MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Southern Bridge Bundle Replacements in Stone, Perry, and Harrison Counties

US Department of Transportation, Federal Highway Administration Bridge Investment Program – Bridge Project Application FY2024

Notice of Funding Opportunity
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Submitted by:
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Executive Director, MDOT

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Project Description

The Mississippi Department of Transportation is requesting $31,200,000 in Bridge Investment Program (BIP) funding to replace four bridge structures in southern Mississippi. Replacement will include one bridge constructed in 1973 in Stone County on SR-29, one bridge constructed in 1942 on SR-42 in Perry County, and two bridges constructed in 1955 on SR-53 in Harrison County. The aging bridges on the state highways primarily serve as arterial and connector routes for local, rural Mississippi residents and supports movement of agriculture and forestry products. The purpose of the Southern Bridge Replacement in Stone, Perry, and Harrison Counties Project is to eliminate the deficient bridges and restore safe crossings that meet current design standards and regional traffic requirements for safety and weight. MDOT intends to construct this Project as a bundle, letting the four bridges as a single project to a single contractor. The bridges will be replaced with pre-stressed concrete Florida girder and post tensioned Florida girder bridges of similar design and will provide 12-foot-wide lanes and wider shoulders that meet the FHWA approved MDOT Roadway Design Standards on each structure to accomodate the safe movement of freight and traffic. The proposed project is part of a larger infrastructure investment effort by MDOT to address structurally deficient county bridges across the state of Mississippi.

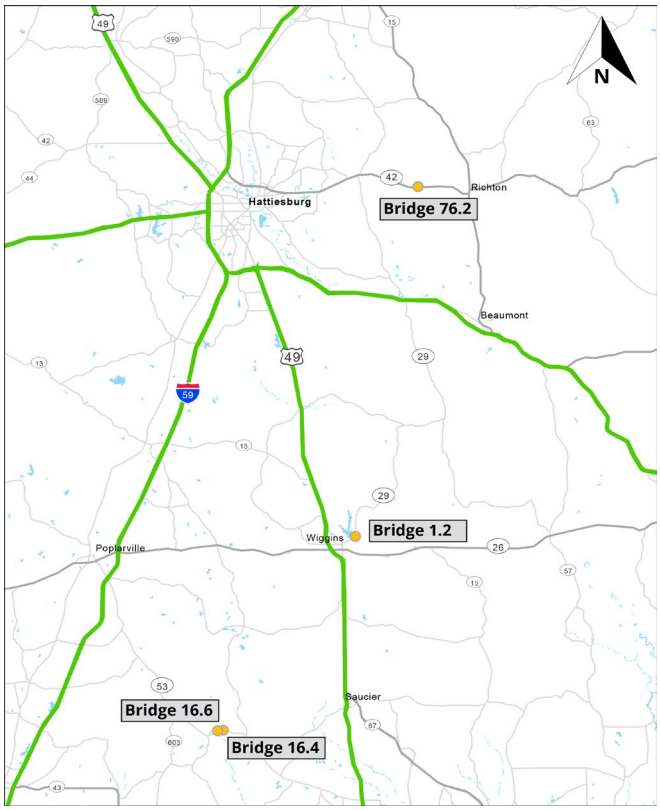

Figure 1 Southern Bridge locations

The proposed project will address the deficiencies of 4 aging bridges with innovative solutions to include integration of longer spans to keep piers out of the channel and therefore reducing debris accumulation, enhanced hydraulic modeling techniques, and use of prestressed concrete girders to increase the overall lifespan of each structure, limit maintenance costs, and increase structural integrity. Additionally, the new bridge on SR 42 will be post-tensioned prestressed concrete girders, allowing for longer spans and therefore less piers. None of the bridges in this bundle meet current geometric standards and pose safety risks to travelers. The proposed project is part of a larger infrastructure investment effort by MDOT to address structurally deficient county bridges across the state of Mississippi.

