Basic Project Information

Provide a narrative for the below items on basic details pertinent to the project, including project name, description, location, involved parties, etc. Items in this section will be used to determine grant program eligibility as detailed in Section C of the NOFO.

Click to return to the Table of Contents

-

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-

Basic Project Information

Project Name

Provide the name of the project in the space below.

Southern Bridge Replacement in Stone, Perry, and Harrison Counties

-

State(s) in which project is located

Please select the state(s) and then select Ctrl+Shift+N once to reduce the file size.

NOTE: you must reduce the filesize in order to submit the template to the grants.gov portal.

The term “State” means any of the 50 States, the District of Columbia, or Puerto Rico (23 U.S.C. § 101(a)(28)).

ID	State
1	*MS*
2	
3	

-

Who is the Project Sponsor/Lead Applicant?

Provide the name of the eligible lead applicant that will be responsible for administration of BIP funds if application is selected. The applicant that will be responsible for financial administration of the project and the recipient of a BIP award must be an eligible applicant.

Mississippi Department of Transportation

-

Lead Applicant Contact Information

Provide point of contact for the lead applicant.

ID	Info Type	Input
1	Point of Contact Full Name	*Brad White*
2	Email	*bwhite@mdot.ms.gov*
3	Phone	*601.359.7002*
4	Address (Optional)	*P.O. Box 1850, Jackson, MS 39215-1850*

-

Project Co-Applicants

List all project co-applicants with a description of the roles and responsibilities of each applicant, or enter "N/A" if there are none. Joint applications should be signed or include a letter of support by each applicant. See Section C.1.b of the NOFO.

N/A

-

Eligibility Criteria

Project Description

The applicant should provide a concise description of the project, the specific improvement(s) needed for the bridge, how it will address those challenges, and advance one or more goals of the BIP. The project description should discuss the project’s history, including a description of any previously incurred costs. The applicant may use this section to place the project into a broader context of other infrastructure investments being pursued by the project sponsor. See Section D.2.c.I of the NOFO for more details.

The Mississippi Department of Transportation is requesting $27.8 million 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 Harrison County. The aging bridges on the state highways primarily serve as connectors 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 are up to today's design standards and meet 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 tension Florida girder bridges of similar design and will provide two 12-foot-wide lanes and up to 6-foot-wide shoulders based on 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 by MDOT to address structurally deficient county bridges across the state of Mississippi.

-

Project Activities

Select which of the following activities the grant funding would be used to support. Select all that apply.

ID	Bridge Activity	Yes or No
1	Replacement	*Yes*
2	Rehabilitation	*No*
3	Preservation	*No*
4	Protection	*No*

-

Bridge Bundling

If the project will include more than one bridge, will the project activities be bundled into a single project, per 23 U.S.C. 144(j)?

Yes

-

Culvert Only

If the project will include only the replacement and rehabilitation of NBIS culverts, please indicate as such.

No

-

Is each bridge that is part of the project in the National Bridge Inventory under 23 U.S.C. 144(b)?

Bridges included in the Bridge Project grant application, including each of the bridges in a bundle of projects, should be in the National Bridge Inventory.

Yes

-

-

Project Costs

Please enter the exact BIP Funding Request Amount and the estimated Total Eligible Project Cost in the below table. Confirm that the requested amount is less than or equal to 80% of the Total Eligible Project Cost.

NOTE: these inputs will automatically populate in the tab, 2 Costs.

ID	Item	Year-of-expenditure dollars	Warning
1	Total Eligible Project Cost (estimate in year-of-expenditure dollars) NOTE: Do not include previously incurred costs in this item.	$ 39,000,000	Total eligible project cost must not be greater than $100,000,000 and greater than $3,125,000 for Bridge Project grants. See Section C.3.d for Eligible Project costs and Section B.2 for Award Size. Entering a character string or a value greater than $100,000,000 or less than $3,125,000 will result in the following error: 'This value doesn't match the data validation restrictions defined for this cell.'
2	BIP Funding Request Amount (exact value in year-of-expenditure dollars)	$ 31,200,000	Minimum grant award is $2,500,000. Entering a character string or a value less than $2,500,000 will result in the following error: 'This value doesn't match the data validation restrictions defined for this cell.'
3	Funding Request as Percent of Total Eligible Project Cost	**80.0%**	-

-

Project Sponsor's Eligible Applicant Category

Identify which eligible applicant category applies. Select from the below statutory eligible applicant category:

1. A State or a group of States

-

Maintenance Commitment, required by 23 U.S.C. 116(b)

Applicant must certify the completed project will be maintained, if a co-applicant will maintain the completed structure, the co-applicant provides the certification. Competitive applications will identify which entity will be responsible for maintaining the BIP funded project, estimated maintenance costs over the life of the project, and sources to fund those costs. See Section C.3.c of the NOFO.

ID	Item	Narrative Response
1	Maintenance commitment statement	*The Mississippi State Department of Transportation (MDOT) accepts responsibility for the ongoing maintenance and upkeep of the bridge locations within this application, leading up to and following construction. Regular inspections, repairs, and additional maintenance needs will be addressed to ensure the longevity and safety of the structures. MDOT is committed to: Routine inspections to assess the structural integrity and identify any signs of deterioration or damage; Repair of any identified issues to prevent further degredation, and maintain safety standards; and Regular monitoring of traffic patterns and/or environmental conditions that may impact the structure.*
2	Estimated maintenance costs over life of the project	*$ 10,000*
3	Source of funding for the maintenance costs	*Mississippi Department of Transportation*

-

Bike and Pedestrian Accommodation, required by 23 U.S.C. 217(e)

Federal law provides that all projects with Federal financial participation that replace or rehabilitate a highway bridge deck are required to provide safe accommodation of pedestrians or bicyclists when two conditions are met. (1) If bicyclists and pedestrians are allowed to operate at each end of the bridge, and (2) the anticipated project will be for replacement or rehabilitation, the applicant must detail how bicyclist and pedestrian access is included in the project or provide FHWA with the information needed to determine whether or not such access can be provided at a reasonable cost. See Section C.3.c of the NOFO.

