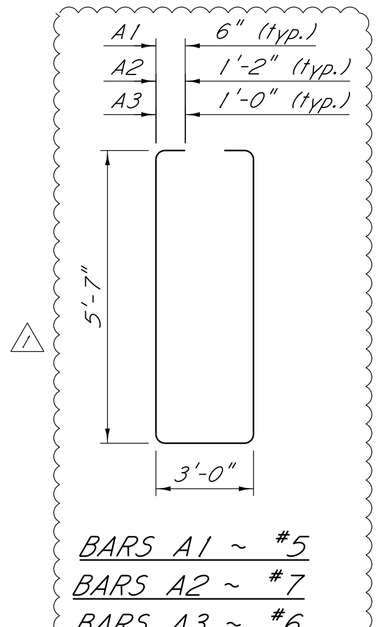
BARS D7, D10 ~ #5



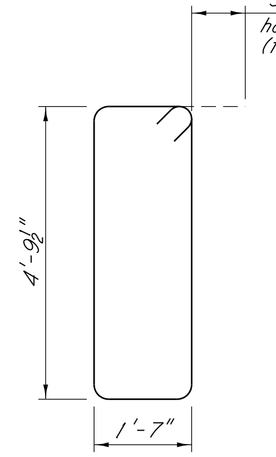
BARS D12 ~ #5



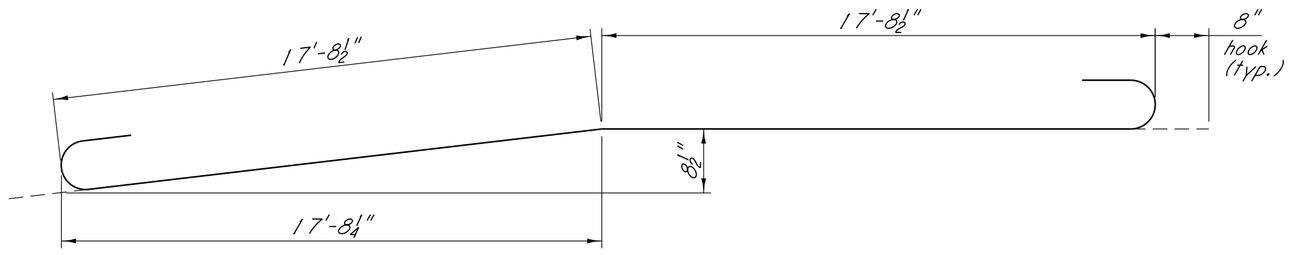
BARS D13 ~ #5



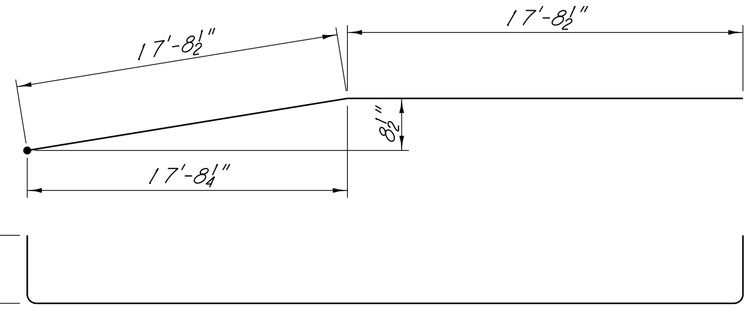
BARS A1 ~ #5
BARS A2 ~ #7
BARS A3 ~ #6



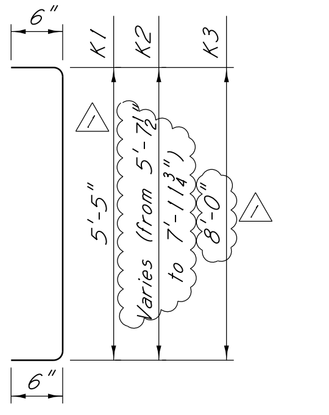
BARS A4 ~ #5



BARS E3 ~ #6



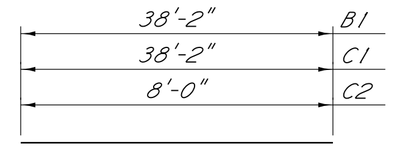
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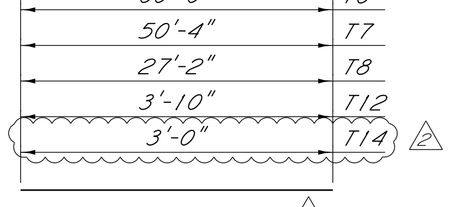
BARS K1, K2, K3 ~ #5

