# PROPOSAL AND CONTRACT DOCUMENTS

## FOR THE CONSTRUCTION OF

## (EXEMPT)

10
Placing a single bituminous surface treatment on approximately 115 miles of various routes in District 2, known as Maintenance Project No. MP-2000-00(014)/302671, in District 2, State of Mississippi.
Project Completion: 81 Time Units

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
## (2004) STANDARD SPECIFICATIONS
## FOR ROAD AND BRIDGE CONSTRUCTION
## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**JACKSON, MISSISSIPPI**

**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 Subsection 102.11).

_____ 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.

(04/2004)

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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907-618-1: Additional Signing Requirements, W/Supplement
906-3: MDOT On-the-Job Training Program
906-4: MDOT On-the-Job Training Program - Alternate Program

SECTION 905 – PROPOSAL,
PROPOSAL SHEET NOS. 2-1 THRU 2-6,
COMBINATION BID PROPOSAL,
STATE BOARD OF CONTRACTORS REQUIREMENTS,
NON-COLLUSION CERTIFICATE,
SECTION 902 - CONTRACT FORM, AND SECTION 903 - CONTRACT BOND FORM,
PROGRESS SCHEDULE
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, July 27, 2004; thereafter, bids will be received in the First Floor Auditorium of the Mississippi Department of Transportation Administration Building, Jackson, Mississippi, until 10:00 o'clock A.M., Tuesday, July 27, 2004, and shortly thereafter publicly opened for

Placing a single bituminous surface treatment on approximately 115 miles of various routes in District 2, known as Maintenance Project No. MP-2000-00(014) / 302671, in District 2, State of Mississippi.

The attention of bidders is directed to the predetermined minimum wage rate set by the U. S. Department of Labor under the Fair Labor Standards Act.

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 specifications are on file in the offices of the Mississippi Department of Transportation.

Bid proposals must be acquired from the MDOT Contract Administration Division. These proposal 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.

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

**(SPW/OP)**

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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

**DATE:** **05/03/2004**

**SUBJECT:** **Governing Specifications**

The current (2004) Edition of the Standard Specifications for Road and Bridge Construction adopted by the Mississippi Transportation 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 MDOT 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 1990 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 2004 Edition of the Standard Specifications.

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 - NOTICE TO BIDDERS NO. 7** **CODE: (IS)**

**DATE:** **05/03/2004**

**SUBJECT:** **On-The-Job Training Program**

Payment for training hours will be handled as outlined in Special Provision 906-4. A pay item for trainees will not 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. 11** **CODE: (SP)**

**DATE:** **05/30/2004**

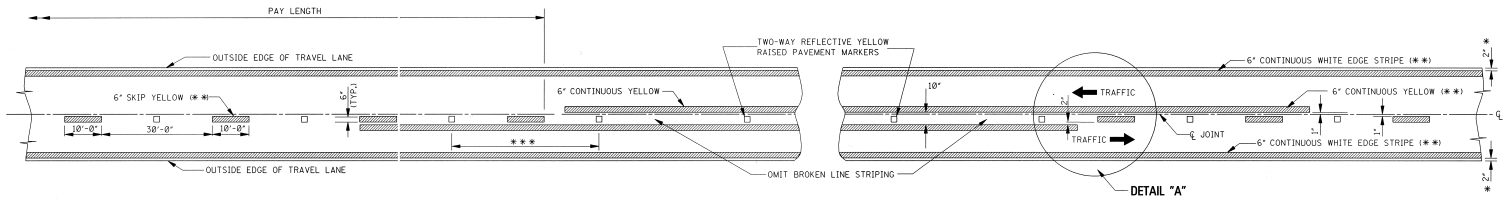
**SUBJECT:** **Standard Drawings**

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

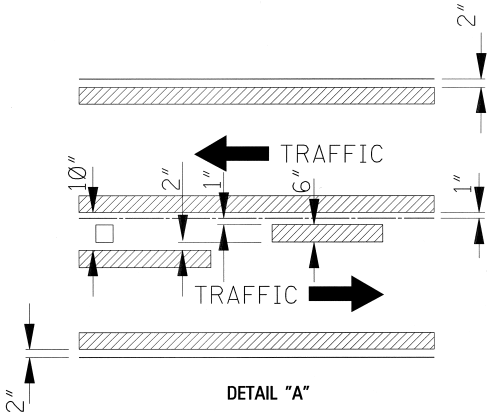
Larger copies of Standard Drawings may be purchased from:

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"**

GENERAL NOTES:

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

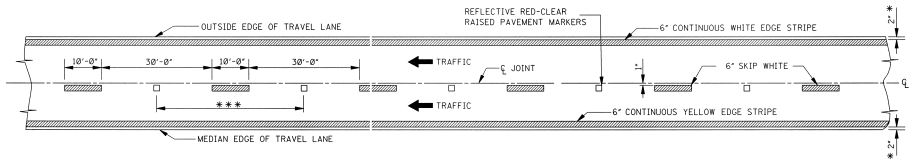
* * 2. EDGE STRIPE SHALL BE SAME MATERIAL AS LANE-LINE STRIPE (PAINT OR PLASTIC AS INDICATED IN PAY ITEMS).

* * * 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."




**4–LANE WITH ONE–WAY TRAFFIC**

| 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**

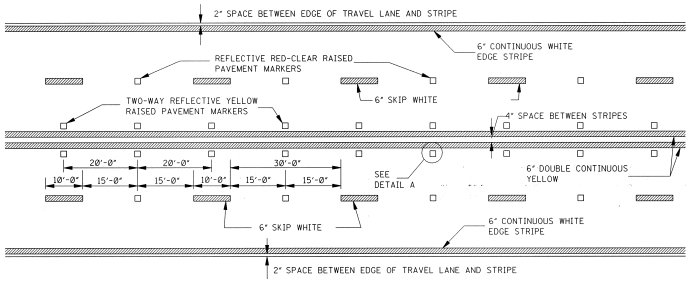
ENGLISH

WORKING NUMBER PM-1

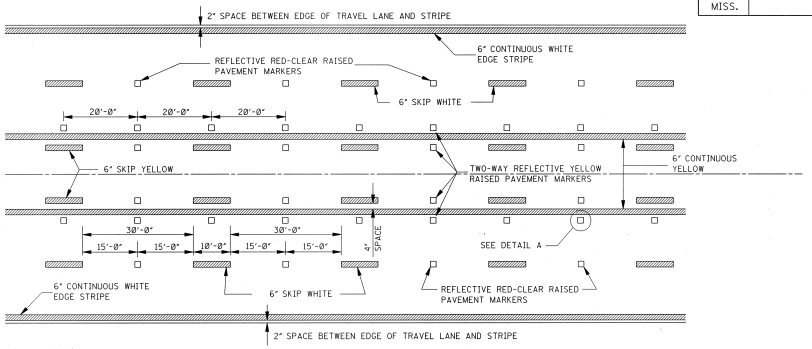
ISSUE DATE: OCTOBER 1, 1998

SHEET NUMBER 120

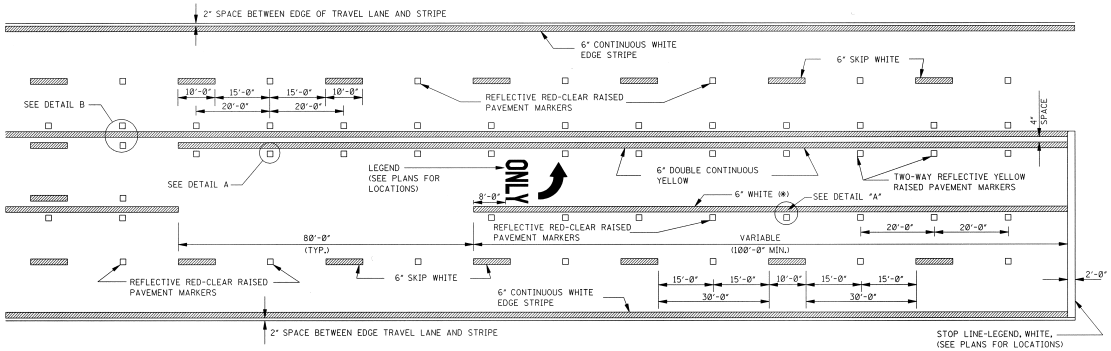
| STATE | PROJECT NO. |
|---|---|
| MISS. | |




**TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 4–LANE SECTION**

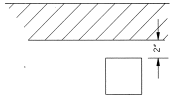



**TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 5–LANE SECTION**

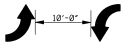



**TYPICAL STRIPING AND RAISED PAVEMENT MARKERS AT LEFT TURN LANES**

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

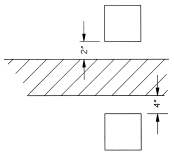



**DETAIL A**
**LATERAL PLACEMENT OF PAVEMENT MARKERS**




**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.R. |

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

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

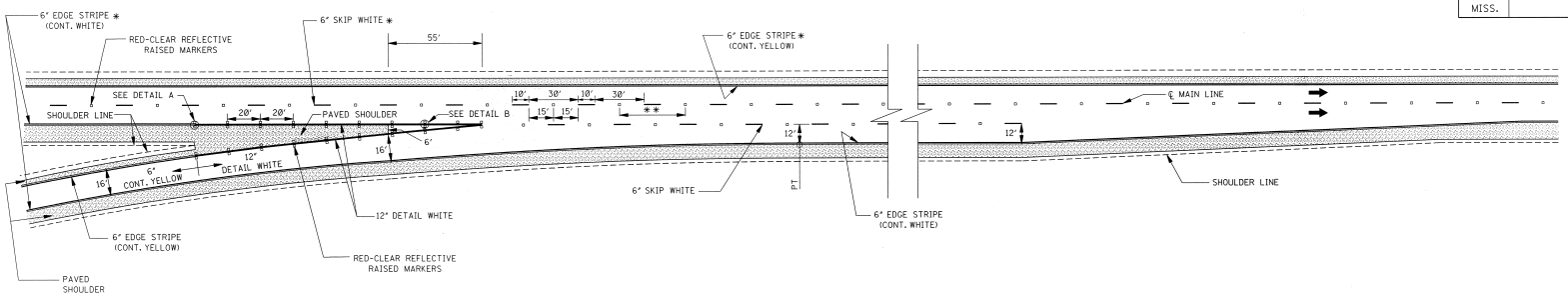
ENGLISH

WORKING NUMBER PM-2

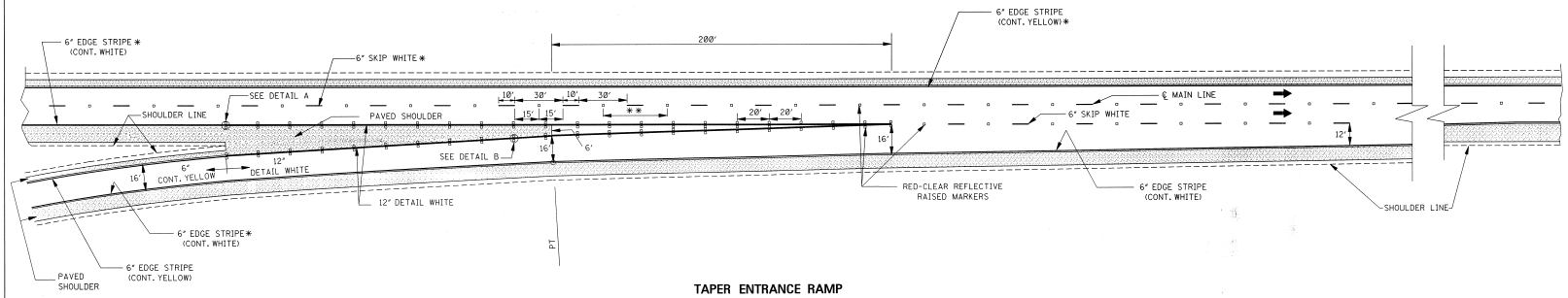
ISSUE DATE: OCTOBER 1, 1998

SHEET NUMBER 121

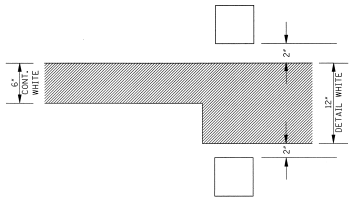
| STATE | PROJECT NO. |
|---|---|
| MISS. | |