Key Project features:

1. **Bridge Bundling** creates a streamlined process when addressing multiple project needs and expedites project delivery. Bundling also allows leveraging similar replacement strategies, leading to increased efficiency, and creates opportunity for cost and time savings.
2. **Integration of longer spans** significantly reduces the need for maintenance-intensive components that current structures possess, working to significantly decrease life cycle costs.
3. **Enhanced hydraulic design** will withstand scour and various hydraulic events, exceeding capabilities of the existing outdated structures.
4. **Material Innovation** includes a departure from conventional steel girder structures to precast prestressed concrete bridges, offering durability and minimal maintenance over the lifespan of the structures. Weathering steel will be utilized to mitigate the need for frequent painting and repairs, lending to increased structural integrity and replacement of steel thru trusses will eliminate recurring costs associated with repairs due to bridge impacts, improving safety and operational efficiencies.

Transportation Challenges

A report released in December 2023 conducted by the National Transportation Research Group (TRIP), examined current and projected levels of freight movement in the United States, large truck safety, and trends impacting freight movement. America's Rolling Warehouses: Opportunities and Challenges with the Nation's Freight Delivery System, reported Mississippi's freight system moved 486 million tons of freight, valued at $329 billion and this freight movement is anticipated to increase by 61 percent[1] by 2050. This increased demand will further highlight Mississippi's aging bridge infrastructure, especially the amount of frequently posted bridges forcing trucks with heavier loads to find alternate routes, increasing shipping costs as detour routes add significant miles to freight routes.

Continued bridge posting and closures not only disrupt commerce and economic development, but they negatively impact people's lives across Central Mississippi. The selection of BIP funding will enable MDOT to not only replace these aging structures but dedicate currently programmed funds to additional infrastructure needs. The Project will address the following BIP goals:

- Improve the safety, efficiency, and reliability of movement of people and freight in southern Mississippi,

[1] https://tripnet.org/reports/freight-mississippi-news-release-12-05-2023/

- Reduce the number of bridges in fair/poor condition by replacing four existing bridges that are either structurally deficient (poor condition), or are considered at risk of becoming structurally deficient (fair condition) within the next three years,
- Reduce the number of bridges that do not meet current geometric design standards by replacing four bridges with wider decks,
- Improve the structural capacity of seven bridges that currently do not meet the traffic requirements anticipated for the network, thus improving the local economy,
- Reduce the total person miles traveled over bridges that are in poor condition or at risk of falling into poor condition; and
- Leverage non-Federal contributions from MDOT in the final design and construction of the project.

Project History

MDOT has begun design and environmental work on the four bridges in this Project. Plans and environmental documents completed to date are available at MDOT BIP. To date, MDOT has encumbered $1,976,755 for preliminary design and engineering.

Project Location

SR 29 over Flynt Creek in Stone County

NBI 310002906600120 (1.2)

SR 42 over Bogue Homa Creek in Perry County

NBI 310004205607620 (76.2)

SR 53 over Wolf River Relief in Harrison County

NBI 310005302401640 NBI 310005302401660 (16.4 and 16.6)