ID	Condition	Please select "Yes" or "No".
1	Are bicyclists and pedestrians allowed to operate at each end of the bridge?	*No*
2	Is the anticipated project for replacement or rehabilitation?	*Yes*

-

Please expand on the above with narrative responses to the below questions.

ID	Question	Narrative Response
1	If Yes to both, state how the safe bike and pedestrian accommodations will be provided by the project. Otherwise, enter "N/A".	*N/A*
2	If Yes to both, but safe bike and pedestrian accommodations will NOT be provided by the project, provide details how access cannot be provided at a reasonable cost. Otherwise, enter "N/A".	*N/A*
3	Provide any additional information addressing the Bike and Pedestrian Accommodation. Otherwise, enter "N/A".	*N/A*

-

Additional Project Information

Was an application for USDOT discretionary grant funding, including BIP grant funding, for this project previously submitted?

No

If yes, please provide details including project title, applicable grant programs, and year. Otherwise, enter "N/A".

ID	Item	Response
1	Project Title(s)	*n/a*
2	Applicable Grant Program(s)	*n/a*
3	Year(s)	*n/a*

-

Project Location

Describe the project location, including a detailed geographical description of the proposed project, a map of the project's location and connections to existing transportation infrastructure, and geospatial data describing the project location. Attachments can be included for maps or any other geospatial data in a separate document.

The southern bridge bundle will replace the SR 29 in Stone County over Flynt Creek (1.2). Additionally, the existing bridges along SR 42 over Bogue Homa Creek (76.2). Additionally, the existing bridges along SR 53 over Wolf River Relief Bridges (16.4 and 16.6).
SR 29 over Flynt Creek (1.2)
SR 42 over Bogue Homa Creek (76.2)
SR 53 over Wolf River Relief (16.4 and 16.6)

-

Does the project serve an urban or rural community?

State whether the project serves an urban or rural community, or combination for projects with multiple bridges in both communities. In determining, FHWA will rely on the digital maps and geographic shapefiles for the 2020 Census urban areas depicted on the FHWA HEPGIS maps of MPO and 2020 Census Urban Areas - FHWA HEPGIS Maps (dot.gov) (refer to the "MPO and Air Quality Tab" and then scroll to "MPO and 2020 Census Urban Areas") which correlates the definitions of "urban" and "rural areas" under title 23, U.S.C. and Bureau of the Census data. See link below.
https://hepgis.fhwa.dot.gov/fhwagis/ViewMap.aspx?map=MPO+Boundaries%7CMPO+and+2020+Census+Urban+Areas
A list of 2020 census designated urban areas is available in the Census Bureau's December 29, 2022 Federal Register Notice (87 FR 80114). See link below.
https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.federalregister.gov%2Fdocuments%2F2022%2F12%2F29%2F2022-28286%2F2020-census-qualifying-urban-areas-and-final-
For the purposes of the BIP program, FHWA will consider communities that are within urbanized areas (i.e., areas with a population of 50,000 or more) to be urban communities and all other areas to be rural communities. See Section D.2 of the NOFO.

NOTE: Please select a value from the dropdown list. Entering any other value will result in the following error: "This value doesn't match the data validation restrictions defined for this cell."

Rural Community

-

Area of Persistent Poverty

Identify whether the project is located in an Area of Persistent Poverty, including the relevant County and/or census tract(s). See Section D.2 of the NOFO. Otherwise, enter "N/A".

9501.01

-

Historically Disadvantaged Community

Identify whether the project is located in a Historically Disadvantaged Community, including the relevant census tract(s). See Section D.2 of the NOFO. Otherwise, enter "N/A".

202.01, 9501.01, 35.01, 28035

-

Other Public and Private Parties

Describe in detail all other public and private parties who are involved in delivering the project, including a specific description of the role of each entity in delivering the project. Otherwise, enter "N/A".

n/a

-

State whether or not a private or non-private entity will receive a direct and predictable financial benefit if the project is selected for award. This includes, but is not limited to, private and non-private entities directly benefitting from completion of the proposed project. Otherwise, enter "N/A".

n/a

-

If this project directly involves or benefits a specific private corporation, a non-public entity, or a public entity, please identify the full name of each entity, separated by a comma. See Section D.2.c.I of the NOFO. Otherwise, enter "N/A".

n/a

-

Other

Please use this space to respond to any questions that could not be accommodated by the previous input spaces or their formats. Otherwise, enter "N/A".

The above lifetime bridge maintenance costs is for all four bridges in the project. MDOT estimates standard maintenance and replacement of beams every 15 years for total of $10,000 per bridge over 30 years.

-

NBI structure number(s)

Enter the NBI structure number for all bridges in the application. If the application includes more than 150 bridges, please use a separate copy of the application template to enter the structures numbers for remainder of the bridges.

NOTE: If you see the following error: "This value doesn't match the data validation restrictions defined for this cell", follow the below steps:
1. Confirm the structure number exists in the NBID Raw sheet or in the FHWA InfoBridge website (see links below).
2. Filter for the structure number in the NBID Raw sheet, column B.
3. Select the cell of the structure number and press Ctrl+C to copy.
4. Select the Structure Number input cell below and press Ctrl+V to paste, then press Ctrl, and lastly select the first option under "Paste Values".

