



SM No. CIM005903086N1

PROPOSAL AND CONTRACT DOCUMENTS

FOR THE CONSTRUCTION OF (NONEXEMPT)

040
Milling and overlaying 1-59/1-20 from 65th Ave. to 0.5 miles west of US Hwy. 45,
known as Federal Project No. IM-0059-03(086)N / 104151301, in the County of
Lauderdale, State of Mississippi.

Project Completion: 135 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 with project number identified on same. 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.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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- 907-711-3: Synthetic Structural Fiber Reinforcement
- 907-714-2: Miscellaneous Materials
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SECTION 905 - PROPOSAL,
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NON-COLLUSION CERTIFICATE,
SECTION 902 - CONTRACT FORM, AND SECTION 903 - CONTRACT BOND FORM,
OCR-485,
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, January 23, 2007; 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, January 23, 2007, and shortly thereafter publicly opened for:

Milling and overlaying Interstate Highway 59/20, from 65th Avenue to 0.5 miles west of US Highway 45, known as Federal Aid Project No. IM-0059-03(086)N / 104151301, in the County of Lauderdale, State of Mississippi.

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

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

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

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 proposals are available at a cost of Ten Dollars (\$10.00) per proposal. Specimen proposals are also available at the MDOT Contract Administration Division at a cost of Ten Dollars (\$10.00) per proposal, or can be viewed or downloaded at no cost at www.gomdot.com.

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

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. 2

CODE: (IS)

DATE: 05/03/2004

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

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

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

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

STATUS OF RIGHT-OF-WAY

IM-0059-03(086)

104151/301000

Lauderdale County

September 15, 2006

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

NONE.

ASBESTOS CONTAMINATION STATUS OF BUILDINGS
TO BE REMOVED
IM-0059-03(086)
104151/301000
LAUDERDALE COUNTY
September 15, 2006

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

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

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

STATUS OF POTENTIALLY CONTAMINATED SITES

IM-0059-03(086)

104151/301000

LAUDERDALE COUNTY

September 15, 2006

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

UTILITY STATUS REPORT

IM-0059-03(086)N / 104151301

Lauderdale County

September 12, 2006

No utilities were found that will conflict with construction.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3

CODE: (SP)

DATE: 05/03/2004

SUBJECT: Final Clean-Up

Immediately prior to final inspection for release of maintenance, the Contractor shall pick up, load, transport and properly dispose of all litter from the entire highway right-of-way that is within the termini of the project.

Litter shall include, but not be limited to, solid wastes such as glass, paper products, tires, wood products, metal, synthetic materials and other miscellaneous debris.

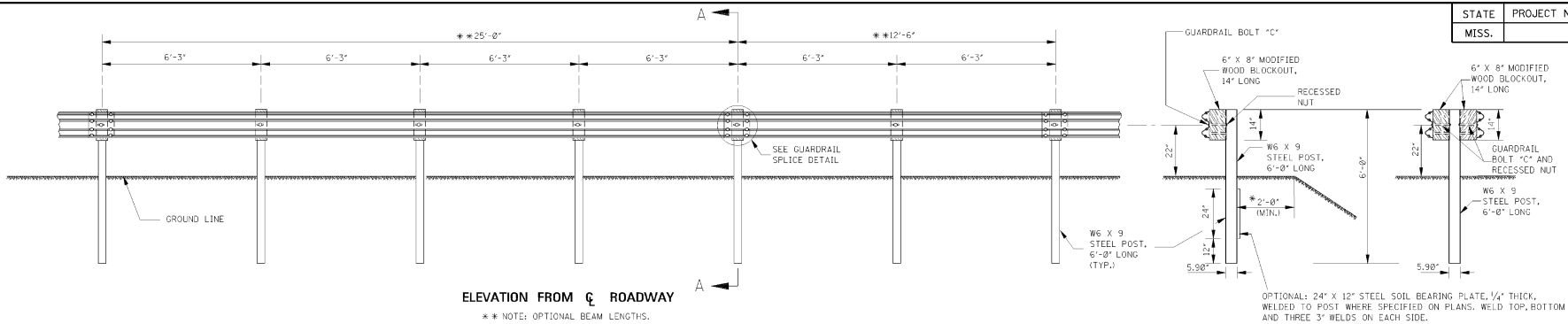
Litter removal is considered incidental to other items of work and will not be measured for separate payment.

SUPPLEMENT TO NOTICE TO BIDDERS NO. 11

DATE: 10/10/2006

PROJECT: IM-0059-03(086)N / 104151301 - Lauderdale County

After the last drawing of Notice To Bidders No. 11, add the attached drawing(s).



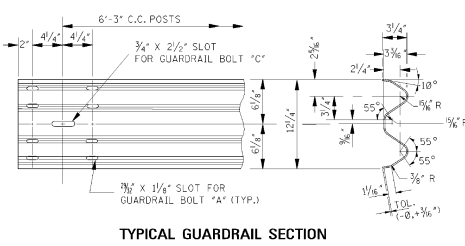
STATE	PROJECT NO.
MISS.	

ELEVATION FROM ϕ ROADWAY
 ** NOTE: OPTIONAL BEAM LENGTHS.

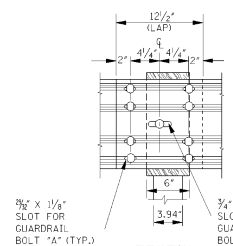
OPTIONAL: 24" x 12" STEEL SOIL BEARING PLATE, 1/4" THICK, WELDED TO POST WHERE SPECIFIED ON PLANS. WELD TOP, BOTTOM AND THREE 3" WELDS ON EACH SIDE.

SINGLE-FACED BARRIER DOUBLE-FACED BARRIER
SECTION A-A

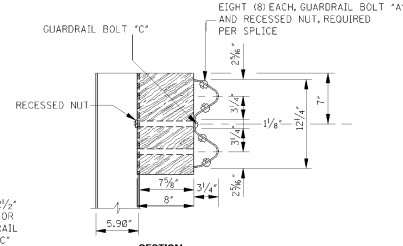
* NOTE: UNLESS SPECIFIED OTHERWISE ON THE PLANS.



TYPICAL GUARDRAIL SECTION

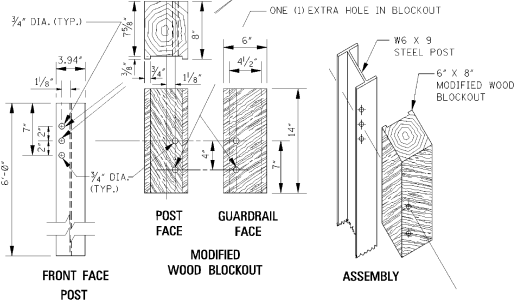


ELEVATION

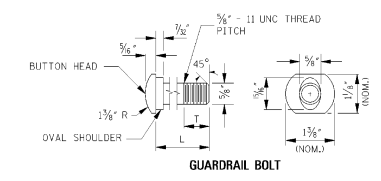


SECTION

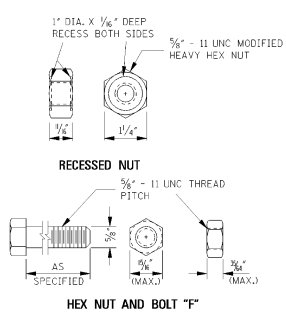
GUARDRAIL SPLICE DETAIL



DETAILS OF ADJUSTABLE HEIGHT BLOCKOUT ASSEMBLY



GUARDRAIL BOLTS			
BOLT	L	T	
	(IN.)	(MIN.)	
"A"	1 1/2"	1"	
"B"	2"	1 1/2"	
"C"	10"	4"	



FASTENER DETAILS

- NOTES:
 1. ALL GUARDRAIL BOLTS ARE 3/8" - 11 UNC THREAD PITCH.
 2. IF ANY BOLT EXTENDS MORE THAN 1/4" FROM THE NUT, THE BOLT SHOULD BE TRIMMED BACK.

- NOTES:
 1. ON INITIAL INSTALLATION, THE MODIFIED WOOD BLOCKOUT SHALL BE FASTENED TO THE BOTTOM HOLE IN THE STEEL POST. OTHER HOLES IN THE STEEL POST AND THE MODIFIED WOOD BLOCKOUT ARE FOR FUTURE 2" HEIGHT ADJUSTMENTS WHEN THE ROADWAY IS RESURFACED.
 2. AN ADDITIONAL GUARDRAIL BOLT "C" AND RECESSED NUT IS REQUIRED FOR THE SECOND HEIGHT ADJUSTMENT.
 3. HOLE DETAILS ARE REQUIRED ON ALL STEEL POSTS AND MODIFIED WOOD BLOCKOUTS.
 4. STEEL POSTS ARE FABRICATED FROM W6 X 9 STRUCTURAL STEEL SHAPES.
 5. MODIFIED WOOD BLOCKOUTS ARE FABRICATED FROM 6" X 8" TREATED TIMBER UNLESS SPECIFIED OTHERWISE ON THE PLANS.
 6. ALL HOLES IN BOTH STEEL POSTS AND MODIFIED WOOD BLOCKOUTS ARE 3/4" IN DIAMETER.

GENERAL NOTES:

- GUARDRAIL SHALL MEET THE REQUIREMENTS OF AASHTO M 188, CLASS A, TYPE 1 UNLESS OTHERWISE DESIGNATED.
- GUARDRAIL SHALL BE SINGLE FACED UNLESS OTHERWISE DESIGNATED.
- GUARDRAIL SECTIONS SHALL BE LAPPED IN THE DIRECTION OF TRAFFIC FLOW FOR THE LANE NEAREST THE GUARDRAIL. THE ONLY EXCEPTION NOTED IS THAT GUARDRAIL IS TO BE LAPPED FOR APPROACHING TRAFFIC ON A BRIDGE WITH 2-WAY TRAFFIC.
- STEEL POSTS SHALL CONFORM TO AASHTO M 183/M 183M OR ASTM A 769/A 769M (EXCEPT ULTRASONIC TESTING), THEY SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M 111 EXCEPT WHEN CORROSION RESISTANT STEEL IS REQUIRED IN WHICH CASE POSTS SHALL CONFORM TO AASHTO M 222/M 222M AND SHALL NOT BE PAINTED OR GALVANIZED. NO PUNCHING, DRILLING OR CUTTING WILL BE PERMITTED AFTER GALVANIZING EXCEPT FOR HOLES TO MOUNT GUARDRAIL DELINEATORS.
- ALL MODIFIED WOOD BLOCKOUTS SHALL BE TREATED TIMBER IN ACCORDANCE WITH MISSISSIPPI DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
- FOR OTHER DETAILS OF POSTS, POST ACCESSORIES, FASTENERS & RAIL ELEMENTS, SEE AASHTO-ACC-ARTBA JOINT TASK FORCE NO. 13, TITLED "A GUIDE TO STANDARDIZED HIGHWAY BARRIER HARDWARE," LATEST EDITION.
- OTHER POSTS AND/OR BLOCKOUTS THAT HAVE MET THE REQUIREMENTS OF THE LATEST INDUSTRY GUIDELINES AND HAVE RECEIVED LETTERS OF APPROVAL FROM THE FEDERAL HIGHWAY ADMINISTRATION AND MISSISSIPPI DEPARTMENT OF TRANSPORTATION MAY BE USED IN LIEU OF THE POST AND BLOCKOUT SHOWN ON THIS STANDARD.

DATE	BY	REVISION

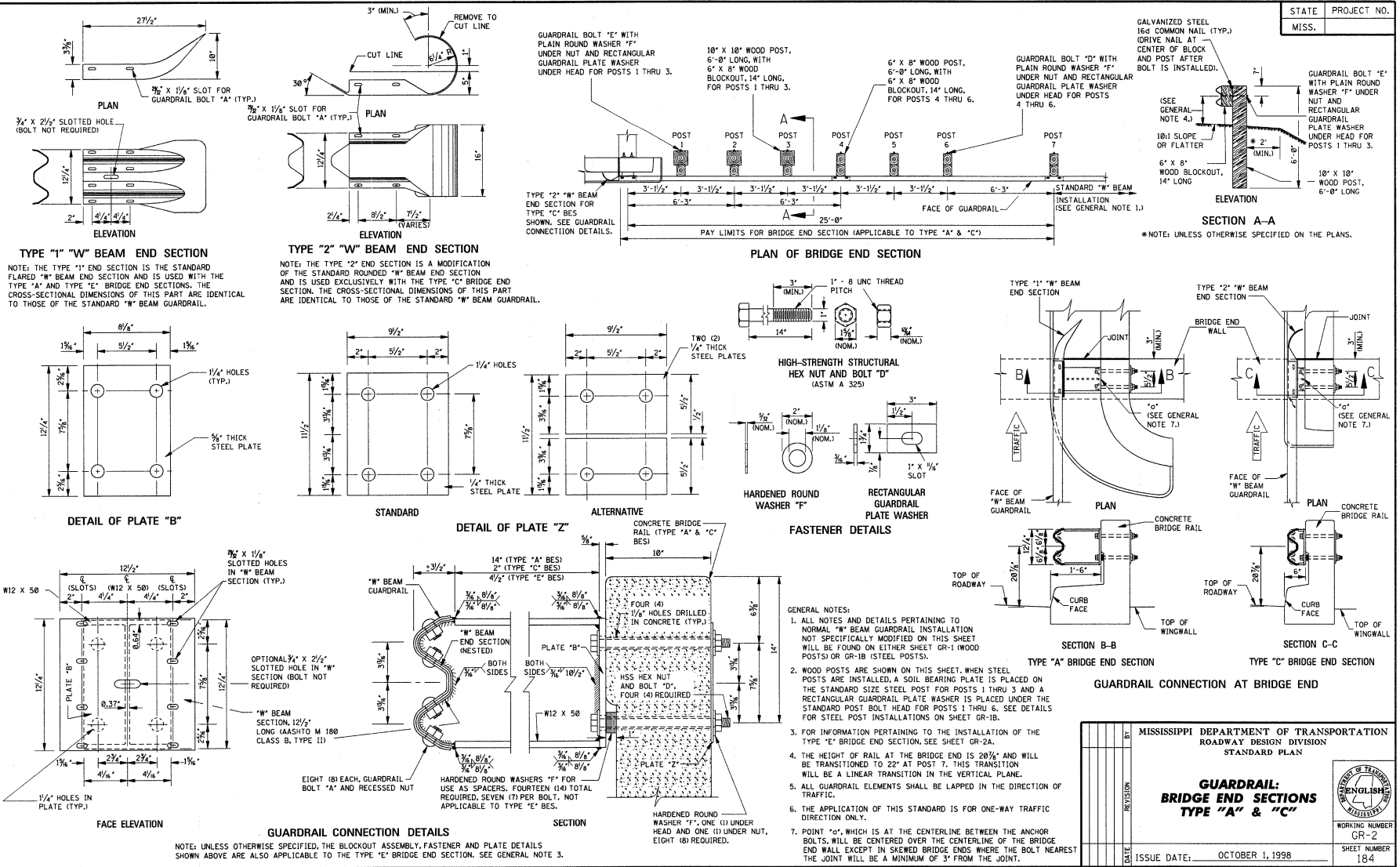
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 STANDARD PLAN

**GUARDRAIL
 "W" BEAM
 (STEEL POSTS)**



WORKING NUMBER
 GR-1B
 SHEET NUMBER
 182

ISSUE DATE: OCTOBER 1, 1998



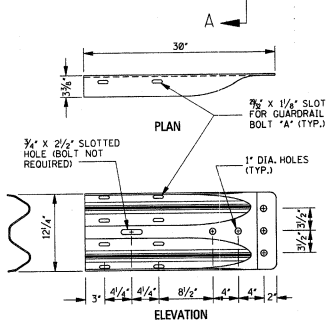
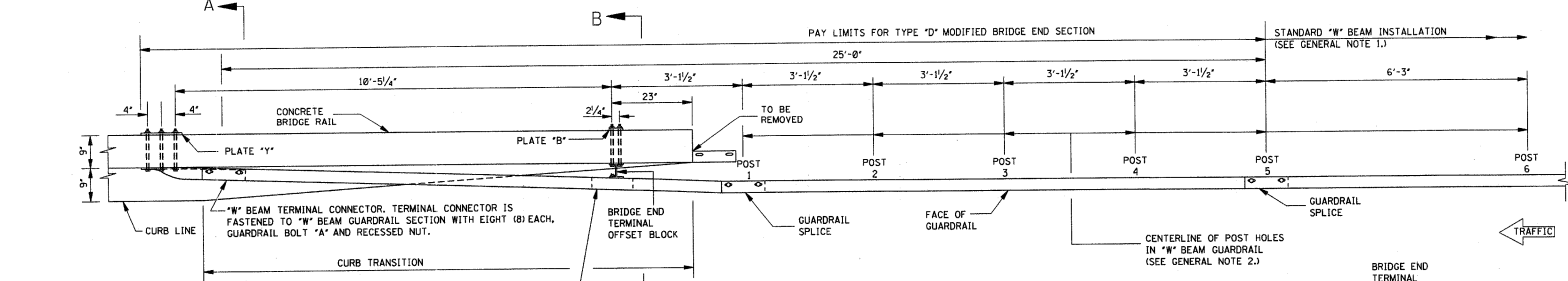
STATE	PROJECT NO.
MISS.	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 STANDARD PLAN

GUARDRAIL: BRIDGE END SECTIONS TYPE "A" & "C"

WORKING NUMBER CR-2
 SHEET NUMBER 184

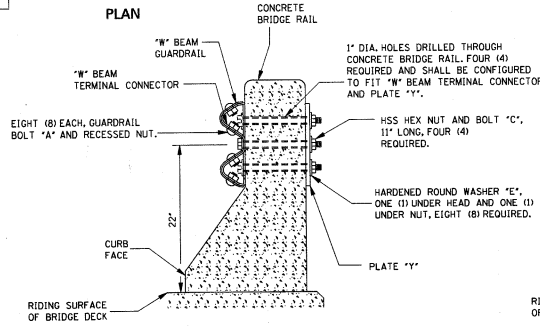
ISSUE DATE: OCTOBER 1, 1998



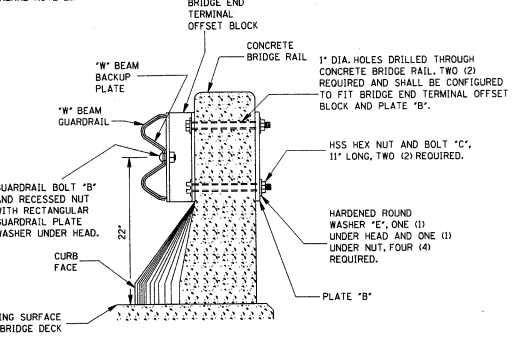
"W" BEAM TERMINAL CONNECTOR
 NOTE: THE "W" BEAM TERMINAL CONNECTOR IS USED WITH THE TYPE "D" MODIFIED BRIDGE END SECTION. THE CROSS-SECTIONAL DIMENSIONS OF THIS PART ARE IDENTICAL TO THE STANDARD "W" BEAM SECTION (AASHTO M 180 CLASS B, TYPE III).

"W" BEAM BACKUP PLATE

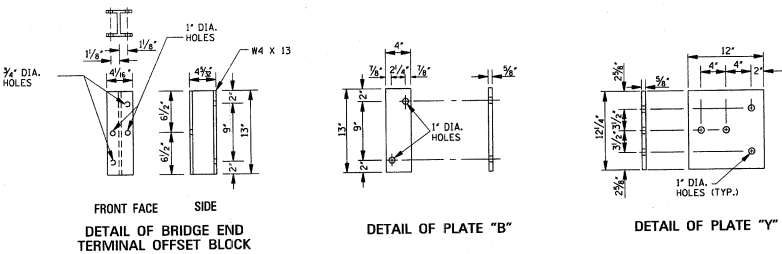
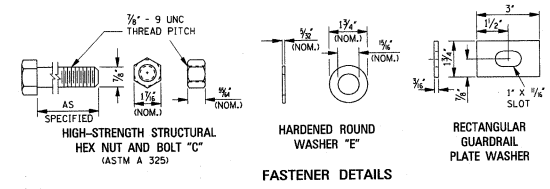
NOTE: THE "W" BEAM BACK-UP PLATE IS USED UNDER THE "W" BEAM RAIL SECTION WHERE INDICATED ON THIS SHEET. THE CROSS-SECTIONAL DIMENSIONS OF THIS PART ARE IDENTICAL TO THOSE OF THE STANDARD "W" BEAM RAIL SECTION.



SECTION A-A



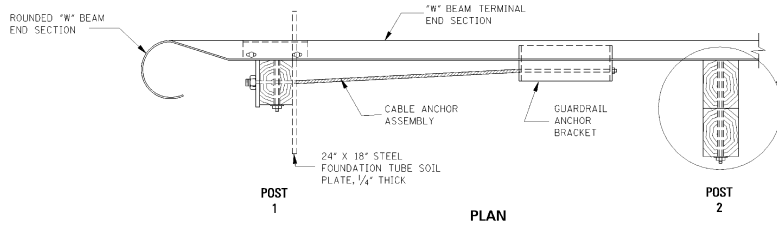
SECTION B-B



- GENERAL NOTES:**
1. ALL NOTES AND DETAILS PERTAINING TO NORMAL "W" BEAM GUARDRAIL INSTALLATION NOT SPECIFICALLY MODIFIED ON THIS SHEET WILL BE FOUND ON EITHER SHEET GR-1 (WOOD POSTS) OR GR-1B (STEEL POSTS).
 2. INSTALLATION DETAILS FOR BRIDGE END SECTION GUARDRAIL POSTS WILL BE FOUND ON EITHER SHEET GR-2C (WOOD POSTS) OR GR-2D (STEEL POSTS).
 3. GUARDRAIL ELEMENTS SHALL BE LAPPED IN THE DIRECTION OF TRAFFIC. THE ONLY EXCEPTION NOTED IS THAT GUARDRAIL IS TO BE LAPPED FOR APPROACHING TRAFFIC ON A BRIDGE WITH 2-WAY TRAFFIC.

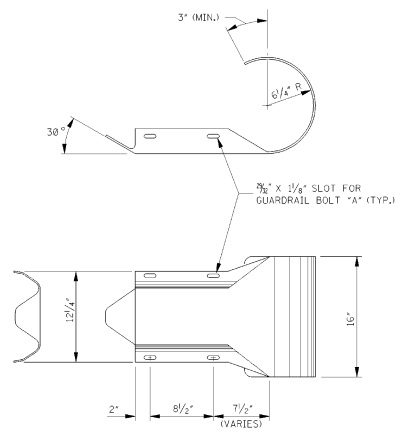
MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
GUARDRAIL: BRIDGE END SECTION TYPE "D" MODIFIED	
WORKING NUMBER GR-2B	SHEET NUMBER 186
ISSUE DATE: OCTOBER 1, 1998	

STATE	PROJECT NO.
MISS.	



NOTE: THE "POST 2" ASSEMBLY DEPENDS ON WHETHER THE TRAILING END TERMINAL IS ATTACHED TO THE STANDARD WOOD OR STEEL POST "W" BEAM GUARDRAIL INSTALLATION AS FOLLOWS:

- WOOD POST INSTALLATION (SHOWN)**
 "W" BEAM TERMINAL RAIL SECTION, 6" X 8" WOOD BLOCKOUT, 14" LONG, AND 6" X 8" WOOD POST, 5'-4" LONG, ATTACHED WITH GUARDRAIL BOLT "D" AND RECESSED NUT. INSTALL RECTANGULAR GUARDRAIL PLATE WASHER UNDER HEAD AND PLAIN ROUND WASHER "F" UNDER RECESSED NUT.
- STEEL POST INSTALLATION**
 "W" BEAM TERMINAL RAIL SECTION, 6" X 8" MODIFIED WOOD BLOCKOUT, 14" LONG, AND W6 X 9 STEEL POST, 6'-0" LONG, ATTACHED WITH GUARDRAIL BOLT "C" AND RECESSED NUT. INSTALL RECTANGULAR GUARDRAIL PLATE WASHER UNDER GUARDRAIL BOLT HEAD.

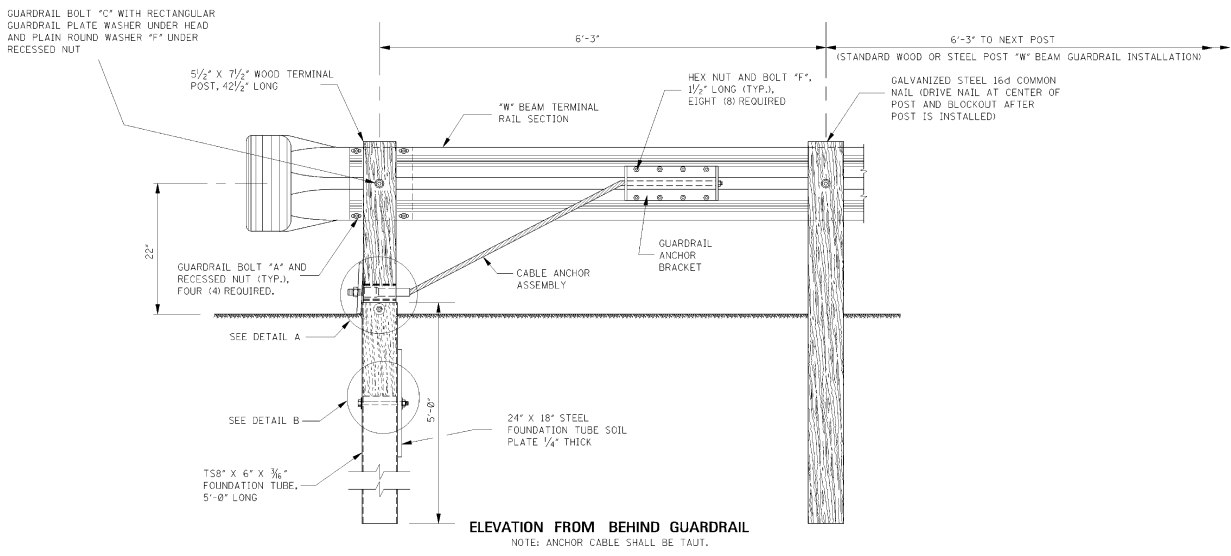


ROUNDED "W" BEAM END SECTION

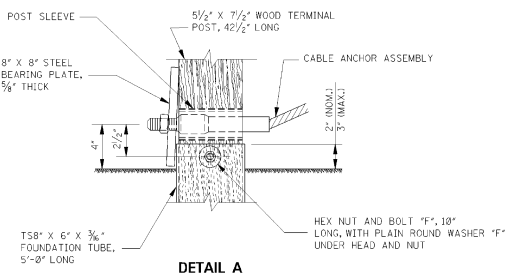
NOTE: THE CROSS-SECTIONAL DIMENSIONS FOR THIS PART ARE TO FIT OVER THE STANDARD "W" BEAM SECTION.

