

# Pearl River County Board of Supervisors



## Contract Documents

For  
Emergency Road and Bridge Repair Project

***Project No. ERBR-STP/BR-0055(30)B***

Pearl River County, Mississippi

April 2019

Prepared By:



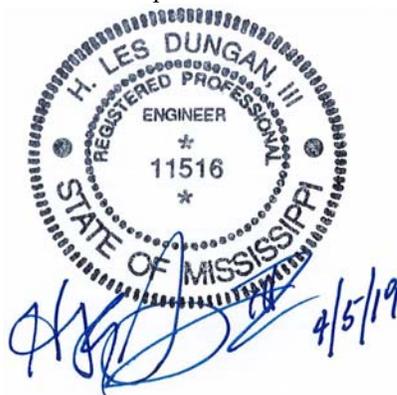
925 Goodyear Blvd.  
Picayune, Mississippi 39466  
(601) 799-1037

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THE PEARL RIVER COUNTY BOARD OF SUPERVISORS  
PROJECT NO. ERBR-STP/BR-0055(30)B  
MCNEILL STEEPHOLLOW ROAD  
PEARL RIVER COUNTY, MISSISSIPPI**

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**SECTION 1**

**NOTICE TO BIDDERS**  
**EMERGENCY ROAD AND BRIDGE REPAIR PROJECT FOR**  
**THE PEARL RIVER COUNTY BOARD OF SUPERVISORS**  
**PROJECT NO. ERBR-STP/BR-0055(30)B**  
**MCNEILL STEEPHOLLOW ROAD**  
**PEARL RIVER COUNTY, MISSISSIPPI**

CONSTRUCTION NOTICE OF INTENT Project No. ERBR-STP/BR-0055(30)B Pearl River County, MS. The Board of Supervisors of Pearl River County, MS are planning a Bridge Replacement Project on 0.208 miles of McNeill Steephollow Road over Unnamed Tributary of Hobolochitto Creek. This project is funded by a special fund created by the Mississippi Legislature known as the Emergency Road and Bridge Repair Fund. Bids will be opened in public and read aloud on Tuesday, May 21, 2019 on or after 10:00 a.m., CST in the County Administrator's Office, 207 West Pearl Street in Poplarville, MS. Plans and Specifications are on file in the office of the Pearl River County Chancery Clerk, Poplarville, Mississippi. Plans and proposals may be secured upon payment of \$100.00, which is not refundable, from the office of Dungan Engineering, P.A., 925 Goodyear Blvd., Picayune, MS 39466 or official bid documents can be downloaded from Central Bidding at [www.centralbidding.com](http://www.centralbidding.com). For any questions relating to the electronic bidding process, please call 225-810-4814. Project information is also available on the website of the Mississippi Office of State Aid Road Construction under the "Bid Calendars" tab. Electronic bids can be submitted at [www.centralbidding.com](http://www.centralbidding.com). Project details and documents may also be viewed on the website of the Engineer of Record, H. Les Dungan, III, P.E. of Dungan Engineering P.A. located at [dunganeng.com](http://dunganeng.com). The Board of Supervisors hereby notifies all bidders that it will affirmatively insure that minority business enterprises will be afforded full opportunity to submit bids and will not be discriminated against on the grounds of race, color, or national origin in consideration of the award. Sandy Kane Smith, President Pearl River County Board of Supervisors.

## SECTION 2

### **INSTRUCTIONS FOR BIDDERS**

BIDS will be received by the Pearl River County Board of Supervisors herein called the "OWNER", at the County Administrator's Office, 207 West Pearl Street, Poplarville, Mississippi, (601) 403-2304 until 10:00 AM local time on May 21, 2019 and immediately thereafter will be opened, and then at said office publicly opened and read aloud.

Each sealed envelope containing a BID in excess of \$50,000.00 must be plainly marked on the outside as BID for Emergency Road and Bridge Repair Project No. ERBR-STP/BR-0055(30)B and the envelope must bear on the outside the name of the BIDDER, his address, his Certificate of Responsibility Number and the name of the project for which the bid is submitted. If forwarded by mail, the sealed envelope containing the BID must be enclosed in another envelope addressed to the OWNER at County Administrator's Office at 207 West Pearl Street, Poplarville, MS 39470.

No BID will be opened, considered or accepted unless the above information is given as specified. Sufficient evidence that said Certificate of Responsibility has been issued and is in effect at the time of receiving BIDS must be submitted when required by the OWNER.

All BIDS must be made on the required BID form. All blank spaces for BID prices must be filled in, in ink or typewritten, and the BID form must be completed and executed when submitted. Only one copy of the BID form is required.

The contract will be awarded on the basis of the low BID. The OWNER reserves the right to waive irregularities and to reject any or all BIDS. The OWNER reserves the right to award to other than the low BIDDER when, in the OWNER'S judgment, it is in his best interest to do so. Three such reasons are: (1) BIDDER being in arrears on existing contracts; (2) BIDDER being in litigation with the OWNER; (3) BIDDER having defaulted on a previous contract. The above is not an inclusive list. Any BID may be withdrawn prior to the above scheduled time for the opening of BIDS or authorized postponement thereof. No BIDDER may withdraw a BID within 60 days after the actual date of the opening thereof. Should there be reasons why the contract cannot be awarded within the specified period, the time may be extended by mutual agreement between the OWNER and the BIDDER.

BIDDERS must satisfy themselves of the accuracy of the estimated quantities in the BID Schedule by examination of the site and a review of the contract documents including ADDENDA. After BIDS have been submitted, the BIDDER shall not assert that there was a misunderstanding concerning the quantities of WORK or of the nature of the WORK to be done.

If any person contemplating the submission of a BID for the proposed contract is in doubt as to the true meaning of any part of the plans, specifications or other proposed contract documents, he should submit a written request for an interpretation thereof to Dungan Engineering, P.A., 925 Goodyear Blvd., Picayune, MS 39466. The request must be received at least ten days prior to the date fixed for opening of BIDS. Any interpretation of the contract documents will be made by ADDENDA duly issued to each person receiving a set of such documents not later than three (3) days prior to the time of opening of BIDS, excluding weekends and legal holidays. The OWNER will not be responsible for explanations or interpretations of proposed documents, except as issued in accordance herewith.

The OWNER shall provide to BIDDERS prior to BIDDING, all information which is pertinent to, and delineates and describes, the land owned and rights-of-way acquired or to be acquired.

The CONTRACT DOCUMENTS contain the provisions required for the construction of the PROJECT. Information obtained from an officer, agent, or employee of the OWNER or any other person shall not affect the risks or obligations assumed by the CONTRACTOR or relieve him from fulfilling any of the conditions of the contract.

Each BID must be accompanied by a BID BOND payable to the OWNER for five percent of the total amount of the BID. As soon as the BID prices have been compared, the OWNER will return the BONDS of all except the three lowest responsive, responsible BIDDERS. When the Agreement is executed the BONDS of the two remaining unsuccessful BIDDERS will be returned. The BID BOND of the successful BIDDER will be retained until the PAYMENT BOND, PERFORMANCE BOND and CERTIFICATES OF INSURANCE have been executed and approved, after which it will be returned. A certified check may be used in lieu of a BID BOND.

A PERFORMANCE BOND and a PAYMENT BOND, each in the amount of 100 percent of the CONTRACT PRICE, with a corporate surety listed on the Treasury Department's most current list (Circular 570 as amended), approved by the OWNER, will be required for the faithful performance of the contract.

Attorneys-in-fact who sign BID BONDS or PAYMENT BONDS and PERFORMANCE BONDS must file with each BOND a certified and effective dated copy of their Power of Attorney.

The party to whom the contract is awarded will be required to execute the Agreement and obtain and submit the PERFORMANCE BOND, PAYMENT BOND and CERTIFICATES OF INSURANCE within ten (10) calendar days from the date when NOTICE OF AWARD is delivered to the BIDDER. The NOTICE OF AWARD shall be accompanied by the necessary Agreement and BOND forms. In case of failure of the BIDDER to execute and submit the Agreement, the PERFORMANCE BOND, the PAYMENT BOND and CERTIFICATES OF INSURANCE the OWNER may at his option determine the BIDDER in default, in which case the BID BOND accompanying the proposal shall become the property of the OWNER.

The OWNER within ten (10) calendar days of receipt of acceptable PERFORMANCE BOND, PAYMENT BOND, CERTIFICATES OF INSURANCE and Agreement signed by the party to whom the Agreement was awarded, shall sign the Agreement and return to such party an executed duplicate of the Agreement, and issue a NOTICE TO PROCEED. Should the OWNER not execute the Agreement within such period, the BIDDER may by WRITTEN NOTICE withdraw his signed Agreement without further liability on the part of either party. Such notice of withdrawal shall be effective upon receipt of the notice by the OWNER. Should there be reason(s) the NOTICE TO PROCEED cannot be issued within such period, the time may be extended by mutual agreement between the OWNER and CONTRACTOR. If the NOTICE TO PROCEED has not been issued within the ten (10) calendar day period or within the period mutually agreed upon, the CONTRACTOR may terminate the Agreement without further liability on the part of either party.

The OWNER may make such investigations as he deems necessary to determine the ability of the BIDDER to perform the WORK, and the BIDDER shall furnish to the OWNER all such information and data for this purpose as the OWNER may request. The OWNER reserves the right to reject any BID if the evidence submitted by, or investigation of, such BIDDER fails to satisfy the OWNER that such BIDDER is properly qualified to carry out the obligations of the Agreement and to complete the WORK contemplated therein.

A conditional or qualified BID will not be accepted.

All applicable Laws, ordinances, and the rules and regulations of all authorities having jurisdiction over construction of the PROJECT shall apply to the contract throughout.

The failure or omission of any BIDDER to do any of the foregoing shall in no way relieve any BIDDER from any obligation in respect to his BID.

If a contract award is made, the successful Bidder will be furnished (free of charge) two additional sets of the Contract Documents and Construction Drawings. Additional sets shall be furnished for \$25.00 each.

**SECTION 3**

**BIDDER'S PROPOSAL**

**EMERGENCY ROAD AND BRIDGE REPAIR PROJECT FOR  
THE PEARL RIVER COUNTY BOARD OF SUPERVISORS  
PROJECT NO. ERBR-STP/BR-0055(30)B  
MCNEILL STEEPHOLLOW ROAD  
PEARL RIVER COUNTY, MISSISSIPPI**

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SECTION 3

BID

Proposal of Dozer, LLC  
(hereinafter called "BIDDER"), organized and existing under the Laws of the State of Mississippi  
doing business as Limited Liability Company To the Pearl River County Board of Supervisors  
(hereinafter called "OWNER").

In compliance with your Advertisement for BIDS, BIDDER hereby proposes to perform all WORK for the construction of Emergency Road and Bridge Repair Project No. ERBR-STP/BR-0055(30)B in strict accordance with the CONTRACT DOCUMENTS, within the time set forth therein, and at the prices stated below.

By submission of this BID, each BIDDER certifies, and in the case of a joint BID each party thereto certifies as to his own organization, that this BID has been arrived at independently, without consultation, communication, or agreement as to any matter relating to this BID with any other BIDDER or with any competitor.

BIDDER hereby agrees to commence WORK under this contract on or before a date to be specified in the NOTICE TO PROCEED and to fully complete the PROJECT within 270 consecutive calendar days thereafter. BIDDER further agrees to pay as liquidated damages in the amount of \$1,000.00 for each consecutive calendar day thereafter as provided in Section 15.9 of the General Conditions. BIDDER acknowledges receipt of the following ADDENDA:

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**\*Insert "a corporation", "a partnership", or "an individual" as applicable.**

SECTION 72. Section 31-7-15, Mississippi Code of 1972, is amended as follows:

Whenever two (2) or more competitive bids are received, one or more of which relates to commodities grown, processed, or manufactured within this State, and whenever all things stated in such received bids are equal with respect to price, quality, and service, the commodities grown, processed, or manufactured within this State shall be given preference. A similar preference shall be given to commodities grown, processed, or manufactured within this State whenever purchases are made without competitive bids, and when practical the Office of General Services may by regulation establish reasonable preferential policies for other commodities, giving preference to resident suppliers of this State.

Any foreign manufacturing company with a factory in the State and with over fifty (50) employees working in the State shall have preference over any other foreign company where both price and quality are the same, regardless of where the product is manufactured.

BIDDER agrees to perform all the work, subject to additions and deductions by change order, as described in the CONTRACT DOCUMENTS for the following unit prices or lump sum:

**BID FORM**  
**EMERGENCY ROAD AND BRIDGE REPAIR PROJECT FOR**  
**THE PEARL RIVER COUNTY BOARD OF SUPERVISORS**  
**PROJECT NO. ERBR-STP/BR-0055(30)B**  
**MCNEILL STEEPHOLLOW ROAD**  
**PEARL RIVER COUNTY, MISSISSIPPI**

Pay Item No.	Pay Item	Unit	Plan Quantity	Unit Price	Amount
<b>Roadway Items</b>					
S-200-A	Mobilization	L.S.	L.S.	146,525.00	146,525.00
S-201-A	Clearing and Grubbing	L.S.	L.S.	357,000.00	357,000.00
S-202-B	Removal of Double Tank Car Culvert	Unit	1	10,000.00	10,000.00
S-202-D	Removal of Riprap	Sq. Yd.	140	30.00	4,200.00
S-202-E	Removal of Pipe (All Sizes)	Lin. Ft.	30	50.00	1,500.00
S-203-A	Unclassified Excavation (FM)	Cu. Yd.	1,950	12.00	23,400.00
S-203-E1	Borrow Excavation (F.M.E.) (Contractor Furnished) (Class 7)	Cu. Yd.	5,750	16.00	92,000.00
S-304-A	Granular Material (LVM), (Class 6, Group C)	Cu. Yd.	4,600	40.00	184,000.00
S-304-D	Crushed Stone Size 610 Limestone	Ton	250	75.00	18,750.00
S-308-A-2	Portland Cement	Ton	32	231.00	7,392.00
S-308-B-1	Soil-Cement-Water Mixing (Multiple Pass Mixers)	Sq. Yd.	2,745	2.50	6,862.50
S-403-A	Hot Mix Asphalt, ST 19 mm	Ton	538	101.50	54,607.00
S-403-A	Hot Mix Asphalt, ST 9.5 mm	Ton	312	118.00	36,816.00
S-603-C-A	18" Reinforced Concrete Pipe, Class III	Lin. Ft.	40	40.00	1,600.00
S-606-B	Guard Rail, W-Beam	Lin. Ft.	275	24.00	6,600.00
S-606-D	Guard Rail, Bridge End Section, Type I Thrie-Beam	Each	4	2,500.00	10,000.00
S-606-E	Guard Rail, Terminal End Section	Each	4	2,850.00	11,400.00
S-607-A	Roadway Construction Surveying	L.S.	L.S.	24,000.00	24,000.00
S-617-A	Right-of-Way Markers (Type I)	Each	7	200.00	1,400.00
S-618-A	Maintenance of Traffic	L.S.	L.S.	170,950.00	170,950.00
S-618-B	Additional Construction Signs	Sq. Ft.	0	\$10.00	\$ 0.00
S-621-C	4" Wide Thermoplastic Edge Stripe (Continuous White) (60 mils)	Mile	0.419	5,500.00	2,304.50
S-621-E-1	4" Wide Thermoplastic Traffic Stripe (Continuous Yellow) (90 mils)	Lin. Ft.	2,213	1.50	3,319.50
S-627-L	Two-Way Yellow Reflective High Performance Raised Markers	Each	15	50.00	750.00
S-630-C	Reflectorized Traffic Object Marker (Encapsulated Lens) (Type 3)	Each	4	85.00	340.00
<b>Erosion Control Items</b>					
901-S-212-A	Agricultural Limestone	Ton	8.6	100.00	860.00
S-212-B	Commercial Fertilizer (13-13-13)	Ton	4.3	400.00	1,700.00
S-212-F	Ammonium Nitrate	Ton	0.43	5,000.00	2,150.00
S-214-A	Seeding	Acre	4.3	900.00	3,870.00

BIDDER agrees to perform all the work, subject to additions and deductions by change order, as described in the CONTRACT DOCUMENTS for the following unit prices or lump sum:

**BID FORM**  
**EMERGENCY ROAD AND BRIDGE REPAIR PROJECT FOR**  
**THE PEARL RIVER COUNTY BOARD OF SUPERVISORS**  
**PROJECT NO. ERBR-STP/BR-0055(30)B**  
**MCNEILL STEEPHOLLOW ROAD**  
**PEARL RIVER COUNTY, MISSISSIPPI**

