PROPOSAL AND CONTRACT DOCUMENTS

FOR THE CONSTRUCTION OF

(EXEMPT)

9
Milling and Overlaying approximately 2.9 miles of Mississippi Highway 302 beginning west of U.S. 51 ending east of Swinnea Road, known as Federal Aid Project No. STP-0021-01(054) / 103800, in the County of Desoto, State of Mississippi.

Project Completion: August 6, 2004

NOTICE

BIDDERS MUST PURCHASE A BOUND PROPOSAL
FROM MDOT CONTRACT ADMINISTRATION DIVISION
TO BID ON THIS PROJECT.

Electronic addendum updates will be posted on www.goMDOT.com

SECTION 900

OF THE CURRENT
(1990) STANDARD SPECIFICATIONS
FOR ROAD AND BRIDGE CONSTRUCTION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

BIDDER CHECK LIST
(FOR INFORMATION ONLY)

_____ All unit prices and item totals have been entered in accordance with Subsection 102.06 of the Mississippi Standard Specifications for Road and Bridge Construction.

_____ If the bid sheets were prepared using MDOT's Electronic Bid System, proposal sheets have been stapled and inserted into the proposal package.

_____ First sheet of SECTION 905--PROPOSAL has been completed.

_____ Second sheet of SECTION 905--PROPOSAL has been completed and signed.

_____ Addenda, if any, have been acknowledged. Second sheet of Section 905 listing the addendum number has been substituted for the original second sheet of Section 905. Substituted second sheet of Section 905 has been properly completed, signed, and added to the proposal.

_____ DBE/WBE percentage, when required by contract, has been entered on last sheet of the bid sheets of SECTION 905 - PROPOSAL.

_____ Form OCR-485, when required by contract, has been completed and signed.

_____ The last sheet of the bid sheets of SECTION 905--PROPOSAL has been signed.

_____ Combination Bid Proposal of SECTION 905--PROPOSAL has been completed for each project which is to be considered in combination (See Special Provision No. 907-102-1).

_____ Equal Opportunity Clause Certification, when included in contract, has been completed and signed.

_____ Subcontract Certificate, when included in contract, has been completed and signed.

_____ The Certification regarding Non-Collusion, Debarment and Suspension, etc. has been executed in duplicate.

_____ A Certified check, cashier's check or bid bond payable to the State of Mississippi in the principal amount of 5% of the bid has been included. Bid bond has been signed by the bidder and has also been signed or countersigned by a Mississippi Resident Agent for the Surety with Power of Attorney attached or on file with the Department's Contract Administration Engineer.

_____ Non-resident Bidders: ON STATE FUNDED PROJECTS ONLY, a copy of the current laws regarding any preference for local Contractors from State wherein domiciled has been included. See Subsection 103.01, Mississippi Standard Specifications for Road and Bridge Construction, and Section 31-7-47, MCA, 1972 regarding this matter.

Return the proposal and contract documents in its entirety in a sealed envelope. DO NOT remove any part of the contract documents; exception - an addendum requires substitution of second sheet of Section 905. A stripped proposal is considered as an irregular bid and will be rejected.

Failure to complete any or all of the applicable requirements will be cause for the proposal to be considered irregular.

(10/2003)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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CERTIFICATE REGARDING NON-COLLUSION, DEBARMENT AND SUSPENSION,

SECTION 902 - CONTRACT FORM, AND SECTION 903 - CONTRACT BOND FORM,

MAINTENANCE BOND

FORM -- OCR-485,

HAUL PERMIT FOR BRIDGES WITH POSTED WEIGHT LIMITS

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 901 - ADVERTISEMENT

Sealed bids will be received by the Mississippi Transportation Commission in the Office of the Contract Administration Engineer, Room 1013, Mississippi Department of Transportation Administration Building, 401 North West Street, Jackson, Mississippi, until 9:30 o'clock A.M., Tuesday, February 24, 2004; thereafter, bids will be received in the First Floor Auditorium of the Mississippi Department of Transportation Adminstration Building, Jackson, Mississippi, until 10:00 o'clock A.M., Tuesday, February 24, 2004, and shortly thereafter publicly opened for

Milling and Overlaying approximately 2.9 miles of Mississippi Highway 302 beginning west of U.S. 51 and ending east of Swinnea Road, Known as Federal Aid Project No. STP-0021-01(054) / 103800, in the County of Desoto, State of Mississippi.

This project contains provisions for the Hot Mix Asphalt to be maintained by the Contractor for a period of seven (7) years.

The attention of bidders is directed to the Contract Provisions governing selection and employment of labor. Minimum wage rates have been predetermined by the Secretary of Labor and are subject to Public Law 87-58 1, Work Hours Act of 1962, as set forth in the Contract Provisions.

The Mississippi Department of Transportation hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, sex, religion or national origin in consideration for an award.

The award of this contract will be contingent upon the Contractor satisfying the DBE requirements.

Bid proposals must be acquired from the MDOT Contract Administration Division, Room 1013, MDOT Administration Building, 401 North West Street, Jackson, Mississippi, 39201, Telephone (601) 359-7744 or FAX (601) 359-7940. These proposals are available at a cost of Ten Dollars ($10.00) per proposal. Specimen proposals are also available at the MDOT Contract Administration Division at a cost of Ten Dollars ($10.00) per proposal, or can be viewed or downloaded at no cost at www.gomdot.com.

Plans may be acquired on a cost per sheet basis from MDOT Plans Print Shop, Room 1100, MDOT Administration Building, 401 North West Street, Jackson, Mississippi, 39201, Telephone (601) 359-7460 or e-mail at plans@mdot.state.ms.us or FAX (601) 359-7461.

Plans will be shipped upon receipt of payment.

Bid bond, signed or countersigned by a Mississippi Resident Agent, with Power of Attorney attached or on file with the Contract Administration Engineer of the Department, a Cashier's check or Certified Check for five (5%) percent of bid, payable to STATE OF MISSISSIPPI, must accompany each proposal.

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

LARRY L. "BUTCH" BROWN
EXECUTIVE DIRECTOR

(FAP)

MISSISSIPPI STATE HIGHWAY DEPARTMENT

SECTION 904 - NOTICE TO BIDDERS NO. 1 **CODE: (IS)**

DATE: **7/26/90**

SUBJECT: **Governing Specifications**

The current (l990) Edition of the Standard Specifications for Road and Bridge Construction adopted by the Mississippi State Highway Commission is made a part hereof fully and completely as if it were attached hereto, except where superseded by special provisions, or amended by revisions of the Specifications contained herein. Copies of the specification book may be purchased from the Construction Division.

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

In the event the plans or proposal contain references to the 1976 Edition of the Standard Specifications for Road and Bridge Construction, it is to be understood that such references shall mean the comparable provisions of the 1990 Edition of the Standard Specifications.

MISSISSIPPI STATE HIGHWAY DEPARTMENT

SECTION 904 - NOTICE TO BIDDERS NO. 437 **CODE: (IS)**

DATE: **6/6/91**

SUBJECT: **Status of Right-of-Way, Utility Adjustments and Potentially Contaminated Sites**

Although it is desirable to have acquired all rights-of-way and completed all utility adjustments and work to be performed by others prior to receipt of bids, it is not considered to be in the public interest to wait until each and every such clearance has been obtained. The bidder is hereby advised of unacquired rights-of-way, relocatees and utilities which have not been completed.

The status of right-of-way and utility adjustments and potentially contaminated sites are set forth in attachments entitled "Status of Right-of-Way", "Status of Utility Adjustments" and "Status of Potentially Contaminated Sites."

In the event right of entry is not available to ALL parcels of right-of-way and all work complete that is to be accomplished by others on the date set forth in the contract for the Notice to Proceed, the Department will issue a restricted Notice to Proceed upon written request of the Contractor.

STATUS OF RIGHT-OF-WAY
STP-0021-01(054)
103800/302000
DESOTO COUNTY
October 2, 2003

All rights of way and legal rights of entry have been acquired, **except:**

NONE.

STATUS OF POTENTIALLY CONTAMINATED SITES
STP-0021-01(054)
103800/302000
DESOTO COUNTY
September 30 ,2003

THIS PROJECT IS FOR OVERLAY WITHIN EXISTING RIGHT OF WAY AND NO INITIAL SITE ASSESSMENT WILL BE PERFORMED. ANY CONTAMINATION DISCOVERED ON EXISTING RIGHT OF WAY WILL BE HANDLED BY THE DEPARTMENT.

ASBESTOS CONTAMINATION STATUS OF BUILDINGS
TO BE REMOVED BY THE CONTRACTOR
STP-0021-01(054)
103800/302000
DESOTO COUNTY
September 30 ,2003

Reference is made to notices to bidders entitled "Asbestos National Emission Standards for Hazardous Air Pollutants (NESHAP)" and "Removal of Obstructions".

The following pertinent information is furnished concerning asbestos containing materials (ACMs), if any, found in buildings to be removed by the Contractor.

This project is for overlay within existing Right of Way. There are no buildings in the contract to be removed.

UTILITY STATUS REPORT
STP-0021-01(054) / 103800
DESOTO COUNTY
OCTOBER 2, 2003

This is to certify that there are no known utility conflicts associated with the above referenced project.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 882 **CODE: (IS)**

DATE: 7/1/92

SUBJECT: AGENCY, COMMISSION AND OFFICER NAME CHANGES

Whenever the term "Mississippi State Highway Department", the word "Department", or variations thereof meaning the Mississippi State Highway Department appears in the plans, proposal, contract documents, and specifications for highway construction projects, in accordance with the laws of the State of Mississippi, it shall mean the "Mississippi Department of Transportation."

Whenever the term "Mississippi State Highway Commission", the word "Commission", or variations thereof meaning the Mississippi State Highway Commission appears in the plans, proposal, contract documents, and specifications for highway construction projects, in accordance with the laws of the State of Mississippi, it shall mean the "Mississippi Transportation Commission."

Whenever the term "Director", or variations thereof meaning the Chief Administrative Officer of the State Highway Department appears in the plans, proposal, contract documents, and specifications for highway construction projects, in accordance with the laws of the State of Mississippi, it shall mean the "Executive Director of the Mississippi Department of Transportation."

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 1428 **CODE: (IS)**

DATE: 6/18/93

SUBJECT: ERRATA AND MODIFICATIONS TO 1990 STANDARD SPECIFICATIONS BOOK

Page	Subsection	Change
101-2	101.01	Change the abbreviation for Military Specifications from “MS” to "MIL".
101-2	101.01	After OD (Outside Diameter) add "OSHA" as the abbreviation for "Occupational Safety and Health Administration".
101-4	101.02	After the word "specifications," in the second line of the second paragraph under the definition for **Contract** add "supplemental specifications, ".
101-5	101.02	In the definition for **County** delete the word "specified".
105-2	105.03	In the fourth line of the last paragraph change “releave" to "relieve".
105-10	105.16	In the second line of this page change "grass" to "plant establishment".
107-21	107.25	In the third line of the fourth paragraph change "until" to "unit".
108-9	108.06.2	In the last two lines of the sixth full paragraph delete "or when the number is greater than 1.0, the assessment is assigned as 1.0".
218-1	218.03.2	In the second line of third paragraph change "unformly" to "uniformly".
405-8	405.03.3.2.2	In the first line change "crack" to "cracks".
405-8	405.03.3.2.2	In the first line change "then" to "than".
405-9	405.03.3.3.1	In the last line of the second paragraph add "shall" after the word "aggregate".
405-9	405.03.3.3.1	In the third line of the third paragraph change "Contract" to "Contractor".
405-10	405.03.4	In the last line of the first paragraph change “enterlayer" to "innerlayer".

Page	Subsection	Change
405-10	405.04	In the second line of the first paragraph change "ploymer" to "polymer".
405-10	405.04	In the last line of the third paragraph change reference "109.08" to "907-109.08".
408-1	408.04	In the first line change "Measurment" to "Measurement".
603-9	603.03.9.3	In the third line of the last paragraph of this subsection change "directd" to "directed".
603-10	603.05	In the description for pay item 603-C-F change "Sections" to "Section".
603-12	603.05	In the description for pay item 603-P-A delete the second "Box Culvert".
604-1	604.02	Change subsection reference for gray iron castings from "716.03" to "716.04".
615-1	615.03.2	In the eighth line change "placement" to "replacing,".
618-2	618.03.1	In the sixth line of the fourth paragraph change "walkaways" to "walkways".
618-2	618.03.1	In the seventh line of the fourth paragraph change the second "a" to "at".
626-3	626.05	Remove 4" from in front of Thermoplastic in description of pay item 626-G.
628-2	628.05	Add "linear foot" as a unit of measurement for payment under pay item 628-E.
630-6	630.03.8.1	In the last line of the first paragraph change the references from "810.03.6 and 810.03.7" to "810.03.5 and 810.03.6", respectively.
630-6	630.03.8.1	In the last line of the second paragraph change "shown" to "specified".
630-7	630.03.8.2	In the second line of the first paragraph change reference "810.03.2" to "810.02.2".
699-2	699.04	In the fourth line of the first paragraph change "included" to "include".
702-7	702.12	In the title for TABLE III change "EA-I" to "EA-1".
711-1	711.02.1	In the table for areas and weights of Standard Reinforcing Bars change the weight-lbs. per foot of number 5 bar from "1.048" to "1.043".

Page	Subsection	Change
712-1	712.04	In the third line of the second paragraph change "Class B" to "Class D".
712-1	712.04	In the fifth line of the second paragraph change "Class A" to "Class C".
712-8	712.12.5	In the third line change the ASTM designation from "A 120" to "F 1083".
714-13	714.11.7	Change the Subsection No. "714-11.7.1" to "714.11.7.1".
715-7	715.09.3	In the fifth line from the bottom of the page change the lbs./sq.yd. minimum dry wt. requirement for straw from "0.70" to "0.5".
716-2	716.11	In the second line change the ASTM designation from "A 120" to "A 53".
717-8	--	Change the Section No. shown in the upper left corner of the page from "7171" to "717".
721-3	721.03.3	In lines 5 and 7 of this subsection add "B 221, B 241, or" in front of B 429.
803-10	803.03.9.6	Revise the definition of the letter "S" in the pile formulas to read: "S = the average penetration in inches per blow for the last 5 to 10 blows for gravity hammers and the last 10 to 20 blows for steam/air hammers."
804-37	804.03.19.6.3	In the fourth line of the first paragraph change "otherewise" to "otherwise".
820-2	820.03.4.1	In the second line of this subsection change "with out" to "without".
820-2	820.03.4.3	In the second line of this subsection change "abraisions" to "abrasions".
1	Index	Change reference subsection for Advance on Materials from "109.02" to "109.06.2".
5	Index	Change reference subsection for Cofferdams and Cribs from "810.03.4" to "801.03.4".
28	Index	Delete the listing "Working Day, Definition of . . . . . 101.02" contained in the third line from the bottom of the page.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 1991 **CODE: (IS)**

DATE: **5/11/94**

SUBJECT: **Clarification of Significant Change Specifications**

Before any consideration will be given for an adjustment to the contract as noted in the first paragraph of Subsection 907-104.02.1, it must be determined that a significant change in the character of the work has occurred. A Significant change in quantity of a major item [plus or minus twenty-five percent (25%) variation from original quantity], in and of itself, does not constitute a significant change in the character of work. The character of the work, as altered, has to differ materially in kind or nature from that involved or included in the original proposed construction.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3191 **CODE: (IS)**

DATE: **4/08/96**

SUBJECT: **Selection of Optional Items**

Bidders are hereby advised that, because of a change by the Department in classifying "Optional" items, the bid schedule for this project lists as "Optional" items that formally have been listed as "Alternate".

The summary of quantities sheet(s) in construction plans printed prior to the effective date of this change may list as "Alternate" items that are listed as "Optional" in the bid proposal.

When this contradiction occurs, the listing in the bid schedule is correct and bidders are to disregard the contradicting listing on the summary of quantities sheet(s) in the construction plans.

Bidders should pay close attention to the items classified in the bid schedule as "Optional" items.

With the change by the Department in classifying optional items, a change will be required of the Contractor in the selection of optional items. (Refer to 907-101-2, 907-102-4 and Section 905)

WHEN THE BID SCHEDULE LISTS OPTIONAL ITEMS, THE CONTRACTOR'S SELECTION MAY, BUT IS NOT REQUIRED TO, BE MADE AT THE TIME OF BIDDING. FOR OPTIONAL ITEMS NOT PRE-SELECTED, THE CONTRACTOR'S SELECTION SHALL BE MADE PRIOR TO OR AT THE TIME OF EXECUTION OF THE CONTRACT.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3745 **CODE: (IS)**

DATE: **3/31/97**

SUBJECT: **Plant Pest Quarantines Information**

AT THE REQUEST OF THE U. S. DEPARTMENT OF AGRICULTURE, PLANT PEST CONTROL INFORMATION CONCERNING DOMESTIC QUARANTINES IS CITED AS FOLLOWS:

The entire state of Mississippi has been quarantined for the Imported Fire Ants. Soil and soil-moving equipment operating in the state will be subject to plant quarantine regulations. In general, these regulations provide for cleaning soil from equipment before it is moved from the state. Complete information may be secured from the State of Mississippi Department of Agriculture and Commerce, Bureau of Plant Industry, P. O. Box 5207, Mississippi State, Mississippi 39762-5207 -- Telephone 325-3390.

IMPORTED FIRE ANT QUARANTINES

THE FOLLOWING REGULATED ARTICLES REQUIRE A CERTIFICATE OR PERMIT FOR MOVEMENT:

1. Soil, separately or with other things, except soil samples shipped to approved laboratories*. Potting soil is exempt, if commercially prepared, packaged and shipped in original containers.

2. Plants with roots with soil attached, except houseplants maintained indoors and not for sale.

3. Grass sod.

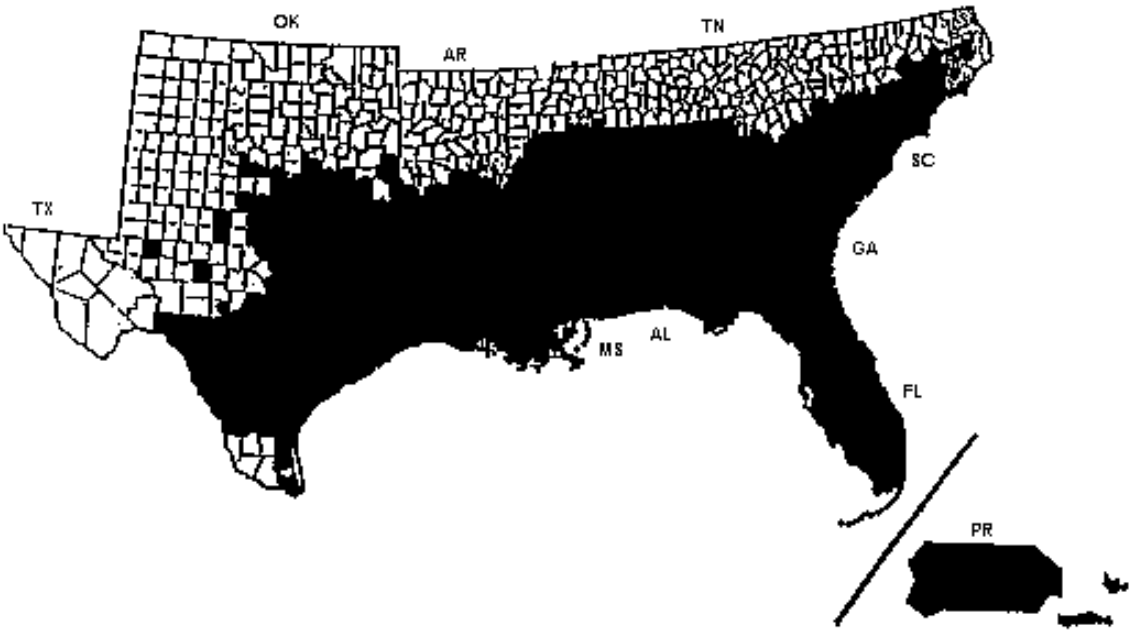
4. Baled hay and straw that have been stored in contact with the soil.

5. Used soil-moving equipment.

6. Any other products, articles, or means of conveyance of any character whatsoever not covered by the above, when it is determined by an inspector that they present a hazard of spread of the imported fire ant and the person in possession thereof has been so notified.

* Information as to designated laboratories, facilities, gins, oil mills, and processing plants may be obtained from an inspector.

Imported Fire Ant Quarantines



Conditions of Movement.

Counties entirely colored are completely regulated; Counties partially colored are partially regulated.

Regulated Area.

Restrictions are imposed on the movement of regulated articles as follows:
From colored areas into or through white areas.

Consult your State or Federal plant protection inspector or your County Agent for assistance regarding exact areas under regulation and requirements for moving regulated articles. For detailed information, see 7 CFR 301.81 for quarantine and regulations.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 4670 **CODE: (IS)**

DATE: **9/30/99**

SUBJECT: **Prompt Payment**

Bidders are hereby advised that the Prime Contractor must pay their subcontractor(s) for satisfactory performance of their contracts no later than a specific number of days from receipt of payment from the Department.

Therefore, Prime Contractors are hereby advised of the following:

(a) Within 15 calendar days after receiving payment from the Department for work satisfactorily performed, the Prime Contractor shall make prompt payment to all sub-contractors or material suppliers for all monies due.

(b) Within 15 calendar days after receiving payment from the Department for work satisfactorily completed, the Prime Contractor shall promptly return all retainage monies due to all sub-contractors or material suppliers.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 4758 **CODE: (IS)**

DATE: **6/11/99**

SUBJECT: **Alterations In Bidding Process**

Bidders are hereby advised that they may either use the traditional method of entering their bid information by hand on Section 905--Proposal, or may insert printed information obtained from the available Electronic Bid System (EBS).

It is the responsibility of every bidder to check for any addendum or modification to the contract document(s) for which they intend to submit a response. It shall be the bidder's responsibility to be sure they are in receipt of all addenda, pre-bid conference information, and/or questions and answers provided at, or subsequent to, the pre-bid conference, if any are issued.

The Mississippi Transportation Commission assumes no responsibility for defects, irregularities or other problems caused by the use of electronic media. Operation of this electronic media is done at the sole risk of the user.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 4792 **CODE: (IS)**

DATE: **5/02/2001**

SUBJECT: **Substitution of Cold Plastic Traffic Markings**

Bidders are hereby advised that, at their option, cold plastic traffic markings may be used in lieu of hot applied thermoplastic markings. Substitution will only be allowed for pay items 907-626-AA through HH. Substituted cold plastic markings shall be of the same color and width as that required for the hot applied stripe. Unless otherwise specified, the markings, whether hot applied or cold plastic, shall be of the same type material for the entire project. Material and construction requirements for substituted cold plastic traffic markings shall meet the requirements of Section 628 of the Standard Specifications or as amended by special provision. The layout and spacing for substituted cold plastic traffic markings will remain as shown in the plans, or in the contract documents, for hot applied thermoplastic markings. Measurement of substituted cold plastic traffic markings shall be made in accordance with Section 628 of the Standard Specifications or as amended by special provision. Payment for substituted cold plastic traffic markings shall be made at the unit price bid for the appropriate hot applied thermoplastic marking.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 4954 **CODE: (IS)**

DATE: **4/4/2000**

SUBJECT: **ON-THE-JOB TRAINING PROGRAM**

Bidders are hereby advised that the Department's policy for administering On-The-Job Training has been changed. Affective in the March 2000 letting, payment for training hours will be handled as outlined in Special Provision 906-4. A pay item for trainees will no longer be included in individual construction projects. Payment for training individuals will be processed in accordance with the conditions in MDOT's ON-THE-JOB TRAINING PROGRAM (Special Provision 906-4).

On Federal-Aid projects, failure on the part of the Contractor to carryout the terms of the Alternate Training Special Provision (Special Provision 906-4) will be considered grounds to preclude the Contractor from participating in the Alternate On-The-Job Training Program. In the event the Department is required to preclude the Contractor from participating in the program, the Contractor will be required to adhere to the requirements of the Training Special Provision (Special Provision 906-3), for which purpose the special provision is also made a part of this proposal.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 5185 **CODE: (IS)**

DATE: **9/29/2000**

SUBJECT: **Change Order / Quantity Adjustment Name Change**

Whenever the term "Change Order" appears in the plans, proposal, contract documents, and specifications for highway construction projects, it shall mean "Quantity Adjustment."

SUPPLEMENT TO NOTICE TO BIDDERS NO. 5955

DATE: 12/10/2001

The goal is 0 percent for the Disadvantaged Business Enterprise.

The bidder's execution of the signature portion of the proposal shall constitute execution of the following assurance:

> The bidder hereby gives assurance pursuant to the applicable requirements of "Transportation Equity Act for the 21st Century -- TEA-21" and "Part 26, Title 49, Code of Federal Regulation" that the bidder has made a good faith effort to meet the contract goal for DBE participation for which this proposal is submitted.

A pre-bid meeting will be held in the first floor auditorium of the Mississippi Department of Transportation Administration Building, 405 North West Street, Jackson, Mississippi at 2:00 P.M. on the day preceding the date of the bid opening.

This meeting is to inform DBE firms of subcontracting and material supply opportunities. Attendance at this meeting is considered of prime importance in demonstrating good faith effort to meet the contract goal.

SUPPLEMENT TO NOTICE TO BIDDERS NO. 5955

DATE: 10/10/2002

Delete subparagraph (3) on page 5 under the heading AWARD, and substitute the following:

(3) Bidder must submit **with the bid proposal** a list of all firms that submitted quotes for material supplies or items to be subcontracted. This information must be submitted on form OCR-485 in the back of the contract proposal.

Delete the first sentence of subparagraph (2) on page 6 under the heading DBE REPORTS, and substitute the following:

At the conclusion of the project the Contractor will submit to the Project Engineer for verification of quantities and further handling Form OCR-482 whereby the Contractor certifies to the amounts of payments made to each Contractor/Supplier.

Delete subparagraph (5) on page 6 under the heading DBE REPORTS, and substitute the following:

(5) OCR-485: The bidder must submit **with the bid proposal** a list of all firms that submitted quotes for material supplies or items to be subcontracted.

(6) OCR-487: Only used by Prime Contractors that are certified DBE firms. This form is used in determining the exact percentage of DBE credit for the specified project. It should be returned to MDOT with the OCR-481 form, or can also be returned with the Permission to Subcontract forms (CAD -720 or CAD-725).

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 5955 **CODE: (IS)**

DATE: 12/10/2001

SUBJECT: DISADVANTAGED BUSINESS ENTERPRISES IN FEDERAL-AID HIGHWAY CONSTRUCTION

This contract is subject to the "Transportation Equity act for the 21st Century -- TEA-21" and applicable requirements of "Part 26, Title 49, Code of Federal Regulations." Portions of the Act are set forth in this Notice as applicable to compliance by the Contractor and all of the Act, and the MDOT DBE Program, is incorporated by reference herein.

The Department has developed a Disadvantaged Business Enterprise Program that is applicable to this contract and is made a part thereof by reference.

Copies of the program may be obtained from:

Office of Civil Rights
Mississippi Department of Transportation
P. O. Box 1850
Jackson, Mississippi 39215-1850

POLICY

It is the policy of the Mississippi Department of Transportation to provide a level playing field, to foster equal opportunity in all federally assisted contracts, to improve the flexibility of the DBE Program, to reduce the burdens on small businesses, and to achieve that amount of participation that would be obtained in a non-discriminatory market place. In doing so, it is the policy of MDOT that there will be no discrimination in the award and performance of federally assisted contracts on the basis of race, color, sex, age, religion, national origin, or any handicap.

ASSURANCES THAT CONTRACTORS MUST TAKE:

MDOT will require that each contract which MDOT signs with a subrecipient or a contractor (and each subcontract the prime contractor signs with a subcontractor) includes the following assurances:

> "The contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR 26 in the award and administration of federally assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as MDOT deems appropriate."

DEFINITIONS

For purposes of this provision the following definitions will apply:

"Disadvantaged Business" means a small business concern: (a) which is at least 51 percent owned by one or more socially and economically disadvantaged individual(s) or in the case of

any publicly owned business, at least 51 percent of the stock of which is owned by one or more socially and economically disadvantaged individual(s); and (b) whose management and daily business operations are controlled by one or more of the socially and economically disadvantaged individual(s) who own it. It is important to note that the business owners themselves must control the operations of the business. Absentee ownership or title ownership by an individual who does not take an active role in controlling the business is not consistent with eligibility as a DBE under CFR 49 Part 26.71.

CONTRACTOR'S OBLIGATION

The Contractor and all subcontractors shall take all necessary and reasonable steps to ensure that DBE firms can compete for and participate in the performance of a portion of the work in this contract and shall not discriminate on the basis of race, color, national origin, religion or sex. Failure on the part of the Contractor to carry out the DBE requirements of this contract constitutes a breach of contract and after proper notification the Department may terminate the contract or take other appropriate action as determined by the Department.

When a contract requires a zero percent (0%) DBE goal, the Contractor still has the responsibility to take all necessary and reasonable steps to ensure that DBE firms can compete for and participate in the performance of the work in the contract. All work performed by a certified DBE firm is considered to be a "race neutral" measure and the Department will receive DBE credit towards the overall State goals when the DBE firm is paid for their work. If the Prime Contractor is a certified DBE firm, the Department can receive DBE credit only for the work performed by the Prime Contractor's work force or any work subcontracted to another DBE firm. Work performance by a non-DBE subcontractor is not eligible for DBE credit. DBE credit is received when the DBE firm is paid.

CONTRACT GOAL

The goal for participation by DBEs is established for this contract in the attached Supplement. The Contractor shall exercise all necessary and reasonable steps to ensure that participation is equal to or exceeds the contract goal.

The percentage of the contract that is proposed for DBEs shall be so stated on the last bid sheet of the proposal.

The apparent lowest responsive bidder shall submit to the Contract Administration Division OCR Form 481, signed by the Prime Contractor and the DBE Subcontractors, no later than the 10th day after opening of the bids.

FORMS ARE AVAILABLE FROM THE CONTRACT ADMINISTRATION DIVISION

The OCR-481 Form must contain the following information:

The name and address of each certified DBE Contractor / supplier;

The Reference Number, percent of work and the dollar amount of each item. If a portion of an item is subcontracted, a breakdown of that item (including quantities and unit price) must be attached, detailing what part of the item the DBE firm is to perform and who will perform the remainder of the item.

If the DBE Commitment shown on the last bid sheet of the proposal, does not equal or exceed the contract goal, the bidder must submit, with the proposal, information to satisfy the Department that adequate good faith efforts have been made to meet the contract goal.

Failure of the lowest bidder to furnish acceptable proof of good faith efforts, submitted with the bid proposal, shall be just cause for rejection of the proposal. Award may then be made to the next lowest responsive bidder or the work may be readvertised.

The following factors are illustrative of matters the Department will consider in judging whether or not the bidder has made adequate good faith effort to satisfy the contract goal.

(1) Whether the bidder attended the pre-bid meeting that was scheduled by the Department to inform DBEs of subcontracting opportunities;

(2) whether the bidder advertised in general circulation, trade association, and minority-focus media concerning the subcontracting opportunities;

(3) whether the bidder provided written notice to a reasonable number of specific DBEs that their interest in the contract is being solicited;

(4) whether the bidder followed up initial solicitations of interest by contacting DBEs to determine with certainty whether they were interested;

(5) whether the bidder selected portions of the work to be performed by DBEs in order to increase the likelihood of meeting the contract goal;

(6) whether the bidder provided interested DBEs with adequate information about the plans, specifications and requirements of the contract;

(7) whether the bidder negotiated in good faith with interested DBEs and did not reject them as unqualified without sound reasons based on a thorough investigation of their capabilities; and

(8) whether the bidder made efforts to assist interested DBEs in obtaining any required bonding or insurance.

DIRECTORY

Included with this Bid Proposal is a list of "Certified DBE Contractors" which have been certified as such by the Mississippi Department of Transportation.

To count toward meeting the goal, the DBE firm must be on the Department's list of "Certified DBE Contractors" that is attached to this proposal. DBE credit is received only when the DBE firm has been paid for the work they performed on the project.

REPLACEMENT

If a DBE Subcontractor cannot perform satisfactorily, and this causes the OCR-481 commitment to fall below the contract goal, the Contractor shall take all necessary reasonable steps to replace the DBE with another certified DBE Subcontractor or submit information to satisfy the Mississippi Department of Transportation that adequate good faith efforts have been made to replace the DBE. All DBE replacements must be approved by the Department.

Under no circumstances shall the prime or any subcontractor perform the DBE's work (as shown on the OCR-481) without prior written approval from the Department. See "Sanctions" on Page 6 for penalties for performing DBE's work.

When a Contractor proposes to substitute/replace/terminate a DBE that was originally named on the OCR-481, the Contractor must obtain a release (in writing) from the named DBE explaining why the DBE Subcontractor cannot perform the work. A copy of the original DBE's release must be attached to the Contractor's written request to substitute/replace/terminate along with appropriate Subcontract Forms for the substitute/replacement/terminated Subcontractor, all of which must be submitted to the DBE Coordinator and approved, in advance, by MDOT.

GOOD FAITH EFFORTS

To demonstrate good faith efforts to replace any DBE that is unable to perform successfully, the Contractor must document steps taken to subcontract with another certified DBE Contractor. Such documentation shall include no less than the following:

(a) Proof of written notification to certified DBE Contractors by certified mail that their interest is solicited in subcontracting the work defaulted by the previous DBE or in subcontracting other items of work in the contract.

(b) Efforts to negotiate with certified DBE Contractors for specific items shall include as a minimum:

(1) The name, address, and telephone number of each DBE contacted;

(2) A description of the information provided about the plans and specifications for those portions of the work to be subcontracted; and

(3) A statement of why agreements were not reached.

(c) For each DBE contacted that was rejected as unqualified, the reasons for such conclusion.

(d) Efforts made to assist each DBE that needed assistance in obtaining bonding or insurance required by the Contractor.

Failure of the Contractor to demonstrate good faith efforts to replace a DBE Subcontractor that cannot perform as intended with another DBE Subcontractor, when required, shall be a breach of contract and may be just cause to be disqualified from further bidding for a period of up to 12 months after notification by certified mail.

PARTICIPATION / DBE CREDIT

Participation shall be counted toward meeting the goal in this contract as follows:

(1) If the Prime Contractor is a certified DBE firm, only the value of the work actually performed by the DBE Prime can be counted towards the project goal, along with any work subcontracted to a certified DBE firm.

(2) If the Contractor is not a DBE, the work subcontracted to a certified DBE Contractor will be counted toward the goal.

(3) The Contractor may count toward the goal a portion of the total dollar value of a contract with a joint venture eligible under the standards of this provision equal to the percentage of the DBE partner in the joint venture. The joint venturer must submit a Joint Venture Eligibility Form provided by the Mississippi Department of Transportation.

(4) Expenditures to DBEs that perform a commercially useful function may be counted toward the goal. A business is considered to perform a commercially useful function when it is responsible for the execution of a distinct element of the work and carries out its responsibilities by actually performing, managing, and supervising the work involved.

(5) The Contractor may count 100% of the expenditures for materials and supplies obtained from certified DBE suppliers and manufacturers that produce goods from raw materials or substantially alters them for resale provided the suppliers and manufacturers assume the actual and contractual responsibility for the provision of the materials and supplies. The Contractor may count 60 percent of the expenditures to suppliers that are not manufacturers, provided the supplier performs a commercially useful function in the supply process. Within 30 days after receipt of the materials, the Contractor shall furnish to the DBE Coordinator invoices from the certified supplier to verify the DBE goal.

(6) Any work that a certified DBE firm subcontracts or sub-subcontracts to a non-DBE firm will not count towards the DBE goal.

(7) Only the dollars actually paid to the DBE firm may be counted towards the DBE goal.

AWARD

Award of this contract to the low bidder will be contingent upon the following conditions:

(1) Concurrence from Federal Highway Administration, when applicable.

(2) Bidder must submit to the Contract Administration Division for approval, Form OCR-481 (DBE Commitment) no later than the 10th day after opening of the bids, or submit information with the bid proposal to satisfy the Department and that adequate good faith efforts have been made to meet the contract goal.

(3) Bidder must submit to Contract Administration Division a list of all firms that submitted quotes for material supplies or items to be subcontracted no later than 10 days after opening of the bids. This information must be submitted on form OCR-485.

Prior to the start of any work, the bidder must notify the Project Engineer, in writing, of the name of the designated "DBE Liaison Officer" for this project. This notification must be posted on the bulletin board at the project site.

DEFAULT

In the event the Contractor defaults on this project and the Surety Company is called upon to complete the contract, the DBEs named on the original OCR-481 Forms must be given the opportunity to perform the work subcontracted to them by the original contractor unless the DBE requests, in writing, to be released. The DBE commitment percentage entered on the last bid sheet of the proposal shall remain in force as a provision of the contract, but only the contract goal established by MDOT in this proposal must be met or exceeded to fulfill the

terms of the contract. The Contractor may list DBE Subcontractors and items that exceed MDOT's contract goal, but should unforeseen problems arise that would prevent a DBE from completing its total commitment percentage, the Contractor will meet the terms of the contract as long as it meets or exceeds MDOT's Contract Goal. For additional information, refer to "Replacement" section of this Notice.

DBE REPORTS

(1) OCR-481: Refer to "CONTRACT GOAL" section on page no. 2 of this Notice to Bidders for information regarding this form.

(2) OCR-482: At the conclusion of the project the Contractor will submit to the Project Engineer for verification of quantities and further handling Form OCR-482 whereby the Contractor certifies to the amounts of payments made to each DBE Contractor/Supplier to satisfy the contract goal. The Project Engineer shall submit the completed Form OCR-482 to the DBE Coordinator (Office of Civil Rights). Final acceptance of the project is dependent upon Contract Administration Division's receipt of completed Form OCR-482 which they will receive from the Office of Civil Rights.

(3) OCR-483: The Project Engineer/Inspector will complete Form OCR-483, the Commercially Useful Function (CUF) Performance Report, in accordance with MDOT S.O.P. No. OCR-03-09-01-483. Evaluations reported on this form are used to determine whether or not the DBE firm is performing a CUF. The Prime Contractor should take corrective action when the report contains any negative evaluations. DBE credit may be disallowed and/or other sanctions imposed if it is determined the DBE firm is not performing a CUF. This form should also be completed and returned to the DBE Coordinator (Office of Civil Rights).

(4) OCR-484: Each month, the Contractor will submit to the Project Engineer OCR-484 certifying payments to all subcontractors.

(5) OCR-485: The Contractor (apparent low bidder) will submit to Contract Administration Division within 10 days from the opening of the bids, a list of all firms that submitted quotes for material supplies or items to be subcontracted.

SANCTIONS

The Department has the option to enforce any of the following penalties for failure of the prime Contractor to fulfill the DBE goal as stated on the OCR-481 Form or any violations of the DBE program guidelines:

(1) Disallow credit towards the DBE goal

(2) Withhold progress estimate payments

(3) Deduct from the final estimate an amount equal to the unmet portion of the DBE goal

(4) Recover an amount equal to the unmet contract goal

(5) Debar the Contractor involved from bidding on Mississippi Department of Transportation projects.

(6) Deduct from the Contractor's final estimate all or any combination of the following.

Offense	Percentage of the monetary amount disallowed from (1) above	Lump Sum
# 1	10%	$ 5,000 or both
# 2	20%	$ 10,000 or both
# 3	40%	$ 20,000 & debarment

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 5957 **CODE: (IS)**

DATE: **12/10/2001**

SUBJECT: **DBE Goals**

Bidders are hereby advised that the participation of a DBE Firm can not be counted towards the Prime Contractor's DBE goal until the amount being counted towards the goal has been paid to the DBE.

Form OCR-484 has been developed to comply with this requirement. Prime Contractors will submit this form to the Project Engineer no later than the 20th of each month. This form should be submitted monthly showing all firms even if the Contractor has paid no monies to the firm during that estimate period (negative report). The Project Engineer will attach this form to the monthly estimate before forwarding the estimate to the Contract Administration Division for processing.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6027 **CODE: (IS)**

DATE: **02/27/2002**

SUBJECT: **Work In Proximity Of High Voltage Power Lines**

Bidders are hereby advised of Section 45-15-1, et seq., Mississippi Code of 1972, regarding the performance of work in the proximity of high voltage overhead power lines. It is the Contractor's responsibility to comply with those statutory requirements.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6143 **CODE: (IS)**

DATE: **05/22/2002**

SUBJECT: **Payments to Subcontractors**

Bidders are hereby advised that each month, the Contractor will submit to the Project Engineer form OCR-484 certifying payments to all subcontractors. Form OCR-484 can be obtained from the Office of Civil Rights Division, MDOT Administration Building, 401 North West Street, Jackson, MS, or at the MDOT website under the *Business Section, Construction Contracts and Bidding, Disadvantaged Business Enterprise (DBE), Applications and Forms for the DBE Program*.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6144 **CODE: (SP)**

DATE: **05/30/2002**

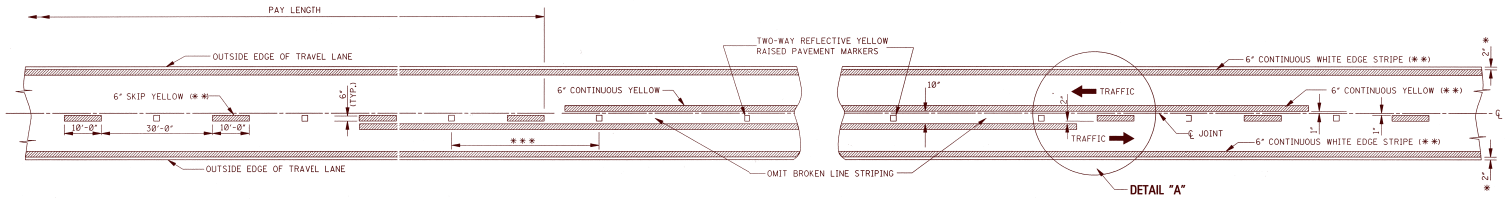
SUBJECT: **Standard Drawings**

Standard Drawings attached hereto shall govern appropriate items of required work.

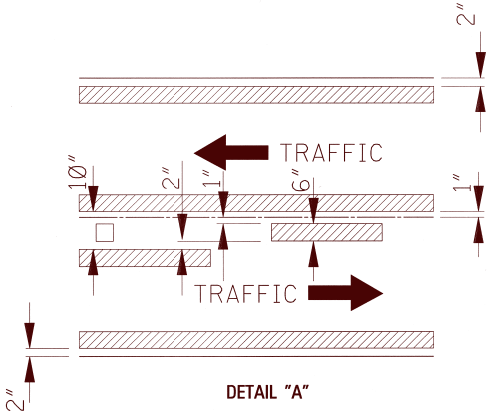
Larger copies of Standard Drawings may be purchased from:

MDOT Plans Print Shop
MDOT Administration Building
401 North West Street, Room 1100
P.O. Box 1850
Jackson, MS, 39215-1850
Telephone: (601) 359-7460
or FAX: (601) 359-7461
or e-mail: plans@mdot.state.ms.us

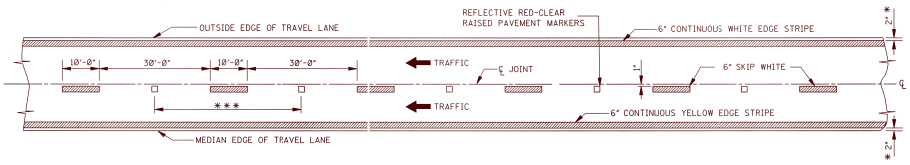
STATE	PROJECT NO.
MISS.	



TWO–WAY TRAFFIC
(ASPHALT OR CONCRETE PAVEMENT)



DETAIL "A"



4–LANE: WITH ONE–WAY TRAFFIC

DIRECTION OF TRAFFIC

GENERAL NOTES:

* 1. 2" UNLESS SHOWN ELSEWHERE ON THE PLANS.

** 2. EDGE STRIPE SHALL BE SAME MATERIAL AS LANE-LINE STRIPE (PAINT OR PLASTIC AS INDICATED IN PAY ITEMS).

*** 3. SPACING OF REFLECTIVE RAISED PAVEMENT MARKERS IS AS FOLLOWS:

	URBAN AREA (ft-in)	RURAL AREA (ft-in)
TANGENT SECTIONS	40'-0"	80'-0"
HORIZONTAL CURVES	40'-0"	40'-0"
INTERCHANGE LIMITS	40'-0"	† 40'-0"

† NOTE: ON THE MAIN FACILITY, REFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS ON A 40'-0" SPACING WILL BE REQUIRED ON LANE-LINE(S) THROUGH ALL INTERCHANGE AREAS BEGINNING 1000' IN ADVANCE (IN DIRECTION OF TRAFFIC) OF THE EXIT RAMP TAPER AND CONTINUING THROUGH THE INTERCHANGE TO THE END OF THE ENTRANCE RAMP TAPER.

4. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE REFLECTIVE RAISED PAVEMENT MARKERS AS LISTED IN THE MDOT "APPROVED SOURCES OF MATERIALS."

DATE	REVISION	BY
12-1-99	REVISE STRIPE WIDTH	S.W.R.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

PAVEMENT MARKING DETAILS FOR 2-LANE AND 4-LANE DIVIDED HIGHWAYS

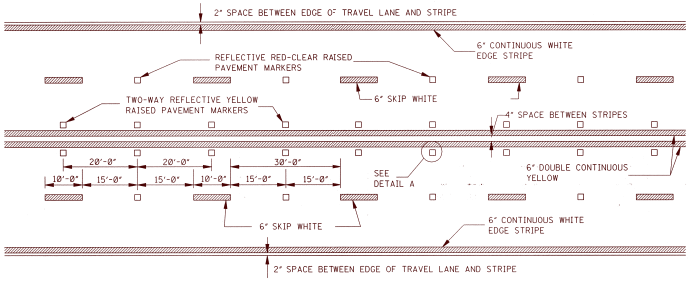
ENGLISH

WORKING NUMBER PM-1

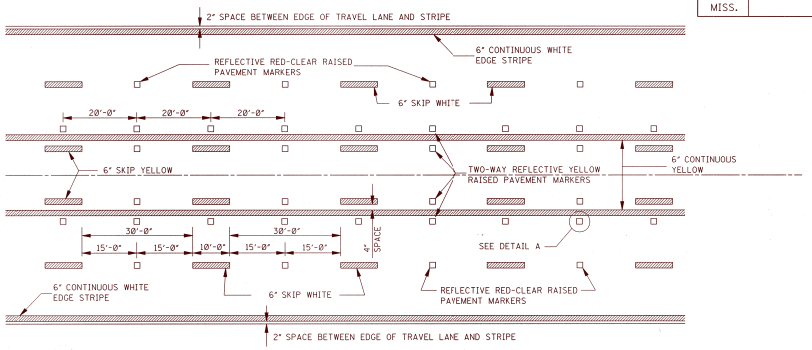
SHEET NUMBER 120

ISSUE DATE: OCTOBER 1, 1998

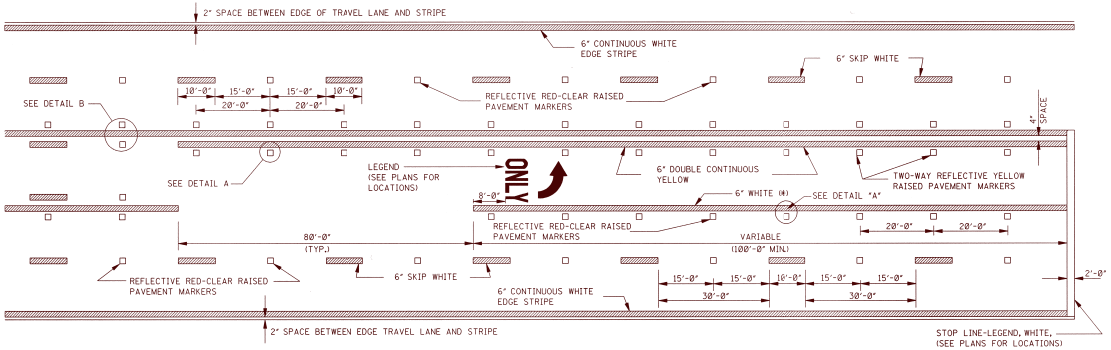
STATE	PROJECT NO.
MISS.	



TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 4–LANE SECTION

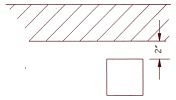


TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 5–LANE SECTION

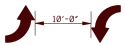


TYPICAL STRIPING AND RAISED PAVEMENT MARKERS AT LEFT TURN LANES

*NOTE: USE DETAIL STRIPING IF LENGTH ≤ 150' AT THIS LOCATION, OTHERWISE USE CONTINUOUS STRIPING.

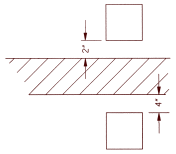


DETAIL A
LATERAL PLACEMENT OF PAVEMENT MARKERS



TYPICAL TWO–WAY ARROW INSTALLATION

NOTES: 1. CONSIDER EACH SEGMENT OF CONTINUOUS TWO-WAY LEFT TURN LANE SEPARATELY.
2. IF SEGMENT IS LESS THAN 350', PLACE ONE SET OF ARROWS IN CENTER OF SEGMENT.
3. IF SEGMENT IS GREATER THAN 350', PLACE FIRST SET OF ARROWS 50' TO 100' FROM BEGINNING AND/OR END OF SEGMENT AND SPACE ADDITIONAL SETS OF ARROWS (250' O.C.).