-

ID	Source	Link
1	FHWA InfoBridge	https://infobridge.fhwa.dot.gov/Data
2	NBID Raw sheet	#'10 NBID Raw'
3	StateSelection Table	#'1 Project Info'!B18

-

ID	Structure Numbers
1	*310002906600120*
2	*310004205607620*
3	*310005302401640*
4	*310005302401660*

ID	Category	Estimate (YOE)	Calculated Check	Message	Follow Link
1	1 Total Project Cost (Items 1.1 + 1.2) Sum of "Previously Incurred" and "Future Eligible"	$ 40,976,757	$ 40,976,757	-	N/A
2	1.1 Previously Incurred Project Costs (if applicable)	$ 1,976,757	N/A	-	N/A
3	1.2 Future Eligible Project Cost (Items 1.2.1 + 1.2.2 + 1.2.3) (Sum of BIP request, Other Federal Funds, and Non-Federal Funds, above)	**$ 39,000,000**	**$ 39,000,000**	-	#'1 Project Info'!C74
4	1.2.1 BIP Funding Request Amount (exact)	**$ 31,200,000**	**80%**	-	#'1 Project Info'!C75
5	1.2.2 Estimated Other Federal Funding (excluding BIP request)	$ -	$ -	-	#'2 Costs'!C25
6	1.2.3 Estimated Total of Non-Federal Funding	$ 7,800,000	**$ 7,800,000**	-	#'2 Costs'!C41

-

Please enter any contingency costs included in the above values (enter 0 if no contingency)

ID	Contingency	Input Value
1	Amount ($)	$ 3,900,000
2	Percent of Future Eligible Project Cost (enter as percent)	10.0%

-

Estimated Total of Other Federal Funding (excluding BIP Request)

List each Federal Program and identify Formula or Discretionary and the amount for each Federal Program. Otherwise, enter "N/A" for Program and "0" for Amount in the first row.

ID	Program	Amount	Discretionary or Formula
1	N/A	$ -	N/A

-

Estimated Non-Federal Funding

List each Non-Federal Program and the amount for each Federal Program. Otherwise, enter "N/A" for Program and "0" for Amount in the first row.

ID	Program	Amount
1	Mississippi Department of Transportation	$ 7,800,000

-

Matching Funds

Are matching funds provided for by the project?

NOTE: Matching funds are required for BIP Bridge Project grants. See Section C.2 of the NOFO for more details on non-Federal Matching Requirements and total Federal contributions. Select "Yes" or "No".

Yes

-

-

Share Requirements

Is the requested BIP and Other Federal Funding amount equal to or less than the share requirements in 23 U.S.C. 120 of total eligible project cost?

The total Federal contributions for Bridge Projects cannot exceed the share requirements in 23 U.S.C. 120, except for off-system bridges for which the total Federal assistance shall not exceed 90 percent of the total eligible project costs. See Section C.2 of the NOFO for more details on non-Federal Matching Requirements and total Federal contributions. Select "Yes" or "No".

Yes

-

Bridge Bundling

Each of the bridges in a bundle of projects, should be on the National Bridge Inventory. And all the bundled bridges should be let on the same bridge project contract. In addition, each bridge in the bundle should meet the project eligibility criteria for the bundled project to be eligible for BIP funding. See Section C.3.a of the NOFO for more information on bundling.

The applicant previously indicated (see 1 Project Info tab) that bridge bundling WILL be used to deliver the project. If this is incorrect, please adjust the information in Project Info tab.

Click to go to Project Info tab bundling question.

Given that the project bundles bridges, please provide details of the bundled project and explain the intended benefits of bridge bundling for this set of bridges.

Combining 4 bridge replacements into one project allows for economies of scale in procurement, construction, and project materials, resulting in overall lower costs compared to separate projects.

-

Cost of Unbundled Projects

Provide the estimated total cost if each bridge in the bundle was let by individual contracts. Include the same cost categories that are included in the bundled cost. Estimate in year of expenditure dollars:

NOTE: Costs of unbundled project will be compared with bundled costs to determine potential amount of cost savings and as a factor in the ability to unbundle bridges for an award.

NOTE: entering a non-numeric value will result in an error.

$ 40,950,000

-

Amount of BIP funds used to pay financing and administrative costs for TIFIA loans, if applicable.

If the project is using a Federal credit assistance under 23 U.S.C. chapter 6 (TIFIA loan) to pay for the project, state the amount of BIP funds the project plans to pay for part of the financing and administrative costs instead of being directed towards design/construction costs.

NOTE: entering a non-numeric value will result in an error.

$ -

-

Amount of Future Eligible Costs by Project Type

Indicate Improvement Type by Structure Number (Bridge Replacement, Bridge Rehabilitation, Bridge Preservation, Bridge Protection, or Culvert Replacement or Rehabilitation) and amount per bridge (if bundling, include the unbundled cost.

Note: Receipt of a BIP award does not guarantee that an applicant will receive TIFIA credit assistance, nor does it guarantee that any award of TIFIA credit assistance will be equal to 49 percent of eligible project costs. Receipt of TIFIA credit assistance is contingent on the applicant's ability to satisfy applicable creditworthiness standards and other Federal requirements.

-

ID	Structure Number	Improvement Type	Amount per Bridge	Unbundled Cost (If applicable)
1	*310002906600120*	*Bridge Replacement*	*$ 4,000,000*	*$ 4,200,000*
2	*310004205607620*	*Bridge Replacement*	*$ 25,000,000*	*$ 26,250,000*
3	*310005302401640*	*Bridge Replacement*	*$ 5,454,000*	*$ 5,726,700*
4	*310005302401660*	*Bridge Replacement*	*$ 4,546,000*	*$ 4,773,300*

Criterion 1: State of Good Repair

Demonstrate the following with quantifiable data.