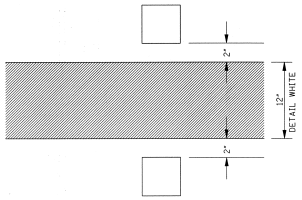

**PARALLEL ENTRANCE RAMP**




**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.R. |

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

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

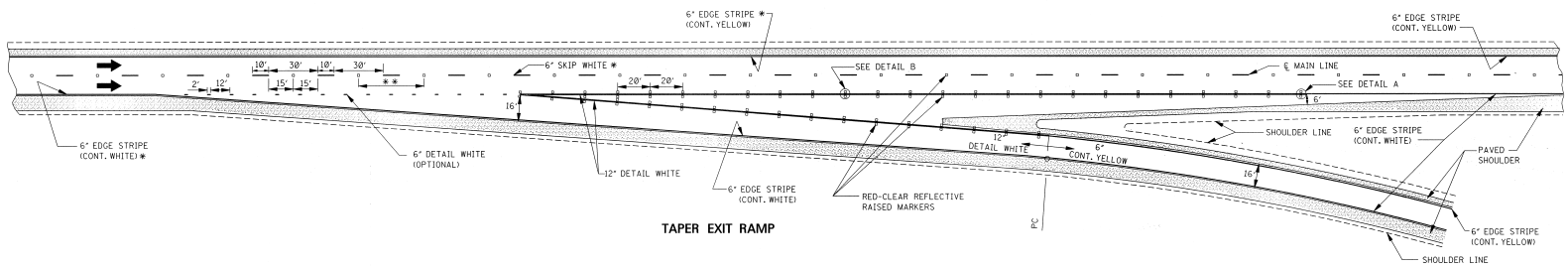
ENGLISH

WORKING NUMBER PM-3

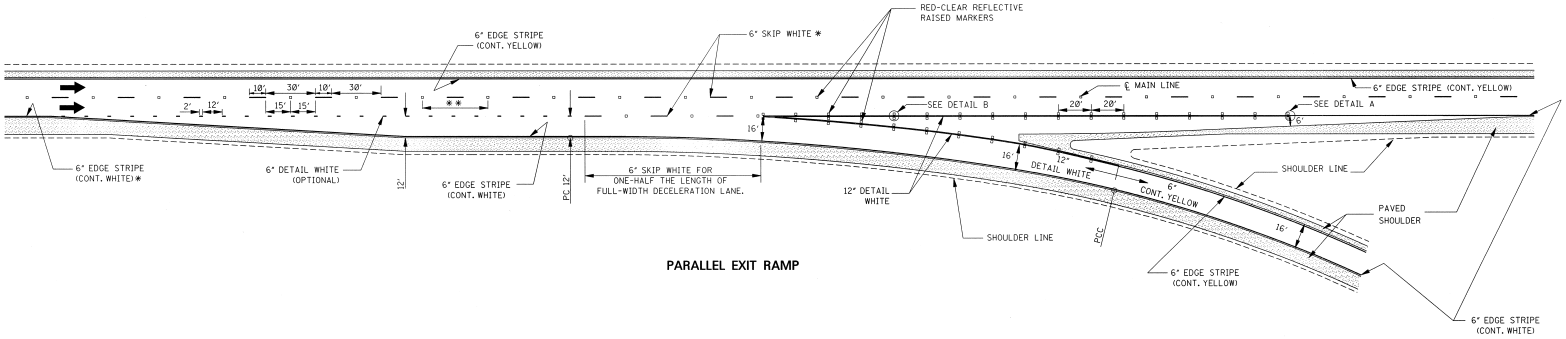
SHEET NUMBER 122

ISSUE DATE: OCTOBER 1, 1998

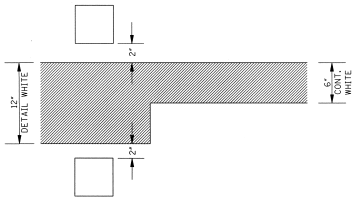
| STATE | PROJECT NO. |
|---|---|
| MISS. | |



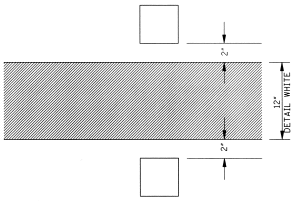

TAPER EXIT RAMP




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 |
|---|---|---|
| 2-2-99 | REVISE STRIPE WIDTH | S.W.R. |

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

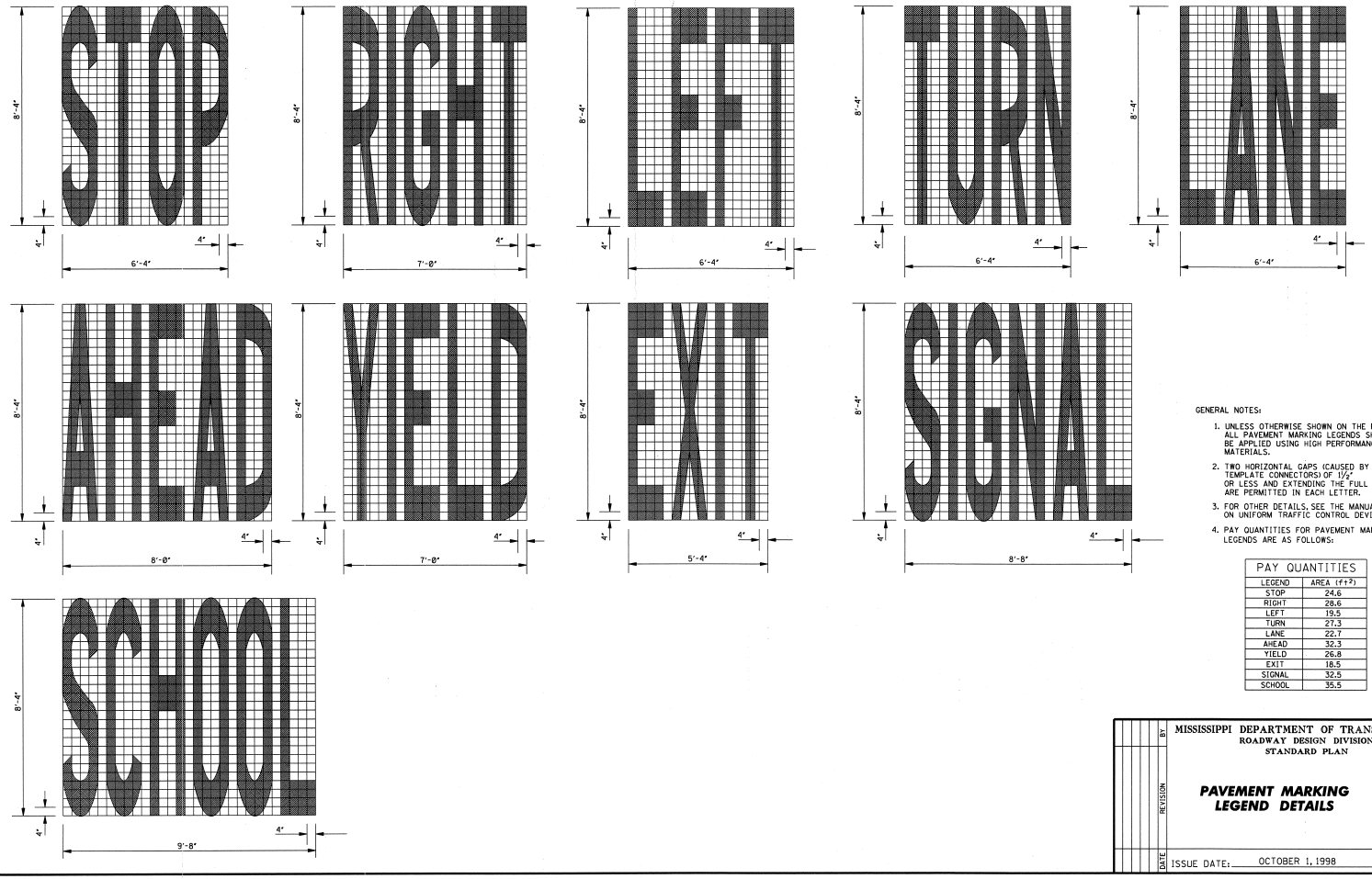
**PAVEMENT MARKING DETAILS FOR INTERCHANGE EXIT RAMPS**
**(PARALLEL AND TAPER)**