GENERAL NOTES:

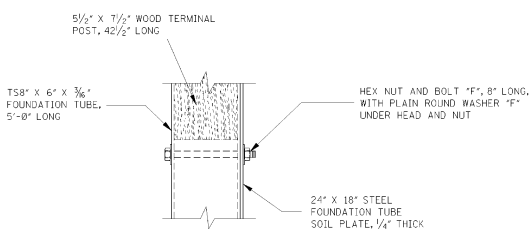
- THIS ANCHORAGE MAY ONLY BE USED ON THE TRAILING END OF A BARRIER WHICH IS NOT EXPOSED TO VEHICULAR IMPACT.
- GUARDRAIL SHALL MEET THE REQUIREMENTS OF AASHTO M 180, CLASS A, TYPE I UNLESS OTHERWISE DESIGNATED.
- ALL WOOD POSTS AND BLOCKOUTS SHALL BE TREATED TIMBER IN ACCORDANCE WITH MISSISSIPPI DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
- FOR DETAILS OF HARDWARE AND COMPONENTS NOT FOUND ON THIS SHEET, SEE SHEET GR-HW. Δ
- DETAILS PERTINENT TO THE STANDARD INSTALLATION OF "W" BEAM SECTIONS WILL BE FOUND ON SHEET GR-1, FOR WOOD POSTS, AND GR-1B, FOR STEEL POSTS.
- FOR OTHER DETAILS OF POSTS, POST ACCESSORIES, FASTENERS AND RAIL ELEMENTS, SEE AASHTO-ACC-ARTBA JOINT TASK FOR NO. 13, TITLED "A GUIDE TO STANDARDIZED HIGHWAY BARRIER HARDWARE," LATEST EDITION.



ELEVATION FROM BEHIND GUARDRAIL
NOTE: ANCHOR CABLE SHALL BE TAUT.



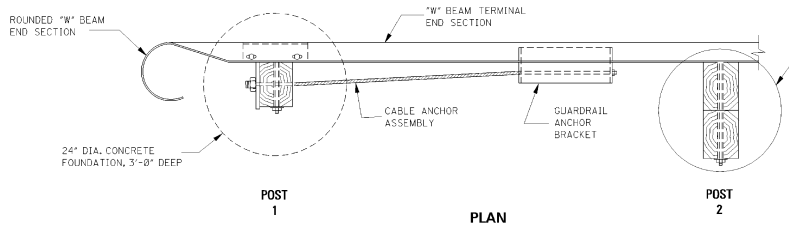
DETAIL A



DETAIL B

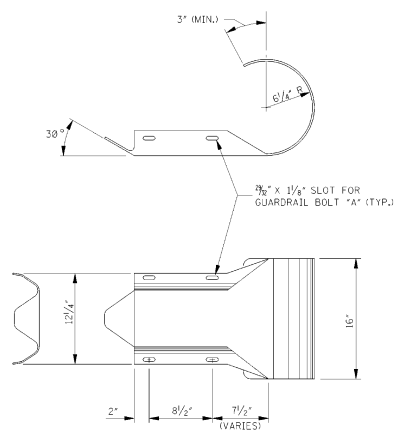
MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN		
GUARDRAIL: TYPE I CABLE ANCHORAGE (FOUNDATION TUBE)		
DATE	ISSUE DATE: OCTOBER 1, 1998	WORKING NUMBER GR-3 SHEET NUMBER 192

STATE	PROJECT NO.
MISS.	

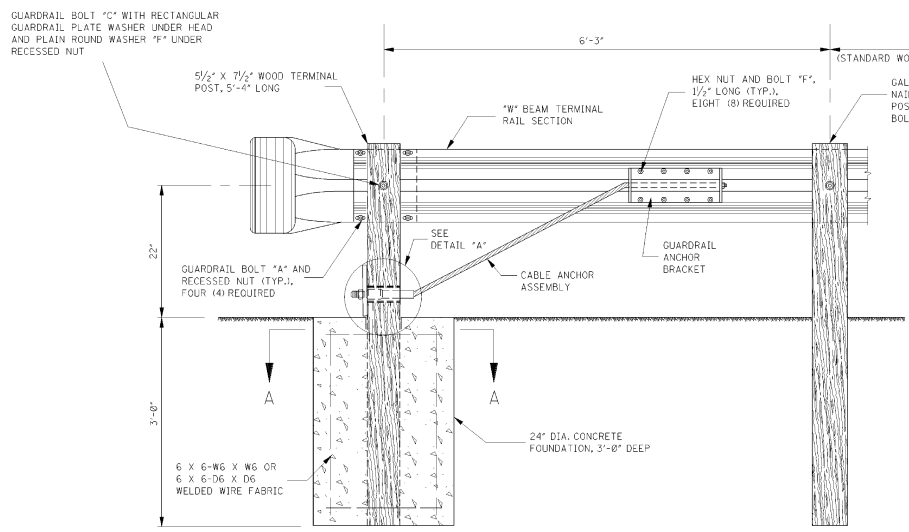


NOTE: THE "POST 2" ASSEMBLY DEPENDS ON WHETHER THE TRAILING END TERMINAL IS ATTACHED TO THE STANDARD WOOD OR STEEL POST "W" BEAM GUARDRAIL INSTALLATION AS FOLLOWS:

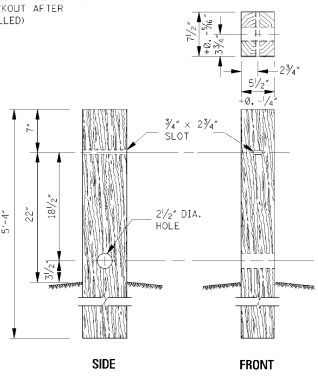
- WOOD POST INSTALLATION (SHOWN)**
 "W" BEAM TERMINAL RAIL SECTION, 6" X 8" WOOD BLOCKOUT, 14" LONG, AND 6" X 8" WOOD POST, 5'-4" LONG, ATTACHED WITH GUARDRAIL BOLT "D" AND RECESSED NUT. INSTALL RECTANGULAR GUARDRAIL PLATE WASHER UNDER HEAD AND PLAIN ROUND WASHER "E" UNDER RECESSED NUT.
- STEEL POST INSTALLATION**
 "W" BEAM TERMINAL RAIL SECTION, 6" X 8" MODIFIED WOOD BLOCKOUT, 14" LONG, AND #6 X 9 STEEL POST, 6'-0" LONG, ATTACHED WITH GUARDRAIL BOLT "C" AND RECESSED NUT. INSTALL RECTANGULAR GUARDRAIL PLATE WASHER UNDER GUARDRAIL BOLT HEAD.



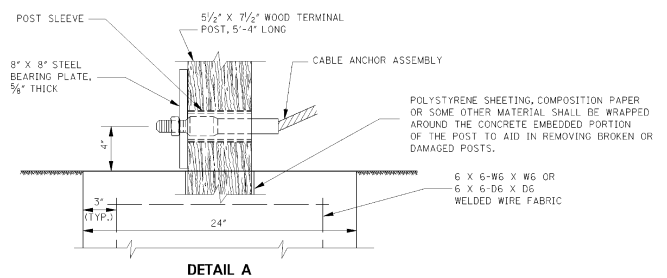
ROUNDED "W" BEAM END SECTION
 NOTE: THE CROSS-SECTIONAL DIMENSIONS FOR THIS PART ARE TO FIT OVER THE STANDARD "W" BEAM SECTION.



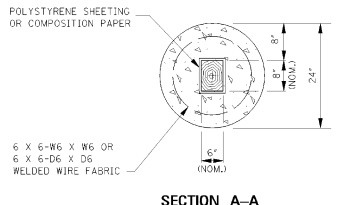
ELEVATION FROM BEHIND GUARDRAIL
 NOTE: ANCHOR CABLE SHALL BE TAUT.



WOOD TIMBER POST
 NOTE: TERMINAL POST SHALL BE MADE OF S4S TIMBER WITH STRESS GRADE OF 1200 LB/IN².



DETAIL A



SECTION A-A

NOTE: FORM A NOMINAL 6" X 8" SOCKET IN THE FOUNDATION TO RECEIVE THE 3/2" X 7/2" TIMBER POST. FORM HOLE WITH 1/2" THICK POLYSTYRENE FOAM SHEETING OR WRAP THE TIMBER POST IN A DOUBLE LAYER OF COMPOSITION PAPER. THE LAYER OF SHEETING OR PAPER WILL AID IN REMOVING A DAMAGED POST.

GENERAL NOTES:

- THIS ANCHORAGE MAY ONLY BE USED ON THE TRAILING END OF A BARRIER WHICH IS NOT EXPOSED TO VEHICULAR IMPACT.
- GUARDRAIL SHALL MEET THE REQUIREMENTS OF AASHTO M 180, CLASS A, TYPE 1 UNLESS OTHERWISE DESIGNATED.
- ALL WOOD POSTS AND BLOCKOUTS SHALL BE TREATED TIMBER IN ACCORDANCE WITH MISSISSIPPI DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
- CONCRETE FOR THE CONCRETE FOUNDATION MAY BE EITHER CLASS "B" STRUCTURAL CONCRETE OR AN APPROVED COMMERCIAL PRE-MIXED BAG CONCRETE. THE WELDED WIRE FABRIC FOR THE CONCRETE FOUNDATION SHALL CONFORM TO AASHTO M 221/M 221M AND AASHTO M 55/M 55.
- FOR DETAILS OF HARDWARE AND COMPONENTS NOT FOUND ON THIS SHEET, SEE SHEET GR-HW.
- DETAILS PERTINENT TO THE STANDARD INSTALLATION OF "W" BEAM SECTIONS WILL BE FOUND ON SHEET GR-1, FOR WOOD POSTS, AND GR-1B, FOR STEEL POSTS.
- FOR OTHER DETAILS OF POSTS, POST ACCESSORIES, FASTENERS AND RAIL ELEMENTS, SEE AASHTO-ACC-ARTBA JOINT TASK FOR NO. 13, TITLED "A GUIDE TO STANDARDIZED HIGHWAY BARRIER HARDWARE," LATEST EDITION.

DESIGNED BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION
DRAWN BY	ROADWAY DESIGN DIVISION
CHECKED BY	STANDARD PLAN
DATE	
REVISIONS	
NO.	
DATE	
BY	
APP. BY	
DATE	
REVISIONS	
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DATE	
BY	
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MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 STANDARD PLAN

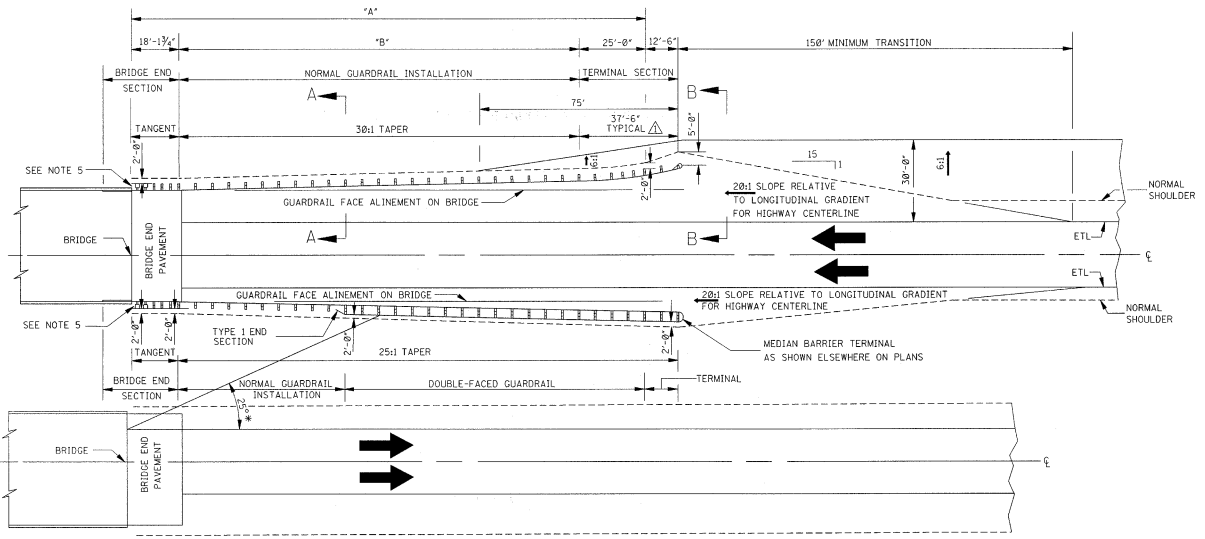
GUARDRAIL:
TYPE 1 CABLE ANCHORAGE
(CONCRETE FOOTING)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ENGLISH
 MISSISSIPPI

WORKING NUMBER
 GR-3A

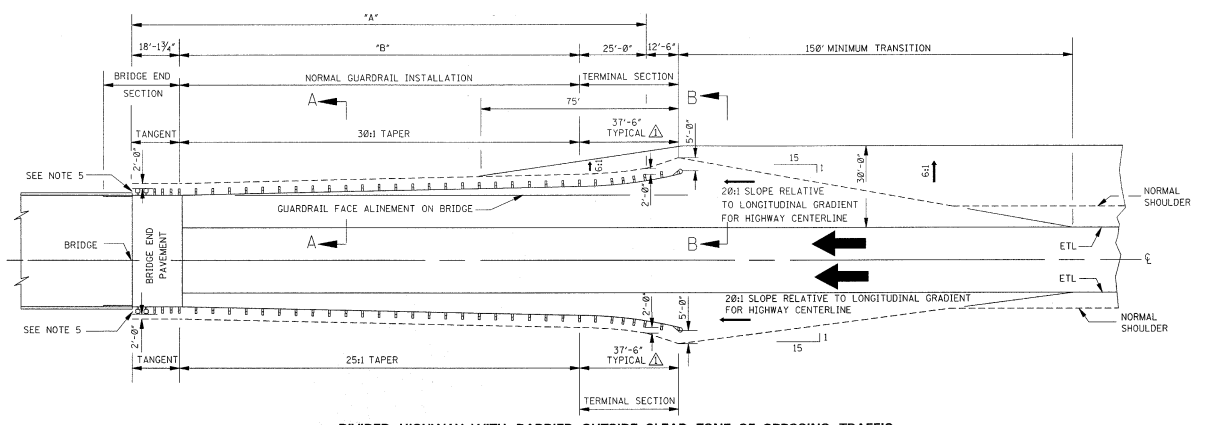
SHEET NUMBER
 193

ISSUE DATE: OCTOBER 1, 1998

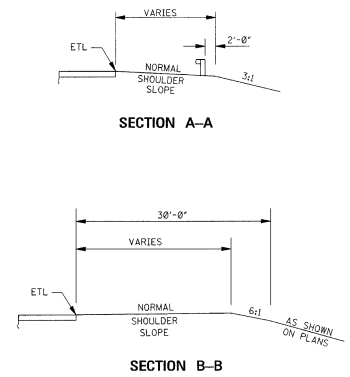


DIVIDED HIGHWAY WITH BARRIER INSIDE CLEAR ZONE OF OPPOSING TRAFFIC

* NOTE: THE 25° LINE IS USED TO DETERMINE THE LIMITS OF MEDIAN BARRIER AS SHOWN.



DIVIDED HIGHWAY WITH BARRIER OUTSIDE CLEAR ZONE OF OPPOSING TRAFFIC



- GENERAL NOTES:
- VALUES FOR 'A' AND 'B' WILL BE SHOWN ELSEWHERE ON THE PLANS.
 - FOR DETAILS PERTINENT TO INSTALLATION OF THE TERMINAL SECTION, SEE MANUFACTURER'S SPECIFICATIONS AND DRAWINGS OR ELSEWHERE ON PLANS.
 - GUARDRAIL SECTIONS ARE TO BE LAPPED IN THE DIRECTION OF TRAFFIC FLOW NEAREST THE GUARDRAIL FACE.
 - THE OVERALL LENGTH OF GUARDRAIL IS MEASURED FROM THE CONNECTING END ON THE BRIDGE.
 - THE SHOULDER WIDTH AT THE BRIDGE END SHALL BE SUFFICIENTLY WIDE TO PROVIDE A MINIMUM OF 2'-0" BEHIND THE BACK OF POST BEFORE THE SLOPE BREAK (HINGEPOINT).
 - TYPE, DETAILS AND LIMITS OF GUARDRAIL BRIDGE END SECTION WILL BE SHOWN ELSEWHERE ON THE PLANS.

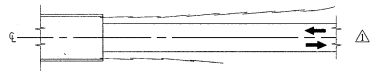
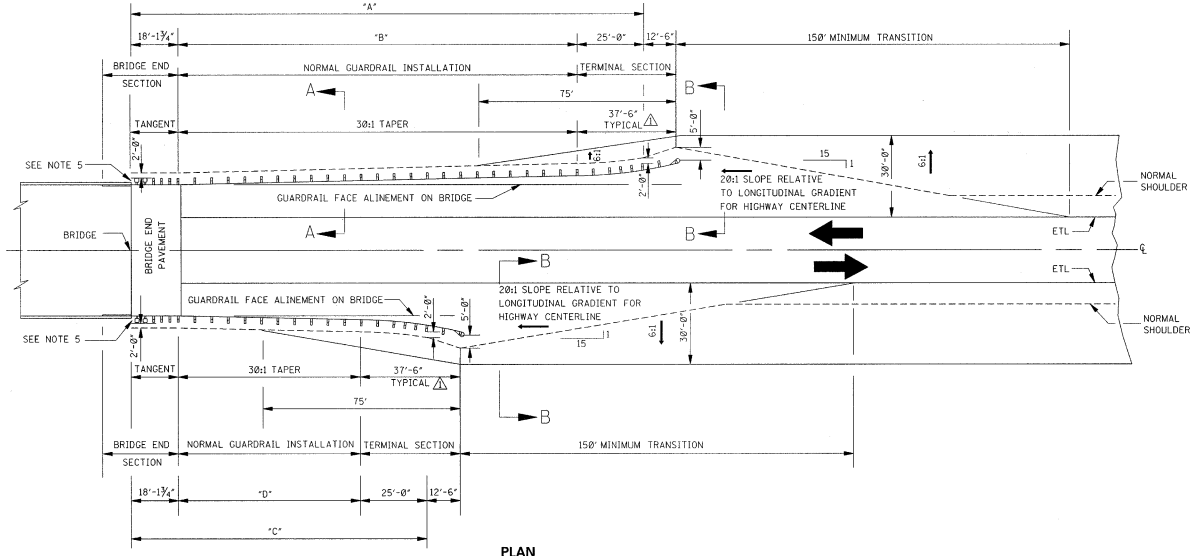
DESIGNED	BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION
CHECKED	BY	ROADWAY DESIGN DIVISION
APPROVED	BY	STANDARD PLAN
DATE		
REVISION		
NOTED		
REVISED		
DATE		

**GUARDRAIL:
TYPICAL INSTALLATION AT
BRIDGE APPROACHES
FOR DIVIDED HIGHWAYS**

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ENGLISH

WORKING NUMBER	GR-4
SHEET NUMBER	194

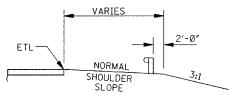
ISSUE DATE: OCTOBER 1, 1998



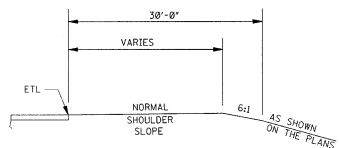
DETAIL OF GUARDRAIL SECTION LAPS

GENERAL NOTES:

- VALUES FOR "A", "B", "C" AND "D" WILL BE SHOWN ELSEWHERE ON THE PLANS.
- FOR DETAILS PERTINENT TO INSTALLATION OF THE TERMINAL SECTION, SEE MANUFACTURER'S SPECIFICATIONS AND DRAWINGS OR ELSEWHERE ON PLANS.
- GUARDRAIL SECTIONS ARE TO BE LAPPED IN THE DIRECTION OF TRAFFIC APPROACHING THE BRIDGE.
- THE OVERALL LENGTH OF GUARDRAIL IS MEASURED FROM THE CONNECTING END ON THE BRIDGE.
- THE SHOULDER WIDTH AT THE BRIDGE END SHALL BE SUFFICIENTLY WIDE TO PROVIDE A MINIMUM OF 2'-0" BEHIND THE BACK OF POST BEFORE THE SLOPE BREAK (HINGEPOINT).
- TYPE, DETAILS AND LIMITS OF GUARDRAIL BRIDGE END SECTION WILL BE SHOWN ELSEWHERE ON THE PLANS.



SECTION A-A



SECTION B-B

DATE	ISSUE DATE:	OCTOBER 1, 1998
REVISION	DATE	BY
1	10/1/98	STP

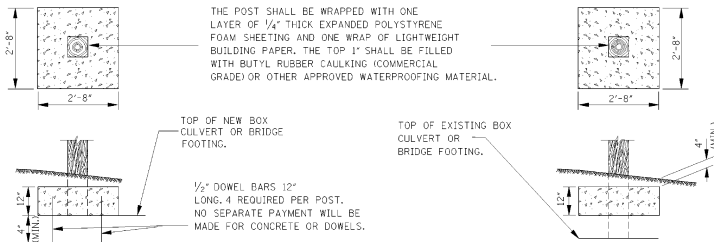
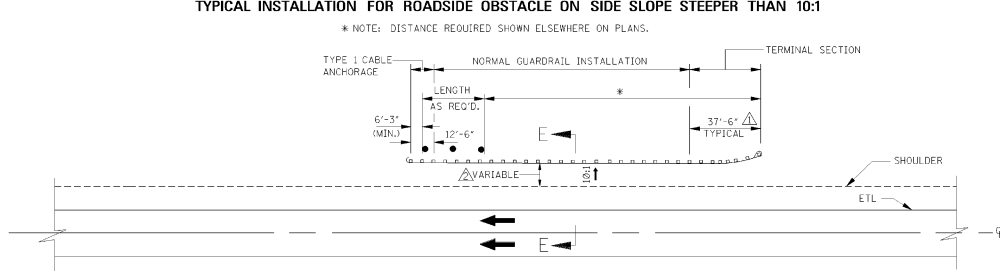
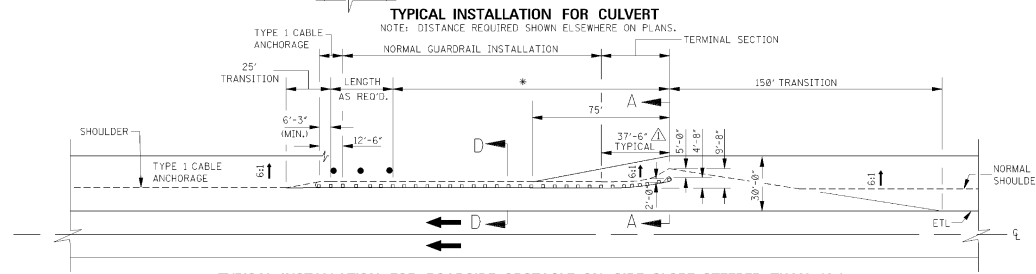
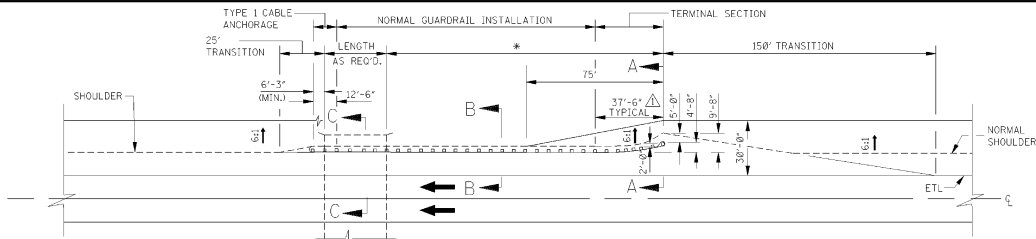
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

**GUARDRAIL:
TYPICAL INSTALLATION
AT BRIDGE APPROACHES
FOR 2-LANE, 2-WAY
HIGHWAY**

WORKING NUMBER
GR-4A

SHEET NUMBER
195

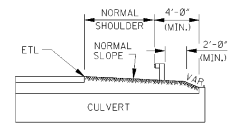
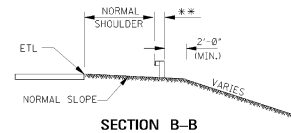
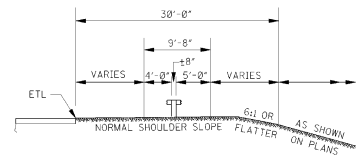
STATE	PROJECT NO.
MISS.	