DETAIL B
LATERAL PLACEMENT OF PAVEMENT MARKERS

GENERAL NOTE:

1. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE RAISED PAVEMENT MARKERS AS LISTED IN THE MDOT "APPROVED SOURCES OF MATERIALS".

DATE	REVISION	BY
12-1-99	REVISE STRIPE WIDTH	S.W.K.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

PAVEMENT MARKING DETAILS FOR 4–LANE AND 5–LANE UNDIVIDED ROADWAYS

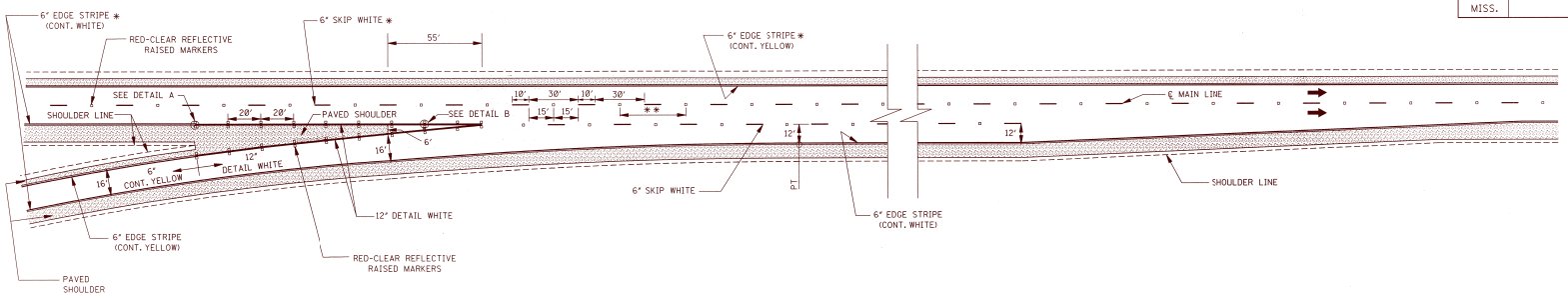
ENGLISH

WORKING NUMBER PM-2

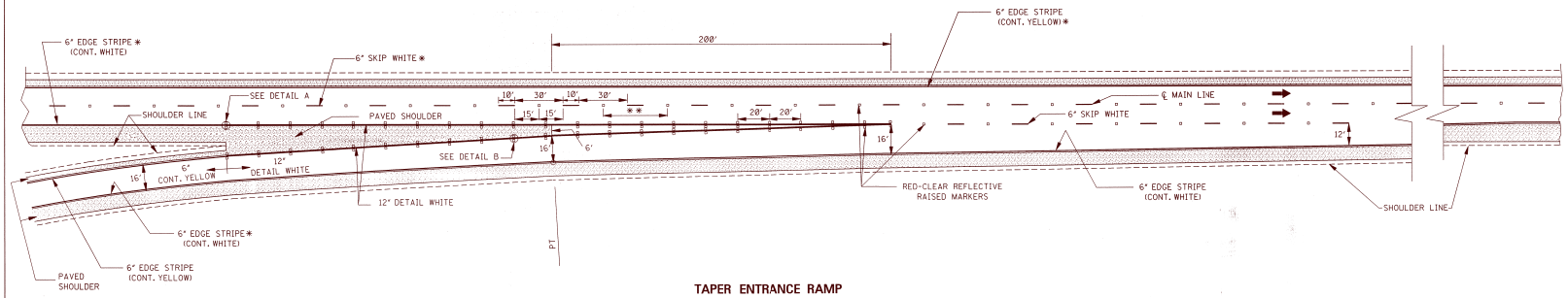
SHEET NUMBER 121

ISSUE DATE: OCTOBER 1, 1998

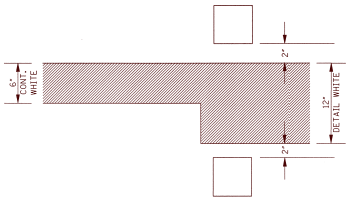
STATE	PROJECT NO.
MISS.	



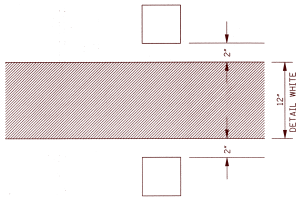
PARALLEL ENTRANCE RAMP



TAPER ENTRANCE RAMP



DETAIL A



DETAIL B

GENERAL NOTES:

✱1. SEE SHEET PM-1 FOR THE PLACEMENT OF LANE-LINE STRIPE WITH RESPECT TO THE PAVEMENT JOINT AND FOR THE PLACEMENT OF THE EDGE LINE WITH RESPECT TO THE OUTSIDE EDGE OF THE TRAVELED WAY.

✱✱2. ON THE MAIN FACILITY, PLACE REFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS AT A 40' SPACING ON ALL LANE-LINE(S) THROUGHOUT THE INTERCHANGE AREA BEGINNING 1000' IN ADVANCE (IN DIRECTION OF TRAFFIC) OF THE EXIT RAMP TAPER AND CONTINUING THROUGH THE INTERCHANGE TO THE END OF THE ENTRANCE RAMP TAPER.

3. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE REFLECTIVE RAISED PAVEMENT MARKERS AS LISTED IN THE MDOT "APPROVED SOURCES OF MATERIALS."

DATE	REVISION	BY
12-1-99	REVISE STRIPE WIDTH	S.W.K.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

PAVEMENT MARKING DETAILS FOR INTERCHANGE ENTRANCE RAMPS
(PARALLEL AND TAPER)

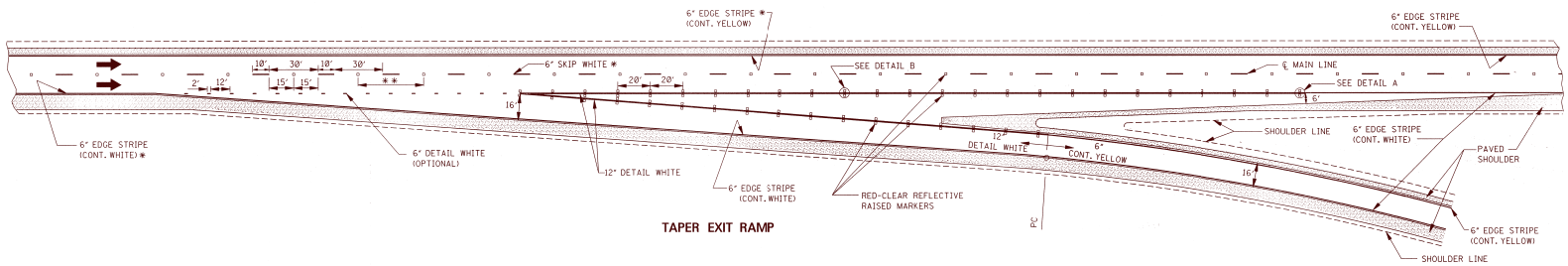
ENGLISH

WORKING NUMBER PM-3

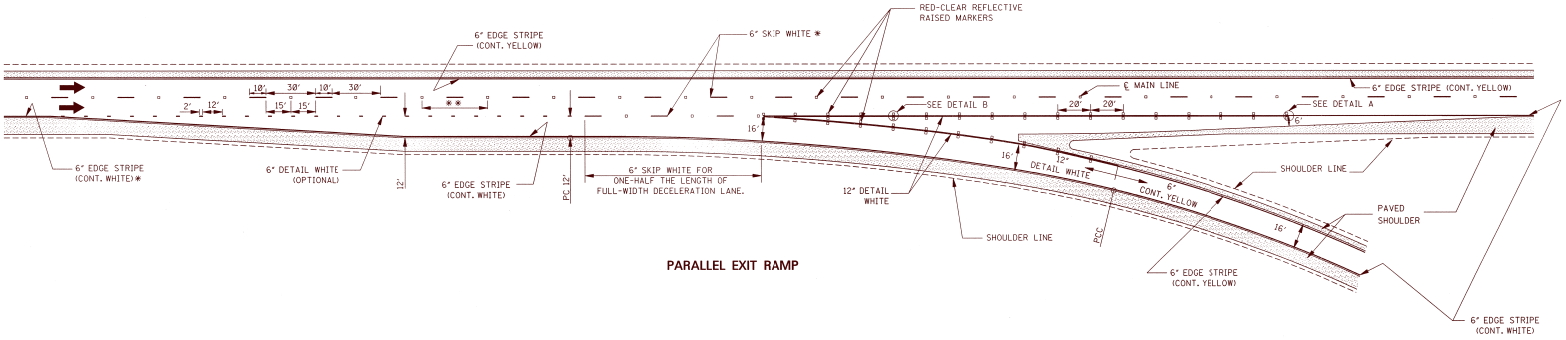
SHEET NUMBER 122

ISSUE DATE: OCTOBER 1, 1998

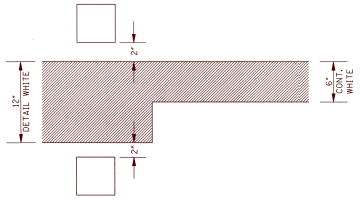
STATE	PROJECT NO.
MISS.	



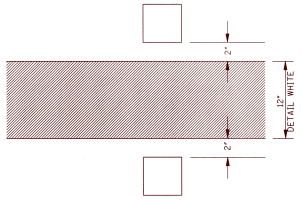
TAPER EXIT RAMP



PARALLEL EXIT RAMP



DETAIL A



DETAIL B

GENERAL NOTES:

*1. SEE SHEET PM-1 FOR THE PLACEMENT OF LANE-LINE STRIPE WITH RESPECT TO THE PAVEMENT JOINT AND FOR THE PLACEMENT OF THE EDGE LINE WITH RESPECT TO THE OUTSIDE EDGE OF THE TRAVELED WAY.

**2. ON THE MAIN FACILITY, PLACE REFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS AT A 40' SPACING ON ALL LANE-LINE(S) THROUGHOUT THE INTERCHANGE AREA BEGINNING 1000' IN ADVANCE (IN DIRECTION OF TRAFFIC) OF THE EXIT RAMP TAPER AND CONTINUING THROUGH THE INTERCHANGE TO THE END OF THE ENTRANCE RAMP TAPER.

3. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE REFLECTIVE RAISED PAVEMENT MARKERS AS LISTED IN THE MDOT "APPROVED SOURCES OF MATERIALS."

DATE	REVISION	BY
12-1-99	REVISE STRIPE WIDTH	S.W.R.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

PAVEMENT MARKING DETAILS FOR INTERCHANGE EXIT RAMPS (PARALLEL AND TAPER)

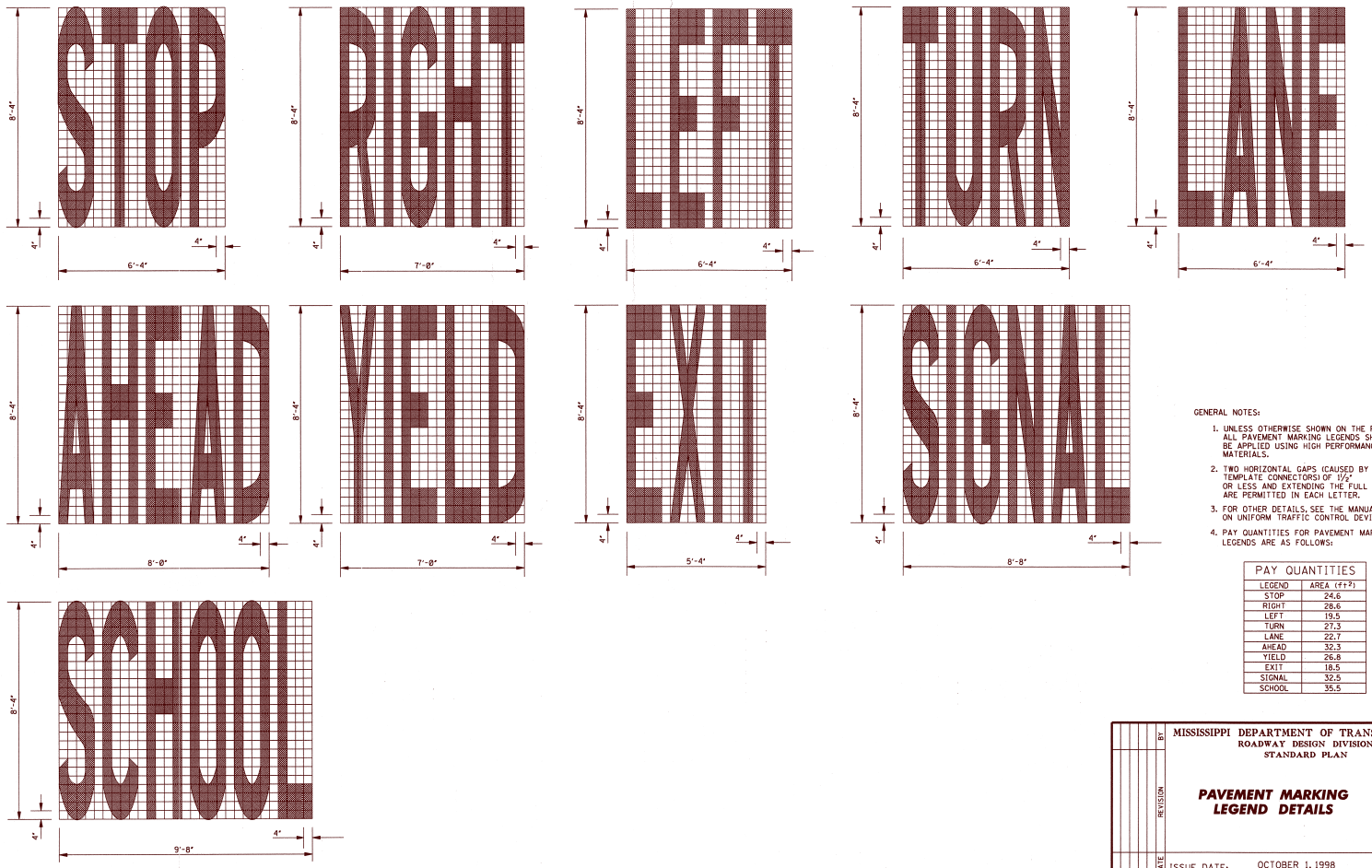
ENGLISH

WORKING NUMBER PM-4

SHEET NUMBER 123

ISSUE DATE: OCTOBER 1, 1998

STATE	PROJECT NO.
MISS.	



GENERAL NOTES:

1. UNLESS OTHERWISE SHOWN ON THE PLANS, ALL PAVEMENT MARKING LEGENDS SHALL BE APPLIED USING HIGH PERFORMANCE MATERIALS.
2. TWO HORIZONTAL GAPS (CAUSED BY TEMPLATE CONNECTORS) OF 1½" OR LESS AND EXTENDING THE FULL WIDTH ARE PERMITTED IN EACH LETTER.
3. FOR OTHER DETAILS, SEE THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
4. PAY QUANTITIES FOR PAVEMENT MARKING LEGENDS ARE AS FOLLOWS:

PAY QUANTITIES

LEGEND	AREA (ft²)
STOP	24.6
RIGHT	28.6
LEFT	19.5
TURN	27.3
LANE	22.7
AHEAD	32.3
YIELD	26.8
EXIT	18.5
SIGNAL	32.5
SCHOOL	35.5

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

PAVEMENT MARKING LEGEND DETAILS

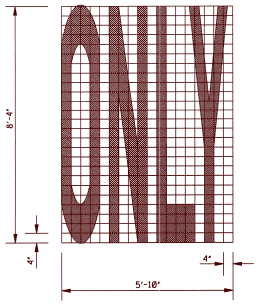
ENGLISH

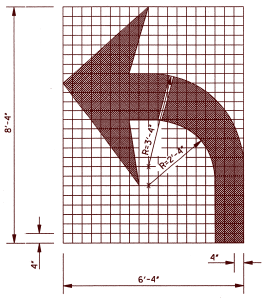
WORKING NUMBER PM-5

ISSUE DATE: OCTOBER 1, 1998

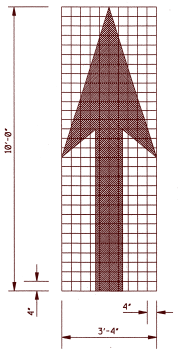
SHEET NUMBER 124

STATE	PROJECT NO.
MISS.	

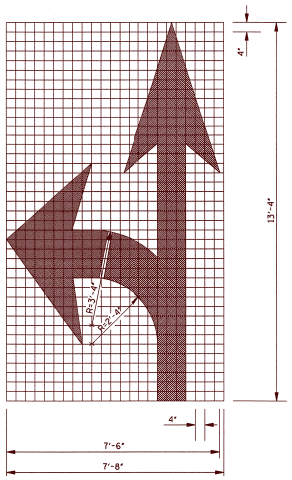




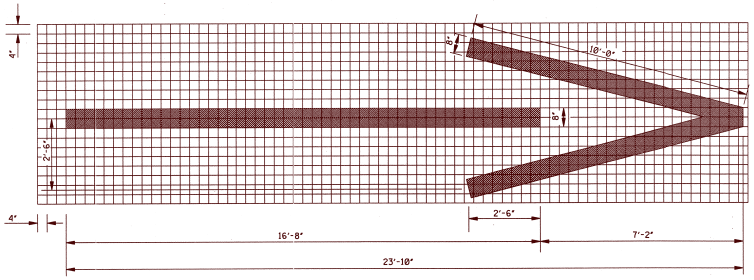
TURN ARROW



THRU ARROW



COMBINATION ARROW



1–WAY ARROW

GENERAL NOTES:

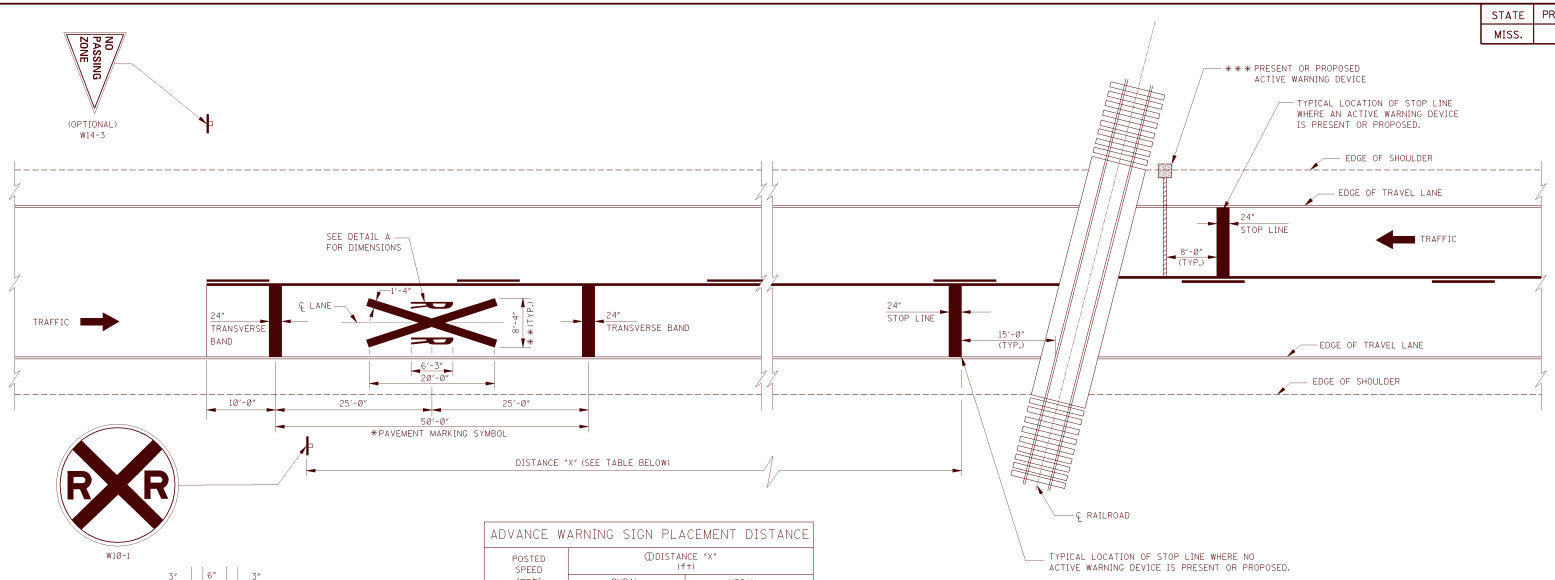
1. UNLESS OTHERWISE SHOWN ON THE PLANS, ALL PAVEMENT MARKING LEGENDS, INCLUDING TURN ARROWS, SHALL BE APPLIED USING HIGH PERFORMANCE MATERIALS.
2. TWO HORIZONTAL GAPS (CAUSED BY TEMPLATE CONNECTORS) OF 1½" OR LESS AND EXTENDING THE FULL WIDTH ARE PERMITTED IN EACH LETTER.
3. FOR OTHER DETAILS, SEE THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
4. PAY QUANTITIES FOR PAVEMENT MARKING LEGENDS ARE AS FOLLOWS:

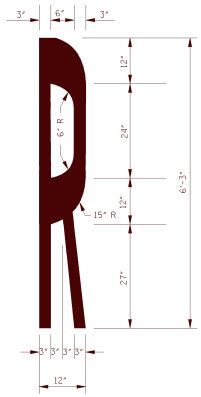
PAY QUANTITIES

LEGEND/SYMBOL	AREA (ft^2)
ONLY	22.0
TURN ARROW	16.4
THRU ARROW	12.3
COMB. ARROW	27.5
1-WAY ARROW	24.3

REVISION	BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
		PAVEMENT MARKING LEGEND DETAILS	ENGLISH
DATE		ISSUE DATE: OCTOBER 1, 1998	WORKING NUMBER PM-6 SHEET NUMBER 125

STATE	PROJECT NO.
MISS.	





DETAIL A
STANDARD "R" PAVEMENT MARKING FOR R X R SYMBOL

ADVANCE WARNING SIGN PLACEMENT DISTANCE		
POSTED SPEED (mph)	①DISTANCE "X" (ft)	
	RURAL	URBAN
20	175	100
25	250	120
30	325	120
35	400	② 150
40	475	② 225
45	550	300
50	625	375
55	700	450
60	775	550

NOTES:
① DISTANCE "X" MAY BE ADJUSTED IF PROHIBITIVE PHYSICAL CONDITIONS EXIST AT THE DESIGNATED DISTANCE.

② THESE DISTANCES MAY BE ADJUSTED TO A MINIMUM OF 100' IN RESIDENTIAL AREAS OR BUSINESS DISTRICTS WHERE LOW SPEEDS ARE PREVALENT.

GENERAL NOTES:

*1. A PORTION OF THE PAVEMENT MARKING SYMBOL SHOULD BE DIRECTLY OPPOSITE THE ADVANCE WARNING SIGN (W10-1).

**2. WIDTH OF R X R SYMBOL MAY VARY ACCORDING TO LANE WIDTH. HOWEVER, ON MULTI-LANE ROADS, THE TRANSVERSE BANDS AND STOP LINE SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.

⚠ 3. R X R SYMBOL (63.0 ft^2), TRANSVERSE BANDS AND STOP LINE SHALL BE PAID FOR AS LEGEND, WHITE (PLASTIC). (MATERIAL OPTIONAL FOR OTHER AGENCIES).

***4. REFER TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" FOR LOCATION OF PROPOSED WARNING DEVICES AT RAILROAD-HIGHWAY GRADE CROSSINGS.

DATE	REVISION	BY
7-9-02	REVISE NOTE	S.W.R.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TYPICAL PLACEMENT OF WARNING SIGNS AND PAVEMENT MARKINGS AT RAILROAD HIGHWAY GRADE CROSSINGS

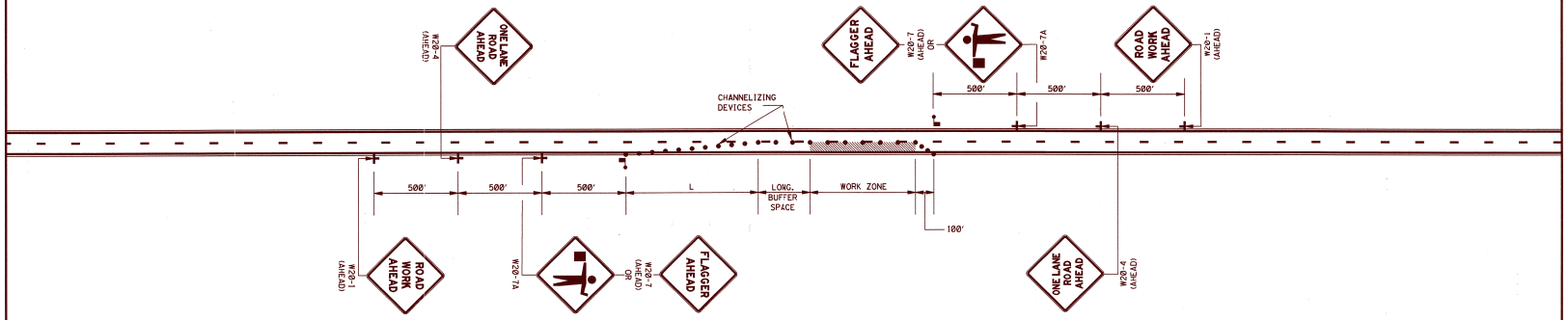
ENGLISH

WORKING NUMBER PM-7

ISSUE DATE: OCTOBER 1, 1998

SHEET NUMBER 125

STATE	PROJECT NO.
MISS.	



LEGEND

- FLAGGER
- CHANNELIZING DEVICES

GENERAL NOTES:

1. THE LOCATION OF CHANNELIZING DEVICES AND THE WORK AREA LAYOUT SHALL BE BASED ON THE CRITERIA IN THE FOLLOWING TABLE:

POSTED SPEED AND/OR DESIGN SPEED	MAXIMUM CHANNELIZING DEVICE SPACING (ft)		MINIMUM LONGITUDINAL BUFFER SPACE (ft)	TAPER † RATES
	TAPER	ALONG LANE LINE & WORK ZONE		
mph				
≤40	40	80	170	27:1
45	45	90	220	45:1
50	50	100	280	50:1
55	55	110	335	55:1
60	60	120	415	60:1
65	65	130	485	65:1
70	70	140	575	70:1

† NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
L = WS FOR SPEEDS OF 45 mph OR GREATER
L = $WS^2/60$ FOR SPEEDS OF 40 mph OR LESS
WHERE: L = MINIMUM LENGTH OF TAPER IN FEET
W = WIDTH OF OFFSET (USUALLY LANE WIDTH) IN FEET
S = DESIGN SPEED OR 85TH PERCENTILE SPEED IN MILES PER HOUR

2. ALL CHANNELIZING DEVICES SHALL BE A MINIMUM OF 24" IN HEIGHT.
3. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.
4. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHALL BE A MINIMUM OF 48" x 48".
5. WHEN THERE IS NO EXISTING HAZARD OR AT THE END OF THE WORK DAY, ALL SIGNS SHALL BE COVERED OR REMOVED AND ALL CHANNELIZING DEVICES SHALL BE MOVED TO THE SHOULDER EDGE.
6. WHERE THE WORK ZONE IS STATIONARY, THE W20-7 (500 FT.) SIGN OR THE W20-7A SIGN TOGETHER WITH THE W20-7 (500 FT.) SUPPLEMENTAL PLATE SHOULD BE USED TO INDICATE THE DISTANCE TO THE FLAGGER.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TRAFFIC CONTROL PLAN WITH FLAGGER
(ONE-LANE CLOSURE OF TWO-WAY TRAFFIC)

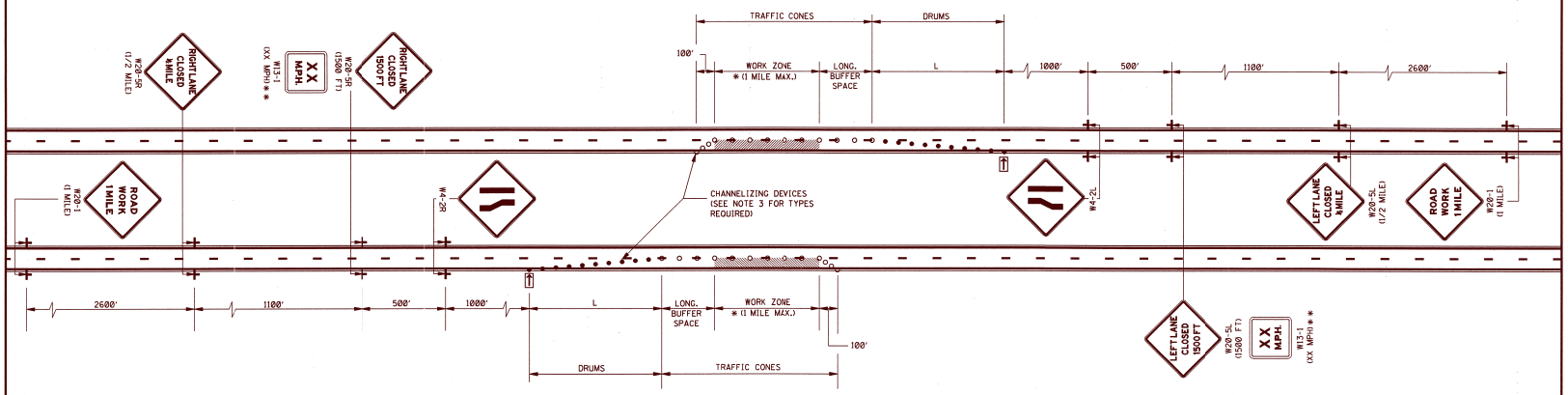
ENGLISH

WORKING NUMBER TCP-1

ISSUE DATE: OCTOBER 1, 1998

SHEET NUMBER 250

STATE	PROJECT NO.
MISS.	



GENERAL NOTES:

1. THE LOCATION OF CHANNELIZING DEVICES AND THE WORK AREA LAYOUT SHALL BE BASED ON THE CRITERIA IN THE FOLLOWING TABLE:

POSTED SPEED AND/OR DESIGN SPEED	MAXIMUM CHANNELIZING DEVICE SPACING (ft)		MINIMUM LONGITUDINAL BUFFER SPACE (ft)	TAPER † RATES
	TAPER	ALONG LANE LINE & WORK ZONE		
mph				
≤40	40	80	170	27:1
45	45	90	220	45:1
50	50	100	280	50:1
55	55	110	335	55:1
60	60	120	415	60:1
65	65	130	485	65:1
70	70	140	575	70:1

† NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
L = WS FOR SPEEDS OF 45 mph OR GREATER
L = $WS^2/60$ FOR SPEEDS OF 40 mph OR LESS
WHERE: L = MINIMUM LENGTH OF TAPER IN FEET
W = WIDTH OF OFFSET (USUALLY LANE WIDTH) IN FEET
S = DESIGN SPEED OR 85TH PERCENTILE SPEED IN MILES PER HOUR

2. FLASHING ARROW PANEL SHALL BE AS LEVEL AS POSSIBLE AS APPROVED BY THE ENGINEER. FLASHING ARROW PANEL SHOULD BE LOCATED AT THE BEGINNING OF THE TAPER OR, IF THE SHOULDER IS TOO NARROW, BEHIND THE CHANNELIZING DEVICES IN THE CLOSED LANE.

3. CHANNELIZING DEVICE TYPES FOR:
A. APPROACH TAPER- REFLECTORIZED PLASTIC DRUMS
B. ALONG LANE LINE AND WORK ZONE- TRAFFIC CONES (28" HEIGHT)
C. EXIT TAPER- TRAFFIC CONES (28" HEIGHT)

4. WHEN THERE IS NO EXISTING HAZARD, ALL SIGNS SHALL BE COVERED OR REMOVED AND THE DRUMS SHALL BE MOVED TO THE SHOULDER EDGE AT THE END OF THE WORK DAY.

5. FOR MOVING OPERATIONS (PAVING) THE CONTRACTOR SHALL HAVE TWO (2) SETS OF ADVANCE WARNING SIGNS, PLASTIC DRUMS, AND ARROW BOARD. WHEN THE CONSTRUCTION ZONE IS MOVED AHEAD, ALL SIGNS, PLASTIC DRUMS AND ARROW BOARD SHALL BE IN PLACE ON THE SECOND ZONE BEFORE REMOVING ANY SIGNS, PLASTIC DRUMS OR ARROW BOARD ON THE FIRST ZONE.

6. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

7. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHALL BE A MINIMUM OF 48" X 48".

LEGEND

* OR AS SHOWN ELSEWHERE OF THE PLANS.

** THE LEGEND ON W13-1 (XX MPH) SUPPLEMENTAL PLATE SHALL BE 10 MPH LESS THAN THE POSTED SPEED LIMIT.

FLASHING ARROW PANEL (TYPE "C")

● REFLECTORIZED FREE-STANDING PLASTIC DRUMS

○ TRAFFIC CONES (28" HEIGHT)

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT LESS THAN 65 MPH
(4-LANE: MEDIAN LANE OR OUTSIDE LANE CLOSURE) (WORK DAY ONLY)

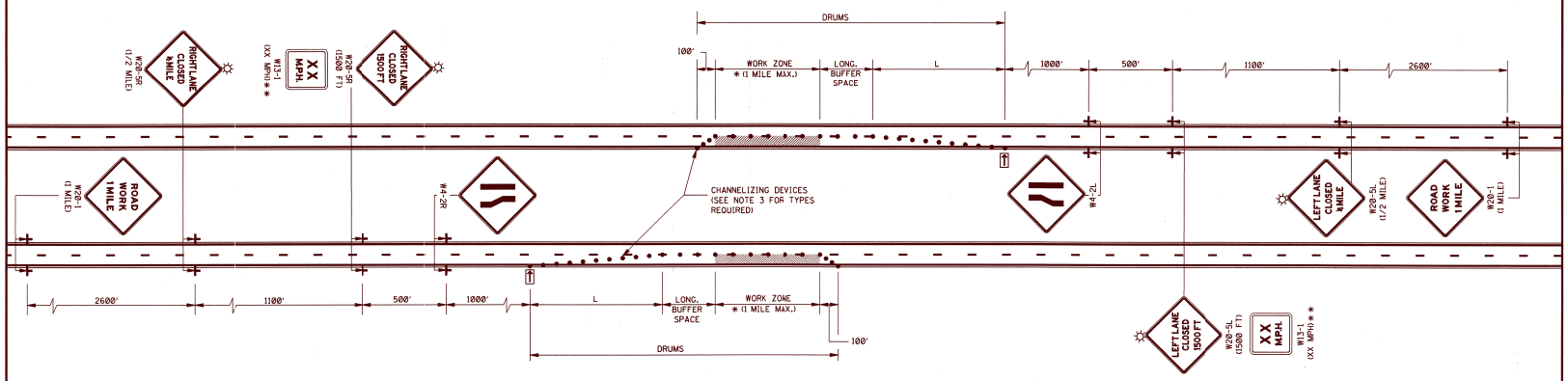
ENGLISH

WORKING NUMBER TCP-2

ISSUE DATE: OCTOBER 1, 1998

SHEET NUMBER 251

STATE	PROJECT NO.
MISS.	



GENERAL NOTES:

1. THE LOCATION OF CHANNELIZING DEVICES AND THE WORK AREA LAYOUT SHALL BE BASED ON THE CRITERIA IN THE FOLLOWING TABLE:

POSTED SPEED AND/OR DESIGN SPEED	MAXIMUM CHANNELIZING DEVICE SPACING (FT)		MINIMUM LONGITUDINAL BUFFER SPACE (FT)	TAPER † RATES
	TAPER	ALONG LANE LINE & WORK ZONE		
mph				
≤40	40	80	170	27:1
45	45	90	220	45:1
50	50	100	280	50:1
55	55	110	335	55:1
60	60	120	415	60:1
65	65	130	485	65:1
70	70	140	575	70:1

† NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
L = WS FOR SPEEDS OF 45 mph OR GREATER
L = WS²/60 FOR SPEEDS OF 40 mph OR LESS
WHERE: L = MINIMUM LENGTH OF TAPER IN FEET
W = WIDTH OF OFFSET (USUALLY LANE WIDTH) IN FEET
S = DESIGN SPEED OR 85TH PERCENTILE SPEED IN MILES PER HOUR

2. FLASHING ARROW PANEL SHALL BE AS LEVEL AS POSSIBLE AS APPROVED BY THE ENGINEER. FLASHING ARROW PANEL SHOULD BE LOCATED AT THE BEGINNING OF THE TAPER OR, IF THE SHOULDER IS TOO NARROW, BEHIND THE CHANNELIZING DEVICES IN THE CLOSED LANE.
3. ALL CHANNELIZING DEVICES SHALL BE REFLECTORIZED FREE STANDING PLASTIC DRUMS.
4. FOR MOVING OPERATIONS (PAVING) THE CONTRACTOR SHALL HAVE TWO (2) SETS OF ADVANCE WARNING SIGNS, PLASTIC DRUMS, AND ARROW BOARD. WHEN THE CONSTRUCTION ZONE IS MOVED AHEAD, ALL SIGNS, PLASTIC DRUMS AND ARROW BOARD SHALL BE IN PLACE ON THE SECOND ZONE BEFORE REMOVING ANY SIGNS, PLASTIC DRUMS OR ARROW BOARD ON THE FIRST ZONE.
5. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.
6. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHALL BE A MINIMUM OF 48" X 48".

LEGEND

* OR AS SHOWN ELSEWHERE OF THE PLANS.
** THE LEGEND ON W13-1 (XX MPH) SUPPLEMENTAL PLATE SHALL BE 10 MPH LESS THAN THE POSTED SPEED LIMIT.
FLASHING ARROW PANEL (TYPE "C")
REFLECTORIZED FREE-STANDING PLASTIC DRUMS
TYPE "B" WARNING LIGHTS

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT LESS THAN 65 MPH
(4-LANE: MEDIAN OR OUTSIDE LANE CLOSURE)
(EXTENDED PERIOD)

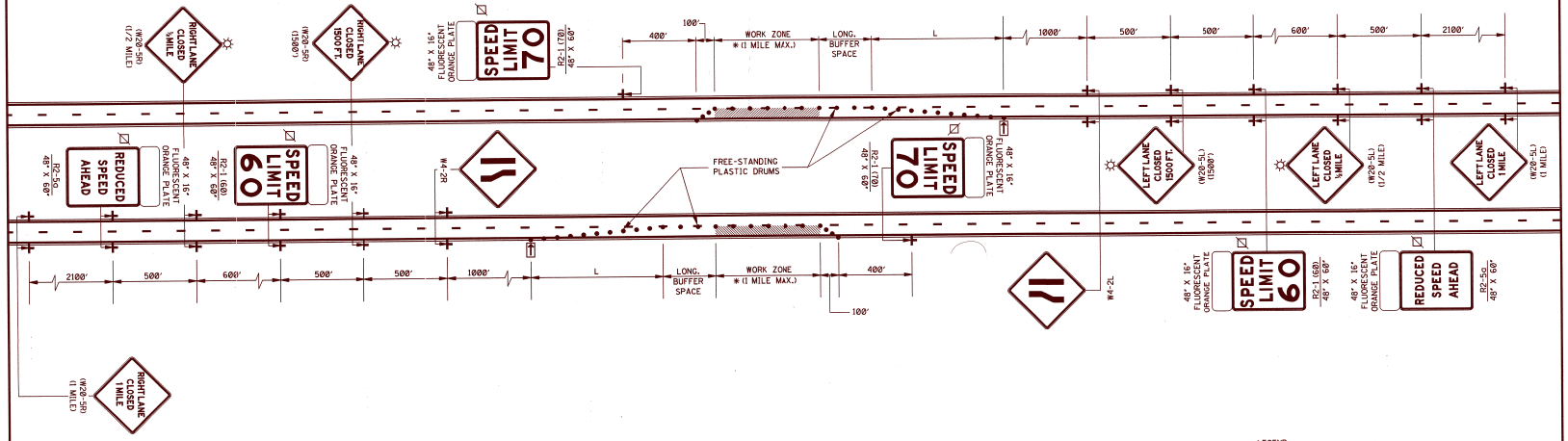
ENGLISH

WORKING NUMBER TCP-3

ISSUE DATE: OCTOBER 1, 1998

SHEET NUMBER 252

STATE	PROJECT NO.
MISS.	



GENERAL NOTES:

1. THE LOCATION OF CHANNELIZING DEVICES AND THE WORK AREA LAYOUT SHALL BE BASED ON THE CRITERIA IN THE FOLLOWING TABLE:

POSTED SPEED AND/OR DESIGN SPEED	MAXIMUM CHANNELIZING DEVICE SPACING (ft)		MINIMUM LONGITUDINAL BUFFER SPACE (ft)	TAPER † RATES
	TAPER	ALONG LANE LINE & WORK ZONE		
mph				
≤40	40	80	170	27:1
45	45	90	220	45:1
50	50	100	280	50:1
55	55	110	335	55:1
60	60	120	415	60:1
65	65	130	485	65:1
70	70	140	575	70:1

† NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
$L = WS$ FOR SPEEDS OF 45 mph OR GREATER
$L = WS^2/60$ FOR SPEEDS OF 40 mph OR LESS
WHERE: L = MINIMUM LENGTH OF TAPER IN FEET
W = WIDTH OF OFFSET (USUALLY LANE WIDTH) IN FEET
S = DESIGN SPEED OR 85TH PERCENTILE SPEED IN MILES PER HOUR

2. FLASHING ARROW PANEL SHALL BE AS LEVEL AS POSSIBLE AS APPROVED BY THE ENGINEER. FLASHING ARROW PANEL SHOULD BE LOCATED AT THE BEGINNING OF THE TAPER OR, IF THE SHOULDER IS TOO NARROW, BEHIND THE CHANNELIZING DEVICES IN THE CLOSED LANE.

3. ALL CHANNELIZING DEVICES SHALL BE REFLECTORIZED FREE-STANDING PLASTIC DRUMS.

4. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

5. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHALL BE A MINIMUM OF 48" X 48".

6. ALL EXISTING SPEED LIMIT SIGNS WHICH ARE INFLUENCED BY OR CONFLICT WITH THE SPEED ZONE REDUCTION SHALL BE COVERED AS DIRECTED BY THE ENGINEER WHILE THE REDUCED SPEED LIMIT IS IN EFFECT. TAPE SHALL NOT BE USED ON FACE OF SIGN.

7. ADDITIONAL REDUCED SPEED LIMIT SIGNS ARE REQUIRED AT EACH ENTRANCE RAMP WITHIN THE SPEED ZONE. A MINIMUM OF TWO (2) WILL BE REQUIRED FOR EACH RAMP. LOCATION AND NUMBER REQUIRED WILL BE DETERMINED BY THE ENGINEER.

8. THIS TRAFFIC CONTROL PLAN, WITH SPEED ZONE, MAY NOT BE USED ON ANY FACILITY WHERE THE POSTED SPEED LIMIT IS BELOW 65 MPH WITHOUT A COMMISSION ORDER REQUESTING A SPEED LIMIT REDUCTION.

9. LAYOUT SHOWN ABOVE IS FOR AN INTERSTATE WITH A POSTED SPEED LIMIT OF 70 MPH. FOR POSTED SPEED LIMIT OF 65 MPH, THE REDUCED SPEED LIMIT WILL BE 55 MPH.

10. A FLUORESCENT ORANGE PLATE IS REQUIRED WITH ALL REGULATORY SPEED LIMIT SIGNS AND "REDUCED SPEED AHEAD" SIGNS REQUIRED FOR LANE CLOSURE.

LEGEND

* OR AS SHOWN ELSEWHERE OF THE PLANS.
FLASHING ARROW PANEL (TYPE "C")
BLACK LEGEND AND BORDER ON WHITE BACKGROUND
TYPE "B" WARNING LIGHTS
REFLECTORIZED FREE-STANDING PLASTIC DRUMS

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT OF 65 OR 70 MPH
(INTERSTATES AND OTHER 4-LANE DIVIDED HIGHWAYS)
(MEDIAN LANE OR OUTSIDE LANE CLOSURE) (EXTENDED PERIOD)

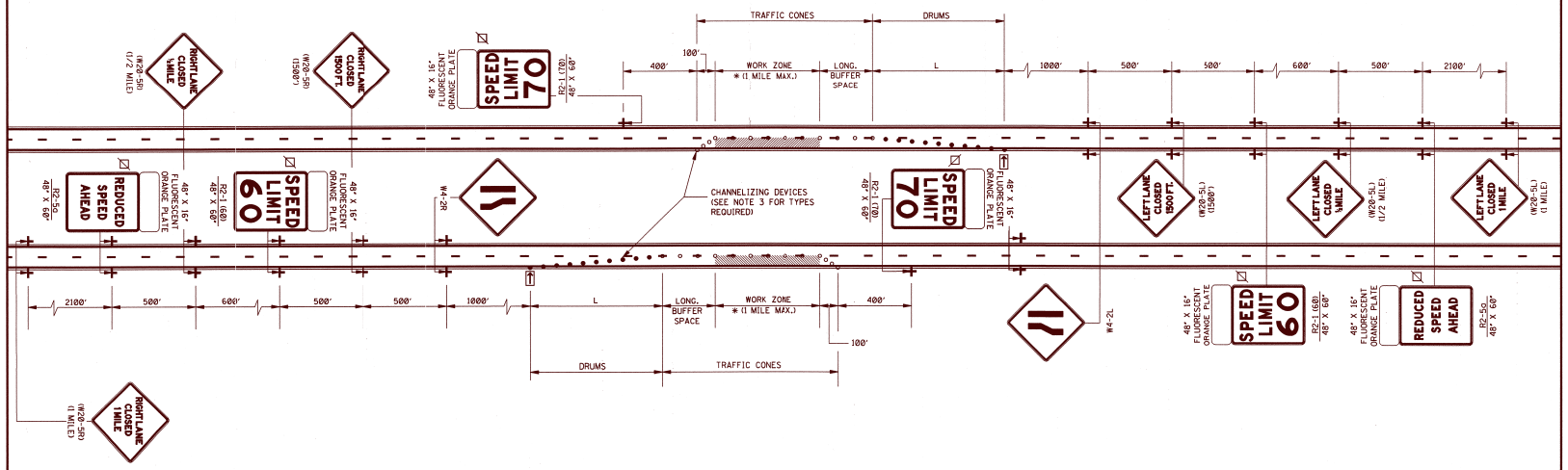
ENGLISH

WORKING NUMBER TCP-4

ISSUE DATE: OCTOBER 1, 1998

SHEET NUMBER 253

STATE	PROJECT NO.
MISS.	



GENERAL NOTES:

1. THE LOCATION OF CHANNELIZING DEVICES AND THE WORK AREA LAYOUT SHALL BE BASED ON THE CRITERIA IN THE FOLLOWING TABLE:

POSTED SPEED AND/OR DESIGN SPEED	MAXIMUM CHANNELIZING DEVICE SPACING (ft)		MINIMUM LONGITUDINAL BUFFER SPACE (ft)	TAPER † RATES
	TAPER	ALONG LANE LINE & WORK ZONE		
mph				
≤40	40	80	170	27:1
45	45	90	220	45:1
50	50	100	280	50:1
55	55	110	335	55:1
60	60	120	415	60:1
65	65	130	485	65:1
70	70	140	575	70:1

† NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
L = WS FOR SPEEDS OF 45 mph OR GREATER
L = $WS^2/60$ FOR SPEEDS OF 40 mph OR LESS
WHERE: L = MINIMUM LENGTH OF TAPER IN FEET
W = WIDTH OF OFFSET (USUALLY LANE WIDTH) IN FEET
S = DESIGN SPEED OR 85TH PERCENTILE SPEED IN MILES PER HOUR

2. FLASHING ARROW PANEL SHALL BE AS LEVEL AS POSSIBLE AS APPROVED BY THE ENGINEER. FLASHING ARROW PANEL SHOULD BE LOCATED AT THE BEGINNING OF THE TAPER OR, IF THE SHOULDER IS TOO NARROW, BEHIND THE CHANNELIZING DEVICES IN THE CLOSED LANE.

3. CHANNELIZING DEVICE TYPES FOR:
A. APPROACH TAPER- REFLECTORIZED PLASTIC DRUMS
B. ALONG LANE LINE AND WORK ZONE- TRAFFIC CONES (28" HEIGHT)
C. EXIT TAPER- TRAFFIC CONES (28" HEIGHT)

4. WHEN THERE IS NO EXISTING HAZARD, ALL SIGNS SHALL BE COVERED OR REMOVED AND THE DRUMS SHALL BE MOVED TO THE SHOULDER EDGE AT THE END OF THE WORK DAY.

5. FOR MOVING OPERATIONS (PAVING) THE CONTRACTOR SHALL HAVE TWO (2) SETS OF ADVANCE WARNING AND REGULATORY SIGNS, PLASTIC DRUMS, AND ARROW BOARD. WHEN THE CONSTRUCTION ZONE IS MOVED AHEAD, ALL SIGNS, PLASTIC DRUMS AND ARROW BOARD SHALL BE IN PLACE ON THE SECOND ZONE BEFORE REMOVING ANY SIGNS, PLASTIC DRUMS OR ARROW BOARD ON THE FIRST ZONE.

6. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

7. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHALL BE A MINIMUM OF 48" X 48".

8. ALL EXISTING SPEED LIMIT SIGNS WHICH ARE INFLUENCED BY OR CONFLICT WITH THE SPEED ZONE REDUCTION SHALL BE COVERED AS DIRECTED BY THE ENGINEER WHILE THE REDUCED SPEED LIMIT IS IN EFFECT. TAPE SHALL NOT BE USED ON THE FACE OF SIGN.

9. ADDITIONAL REDUCED SPEED LIMIT SIGNS ARE REQUIRED AT EACH ENTRANCE RAMP WITHIN THE SPEED ZONE. A MINIMUM OF TWO (2) WILL BE REQUIRED FOR EACH RAMP. LOCATION AND NUMBER REQUIRED WILL BE DETERMINED BY THE ENGINEER.

10. THIS TRAFFIC CONTROL PLAN, WITH SPEED ZONE, MAY NOT BE USED ON ANY FACILITY WHERE THE POSTED SPEED LIMIT IS BELOW 65 MPH WITHOUT A COMMISSION ORDER REQUESTING A SPEED LIMIT REDUCTION.

11. LAYOUT SHOWN ABOVE IS FOR AN INTERSTATE WITH A POSTED SPEED LIMIT OF 70 MPH. FOR POSTED SPEED LIMIT OF 65 MPH, THE REDUCED SPEED LIMIT WILL BE 55 MPH.

12. A FLUORESCENT ORANGE PLATE IS REQUIRED WITH ALL REGULATORY SPEED LIMIT SIGNS AND "REDUCED SPEED AHEAD" SIGNS REQUIRED FOR LANE CLOSURE.

LEGEND

* OR AS SHOWN ELSEWHERE OF THE PLANS.
FLASHING ARROW PANEL (TYPE "C")
BLACK LEGEND AND BORDER ON WHITE BACKGROUND
● REFLECTORIZED FREE-STANDING PLASTIC DRUMS
○ TRAFFIC CONES (28" HEIGHT)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT OF 65 OR 70 MPH
(INTERSTATES AND OTHER 4-LANE DIVIDED HIGHWAYS)
(MEDIAN LANE OR OUTSIDE LANE CLOSURE) (WORK DAY ONLY)

REVISION | DATE | BY

ISSUE DATE: OCTOBER 1, 1998

ENGLISH

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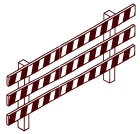
SHEET NUMBER 254

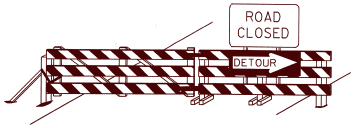
STATE	PROJECT NO.
MISS.	

TYPE I

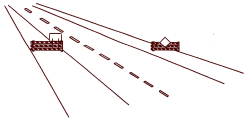
TYPE II

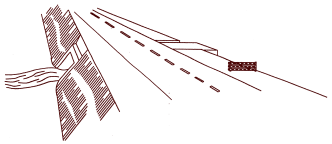


TYPE III



BARRICADE CLOSING A ROAD





STANDARD BARRICADES

1. A TYPE I BARRICADE CONSISTS OF ONE (1) HORIZONTAL RAIL SUPPORTED BY A DEMOUNTABLE FRAME OR A LIGHT "A" FRAME. A TYPE I BARRICADE NORMALLY WOULD BE USED ON CONVENTIONAL ROADS OR URBAN STREETS AND ARTERIALS.
2. A TYPE II BARRICADE CONSISTS OF TWO (2) HORIZONTAL RAILS ON A LIGHT "A" FRAME. TYPE II BARRICADES ARE INTENDED FOR USE ON EXPRESSWAYS AND FREEWAYS AND OTHER HIGH-SPEED ROADWAYS.
3. TYPE I AND TYPE II BARRICADES ARE INTENDED FOR USE WHERE THE HAZARD IS RELATIVELY SMALL AS, FOR EXAMPLE, ON CITY STREETS, OR FOR THE MORE OR LESS CONTINUOUS DELIMITING OF A RESTRICTED ROADWAY, OR FOR TEMPORARY DAYTIME USE.
4. A TYPE III BARRICADE CONSISTS OF THREE (3) HORIZONTAL RAILS SUPPORTED BY FIXED POSTS, A RIGID SKID, A HEAVY DEMOUNTABLE FRAME OR A HEAVY, HINGED "A" FRAME.
5. TYPE III BARRICADES ARE INTENDED FOR USE ON CONSTRUCTION AND MAINTENANCE PROJECTS AS WING BARRICADES AND AT ROAD CLOSURES, WHERE THEY MUST REMAIN IN PLACE FOR EXTENDED PERIODS.
6. THE MARKING FOR BARRICADE RAILS SHALL BE ORANGE AND WHITE (SLOPING DOWNWARD AT AN ANGLE OF 45° IN THE DIRECTION TRAFFIC IS TO PASS).
7. DO NOT PLACE SANDBAGS OR OTHER DEVICES TO PROVIDE MASS ON THE BOTTOM RAIL THAT WILL BLOCK VIEW OR RAIL FACE.
8. FOR ADDITIONAL INFORMATION OR DETAILS, SEE MUTCD, LATEST EDITION.

BARRICADE CHARACTERISTICS

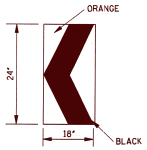
	I	II	III
WIDTH OF RAIL **	8" MIN. - 12" MAX.	8" MIN. - 12" MAX.	8" MIN. - 12" MAX.
LENGTH OF RAIL **	24" MIN.	24" MIN.	48" MIN.
WIDTH OF STRIPE *	6"	6"	6"
HEIGHT	36" MIN.	36" MIN.	60" MIN.
NUMBER OF REFLECTORIZED RAIL FACES	2 (ONE EACH DIRECTION)	4 (TWO EACH DIRECTION)	3 IF FACING TRAFFIC IN ONE DIRECTION 6 IF FACING TRAFFIC IN TWO DIRECTIONS
TYPE OF FRAME	LIGHT	LIGHT "A" FRAME	POST OR SKID

* 1. FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED.

** 2. BARRICADES INTENDED FOR USE ON EXPRESSWAYS, FREEWAYS AND OTHER HIGH SPEED ROADWAYS, SHALL HAVE A MINIMUM OF 270 In^2 OF REFLECTIVE AREA FACING TRAFFIC.

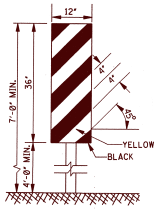
WING BARRICADES

1. WING BARRICADES ARE TYPE III BARRICADES ERECTED ON THE SHOULDER ON ONE OR BOTH SIDES OF THE PAVEMENT TO GIVE THE SENSATION OF A NARROWING OR RESTRICTED ROADWAY. WING BARRICADES MAY BE USED AS A MOUNTING FOR THE ADVANCE WARNING SIGNS OR FLASHERS.
2. WING BARRICADES SHOULD BE USED:
   A. IN ADVANCE OF A CONSTRUCTION PROJECT EVEN WHEN NO PART OF THE ROADWAY IS ACTUALLY CLOSED.
   B. IN ADVANCE OF ALL BRIDGE OR CULVERT WIDENING OPERATIONS.



CHEVRON SIGN DETAIL

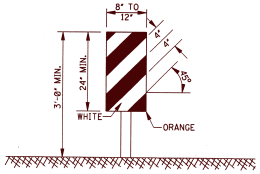
1. A CHEVRON SIGN CONSISTS OF A BLACK CHEVRON TYPE MARKING ON AN ORANGE BACKGROUND AND SHALL POINT IN THE DIRECTION OF TRAFFIC FLOW.
2. THE CHEVRON SIGN SHALL BE MOUNTED ON FIXED POST OR RIGID SKID.
3. CHEVRON SIGNS MAY BE USED TO SUPPLEMENT OTHER STANDARD DEVICES WHERE ONE OR MORE LANES ARE CLOSED FOR CONSTRUCTION OR MAINTENANCE. THEY SHALL BE PLACED APPROXIMATELY 2'-0" BEHIND THE LANE TRANSITION STRIPE.



TYPE 3 OBJECT MARKER

(OM-3R)

1. TYPE 3 OBJECT MARKERS SHALL BE USED AT ALL EXPOSED BRIDGE ABUTMENTS AND AT OTHER LOCATIONS AS DEEMED NECESSARY BY THE ENGINEER.
2. THE OM-3R IS SHOWN. THE OM-3L IS SIMILAR EXCEPT THE STRIPES SLOPE DOWNWARD FROM THE UPPER LEFT SIDE TO THE LOWER RIGHT SIDE AND SHALL BE PLACED ON THE LEFT SIDE OF THE OBJECT.
3. THE INSIDE EDGE OF THE MARKER SHALL BE IN LINE WITH THE INNER EDGE OF THE OBSTRUCTION.

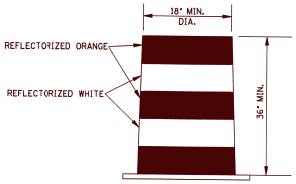


VERTICAL PANEL

1. VERTICAL PANELS CONSIST OF AT LEAST ONE PANEL 8" TO 12" IN WIDTH AND A MINIMUM OF 24" IN HEIGHT.
2. THE DIAGONAL STRIPES SHALL SLOPE DOWNWARD IN THE DIRECTION THAT TRAFFIC IS TO PASS THE PANEL. THE PANELS SHALL BE MOUNTED WITH THE TOP A MINIMUM OF 36" ABOVE THE ROADWAY ON A SINGLE LIGHTMASS POST.
3. VERTICAL PANELS USED ON EXPRESSWAYS, FREEWAYS AND OTHER HIGH-SPEED ROADWAYS SHALL HAVE A MINIMUM OF 270 In^2 OF RETROREFLECTIVE AREA FACING TRAFFIC.
4. FOR TWO-WAY TRAFFIC OPERATIONS, BACK-TO-BACK PANELS SHALL BE USED.

GENERAL NOTES:

1. MARKINGS ON ALL DEVICES SHOWN ON THIS SHEET SHALL BE HIGH INTENSITY REFLECTIVE SHEETING.
2. THE TRAFFIC CONTROL PLAN WILL LIST THE VARIOUS TRAFFIC CONTROL DEVICES REQUIRED FOR EACH PROJECT.



PLASTIC DRUM STRIPING DETAIL

1. PLASTIC DRUMS SHALL BE ON END AND USED AS AN EXPEDIENT METHOD FOR TRAFFIC CHANNELIZATION. THE COLOR AND MARKING OF DRUMS SHALL BE CONSISTENT WITH MARKING STANDARDS FOR BARRICADE. THE PREDOMINANT COLOR ON DRUMS SHALL BE ORANGE WITH FOUR (4) REFLECTORIZED, HORIZONTAL, CIRCUMFERENTIAL STRIPES (2 ORANGE & 2 WHITE) 6" WIDE.
2. DRUMS SHOULD NEVER BE PLACED IN THE ROADWAY WITHOUT WARNING SIGNS.
3. WHERE PRACTICAL PLASTIC DRUMS SHALL BE PLACED NO CLOSER THAN 3'-0" FROM THE EDGE OF TRAVELED LANE.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS

ENGLISH

ISSUE DATE: OCTOBER 1, 1998

WORKING NUMBER TCP-10

SHEET NUMBER 259

STATE	PROJECT NO.
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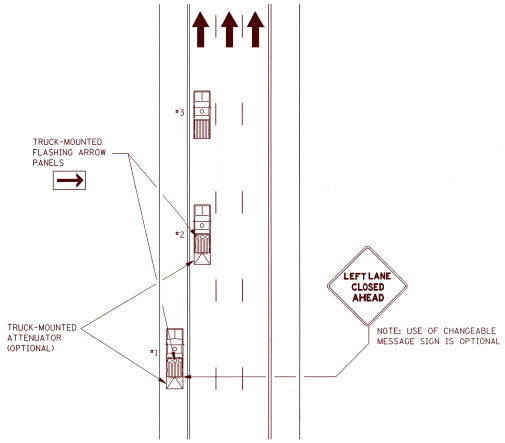
MOBILE OPERATIONS ON MULTILANE ROAD △1

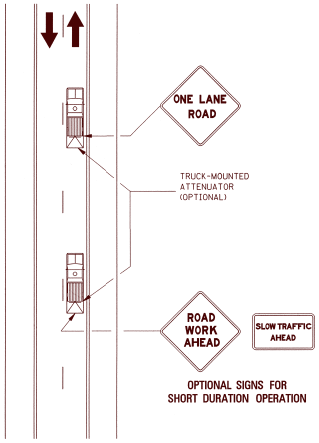


MOBILE OPERATIONS ON MULTILANE ROAD

NOTES:

1. VEHICLES USED FOR THESE OPERATIONS SHOULD BE MADE HIGHLY VISIBLE WITH APPROPRIATE EQUIPMENT, SUCH AS FLASHING LIGHTS, ROTATING BEACONS, FLAGS, SIGNS, OR ARROW PANELS.
2. PROTECTION VEHICLE #1 SHOULD BE EQUIPPED WITH AN ARROW PANEL. AN APPROPRIATE LANE CLOSURE SIGN SHOULD BE PLACED ON PROTECTION VEHICLE #1 SO AS NOT TO OBSCURE THE ARROW PANEL.
3. PROTECTION VEHICLE #2 SHOULD BE EQUIPPED WITH AN ARROW PANEL AND TRUCK-MOUNTED ATTENUATOR (TMA).
4. PROTECTION VEHICLE #1 SHOULD TRAVEL AT A VARYING DISTANCE FROM THE WORK OPERATION SO AS TO PROVIDE ADEQUATE SIGHT DISTANCE FOR TRAFFIC APPROACHING FROM THE REAR.
5. WHEN ADEQUATE SHOULDER WIDTH IS NOT AVAILABLE, PROTECTION VEHICLE #1 SHOULD BE ELIMINATED.
6. ON HIGH-SPEED ROADWAYS, A THIRD PROTECTION VEHICLE SHOULD BE USED (I.e., VEHICLE #1 ON THE SHOULDER (IF PRACTICAL), VEHICLE #2 IN THE CLOSED LANE, AND VEHICLE #3 IN THE CLOSED LANE).
7. ARROW PANELS SHALL BE AS A MINIMUM TYPE B, 60" X 30" IN ACCORDANCE WITH THE CRITERIA PRESENTED IN THE MUTCD.
8. WORK SHOULD NORMALLY BE DONE DURING OFF-PEAK HOURS.
9. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

MOBILE OPERATIONS ON TWO-LANE ROAD



MOBILE OPERATIONS ON TWO-LANE ROAD

NOTES:

1. WHERE PRACTICAL AND WHEN NEEDED, THE WORK AND PROTECTION VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS. IF THIS CAN NOT BE DONE FREQUENTLY, AS AN ALTERNATIVE, A "DO NOT PASS" SIGN MAY BE PLACED ON THE REAR OF THE VEHICLE BLOCKING THE LANE.
2. THE DISTANCE BETWEEN THE WORK AND PROTECTION VEHICLES MAY VARY ACCORDING TO TERRAIN, PAINT DRYING TIME, AND OTHER FACTORS. PROTECTION VEHICLES ARE USED TO WARN TRAFFIC OF THE OPERATION AHEAD. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, THE PROTECTION VEHICLE SHOULD MAINTAIN THE MINIMUM DISTANCE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. THE PROTECTION VEHICLE SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
3. ADDITIONAL PROTECTION VEHICLES TO WARN AND REDUCE THE SPEED OF ONCOMING OR OPPOSING TRAFFIC MAY BE USED. POLICE PATROL CARS MAY BE USED FOR THIS PURPOSE.
4. A TRUCK-MOUNTED ATTENUATOR (TMA) SHOULD BE USED ON THE PROTECTION VEHICLE AND MAY BE USED ON THE WORK VEHICLE.
5. THE WORK VEHICLE SHALL BE EQUIPPED WITH BEACONS, AND THE PROTECTION VEHICLES SHALL BE EQUIPPED WITH TWO HIGH-INTENSITY FLASHING LIGHTS MOUNTED ON THE REAR, ADJACENT TO THE SIGN. PROTECTION AND WORK VEHICLES SHOULD DISPLAY FLASHING OR ROTATING BEACONS BOTH FORWARD AND TO THE REAR.
6. VEHICLE-MOUNTED SIGNS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGN LOCATED AT A MINIMUM HEIGHT OF 48" ABOVE THE PAVEMENT. SIGN LEGENDS SHALL BE COVERED OR TURNED FROM VIEW WHEN WORK IS NOT IN PROGRESS.
7. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

DATE	REVISION	BY
12-1-99	REVISED CAPTION	S.W.K.

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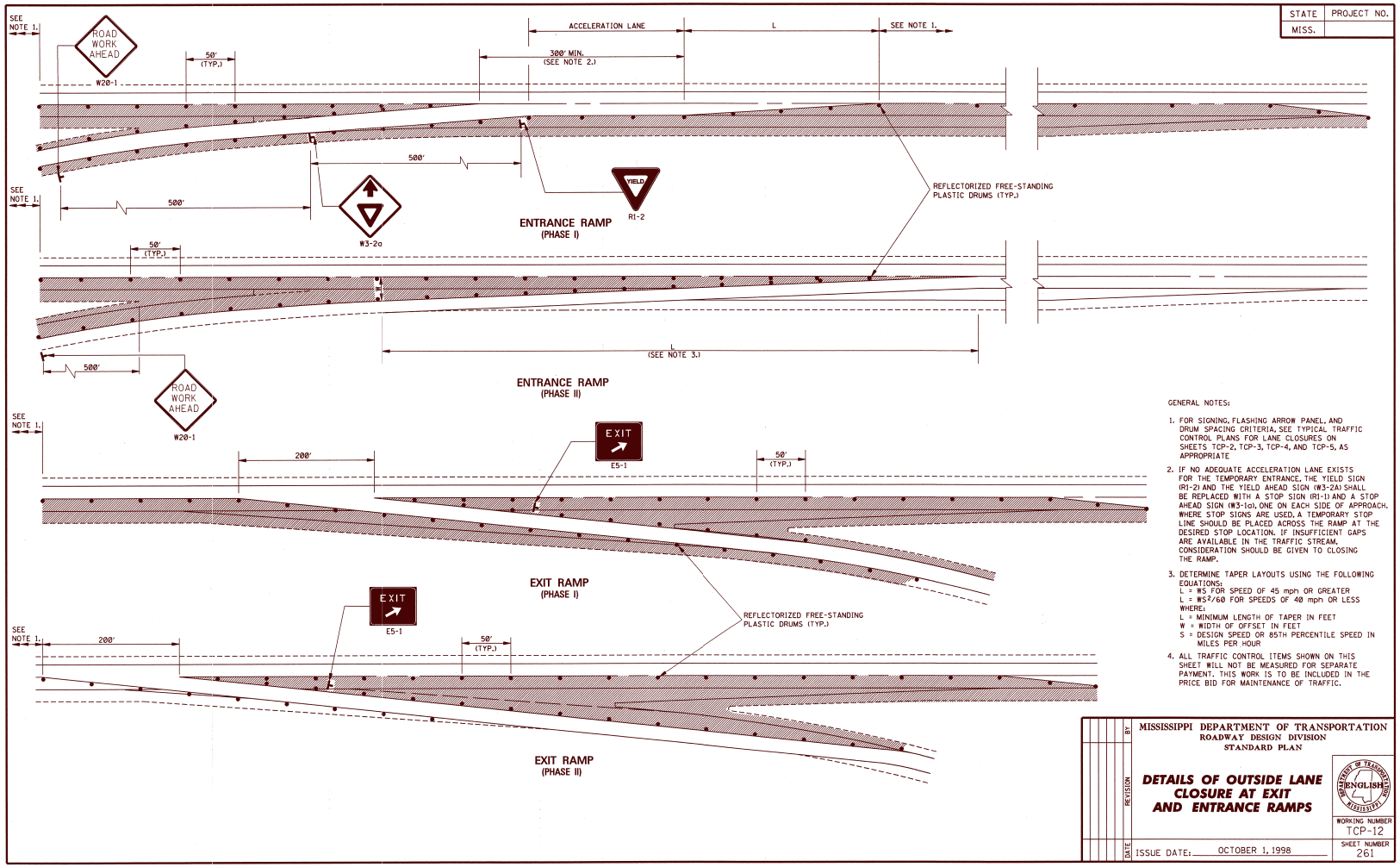
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TRAFFIC CONTROL PLAN MOBILE OPERATIONS MULTILANE ROADS AND TWO-LANE ROADS

ISSUE DATE: OCTOBER 1, 1998

WORKING NUMBER: TCP-11

SHEET NUMBER: 260



GENERAL NOTES:

1. FOR SIGNING, FLASHING ARROW PANEL, AND DRUM SPACING CRITERIA, SEE TYPICAL TRAFFIC CONTROL PLANS FOR LANE CLOSURES ON SHEETS TCP-2, TCP-3, TCP-4, AND TCP-5, AS APPROPRIATE
2. IF NO ADEQUATE ACCELERATION LANE EXISTS FOR THE TEMPORARY ENTRANCE, THE YIELD SIGN (R1-2) AND THE YIELD AHEAD SIGN (W3-2A) SHALL BE REPLACED WITH A STOP SIGN (R1-1) AND A STOP AHEAD SIGN (W3-1a), ONE ON EACH SIDE OF APPROACH. WHERE STOP SIGNS ARE USED, A TEMPORARY STOP LINE SHOULD BE PLACED ACROSS THE RAMP AT THE DESIRED STOP LOCATION. IF INSUFFICIENT GAPS ARE AVAILABLE IN THE TRAFFIC STREAM, CONSIDERATION SHOULD BE GIVEN TO CLOSING THE RAMP.
3. DETERMINE TAPER LAYOUTS USING THE FOLLOWING EQUATIONS:
   $L = WS$ FOR SPEED OF 45 mph OR GREATER
   $L = WS^2/60$ FOR SPEEDS OF 40 mph OR LESS
   WHERE:
   L = MINIMUM LENGTH OF TAPER IN FEET
   W = WIDTH OF OFFSET IN FEET
   S = DESIGN SPEED OR 85TH PERCENTILE SPEED IN MILES PER HOUR
4. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

DETAILS OF OUTSIDE LANE CLOSURE AT EXIT AND ENTRANCE RAMPS

ENGLISH

WORKING NUMBER TCP-12

SHEET NUMBER 261

ISSUE DATE: OCTOBER 1, 1998

REVISION | BY | DATE

STATE	PROJECT NO.
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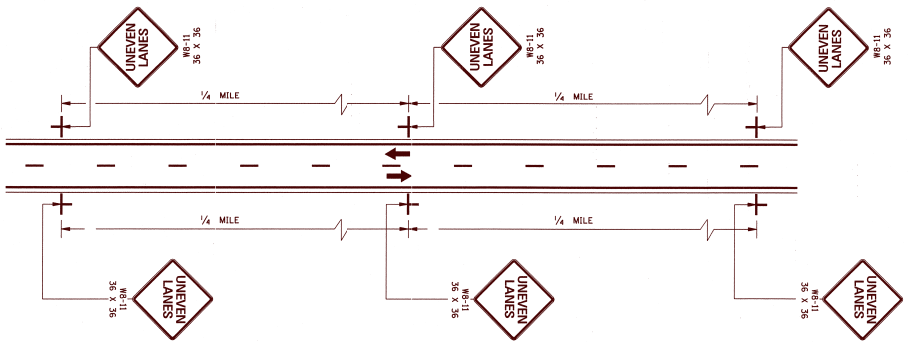
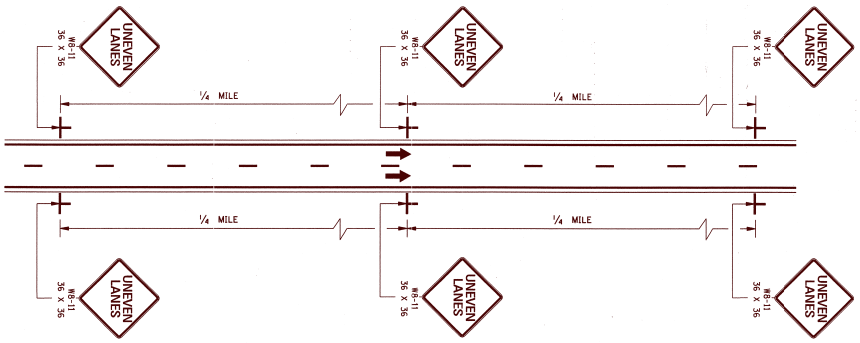


TWO–WAY TRAFFIC



ONE–WAY TRAFFIC

GENERAL NOTES:

1. UNEVEN LANE LINE:
   A. IF LESS THAN OR EQUAL TO 1½", NO SIGNS REQUIRED.
   B. IF GREATER THAN 1½", AND LESS THAN OR EQUAL TO 2¼", PLACE SIGNS AS SHOWN ON THIS SHEET.
   C. IF GREATER THAN 2¼", TRAFFIC SHOULD NOT BE ALLOWED TO CROSS UNEVEN LANE LINE.
2. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER MAINTENANCE OF TRAFFIC.
3. THE W8-11 SIGNS SHALL BE SPACED AT ¼-MILE INTERVALS THROUGHOUT UNEVEN LANE LINE LIMITS.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TRAFFIC CONTROL PLANS
UNEVEN PAVEMENT
DETAILS

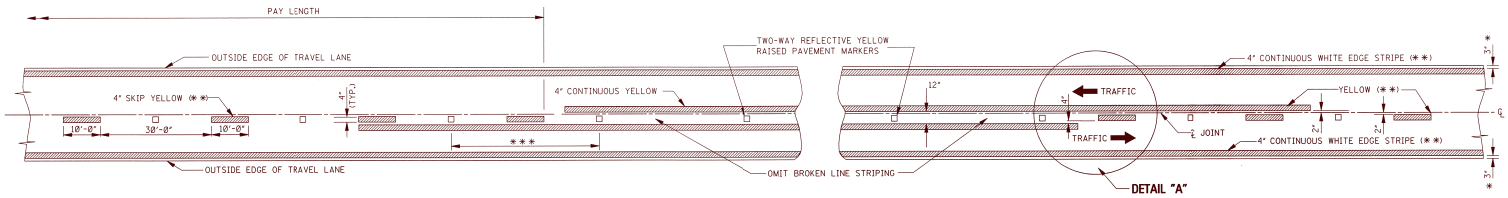
ENGLISH

WORKING NUMBER TCP-14

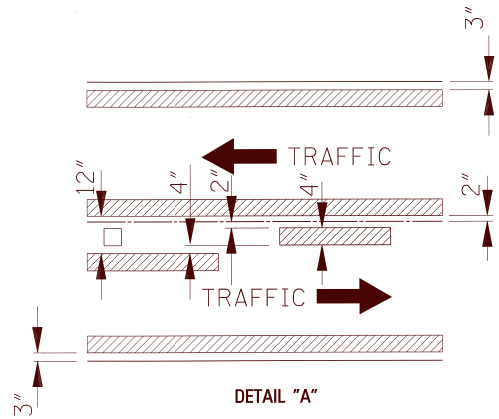
ISSUE DATE: OCTOBER 1, 1998

SHEET NUMBER 263

STATE	PROJECT NO.
MISS.	



TWO–WAY TRAFFIC
(ASPHALT OR CONCRETE PAVEMENT)



DETAIL "A"

DIRECTION OF TRAFFIC

GENERAL NOTES:

* 1. 3" UNLESS SHOWN ELSEWHERE ON THE PLANS.

** 2. EDGE STRIPE SHALL BE SAME MATERIAL AS LANE-LINE STRIPE (PAINT OR TAPE AS INDICATED IN PAY ITEMS).

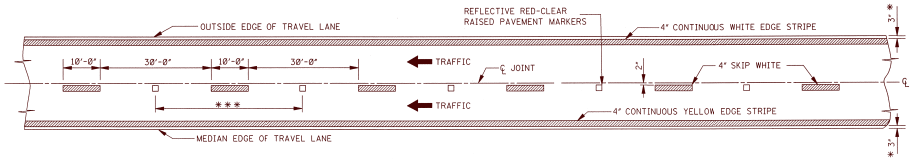
*** 3. SPACING OF REFLECTIVE RAISED PAVEMENT MARKERS IS AS FOLLOWS:

	URBAN AREA (ft-in)	RURAL AREA (ft-in)
TANGENT SECTIONS	40'-0"	80'-0"
HORIZONTAL CURVES	40'-0"	40'-0"
INTERCHANGE LIMITS	40'-0"	† 40'-0"

† NOTE: ON THE MAIN FACILITY, REFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS ON A 40'-0" SPACING WILL BE REQUIRED ON LANE-LINE(S) THROUGH ALL INTERCHANGE AREAS BEGINNING 1000' IN ADVANCE (IN DIRECTION OF TRAFFIC) OF THE EXIT RAMP TAPER AND CONTINUING THROUGH THE INTERCHANGE TO THE END OF THE ENTRANCE RAMP TAPER.

4. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE REFLECTIVE RAISED PAVEMENT MARKERS AS LISTED IN THE MDOT "APPROVED SOURCES OF MATERIALS."

5. REFLECTIVE RAISED PAVEMENT MARKERS TO BE USED IF TEMPORARY MARKINGS ARE TO REMAIN IN PLACE OVER 3 MONTHS



4–LANE WITH ONE–WAY TRAFFIC

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TEMPORARY STRIPING FOR TRAFFIC CONTROL 2–LANE AND 4–LANE DIVIDED HIGHWAYS

ENGLISH

WORKING NUMBER TCP-15

ISSUE DATE: DECEMBER 1, 1999

SHEET NUMBER 264

STATE	PROJECT NO.
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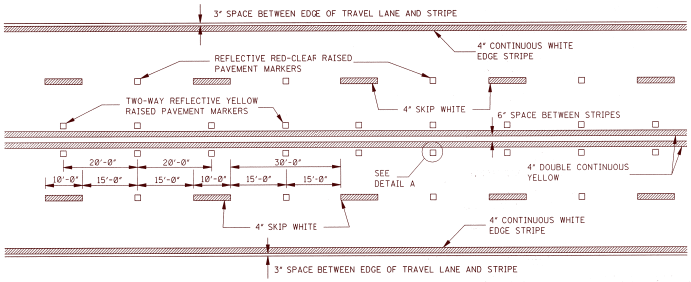
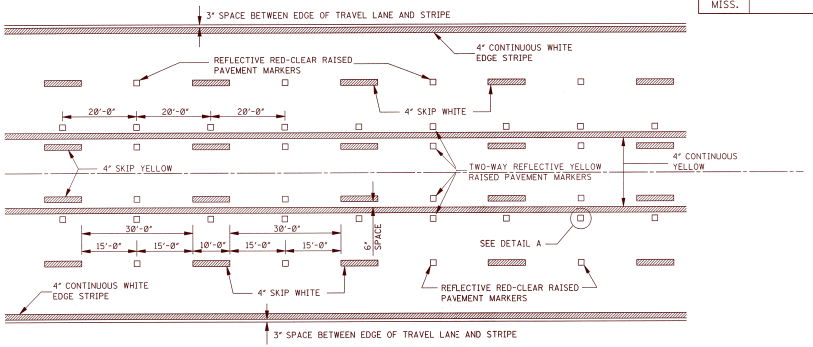
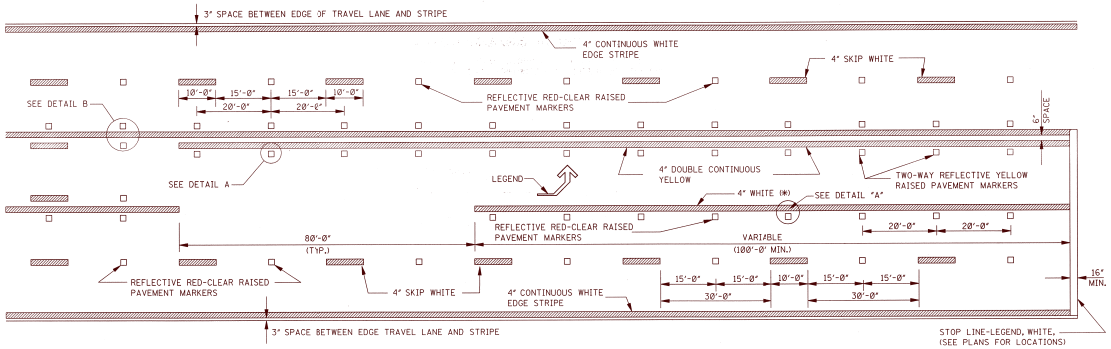
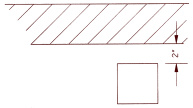


TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 4–LANE SECTION



TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 5–LANE SECTION





DETAIL A
LATERAL PLACEMENT OF PAVEMENT MARKERS

GENERAL NOTE:

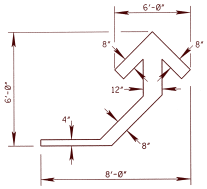
1. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE RAISED PAVEMENT MARKERS AS LISTED IN THE MDOT "APPROVED SOURCES OF MATERIALS".
2. REFLECTIVE RAISED PAVEMENT MARKERS TO BE USED IF TEMPORARY MARKINGS ARE TO REMAIN IN PLACE OVER 3 MONTHS
3. TEMPORARY TURN ARROW TO BE PAID FOR AS TEMPORARY TRAFFIC STRIPE (LEGEND), ESTIMATED AT 10.9 SQ. FT. PER ARROW

TYPICAL TWO–WAY ARROW INSTALLATION

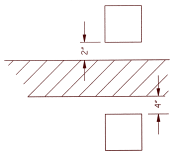
NOTES: 1. CONSIDER EACH SEGMENT OF CONTINUOUS TWO-WAY LEFT TURN LANE SEPARATELY.
2. IF SEGMENT IS LESS THAN 350', PLACE ONE SET OF ARROWS IN CENTER OF SEGMENT.
3. IF SEGMENT IS GREATER THAN 350', PLACE FIRST SET OF ARROWS 50' TO 100', FROM BEGINNING AND/OR END OF SEGMENT AND SPACE ADDITIONAL SETS OF ARROWS (250' O.C.).

TYPICAL STRIPING AND RAISED PAVEMENT MARKERS AT LEFT TURN LANES

* NOTE: USE DETAIL STRIPING IF LENGTH ≤ 150' AT THIS LOCATION, OTHERWISE USE CONTINUOUS STRIPING.



DETAIL OF TEMPORARY TURN ARROW



DETAIL B
LATERAL PLACEMENT OF PAVEMENT MARKERS

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TEMPORARY STRIPING FOR TRAFFIC CONTROL 4–LANE AND 5–LANE UNDIVIDED ROADWAYS

ENGLISH

WORKING NUMBER TCP-16

SHEET NUMBER 265

ISSUE DATE: DECEMBER 1, 1999

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6159 **CODE: (IS)**

DATE: **06/07/2002**

SUBJECT: **Contract Overpayment(s)**

Bidders are hereby advised that by the execution of the contract for this project, the Contractor agrees that it has the duty to and will immediately reimburse the Mississippi Transportation Commission, without any demand therefore, for any overpayment(s) of which it has knowledge, or through due diligence, should have knowledge.

By the execution of the contract for this project, the Contractor also agrees that if the Mississippi Transportation Commission has made any overpayment(s) to the Contractor on any previously executed contract(s), the Mississippi Transportation Commission may notify the Contractor in writing of the nature and the amount of the overpayment(s). If the Contractor fails to remit the overpayment(s) to the Mississippi Transportation Commission within sixty (60) calendar days from the date of such notice, interest shall accrue from the date of such notification until payment is made in full at the rate of one percent (1%) per month until fully paid.

By the execution of the contract for this project, the Contractor also agrees that the Mississippi Transportation Commission may offset and withhold a sum equal to any overpayment(s) on any previously executed contract(s), plus interest, where applicable, against any sums due the Contractor under the terms of this contract or any other active contract(s).

By the execution of the contract for this project, the Contractor also agrees that if any overpayment(s) are made by the Mississippi Transportation Commission to the Contractor under the terms of this contract the Mississippi Transportation Commission shall have the right to offset and withhold that amount, plus interest, where applicable, from any sums which the Mississippi Transportation Commission might owe the Contractor on any other active contract(s) or any contract(s) executed subsequent to the execution of this contract.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6275 **CODE: (IS)**

DATE: **09/17/2002**

SUBJECT: **Federal Bridge Formula**

Bidders are hereby advised that Federal Highway Administration Publication No. FHWA-MC-94-007, **BRIDGE FORMULA WEIGHTS**, dated January 1994, is made a part of this contract when applicable.

Prior to the preconstruction conference, the Contractor shall advise the Engineer, in writing, what materials, if any, will be delivered to the jobsite via Interstate route(s).

Copies of the **BRIDGE FORMULA WEIGHTS** publication may be obtained by contacting:

Federal Highway Administration
400 7th Street, SW
Washington, DC 20590
(202) 366-2212

or

http://ops.fhwa.dot.gov/freight/regulate/sw/

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6289 **CODE: (IS)**

DATE: **09/26/2002**

SUBJECT: **Certification of Traffic Control Devices**

Category 1 Traffic Control Devices

Category 1 traffic control devices are defined as low-mass, single-piece traffic cones, tubular markers, single-piece drums, and delineators.

The Contractor shall certify to the Project Engineer by a letter ONLY stating that the Category 1 traffic control devices, furnished and used, either meet the requirements of NCHRP Report 350 or were purchased prior to October 1, 1998.

All documentation supporting the certification is to be kept on file by the Contractor subject to review by the Department at any time. Support documentation shall be kept on file for two years after the completion of the project.

The Contractor may self-certify Category 1 Traffic Control Devices. In order to make the self-certification, the Contractor shall have as a minimum the following support documentation regarding the certification.

1. A title, e.g., "Certification of Crashworthiness";
2. Name and address of vendor making the certification;
3. Unique identification of the certificate (such as serial number) with numbered pages and the total number of pages;
4. Description and unambiguous identification of the item tested;
5. Identification of the basis for self-certification process used and to what test level of NCHRP Report 350. This basis as crash test experience with similar devices or years of demonstrably safe operational performance;
6. A signature and title, or an equivalent identification of the person(s) accepting responsibility for the content of the certification, however produced, and the date of issue;
7. A statement that the certification shall not be reproduced except in full.

All documentation supporting the self-certification is to be kept on file by the Contractor subject to review by the Department at any time. Support documentation shall be kept on file for two years after the completion of the project.

The Contractor's letter to the Project Engineer shall state that all Category 1 traffic control devices, furnished and used, were purchased after October 1, 1998 and met the requirements of NCHRP Report 350, or that the Category 1 traffic control devices, furnished and used, were purchased prior to October 1, 1998.

Category 2 Traffic Control Devices

Category 2 traffic control devices are defined as barricades, intrusion detectors, vertical panel assemblies, portable sign supports, drums with warning lights, and cones with warning lights.

The Contractor shall certify to the Project Engineer by a letter ONLY stating that the Category 2 traffic control devices, furnished and used, either meet the requirements of NCHRP Report 350 or were purchased prior to October 1, 2000. The Contractor's letter shall state that all Category 2 traffic control devices, furnished and used, were purchased after October 1, 2000 and met the requirements of NCHRP Report 350, or that the Category 2 traffic control devices, furnished and used, were purchased prior to October 1, 2000.

Category 3 Traffic Control Devices

Category 3 Traffic Control Devices are items similar to Category 2 but weigh more than 100 pounds. Category 3 Traffic Control Devices include concrete barrier, truck mounted attenuators (TMAs), workzone crash cushions, and fixed sign supports.

Concrete barrier and fixed sign supports, furnished and used, and purchased after October 1, 2002 must meet the requirements of Report 350.

The Contractor shall furnish a letter ONLY certifying that all concrete barrier and fixed sign supports purchased after October 1, 2002 meets the requirements of NCHRP Report 350. Concrete barrier and fixed sign supports purchased prior to October 1, 2002 may be used without written certification until they complete their normal service life.

Work zone crash cushions and truck mounted attenuators (TMAs), furnished and used, and purchased after October 1, 1998 must meet the requirements of Report 350.

The Contractor shall furnish a letter certifying that all work zone crash cushions and TMAs purchased after October 1, 1998 meets the requirements of NCHRP Report 350. Work zone crash cushions and TMAs purchased prior to October 1, 1998 may be used without written certification until they complete their normal service life.

Contractor's Letter to the Project Engineer

The following is an example of a letter to the Project Engineer.

"I, *(Contractor's name)*, certify that the Category 1 traffic control devices used on this project and purchased after October 1, 1998 meet the requirements of NCHRP Report 350 and all Category 1 traffic control devices used on this project not meeting NCHRP Report 350 were purchased prior to October 1, 1998.

I also certify that the Category 2 traffic control devices used on this project and purchased after October 1, 2000 meet the requirements on NCHRP Report 350 and all Category 2 traffic control devices used on this project not meeting NCHRP Report 350 were purchased prior to October 1, 2000.

I also certify that except for concrete median barrier, all of the Category 3 traffic control devices crash cushions and truck mounted attenuators used on this project and purchased after October 1, 1998 meet the requirements on NCHRP Report 350 and all Category 3 crash cushions and truck mounted attenuators used on this project not meeting NCHRP Report 350 were purchased prior to October 1, 1998."

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6333 **CODE: (SP)**

DATE: **10/23/2002**

SUBJECT: **Submission of Form OCR-485**

Bidders are hereby advised that prior to the November 2002 letting, Form OCR-485 was completed by the apparent low bidder and submitted 10 days after opening of the bids. Beginning with the November 2002 letting, Form OCR-485 will be completed by **ALL BIDDERS** submitting a bid proposal and **must be included in the bid proposal package**. Failure to include Form OCR-485 in the bid proposal package will cause the Contractor's bid to be considered **irregular**.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904- NOTICE TO BIDDERS NO. 6522 **CODE: (SP)**

DATE: **05/12/2003**

SUBJECT: **Removal of Construction Signs**

Bidders are hereby advised that upon receipt of the Final or Partial Maintenance Release, as documented in writing by the State Construction Engineer, the Contractor shall have fifteen (15) calendar days in which to remove all construction signs on the project. It is agreed that if the signs are not removed within the fifteen (15) calendar days the signs shall be considered abandoned and shall become the property of the Mississippi Transportation Commission which may remove, use, and/or dispose of such signs as it sees fit.

The Contractor shall place and maintain appropriate construction signs for any additional work on the project after the Maintenance Release has been issued. These construction signs will not be measured for separate payment. Payment for these signs shall be included in Pay Item No. 618-A, Maintenance of Traffic.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6618 **CODE: (SP)**

DATE: **6/19/2003**

SUBJECT: **Submittal of Hydrated Lime Shipping Tickets**

In accordance with Subsection 907-401.02.3.1 of the specifications, the Contractor shall provide the District Materials Engineer with a copy of each shipping ticket from the supplier including the project number, date, time and weight of hydrated lime shipped and used in Hot Mix Asphalt (HMA) production.

The Contractor is advised that an amount equal to twenty-five percent (25%) of the total value of HMA items performed during the initial estimate period in which the Contractor fails to submit the hydrated lime shipping tickets to the District Materials Engineer will be withheld from the Contractor's earned work. Non-conformance with this specification for successive estimate period(s) will result in the total value (100%) of HMA items performed during this period(s) being withheld from the Contractor's earned work. Monies withheld for this non-conformance will be released for payment on the next monthly estimate following the date the submittal of hydrated lime shipping tickets to the District Materials Engineer is brought back into compliance with this specification.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6783 **CODE: (IS)**

DATE: **10/28/2003**

SUBJECT: **Fuel Tax Applicability to Bidders and Contractors**

Bidders are hereby advised that the "Mississippi Special Fuel Tax Law", Section 27-55-501, et seq. and it's requirements and penalties apply to any contract for construction, reconstruction, maintenance or repairs, for contracts entered into with the State of Mississippi, any political subdivision of the State of Mississippi, or any Department, Agency, Institute of the State of Mississippi or any political subdivision thereof.

The Mississippi State Tax Commission will be notified of the name and address of the Contractor that is awarded this contract. The Contractor will be subject to an audit during the life of this contract to make certain that all applicable fuel taxes are being paid promply as outlined in Section 27-55-501, et seq.

In addition to any audits performed by the Mississippi State Tax Commission, the Department also reserves the right to audit the Contractor's records during the life of this contract to make certain that all applicable fuel taxes are being paid promply as outlined in Section 27-55-501, et seq.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6794 **CODE: (SP)**

DATE: **11/12/2003**

SUBJECT: **Estimated Monthly Quantities**

Bidders are hereby advised that each month the Contractor works, the Engineer furnishes the Contractor with a monthly progress estimate showing the total estimated quantities for each pay item in the contract. The Contractor should review the Engineer's progress estimate as to the accuracy of the quantities. Should the Engineer's estimated quantity for any pay item be greater than a tolerance of plus or minus ten percent (±10%) of the Contractor's estimated quantity, the Contractor should confer with the Resident or Project Engineer to rectify any differences. Each should make a record of the differences, if any, and conclusions reached. In the event mutual agreement cannot be reached, the Contractor will be allowed a maximum of 15 calendar days following the ending date of the monthly estimate in question to file in writing, a protest Notice of Claim in accordance with the provisions Subsection 105.17. Otherwise, the Engineer's estimated quantities shall be considered acceptable pending any changes made during the checking of final quantities.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6830 **CODE: (SP)**

DATE: **12/22/2003**

PROJECT: **STP-0021-01(054) / 103800 - DeSoto County**

SUBJECT: **SCOPE OF WORK**

The contract documents do not include an official set of construction plans but may, by reference, include some Standard Drawings when so specified in a Notice to Bidders entitled, "Standard Drawings". All other references to plans in the contract documents and Standard Specifications for Road and Bridge Construction are to be disregarded.

In general, the work to be accomplished using the Pay Items and corresponding specifications set forth in this contract is for milling and overlaying on approximately 2.9 miles of Mississippi Highway No. 302 beginning 0.18 miles west of US Highway No 51 ending 0.10 miles east of Swinnea Road in DeSoto County.

NOTE: This section of roadway has curb and gutter. The contractor **must** submit a plan for temporary drainage to the Engineer for approval. This plan **must** also include a plan to maintain acceptable pavement edge drop offs at inlet locations through each phase of the milling/paving operations. This is material to the safety of the traveling public, is not related to the contractor maintained provisions of this contract and shall not be a basis for relief from any of these provisions. There are no separate pay items for temporary drainage; the cost of providing temporary drainage is included in the cost of the Pay Items provided.

In order to expedite the safe movement of traffic and to protect each phase of the work as it is performed, a firm sequence of operations is essential. The following appropriate items of work shall be begun and continually prosecuted in the order listed:

(a) Repair failed areas designated by the Engineer using Pay Item No 202-B Removal of Asphalt Pavement (Failed Areas). This removal will be paid for at the contract unit price which will be full compensation for removal of asphalt pavement and, if required, subgrade material one (1) foot below the bottom surface of the asphalt pavement and replacement of this removal with Hot Mix Asphalt which will not be paid for separately and is included in the unit cost of 202-B Removal of Asphalt Pavement (Failed Areas).

The contractor is advised that some areas may become evident after milling, and any such areas shall be repaired as directed by the Engineer, as detailed above.

(b) Cold mill the existing asphalt pavement to existing roadway slopes as follows:

a. From the BOP to the EOP, cold mill the existing asphalt pavement an approximate depth of three and one-half (3 1/2) inches which will include the full depth of the top two (2) lifts of asphalt pavement, sixty (60) feet or four travel lanes and the turn lane wide, plus additional turn lanes as shown on the attached sheets.

b. At each local street or county road and the I-55 interchange ramps an approximate depth of three and one-half (3 1/2) inches in depth as shown on the attached sheets.

The Contractor shall strictly comply with Subsection 907-618.03.3, Safe Movement of Traffic. All loose milling material shall be removed from the roadway, the roadway shoulder, the adjacent ditch lines and grass. If the project is milled with a machine with a width less than one traffic lane, traffic will not be placed on that lane until the entire lane is brought to one elevation. At the end of the workday, the contractor shall taper any transverse joints on a three (3) foot to one (1) inch vertical slope. The Cold Milling material obtained shall be stockpiled by the contractor for MDOT at the New DeSoto County Maintenance Headquarters located on US Highway 51, North of the Nesbit/I55 Interchange. Adequate equipment must be available to properly stockpile this material (A front-end loader and/or dozer will be the required minimum). Payment for Cold Milling of Pavement will be made under Pay Item No. 406-A, per square yard, and shall include all cost associated with the milling operation.

(c) Fifty tons (50) per mile is provided for preliminary leveling to establish a uniform cross-section and an acceptable centerline profile. No separate pay item is provided for this asphalt mix.

(d) Place four (4) inches of Maintained Hot Mix Asphalt on the pavement previously milled and the local roads as shown on the attached sheets and the I-55 Interchange. The contractor shall maintain existing roadway slopes, excepting where necessary to tie to curb and gutter. At the end of the workday, the contractor shall taper any transverse joints on a three (3) foot to one (1) inch vertical slope. The Contractor shall plan the work to strictly comply with Subsection 907-618.03.3, Safe Movement of Traffic.

(e) Place temporary traffic stripe daily as per Special Provisions No. 907-618-16.