BARS D8, D9 ~ #5

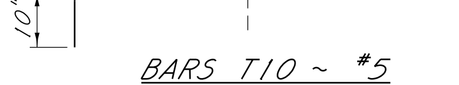
BARS S1, S3 ~ #5
BARS S2 ~ #7



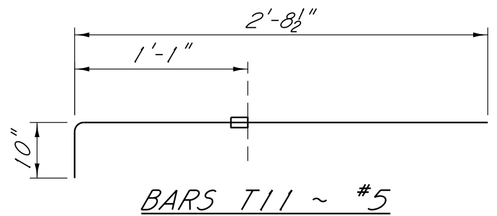
BARS B1, C1, C2 ~ #5



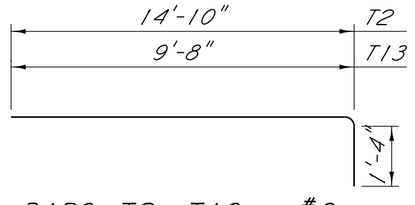
BARS T1, T6, T14 ~ #5
BARS T4 ~ #8
BARS T7, T8 ~ #9
BARS T12 ~ #7



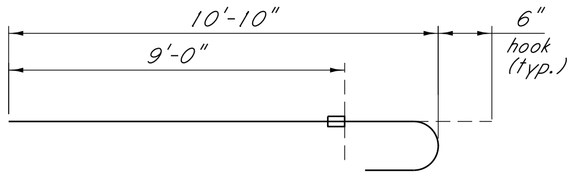
BARS T10 ~ #5



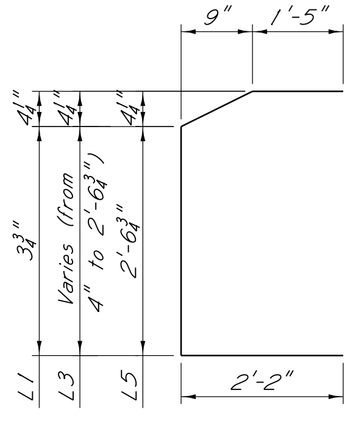
BARS T11 ~ #5



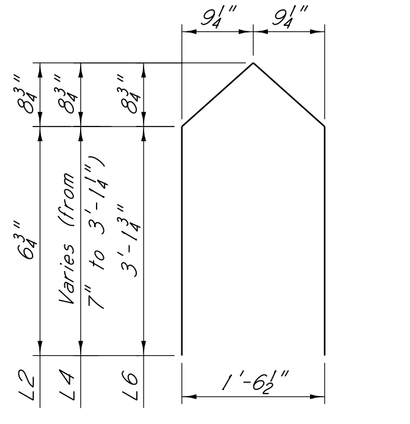
BARS T2, T13 ~ #8



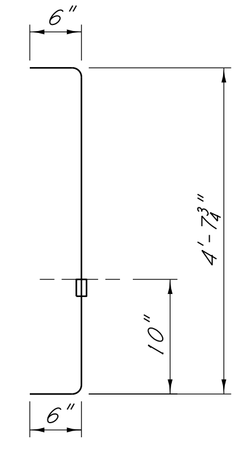
BARS J1 ~ #4



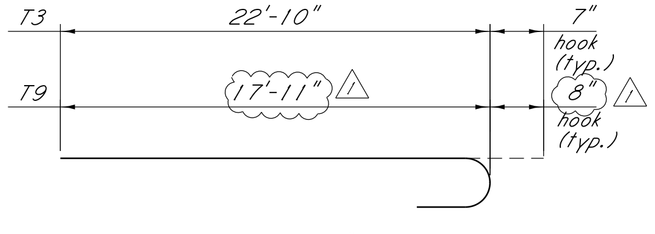
BARS L1, L3, L5 ~ #5



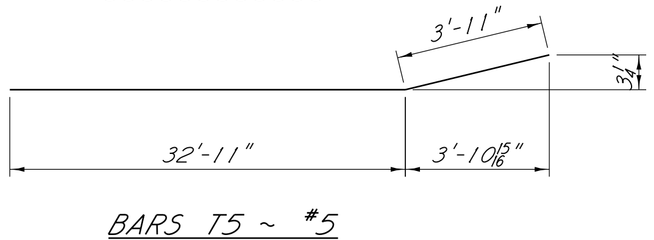
BARS L2, L4, L6 ~ #5



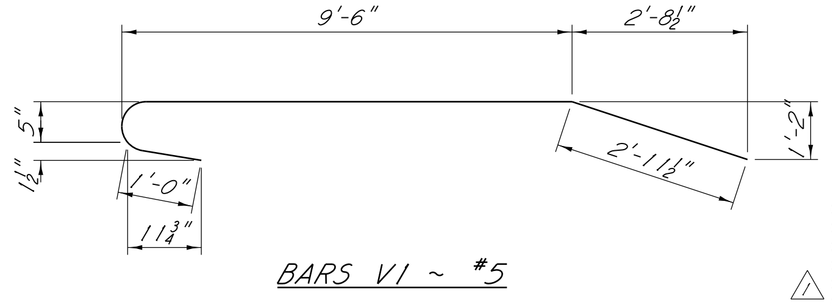
BARS U1 ~ #5



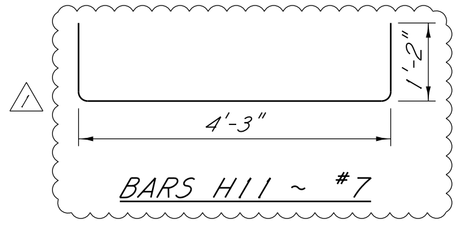
BARS T3 ~ #5
BARS T9 ~ #6



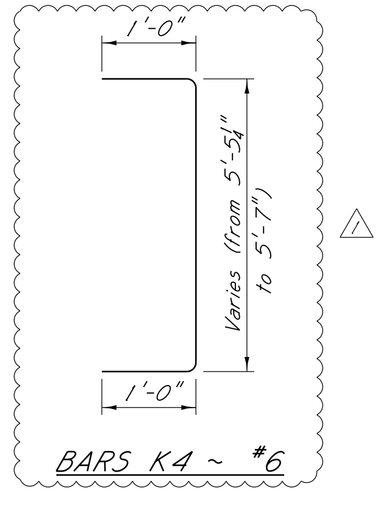