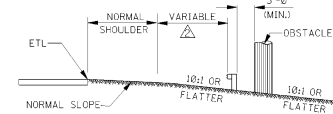
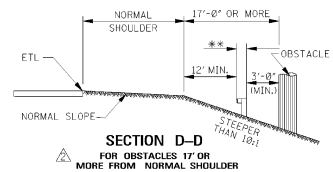
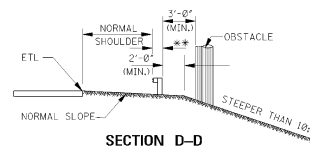
DETAIL OF POST INSTALLATION WITH COVER LESS THAN NORMAL POST LENGTH

GENERAL NOTES:

1. FOR DETAILS PERTINENT TO INSTALLATION OF THE TERMINAL SECTION, SEE MANUFACTURER'S SPECIFICATIONS AND DRAWINGS OR ELSEWHERE ON PLANS.
2. GUARDRAIL SECTIONS TO BE LAPPED IN THE DIRECTION OF TRAFFIC FLOW NEAREST THE GUARDRAIL FACE.
3. PAY LIMITS FOR NORMAL GUARDRAIL INSTALLATION WILL BE THE TOTAL LENGTH LESS THE LENGTHS OF END TERMINALS.



**NOTE: FOR STEEL POST AND MODIFIED WOOD BLOCKOUT, 17.15'; FOR WOOD POST AND BLOCKOUT, 19.25'.



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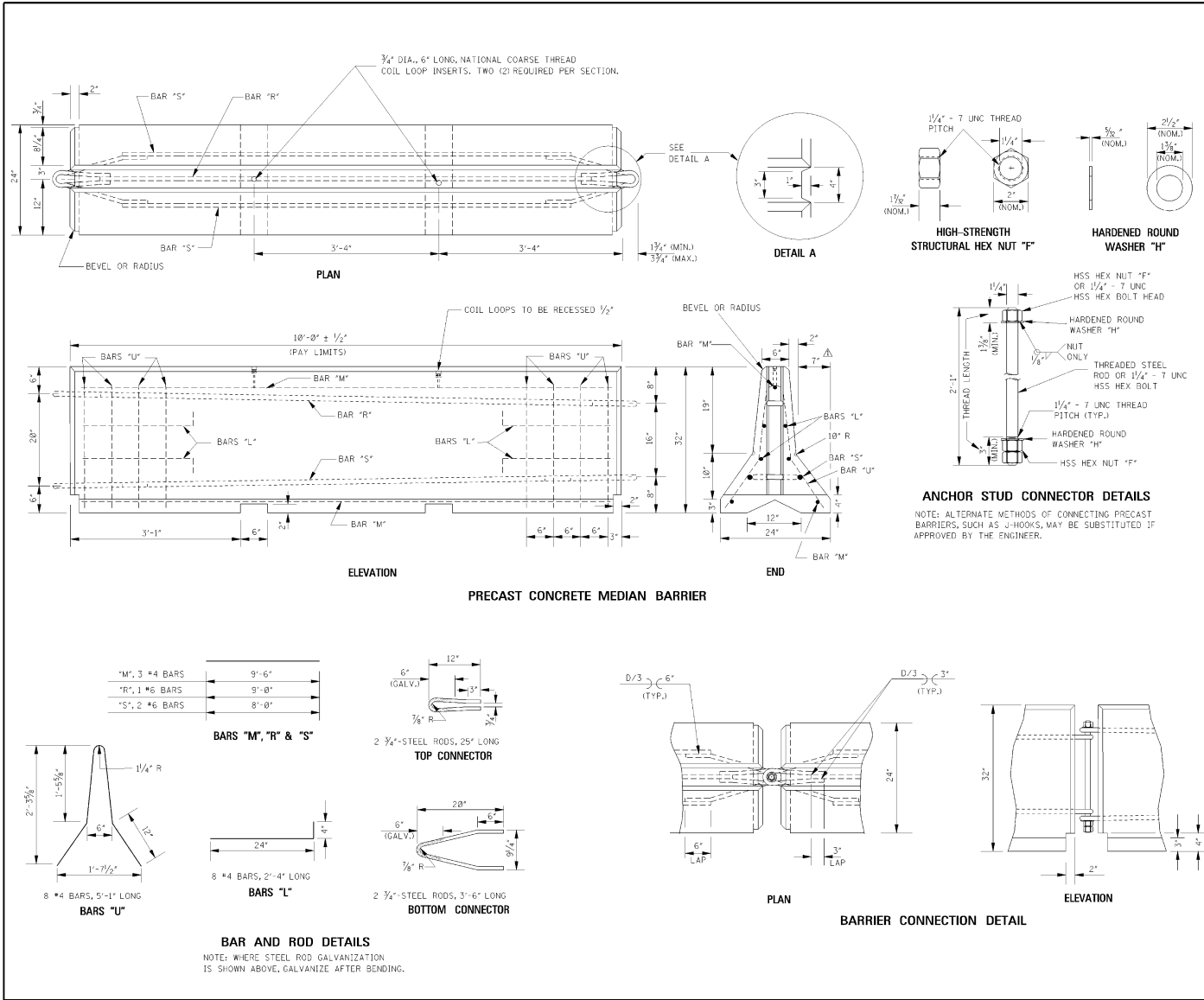
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

**GUARDRAIL:
TYPICAL INSTALLATION
FOR ROADSIDE HAZARDS
ON DIVIDED HIGHWAYS**



ISSUE DATE: OCTOBER 1, 1998

WORKING NUMBER
GR-4C
SHEET NUMBER
197



STATE	PROJECT NO.
MISS.	

DELINATOR, CONCRETE PRECAST MEDIAN BARRIER, TYPE 1

- DELINATORS SHALL BE REQUIRED UNLESS INDICATED OTHERWISE ON THE PLANS. THIS ITEM WILL NOT BE MEASURED SEPARATELY, BUT WILL BE INCLUDED UNDER PAYMENT FOR PRECAST CONCRETE BARRIER.
- DELINATORS SHALL BE ENCAPSULATED LENS REFLECTIVE SHEETING ON ALUMINUM SHEET, 0.080" THICK, OR SHEET STEEL, 14 GAGE, WHICH IS GALVANIZED.
- ALUMINUM OR STAINLESS STEEL SLOTTED ROUND HEAD MACHINE SCREW, NO. 10, 1/4" LONG, 2-WASHERS AND 1-HEX HEAD NUT (COMMERCIAL QUALITY).
- THE DELINATORS SHALL BE INSTALLED FACING TRAFFIC WITH YELLOW ON THE LEFT AND WHITE ON THE RIGHT, UNLESS OTHERWISE SPECIFIED.
- SPACINGS OF DELINATORS: TANGENT SECTION - 20'-0"; CURVED SECTION - 10'-0".
- OPTIONAL DELINATORS, WHICH ARE ON THE MISSISSIPPI DEPARTMENT OF TRANSPORTATION "LIST OF APPROVED MATERIALS", WILL BE ACCEPTED.

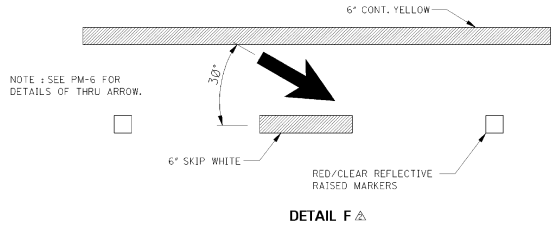
GENERAL NOTES:

- LIFTING DEVICES AND ATTACHMENTS TO BARRIER SECTIONS SHALL BE AS APPROVED BY THE ENGINEER.
- PLACE ALL STEEL REINFORCEMENT 2" MINIMUM FROM OUTSIDE FACE OF WALL, EXCEPT AS OTHERWISE SHOWN.
- THE ANCHOR STUD CONNECTOR SHALL CONFORM TO AASHTO M 314, GRADE 55. THE HSS HEX NUTS AND THE HARDENED ROUND WASHERS SHALL MEET THE REQUIREMENTS OF ASTM A 325.
- CONCRETE SHALL BE CLASS "B" (CLASS 1 FINISH). REINFORCING STEEL SHALL MEET THE REQUIREMENTS OF AASHTO M 31.
- STEEL RODS SHALL MEET THE REQUIREMENTS OF ASTM A 36.
- CONNECTOR RODS, CONNECTOR PINS, NUTS AND WASHERS SHALL BE GALVANIZED MEETING THE REQUIREMENTS OF AASHTO M 111.

APPROXIMATE QUANTITIES FOR 10' BARRIER			
WEIGHT (lbs.)	REINF. STEEL (lbs.)	STEEL RODS (lbs.)	CONCRETE (yd ³)
3875	104	18	0.931

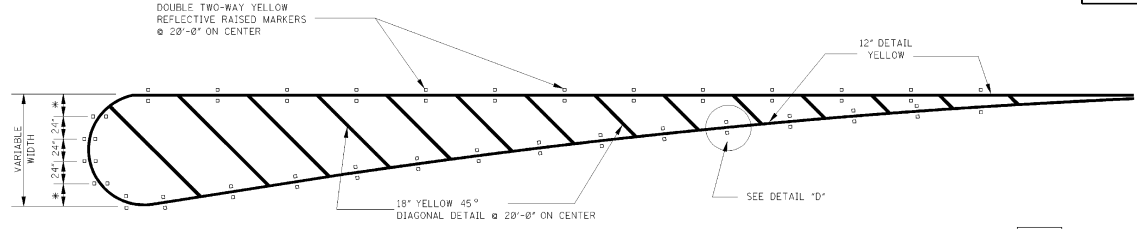
DATE	BY	CHECKED	APPROVED	DESIGNED	REVISION	
						MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN
						MEDIAN BARRIER: CONCRETE (PRECAST)
						WORKING NUMBER MB-2A SHEET NUMBER 205
						ISSUE DATE: OCTOBER 1, 1998

STATE	PROJECT NO.
MISS.	



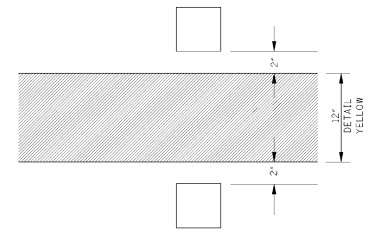
NOTE: SEE PM-8 FOR DETAILS OF THRU ARROW.

DETAIL F

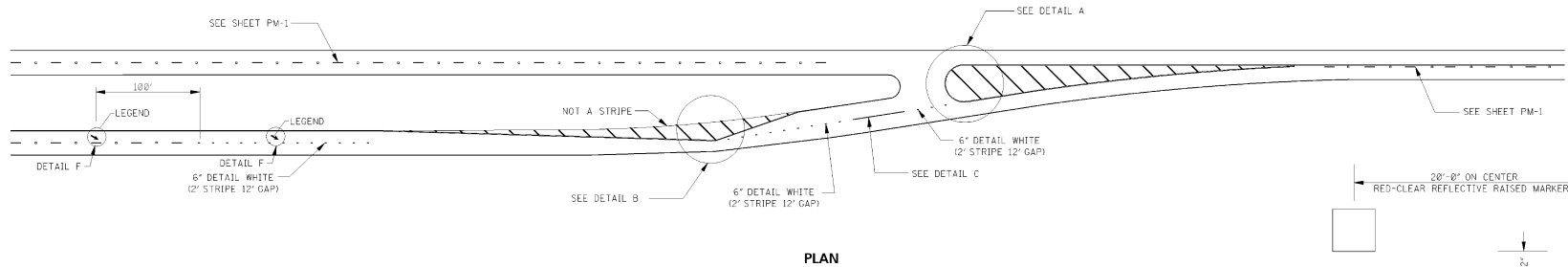


DETAIL A

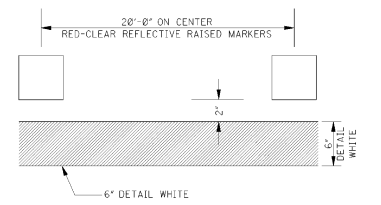
*NOTE: VARIABLE (24" MAXIMUM)



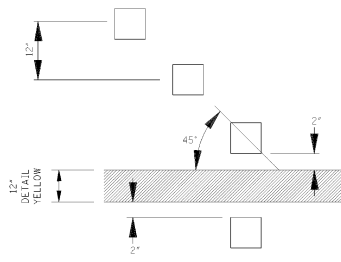
DETAIL D



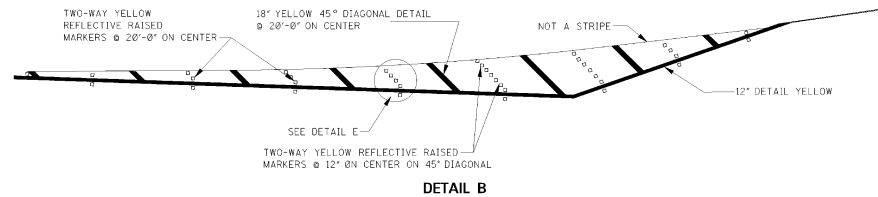
PLAN



DETAIL C



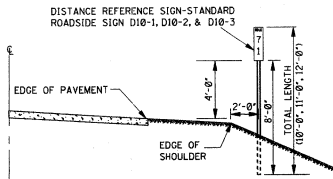
DETAIL E



DETAIL B

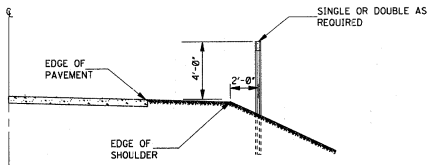
MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN 4-LANE TO 2-LANE TRANSITION AT INTERCHANGE	
WORKING NUMBER PM-8 SHEET NUMBER 127	ISSUE DATE: OCTOBER 1, 1998

STATE	PROJECT NO.
MISS.	

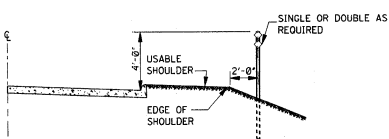


DISTANCE REFERENCE SIGN MOUNTING ON OUTSIDE SHOULDER ALONG MAIN FACILITY

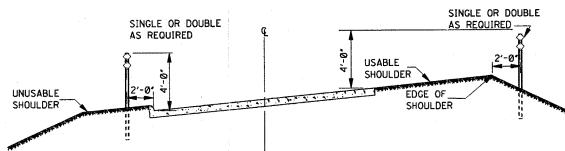
NOTE: SIGN MOUNTING ON LEFT LANE SHOULDER SHALL BE 90° OPPOSITE THE RIGHT LANE STATION. IF CONDITIONS ARE SUCH THAT MILE SIGN CANNOT BE LOCATED WITHIN 50 FEET OF ITS TRUE LOCATION, IT SHALL BE OMITTED ENTIRELY.



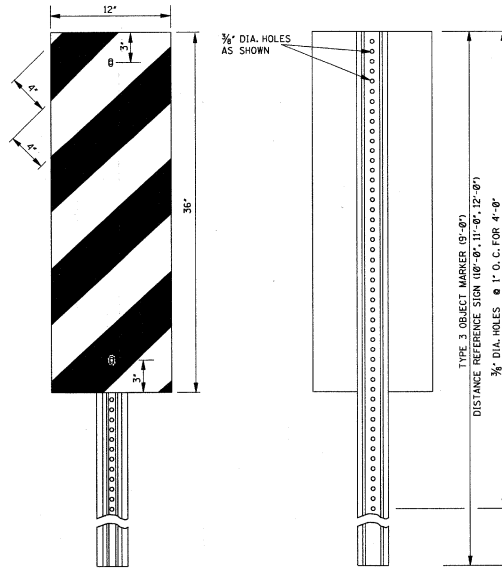
DELINEATOR MOUNTING ON OUTSIDE SHOULDER ALONG MAIN FACILITY OR RAMP



DELINEATOR MOUNTING ON OUTSIDE SHOULDER WITH MOUNTABLE CURB ALONG MAIN FACILITY OR RAMP



DELINEATOR MOUNTING ON INTERCHANGE LOOPS WITH UNMOUNTABLE CURB ON INSIDE

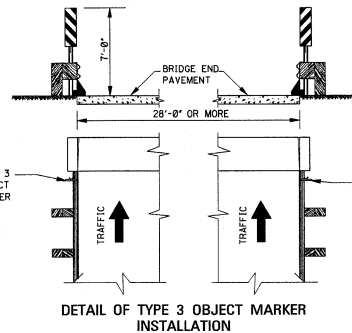


DETAIL OF TYPE 3 OBJECT MARKER

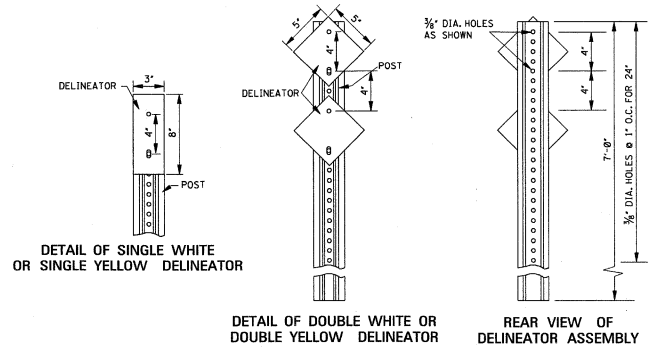
NOTE: COLORS- BLACK AND YELLOW. STRIPING SHOWN ABOVE FOR RIGHT SIDE ONLY. STRIPES SLANT DOWNWARD TO THE RIGHT FOR LEFT SIDE OF BRIDGE END. SEE DETAIL BELOW.

REAR VIEW OF TYPE 3 OBJECT MARKER OR DISTANCE REFERENCE SIGN ASSEMBLY

NOTE: TYPE 3 OBJECT MARKER AND DISTANCE REFERENCE SIGNS ARE TO BE FASTENED TO U-SECTION POSTS WITH 3/8" DIA. HUCK FASTENERS OR CHERRY RIVETS OF THE COLLAR TYPE OR OTHER APPROVED EQUAL.



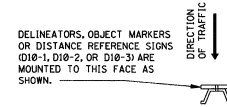
DETAIL OF TYPE 3 OBJECT MARKER INSTALLATION



DETAIL OF SINGLE WHITE OR SINGLE YELLOW DELINEATOR

DETAIL OF DOUBLE WHITE OR DOUBLE YELLOW DELINEATOR

REAR VIEW OF DELINEATOR ASSEMBLY



MOUNTING DETAIL

NOTE: DELINEATORS ARE TO BE FASTENED TO U-SECTION POSTS WITH 1/2" DIA. HUCK FASTENERS OR CHERRY RIVETS OF THE COLLAR TYPE OR OTHER APPROVED EQUAL.

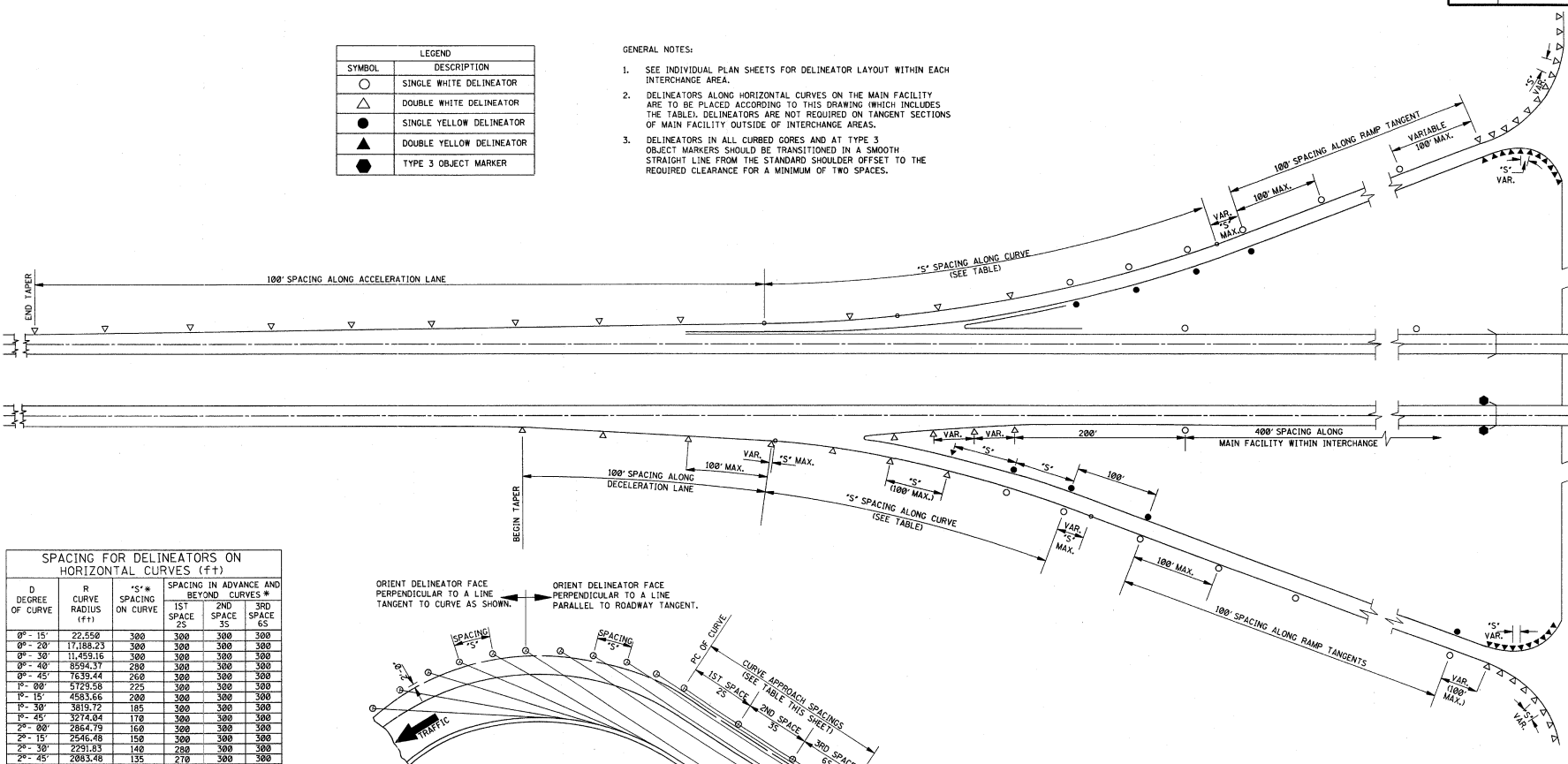
GENERAL NOTES:

1. DELINEATORS AND TYPE 3 OBJECT MARKER SHALL BE REFLECTIVE SHEETING ON 0.088" THICK ALUMINUM SHEET OR 14 GAGE GALVANIZED SHEET STEEL.
2. DELINEATOR, TYPE 3 OBJECT MARKER AND DISTANCE REFERENCE SIGN POSTS SHALL BE GALVANIZED STEEL. THE POSTS ARE TO BE FABRICATED BEFORE THE METAL IS GALVANIZED.
3. WEIGHT WITHOUT GROUND PLATES:
A. DELINEATOR POST 7'-0" - 2.0 lb/ft to 2.5 lb/ft
B. TYPE 3 OBJECT MARKER POST 9'-0" - 2.5 lb/ft to 3.0 lb/ft
C. DISTANCE REFERENCE SIGN POST 10'-0", 11'-0", & 12'-0" - 3.0 lb/ft to 3.5 lb/ft
4. UNIT PRICE OF DELINEATORS AND TYPE 3 OBJECT MARKERS SHALL INCLUDE COST OF POST. DISTANCE REFERENCE SIGN POST WILL BE PAID FOR PER FOOT.
5. RADIUS IN BENDS OF POST CROSS SECTION NOT TO EXCEED 1/8" FOR HOT ROLLED SECTION.
6. GROUND PLATE NOT REQUIRED ON U-SECTION POST.

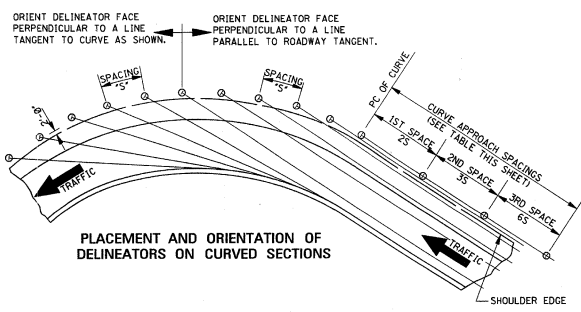
BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
REVISION		ROADWAY DESIGN DIVISION	
DATE		STANDARD PLAN	
		TYPICAL INSTALLATION AND DETAILS OF DELINEATORS AND DISTANCE REFERENCE SIGNS	
			
		WORKING NUMBER SN-8	
		SHEET NUMBER 233	
		ISSUE DATE: OCTOBER 1, 1998	

LEGEND	
SYMBOL	DESCRIPTION
○	SINGLE WHITE DELINEATOR
△	DOUBLE WHITE DELINEATOR
●	SINGLE YELLOW DELINEATOR
▲	DOUBLE YELLOW DELINEATOR
●	TYPE 3 OBJECT MARKER

- GENERAL NOTES:
- SEE INDIVIDUAL PLAN SHEETS FOR DELINEATOR LAYOUT WITHIN EACH INTERCHANGE AREA.
 - DELINEATORS ALONG HORIZONTAL CURVES ON THE MAIN FACILITY ARE TO BE PLACED ACCORDING TO THIS DRAWING (WHICH INCLUDES THE TABLE). DELINEATORS ARE NOT REQUIRED ON TANGENT SECTIONS OF MAIN FACILITY OUTSIDE OF INTERCHANGE AREAS.
 - DELINEATORS IN ALL CURBED GORES AND AT TYPE 3 OBJECT MARKERS SHOULD BE TRANSITIONED IN A SMOOTH STRAIGHT LINE FROM THE STANDARD SHOULDER OFFSET TO THE REQUIRED CLEARANCE FOR A MINIMUM OF TWO SPACES.