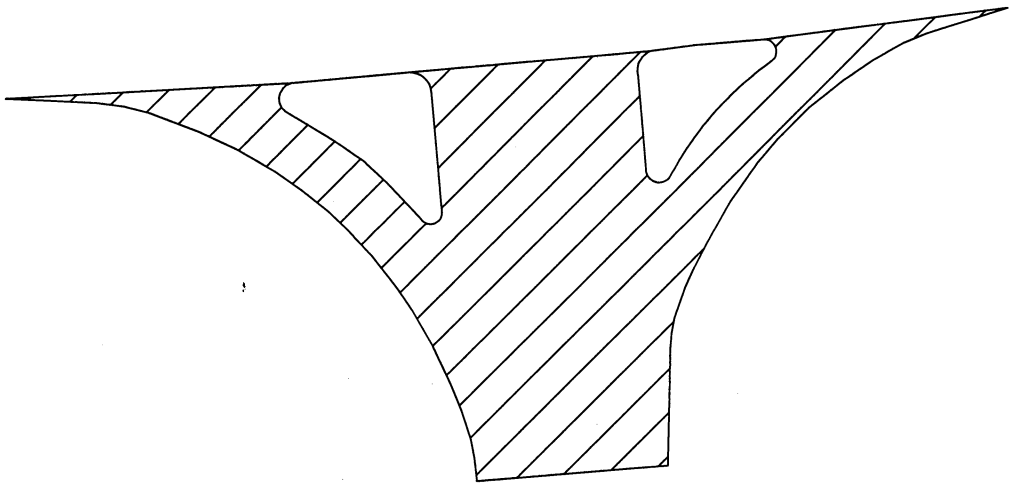
(f) Place permanent pavement markings as required (Thermoplastic Striping, High Performance Cold Plastic on Concrete Surfaces, Two-Way Yellow Reflective High Performance Raised Markers and Red-Clear Reflective High Performance Raised Markers).

(g) Install Vehicle Loop Assemblies as shown in the attached table. The sequence of this installation shall be coordinated with the rest of the work.

Highways, county roads and/or city streets may require new stripe, as directed by the Engineer.

The contractor shall provide all signs and traffic handling devices necessary to safely maintain traffic around or through the work areas.

Incidental work such as removing vegetation, shaping and compaction of shoulder, and other incidental work that is necessary to complete the work will not be measured for separate payment and the cost will be included in the items bid.

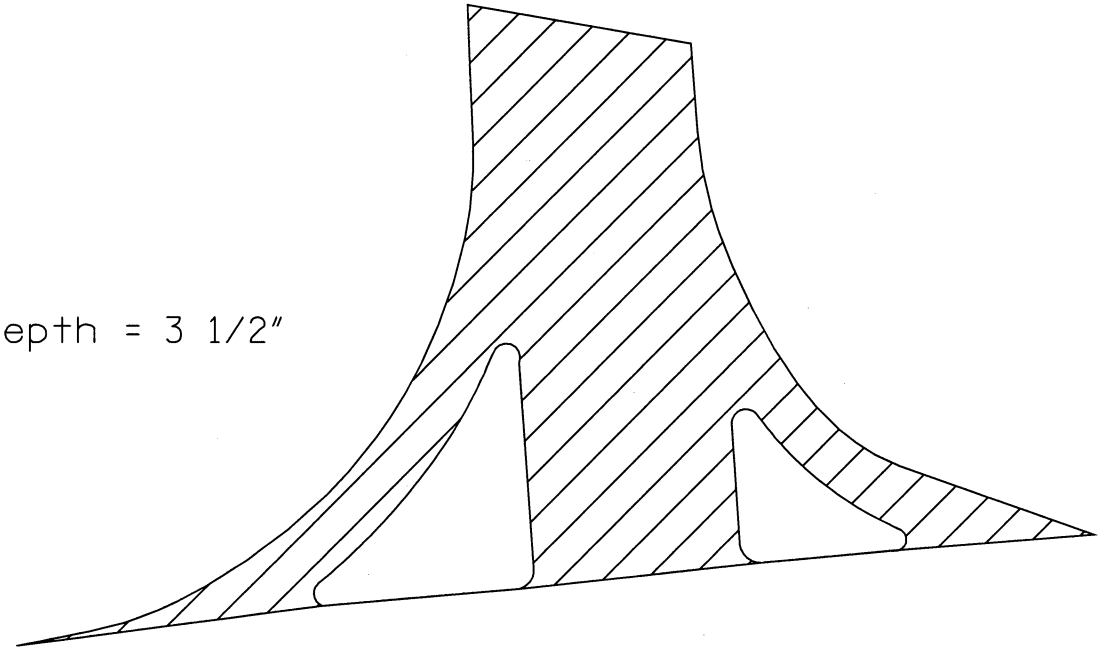


Cold Mill Depth = 3 1/2"

HWY 51
South

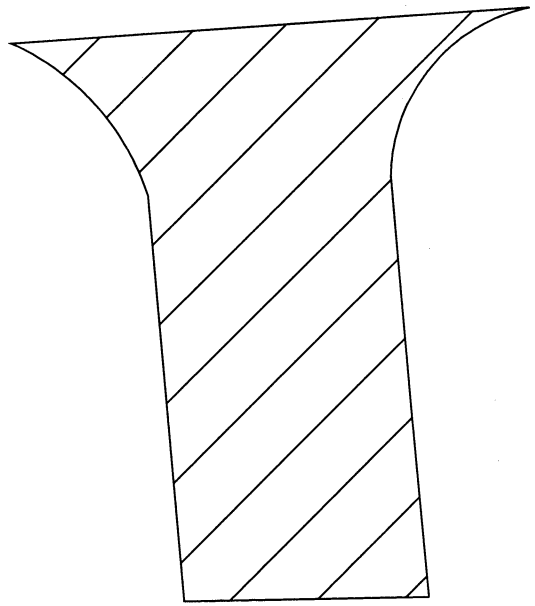
Area = 1570.42 sq.yd.

Cold Mill Depth = 3 1/2"



HWY 51
North

Area = 2058.83 sq.yd.

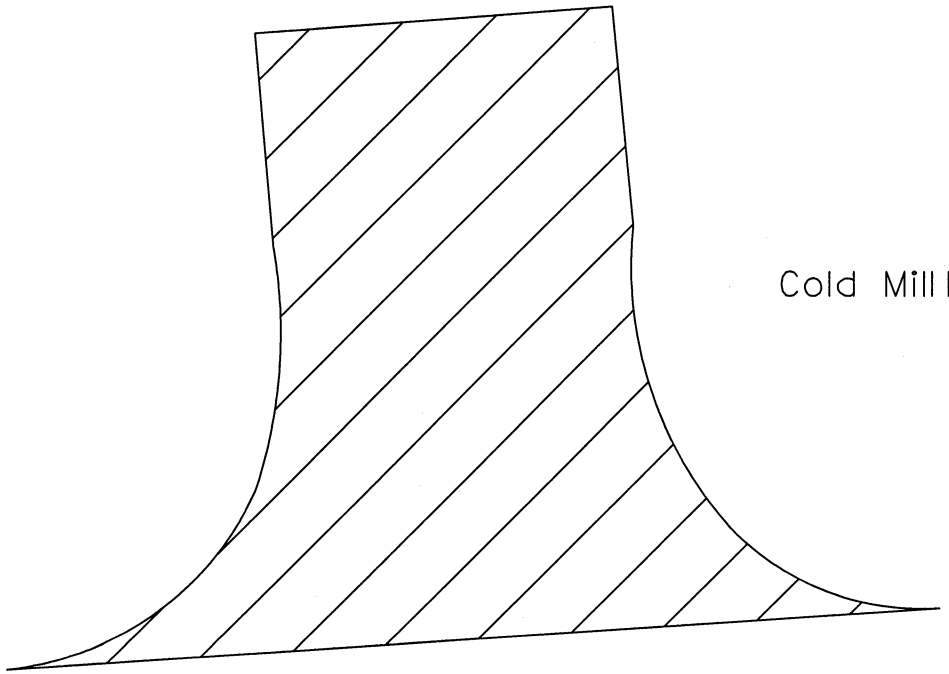


Cold Mill Depth = 3 1/2"

Interstate Drive
South

Area = 455.27 sq.yd.

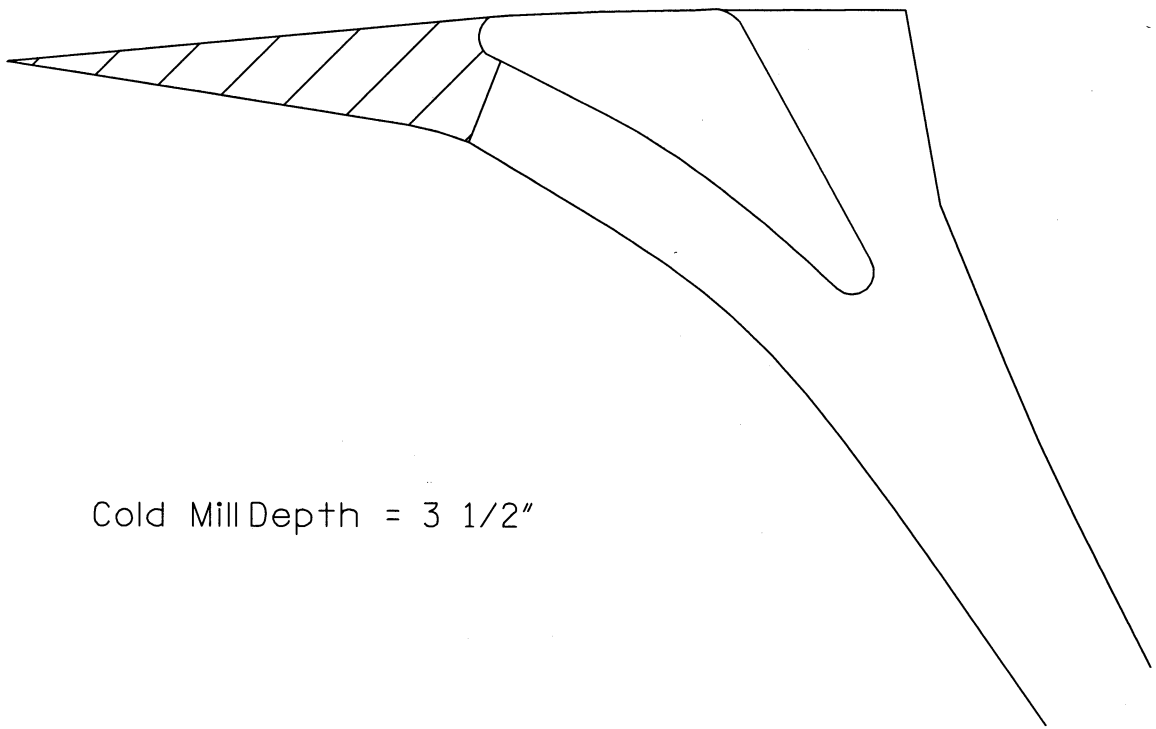
N.T.B. # 6830



Cold Mill Depth = 3 1/2"

Interstate Drive
North

Area = 775.53 sq.yd.

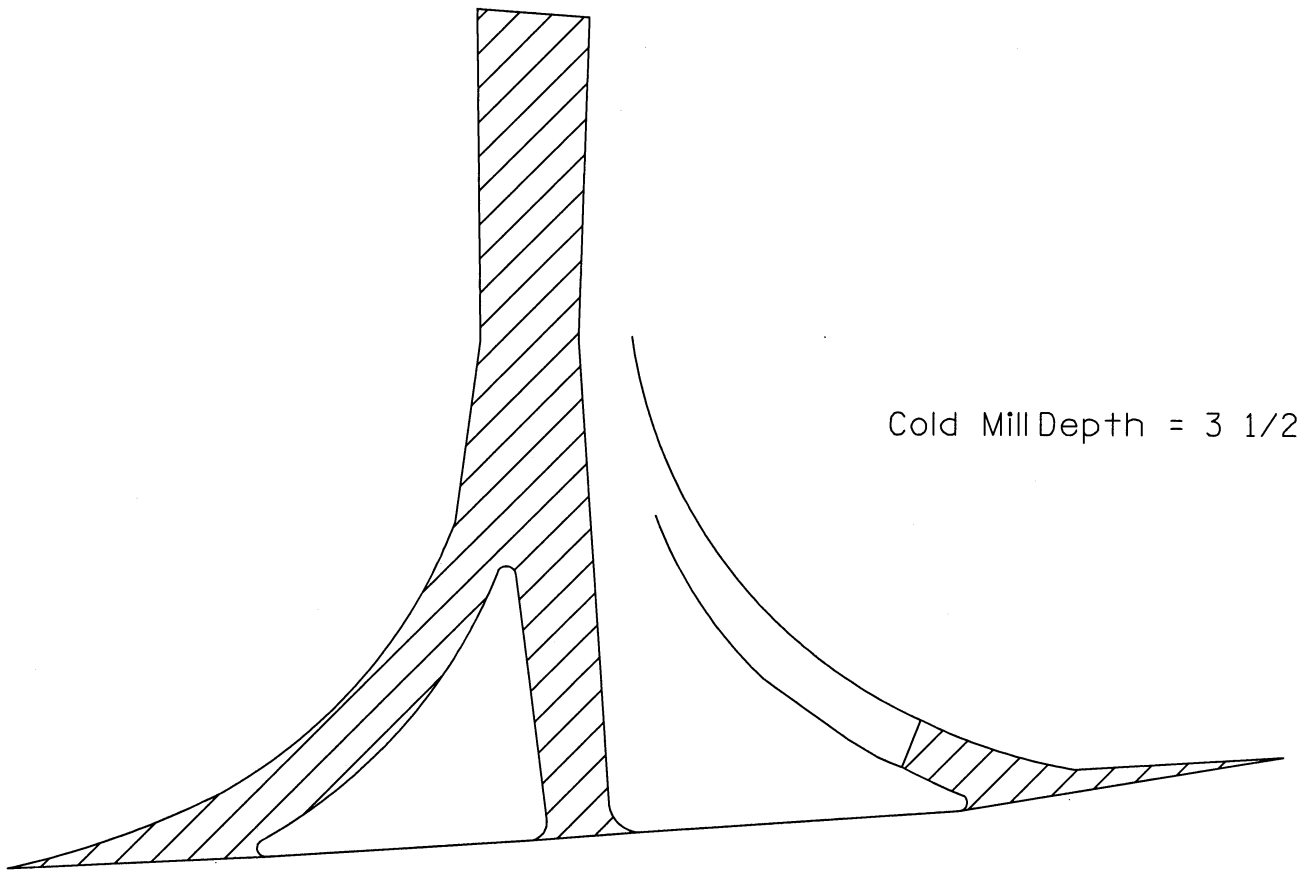


Cold Mill Depth = 3 1/2"

HWY 55 S
Southwest Ramps

Area = 121.72 sq.yd.

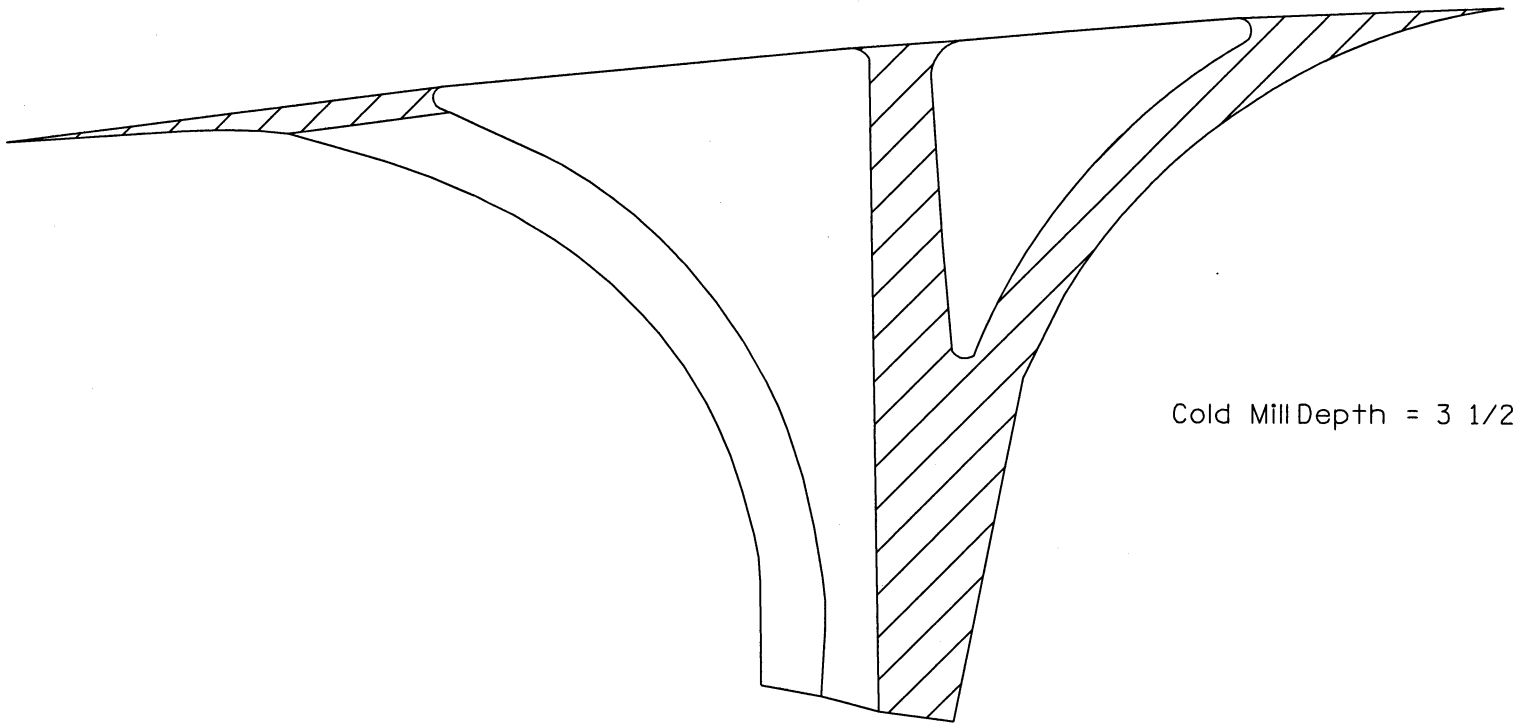
N.T.B. # 6830



HWY 55 S
Northwest Ramps

Area = 2233.44 sq.yd.

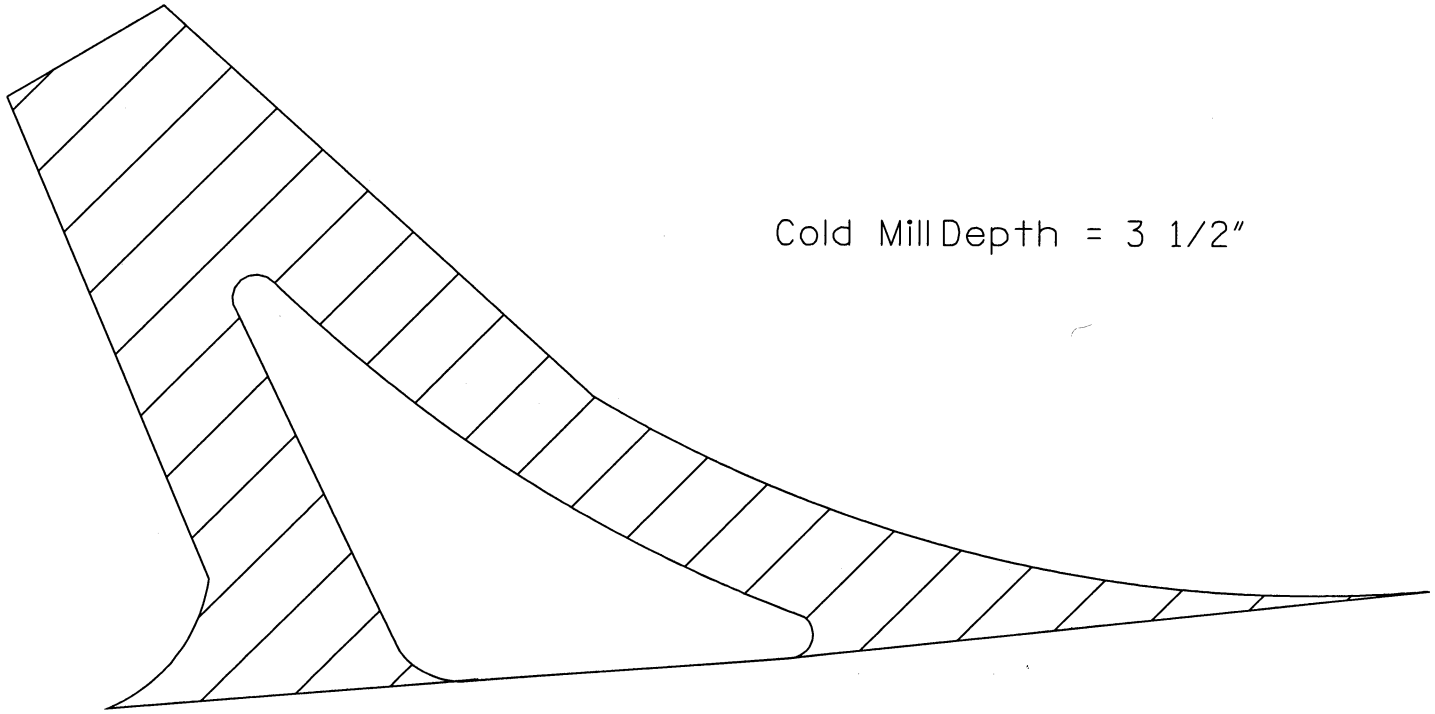
N.T.B. # 6830



HWY 55 N
Southeast Ramps

Area = 1176.94 sq.yd.

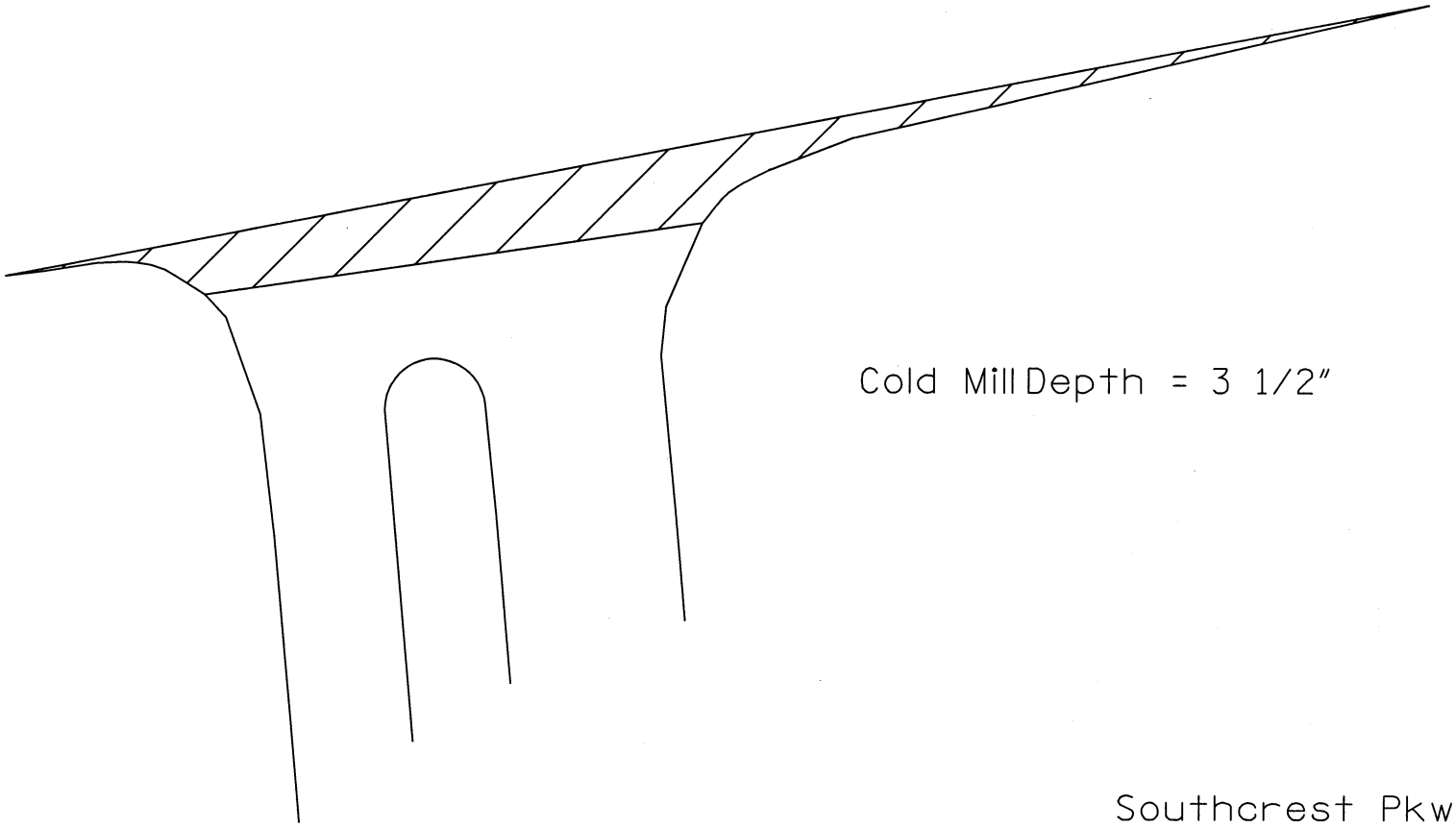
N.T.B. # 6830



HWY 55 N
Northeast Ramps

Area = 689.33 sq.yd.

N.T.B. # 6830

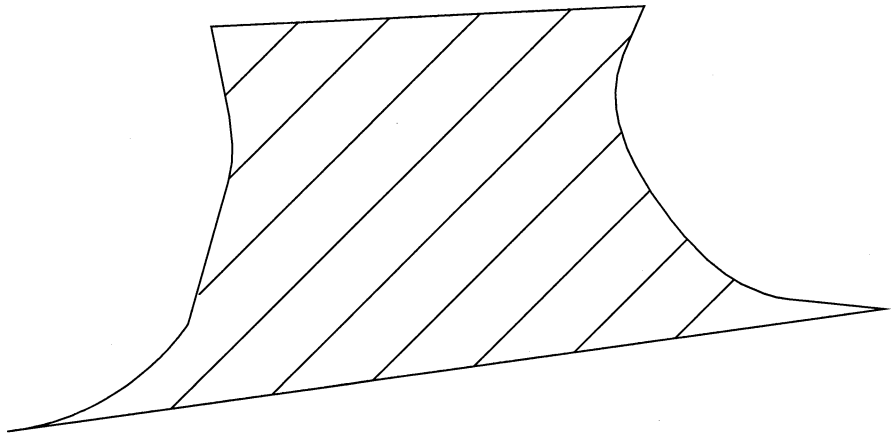


Southcrest Pkwy.
South

Area = 229.57 sq.yd.

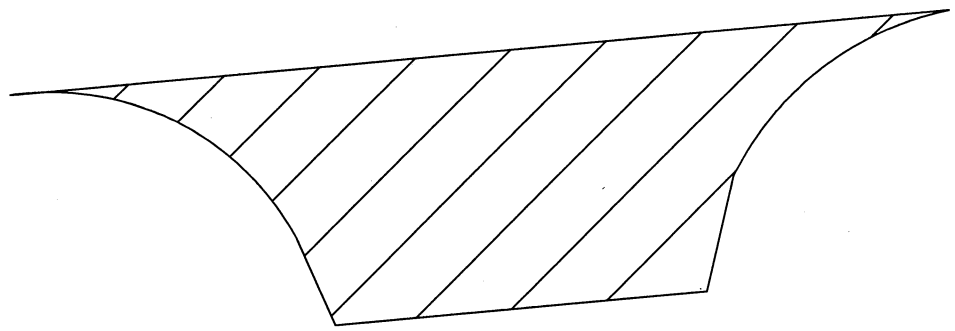
N.T.B. # 6830

Cold Mill Depth = 3 1/2"



Southcrest Pkwy.
North

Area = 498.04 sq.yd.

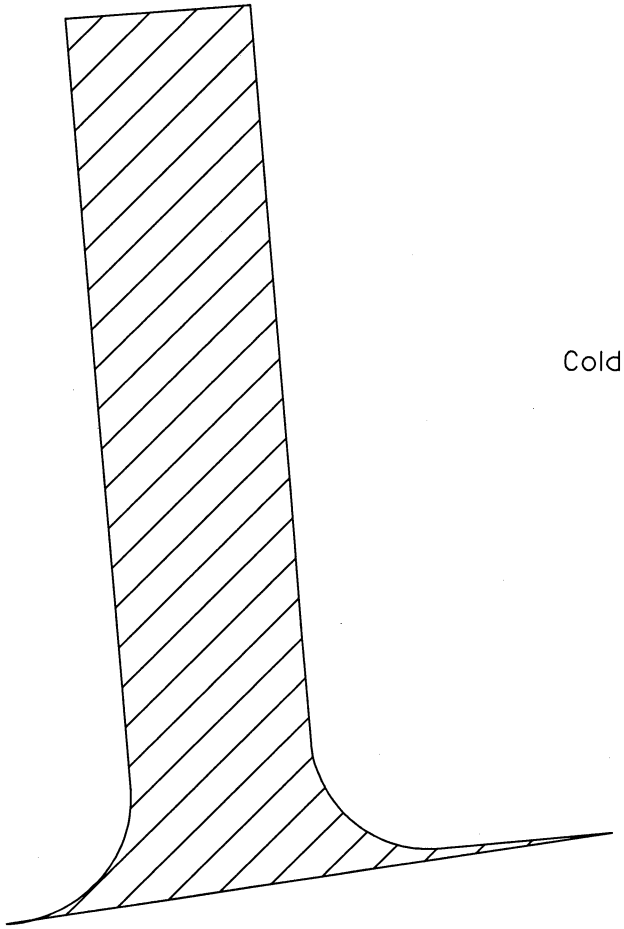


Cold Mill Depth = 3 1/2"

Airways Blvd.
South

Area = 394.54 sq.yd.

N.T. B. # 6930

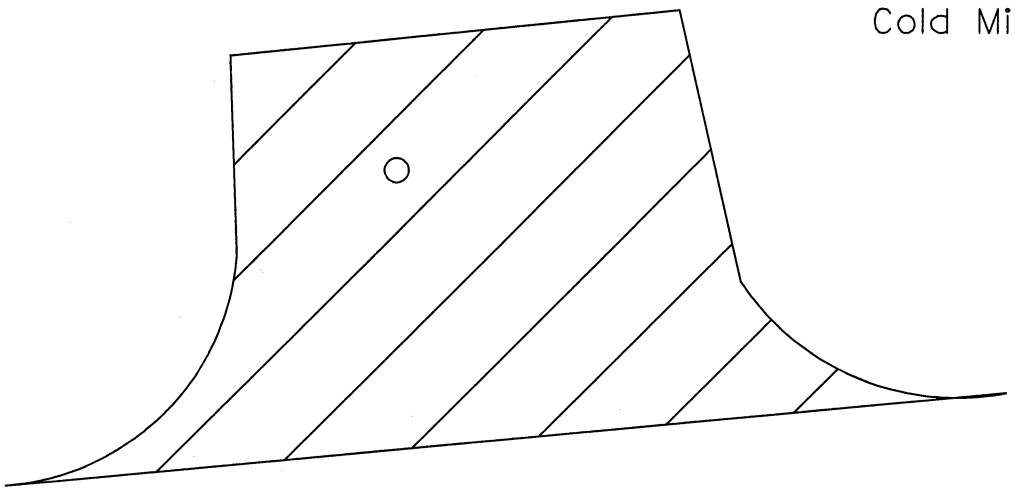


Cold Mill Depth = 3 1/2"

Airways Blvd.
North

Area = 2030.97 sq.yd.

N.T.B. # 6830

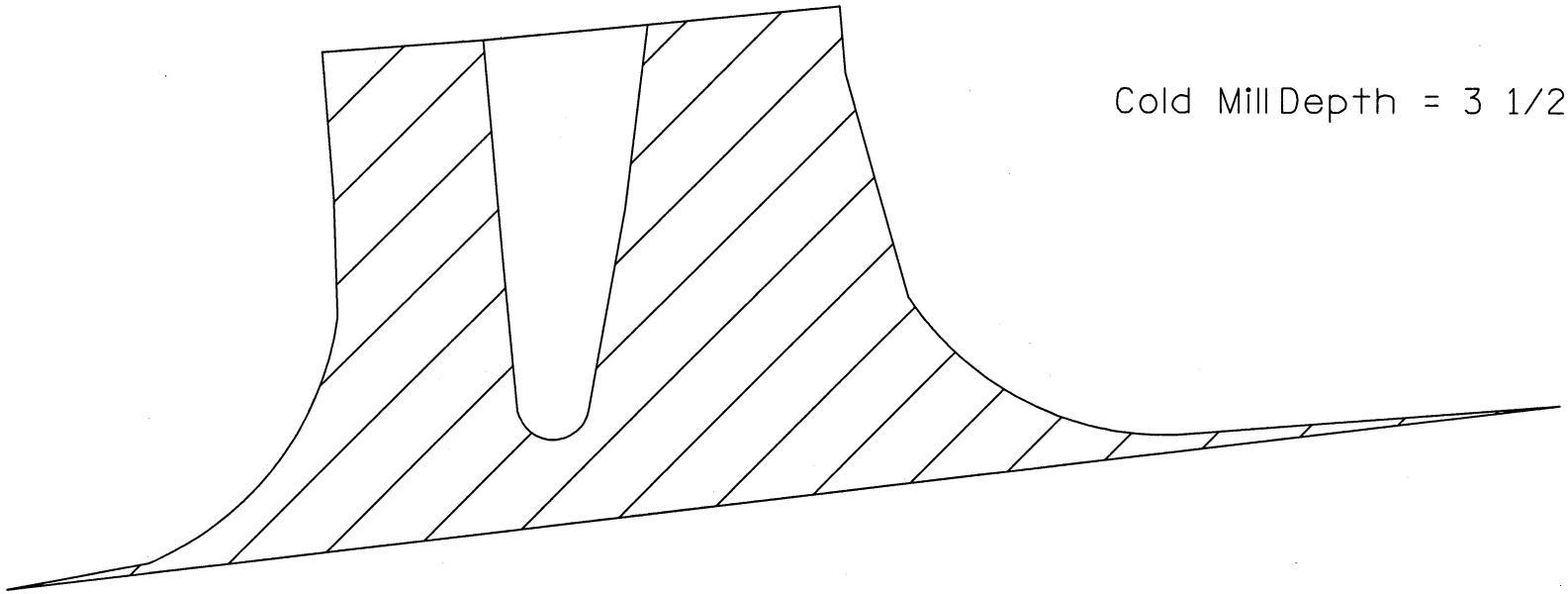


Cold Mill Depth = 1 1/2"

Greenbriar Drive
North

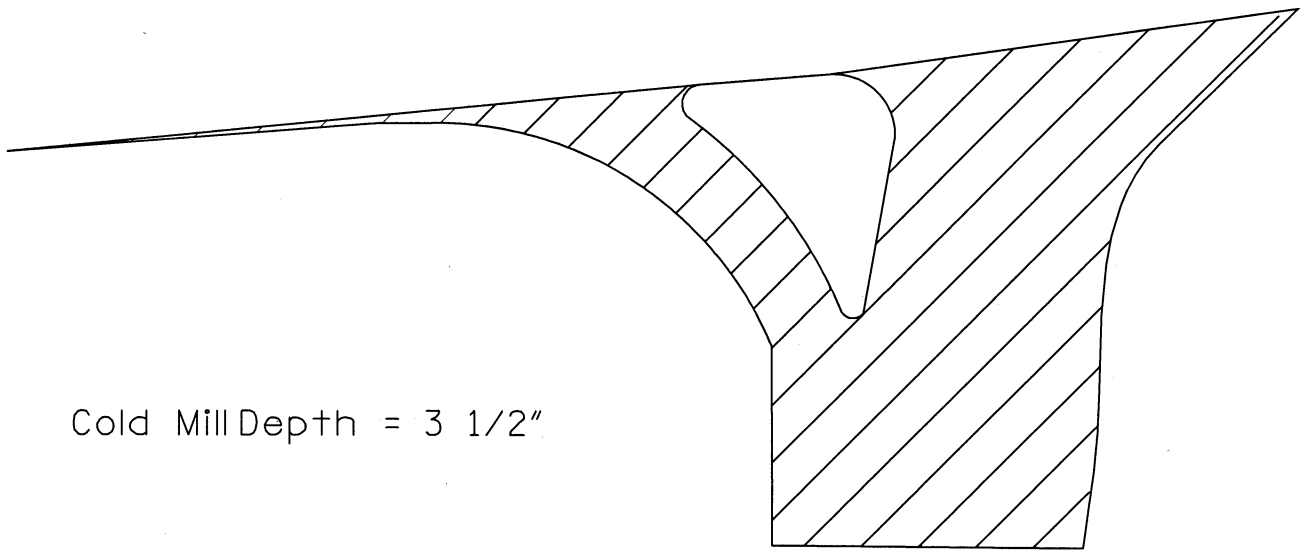
Area = 365.98 sq.yd.

N.T.B. # 6830



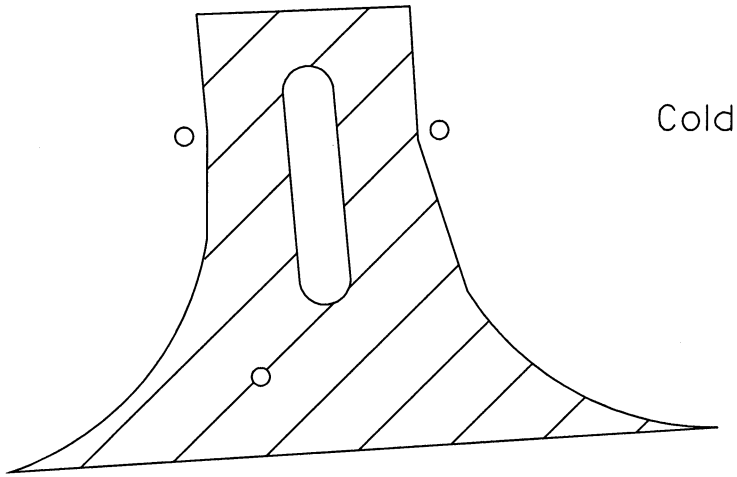
Greenbrook Pkwy.

Area = 785.91 sq.yd.



Elmore Street

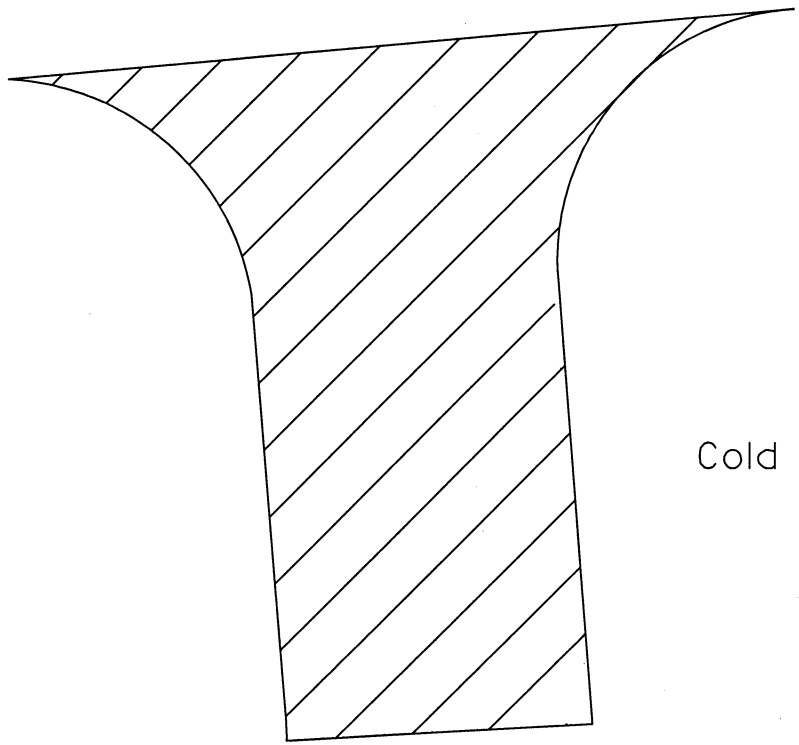
Area = 1218.39 sq.yd.



Cold Mill Depth = 1 1/2"

Flower Creek
Drive

Area = 350.40 sq.yd.

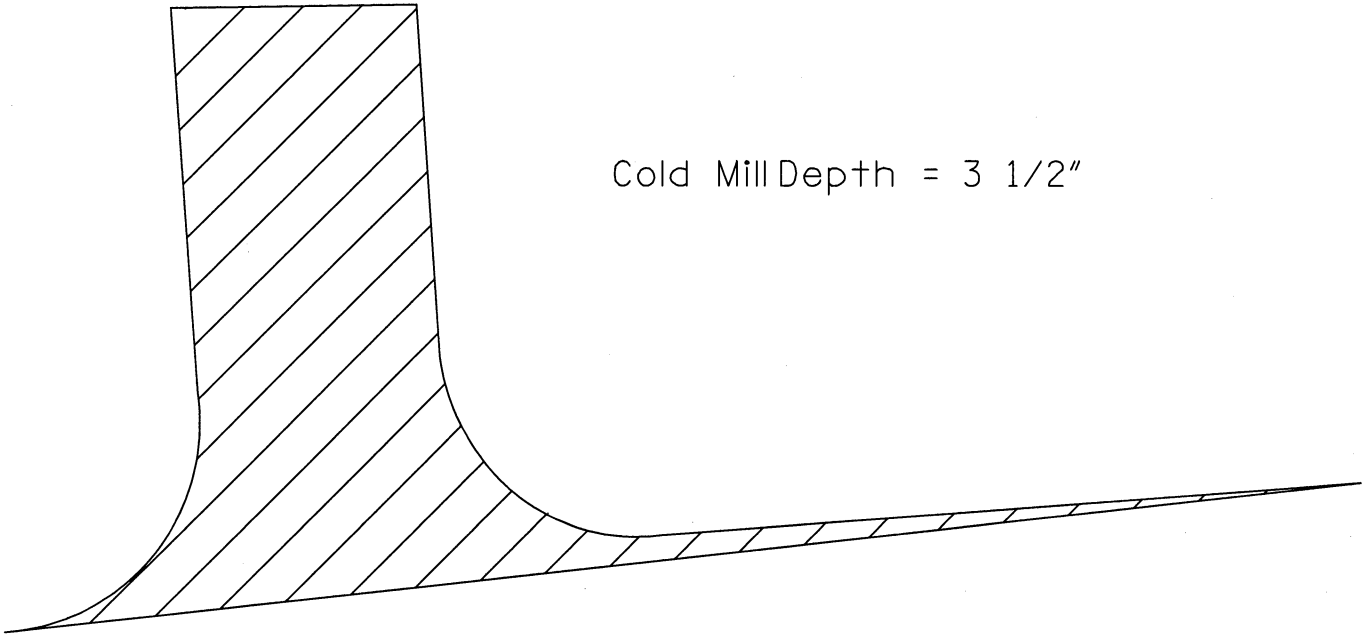


Cold Mill Depth = 3 1/2"

Swinnea Road
South

Area = 1019.03 sq.yd.

N.T.B. # 6830

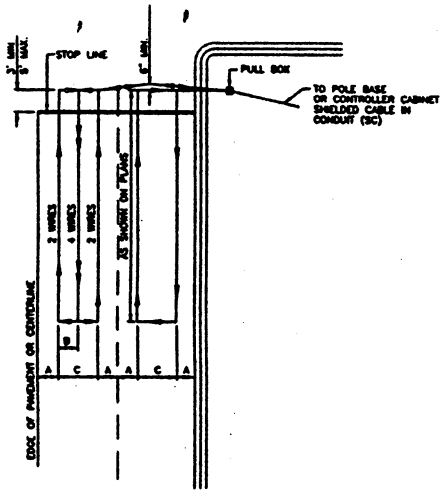


Swinnea Road
North

Area = 1173.48 sq.yd.

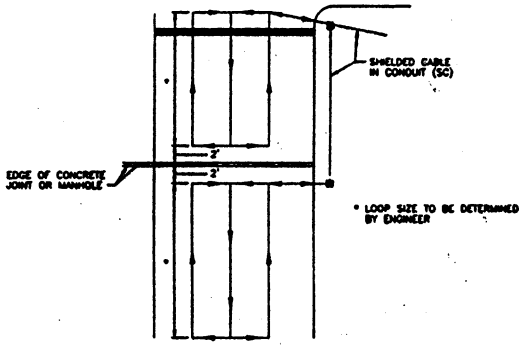
STATE	PROJECT NUMBER
MISS.	

"A"	"B"	"C"
2.5'	2.5'	5'
2.5'	3'	6'
3'	3'	6'
3'	4'	8'

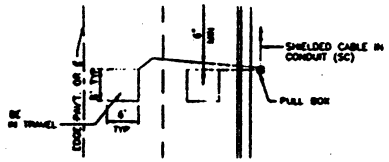


LARGE LOOP DETECTOR INSTALLATION DETAIL
NOT TO SCALE

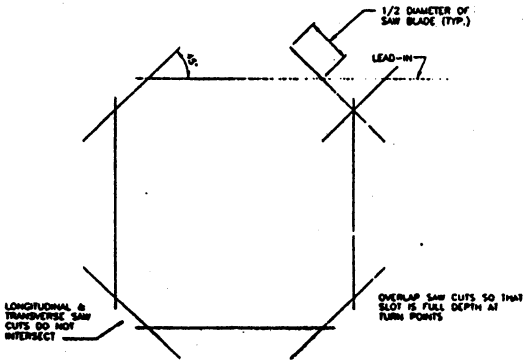
NOTE: NO LOOPS ARE TO BE INSTALLED THROUGH, OVER, OR UNDER TRANSVERSE CONCRETE JOINTS IN CONCRETE PAVEMENT, AND NO MANHOLES, INLETS, ETC. MAY BE LOCATED WITHIN A LOOP. IF ANY OF THE ABOVE ARE ENCOUNTERED THE LOCATION OF THE LOOP MAY BE VARIED SLIGHTLY AS DIRECTED BY THE ENGINEER. IF THE ABOVE ITEMS ARE UNAVOIDABLE, SMALLER LOOPS AS SHOWN BELOW MAY BE USED. SMALLER LOOPS USED TO REPLACE ONE LARGE LOOP MAY BE CONNECTED TO ONE CHANNEL.



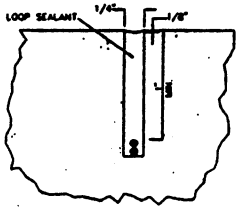
TYPICAL DETAIL OF LOOP DECTECTOR WHERE TRANSVERSE CONCRETE JOINTS, MANHOLES, ETC. ARE ENCOUNTERED
NOT TO SCALE



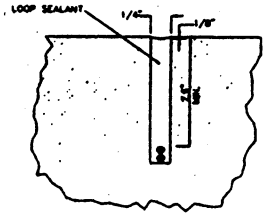
SMALL LOOP DETECTOR INSTALLATION DETAIL
NOT TO SCALE



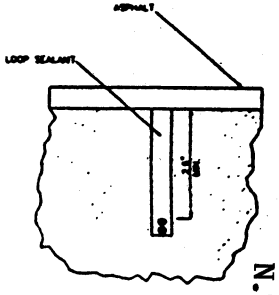
LOOP SLOT CONSTRUCTION DETAIL



CONCRETE



IN PLACE ASPHALT



ASPHALT
(NEW CONSTRUCTION)

VEHICLE LOOP ASSEMBLIES SHALL BE INSTALLED IN THE TOP LAYER OF BINDER OR EXISTING SURFACE BEFORE THE FINAL SURFACE COURSE IS APPLIED.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

LOOP DETECTOR DETAILS FOR TRAFFIC SIGNAL INSTALLATION

PROJECT NO.:
COUNTY:

N.T.B. #6830

Mississippi Highway No 302, Mill and Overlay, US 51 to Swinnea Road
Horn Lake and Southaven, Desoto County, Mississippi
103800/302000 STP-0021-01(054)

Item No		908-635-A		908-636-A		908-647-A	
Description		Vehicle Loop Assemblies		Shielded Cable (2c)		Pullboxes (Type 1)	
Unit		LF	LF	LF	LF	Each	Each
		Estimated	Final	Estimated	Final	Estimated	Final
Intersection	Loops Required						
US 51	8 @ 6 X 50	896					
Interstate Boulevard	6 @ 6 X 6	144					
	7 @ 6 X 50	784					
I55 Ramps	12 @ 6 X 6	288					
	6 @ 6 X 50	672					
Southcrest	6 @ 6 X 6	144					
	8 @ 6 X 50	896					
Airways	6 @ 6 X 6	144					
	8 @ 6 X 50	896					
Greenbrook Elmore	4 @ 6 X 6	96					
	6 @ 6 X 50	672					
Swinnea	4 @ 6 X 6	96					
	8 @ 6 X 50	896					
TOTAL		**6624**					

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6831 **CODE: (SP)**

DATE: **01-13-2004**

SUBJECT: **Contract Time**

PROJECT: **STP-0021-01(054) / 103800 – DESOTO COUNTY**

The calendar date for completion of work to be performed by the Contractor for this project shall be ***August 6, 2004*** which date or extended date as provided in Subsection 907-108.06 shall be the end of contract time. It is anticipated that the Notice to Proceed will be issued by not later than ***March 29, 2004*** and the date for Beginning of Contract Time will be ***April 8, 2004*** .