Discussion Point 1.a: Bridge Condition

Condition classifications by bridge are provided below based on NBI data. The classifications do not reflect any entered NBI data exceptions related to condition ratings. Account for any data exceptions when responding to the below questions.

ID	Structure Number	Condition Classification
1	No bridges currently selected in Poor Condition.	Poor
2	310002906600120, 310004205607620, 310005302401640, 310005302401660	Fair
3	No bridges currently selected in Good Condition.	Good

-

Are all of the bridges in poor condition? Select "Yes" or "No".

No

-

If No, please explain why each bridge in Fair condition is at risk of falling into poor condition within the next 3 years, referencing the above summarized NBI Bridge Condition data, and the NBI Exceptions tab.

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 West bound 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, 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 the channel are slumping. Bridge 16.6 is on the same floodplain as 16.4 and does not meet current geometric standards.

-

Please note any other relevant information regarding the condition of the structure(s).

N/A

-

Discussion Point 1.b: Geometric and Load Standards

Do any of the bridges not meet current geometric design standards; or cannot meet the load and traffic requirements typical of the regional transportation network? Select "Yes" or "No".

Yes

If yes, provide details on each bridge, including the structure number(s). Otherwise, enter "N/A".

1.2

-

Discussion Point 1.c: Transportation Network

If any of the bridges is not improved, is there a threat to the future transportation network efficiency, mobility of goods or accessibility and mobility of people, or economic growth due to a closure or reduction in use? Select "Yes" or "No".

Yes

If yes, provide details on each bridge, including the structure number(s). Otherwise, enter "N/A".

Structure 1.5 in Stone County is a major connector to downtown Wiggins, providing a direct route to rural residents access to 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.

-

Discussion Point 1.d: Protection

Will the project improve protection, such as seismic or scour protection, to improve the bridge's long-term resiliency? Select "Yes" or "No".

Yes

If yes, provide details on each bridge, including the structure number(s). Otherwise, enter "N/A".

All bridges in the project were not designed for scour and certain hydraulic events. The new bridge designs take into consideration the current and potential future hydraulic demands to limit, if not prevent, scouring in the future through use of scour-resistent concrete materials.

-

Discussion Point 2: Maintenance Costs

Provide quantifiable data that the project will reduce maintenance costs by providing details on current maintenance costs, future projected maintenance costs without the project, and future maintenance costs following the project completion.

ID	Maintenance Cost	Dollars
1	Current Maintenance Costs	$ 7,200
2	Future projected maintenance costs without the project for the next 5 years from the application date	$ 36,000
3	Future project maintenance costs after the project completion.	$ 10,000

-

Please support the above with a narrative response.

Bridge maintenance costs listed above are per bridge within the Project based on estimates provided by MDOT. The costs include repair of piling, columns, guardrail repair, asphalt patching, and swaybracing throughout the project area. The timber substructure traps moisture under the planks and prevent drainage and cause water ponding. Due to outdated geometric standards, age of bridges, posted status, current and potential for future damage, and risks to closure, the repair costs present an undue burden on the MDOT and deplete resources for structures that are in dire need of replacement.

-

Criterion 2: Safety and Mobility

Discussion Point 1

Demonstrate, with quantifiable data, new and continued safety benefits that will be achieved in reducing crashes, injuries, or fatalities due to the project supported by data from the current/historic and projected number and type of accidents including serious injuries, and fatalities on or affected by the bridge.

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 12, 16.4, and 16.6). However, one crash occurred on Bridge 76.2 on MS 42 in Perry County within the 5 years which was an opposite direction sideswipe type crash that resulted in property damage only (PDO) type crash. The crash occurred when the left sides of vehicles travelling on the bridge from opposing direction collided due to the narrow bridge width..
The bridges will be widened to accommodate 12-foot-wide lanes and 6-foot-wide 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).

-

ID	Question	Response
1	Current/historic number and type of crashes including serious injuries, and fatalities on or affected by the bridge:	*Based on the reported crash data, no bridge related crash occurred on the bridges located in Stone and Harrison counties (Bridges 12, 16.4, and 16.6). However, one crash occurred on Bridge 76.2 on MS 42 in Perry County within the 5 years which was an opposite direction sideswipe type crash that resulted in property damage only (PDO) type crash.*
2	Future/projected number and type of crashes including serious injuries, and fatalities on or affected by the bridge:	*Based on historic crashes and using applicable CMFs, less than 1 crash per year is projected for Bridge 76.2 with the proposed improvements. Not applicable for other bridges since no historic crashes.*

-

Discussion Point 2

Demonstrate, with quantifiable data, how the project will target known, documented, if any, safety problems with the bridge, within the project area or wider transportation network.
If there are no known, documented, safety problems, document that there are none.

Based on the crash reports, one crash occurred on Bridge 76.2 due to narrow bridge width where vehicles from opposite direction travelling on the bridge collided.

-

Discussion Point 3

Demonstrate, with quantifiable data, how the project will protect motorized and non-motorized travelers or communities from safety risks including improvements to, the addition of, or continuation of, safety features.

The bridges will be widened to accommodate 12-foot-wide lanes and 6-foot-wide shoulders. Widening the lanes and shoulders would 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).