D DEGREE OF CURVE	R CURVE RADIUS (ft)	S* SPACING ON CURVE	SPACING IN ADVANCE AND BEYOND CURVES *		
			1ST SPACE 2S	2ND SPACE 3S	3RD SPACE 6S
0° - 15'	22,550	300	300	300	300
0° - 20'	17,188.23	300	300	300	300
0° - 30'	11,453.16	300	300	300	300
0° - 40'	8594.37	280	300	300	300
0° - 45'	7639.44	260	300	300	300
1° - 00'	5723.58	225	300	300	300
1° - 15'	4583.66	200	300	300	300
1° - 30'	3819.72	185	300	300	300
1° - 45'	3274.04	170	300	300	300
2° - 00'	2864.79	160	300	300	300
2° - 15'	2546.48	150	300	300	300
2° - 30'	2291.83	140	280	300	300
2° - 45'	2083.46	135	270	300	300
3° - 00'	1909.86	130	260	300	300
3° - 30'	1637.02	120	240	300	300
4° - 00'	1432.39	110	220	300	300
6° - 00'	954.93	90	180	270	300
8° - 00'	716.20	75	150	225	300
	500.00	65	130	195	300
	350.00	50	100	150	300
	300.00	45	90	135	270
	250.00	40	80	120	240
	200.00	35	70	105	210
	150.00	30	60	90	180



* NOTE: THE SPACING 'S' ON THE CURVE IS FOUND FROM THE FORMULA $S = \sqrt{R/50}$, WHERE R IS THE RADIUS OF THE CURVE IN FEET. THE SPACING OF THE FIRST DELINEATOR IN ADVANCE OF AND BEYOND THE CURVE IS 2S, THE SECOND DELINEATOR 3S, AND THE THIRD 6S, BUT NOT TO EXCEED 300' ALONG THE MAIN FACILITY AND 100' ALONG THE RAMPS. MINIMUM DELINEATOR SPACING IS 20'.

BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN
DATE	ISSUE DATE: OCTOBER 1, 1998
REVISION	

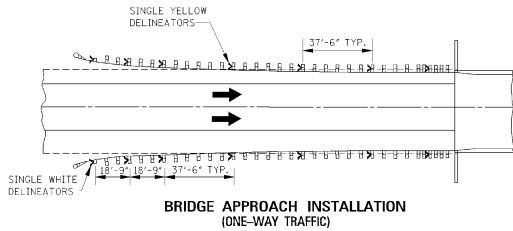
TYPICAL INSTALLATION OF DELINEATORS

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ENGLISH

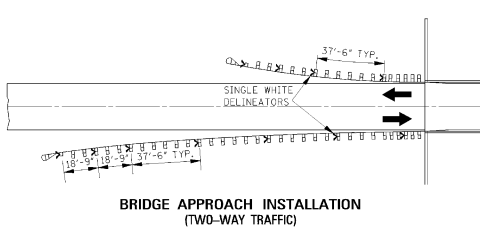
WORKING NUMBER
SN-BA

SHEET NUMBER
234

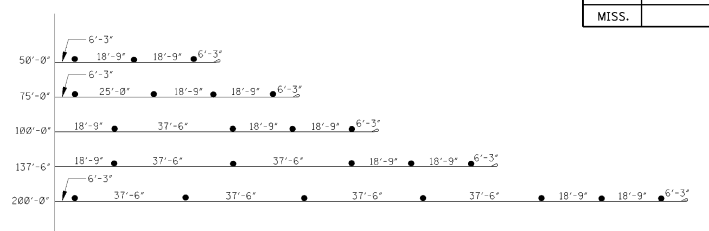
STATE	PROJECT NO.
MISS.	



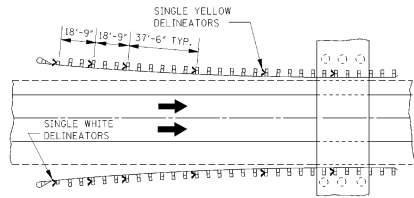
**BRIDGE APPROACH INSTALLATION
(ONE-WAY TRAFFIC)**



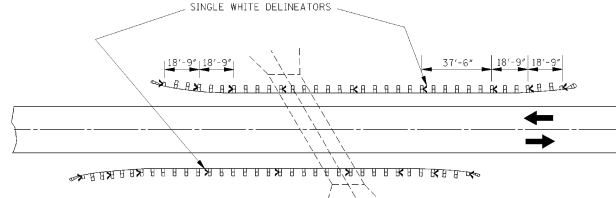
**BRIDGE APPROACH INSTALLATION
(TWO-WAY TRAFFIC)**



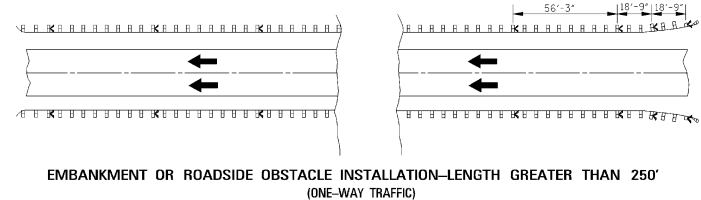
**GRAPHIC SHOWING SPACINGS OF GUARDRAIL DELINEATORS
AT SOME COMMONLY USED BRIDGE APPROACHES**



**ROADSIDE OBSTACLE INSTALLATION—LENGTH 250' OR LESS
(ONE-WAY TRAFFIC)**



**ROADSIDE OBSTACLE INSTALLATION—LENGTH 250' OR LESS
(TWO-WAY TRAFFIC)**

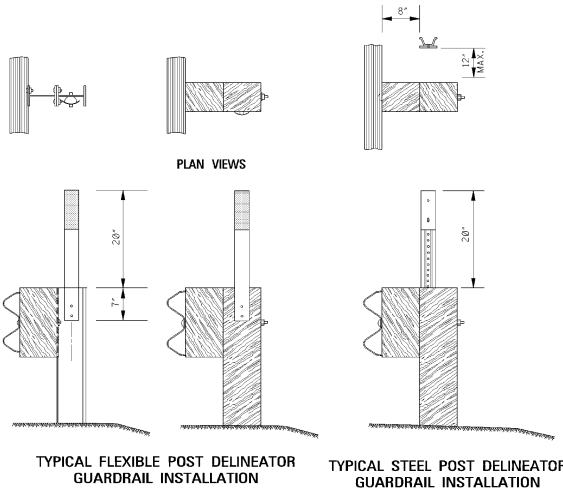


**EMBANKMENT OR ROADSIDE OBSTACLE INSTALLATION—LENGTH GREATER THAN 250'
(ONE-WAY TRAFFIC)**

NOTE: ONE-WAY TRAFFIC SHOWN. DELINEATOR SPACING FOR TWO-WAY TRAFFIC SIMILAR. DELINEATOR COLOR WILL BE THE SAME AS THE ADJACENT PAVEMENT EDGE MARKING. THE FIRST THREE (3) MARKERS WILL FACE TRAFFIC IN OFF LANE FOR TWO-WAY TRAFFIC AS SHOWN IN DRAWING FOR OBSTACLE INSTALLATION FOR TWO-WAY TRAFFIC.

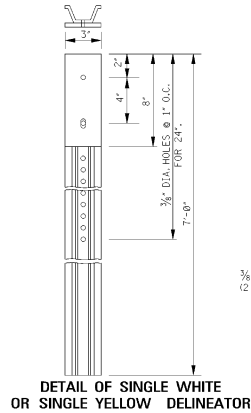
GENERAL NOTES:

1. THE UNIT PRICE OF DELINEATOR INCLUDES COST(S) OF DELINEATOR FACE(S), POST, HARDWARE AND INSTALLATION.
2. DELINEATOR FACE WILL BE ENCAPSULATED LENS REFLECTIVE SHEETING.
3. DELINEATORS FOR GUARDRAIL SHALL BE MOUNTED ON STEEL POSTS OR FLEXIBLE POSTS AS FOLLOWS:
 - 3A. DELINEATORS ON STEEL POSTS:
 1. DELINEATOR FACE SHALL BE PLACED ON 0.080" THICK SHEET ALUMINUM OR 14 GAUGE GALVANIZED SHEET STEEL.
 2. DELINEATOR POSTS SHALL BE GALVANIZED STEEL U-SECTION POSTS (2.0 LB/FT TO 2.5 LB/FT). THE POSTS ARE TO BE FABRICATED BEFORE THE METAL IS GALVANIZED. RADIUS IN BENDS OF POST CROSS-SECTION NOT TO EXCEED 3/8" FOR HOT ROLLED SECTION.
 3. WHICH COVER OVER A DRAINAGE STRUCTURE IS LESS THAN THE NORMAL DELINEATOR POST DEPTH, THE DELINEATOR POSTS WILL BE FIELD CUT, DRILLED AND FASTENED TO THE BACK OF THE GUARDRAIL POSTS WITH (2) 1/4" DIA. LAG SCREWS.
 - 3B. DELINEATORS ON FLEXIBLE POSTS:
 1. THE DELINEATOR POSTS WILL BE FROM THE DEPARTMENT'S "APPROVED SOURCE OF MATERIALS" AND WILL BE FASTENED TO GUARDRAIL POST IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION.

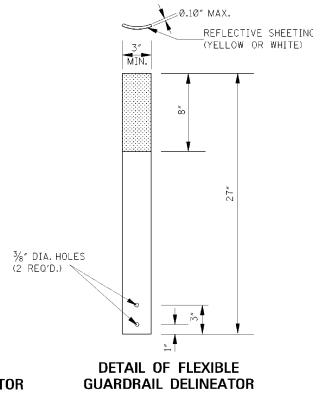


**TYPICAL FLEXIBLE POST DELINEATOR
GUARDRAIL INSTALLATION**


**TYPICAL STEEL POST DELINEATOR
GUARDRAIL INSTALLATION**



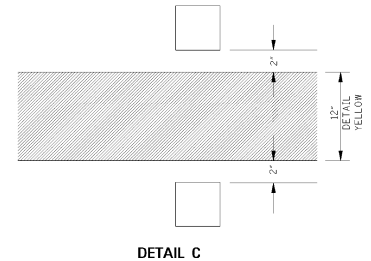
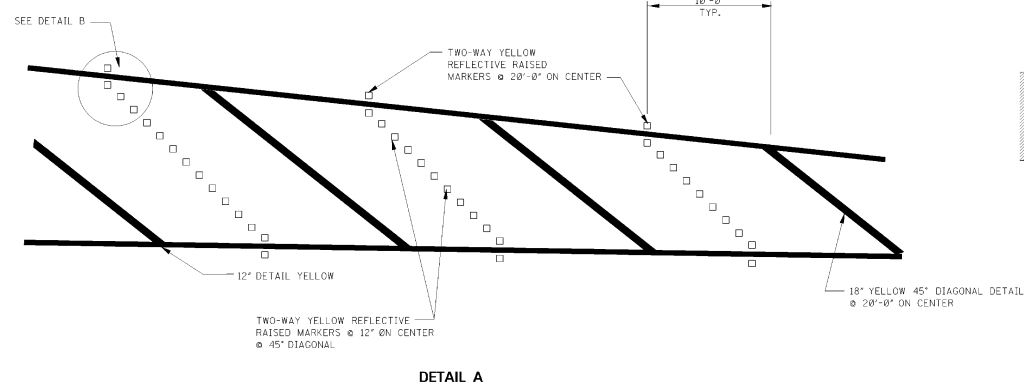
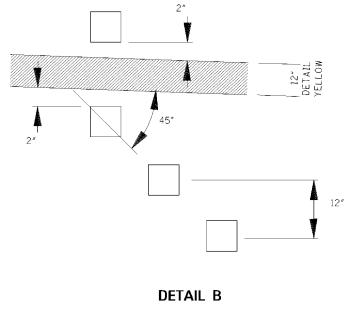
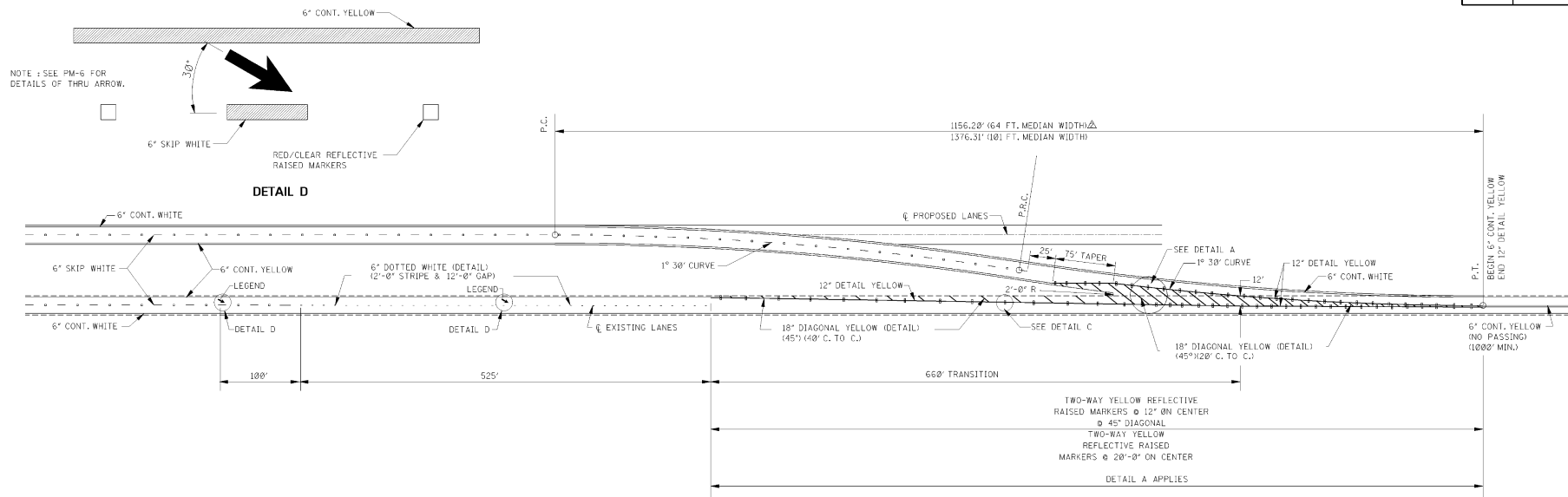
**DETAIL OF SINGLE WHITE
OR SINGLE YELLOW DELINEATOR**



**DETAIL OF FLEXIBLE
GUARDRAIL DELINEATOR**

DATE	REVISION	BY	DATE
MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN			
TYPICAL GUARDRAIL DELINEATOR			
			
WORKING NUMBER SN-8C SHEET NUMBER 236			
ISSUE DATE: OCTOBER 1, 1998			

STATE	PROJECT NO.
MISS.	



DATE	BY	REVISION

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

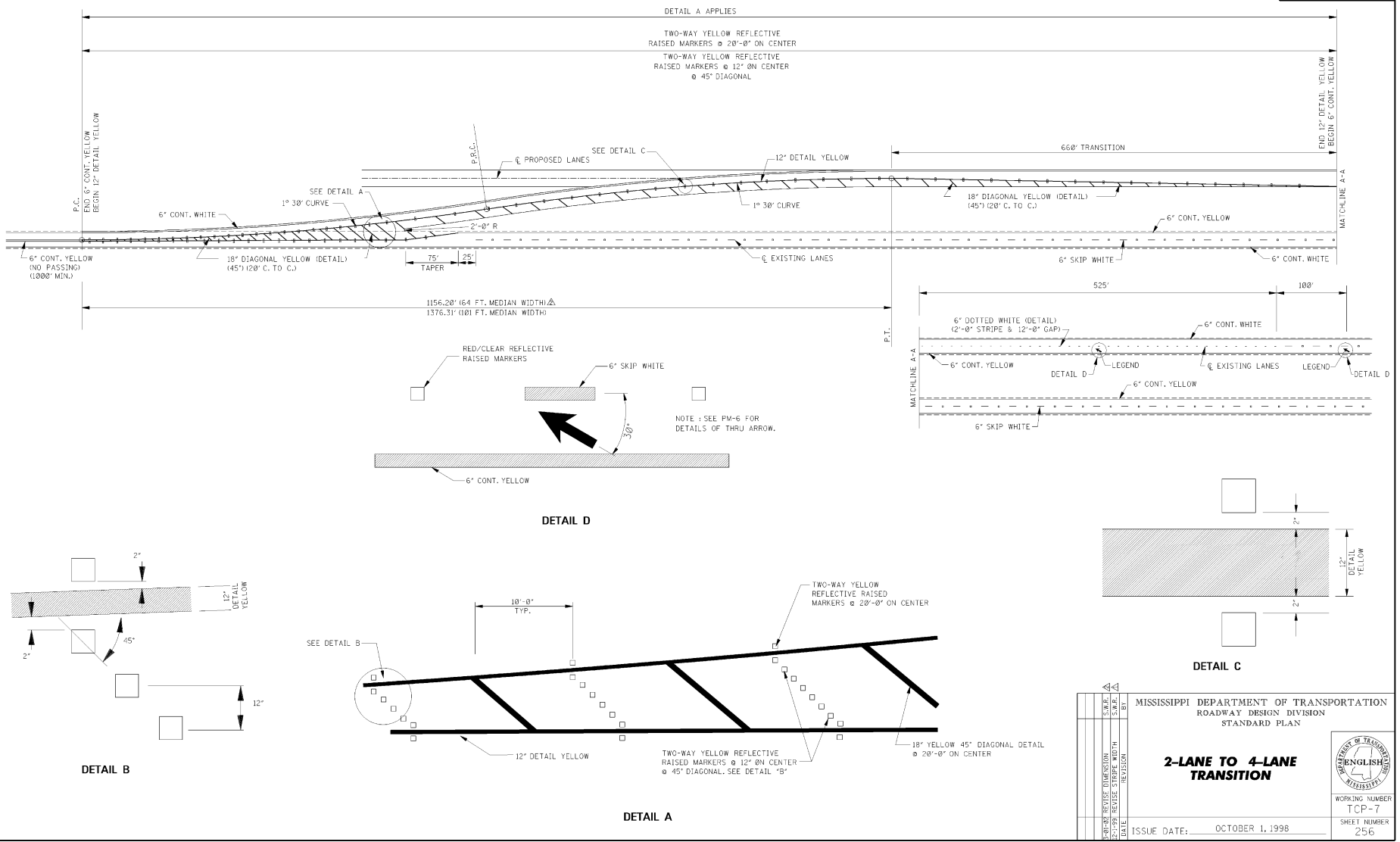
**4-LANE TO 2-LANE
TRANSITION**

ISSUE DATE: OCTOBER 1, 1998

WORKING NUMBER: TCP-6
SHEET NUMBER: 255

25

-15- Supp. to Notice To Bidders No. 11 -- Cont'd



26

-16-

Supp. to Notice To Bidders No. 11 -- Cont'd

REVISION	DATE	BY	DESCRIPTION


MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

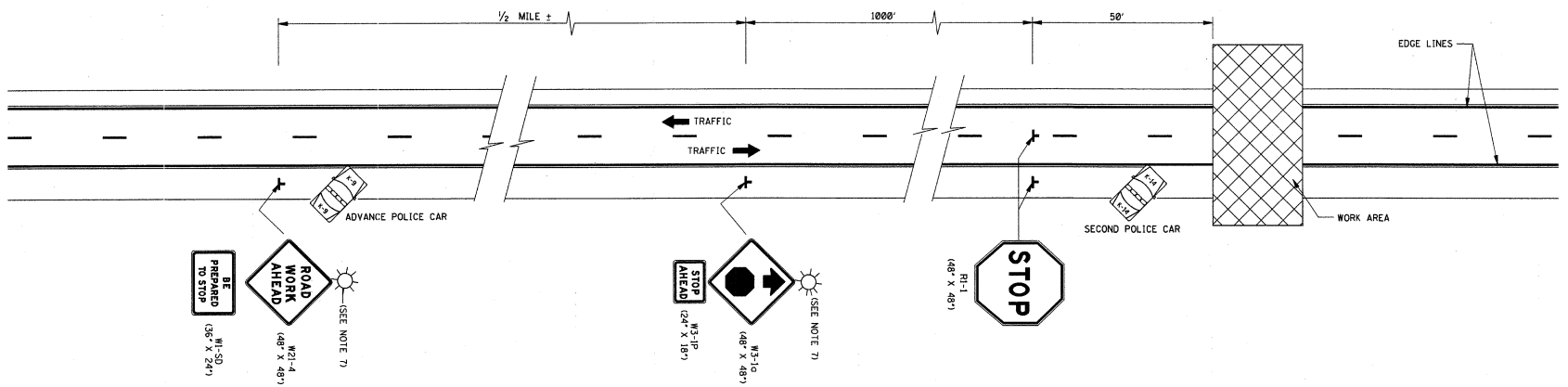
2-LANE TO 4-LANE TRANSITION

WORKING NUMBER
TCP-7

SHEET NUMBER
256


ISSUE DATE: OCTOBER 1, 1998

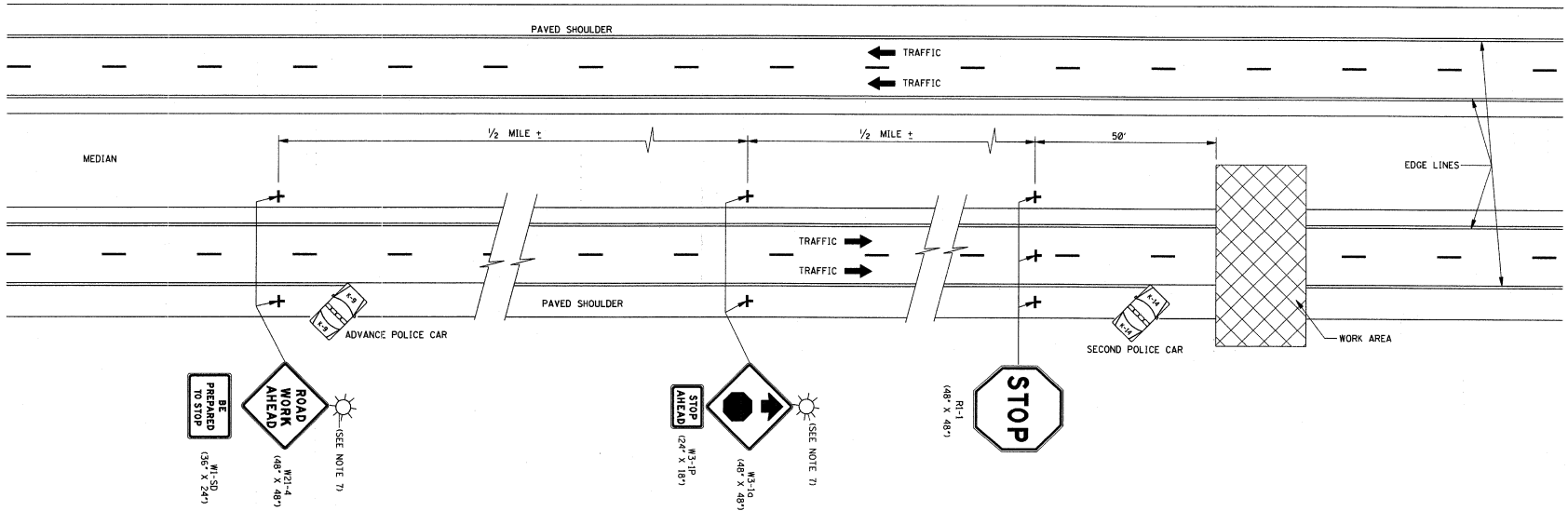




GENERAL NOTES:

- THIS TYPE OF HIGHWAY CLOSURE SHALL ONLY BE USED FOR EMERGENCIES OR FOR CONSTRUCTION OPERATIONS WHEN THE DURATION OF CLOSURE WILL NOT EXCEED 30 MINUTES. AFTER THE HIGHWAY HAS BEEN CLOSED AND REOPENED VIA THIS PROCEDURE, A MINIMUM PERIOD OF 30 MINUTES SHALL ELAPSE BEFORE ANOTHER SHORT DURATION CLOSURE, EXCEPT WITH THE APPROVAL OF THE ENGINEER.
- AT LEAST TWO POLICEMEN AND TWO POLICE CARS SHALL BE PROVIDED ON EACH APPROACH TO THE CLOSURE. EACH POLICE CAR SHALL HAVE A ROOF MOUNTED ROTATING BLUE LIGHT OR LIGHT BAR.
- ROAD CLOSURES ARE NOT PERMITTED ON HOLIDAYS OR BETWEEN THE HOURS OF 6 AM TO 9 AM, 11 AM TO 1 PM AND 3 PM TO 6 PM ON MONDAY THROUGH FRIDAY, EXCEPT BY PERMISSION OF THE ENGINEER.
- THE ADVANCE POLICE CAR AND THE "W21-4 (48" X 48")", "W1-SD (36" X 24")", "W3-1P (48" X 48")", AND "W3-1P (24" X 18")" SIGNS SHALL BE MOVED BACK AS REQUIRED BY THE QUEUING OF STOPPED VEHICLES.
- TRAFFIC CONTROL FOR THE CLOSURE SHALL BE ACCOMPLISHED IN THE FOLLOWING ORDER:
 - ADVANCE POLICE CAR, LIGHTS AND FLASHERS ON.
 - "W21-4 (48" X 48")" AND "W1-SD (36" X 24")" SIGNS ERECTED.
 - "W3-1P (48" X 48")" AND "W3-1P (24" X 18")" SIGNS ERECTED.
 - SECOND POLICE CAR, LIGHTS AND FLASHERS ON.
 - "R1-1 (48" X 48")" SIGNS ERECTED TO STOP TRAFFIC, THE ORDER OF ERECTION SHALL BE IN THE FOLLOWING ORDER: RIGHT SHOULDER THEN CENTER.
- TRAFFIC CONTROL SHALL BE REMOVED IN THE FOLLOWING ORDER:
 - WITH TRAFFIC STOPPED REMOVE THE "R1-1 (48" X 48")" SIGNS TOWARD THE RIGHT SHOULDER IN THE FOLLOWING ORDER: CENTER THEN SIGN ON THE RIGHT SHOULDER.
 - AFTER ALL STOPPED VEHICLES HAVE STARTED MOVING, THE "W3-1P (48" X 48")" AND "W3-1P (24" X 18")" SIGNS SHALL BE REMOVED. THESE SIGNS MAY BE COVERED IF RE-USE IS IMMINENT.
 - AFTER ALL CARS HAVE RESUMED APPROXIMATELY NORMAL SPEED, THE "W21-4 (48" X 48")" AND "W1-SD (36" X 24")" SIGNS SHALL BE REMOVED. THESE SIGNS MAY BE COVERED IF RE-USE IS IMMINENT.
- UNILLUMINATED SECTIONS OF HIGHWAYS SHALL NOT BE CLOSED DURING HOURS OF DARKNESS EXCEPT FOR EMERGENCIES OR WITH THE APPROVAL OF THE ENGINEER. WHEN THE HIGHWAY MUST BE CLOSED DURING HOURS OF DARKNESS, A TYPE B HIGH INTENSITY FLASHING BARRICADE WARNING LIGHT SHALL BE USED ON EACH W21-4 AND W3-1P SIGN.
- IF AN ENTRANCE RAMP IS LOCATED BETWEEN THE W21-4 AND R1-1, THE "W21-4 (48" X 48")", "W1-SD (36" X 24")", "W3-1P (48" X 48")", AND "W3-1P (24" X 18")" SIGNS SHALL ALSO BE ERECTED ON THE RAMP SHOULDER.
- SIGN "W1-SD (36" X 24")" IS "4" SERIES "C" BLACK LEGEND AND BORDER ON ORANGE BACKGROUND.
- 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, INCLUDING SECURING POLICE SERVICES.
- THE ABOVE DURATION WILL APPLY TO EACH APPROACH TO THE CLOSURE.