BARS T5 ~ #5



BARS V1 ~ #5



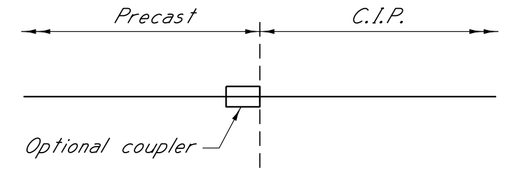
BARS H11 ~ #7



BARS K4 ~ #6

NOTES:

1. All dimensions are out-to-out.



Michael Baker INTERNATIONAL
RIDGELAND, MISSISSIPPI

JEFFREY DENNIS MCRAE
REGISTERED PROFESSIONAL ENGINEER
15153
STATE OF MISSISSIPPI

DATE: 02/13/2026

DATE	REVISIONS	BY
10/22/26	ADDED BARS D13 AND T14	JDM
10/01/26	REVISED BAR BENDING DETAILS	JDM

DESIGNER Jeffrey McRae/Layton Breithaupt CHECKER Jeffrey McRae
DETAILER Roy Holmes ISSUE DATE 2026
DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.
DEP. DIR. OF STRUCTURES, ASSIST. STATE BRIDGE ENGINEER - MICAH DEW, P.E.

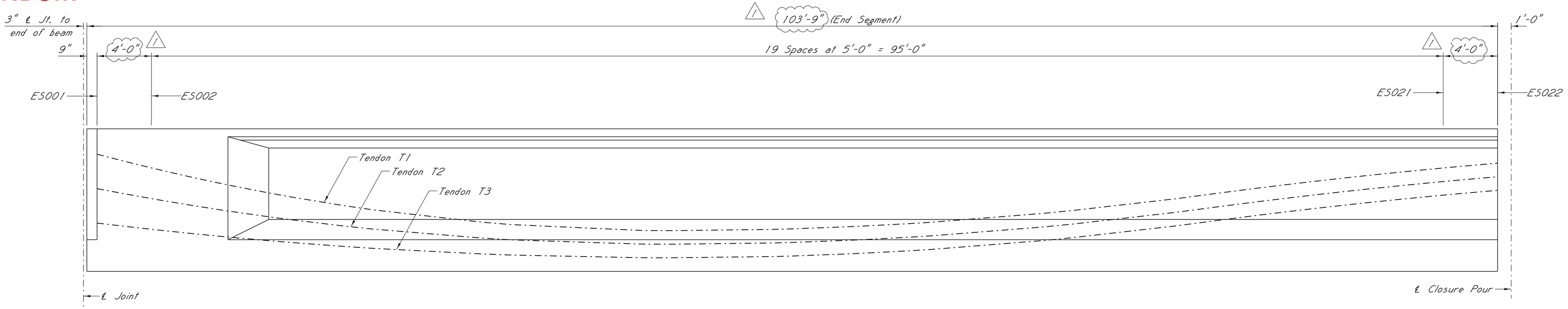
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
BRIDGE AT STA. 445+75.92
BRIDGE NO. 73.6
SR 28 ACROSS STRONG RIVER
BAR BENDING DETAILS