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6833 **CODE: (SP)**

DATE: 01/13/2004

SUBJECT: Specialty Items

PROJECT: STP-0021-01(054) / 103800--DESOTO COUNTY(IES)

Pursuant to the provisions of Section 108, the following work items are hereby designated as "Specialty Items" for this contract. Bidders are reminded that these items must be subcontracted in order to be considered as specialty items.

CATEGORY: ELECTRICAL

Ref No	Pay Item	Description
310	908-635-A	Vehicle Loop Assemblies

CATEGORY: PAVEMENT MARKING

Ref No	Pay Item	Description
150	907-626-AA	6" Thermoplastic Traffic Stripe (Skip White) (90 mil. min.)
160	907-626-CC	6" Thermoplastic Edge Stripe (Continuous White) (60 mil. min.)
170	907-626-DD	6" Thermoplastic Traffic Stripe (Skip Yellow) (90 mil. min.)
180	907-626-EE	6" Thermoplastic Traffic Stripe (Continuous Yellow)(90 mil. min.)
190	907-626-GG	Thermoplastic Detail Stripe (6" Equivalent Length)(White)(90 mil.min.)
200	907-626-GG	Thermoplastic Detail Stripe (6" Equivalent Length)(Yellow)(90 mil.min.)
210	907-626-HH	Thermoplastic Legend (White)(120 mil. min.)
220	907-626-HH	Thermoplastic Legend (White)(120 mil. min.)
230	907-627-K	Red-Clear Reflective High Performance Raised Markers
240	907-627-L	Two-Way Yellow Reflective High Performance Raised Markers
250	907-628-II	6" High Performance Cold Plastic Traffic Stripe (Skip White)
260	907-628-KK	6" High Performance Cold Plastic Edge Stripe (Continuous White)
270	907-628-LL	6" High Performance Cold Plastic Traffic Stripe (Skip Yellow)
280	907-628-MM	6" High Performance Cold Plastic Traffic Stripe (Continuous Yellow)
290	907-628-PP	High Performance Cold Plastic Legend (White)
300	907-628-PP	High Performance Cold Plastic Legend (White)

CATEGORY: TRAFFIC CONTROL

Ref No	Pay Item	Description
70	907-619-A1	Temporary Traffic Stripe (Continuous White)
80	907-619-A2	Temporary Traffic Stripe (Continuous Yellow)

CATEGORY: TRAFFIC CONTROL

Ref No	Pay Item	Description
90	907-619-A3	Temporary Traffic Stripe (Skip White)
100	907-619-A4	Temporary Traffic Stripe (Skip Yellow)
110	907-619-A5	Temporary Traffic Stripe (Detail)
120	907-619-A6	Temporary Traffic Stripe (Legend)
130	907-619-A6	Temporary Traffic Stripe (Legend)
140	907-619-E3	Changeable Message Sign

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 -NOTICE TO BIDDERS NO. _6834___ **CODE: (SP)**

DATE: **12/22/2003**

SUBJECT: **Portable Construction Lighting**

PROJECT: **STP-0021-01(054) / 103800 -- DeSoto County**

Bidders are hereby advised that portable construction lighting shall be required for any and all night operations on the project and shall conform to the requirements of Special Provision No. 907-680-1. No separate pay items are included in the plans or proposal. Portable construction lighting shall be considered incidental to other contract items.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 -NOTICE TO BIDDERS NO. 6835 CODE: (SP)

DATE: 12/22/2003

SUBJECT: General Conditions

PROJECT: STP-0021-01(054) / 103800 -- DeSoto County

Bidders are hereby advised of the following:

The Department considers the expeditious completion of this project a necessity and therefore any reference in the specifications that prohibit work on Sundays and holidays may be disregarded.

The Contractor shall not be allowed to work between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and 9:00 a.m. and 7:00 p.m. Saturday and Sunday. All traffic lanes shall be open for use by the public during these hours. A minimum of one traffic lane in each direction and a center left turn lane shall remain open during the hours that work is allowed except during times that work is being performed on the center left turn lane. In the event that, under any circumstances, the contractor blocks a traffic lane at any time during the hours that work is not allowed, a penalty of $500.00 for each five minute interval or part thereof shall be assessed until the lane is open.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 -NOTICE TO BIDDERS NO. 6836

DATE: 01/13/2004

SUBJECT: Detail Traffic Stripe

PROJECT: STP-021-01(054) / 103800 – DESOTO COUNTY

The 22,050 linear feet of Thermoplastic Detail Traffic Stripe and the 5260 linear feet of Thermoplastic Legend and the 4600 square feet of Thermoplastic Legend and the 325 square feet of Cold Plastic Legend on this project includes stop bars , turn arrows, the legend "ONLY" and double yellow stripe and detail at local roads.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 -NOTICE TO BIDDERS NO. 6837 **CODE: (SP)**

DATE: **12/22/2003**

SUBJECT: **Notification of Work Schedule**

PROJECT: **STP-0021-01(054) / 103800 – DESOTO COUNTY**

MDOT has done significant public involvement prior to the advertisement of this project and is committed to keeping the public informed of the Contractor's work schedule.

The Contractor shall be responsible for providing accurate and specific work schedule information for each calendar day of the project. The Contractor and the Engineer (or the Engineer's designated representative) shall review the planned work schedule for each weekday of the contract before nine-thirty (9:30) AM of the morning immediately preceding the planned work period. When the Contractor plans to work on a day(s) of the weekend and/or a holiday, the work plan will be reviewed before nine-thirty (9:30) AM of the weekday morning immediately preceding the weekend and/or a holiday work period.

If no work is planned, that will be clearly communicated to the Engineer.

The Contractor will provide the planned work schedule, as reviewed, in written form, electronic facsimile or e-mail, to the Engineer by one-thirty (1:30) PM of the afternoon immediately preceding the planned work period. MDOT personnel will not prepare this communication.

The Engineer will publish this schedule in a manner determined by MDOT each weekday of the contract for use by the public. It is the specific intent of this contract provision to provide reliable and current information. The Contractor will make all efforts to adhere to the posted work schedule.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6850 **CODE: (SP)**

DATE: **1/21/2004**

SUBJECT: **Current Traffic & Estimated Accumulated ESALs**

PROJECT: **STP-0021-01(054) / 103800 -- DeSoto County**

Bidders are hereby advised of the current traffic and estimated accumulated ESALs. See page 5 of Special Provision 907-403-17 for further reference.

I-55 – from US 82 to 2.5 miles south of the Carroll County Line			
Year	Projected ADT	Average 18 kip Axle Loads per 1,000 Vehicles	Cumulative Thousands Of 18 k ESALs From Base Year
2004	47,000	757	0
2011	62,000	998	6,230

SUPPLEMENT TO FORM FHWA-1273

The following MINIMUM HOURLY WAGE RATES have been predetermined by the Secretary of Labor in Wage Determination Decision No. MS030025 dated 6/13/2003.

AREA 2-A - COUNTY

DESOTO

PAYROLL CODE	CLASSIFICATION	MINIMUM HOURLY WAGE RATE
100	Air Tool Operator (Jack Hammer/Air Comp.)	$7.13
105	Asphalt Raker	10.55
108	Mason Tender (Cement Mason Helper)	6.50
110	Carpenter	10.31
120	Cement Mason (Finisher)	9.08
130	Electrician	10.00
131	Mechanic (Heavy Equipment)	10.00
135	Oiler-Greaser	7.84
140	Form Setter	8.05
145	Grade Checker (Asphalt Crew)	8.74
150	Ironworker, Reinforcing (Tie Steel)	8.50
155	Ironworker, Structural	7.64
160	Laborer, Unskilled	7.08
165	Pipelayer	6.00
175	Painter (Structural Steel)	8.63
180	Piledriverman	9.00
185	Truck Driver (All Types)	7.88
190	Joint Filler	5.15
195	Joint Setter	5.15
197	Welder	11.96
	POWER EQUIPMENT OPERATORS	
205	Aggregate Spreader Operator	7.75
212	Asphalt Broom (Sweeper) Operator	6.25
214	Asphalt Paving Machine/Spreader Operator	12.45
215	Asphalt Distributor Operator	10.55
216	Asphalt Plant Operator	6.31
220	Backhoe (Shovel) Operator	9.59
225	Bulldozer Operator	9.43
235	Concrete Finishing/Curing Machine Operator	8.21
240	Concrete Paving Machine Operator(Spreader)	8.97
250	Concrete Saw Operator	8.75
255	Concrete Breaker & Hydro-Hammer Operator	8.24
270	Loader (All Types)	9.13
275	Milling Machine Operator	7.89
280	Mixer Operator (All Types)	6.73
285	Motor Patrol (Grader) Operator	10.50
290	Mulcher Machine Operator	7.03
295	Earth Auger Operator	8.00
300	Piledriver Machine Operator	10.50
305	Roller Operator (Self-Propelled)	10.01
310	Scraper Operator (All Types)	8.25
315	Striping Machine Operator	15.00
320	Tractor Operator (Track Type)	6.83
325	Tractor Operator (Wheel Type)	7.83
330	Trenching Machine Operator	14.00
350	Crusher Feeder Machine Operator	5.50
360	Crane (Dragline) Operator	10.00
365	Guardrail Post Driver	8.57

Authorized Payroll Code may be used in lieu of classification titles on weekly payrolls submitted to this Department. Codes or classification titles not conforming to those listed will not be acceptable.

SUPPLEMENT TO FORM FHWA-1273

DATE: 6/15/94

SUBJECT: Final Certificate and Contract Provisions for Subcontracts

All subcontracts shall be in writing and contain all pertinent provisions and requirements of the prime contract.

Each "Request for Permission to Subcontract" (Mississippi Department of Transportation Form CAD-720) shall include a copy of subcontract for review by the Mississippi Department of Transportation. The federal contract provisions may be omitted from the subcontract copy submitted for review provided the Contractor certifies that the provisions will be physically incorporated into the agreement furnished to the Subcontractor.

In lieu of submitting a copy of the subcontract for review, the Contractor may certify that the subcontract agreement is in writing and that it contains all the requirements and pertinent provisions of the prime contract.

Each Subcontractor will be required to provide a copy of the subcontract agreement for contract compliance reviews, along with physical evidence (copy of FHWA-1273) that requirements and pertinent provisions have been provided for review and adherence.

REQUIRED CONTRACT PROVISIONS
FEDERAL-AID CONSTRUCTION CONTRACTS

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ATTACHMENTS

A. Employment Preference for Appalachian Contracts (included in Appalachian contracts only)

I. GENERAL

1. These contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract.

2. Except as otherwise provided for in each section, the contractor shall insert in each subcontract all of the stipulations contained in these Required Contract Provisions, and further require their inclusion in any lower tier subcontract or purchase order that may in turn be made. The Required Contract Provisions shall not be incorporated by reference in any case. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with these Required Contract Provisions.

3. A breach of any of the stipulations contained in these Required Contract Provisions shall be sufficient grounds for termination of the contract.

4. A breach of the following clauses of the Required Contract Provisions may also be grounds for debarment as provided in 29 CFR 5.12:

Section I, paragraph 2;
Section IV, paragraphs 1, 2, 3, 4, and 7;
Section V, paragraphs 1 and 2a through 2g.

5. Disputes arising out of the labor standards provisions of Section IV (except paragraph 5) and Section V of these Required Contract Provisions shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the U.S. Department of Labor (DOL) as set forth in 29 CFR 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the DOL, or the contractor's employees or their representatives.

6. **Selection of Labor:** During the performance of this contract, the contractor shall not:

a. discriminate against labor from any other State, possession, or territory of the United States (except for employment preference for Appalachian contracts, when applicable, as specified in Attachment A), or

b. employ convict labor for any purpose within the limits of the project unless it is labor performed by convicts who are on parole, supervised release, or probation.

II. NONDISCRIMINATION

(Applicable to all Federal-aid construction contracts and to all related subcontracts of $10,000 or more.)

1. **Equal Employment Opportunity:** Equal employment opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (28 CFR 35, 29 CFR 1630 and 41 CFR 60) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140 shall constitute the EEO and specific affirmative action standards for the contractor's project activities under this contract. The Equal Opportunity Construction Contract Specifications set forth under 41 CFR 60-4.3 and the provisions of the American Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR 35 and 29 CFR 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the State highway agency (SHA) and the Federal Government in carrying out EEO obligations and in their review of his/her activities under the contract.

b. The contractor will accept as his operating policy the following statement:

"It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, preapprenticeship, and/or on-the-job training."

2. **EEO Officer:** The contractor will designate and make known to the SHA contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active contractor program of EEO and who must be assigned adequate authority and responsibility to do so.

3. **Dissemination of Policy:** All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant

of, and will implement, the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer.

b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minority group employees.

d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

4. **Recruitment:** When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minority groups in the area from which the project work force would normally be derived.

a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minority group applicants. To meet this requirement, the contractor will identify sources of potential minority group employees, and establish with such identified sources procedures whereby minority group applicants may be referred to the contractor for employment consideration.

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, he is expected to observe the provisions of that agreement to the extent that the system permits the contractor's compliance with EEO contract provisions. (The DOL has held that where implementation of such agreements have the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Executive Order 11246, as amended.)

c. The contractor will encourage his present employees to refer minority group applicants for employment. Information and procedures with regard to referring minority group applicants will be discussed with employees.

5. **Personnel Actions:** Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, national origin, age or disability. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to insure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly takecorrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with his obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of his avenues of appeal.

6. **Training and Promotion:**

a. The contractor will assist in locating, qualifying, and increasing the skills of minority group and women employees, and applicants for employment.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs, i.e., apprenticeship, and on-the-job training programs for the geographical area of contract performance. Where feasible, 25 percent of apprentices or trainees in each occupation shall be in their first year of apprenticeship or training. In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision.

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of minority group and women employees and will encourage eligible employees to apply for such training and promotion.

7. **Unions:** If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use his/her best efforts to obtain the cooperation of such unions to increase opportunities for minority groups and women within the unions, and to effect referrals by such unions of minority and female employees. Actions by the contractor either directly or through a contractor's association acting as agent will include the procedures set forth below:

a. The contractor will use best efforts to develop, in cooperation with the unions, joint training programs aimed toward

qualifying more minority group members and women for membership in the unions and increasing the skills of minority group employees and women so that they may qualify for higher paying employment.

b. The contractor will use best efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, national origin, age or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the SHA and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of minority and women referrals within thetime limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, national origin, age or disability; making full efforts to obtain qualified and/or qualifiable minority group persons and women. (The DOL has held that it shall be no excuse that the union with which the contractor has a collective bargaining agreement providing for exclusive referral failed to refer minority employees.) In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the SHA.

8. **Selection of Subcontractors, Procurement of Materials and Leasing of Equipment:** The contractor shall not discriminate on the grounds of race, color, religion, sex, national origin, age or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment.

a. The contractor shall notify all potential subcontractors and suppliers of his/her EEO obligations under this contract.

b. Disadvantaged business enterprises (DBE), as defined in 49 CFR 23, shall have equal opportunity to compete for and perform subcontracts which the contractor enters into pursuant to this contract. The contractor will use his best efforts to solicit bids from and to utilize DBE subcontractors or subcontractors with meaningful minority group and female representation among their employees. Contractors shall obtain lists of DBE construction firms from SHA personnel.

c. The contractor will use his best efforts to ensure subcontractor compliance with their EEO obligations.

9. **Records and Reports:** The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following completion of the contract work and shall be available at reasonable times and places for inspection by authorized representatives of the SHA and the FHWA.

a. The records kept by the contractor shall document the following:

(1) The number of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women;

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minority and female employees; and

(4) The progress and efforts being made in securing the services of DBE subcontractors or subcontractors with meaningful minority and female representation among their employees.

b. The contractors will submit an annual report to the SHA each July for the duration of the project, indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on Form FHWA-1391. If on-the-job training is being required by special provision, the contractor will be required to collect and report training data.

III. NONSEGREGATED FACILITIES

(Applicable to all Federal-aid construction contracts and to all related subcontracts of $10,000 or more.)

a. By submission of this bid, the execution of this contract or subcontract, or the consummation of this material supply agreement or purchase order, as appropriate, the bidder, Federal-aid construction contractor, subcontractor, material supplier, or vendor, as appropriate, certifies that the firm does not maintain or provide for its employees any segregated facilities at any of its establishments, and that the firm does not permit its employees to perform their services at any location, under its control, where segregated facilities are maintained. The firm agrees that a breach of this certification is a violation of the EEO provisions of this contract. The firm further certifies that no employee will be denied access to adequate facilities on the basis of sex or disability.

b. As used in this certification, the term "segregated facilities" means any waiting rooms, work areas, restrooms and washrooms, restaurants and other eating areas, timeclocks, locker rooms, and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing facilities provided for employees which are segregated by explicit directive, or are, in fact, segregated on the basis of race, color, religion, national origin, age or disability, because of habit, local custom, or otherwise. The only exception will be for the disabled when the demands for accessibility override (e.g. disabled parking).

c. The contractor agrees that it has obtained or will obtain identical certification from proposed subcontractors or material suppliers prior to award of subcontracts or consummation of material supply agreements of $10,000 or more and that it will retain such certifications in its files.

IV. PAYMENT OF PREDETERMINED MINIMUM WAGE

(Applicable to all Federal-aid construction contracts exceeding $2,000 and to all related subcontracts, except for projects located on roadways classified as local roads or rural minor collectors, which are exempt.)

1. **General:**

a. All mechanics and laborers employed or working upon the site of the work will be paid unconditionally and not less often than once a week and without subsequent deduction or rebate on any account [except such payroll deductions as are permitted by regulations (29 CFR 3) issued by the Secretary of Labor under the Copeland Act (40 U.S.C. 276c)] the full amounts of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment. The payment shall be computed at wage rates not less than those contained in the wage determination of the Secretary of Labor (hereinafter "the wage determination") which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor or its subcontractors and such laborers and mechanics. The wage determination (including any additional classifications and wage rates conformed under paragraph 2 of this Section IV and the DOL poster (WH-1321) or Form FHWA-1495) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers. For the purpose of this Section, contributions made or costs reasonably anticipated for bona fide fringe benefits under Section 1(b)(2) of the Davis-Bacon Act (40 U.S.C. 276a) on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of Section IV, paragraph 3b, hereof. Also, for the purpose of this Section, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs, which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in paragraphs 4 and 5 of this Section IV.

b. Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein, provided, that the employer's payroll records accurately set forth the time spent in each classification in which work is performed.

c. All rulings and interpretations of the Davis-Bacon Act and related acts contained in 29 CFR 1, 3, and 5 are herein incorporated by reference in this contract.

2. **Classification:**

a. The SHA contracting officer shall require that any class of laborers or mechanics employed under the contract, which is not listed in the wage determination, shall be classified in conformance with the wage determination.

b. The contracting officer shall approve an additional classification, wage rate and fringe benefits only when the following criteria have been met:

(1) the work to be performed by the additional classification requested is not performed by a classification in the wage determination;

(2) the additional classification is utilized in the area by the construction industry;

(3) the proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination; and

(4) with respect to helpers, when such a classification prevails in the area in which the work is performed.

c. If the contractor or subcontractors, as appropriate, the laborers and mechanics (if known) to be employed in the additional classification or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the DOL, Administrator of the Wage and Hour Division, Employment Standards Administration, Washington, D.C. 20210. The Wage and Hour Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

d. In the event the contractor or subcontractors, as appropriate, the laborers or mechanics to be employed in the additional classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Wage and Hour Administrator for determination. Said Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary

e. The wage rate (including fringe benefits where appropriate) determined pursuant to paragraph 2c or 2d of this Section IV shall be paid to all workers performing work in the additional classification from the first day on which work is performed in the classification.

3. **Payment of Fringe Benefits:**

a. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor or subcontractors, as appropriate, shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly case equivalent thereof.

b. If the contractor or subcontractor, as appropriate, does not make payments to a trustee or other third person, he/she may consider as a part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, provided, that the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

4. **Apprentices and Trainees (Programs of the U.S. DOL) and Helpers:**

a. Apprentices:

(1) Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the DOL, Employment and Training Administration, Bureau of Apprenticeship and Training, or with a State apprenticeship agency recognized by the Bureau, or if a person is employed in his/her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Bureau of Apprenticeship and Training or a State apprenticeship agency (where appropriate) to be eligible for probationary employment as an apprentice.

(2) The allowable ratio of apprentices to journeyman-level employees on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any employee listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate listed in the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor or subcontractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman-level hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

(3) Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level ofprogress, expressed as a percentage of the journeyman-level hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator for the Wage and Hour Division determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

(4) In the event the Bureau of Apprenticeship and Training, or a State apprenticeship agency recognized by the Bureau, withdraws approval of an apprenticeship program, the contractor or subcontractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the comparable work performed by regular employees until an acceptable program is approved.

b. Trainees:

(1) Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the DOL, Employment and Training Administration.

(2) The ratio of trainees to journeyman-level employees on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

(3) Every trainee must be paid at not less than the rate specified in the approved program for his/her level of progress, expressed as a percentage of the journeyman-level hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman-level wage rate on the wage determination which provides for less than full fringe benefits for apprentices, in which case such trainees shall receive the same fringe benefits as apprentices.

(4) In the event the Employment and Training Administration withdraws approval of a training program, the contractor or subcontractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. Helpers:

Helpers will be permitted to work on a project if the helper classification is specified and defined on the applicable wage determination or is approved pursuant to the conformance procedure set forth in Section IV.2. Any worker listed on a payroll at a helper wage rate, who is not a helper under a approved definition, shall be paid not less than the applicable wage rate on the wagedetermination for the classification of work actually performed.

5. **Apprentices and Trainees (Programs of the U.S. DOT):**

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

6. **Withholding:**

The SHA shall upon its own action or upon written request of an authorized representative of the DOL withhold, or cause to be withheld, from the contractor or subcontractor under this contract or any other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to Davis-Bacon prevailing wage requirements which is held by the

same prime contractor, as much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the SHA contracting officer may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

7. **Overtime Requirements:**

No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers, mechanics, watchmen, or guards (including apprentices, trainees, and helpers described in paragraphs 4 and 5 above) shall require or permit any laborer, mechanic, watchman, or guard in any workweek in which he/she is employed on such work, to work in excess of 40 hours in such workweek unless such laborer, mechanic, watchman, or guard receives compensation at a rate not less than one-and-one-half times his/her basic rate of pay for all hours worked in excess of 40 hours in such workweek.

8. **Violation:**

Liability for Unpaid Wages; Liquidated Damages: In the event of any violation of the clause set forth in paragraph 7 above, the contractor and any subcontractor responsible thereof shall be liable to the affected employee for his/her unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory) for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer, mechanic, watchman, or guard employed in violation of the clause set forth in paragraph 7, in the sum of $10 for each calendar day on which such employee was required or permitted to work in excess of the standard work week of 40 hours without payment of the overtime wages required by the clause set forth in paragraph 7.

9. **Withholding for Unpaid Wages and Liquidated Damages:**

The SHA shall upon its own action or upon written request of any authorized representative of the DOL withhold, or cause to be withheld, from any monies payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph 8 above.

V. STATEMENTS AND PAYROLLS

(Applicable to all Federal-aid construction contracts exceeding $2,000 and to all related subcontracts, except for projects located on roadways classified as local roads or rural collectors, which are exempt.)

1. **Compliance with Copeland Regulations (29 CFR 3):**

The contractor shall comply with the Copeland Regulations of the Secretary of Labor which are herein incorporated by reference.

2. **Payrolls and Payroll Records:**

a. Payrolls and basic records relating thereto shall be maintained by the contractor and each subcontractor during the course of the work and preserved for a period of 3 years from the date of completion of the contract for all laborers, mechanics, apprentices, trainees, watchmen, helpers, and guards working at the site of the work.

b. The payroll records shall contain the name, social security number, and address of each such employee; his or her correct classification; hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalent thereof the types described in Section 1(b)(2)(B) of the Davis Bacon Act); daily and weekly number of hours worked; deductions made; and actual wages paid. In addition, for Appalachian contracts, the payroll records shall contain a notation indicating whether the employee does, or does not, normally reside in the labor area as defined in Attachment A, paragraph 1. Whenever the Secretary of Labor, pursuant to Section IV, paragraph 3b, has found that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in Section 1(b)(2)(B) of the Davis Bacon Act, the contractor and each subcontractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, that the plan or program has been communicated in writing to the laborers or mechanics affected, and show the cost anticipated or the actual cost incurred in providing benefits. Contractors or subcontractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprentices and trainees, and ratios and wage rates prescribed in the applicable programs.

c. Each contractor and subcontractor shall furnish, each week in which any contract work is performed, to the SHA resident engineer a payroll of wages paid each of its employees (including apprentices, trainees, and helpers, described in Section IV, paragraphs 4 and 5, and watchmen and guards engaged on work during the preceding weekly payroll period). The payroll submitted required to be maintained under paragraph 2b of this Section V. This information may be submitted in any form desired. Optional Form WH-347 is available for this purpose and may be purchased from the Superintendent of Documents (Federal stock number 029-005-0014-1), U.S. Government Printing Office, Washington, D.C. 20402. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors.

d. Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor or his/her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(1) that the payroll for the payroll period contains the information required to be maintained under paragraph 2b of this Section V and that such information is correct and complete;

(2) that such laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned,

without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in the Regulations, 29 CFR 3;

(3) that each laborer or mechanic has been paid not less that the applicable wage rate and fringe benefits or cash equivalent for the classification of worked performed, as specified in the applicable wage determination incorporated into the contract.

e. The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 2d of this Section V.

f. The falsification of any of the above certifications may subject the contractor to civil or criminal prosecution under 18 U.S.C. 1001 and 31 U.S.C. 231.

g. The contractor or subcontractor shall make the records required under paragraph 2b of this Section V available for inspection, copying, or transcription by authorized representatives of the SHA, the FHWA, or the DOL, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the SHA, the FHWA, the DOL, or all may, after written notice to the contractor, sponsor, applicant, or owner, take such actions as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

VI. RECORD OF MATERIALS, SUPPLIES, AND LABOR

1. On all Federal-aid contracts on the National Highway System, except those which provide solely for the installation of protective devices at railroad grade crossings, those which are constructed on a force account or direct labor basis, highway beautification contracts, and contracts for which the total final construction cost for roadway and bridge is less than $1,000,000 (23 CFR 635) the contractor shall:

a. Become familiar with the list of specific materials and supplies contained in Form FHWA-47, "Statement of Materials and Labor Used by Contractor of Highway Construction Involving Federal Funds," prior to the commencement of work under this contract.

b. Maintain a record of the total cost of all materials and supplies purchased for and incorporated in the work, and also of the quantities of those specific materials and supplies listed on Form FHWA-47, and in the units shown on Form FHWA-47.

c. Furnish, upon the completion of the contract, to the SHA resident engineer on Form FHWA-47 together with the data required in paragraph 1b relative to materials and supplies, a final labor summary of all contract work indicating the total hours worked and the total amount earned.

2. At the prime contractor's option, either a single report covering all contract work or separate reports for the contractor and for each subcontract shall be submitted.

VII. SUBLETTING OR ASSIGNING THE CONTRACT

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the State. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635).

a. "Its own organization" shall be construed to include only workers employed and paid directly by the prime contractor and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor, assignee, or agent of the prime contractor.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid on the contract as a whole and in general are to be limited to minor components of the overall contract.

2. The contract amount upon which the requirements set forth in paragraph 1 of Section VII is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. The contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the SHA contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the SHA contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the SHA has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract.

VIII. SAFETY: ACCIDENT PREVENTION

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR 635). The contractor shall provideall safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the SHA contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary,

hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 333).

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 333).

IX. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, the following notice shall be posted on each Federal-aid highway project (23 CFR 635) in one or more places where it is readily available to all persons concerned with the project:

NOTICE TO ALL PERSONNEL ENGAGED ON FEDERAL-AID HIGHWAY PROJECTS

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false represen-tation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 1, 1916, (39 Stat. 355), as amended andsupplemented;

Shall be fined not more that $10,000 or imprisoned not more than 5 years or both."

X. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

(Applicable to all Federal-aid construction contracts and to all related subcontracts of $100,000 or more.)

By submission of this bid or the execution of this contract, or subcontract, as appropriate, the bidder, Federal-aid construction contractor, or subcontractor, as appropriate, will be deemed to have stipulated as follows:

1. That any facility that is or will be utilized in the performance of this contract, unless such contract is exempt under the Clean Air Act, as amended (42 U.S.C. 1857 et seq., as amended by Pub.L. 91-604), and under the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251 et seq., as amended by Pub.L. 92-500), Executive Order 11738, and regulations in implementation thereof (40 CFR 15) is not listed, on the date of contract award, on the U.S. Environmental Protection Agency (EPA) List of Violating Facilities pursuant to 40 CFR 15.20.

2. That the firm agrees to comply and remain in compliance with all the requirements of Section 114 of the Clean Air Act and Section 308 of the Federal Water Pollution Control Act and all regulations and guidelines listed thereunder.

3. That the firm shall promptly notify the SHA of the receipt of any communication from the Director, Office of Federal Activities, EPA, indicating that a facility that is or will be utilized for the contract is under consideration to be listed on the EPA List of Violating Facilities.

4. That the firm agrees to include or cause to be included the requirements of paragraph 1 through 4 of this Section X in every nonexempt subcontract, and further agrees to take such action as the government may direct as a means of enforcing such require-ments.

XI. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

1. **Instructions for Certification - Primary Covered Transactions:**

(Applicable to all Federal-aid contracts - 49 CFR 29)

a. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowinglyrendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause of default.

d. The prospective primary participant shall provide immediate written notice to the department or agency to whom this proposal is submitted if any time the prospective primary participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the department or agency to which this proposal is submitted for assistance in obtaining a copy of those regulations.

f. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

g. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the nonprocurement portion of the "Lists of Parties Excluded From Federal Procurement or Nonprocurement Programs" (Nonprocurement List) which is compiled by the General Services Administration.

i. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

j. Except for transactions authorized under paragraph f of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

* * * * *

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Primary Covered Transactions

1. The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:

a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;

b. Have not within a 3-year period preceding this proposal been convicted of or had a civil judgement rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph 1b of this certification; and

d. Have not within a 3-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

2. Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

* * * * *

2. **Instructions for Certification - Lower Tier Covered Transactions:**

(Applicable to all subcontracts, purchase orders and other lower tier transactions of $25,000 or more - 49 CFR 29)

a. By signing and submitting this proposal, the prospective lower tier is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "primary covered transaction," "participant," "person," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive

Order 12549. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations.

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

* * * * *

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

* * * * *

XII. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

(Applicable to all Federal-aid construction contracts and to all related subcontracts which exceed $100,000 - 49 CFR 20)

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

3. The prospective participant also agrees by submitting his or her bid or proposal that he or she shall require that the language of this certification be included in all lower tier subcontracts, which exceed $100,000 and that all such recipients shall certify and disclose accordingly.

NOTICE OF REQUIREMENTS FOR AFFIRMATIVE ACTION TO ENSURE EQUAL EMPLOYMENT OPPORTUNITY (EXECUTIVE ORDER 11246)

1. The Offeror's or Bidder's attention is called to the "Equal Opportunity Clause" and the "Standard Federal Equal Employment Opportunity Construction Contract Specifications" set forth herein.

2. The goals and timetables for minority and female participation, expressed in percentage terms for the Contractor's aggregate workforce in each trade on all construction work in the covered area, are as follows:

Timetables	Goals for female participation in each trade (percent)
From April 1, 1978 until March 31, 1979	3.1
From April 1, 1979 until March 31, 1980	5.1
From April 1, 1980 until March 31, 1981	6.9

Until further notice	Goals for minority participation for each trade (percent)
SHSA Cities:	
Pascagoula - Moss Point	16.9
Biloxi - Gulfport	19.2
Jackson	30.3
SMSA Counties:	
Desoto	32.3
Hancock, Harrison, Stone	19.2
Hinds, Rankin	30.3
Jackson	16.9
Non-SMSA Counties:	
George, Greene	26.4
Alcorn, Benton, Bolivar, Calhoun, Carroll, Chickasaw, Clay, Coahoma,Grenada, Itawamba, Lafayette, Lee, Leflore, Marshall, Monroe,Montgomery, Panola, Pontotoc, Prentiss, Quitman, Sunflower,Tallahatchie, Tate, Tippah, Tishomingo, Tunica, Union, Washington, Webster, Yalobusha	26.5
Attala, Choctaw, Claiborne, Clarke, Copiah, Covington, Franklin, Holmes, Humphreys, Issaquena, Jasper, Jefferson, Jefferson Davis, Jones Kemper, Lauderdale, Lawrence, Leake, Lincoln, Lowndes, Madison, Neshoba, Newton, Noxubee, Oktibbeha, Scott, Sharkey, Simpson, Smith, Warren, Wayne, Winston, Yazoo	32.0
Forrest, Lamar, Marion, Pearl River, Perry, Pike, Walthall	27.7
Adams, Amite, Wilkinson	30.4

These goals are applicable to all the Contractor's construction work (whether or not it is Federal or federally assisted) performed in the covered area. If the contractor performs construction work in a geographical area located outside of the covered area, it shall apply the goals established for such geographical area where the work is actually performed. With regard to this second area, the contractor also is subject to the goals for both its federally involved and nonfederally involved construction.

The Contractor's compliance with the Executive Order and the regulations in CFR Part 60-4 shall be based on its implementation of the Equal Opportunity clause, specific affirmative action obligations required by the specifications set forth in 41 CFR 60-4.3(a), and its efforts to meet the goals. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, and in each trade, and the Contractor shall make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority or female employees or trainees from Contractor to Contractor or from project to project for the sole purpose of meeting the Contractor's goals shall be a violation of the contract, the Executive Order and the regulations in 41 CFR Part 60-4. Compliance with the goals will be measured against the total work hours performed.

3. The Contractor shall provide written notification to the Director of the Office of Federal Contract Compliance Programs within 10 working days of award of any construction subcontract in excess of $10,000 at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address and telephone number of the subcontractor, employer identification number of the subcontractor, estimated dollar amount of the subcontract; estimated starting and completion dates of the subcontract; and the geographical area in which the subcontract is to be performed.

4. As used in this Notice, and in the contract resulting from this solicitation, the "covered area" is to the county and city (if any), stated in the advertisement.

5. The notification required in Paragraph 3 shall be addressed to the following:

Contract Compliance Officer
Mississippi Department of Transportation
P.O. Box 1850
Jackson, Mississippi 39215-1850

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-101-5 **CODE: (IS)**

DATE: **01/03/2002**

SUBJECT: **Definitions**

Section 101, Definitions and Terms, of the 1990 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-101.02--Definitions. Delete the definition of "Change Order" on page 101-4.

Delete the definition of "Extra Work Order" on page 101-6.

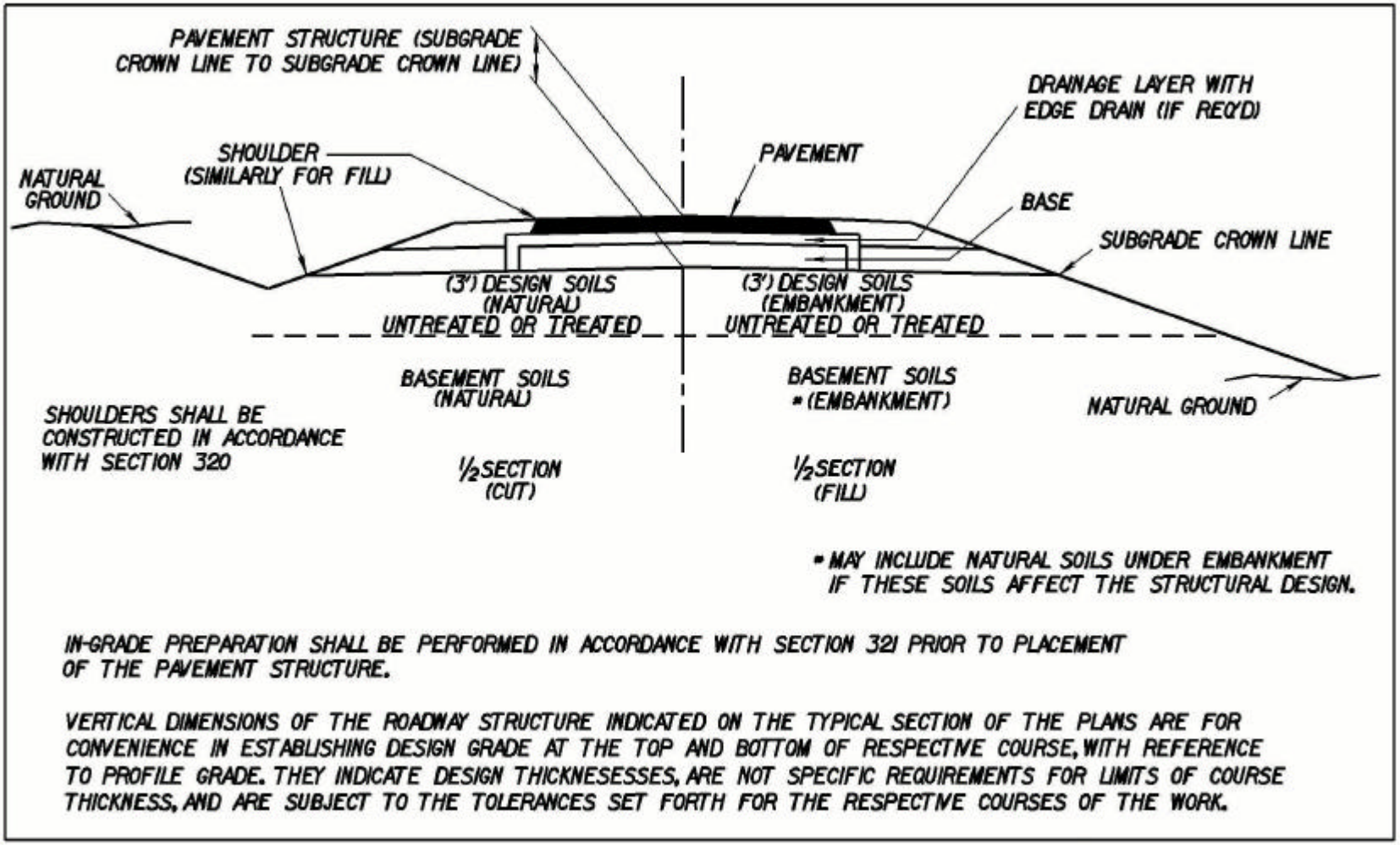
Delete the definition of "Optional Items" on page 101-8 and substitute:

Optional Items - Items listed in the bid schedule of the proposal which are considered to be comparable for the purpose intended, and the Contractor is required to make a selection prior to or at the time of execution of the contract.

After the eighth definition on page 101-9, add the following:

Quantity Adjustment - A modification of contract quantities covering increases or decreases resulting from plan errors, omissions or changes made necessary in order to carry out the intent of the plans.

Delete Figure 1 at the end of Section 101 on page 101-13, and substitute the following:



IN-GRADE PREPARATION SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 321 PRIOR TO PLACEMENT OF THE PAVEMENT STRUCTURE.

VERTICAL DIMENSIONS OF THE ROADWAY STRUCTURE INDICATED ON THE TYPICAL SECTION OF THE PLANS ARE FOR CONVENIENCE IN ESTABLISHING DESIGN GRADE AT THE TOP AND BOTTOM OF RESPECTIVE COURSE, WITH REFERENCE TO PROFILE GRADE. THEY INDICATE DESIGN THICKNESESSES, ARE NOT SPECIFIC REQUIREMENTS FOR LIMITS OF COURSE THICKNESS, AND ARE SUBJECT TO THE TOLERANCES SET FORTH FOR THE RESPECTIVE COURSES OF THE WORK.

FIGURE 1 - REFERENCE DIVISION 100 - PAGE 101-1

MISSISSIPPI STATE HIGHWAY DEPARTMENT

SPECIAL PROVISION NO. 907-102-1 **CODE: (IS)**

DATE: **9/5/90**

SUBJECT: **Combination Bids**

Section 102, Bidding Requirements and Conditions, of the 1990 Edition of the Standard Specifications for Road and Bridge Construction, is hereby amended as follows:

Delete Subsection 102.11 in toto and substitute the following:

907-102.11--Combination Bids. Combination bids which combine two or more individual projects may be submitted by stating in writing on each project proposal to be considered in the combination, one of the following:

(a) That the bidder is bidding on "All or None" of the work for designated proposals. The Department will evaluate all bids on these proposals and make awards based on the bids most advantageous to the State.

(b) The reduction the bidder will make in the unit price of one or more of the items in any or all of the proposals if awarded the combination; however, the bidder will not be permitted to make a reduction in any unit price that may be fixed by the Department in the proposal. The Department will select from the proposals submitted the individual or combination bids most advantageous to the State.

(c) That he is bidding on a number of projects but desires to be awarded work not to exceed a specified total amount or a specified number of contracts. The Department will select from his proposal those which are most advantageous to the State within its specified amount or total number of contracts.

Combination bids which state that a lump sum shall be deducted from the final estimate or retained percentage, or that a reduction in prices shall be made on a percentage basis, or that states that award of a job is contingent upon being awarded another job will not be accepted and the bids with which such a letter is submitted will be considered irregular and rejected.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-102-8 **CODE: (IS)**

DATE: 03/01/2002

SUBJECT: **Preparation of Proposal**

Section 102, Bidding Requirements and Conditions, of the 1990 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-102.06--Preparation of Proposal. Delete in toto the second full paragraph on page 102-4 and substitute:

Bid sheets generated by the Department's Electronic Bid System (EBS) along with a completed proposal package will constitute the official bid and shall be signed on the last sheet of the EBS generated bid sheets and delivered to the Department in accordance with the provisions of Subsection 102.09.

Bidders are cautioned that using older versions of the EBS will result in improperly printed bid sheets. The latest version of the EBS can be obtained at no cost from the MDOT Contract Administration Division or at the MDOT website, www.mdot.state.ms.us.

If bidders submit EBS generated bid sheets, then the bid sheets included in the proposal should not be completed. The EBS generated bid sheets should be stapled together and included in the bid proposal package in the sealed envelope. If both the forms in the proposal and the EBS generated bid sheets are completed and submitted, only the EBS generated sheets will be recognized and used for the official bid. The diskette containing the information printed on the EBS generated bid sheets should be placed in the pouch located on the inside of the front cover of the bid proposal package. Bid sheets printed from the EBS should be a representation of the data returned on the diskettes. To have a true representation of the bid sheets, the Bidder must copy the inputted unit prices back to the diskette by using the option titled "Copy Project File To Floppy Disk" from the drop-down menu under "Projects". Otherwise, the unit prices bid will not be recorded to the diskette. Bidders are cautioned that failure to follow proper diskette-handling procedures could result in the Department being unable to process the diskette. **Any modification or manipulation of the data contained on the diskette, other than entering unit bid prices, will not be allowed and will cause the Contractor's bid to be considered irregular.**

When the bid schedule lists optional items, the Contractor's selection may, but is not required to, be made at the time of bidding. For optional items not pre-selected, the Contractor's selection shall be made prior to or at the time of execution of the contract.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-103-5 **CODE: (IS)**

DATE: **12/2/99**

SUBJECT: **Execution and Approval of Contract**

Section 103, Award and Execution of the Contract, of the 1990 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-103.01-Consideration of Proposals. Delete the third paragraph of Subsection 103.01 on page 103-1, and substitute the following:

In consideration of contract proposals which are equal to or in excess of $50,000 and financed 100% with State funds, a nonresident bidder domiciled in a state having laws granting preference to local Contractors will be considered for such contracts on the same basis as the nonresident bidder's state awards contracts to Mississippi Contractors bidding under similar circumstances. When a nonresident Contractor submits a bid equal to or in excess of $50,000 on a contract financed 100% with State funds, a copy of the current laws from the state of domicile and an explanation thereof pertaining to treatment of nonresident Contractors shall be attached. If no preferential treatment is provided for Contractors in the state of domicile and contracts are awarded to the lowest responsible bidder, a statement to this effect shall be attached. Should the attachment not accompany the bid when submitted, the Contractor shall have 10 days following the opening of the bids to furnish the required information to the Contract Administration Engineer for attachment to the bid. As used herein, the term "resident Contractors" includes a nonresident person, firm or corporation that has been qualified to do business in this State and has maintained a permanent full-time office in the State of Mississippi for two years prior to January 1, 1986, and the subsidiaries and affiliates of such a person, firm or corporation.

907-103.04--Return of Proposal Guaranty. Delete the third paragraph of Subsection 103.04 on page 103-2 and substitute the following:

In the event no award is made within **30 days** after the opening of bids, the Executive Director may permit the successful bidder to replace the certified check or cashier's check with a satisfactory bidder's bond.

Delete in toto Subsection 103.07 on page 103-2, and substitute the following:

907-103.07--Execution and Approval of Contract. The successful bidder to whom the contract has been awarded shall sign and file with the Director the contract and all documents required by the contract within **10 days** after the contract has been mailed to the bidder. The contract may require certain documents be submitted at an earlier date, in which case, those documents shall be submitted within the time frame specified. If the contract is not executed by the Department within 15 days following receipt of the signed contract and all necessary documents, the bidder shall have the right to withdraw his bid without penalty. No contract is in effect until it is executed by all parties.

907-103.08--Failure to Execute Contract. Delete in toto Subsection 103.08 on page 103-2, and substitute the following:

Failure of the bidder to execute the contract and file acceptable bond within **10 days** shall be just cause for the cancellation of the award and forfeiture of the proposal guaranty which shall become the property of the Department, not as a penalty but in liquidation of damages sustained. Award may then be made to the next lowest responsible bidder, or the work may be readvertised at the discretion of the Department.

MISSISSIPPI STATE HIGHWAY DEPARTMENT

SPECIAL PROVISION NO. 907-104-3 **CODE: (IS)**

DATE: **11/27/91**

SUBJECT: **Significant Changes in the Character of Work and Differing Site Conditions**

Section 104, Scope of Work, of the 1990 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-104.02.1--Significant Changes in the Character of Work.

Delete the first sentence of the first paragraph of Subsection 104.02.1 on page 104-1 and substitute:

If the alterations or changes in quantities significantly change the character of the work under the contract, whether such alterations or changes are in themselves significant changes to the character of the work or by affecting other work cause such other work to become significantly different in character, an adjustment, excluding anticipated profit, will be made to the contract.

Delete the last paragraph of page 104-2 and the first paragraph of page 104-3 and substitute:

907-104.02.2--Differing Site Conditions. During the progress of the work, if subsurface or latent physical conditions are encountered at the site differing materially from those indicated in the contract or if unknown physical conditions of an unusual nature, differing materially from those ordinarily encountered and generally recognized as inherent in the work provided for in the contract, are encountered at the site, the party discovering such conditions shall promptly notify the other party in writing of the specific differing conditions before the site is disturbed and before the affected work is performed.

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-104-12 **CODE: (IS)**

DATE: 04/11/2003

SUBJECT: **Minor Alterations to the Contract**

Section 104, Scope of Work, of the 1990 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

After the end of Subsection 104.02.2 on page 104.3, add the following:

907-104.02.3--Minor Alterations to the Contract. When the Department makes alterations in the details of construction or specifications that are minor in nature, the Resident or Project Engineer may elect to make an equitable adjustment to the contract under the provisions of this subsection. Minor alterations shall be defined as those alterations to the contract that are not addressed in the Standard Specifications, or supplements thereto, and are valued at less than $5,000.00. The District Engineer shall designate, in writing, the Resident or Project Engineer authorized to execute the Class I Supplemental Agreement. The Resident or Project Engineer and Contractor shall agree upon the scope of work and a lump sum amount, within the above stated limit, for the work to be performed. The agreement shall be reflected in a Class I Supplemental Agreement signed by the Resident or Project Engineer and the Contractor's authorized representative, which, when it bears both the signature of the Resident or Project Engineer and Contractor, shall constitute the scope of work and basis of payment under the item "Minor Alterations to the Contract." Work shall not proceed until both parties sign the agreement.

Any adjustment of contract time due to Minor Alterations will be in accordance with Subsection 108.06 of the Standard Specifications.