DATE	ISSUE DATE: OCTOBER 1, 1998
BY	REVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN SHORT DURATION CLOSING OF TWO-LANE TWO-WAY HIGHWAYS	
 WORKING NUMBER TCP-8 SHEET NUMBER 257	



GENERAL NOTES:

- THIS TYPE OF HIGHWAY CLOSURE SHALL ONLY BE USED FOR EMERGENCIES OR FOR CONSTRUCTION OPERATIONS WHEN THE DURATION OF CLOSURE WILL NOT EXCEED 15 MINUTES. AFTER THE DIVIDED HIGHWAY HAS BEEN CLOSED AND REOPENED VIA THIS PROCEDURE A MINIMUM PERIOD OF 30 MINUTES SHALL ELAPSE BEFORE ANOTHER SHORT DURATION CLOSURE, EXCEPT WITH THE APPROVAL OF THE ENGINEER.
- AT LEAST TWO POLICEMEN AND TWO POLICE CARS SHALL BE PROVIDED ON EACH APPROACH TO THE CLOSURE. EACH POLICE CAR SHALL HAVE A ROOF MOUNTED ROTATING BLUE LIGHT OR LIGHT BAR.
- ROAD CLOSURES ARE NOT PERMITTED ON HOLIDAYS OR BETWEEN THE HOURS OF 6 AM TO 9 AM, 11 AM TO 1 PM AND 3 PM TO 6 PM ON MONDAY THROUGH FRIDAY, EXCEPT BY PERMISSION OF THE ENGINEER.
- THE ADVANCE POLICE CAR AND THE "W2-4 (48" X 48")", "W1-SD (36" X 24")", "W3-1P (48" X 48")", AND "W3-1P (24" X 18")" SIGNS SHALL BE MOVED BACK AS REQUIRED BY THE QUEUING OF STOPPED VEHICLES.
- TRAFFIC CONTROL FOR THE CLOSURE SHALL BE ACCOMPLISHED IN THE FOLLOWING ORDER:
 - ADVANCE POLICE CAR, LIGHTS AND FLASHERS ON.
 - "W2-4 (48" X 48")" AND "W1-SD (36" X 24")" SIGNS ERECTED.
 - "W3-1P (48" X 48")" AND "W3-1P (24" X 18")" SIGNS ERECTED.
 - SECOND POLICE CAR, LIGHTS AND FLASHERS ON.
 - "R1-1 (48" X 48")" SIGNS ERECTED TO STOP TRAFFIC. THE ORDER OF ERECTION SHALL BE TOWARD THE MEDIAN SHOULDER IN THE FOLLOWING ORDER: RIGHT SHOULDER, THEN CENTER, THEN MEDIAN SHOULDER.
- TRAFFIC CONTROL SHALL BE REMOVED IN THE FOLLOWING ORDER:
 - WITH TRAFFIC STOPPED REMOVE THE "R1-1 (48" X 48")" SIGNS TOWARD THE RIGHT SHOULDER IN THE FOLLOWING ORDER: MEDIAN, THEN CENTER, THEN SIGN ON RIGHT SHOULDER.
 - AFTER ALL STOPPED VEHICLES HAVE STARTED MOVING, THE "W3-1P (48" X 48")" AND "W3-1P (24" X 18")" SIGNS SHALL BE REMOVED. THESE SIGNS MAY BE COVERED IF RE-USE IS IMMINENT.
 - AFTER ALL CARS HAVE RESUMED APPROXIMATELY NORMAL SPEED, THE "W2-4 (48" X 48")" AND "W1-SD (36" X 24")" SIGNS SHALL BE REMOVED. THESE SIGNS MAY BE COVERED IF RE-USE IS IMMINENT.
- UNILLUMINATED SECTIONS OF HIGHWAYS SHALL NOT BE CLOSED DURING HOURS OF DARKNESS EXCEPT FOR EMERGENCIES OR WITH THE APPROVAL OF THE ENGINEER. WHEN THE HIGHWAY MUST BE CLOSED DURING HOURS OF DARKNESS, A TYPE B HIGH INTENSITY FLASHING BARRICADE WARNING LIGHT SHALL BE USED ON EACH W2-4 AND W3-1P SIGN.
- IF AN ENTRANCE RAMP IS LOCATED BETWEEN THE W2-4 AND R1-1, THE "W2-4 (48" X 48")", "W1-SD (36" X 24")", "W3-1P (48" X 48")", AND "W3-1P (24" X 18")" SIGNS SHALL ALSO BE ERECTED ON THE RAMP SHOULDER.
- "W1-SD (36" X 24")" IS 4' SERIES "C" BLACK LEGEND AND BORDER ON ORANGE BACKGROUND.
- 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, INCLUDING SECURING POLICE SERVICES.

DATE	ISSUE DATE: OCTOBER 1, 1998
BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN
REVISION	<p align="center">SHORT DURATION CLOSING OF DIVIDED HIGHWAYS</p> <p>WORKING NUMBER TCP-9</p> <p>SHEET NUMBER 258</p>

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 – NOTICE TO BIDDERS NO. 11

CODE: (SP)

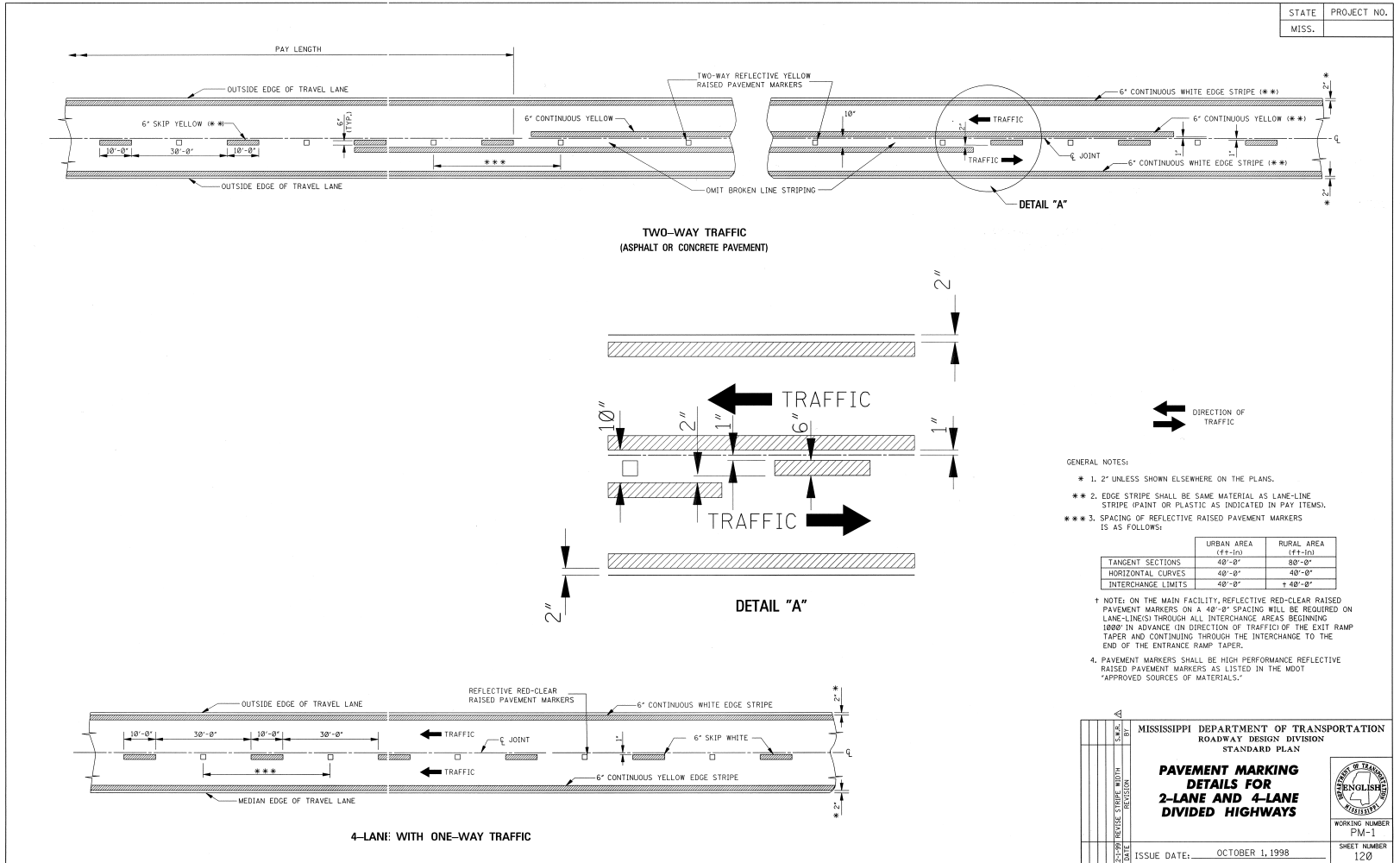
DATE: 05/30/2004

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



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

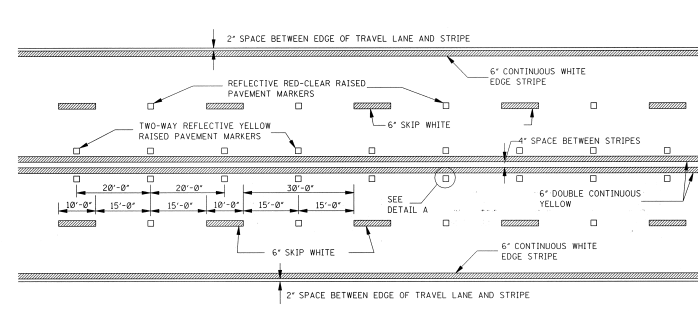
**PAVEMENT MARKING
DETAILS FOR
2-LANE AND 4-LANE
DIVIDED HIGHWAYS**

ISSUE DATE: OCTOBER 1, 1998

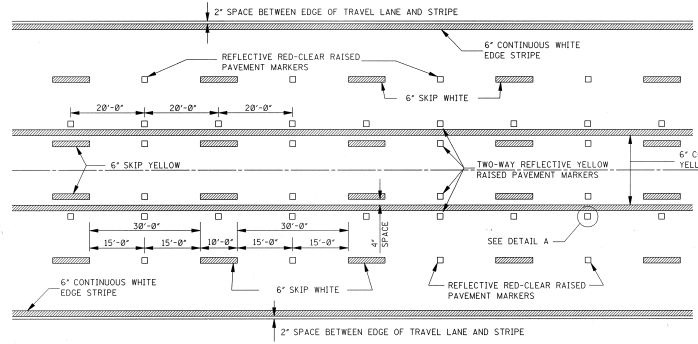
WORKING NUMBER
PM-1

SHEET NUMBER
120

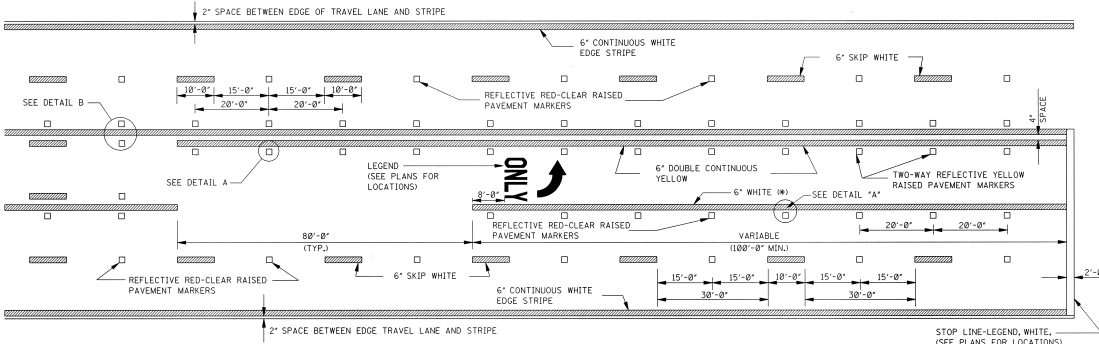
STATE	PROJECT NO.
MISS.	



TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 4-LANE SECTION

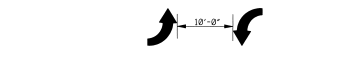


TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 5-LANE SECTION



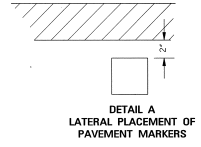
TYPICAL STRIPING AND RAISED PAVEMENT MARKERS AT LEFT TURN LANES

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



TYPICAL TWO-WAY ARROW INSTALLATION

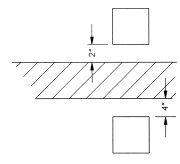
- NOTES: 1. CONSIDER EACH SEGMENT OF CONTINUOUS TWO-WAY LEFT TURN LANE SEPARATELY.
 2. IF SEGMENT IS LESS THAN 350', PLACE ONE SET OF ARROWS IN CENTER OF SEGMENT.
 3. IF SEGMENT IS GREATER THAN 350', PLACE FIRST SET OF ARROWS 50' TO 100' FROM BEGINNING AND/OR END OF SEGMENT AND SPACE ADDITIONAL SETS OF ARROWS 1250' O.C..



DETAIL A LATERAL PLACEMENT OF PAVEMENT MARKERS

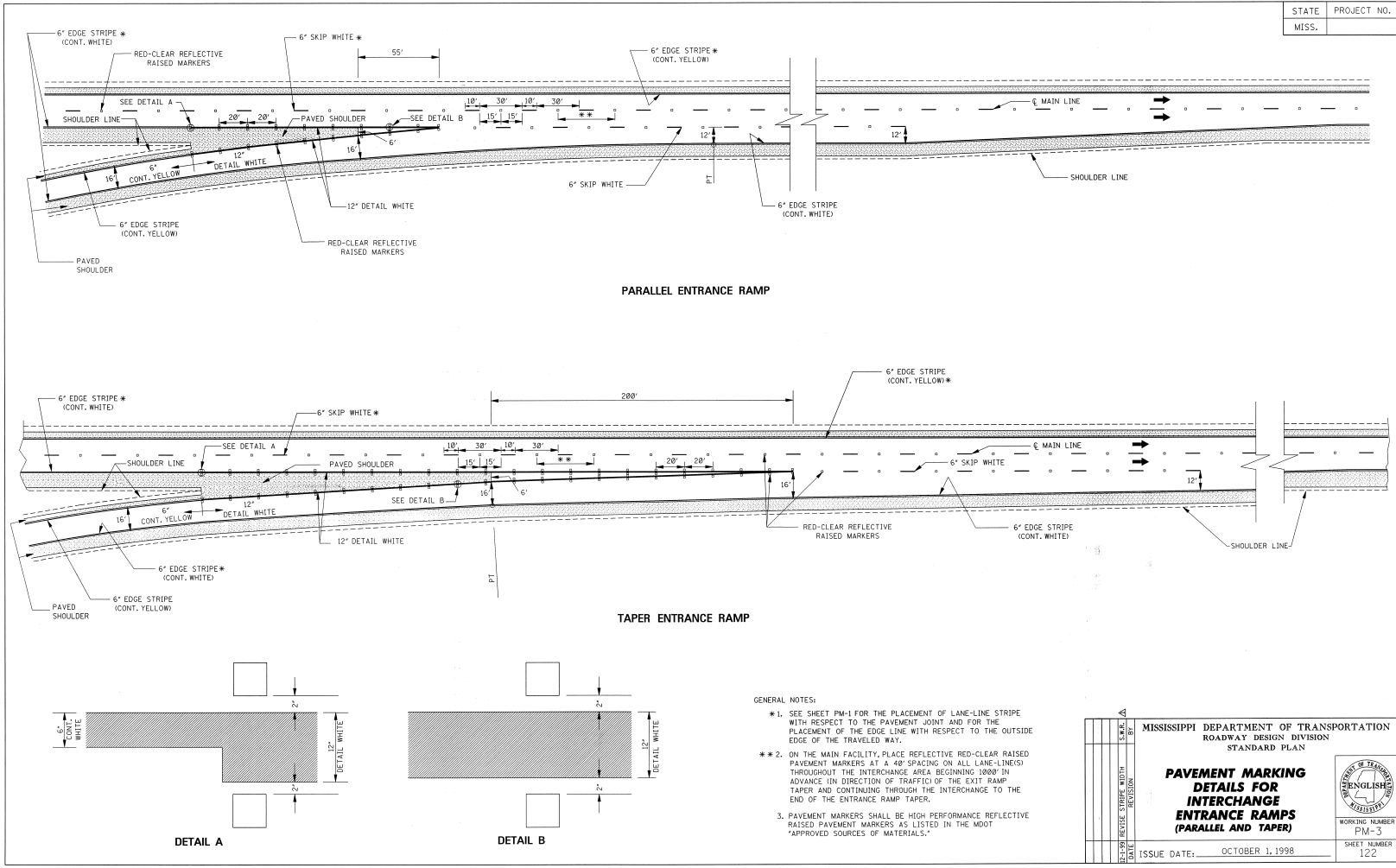
GENERAL NOTE:

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



DETAIL B LATERAL PLACEMENT OF PAVEMENT MARKERS

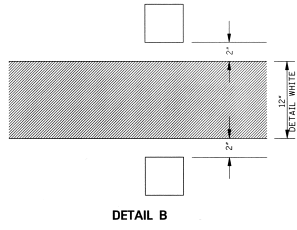
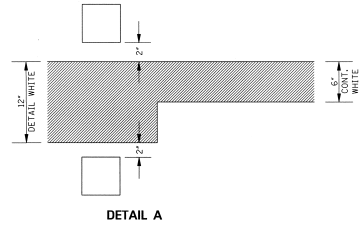
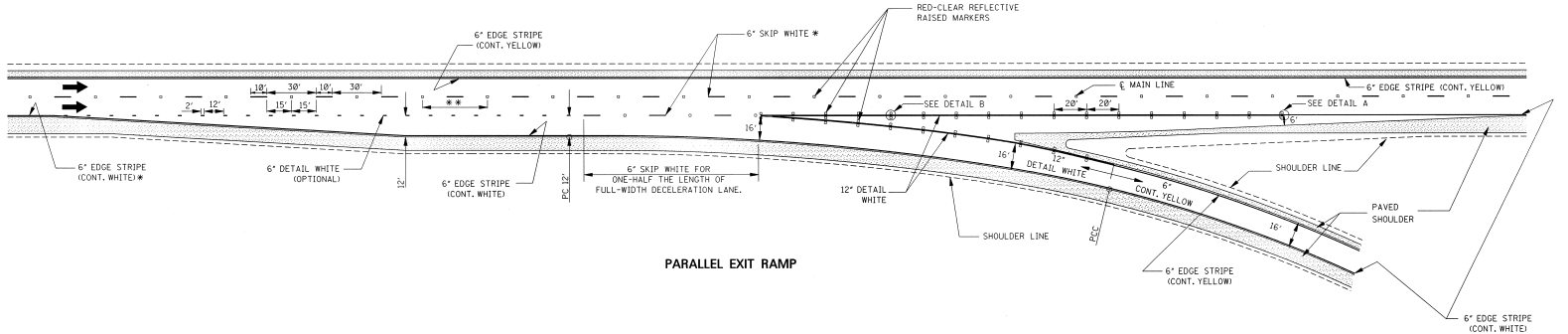
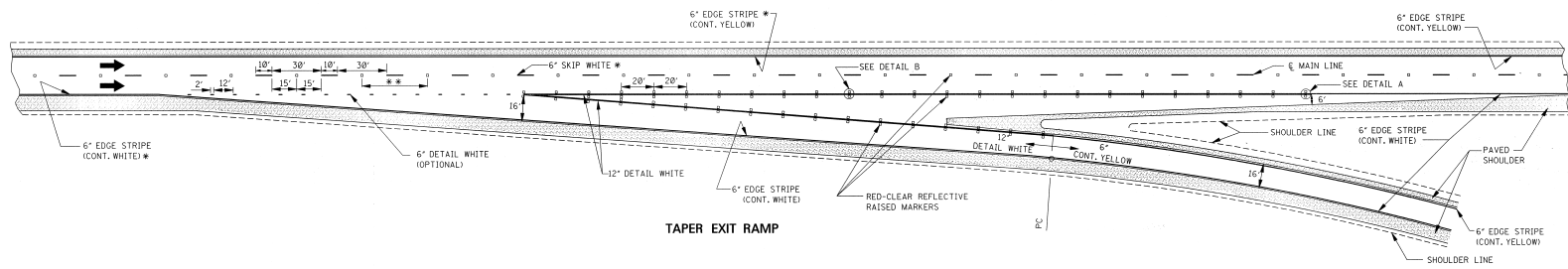
MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
PAVEMENT MARKING DETAILS FOR 4-LANE AND 5-LANE UNDIVIDED ROADWAYS	
DATE: OCTOBER 1, 1998	WORKING NUMBER PM-2 SHEET NUMBER 121



STATE	PROJECT NO.
MISS.	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN			
PAVEMENT MARKING DETAILS FOR INTERCHANGE ENTRANCE RAMPS (PARALLEL AND TAPER)			
DATE	REVISION	BY	DATE
ISSUE DATE: OCTOBER 1, 1998			WORKING NUMBER PM-3 SHEET NUMBER 122

STATE	PROJECT NO.
MISS.	



- 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 MDT "APPROVED SOURCES OF MATERIALS."

STATE	PROJECT NO.
MISS.	

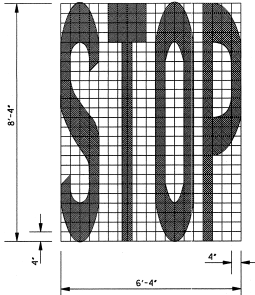
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 STANDARD PLAN

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

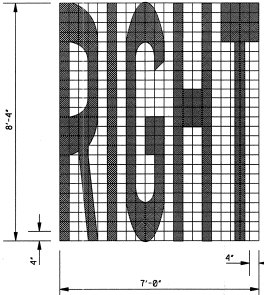
WORKING NUMBER: PM-4
 SHEET NUMBER: 123

ISSUE DATE: OCTOBER 1, 1998

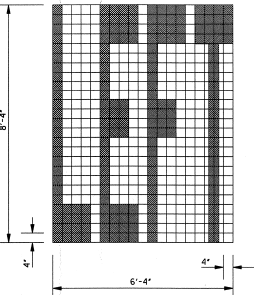
STATE PROJECT NO.
 MISS.