Pay Item No.	Pay Item	Unit	Plan Quantity	Unit Price	Amount
<b>Roadway Items</b>					
S-200-A	Mobilization	L.S.	L.S.	146,525.00	146,525.00
S-201-A	Clearing and Grubbing	L.S.	L.S.	357,000.00	357,000.00
S-202-B	Removal of Double Tank Car Culvert	Unit	1	10,000.00	10,000.00
S-202-D	Removal of Riprap	Sq. Yd.	140	30.00	4,200.00
S-202-E	Removal of Pipe (All Sizes)	Lin. Ft.	30	50.00	1,500.00
S-203-A	Unclassified Excavation (FM)	Cu. Yd.	1,950	12.00	23,400.00
S-203-E1	Borrow Excavation (F.M.E.) (Contractor Furnished) (Class 7)	Cu. Yd.	5,750	16.00	92,000.00
S-304-A	Granular Material (LVM), (Class 6, Group C)	Cu. Yd.	4,600	40.00	184,000.00
S-304-D	Crushed Stone Size 610 Limestone	Ton	250	75.00	18,750.00
S-308-A-2	Portland Cement	Ton	32	231.00	7,392.00
S-308-B-1	Soil-Cement-Water Mixing (Multiple Pass Mixers)	Sq. Yd.	2,745	2.50	6,862.50
S-403-A	Hot Mix Asphalt, ST 19 mm	Ton	538	101.50	54,607.00
S-403-A	Hot Mix Asphalt, ST 9.5 mm	Ton	312	118.00	36,816.00
S-603-C-A	18" Reinforced Concrete Pipe, Class III	Lin. Ft.	40	40.00	1,600.00
S-606-B	Guard Rail, W-Beam	Lin. Ft.	275	24.00	6,600.00
S-606-D	Guard Rail, Bridge End Section, Type I Thrie-Beam	Each	4	2,500.00	10,000.00
S-606-E	Guard Rail, Terminal End Section	Each	4	2,850.00	11,400.00
S-607-A	Roadway Construction Surveying	L.S.	L.S.	24,000.00	24,000.00
S-617-A	Right-of-Way Markers (Type I)	Each	7	200.00	1,400.00
S-618-A	Maintenance of Traffic	L.S.	L.S.	170,950.00	170,950.00
S-618-B	Additional Construction Signs	Sq. Ft.	0	\$10.00	\$ 0.00
S-621-C	4" Wide Thermoplastic Edge Stripe (Continuous White) (60 mils)	Mile	0.419	5,500.00	2,304.50
S-621-E-1	4" Wide Thermoplastic Traffic Stripe (Continuous Yellow) (90 mils)	Lin. Ft.	2,213	1.50	3,319.50
S-627-L	Two-Way Yellow Reflective High Performance Raised Markers	Each	15	50.00	750.00
S-630-C	Reflectorized Traffic Object Marker (Encapsulated Lens) (Type 3)	Each	4	85.00	340.00
<b>Erosion Control Items</b>					
901-S-212-A	Agricultural Limestone	Ton	8.6	100.00	860.00
S-212-B	Commercial Fertilizer (13-13-13)	Ton	4.3	400.00	1,700.00
S-212-F	Ammonium Nitrate	Ton	0.43	5,000.00	2,150.00
S-214-A	Seeding	Acre	4.3	900.00	3,870.00

S-215-A	Vegetative Materials for Mulch	Ton	12.9	200.00	2,580.00
S-226-A	Solid Sodding	Sq. Yd.	200	10.00	2,000.00
S-233-A	Temporary Silt Fence (Type II) (AOS 0.15-0.84)	Lin. Ft.	2,750	425	11,687.50
237-A	Wattles, 20"	Lin. Ft.	380	7.00	2,660.00
S-815-A	Loose Riprap, 200 Lb.	Ton	300	75.25	22,575.00
S-815-E	Geotextile under Riprap Non-Woven, Type V, AOS < 0.43	Sq. Yd.	500	300	1,500.00
<b>Bridge Items</b>					
S-803-A	Test Pile	Each	2	7,000.00	14,000.00
S-803-B	Conventional Static Pile Load Test	Each	0	\$4,000.00	\$ 0.00
S-803-C	14" Prestressed Concrete Piling	Lin. Ft.	680	4700	31,960.00
S-806-A	19' Precast Concrete Slab Unit, 3'-6" Interior	Each	12	3,540.00	42,480.00
S-806-A	40' Precast Concrete Slab Unit, 3'-6" Interior	Each	6	6,855.00	41,130.00
S-806-C	19' Precast Concrete Slab Unit, 3'-6" Exterior	Each	4	3,710.00	14,840.00
S-806-C	40' Precast Concrete Slab Unit, 3'-6" Exterior	Each	2	7,195.00	14,390.00
S-806-G	Precast Concrete Barrier Rail	Lin. Ft.	156	180.00	28,080.00
S-806-I	31'-4" Precast Concrete Cap, Intermediate Unit, Concrete Pile	Each	2	7,430.00	14,860.00
S-806-J	31' Precast Concrete Cap, End Unit, Concrete Pile	Each	2	5,985.00	11,970.00
S-806-M	9.25' Precast Concrete Wing	Each	4	1,350.00	5,400.00
S-815-A	Loose Riprap, 300 Lb.	Ton	176	75.00	13,200.00
S-815-E	Geotextile under Riprap Non-Woven, Type V, AOS < 0.43	Sq. Yd.	422	300	1,266.00
<b>Total Amount</b>					<b>1,460,895.00</b>

The Pearl River County Board of Supervisors reserves the right to reject all bids.  
 NOTE: BIDS shall include sales tax and all other applicable taxes and fees.

Respectfully submitted:  
 Dozer, LLC

(SEAL- if BID is by corporation)

Signature William T. Jones, Jr.

Attest: \_\_\_\_\_

Member  
 Title

P.O. Box 2031, Natchez, MS 39121  
 Address

5/21/19  
 Date

Certification of Responsibility 15670-MC

**BIDDERS CORPORATE DECLARATION**

(To Be Filled In If Bidder Is A <sup>LLC</sup> Corporation)

Date: 5/21, 20 19

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

<u>William T. Jones, Jr.</u>	_____
<del>President</del> <u>Member</u>	Secretary
<u>P.O. Box 2031</u>	_____
<u>Natchez, MS 39121</u>	_____
_____	_____

\_\_\_\_\_  
Treasurer  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

(To be filled in if a Partnership)

Our partnership is composed of the following individuals:

_____	_____
_____	_____
_____	_____
_____	_____

NON-COLLUSION AFFIDAVIT

(This affidavit must be executed for the Bid to be considered)

STATE OF MISSISSIPPI )  
COUNTY OF Adams ) ss.

William T. Jones, Jr. Being first duly sworn,  
(Person)

deposes and says that he is Member  
(Sole owner, a partner, president, secretary, etc.)

of Dozer, LLC the party making the  
(Name of Firm)

foregoing Proposal or Bid; that such Bid is genuine and not collusive; that said Bidder is not financially interested in, or otherwise affiliated in a business way with any other bidder on the same contract; that said Bidder has not colluded, conspired, connived, or agreed, directly or indirectly, with any bidder or person, to put in a sham bid, or that such other person shall refrain from bidding, and has not in any manner, directly or indirectly sought by agreement or collusion, or communication or conference, with any person, to fix the bid price of affiant or any other bidder, or to fix any overhead, profit or cost element of said bid price, or of that of any other bidder, or to secure any advantage against the Owner, or any person or persons interested in the proposed contract; and that all statements contained in said Proposal or Bid are true; and further, that such Bidder has not, directly or indirectly submitted his Bid, or the contents thereof, or divulged information or data relative thereto to any association or to any member or agent thereof.

William T. Jones, Jr. Affiant Member

Sworn to and subscribed before me this 14th day of May, 2019.

James Cameron Huff, Jr.  
Notary Public in and for

Adams County,  
Mississippi

(SEAL)



My Commission Expires  
5-27, 2020

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
OFFICE OF STATE AID ROAD CONSTRUCTION

CONTRACTOR EEV CERTIFICATION AND AGREEMENT

Project No: ERBR-STP/BR-0055(3)B County: Pearl River

By executing this Certification and Agreement, the undersigned verifies its compliance with Senate Bill 2988 from the 2008 Mississippi Legislative Session, "Mississippi Employment Protection Act," as published in Laws, 2008 and codified in the Mississippi Code of 1972, as amended, and any rules or regulations promulgated by Office of State Aid Road Construction, Department of Employment Security, State Tax Commission, Secretary of State, and Department of Human Services in accordance with the Mississippi Administrative Procedures Law (Section 25-43-1 et seq., Mississippi Code of 1972, as amended), stating affirmatively that the individual, firm, or corporation which is contracting with the County and the Office of State Aid Road Construction has registered with and is participating in a federal work authorization program\* operated by the United States Department of Homeland Security to electronically verify information of newly hired employees pursuant to the Immigration Reform and Control Act of 1986, Pub.L. 99-603, 100 Stat 3359, as amended. The undersigned agrees to inform the Office of State Aid Road Construction if the undersigned is no longer registered or participating in the program.

The undersigned agrees that, should it employ or contract with any subconsultant(s) and/or subcontractor(s) in connection with the performance of this Contract, the undersigned will secure from such subconsultant(s) and/or subcontractor(s) verification of compliance with the Mississippi Employment Protection Act. The undersigned further agrees to maintain records of such compliance and provide a copy of each such verification to the Office of State Aid Road Construction, if requested, for the benefit of the County and the Office of State Road Construction or this Contract.

130876  
EEV\* Company Identification Number [Required]

The undersigned certifies that the above information is complete, true and correct to the best of my knowledge and belief. The undersigned acknowledges that any violation may be subject to the cancellation of the contract, ineligibility for any state or public contract for up to three

(3) years, the loss of any license, permit, certificate or other document granted by any agency, department or government entity for the right to do business in Mississippi for up to one (1) year, or both, any and all additional costs incurred because of the contract cancellation or the loss of any license or permit, and may be subject to additional felony prosecution for knowingly or recklessly accepting employment for compensation from an unauthorized alien as defined by 8 U.S.C §1324a(h)(3), said action punishable by imprisonment for not less than one

(1) year nor more than five (5) years, a fine of not less than One Thousand Dollars (\$1,000.00) nor more than Ten Thousand Dollars (\$10,000.00), or both, in addition to such prosecution and penalties as provided by Federal law.

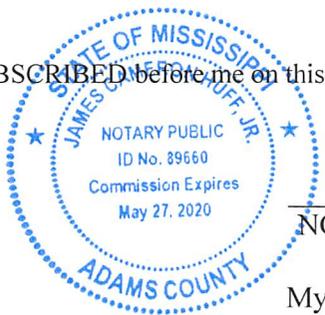
BY: [Signature]  
Authorized Officer or Agent

5/14/19  
Date

William T. Jones, Jr.  
Printed Name of Authorized Officer or Agent

Member  
Title of Authorized Officer or Agent of Contractor

SWORN TO AND SUBSCRIBED before me on this the 14th day of May, 2019.



[Signature]  
NOTARY PUBLIC

My Commission Expires: 5-27-2020

\* As of the effective date of the Mississippi Employment Protection Act, the applicable federal work authorization program is E-Verify™ operated by the U. S. Citizenship and Immigration Services of the U.S. Department of Homeland Security, in conjunction with the Social Security Administration.

**BID BOND**

KNOW ALL MEN BY THESE PRESENTS, that we, the undersigned Dozer, LLC  
\_\_\_\_\_ as principal, and North American Specialty Insurance Company as Surety, are hereby  
held and firmly bound unto the Pearl River County Board of Supervisors, as Owner, in the penal sum of  
Five Percent (5%) of amount of bid-- for the payment of which, well and truly to be made, we hereby jointly and  
severally bind ourselves, our heirs, executors, administrators, successors and assigns. Signed this 21st day  
of May, 2019.

The condition of the above obligation is such that whereas the Principal has submitted to the Pearl River  
County Board of Supervisors a certain bid, attached hereto and hereby made a part hereof to enter into a  
contract in writing for construction of Emergency Road and Bridge Repair Project No. ERBR-STP/BR-  
0055(30)B, Pearl River County, Mississippi.

NOW THEREFORE,

- (a) If said Bid shall be rejected, or in the alternate,
- (b) If said Bid shall be accepted and the Principal shall execute and deliver a contract in the Form  
of Contract attached hereto (properly completed in accordance with said Bid) and shall furnish a  
bond for his faithful performance of said contract, and for the payment of all persons  
performing labor or furnishing materials in connection therewith, and shall in all other respects  
perform the agreement created by the acceptance of said Bid,

then this obligation shall be void, otherwise the same shall remain in force and effect; it being expressly  
understood and agreed that the liability of the Surety for any and all claims hereunder shall, in no event, exceed  
the penal amount of this obligation as herein stated.

The surety, for value received, hereby stipulates and agrees that the obligations of said Surety and its  
bond shall be in no way impaired or affected by any extension of the time within which the Owner may accept  
such Bid; and said Surety does hereby waive notice of any such extension.

IN WITNESS WHEREOF, the Principal and the Surety have hereunto set their hands and seals, and  
such of them as are corporations have caused their corporate seals to be hereto affixed and these presents to be  
signed by their proper officers, the day and year first set forth above.

SEAL

SEAL



Dozer, LLC  
Contractor

By: William T. Jones, Jr. - Member

North American Specialty Insurance Company  
Surety

By: Peggy L. Jackson  
Peggy L. Jackson, Attorney-in-Fact  
Resident Mississippi Agent  
Fisher Brown Bottrell Insurance, Inc.

SWISS RE CORPORATE SOLUTIONS

NORTH AMERICAN SPECIALTY INSURANCE COMPANY
WASHINGTON INTERNATIONAL INSURANCE COMPANY

GENERAL POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS, THAT North American Specialty Insurance Company, a corporation duly organized and existing under laws of the State of New Hampshire, and having its principal office in the City of Overland Park, Kansas, and Washington International Insurance Company, a corporation organized and existing under the laws of the State of New Hampshire and having its principal office in the City of Overland Park, Kansas, each does hereby make, constitute and appoint:

TRINA COBB, PEGGY L. JACKSON, BRODY ERIC BUCKLEY, ANGELA BULLIE, JERRY G. VEAZEY, JR.,

JIM A. ARMSTRONG, JERRY EUGENE HORNER, JR., JASON J. YOUNG, STEPHEN WESLEY PRICE, JR. AND AMANDA JEAN CHARFAUROS

JOINTLY OR SEVERALLY

Its true and lawful Attorney(s)-in-Fact, to make, execute, seal and deliver, for and on its behalf and as its act and deed, bonds or other writings obligatory in the nature of a bond on behalf of each of said Companies, as surety, on contracts of suretyship as are or may be required or permitted by law, regulation, contract or otherwise, provided that no bond or undertaking or contract or suretyship executed under this authority shall exceed the amount of: FIFTY MILLION (\$50,000,000.00) DOLLARS

This Power of Attorney is granted and is signed by facsimile under and by the authority of the following Resolutions adopted by the Boards of Directors of both North American Specialty Insurance Company and Washington International Insurance Company at meetings duly called and held on the 9th of May, 2012:

'RESOLVED, that any two of the Presidents, any Managing Director, any Senior Vice President, any Vice President, any Assistant Vice President, the Secretary or any Assistant Secretary be, and each or any of them hereby is authorized to execute a Power of Attorney qualifying the attorney named in the given Power of Attorney to execute on behalf of the Company bonds, undertakings and all contracts of surety, and that each or any of them hereby is authorized to attest to the execution of any such Power of Attorney and to attach therein the seal of the Company; and it is

FURTHER RESOLVED, that the signature of such officers and the seal of the Company may be affixed to any such Power of Attorney or to any certificate relating thereto by facsimile, and any such Power of Attorney or certificate bearing such facsimile signatures or facsimile seal shall be binding upon the Company when so affixed and in the future with regard to any bond, undertaking or contract of surety to which it is attached.'



By [Signature] Steven P. Anderson, Senior Vice President of Washington International Insurance Company & Senior Vice President of North American Specialty Insurance Company



By [Signature] Michael A. Ito, Senior Vice President of Washington International Insurance Company & Senior Vice President of North American Specialty Insurance Company

IN WITNESS WHEREOF, North American Specialty Insurance Company and Washington International Insurance Company have caused their official seals to be hereunto affixed, and these presents to be signed by their authorized officers this 26th day of January, 2018.