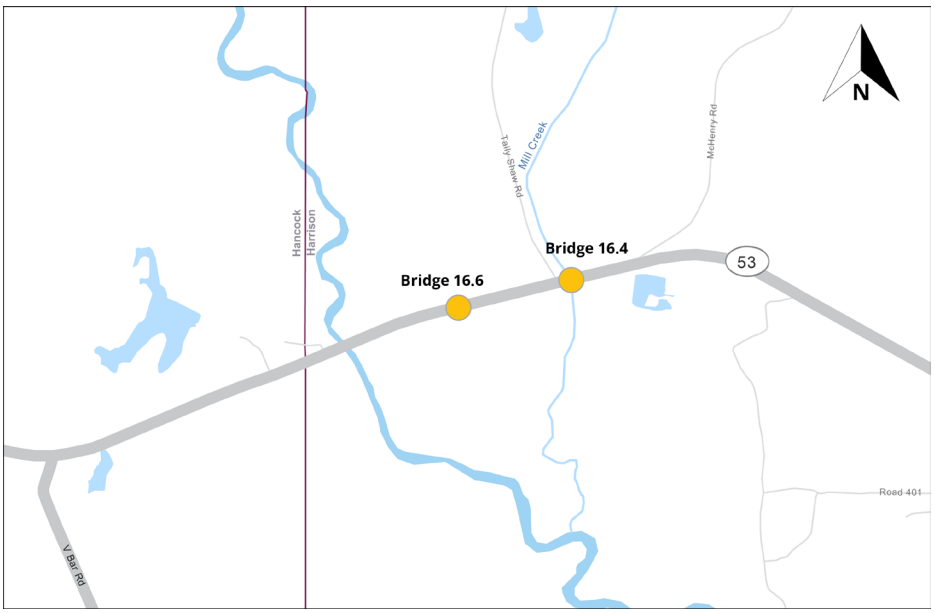

Figure 2 Map of SR 53 Bridges

Project Parties

The MDOT (UEI Number: CMKLXEA2MND4) will serve as the primary sponsor and lead agency for this BIP Bridge Project grant application. MDOT has successfully delivered previous transportation improvement projects funded by both federal discretionary grant and federal program funding.

NBI Data

NBI data for each bridge is provided in the application template.

Project Costs

MDOT is requesting $31,200,000 in BIP discretionary funding to construct the Project. Previously incurred project costs total $1,976,755 for right-of-way acquisition, preliminary engineering, and environmental reviews.

Table 1 Project Costs

Funding Source	State Program Funds	BIP	TOTAL Future Project costs
MDOT 20% match	$7,800,000		
Request		$31,200,000	$39,000,000

MERIT CRITERIA

State of Good Repair

The four aging bridges proposed for BIP funding in this application are in “fair” condition and at risk of falling in “poor” condition. Two of the four bridges are load posted, limiting the amount of weight each vehicle can carry over each structure. The following structures are rated in “Fair” condition but given the age of each bridge, current state of repair, and future traffic impacts, they are at imminent risk of a “Poor” rating.

Bridge 1.2 has a timber substructure, does not meet current geometric standards, and has a "Poor" channel rating of 4. The upstream and downstream channel banks have slumping issues, the north channel bank at the site has minor erosion and slumping issues, and the south abutment is encroached into the channel. During high water events the north abutment is exposed to the channel and grassing in the channel downstream from the structure is restricting channel flow. Bridge 76.2 is a thru truss bridge with limited vertical clearance and fracture critical elements. Sway bracing has been repaired in the past from over-height load impacts. All sway bracing over the westbound lane is currently bent westward ranging from 6 to 12”, while the East bound lane has minor damage. The angle iron connecting sway bracing to Vertical 2 of left truss and Vertical 5 of right truss is cracked. Bridge 16.4 is a timber substructure, collision damage to the guardrail, and moderate erosion ditch around piles 1 and 2, at bents 2 and 3. Approximately 5' of embankment has eroded away from bent 2, due to the sandy soil conditions. The banks of the channel are slumping. Bridge 16.6 is on the same floodplain as 16.4 and does not meet current geometric standards.

The state of the bridges in the Project negatively impacts the current and future transportation network. All routes connect directly to a Tier 1 freight network[2]. Freight movement in Mississippi is anticipated to grow at least 60% by 2050. Structure 1.5 in Stone County is a major connector to downtown Wiggins, providing a direct route for rural residents to access goods and services. Structure 76.2 in Perry County and structures 16.4 and 16.6 in Harrison County provide access to move goods and people through the rural region and connects the sparsely populated areas to the larger Mississippi transportation network. The rural routes play a crucial role in connecting the disadvantaged areas to essential goods and services, providing vital lifelines for communities that may otherwise be isolated.