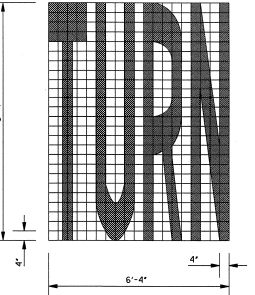
7'-8"
6'-4"



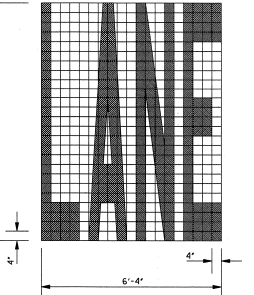
7'-8"
7'-0"



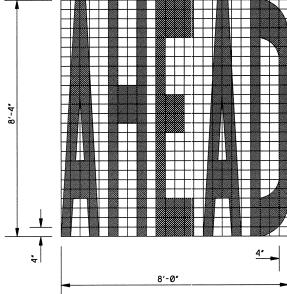
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6'-4"



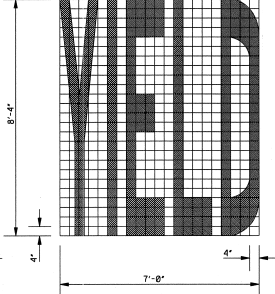
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6'-4"



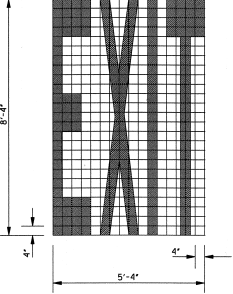
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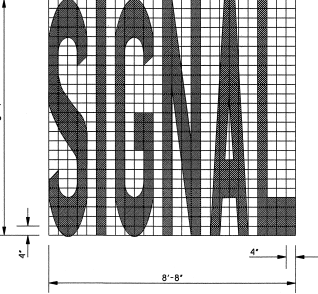
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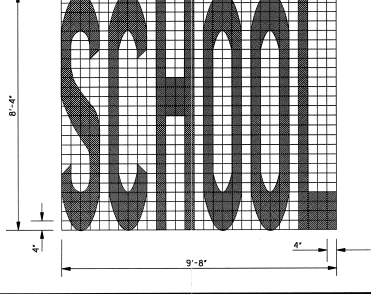
7'-8"
7'-0"



7'-8"
5'-4"



7'-8"
8'-8"



7'-8"
9'-8"

GENERAL NOTES:

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

LEGEND	AREA (ft ²)
STOP	24.6
RIGHT	28.6
LEFT	19.6
TURN	27.3
LANE	22.7
AHEAD	32.3
YIELD	26.8
EXIT	18.5
SIGNAL	32.5
SCHOOL	35.5

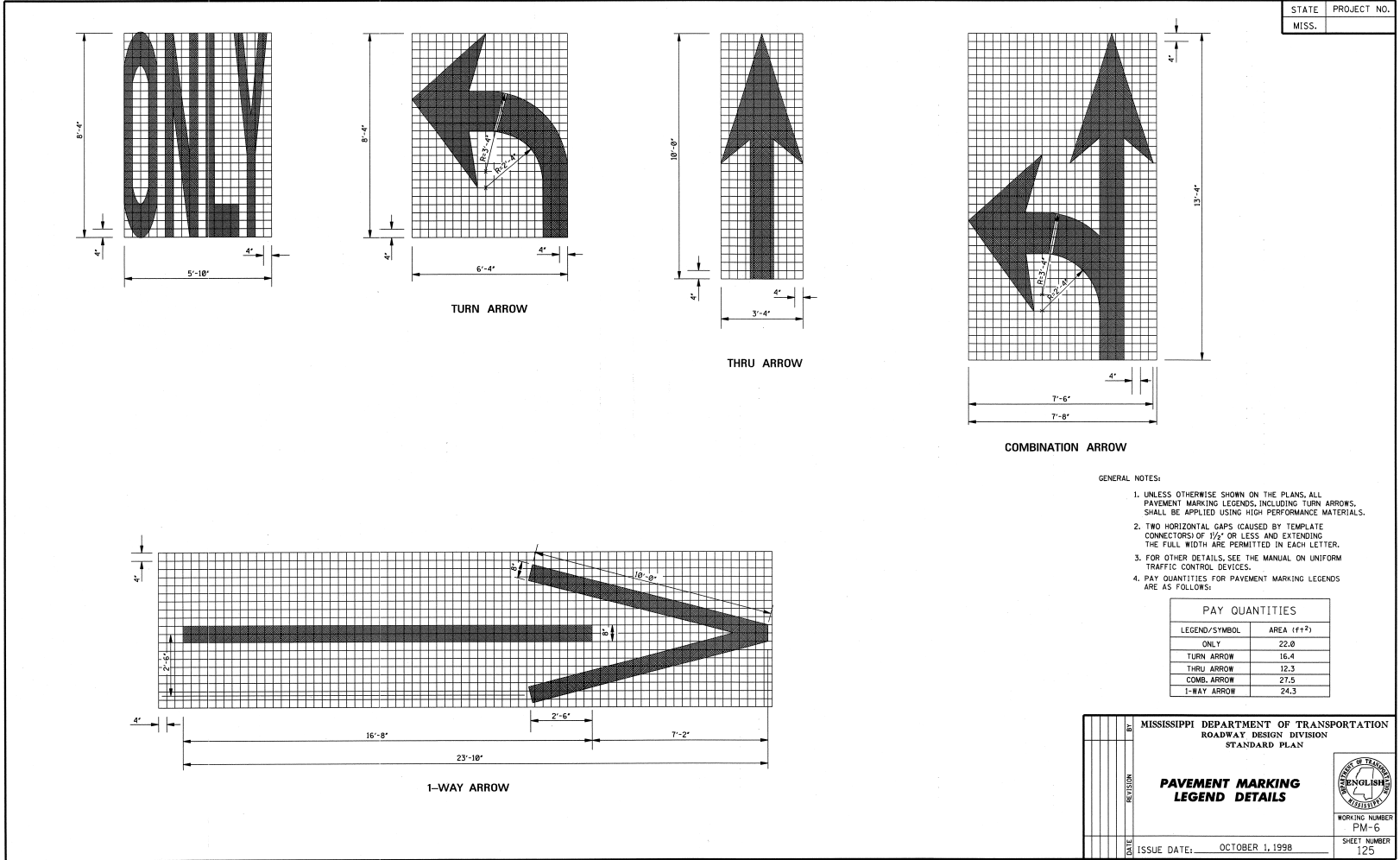
DATE	REVISION	BY

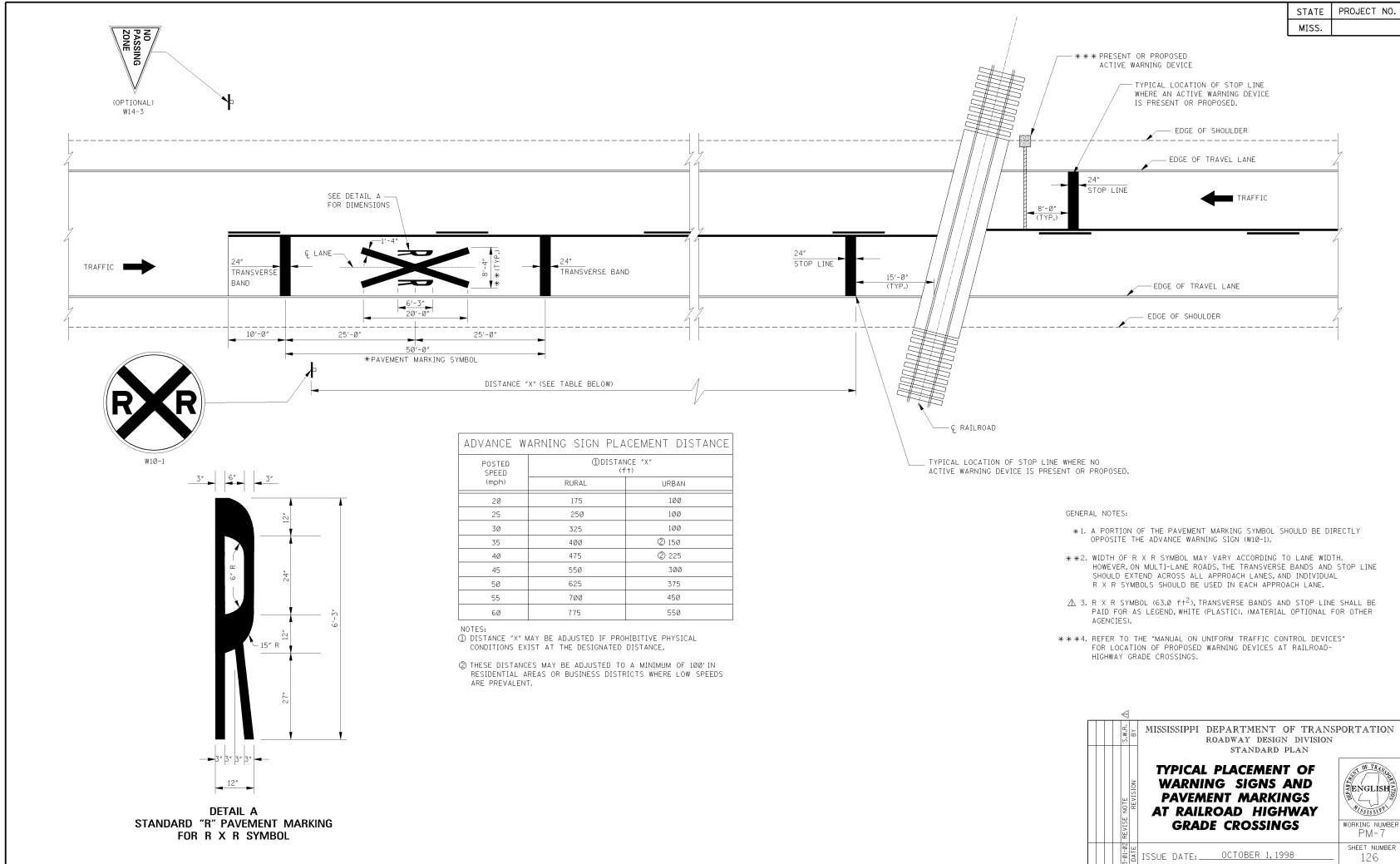
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

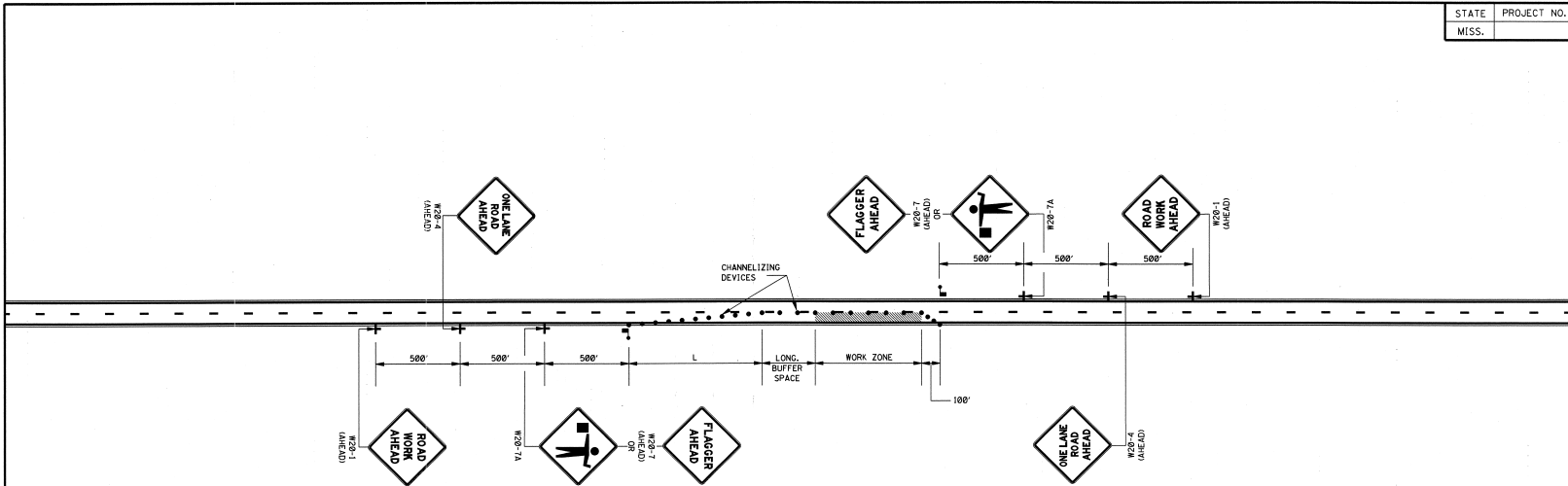
**PAVEMENT MARKING
LEGEND DETAILS**

ISSUE DATE: OCTOBER 1, 1998

WORKING NUMBER	
PM-5	
SHEET NUMBER	
124	







GENERAL NOTES:

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

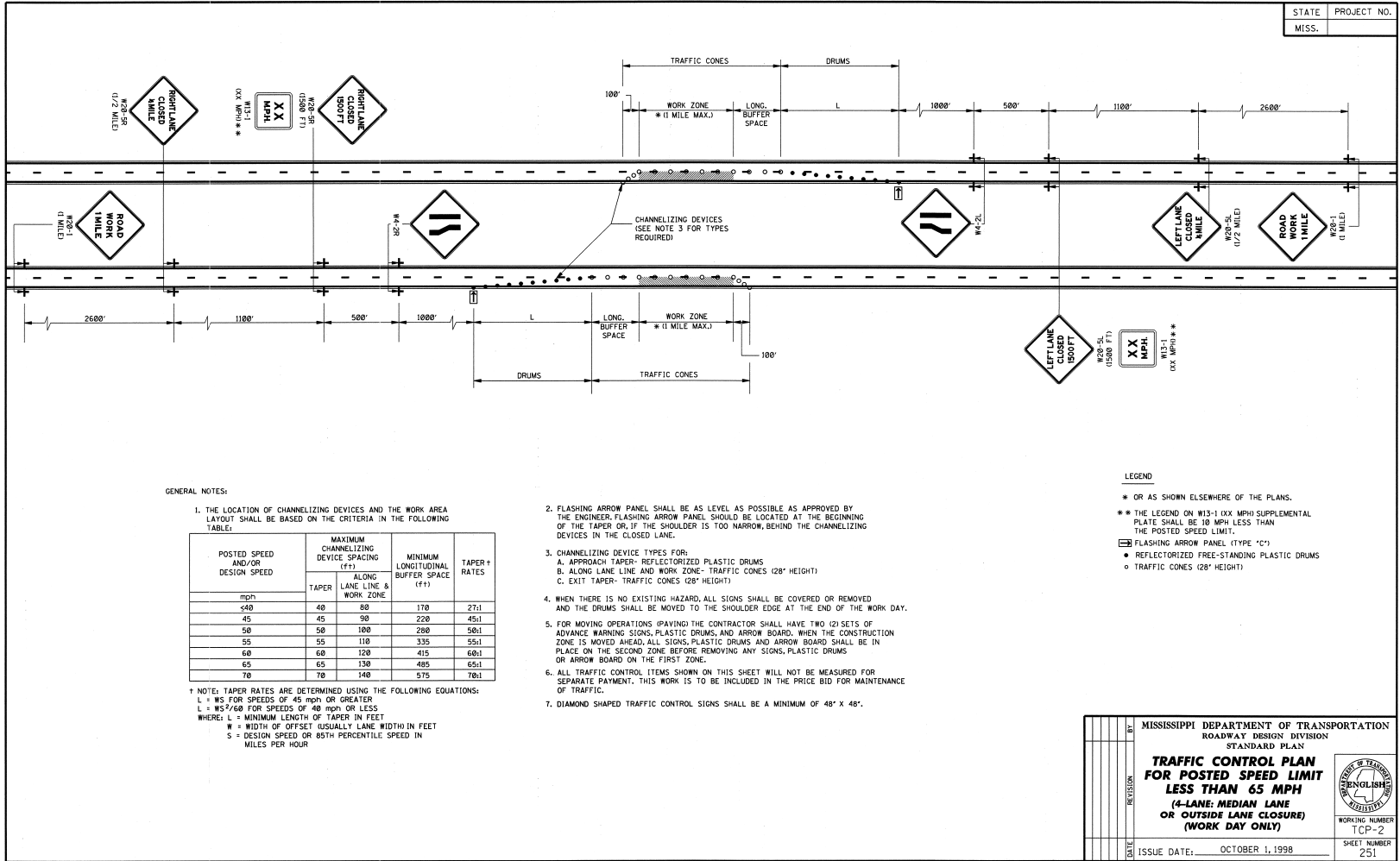
POSTED SPEED AND/OR DESIGN SPEED	MAXIMUM CHANNELIZING DEVICE SPACING (FF)		MINIMUM LONGITUDINAL BUFFER SPACE (FF)	TAPER RATES
	TAPER	ALONG LANE LINE & WORK ZONE		
mph				
≤40	40	80	170	27:1
45	45	90	220	45:1
50	50	100	280	50:1
55	55	110	335	55:1
60	60	120	415	60:1
65	65	130	485	65:1
70	70	140	575	70:1

* 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

- ALL CHANNELIZING DEVICES SHALL BE A MINIMUM OF 24" IN HEIGHT.
- 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.
- DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHALL BE A MINIMUM OF 48" x 48".
- 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.
- 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.

LEGEND
 ■ FLAGGER
 ● CHANNELIZING DEVICES

DATE	REVISION	BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN
<p>TRAFFIC CONTROL PLAN WITH FLAGGER (ONE-LANE CLOSURE OF TWO-WAY TRAFFIC)</p>			
ISSUE DATE:	OCTOBER 1, 1998		



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		
40	40	80	170	27:1
45	45	90	220	45:1
50	50	100	280	50:1
55	55	110	335	55:1
60	60	120	415	60:1
65	65	130	485	65:1
70	70	140	575	70:1

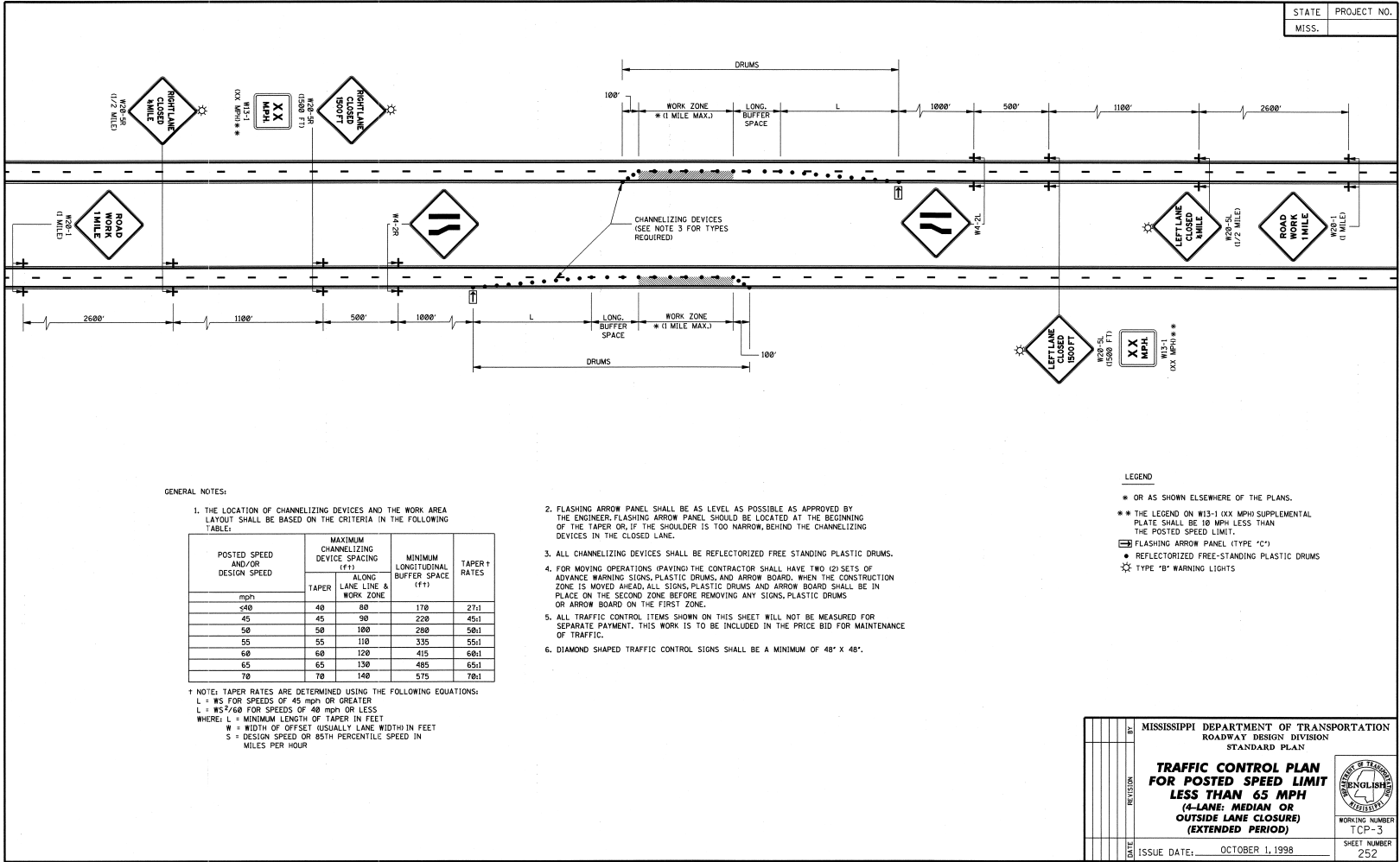
† NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
 L = WS FOR SPEEDS OF 45 MPH OR GREATER
 L = WS²/60 FOR SPEEDS OF 40 MPH OR LESS
 WHERE: L = MINIMUM LENGTH OF TAPER IN FEET
 W = WIDTH OF OFFSET USUALLY LANE WIDTH IN FEET
 S = DESIGN SPEED OR 85TH PERCENTILE SPEED IN MILES PER HOUR

- 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.
- 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)
- 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.
- 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.
- 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.
- 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 (XXX 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	BY	REVISION	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN
<p>TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT LESS THAN 65 MPH (4-LANE: MEDIAN LANE OR OUTSIDE LANE CLOSURE) (WORK DAY ONLY)</p>			 WORKING NUMBER TCP-2 SHEET NUMBER 251
ISSUE DATE:	OCTOBER 1, 1998		



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

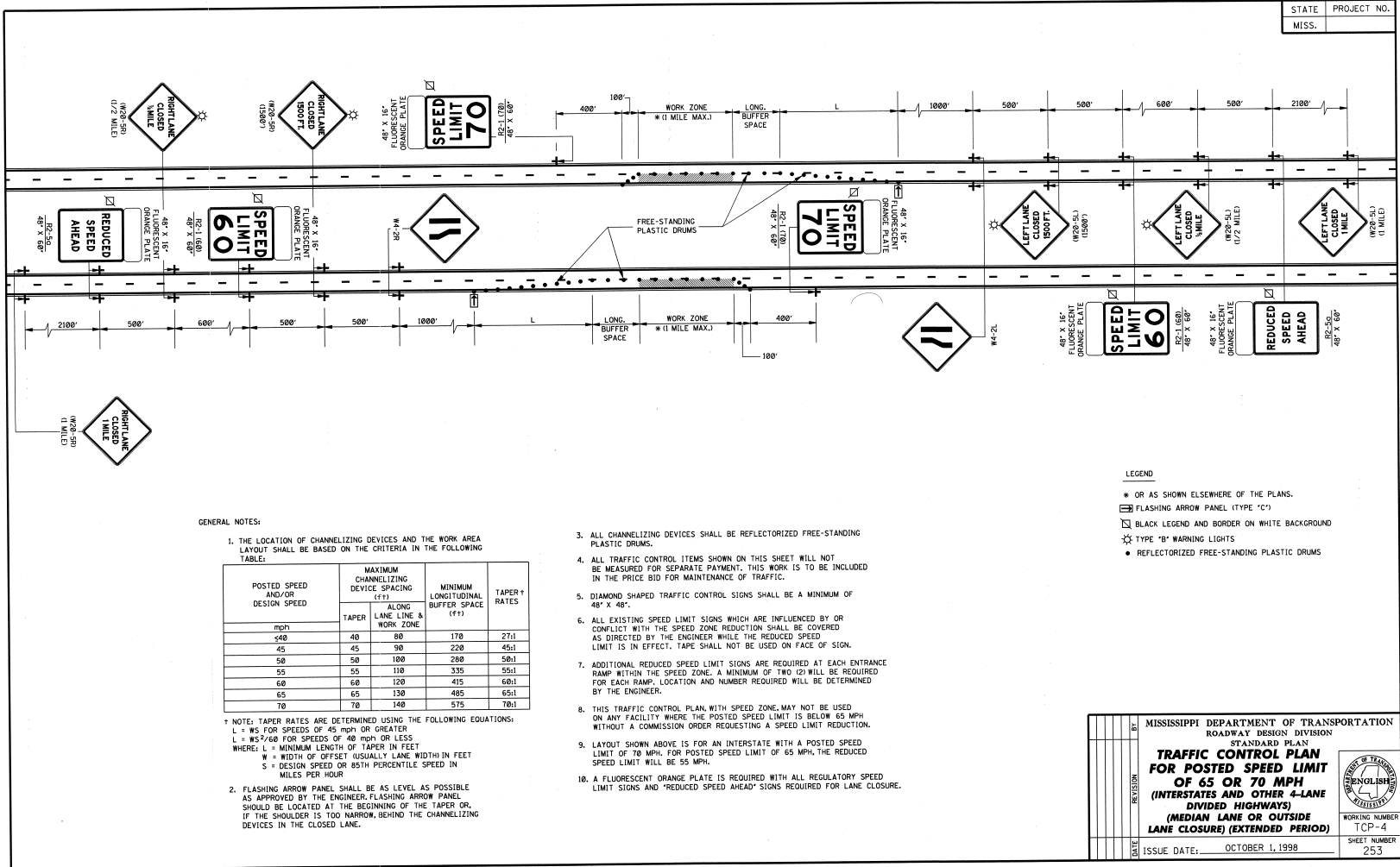
† NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
 L = WS FOR SPEEDS OF 45 mph OR GREATER
 L = WS²/60 FOR SPEEDS OF 40 mph OR LESS
 WHERE: L = MINIMUM LENGTH OF TAPER IN FEET
 W = WIDTH OF OFFSET (USUALLY LANE WIDTH) IN FEET
 S = DESIGN SPEED OR 85TH PERCENTILE SPEED IN MILES PER HOUR