North American Specialty Insurance Company
Washington International Insurance Company

State of Illinois
County of Cook ss:

On this 26th day of January, 2018, before me, a Notary Public personally appeared Steven P. Anderson, Senior Vice President of Washington International Insurance Company and Senior Vice President of North American Specialty Insurance Company and Michael A. Ito, Senior Vice President of Washington International Insurance Company and Senior Vice President of North American Specialty Insurance Company, personally known to me, who being by me duly sworn, acknowledged that they signed the above Power of Attorney as officers of and acknowledged said instrument to be the voluntary act and deed of their respective companies.



[Signature] M. Kenny, Notary Public

I, Jeffrey Goldberg, the duly elected Assistant Secretary of North American Specialty Insurance Company and Washington International Insurance Company, do hereby certify that the above and foregoing is a true and correct copy of a Power of Attorney given by said North American Specialty Insurance Company and Washington International Insurance Company, which is still in full force and effect.

IN WITNESS WHEREOF, I have set my hand and affixed the seals of the Companies this 21st day of May, 2019.

[Signature] Jeffrey Goldberg, Vice President & Assistant Secretary of Washington International Insurance Company & North American Specialty Insurance Company

**PROPOSED SUBCONTRACTORS**

The names and addresses of all persons and parties who will be utilized for subcontract Work in the foregoing are listed below. (The Contractor must list all Subcontractors to be utilized on the Work. Failure to list Subcontractors may cause the Bidder's Bid to be rejected by the Owner as non-responsive.)

**NAME**

**ADDRESS**

Atwood Fence Co., Inc.  
Warren Paving  
Lane Line  
Simmons Erson Control, Inc.  
   
   
   
 

P.O. Box 565, Kosciusko, MS 39090  
P.O. Box 572, Hattiesburg, MS 39403  
1353 Flowood Drive, Ste L, Flowood, MS 39422  
6690 Steve Lee Drive, Lake, MS 39092

**SECTION 4**

**CONTRACT DOCUMENTS**

**EMERGENCY ROAD AND BRIDGE REPAIR PROJECT FOR  
THE PEARL RIVER COUNTY BOARD OF SUPERVISORS  
PROJECT NO. ERBR-STP/BR-0055(30)B  
MCNEILL STEEPHOLLOW ROAD  
PEARL RIVER COUNTY, MISSISSIPPI**

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Performance Bond	4-5
Payment Bond	4-7
Change Order	4-9
Partnership Certificate	4-10
Notice of Award	4-11
Notice to Proceed	4-13

**AGREEMENT**

THIS AGREEMENT, made this \_\_\_\_\_ day of \_\_\_\_\_, 2019, by and between the Pearl River County Board of Supervisors, hereinafter called "OWNER" and \_\_\_\_\_, doing business as (an individual,) or (a limited partnership,) or (a corporation) hereinafter called "CONTRACTOR".

WITNESSETH: That for and in consideration of the payments and agreements hereinafter mentioned:

1. The CONTRACTOR will commence and complete the construction of Emergency Road and Bridge Repair Project No. ERBR-STP/BR-0055(30)B.
2. The CONTRACTOR will furnish all of the material, supplies, tools, equipment, labor and other services necessary for the construction and completion of the PROJECT described herein.
3. The CONTRACTOR will commence the work required by the CONTRACT DOCUMENTS within 15 calendar days after the date of the NOTICE TO PROCEED and will complete the same within 270 consecutive calendar days unless the period for completion is extended otherwise by the CONTRACT DOCUMENTS.
4. The CONTRACTOR agrees to perform all of the WORK described in the CONTRACT DOCUMENTS and comply with the terms therein for the sum of \$ \_\_\_\_\_.
5. The term "CONTRACT DOCUMENTS" means and includes the following:
  - (A) NOTICE TO CONTRACTORS
  - (B) INSTRUCTIONS FOR BIDDERS
  - (C) BID
  - (D) BIDDERS CORPORATE DECLARATION
  - (E) NON-COLLUSION AFFIDAVIT
  - (F) CONTRACTOR EEV CERTIFICATION AND AGREEMENT
  - (G) BID BOND
  - (H) AGREEMENT
  - (I) PAYMENT BOND
  - (J) PERFORMANCE BOND
  - (K) NOTICE OF AWARD
  - (L) NOTICE TO PROCEED
  - (M) CHANGE ORDER
  - (N) GENERAL CONDITIONS
  - (O) SUPPLEMENTAL GENERAL CONDITIONS
  - (P) TECHNICAL SPECIFICATIONS
  - (Q) DRAWINGS
  - (R) ADDENDA:

No. \_\_\_\_\_, dated, \_\_\_\_\_, 2019  
No. \_\_\_\_\_, dated, \_\_\_\_\_, 20\_\_\_\_\_  
No. \_\_\_\_\_, dated \_\_\_\_\_, 20\_\_\_\_\_  
No. \_\_\_\_\_, dated \_\_\_\_\_, 20\_\_\_\_\_  
No. \_\_\_\_\_, dated \_\_\_\_\_, 20\_\_\_\_\_

6. The OWNER will pay to the CONTRACTOR in the manner and at such times as set forth in the General Conditions such amounts as required by the CONTRACT DOCUMENTS.
7. This Agreement shall be binding upon all parties hereto and their respective heirs, executors, administrators, successors, and assigns.
8. The monthly retainage for this project shall be five (5%).
9. Fuel adjustments shall not be allowed or made a part of this contact / agreement.

(SEAL)

OWNER: Pearl River County Board of Supervisors

ATTEST:

BY \_\_\_\_\_

Name \_\_\_\_\_

Name \_\_\_\_\_  
(Please Type)

Title \_\_\_\_\_

Title \_\_\_\_\_

CONTRACTOR: \_\_\_\_\_

BY \_\_\_\_\_

Name \_\_\_\_\_  
(Please Type)

Address \_\_\_\_\_

\_\_\_\_\_

(SEAL)

ATTEST:

\_\_\_\_\_

Name \_\_\_\_\_  
(Please Type)

## GENERAL INSTRUCTIONS FOR BONDS

1. The surety on each Bond must be a responsible surety company, which is qualified to do business in Mississippi and satisfactory to the Pearl River County Board of Supervisors.
2. The name, including full Christian name, and residence of each such party shall sign the Bond with his usual signature on the line opposite the seal and if signed in Maine, Massachusetts or New Hampshire an adhesive seal shall be affixed opposite the signature. The Bond must be either signed or countersigned by a Mississippi Resident Agent of the Surety Company.
3. If the Principals are partners, their individual names will appear in the body of the Bond with the recital that they are partners composing a firm, naming it; and all the members of the firm shall execute the Bond as individuals.
4. The signature of a witness shall appear in the appropriate place, attesting to the signature of each individual party to the Bond.
5. If the principal or surety is a corporation, the name of the State in which incorporated shall be inserted in the appropriate place in the body of the Bond, and said instrument shall be executed and attested under the corporate seal as indicated in the form. If the corporation has no corporate seal the fact shall be stated, in which case, a scroll or adhesive seal shall appear following the corporate name.
6. The official character and authority of the person or persons executing the Bond for the Principal, if a corporation, shall be certified by the secretary or assistant secretary, according to the form attached hereto. In lieu of such certificate there may be attached to the Bond copies of so much of the records of the corporation as will show the official character and authority of the officer signing, duly certified by the secretary or assistant secretary, under the corporate seal, to be true copies.
7. The date of this Bond must not be prior to the date of the Contract in connection with which it is given.
8. Surety Companies executing Bonds must appear on the Treasure Department's most current list (Circular 570 as amended) and be authorized to transact business in the State where the project is located.

**PERFORMANCE BOND**

KNOW ALL MEN BY THESE PRESENTS:

that \_\_\_\_\_  
(Name of Contractor)

\_\_\_\_\_  
(Address of Contractor)

a \_\_\_\_\_, hereinafter call Principal, and  
(Corporation, Partnership, or Individual)

\_\_\_\_\_  
(Name of Surety)

\_\_\_\_\_  
(Address of Surety)

hereinafter called Surety, are held and firmly bound unto

\_\_\_\_\_  
Pearl River County Board of Supervisor  
(Name of Owner)

\_\_\_\_\_  
207 West Pearl Street, Poplarville, MS 39470  
(Address of Owner)

hereinafter called OWNER, in the penal sum of \_\_\_\_\_ Dollars, (\$\_\_\_\_\_) in lawful money of the United States, for the payment of which sum well and truly to be made, we bind ourselves, successors, and assigns, jointly and severally, firmly by these presents.

THE CONDITION OF THIS OBLIGATION is such that whereas, the Principal entered into a certain contract with the OWNER, dated \_\_\_\_\_ day of \_\_\_\_\_, 2019, a copy of which is hereto attached and made a part hereof for the construction of:

Pearl River County Board of Supervisors,  
Emergency Road and Bridge Repair Project No. ERBR-STP/BR-0055(30)B

NOW, THEREFORE, if the Principal shall well, truly and faithfully perform its duties, all the undertakings, covenants, terms, conditions, and agreements of said contract during the original term thereof, and any extensions thereof which may be granted by the OWNER, with or without notice to the Surety and during the one year guaranty period, and if he shall satisfy all claims and demands incurred under such contract, and shall full indemnify and save harmless the OWNER all outlay and expense which the OWNER may incur in making good any default, then this obligation shall be void; otherwise to remain in full force and effect.

NOW, THEREFORE, if the Principal shall promptly make payment of all taxes, licenses, assignments, contributions, damages, penalties, and interest thereon, when and as the same may lawfully be due the State of Mississippi, or any county, municipality, board, department, commission, or political subdivision thereof, by reason of and directly connected with the performance of said Contract or any part thereof as provided by Sections 27-65-1, 27-65-21, 27-67-301 and 31-5-3, supra, or any other applicable statute or other authority, then this obligation shall be null and void; otherwise, it shall remain in full force and effect.

PROVIDED, FURTHER, that the said Surety for value received hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of the contract or to the WORK to be performed thereunder or the SPECIFICATIONS accompanying the same shall in any wise affect its obligation on this BOND, and it does hereby waive notice of any such change, extension of time, alteration or addition to the terms of the contract or to the WORK or to the SPECIFICATIONS.

PROVIDED, FURTHER, that no final settlement between the OWNER and the CONTRACTOR shall abridge the right of any beneficiary hereunder, whose claim may be unsatisfied.

IN WITNESS WHEREOF, this statement is executed in \_\_\_\_\_ 4 \_\_\_\_\_  
(Number)  
counterparts, each one of which shall be deemed an original, this the \_\_\_\_ day of \_\_\_\_\_, 20\_\_.

ATTEST:

\_\_\_\_\_  
(Principal) Secretary

(SEAL)

\_\_\_\_\_  
Witness as to Principal  
\_\_\_\_\_  
(Address)

\_\_\_\_\_  
Witness as to Surety  
\_\_\_\_\_  
(Address)

\_\_\_\_\_  
Principal

By \_\_\_\_\_ (s)

\_\_\_\_\_  
(Address)

\_\_\_\_\_

\_\_\_\_\_  
Surety

By \_\_\_\_\_  
Attorney-in-Fact

\_\_\_\_\_  
(Address)

\_\_\_\_\_

**NOTE: Date of BOND must not be prior to date of Contract.  
If CONTRACTOR is Partnership, all partners should execute BOND.**

***IMPORTANT: Surety companies executing BONDS must appear on the Treasury Department's most current list (Circular 570 as amended) and be authorized to transact business in the State where the PROJECT is located.***

**PAYMENT BOND**

KNOW ALL MEN BY THESE PRESENTS THAT

\_\_\_\_\_

(Name of Contractor)

\_\_\_\_\_

(Address of Contractor)

a \_\_\_\_\_, hereinafter called Principal, and

(Corporation, Partnership, or Individual)

\_\_\_\_\_

(Name of Surety)

\_\_\_\_\_

(Address of Surety)

hereinafter called Surety, are held and firmly bound unto

Pearl River County Board of Supervisors

(Name of Owner)

207 West Pearl Street, Poplarville, MS 39470

(Address of Owner)

hereinafter called OWNER, in the penal sum of \_\_\_\_\_ Dollars, (\$ \_\_\_\_\_) in lawful money of the United States, for the payment of which sum well and truly to be made, we bind ourselves, successors, and assigns, jointly and severally, firmly by these presents.

THE CONDITION OF THIS OBLIGATION is such that whereas, the Principal entered into a certain contract with the OWNER, dated \_\_\_\_\_ day of \_\_\_\_\_, 2019, a copy of which is hereto attached and made a part hereof for the construction of:

Pearl River County Board of Supervisors,  
Emergency Road and Bridge Repair Project No. ERBR-STP/BR-0055(30)B

NOW, THEREFORE, if the Principal shall promptly make payment to all persons, firms, SUBCONTRACTORS, and corporations furnishing materials for or performing labor in the prosecution of the WORK provided for in such contract, and any authorized extension or modification thereof, including all amounts due for materials, lubricants, oil, gasoline, coal and coke, repairs on machinery, equipment and tools, consumed or used in connection with the construction of such WORK, and all insurance premiums on said WORK, and for all labor, performed in such WORK whether by SUBCONTRACTOR or otherwise, then this obligation shall be void; otherwise to remain in full force and effect.

PROVIDED, FURTHER, that the said Surety for value received hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of the contract or to the WORK to be performed thereunder or the SPECIFICATIONS accompanying the same shall in any wise affect its obligation on this BOND, and it does hereby waive notice of any such change, extension of time, alteration or addition to the terms of the contract or to the WORK or to the SPECIFICATIONS.

PROVIDED, FURTHER, that no final settlement between the OWNER and the CONTRACTOR shall abridge the right of any beneficiary hereunder, whose claim may be unsatisfied.

IN WITNESS WHEREOF, this statement is executed in \_\_\_\_\_  
3  
(Number)  
counterparts, each one of which shall be deemed an original, this the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_.

ATTEST:

\_\_\_\_\_  
(Principal) Secretary

\_\_\_\_\_  
Principal

(SEAL)

By \_\_\_\_\_ (s)

\_\_\_\_\_  
(Address)

\_\_\_\_\_  
Witness as to Principal

\_\_\_\_\_  
(Address)

\_\_\_\_\_  
Surety

ATTEST:

By \_\_\_\_\_  
Attorney-in-Fact

\_\_\_\_\_  
Witness as to Surety

\_\_\_\_\_  
(Address)

\_\_\_\_\_  
(Address)

**NOTE: Date of BOND must not be prior to date of Contract.  
If CONTRACTOR is Partnership, all partners should execute BOND.**

**IMPORTANT: Surety companies executing BONDS must appear on the Treasury Department's most current list (Circular 570 as amended) and be authorized to transact business in the State where the PROJECT is located.**

CONTRACT CHANGE ORDER

OWNER: \_\_\_\_\_

CONTRACTOR: \_\_\_\_\_

CHANGE ORDER NUMBER: \_\_\_\_\_ CONTRACT NUMBER: \_\_\_\_\_

PROJECT NAME: \_\_\_\_\_

REASON FOR CHANGE: \_\_\_\_\_

YOU ARE HEREBY REQUESTED TO COMPLY WITH THE FOLLOWING CHANGES FROM THE CONTRACT PLANS, SPECIFICATIONS AND CONTRACT DOCUMENTS:  
(USE ADDITIONAL SHEETS IF REQUIRED)

ITEM NO.	DESCRIPTION OF CHANGE(S) (QUANTITIES, ETC.)	UNIT COST	TOTAL CONTRACT COST
<b>TOTAL CONTRACT CHANGE</b>			
ORIGINAL CONTRACT AMOUNT:		\$	\$
CURRENT CONTRACT AMOUNT:		\$	\$
THIS CONTRACT CHANGE:		()\$	()\$
REVISED CONTRACT AMOUNT:		\$	\$
CURRENT CONTRACT COMPLETION DATE:			
TIME EXTENSION REQUIRED BY CHANGE:			
REVISED CONTRACT COMPLETION DATE:			

THIS DOCUMENT SHALL BE AN AMENDMENT TO THE CONTRACT AND ALL PROVISIONS OF THE CONTRACT WILL APPLY.

RECOMMENDED BY: \_\_\_\_\_

ENGINEER

\_\_\_\_\_

DATE

ACCEPTED BY: \_\_\_\_\_

CONTRACTOR

\_\_\_\_\_

DATE

REVIEWED BY: \_\_\_\_\_

ADMINISTRATOR

\_\_\_\_\_

DATE

APPROVED BY: \_\_\_\_\_

COUNTY

\_\_\_\_\_

DATE

**PARTNERSHIP CERTIFICATE**

**EMERGENCY ROAD AND BRIDGE REPAIR PROJECT FOR  
THE PEARL RIVER COUNTY BOARD OF SUPERVISORS  
PROJECT NO. ERBR-STP/BR-0055(30)B  
MCNEILL STEEPHOLLOW ROAD  
PEARL RIVER COUNTY, MISSISSIPPI**

STATE OF \_\_\_\_\_

COUNTY OF \_\_\_\_\_

On this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, before me personally appeared \_\_\_\_\_ known to me and known by me to be the person who executed the above instrument, who being by me first duly sworn, did depose and say that he is a general partner in the firm of \_\_\_\_\_; that said firm consists of himself and \_\_\_\_\_; and that he executed the foregoing instrument on behalf of said firm for the uses and purposes stated herein.