Payment will be made under:

907-104-A S/A: Minor Alterations to the Contract - lump sum

(This pay item is not to be included on the plans or in the contract proposal)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-105-9 **CODE: (IS)**

DATE: **9/8/95**

SUBJECT: **Claims**

Section 105, Control of Work, of the 1990 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-105.17--Claims for Adjustments and Disputes. Delete in toto Subsection 105.17 on pages 105-10 and 105-11 and substitute the following:

It is in the public interest that the Department have early or prior knowledge of an existing or impending claim of any nature by the Contractor so that the Department may appropriately consider modifying the details of the work or other actions of the Department which might result in mitigation or elimination of the effect of the act or conditions objected to by the Contractor and so that the Department may institute appropriate procedures, as required, to keep strict account of actual costs and to verify, at the time, facts upon which a claim for contract time adjustment is made. Therefore, if in any case the Contractor deems that additional compensation is due for work or materials not clearly covered in the contract or not ordered by the Engineer as Extra Work, or if the Contractor deems that adjustment in the contract time should be made because of any of the reasons provided for in the contract as a basis for an extension of time, the Contractor shall notify the Engineer in writing of an intention to make such claim for additional compensation before beginning the work on which the Contractor bases the claim or for such extension of time as soon as the facts first become known on which the Contractor bases the claim for adjustment. If such written notification is not given by the Contractor in accordance with these specifications and the Engineer and the Department's Audit Division are not afforded proper facilities by the Contractor for keeping strict account of actual costs or verification at the time of facts upon which a claim for contract adjustment is made, the Contractor hereby agrees that failure to provide written notice has denied the Department the prerogative of verifying additional time, materials, equipment, labor and making adjustments in the work which might remove or alleviate the conditions for which a claim might be made, and the Contractor further agrees that such failure on the Contractor's part shall be a conclusive waiver of any claim, or part thereof.

Mere oral notice or statement will not be sufficient, nor will an unnecessarily delayed notice or statement after the event.

Any such notice shall be in writing and shall describe any act of omission or commission by the Department or its agents that allegedly caused or contributed to the condition for which a claim may be made and the nature of the claimed damage. The Contractor shall deliver or mail the notice to the Project Engineer.

Upon receipt of the notice, the Project Engineer will acknowledge receipt in writing to the Contractor with a copy of the notice and acknowledgment to the District Engineer, State Construction Engineer and the Department's Audit Director.

The Project Engineer will evaluate the Contractor's claim and forward his/her recommendations to the District Engineer with a copy to the State Construction Engineer and the Department's Audit Director.

The State Construction Engineer, after consultation with the District Engineer and Project Engineer, will notify the Audit Division of the Contractor's claim and request that the Audit Director take the necessary steps to review the legitimacy of the Contractor's documentation of the claim.

Even when the Audit Division determines that the Contractor's documentation relative to the time, materials, equipment and labor are legitimate, that division will continue to monitor the Contractor's charges until the Contractor's services are complete.

Such notice by the Contractor and the fact that the Engineer has kept account of the costs and the Audit Division has verified the legitimacy of the Contractor's documentation and other facts as aforesaid shall not in any way be construed as substantiating the validity of a claim.

In presenting a claim, the Contractor shall clearly and specifically state:

(a) The contract subsection number(s) under which each part of the claim is made.

(b) The event(s) or conditions covered in each such subsections and made the basis for each part of the claim.

(c) A claim for additional compensation shall include supporting auditable cost figures from entries made in the original records entered at the time of the work. The Contractor will be required to provide all records that the Department's Audit Director deems necessary for the performance of an audit in accordance with the United States General Accounting Office's Governmental Auditing Standards, the Institute of Internal Auditor's Professional Practice Standards, and the American Institute of Certified Public Accountant's Auditing Standards.

All claims made shall be sent to the Resident or Project Engineer for review and processing.

If a claim is so vague that the Engineer cannot reasonably and expeditiously determine the specific contractual provisions relied on by the Contractor as the basis of each part of the claim, or if the Audit Director cannot reasonably and expeditiously determine that the costs related to the claim are related specifically to the reference project and are not related to any other project(s) that the Contractor is constructing or has constructed, it will be denied by the Engineer or returned without action.

Any part of a claim based on after-the-fact general statements of costs such as "Normal cost of such work", "computed as a percentage of..... etc." or other such indefinite statements will be denied or returned to the Contractor without action.

The Resident or Project Engineer may request supplemental data in writing, or return the claim to the Contractor for resubmission in accordance with these specifications.

A claim, as approved by the Department, will be paid in accordance with the provisions of 104.02 and 104.03 and adjustments in contract time will be made in accordance with the provision of 108.06. When a claim is denied or returned without action, the notice will state the reasons thereof.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-106-1 **CODE: (IS)**

DATE: **9/22/93**

SUBJECT: **Convict Produced Materials**

Section 106, Control of Materials, of the 1990 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

After the end of Subsection 106.12 on page no. 106-5, add the following:

907-106.13--Convict Produced Materials.

Materials produced after July 1, 1991, by convict labor may only be incorporated in a Federal-Aid highway construction project if such materials have been:

(1) Produced by convicts who are on parole, supervised release, or probation from a prison or

(2) Produced in a qualified prison facility and the cumulative annual production amount of such materials for use in Federal-aid highway construction does not exceed the amount of such materials produced in such facility for use in Federal-aid highway construction during the 12-month period ending July 1, 1987.

Qualified prison facility means any prison facility in which convicts, during the 12-month period ending July 1, 1987, produced materials for use in Federal-Aid highway construction projects.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-107-10 **CODE: (IS)**

DATE: 3/1/99

SUBJECT: Contractor's Responsibility For Work

Section 107, Legal Relations and Responsibility to Public, of the 1990 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

After the second full paragraph of Subsection107.17 on page 107-15, add the following:

Damage to items of construction, caused by the traveling public on a project or section(s) of a project open to traffic, shall be repaired by the Contractor. The Contractor will be paid for repairing such damage to certain acceptably installed items of construction at the contract unit price(s) for the applicable item(s) used in the repair. An acceptably installed item shall be complete-in-place meeting the requirements of the specifications. The acceptably installed items of construction eligible to receive payment for repair of damage caused by the traveling public shall be items used for signing, safety and traffic control. The eligible items shall be limited to traffic signal systems, signs and sign supports, lighting items, guard rail items, delineators, impact attenuators, median barriers, bridge railing or permanent pavement markings. If damage to the above items necessitate only minor repairs, in lieu of total replacement, the work shall be performed in accordance with Subsection 109.04, or as directed by the Engineer. Damage not meeting the requirements to qualify for repair payment shall be repaired at no additional cost to the State.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-107-12 **CODE: (IS)**

DATE: 10/21/2003

SUBJECT: **Liability Insurance**

Section 107, Legal Relations and Responsibility to Public, of the 1990 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-107.14.2--Liability Insurance.

Delete Subsection 107.14.2.1 on page 107-12 in toto and substitute:

907-107.14.2.1--General. The Contractor shall carry contractor's liability (including subcontractors and contractual) with limits not less than: $300,000 each occurrence; $1,000,000 aggregate; automobile liability - $500,000 combined single limit - each accident; Workers' Compensation and Employers' Liability - Statutory & $100,000 each accident; $100,000 each employee; $500,000 policy limit. Each policy shall be signed or countersigned by a Mississippi Resident Agent of the insurance company.

The Contractor shall have certificates furnished to the Department from the insurance companies providing the required coverage. The certificates shall be on the form furnished by the Department and will show the types and limits of coverage.

907-107.14.2.2--Railroad Protective.

Delete the last paragraph on page 107-12 and substitute:

> Prior to starting any work on railroad property, the Contractor shall furnish satisfactory evidence to the Department that insurance of the forms and amounts set out herein in paragraphs (a) and (b) has been obtained.

Delete the last sentence of the first paragraph on page 107-13 and substitute:

> Evidence to the Railroad Company shall be in the form of a Certificate of Insurance for coverages required in paragraph (b), and the original policy of the Railroad Protective Liability Insurance for coverage required in paragraph (a).

Delete the first sentence of the fourth paragraph on page 107-13 and substitute:

> For work within the limits set out in 107.18 and this subsection, the Contractor shall provide insurance for bodily injury liability, property damage liability and physical damage to property with coverages and limits no less than shown in paragraphs (a) and (b).

Delete subparagraphs (a), (b) and (c) on pages 107-13 and 107-14 and substitute:

(a) **Railroad Protective Liability Insurance** shall be purchased on behalf of the Railroad Company with limits of $2,000,000 each occurrence; $6,000,000 aggregate applying separately to each annual period for lines without passenger trains. If the line carries passenger train(s), railroad protective liability insurance shall be purchased on behalf of the Railroad Company with limits of $5,000,000 each occurrence; $10,000,000 aggregate applying separately to each annual period.

Coverage shall be limited to damage suffered by the railroad on account of occurrences arising out of the work of the Contractor on or about the railroad right-of-way, independent of the railroad's general supervision or control, except as noted in paragraph 4 below.

Coverage shall include:

(1) death of or bodily injury to passengers of the railroad and employees of the railroad not covered by State workmen's compensation laws,

(2) personal property owned by or in the care, custody or control of the railroads,

(3) the Contractor, or any of his agents or employees who suffer bodily injury or death as a result of acts of the railroad or its agents, regardless of the negligence of the railroads, and

(4) negligence of only the following classes of railroad employees:

(i) any supervisory employee of the railroad at the job site

(ii) any employee of the railroad while operating, attached to, or engaged on, work trains or other railroad equipment at the job site which are assigned exclusively to the Contractor, or

(iii) any employee of the railroad not within (i) or (ii) above who is specifically loaned or assigned to the work of the Contractor for prevention of accidents or protection or property, the cost of whose services is borne specifically by the Contractor or Governmental authority.

(b) **Regular Contractor's Liability**, including subcontractors, XCU and railroad contractual with limits of $1,000,000 each occurrence; $2,000,000 aggregate. **Automobile** with limits of $1,000,000 combined single limit any one accident; **Workers' Compensation and Employer's Liability** - statutory and $100,000 each accident; $100,000 each employee; $500,000 policy limit. **Excess/Umbrella**

Liability $5,000,000 each occurrence; $5,000,000 aggregate. All coverage to be issued in the name of the Contractor shall be so written as to furnish protection to the Contractor respecting his operations in performing work covered by the contract. Coverage shall include protection from damages arising out of bodily injury or death and damage or destruction of property which may be suffered by persons other than the Contractor's own employees.

In addition, the Contractor shall provide for and on behalf of each subcontractor by means of a separate and individual liability and property damage policy to cover like liability imposed upon the subcontractor as a result of the subcontractor's operations in the same amounts as contained above; or, in the alternative each subcontractor shall provide same.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-107-13 **CODE: (SP)**

DATE: **11/13/2003**

SUBJECT: **Contractor's Protection Plan**

Section 107, Legal Relations and Responsibility to Public, of the 1990 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

Delete in toto Subsection 107.22.1 on page 107-17 and substitute:

907-107.22.1--Contractor's Protection Plan. At the preconstruction conference or prior to starting any work on the project, the Contractor shall submit to the Engineer for approval, an erosion control plan to supplement permanent erosion control work required under the contract. As a minimum, the plan shall include the following:

1. Plan profile sheets (11" x 17" or larger) of the entire project showing the locations of erosion control devices (pay items) such as silt fence, hay bales, silt basins, slope drains, etc. Also, showing the locations of other measures (absorbed items) such as brush barriers, diversion berms, etc. that the Contractor may elect to use to prevent siltation.

2. A plan for disposal of waste materials, if applicable.

3. A detailed schedule of operations at locations of high siltation potential to clearly indicate how siltation of streams, lakes and reservoirs and the interruption of normal stream flows will be held to a practical and feasible minimum.

The plan shall be updated as needed during the progress of the project. Work shall not be started until an erosion control plan is approved by the Engineer.

The Engineer will have the authority to suspend all work and/or withhold payments for failure of the Contractor to carry out provisions of the erosion control plan and/or proper maintenance thereof.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-108-11 **CODE: (SP)**

DATE: 4/30/98

SUBJECT: Determination and Extension of Contract Time

Section 108, Prosecution and Progress, of the 1990 Standard Specifications for Road and Bridge Construction is modified as follows:

Delete Subsection 108.06 in toto, and insert:

907-108.06 - Determination and Extension of Contract Time. Contract Time will be established on the basis of a Completion Date, as indicated in the contract. The span of time allowed for the completion of the physical features of work included in the contract will be indicated in the contract documents and will be known as "Contract Time."

For contracts in which a Completion Date is specified, the span of Contract Time shall be determined by the number of Calendar Days allowed in the contract between the date for the beginning of Contract Time and the Specified Completion Date or revised date for beginning of Contract Time and the revised Specified Completion Date in accordance with the provisions of the contract.

The span of time allowed in the contract as awarded is based on the quantities used for comparison of bids. If satisfactory fulfillment of the contract requires performance of work in greater quantities than those set forth in the proposal, the time allowed for completion shall be increased in Calendar Days in the same ratio that the cost of such added work, exclusive of the cost of work altered by Supplemental Agreement for which a time adjustment is made for such altered work in the Supplemental Agreement, bears to the total value of the original contract unless it can be established that the extra work was of such character that it required more time than is indicated by the money value.

The Contractor shall provide sufficient materials, equipment and labor to guarantee the completion of the project in accordance with the plans and specifications within the Contract Time.

At any given date, the ratio of the accumulated monetary value of that part of the work actually accomplished to the total contract bid amount adjusted to reflect approved increases or decreases shall determine the "percent complete" of the work.

The percentage elapsed time shall be calculated as a direct ratio of the expired Calendar Days to the total Calendar Days provided for in the contract.

No extension of the Specified Completion Date will be granted except as provided herein, and, except for abnormal delays caused solely by the State or other governmental authorities, or unforeseeable disastrous phenomena of nature of the magnitude of earthquakes, hurricanes, tornadoes, or flooded essential work areas which are deemed to unavoidably prevent prosecuting the work.

Any revision of the Specified Completion Date provided for in the contract will be made automatically on the Specified Completion Date as established in the contract, and at a later date if additional conditions so warrant.

In the event the Engineer determines that the completion date when extended as provided in the contract would cause certain items of work or portions thereof, properly prosecuted in the normal sequence and manner, to fall within a period of seasonal or temperature limitations, he will make a determination as to the scope of unavoidable delays, if any, contemplated because of such seasonal or temperature limitations for periods in excess of those contemplated in the original contract. The Director may thereupon establish a revised contract completion date by notifying the Contractor and his Surety in writing of such established completion date as warranted by the engineering determination.

Liquidated Damages as set forth under the heading "Per Calendar Day" in the "Schedule of Deductions for Each Day of Overrun in Contract Time," Subsection 108.07, shall be applicable to each Calendar Day after the Specified Completion Date, or authorized extension thereof, and until all work under the contract is completed.

Progress Schedule referred to in Subsection 108.03 will not be required.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-108-20 **CODE: (IS)**

DATE: **1/02/2003**

SUBJECT: **Liquidated Damages Table**

Section 108, Prosecution and Progress, of the 1990 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby modified as follows:

Delete the table in Subsection 108.07 on page 108-12, and substitute the following:

Schedule of Deductions for Each Day of Overrun in Contract Time

Original Contract Amount From More Than	Original Contract Amount To and Including	Daily Charge Per Calendar Day
$ 0	$ 100,000	$ 140
100,000	500,000	200
500,000	1,000,000	300
1,000,000	2,000,000	400
2,000,000	5,000,000	650
5,000,000	10,000,000	750
10,000,000	-----	1,400

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-109-8 **CODE: (IS)**

DATE: **9/8/95**

SUBJECT: **Claims**

Section 109, Measurement and Payment, of the 1990 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

At the end of Section 109 on page 109-9, add the following:

907-109.12--Right to Audit. The Department reserves the right to audit the Contractor's records at any time during the contract period and up to three years after the final contract payment or up to three years after any litigation is filed with court, whichever is later. If the Department commences an audit, the Contractor will be required to provide sufficient original documents and records to satisfy the Department's Audit Division that the costs included in the Contractor's claim were incurred solely in performance of the referenced project and project phase and were not incurred on any other project or phase of the referenced project that the Contractor is constructing or has constructed. Department's audit will be conducted in accordance with United States General Accounting Office's Governmental Auditing Standards, the Institute of Internal Auditor's Professional Practice Standards, and the American Institute of Certified Public Accountant's Auditing Standards.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-109-15 **CODE: (IS)**

DATE: **01/05/2004**

SUBJECT: **Measurement and Payment**

Section 109, Measurement and Payment, of the 1990 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-109.06.2--Advancement on Materials. After the first sentence of the first paragraph of Subsection 109.06.2 on page 109-6, add the following:

Advance payment may be requested for structural steel members provided fabrication has been completed and the members have been declared satisfactory for storage by a Department representative.

Remove the period at the end of the third sentence of the first paragraph of Subsection 109.06.2 on page 109-6 and add the following:

; or in the case of prestressed concrete members that may require being produced at an out-of-state location, the prestress members shall be produced and may be stored at the commercial manufacturer's yard provided it is a PCI certified plant on the Department's List of Approved Prestress & Precast Plants and it is located within the continental United States; or in the case of structural steel members that may require fabrication at an out-of-state location, the fabricated members may be stored at the location of the commercial fabricator's yard provided it is located within the continental United States.

Delete the second paragraph of Subsection 109.06.2 on page 109-6 and substitute the following:

Advancements will not be allowed until the Project Engineer has received triplicate copies of material invoices and certified test reports or acceptable certificates of conformance, and in the case of materials stored at the commercial producer's/fabricator's yard, the material shall be positively identified for the specific project and a Certificate of Storage issued by the State Materials Engineer, another designated Department employee or a designated representative of the Department. Requests for advancements on fabricated structural steel members and prestress concrete members stored out-of-state will be denied when the Department does not have available a designated representative to issue a Certificate of Storage.

Delete the first sentence of the third paragraph of Subsection 109.06.2 on page nos. 109-6 and 109-7 and substitute the following:

The Contractor shall make suitable arrangements to the satisfaction of the Engineer for storage and protection at approved sites or, in the case of materials stored at the commercial producer's yard located in Mississippi or, in the case of fabricated structural steel members stored at the

commercial fabricator's yard or prestress concrete members stored at a commercial manufacturer's yard located within the continental United States, the Contractor shall make arrangements with the producer/fabricator for suitable storage and protection.

Delete the second full paragraph on page 109-7, and substitute:

Unless specifically provided for in the contract, advance payment will not be made on materials, except for fabricated structural steel members or prestress concrete members, stored or stockpiled outside of the State of Mississippi.

Delete in toto Subsection 109.06.3 on pages 109-7 and 109-8, and substitute the following:

907-109.06.3--Retainage. Regardless of the value of the earned work based on the value of work scheduled for completion by the approved progress schedule, no deduction for retainage will be made from payments due to the Contractor. Likewise, no retainage will be made on any advancement of materials to the Contractor.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-403-17 **CODE: (SP)**

DATE: **10/10/2002**

SUBJECT: **Maintained Hot Mix Asphalt (HMA)**

Project: **STP-0012-01(054) / 103800 – DESOTO COUNTY**

Section 403, Hot Bituminous Pavement, of the 1990 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is deleted in toto and replaced as follows:

SECTION 907-403 –MAINTAINED HOT MIX ASPHALT PAVEMENT

907-403.01--General.

907-403.01.1--Description. This work will consist of the construction and maintenance of Hot Mix Asphalt (HMA) pavement in conformance with the lines and grades shown on the plans or as designated by the Department.

The Contractor will maintain the finished roadway and ramps for a period of seven years. The maintenance period will commence on the date of the final inspection and release as documented in writing by the State Construction Engineer. The Contractor shall have no obligation to monitor or review the finished roadway or ramp at any time during the seven (7)-year maintenance period, as set out herein. The Contractor's only obligation is to perform required remedial work after first having been given notice by the Department of the need for such work. In all other respects, project closeout will proceed in accordance with MDOT Standard Operating Procedures.

Sections 301, 401, 702 and 703 of the Standard Specifications are deleted for this item of work.

The provisions of this Special Provision will apply to all HMA placed on the finished roadway and ramps.

The maintenance work referenced in the special provision does not nor is intended to include routine maintenance work. The referenced maintenance work consists of remedial work deemed to be necessary as a result of evaluation criteria established on the basis of the Distress Identification Manual for Long-Term Pavement Performance (LTPP) Program published by Strategic Highway Research Program (SHRP).

907-403.01.2--Maintenance. Upon final inspection of the HMA pavement, a single term 7-year maintenance bond will be in effect for the entire period. The bonding company is required to have an A.M. Best rating of "A-" or better and the Contractor will provide proof of a 7-year bond commitment before execution of the contract.

The 7-year maintenance bond will be $ 500,000 for the HMA pavement. The bond will insure the proper and prompt completion of required maintenance work following the completion of the pavement, including payments for all labor performed, equipment and materials used in accordance with this specification.

All remedial work will be in accordance with Subsection 907-403.01.5. At the end of the maintenance period, the Contractor will be released from further maintenance work or responsibility, provided all previous maintenance work has been completed.

907-403.01.3--Documentation. Prior to the start of construction, the Contractor shall provide the Department with a Project Management Plan which will include but not be limited to: the proposed Job Mix Formula (JMF), the method of developing the JMF, all JMF testing, a list of materials and their test properties, a quality control plan and construction plan that includes lift thickness and lane widths. The job mix formula shall be signed by a Certified Mixture Design Technician (CMDT).

The purpose of the Contractor's Project Management Plan is to provide sufficient information to adequately inform the Department of proposed project activities.

Appendix 'A' is provided for the Contractor's information and may be used in developing applicable sections of the Contractor's Project Management Plan.

Within ten (10) working days of receiving the Contractor's Project Management Plan, the Engineer will approve said plan as to meeting the requirements of this specification.

If deemed necessary, the Contractor may submit a revised Project Management Plan.

Prior to final inspection, the Contractor shall provide the Department with copies of records for any quality control testing of mixture properties and roadway density tests conducted during the construction of the project.

907-403.01.4--Conflict Resolution Team. The Conflict Resolution team shall consist of two Contractor representatives, two Department (one District & one Central Office) representatives, and a third party representative mutually agreed upon by both the Department and the Contractor. The cost of third party representative will be shared equally between the Department and the Contractor. The team members will be identified in writing prior to the start of paving. The Conflict Resolution Team may perform a distress survey of the pavement as defined by this special provision if necessary and will have the final authority to make decisions if conflict occurs. Prior to conducting such a survey, team members will receive the standard Department training given to pavement distress raters. Decisions rendered by the Conflict Resolution Team will require a simple majority, with a vote of all five members being required.

907-403.01.5--Remedial Work. During the maintenance period, the remedial work, if necessary, will be performed at no additional cost to the State and will be based on the results of the Department's pavement distress survey as referenced in Subsection 907-403.01.5.1. The materials to be used for remedial work will be the joint decision of the Contractor and the Department. Should an impasse develop, the Conflict Resolution Team will render a final decision.

During the maintenance period, the Contractor may, but has no obligation to, monitor the pavement in question using nondestructive procedures. All proposed remedial action(s) will be coordinated with the Department.

Coring, milling or other destructive procedures may not be performed by the Contractor, without prior consent of the Department. The Contractor will not be responsible for damages as a direct result of coring, milling or other destructive procedures conducted by the Department.

907-403.01.5.1--Pavement Distress Indicators, Thresholds and Remedial Action. The SHRP-P-338 Distress Identification Manual will be used as the basis for determining the method for measuring distresses.

MDOT will conduct pavement distress surveys on the mainline and/or ramps by dividing the project into nominal one (1) mile sections. Each section will be divided into ten approximately

500-foot long segments. Two 500-foot segments in each section will be evaluated for pavement distress at the approximate third points of the section.

As a minimum, MDOT will conduct the distress surveys annually. The Contractor will be advised prior to conducting the survey. The results will be made available to the Contractor, District, Central Office (Construction), and FHWA within 30 days. If the Contractor disputes the survey findings, written notification of the dispute will be made to the Department within 15 days from the date the Contractor received the results.

If any of the threshold levels are met or exceeded and the Contractor agrees to the validity of the pavement distress survey, the Contractor will remedy the distress. If the Contractor does not agree with the pavement distress survey results, the Conflict Resolution Team will resolve the dispute within 30 days from the date the Contractor received the results.

Remedial action will be taken in all segments of the project where the threshold is met or exceeded. If areas outside the survey segments are suspected of meeting or exceeding a threshold level, the Department will conduct the distress survey in other randomly located 500-foot sections to see if a threshold level has been met or exceeded. Unless disputed, remedial action will be taken within 45 days of the survey that indicated the threshold is met or exceeded provided that conditions and weather are acceptable as determined by the Department. Remedial action will be applied to the entire segment(s) in which the threshold is met or exceeded unless otherwise noted under remedial action. If anytime during the maintenance period, 30 percent or more of the total project segments require or have received any remedial action, then the entire project will receive a remedial action as determined by the Contractor and the Department. If an impasse develops, the Conflict Resolution Team will make a final determination.

The Contractor will perform the remedial work. If, in the opinion of the Department, the problem requires immediate attention for the safety of the traveling public, and the Contractor cannot commence the remedial work within eight hours after notification, the Department can have the remedial work performed by other forces and bill the Contractor accordingly. Remedial work performed by other forces will not alter the requirements, responsibilities, or obligations of the Contractor.

If remedial work or elective/preventive action work performed by the Contractor necessitates a corrective action within the project limits to the pavement or pavement markings, then such corrective action will be the responsibility of the Contractor. The Contractor will also be responsible for any and all damage to any highway feature resulting from such action.

The Contractor will not be held responsible for distresses which are caused by factors beyond the control of the Contractor. Repairs of distresses caused by such factors will be the responsibility of MDOT.

<u>Specific Pavement Distress</u> - The Contractor will be responsible for the following remedial action if the threshold levels for any of the distress types are met or exceeded:

DISTRESS TYPE	THRESHOLD LEVELS (Deduct Points)	REMEDIAL ACTION
Alligator Cracking	10.0	Remove and replace distressed layer(s). The removal area shall be equal to 150% (to include the full lane width) of the distressed surface area to a depth not to exceed the materials placed on this contract.
	15.0	Remove and replace distressed layer(s) of the segment to a depth not to exceed the materials placed on this contract.
Block Cracking	3.0	Remove and replace distressed layer(s). The removal area shall be equal to 110% (to include the full lane/ramp width) of the distressed surface area to a depth not to exceed the materials placed on this contract.
	5.0	Remove and replace distressed layer(s) of the segment to a depth not to exceed the materials placed on this contract.
Reflection Cracking	9.0	Seal cracks according to the current Department SOP.
Edge Cracking	3.0	Remove and replace distressed surface. The removal area shall be equal to 110% of the distressed surface area.
Longitudinal Cracking	4.0	Seal cracks according to the current Department SOP.
	6.0	Remove and replace surface layer full depth in the segment.
Transverse Cracking	3.0	Seal cracks according to the current Department SOP.
	5.0	Remove and replace distressed layer(s) to a depth not to exceed the materials placed on this contract for the segment.

DISTRESS TYPE	THRESHOLD LEVELS (Deduct Points)	REMEDIAL ACTION
Potholes	5.0	Remove and replace distressed surface. The removal area shall be equal to 150% of the distressed surface area.
	12.0	Remove and replace surface layer or patch potholes as outlined above and place a 1.25 inch overlay with a 9.5 mm mixture which meets current MDOT specifications for the segment.
Rutting *	5.0	Diamond Grind surface of the segment and fog seal with 0.1 gal/sy of asphalt emulsion diluted 50/50 with water.
	7.0	Remove and replace surface layer for the segment.
Raveling / Segregation	0.2	Remove and replace distressed surface. The removal area shall be equal to 150% (to include the full lane/ramp width) of the distressed surface area.
	0.6	Remove and replace surface layer for the full pavement width and place a 1.25 inch overlay with a 9.5-mm mixture which meets current MDOT specifications for the segment.
Surface Bleeding	0.4	Remove and replace distressed surface mixture full depth for the segment.
Friction Number**	Average Min. 35 No Value Below 25	Remove and replace surface mixture full depth for the segment.

* The Contractor will be relieved of the responsibility for remedial action if the estimated accumulated ESALs based on a current traffic count are 100% above the projected seventh year accumulated ESALs.

** The friction number of the pavement surface will be measured by MDOT using MDOT SOP RDD-02-01-00-000, "Pavement Friction Testing Procedures". Initially, friction numbers will be measured within 30 to 60 days after the date of final inspection. Re-measurements will be taken 30 to 60 days after the completion of any maintenance work which provides a new surface for any segment.

907-403.01.6--Elective Preventive Maintenance. Elective preventative maintenance shall be a Contractor option with the concurrence of the Department.

907-403.01.7--Traffic Control. This work shall be in accordance with Section 618 and Section 619 of the 1990 Edition of the Mississippi Standard Specifications for Road and Bridge Construction and as follows. During maintenance work operations, all signing and traffic control will be in accordance with the Manual on Uniform Traffic Control and Devices.

907-403.01.8--Acceptance Procedure for Pavement Smoothness.

907-403.01.8.1--General. When compaction is completed, the lift shall have a uniform surface and be in reasonably close conformity with the line, grade and cross section shown on the plans.

The smoothness of the final surface lift will be determined by using a profilograph to produce a profilogram (profile trace) at each designated location. The surface shall be tested and corrected to a smoothness index as described herein with the exception of those locations or specific projects that are excluded from a smoothness test with the profilograph.

The profilograph, furnished and operated by the Contractor under supervision of the Engineer, shall consist of a frame at least 25 feet in length supported upon multiple wheels having no common axle. The wheels shall be arranged in a staggered pattern so that no two wheels will simultaneously cross the same bump. A profile is to be recorded from the vertical movement of a sensing mechanism. This profile is in reference to the mean elevation of the contact points established by the support wheels. The sensing mechanism, located at the mid-frame, may consist of a single bicycle-type wheel or a dual-wheel assembly consisting of either a bicycle-type (pneumatic tire) or solid rubber tire vertical sensing wheel and a separate bicycle-type (pneumatic tire) longitudinal sensing wheel. The wheel(s) shall be of such circumference(s) to produce a profilogram recorded on a scale of one (1) inch equal to 25 feet longitudinally and one (1) inch equal to one (1) inch (full scale) vertically. Motive power may be provided manually or by the use of a propulsion unit attached to the center assembly. In operation, the profilograph shall be moved longitudinally along the pavement at a speed no greater than 3 MPH so as to reduce bounce as much as possible. The testing equipment and procedure shall comply with the requirements of Department SOP.

The Contractor may elect to use a computerized version of the profilograph in lieu of the standard profilograph. If the computerized version of the profilograph is used, it shall meet the requirements of Subsection 907-403.01.8.2.

The smoothness of the final surface lift will be determined for traffic lanes, auxiliary lanes, climbing lane and two-way turn lanes. Areas excluded from a smoothness test with the profilograph are acceleration and deceleration lanes, tapered sections, transition sections (for width), shoulders, crossovers, ramps, side street returns, etc. Pavement on horizontal curves having a radius of less than 1,000 feet at the centerline and pavement within the superelevation transition of such curves are excluded from a test with the profilograph. The profilogram shall terminate 15 feet from each transverse joint that separates the pavement from a bridge deck, bridge approach slab or existing pavement not constructed under the contract.

A profilogram will be made on the final surface lift. The measurements will be made in the outside wheel path of exterior lanes and either wheel path of interior lanes. The wheel path is designated as being located three feet from the edge of pavement or longitudinal joint. The testing will be limited to a single profilogram for each lane except that a second profilogram will be made on the lots that have been surface corrected. Other profilograms may be made only to define the limits that are out of tolerance.

Acceptance will be made on a segment to segment basis for pavement smoothness. No segment of the lift with a profile index greater than 30.0 inches per mile shall be allowed to

remain in place without correction. For the purpose of determining pavement smoothness and contract price adjustment for rideability, each day's production will be sub-divided into sections which terminate at bridges, transverse joints or other interruptions. Each section will be sub-divided into segments of 528 feet. Where a segment less than 528 feet occurs at the end of a section, it will be combined with the preceding 528-foot segment for calculation of the profile index. The last 15 feet of a day's lift may not be obtainable until the lift is continued and for this reason may be included in the subsequent segment.

A profile index will be determined for each segment as inches per mile in excess of the "Zero" blanking band which is simply referred to as the "Profile Index". From the profilogram of each segment, the scallops above and below the "Zero" blanking band are totaled in tenths of an inch. The totaled count of tenths is converted to inches per mile to establish a smoothness profile index for that segment.

Individual bumps and/or dips that are identified on the profilogram by locating vertical deviations that exceed four tenths of an inch when measured from a chord length of 25 feet or less shall be corrected regardless of the profile index value of the segment.

Scheduling will be the responsibility of the Contractor with approval of the Engineer, and the tests shall be conducted within 72 hours after each day's production unless authorized otherwise by the Engineer. The Contractor will be responsible for traffic control associated with this testing operation.

907-403.01.8.2--Computerized Profilograph.

907-403.01.8.2.1--General The computerized profilograph, furnished and operated by the Contractor under the supervision of the Engineer, shall be equipped with an on-board computer capable of meeting the following conditions.

Vertical displacement shall be sampled every three (3) inches or less along the roadway. The profile data shall be bandpass filtered in the computer to remove all spatial wavelengths shorter than two (2) feet. This shall be accomplished by a third order, low pass Butterworth filter. The resulting band limited profile will then be computer analyzed according to the California Profilograph reduction process to produce the required inches per mile index. This shall be accomplished by fitting a linear regression line to each 528 feet of continuous pavement section. This corresponds to the perfect placement of the blanking band bar by a human trace reducer. Scallops above and below the blanking band are then detected and totaled according to the California protocol. Bump/Dip analysis shall take place according to the California Profilograph reduction process.

The computerized profilograph shall be capable of producing a plot of the profile and a printout which will give the following data: Stations every twenty five (25) feet, bump/dip height and bump/dip length of specification (4/10 of an inch and 25 feet respectively), the blanking band width, date of measurement, total profile index in inches per mile for the measurement, total length of the measurement, and the raw inches for each tenth mile segment.

907-403.01.8.2.2--Mechanical Requirements. The profilograph shall consists of a frame twenty five (25) feet long supported at each end by multiple wheels. The frame shall be constructed to be easily dismantled for transporting. The profilograph shall be constructed from aluminum, stainless steel and chromed parts. The end support wheels shall be arranged in a staggered pattern such that no two wheels cross a transverse joint at the same time. The relative smoothness shall be measured by the vertical movement of an eight (8) inch or larger diameter sensing wheel at the midpoint of the 25-foot frame. The horizontal distance shall be measured by a twenty (20) inch or larger diameter pneumatic wheel. This profile shall be the

mean elevation referenced to the twelve points of contact with the pavement established by the support wheels. Recorded graphical trace of the profile shall be on a scale of one inch equals one inch (full scale) vertical motion of the sensing wheel and one inch equals 25 feet horizontal motion of the profilograph.

907-403.01.8.2.3--Computer Requirements. The computer shall have the ability to produce output on sight for verification. The computerized output shall indicate the profile index for each specified section of roadway. Variable low and high pass third-order Butterworth filtering options shall be available. The printout shall be capable of showing station marks automatically on the output. Blanking band positioning for each specified section of the roadway shall be placed according to the least squares fit line of the collected data. Variable bump and dip tests shall be available to show "must correct" locations on the printout. The computer must have the ability to display on screen "must correct" conditions and alert the user with an audible warning when a "must correct" location has been located. The computer must have the ability to store profile data for later reanalysis. The measurement program must be menu driven and IBM compatible. User selected options, identification, calibration factors, and time and date stamps shall be printed at the top of each printed report for verification. The control software must be upgradeable. A power source shall be included for each profilograph and be capable of supplying all power needs for a full days testing.

907-403.01.9--Third Party Rights. The Contractor's duties herein extend for the benefit of the Department, and no other duties, express or implied, are created herein. No third parties shall have the right to bring any claims, causes of actions, suits, demands, civil actions or any proceedings for any breach of any duty arising hereunder unless said third party can demonstrate an express contractual relationship with or through the Contractor (as a Subcontractor of any tier) which entitles it to the benefit of the duties set out herein.

907-403.02--Blank.

907-403.03--Truck Scales. The specifications, tolerances and regulations for commercial weighing and measuring devices as recommended by the National Bureau of Standards [National Institute of Standards and Technology (NIST) Handbook 44] shall govern truck scales used in the State of Mississippi, except weighing devices with a capacity of ten thousand (10,000) pounds or more used to weigh road construction materials (i.e. sand, gravel, asphalt, fill dirt, topsoil and concrete) shall have a tolerance of one-half of one percent (1/2 of 1%) in lieu of the requirements of Handbook 44 and shall be regulated by the Mississippi Department of Transportation.

Scales shall be checked and certified by a scale company certified in heavy truck weights by the Mississippi Department of Agriculture and Commerce. In the case of scales used for measurement of materials on Department of Transportation projects, certification shall be performed in the presence of an authorized representative of the Department or a copy of the certification may be furnished for scales that have been checked and certified within the last six months for use on other Department of Transportation projects and are still in the position where previously tested. Scales that have not been checked and certified under NIST Handbook 44 guidelines, except for the herein modified tolerances allowed, shall be so checked and certified prior to use for measurement of materials on Department of Transportation projects. Tests shall be continued on six month intervals with the test conducted in the presence of an authorized representative of the Department.

Truck scales shall be accurate to one-half of one percent of the applied load, shall be sensitive to 20 pounds, and shall have a graduation of not more than 20 pounds.

The Contractor may use an electronic weighing system in lieu of truck scales.

The Contractor shall provide MDOT with a certified copy of the haul tickets as required below. All recorded weights shall be in pounds and shall be accurate to within one-half of one percent of the true weight, and the system shall be sensitive to 20 pounds. The Engineer may require random loads to be checked on certified platform scales at no cost to the Department.

When an electronic weighing system utilizes the plant scales of a batch plant, the system may be used only in conjunction with a fully automatic batching and control system.

907-403.04--Method of Measurement. Maintained HMA Pavement will be measured for payment by the ton based on the quantity of mixture placed, completed and accepted. The Contractor shall provide the Department a copy of the haul ticket for each load when delivered to the project site with the following information:

> MDOT, Contractor's name, project number, county, ticket number, load number, pay item number, item description of the material delivered, date, time of day, haul vehicle number, gross weight, tare weight, net weight and total daily net weight.

In addition, the Contractor will present certified records of shipment for the quantities placed under this special provision to the Project Engineer on a monthly basis for payment on the progress estimate. Upon completion of the placement of all HMA, and prior to final payment, the Contractor will furnish the Project Engineer with a final certification of quantities shipped. The final certification will recapitulate the monthly submittals and show the total of all HMA incorporated into the project.

The Contractor will be paid for the quantity of HMA measured for pavement as shown above or 105 % of plan quantity, whichever is less. Plan quantities are estimated based on a HMA weight of 110 pounds per square yard per inch of thickness.

907-403.05--Basis of Payments. Maintained Asphalt Pavement, measured as provided above, will be paid for at the contract unit price per ton of mixture, which price will be full compensation for furnishing, preparing, hauling, mixing and placing all materials; for compacting mixtures; maintenance bond, and performing maintenance work; for the Project Management Plan, testing, record keeping and sampling; for traffic control; and all labor, tools, equipment and incidentals necessary to complete the work.

The final surface lift will be tested for smoothness using a profilograph according to the procedures in Subsections 907-403.01.8. The following adjustment schedule lists the price adjustments as a function of the Profile Index for each lot:

Profile Index inches / mile / segment	Adjustment Price percent of modified HMA bid price *
less than 10.0	108
10.0 to 14.0	106
14.1 to 18.0	104
18.1 to 22.0	102
22.1 to 30.0	100
over 30.0	100 (with correction of PI = 30.0)

* The modified HMA bid price is defined as 85 (eighty five) percent of the contract bid price for Maintained HMA Pavement.

The final contract price is equal to fifteen percent (15%) of the contract bid price plus the adjusted price determined for the HMA in the above table.

Contract price adjustments for smoothness shall only be applicable to the final surface lift and furthermore to only the lot(s) or portions of the lot(s) that require smoothness to be determined.

Payment will be made under:

907-403-F: Maintained Hot Mix Asphalt - per ton

APPENDIX 'A'

HOT MIX ASPHALT (HMA)

I. Description. This appendix includes general guidelines that are applicable to all types of HMA.

Work consists of constructing one or more lifts of HMA in reasonably close conformity with the lines, grades, thicknesses and typical sections shown on the plans.

A. Definitions.

Maximum Sieve Size - Maximum sieve size is the smallest sieve size at which 100 percent of the aggregate passes.

Nominal Maximum Sieve Size - The nominal maximum sieve size is one sieve size larger than the first sieve to retain more than 10 percent of the aggregate.

Maximum Density Line - The maximum density line is a straight line plot on the FHWA 0.45 power gradation chart which extends from the zero origin point of the chart through the plotted point of the combined aggregate gradation curve on the nominal maximum sieve size.

II. Materials.

A. Aggregates.

1. Coarse Aggregates. Coarse aggregate, material retained on the No. 8 sieve, should be either crushed stone, slag, or granite; shell; expanded clay; expanded shale; crushed reclaimed concrete pavement; reclaimed asphalt pavement; crushed gravel or combination thereof.

The percentage of wear should not exceed 45 when tested in accordance with AASHTO Designation: T 96.

When tested in accordance with AASHTO Designation: T 19, the dry rodded unit weight of all aggregates except expanded clay and shale should not be less than 70 pounds per cubic foot, and crushed slag used in the surface course should have a dry rodded unit weight of not more than 90 pounds per cubic foot except the maximum unit weight is waived for chromium slag.

The coarse aggregate should be free of any injurious coating which will prohibit the adherence of asphalt to the aggregate particles.

The percentage of loss should not exceed 20 when tested for soundness using magnesium sulfate in accordance with AASHTO Designation: T 104.

When used, shell should consist of durable, washed particles of dead clam or dead reef oyster shell, or combination thereof. The shell should be free of objectionable matter such as sticks, mud, clay lumps, cannery or live shell, or other deleterious matter. Not more than five percent by weight of the dredged material should pass the No. 200 sieve; any such material should be dispersed throughout the mass.

Mechanically fractured faces by mass of the combined mineral aggregate coarser than the No. 4 sieve:

Mixture	Percent Fractured Faces, minimum
25 mm	70 (one face)
19 mm	80 (one face)
12.5 mm	90 (two face)
9.5 mm	90 (two face)

The maximum percentage by weight of flat and elongated particles, maximum to minimum dimension greater than 5, should not exceed 10% for all mixtures. This should be determined in accordance with ASTM D 4791, Section 8.4, on the combined mineral aggregate retained on the 3/8" sieve.

2. Fine Aggregates.

Fine aggregate, material passing the No. 8 sieve, should consist of hard, durable particles of naturally disintegrated rock, or material obtained by crushing stone, slag, gravel, reclaimed concrete pavement, reclaimed asphalt pavement, or combination thereof.

Fine aggregate should be free of lumps of clay and friable particles, loam, organic or foreign matter.

Fine aggregate produced by crushing stone, slag or gravel should be manufactured from coarse aggregate as outlined in Section II. A. 1.

Individual sources of fine aggregate should be non-plastic when tested in accordance with AASHTO Designation: T 90.

Natural deposits of fine aggregate should contain no more than 10 percent by weight passing the No. 200 sieve when tested in accordance with AASHTO Designation: T 11.

Individual fine aggregate components should be of such consistency and dryness that a uniform and even flow from the cold feed will be provided.

Of all the material passing the No. 8 sieve and retained on the No. 200 sieve, not more than 60 percent should pass the No. 30 sieve.

3. **Combined Aggregate Blend.**

Design Range

Mixture:	25 mm	19 mm	12.5 mm	9.5 mm
Nominal Max. Sieve Size:	1 inch	3/4 inch	1/2 inch	3/8 inch
Sieve Size		Percent Passing		
1-1/2 inch	100			
1 inch	90-100	100		
3/4 inch	89 max.	90-100	100	
1/2 inch	-	89 max.	90-100	100
3/8 inch	-	-	89 max.	90-100
No. 4	-	-	-	89 max.
No. 8	16-50	18-55	20-60	22-70
No. 200	4.0-9.0	4.0-9.0	4.0-9.0	4.0-9.0

The minus No. 40 fraction of the combined aggregate should be non-plastic when tested according to AASHTO T 90. The clay content for the combined aggregate used in underlying layers should not exceed 1.0 percent and used in top layers should not exceed 0.5 percent by weight of the total mineral aggregate when tested according to AASHTO T 88.

B. Bituminous Materials. Asphalt cement should be homogeneous, free of water and should not foam when heated to a temperature of 175°C.

The bituminous material used in all types of hot mix asphalt should conform to AASHTO Designation: MP 1, for the performance grade used.

C. Hydrated Lime. When used, hydrated lime should meet the requirements of 714.03.2 for lime used in soil stabilization.

III. Job Mix Formula. The HMA should consist of a uniform mixture of asphalt, aggregate, and may contain hydrated lime and antistripping agent and/or other materials.

When Superpave design procedures are used, the applicable sections of AASHTO Designation: MP2-99, TP4-99 and PP28-99 should be referenced.

IV. Contractor's Quality Management Program.

A. General. The Contractor shall have full responsibility for quality management and maintain a quality control system. The Contractor shall have responsibility for the initial determination and all subsequent adjustments in proportioning materials used to produce the HMA. Adjustments to plant operation and spreading and compaction procedures should be made immediately when results indicate that they are necessary.

B. Personnel Requirements. The Contractor should provide at least one Certified Asphalt Technician-I (CAT-I) full-time during HMA production at each plant site used to furnish

material to the project. Sampling should be conducted by a certified technician or by plant personnel under the direct observation of a certified technician. All testing, data analysis and data posting should be performed by the CAT-I or by an assistant under the direct supervision of the CAT-I. The Contractor should have a Certified Asphalt Technician-II (CAT-II) available to make any necessary process adjustments. Technician certification shall be in accordance with MDOT SOP TMD-22-10-00-000, MDOT HMA Technician Certification Program. An organizational chart, including names, telephone numbers and current certification, of all those responsible for the quality control program should be posted in the contractor's laboratory while the asphaltic paving work is in progress.

C. Testing Requirements. As a minimum, the Contractor's quality management program should include the following:

(1) Bituminous Material. The Contractor should have independent testing performed on the bituminous material.

(2) Fractured Face Count. The Contractor should determine fractured face content of aggregates retained on the No. 4 sieve. A fractured face is defined as a mechanically fractured surface having an area not less than the approximate cross-sectional area of the aggregate particle.

(3) Mixture Gradation. The Contractor should conduct extraction tests for gradation determination of the mixture.

(4) Total Voids and VMA. The Contractor should determine total voids and voids in mineral aggregate (VMA), at N_{Design}, from the results of bulk specific gravity tests on laboratory compacted specimens. The compactor shall be set to the required number of revolutions for N_{Design}.

(5) Asphalt Content. The Contractor should determine the asphalt content.

(6) Stripping Tests. The Contractor should conduct a stripping test at the beginning of each job-mix production and thereafter, as deemed necessary.

(7) Roadway Density Tests. The Contractor should conduct density tests as necessary to control and maintain compaction.

(8) Quality Control Charts. The Contractor should plot all test data for the following items as a minimum:

Mixture Gradation (Percent Passing Sieves)
Asphalt Content, Percent
Maximum Specific Gravity
Total Voids @ N_{Design}, Percent
VMA @ N_{Design}, Percent

The Contractor should keep charts up-to-date. The Contractor should note any process changes or adjustments on the Air Voids chart.

D. <u>Documentation.</u> The Contractor should document all observations, records of inspection, adjustments to the mixture, and test results. The Contractor should record the results of observations and records of inspection as they occur in a permanent field record. The Contractor should record all process adjustments and job mix formula (JMF) changes on the air void charts.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-618-16 **CODE: (IS)**

DATE: **11/10/98**

SUBJECT: **Placement of Temporary Traffic Stripe**

Section 618, Maintenance of Traffic and Traffic Control Plan, of the 1990 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-618.03 -- Construction Requirements.

907-618.03.3 -- Safe Movement of Traffic. Delete the third paragraph of Subsection 618.03.3 on page 618-3 and substitute the following:

A longitudinal pavement edge that traffic is expected to move across should have an elevation difference of not more than 2¼ inches. If the pavement edge is more than 1½ inches and less than or equal to 2¼ inches, uneven pavement signs will be required as shown in the plans or contract documents. If the pavement edge is less than or equal to 1½ inches, no uneven pavement signs will be required. Transverse pavement joints shall be sufficiently tapered to allow for the safe movement of traffic.

When a paving operation produces a longitudinal pavement edge that traffic is expected to move across, the adjacent lane shall be constructed to eliminate any uneven pavement edge within 48 hours, unless prohibited by weather conditions or an emergency arises.

Delete the last paragraph on page 618-3 under Subsection 618.03.3 and substitute:

All centerline, lane lines, edge lines and no-passing stripes that have been covered or removed during the day's operations shall be replaced with temporary stripe before work is discontinued for the day or as soon thereafter as weather conditions will permit, except that:

(1) Replacement of no-passing stripes may be delayed for a period not to exceed three (3) days for a two or three lane road.
(2) Temporary edge lines may be eliminated on projects requiring shoulders constructed of granular material.
(3) Temporary edge lines placed on the final pavement course of projects requiring paved shoulders without surface treatment shall be placed in the permanent stripe location, otherwise temporary edge lines on projects requiring paved shoulders may be placed on the adjacent shoulder in as near the permanent location as possible.

Temporary no-passing stripe is not considered a major item of work and such stripe which is eliminated because of placing the next course prior to expiration of the 3-day period shall not result in a monetary adjustment to the Contractor as provided in 104.02. All temporary stripe shall be placed in accordance with the plans and Subsection 907-619.03.2.

Delete the first sentence of the first paragraph on page 618-4 under Subsection 618.03.3 and substitute the following:

In addition to the temporary no-passing stripe, the Contractor shall erect standard "DO NOT PASS," "NO-PASSING ZONE," and "PASS WITH CARE" signs in accordance with plan details or as specified in the MUTCD.