ISSUE DATE: OCTOBER 1, 1998

WORKING NUMBER: PM-4

SHEET NUMBER: 123

| 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 ($ft^2$) |
|---|---|
| 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 |

| BY | REVISION | DATE |
|---|---|---|
| | | |

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

**PAVEMENT MARKING LEGEND DETAILS**

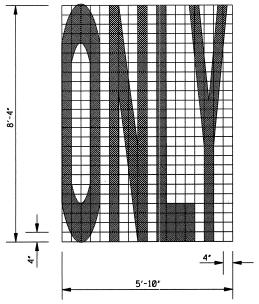
ENGLISH

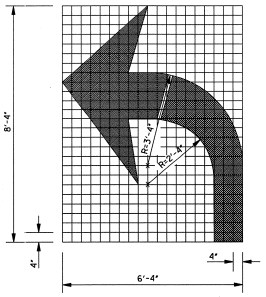
WORKING NUMBER PM-5

ISSUE DATE: OCTOBER 1, 1998

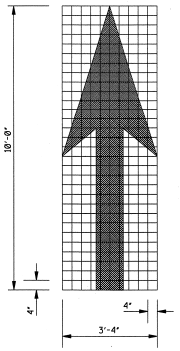
SHEET NUMBER 124

| STATE | PROJECT NO. |
|---|---|
| MISS. | |

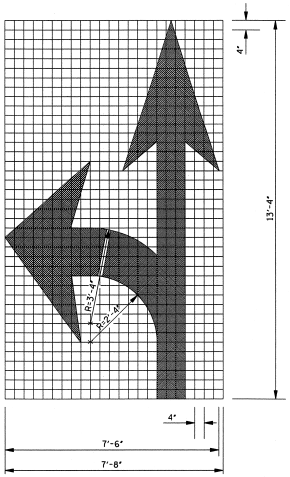



TURN ARROW




THRU ARROW



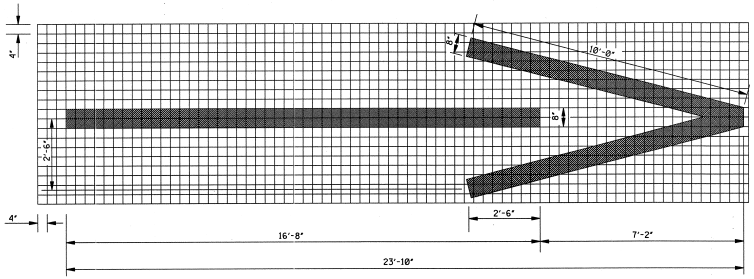

COMBINATION ARROW

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 |




1–WAY ARROW

| REVISION | BY | DATE |
|---|---|---|
| | | |

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

**PAVEMENT MARKING LEGEND DETAILS**

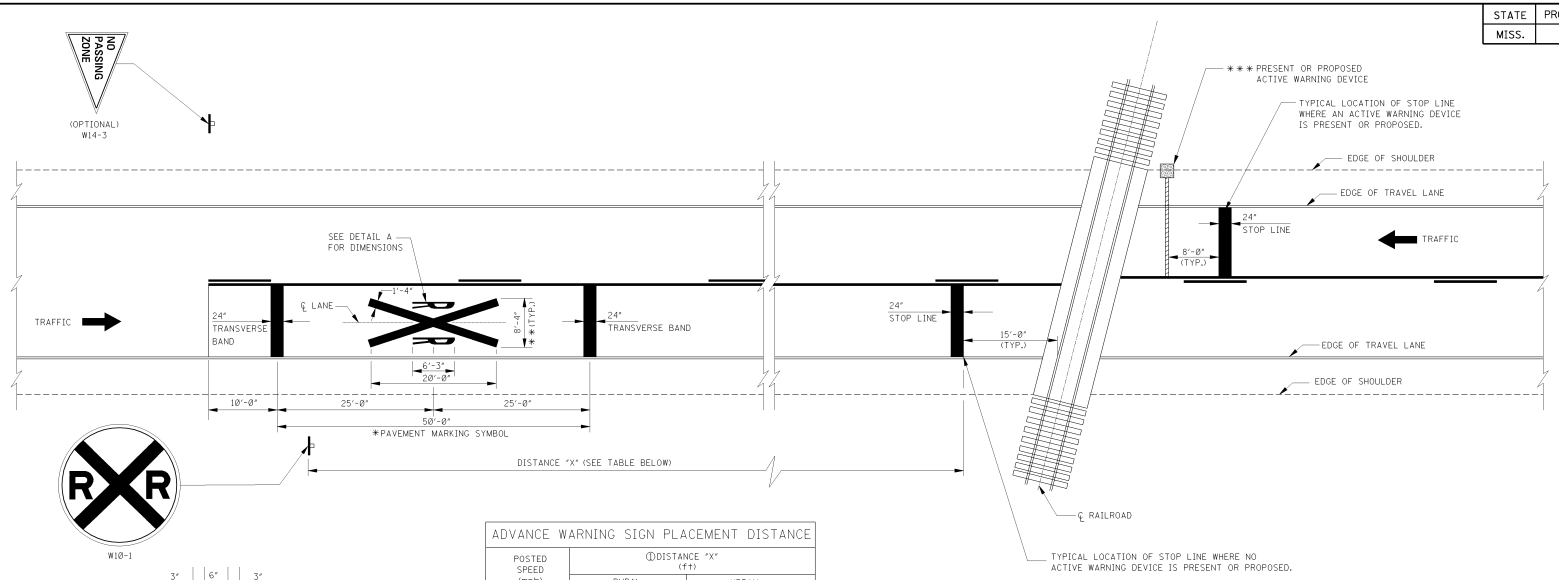
ENGLISH

WORKING NUMBER PM-6

ISSUE DATE: OCTOBER 1, 1998

SHEET NUMBER 125

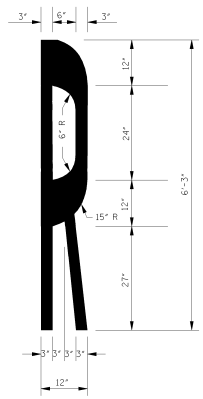
| STATE | PROJECT NO. |
|---|---|
| MISS. | |




| ADVANCE WARNING SIGN PLACEMENT DISTANCE | | |
|---|---|---|
| POSTED SPEED (mph) | ①DISTANCE "X" (ft) | |
| | RURAL | URBAN |
| 20 | 175 | 100 |
| 25 | 250 | 100 |
| 30 | 325 | 100 |
| 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.




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

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.M.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 126

| STATE | PROJECT NO. |
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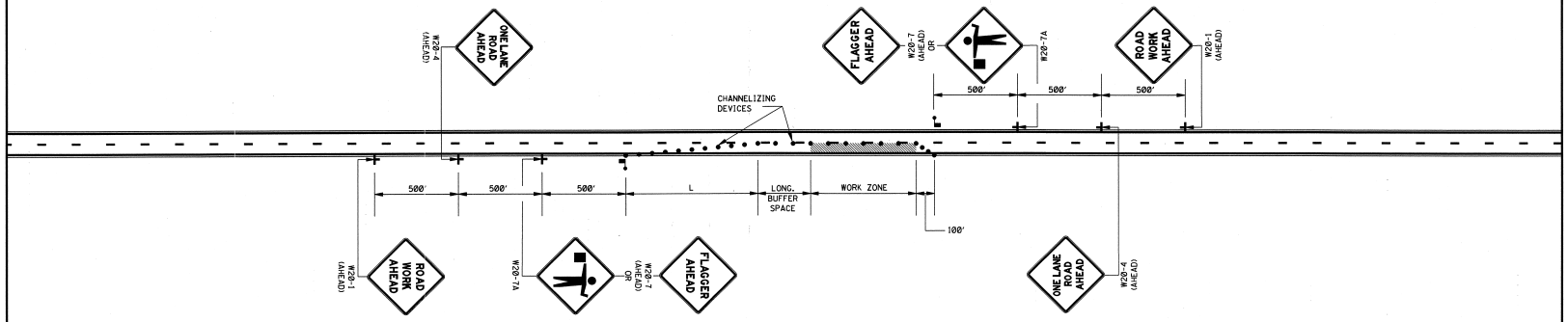
| MISS. | |




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" × 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.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

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

ENGLISH

| DATE | REVISION | BY |
|---|---|---|
| | | |

ISSUE DATE: OCTOBER 1, 1998

WORKING NUMBER TCP-1

SHEET NUMBER 250

| STATE | PROJECT NO. |
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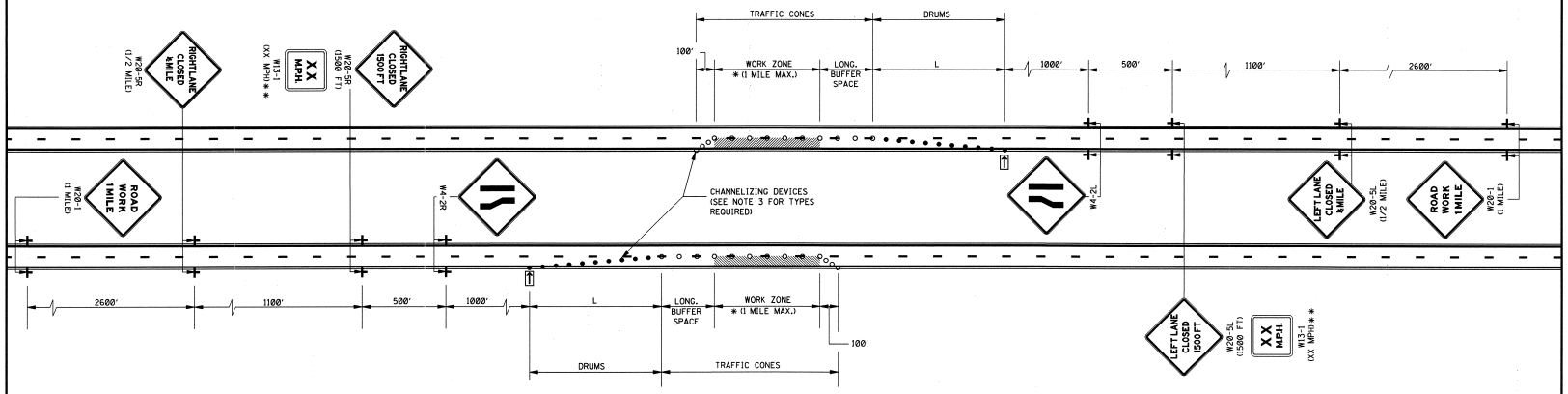



GENERAL NOTES:

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)**

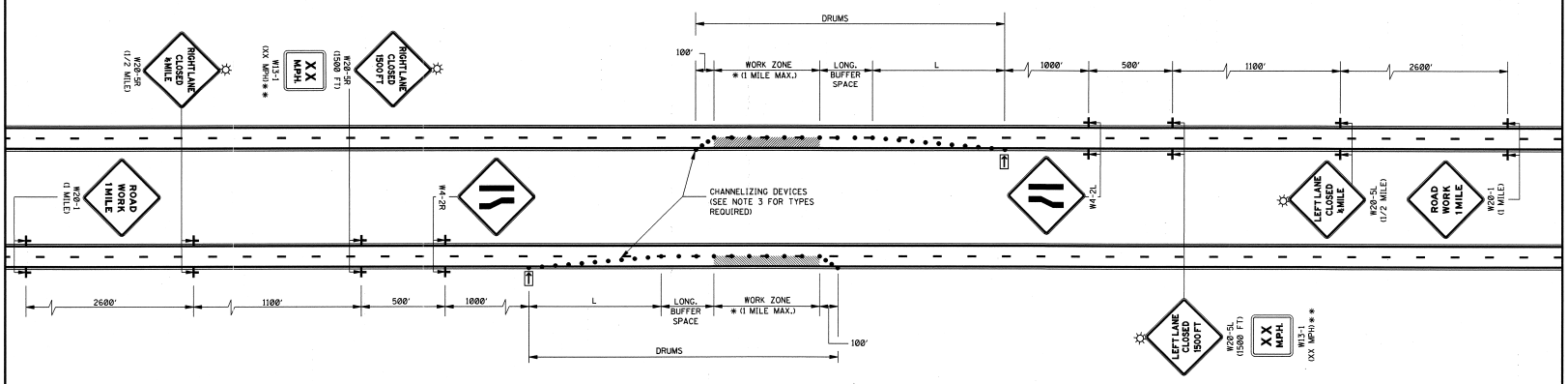
ENGLISH

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 = $WS^2/60$ 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. 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. |
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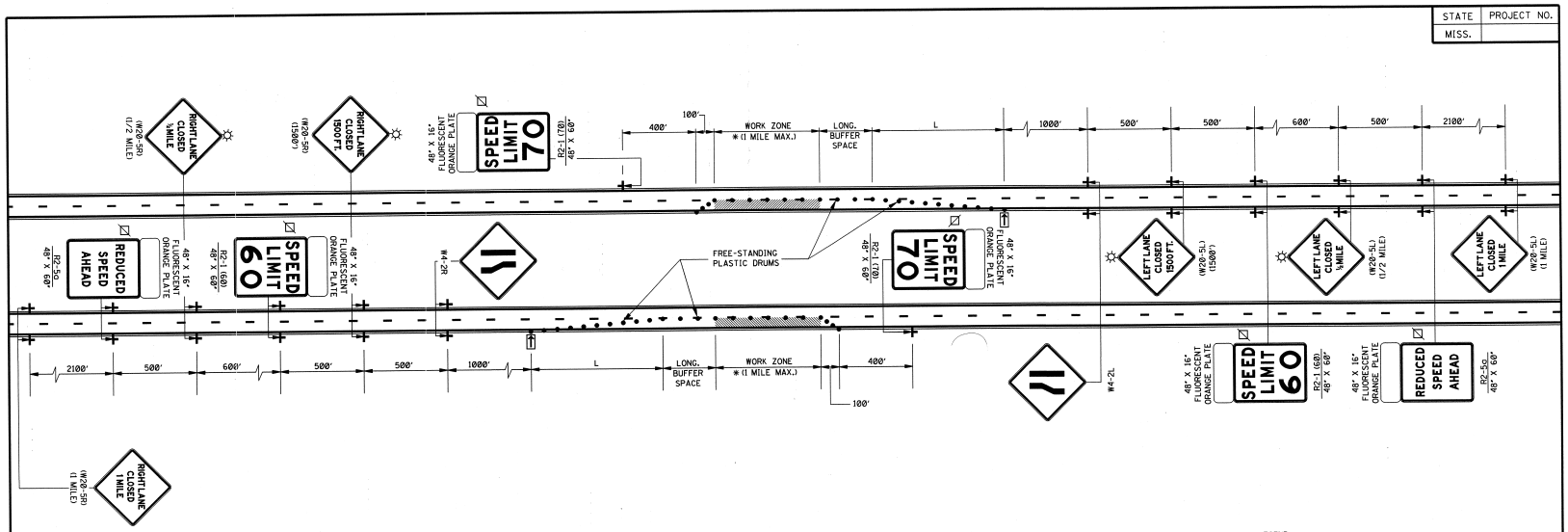
| MISS. | |




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

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.

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)**

| DATE | REVISION | BY |
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ENGLISH
WORKING NUMBER TCP-4
SHEET NUMBER 253
ISSUE DATE: OCTOBER 1, 1998

| STATE | PROJECT NO. |
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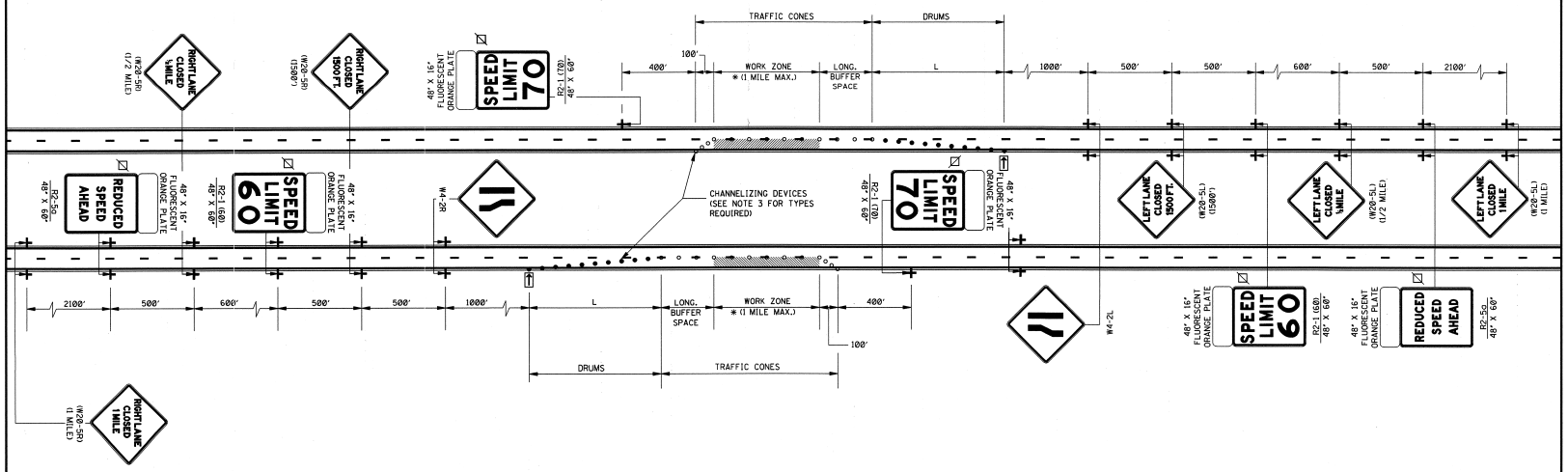



GENERAL NOTES:

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)

| 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) (WORK DAY ONLY)**

ENGLISH

ISSUE DATE: OCTOBER 1, 1998

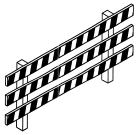
WORKING NUMBER TCP-5

SHEET NUMBER 254

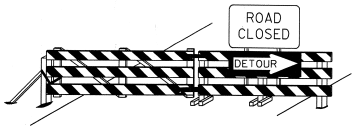
| STATE | PROJECT NO. |
|---|---|
| MISS. | |

TYPE I

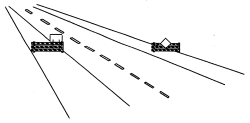
TYPE II

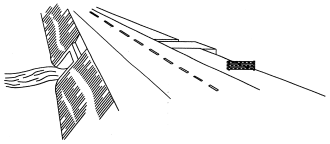


TYPE III




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

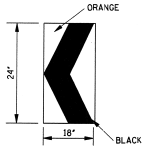
| | I | II | III |
|---|---|---|---|
| WIDTH OF RAIL ** | 8" MIN. - 12" MAX. | 8" MIN. - 12" MAX. | 8" MIN. - 12" MAX. |
| LENGTH OF RAIL ** | 24" MIN. | 24" MIN. | 48" MIN. |
| WIDTH OF STRIPE * | 6" | 6" | 6" |
| HEIGHT | 36" MIN. | 36" MIN. | 60" MIN. |
| NUMBER OF REFLECTORIZED RAIL FACES | 2 (ONE EACH DIRECTION) | 4 (TWO EACH DIRECTION) | 3 IF FACING TRAFFIC IN ONE DIRECTION<br>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.

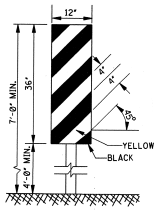
## WING BARRICADES

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.



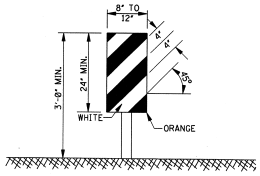

## CHEVRON SIGN DETAIL

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.

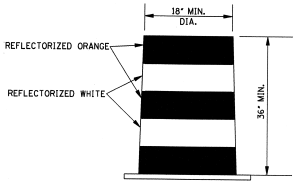



## VERTICAL PANEL

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 |
|---|---|---|
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MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

**HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS**

ENGLISH

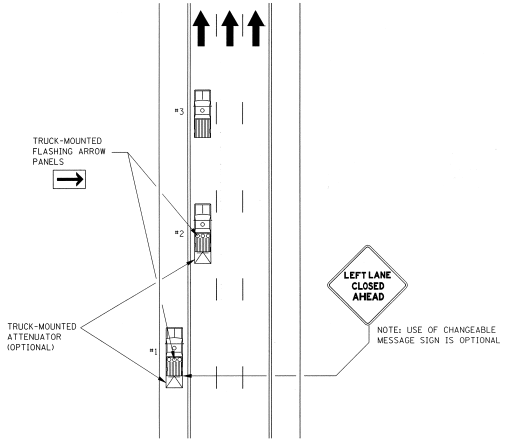
WORKING NUMBER TCP-10

ISSUE DATE: OCTOBER 1, 1998

SHEET NUMBER 259

| STATE | PROJECT NO. |
|---|---|
| MISS. | |

## MOBILE OPERATIONS ON MULTILANE ROAD △1

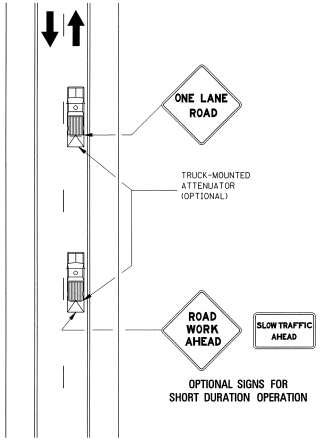



MOBILE OPERATIONS ON MULTILANE ROAD

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 △1 | S.W.K. |

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

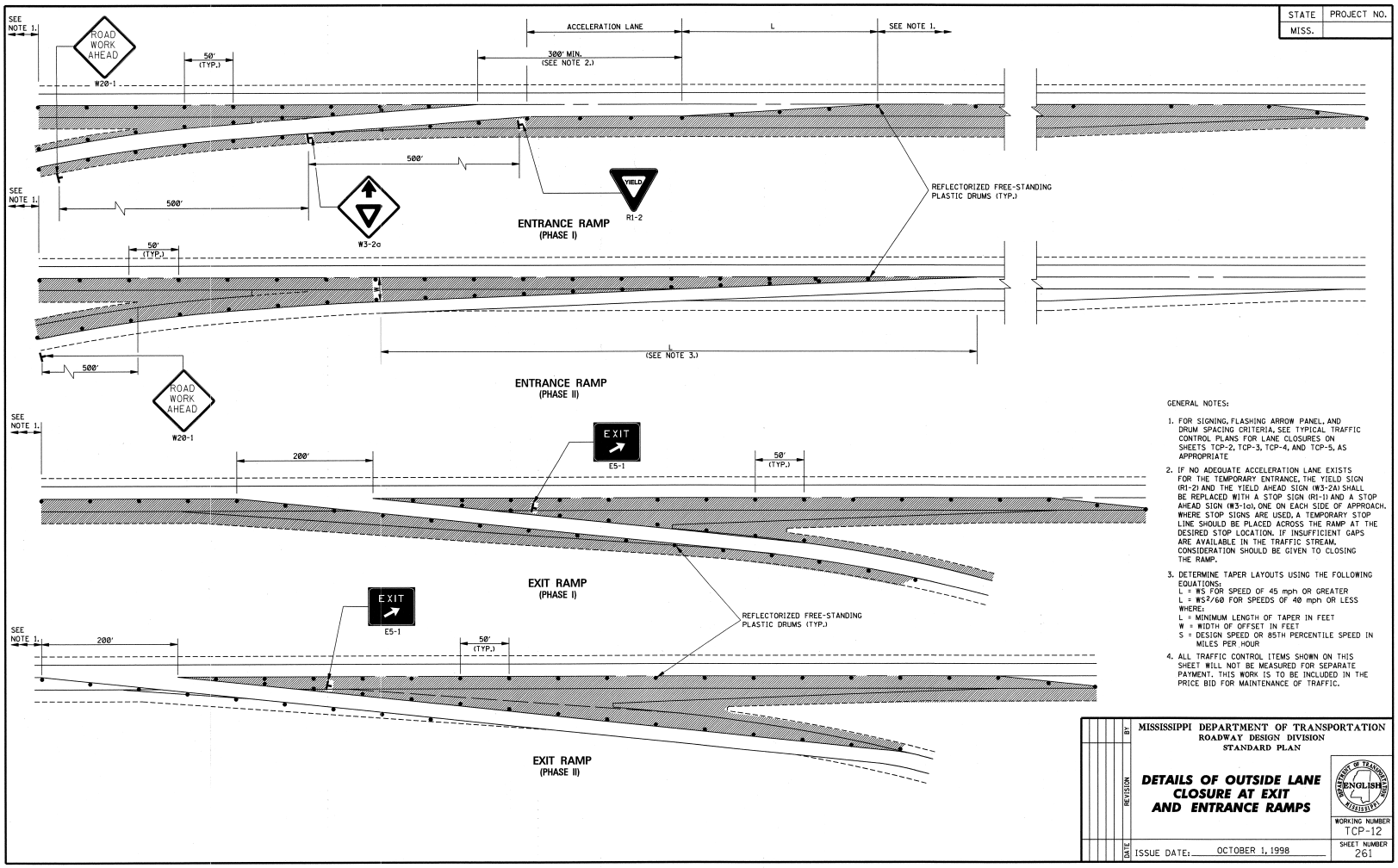
**TRAFFIC CONTROL PLAN**
**MOBILE OPERATIONS**
**MULTILANE ROADS**
**AND**
**TWO–LANE ROADS**

ENGLISH

WORKING NUMBER TCP-11

ISSUE DATE: OCTOBER 1, 1998

SHEET NUMBER 260


STATE
MISS.
PROJECT NO.
SEE NOTE 1.
ROAD WORK AHEAD
W20-1
50' (TYP.)
ACCELERATION LANE
L
SEE NOTE 1.
300' MIN. (SEE NOTE 2.)
500'
YIELD
R1-2
W3-2a
REFLECTORIZED FREE-STANDING PLASTIC DRUMS (TYP.)
ENTRANCE RAMP
(PHASE I)
L (SEE NOTE 3.)
ENTRANCE RAMP
(PHASE II)
EXIT
E5-1
200'
EXIT RAMP
(PHASE I)
EXIT RAMP
(PHASE II)
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 = WS²/60 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
REVISION
DATE
BY
ISSUE DATE: OCTOBER 1, 1998

| STATE | PROJECT NO. |
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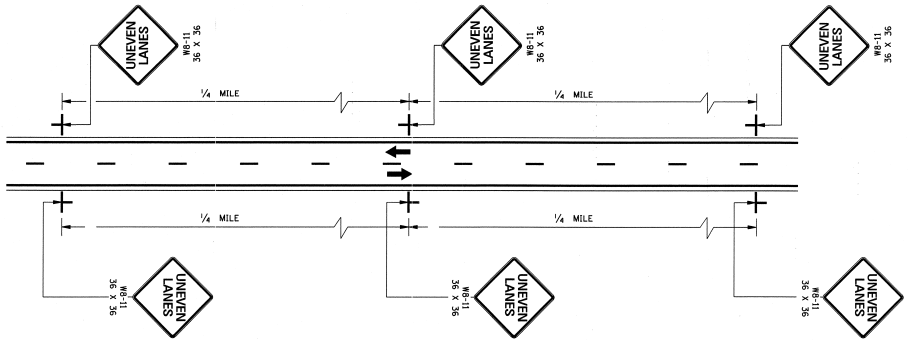
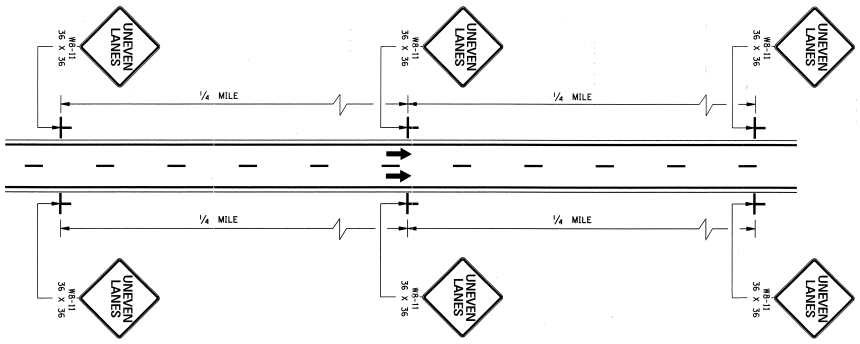



TWO–WAY TRAFFIC




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**

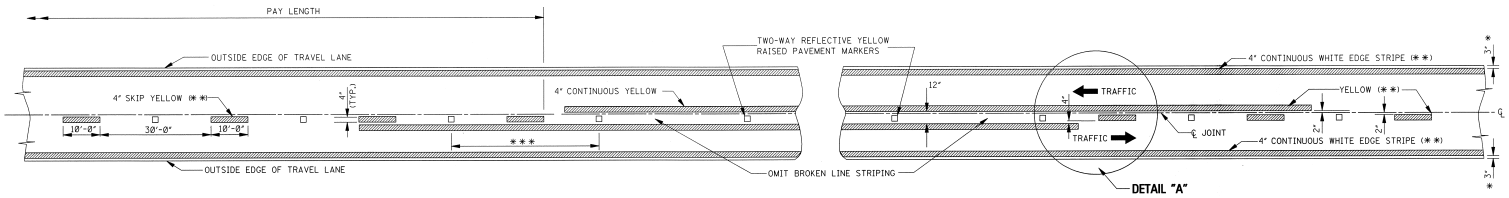
ENGLISH

WORKING NUMBER TCP-14

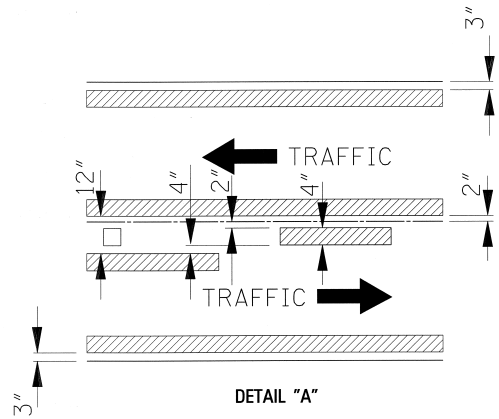
SHEET NUMBER 263

ISSUE DATE: OCTOBER 1, 1998

| STATE | PROJECT NO. |
|---|---|
| MISS. | |




**TWO–WAY TRAFFIC**
**(ASPHALT OR CONCRETE PAVEMENT)**




**DETAIL "A"**

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).

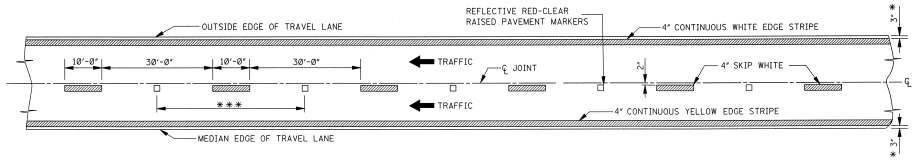
*** 3. SPACING OF REFLECTIVE RAISED PAVEMENT MARKERS IS AS FOLLOWS:

| | 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**

| REVISION | BY | DATE |
|---|---|---|
| | | |

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

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

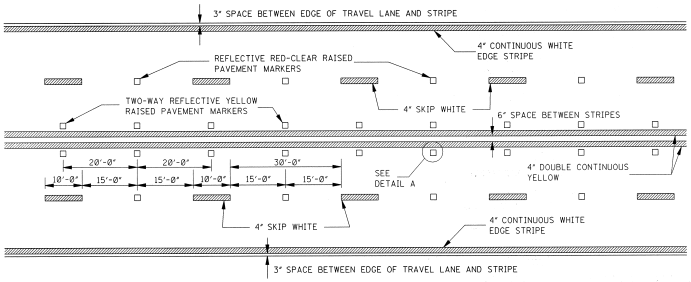
ENGLISH

WORKING NUMBER TCP-15

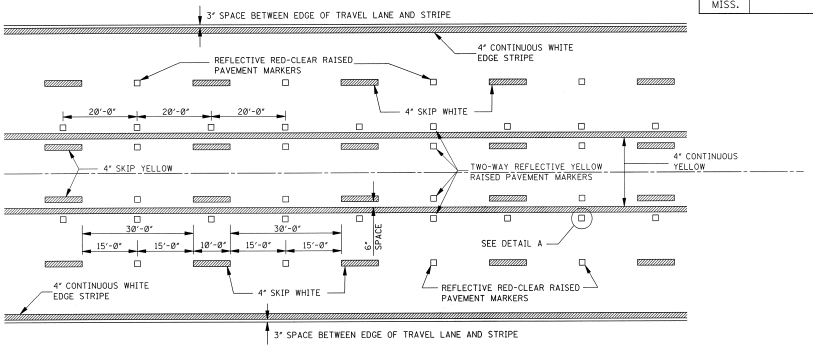
ISSUE DATE: DECEMBER 1, 1999

SHEET NUMBER 264

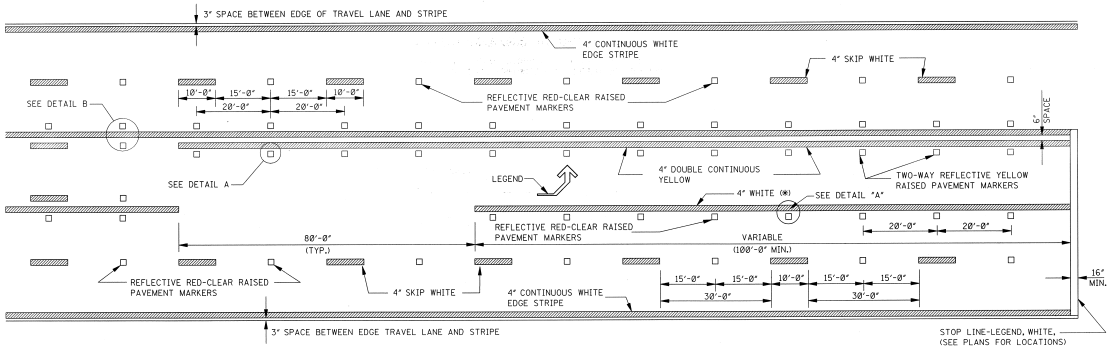
| STATE | PROJECT NO. |
|---|---|
| MISS. | |