\_\_\_\_\_  
Notary Public in the

County of \_\_\_\_\_

State of \_\_\_\_\_

Notarial Seal

My Commission Expires: \_\_\_\_\_

-----OR-----

**CORPORATE CERTIFICATE**

I, \_\_\_\_\_, certify that I am the Secretary of the Corporation named as Contractor in the foregoing Contract; that \_\_\_\_\_, who signed said Contract on behalf of the Contractor was then \_\_\_\_\_ of said Corporation; that said Contract was duly signed for and in behalf of said Corporation by authority of its governing body and is within the scope of its corporate powers.

\_\_\_\_\_  
Secretary

Corporate Seal

**NOTICE OF AWARD**

Date: \_\_\_\_\_

To: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

RE: EMERGENCY ROAD AND BRIDGE REPAIR PROJECT FOR  
THE PEARL RIVER COUNTY BOARD OF SUPERVISORS  
PROJECT NO. ERBR-STP/BR-0055(30)B  
MCNEILL STEEPHOLLOW ROAD  
PEARL RIVER COUNTY, MISSISSIPPI

Gentlemen:

The Pearl River County Board of Supervisors has considered the Proposal submitted by you for the above referenced Work in response to its Notice to Contractors and Instructions to Bidders.

You are hereby notified that your Proposal has been accepted in the amount of \$\_\_\_\_\_.

You are required by the Instructions to Bidders to execute the Contract and furnish to the Pearl River County Board of Supervisors the required Contractor's Performance Bond, Payment Bond and/or certificates of insurance within ten (10) calendar days from the date of delivery of this Notice to you. We have enclosed four (4) copies of the necessary contract forms and bond forms. Please return all copies of these documents to the office of Dungan Engineering, P.A., 925 Goodyear Blvd., Picayune, MS 39466.

If you fail to execute said Contract and to furnish said Bonds within ten (10) days from the date of delivery of this Notice, the Owner will be entitled to consider all your rights arising out of the Owner's acceptance of your proposal as abandoned and as a forfeiture of your Bid Bond. The Owner will be entitled to such other rights as may be granted by Law.

You are required by the General Conditions and Supplementary Conditions to submit to Dungan Engineering, P.A. an estimated work payment schedule, estimated progress schedule and a preliminary schedule of Shop Drawing submissions within ten (10) days after the effective date of this Contract.

You are required to return an acknowledged copy of this Notice of Award directly to Dungan Engineering, P.A..

Sincerely,

Dungan Engineering, P.A.

c: Adrain Lumpkin, County Administrator

**ACCEPTANCE OF NOTICE**

Receipt of the above Notice of Award is hereby acknowledged by

\_\_\_\_\_ this the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

By \_\_\_\_\_

Title \_\_\_\_\_

**NOTICE TO PROCEED**

Date: \_\_\_\_\_

To: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Attention: \_\_\_\_\_

RE: EMERGENCY ROAD AND BRIDGE REPAIR PROJECT FOR  
THE PEARL RIVER COUNTY BOARD OF SUPERVISORS  
PROJECT NO. ERBR-STP/BR-0055(30)B  
MCNEILL STEEPHOLLOW ROAD  
PEARL RIVER COUNTY, MISSISSIPPI

Dear \_\_\_\_\_:

You are hereby notified to commence work on all aspects of the project. The work shall be in accordance with the Contract dated \_\_\_\_\_ on or before \_\_\_\_\_. You are to complete the work within 270 consecutive calendar days from the effective date of this Notice to Proceed. The date of completion is therefore \_\_\_\_\_. Liquidated damages in the amount of One Thousand Dollars (\$1,000.00) per calendar day for each day the Work remains incomplete after \_\_\_\_\_ will be imposed unless the contract time is otherwise adjusted for due cause by change orders to the Contract.

The engineering firm of Dungan Engineering, P.A. will act as the Engineer on behalf of the Pearl River County Board of Supervisors for the work to be performed under the contract.

Please return a copy of this NOTICE TO PROCEED to the undersigned indicating your receipt of this document in the space provided below.

Sincerely,

Dungan Engineering, P.A.

c: Adrain Lumpkin, County Administrator

**ACCEPTANCE OF NOTICE TO PROCEED**

Receipt of the above NOTICE TO PROCEED is hereby acknowledged by

\_\_\_\_\_ this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

By \_\_\_\_\_

Title \_\_\_\_\_

**SECTION 5**

**GENERAL PROVISIONS**

**EMERGENCY ROAD AND BRIDGE REPAIR PROJECT FOR  
THE PEARL RIVER COUNTY BOARD OF SUPERVISORS  
PROJECT NO. ERBR-STP/BR-0055(30)B  
MCNEILL STEEPHOLLOW ROAD  
PEARL RIVER COUNTY, MISSISSIPPI**

Refer to Section S-100 - General Provisions of the Mississippi Standard Specifications for State Aid Road and Bridge Construction, 2004 Edition.

**SECTION 6**

**NOTICE TO BIDDERS**

**EMERGENCY ROAD AND BRIDGE REPAIR PROJECT FOR  
THE PEARL RIVER COUNTY BOARD OF SUPERVISORS  
PROJECT NO. ERBR-STP/BR-0055(30)B  
MCNEILL STEEPHOLLOW ROAD  
PEARL RIVER COUNTY, MISSISSIPPI**

## SPECIAL NOTICE TO BIDDERS

### CONSTRUCTION SAFETY AND HEALTH STANDARDS

It is a condition of this contract, and shall be make a condition of each subcontract entered into pursuant to this contract, that the contractor and any subcontractor shall not require any laborer or mechanic employed in performance of the contract to work in surroundings or under working conditions which are unsanitary, hazardous, or dangerous to his health or safety, as determined under the following Federal regulations:

1. (a) Occupational Safety and Health Standards, Department of Labor, Occupational Safety and Health Administration, Federal Register or October 18, 1972, pages 22102 to 22356.  
(b) General Industry Guide for Applying Safety and Health Standards, OSHA Publication No. 2072, U. S. Department of Labor, Occupational Safety and Health Administration.
2. Safety and Health Regulations for Construction, Department of Labor, Occupational Safety and Health Administration, Federal Register of December 16, 1972, pages 27503 to 27600.
3. Safety and Health Standards for Maritime Employment, Department of Labor, Occupational Safety and Health Administration, Federal Register of October 19, 1972, pages 22458 to 22564.

**OFFICE OF STATE AID ROAD CONSTRUCTION  
MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

NOTICE TO BIDDERS NO. 1

DATE: July 1, 2005

SUBJECT: BIDDING REQUIREMENTS AND CONDITIONS

REFERENCE: Section S-102.02 of 2004 Edition of the Standard Specifications for Road and Bridge Construction

NOTICE TO BIDDERS  
(ALL PROJECTS)

The current (2004) Edition of the Mississippi Standard Specifications for State Aid Road and Bridge Construction adopted by this Office on July 1, 2005, and approved by the Federal Highway Administration on July 1, 2005 is made a part hereof fully and completely as if it were attached hereto, except where superseded by special provisions, or amended by revisions of the Specifications contained herein. Copies of the specification book may be purchased from the Office of State Aid Road Construction.

A reference in any contract document to controlling requirements in another portion of the contract documents shall be understood to apply equally to any revision or amendment thereof included in the contract.

In the event the plans or proposal inadvertently contain references to the 1982 or 1989 Edition of the Mississippi Standard Specifications for State Aid Road and Bridge Construction, it is to be understood that such references shall mean the comparable provisions of the 2004 Edition of the Standard Specifications.

NOTICE TO BIDDERS  
(FEDERAL AID PROJECTS)

The Contractor and sub-contractors shall submit one copy each of FORMS CAD-880, "Weekly Summary of Wage Rates" and CAD-881, "Weekly Statement of Compliance" each week to the State Aid Engineer and to the County Engineer. The Contractor and sub-contractors may at their discretion, submit two (2) copies of each form to the County Engineer, who in turn, shall forward one copy to State Aid. The forms may be obtained from:

Office Supervisor  
Office of State Aid Road Construction  
P.O. Box 1850  
Jackson, Mississippi 39215-1850

**OFFICE OF STATE AID ROAD CONSTRUCTION  
MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

NOTICE TO BIDDERS NO. 2

DATE: July 1, 2004

SUBJECT: HIGH VOLTAGE OVERHEAD LINES

**NOTICE OF WORK TO BE PERFORMED  
IN PROXIMITY OF HIGH VOLTAGE POWER LINES**

In accordance with Section 45-15-1, et seq., Mississippi Code of 1972 (as amended effective July 1, 1988), \_\_\_\_\_ (herein after referred to as "Applicant") (Supervisor in Charge: \_\_\_\_\_), whose address is \_\_\_\_\_, and whose telephone number is \_\_\_\_\_, hereby gives notice to the electric utility (hereinafter referred to as "Utility") that Applicant will be performing functions or activities at the location of \_\_\_\_\_ and that the estimated starting date of this work is \_\_\_\_\_. This work could reasonably be expected to cause persons, equipment or parts of tools or materials to be brought within ten (10) feet of Utility's high voltage lines at the proposed work area. Applicant hereby requests the Utility to confer with Applicant or his representative at the work site to ascertain the type of work activity that will take place and if further safety measures need to be taken by either the Applicant or the Utility. The Utility will give the Applicant a written cost estimate for safety arrangements to deter contact with on-site power lines. Applicant agrees not to perform such functions or activities until mutually satisfactory arrangements as provided by Section 45-15-9 have been made to deter contact with Utility's line.

Nothing contained in this Notice shall diminish or affect the obligation imposed upon the Utility under Section 45-15-1, et seq., or under existing laws or be construed as a waiver of the Applicant's or the Utility's rights under the law.

NOTICE GIVEN THIS, the \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

\_\_\_\_\_  
APPLICANT

BY: \_\_\_\_\_

\_\_\_\_\_  
(Title)

Notice received by the Utility this the \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_

**OFFICE OF STATE AID ROAD CONSTRUCTION  
MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

NOTICE TO BIDDERS NO. 8

DATE: November 8, 2011

**SUBJECT: Errata and Modifications to the 2004 Edition of the Standard Specifications for State Aid Road and Bridge Construction**

<u>Page</u>	<u>Subsection</u>	<u>Change</u>
1-21	S-103.02	In the third line of the last paragraph, change "contracts in the same" to "contracts, financed wholly with State funds, in the same".
1-42	S-105.17	In line (b) of the third paragraph, add "claim." at the end of the sentence.
1-47	S-106.04	In the next to last paragraph, change "TMD-22-0100-000" to "TMD-22-01-00-000" and change "TMD-21-0100-000" to "TMD-21-01-00-000".
1-84	S-109.06.2	In the eleventh line of the second paragraph, change "of material invoices" to "of paid material invoices".
<u>1-85</u>	<u>S-109.08</u>	Replace 4 <sup>th</sup> paragraph in it's entirety with "The established base prices for bituminous products and fuels shall be the prices for the month prior to the month of the bid date and are available on the State Aid Website."
1-87	S-109.08	On page 1-87, insert the following after item (A6) and before the paragraph in the middle of the page:  "(A7) Asphalt for Fog Seal Mixture -- One half pay quantity in gallons."
1-87	S-109.08	Delete the last paragraph on the page in toto.
1-88	S-109.08	Under ADJUSTMENTS, change paragraph 5 to read as follows:  No adjustment will be made for items of work accomplished after the expiration of Contract Time except for cases involving natural or manmade disasters or other reasons not inherent to the construction industry. The contractor will submit documentation for the adjustment to the Engineer for approval/disapproval. If approved, the Engineer will prepare a supplemental agreement explaining the adjustment and submit the proper number of copies of the agreement to the Board of Supervisors for their consideration and action. If approved by the Board, all copies will be forwarded to the State Aid Engineer for concurrence. Upon concurrence, the State Aid Engineer will, if necessary, forward the agreement to any other involved parties for their action. A copy of the approved agreement will be furnished to all parties by the State Aid Engineer.
2-7	S-202.07	In the first sentence of the first paragraph, change "S-202" To "S-202-A". In the first sentence of the second paragraph, delete "S-202-A".

<u>Page</u>	<u>Subsection</u>	<u>Change</u>
3-30	S-308.15	In the third pay item, change "per square yard**" to "per square yard". In the fourth pay item, change " <u>S-308-B-1</u> " to " <u>S-308-B-2</u> ".
4-8	<u>S-401.02.4</u>	At the end of the third sentence, delete the "." and add "and as a base course."
4-8	S-401.02.4	In the table at the end of the Subsection, for the 19 mm, change "2 ¼" to "2 ½" in the Minimum and change "3" to "3 ½" in the Maximum; for the 12.5 mm, change "2" to "2 ½" in the Maximum; for the 9.5 mm, change "1 ½" to "2" in the Maximum; and for the 4.75 mm, change "¾" to "1 ¼" in the Maximum.
4-23	S-401.03.1.4	In the first paragraph, change "92.0 percent" to "the specified percentage (92.0 or 93.0)".
4-32	S-403.03.3	In the first sentence of the second paragraph, change "acceptance and pavement" to "acceptance and payment".
4-45	S-409.02.2	Change "PG 64-22" to "PG 67-22".
6-2	S-601.06	In the first sentence, change "S-804.03" to "S-804.03.5".
6-7	S-602.05	Change the subsection reference for Bending from "S-805.05" to "S-805.03.2".
6-9	S-603.02	Change the subsection reference for Joint Mortar from "707.02" to "714.11".
<u>6-15</u>	<u>S-603.09</u>	After second sentence, add "All lift holes shall be filled and/or sealed to the satisfaction of the Engineer."
6-78	S-620.06	Change the first sentence of the second paragraph, from "Legend will be measured by the square foot.", to "Legend will be measured by the linear foot or square foot, as applicable."
6-78	S-620.07	In the sixth pay item, change "S-620-E-1" to "S-620-E-2".
7-17	S-702.12	In TABLE I, under the heading of Test, in the second line change "140°F, poises" to "275°F, C <sub>s</sub> ".
7-20	S-703.02.1	In line (1) of the first paragraph, change "set-out" to "set out".
7-25	S-703.04.2	In the fifth paragraph, delete "S-703.04.3 and".
7-52	S-708.02.1.2	In the first sentence change "20 percent" to "25%".
7-104	S-714.13.1	Delete the fourth paragraph.
7-154	S-721.02.3.7	Delete Subsection S-721.02.3.7--Ground Plates in toto.
8-37	S-803.03.2.6	In the first sentence of the second paragraph, change "S-803.03.1.5.1" to "S-803.03.2.5".
8-45	S-803.04.1	Delete the second paragraph and replace with the following:  Test piles which require extensions or building up will not be measured for additional payment. Splices required for the extensions will not be measured for payment.

<u>Page</u>	<u>Subsection</u>	<u>Change</u>
		No measurement for payment will be made for cut-off of a test pile.
8-50	S-803	Under <u>COMPENSATION</u> , In the seventh pay item, change " <u>S-803-G</u> : Blank " to " <u>S-803-G</u> : Concrete Piling Cut-off, <u>Size</u> - per each "
8-60	S-804.02.11	In the last sentence of the first paragraph, change "automatically" to "automatic".
8-64	S-804.02.13	In the second line of paragraph (c), place a period after psi and delete "provided both the QC and QA test results are equal to or exceed the minimum compressive strength requirements."
8-66	S-804.02.13.1.3	In the last sentence change, "S-804.02.13.1" to "S-804.02.12".
8-67	S-804.02.13.1.5	Change the equation for % Reduction to:
		$\% \text{ Reduction} = \frac{(f'_c - X)}{f'_c} \times 100$
8-121	S-806.04	In the first sentence of the third paragraph, change "by the unit (one unit consists of one wing on each side and end of the abutment cap)" to "per each".
8-121	S-806.08	Change " <u>S-806.08--Basis of Payment.</u> " to " <u>S-806.05--Basis of Payment.</u> "
8-122	S-806.08	In the first pay item, change " _ _' Interior" to " ___' Interior".
<u>8-122</u>	<u>S-806.08</u>	On pay item S-806-H, add "or Steel Posts"

**OFFICE OF STATE AID ROAD CONSTRUCTION  
MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

NOTICE TO BIDDERS NO. 10

DATE: July 1, 2005

SUBJECT: MONTHLY ESTIMATE RETAINAGE

The monthly retainage for this project shall be five (5) percent (%) subject to the provisions found in Subsection **S-109. 06. 3--Retainage** on page 1-84 of the 2004 Edition of the Mississippi Standard Specifications for State Aid Road and Bridge Construction.