-

Discussion Point 4

ID	Subpoint	Response
1	Number of structures expected to be impacted by the project. This value must be greater than or equal to the structures involved in the project. NOTE: Entering a text value or a numeric value smaller than the number of structures will result in the error: "This value doesn't match the data validation restrictions defined for this cell".	*4*
2	Total person miles traveled (PMT) expected to be impacted by the project. NOTE: Entering a nonnumeric value will result in the error: "This value doesn't match the data validation restrictions defined for this cell".	*1106804*
3	If values are different from the NBI Data tab, provide the average daily traffic, and average daily truck traffic expected to be impacted by the project:	*The person miles traveled (PMT) is calculated based on data for the four bridges in the project utilizing crash data and MDOT provided average daily traffic and average daily truck traffic.*
4	Demonstrate, with verifiable data, how the project will improve the mobility, efficiency, or reliability of the movement of people and freight through the project corridor, accounting for current traffic demands and estimated future demands."	*MDOT projects a 10.5 percent growth in both ADT and Average 18 KIP Axles loads per 1,000 vehicles every 10 years along 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 ADT values on structure 1.2 on SR 29 is 2700, with approximately 9% large trucks traffic, 2600 ADT on structure 76.2 on SR 42 with 14% large truck traffic, and 2000 ADT on structures 16.4 and 16.6 with 14% 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 industries - agriculture and timber - are not negatively impacted by bridge closures or load posting.*

-

Criterion 3: Economic Competitiveness and Opportunity

Demonstrate the following with verifiable data, as applicable. If the project will not demonstrate a positive or negative impact, in the response please respond N/A and include a narrative why the response is not applicable. To complete the first discussion point, please use the reference table provided at the bottom of the sheet. To navigate to the table, click the link below.

Click to go to Reference Table

ID	Provide a response to the following discussion points:	Narrative Response, including verifiable data
1	Include information that describes actions considered to support the Economic Competitiveness and Opportunity during the development of the project and how the project supports the creation of good-paying jobs directly related to the project and equitable access to those jobs. This could include, for example, a free and fair choice to join a union, the expansion of training programs, and the incorporation of strong labor standards which could include strategies such as targeted hiring preferences for bringing in and retention of historically underrepresented workers into the workforce that will result in hiring and result in hiring and retention of historically underrepresented groups into good-paying jobs. In the reference table, provided at the bottom of the sheet, is a list of potential considerations to support good-paying jobs and strong labor standards. If an action is applicable to the proposed project, provide a summary as indicated in the Narrative Response column to the right. If an action is not included in the reference table, please provide a summary that identifies and describes the action.	*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.*

2	Provide verifiable data how the project improves supply chains by reducing congestion and improving travel time reliability accounting for current traffic demands and estimated future demands, as a result of addressing current geometric conditions of the bridge and ensuring conditions are sufficient for current and future load and traffic requirements of the regional network, highlighting the increase of the value of freight moving across the project.	*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 lenghts. 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 southern Mississippi.*
3	Provide data on the national or regional economic benefits that are anticipated as a result of the project by supporting a strong economy and labor market.	*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. As previously mentioned, the cattle industry in Stone, Perry, and Harrison Counties is vital to a strong economy. Transport of goods to ensure the industry continues to grow not only impacts cattle ranchers, but the entire supply chain.*
4	Provide verifiable estimates of how the project promotes greater public and private investments in land-use productivity, including rural main street revitalization or locally driven density decisions that support equitable commercial and mixed-income residential development.	*Replacing the narrow, aging bridges in Stone, Perry, and Harrison Counties with safer 12-foot-wide lanes and 6-foot-wide shoulders will foster social connectivity of rural residents and enable the efficient movement of goods to southern rural Mississippi.*

-

Criterion 4: Climate Change, Sustainability, Resiliency, and the Environment

Demonstrate the following with quantifiable data, as applicable. If the project will not demonstrate a positive or negative impact, in the response please respond N/A and include a narrative why the response is not applicable.

ID	Provide a response to the following discussion points:	Narrative response, including quantifiable data
1	Reduces air pollution or greenhouse gases (such as increasing use of lower carbon travel modes like transit and active transportation, and/or incorporating lower-carbon pavement and construction materials).	*Replacement of these aged-out structures to include 12-foot-wide lanes and 6-foot-wide shoulders will accomodate 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.*
2	Improves resiliency of at-risk infrastructure.	*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 is a timber substructure and both are load posted, while all bridges in the Project have a narrow bridge lane width and do not meet geometric standards. Replacing the at-risk infrastructure will remove load carrying limits and ensure the efficient movement of goods.*
3	Improves wildlife connectivity, especially for aquatic species.	*The project will replace existing bridges and will not negatively impact the aquatic ecosystem. Replacement of the bridges could lead to increased water flow through the streams, creeks, and rivers in the system, in turn, positively impacting the overall ecosystem.*
4	Addresses the disproportionate negative environmental impacts on disadvantaged communities.	*Replacing the four bridges in the Project will eliminate the need for long detour routes, which will lead to increased fuel and vehicle efficiency. 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.*

-

Criterion 5: Equity and Quality of Life

Demonstrate the following, as applicable. If the project will not demonstrate a positive or negative impact, in the response please respond N/A and include a narrative why the response is not applicable.

Discussion Point 1

ID	Subpoint	Narrative response, including verifiable evidence
1	Provide verifiable evidence that demonstrates the project has or will engage Historically Disadvantaged Communities or populations, or Areas of Persistent Poverty with effective public participation that is accessible to all persons regardless of race, color, national origin, disability, age, and sex.	*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.*
2	Demonstrate that such engagement has taken into account consideration of such input in the planning, development, and implementation of the project decision-making process.	*While not specific to this project, MDOT staff and the project team coordinated statewide outreach efforts with the state's MPOs to ensure consistency in the multijurisdictional long-range transportation plan. 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.*

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Discussion Point 2

Demonstrate how the planning and engagement in the project design phase will mitigate and, to the greatest extent possible, prevent physical and economic displacement, as may be required by the project.

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 it's residents through infrastructure improvements and intends to mitigate any negative impacts upon community members.