Delete the last sentence of the third paragraph on page 618-4 under Subsection 618.03.3 and substitute the following:

All temporary stripe shall be maintained in good order until placement of the permanent pavement markings or placement of the next pavement course or until removed. Maintenance of temporary stripe may require more than one application over the life of the project. Payment will be made for one application only.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-619-18 **CODE: (IS)**

DATE: **07/24/2002**

SUBJECT: **Temporary Pavement Markings**

Section 619, Traffic Control for Construction Zones, of the 1990 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-619.03--Construction Requirements.

907-619.03.2--Temporary Stripe. Delete in toto Subsection 619.03.2 on page 619-4 and substitute the following:

Temporary stripes are pavement markings, temporary in nature, such as those used to direct traffic from it's customary path or those to be removed from the pavement course under use for further temporary traffic control or those to be covered by the next pavement course and/or those to be replaced by permanent stripes. Temporary stripes shall be paint or preformed tape as designated on the plans or when not designated, the use of paint or tape will be at the Contractor's option. Temporary stripes on surface treatments shall be paint.

All temporary stripe shall be placed in accordance with the plans and the requirements set out in Section 625, except that alignment of temporary stripe placed on underlying courses shall have a tolerance of four inches in fifty (50) feet from true alignment for skip stripes and edge lines and one inch in fifty (50) feet from true alignment for no-passing stripes and lane lines. When preformed tape is used on the final pavement course for temporary traffic markings, it shall be removed at no additional cost to the State.

Temporary paint stripe requiring removal shall be removed by carefully controlled blast cleaning, approved grinding or other approved methods in such a manner that the surface to which the stripe was applied will not be unnecessarily marred or damaged. Preformed tape is to be removed in accordance with the manufacturer's recommendations.

Temporary paint stripe which has been placed on the final pavement course may be left in place and covered with permanent stripe of the same color provided the temporary stripe has been satisfactorily placed in the proper location. Under this condition, any remaining temporary paint stripe not covered by the permanent stripe shall be removed at no additional cost to the State.

Painted traffic stripe which has been removed from the final asphalt pavement surface shall be sealed with an approved sealant. The Engineer may wave the sealant requirement when the area to be sealed is insignificant. This sealing operation shall be performed at no additional costs to the State.

All temporary pavement markings placed and measured for payment under this section shall include any required removal. Removal of all temporary stripe will not be measured for separate payment.

Existing pavement markings conflicting with temporary markings shall be removed. Removal of such materials (paint, tape, marker, etc.) will be measured and payment made under Section 202. When measuring removal of pavement markings for payment, the skips will not be included in the measurement.

907-619.03.3--Short-term Stripe. Delete in toto Subsection 619.03.3 on pages 619-4 and 619-5.

907-619.04--Method of Measurement. Delete the second full paragraph on page 619-7 and substitute the following:

Temporary stripe, completed and removed in accordance with the requirements of this Section, will be measured as provided for painted traffic markings in 625.04, except as follows: Detail traffic stripe will be measured by the linear foot from end-to-end of individual stripes. Measurement will be made along the surface of each stripe and will exclude nominal skip intervals where specified. Stripes more than four inches in width will be converted to equivalent lengths of four-inch widths. Legend, which is to include railroad markings, pedestrian crosswalks and stop lines, will be measured by the square foot or linear foot. Pay areas of individual letters and symbols will usually be shown on the plans and measured by the square foot. Transverse railroad bands, pedestrian crosswalks and stop lines will generally be measured by the linear foot, in which case, stripes more than four inches in width will be converted to equivalent lengths of four-inch widths.

907-619.05--Basis of Payment. Add the "907" prefix to pay item numbers 619-Al, 619-A2, 619-A3, 619-A4, 619-A5 and 619-A6 in Subsection 619.05 on page numbers 619-7 and 619-8.

Delete in toto the pay item numbers, descriptions and units for pay item numbers 619-B1, 619-B2, 619-B3, 619-B4, 619-B5 and 619-B6 from Subsection 619.05 on page 619-8.

After pay item number 619-C5 on page 619-9 add the following:

907-619-C6: Red-Clear Reflective High Performance Raised Marker - per each

907-619-C7: Two-Way Yellow Reflective High Performance Raised Marker - per each

907-619-C8: One-Way Clear Reflective High Performance Raised Marker - per each

907-619-C9: One-Way Yellow Reflective High Performance Raised Marker - per each

907-619-C 10: Yellow Clear Reflective High Performance Raised Marker - per each

* Delete the last paragraph of Subsection 619.05 on page 619-10 and substitute the following: The description for temporary traffic stripe will be shown as "paint" or "tape". In the case of "tape" the type will also be designated. When the description is not designated, the use of "paint" or "tape" will be at the Contractor's option.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-619-22 **CODE: (IS)**

DATE: 06/18/2003

SUBJECT: Traffic Control for Construction Zones

Section 619, Traffic Control for Construction Zones, of the 1990 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-619.02.4--Construction Signs. Delete the last sentence of the second paragraph of Subsection 619.02.4 on page 619-1 and substitute:

Standards for height of construction signs shall be those shown for roadside signs in Chapter 6F of the Manual of Uniform Traffic Control Devices (MUTCD). Signs mounted on portable supports or barricades may be at lower heights but the bottom of the sign shall be no less than one foot above the traveled way.

Delete the third paragraph of Subsection 619.02.4 on page 619-1 and substitute the following:

Unless specified otherwise, fluorescent orange reflective sheeting, meeting the requirements of Subsection 721.06, shall be used on all construction signs regardless of whether used during daytime or nighttime hours.

Delete the fourth paragraph of Subsection 619.02.4 on page 619-1 and substitute the following:

Unless otherwise specified on the plans, the material on which the reflective sheeting is to be applied shall be 16 gauge (minimum) steel, 0.080" (minimum) aluminum, or 5/8" (minimum) high density overlaid plywood. Ungalvanized steel, exterior grade plywood and lumber shall have a minimum of two coats of paint on front, back, and edges. High density overlaid plywood shall have the edges painted. The material to which reflective sheeting is to be applied shall be prepared in accordance with the recommendations of the sheeting manufacturer.

Delete the third sentence of the sixth paragraph of Subsection 619.02.4 on page 619-2 and substitute the following:

If tested by the Central Laboratory, the reflective sheeting shall have at least 50 percent of the reflectivity specified for new sheeting.

907-619.02.5--Advance Warning Flashing Arrow Panels. Delete in toto Subsection 619.02.5 on page 619-2 and substitute:

907-619.02.5--Advance Warning Flashing Arrow Panels. Flashing arrow panels shall meet the requirements of Section 6F.53 of the MUTCD.

907-619.02.6--Concrete Median Barrier and Delineators. Delete in toto Subsection 619.02.6 on pages 619-2 & 619-3 and substitute:

907-619.02.6--Concrete Median Barrier and Delineators. Precast concrete median barrier shall meet the requirements of the plans, contract documents, and Section 615 except the surface may be a Class 1 ordinary surface finish unless designated otherwise. When precast concrete median barriers are no longer needed at one location, as determined by the Engineer, the barriers shall be removed and reset at other designated locations. When barriers have to be stored until needed at another location, payment for removing and resetting will not be made until they are reset at their designated location. The Contractor shall furnish the storage area.

The Engineer may allow the installation of used barriers for temporary traffic control upon an inspection and determination that the barrier units are structurally adequate for their intended purpose. Barriers with small chips or fractures not affecting their integrity may be accepted.

Precast concrete barriers used on this project which were purchased or manufactured after October 1, 2002 must meet the requirements of NCHRP Report 350. Precast median barriers purchased or manufactured prior to October 1, 2002 may be used until they complete their normal service life.

Certification of precast concrete barriers shall be as required in the Notice to Bidders titled "Certification of Traffic Control Devices".

Delineators shall be listed on the Department's "Approved Sources of Materials" and meet the requirements of the plans and Section 6F.68 of the MUTCD.

907-619.02.7--Channelization Devices, Barricades, and Warning Lights. Delete in toto Subsection 619.02.7 on page 619-3 and substitute:

907-619.02.7--Channelization Devices, Barricades, and Warning Lights. Channelization devices, vertical panels, tubular markers, cones, drums, barricades and temporary raised islands shall meet the requirements of the plans and Sections 6F.55 through 6F.64 of the MUTCD. Drums shall be constructed of lightweight, deformable material capable of retaining reflective sheeting. Reflective sheeting for drums shall be Type III meeting the requirements of 721.06. Warning lights shall meet the requirements of Section 6F.72 of the MUTCD.

907-619.02.8--Traffic Signals and Flashers. Delete in toto Subsection 619.02.8 on page 619-3 and substitute:

907-619.02.8--Traffic Signals and Flashers. Traffic signals and flashers shall meet the requirements of the plans and Sections 6F.71 & 6F.74 of the MUTCD.

907-619.02.9--Impact Attenuators. Delete in toto Subsection 619.02.9 on page 619-3 and substitute:

907-619.02.9--Impact Attenuators. Impact attenuators must be listed on the Department's "Approved Sources of Materials".

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-625-4 **CODE: (IS)**

DATE: 9/16/99

SUBJECT: Painted Traffic Markings

Section 625, Painted Traffic Markings, of the 1990 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-625.02--Materials. Delete in toto Subsection 625.02 on page 625-1 and substitute the following:

Paint shall be the color specified and shall meet the applicable requirements of Section 710, as amended.

Application of permanent painted traffic markings shall require Class B (High-Visibility) glass beads; otherwise, Class A (Standard) glass beads shall be required. Glass beads shall meet the requirements of Subsection 907-720.01.

907-625.03.3--Application. Delete the first paragraph of Subsection 625.03.3 on page 625-1 and substitute the following:

The paint shall be applied when the ambient temperature is no less than 50°F, the pavement surface is properly prepared and the temperature of the pavement surface is no less than 50°F.

For temporary traffic stripe, paint and Class A (Standard) glass beads shall be uniformly applied at the rate of not less than one gallon of paint and six pounds of beads per 264 linear feet of four-inch stripe. For permanent traffic stripe, paint and Class B (High-Visibility) glass beads shall be uniformly applied at the rate of not less than one gallon of paint and twelve pounds of beads per 176 linear feet of six-inch stripe.

907-625.03.4--Protection. Delete in last sentence of the second paragraph of Subsection 625.03.4 on page 625-2 and substitute the following:

When public traffic is being maintained, warning signs at the starting end shall be moved forward as sections of stripe dry sufficiently to prevent pick-up under traffic (reference is made to "No Tracking Time" for the particular paint in 907-710.02.2.2).

907-625.04--Method of Measurement. Delete the last sentence of the second paragraph of Subsection 625.04 on page 625-3 and substitute the following:

Stripes more than six inches in width will be converted to equivalent lengths of six-inch stripe.

907-625.05--Basis of Payment. Add the "907" prefix to all pay item numbers listed in Subsection 625.05 on page 625-3.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-626-10 **CODE: (IS)**

DATE: **9/16/99**

SUBJECT: **Thermoplastic Traffic Markings**

Section 626, Thermoplastic Traffic Markings, of the 1990 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-626.03--Construction Requirements.

907-626.03.2--Construction Details. Delete the first paragraph on page 626-2 under Subsection 626.03.2 and substitute the following:

Unless otherwise directed by the Engineer, traffic stripes that are coincidental with the thermoplastic stripe shall be removed prior to placement of the thermoplastic material, except that temporary paint stripe may be left in place when satisfactorily placed in the proper location. Any temporary stripe not covered shall be removed. Payment for removal of stripe, except temporary stripe, will be made under Section 202.

907-626.04--Method of Measurement. Delete the last sentence of the second paragraph of Subsection 626.04 on page 626-3 and substitute the following:

Stripes more than six inches in width will be converted to equivalent lengths of six-inch stripe.

Delete the last sentence of Subsection 626.04 on Page 626-3 and substitute the following:

Transverse railroad bands, pedestrian crosswalks and stop lines will generally be measured by the linear foot, in which case, stripes more than six inches in width will be converted to equivalent lengths of six-inch widths.

907-626.05--Basis of Payment. After the last pay item listed on page 626-3, add the following:

907-626-AA: 6" Thermoplastic Traffic Stripe (Skip White)
(_____) - per mile
Thickness

907-626-BB: 6" Thermoplastic Traffic Stripe (Continuous White)
(_____) - per mile
Thickness

907-626-CC: 6" Thermoplastic Edge Stripe (Continuous White)
(_____) - per mile
Thickness

907-626-DD: 6" Thermoplastic Traffic Stripe (Skip Yellow)
(_____) - per mile
Thickness

907-626-EE: 6" Thermoplastic Traffic Stripe (Continuous Yellow)
(_____) - per linear foot
Thickness or mile

907-626-FF: 6" Thermoplastic Edge Stripe (Continuous Yellow)
(_____) - per mile
Thickness

907-626-GG: Thermoplastic Detail Stripe
(6" Equivalent Length) (_____) (_____) - per linear foot
Color Thickness

907-626-HH: Thermoplastic Legend (White)
(_____) - per square foot or
Thickness linear foot

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-627-3 **CODE: (IS)**

DATE: 4/25/2000

SUBJECT: Raised Pavement Markers

Section 627, Raised Pavement Markers, of the 1990 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-627.02--Materials. Delete in toto Subsection 627.02 on page 627-1 and substitute:

Pavement and jiggle markers of the types specified shall conform to the applicable requirements of 720.03 and shall be listed on the Department's "Approved Sources of Materials".

Type B through G High Performance reflective markers shall be listed on the Department's "Approved Sources of Materials" for high performance raised pavement markers.

The bituminous adhesive for pavement markers shall meet the requirements of 720.03.7.

907-627.05--Basis of Payment. Add the "907" prefix to all pay item numbers listed in Subsection 627.05 on page 627-3.

After the last line of Subsection 627.05 on page 627-3, add the following:

907-627-J:	Two-Way Clear Reflective High Performance Raised Markers	- per each
907-627-K:	Red-Clear Reflective High Performance Raised Markers	- per each
907-627-L:	Two-Way Yellow Reflective High Performance Raised Markers	- per each
907-627-M:	One-Way Clear Reflective High Performance Raised Markers	- per each
907-627-N:	One-Way Yellow Reflective High Performance Raised Markers	- per each
907-627-O:	Yellow-Clear Reflective High Performance Raised Markers	- per each

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-628-11 **CODE: (IS)**

DATE: **9/16/99**

SUBJECT: **Cold Plastic Pavement Markings**

Section 628, Cold Plastic Pavement Markings, of the 1990 Edition of the Mississippi Standard Specifications for Road and Bridge Construction, is hereby amended as follows:

Delete in toto Subsection 628.01 on page 628-1 and substitute the following:

907-628.01--Description. This work consists of furnishing materials and installing cold plastic pavement markings of the type specified in reasonably close conformity with the plans and these specifications

907-628.02--Materials. After the first sentence of Subsection 628.02 on page 628-1, add the following:

High performance cold plastic marking material shall meet the requirements of 907-720.07.

907-628.03--Construction Requirements.

907-628.03.1--Equipment. After the first sentence of Subsection 628.03.1 on page 628-1, insert the following:

When high performance profile cold plastic pavement markings are used, the manufacturer shall provide application equipment, manual or automatic as necessary for the job requirements. These applicators shall be capable of applying markings to the required alignment and dimensions shown on the plans or in the contract documents.

907-628.05--Basis of Payment. After the last pay item listed in Subsection 628.05 on page 628-2, substitute the following:

907-628-AA:	6” Cold Plastic Traffic Stripe (Skip White)	- per mile
907-628-BB:	6” Cold Plastic Traffic Stripe (Continuous White)	- per mile
907-628-CC:	6” Cold Plastic Edge Stripe (Continuous White)	- per mile
907-628-DD:	6” Cold Plastic Traffic Stripe (Skip Yellow)	- per mile
907-628-EE:	6” Cold Plastic Traffic Stripe (Continuous Yellow)	- per mile or linear foot
907-628-FF:	6” Cold Plastic Edge Stripe (Continuous Yellow)	- per mile

907-628-GG: Cold Plastic Detail Stripe (6" Equivalent Length) (Color) - per linear foot

907-628-HH: Cold Plastic Legend (White) - per square foot or linear foot

907-628-II: 6" High Performance Cold Plastic Traffic Stripe (Skip White) - per mile or linear foot

907-628-JJ: 6" High Performance Cold Plastic Traffic Stripe (Continuous White) - per mile or linear foot

907-628-KK: 6" High Performance Cold Plastic Edge Stripe (Continuous White) - per mile or linear foot

907-628-LL: 6" High Performance Cold Plastic Traffic Stripe (Skip Yellow) - per mile or linear foot

907-628-MM: 6" High Performance Cold Plastic Traffic Stripe (Continuous Yellow) - per mile or linear foot

907-628-NN: 6" High Performance Cold Plastic Edge Stripe (Continuous Yellow) - per mile or linear foot

907-628-OO: High Performance Cold Plastic Detail Stripe (6" Equivalent Length) (Color) - per linear foot

907-628-PP: High Performance Cold Plastic Legend (White) - per square foot or linear foot

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-680-1 **CODE: (SP)**

DATE: **12/18/2000**

SUBJECT: **Portable Construction Lighting**

Section 907-680, Portable Construction Lighting, is hereby added to and made a part of the 1990 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as follows:

SECTION 907-680 -- PORTABLE CONSTRUCTION LIGHTING

907-680.01--Description. Whenever the Contractor's operations are being conducted at night, the Contractor shall provide artificial lighting as may be necessary to provide for safe and proper construction and inspection of the work.

907-680.02--Materials. All lighting equipment will be furnished as required and retained by the Contractor after the work is completed. Material and/or equipment is not required to be new but shall be in good operating condition and in compliance with applicable safety and design codes.

The Contractor shall submit, for the Engineer's review and approval, a lighting plan showing the type and location of lights proposed for use during night work. The lighting plan shall be presented on standard size roadway plan sheets (22" x 36") and on a scale of either 50 feet or 100 feet to the inch. It shall clearly show the location of all lights necessary for every aspect of work to be done at night. In addition to the plan sheets, the Contractor shall submit catalog cuts giving the specific brand names, model numbers and ratings of the lighting equipment. The submittals shall include power ratings and photometric data. The Contractor shall allow 14 days for the Engineer to review the submittals. Night work shall not begin without the Engineer's approval of a lighting plan and the indicated lighting equipment and/or materials being in operation.

The Contractor may be required to take lighting level measurements in the presence of the Engineer at locations designated by the Engineer to verify compliance with the approved lighting layout submittals. Field light level measurements shall be equal to or exceed light levels on the submittal.

907-680.02.1--Tower Lights. A tower light shall consist of mercury vapor, metal halide, high pressure sodium or low pressure sodium fixtures mounted on a tower approximately 30' in height. The tower light fixtures shall be heavy duty flood, area, or roadway style with wide beam spread. The tower shall be sturdy and free-standing without the aid of guy wires or bracing. The power supply shall be of sufficient capacity to operate the light(s) and shall be located for the shortest safe routing of cables to the fixtures.

Tower lights shall be of sufficient wattage and/or quantity to provide an average maintained horizontal illuminance greater than 20 foot-candles over the work area.

In no case should the main beam of the light be aimed higher than 60° above straight down. The lights should be set as far from traffic as practical and aimed in the direction of, or normal to, the traffic flow.

907-680.02.2--Machine Lights. All moving equipment used during night time operations shall have a mounted lighting system and flashing amber light on the equipment. In lieu of a flashing amber light, the Contractor may install four square feet of approved reflective material on the equipment in a location that will be seen by the traveling public. This lighting system shall luminate the work area in each direction of travel of the equipment. Machine lights shall be mercury vapor, metal halide, high pressure sodium or low pressure sodium conventional roadway enclosed fixtures mounted on supports attached to the construction machine at a height of approximately thirteen feet (13') The power supply shall be of sufficient capacity to operate the light(s) and shall be securely mounted on the machine. Electrical grounding of generators to frames of machines on which they are mounted shall be done in conformance with the National Electrical Code (NEC).

The machine light fixtures shall be of sufficient wattage and/or quantity to provide an average maintained horizontal illuminance greater than 10 foot-candles on the machine and the surrounding work area. Machine lights are in addition to conventional automotive type head lights which are necessary for maneuverability.

To avoid distraction to motorists, do not operate the flashing lights on equipment working outside the clear zone or behind traffic control devices.

907-680.03--Construction Requirements. Tower lights may be used when the night work is confined to a fairly small area and is essentially a stationary operation.

Machine lights may be used when the night work is not confined to a small area and is essentially a continuous moving construction operation.

Tower lights may be provided in lieu of machine lights upon approval by the Engineer. Use of tower lights in lieu of machine lights will be considered when the number of machines, type of work, or need for inspection justify their use as decided by the Engineer.

The work area where traffic control devices are being set up or repositioned at night shall be illuminated.

The illuminated work area shall be large enough so that the movements of all personnel and equipment engaged in the work will be contained in the area.

The Contractor shall provide sufficient fuel, spare lamps, generators, and personnel qualified to operate the lights to assure that they will be maintained in operation during night work.

Existing roadway lights shall not eliminate the requirement for the Contractor to provide lighting. Consideration may be given to the amount of illumination provided by existing lights in determining the wattage and/or quantity of lights to be provided, if noted in the Contractor's submitted lighting plan.

907-680.04--Method of Measurement. Payment for Portable Construction Lighting, by tower and/or machine lighting systems, will be made only when a pay item for portable construction lighting is included in the contract. Otherwise, portable construction lighting will be considered incidental to other contract items and no direct payment will be made.

Payment for the portable construction lighting will be made at the contract lump sum price. Partial payments for this pay item will be made as follows:

1. 50% of the lump sum price on the first monthly estimate after using the lighting system.
2. 25% of the lump sum price on the first monthly estimate made after the project is 50% complete.
3. 25% of the lump sum price on the first monthly estimate after the completion of all scheduled night work.

907-680.05--Basis of Payment. Portable Construction Lighting, as measured above, shall be paid for at the contract lump sum price, which price shall be full compensation for furnishing, operating and maintaining everything necessary to provide a portable construction lighting system.

Payment will be made under:

907-680-A: Portable Construction Lighting - per lump sum

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-700-4 **CODE: (IS)**

DATE: 8/17/95

SUBJECT: Buy America

Division 700, Materials and Tests, of the 1990 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-700.01--General. Delete the fourth paragraph of Subdivision 700.01 on page no. 700-1 and substitute the following:

Domestic steel, iron and wire products including prestressing cable and strand shall be furnished for incorporation in the work. All manufacturing processes, including application of a coating, for these materials must occur domestically. However, pig iron and processed, pelletized, and reduced iron ore manufactured outside of the United States may be used in the domestic manufacturing process for steel and/or iron products. For the purpose of this specification, the activity of coating is considered a manufacturing process. The material being applied as a coating is not covered under Buy America. Coating includes all processes which protect or enhance the value of the material to which the coating is applied, such as epoxy coatings, galvanizing, painting, etc.

Add the following paragraph at the end of Subdivision 700.01 on page no. 700-1.

In the case of coatings for the above referenced domestic steel, iron and wire products, it shall be the Contractor's responsibility to forward to the State Materials Engineer a certified statement from those having applied a coating to these materials that the application of the coating occurred domestically.

907-700.05--Material Certifications and Certified Test Reports.

907-700.05.01-- Certifications. Delete paragraph (e) of Subdivision 700.05.1 on page no. 700-6 and substitute the following:

(e) Certification for all iron, steel and steel wire products must also include a certified statement by the manufacturer that all of the manufacturing processes, excluding those for pig iron and processed, pelletized, and reduced iron ore used in the manufacture of said steel and/or iron products, have occurred domestically.

907-700.05.2--Certified Test Reports. Delete paragraph (d) of Subdivision 700.05.2 on page no. 700-6 and substitute the following:

(d) Test reports for all iron, steel and steel wire products must also include a certified statement by the manufacturer that all of the manufacturing processes, excluding those for pig iron and processed, pelletized, and reduced iron ore used in the manufacture of said steel and/or iron products, have occurred domestically.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-710-5 **CODE: (IS)**

DATE: 5/7/96

SUBJECT: Fast Drying Acrylic Waterborne Traffic Paint

Section 710, Paint, of the 1990 Edition of the Mississippi Standard Specifications for Road and Construction is hereby amended as follows:

Delete in toto Subsections 710.02.2 and 710.02.3 on pages 710-2 thru 710-8 and substitute the following:

907-710.02.2--Fast Drying Acrylic Waterborne Traffic Paint. This specification covers fast drying acrylic waterborne, ready-mixed white and yellow traffic paints, Codes FDWBTW and FDWBTY.

907-710.02.2.1--Composition of Formulation. The composition of the paint shall be left to the discretion of the manufacturer as long as the finished product is composed of 100% acrylic emulsion, Rohm and Haas Emulsion E-2706 or Dow Chemical Emulsion DT 211NA, and meets the requirements of this specification and of any applicable Federal, State or Local regulations for products of this type.

The paint shall contain no lead, chromium, cadmium or barium. The organic yellow shall be pigment yellow C.I. #75 or #65. Rutile titanium dioxide shall be used in the yellow paint, FDWBTY.

907-710.02.2.1.1--Percent Pigment. The percent pigment by weight shall be not less than 45% nor more than 55%.

907-710.02.2.1.2--Total Non-Volatile. The paint shall have not less than 73% total non-volatiles by weight.

907-710.02.2.1.3--Non-Volatile Vehicle. The non-volatile portion of the vehicle shall be composed of a 100% acrylic polymer (Rohm and Haas Emulsion E-2706 or Dow Chemical Emulsion DT 211NA) and shall not be less than 44% by weight.

907-710.02.2.1.4--Organic Matter. The volatile content of the paint shall contain less than 150 grams of volatile organic matter per liter of total non-volatile paint material.

907-710.02.2.1.5--Solids Volume. The volume of solids shall be not less than 58%.

907-710.02.2.1.6--Weight per Gallon. The paint shall weigh a minimum of 12.0 pounds/gallon and the weight of the production batches shall not vary more than ±0.2 pounds/gallon from the weight of the qualification samples.

907-710.02.2.2--No Tracking Time. The paint shall dry to a no tracking condition under traffic in ninety (90) seconds maximum when applied at 15 ±1 mil. wet film thickness and 110-140°F, and from three (3) to ten (10) minutes when applied at ambient temperature with six (6) pounds per gallon of Class A (Standard) glass beads or with twelve (12) pounds per gallon of Class B (High-Visibility) glass beads.

907-710.02.2.3--Viscosity. The consistency of the paint shall be not less than 75 nor more than 95 Krebs Units (KU) at 77°F when tested in accordance with Federal Test Method Standard No. 141.

907-710.02.2.4--Flexibility. The paint shall show no cracking or flaking when tested in accordance with Federal Specification TT-P-1952.

907-710.02.2.5--Dry Opacity. The minimum contrast ratio shall be 0.96 when drawn with a 0.005 Bird applicator.

907-710.02.2.6--Daylight Reflectance. The daylight directional reflectance shall not be less than 85% for white paint and not less than 54% for yellow paint (relative to magnesium oxide), when tested in accordance with Federal Test Method No. 141.

907-710.02.2.7--Abrasion Resistance. No less than 180 liters of sand shall be required for removal of the paint film when tested in accordance with Federal Specification TT-P-1952.

907-710.02.2.8--Glass Bead Adhesion. The test for bead adhesion shall be conducted in accordance with the Abrasion Resistance Test with the exception that the test be modified to require glass beads to be uniformly applied on the paint by gravity flow at the rate of 6 pounds/gallon for Class A (Standard) beads and 12 pounds/gallon for Class B (High-Visibility) beads. No less than 550 liters of sand shall be required for the removal of the beaded film. The application of the glass beads is to be a separate operation, but applied at the same time as the paint.

907-710.02.2.9--Bleeding. The paint shall have a minimum bleeding ratio of 0.97 when tested in accordance with Federal Specification TT-P-1952. The asphalt saturated felt shall conform to Federal Specification HH-R-590.

907-710.02.2.10--Scrub Resistance. The paint shall pass 300 cycles minimum when tested in accordance with ASTM Designation: D 2486.

907-710.02.2.11--Freeze-thaw-Stability. The paint shall show no coagulation or change in consistency greater than 5 Kreb Units, or a decrease in scrub resistance of greater than 10% when tested in accordance with Federal Specification TT-P-1952.

907-710.02.2.12--Dilution Test. The paint shall be capable of dilution with water at all levels without curdling or precipitation such that the wet paint can be readily cleaned up with water only.

907-710.02.2.13--Storage Stability. After 30 days storage in a three-quarters filled, closed container, the paint shall show no caking that cannot be readily remixed to a smooth, homogeneous state, no skinning, livering, curdling, or hard settling. The viscosity shall not change more than 5 Kreb Units from the viscosity of the original sample.

907-710.02.3.14--Acceptance Procedure. The traffic paint must be obtained from a manufacturer on the Department's "List of Approved Traffic Paint Manufacturers". Acceptance will be based on results of tests performed by MDOT Central Laboratory on random samples obtained from delivered batches. Certification, sampling and acceptance shall be in accordance with the requirements of MDOT S.O.P. No. TMD-30-01-00-000.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-716-1 **CODE: (IS)**

DATE: **05/16/2002**

SUBJECT: **Miscellaneous Materials**

Section 716, Miscellaneous Metals, of the 1990 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

Delete Subsection 716.04 on page 716-1 and substitute the following:

907-716.04--Gray Iron Casings. Gray iron castings shall conform to AASHTO Designation: M 105. Class 30B shall be furnished unless otherwise specified. For testing purposes a lot size shall be defined as the lesser of either a total of 35,000 pounds or one week's production for the Department. The test bars shall be made from a melt of iron used in production of units for the Department. The test bar length shall be a minimum of 16 inches.

907-716.07--Copper Bearings and Sheet Copper.

Delete Subsection 716.07.1 on page 716-1 and substitute the following:

907-716.07.1--Rolled Copper-Alloy Bearings and Expansion Plates. Rolled copper-alloy bearings and expansion plates shall conform to ASTM Designation: B 100. Alloy UNS No. C51000 shall be furnished unless otherwise specified.

Delete Subsections 716.10 on page 716-2 and substitute the following:

907-716.10--Lead Plates, Pipes, Etc. Lead used for plates, pipes, etc. shall conform to ASTM Designation: B 29, Grade: Pure Lead.

907-716.14--Bar Grates.

Delete Subsection 716.14.1 on page 716-3 and substitute the following:

907-716.14.1--Material Requirements. Plain round steel bars and strap bars shall conform to the following requirements:

B-9 Grates and Bar Grates:	AASHTO Designation M 270, Grade 36.
MI, GI, & SS-3 Grates:	AASHTO Designation: M270, Grade 50W, or as specified in the plans.

Delete the last paragraph of Subsection 716.14.2 on page 716-3 and substitute the following:

After fabrication, the bar grate shall be coated with an approved commercial quality coating designed for coating steel castings and fabricated units. The State Materials Engineer shall approve the coating material prior to application.

MISSISSIPPI STATE HIGHWAY DEPARTMENT

SPECIAL PROVISION NO. 907-720-3 **CODE: (IS)**

DATE: **1/13/92**

SUBJECT: **Performed Pavement Markings for Construction Zones**

Section 720, Pavement Marking Materials, of the 1990 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-720.05.2.2--Type 2.

Delete lines 8 thru 18 on page no. 720-13 and substitute:

Removability. The markings shall be removable from asphalt and portland cement concrete pavement, either manually or with a roll-up device, at temperatures above 40°F. with the use of a small amount of controlled heat that does not damage the pavement. The manufacturer shall be able to show that the markings have met this requirement after the following minimum traffic exposure based on transverse test decks with rolling traffic:

Time in place ---------- 365 days
ADT per lane ---------- 9,000 (28% Trucks)
Minimum axle hits ---------- 10,000,000

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-720-9 **CODE: (IS)**

DATE: 10/7/97

SUBJECT: High Performance Cold Plastic Pavement Markings

Section 720, Pavement Marking Materials, of the 1990 Edition of the Mississippi Standard Specifications for Road and Bridge Construction, is hereby amended as follows:

At the end of Section 720 on page 720-13, add the following:

907-720.07--High Performance Cold Plastic Pavement Markings.

907-720.07.1--General. The preformed high performance pavement markings shall consist of white or yellow films with ceramic beads incorporated to provide immediate and continuing retroreflection.

Preformed high performance cold plastic pavement markings shall be listed on the Department's list of "Approved Sources of Materials" for Preformed High Performance Profile Cold Plastic Pavement Marking Tape. Prior to use, the Contractor shall furnish the Engineer three copies of the manufacturer's certification for each shipment stating that the material furnished is of the same composition as that originally approved by the Department and that the material has not been changed or altered in any way.

The preformed pavement markings shall be capable of being adhered to the pavement by a pre-coated pressure sensitive adhesive. A primer may be used to precondition the pavement surface. When a primer is specified by the manufacturer, it shall be installed as recommended by the manufacturer at no additional cost to the State. The preformed pavement markings shall conform to pavement contours by the action of traffic. After application, the markings shall be immediately ready for traffic. A representative of the manufacturer shall be present to identify proper solvents and/or primers (where necessary) to be applied at the time of application, to identify all equipment necessary for proper application, and to make recommendations for application that will assure effective product performance.

907-720.07.2--Classification. The preformed pavement markings shall be highly durable retroreflective pliant polymer materials designed for longitudinal markings subjected to high traffic volumes.

907-720.07.3--Requirements.

907-720.07.3.1--Composition. The retroreflective pliant polymer pavement marking film shall consist of a mixture of high quality polymeric materials, pigments and glass beads distributed throughout its base cross-sectional area, with a reflective layer of ceramic beads bonded to a durable polyurethane top surface. The surface shall have approximately 50% (±15%) of the surface area raised and presenting a near vertical face (angle of 0° to 60°) to traffic from any direction. The channels between the raised areas shall be substantially free of exposed beads or particles.

907-720.07.3.2--Retroreflectance. The white and yellow markings shall have the following initial minimum retroreflectance values as measured in accordance with the testing procedures of ASTM Designation: D 4061. The photometric quantity to be measured shall be coefficient

of retroreflected luminance (R_L), and shall be expressed as millicandelas per square foot per foot-candle (mcd/sq.ft./fc).

INITIAL MINIMUM RETROREFLECTANCE VALUES

	White		Yellow	
Entrance Angle	86.0°	86.5°*	86.0°	86.5°*
Observation Angle	0.2°	1.0°	0.2°	1.0°
Retroreflected Luminance R_L (mcd/sq.ft./fc)	1100	700	800	500

* These retroreflectance values are based on dark room photometric readings per ASTM D 4061. The Ecolux™ Retroreflectometer measurement geometry is an 86.5° entrance angle and a 1.0° observation angle.

907-720.07.3.3--Glass Beads. The size and quality of the beads shall be such that the performance requirements for the retroreflective pliant polymer shall be met.

907-720.07.3.3.1--Index of Refraction. All ceramic beads bonded to the polyurethane coated patterned surface of the material shall have a minimum index of refraction of 1.70 when tested using the liquid oil immersion method. The glass beads mixed into the pliant polymer shall have a minimum index of refraction of 1.5 when tested by the liquid oil immersion method.

TESTING PROCEDURE FOR
REFRACTIVE INDEX OF BEADS BY LIQUID IMMERSION

EQUIPMENT REQUIRED:

A. Microscope (minimum 100X magnification).

B. Light Source - preferably sodium light or other monochromatic source, but not absolutely essential.

C. Refractive Index Liquids.*

D. Microscope Slide and Slide Cover.

E. Mortar and Pestle.

* Available from R.P. Cargille Laboratories, Inc., Cedar Grove, NJ.

PROCEDURE:

A. Using the mortar and pestle, crush a few representative beads and place a few of these crushed particles on a microscope slide.

B. Place a drop of a refractive index liquid, with an index as close to that of the glass as can be estimated, on the crushed bead particles.

C. Cover the slide with a microscope slide cover and view the crushed particles by transmitted light normal to the slide surface (illuminated from the bottom).

D. Adjust the microscope mirror to allow a minimum light intensity for viewing. This is important when sodium light is not used.

E. Bring a relatively flat and transparent particle into focus.

F. By slightly raising and lowering the microscope tube, look for one or both of the following:

1. Becke Line - This light line will appear to move either into the particle or away from it. In general, when the microscope tube is raised, the line will move toward the material of higher refractive index; when the microscope tube is lowered, the line will move toward the material of lower index.

2. Variation in Particle Brightness - When raising the microscope tube from sharp focus, the particle will appear to get brighter or darker than the surrounding field. If it becomes brighter, the glass has a higher refractive index than the liquid. If it becomes darker, the glass has a lower refractive index than the liquid. In both cases, the opposite will be true when the microscope tube is lowered.

G. This test can be used to confirm that the beads are above or below a specified index. It can also be used to give an accurate determination of the index (±0.001). This is done by using several refractive index liquids until a match or near match of indices occurs. The index of the glass will equal that of the liquid when no Becke line and no variation in bead brightness can be observed.

907-720.07.3.3.2--Acid Resistance. The beads shall show resistance to corrosion of their surface after exposure to a 1% solution (by weight) of sulfuric acid. The 1% acid solution shall be made by adding 5.7 mL of concentrated acid into 1000 mL of distilled water. **CAUTION:** Always add the concentrated acid into the water, not the reverse. The test shall be performed as follows:

Take a 1" x 2" sample, adhere it to the bottom of a glass tray and place just enough acid solution to completely immerse the sample. Cover the tray with a piece of glass to prevent evaporation and allow the sample to be exposed for 24 hours under these conditions. Then decant the acid solution (do not rinse, touch, or otherwise disturb the bead surfaces) and dry the sample while adhered to the glass tray in a 150°F oven for approximately 15 minutes.

Microscopic examination (20X) shall show no more than 15% of the beads having a formation of a very distinct opaque white (corroded) layer on their entire surface.

907-720.07.3.4--Color. The preformed pavement markings shall consist of white and yellow films with pigments selected and blended to conform to standard highway colors.

907-720.07.3.5--Skid Resistance. The patterned surface of the retroreflective pliant polymer shall provide an initial average skid resistance value of 45 BPN when tested according to ASTM Designation: E 303, except values will be taken at downweb and at a 45 degree angle from downweb. These two values will then be averaged to find the skid resistance of the patterned surface.

907-720.07.3.6--Patchability. The pavement marking material shall be capable of use for patching worn areas of the same type in accordance with manufacturer's instructions.

907-720.07.3.7--Thickness. The patterned material, without adhesive, shall have a minimum caliper of 0.065 inch at the thickest portion of the patterned cross-section and a minimum caliper of 0.020 inch at the thinnest portion of the cross-section.

907-720.07.4--Effective Performance Life. The film, when applied according to the recommendations of the manufacturer, shall provide a neat, durable marking that will not flow or distort due to temperature if the pavement surface remains stable. The film shall be weather resistant and, through normal traffic wear, shall show no appreciable fading, lifting or shrinkage throughout the useful life of the marking, and shall show no significant tearing, roll back, or other signs of poor adhesion.

907-720.07.5--Manufacture's Certification. The Contractor shall furnish the Engineer three copies of the manufacturer's certification stating that each lot in a shipment complies with the requirements of the contract.

907-720.07.6--Acceptance Sampling and Testing. Final acceptance of each lot will be based on results of tests performed by the Department on verification samples submitted from each lot shipped to the project. The Engineer will select one sample at random from each lot in the shipment for testing. A sample extending full width of the randomly selected sample and five linear feet in length will be obtained and submitted by the Engineer. The sample from each shipment shall be provided at no cost to the State.

907-720.07.7--Warranty. All manufacturer's standard warranties and guarantees on high performance cold plastic pavement marking material, which are provided as customary trade practice, shall be delivered to the Engineer at the final inspection. All warranties and guarantees shall be made out to the Mississippi Department of Transportation.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-720-11 **CODE: (IS)**

DATE: 9/27/99

SUBJECT: Glass Beads

Section 720, Pavement Marking Materials, of the 1990 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

Delete in toto Subsection 720.01 on page 720-1 and substitute the following:

907-720.01--Glass Beads. The beads shall be transparent, clean, colorless glass, smooth and spherically shaped, free from milkiness, pits, or excessive air bubbles and conform to the specific requirements for the class designated. Unless otherwise specified, Class A (Standard) glass beads shall be furnished.

907-720.01.1--Class A (Standard). The beads shall be Type 1, non-flotation with a moisture resistant coating conforming to the requirements of AASHTO Designation: M 247.

907-720.01.2--Class B (High-Visibility). The beads shall be non-flotation, embedment coated and conform to the following specific requirements.

907-720.01.2.1--Gradation. The beads shall meet the gradation requirements of Table 1.

TABLE 1

U.S. STANDARD SIEVE NO	% RETAINED
12	0
14	0-5
16	5-20
18	40-80
20	10-40
25	0-5
Pan	0-2

907-720.01.2.2--Roundness. The beads shall have a minimum of 80 percent rounds per screen for the two (2) highest sieve quantities. The remaining sieve fractions shall be no less than 75 percent rounds.

907-720.01.2.3--Angular Particles. The beads shall have no more than three (3) percent angular particles per screen.

907-720.01.2.4--Refractive Index. The beads shall have a refractive index of 1.50 to 1.52.

907-720.01.3--Packaging and Marking. The beads shall be packaged in 50 or 55-pound moisture proofed bags. Each bag shall be stamped with the following information: name and address of manufacturer, shipping point, trademark or name, the wording "glass beads", class, weight, lot number and the month and year of manufacture.

907-720.01.4--Acceptance Procedures. The manufacturer shall furnish the MDOT Central Laboratory three copies of the certified test report(s) showing results of all required tests and certification that the material meets the specifications. Acceptance sampling and testing of glass beads will be in accordance with MDOT S.O.P. No. TMD-40-02-00-000.

907-720.02--Thermoplastic Pavement Markings. Delete the second paragraph of Subsection 720.02 on page 720-1 and substitute the following:

Additional beads by the drop-on method shall be applied at a rate of not less than three pounds of beads per 100 feet of six-inch stripe.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-720-12 **CODE: (IS)**

DATE: 7/07/2000

SUBJECT: Reflective Pavement Markers and Adhesive for Pavement Markers

Section 720, Pavement Marking Materials, of the 1990 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-720.03--Raised Pavement Markers.

Delete in toto Subsection 720.03.1 on page 720-1 and substitute:

907-720.03.1--General. Raised pavement markers, including high performance raised pavement markers, shall be listed on the Department's "Approved Sources of Materials".

907-720.03.2--Type of Markers. At the end of Subsection 720.03.2 on page 720-2 add the following:

High performance raised pavement markers shall be available in Types B through G.

Delete in toto Subsection 720.03.3 on page 720-2 and substitute:

907-720.03.3--Acceptance Procedures.

907-720.03.3.1--Marker Type A. The Contractor shall furnish the Engineer three copies of the manufacturer's certified test reports covering all pavement markers shipped to the project. The certified test report shall show the test results on each part of each section contained in Mississippi Test Method MT-17 and shall state that the markers represented by the test results comply with the specifications contained herein in all respects.

The pavement markers will be tentatively accepted on the basis of the manufacturer's certified test reports. Final acceptance shall be based on check samples as set out in 720.03.4.

907-720.03.3.2--Marker Type B through G. The Contractor shall furnish the Engineer three copies of the manufacturer's certification covering all pavement markers shipped to the project. The certification shall state that the raised pavement markers meet the applicable requirements of ASTM Designation: D 4280.

The pavement markers will be tentatively accepted on the basis of the manufacturer's certification. The Department reserves the right to obtain check samples as deemed necessary for determining compliance with this specification.

907-720.03.3.3--Marker Type H and I. Prior to use, the Contractor shall furnish the Engineer three copies of a certification for each shipment stating that the material furnished is of the same composition as that originally approved by the Department and that the material has not been changed or altered in any way. The Department will obtain check samples as deemed necessary for determining compliance with this specification.

Delete in toto Subsection 720.03.4.1 on page 720-2 and substitute:

907-720.03.4.1--Sampling. For Marker Type A, H and I, ten (10) markers of each type and class, selected at random, will constitute a representative sample for each lot regardless of lot size.

For Marker Type B through G, check sampling, when performed, shall require ten (10) markers of each type, selected at random, to constitute a representative sample for each lot regardless of lot size.

A resample of any marker type will consist of twice as many markers as originally sampled.

Delete Subsection 720.03.4.2 on pages 720-2 & 720-3 and substitute the following:

907-720.03.4.2--Tolerances.

907-720.03.4.2.1--Tolerances For Marker Type A, H & I. At least 90% of the original sampling of each lot of markers shall pass all tests with the following exceptions:

> When less than 90% but more than 70% pass all tests, a resample of that lot will be allowed at the request of the Contractor. When less than 70% of the markers from the original sample comply with the requirements, the lot represented by the samples will be rejected and no resample will be allowed. Tolerances for resamples shall be in the same ratio as specified above.
>
> At least two of three specimens, randomly selected for strength, water absorption, and autoclave, and also the averages of the three, must pass the stated requirements; otherwise, three additional markers selected at random shall be tested, and if the same conditions for passing are not met for these latter three markers, the lot will be rejected.

907-720.03.4.2.2--Tolerances For Marker Type B through G. At least 90% of the check sampling of each lot of markers shall pass the strength test required in the Physical Properties Section of ASTM Designation: D 4280 with the following exceptions:

> When less than 90% but more than 70% pass the test, a resample of that lot will be allowed at the request of the Contractor. When less than 70% of the markers from the check sample comply with the requirements, the lot represented by the samples will be rejected and no resample will be allowed. Tolerances for resamples shall be in the same ratio as specified above.

Delete in toto Subsection 720.03.6 on pages 720-4 & 720-5 and substitute the following:

907-720.03.6--Reflective Pavement Markers. Reflective pavement markers shall be listed on the Department's "Approved Sources of Materials" and shall meet the applicable requirements of ASTM Designation: D 4280.

907-720.03.7--Adhesive for Pavement Markers.

907-720.03.7.6--Bituminous Adhesive (Standard Type).

Under paragraph (c) on page 720-6 for filler properties, change the minimum percent passing the No. 200 sieve from 95 to 90.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-721-7 **CODE: (IS)**

DATE: 01/18/2002

SUBJECT: Reflective Sheeting

Section 721, Materials for Signing, of the 1990 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

Delete in toto Subsection 721.06 beginning on page 721-4 and ending on page 721-12, and substitute the following:

907-721.06--Reflective Sheeting.

907-721.06.1--General. Retroreflective sheeting materials shall comply with all applicable requirements of ASTM Designation: D 4956, except as specifically modified herein, and must be listed on the Department's "Approved Sources of Materials".

Reflective sheeting shall be one of the following types.

Type III A high-intensity retroreflective sheeting. This shall be an encapsulated glass-bead or unmetallized microprismatic retroreflective material. This sheeting shall have a protected, pre-coated, pressure-sensitive adhesive backing.

Type VII A super high-intensity retroreflective sheeting. This shall be an unmetallized microprismatic retroreflective material. This sheeting shall have a protected, pre-coated, pressure sensitive adhesive backing.

Type VIII A super high-intensity retroreflective sheeting. This shall be an unmetallized microprismatic retroreflective material. This sheeting shall have a protected, pre-coated, pressure sensitive adhesive backing.

Type IX A very-high intensity retroreflective sheeting. This shall be an unmetallized, microprismatic retroreflective material. This sheeting shall have a protected, pre-coated, pressure sensitive, adhesive backing.

All other retroreflective sheeting shall be as shown in the plans.

907-721.06.2--Performance Requirements. The retroreflective sheeting shall have the following minimum brightness values at 0.2° and 0.5° observation angle (in addition 1.0° for Type IX sheeting) expressed as average candelas per footcandle per square foot of material.

Sheetings and inks processed and applied in accordance with the manufacturer's recommendations, shall perform effectively for the number of years stated below. The sheeting will be considered unsatisfactory if it has deteriorated due to natural causes to the extent that: (1) the sign is ineffective for its intended purpose when viewed from a moving vehicle under normal day and night driving conditions or (2) the coefficient of retroreflection

is less than the minimum specified for that sheeting during the periods listed below. For screen printed transparent colored areas on white sheeting, the coefficients of retroreflection shall not be less than 70% of the values for the corresponding color in the table.