Safety and Mobility

The latest five years (2019 to 2023) of crash data was reviewed for each bridge included in the Southern Bridge bundle. Based on the reported crash data, no bridge related crash occurred on the bridges located in Stone and Harrison counties (Bridges 1.2, 16.4, and 16.6). However, one crash occurred on Bridge 76.2 on MS 42 in Perry County within the 5 years. The crash was an opposite direction sideswipe type crash that resulted in property damage only (PDO) type crash. The crash occurred when the left sides of two vehicles travelling on the bridge from opposing directions collided due to the narrow bridge width. The bridges will be widened to accommodate 12-foot-wide lanes and wider shoulders. Based on the CMFs from the CMF Clearinghouse, the combined improvements would reduce K, A, B, C severity type crashes by 44% (CMF = 0.74 & CMF = 0.83) and O type crashes by 34% (CMF = 0.83 & CMF = 0.84). Based on the reported crash data, no bridge related crash occurred on the bridges located in Stone and Harrison counties (Bridges 1.2, 16.4, and 16.6).

These narrow bridges do not provide sufficient space for two-way traffic and provide no refuge if a breakdown or collision were to occur on the bridge. None of the bridges meet current geometric standards and will be widened to provide12-foot-wide lanes and wider shoulders. Widening the lanes and shoulders will provide more room for recovery in near-crash situations and larger lateral clearances from the bridge barrier. Based on the CMFs from the CMF Clearinghouse, the combined improvements would reduce K, A, B, C severity type crashes by 44% (CMF = 0.74 & CMF = 0.83) and O type crashes by 34% (CMF = 0.83 & CMF = 0.84).

MDOT projects a 10.5 percent growth in Annual Average Daily Traffic (AADT) every 10 years within the project area. Agriculture, poultry, and timber are major economic industries in the state, with large trucks required to move heavy loads through rural areas. Current AADT values on structure 1.2 on SR 29 is 3100, with approximately 10% large trucks traffic, 3500 ADT on structure 76.2 on SR 42 with 11% large truck traffic, and 2000 ADT on structures 16.4 and 16.6 with 15% truck traffic on SR 53. Increasing the safety and load capacity of the bridges along the rural routes will ensure the state's two largest

[2] Pg 18 Mississippi Statewide Freight Plan 2022 Microsoft Word - MDOT Final Freight Plan-20221128 - Copy.docx (ms.gov)

industries - agriculture and timber - are not negatively impacted by bridge closures or load posting.

Economic Competitiveness and Opportunity

The MDOT State Long Range Plan indicates the cost of doing business and the cost of living in Mississippi is more expensive than the surrounding states due to higher transportation costs, which affects the state's ability to attract new business, affects job growth, and limits retention of workers. Agriculture and forestry are two major components to Mississippi's economy. According to a study conducted by Mississippi State University Extension, in 2019 agricultural and forestry production and processing sectors directly account for 123,983 jobs, paying $5.63 billion in wages and salaries, accounted for $26.3 billion in sales with a value-added generation of $7.6 billion to the State's economy.

SR 42 and SR 53 serve as arterial routes, meaning they deliver traffic from collector roads to freeways and are major through roads that carry a higher volume of traffic. SR 29 in Stone County is major collector connecting rural residents to downtown Wiggins while enabling timber and agriculture movement through the rural area. MDOT anticipates future traffic demands to increase to 3,400 in 2030 on SR 29 and increase to 3,800 on SR 42. The narrow geometry of all four bridges in the Project do not meet current standards and as traffic counts are estimated to rise 10.5%, the bridge capacity will continue to decrease and create up to 75-mile detour lengths. According to Mississippi Cattle Counts released by USDA in May 2023, the three counties combined produced 20,500 cattle and calves. The cattle industry is reliant on an efficient transportation network to move cattle and beef products between producers, feedlots, packers, distributors, and retailers. Replacement of the bridges in the Project will ensure the industry continues to grow and thrive in south Mississippi.