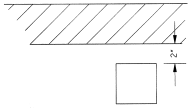



**TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 4–LANE SECTION**




**TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 5–LANE SECTION**

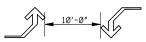



**DETAIL A**
**LATERAL PLACEMENT OF PAVEMENT MARKERS**

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

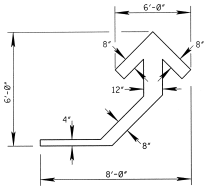



**TYPICAL TWO–WAY ARROW INSTALLATION**

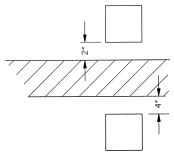
**TYPICAL STRIPING AND RAISED PAVEMENT MARKERS AT LEFT TURN LANES**

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

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 OF TEMPORARY TURN ARROW**




**DETAIL B**
**LATERAL PLACEMENT OF PAVEMENT MARKERS**

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

| DATE | REVISION | BY |
|---|---|---|

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 - NOTICE TO BIDDERS NO. 12** **CODE: (IS)**

**DATE:** **05/03/2004**

**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. 18** **CODE: (IS)**

**DATE:** **05/03/2004**

**SUBJECT:** **ERRATA AND MODIFICATIONS TO THE 2004 STANDARD SPECIFICATIONS**

| Page | Subsection | Change |
|---|---|---|
| 278 | 404.04 | In the second sentence, change the subsection from "401.04" to "403.04". |
| 294 | 413.02 | In the first sentence of the second paragraph, change "707.02.1.3" to "Subsection 707.02.1.3". |
| 340 | 511.04 | In the second sentence of the second paragraph, change "412" to "512". |
| 349 | 601.03.3 | In the first sentence, change "804.03.2" to "804.03.5". |
| 355 | 603.02 | Change the subsection reference for Joint mortar from "707.03" to "714.11". |
| 369 | 604.04 | In the first sentence, change "601.04" to "Subsection 601.04". |
| 427 | 619.04 | Delete the second paragraph. |
| 442 | 625.04 | In the third paragraph, change "626.04" to "Subsection 626.04". |
| 444 | 626.03.1.2 | Delete the third sentence of the first paragraph. |
| 464 | 631.02 | Change the subsection reference for Water from "714.01.0" to "714.01.1". |
| 603 | 702.11 | In the first sentence, change "702.12" to "Subsection 702.12". |
| 612 | 703.04.2 | In the fifth paragraph, delete "Subsection 703.11 and". |
| 618 | 703.13.1 | In the first sentence of the first paragraph, change "703.09" to "703.06". |
| 618 | 703.13.2 | In the first sentence, change "703.09" to "703.06". |

| | | |
|---|---|---|
| 671 | 712.06.2.2 | In the first sentence, change "712.05.1" to "Subsection 712.05.1". |
| 689 | 714.11.2 | In the first sentence, change "412" to "512". |
| 741 | 720.05.2.2 | In the last sentence of this subsection, change "720.05.2.1" to "Subsection 720.05.2.1". |
| 827 | 803.03.2.3.7.5.2 | In the first sentence of the second paragraph, change "803.03.5.4" to "803.03.2.3.4". |
| 833 | 803.03.2.6 | In the first sentence, change "803.03.7" to "803.03.2.5". |
| 879 | 804.03.19.3.2 | In the last sentence of the last paragraph, change "804.03.19.3.1" to "Subsection 804.03.19.3.1". |
| 962 | 814.02.3 | In the first sentence, change "710.03" to "Subsection 710.03". |
| 976 | 820.03.2.1 | In the first sentence, change "803.02.6" to "803.03.1.7". |
| 976 | 820.03.2.2 | In the first sentence, change "803.03.9.6" to "803.03.1.9.2". |
| 985 | Index | Change the subsection reference for Petroleum Asphalt Cement from "702.5" to "702.05". |
| 985 | Index | Change the subsection reference for the Definition of Asphaltic Cement or Petroleum Asphalt from "700.2" to "700.02". |
| 985 | Index | Change the subsection reference for Automatic Batchers from "501.03.2.4" to "804.02.10.4". |
| 986 | Index | Delete "501.03.2" as a subsection reference for Batching Plant & Equipment. |
| 988 | Index | Change the subsection reference for the Central Mixed Concrete from "501.03.3.2" to "804.02.11". |
| 988 | Index | Change the subsection reference for the Concrete Batching Plant & Equipment from "501.03.2" to "804.02.11". |
| 999 | Index | Delete "501.03.3.3" as a subsection reference for Truck Mixers. |
| 1001 | Index | Change the subsection reference for Edge Drain Pipes from "605.3.5" to "605.03.5". |

| | | |
|---|---|---|
| 1002 | Index | Change the subsection reference for Metal Posts from "713.05.2" to "712.05.2". |
| 1007 | Index | Change the subsection reference for Coarse Aggregate of Cement Concrete Table from "703.3" to "703.03". |
| 1007 | Index | Change the subsection reference for Composite Gradation for Mechanically Stabilized Courses Table from "703.8" to "703.08". |
| 1009 | Index | Delete "501.03.3.3" as a subsection reference for Truck Mixers and Truck Agitators. |

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 - NOTICE TO BIDDERS NO. 41** **CODE: (SP)**

**DATE:** **06/10/2004**

**SUBJECT:** **Petroleum Products Base Prices For Contracts Let In July, 2004**

**REFERENCE:** **Subsection 109.07**

The following base prices are to be used for adjustment in compensation due to changes in costs of petroleum products:

## FUELS

| | Per Gallon | Per Liter |
|---|---|---|
| Gasoline | $1.6740 | $0.4423 |
| Diesel | $1.4690 | $0.3881 |

## MATERIAL OF CONSTRUCTION

| Asphalt Cements | Per Gallon | Per Ton | Per Liter | Per Metric Ton |
|---|---|---|---|---|
| Viscosity Grade AC-5 | $0.8072 | $191.50 | $0.2132 | $211.09 |
| Viscosity Grade AC-10 | $0.7912 | $187.71 | $0.2090 | $206.91 |
| Viscosity Grade AC-20 | $0.7762 | $184.14 | $0.2051 | $202.98 |
| Viscosity Grade AC-30 | $0.7762 | $184.14 | $0.2051 | $202.98 |
| Grade PG-58-28 | $0.8009 | $190.00 | $0.2116 | $209.44 |
| Grade PG 64-22 | $0.7708 | $182.86 | $0.2036 | $201.57 |
| Grade PG 67-22 | $0.7671 | $182.00 | $0.2026 | $200.62 |
| Grade PG 76-22 | $1.1163 | $264.83 | $0.2949 | $291.92 |
| Grade PG 82-22 | $1.2915 | $306.40 | $0.3412 | $337.74 |

| Emulsified Asphalts | | |
|---|---|---|
| Grade EA-4 (SS-1) | $0.7300 | $0.1928 |
| Grade RS-2C (CRS-2) | $0.7466 | $0.1972 |
| Grade CRS-2P | $0.8651 | $0.2285 |

| Primes | | |
|---|---|---|
| Grades EA-1 and MC-70 | $0.9550 | $0.2523 |

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 - NOTICE TO BIDDERS NO.86** **CODE: (SP)**

**DATE:** **06/21/2004**

**SUBJECT:** **Contract Time**

**PROJECT:** **MP-2000-00(014) / 302671 -- District Wide (2)**

The completion of work to be performed by the Contractor for this project will not be a specified date but shall be when all allowable time units are assessed, or any extension thereto as provided in Subsection 108.06. It is anticipated that the Notice to Proceed will be issued by not later than **August 30, 2004** and the date for Beginning of Contract Time will be **September 9, 2004**.

Allowable Time Units will be **81**.

The contract time has been based on Column "**D**" of the Table of Time Units, in Subsection 108.06.

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 - NOTICE TO BIDDERS NO. 87** **CODE: (SP)**

**DATE:** **06/18/2004**

**PROJECT:** **MP-2006-00(014)/302671 -- District Wide**

**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.

The work to be accomplished using the Pay Items and corresponding specifications set forth in this contract is to place a single bituminous surface treatment as described below on approximately one hundred and fifteen (115) miles of roadway in District Two, as shown on the attached map.

The routes included are:

1. Approximately 13.0 miles of SR 19 in Attala County
2. Approximately 5.5 miles of SR 411 in Attala County
3. Approximately 13.6 miles of SR 5 in Benton County
   (Omit two sections approximately 0.4 and 1.5 miles, total 1.9 miles, previously paved on a recent bridge replacement project.)
4. Approximately 7.0 miles of SR 330 in Calhoun County
5. Approximately 19.5 miles of SR 341 in Calhoun County
6. Approximately 2.5 miles of SR 407 in Carroll and Montgomery Counties
7. Approximately 6.0 miles of SR 315 in Lafayette and Yalobusha Counties
8. Approximately 9.5 miles of SR 315 in Panola County
9. Approximately 4.1 miles of SR 322 in Panola and Quitman Counties
10. Approximately 24.0 miles of SR 32 in Tallahatchie County
    (Omit approximately 0.5 miles previously overlaid by MDOT from US 49 E to the Cassidy Bayou bridge in the Town of Webb.)
11. Approximately 10.5 miles of SR 32 in Yalobusha County.

The aggregate for route shown in item 8 (9.5 miles of SR 315 in Panola County) will be ARKALITE Rotary Kiln Lightweight Aggregate and will be provided by MDOT at no cost to the Contractor. The material will be stockpiled by MDOT in close proximity to the designated route for use by the Contractor who will be responsible for haul from the stockpile and placement on the project. The Contractor shall provide ten (10) calendar days of notice to the Engineer prior to

beginning work on the route shown in item 8. ARKALITE [P.O. Box 1567, West Memphis, Arkansas 72303, (870) 735-7932] will provide on site guidance for the initial placement of this material. The Contractor shall cooperate with the ARKALITE representative.

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 below. The bituminous surface treatment shall be placed utilizing ten (10), eleven (11) and twelve (12) foot wide courses, varying with the actual width of the existing roadway.

1. The existing raised pavement markers shall be removed before the seal is placed. Any damage occurring to existing pavement during the removal of these markers shall be repaired before the seal is placed. There will be no direct payment for this work, but the cost of this work will be absorbed in other bid items.

2. Payment for the bituminous surface treatment will be made under Pay Items No 410-A, Asphalt for Surface Treatment (CRS-2P) and 410-C, Seal Aggregate Cover Material (Size 89)(Stone). The final course will be paid on the basis of ten (10), eleven (11) or twelve (12) foot seal width and will be field measured only to verify the minimum width.