FMS: 100881 / 301000
COUNTY: SIMPSON
PROJECT NUMBER: STBG-0013-02(034)

WORKING NUMBER B28 OF 43
SHEET NUMBER 8047

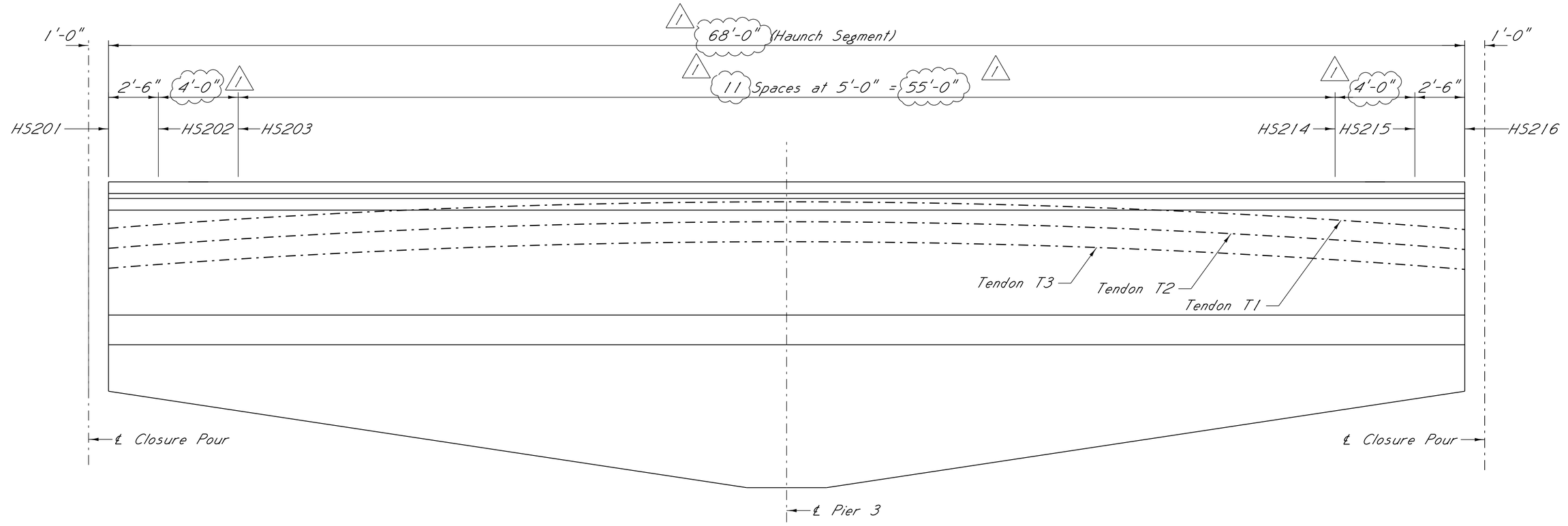
ADDENDUM

STATE	PROJECT NO.
MISS.	STBG-0013-02(034)



END SEGMENT - SPAN 2

TENDON	ES001	ES002	ES003	ES004	ES005	ES006	ES007	ES008	ES009	ES010	ES011	ES012	ES013	ES014	ES015	ES016	ES017	ES018	ES019	ES020	ES021	ES022
T1	1.000'	1.500'	2.054'	2.530'	2.928'	3.246'	3.487'	3.651'	3.729'	3.736'	3.703'	3.620'	3.497'	3.328'	3.116'	2.858'	2.565'	2.239'	1.938'	1.664'	1.420'	1.245'
T2	2.250'	2.613'	3.016'	3.363'	3.652'	3.883'	4.059'	4.178'	4.235'	4.236'	4.203'	4.120'	3.997'	3.828'	3.616'	3.358'	3.065'	2.739'	2.438'	2.164'	1.920'	1.745'
T3	3.500'	3.700'	3.955'	4.175'	4.359'	4.508'	4.621'	4.699'	4.737'	4.740'	4.706'	4.630'	4.512'	4.346'	4.138'	3.887'	3.596'	3.271'	2.966'	2.690'	2.444'	2.288'