The Project bridges were constructed between 1942 – 1973 and will continue to decline. This deterioration and reduction in effectiveness and efficiency of repairs will lead to imminent closures, affecting the efficient access to high paying jobs and movement of oil/gas, timber, and agriculture products throughout the region, further driving up costs of goods. Replacing the aging bridges with safer 12-foot-wide lanes and wider shoulders will enable the efficient movement of goods through rural south Mississippi.

Climate Change, Sustainability, Resiliency, and the Environment

Replacement of these aged-out structures to include 12-foot-wide lanes and wider shoulders will accommodate current and future traffic, improve movement, and lowering carbon emissions. Additionally, MDOT approves the use of Warm Mix Asphalt (WMA), which requires lower mixing temperatures compared to conventional Hot Mix Asphalt. This reduced temperature requirement translates to lower energy/fuel consumption during production, thereby reducing emissions of greenhouse gases such as carbon dioxide and air pollutants including nitrogen oxides and sulfur oxides.

Structure 76.2 on SR 42 in Perry County has limited vertical clearance of the thru truss and structure 16.4 on SR 53 in Harrison County has timber substructure. Both are load posted. All bridges in the Project have narrow bridge lane widths and do not meet current geometric standards. Replacing the at-risk infrastructure will remove load carrying weight restrictions, ensure the efficient movement of goods, remove the need for vehicles to take longer detour routes, and reduce the total travel distance. Shorter distances mean less fuel consumption, resulting in lower emissions of pollutants and greenhouse gases per trip. Shorter, direct routes also increase the efficiency of vehicle operation. Constant acceleration, deceleration and idling associated with the longer detour routes can decrease fuel efficiency and increase emissions. The Vehicle Fuel Consumption and Pavement Characteristics by FHWA review the impact of roadway geometry on vehicle emissions and fuel consumption and indicate direct routes generally result in lower fuel consumption and emissions compared to detours.

Equity and Quality of Life

The project will improve the quality of life for local users as well as increase efficiency in movement of cattle and timber industries on the state highways. Replacing the four aging bridges in Stone, Perry, and Harrison Counties will enable improved mobility for personal and business travel throughout the rural counties.

Perry County is an Area of Persistent Poverty (Census Tract 9501.01), Harrison and Stone Counties are listed as Disadvantaged Communities Census Tracts 35.01 and 202, respectively. Structures 16.4 and 16.6 are listed in Census Tract 28035, which is Historically Disadvantaged. The reliance on the transportation network to access jobs, healthcare and other daily needs is high in rural areas where there is no access to transit. Lowering fuel costs and emissions in this project could result in annual fuel costs and vehicle efficiency savings, positively impacting an area with high poverty.

Though there was not public engagement for this project, the MDOT statewide MULTIPLAN, an integral component to the decision-making process for infrastructure investments, engages stakeholders across the state. The Mississippi Department of Transportation Unified Long-Range Transportation Infrastructure Plan 2040 (MULTIPLAN 2040) is the state's federally compliant Long Range Transportation Plan. MULTIPLAN 2040 leverages additional statewide, regional, and local planning efforts and includes close collaboration with the four metropolitan planning organizations (MPOs) across the state. The general public, MDOT partners, and other stakeholders were engaged in the development process to provide insight into local and regional concerns and priorities. As part of the MULTIPLAN 2040, MDOT staff and the project team coordinated outreach efforts with the state's MPOs to ensure consistency in the multijurisdictional planning MULTIPLAN 2040 engaged diverse group of stakeholders through a statewide statistically valid survey that received over 1,200 responses, an interactive website that continuously updated the public and solicited feedback, and multiple public meetings across the state.

In an effort to prevent physical and economic disruptions during planning and construction of all infrastructure projects, a thorough planning and design process is implemented by MDOT to first include identification of known infrastructure needs, prepares Committee Location meetings that incorporate reports on build/no build scenarios, which addresses how the project will impact the location and surrounding communities. MDOT aims to enhance the quality of life of its residents through infrastructure improvements and intends to mitigate any negative impacts upon community members.