3. Existing bridges overlaid with asphalt will be sealed. If necessary, bridge approaches will be repaired by MDOT forces and will not be the responsibility of the contractor, unless damaged by the contractors operations. Coordination with MDOT Maintenance forces may be required.

4. The contractor shall provide all signs and traffic handling devices necessary to safely maintain traffic around or through the work areas, with a **MAXIMUM** permissible construction zone of three thousand (3000) ft, as directed by the Engineer, who may reduce the length of the construction zone and whose judgment will be final.

5. Place Temporary Traffic Stripe daily. Temporary stripe shall be completed before sunset.

6. Place permanent pavement markings (Thermoplastic Traffic Stripe, High Performance Plastic Tape on the concrete bridge decks and Chip Seal Reflective Raised Markers) as required.

If the project should extend into the winter season, the Contractor will not be responsible for any snow or ice removal or related slag application on the bridges.

County Roads and City Streets will be single surface sealed, striped or restriped with Painted Traffic Stripe as directed by the Engineer.

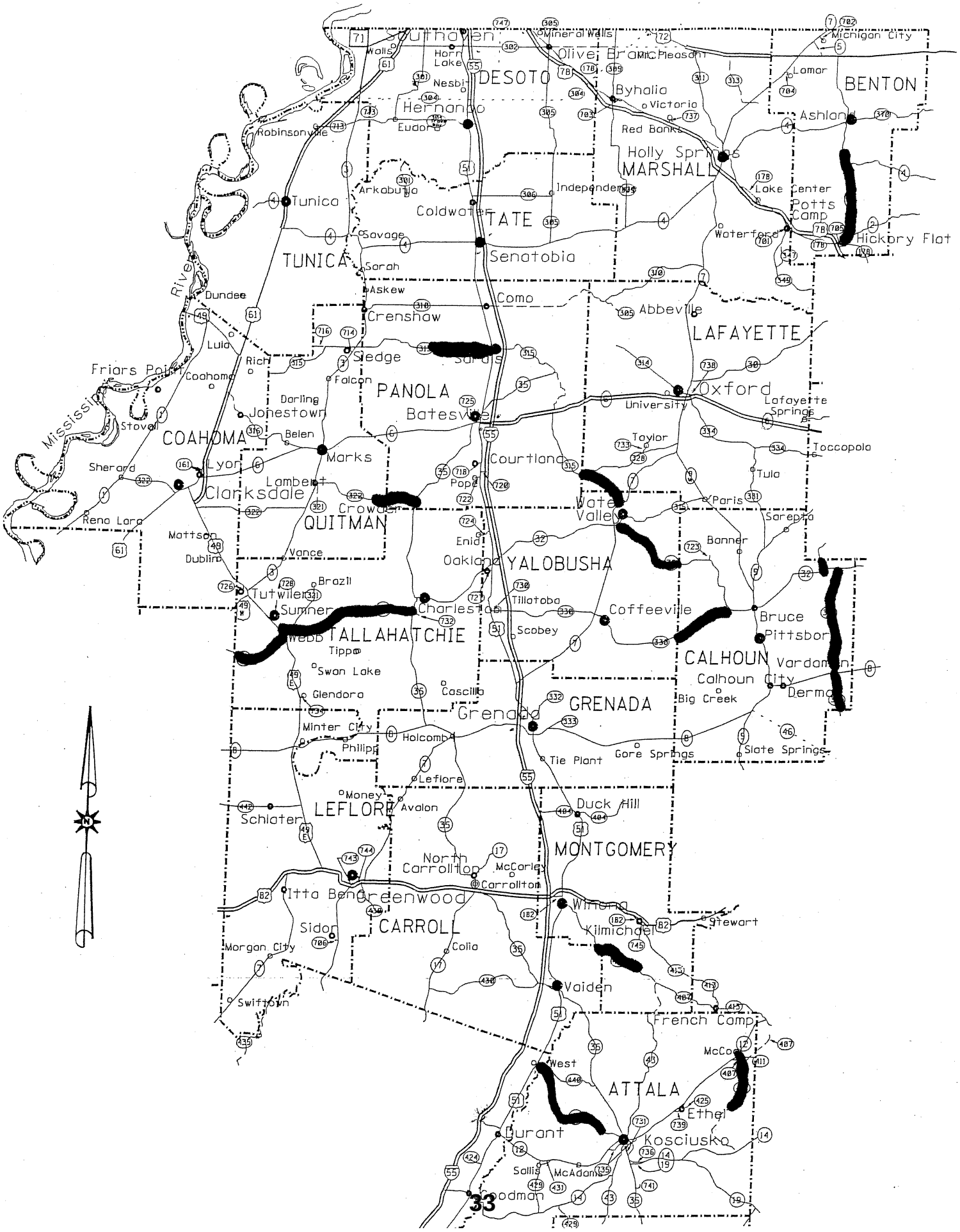
Incidental work that is necessary to complete the work will not be measured for separate payment and the cost will be included in the items bid.

**Due to public safety concerns:**

1. The length of construction zone established by the Engineer will not be the basis for any claim against MDOT.

2. The work zone may not be established prior to 8:30AM, neither can any non-emergency work be accomplished in the travel way prior to 8:30AM. Work zone quitting time is defined in the Standard Specification.

3. The Contractor shall coordinate with both public and private school officials to make certain the operations do not interfere with school bus schedules.


Southaven
Mineral Wells
Olive Branch
Mt. Pleasant
Michigan City
Horn Lake
Walls
Nesbit
DESOTO
Byhalia
Victoria
Lamar
BENTON
Ashland
Hernando
Eudora
Robinsonville
Red Banks
Holly Springs
MARSHALL
Lake Center
Potts Camp
Hickory Flat
Tunica
Arkabutla
Independence
Coldwater
TATE
Waterford
Savage
Senatobia
TUNICA
Sarah
Askew
Dundee
Como
Abbeville
Crenshaw
LAFAYETTE
Lula
Sledge
Sardis
Rich
Friars Point
Coahoma
Falcon
PANOLA
Oxford
University
Lafayette Springs
Darling
Jonestown
Batesville
Stovall
COAHOMA
Belen
Taylor
Toccopola
Marks
Courtland
Sherard
Lyon
Tula
Lambert
Pope
Clarksdale
Crowder
Water Valley
Paris
Sarepta
Reno Lake
QUITMAN
Mattson
Enid
Banner
Dublin
Vance
Oakland
YALOBUSHA
Brazil
Tutwiler
Tillatoba
Sumner
Charleston
Coffeeville
Bruce
Webb
TALLAHATCHIE
Scobey
Pittsboro
Tippo
CALHOUN
Vardaman
Swan Lake
Calhoun City
Glendora
Cascilla
Big Creek
Dermott
GRENADA
Grenada
Minter City
Holcomb
Philipp
Gore Springs
Slate Springs
Tie Plant
Leflore
Money
Duck Hill
Schlater
LEFLORE
Avalon
MONTGOMERY
North Carrollton
McCarley
Carrollton
Itta Bena
Greenwood
Winona
Stewart
Sidon
CARROLL
Kilmichael
Morgan City
Colia
Vaiden
Swiftown
French Camp
West
ATTALA
Ethel
Durant
Kosciusko
Sallis
McAdams
Goodman
Mississippi River
33

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 -NOTICE TO BIDDERS NO. 110**

**DATE: 06/21/2004**

**SUBJECT: Detail Traffic Stripe**

The 58,000 linear feet of Painted Detail Traffic Stripe and the 15,000 linear feet of painted Legend on this project include stop bars and double yellow stripe and detail at local roads.

The 220 square feet of legend includes legend for a railroad crossing on Miss Hwy No 32 in Tallahatchie County.

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SPECIAL PROVISION NO. 907-107-1** **CODE: (IS)**

**DATE:** **05/03/2004**

**SUBJECT**: **Liability Insurance**

Section 107, Legal Relations and Responsibility to Public, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

**907-107.14.2--Liability Insurance.** Delete in toto Subsection 107.14.2 beginning on page 60 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.** The following provisions are applicable to all work performed under a contract on, over or under the rights-of-way of each railroad shown on the plans.

The Contractor shall assume all liability for any and all damages to work, employees, servants, equipment and materials caused by railroad traffic.

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. Also, the Contractor shall furnish similar evidence to the Railroad Company that insurance has been obtained in accordance with the Standard Provisions for General Liability Policies and the Railroad Protective Liability Form as published in the Code of Federal Regulations, 23 CFR 646, Subpart A. 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).

All insurance herein specified shall be carried until the contract is satisfactorily complete as evidenced by a release of maintenance from the Department.

The Railroad Company shall be given at least 30 days notice prior to cancellation of the Railroad Protective Liability Insurance policy.

For work within the limits set out in Subsection 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). Bodily injury shall mean bodily injury, sickness, or disease, including death at anytime resulting therefrom. Property damage shall mean damages because of physical injury to or destruction of property, including loss of use of any property due to such injury or destruction. Physical damage shall mean direct and accidental loss of or damage to rolling stock and their contents, mechanical construction equipment or motive power equipment.

(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 the Contractor's 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 the Contractor's 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.

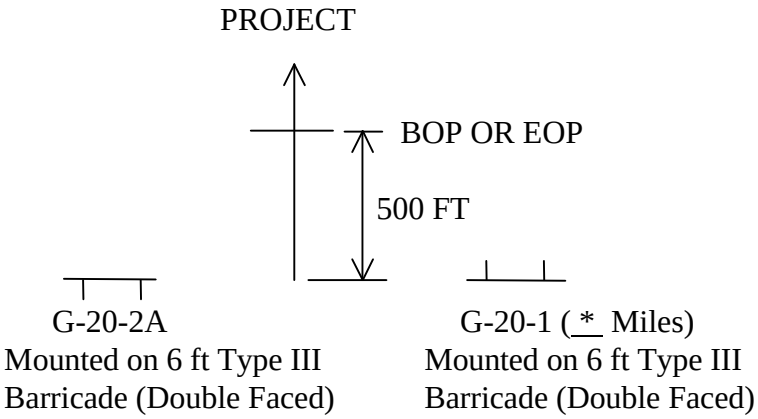
In addition, the Contractor shall provide for and on behalf of each subcontractor by means of a separate and individual liability and property damage policy to cover like liability imposed upon the subcontractor as a result of the subcontractor's operations in the same amounts as contained above; or,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

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SUPPLEMENT TO SPECIAL PROVISION NO. 907-618-1**

**DATE: 06/09/2004**

Compliance with the traffic control plan will require signing as indicated below.




One (1) W20-1 (AHEAD) sign is required at each local road or street entering the project.

R4-1 "DO NOT PASS", R4-2 "PASS WITH CARE", and W14-3 "NO PASSING ZONE" signs are required as specified in the Manual on Uniform Traffic Control Devices. No Passing Zones greater than 1000 feet in length require R4-1 signs spaced at a maximum of 750 feet.