-

Discussion Point 3

Demonstrate how the project incorporates nonvehicular and/or public transportation into the project, providing quantifiable benefits to the quality of life of the users by:

ID	Subpoint	Narrative response, including verifiable evidence
1	increasing affordable transportation choices and expanding active transportation usage, or	*While MDOT seeks to enhance active transportation through infrastructure improvements, the bridge replacements in Newton, Madison, and Lauderdale Counties are located along transportation routes with little to no pedestrian or bicycle use. The roadways carried by these bridges are narrow with little to no shoulder. Pedestrian and bicycle use are technically allowed on US-51 and US-80, 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 a 6-foot-wide shoulder to accommodate safety and ease of movement for freight and vehicles.*
2	significantly reducing vehicle dependence.	*N/A*

-

Discussion Point 4

Demonstrate with verifiable evidence that the project improves access to daily destinations through vehicles, transit and/or active transportation. Daily destinations may include housing, jobs, healthcare, grocery stores, schools, places of worship, recreation, or parks.

The project will improve the quality of life for local and regional users through enhances to mobility and safety through the transportation network. In this mostly rural part of the state, a reliable network able to carry large, overweight vehicles is critical to the livelihoods of most residents. The Project will improve reliability and capacity and support quality of life for the region's farmers, ranchers, and workers. Expanding to 12-foot-wide lanes and installing 6-foot-wide shoulders will enable improved mobility for personal and business travel, increase safety, and provide increased access to freight and emergency vehicles.

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Criterion 6: Innovation

Discussion Point 1

Demonstrate the use and quantitative benefits of an innovative project design or construction technique, technology, financing, or planning and environmental review process improvements.

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 thirteen structures bundled into one project, the project benefits from economy of scale, utilizing a single contract award to save costs as well as materials, construction, and procurement time. Bundling is anticipated to save up to 5% over the costs of the individual bridges. The use of Warm Mix Ashpalt 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, industry in Mississippi has chosen WMA for approximately 70% of tonnage placed.

Benefit-Cost Analysis

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Provide a concise summary of the outcome of the benefit-cost analysis.

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.

1: Applicant's Technical Capacity

Detail the applicant’s capacity to successfully deliver the project in compliance with applicable Federal requirements.
This may include the technical experience and resources dedicated to the project and the recipient's experience related to:
1) working with Federal Agencies,
2) civil rights compliance (including compliance with Title VI of the Civil Rights Act of 1964 and accompanying DOT regulations, ADA, and Section 504 of the Rehabilitation Act)
3) previous DOT discretionary grant awards.

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 13 bridges in this project.

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2A: Technical Feasibility of the Project

Provide details on the technical feasibility of the project regarding each of the below.

ID	Item	Narrative Response
1	Engineering and design studies and activities	*MDOT has conducted the initial engineering and design activities, including survey to hydraulics, initial environmental reviews, and is in the process of securing right-of-way and relocating utilities.*
2	Development of design criteria and/or a basis of design	*MDOT follows design criteria set forth by the American Association of State Highway Transportation Officials (AASHTO)*
3	Basis for the cost estimate presented in the application, including the identification of contingency levels appropriate to its level of design	*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 90% completion state plans.*
4	Scope, schedule, and budget risk-mitigation measures	*There is very little risk that would prevent the project from meeting the obligation deadline for FY2024 BIP project funds based on the following: MDOT has completed Right-of-Way acquisition, utilities have been relocated, and final plans are prepared. MDOT has received FHWA approval of the Environmental Documents for the proposed project. MDOT is estimating an obligation date for BIP Funding 09/30/2025 with a construction letting date of 11/25/2025 and construction date of 03/12/2026.*

-

2B: Technical Feasibility of the Project

In addition, include a detailed statement of work that focuses on the technical and engineering aspects of the project and describes in detail the project to be constructed.

The bridges will be widened from undesirable widths as small as 19’ to a minimum of 36’ to follow the new 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. Scour prevention materials will be used to address the everchanging factors that were not considered in the past, such water surface elevations and allowing the river to flow unobstructed.

-

Financial Completeness

Submit the requested information in this section and under Project Costs section for the DOT to assess the financial completeness of the project as detailed in Section E.1.d of the NOFO.

ID	Item	Yes or No	Response
1	Is other Federal Funding and Non-Federal Funding Secured? Please select "Yes" or "No". If No, please provide details on each non-secured funding source and the anticipated date funding will be secured. Otherwise, enter "N/A".	*Yes*	*MDOT has 20% project matching funds set aside if a BIP grant is awarded.*
2	Is there a plan to address potential cost overruns? Please select "Yes" or "No". If Yes, provide details on the plan to address potential cost overruns by including an explicit contingency amount with a funding source. Otherwise, enter "N/A".	*Yes*	*Should there be any unforseen cost overruns during the construction phases, the available Mississippi Infrastructure Modernization Act (MIMA) funding will be utilized to cover any shortfalls.*

-

Future Maintenance and Preservation Costs

Identify sources of funding and commitments to maintain and preserve the completed structure:

The completed facility will contribute to achieving a state of good repair and meeting pavement and bridge performance targets set forth in MDOT’s Transportation Asset Management Plan (TAMP).

-

Environmental Risk

Submit the requested information in this section on the project’s environmental approvals and likelihood of the necessary approval affecting project obligation for the DOT to assess the environmental risk of the project as detailed in Section D.2.c.VI of the NOFO.

NEPA Status

Provide the status of the NEPA process and indicate if the determination will likely be the result of a Categorical Exclusion (CE), Environmental Assessment (EA), or Environmental Impact Statement (EIS).