While MDOT seeks to enhance active transportation through infrastructure improvements, the bridge replacements in this Project are located in a rural area of Mississippi with little to no pedestrian or bicycle use. The roadways carried by these bridges are narrow with little to no shoulder. While pedestrian and bicycle use are technically allowed on the state highways, there is no designated accommodation for these modes. Adding sidewalks for pedestrians and bicycles on the bridges in this project would not serve an existing need and would be unlikely to generate additional benefits. All bridges in the project will incorporate wider shoulders to accommodate safety and ease of movement for freight and vehicles.

Innovation

Many innovative approaches to project delivery can be utilized with the bundling of multiple bridges. For a typical project, right-of-way acquisition and utility relocation have the potential to delay project delivery. With four locations bundled into one project, the project benefits from economy of scale, utilizing a single contract award to save costs as well as construction and procurement time. Bundling is anticipated to save 5% for this project over the costs of contracting as individual bridges.

MDOT will encourage the use of Warm Mix Asphalt (WMA) for contractors to utilize on the project. WMA is produced at lower temperatures than conventional Hot Mix Asphalt, resulting in lower emissions, less fuel consumption during production, improved compaction and portability during construction and a healthier and safer working environment for construction workers. Historically, when MDOT allows for contractors to choose to utilize either WMA or HMA for asphalt paving, the industry in Mississippi chose WMA for approximately 70% of the tonnage placed.

Benefit Cost Analysis

Benefit Cost Analysis

The period of analysis used in the estimation of benefits and costs is 39 years, including roughly nine years of project development and construction and 30 years of operations. Total project construction costs are estimated at $39,000,000 in 2024 dollars. In addition, $1,976,755 has been encumbered to date on tasks related to project development. The total (undiscounted) project costs are estimated at $40,976,755 (including previously incurred costs).

All relevant data and calculations used to derive the benefits and costs of the project are shown in the BCA tool that accompanies this grant application. Based on the analysis presented in that document, the project is expected to generate $688.87 million in discounted benefits with $34.48 million in discounted development and construction costs, using a 3 percent real discount rate. Therefore, the project is expected to generate a **Net Present Value of $654.40 million and a Benefit/Cost Ratio of 19.98**. Overall results are shown in Table 2.

Table 3 below compiles all project benefits evaluated. The majority of project benefits (at 75 percent) is accounted for by the reduction in vehicle operation costs (VOC). Environmental costs savings account for 22 percent, while residual value of assets accounts for approximately 1 percent of the total benefits. Travel time consists of 2 percent total benefits.

Table 2 Overall Results of the Benefit Cost Analysis, Millions in 2024 Dollars

Total Discounted Benefits	$688.87
Total Costs	$40.98
Total Discounted Costs (3%)	$34.48
Net Present Value (NPV)	$654.40
Benefit Cost Ratio (BCR)	**19.98**

Table 3 Overall Benefits, Millions in 2024 Dollars

Benefit Categories	Bridge Bundle Total	Percent of Total Benefits
Travel Time	$10.36	2%
Vehicle Operating Cost Savings	$514.48	75%
CO2 Emissions	$138.90	20%
Non-CO2 Emissions	$16.23	2%
Residual Value of Assets	$7.95	1%

Project Readiness and Environmental Risk

Technical Feasibility

MDOT has successfully administered previous transportation improvement projects funded with both federal program and/or federal discretionary funds and is well positioned to administer the proposed BIP grant and other funds needed for this project. The agency has extensive experience completing projects of similar scope to the proposed project and has the resources in place to successfully deliver the replacement of the four bridges in this project. Cost estimates developed for the project are based upon recent historical construction bid prices received by MDOT on projects of comparable size and

scope and were calculated using quantities from preliminary engineering state plans. Design Criteria established for the project follows MDOT's Roadway Design Standards.