Fluorescent orange sheeting is required on all construction and traffic control signs except R4-1 and R4-2 signs, which shall be black legend and border on white background.

TRAFFIC CONTROL SIGNS REQUIRED

| ROUTE | COUNTY | * MILES | W14-3 | W20-1 | R4-1 | R4-2 |
|---|---|---|---|---|---|---|
| SR 19 | Attala | 13 | 20 | 15 | 340 | 20 |
| SR 411 | Attala | 6 | 6 | 10 | 160 | 6 |
| SR 5 | Benton | 16 | 10 | 50 | 340 | 10 |
| SR 330 | Calhoun | 7 | 10 | 10 | 50 | 10 |
| SR 341 | Calhoun | 20 | 40 | 35 | 350 | 40 |
| SR 407 | Carroll, Montgomery | 3 | 10 | 10 | 70 | 10 |
| SR 315 | Lafayette, Yalobusha | 6 | 20 | 10 | 150 | 20 |
| SR 315 | Panola | 10 | 10 | 15 | 30 | 10 |
| SR 322 | Panola, Quitman | 4 | 50 | 10 | 10 | 10 |
| SR 32 | Tallahatchie | 25 | 20 | 45 | 100 | 20 |
| SR 32 | Yalobusha | 11 | 15 | 10 | 270 | 15 |

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SPECIAL PROVISION NO. 907-618-1** **CODE: (SP)**

**DATE: 04/29/2004**

**SUBJECT: Additional Signing Requirements**

Section 618, Maintenance of Traffic and Traffic Control Plan, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-618.01.2--Traffic Control Plan**. At the end of Subsection 618.01.2 on page 413, add the following:

For compliance with the traffic control plan, the Contractor will be required to install and maintain construction signs at various location throughout the project. Payment for these signs will be included in the price bid for pay item no. 618-A, Maintenance of Traffic per lump sum.

## 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 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 05/17/2004

SECTION 905

PROPOSAL (Sheet No. 2- 1)

PLACING A SINGLE BITUMINOUS SURFACE TREATMENT ON APPROXIMATELY 115 MILES OF VARIOUS ROUTES IN DISTRICT 2, KNOWN AS MAINTENANCE PROJECT NO. MP-2000-00(014)/302671, IN DISTRICT 2, 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 | | 36,250 | linear foot | Removal of Traffic Stripe | | | | |
| (20) | 410-A | (A2) | 677,000 | gallon | Asphalt for Surface Treatment, Grade AC-10 | | | | |
| (30) | 410-C | (GY) | 17,000 | cubic yard | Seal Aggregate Cover Material, Size 89, Stone | | | | |
| (40) | 618-B | | 0 | square foot | Additional Construction Signs | 10 | .0000 | 0 | .00 |

| REF. NO. | PAY ITEM NO. | ADJ. CODE | APPROX. QUANTITY | UNIT | DESCRIPTION | UNIT PRICE DOLLAR | UNIT PRICE CENT | ITEM TOTAL DOLLAR | ITEM TOTAL CENT |
|---|---|---|---|---|---|---|---|---|---|
| (50) | 619-A1 | | 231 | mile | Temporary Traffic Stripe, Continuous White | | | | |
| (60) | 619-A2 | | 605,000 | linear foot | Temporary Traffic Stripe, Continuous Yellow | | | | |
| (70) | 619-A4 | | 63 | mile | Temporary Traffic Stripe, Skip Yellow | | | | |
| (80) | 619-A5 | | 58,000 | linear foot | Temporary Traffic Stripe, Detail | | | | |
| (90) | 619-A6 | | 1,500 | linear foot | Temporary Traffic Stripe, Legend | | | | |
| (100) | 619-A6 | | 220 | square foot | Temporary Traffic Stripe, Legend | | | | |
| (110) | 626-C | | 231 | mile | 6" Thermoplastic Edge Stripe, Continuous White | | | | |

| REF. NO. | PAY ITEM NO. | ADJ. CODE | APPROX. QUANTITY | UNIT | DESCRIPTION | UNIT PRICE DOLLAR | UNIT PRICE CENT | ITEM TOTAL DOLLAR | ITEM TOTAL CENT |
|---|---|---|---|---|---|---|---|---|---|
| (120) | 626-D | | 63 | mile | 6" Thermoplastic Traffic Stripe, Skip Yellow | | | | |
| (130) | 626-E | | 605,000 | linear foot | 6" Thermoplastic Traffic Stripe, Continuous Yellow | | | | |
| (140) | 626-G | | 29,000 | linear foot | Thermoplastic Detail Stripe, White | | | | |
| (150) | 626-G | | 29,000 | linear foot | Thermoplastic Detail Stripe, Yellow | | | | |
| (160) | 626-H | | 15,000 | linear foot | Thermoplastic Legend, White | | | | |
| (170) | 626-H | | 220 | square foot | Thermoplastic Legend, White | | | | |
| (180) | 627-H | | 12,000 | each | Chip Seal Reflective Raised Markers. Two-Way Yellow | | | | |

| REF. NO. | PAY ITEM NO. | ADJ. CODE | APPROX. QUANTITY | UNIT | DESCRIPTION | UNIT PRICE DOLLAR | UNIT PRICE CENT | ITEM TOTAL DOLLAR | ITEM TOTAL CENT |
|---|---|---|---|---|---|---|---|---|---|
| (190) | 628-J | | 27,200 | linear foot | 6" High Performance Cold Plastic Traffic Stripe, Continuous White | | | | |
| (200) | 628-L | | 3,600 | linear foot | 6" High Performance Cold Plastic Traffic Stripe, Skip Yellow | | | | |
| (210) | 628-M | | 4,800 | linear foot | 6" High Performance Cold Plastic Traffic Stripe, Continuous Yellow | | | | |

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** | | | | |
| (220) | 618-A | | | lump sum | Maintenance of Traffic | XXXXXXXXXXX<br>XXXXXXXXXXX<br>XXXXXXXXXXX<br>XXXXXXXXXXX | XXXX<br>XXXX<br>XXXX<br>XXXX | | |

SUBTOTAL - DEPENDENT ITEMS.....$_____

TOTAL BID - DIRECT AND DEPENDENT ITEMS.....$_____

*** 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 _____

_____

_____

TO: EXECUTIVE DIRECTOR, MISSISSIPPI DEPARTMENT OF TRANSPORTATION
JACKSON, MISSISSIPPI

**CERTIFICATE**

If awarded this contract, I (we) contemplate that portions of the contract will be sublet. I (we) certify that those subcontracts which are equal to or in excess of fifty thousand dollars ($50,000.00) will be in accordance with regulations promulgated and adopted by the Mississippi State Board of Contractors on January 13, 1999.

I (we) agree that this notification of intent DOES NOT constitute APPROVAL of the subcontracts.

NOTE: Insert name and address of subcontractors. (Subcontracts equal to or in excess of fifty thousand dollars ($50,000.00) ONLY.)

| | |
|---|---|
| _____ | _____ |
| (Individual or Firm) | (Address) |
| _____ | _____ |
| (Individual or Firm) | (Address) |
| _____ | _____ |
| (Individual or Firm) | (Address) |
| _____ | _____ |
| (Individual or Firm) | (Address) |

NOTE: Failure to complete the above DOES NOT preclude subsequent subcontracts. Subsequent subcontracts, if any, equal to or in excess of fifty thousand dollars ($50,000.00) will be in accordance with regulations promulgated and adopted by the Mississippi State Board of Contractors on January 13, 1999.

Contractor _____

By _____

Title _____

CERTIFICATE MUST BE EXECUTED

REV. 2/99

# 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 are not currently under suspension, debarment, voluntary exclusion or determination of ineligibility; nor have a debarment pending; nor been suspended, debarred, voluntarily excluded or determined ineligible within the past three years by the Mississippi Transportation Commission, the State of Mississippi, any other State or a federal agency; nor been indicted, convicted or had a civil judgment rendered by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past three years.

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.

All of the foregoing and attachments (when indicated) is true and correct.

Executed on _____ _____
Signature

(11/23/92S)

# 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 are not currently under suspension, debarment, voluntary exclusion or determination of ineligibility; nor have a debarment pending; nor been suspended, debarred, voluntarily excluded or determined ineligible within the past three years by the Mississippi Transportation Commission, the State of Mississippi, any other State or a federal agency; nor been indicted, convicted or had a civil judgment rendered by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past three years.

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.

All of the foregoing and attachments (when indicated) is true and correct.

Executed on _____ _____
Signature

(11/23/92S)

# 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 projects(s) in the State of Mississippi as mentioned in said contract in accordance with the Constract Documents 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, 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) |

FORM CSD-610
Rev. 05 / 2004

YEAR **2004** PROGRESS SCHEDULE
FOR USE WITH COLUMN "D" IN THE TABLE OF TIME UNITS

YEAR **2005**

PROJECT NUMBER MP-2000-00(014)/302671
COUNTY District Wide (2)

| WORK PHASE NO. | WORK PHASE DESCRIPTION | REFERENCE NUMBERS | PHASE VALUE | JAN | FEB | MARCH | APRIL | MAY | JUNE | JULY | AUGUST | SEPTEMBER | OCTOBER | NOV | DEC | JAN | FEB | MARCH | APRIL | MAY | JUNE | JULY | AUGUST | SEPTEMBER | OCTOBER | NOV | DEC | NO. | AVTU |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Miscellaneous | 10, 40 - 100, 220 | | | | | | | | | | 0 | | | | | | | 81 | | | | | | | | | | |
| 2 | SBST | 20, 30 | | | | | | | | | | 3 | | | | | | | 75 | | | | | | | | | | |
| 3 | Permanent Stripe | 110 - 210 | | | | | | | | | | | | | | | | 69 | 81 | | | | | | | | | | |
| | | LET: JULY 27, 2004<br>NTP: AUGUST 30, 2004<br>BCT: SEPT. 12, 2004<br>TU: 81 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| BRW | MONTH | JAN | FEB | MARCH | APRIL | MAY | JUNE | JULY | AUGUST | SEPTEMBER | OCTOBER | NOV | DEC | JAN | FEB | MARCH | APRIL | MAY | JUNE | JULY | AUGUST | SEPTEMBER | OCTOBER | NOV | DEC | 170 TIME UNITS PER YEAR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TIME UNITS PER MONTH | 7 | 9 | 13 | 17 | 19 | 19 | 18 | 18 | 17 | 15 | 12 | 6 | 7 | 9 | 13 | 17 | 19 | 19 | 18 | 18 | 17 | 15 | 12 | 6 | |
| | CUMULATIVE TIME UNITS | | | | | | | | | | | | | | | | | | | | | | | | | |

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

# HAUL PERMIT FOR BRIDGES

# WITH

# POSTED LOAD LIMITS

**DATE: _____**

**PROJECT: MP-2000-00(014) / 302671**

**COUNTY: District Wide (2)**

**LOCATION: 115 MILES ON VARIOUS ROUTES IN DISTRICT 2.**

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 load 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