HAUNCH SEGMENT - PIER 3

TENDON	HS201	HS202	HS203	HS204	HS205	HS206	HS207	HS208	HS209	HS210	HS211	HS212	HS213	HS214	HS215	HS216
T1	1.165'	1.071'	0.935'	0.791'	0.676'	0.590'	0.532'	0.504'	0.504'	0.534'	0.594'	0.684'	0.804'	0.954'	1.096'	1.194'
T2	1.665'	1.571'	1.435'	1.291'	1.176'	1.090'	1.032'	1.004'	1.004'	1.034'	1.094'	1.184'	1.304'	1.454'	1.596'	1.694'
T3	2.204'	2.108'	1.935'	1.791'	1.676'	1.590'	1.532'	1.504'	1.504'	1.534'	1.594'	1.684'	1.804'	1.954'	2.135'	2.235'

NOTES:

1. All tendons consist of 19x0.6" tendon system with 15x0.6" dia. strands, inside PT duct with 4.57" O.D. and 3.94" I.D.
2. Tendons are to be stressed from both ends at Bent 2 and Bent 5 with a jacking force of 659.14 kips. If field conditions deviate from the post-tensioning design assumptions given on the General Notes sheet, the above value shall be adjusted accordingly.
3. Dimensions are given to ℄ ducts from top of girder.
4. Fabricator shall place girder number and location mark on each end of segments.

Michael Baker INTERNATIONAL
RIDGELAND, MISSISSIPPI

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

DATE: 02/13/2026

DATE	BY	REVISIONS
10/01/26	JDM	REVISED NOTE 1
10/22/26	JDM	REVISED POST-TENSIONING LAYOUT

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
BRIDGE AT STA. 445+75.92
BRIDGE NO. 73.6
SR 28 ACROSS STRONG RIVER
POST-TENSIONING LAYOUT
(1 OF 3)

FMS: 100881 / 301000
COUNTY: SIMPSON
PROJECT NUMBER: STBG-0013-02(034)

WORKING NUMBER B29 OF 43
SHEET NUMBER 8048

DESIGNER Jeffrey McRae/Layton Breithaupt CHECKER Jeffrey McRae
DETAILER Roy Holmes ISSUE DATE 2026
DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.
DEP. DIR. OF STRUCTURES, ASSIST. STATE BRIDGE ENGINEER - MICAH DEW, P.E.

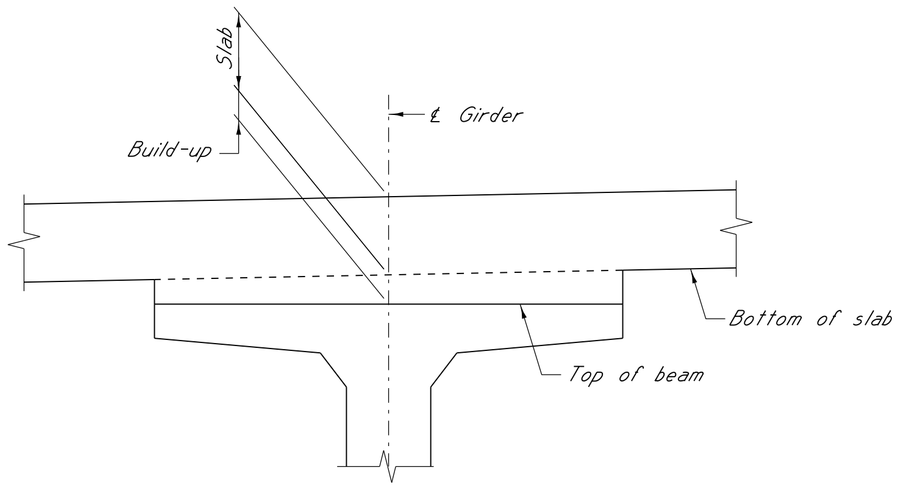
ADDENDUM

STATE	PROJECT NO.
MISS.	STBG-0013-02(034)

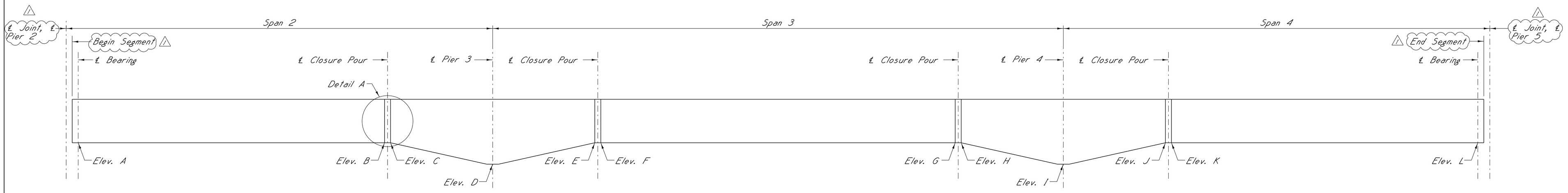
ANTICIPATED BUILD-UPS (inches)														
LOCATION	①	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	②	③	0.8L	0.9L	④	0.1L
BEAM LINES 1 to 5	2.95	2.63	2.47	2.44	2.48	2.57	2.68	2.84	2.92	2.92	3.20	3.59	3.69	3.47