ID	Category	Response
1	NEPA Determination document type (choose a value from the dropdown)	*Categorical Exclusion (CE)*
2	Planned or Actual Start of NEPA (mm/dd/yyyy)	*05/22/23*
3	Planned or Actual Completion of NEPA (mm/dd/yyyy)	*05/22/23*
4	Is the NEPA process completed? (choose a value from the dropdown)	*No*
5	If the NEPA process is incomplete, provide details on the current status of NEPA process.	*MDOT is in the planning phase for NEPA documentation for the remaining bridges. Documents can be reviewed by visiting MDOTSouthBIP.TransportationPlanroom.com See narrative for more information*

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NOTE: The entered dates indicate that the NEPA process was completed within the last year.

If the final Agency action with respect to NEPA occurred more than three years before the application date, the applicant should describe a proposed approach for updating this material in accordance with applicable NEPA reconsideration requirements. See Section D.2.c.VI of the NOFO. Otherwise, enter "N/A".

n/a

-

Litigation Concerns

Are there known environmental, or litigation concerns associated with the project? Select "Yes" or "No".

No

-

If yes, provide details. Otherwise, enter "none".

none

-

Environmental Permits and Reviews

Provide any information on reviews, approvals, and permits by other Federal and State agencies including if the project requires such actions, what action(s) are required, their status, and a Website link or other reference to copies of any documents. See Section D.2.c.VI of the NOFO.

ID	Permit or Review	Status	Reference Material
1	*N/A*	*n/a*	*n/a*

Planning Documents

Is the project currently programmed in the relevant State and Local planning documents such as TIP, STIP, MPO Long Range Transportation Plan, State Long Range Transportation Plan? The planning requirements applicable to the Federal-aid highway program apply to all BIP projects. See Section D.2.c.VI of the NOFO. Select "Yes" or "No".

Yes

-

If yes, please describe below. If no, enter "N/A".

NOTE: For "Plan", choose a value from the dropdown list.

NOTE: For "Year", enter a four-digit number.

ID	Plan	Plan Name	Identifying Number in the Plan (or none)	Year Programmed for Construction
1	*STIP*	*State Transportation Improvement Plan*	*none*	*2025*
2				

-

If No, provide the reason the project is not currently programmed and plans to program it in the relevant State and Local planning documents. Otherwise, enter "N/A".

n/a

-

Project Risks and Mitigation Strategies

Identify all material risks and harms to the project, including the greatest risks to the project, and the strategies that the lead applicant and any project partners have undertaken or will undertake to mitigate those risks.

Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match, lack of support from stakeholders or impacted communities, or lack of legislative approval, affect the likelihood of successful project start and completion. See Section D.2.c.VI of the NOFO.

ID	Item	Narrative Response
1	Risk(s) and Harm(s)	*There is very little risk that would prevent the project from meeting the obligation deadline for FY2024 BIP project funds based on the following: MDOT has completed Right-of-Way acquisition, utilities have been relocated, and final plans are prepared. MDOT is estimating an obligation date for BIP Funding in Summer 2024 with an construction letting date of November 26, 2024. MDOT is estimating the completion of construction would occur by November 26, 2026.*
2	Mitigation(s)	*Prior to project initiation, MDOT will conduct a thorough risk assessment to identify potential threats to project delivery. This assessment will include environmental considerations, community impacts, regulatory requirements, and technical challenges.*

-

Project Schedule

Provide a project schedule that is sufficiently detailed identifying all major project milestones including, but not limited to, State and local planning approvals (programming on the STIP); start and completion of NEPA and other Federal environmental reviews and approvals, including permitting, design completion, right-of-way acquisition, approval of plans, specifications and estimates (PS&E); procurement; State and local approvals; project partnership and implementation agreements including agreements with railroads; and construction. See Section D.2.c.VI of the NOFO for details.

Right-of-Way Acquisition Considerations

Provide details of the right-of-way acquisition. See Section D.2.c.VI of the NOFO.

NOTE: choose a value from the dropdown list.

Is right-of-way acquisition necessary? Select "Yes" or "No".

Yes

-

If no, provide a statement that no right-of-way acquisition is necessary. If yes, enter "N/A" and proceed to the table below.

n/a

-

Please Complete the below tables if Right-of-Way must be acquired for the project.

NOTE: Enter dates in the following format: mm/dd/yyyy

ID	Right-of-Way Acquisition	Planned or Actual Date
1	Start (mm/dd/yyyy)	*03/17/25*
2	Completion (mm/dd/yyyy)	*05/01/25*

-

Provide a plan for securing any required right-of-way agreements

Oversight of the acquisition function is conducted by the Right of Way Division Operations Manager. The MDOT uses consultants to perform the acquisition function. The following are the oversight responsibilities of the Operations Manager.
•Monitor consultant assignment for compliance with MDOT policies, procedures and contract specification for quality control.
•Resolve acquisition problems and issues.
•Ensure that the selected consultant is qualified to accomplish the assigned task.
•Interpretation of official instructions and/or rules, contracts or agreements.
•Ensure proper distribution of work product to other MDOT Right of Way Sections and Divisions or MDOT consultants.
•Return significantly incomplete assigned work to the consultant and consider invoking contract provisions for dismissal of consultant.

-

ID	Right-of-Way Consideration	Response
1	Would right-of-way acquisition require relocation of any people or businesses? Select "Yes" or "No".	*No*
2	If yes, are people or businesses being relocated members of traditionally underserved and underrepresented populations (Environmental Justice communities)? Select "Yes", "No", "N/A".	*N/A*

-

If Yes to either of the questions, please describe. Otherwise, enter "N/A."

n/a

-

Design and Project Timeline

Provide details for the design status of the project.