**OFFICE OF STATE AID ROAD CONSTRUCTION  
MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**NOTICE TO BIDDERS NO. 12**

**DATE: May 10, 2006**

**SUBJECT: FIBER REINFORCED CONCRETE**

Bidders are hereby advised that synthetic structural fibers meeting the requirements of Supplemental Specification 901-S-711.04 may be used in lieu of wire mesh in some items of construction. Substitution of fibers for wire mesh will be allowed in the construction of paved ditches, paved flumes, paved inlet apron, driveways, guard rail anchors and pile encasements. Substitution in any other items of work must first be approved by the Engineer prior to use.

**OFFICE OF STATE AID ROAD CONSTRUCTION  
MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

NOTICE TO BIDDERS NO. 16

DATE: November 3, 2008

**SUBJECT: Safety Apparel**

Bidders are advised that the Code of Federal Regulations CFR 23 Part 634 final rule was adopted November 24, 2006 with an effective date of November 24, 2008. This rule requires that “ **All workers within the right of way of a Federal-Aid Highway who are exposed either to traffic (vehicles using the highway for the purposes of travel) or to construction equipment within the work area shall wear high-visibility safety apparel**”. High-visibility safety apparel is defined in the CFR as “**personnel protective safety clothing that is intended to provide conspicuity during both daytime and nighttime usage, and that meets the Performance Class 2 or 3 requirements of the ANSI/ISEA 107-2004 publication entitled American Nation Standard for High-Visibility Safety Apparel and Headwear**”. All workers on County right-of-way shall comply with the Federal Regulation. Workers are defined by the CFR as “**people on foot whose duties place them within the right-of-way of a Federal-Aid Highway, such as highway construction and maintenance forces, survey crews, utility crews, responders to incidents within the highway right-of-way, and law enforcement personnel when directing traffic, investigating crashes, and handling lane closures, obstructed roadways, and disasters within the right-of-way of a Federal-Aid Highway**”.

You can access this final rule at the following link:

<http://a257.g.akamaitech.net/7/257/2422/01jan20061800/edocket.access.gpo.gov/2006/pdf/E6-19910.pdf>

**OFFICE OF STATE AID ROAD CONSTRUCTION  
MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**NOTICE TO BIDDERS NO. 4000**

**CODE: (SP)**

**DATE: 4/05/2019**

**SUBJECT: Contract Time**

**PROJECT: Emergency Road and Bridge Repair Project for the Pearl River County Board of Supervisors Project No. ERBR-STP/BR-0055(30)B, McNeill Steephollow Road**

The completion of work to be performed by the Contractor for this project will not be a specified date but shall be when all allowable calendar days are assessed, or any extension thereto as provided in Subsection 108.06. The effective date of the Beginning of Contract Time shall be 15 calendar days after the execution of the Notice to Proceed.

Allowable number of Consecutive Calendar Days will be 270.

A progress schedule as referenced to in Subsection 108.03 will not be required for this contract.

**SECTION 7**

**SPECIAL PROVISIONS**

**EMERGENCY ROAD AND BRIDGE REPAIR PROJECT FOR  
THE PEARL RIVER COUNTY BOARD OF SUPERVISORS  
PROJECT NO. ERBR-STP/BR-0055(30)B  
MCNEILL STEEPHOLLOW ROAD  
PEARL RIVER COUNTY, MISSISSIPPI**

OFFICE OF STATE AID ROAD CONSTRUCTION  
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DATE: July 1, 2005

**SUBJECT: Changes in Character of Work and Changed Physical Conditions and Removal and Disposal of Structures and Obstructions:**

Section S-104 - SCOPE OF WORK; of the MISSISSIPPI STANDARD SPECIFICATIONS FOR STATE AID ROAD AND BRIDGE CONSTRUCTION 2004 EDITION is hereby amended as follows:

**901-S-104.02.1--Changes in Character of the Work and Changed Physical Conditions:** Delete the last sentence of the first paragraph and add the following paragraphs:

Upon written notification, the Engineer will investigate the conditions, and if it is determined that the conditions materially differ and cause an increase or decrease in the cost or time required for the performance of any work under the contract, an adjustment, excluding anticipated profits, will be made and the contract modified in writing accordingly. The Engineer will notify the Contractor, in writing, of the determination whether or not an adjustment of the contract is warranted.

No contract adjustment which results in a benefit to the contractor will be allowed unless the contractor has provided the required written notice.

In the second paragraph, after the words " cannot be reached," delete "the State Aid Engineer" and insert "the Board, with the approval of the State Engineer,". Then delete the words "which the State Aid Engineer has" and insert "which the Board and the State Aid Engineer have".

**901-S-104.05--Removal and Disposal of Structures and Obstructions:** After the last paragraph on page 1-27, add the following paragraph:

The Contractor shall also furnish the Engineer a certified letter stating that the area of disposal is not in a wetland.

**901-S-104.06--Rights in and Use of Materials Found on the Work:** After the first sentence of the third paragraph insert the following sentence:

The Contractor shall also furnish the Engineer a certified letter stating that the area of disposal is not in a wetland.

**SUBJECT: STORM WATER POLLUTION PREVENTION PLAN**  
**PROJECT NUMBER: ERBR-STP/BR-0055(30)B**  
**COUNTY: Pearl River**

**SITE INFORMATION:**

The construction at this site will disturb 3.8 acres. This site has a low erosion hazard due to soil type and slopes. It is in the Pearl River Watershed Basin. The receiving stream, Branch of East Hobolochitto Creek, from the site is impaired.

**SEDIMENT AND EROSION CONTROL REQUIREMENTS**

**VEGETATIVE CONTROLS:** Permanent erosion controls (soil preparation, fertilizing, seeding, and mulching, sodding, and matting) will be placed as shown on the plans. Any disturbed areas laid-up for over 14 days will be seeded (temporary or permanent seeding) within 7 calendar days unless otherwise directed by the engineer at no additional cost to the project. Trees, including their canopies and root system, designated on the plans or outside of the right of way shall be preserved. Topsoil available on site shall be saved during the clearing and grubbing process and re-spread on all soils not suitable for adequate vegetative growth. Additional topsoil may be required (as directed by the engineer) to adequately cover soils not suitable for adequate vegetative growth on site, (no pay item). Erosion control blankets and solid sod, shall be installed as shown on the plans, or as deemed necessary by the engineer.

**STRUCTURAL CONTROLS:** Temporary silt fence, wattles, detention ponds, and riprap will be placed as shown on the plans. Diversions shall be installed along the right of way lines to channel off-site run-off into sediment basins. Inlet protection shall be provided by either silt fence material or wattles properly installed around all pipe, or storm drain inlets. Slope drains with diversions are to be installed at the low points of all vertical curves and intervals of 200 feet along road alignment slopes of 500 feet or more. During construction slope breaks shall be installed on road side slopes over 10 feet in height. During construction check dams shall be provided along drainage paths at 100 foot intervals. All temporary control items shall be removed only after permanent grass growth is established. After temporary erosion control items are removed, disturbed areas shall be seeded in accordance to plans. Reference is hereby made to MDEQ publications and best management practices to discuss where these practices apply, correct installation, and maintenance of these practices.

**HOUSEKEEPING PRACTICES:** The contractor is reminded of his responsibilities as outlined in Section 107 of the Specifications which include equipment maintenance and repair, concrete chute wash off, trash/debris, storage of chemicals and other toxic materials, and sanitary facilities. Storm water pollution prevention best management practice techniques are to be applied throughout the construction of this project the cost of which is to be included in regular bid items.

POST CONSTRUCTION CONTROL MEASURES: Upon completion of construction, vegetative growth along the roadway foreslopes will provide a buffer zone for loose material originating from the roadway. Ditch diversions reduce flow and velocity along the project. Vegetative growths on the backslopes provide a buffer zone for loose material originating beyond the backslope. Flatter grades and ditch treatments minimize erosion. Riprap ditches shown on the plans dissipate energy and reduce flow velocity. Paved ditches and flumes along with rock outlets are required as shown on the plans.

#### IMPLEMENTATION SEQUENCE

Temporary silt fence will be installed before construction operations begin along the creek and at all cross drains. The rest of the silt fence, wattles, and detention ponds will be installed immediately after clearing and grubbing. Permanent erosion control measures should be placed as construction progresses and no later than 7 days after substantial completion of grade and drain operations.

#### MAINTENANCE PLAN

The contractor and engineer will inspect all disturbed areas, erosion and sediment controls after each significant rainfall but not less than once per week and record the results of this inspection on the "Monthly Inspection Report and Certification Form for Erosion and Sediment Controls" included with the permit. The monthly inspection reports and this SWPPP will be available for inspection during construction, and submitted to MDEQ with the Notice of Termination as required. The contractor shall make needed repairs to installed erosion control items weekly and after each significant rainfall as necessary. This includes, but is not limited to, removing sediment, repairing, reinstalling, or replacing silt fence, wattles, or other temporary erosion control measures, repairing washes, ditches, or other permanent erosion control devices.

OFFICE OF STATE AID ROAD CONSTRUCTION

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DATE: July 01, 2005

**SUBJECT: Material Pits:**

Section S-107- LEGAL RELATIONS AND RESPONSIBILITY TO PUBLIC; of the MISSISSIPPI STANDARD SPECIFICATIONS FOR STATE AID ROAD AND BRIDGE CONSTRUCTION 2004 EDITION is hereby amended as follows:

**901-S-107.23--Material Pits:** Delete the first and second paragraph on page 1-66 and replace with the following paragraphs:

Before a pit (quarry) is opened (area cleared or overburden disturbed), furnish to the County Engineer a letter from the Executive Director of the Department of Archives and History, P. O. Box 571, Jackson, Mississippi 39205 (telephone number 601/576-6850), stating that the pit site is satisfactory from an archaeological and historical standpoint. Additionally, the contractor will furnish the Engineer either a copy of the " Notification of Exempt Operations" or a copy of the (permanent or temporary) Class II Permit approval from the Mississippi Department of Environmental Quality, Office of Geology.

For material pits located in Clarke, Covington, Forrest, George, Greene, Hancock, Harrison, Jackson, Jones, Lamar, Pearl River, Perry, Stone and Wayne Counties, the Contractor will be required to make special considerations regarding gopher tortoises. In addition to the normal required documentation associated with material pits, the Contractor shall, for each site used to obtain or dispose of materials associated with material pits located in these Counties, provide the Engineer with a letter from a qualified biologist certifying that the site was inspected prior to any clearing of vegetation or disposal of project materials and that the site is not inhabited by gopher tortoises, or appropriate avoidance measures have been installed. No individual lacking the proper State or Federal license shall touch or otherwise harass a gopher tortoise.

All costs involved in obtaining letters of clearance shall be born by the Contractor

OFFICE OF STATE AID ROAD CONSTRUCTION  
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DATE: May 10, 2006

**SUBJECT: Permits, Licenses and Taxes:**

Section S-107- LEGAL RELATIONS AND RESPONSIBILITY TO PUBLIC; of the MISSISSIPPI STANDARD SPECIFICATIONS FOR STATE AID ROAD AND BRIDGE CONSTRUCTION 2004 EDITION is hereby amended as follows:

**901-S-107.02–Permits, Licenses and Taxes.** Delete in toto Subsection 107.02 on page 1-50, and substitute the following:

Except as provided in S-107.09, and S-107.22, the Contractor or Subcontractor shall procure all permits and licenses, pay all charges, fees, and taxes, and give all notices necessary and incidental to the due and lawful prosecution of the work. At any time during the life of this contract, State Aid may audit the Contractor's or Subcontractor's compliance with the requirements of this section.

The Contractor or Subcontractor is advised that the “ Mississippi Special Fuel Tax Law”, Section 27-55-501, et seq. and the Mississippi Use Tax Law, Section 27-67-1, et seq., Mississippi Code of 1972, Annotated, and their requirements and penalties apply to any contract or subcontract for construction, reconstruction, maintenance or repairs, for contracts or subcontracts entered into with the State of Mississippi, any political subdivision of the State of Mississippi, or any Department, Agency, Institute of the State of Mississippi or any political subdivision thereof.

The Mississippi State Tax Commission will be notified of the name and address of Contractors or any Subcontractors that are awarded State Aid contracts. The Contractor or Subcontractor will be subject one or more audits during the life of this contract to make certain that all applicable fuel taxes are being paid promptly as outlined in Section 27-55-501, et seq., Mississippi Code of 1972, Annotated, and any sales and/or use taxes, as outlined in Section 27-67-1, et seq., Mississippi Code of 1972, Annotated are being paid in compliance with the law.

Supplemental Specification  
**901-S-212-1**  
Agricultural Limestone

OFFICE OF STATE AID ROAD CONSTRUCTION  
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DATE: January 01, 2005

**SUBJECT: Agricultural Limestone**

Section S-212-GROUND PREPARATION AND FERTILIZER; of the MISSISSIPPI STANDARD SPECIFICATIONS FOR STATE AID ROAD AND BRIDGE CONSTRUCTION 2004 EDITION is hereby amended as follows:

**901-S-212.07 -- Basis of Payment.** Insert the following paragraph before the first paragraph on page 2-37:

Agricultural limestone will be paid for at the contract unit price per ton. Grade "A" agricultural limestone with an equivalent neutralizing value (ENV), determined in accordance with Subsection 901-S-715-02.2.1.3, of between 60.0% and 62.9% will be paid for at half (1/2) the contract price per ton. No payment will be made for Grade "A" agricultural limestone with and ENV less than 60.0%.

Delete the first pay Item listed on page 2-37 and substitute the following:

**901-S-212-A:** Agricultural Limestone - per ton

OFFICE OF STATE AID ROAD CONSTRUCTION

DATE: March 13, 2019

**SUBJECT: Construction Surveying**

The MISSISSIPPI STANDARD SPECIFICATIONS FOR STATE AID ROAD AND BRIDGE CONSTRUCTION 2004 EDITION is hereby amended as follows: In the middle of page 6-39 remove “ Section S-607 – Blank.” and add the following:

**SECTION S-607 – CONSTRUCTION SURVEYING**

**S- 607.01—Description.** This work consists of performing all calculations and other work necessary to establish and/or verify all horizontal and vertical control data; and furnishing, placing and maintaining roadway construction surveying and/or bridge, box bridge, or box culvert construction surveying, necessary for the proper prosecution of all features and items of the work under contract. This shall include, but not be limited to, grades and drainage structure locations, lengths, elevations and skews. When the contract includes a pay item for roadway construction surveying as provided herein, any references in other sections of the Standard Specifications to establishment of control points or construction surveying "by the Engineer", or "Engineer" or "County Engineer" shall be construed to mean "by the Contractor".

**S-607.02--Materials.** The Contractor shall furnish all personnel, materials, equipment and devices necessary for determining, establishing, setting, checking and maintaining points, lines, grades and layout of the work. All surveying equipment shall be properly adjusted and suited for performing the work required. Traffic control necessary for the proper execution of the work shall be furnished by the Contractor without separate measurement for payment. Stakes shall be of sufficient length, thickness and quality to serve the purpose for which they are being used. Nails, cotton picker spindles, rebar, wire flags or other materials may be used as appropriate to the purpose of marking and preserving layout locations as needed.

**S-607.03--Construction Requirements.**

**S-607.03.1--General.** The County Engineer will establish, one time only, secondary control points with elevations at distances not to exceed 1000 feet or that minimum distance necessary to maintain inter-visibility. For bridge work, the Engineer's field control will consist of a stationed baseline reference point near each end of the bridge(s) and one accessible bench mark near each bridge site. The Contractor shall verify the accuracy of the control points before proceeding with the layout for construction.

When errors are discovered and control points do not agree with the plans, the Contractor shall promptly notify the Engineer in writing, and explain the problem in detail. The Engineer will advise the Contractor within five (5) working days of any corrective actions that may be deemed necessary.

The Contractor will be responsible for verifying and modifying, as necessary to best fit existing field conditions, lengths, locations, elevations and skew angles of all drainage structures shown on the construction plans. All junction box and inlet locations and heights shall also be verified and modified as necessary to fit existing field conditions. Modifications to the plans shall not be made without the consent of the County Engineer. The Contractor will not be responsible for determining the size of drainage structures, but should immediately report any suspected error to the Engineer. Heights of fill over drainage structures shall be checked to verify class of pipe, bedding and the appropriate standard and/or modified standard drawing(s) required in the construction with any differences from the plans being reported to the Engineer.