The Project will replace 4 bridges with updated geometric standards. The new bridges will include 12-foot driving lanes, wider shoulders that meet FHWA approved MDOT Roadway Design Standards, and guardrail to follow the current standards of geometric design. The hydraulic openings are designed under the new code to achieve a no rise in water surface elevation upstream of the new project. The bridge design is a balance of spanning the channel and creating an economical design to meet the needs of the traveling public. The new bridges on this project will be lengthened from the original bridge lengths from as far back as 1942, due to the everchanging factors that were considered in the past such as water surface elevations and unobstructed flow of the river.

Project Schedule

The illustration of major Project milestones for each bridge or section of bridges is represented in **Tables 4-6** below. The schedule shows the start and completion dates for design, environmental approvals, right-of-way acquisition, utility relocations, and construction for the bundled Project.

Table 4 SR 29 Stone County Schedule

County 66 - Stone	Route - MS 29	Termini - SR 29 over Flint Creek (#1.2)
PROJECT ACTIVITY	**SCHEDULE**	
	Start Date	**Completion Date**
NEPA Determination – Categorical Exclusion	05/22/2023	05/22/2023
Right-of-Way Acquisition	05/30/2024	08/28/2025
Preliminary Design	02/12/2024	05/30/2024
Final Design	06/01/2024	08/07/2025
Construction	03/12/2026	12/30/2029

Table 5 SR 42 Perry County Schedule

County 56 - Perry	Route - MS 42	SR 42 over Bogue Homa Creek (#76.2)
PROJECT ACTIVITY	**SCHEDULE**	
	Start Date	**Completion Date**
NEPA Determination – Categorical Exclusion	05/18/2021	06/28/2024
Right-of-Way Acquisition	06/28/2024	03/17/2025
Preliminary Design	12/16/2021	09/19/2023
Final Design	06/01/2024	05/01/2025
Construction	03/12/2026	12/30/2029

Table 6 SR 53 Harrison County

County 24 - Harrison	Route - MS 53	Termini - SR 53 over Wolf River Relief (#16.4 and 16.6)
PROJECT ACTIVITY	**SCHEDULE**	

	Start Date	Completion Date
NEPA Determination – Categorical Exclusion	06/30/2024	06/30/2024
Right-of-Way Acquisition	04/24/2024	12/24/2024
Preliminary Design	09/24/2021	04/24/2024
Final Design	07/10/2024	07/26/2025
Construction	03/12/2026	12/30/2029

Required Approvals

The environmental process is complete for one of the four bridges, with the remaining three bridges started the process or is scheduled to begin before the start of FY 2024. Given the location of these bridges, environmental documentation is anticipated to be completed in a timely manner. The bridges in the Project were designed to avoid and minimize any disturbance to the wetland area. MDOT will request a Nationwide Permit from the U.S. Army Corps of Engineers for all bridges in the Project. Additionally, MDOT will require a storm water permit for all bridges in the Project. As environmental reviews continue, MDOT will seek the appropriate permits as needed.

Assessment of Project Risks and Mitigation Strategies

There is some risk to the preconstruction schedule for this Project given that design and environmental work are not yet complete for all bridges. However, the bridges are of similar designs and are not in environmentally sensitive areas. The 18-month schedule for design and NEPA authorization is conservative and well within the funding obligation deadline. There are risks associated with right-of-way acquisition and utility relocations. Landowner negotiations could take longer than anticipated and utility companies could take longer than desired to complete the relocation process. The Project schedule mitigates this risk by providing 7 months for right-of-way acquisition and utility relocation.

Construction risk is minimal. MDOT has extensive experience with completing similar projects. There is minimal risk of project material escalation, availability of materials, and potential risk with post tension bridge construction.

DOT Priority Considerations

Due to the age and status of the bridges in this Project, MDOT plans to move forward with construction regardless of BIP funding to ensure the safety and resiliency of the transportation network. BIP funds will allow MDOT to further expand their efforts to replace aging infrastructure across the state. The project is ready to proceed as detailed in the schedule above. Table 6 below summarizes the Priority Considerations in the application template.