LOCATION	⑤	⑥	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	⑦	⑧	0.9L	⑨	0.1L	0.2L
BEAM LINES 1 to 5	2.92	2.92	2.91	2.83	2.87	2.89	2.86	2.82	2.91	2.92	2.92	3.47	3.68	3.58	3.20

LOCATION	⑩	⑪	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	⑫
BEAM LINES 1 to 5	2.92	2.92	2.84	2.70	2.59	2.50	2.45	2.47	2.63	2.95



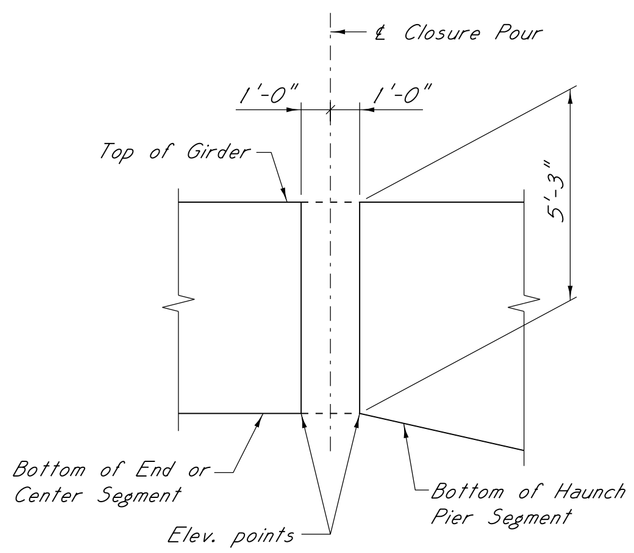
BUILD-UP DETAIL



GIRDER ELEVATION DIAGRAM

BTM. OF GIRDER ELEVATION - BEFORE CLOSURE POUR						
SPAN NO.	LOCATION	GIRDER 1	GIRDER 2	GIRDER 3	GIRDER 4	GIRDER 5
2	ELEV. A	260.0266	260.1850	260.3433	260.1850	260.0266
	ELEV. B	260.8712	261.0326	261.1909	261.0326	260.8712
	ELEV. C	260.8054	260.9665	261.1249	260.9665	260.8054
3	ELEV. D	258.3964	258.5586	258.7169	258.5586	258.3964
	ELEV. E	260.9786	261.1419	261.3002	261.1419	260.9786
	ELEV. F	261.0547	261.2184	261.3768	261.2184	261.0547
	ELEV. G	261.0682	261.2319	261.3902	261.2319	261.0682
	ELEV. H	260.9927	261.1559	261.3143	261.1559	260.9927
	ELEV. I	258.4219	258.5842	258.7425	258.5842	258.4219
4	ELEV. J	260.8424	261.0037	261.1621	261.0037	260.8424
	ELEV. K	260.9088	261.0705	261.2288	261.0705	260.9088
	ELEV. L	260.0806	260.2389	260.3973	260.2389	260.0806

BTM. OF GIRDER ELEVATION - BEFORE LIVE LOAD						
SPAN NO.	LOCATION	GIRDER 1	GIRDER 2	GIRDER 3	GIRDER 4	GIRDER 5
2	ELEV. A	260.0266	260.1850	260.3433	260.1850	260.0266
	ELEV. B	260.8646	261.0230	261.1813	261.0230	260.8646
	ELEV. C	260.7955	260.9539	261.1122	260.9539	260.7955
3	ELEV. D	258.3964	258.5586	258.7169	258.5586	258.3964
	ELEV. E	261.0869	261.2452	261.4036	261.2452	261.0869
	ELEV. F	261.1731	261.3315	261.4898	261.3315	261.1731
	ELEV. G	261.1886	261.3469	261.5053	261.3469	261.1886
	ELEV. H	261.1029	261.2612	261.4196	261.2612	261.1029
	ELEV. I	258.4219	258.5842	258.7425	258.5842	258.4219
4	ELEV. J	260.8294	260.9877	261.1460	260.9877	260.8294
	ELEV. K	260.8990	261.0573	261.2157	261.0573	260.8990
	ELEV. L	260.0883	260.2466	260.4049	260.2466	260.0883



DETAIL A
N.T.S.