The Contractor shall perform work necessary to verify alignment and plan grades on all roadway intersections and tie-ins. Any discrepancies in grades, alignment, location and or dimension detected by the Contractor shall immediately be brought to the attention of the Project Engineer.

The Contractor shall employ sufficient qualified personnel experienced in highway surveying and layout to complete the work accurately. The Contractor shall also determine and provide all additional grade controls and staking operations necessary to secure a correct layout and construction of the work. All minor variations in layout and grades required to meet field conditions shall be resolved with the Engineer and shall not be considered justification for adjusting contract price or time.

Examples of minor variations in layout and grades are:

- (a) Adjustment of drainage or other structure length, alignment, and flow line elevation.
- (b) The adjustment of grades and alignment at roadway intersections, cross-overs, railroad crossings, interchanges, existing bridges and roadways.
- (c) Adjustment of curve data.

The Contractor will be responsible for calculating and laying out all additional lines, grades, elevations and dimensions necessary to construct the work required in the plans. All grades and other layout data computed by the Contractor shall be recorded and a copy of this data shall be furnished, with sufficient time for checking, to the Engineer before field work is started. The originals of all data shall be furnished to the Engineer on or before final inspection for the Engineer's permanent file. The Contractor shall also furnish personnel to assist the Engineer in taking tolerance verification checks or other notes to determine whether specified tolerances are met. Any inspection or checking of the Contractor's layout by the Engineer and the approval of all or any part of it will not relieve the Contractor of the responsibility to secure proper dimensions, grades, and elevations of the several parts of the work.

Prior to beginning construction on any structure that references to an existing structure or topographical feature, the Contractor shall check the pertinent location and grades of the existing structures or topographical features to determine whether the location and grade shown on the plans are correct.

The Contractor shall stake centerline control at each station, BOP, EOP, PC, PT, SC, CS, TS, ST, and equations just before field cross sectioning by the Engineer for both original and final cross sections.

The Contractor shall furnish "as built" finish centerline elevations to the Engineer prior to final inspection of the project.

The Contractor shall set stakes and/or flags on the right-of-way line at each station and right-of-way break or as directed by the Engineer before clearing operations are started on any section of roadway.

The Contractor shall exercise care in the preservation of stakes and bench marks and shall reset them when they are damaged, lost, displaced or removed. The Contractor shall use competent personnel and suitable equipment for the layout work required and shall provide that it be performed under the supervision of, or directed by, a Registered Professional Engineer or Registered Land Surveyor who is duly registered and entitled to practice as a Professional Engineer or Professional Land Surveyor in the State of Mississippi. The duties performed by said Registrant shall conform to the definitions under the “practice of engineering” and practice of “land surveying” in Mississippi Law.

The Contractor shall not engage the services of any person in the employ of the Engineer for the performance of any of the work covered by this Section or any person who has been employed by the Engineer within the past six months except those who have legitimately retired during this period.

All cross sections, measurements, and tickets required for determining pay quantities will be the responsibility of the Engineer.

The Engineer reserves the right to check any or all of the Contractor's layout work for accuracy and shall be assisted by the Contractor's personnel in such checking. When errors or discrepancies are found, the Contractor will take measures necessary to correct, at no expense to the County or State, any construction that has been performed using the improper layout. Any inspection, checking and approval thereof by the Engineer of work for which the Contractor is responsible will not relieve the Contractor of responsibility to secure correct dimensions, grades, elevations, alignments and locations of the work for satisfactory completion of the project and as a condition for final acceptance by the Engineer.

**S-607.03.2--Conventional Surveying.** In addition to the requirements set forth in Subsection 607.03.1, the following shall be required when using the conventional staking method.

On grading projects, the Contractor shall set slope stakes at each station and at the beginning and end of curves. Closer intervals will be required for sharp changes in grades or alignment, widening and certain other geometric details.

The Contractor shall set subgrade blue tops on centerline, break points and at the left and right subgrade shoulder lines at intervals of not more than 100 feet on tangents and intervals of not more than 50 feet in curves. The Engineer may require closer intervals for sharp changes in grades or alignment, widening, or super elevation.

The Contractor shall furnish personnel to assist the Engineer in taking stringline and other notes to determine whether specified tolerances are met

On paving contracts, the Contractor shall set subgrade, base and paving blue tops. The base and pavement grade stakes shall be set on intervals in accordance with the requirement of the Engineer.

**S-607.03.3--Automated Machine Guidance.** In addition to the requirements set forth in Subsection 699.03.1, the Contractor may submit a request to use Automated Machine Guidance (AMG) equipment and methods to complete the work. A comprehensive written request shall be submitted to the Engineer for review at least 30 days prior to expected use. The Engineer will have to approve the submittal prior to the Contractor performing any AMG work.

The Engineer shall have final authority to approve or not allow the use of AMG equipment and methods under the specification.

**S-607.04--Method of Measurement.** Construction Surveying will be measured as a lump sum quantity. When Pay Item No. 607-A, Roadway Construction Surveying, is provided in the contract, measurement

shall include the staking of all bridges, box bridges and box culverts, including any detour bridges, or detour run arounds, which are a part of the contract.

**S-607.04.1--Roadway Construction Surveying.** Roadway Construction Surveying will be measured for payment in accordance with the following schedule:

- (a) Monthly estimate # 1, 25 percent of the amount bid for Roadway Construction Surveying will be paid.
- (b) Monthly estimate # 2, 50 percent of the amount bid for Roadway Construction Surveying will be paid.
- (c) After the Contractor has earned 50 percent of the original value of all direct pay items, the amount paid on later monthly estimates will be based on the contract percent complete.

**S-607.04.2—Bridge Construction Surveying.** Bridge Construction Surveying will be measured for payment in accordance with the following schedule:

- (a) Monthly estimate # 1, 35 percent of the amount bid for Bridge Construction Surveying will be paid.
- (b) Monthly estimate # 2, 75 percent of the amount bid for Bridge Construction Surveying will be paid.
- (c) After the Contractor has earned 75 percent of the original value of all direct pay items, the amount paid on later monthly estimates will be based on the contract percent complete.

**S-607.05--Basis of Payment.** Construction Surveying, measured as prescribed above, will be paid for at the contract lump sum price, which shall be full compensation for completing the work.

Payment will be made under:

- S-607-A:        Roadway Construction Surveying        - lump sum
- S-607-B:        Bridge Construction Surveying        - lump sum

SPECIAL PROVISION NO. 901-S-618-1  
FEDERAL AID PROJECT NO. ERBR-STP/BR-0055(30)B  
COUNTY: Pearl River

DATE: April 05, 2019

SUBJECT: SUPPLEMENTAL TO TRAFFIC CONTROL PLAN:

A diversion road will be constructed, allowing the roadway to remain open during construction of the bridge. The diversion road shall be constructed with traffic control devices in place as shown on the Traffic Control Plan Sheet No. 2-D of the plans prior to beginning construction of the bridge at station 47+97. After construction of the roadway and bridge is complete including the installation of the guardrails, complete in place, and it is determined that the roadway is acceptable at the site, the roadway shall be opened to traffic and the traffic control devices associated with the diversion road shall be removed.

There will be no trucks, equipment, supplies, or material parked or stored within close proximity of a traveled lane in use of public traffic except for vehicles or supplies actually engaged in the work when construction is in progress. The specific requirement of the contractors responsibility are as required by Subsections S-104.04; S-105.15; S-107.07 and S-107.10; Sheet No. 2-D of the contract drawings and Part VI of the MUTCD, Latest Edition. The requirements of this sheet do not alter or in any way change the requirements of the foregoing or any other requirements of the contract, except as specifically stated herein as an alteration or change.

Signs and barricades shall be placed as shown on Traffic Control Plan.

Within three weeks of a traffic related accident occurring within the limits of the project, the contractor shall provide the County Engineer with a copy of an accident report for each accident. If analysis of the accident report by appropriate personnel reveals that corrective action is required, the contractor shall proceed immediately with same.

Michael Whaley is designated as the responsible person to insure the contractor constructs, installs, and maintains the devices called for on the Traffic Control Plan. An inspection of the traffic control signs and devices shall be performed at periods not exceeding one week regardless of construction activity within the project.

OFFICE OF STATE AID ROAD CONSTRUCTION  
 MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DATE: May 10, 2006

**SUBJECT: Portland Cement**

Section S-701 - HYDRAULIC CEMENT; of the MISSISSIPPI STANDARD SPECIFICATIONS FOR STATE AID ROAD AND BRIDGE CONSTRUCTION 2004 EDITION is hereby amended as follows:

**901-S-701.01--Portland Cement.** Delete the third paragraph and table in Subsection 701.01 on page 7-9, and substitute the following:

When Portland cement concrete or cement for soil stabilization is exposed to moderate or severe soluble sulfates, or to seawater, cement types and replacement of cement by Class F fly ash (FA), ground granulated blast furnace slag (GGBFS), or metakaolin shall be as follows:

**Cementitious Materials for Soluble Sulfate Conditions**

Sulfate Exposure	Water-soluble sulfate (SO <sub>4</sub> ) in soil, % by mass	Sulfate (SO <sub>4</sub> ) in water, ppm	Cementitious material required
Negligible	0.00 - 0.10	0.0 - 150	- - -
Moderate and Seawater	0.10 - 0.20	150 - 1500	Type II*** cement, or Type I cement with one of the following replacements of cement: 25% Class F, FA, or 50% GGBFS, or 10% metakaolin
Severe	0.20 - 2.00	1500 - 10,000	Type II* cement with one of the following replacements of cement: 25% Class F, FA, or 50% GGBFS, or 10% metakaolin

\* Type I cement with a maximum 8% tricalcium aluminate may be used in lieu of Type II Cement.

\*\* Class F, FA or GGBFS may be added as a replacement for Portland cement in accordance with the proportions as listed in this table.

Class C fly ash shall not be used as a replacement for Portland cement in any of the sulfate exposure conditions listed above.

OFFICE OF STATE AID ROAD CONSTRUCTION  
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DATE: May 10, 2006

**SUBJECT: Non-Metal Drainage Structures:**

Section S-708 - NON-METAL STRUCTURES AND CATTLEPASSES; of the MISSISSIPPI STANDARD SPECIFICATIONS FOR STATE AID ROAD AND BRIDGE CONSTRUCTION 2004 EDITION is hereby amended as follows:

**901-S-708.02.3.2--Marking**: Delete the second sentence of Subsection 708.02.3.2 on page 7-53, and substitute the following:

Machine made Pipe shall be marked in accordance with one of the following methods: 1) the pipe shall be inscribed on the outside of the pipe and stenciled on the inside of the pipe, or 2) the pipe shall be inscribed on the inside of the pipe, only. All other pipe may be stenciled.

**901-S-708.22.2--Exceptions to AASHTO**: Delete the sixth paragraph of Subsection 708.22.2 on page 7-61.

OFFICE OF STATE AID ROAD CONSTRUCTION  
 MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DATE: May 10, 2006

**SUBJECT: Synthetic Structural Fiber Reinforcement:**

Section S-711 - REINFORCEMENT AND WIRE ROPE; of the MISSISSIPPI STANDARD SPECIFICATION FOR STATE AID ROAD AND BRIDGE CONSTRUCTION 2004 EDITION is hereby amended as follows:

After Subsection S-711.03.4.3 on page 7-83, add the following:

**901-S-711.04--Synthetic Structural Fiber**. Synthetic structural fibers shall meet the requirements of ASTM Designation: C 1116, Section 4.1.3, Part III. The fibers shall be monofilament made of polypropylene or polypropylene/polyethylene blend meeting the following conditions:

<u>Property</u>	<u>Results</u>
Length, minimum . . . . .	1.5 inches
Aspect Ratio (length / equivalent diameter) . . . . .	90
Breaking tenacity, minimum* . . . . .	530 mN/tex
(Tensile Strength, minimum . . . . .	70 ksi)
Chord modules, minimum* . . . . .	980 cN/tex
(Modulus of Elasticity, minimum . . . . .	1,300 ksi)

\* When tested in accordance with ASTM Designation: D 3822

The dosage rate for the fibers shall be a minimum of three pounds per cubic yard (3 lb / yd<sup>3</sup>). The dosage rate for the fibers when used in pile encasements shall be a minimum of four pounds per cubic yard (4 lb / yd<sup>3</sup>).

The manufacturer shall furnish the Engineer three copies of the certified test report(s) showing results of all required tests, and certification that the material meets the specifications.

Supplemental Specification  
**901-S-714-1**  
Geotextile Certification

OFFICE OF STATE AID ROAD CONSTRUCTION  
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DATE: July 1, 2005

**SUBJECT: Geotextile Certification:**

Section S-714 - MISCELLANEOUS MATERIALS; of the MISSISSIPPI STANDARD SPECIFICATION FOR STATE AID ROAD AND BRIDGE CONSTRUCTION 2004 EDITION is hereby amended as follows:

**901-S-714.13.10--Acceptance By Certification.** After the second sentence of Subsection S-714.13.10 on page 7-105 insert the following:

Additionally, at least one certified test report, as per S-700.05.2, for each manufacturer's lot shall be furnished to the Engineer by the Contractor at no additional cost to the project.

OFFICE OF STATE AID ROAD CONSTRUCTION  
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DATE: May 10, 2006

**SUBJECT: Miscellaneous Materials:**

Section S-714-MISCELLANEOUS MATERIALS; of the MISSISSIPPI STANDARD SPECIFICATIONS FOR STATE AID ROAD AND BRIDGE CONSTRUCTION 2004 EDITION is hereby amended as follows:

Delete Subsection 714.07 on page 7-92 and substitute the following:

**901-S-714.07--Other Cementitious Materials:**

**901-S-714.07.1--Metakaolin:**

**901-S-714.07.1.1--Metakaolin--General:** Metakaolin shall only be used to bring the cementitious materials in Portland cement concrete and cement for soil stabilization into compliance with the requirements for cementitious materials exposed to soluble sulfate conditions. The approval of each metakaolin source shall be on a case by case basis as determined by the MDOT State Materials Engineer. Source approval will be based on, but not limited to, review of the proposed source's quality control program, production history, certified test reports, certification of shipment from the supplier, and job control sampling and testing requirements.

The Contractor shall provide suitable means for storing and protecting the metakaolin against dampness and contamination Metakaolin which has become partially set, caked, or contains lumps shall not be used.

The MDOT State Materials Engineer shall be notified in writing of the nature, amount and identity of any processing, or other additions made to the metakaolin during production.

Metakaolin from different sources shall not be mixed or used alternately in any one class of construction or structure without written permission from the Engineer. In addition to these requirements, metakaolin shall meet the following specific requirements.

**901-S-714.07.1.2--Specific Requirements:** Metakaolin shall meet the requirements of AASHTO Designation: M 295 Class N with the following modifications:

1. The sum of  $\text{SiO}_2 + \text{Al}_2\text{O}_3 + \text{Fe}_2\text{O}_3$  Shall be at least 85%. The Material Safety Data Sheet shall indicate the amount of crystalline silica, as measure by National Institute of Occupation Safety and Health (NIOSH) 7500 method, after removal of the mica interference, is less than 1.0%.
2. The loss on ignition shall be less than 3.0%.
3. The available alkalies, as equivalent  $\text{Na}_2\text{O}$ , shall not exceed 1.0%.
4. The amount of material retained on the No. 325 Mesh sieve shall not exceed 1.0%.
5. The strength activity index at seven (7) days shall be at least 85%.

OFFICE OF STATE AID ROAD CONSTRUCTION  
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DATE: August 25, 2005

**SUBJECT: Agricultural Limestone**

Section S-715-ROADSIDE DEVELOPMENT MATERIALS; of the MISSISSIPPI STANDARD SPECIFICATIONS FOR STATE AID ROAD AND BRIDGE CONSTRUCTION 2004 EDITION is hereby amended as follows:

**901-S-715.02.2.1.1 -- Screening Requirements.** Delete the first sentence of Subsection S-715.02.2.1.1 on page 7-109 and substitute the following:

Grade "A" liming material, including ground shells, shall not have less than 90% of the material passing the No. 10 sieve, and not less than 47.5% passing the No. 6 sieve.

Delete Subsection S-715.02.2.1.2 on page 7-109 and substitute the following:

**901-S-715.02.2.1.2 -- Calcium Carbonate Equivalent.** Grade "A" liming material shall not have less than 85.5% calcium and magnesium carbonate calculated as calcium carbonate equivalent when expressed on a dry weight basis.

Marl or chalk liming material shall not have less than 70% calcium and magnesium carbonate calculated as calcium carbonate equivalent when expressed on a dry weight basis.