Type III Sheeting — Retain 85% of initial values listed in Table 1 through 7 years
Retain 80% of initial values listed in Table 1 between 7 & 10 years

Type VII Sheeting — Retain 85% of initial values listed in Table 2 through 7 years
Retain 80% of initial values listed in Table 2 between 7 & 10 years
Retain 50% of initial values listed in Table 2 through 3 years (Fluorescent Orange)

Type VIII Sheeting — Retain 85% of initial values listed in Table3 through 7 years
Retain 80% of initial values listed in Table 3 between 7 & 10 years
Retain 50% of initial values listed in Table 3 through 3 years (Fluorescent Orange)
Retain 80% of initial values listed in Table 3 through 7 years (Fluorescent Yellow/Green) (Fluorescent Yellow)

Type IX Sheeting — Retain 85% of initial values listed in Table 4 through 7 years
Retain 80% of initial values listed in Table 4 between 7 & 10 years
Retain 80% of initial values listed in Table 4 for 7 years (Fluorescent Yellow/Green)(Fluorescent Yellow)

MINIMUM COEFFICIENTS OF RETROREFLECTION
(Candela per foot candle per square foot) - cd/fc/ft²
(Per ASTM E 810)

TABLE 1
Type III Sheeting

Observation Angle	Entrance Angle	White	Yellow	Orange	Green	Red	Blue	Brown
0.2°	-4°	250	170	100	45	45	20	12
0.2°	+30°	150	100	60	25	25	11	8.5
0.5°	-4°	95	62	30	15	15	7.5	5.0
0.5°	+30°	65	45	25	10	10	5.0	3.5

TABLE 2
Type VII Sheeting

Observation Angle	Entrance Angle	White	Yellow	Green	Red	Blue	Brown	Fluorescent Orange
0.2°	-4°	750	560	75	150	34	23	200
0.2°	+30°	430	320	43	86	20	10	85
0.5°	-4°	240	180	24	48	11	8	90
0.5°	+30°	135	100	14	27	6.0	4	50

TABLE 3
Type VIII Sheeting

Observation Angle	Entrance Angle	White	Yellow	Green	Red	Blue	Brown	Fluorescent Orange	Fluorescent Yellow/ Green	Fluorescent Yellow
0.2°	-4°	700	525	70	105	42	21	200	480	375
0.2°	+30°	325	245	33	49	20	10	85	240	170
0.5°	-4°	250	190	25	38	15	7.5	90	235	165
0.5°	+30°	115	86	12	17	7	3.5	50	110	85

TABLE 4
Type IX Sheeting

Observation Angle	Entrance Angle	White	Yellow	Green	Red	Blue	Fluorescent Yellow/ Green	Fluorescent Yellow
0.2°	-4.0°	380	285	38	76	17	325	240
0.2°	+30.0°	215	162	22	43	10	205	150
0.5°	-4.0°	240	180	24	48	11	240	165
0.5°	+30.0°	135	100	14	27	6.0	110	75
1.0°	-4.0°	80	60	8	16	3.6	65	45
1.0°	+30.0°	45	34	4.5	9	2.0	35	25

907-721.06.3--Certification. The Contractor shall require the supplier to furnish certified evidence and/or samples to the Engineer showing conformance to these requirements. Manufacturer's warranties or guarantees provided as customary trade practice shall be furnished the Department.

907-721.06.4--Color. Reflective sheeting shall meet the color requirements of ASTM Designation: D 4956. See Table 5 below for color specifications for fluorescent yellow green, fluorescent orange, and fluorescent yellow sheeting.

TABLE 5
Color Specification Limits for New Sheeting (Daytime)

Color	Chromaticity Coordinate 1		Chromaticity Coordinate 2		Chromaticity Coordinate 3		Chromaticity Coordinate 4		Total Luminance Factor Limit Y? Min.
	x	y	x	y	x	y	x	y	
Fluorescent Yellow Green	0.387	0.610	0.460	0.540	0.438	0.508	0.376	0.568	60%
Fluorescent Orange	0.562	0.350	0.645	0.355	0.570	0.429	0.506	0.404	30%
Fluorescent Yellow	0.521	0.424	0.557	0.442	0.479	0.520	0.454	0.491	40%

907-721.06.5--Adhesive. The retroreflective sheeting shall include a pre-coated pressure sensitive adhesive (ASTM Designation: D 4956, Class I) applied without the necessity of additional adhesive coats on the retroreflective sheeting or application surface.

The Class I adhesive shall be a pressure sensitive adhesive of the aggressive tack type requiring no heat solvent or other preparation for adhesion to smooth clean surfaces.

The protective liner attached to the adhesive shall be removed by peeling without soaking in water or other solutions and shall be easily removed after accelerated storage for four hours at 160º F under a weight of 2.5 pounds per square inch.

907-721.06.6--Additional Contract Requirements. In addition to the above requirements, the following requirements are applicable only when the sheeting material is being purchased for use in the MDOT Sign Shop.

907-721.06.6.1--Sheeting Manufacturer's Replacement Obligation. Where it can be shown that retroreflective traffic signs with Type III, Type VII, Type VIII, or Type IX sheeting supplied and used according to the sheeting manufacturer's recommendations have not met the performance requirements, the sheeting manufacturer shall replace the sheeting required to restore the sign surface to its original effectiveness during the entire 10 years. In addition, during the first seven (7) years the manufacturer of Type III, Type VII, Type VIII, or Type IX sheeting shall cover the cost of restoring the sign surface to its original effectiveness at no cost to the Department for materials and labor for both sign manufacture and installation.

907-721.06.6.2--Technical Assistance Requirements.

Instruction and Training. The manufacturer supplying the retroreflective sheeting shall provide at no additional cost the services of a qualified technician for instruction and training at the sign manufacturing facility. This instruction shall be provided bi-annually or when requested, and shall include but not be limited to training films, material application, equipment operation, silk screening techniques, packaging, storage, and other proven sign shop practices as they apply to the retroreflective sheeting supplied by the manufacturer, and to assure that the resulting signs can comply with the applicable specifications.

Technical Service. The sheeting manufacturer shall, without additional cost to the Department, provide the sign shop with competent technical service and product information including service on screen printing problems with the inks furnished by the manufacturer.

Equipment. The manufacturer supplying the retroreflective sheeting shall provide technical assistance for the recommended sheeting application equipment and certify that trained personnel shall be available on 72 hours notice to render such service necessary to adjust ink consistency or otherwise modify the application of silk screen equipment to accommodate use of manufacturer's sheeting. "Service" is understood to mean the capability of calibration and trouble shooting, as well as the training and retaining of personnel as required.

907-721.06.6.3--Warranty. Any warranties prepared by the manufacturer shall be included with the bid documents.

SPECIAL PROVISION NO. 906-3

Training Special Provisions

This Training Special Provision supersedes subparagraph 7b of the Special Provision entitled "Specific Equal Employment Opportunity Responsibilities," (Attachment 1), and is in implementation of 23 U.S.C. 140(a).

As part of the Contractor's equal employment opportunity affirmative action program training shall be provided as follows:

> The Contractor shall provide on-the-job training aimed at developing full journeymen in the type of trade or job classification involved.

The number of trainees to be trained under this special provision will be as indicated in the bid schedule of the contract.

In the event that a Contractor subcontracts a portion of the contract work, he shall determine how many, if any, of the trainees are to be trained by the subcontractor, provided, however, that the Contractor shall retain the primary responsibility for meeting the training requirements imposed by this special provision. The Contractor shall also insure that this training special provision is made applicable to such subcontract. Where feasible, 25 percent of apprentices or trainees in each occupation shall be in their first year of apprenticeship or training.

The number of trainees shall be distributed among the work classifications on the basis of the Contractor's needs and the availability of journeymen in the various classifications within a reasonable area of recruitment. Prior to commencing construction, the Contractor shall submit to the State highway agency for approval the number of trainees to be trained in each selected classification and training program to be used. Furthermore, the Contractor shall specify the starting time for training in each of the classifications. The Contractor will be credited for each trainee employed by him on the contract work who is currently enrolled or becomes enrolled in an approved program and will be reimbursed for such trainees as provided hereinafter.

Training and upgrading of minorities and women toward journeymen status is a primary objective of this Training Special Provision. Accordingly, the Contractor shall make every effort to enroll minority trainees and women (e.g., by conducting systematic and direct recruitment through public and private sources likely to yield minority and women trainees) to the extent that such persons are available within a reasonable area of recruitment. The Contractor will be responsible for demonstrating the steps that he has taken in pursuance thereof, prior to a determination as to whether the Contractor is in compliance with this Training Special Provision. This training commitment is not intended, and shall not be used, to discriminate against any applicant for training, whether a member of a minority group or not.

No employee shall be employed as a trainee in any classification in which he has successfully completed a training course leading to journeyman status or in which he has been employed as a

journeyman. The Contractor should satisfy this requirement by including appropriate questions in the employee application or by other suitable means. Regardless of the method used the Contractor's records should document the findings in each case.

The minimum length and type of training for each classification will be as established in the training program selected by the Contractor and approved by the State highway agency and the Federal Highway Administration. The State highway agency and the Federal Highway Administration shall approve a program if it is reasonably calculated to meet the equal employment opportunity obligations of the Contractor and to qualify the average trainee for journeyman status in the classification concerned by the end of the training period. Furthermore, apprenticeship programs registered with the U.S. Department of Labor, Bureau of Apprenticeship and Training, or with a State apprenticeship agency recognized by the Bureau and training programs approved but not necessarily sponsored by the U.S. Department of Labor, Manpower Administration, Bureau of Apprenticeship and Training shall also be considered acceptable provided it is being administered in a manner consistent with the equal employment obligations of Federal-aid highway construction contracts. Approval or acceptance of a training program shall be obtained from the State prior to commencing work on the classification covered by the program. It is the intention of these provisions that training is to be provided in the construction crafts rather than clerk-typists or secretarial-type positions. Training is permissible in lower level management positions such as office engineers, estimators, timekeepers, etc., where the training is oriented toward construction applications. Training in the laborer classification may be permitted provided that significant and meaningful training is provided and approved by the division office. Some offsite training is permissible as long as the training is an integral part of an approved training program and does not comprise a significant part of the overall training.

Except as otherwise noted below, the Contractor will be reimbursed 80 cents per hour of training given an employee on this contract in accordance with an approved training program. As approved by the engineer, reimbursement will be made for training persons in excess of the number specified herein. This reimbursement will be made even though the Contractor receives additional training program funds from other sources, provided such other does not specifically prohibit the Contractor from receiving other reimbursement. Reimbursement for offsite training indicated above may only be made to the Contractor where he does one or more of the following and the trainees are concurrently employed on a Federal-aid project; contributes to the cost of the training, provides the instruction to the trainee or pays the trainee's wages during the offsite training period.

No payment shall be made to the Contractor if either the failure to provide the required training, or the failure to hire the trainee as a journeyman, is caused by the Contractor and evidences a lack of good faith on the part of the Contractor in meeting the requirements of this Training Special Provision. It is normally expected that a trainee will begin his training on the project as soon as feasible after start of work utilizing the skill involved and remain on the project as long as training opportunities exist in his work classification or until he has completed his training program. It is not required that all trainees be on board for the entire length of the contract. A

Contractor will have fulfilled his responsibilities under this Training Special Provision if he has provided acceptable training to the number of trainees specified. The number trained shall be determined on the basis of the total number enrolled on the contract for a significant period.

Trainees will be paid at least 60 percent of the appropriate minimum journeyman's rate specified in the contract for the first half of the training period, 75 percent for the third quarter of the training period, and 90 percent for the last quarter of the training period, unless apprentices or trainees in an approved existing program are enrolled as trainees on this project. In that case, the appropriate rates approved by the Departments of Labor or Transportation in connection with the existing program shall apply to all trainees being trained for the same classification who are covered by this Training Special Provision.

The Contractor shall furnish the trainee a copy of the program he will follow in providing the training. The Contractor shall provide each trainee with a certification showing the type and length of training satisfactorily completed.

The Contractor will provide for the maintenance of records and furnish periodic reports documenting his performance under this Training Special Provision.

SPECIAL PROVISION NO. 906-4

2000 MISSISSIPPI DEPARTMENT OF TRANSPORTATION ON-THE-JOB TRAINING PROGRAM

ALTERNATE TRAINING SPECIAL PROVISION

PURPOSE

The purpose of the On-The-Job Training (OJT) Program is to provide training for minority, female and economically disadvantaged individuals in order that they may develop marketable skills and gain journey status in the skilled craft classifications in which they are being trained.

INTRODUCTION

The Year 2000 OJT Program has been developed through the partnering efforts of the Road Builders of Mississippi, the Federal Highway Administration (FHWA) and the Mississippi Department of Transportation (MDOT).

The OJT Program has been designed for use by participating contractors and subcontractors in meeting their training needs. The objective of the OJT Program is to develop skilled workers in the skilled craft trade areas of highway construction who are sufficiently trained to be productive employees in the highway construction industry work force.

The success of the OJT Program will require that contractors and subcontractors follow uniform and basic procedures in training in keeping records of trainees' progress toward journey status, and in reporting trainees' successful completion or termination from the program.

FUNDING

MDOT will establish an annual OJT Fund in which, contractors and subcontractors may bill the Department directly for hours worked by trainees. The funding source of this money will be state and federal funds for MDOT's OJT Program, with a cap of $50,000.00.

PROCEDURE

Trainee positions will be selected by prime and sub contractors and will not be project specific. Provided below are some of the factors that will be used to establish the number of trainee positions each contracting year, they are:

- number of contracts let during a contracting year
- dollar volume
- type of project
- location
- available trainees
- training program(s) submitted by contractor

Each contractor will submit a yearly certification with regard to their participation in the OJT Program. This certification will also identify the number of trainees each prime or sub contractor intends to train on either federal or state funded highway projects.

DISBURSEMENT OF FUNDS

Contractors will be paid $3.00 rate for each hour of training performed by all trainees in an approved training program. Program reimbursements will be made directly to the prime or sub contractor. Request for payment will be submitted to the Contract Administration Office for approval.

Contractors must complete the form providing the following information to be reimbursed.

Contractor's Name
Mailing Address

Trainee Name _____

Social Security Number _____

Type of Program _____

Total Number of Training Hours Required _____

Training Hours Completed for Reimbursement _____

Type of Statement: Monthly _____ Quarterly _____ Annual _____

Work Period or Time Frame	Project Number	Total Hours Worked By Project	Cumulative Hours in Program	Number of Hours to be paid on this Voucher

I hereby certify that this information is true... (Must have customary certification of information).

Signed by: _____ Date: _____

TRAINING PROGRAM APPROVAL

A. To use the OJT Program on highway construction projects, the contractor will notify the Department Contract Administration Office using the Request for On-the-Job Training Program Approval. The notification must include the following information:

- Trainee Starting Date
- Project number (s) trainee starting on
- Training program (classification) to be used; and
- Anticipated date of trainee employment
- Number of classroom training hours by subject

B. If a contractor chooses to use a training program different from those listed in the OJT Program, or desires to train in a different classification, the training program must be submitted in its entirety for approval by the Department and FHWA. The training proposal must include the following:

1. The primary objective of the program: To provide training for minority, female and economically disadvantaged individuals for development to full journey status in the work classifications in which they are being trained.

2. The minimum number of hours and type of training the trainee will receive as it relates to each specific task required to achieve journey status.

3. Minimum wage.

4. Trainee certification of completion.

5. Records and reports submitted to the Contract Administration Office on a quarterly basis.

DEPARTMENT RESPONSIBILITY

1. Department project staff will monitor trainees on the project. They will monitor payrolls for payment of correct wage rates and fringe benefits. The Contract Administration Office will maintain a master list by contractor name, project number, trainee name and trainee social security number to aid project staff in monitoring trainees who work on multiple projects.

2. The Contract Administration Office may elect to interview trainees periodically during the training period to assess their performance and training program. To facilitate the interviews, the Contract Administration Office will contact contractors for the location of the trainees.

CONTRACTOR RESPONSIBILITY

1. Trainees must be identified on payrolls (i.e. dragline trainee).

2. The contractor will submit a quarterly report of training hours completed by trainees to the Contract Administration Office by the tenth working day of the first month of the new quarter using the Federal-Aid Highway Construction Contractors Monthly Training Report form (CAD-322). The trainee must also be provided a copy of the report.

3. When any trainee completes a program, or is terminated for a reason or reasons other than successful completion, the contractor must include the date of completion or an explanation for the termination and date of termination on the quarterly training report.

4. The contractor will assign each trainee to a particular person--either a supervisor or a journeyman/woman who is proficient in the craft the trainee is being trained in, to ensure that timely instructional experience is received by the trainee. This person, cooperating with the appropriate company personnel, will see that proper

records and the total intended training hours are completed during the allocated number of hours set up in the classification criteria.

5. The contractor has the prerogative of terminating the training period of the trainee and advancing the trainee to journey status. Approval requests must be submitted to the Contract Administration Office with an explanation (***refer to 2 above***).

6. Upon notification from the contractor, the Department will issue a certificate of completion to the trainee.

7. Trainees may be transferred to state-aid highway construction projects in order to complete the training program. If transfers are made the Contract Administration Office must be notified on the Quarterly Reporting Form. All of the training hours completed by trainees will count toward overall program completion.

8. Program reimbursements will be made directly to the prime or sub contractor.

CLASSROOM TRAINING

1. Classroom training programs must be pre-approved by the Department, if the contractor wishes to count the hours toward the trainee's training program.

2. Contractors will be reimbursed for classroom training hours after the trainee has completed 20 hours of work on a highway construction project.

3. Reimbursement for classroom training will be limited to 40 hours per trainee per construction season.

- ***NOTE:*** All proposed classroom training must be submitted as part of the trainee's OJT training program.

WAGE RATE

1. The wage rate for all trainees is $5.15, during their OJT training program. Trainees shall be paid full fringe benefit amounts, where applicable. At the completion of the training program, the trainee shall receive the wages of a skilled journey.

2. For the purpose of this training program, a quarter does not represent three months. The first two quarters of a 500-hour training program would end after 250 hours. On a 750-hour training program, the first two quarters would end after 375 hours, the third quarter after 560 or an additional 186 hours or work and the fourth after 750 hours.

JOURNEY WORKER RATIO

The ratio of trainee to journey will be less than 1:4 and not more than 1:10.

RECRUITMENT AND SELECTION PROCEDURES

A. Prerequisites for Trainees

To be qualified for enrollment in the OJT Program, trainees must possess basic physical fitness for the work to be performed, dependability, willingness to learn and ability to follow instructions.

B. Licenses

Truck driver trainees must possess appropriate driver permits or licenses for the operation of Class A, B and C trucks. However, when an instructional permit is used in lieu of a license, the trainee must be accompanied by an operator who:

1. Holds a license corresponding to the vehicle being operated;

2. Has had at least one year of driving experience; and

3. Is occupying the seat next to the driver.

C. Recruitment

1. Notices and posters setting forth the contractor's Equal Employment Opportunity Policy and availability of training programs will be placed in areas readily accessible to employees, applicants for employment and potential employees.

2. The contractor must target minority, female or economically disadvantaged trainees.

3. The contractor will conduct systematic and direct recruitment through public and private employee referral sources. Contractors must submit the trainee's name and completed application form to the Contact Administration Office for review and approval. Approval must be obtained before the trainee can begin work under the training program.

4. Present employees will be screened for upgrading.

D. Selection

1. The selection and employment of a person by participating contractor shall qualify the person for the OJT Program.

2. Selection will be made without regard to race, color, religion, sex, age or national origin and shall be completely nondiscriminatory.

3. Employment of trainees will be in accordance with the work force requirements of the contractor. Each contractor will hire and train the trainees for uses in their own organization.

4. Written certification of individuals under the category of economically disadvantaged can be provided to the contractor at the time of the interview. This certification must then be provided to the Contract Administration Office with the other required information as part of the approval process for trainees.

- ***NOTE:*** The OJT Program is to provide training for minority, female and economically disadvantaged individuals in order that they may develop marketable skills and gain journey status in the skilled craft classifications in which they are being trained. However, this program does not exclude trainees that are not members of the above groups.

S E C T I O N 9 0 5 - P R O P O S A L

Date _____

Mississippi Transportation Commission
Jackson, Mississippi

Sirs: The following proposal is made on behalf of _____
_____ of _____
_____
for constructing the following designated project(s) within the time(s) hereinafter specified.

The plans are composed of drawings and blue prints on file in the offices of the Mississippi Department of Transportation, Jackson, Mississippi.

The Specifications are the current Standard Specifications and Supplemental Specifications of the Mississippi Department of Transportation approved by the Federal Highway Administration, except where superseded or amended by the plans, Special Provisions and Notice(s) to Bidders attached hereto and made a part thereof.

I (We) certify that I (we) possess a copy of said Standard and Supplemental Specifications.

Evidence of my (our) authority to submit the Proposal is hereby furnished. The proposal is made without collusion on the part of any person, firm or corporation. I (We) certify that I (we) have carefully examined the Plans, the Specifications, including the Special Provisions and Notice(s) to Bidders, herein, and have personally examined the site of the work. On the basis of the Specifications, Special Provisions, Notice(s) to Bidders, and Plans, I (we) propose to furnish all necessary machinery, tools, apparatus and other means of construction and do all the work and furnish all the materials in the manner specified. I (We) understand that the quantities mentioned herein are approximate only and are subject to either increase or decrease, and hereby propose to perform any increased or decreased quantities of work at the unit prices bid, in accordance with the above.

Attached hereto is a certified check, cashier's check or Proposal Guaranty Bond in the amount as required in the Advertisement (or, by law).

INSTRUCTION TO BIDDERS: Alternate and Optional Items on Bid Schedule.

1. Two or more items entered opposite a single unit quantity WITHOUT DEFINITE DESIGNATION AS "ALTERNATE ITEMS" are considered as "OPTIONAL ITEMS". Bidders may or may not indicate on bids the Optional Item proposed to be furnished or performed WITHOUT PREJUDICE IN REGARD TO IRREGULARITY OF BIDS.

2. Items classified on the bid schedule as "ALTERNATE ITEMS" and/or "ALTERNATE TYPES OF CONSTRUCTION" must be preselected and indicated on bids. However, "Alternate Types of Construction" may include Optional Items to be treated as set out in Paragraph 1, above.

3. Optional items not preselected and indicated on the bid schedule MUST be designated in accordance with Subsection 907-102.06 prior to or at the time of execution of the contract.

4. Optional and Alternate items designated must be used throughout the project.

I (We) further propose to perform all "force account or extra work" that may be required of me (us) on the basis provided in the Specifications and to give such work my (our) personal attention in order to see that it is economically performed.

S E C T I O N 9 0 5 -- P R O P O S A L (CONTINUED)

I (We) further propose to execute the attached contract agreement (Section 902) as soon as the work is awarded to me (us), and to begin and complete the work within the time limit(s) provided for in the Specifications and Advertisement. I (We) also propose to execute the attached contract bond (Section 903) in an amount not less than one hundred (100) percent of the total of my (our) part, but also to guarantee the excellence of both workmanship and materials until the work is finally accepted.

I (We) enclose a certified check, cashier's check or bid bond for **five percent (5%) of total bid** and hereby agree that in case of my (our) failure to execute the contract and furnish bond within Ten (10) days after notice of award, the amount of this check (bid bond) will be forfeited to the State of Mississippi as liquidated damages arising out of my (our) failure to execute the contract as proposed. It is understood that in case I am (we are) not awarded the work, the check will be returned as provided in the Specifications.

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

ADDENDUM NO. _____ DATED _____ ADDENDUM NO. _____ DATED _____
ADDENDUM NO. _____ DATED _____ ADDENDUM NO. _____ DATED _____

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

Respectfully submitted, _____
Contractor

BY _____

TITLE _____

ADDRESS _____

Date _____, _____

(To be filled in if a corporation.)

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

_____
President Address

_____
Secretary Address

_____
Treasurer Address

The following is my (our) itemized proposal.

Revised 11/26/2003

SECTION 905

PROPOSAL (Sheet No. 2- 1)

MILLING AND OVERLAYING APPROXIMATELY 2.9 MILES OF MISSISSIPPI HIGHWAY 302 BEGINNING WEST OF U.S. 51 ENDING EAST OF SWINNEA ROAD, KNOWN AS FEDERAL AID PROJECT NO. STP-0021-01(054) / 103800, IN THE COUNTY OF DESOTO, STATE OF MISSISSIPPI.

I (We) agree to complete the entire project within the specified contract time.

*** SPECIAL NOTICE TO BIDDERS ***

BIDS WILL NOT BE CONSIDERED UNLESS BOTH UNIT PRICES AND ITEM TOTALS ARE ENTERED

BIDS WILL NOT BE CONSIDERED UNLESS THE BID CERTIFICATE LOCATED AT THE END OF THE BID SHEETS IS SIGNED

BID SCHEDULE

REF. NO.	PAY ITEM NO.	ADJ. CODE	APPROX. QUANTITY	UNIT	DESCRIPTION	UNIT PRICE DOLLAR	UNIT PRICE CENT	ITEM TOTAL DOLLAR	ITEM TOTAL CENT
					DIRECT PAY ITEMS				
(10)	202-B		50	square yard	Removal of Asphalt Pavement (Failed Areas)				
(20)	202-B		4,050	linear foot	Removal of Traffic Stripe				
(30)	202-B		325	square foot	Removal of Legend (All Types)				
(40)	907-403-F		29,591	ton	Maintained Hot Mix Asphalt				

REF. NO.	PAY ITEM NO.	ADJ. CODE	APPROX. QUANTITY	UNIT	DESCRIPTION	UNIT PRICE DOLLAR	UNIT PRICE CENT	ITEM TOTAL DOLLAR	ITEM TOTAL CENT
(50)	406-A		133,844	square yard	Cold Milling of Bituminous Pavement (All Depths)				
(60)	618-B		0	square foot	Additional Construction Signs	10	.0000	0	.00
(70)	907-619-A1		18	mile	Temporary Traffic Stripe (Continuous White)				
(80)	907-619-A2		15	mile	Temporary Traffic Stripe (Continuous Yellow)				
(90)	907-619-A3		18	mile	Temporary Traffic Stripe (Skip White)				
(100)	907-619-A4		12	mile	Temporary Traffic Stripe (Skip Yellow)				
(110)	907-619-A5		66,150	linear foot	Temporary Traffic Stripe (Detail)				

REF. NO.	PAY ITEM NO.	ADJ. CODE	APPROX. QUANTITY	UNIT	DESCRIPTION	UNIT PRICE DOLLAR	UNIT PRICE CENT	ITEM TOTAL DOLLAR	ITEM TOTAL CENT
(120)	907-619-A6		15,780	linear foot	Temporary Traffic Stripe (Legend)				
(130)	907-619-A6		13,800	square foot	Temporary Traffic Stripe (Legend)				
(140)	907-619-E3		2	each	Changeable Message Sign				
(150)	907-626-AA		6	mile	6" Thermoplastic Traffic Stripe (Skip White) (90 mil. min.)				
(160)	907-626-CC		6	mile	6" Thermoplastic Edge Stripe (Continuous White) (60 mil. min.)				
(170)	907-626-DD		4	mile	6" Thermoplastic Traffic Stripe (Skip Yellow) (90 mil. min.)				
(180)	907-626-EE		5	mile	6" Thermoplastic Traffic Stripe (Continuous Yellow)(90 mil. min.)				

REF. NO.	PAY ITEM NO.	ADJ. CODE	APPROX. QUANTITY	UNIT	DESCRIPTION	UNIT PRICE DOLLAR	UNIT PRICE CENT	ITEM TOTAL DOLLAR	ITEM TOTAL CENT
(190)	907-626-GG		19,500	linear foot	Thermoplastic Detail Stripe (6" Equivalent Length)(White)(90 mil.min.)				
(200)	907-626-GG		2,550	linear foot	Thermoplastic Detail Stripe (6" Equivalent Length)(Yellow)(90 mil.min.)				
(210)	907-626-HH		5,260	linear foot	Thermoplastic Legend (White)(120 mil. min.)				
(220)	907-626-HH		4,600	square foot	Thermoplastic Legend (White)(120 mil. min.)				
(230)	907-627-K		1,500	each	Red-Clear Reflective High Performance Raised Markers				
(240)	907-627-L		2,000	each	Two-Way Yellow Reflective High Performance Raised Markers				
(250)	907-628-II		1,225	linear foot	6" High Performance Cold Plastic Traffic Stripe (Skip White)				

REF. NO.	PAY ITEM NO.	ADJ. CODE	APPROX. QUANTITY	UNIT	DESCRIPTION	UNIT PRICE DOLLAR	UNIT PRICE CENT	ITEM TOTAL DOLLAR	ITEM TOTAL CENT
(260)	907-628-KK		1,975	linear foot	6" High Performance Cold Plastic Edge Stripe (Continuous White)				
(270)	907-628-LL		450	linear foot	6" High Performance Cold Plastic Traffic Stripe (Skip Yellow)				
(280)	907-628-MM		400	linear foot	6" High Performance Cold Plastic Traffic Stripe (Continuous Yellow)				
(290)	907-628-PP		325	square foot	High Performance Cold Plastic Legend (White)				
(300)	907-628-PP		450	linear foot	High Performance Cold Plastic Legend (White)				
(310)	908-635-A		6,624	linear foot	Vehicle Loop Assemblies				

SUBTOTAL - DIRECT PAY ITEMS.....$_____

REF. NO.	PAY ITEM NO.	ADJ. CODE	APPROX. QUANTITY	UNIT	DESCRIPTION	UNIT PRICE DOLLAR	UNIT PRICE CENT	ITEM TOTAL DOLLAR	ITEM TOTAL CENT
					DEPENDENT PAY ITEMS				
(320)	618-A			lump sum	Maintenance of Traffic	XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX	XXXX XXXX XXXX XXXX		

SUBTOTAL - DEPENDENT ITEMS.....$_____

TOTAL BID - DIRECT AND DEPENDENT ITEMS.....$_____

COMPLETE ITEM NOS. 1, 2, AND/OR 3 AS APPROPRIATE. SEE NOTICE TO BIDDERS NO.5955 AND SUPPLEMENT.

1. I/We agree that no less than percent shall be expended with small business concerns owned and controlled by socially and economically disadvantaged individuals (DBE and WBE).

2. Classification of Bidder: Small Business (DBE)_____ Small Business (WBE)_____

3. A joint venture with a Small Business (DBE/WBE): YES _____

*** SIGNATURE STATEMENT ***

BIDDER ACKNOWLEDGES THAT HE/SHE HAS CHECKED ALL ITEMS IN THIS PROPOSAL FOR ACCURACY AND CERTIFIED THAT THE FIGURES SHOWN THEREIN CONSTITUTE THEIR OFFICIAL BID.

_____
BIDDER'S SIGNATURE

CONDITIONS FOR COMBINATION BID

If a bidder elects to submit a combined bid for two or more of the contracts listed for this month's letting, the bidder must complete and execute these sheets of the proposal in each of the individual proposals to constitute a combination bid. In addition to this requirement, each individual contract shall be completed, executed and submitted in the usual specified manner.

Failure to execute this Combination Bid Proposal in each of the contracts combined will be just cause for each proposal to be received and evaluated as a separate bid.

* * * *

SECTION 905 - COMBINATION BID PROPOSAL (Continued)

Project Number	Pay Item Number	Unit	Unit Price Reduction	Total Item Reduction	Total Contract Reduction
1. _____	_____ _____	_____ _____	_____ _____	_____ _____	
2. _____	_____ _____	_____ _____	_____ _____	_____ _____	
3. _____	_____ _____	_____ _____	_____ _____	_____ _____	
4. _____	_____ _____	_____ _____	_____ _____	_____ _____	
5. _____	_____ _____	_____ _____	_____ _____	_____ _____	
6. _____	_____ _____	_____ _____	_____ _____	_____ _____	
7. _____	_____ _____	_____ _____	_____ _____	_____ _____	
8. _____	_____ _____	_____ _____	_____ _____	_____ _____	

Project Number	Pay Item Number	Unit	Unit Price Reduction	Total Item Reduction	Total Contract Reduction
9. _____	_____ _____	_____ _____	_____ _____	_____ _____	
10. _____	_____ _____	_____ _____	_____ _____	_____ _____	

C. If option (c) has been selected, then initial and complete one of the following, go to II. and sign Combination Bid Proposal.

_____ I (We) desire to be awarded work not to exceed a total monetary value of $ _____.

_____ I (We) desire to be awarded work not to exceed _____ number of contracts.

II. It is understood that the Mississippi Transportation Commission not only reserves the right to reject any and all proposals, but also the right to award contracts upon the basis of lowest separate bids or combination bids most advantageous to the State.

It is further understood and agreed that the Combination Bid Proposal is for comparison of bids only and that each contract shall operate in every respect as a separate contract in accordance with its proposal and contract documents.

I (We), the undersigned, agree to complete each contract on or before its specified completion date.

SIGNED _____

_____

_____

Certification with regard to the Performance of Previous Contracts or Subcontracts subject to the Equal Opportunity Clause and the filing of Required Reports

The Bidder ____, proposed Subcontractor ____, hereby certifies that he has ____, has not ____, participated in a previous contract or subcontract subject to the Equal Opportunity Clause, as required by Executive Orders 10925, 11114, or 11246, and that he has ____, has not ____, filed with the Joint Reporting Committee, the Director of the Office of Federal Contract Compliance, a Federal Government contracting or administering agency, or the former President's Committee on Equal Employment Opportunity, all reports due under the applicable filing requirements.

_____
(COMPANY)

BY _____

_____
(TITLE)

DATE: _____

NOTE: The above certification is required by the Equal Employment Opportunity Regulations of the Secretary of Labor (41 CFR 60-1.7 (b) (1)), and must be submitted by bidders and proposed subcontractors only in connection with contracts and subcontracts which are subject to the Equal Opportunity Clause. Contracts and Subcontracts which are exempt from the Equal Opportunity Clause are set forth in 41 CFR 60-1.5. (Generally only contracts or subcontracts of $10,000 or under are exempt.)

Currently, Standard Form 100 (EEO-1) is the only report required by the Executive Orders or their implementing regulations.

Proposed prime Contractors and Subcontractors who have participated in a previous contract or subcontract subject to the Executive orders and have not filed the required reports should note that 41 CFR 60-1.7 (b) (1) prevents the award of contracts and subcontracts unless such Contractors submit a report covering the delinquent period or such other period specified by the Federal Highway Administration or by the Director, Office of Federal Contract Compliance, U. S. Department of Labor.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

CERTIFICATION
(Execute in duplicate)

State of Mississippi

County of _____

I,_____,
(Name of person signing certification)

individually, and in my capacity as _____ of
(Title)

_____ do hereby certify under
(Name of Firm, Partnership, or Corporation)

penalty of perjury under the laws of the United States and the State of Mississippi that _____

_____, Bidder
(Name of Firm, Partnership, or Corporation)

on Project No. _____,

in _____ Count ____, Mississippi, has not either

directly or indirectly entered into any agreement, participated in any collusion; or otherwise taken any action in restraint of free competitive bidding in connection with this contract; nor have any of its corporate officers or principal owners.

Except as noted hereafter, it is further certified that said legal entity and its corporate officers, principal owners, managers, auditors and others in a position of administering federal funds:

a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;

b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in (b) above; and

d) Have not within a three-year period preceding this application/ proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

Initial here "_____" if exceptions are attached and made a part thereof. Any exceptions shall address to whom it applies, initiating agency and dates of such action.

Note: Exceptions will not necessarily result in denial of award but will be considered in determining bidder responsibility. Providing false information may result in criminal prosecution or administrative sanctions.

The bidder further certifies that the certification requirements contained in Section XI of Form FHWA 1273, will be or have been included in all subcontracts, material supply agreements, purchase orders, etc. except those procurement contracts for goods or services that are expected to be less than the Federal procurement small purchase threshold fixed at 10 U.S.C. 2304(g) and 41 U.S.C. 253(g) (currently $25,000) which are excluded from the certification requirements.

The bidder further certifies, to the best of his or her knowledge and belief, that:

1) No Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this contract, Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions will be completed and submitted.

The certification contained in (1) and (2) above is a material representation of fact upon which reliance is placed and a prerequisite imposed by Section 1352, Title 31, U.S. Code prior to entering into this contract. Failure to comply shall be subject to a civil penalty of not less than $10,000 and not more than $100,000. The bidder shall include the language of the certification in all subcontracts exceeding $100,000 and all subcontractors shall certify and disclose accordingly.

All of the foregoing and attachments (when indicated) is true and correct.

Executed on _____ _____

Signature

(11/23/92F)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

CERTIFICATION
(Execute in duplicate)

State of Mississippi

County of _____

I,_____,
(Name of person signing certification)

individually, and in my capacity as _____ of
(Title)

_____ do hereby certify under
(Name of Firm, Partnership, or Corporation)

penalty of perjury under the laws of the United States and the State of Mississippi that _____

_____, Bidder
(Name of Firm, Partnership, or Corporation)

on Project No. _____,

in _____ Count ____, Mississippi, has not either

directly or indirectly entered into any agreement, participated in any collusion; or otherwise taken any action in restraint of free competitive bidding in connection with this contract; nor have any of its corporate officers or principal owners.

Except as noted hereafter, it is further certified that said legal entity and its corporate officers, principal owners, managers, auditors and others in a position of administering federal funds:

a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;

b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in (b) above; and

d) Have not within a three-year period preceding this application/ proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

Initial here "_____" if exceptions are attached and made a part thereof. Any exceptions shall address to whom it applies, initiating agency and dates of such action.

Note: Exceptions will not necessarily result in denial of award but will be considered in determining bidder responsibility. Providing false information may result in criminal prosecution or administrative sanctions.

The bidder further certifies that the certification requirements contained in Section XI of Form FHWA 1273, will be or have been included in all subcontracts, material supply agreements, purchase orders, etc. except those procurement contracts for goods or services that are expected to be less than the Federal procurement small purchase threshold fixed at 10 U.S.C. 2304(g) and 41 U.S.C. 253(g) (currently $25,000) which are excluded from the certification requirements.

The bidder further certifies, to the best of his or her knowledge and belief, that:

1) No Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this contract, Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions will be completed and submitted.

The certification contained in (1) and (2) above is a material representation of fact upon which reliance is placed and a prerequisite imposed by Section 1352, Title 31, U.S. Code prior to entering into this contract. Failure to comply shall be subject to a civil penalty of not less than $10,000 and not more than $100,000. The bidder shall include the language of the certification in all subcontracts exceeding $100,000 and all subcontractors shall certify and disclose accordingly.

All of the foregoing and attachments (when indicated) is true and correct.

Executed on _____ _____

Signature

(11/23/92F)

S E C T I O N 9 0 2

CONTRACT FOR _____

LOCATED IN THE COUNTY OF _____

STATE OF MISSISSIPPI,

COUNTY OF HINDS

This contract entered into by and between the Mississippi Transportation Commission on one hand, and the undersigned contractor, on the other witnesseth;

That, in consideration of the payment by the Mississippi Transportation Commission of the prices set out in the proposal hereto attached, to the undersigned contractor, such payment to be made in the manner and at the time of times specified in the specifications and the special provisions, if any, the undersigned contractor hereby agrees to accept the prices stated in the proposal in full compensation for the furnishing of all materials and equipment and the executing of all the work contemplated in this contract.

It is understood and agreed that the advertising according to law, the Advertisement, the instructions to bidders, the proposal for the contract, the specifications, the revisions of the specifications, the special provisions, and also the plans for the work herein contemplated, said plans showing more particularly the details of the work to be done, shall be held to be, and are hereby made a part of this contract by specific reference thereto and with like effect as if each and all of said instruments had been set out fully herein in words and figures.

It is further agreed that for the same consideration the undersigned contractor shall be responsible for all loss or damage arising out of the nature of the work aforesaid; or from the action of the elements and unforeseen obstructions or difficulties which may be encountered in the prosecution of the same and for all risks of every description connected with the work, exceptions being those specifically set out in the contract; and for faithfully completing the whole work in good and workmanlike manner according to the approved Plans, Specifications, Special Provisions, Notice(s) to Bidders and requirements of the Mississippi Department of Transportation.

It is further agreed that the work shall be done under the direct supervision and to the complete satisfaction of the Executive Director of the Mississippi Department of Transportation, or his authorized representatives, and when Federal Funds are involved subject to inspection at all times and approval by the Federal Highway Administration, or its agents as the case may be, or the agents of any other Agency whose funds are involved in accordance with those Acts of the Legislature of the State of Mississippi approved by the Governor and such rules and regulations issued pursuant thereto by the Mississippi Transportation Commission and the authorized Federal Agencies.

The Contractor agrees that all labor as outlined in the Special Provisions may be secured from list furnished by

It is agreed and understood that each and every provision of law and clause required by law to be inserted in this contract shall be deemed to be inserted herein and this contract shall be read and enforced as though it were included herein, and, if through mere mistake or otherwise any such provision is not inserted, then upon the application of either party hereto, the contract shall forthwith be physically amended to make such insertion.

The Contractor agrees that he has read each and every clause of this Contract, and fully understands the meaning of same and that he will comply with all the terms, covenants and agreements therein set forth.

Witness our signatures this the _____ day of _____, _____.

_____

Contractor (s)

By _____

MISSISSIPPI TRANSPORTATION COMMISSION

Title _____

By _____

Executive Director

Signed and sealed in the presence of:
(names and addresses of witnesses)

_____

_____

Secretary to the Commission

Award authorized by the Mississippi Transportation Commission in session on the ____ day of _____, _____, Minute Book No. _____, Page No. _____.

Revised 8/06/2003

S E C T I O N 9 0 3

CONTRACT BOND FOR: _____

LOCATED IN THE COUNTY OF: _____

STATE OF MISSISSIPPI,

COUNTY OF HINDS

Know all men by these presents: that we, _____

_____ Principal, a _____

residing at _____ in the State of _____

and _____

residing at _____ in the State of _____,

authorized to do business in the State of Mississippi, under the laws thereof, as surety, are held and firmly bound unto the State of Mississippi in the sum of _____

_____

($_____) Dollars, lawful money of the United States of America, to be paid to it for which payment well and truly to be made, we bind ourselves, our heirs, administrators, successors, or assigns jointly and severally by these presents.

Signed and sealed this the _____ day of _____ A.D. _____.

The conditions of this bond are such, that whereas the said _____

_____

principal, has (have) entered into a contract with the Mississippi Transportation Commission, bearing the date of ____ day of _____ A.D. _____ hereto annexed, for the construction of certain highways in the State of Mississippi as mentioned in said contract in accordance with the plans, specifications and special provisions therefor, on file in the offices of the Mississippi Department of Transportation, Jackson, Mississippi.

Now therefore, if the above bounden _____

_____ in all things shall stand to and abide by and well and truly observe, do keep and perform all and singular the terms, covenants, conditions, guarantees and agreements in said contract, contained on his (their) part to be observed, done, kept and performed and each of them, at the time and in the manner and form and furnish all of the material and equipment specified in said contract in strict accordance with the terms of said contract which said plans, specifications and special provisions are included in and form a part of said contract and shall maintain the said work contemplated until its final completion and acceptance as specified in Subsection 109.11 of the approved specifications, and save harmless said Mississippi Transportation Commission from any loss or damage arising out of or occasioned by the negligence, wrongful or criminal act, overcharge, fraud, or any other loss or damage whatsoever, on the part of said principal (s), his (their) agents, servants, or employees in the performance of said work or in any manner connected therewith, and shall be liable and responsible in a civil action instituted by the State at the instance of the Mississippi Transportation Commission or any officer of the State authorized in such cases, for double any amount in money or property, the State may lose or be overcharged or otherwise defrauded of, by reason of wrongful or criminal act, if any, of the Contractor(s), his (their) agents or employees, and shall promptly pay the said agents, servants and employees and all persons furnishing labor, material, equipment or supplies therefor, including premiums incurred, for Surety Bonds, Liability Insurance, and Workmen's Compensation Insurance; with the additional obligation that such Contractor shall promptly make payment of all taxes,

SECTION 903 - CONTINUED

licenses, assessments, contributions, damages, any liquidated damages which may arise prior to any termination of said principal's contract, any liquidated damages which may arise after termination of the said principal's contract due to default on the part of said principal, penalties and interest thereon, when and as the same may be due this state, or any county, municipality, board, department, commission or political subdivision: in the course of the performance of said work and in accordance with Sections 31-5-51 et seq. Mississippi Code of 1972, and other State statutes applicable thereto, and shall carry out to the letter and to the satisfaction of the Executive Director of the Mississippi Department of Transportation, all, each and every one of the stipulations, obligations, conditions, covenants and agreements and terms of said contract in accordance with the terms thereof and all of the expense and cost and attorney's fee that may be incurred in the enforcement of the performance of said contract, or in the enforcement of the conditions and obligations of this bond, then this obligation shall be null and void, otherwise to be and remain in full force and virtue.

Witness our signatures and seals this the _____ day of _____ A.D. _____.

_____ _____

(Contractors) Principal Surety

By _____ By _____

(Signature) Attorney in Fact

_____

Title _____ _____

(Contractor's Seal) (Name and address of local (Mississippi) representative.)

(Surety Seal)

Revised 1/18/2000

MAINTENANCE BOND
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

MAINTENANCE BOND FOR: _____
LOCATED IN THE COUNTY OF: _____
STATE OF MISSISSIPPI
COUNTY OF HINDS
Know all men by these presents: that we, _____
_____, Principal, a _____
residing at _____ in the State of _____
and _____
residing at _____ in the State of _____,
authorized to do business in the State of Mississippi, under the laws thereof, as surety, are held and firmly bound unto the State of Mississippi in the sum of _____
_____
($_____) Dollars, lawful money of the United States of America, to be paid to it for which payment well and truly to be made, we bind ourselves, our heirs, administrators, successors, or assigns jointly and severally by these presents.

Signed and sealed this the _____ day of _____, _____.

The condition of the above referenced obligation is that the Principal or Contractor will maintain the pavement on the finished roadway for a period of seven (7) years, commencing on the date of the final inspection as documented in writing by the State Construction Engineer. The Principal is required to maintain the travel lanes placed on the project against defects in materials or workmanship as governed by the Special Provisions of the contract; and such maintenance is to be in accordance with the Special Provisions of the contract (which is made a part of this bond) for maintained asphalt pavement. If the Principal satisfactorily fulfills the above condition, then this obligation shall be null and void; otherwise such obligation is to remain in full force and effect.

It is agreed that no modifications, omissions, additions in or to the terms of the contract or in or to the plans or specifications shall affect the obligations of the Surety on its bond.

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION IS SUCH, that if said Principal shall faithfully carry out and perform the said maintenance, and shall, on due notice, repair and make good at its own expense any and all defects in materials or workmanship in the said work which may develop during the period specified above or shall pay over, make good and reimburse to the Mississippi Department of Transportation all loss which it may sustain by reason of failure or default of said Principal so to do, then this obligation shall be null and void; otherwise it shall remain in full force and effect.

In the event suit is brought upon this bond by the Mississippi Department of Transportation or the Mississippi Transportation Commission and judgment is recovered, the Surety shall pay all costs incurred by the Mississippi Department of Transportation in such suit, including reasonable attorney's fee to be fixed by the court.

Witness our signatures and seals this the __ day of _____,_____.

_____	_____
(Contractor) Principal	Surety
By _____	By _____
	(Signature) Attorney in Fact
	_____
Title _____	_____
(Contractor's Seal)	(Name and address of local (Mississippi) representative) (Surety Seal)

OCR-485
REV. 10/02

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
OFFICE OF CIVIL RIGHTS
JACKSON, MISSISSIPPI

LIST OF FIRMS SUBMITTING QUOTES

I/we received quotes from the following firms on Project No: _____
County: _____

Disadvantaged Business Enterprise (DBE) Regulations as stated in 49 CFR 26.11 require the Mississippi Department of Transportation (MDOT) to create and maintain a comprehensive list of all firms quoting/bidding subcontracts on prime contracts and quoting/bidding subcontracts on federally-funded transportation projects. For every firm, we require the following information:

Firm Name: _____
Contact Name/Title: _____
Firm Mailing Address _____
Phone Number: _____
_____ DBE Firm _____ Non-DBE Firm

Firm Name: _____
Contact Name/Title: _____
Firm Mailing Address _____
Phone Number: _____
_____ DBE Firm _____ Non-DBE Firm

Firm Name: _____
Contact Name/Title: _____
Firm Mailing Address _____
Phone Number: _____
_____ DBE Firm _____ Non-DBE Firm

Firm Name: _____
Contact Name/Title: _____
Firm Mailing Address _____
Phone Number: _____
_____ DBE Firm _____ Non-DBE Firm

Firm Name: _____
Contact Name/Title: _____
Firm Mailing Address _____
Phone Number: _____
_____ DBE Firm _____ Non-DBE Firm

_____
SUBMITTED BY (Signature)

_____
FIRM NAME

Submit this form to **Contract Administration as a part of your bid package**. If this form is not included as part of the bid packet, your bid will be deemed irregular. For further information about this form, call Mississippi DOT's Office of Civil Rights at (601) 359-7466; FAX (601) 576-4504. **Please make copies of this form when needed and also add those copies to the bid package.**

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

HAUL PERMIT FOR BRIDGES

WITH

POSTED WEIGHT LIMITS

DATE: _____

PROJECT: **STP-0021-01(054) / 103800**

COUNTIES: **DESOTO**

LOCATION: **MISSISSIPPI HIGHWAY 302 WEST OF US 51 ENDING EAST OF SWINNEA ROAD**

A permit is issued to _____ for transporting loads exceeding the posted limit for any such bridge located on State designated routes within the project termini provided that such transport vehicles comply with all other governing statutory weight limits.

This permit is valid on all State designated routes from the point of origin to the point of delivery for materials and equipment utilized in construction of said project and also valid for sub-contractors and vendors upon written permission of the Contractor. The permit is non-transferable and no other haul permit for posted bridges will be issued to other individuals, vendors, or companies for construction of this project.

A copy of this signed permit shall be carried in all vehicles operating under the authority of this permit and also a copy of the Contractor's written permission when the vehicle is other than Contractor owned.

In accordance with State law, the above named Contractor will be liable for damages directly attributable to vehicles operating under this permit.

_____

EXECUTIVE DIRECTOR