DOT Priority Consideration	Yes or No	If Yes, provide details how it supports the priority consideration. If No, provide a reason as applicable.

The applicants are a Federal Land Management Agency that owns the bridge and a State, and Bridge Project application provides evidence that upon completion of the project, the bridge will be divested.	*No*	*N/A*
The project is or will be ready to proceed to the next stage of project delivery within 12 months of a Categorical Exclusion Determination, Finding of No Significant Impact, or Record of Decision.	*Yes*	*All thirteen bridges in the proposed project have completed initial environmental reviews, including re-evaluation as necessary, right-of-way is acquired, utilities have been relocated, and final plans are prepared.*
The project includes accommodation for transit and/or multi-modal transportation such as the inclusion of bus rapid lanes on the bridge and pedestrian/bicycle facilities.	*No*	*The project is located along US-80 and US-50 where pedestrian and bicycle facilities are not utilized and would not provide a benefit to include in the project.*
The project considers Workforce Development, Job Quality and Wealth Creation such as the creation of good-paying jobs directly related to the project, that may result in equitable access to those jobs, with a free and fair choice to join a union, expand training programs, and incorporates strong labor standards and includes strategies such as targeted hiring preferences for bringing in and retention of historically underrepresented workers into the workforce. Examples of such consideration may include using a project labor agreement, putting in place a registered apprenticeship usage rate of at least 10 percent with supportive services provided to apprentices, and using local and economic hiring preferences to target hiring to economically disadvantaged areas.	*Yes*	*To ensure equity and opportunity during the construction process, the lowest responsive bidder on the project shall take all necessary and reasonable steps to ensure that Disadvantaged Business Enterprises (DBEs) can compete for and participate in the performance of a portion of the work in the contract based on MDOT's DBE goal. The contractor shall make full use of workforce development training programs, i.e. apprenticeships and on-the-job training programs, for the geographical area of contract performance.*
Without a BIP grant, construction of the project is unlikely to commence before September 30 of the FY plus 3 years (September 30, 2026 for FY 2023 funds, September 30, 2027 for FY 2024 funds, September 30, 2028 for FY 2025 funds, and September 30, 2029 for FY 2026 funds.)	*No*	*Due to the age and current state of the structures in this project, MDOT has included replacement of the bridges within their Long-Range Transportation Plan and anticipate construction in FY2026 or FY2027 if BIP funding is not approved.*

Brad White
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MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Earl Glenn, Jr., P.E.
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March 18, 2024

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20003-3660

Re: MDOT Bridge Investment Program Application in Stone, Harrison, and Perry Counties

Dear Secretary Buttigieg:

The Bridge Investment Program (BIP) presents a great opportunity for the Mississippi Department of Transportation's (MDOT) to address critical infrastructure needs along multiple rural corridors in Mississippi, particularly focusing on the bridges in Stone, Harrison, and Perry counties in the southern area of the state. This project bundles construction projects to replace four (4) bridge structures across three (3) counties. This includes one (1) timber substructure bridges in Stone County on SR 29, currently rated in fair condition with load-carrying restrictions, as well as one (1) steel thru truss bridge in Perry County on SR 42 with load capacity restrictions, limited vertical clearance, and fracture critical elements, and two (2) bridges in Harrison County both situated on SR 53, currently rated in fair condition with load-carrying restriction, with one timber substructure bridge and another bridge located within the same floodplain.

Investing in bridge infrastructure is vital for ensuring the safety of travelers and the efficient movement of goods. To address these deficiencies, the project will implement innovative solutions such as integrating longer spans, enhancing hydraulic design, and utilizing precast prestressed concrete bridges to extend their lifespan, reduce maintenance costs, and enhance structural integrity.

This letter serves as MDOT's formal commitment to provide the necessary $7,800,000 of matching state program funds if the project successfully secures the requested $31,200,000 million of BIP federal funding for FY 2023 - 2024.

Thank you for your consideration of MDOT's FY 2023 - 2024 BIP application.

Sincerely,

Brad White

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