NOTES:

1. The anticipated build-ups shown on this sheet are used for quantities and top of cap elevations. They are not intended to be used as a grade setting tool.
2. Prior to casting the deck, the contractor shall submit to the Director of Structures, State Bridge Engineer for approval, the calculations used for determining the build-up values along with actual camber measurements obtained within 30 days of submittal.

Michael Baker INTERNATIONAL
RIDGELAND, MISSISSIPPI

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

DATE: 02/13/2026

DATE	REVISIONS	BY
10/01/25	REVISED BUILD-UP AND ELEVATION TABLES	JDM
10/22/26	REVISED ELEVATION TABLE	JDM

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
BRIDGE AT STA. 445+75.92
BRIDGE NO. 73.6
SR 28 ACROSS STRONG RIVER
CAMBER AND BUILD-UP TABLES
(2 OF 2)

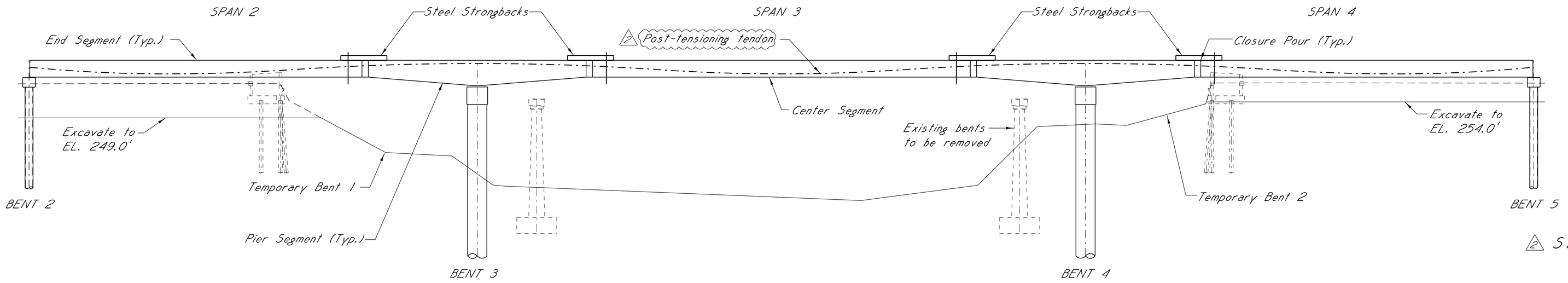
FMS: 100881 / 301000
COUNTY: SIMPSON
PROJECT NUMBER: STBG-0013-02(034)

WORKING NUMBER B33 OF 43
SHEET NUMBER 8052

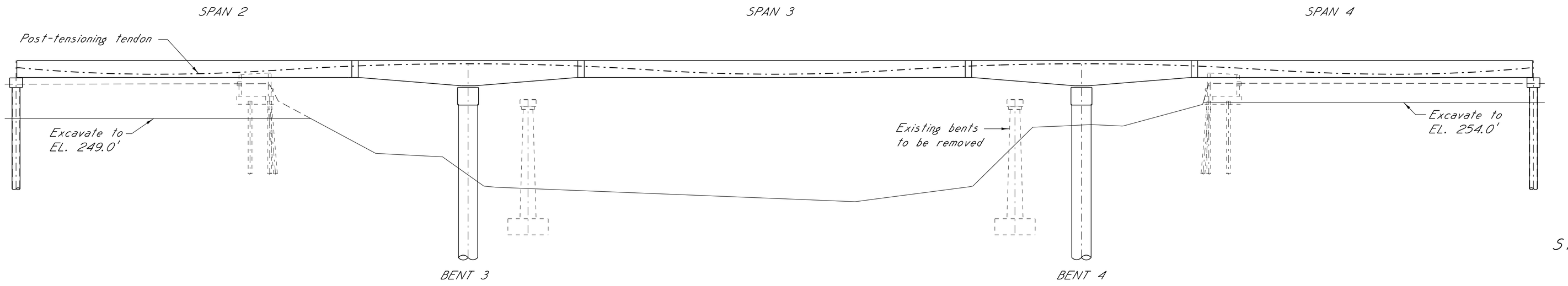
DESIGNER Jeffrey McRae/Layton Breithaupt CHECKER Jeffrey McRae
DETAILER Roy Holmes ISSUE DATE 2026
DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.
DEP. DIR. OF STRUCTURES, ASSIST. STATE BRIDGE ENGINEER - MICAH DEW, P.E.