NOTE: Enter dates in the following format: mm/dd/yyyy

ID	Design and Project Status	Planned or Actual Start Date	Planned or Actual End Date
1	Preliminary Design (mm/dd/yyyy)	*07/13/21*	*09/24/21*
2	Final Design (mm/dd/yyyy)	*07/26/25*	*09/30/25*
3	Construction (mm/dd/yyyy)	*03/12/26*	*03/12/27*

-

Provide any other relevant information as a narrative response. Otherwise, enter "N/A".

n/a

-

Summary

Provide a summary on the overall readiness of the project:

The project is currently in the design phase. If awarded MDOT would work with award winning contractor towards an early Notice to Proceed.

ID	Question	Yes or No
1	Are the bridges in this application in poor condition, or in fair condition and at risk of falling into poor condition within the next three years? Please summarize the bridge condition information provided in the Merit Criteria sheet.	*Yes*
2	Without a BIP grant, will the project sponsor(s) be unable to complete the Bridge Project?	*No*

-

Summary of Considerations the Project Supports

Identify the priority considerations in the succeeding table to auto-generate the summary information below.

ID	Considerations	Supported by Project
1	Consideration(s): 2, 4	Yes
2	Consideration(s): 1, 3, 5	No

-

Considerations

ID	DOT Priority Consideration	Yes or No
1	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*
2	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*
3	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*
4	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*
5	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*

-

If yes, provide details (otherwise, enter "N/A")
Structures in this project are rated as "Poor-Serious", "Poor", and "Fair" and are at risk of further deterioration due to the age of the structures, damage caused by narrow bridge lane width, and scour caused by outdated geometric and environmental design.
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.

If Yes, provide details how it supports the priority consideration. If No, provide a reason as applicable.
n/a
Initial Categorical Exclusions have been conducted and re-evaluations are scheduled prior to final plans.
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.
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.
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.

Administration Priorities and Departmental Strategic Plan Goals

Does the application support any of the Administration Priorities and Departmental Strategic Plan Goals listed in Sections D.2.c.VII and A.1.c of the NOFO? If the application supports one or more of the Administration Priorities and Departmental Strategic Plan Goals, describe which consideration(s) it supports and how. In the discussion below, reference previous sections in which additional information was detailed to support the priority(s) and goal(s).

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Please indicate which goals the project fulfills. If yes, provide details. If no, provide reason as applicable.

Summary

ID	Goal	Question	Yes or No
1	Safety	Does the project provide substantial safety benefits?	*Yes*
2	Climate Change and Sustainability	Will the project consider climate change and environmental justice in the planning stage and in project delivery?	*Yes*
3	Equity	Will the project include an equity assessment which evaluates whether a project will create proportional impacts and remove transportation related disparities to all populations in a project area?	*No*
4	Workforce Development, Job Quality, and Wealth Creation	Does the project support Workforce Development, Job Quality, and Wealth Creation?	*Yes*

-

1. Safety

Applicants must address how their project provides substantial safety benefits. Prior to receiving funds, all projects are expected to, at a minimum, identify and mitigate to the extent practicable any significant safety risks that could result after the project completion. Applicants should include how their project will not negatively impact the overall safety of the traveling public.

The primary safety goal with the replacement of aging bridges in rural Mississippi will address narrow bridge width by adding 12-foot-wide lanes and 6-foot-wide shoulders. The project will provide increased safety for the traveling public by replacing the structures, which are currently rated in Poor or Fair condition. Allowing the bridges to stay in the current state poses more harm to the public.

-

2. Climate Change and Sustainability

Applicants must address how the project will consider climate change and environmental justice in the planning stage and in project delivery. In particular, applicants must address how the project reduces greenhouse gas emissions in the transportation sector, incorporates evidence-based climate resilience measures and features, and reduces the lifecycle greenhouse gas emissions from the project materials. Applicants also must address the extent to which the project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, as well as address disproportionate negative impacts of climate change and pollution on disadvantaged communities, including natural disasters, with a focus on prevention, response, and recovery.

Environmental impacts were calculated using emissions data provided through the USDOT's Bridge Investment Program BCA toolkit. This resource provides emissions data per VMT based on a number of variables, including rural/urban status, restricted/unrestricted categorization, vehicle classification, and speed. The tool also projects emissions changes over time, providing data for 2020, 2030, 2040, and 2050. Using values from this tool, the BCA demonstrates that by increasing the average travel speed, the project will subsequently increase the average efficiency of vehicles using the route. This change results in a decrease in emissions, as shown in detail within the project's BCA.

-

3. Equity

Applicants must address how their project will include an equity assessment which evaluates whether a project will create proportional impacts and remove transportation related disparities to all populations in a project area. Applicants should demonstrate how meaningful public engagement will occur throughout a project's life cycle. Applicants should address how project benefits will increase affordable transportation options, improve safety, connect Americans to good-paying jobs, fight climate change, and/or improve access to resources and quality of life.

While not specific to this project, the planning and design of the project was completed with the MULTIPLAN 2040 public engagement input considered along with the MDOT Location Committee oversight. The project will increase mobility throughout the rural Southern Mississippi Coastal Region through replacement of load posted, aging bridges, will allow safer and more resilient transport of goods and services, and will increase access to employment opportunities through transportation cost savings.

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4. Workforce Development, Job Quality, and Wealth Creation

Applicants must address how their project will create good-paying jobs with free and fair choice to join a union; promote investments in high-quality workforce development programs with supportive services to help train, place, and retain people in good-paying jobs or registered apprenticeship, with a focus on women, people of color, and others that are underrepresented in infrastructure jobs (people with disabilities, people with convictions, etc.); and change hiring policies and workplace cultures to promote the entry and retention of underrepresented populations. Applicants should address how the project promotes local inclusive economic development and entrepreneurship such as the utilization of Disadvantaged Business Enterprises, Minority-owned Businesses, Women-owned Businesses, or 8(a) firms.

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.

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