**901-S-715.02.2.1.3 -- Neutralizing Values.** Grade "A" liming material shall have a minimum equivalent neutralizing value (ENV) of 63.0%, which is determined as follows:

$$\text{ENV} = \text{Fineness Value} \times \text{Assay}(\%)$$

Where Fineness value =  $((\% \text{ Passing } \#10 - \% \text{ Passing } \#60) \times \frac{1}{2}) + \% \text{ Passing No. } 60$ , expressed as a whole number.

$$\text{Assay} = \% \text{ calcium carbonate equivalent}$$

Supplemental Specification  
**901-S-803-1**  
LFRD Driven Pile  
Specifications.

OFFICE OF STATE AID ROAD CONSTRUCTION  
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DATE: May 24, 2010

**SUBJECT:** LFRD Driven Pile Specifications

Delete subsections S-803.01 to S-803.03.1.11 on pages 8-8 to 8-20, and replace with the following:

**S-803.01--General.**

**S-803.01.1--Description.** This work consists of furnishing and installing deep foundations in accordance with these specifications and in reasonable conformance with the lines, elevations, and spacing's shown on the plans. It shall also consist of furnishing all required labor, tools, and equipment to determine the bearing value of the deep foundation according to Load and Resistance Factor Design (LFRD) by static load testing, by dynamic load testing, and/or by driving of the specified test piles.

**S-803.01.2--Order Lists for Deep Foundations.** Lengths found in the plans are estimated lengths for bid purposes. Unless otherwise specified or authorized in writing by the Engineer, with the concurrence of the State Aid Bridge Engineer, all permanent deep foundations shall be installed within the prescribed tolerances specified herein and to the depths and/or lengths indicated on the itemized Order List furnished by the Engineer. The Order List shall be furnished after bearing has been verified either through static load testing, dynamic load testing, and/or driving of the specified test piles.

In general the penetration for any pile shall be: not less than five feet in hard material, not less than one-third the length of the pile, or less than twenty (20) feet in soft material. For foundation work, no piling shall be used to penetrate a very soft upper stratum overlying a hard stratum unless the piles penetrate the hard material a sufficient distance to rigidly fix the ends. If scour is predicted then the Engineer shall account for the potential loss of skin friction over the area of the pile in the scour zone.

The Contractor shall furnish or install driven piles and/or drilled shafts in accordance with an itemized list furnished by the Engineer. The Order List will show the required length of the piles or drilled shafts for each bridge bent or footing.

**S-803.02--Materials.** All materials shall conform to the applicable requirements set forth in S-710, S-711, S-719, S-804, and S-814.

Driven piles shall conform to all applicable requirements set forth in S-719 and the plans. Paint for steel piles or steel shells shall conform to the applicable requirements of S-710 and S-814.

Drilled shaft concrete shall conform to the requirements of S-804 for Class “DS” concrete. All reinforcing steel shall conform to the requirements of S-711 of the Specifications.

**S-803.03--Construction Requirement.** This work shall consist of furnishing all labor, materials, equipment and services necessary to install driven piles of the prescribed type in accordance with these specifications and in conformance with the lines, elevations, and spacing’s shown on the plans.

This work shall also consist of furnishing all labor, materials, equipment and services necessary to perform all operations to complete the drilled shaft installations in accordance with these specifications and with the details and dimensions shown on the plans. Drilled shafts shall consist of reinforced or nonreinforced concrete with or without concrete bell footings.

**S-803.03.1--Driven Piles.**

**S-803.03.1.1--General.** Unless otherwise specified or authorized by the Engineer, all permanent production piles shall be driven in a continuous operation, to the full lengths indicated on the itemized order list furnished by the Engineer, with the concurrence of the State Aid Bridge Engineer.

**S-803.03.1.2--Accuracy of Installation.** Driven piles in trestle bents shall be driven to within a tolerance of 1/4 inch per foot from the vertical or from the batter shown on the plans. Piles to be incorporated into a cap or footing shall not be out of the position shown on the plans by more than six inches. In all cases, piles shall be driven so that they will not be excessively stressed to place them in the proper location in the cap or footing. Excessive manipulation of the piles will not be permitted, and the Contractor shall re-drive or use other satisfactory methods to avoid such manipulations. No shimming on tops of piles will be permitted.

**S-803.03.1.3--Extensions, Build-ups and Splices.** If determined by the Engineer to be necessary, production piles that are extended below cut-off shall be extended, built-up, or spliced in accordance with the plans to the extent established by the Engineer, with the concurrence of the State Aid Bridge Engineer. Extensions or build-ups will not be measured for payment as such, but will be included in the total length of piling in the finished structure.

**S-803.03.1.4--Cut-Offs.** If it is determined by the Engineer, with the concurrence of the State Aid Bridge Engineer, that the pile has reached practical refusal above pile cut-off elevation but

below the prescribed minimum tip elevation shown in the plans then the Contractor will be allowed to cut off the pile at the cut-off elevation.

**S-803.03.1.5--Driven Pile Types.** Driven piles shall be of the type listed below unless otherwise specified in the plans.

**S-803.03.1.5.1--Concrete Piles.** Concrete piles shall be the size and shape specified. Reinforcement, unless otherwise designated, shall have a clear distance of at least two inches from the face of the pile. When the piles are for use in salt water or alkali soils this clear distance shall be at least three inches.

**S-803.03.1.5.2--Steel Piles.** Full-length piles shall be used unless splicing is approved in writing by the Engineer, with the concurrence of the State Aid Bridge Engineer. When permitted, splicing shall be in accordance with the notes and details shown on the plans. When authorized, splices will be paid for in accordance with S-803.05.8.

**S-803.03.1.5.3--Timber Piles.** Timber piles shall only be used for temporary construction and shall meet the requirements set forth in S-820.

**S-803.03.1.5.4--Special Piles.** Piles not of the type specified above, but called for in the plans or additional specifications shall meet the general requirements contained therein.

**S-803.03.1.6--Preparation for Driving.**

**S-803.03.1.6.1--Excavation.** When a pile cap is located below the ground line, piles shall not be driven until the required excavation is completed. All material forced up between the piles shall be removed to the correct elevation at the Contractor's expense before concrete for the foundation is placed.

**S-803.03.1.6.2--Pile Cushions.** Suitable cushioning material shall be used between the driving helmet and the top of the pile. This is especially critical for concrete piles. The Contractor should submit the type material, cross-sectional area and total thickness of the pile cushion. This information shall be submitted to the Engineer for approval prior to driving piling. The pile cushion shall be approved with the pile driving system and is subject to satisfactory field performance.

**S-803.03.1.7--Method of Installation and Driving System.**

**S-803.03.1.7.1--General.** The pile driving system shall be defined as all equipment necessary to install the specified piles to the required minimum tip elevations specified in the plans. The pile driving system shall include the pile hammer, hammer leads, followers, water jets, drilling equipment for pre-formed pile holes, and templates, if necessary.

**S-803.03.1.7.2--Submittal of Pile Driving System Data.** The Contractor shall submit to the Engineer all technical specifications and operating instructions relating to the pile driving system that is to be used to drive the piling. The Contractor shall submit this data to the Engineer at the pre-construction conference or no later than 14 days prior to the anticipated driving date. The Engineer shall use the data to assess the ability of the proposed driving system to install the piles to the desired penetration without unwarranted damage to the pile in accordance with LRFD. If a drivability analysis is not conducted, design stress shall be limited as prescribed in LRFD. The Contractor will not be allowed to install any piling until the driving system has been approved by the Engineer.

The Engineer will notify the Contractor of any additional information required and/or changes that may be necessary to meet the project requirements. Any parts of the driving system that are unacceptable will be rejected and the Contractor will submit changes. Review of these changes will be completed within seven (7) days and the Contractor notified of their acceptance or rejection.

All production piles shall be driven with the hammer bearing the same Serial Number originally submitted to the Engineer and used to drive the test piles. In the event multiple hammers of differing type are used on the same bridge, the Contractor shall submit to the Engineer for approval, data for each hammer and specify the bridge bents in which each hammer will be used. This will allow the Engineer the opportunity to develop appropriate driving and acceptance criteria specific to each hammer.

A different pile driving system, modifications to the existing system, or different pile installation procedures shall be proposed by the Contractor if the Engineer determines the system does not conform to LRFD or if problems in driving the piling are encountered. All approvals are conditional and subject to trial and satisfactory performance in the field. Unless otherwise permitted by the Engineer in writing, test piles and permanent piles shall be driven with the approved driving system.

**S-803.03.1.7.3--Pile Hammers.** Piles may be driven with an approved single-acting or double-acting pile hammer in combination with water jets or pre-formed pile holes. The pile driving system shall be constructed so as to afford freedom of movement of the pile hammer and to drive the piles to the required depth within the tolerances specified without undue injury to the piles.

The pile hammer shall be in good working condition and produce the energy required to install piles to the depth or penetration required in the plans. Single or double-acting Steam/Air, Diesel/Internal Combustion, or Hydraulic hammers may be submitted for review and approval.

In no case shall a gravity or drop hammer be used to drive concrete piles. A drop hammer may be used to install steel or temporary timber piles when approved by the Engineer.

**S-803.03.1.7.4--Driving Appurtenances.**

**S-803.03.1.7.4.1--Pile Hammer Leads.** Either fixed leads or swinging leads may be used. Swinging leads shall be used in combination with rigid templates approved by the Engineer. Battered piles shall be driven in inclined leads or multiple rigid templates capable of holding the pile in the proper position during driving.

**S-803.03.1.7.4.2--Pile Cushions.** Suitable cushioning material shall be used between the driving cap and the top of the pile. The cushion material shall protect the pile top during driving and shall be constructed such that the hammer energy is uniformly distributed to the pile top. If the cushion material becomes highly compressed, or chars or burns during the driving operations or damage occurs at the pile top, it shall be replaced.

**S-803.03.1.7.4.3--Water Jets.** When required by the Engineer, water jets will be used in conjunction with the pile hammer to install piles to the required depth or penetration called for in the plans. The use of water jets, where the stability of embankments or other improvements would be endangered, will not be permitted. When water jets are used, the number of jets and the volume and pressure of water shall be sufficient to adequately facilitate driving without undue damage to the pile or the soil adjacent to or below the pile. Unless otherwise specified, water jets shall not be used within five feet of the final tip elevation of the pile. In addition, it shall be the Contractor's responsibility to withdraw the water jets sufficiently above the five foot requirement to obtain the specified bearing at the required cut off elevation.

In the event a jetted pile fails to obtain the specified bearing at the required penetration and a determination is made by the Engineer that the Contractor has failed to properly control the jetting operation, the Contractor should submit detailed corrective measures for founding the pile to the Engineer for approval. Any required corrective measures to the pile due to the Contractor's operation shall be performed at no additional cost to the Project.

**S-803.03.1.7.4.4--Followers.** Followers are considered to be part of the driving system and should be included for approval with the pile driving system data.

**S-803.03.1.7.4.5--Pre-formed Pile Holes.** The Engineer, with the concurrence of the State Aid Bridge Engineer will make all determinations as to the necessity for pre-formed pile holes and the size and maximum depth of each hole required or permitted.

If it is determined from the Geotechnical Investigation or from the site survey that pre-formed pile holes are necessary, a pay item and estimated quantities will be included on the plans, and the Engineer will furnish the Contractor with an itemized list showing the location, size and bottom elevation of each hole.

If the plans do not specify pre-formed pile holes and the Engineer, with the concurrence of the State Aid Bridge Engineer, determines during construction that subsurface conditions are encountered that necessitate pre-formed pile holes, at certain locations, an adjustment in the contract unit price for furnishing and driving piling at these locations may be made under the provisions of S-104.02.

If in the judgment of the Engineer pre-formed pile holes are not required and the Contractor desires to use them, the Contractor may be permitted to do so under conditions prescribed by the Engineer, with the concurrence of the State Aid Bridge Engineer, and at no additional cost to the Project.

**S-803.03.1.7.4.6--Additional Equipment.** When a minimum penetration is indicated on the plans and is not obtained by the use of an approved hammer, the Contractor shall provide, with the approval of the Engineer, a heavier hammer or resort to jetting at no additional cost to the Project.

**S-803.03.1.8--Defective Piles.** Prior to driving, piles shall not be subjected to handling that causes damage either through bending, crushing or spalling of concrete, or deformation of the steel. All piles damaged because of internal defects or by improper driving, driven out of the proper location or driven below the specified elevation shall be corrected at the Contractor's expense by one of the following methods approved by the Engineer, with the concurrence of the State Aid Bridge Engineer for the pile in question:

- (1) The pile shall be withdrawn and replaced by a new and, if necessary, a longer pile.
- (2) A second pile shall be driven adjacent to the defective or low pile.
- (3) The pile shall be spliced or built up or a sufficient portion of the footing shall be extended to properly embed the pile. All piles pushed up by the driving of adjacent piles or by any other cause shall be driven down to grade.

**S-803.03.1.9--Determination of Bearing Value of Piling.**

**S-803.03.1.9.1--General.** The ability of the pile to transfer load to the ground will be determined to the satisfaction of the Engineer. Such determination will be made using a Geotechnical investigation, load tests and/or test piles and LRFD methodologies.

**S-803.03.1.9.2--Determination of Bearing Value by Pile Hammer Formulas.** The safe bearing values will be determined using one of the LRFD approaches outlined herein. If an alternative approach to determine safe bearing values is used, it must comply with LRFD and be approved by the Engineer, with the concurrence of the State Aid Bridge Engineer.

The determination of bearing values shall be documented by the Engineer. Documentation shall include but not be limited to: drivability information, location of test piles or load tests, results of test piles or load tests, supporting calculations, the itemized Order List furnished by the Engineer and any other items determined necessary by the Engineer.

**S-803.03.1.9.2.1--Dynamic Formulas.** Dynamic formulas shall not be used when the required nominal resistance exceeds 600,000 lbs. The required nominal resistance shall be taken as the LRFD factored load divided by the LRFD resistance factor as determined by the Engineer. If scour or liquefaction is predicted at the bridge location, the Engineer shall account for potential loss of skin friction over the area of pile.

The formulas described herein are applicable for the following conditions only:

- (a) The hammer has a free fall.
- (b) The pile head is not crushed.
- (c) The penetration is reasonably quick and uniform.
- (d) There is no appreciable bounce after the blow.
- (e) A follower is not used.

When using single-acting steam/air hammers and open cylinder diesel hammers where ram velocity on the hammer is not measured, developed hammer energy shall be calculated as follows:

$$E_d = WH$$

Where        W = weight, in lbs, of striking parts of hammer  
               H = height of fall in feet.

Where there is appreciable bounce of the hammer, twice the height of the bounce shall be deducted from "H" to determine its value in the formula.

For all other hammer types, the developed hammer energy shall be determined by the Engineer and based on information provided by the Contractor and any further information provided by the manufacturer.

When water jets and dynamic formulas are used in combination, the bearing value shall be determined from the results of driving after the jets have been withdrawn, or a static or dynamic load test has been conducted.

Formulas for pile hammers not covered herein must be approved by the State Aid Bridge Engineer before the hammer is used.

**S-803.03.1.9.2.2--FHWA Gates Formula.** The FHWA Gates Formula shall be used in LRFD applications. The nominal pile resistance as measured during driving using this method shall be taken as:

$$R = 1.75 \sqrt{E_d} \log_{10} (10N_b) - 100$$

Where  $R$  = nominal pile resistance measured during pile driving in kips  
 $E_d$  = developed hammer energy in foot-lbs

$N_b$  = Number of hammer blows for 1.0 inch of pile penetration.

**S-803.03.1.9.2.3--Resistance Factor.** The Engineer shall use a resistance factor of 0.40 with the FHWA Gates Formula. This resistance factor shall be applied to the nominal pile resistance determined by the Engineer using the results of the pile driving formula.

**803.03.1.9.3--Determination of Bearing Value by PDA Monitoring (Dynamic Load Testing).**

**803.03.1.9.3.1--Description.** This work consists of furnishing all labor, materials, equipment and services necessary to perform all operations to complete the determination of the bearing value of piling using a Pile Driving Analyzer (PDA) and associated equipment. The dynamic load testing measurements will be performed in accordance with the plans, Engineers direction and the requirements herein.

**803.03.1.9.3.2--Resistance Factors and Number of Dynamic Test Piles.** The Engineer shall use a resistance factor of 0.65 when the driving criteria are established by a dynamic test with signal matching. This resistance factor shall be applied to the nominal pile resistance determined by the Engineer using the results of PDA and the wave equation.

If scour is predicted during design flood and/or liquefaction is predicted during the design seismic event, the Engineer shall account for the potential loss of skin friction over the area of pile when determining bearing resistance.