ADDENDUM

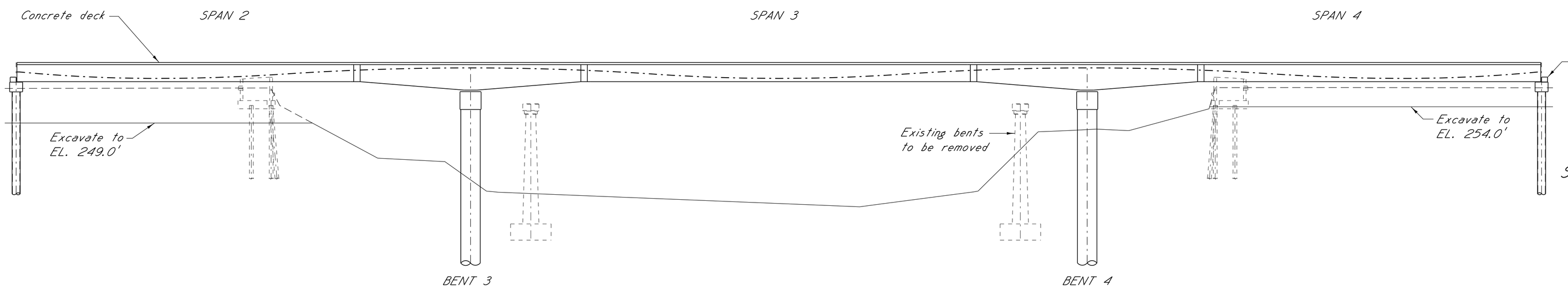
STATE	PROJECT NO.
MISS.	STBG-0013-02(034)



STAGE 4



STAGE 5



STAGE 6

△2 STAGE 4:

1. Install the Post-tensioning tendons through all segments of each beam.
2. Cast Class AA 6,000 psi closure pour concrete beween beam ends and then remaining Class BDX 4,500 psi concrete in closure diaphragm bays in Spans 2 & 4 first, and then Span 3 last. Pour haunch diaphragms at Bents 3 & 4. Pour end diaphragms at Bents 2 & 5.
3. Reactions per girder on temporary bents (excluding temporary cross bracing or other construction loads) are:
   - Temporary bents #1 & 2 = △1 11.2 kips (Up)
4. Reactions at strongbacks per girder (excluding temporary cross bracing, strongbacks other construction loads) are △1 73 kips (Down).

STAGE 5:

1. After closure pours and concrete diaphragms have attained the specified minimum design strength, stress tendon T2 to 100% from both ends. Stress interior girders first and exterior girders last in an alternating symmetrical sequence.
2. After tendon T2 has been stressed in all girders, the vertical uplift restraints at the temporary bents shall be released. (Do not remove or adjust temporary bents.)
3. Stress tendon T3 and then tendon T1 in like manner to tendon T2.
4. Grout tendons T1 to T3. Do not add or remove loads until grout has reached the specified minimum design strength.
5. Remove steel strongbacks and temporary bents.

STAGE 6:

1. Fill anchorage blockouts with concrete.
2. Form and pour riser at Bents 2 & 5.
3. Form and pour concrete deck.
4. During a period of average temperature, jack beams and remove temporary blocking. Contractor shall jack all beams at a single bent at the same time. Multiple bents may be jacked at the same time. See additional requirements under BEAM JACKING NOTES on sheet no. 836. Install permanent elastomeric bearing pads and set girders.
5. Cast barriers.

Michael Baker INTERNATIONAL
RIDGELAND, MISSISSIPPI

JEFFREY DENNIS MCRAE REGISTERED PROFESSIONAL ENGINEER 15153 STATE OF MISSISSIPPI

DATE: 02/13/2026

BY	REVISIONS
JDM	REVISED STAGE 4 PROCEDURE
JDM	REVISED REACTIONS

DATE	
10/22/26	△2
10/01/26	△1

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
BRIDGE AT STA. 445+75.92
BRIDGE NO. 73.6
SR 28 ACROSS STRONG RIVER
ERECTION SEQUENCE
SPANS NO. 2 THRU 4 (2 OF 2)

FMS: 100881 / 301000
COUNTY: SIMPSON
PROJECT NUMBER: STBG-0013-02(034)

WORKING NUMBER B37 OF 43

SHEET NUMBER 8056

DESIGNER Jeffrey McRae/Layton Breithaupt CHECKER Jeffrey McRae
DETAILER Roy Holmes ISSUE DATE 2026
DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.
DEP. DIR. OF STRUCTURES, ASSIST. STATE BRIDGE ENGINEER - MICAH DEW, P.E.