The location and number of test piles shall be indicated on the plans or directed by the Engineer. Depending upon the conditions encountered in the field, the Engineer may increase the number of test piles required.

**803.03.1.9.3.3--Scope and Sequence of Construction.** The dynamic measurements shall be performed on the piles as detailed below for the purpose of obtaining pile bearing capacity, pile lengths, pile driving stresses, pile integrity, and the pile driving system efficiency. Unless otherwise directed in the plans, the sequence of construction outlined below shall not be deviated from unless an alternate sequence of construction is approved in writing by the Engineer.

1) When called for in the plans or directed by the Engineer, Conventional Static Load Testing will be performed. Piles to be load tested shall be driven at location shown in the plans or directed by the Engineer, with PDA monitoring under initial drive, and have restrikes performed.

2) When called for in the plans or directed by the Engineer, PDA Test Piles will be driven with PDA monitoring under initial drive and have restrikes performed as detailed below. The test piles will be used as production piles and be incorporated into the bridge structure.

- 3) The Engineer can require PDA monitoring or PDA restrikes to any production pile.
- 4) For Quality Control purposes, PDA testing shall be performed on 10% of the production piles when PDA testing is set up by the plans.

**803.03.1.9.3.4 --PDA Monitored Driving and/or Restrike of Piling.**

**803.03.1.9.3.4.1--General.** When called for in the plans or directed by the Engineer, a PDA and instrumentation will be used to obtain dynamic measurements during pile driving and pile restrikes. The analysis of the monitoring will be the responsibility of the Engineer.

**803.03.1.9.3.4.2--Contractor Requirements.** The Contractor shall be responsible for the following:

1. A power supply providing at least 1800 watts of 115-volt AC power with a frequency of 60 Hz at the driving site.
2. Prepare the driving site.
3. Supply the labor necessary for attaching the dynamic monitoring instrumentation to the piles. The Contractor shall make one of their personnel available to place the transducers on the piles after the piles have been placed in the leads.
4. Notice to the Engineer at least 14 calendar days before the scheduled date of driving piles to be monitored and confirmation of the driving date 3 calendar days prior to the scheduled driving date.
5. Access to the pile prior to driving for drilling and tapping of holes that are necessary for attachment of instrumentation.
6. Reasonable care when working with piles and installed instrumentation.
7. Drive the piles as directed by the Engineer.

The Contractor shall replace any damaged piles, instruments or PDA related equipment caused by Contractor error at no additional cost to the Project.

**803.03.1.9.3.4.3--Driving Requirements.** Piles to be used in the determination of pile bearing by PDA monitoring shall be driven with PDA instrumentation attached to the pile and shall have a PDA monitored 1-day and 7-day restrike performed after the initial pile driving. When a static load test is to be performed, the 7-day restrike should be eliminated and a PDA monitored restrike done within 24 hours of completion of the static load test. When determined by the Engineer, waiting periods that are required before the restrikes are performed shall be adjusted.

When deemed necessary by the Engineer, permanent piles may have PDA monitored restrikes performed to confirm or supplement design requirements.

Restrikes shall be performed with a warm hammer operating at normal efficiency. A warm hammer is defined as a hammer that has applied a minimum of 20 blows to another pile or a dummy block immediately before being used in a restrike. The restrike shall consist of striking the pile for 50 blows or until the pile penetrates an additional three inches, whichever occurs first. In the event the pile movement is less than one inch after 15 blows during the restrike, the restrike may be terminated.

#### **S-803.03.1.9.4--Determination of Bearing Value by Static Load Testing.**

**S-803.03.1.9.4.1--General.** When called for in the plans or directed by the Engineer, static load testing will be conducted to determine the ultimate bearing capacity of piles. Depending upon the conditions encountered in the field, the Engineer with the concurrence of the State Aid Bridge Engineer may increase or decrease the number of static load tests required.

In the event the number of loading tests are increased from that indicated in the contract, consideration will be given for delays, if any, in the applicable controlling phase of work caused solely by the seven-day or other waiting period required by the Engineer. Any adjustments will be in accordance with S-108.06.

**S-803.03.1.9.4.2--Static Load Test Resistance Factors.** When using static load testing, the Engineer shall determine the resistance factor according to LRFD. Factors range from 0.55–0.90 and shall consider the number of static load tests performed and soil variability at the project site as defined in LRFD. If site variability cannot be determined, a “High” site variability shall be used.

**S-803.03.1.9.4.3--Methods and Equipment.** Apparatus for measuring the behavior of the pile during the test shall consist of a measuring frame and two approved dial gage type measuring devices attached to the pile. Each gage shall be actuated by its stem or by a stem attachment resting on the beam of the measuring frame. Supports for the measuring frame shall be placed the maximum practical distance from the test pile and the anchor piles. Each dial gage shall be capable of providing measurements to an accuracy of 0.001 inch throughout a movement range of four inches and shall be sensitive to a force of one pound or less. At least one approved standby gage of each type used shall be provided at all times. The Contractor shall furnish a certification of the sensitivity and accuracy of each dial gage through the required range of use. The Engineer may require recertification of a gage at any time there is an indication of inaccuracy. The Contractor shall provide adequate protection from the elements or from other damage to gages and other specified measuring devices during handling, transportation, and use so that inaccurate measurements or delays will not result because of such damage.

**S-803.03.1.9.4.4--Hydraulic Method.** The Contractor shall furnish a hydraulic jacking system complete with gages and charts. The system shall include one or more hydraulic jacks in good condition without leaks. The jacks shall be capable of applying the required load and shall have adequate piston travel to compensate for the yield of the reaction facilities and the vertical displacement of the pile being tested.

The pressure gages shall accurately reflect the fluid pressure in the system within plus or minus one percent throughout the system capacity. The gage shall be such that the applied load can be read directly in increments of two percent or less, or shall be such that when read to the exact graduation and referred to a certified calibration chart will provide a determination of the load being applied within plus or minus one percent. Each gage shall contain a capacity for recalibration to zero at zero pressure.

The complete hydraulic jacking system and gages shall be calibrated in accordance with AASHTO Designation: T 67, ASTM Designation: E-4, at least once, and pressure gages shall be calibrated within one year preceding the time of use and whenever there is a reason to doubt the accuracy of the results. If the laboratory performing the calibration uses a hydraulic testing machine in lieu of the methods specified in AASHTO Designation: T 67 to apply the test load, the testing machine used to apply this load shall be calibrated in accordance with ASTM Method E 74, and the report shall state that the testing machine had been calibrated by this method. Calibration shall include loading and unloading with the jacking system to determine the hysteresis losses in the system. The calibration and certificate shall be made by a qualified testing laboratory approved by State Aid, and the Engineer shall be furnished a report and certificate of each calibration.

Systems containing two or more jacking pistons shall be approved by the Engineer before use and shall be subject to periodic calibration as determined by the Engineer.

**S-803.03.1.9.4.5--Preparation for Loading.** The Contractor shall provide means for preventing eccentricity in the pile during loading, and shall be fully responsible for all loss or damage caused by loading an eccentric pile or one which becomes eccentric during loading.

The pile to be load tested shall be installed as indicated on the plans to the specified tip elevation, or as directed. After the pile is in place, all loading devices shall be assembled in their proper position. Before load is applied to the pile, the measuring frame shall be assembled and positioned with gages properly installed.

The head of the pile shall be normal to the longitudinal axis or shall be capped in such a manner as to produce a plane bearing surface normal to the longitudinal axis. When cut-off is necessary, the head of the pile shall be normal to the longitudinal axis or capped as above. A one-inch steel plate of the pile size or larger shall be set on top of the pile.

The jacking system shall include a reaction member of sufficient strength and support to withstand required loads. The reaction member shall be attached to anchor piles. Anchor piles

shall not be closer to the test pile than five times the greatest dimension of the largest pile driven; except for 18-inch or larger piles the Engineer with the concurrence of the State Aid Bridge Engineer may authorize in writing reaction piles at a closer interval, subject to the conditions included in the authorization. The Contractor shall provide reaction facilities capable of withstanding at least two and one-half times the design load. All reaction facilities shall be subject to the approval of the Engineer with respect to possible adverse influence upon the behavior of the test pile.

**S-803.03.1.9.4.6--Application of Loads.** Unless otherwise directed by the Engineer, a time period of at least seven days shall elapse from the time the test pile and anchor piles, if used, are installed before the loading test is performed. During the required time lapse period, no other driving operations shall be performed within a 30-foot radius of the test pile, or a new seven-day period shall begin at the ending of the last pile driven within the 30-foot radius.

During the entire period that the test load or any portion thereof is on the pile, no pile driving operations, operation of heavy equipment, or any other operations shall be carried on within a distance, as determined by the Engineer, from the load test which might affect the behavior of the loaded pile. In the event of such occurrence, or in the event of failure of the reaction facilities or other loading and measuring equipment, the load test may be considered as defective and unacceptable, and in the case of driven piles only an additional seven-day waiting period shall elapse before the loading test is resumed.

Loads shall be applied in increments of 25 percent of the LRFD factored load until the Engineer determines an adequate test load has been reached or failure of the pile has occurred. The test load shall be taken as 1 1/2 times the LRFD factored load divided by the appropriate LRFD resistance factor in accordance with S-803.03.1.9.4.2.

If scour is predicted during design flood and/or liquefaction is predicted during the design seismic event, the Engineer shall increase the test load to account for calculated loss of skin friction over the area of pile.

A guide for determining whether the pile has failed is as follows:

- (A) For lengths of driven and cast-in-place concrete piles and timber piles up to 50 feet, a total top settlement of 1.0 inch and for lengths in excess of 50 feet, a total top settlement of 1.5 inches. However, for cast-in-place piles, when skin friction is broken there may be some settlement due to compression of relatively loose or bulked soil under the point of the pile, therefore the test must not be suspended until this possibility has been fully considered. Any special effort by the Contractor in the drilling and casting the test pile to prevent possible settlement from such cause shall be duplicated to the satisfaction of the Engineer for all piles represented by the load test.

- (B) For steel piles and steel pile shells not filled with concrete up to 60 feet in length, a total top settlement of 1.5 inches and for lengths in excess of 60 feet, a total top settlement of 2.0 inches.

Each of the following loading conditions shall be applicable until the loading is completed or unless the Engineer has suspended the loading because of obvious failure of the pile:

- a. Each loading increment, including the final increment, shall be maintained for a 15-minute period and for as many additional 15-minute periods, not to exceed two hours total time, as necessary to satisfy the conditions stated herein.
- b. During the entire loading, readings are to be made at each five-minute increment of each 15-minute period and are to be made to the nearest 0.001 inch.
- c. When the settlement rate for the pile in the last five-minute increment of a 15-minute period, averages less than 0.001 inch per minute, the next increment of load shall be applied.
- d. When at the end of a 15-minute period, the settlement rate in the last five-minute increment averages more than 0.001 inch per minute, the load increment shall remain applied for the necessary successive 15-minute periods up to a total of two hours, after which the next increment of load shall be applied.
- e. The total load shall be maintained on the pile for two hours unless directed otherwise directed by the Engineer.
- f. The pile shall be unloaded in accordance with S-803.03.1.9.4.2.7.

**S-803.03.1.9.4.7--Unloading and Measuring.** Unless the loading has been suspended by the Engineer, the pile shall be unloaded in decrements of 50 percent of the design load. Each decrement shall be maintained for a minimum of 15 minutes with settlement readings taken immediately before and after its removal and at five-minute intervals. The final settlement reading shall be taken two hours after the removal of the last decrement of load and shall mark the conclusion of the loading test.

**S-803.03.1.10--Pile Acceptance.** The safe allowable load for each type and size of pile will be as shown on the plans or as determined by the Engineer with the concurrence of the State Aid Bridge Engineer. Acceptance criteria for the length of permanent production piles will be based on the recommended lengths as determined by the Engineer with the concurrence of the State Aid Bridge Engineer from the test pile reports.

**S-803.03.1.11—Test Piles.** The Contractor shall furnish and install test piles of the sizes and types at the locations shown on the plans. It is the Contractor's responsibility to furnish test piles of sufficient length to obtain the minimum tip elevation and required bearing. This requirement

may necessitate test pile lengths in excess of that required to reach minimum tip elevation. The number of test piles may be increased or decreased by the Engineer with the concurrence of the State Aid Bridge Engineer as field conditions warrant. If determined by the Engineer with the concurrence of the State Aid Bridge Engineer to be necessary, test piles shall be extended, built-up, or spliced and in the case of steel piles driven further. Similarly, the Contractor may be required to drive test piles below cut-off and extended as necessary.

OFFICE OF STATE AID ROAD CONSTRUCTION  
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DATE: May 5, 2006

**SUBJECT: Concrete Bridges And Structures:**

Section S-804 - CONCRETE BRIDGES AND STRUCTURES; of the MISSISSIPPI STANDARD SPECIFICATIONS FOR STATE AID ROAD AND BRIDGE CONSTRUCTION 2004 EDITION is hereby amended as follows:

**901-S-804.02.1--General.** Add the following materials to the list of materials in Subsection 804.02.01 on page 8-51.

Ground Granulated Blast Furnace Slag (GGBFS) . . . . . S-714.06  
Metakaolin . . . . . 901-S-714.07.01

**901-S-804.02.10--Portland Cement Concrete Mix Design.** Change Note \*\*\*\*\* of Subsection S-804.02.10 on page 8-56 as follows:

\*\*\*\*\* Class DS Concrete for drilled shafts shall have an  $8 \pm 1$ -inch slump. In the event of free fall method of concrete placement is used, the slump shall be  $6 \pm 1$  inch.

Delete the last paragraph of Subsection S-804.02.10 on page 8-57 and substitute the following:

Either Type A, D, F, G or mid-range chemical admixture shall be used in all classes of concrete. Any combination of water reducing admixtures shall be approved by the Engineer before their use.

**901-S-804.05--Basis of Payment.** Add "901" prefix to the pay items listed on page 8-108.

## SECTION 8

### TECHNICAL SPECIFICATIONS

**EMERGENCY ROAD AND BRIDGE REPAIR PROJECT FOR  
THE PEARL RIVER COUNTY BOARD OF SUPERVISORS  
PROJECT NO. ERBR-STP/BR-0055(30)B  
MCNEILL STEEPHOLLOW ROAD  
PEARL RIVER COUNTY, MISSISSIPPI**

The bound Contract Documents, Construction Drawings, and Mississippi Standard Specifications for State Aid Road and Bridge Construction (2004 edition) are made part hereof this contract as if they were attached hereto, except where superseded by Special Provisions, or amended by revisions of the Specifications some of which are bound in Section 7 – Special Provisions. Copies of the bound documents and construction drawings will be provided by the Owner. Copies of the Standard Specifications book may be purchased from the Mississippi Office of State Aid Road Construction.

The contractor shall reference the Mississippi Standard Specifications for State Aid Road and Bridge Construction, 2004 edition, technical specifications for materials and workmanship.

**Amendments to Mississippi Standard Specifications for State Aid Road and Bridge Construction  
(2004 edition)**

Contractor shall include, delete, or replace the following from the above referenced specifications:

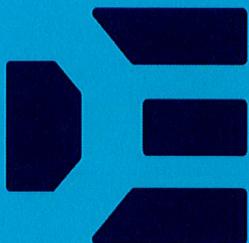
1. Contractor shall disregard methods of payment in all Divisions. Methods of payment shall be as listed in the bid schedule. Items that are not listed on the bid schedule but are shown within the Construction Drawings shall be considered as incidental items and should be absorbed in other pay items. This project does not include any fuel adjustments.
2. Contractor shall disregard any and all parts of Division 100 that is superseded by bound front end documents.

By reference, the Memorandum of Agreement (MOA) between Pearl River County and the Mississippi Department of Transportation (MDOT) for the above project is hereby made a part of this contract between \_\_\_\_\_, CONTRACTOR, and Pearl River County. Under Section S-105.04 – Coordination of Plans, Specifications, Supplemental Specifications, Special Provisions and Notice(s) to Bidders, this document follows, in order of priority, Item. 2. Special Provisions.

All references to the State Aid Engineer in the OSARC Standard Specifications for Road and Bridge Construction shall now be the Engineer of Record as identified in the Board Order appointing such for ERBRF project number ERBR-STP/BR-0055(30)B.

Federal Disadvantaged Business Enterprise (DBE) requirements are not applicable to this project, any and all Mississippi DBE requirements and procurements of such services are required for the use of these funds.

Contractors are hereby put on notice that the COUNTY will notify the Mississippi Department of Revenue (DOR) of the award of this contract and the CONTRACTOR is required to remit the applicable taxes to the DOR in a timely manner.



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