- 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.
- ALL CHANNELIZING DEVICES SHALL BE REFLECTORIZED FREE STANDING PLASTIC DRUMS.
- FOR MOVING OPERATIONS (PAYING) 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.
- 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.
- 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

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)		
WORKING NUMBER TCP-3	DATE OCTOBER 1, 1998	SHEET NUMBER 252



STATE PROJECT NO.
MISS. _____

GENERAL NOTES:

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

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

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

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

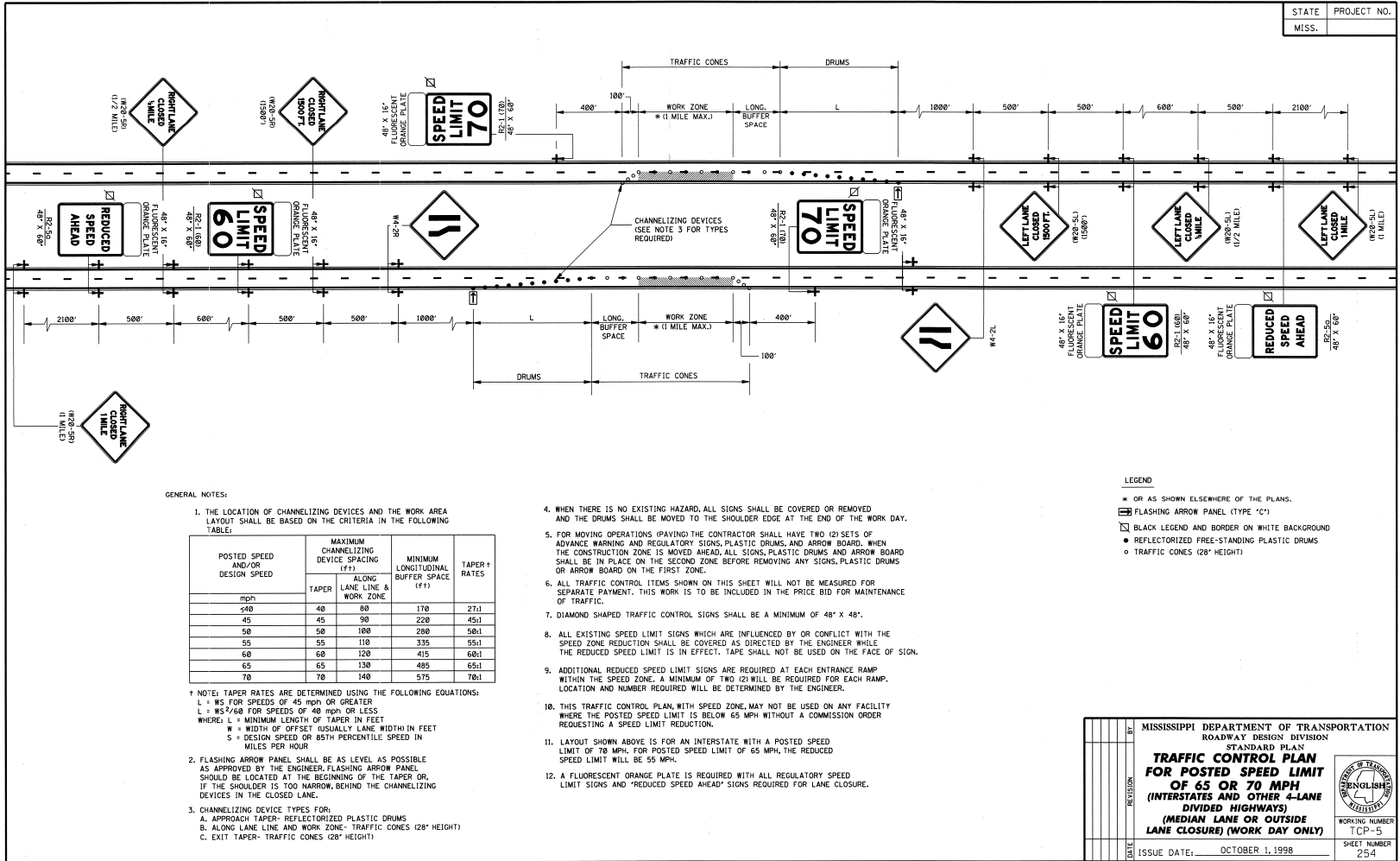
- ALL CHANNELIZING DEVICES SHALL BE REFLECTORIZED FREE-STANDING PLASTIC DRUMS.
- ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.
- DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHALL BE A MINIMUM OF 48" X 48".
- 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.
- 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.
- 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.
- 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.
- A FLUORESCENT ORANGE PLATE IS REQUIRED WITH ALL REGULATORY SPEED LIMIT SIGNS AND 'REDUCED SPEED AHEAD' SIGNS REQUIRED FOR LANE CLOSURE.

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

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)**

ISSUE DATE: OCTOBER 1, 1998

WORKING NUMBER: TCP-4
 SHEET NUMBER: 253



STATE PROJECT NO.
MISS. _____

GENERAL NOTES:

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


POSTED SPEED AND/OR DESIGN SPEED	MAXIMUM CHANNELIZING DEVICE SPACING (ft)		MINIMUM LONGITUDINAL BUFFER SPACE (ft)	TAPER† RATES
	TAPER	ALONG LANE LINE & WORK ZONE		
40	48	80	170	27:1
45	45	90	220	45:1
50	50	100	280	50:1
55	55	110	335	55:1
60	60	120	415	60:1
65	65	130	485	65:1
70	70	140	575	70:1

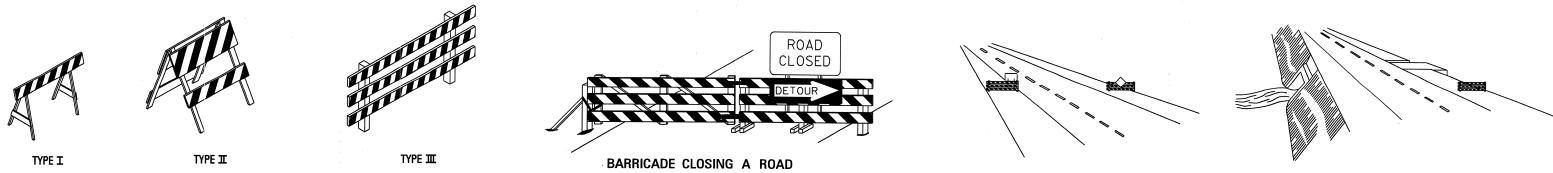
- † NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
 L = WS FOR SPEEDS OF 45 MPH OR GREATER
 L = WS²/60 FOR SPEEDS OF 40 MPH OR LESS
 WHERE: L = MINIMUM LENGTH OF TAPER IN FEET
 W = WIDTH OF OFFSET (USUALLY LANE WIDTH) IN FEET
 S = DESIGN SPEED OR 85TH PERCENTILE SPEED IN MILES PER HOUR
2. FLASHING ARROW PANEL SHALL BE AS LEVEL AS POSSIBLE AS APPROVED BY THE ENGINEER. FLASHING ARROW PANEL SHOULD BE LOCATED AT THE BEGINNING OF THE TAPER OR, IF THE SHOULDER IS TOO NARROW, BEHIND THE CHANNELIZING DEVICES IN THE CLOSED LANE.
 3. 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 (PAYING) 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	BY	REVISION	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)	 WORKING NUMBER TCP-5 SHEET NUMBER 25-4
ISSUE DATE: _____	OCTOBER 1, 1998			



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 ISLOPING DOWNWARD AT AN ANGLE OF 45° IN THE DIRECTION TRAFFIC IS TO PASS.
7. DO NOT PLACE SANDBAGS OR OTHER DEVICES TO PROVIDE MASS ON THE BOTTOM RAIL THAT WILL BLOCK VIEW OR RAIL FACE.
8. FOR ADDITIONAL INFORMATION OR DETAILS, SEE MUTCD, LATEST EDITION.

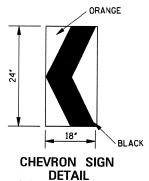
BARRICADE CHARACTERISTICS

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

* 1. FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED.
 ** 2. BARRICADES INTENDED FOR USE ON EXPRESSWAYS, FREEWAYS AND OTHER HIGH SPEED ROADWAYS, SHALL HAVE A MINIMUM OF 270 IN² OF REFLECTIVE AREA FACING TRAFFIC.

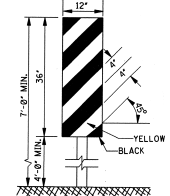
WING BARRICADES

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.



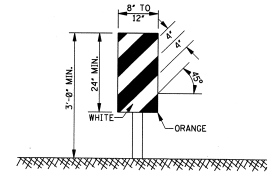
CHEVRON SIGN DETAIL

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 STRIPES.



TYPE 3 OBJECT MARKER (OM-3R)

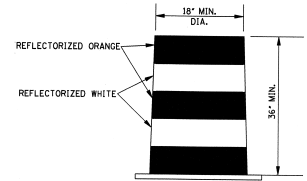
1. TYPE 3 OBJECT MARKERS SHALL BE USED AT ALL EXPOSED BRIDGE ABUTMENTS AND AT OTHER LOCATIONS AS DEEMED NECESSARY BY THE ENGINEER.
2. THE OM-3R IS SHOWN. THE OM-3L IS SIMILAR EXCEPT THE STRIPES SLOPE DOWNWARD FROM THE UPPER LEFT SIDE TO THE LOWER RIGHT SIDE AND SHALL BE PLACED ON THE LEFT SIDE OF THE 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 IN² 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.

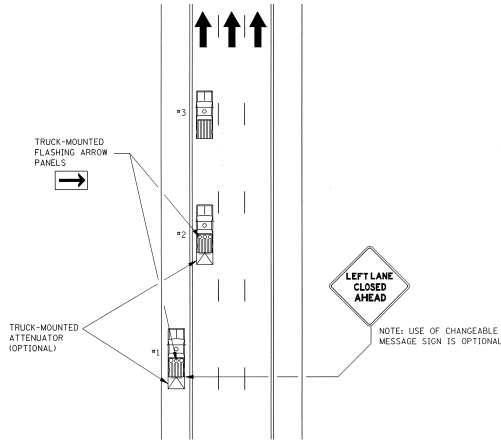


PLASTIC DRUM STRIPING DETAIL

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.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS	
DATE	REVISION
ISSUE DATE: OCTOBER 1, 1998	WORKING NUMBER TCP-10 SHEET NUMBER 253

MOBILE OPERATIONS ON MULTILANE ROAD Δ

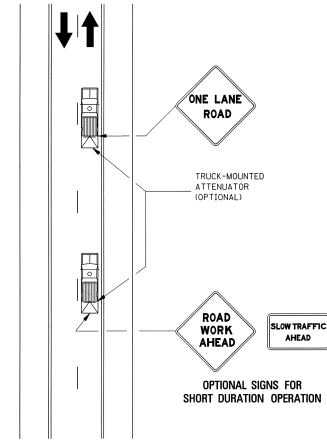


MOBILE OPERATIONS ON MULTILANE ROAD

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



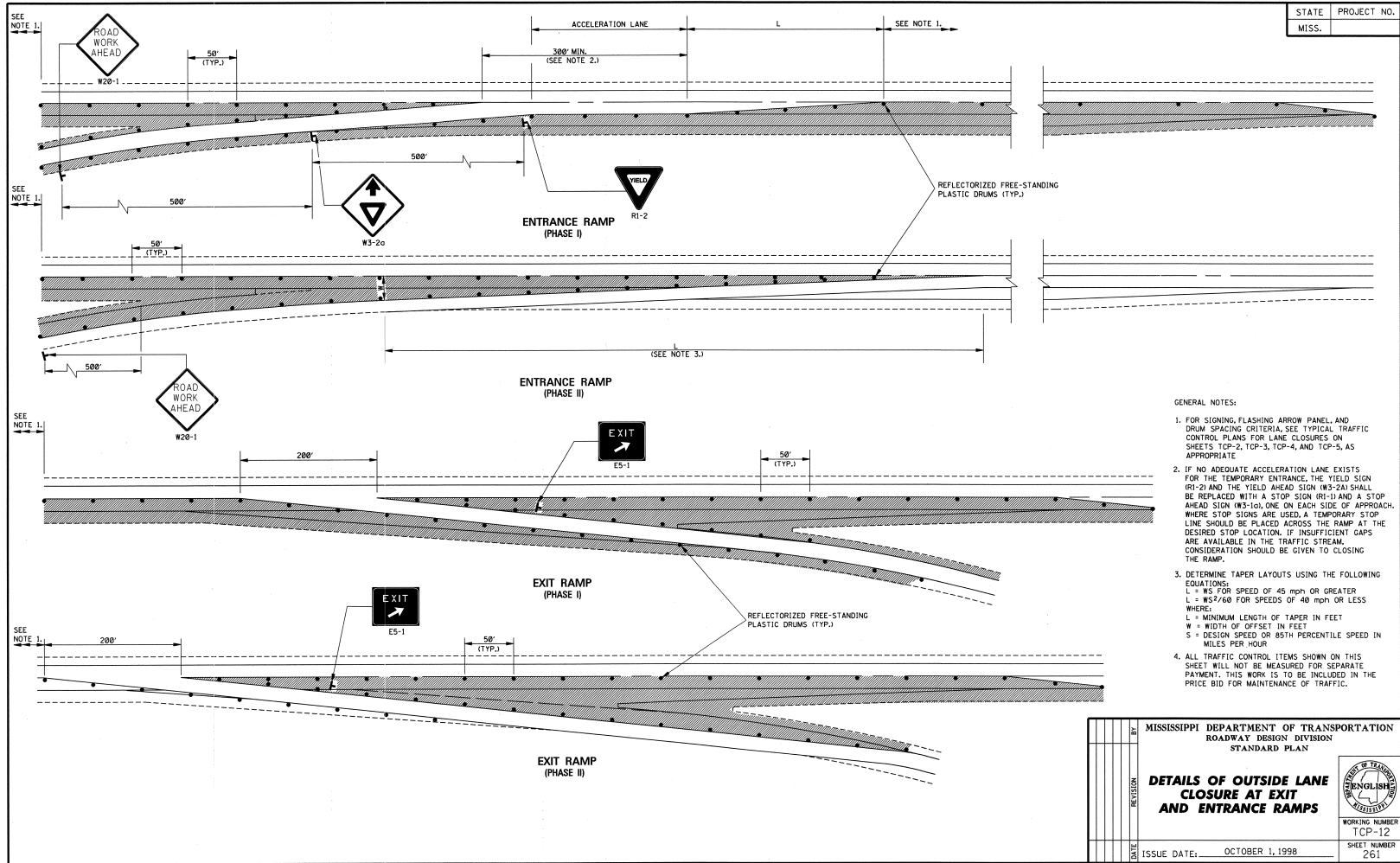
MOBILE OPERATIONS ON TWO-LANE ROAD

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.


STATE	PROJECT NO.
MISS.	

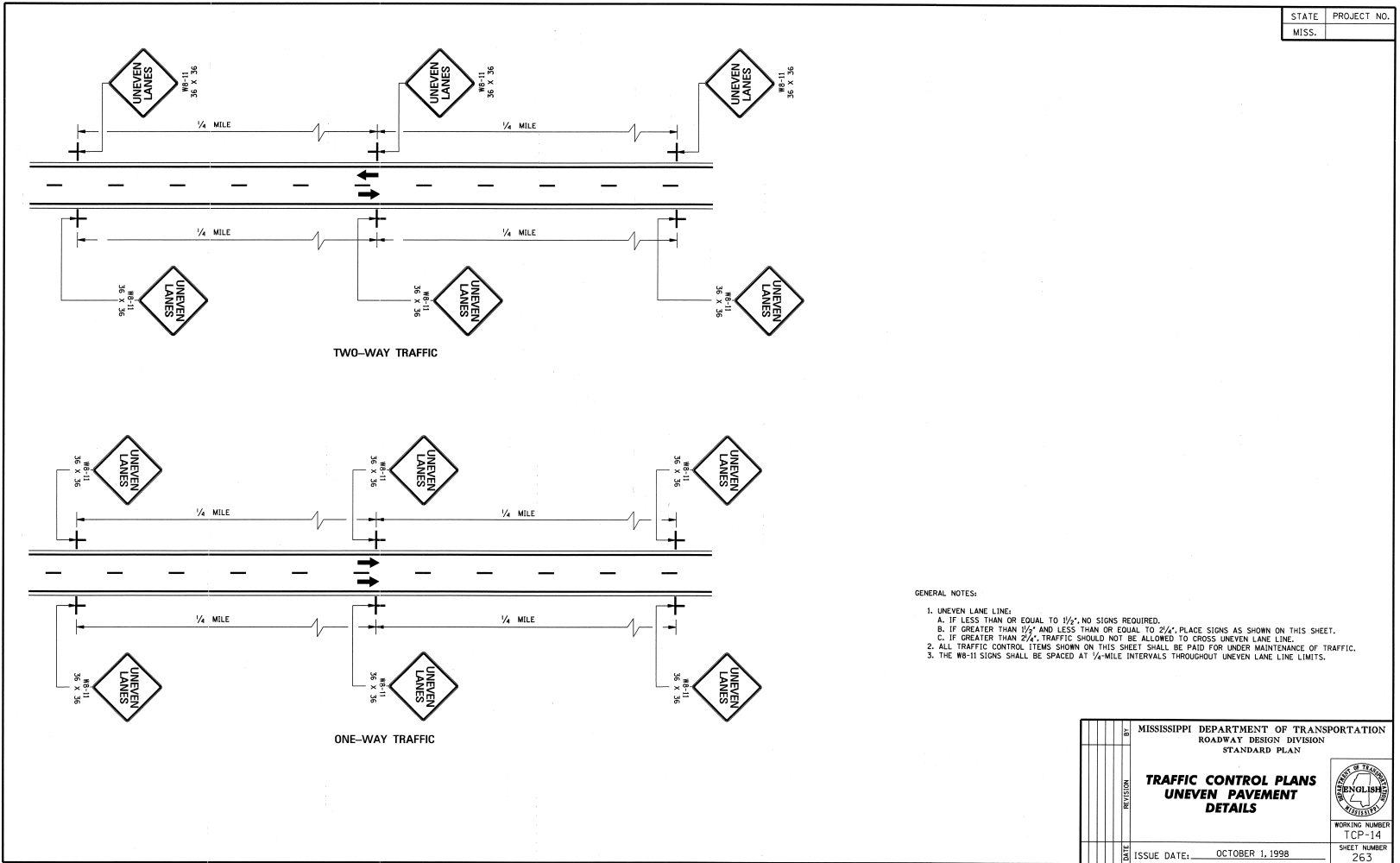
MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
TRAFFIC CONTROL PLAN MOBILE OPERATIONS MULTILANE ROADS AND TWO-LANE ROADS	
WORKING NUMBER TCP-11	SHEET NUMBER 260
ISSUE DATE: OCTOBER 1, 1998	

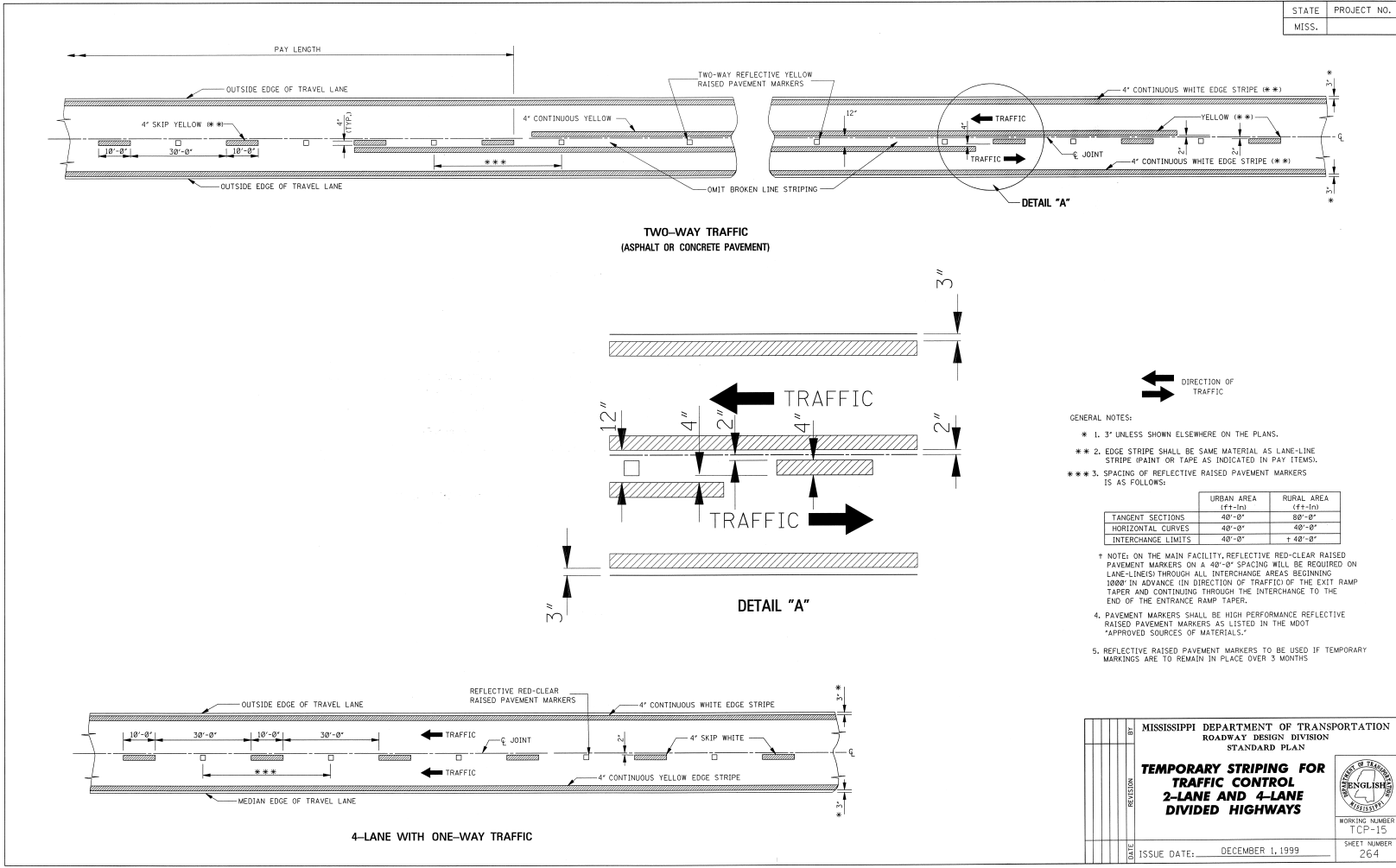


STATE	PROJECT NO.
MISS.	

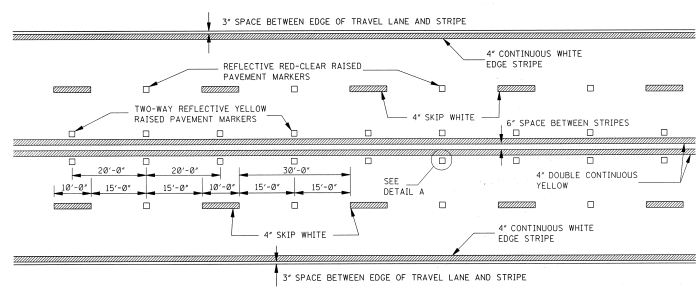
- GENERAL NOTES:
1. FOR SIGNING, FLASHING ARROW PANEL, AND DRUM SPACING CRITERIA SEE TYPICAL TRAFFIC CONTROL PLANS FOR LANE CLOSURES ON SHEETS TCP-2, TCP-3, TCP-4, AND TCP-5, AS APPROPRIATE.
 2. IF NO ADEQUATE ACCELERATION LANE EXISTS FOR THE TEMPORARY ENTRANCE, THE YIELD SIGN (RI-2) AND THE YIELD AHEAD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

DATE	BY	REVISION	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN
			DETAILS OF OUTSIDE LANE CLOSURE AT EXIT AND ENTRANCE RAMPS
			 WORKING NUMBER TCP-12 SHEET NUMBER 261
ISSUE DATE:			OCTOBER 1, 1998

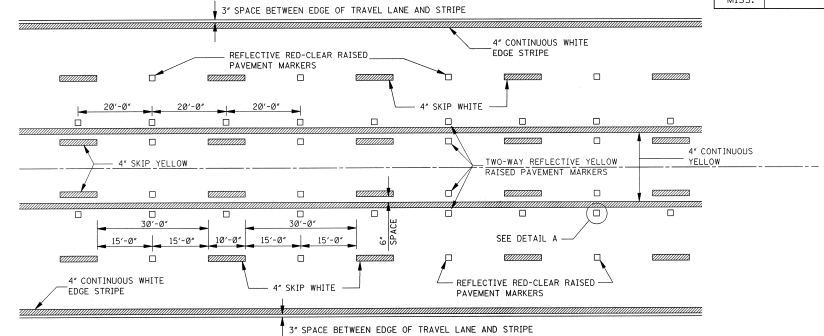




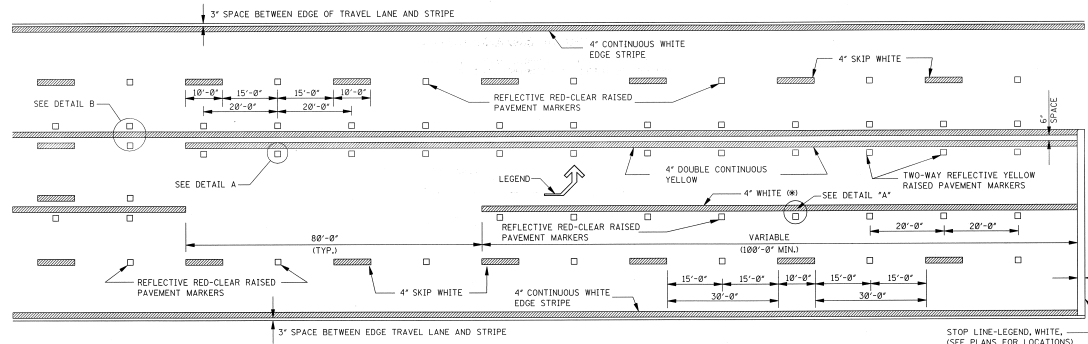
STATE	PROJECT NO.
MISS.	



TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 4-LANE SECTION

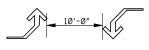


TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 5-LANE SECTION



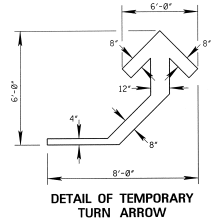
TYPICAL STRIPING AND RAISED PAVEMENT MARKERS AT LEFT TURN LANES

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

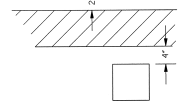


TYPICAL TWO-WAY ARROW INSTALLATION

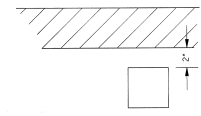
- NOTES: 1. CONSIDER EACH SEGMENT OF CONTINUOUS TWO-WAY LEFT TURN LANE SEPARATELY.
 2. IF SEGMENT IS LESS THAN 350', PLACE ONE SET OF ARROWS IN CENTER OF SEGMENT.
 3. IF SEGMENT IS GREATER THAN 350', PLACE FIRST SET OF ARROWS 50' TO 100' FROM BEGINNING AND/OR END OF SEGMENT AND SPACE ADDITIONAL SETS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



DETAIL OF TEMPORARY TURN ARROW




DETAIL B LATERAL PLACEMENT OF PAVEMENT MARKERS



DETAIL A LATERAL PLACEMENT OF PAVEMENT MARKERS

GENERAL NOTE:

1. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE RAISED PAVEMENT MARKERS AS LISTED IN THE MDT "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.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
TEMPORARY STRIPING FOR TRAFFIC CONTROL 4-LANE AND 5-LANE UNDIVIDED ROADWAYS	
WORKING NUMBER TCP-16	
SHEET NUMBER 265	
DATE	ISSUE DATE: DECEMBER 1, 1999

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. 13

CODE: (IS)

DATE: 05/03/2004

SUBJECT: Submission of Form OCR-485

Bidders are hereby advised that Form OCR-485 will be completed by **ALL BIDDERS** submitting a bid proposal and **must be included in the bid proposal package**. Failure to include Form OCR-485 in the bid proposal package will cause the Contractor's bid to be considered **irregular**.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

| SECTION 904 - NOTICE TO BIDDERS NO. 640

CODE: (IS)

| DATE: 09/26/2005

SUBJECT: Fiber Reinforced Concrete

Bidders are hereby advised that synthetic structural fibers meeting the requirements of Subsection 907-711.04 may be used in lieu of wire mesh in some items of construction. Substitution of fibers for wire mesh will be allowed in the construction of paved ditches, paved flumes, paved inlet apron, driveways, guard rail anchors and pile encasements. Substitution in any other items of work must be approved by the State Construction Engineer prior to use.

SUPPLEMENT TO NOTICE TO BIDDERS NO. 696

DATE: 08/17/2006

The goal is 10 percent for the Disadvantaged Business Enterprise. The low bidder is required to submit Form OCR-481 for all DBEs. Bidders are advised to check the bid tabulation link for this project on the MDOT website (<http://www.gomdot.com/bidsystem/>) for results. Bid tabulations are usually posted by 3:00 pm on Letting Day.

Form OCR-481 is available at http://www.gomdot.com/business/dbe/pdf/OCR_481.pdf or by calling 601-359-7466.

All OCR-481s must be returned within 10 days following the bid letting to the MDOT Office of Civil Rights, P.O. Box 1850, Jackson, MS 39215-1850.

For answers to questions, contact the MDOT Office of Civil Rights at (601) 359-7466.

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

The bidder hereby gives assurance pursuant to the applicable requirements of "Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy For Users (SAFETEA-LU)" and "Part 26, Title 49, Code of Federal Regulation" that the bidder has made a good faith effort to meet the contract goal for DBE participation for which this proposal is submitted.

A pre-bid meeting will be held in Amphitheater 1 & 2 of the Hilton Jackson located at I-55 and County Line Road, Jackson, Mississippi at 2:00 P.M. on the day preceding the date of the bid opening.

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 696

CODE: (IS)

DATE: 12/20/2005

SUBJECT: DISADVANTAGED BUSINESS ENTERPRISES IN FEDERAL-AID HIGHWAY CONSTRUCTION

This contract is subject to the [Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy For Users \(SAFETEA-LU\)](#) and applicable requirements of "Part 26, Title 49, Code of Federal Regulations." Portions of the Act are set forth in this Notice as applicable to compliance by the Contractor and all of the Act, and the MDOT DBE Program, is incorporated by reference herein.

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

Copies of the program may be obtained from:

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

POLICY

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

ASSURANCES THAT CONTRACTORS MUST TAKE:

MDOT will require that each contract which MDOT signs with a subrecipient or a Contractor, and each subcontract the Prime Contractor signs with a Subcontractor, includes the following assurances:

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

DEFINITIONS

For purposes of this provision the following definitions will apply:

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

CONTRACTOR'S OBLIGATION

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

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

CONTRACT GOAL

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

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

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

FORMS ARE AVAILABLE FROM THE CONTRACT ADMINISTRATION DIVISION

The OCR-481 Form must contain the following information:

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

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

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

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

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

- (1) Whether the bidder attended the pre-bid meeting that was scheduled by the Department to inform DBEs of subcontracting opportunities;
- (2) whether the bidder advertised in general circulation, trade association, and minority-focus media concerning the subcontracting opportunities;
- (3) whether the bidder provided written notice to a reasonable number of specific DBEs that their interest in the contract is being solicited;
- (4) whether the bidder followed up initial solicitations of interest by contacting DBEs to determine with certainty whether they were interested;
- (5) whether the bidder selected portions of the work to be performed by DBEs in order to increase the likelihood of meeting the contract goal;
- (6) whether the bidder provided interested DBEs with adequate information about the plans, specifications and requirements of the contract;

- (7) whether the bidder negotiated in good faith with interested DBEs and did not reject them as unqualified without sound reasons based on a thorough investigation of their capabilities; and
- (8) whether the bidder made efforts to assist interested DBEs in obtaining any required bonding or insurance.

DIRECTORY

Included with this Bid Proposal is a list of "Certified DBE Contractors" which have been certified as such by the Mississippi Department of Transportation and other Unified Certification Partners (UCP).

The DBE firm must be on the Department's list of "Certified DBE Contractors" that is attached to this proposal and approved by MDOT to count towards meeting the DBE goal.

REPLACEMENT

If a DBE Subcontractor cannot perform satisfactorily, and this causes the OCR-481 commitment to fall below the contract goal, the Contractor shall take all necessary reasonable steps to replace the DBE with another certified DBE Subcontractor or submit information to satisfy the Mississippi Department of Transportation that adequate good faith efforts have been made to replace the DBE. The replacement DBE must be a DBE who was on the Department's list of "Certified DBE Contractors" when the job was awarded, and who is still active. All DBE replacements must be approved by the Department.

Under no circumstances shall the Prime or any Subcontractor perform the DBE's work (as shown on the OCR-481) without prior written approval from the Department. See "Sanctions" at the end of this document for penalties for performing DBE's work.

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

GOOD FAITH EFFORTS

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

- (a) Proof of written notification to certified DBE Contractors by certified mail that their interest is solicited in subcontracting the work defaulted by the previous DBE or in subcontracting other items of work in the contract.
- (b) Efforts to negotiate with certified DBE Contractors for specific items shall include as a minimum:
 - (1) The name, address, and telephone number of each DBE contacted;
 - (2) A description of the information provided about the plans and specifications for those portions of the work to be subcontracted; and
 - (3) A statement of why agreements were not reached.
- (c) For each DBE contacted that was rejected as unqualified, the reasons for such conclusion.
- (d) Efforts made to assist each DBE that needed assistance in obtaining bonding or insurance required by the Contractor.

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

PARTICIPATION / DBE CREDIT

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

- (1) If the Prime Contractor is a certified DBE firm, only the value of the work actually performed by the DBE Prime can be counted towards the project goal, along with any work subcontracted to a certified DBE firm.
- (2) If the Contractor is not a DBE, the work subcontracted to a certified DBE Contractor will be counted toward the goal.
- (3) The Contractor may count toward the goal a portion of the total dollar value of a contract with a joint venture eligible under the standards of this provision equal to the percentage of the DBE partner in the joint venture.
- (4) Expenditures to DBEs that perform a commercially useful function may be counted toward the goal. A business is considered to perform a commercially useful function when it is responsible for the execution of a distinct element of the work and carries out its responsibilities by actually performing, managing, and supervising the work involved.

- (5) The Contractor may count 100% of the expenditures for materials and supplies obtained from certified DBE suppliers and manufacturers that produce goods from raw materials or substantially alters them for resale provided the suppliers and manufacturers assume the actual and contractual responsibility for the provision of the materials and supplies. The Contractor may count 60 percent of the expenditures to suppliers that are not manufacturers, provided the supplier performs a commercially useful function in the supply process. Within 30 days after receipt of the materials, the Contractor shall furnish to the DBE Coordinator invoices from the certified supplier to verify the DBE goal.
- (6) Any work that a certified DBE firm subcontracts or sub-subcontracts to a non-DBE firm will not count towards the DBE goal.
- (7) Only the dollars actually paid to the DBE firm may be counted towards the DBE goal.

AWARD

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

- (1) Concurrence from Federal Highway Administration, when applicable.
- (2) Bidder must submit to the Contract Administration Division for approval, Form OCR-481 (DBE Commitment) no later than the 10th day after opening of the bids, or submit information with the bid proposal to satisfy the Department and that adequate good faith efforts have been made to meet the contract goal.
- (3) Bidder must submit **with the bid proposal** a list of all firms that submitted quotes for material supplies or items to be subcontracted. This information must be submitted on form OCR-485 in the back of the contract proposal.

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

DEFAULT

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

DBE REPORTS

- (1) OCR-481: Refer to 'CONTRACT GOAL' section of this Notice to Bidders for information regarding this form.
- (2) OCR-482: At the conclusion of the project the Contractor will submit to the Project Engineer for verification of quantities and further handling Form OCR-482 whereby the Contractor certifies to the amounts of payments made to each Contractor / Supplier. The Project Engineer shall submit the completed Form OCR-482 to the DBE Coordinator (Office of Civil Rights). Final acceptance of the project is dependent upon Contract Administration Division's receipt of completed Form OCR-482 which they will receive from the Office of Civil Rights.
- (3) OCR-483: The Project Engineer/Inspector will complete Form OCR-483, the Commercially Useful Function (CUF) Performance Report, in accordance with MDOT S.O.P. No. OCR-03-09-01-483. Evaluations reported on this form are used to determine whether or not the DBE firm is performing a CUF. The Prime Contractor should take corrective action when the report contains any negative evaluations. DBE credit may be disallowed and/or other sanctions imposed if it is determined the DBE firm is not performing a CUF. This form should also be completed and returned to the DBE Coordinator (Office of Civil Rights).
- (4) OCR-484: Each month, the Contractor will submit to the Project Engineer OCR-484 certifying payments to all Subcontractors.
- (5) OCR-485: The bidder must submit **with the bid proposal** a list of all firms that submitted quotes for material supplies or items to be subcontracted.
- (6) OCR-487: Only used by Prime Contractors that are certified DBE firms. This form is used in determining the exact percentage of DBE credit for the specified project. It should be returned to MDOT with the OCR-481 form, or can also be returned with the Permission to Subcontract Forms (CAD-720 or CAD-725).

SANCTIONS

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

- (1) Disallow credit towards the DBE goal
- (2) Withhold progress estimate payments
- (3) Deduct from the final estimate an amount equal to the unmet portion of the DBE goal

- (4) Recover an amount equal to the unmet contract goal
- (5) Debar the Contractor involved from bidding on Mississippi Department of Transportation projects.
- (6) Deduct from the Contractor's final estimate all or any combination of the following.

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

| SECTION 904 - NOTICE TO BIDDERS NO. 777

CODE: (IS)

| DATE: 04/13/2006

SUBJECT: On-The-Job Training Program

| Payment for training hours will be handled as outlined in Special Provision 906-6. 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 906-6).

| On Federal-Aid projects, failure on the part of the Contractor to carryout the terms of the Alternate Training Special Provision (Special Provision 906-6) 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. 882

CODE: (IS)

DATE: 04/06/2006

SUBJECT: DBE Participation and Payment

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

Form OCR-482 has been developed to comply with this requirement. Bidders are hereby advised that at the end of the job, the Prime Contractor will submit this form to the Project Engineer before the final estimate is paid and the project is closed out. This form certifies payments to all DBE Subcontractors over the life of the contract.

Form OCR-484 has also been developed to comply with this requirement. Bidders are hereby advised that each month, the Prime Contractors will submit this form to the Project Engineer no later than the 20th of each month. This form certifies payments to all Subcontractors and shows all firms even if the Prime Contractor has paid no monies to the firm during that estimate period (negative report). The Project Engineer will attach this form to the monthly estimate before forwarding the estimate to the Contract Administration Division for processing.

Forms OCR-482 and OCR-484 can be obtained from the Office of Civil Rights Division, MDOT Administration Building, 401 North West Street, Jackson, MS, or at www.gomdot.com under the *Business Section, DBE Information, Applications and Forms for the DBE Program, Monthly Certification Of Payment To Subcontractors (OCR-484)(MDOT)*.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 883

CODE: (IS)

DATE: 04/28/2006

SUBJECT: Payroll Requirements

Bidders are hereby advised that the Contractor and Subcontractor(s) are required to submit payroll information to the Project Engineers on a weekly basis.

On Federal-Aid Projects, CAD-880, CAD-881 and certified payroll submissions are required each week the Contractor or a Subcontractor performs work on the project. This is addressed in Section V, page 6 of Form FHWA-1273.

On State-Funded Projects, CAD-880 is required each week the Contractor or a Subcontractor performs work on the project.

When no work is performed on either Federal-Aid and State-Funded Projects, the Contractor should only submit CAD-880 showing no work activities.

The Contractor shall make all efforts necessary to submit this information to the Project Engineer in a timely manner. The Engineer will have the authority to suspend the work wholly or in part and to withhold payments because of the Contractor's failure to submit the required information. Submission of forms and payrolls shall be current through the first full week of the month for the estimate period in order for the Project Engineer to process an estimate.

Bidders are advised to review the requirements regarding payroll submissions in Section 110 of the Standard Specifications.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 935

CODE: (IS)

DATE: 06/22/2006

SUBJECT: ERRATA AND MODIFICATIONS TO THE 2004 STANDARD SPECIFICATIONS

<u>Page</u>	<u>Subsection</u>	<u>Change</u>
101	201.01	In the second sentence of the first paragraph, change “salvable” to “salvageable”.
107	202.04	In the fourth sentence of the fourth paragraph, change “yard” to “feet”.
107	202.05	In the list of units measurements for 202-B, add “square foot”.
132	211.03.4	In the second sentence of the second paragraph, change “planted” to “plated”.
200	307.03.7	In the fourth sentence of the second paragraph, change “lime-fly ash” to “treated”.
236	401.01	Change the header from “Section 403” to “Section 401”.
242	401.02.3.2	In the first sentence of the third full paragraph, add “1/8” in the blank before the inch mark.
250	401.02.6.3	In the second sentence of the first paragraph on page 250, change “rutting over ” to “rutting over 1/8” ”.
253	401.02.6.4.2	In the paragraph preceding the table, change “91.0” to “89.0”.
259	401.03.1.4	In the first paragraph, change “92.0 percent” to “the specified percentage (92.0 or 93.0)”.
269	403.03.2	In the table at the top of page 269, change the PI requirement from “ = ” to “ ≤ ”.
278	404.04	In the second sentence, change the subsection from “401.04” to “403.04”.

- 283 409.02.2 Change "PG 64-22" to "PG 67-22".
- 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".
- 570 682.03 Change the subsection number from "682-03" to "682.03".
- 575 683.10.4 Change the subsection number from "683.10.4" to "683.04".
- 575 683.10.5 Change the subsection number from "683.10.5" to "683.05".
- 596 701.02 In the table under the column titled "Cementations material required", change Class F, FA" to "Class F FA,".
- 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".
- 616 703.07.2 In the Percentage By Weight Passing Square Mesh Sieves table, change the No. 10 requirement for Class 7 material from "30 - 10" to "30 - 100".
- 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”.
- 854 804.02.11 In the last sentence of the first paragraph, change “automatically” to “automatic”.
- 859 804.02.13.1.3 In the last sentence, change Subsection “804.02.12.1” to “804.02.12”.
- 879 804.03.19.3.2 In the first sentence of the third paragraph, change “listed on of Approved” to “listed on the Approved”.
- 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.
1010	Index	Delete reference to “Working Day, Definition of”.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 1222

CODE: (SP)

DATE: 12/01/2006

SUBJECT: Contract Time

PROJECT: IM-0059-03(086)N / 104151301 - Lauderdale County

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 of Award will be issued by not later than **February 13, 2007** and the date for issuing the Notice to Proceed / Beginning of Contract Time will be **March 8, 2007**.

Should the Contractor request a Notice to Proceed earlier than **March 8, 2007**, the date the Notice to Proceed is issued will also be the Beginning of Contract Time date.

Allowable Time Units will be **135**.

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. 1223

CODE: (SP)

DATE: 12/01/2006

SUBJECT: Scope Of Work

PROJECT: IM-0059-03(086)N / 104151301 -- Lauderdale County

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.

Work on the project shall consist of the following:

Mill and overlay approximately 5.6 miles of I-59/20, ramps, frontage roads, and various crossing routes from the east end of the 65th Avenue bridge to the maintenance stripe located east of the Hwy 19 interchange.

The mainline portion (interstate route) of the Project will be divided into 4 sections based on the work required.

Section #1: BOP (Sta. 591+33) to Sta. 600+17:

This section consists of 4" of HMA over 11" of soil cement treated base. Work in this area shall consist of repairing failed areas milling 2" and inlaying with 3" of 12.5mm HMA, HT, Polymer Modified on the lanes and the inside shoulder. This area shall be subsequently overlaid with 2" of 9.5mm HMA, HT, Polymer Modified. The outside shoulder shall be overlaid with 2" of 9.5mm HMA, HT (non-polymer). In areas with existing rumble strips, the width of the milling shall be extended a sufficient distance to remove the rumble strips. The typical section(s) for this section are included elsewhere in the Contract.

The inlet gratings, as shown in the attached details, shall be placed at the applicable locations immediately prior to paving. In the event that the paving operation does not extend to the location of the inlet gratings, they shall be removed from the roadway prior to opening the roadway to traffic.

Section #2: Sta. 600+17 to 879+90:

This section consists of 12 ½" of HMA over a sand/sand-clay base. The current normal crown slope is 1.5%. Work in this area shall consist of repairing failed areas and milling the through-lanes and the inside shoulder at 2" and variable depth. In tangent sections the milling depth shall be 2" near the median barrier and 2 ¾" at the edge of pavement of the outside or auxiliary lane. The milled area shall be inlaid with 12.5mm HMA, HT, Polymer Modified. The inlay depth in

the tangent sections shall be 3" near the median barrier and 2 ¼" at the edge of pavement of the outside or auxiliary lane. In curves the milling depth shall be a uniform depth of 2". The milled area shall be inlaid with 12.5mm HMA, HT, Polymer Modified at a depth of 3". This area shall be subsequently overlaid with 2" of 9.5mm HMA, HT, Polymer Modified. The outside shoulder shall be overlaid with 1 ½" of 9.5mm HMA, HT (non-polymer). In areas with existing rumble strips, the width of the milling shall be extended a sufficient distance to remove the rumble strips.

At auxiliary lanes with curb and gutter, the 1 ½" overlay shall be placed full depth against the curb face and sloped to tie to the existing inlets.

The inlet gratings, as shown in the attached details, shall be placed at the applicable locations immediately prior to paving. In the event that the paving operation does not extend to the location of the inlet gratings, they shall be removed from the roadway prior to opening the roadway to traffic.

Section #3: 879+90 to 893+00:

This section consists of 8" of continuously reinforced concrete pavement (CRCP) overlaid with 3" of HMA. The normal crown slope is 1.5%. Work in this area shall consist of repairing failed areas and milling the through lanes and the inside shoulder at 3" to the CRCP and milling the outside shoulder at 1" and variable (2" at the shoulder barrier rail inlets which have had an adjacent overlay placed in the past). The lanes shall be inlaid with 2" and variable 12.5mm HMA, HT, Polymer Modified (2" at milling line and 1 ½" at the edge of pavement of the outside lane. This area shall be subsequently overlaid with 1 ½" of 9.5mm HMA, HT, Polymer Modified. The outside shoulder shall be overlaid with 1" of 9.5mm HMA, HT. In areas with existing rumble strips, the width of the milling shall be extended a sufficient distance to remove the rumble strips.

The inlet gratings, as shown in the attached details, shall be placed at the applicable locations immediately prior to paving. In the event that the paving operation does not extend to the location of the inlet gratings, they shall be removed from the roadway prior to opening the roadway to traffic.

Section #4: 893+00 to 953+50 (EOP):

This section consists of 8" of CRCP overlaid with 3" of HMA. The normal crown slope is 1.5%. Work in this area shall consist of repairing failed areas and milling the through lanes and the inside shoulder at 3" to the CRCP and milling the outside shoulder at 1". The lanes and the inside shoulder shall be inlaid with 2" and variable of 12.5mm HMA, HT, Polymer Modified (2" at centerline and 1 ½" at the edge of pavement). This area shall be subsequently overlaid with 1 ½" of 9.5mm HMA, HT, Polymer Modified. The outside shoulder shall be overlaid with 1" of 9.5mm HMA, HT. In areas with existing rumble strips, the width of the milling shall be extended a sufficient distance to remove the rumble strips.

Pavement Failures in the Concrete Sections:

The pavement failures in the concrete sections shall be repaired in accordance with the attached details, standard drawings, and the appropriate pay items. Locations of the failed areas are listed (but not limited too) in the attached table.

No lane closures will be allowed for punch-out repairs between 6:00 AM Monday and 6:30 PM Friday unless specifically directed by the Engineer. If lane closures are placed during this time period, the Contractor will be charged a fee of \$500.00 per lane for each full or partial 5 minutes the lane is obstructed. If the punch-out repairs are directed by the Engineer during this time period, the lane closure fee will be waived. Holes not completed must be filled with compacted granular material or covered with a metal plate, and the lane shall remain closed to traffic, and lane rental charges will be assessed accordingly. No separate payment will be made for items required to provide protection for failed areas left open overnight or for items used to fill holes.

At anytime prior to placement of the initial lift of asphalt all failed areas in the existing concrete pavement are to removed and replaced. Upon placement of new concrete, the concrete shall be placed to a finished elevation so as to coincide with adjacent undisturbed concrete. Following the repair of the concrete pavement, the patched area shall be overlaid with 12.5mm HMA, HT, Polymer Modified.

Pressure grouting shall be performed at the locations shown in the attached table. This operation shall be completed prior to any other pavement work (milling or paving) related work in this section.

Some sections of the paved shoulder in the open median section (sta. 893+00 – 953+50) have failed. The paved shoulder adjacent to the concrete pavement shall be thoroughly cleaned of loose material and pressure grouted to stabilize the subsurface. The grout shall be placed at a depth not to exceed the existing concrete pavement slab. Payment for this work shall be made using the 512-B pay item.

Open or failed PCC pavement joints shall be thoroughly cleaned and sealed prior to the placement of the subsequent asphalt layer.

Pavement Failures in the HMA Sections:

The pavement failures in the full depth asphalt sections shall be repaired as follows. The failed areas are to be removed to the depth of the bottom of the pavement structure. Any wet or unstable subgrade soils shall be undercut and replaced with Borrow Material and cement treated or dried with lime or cement and compacted to the required density. No payment will be made for the addition of the chemical treatment of the borrow material. The cost shall be included in the price for other items bid. The pavement structure above the subgrade shall consist of the following:

- 2” of 9.5mm HMA, HT, Polymer Modified ----- Top lift of new overlay
- 2” of 12.5mm HMA, HT, Polymer Modified ----- Intermediate lift of new mill/inlay

2" of 12.5mm HMA, HT
9" of 19.0mm HMA, HT (3 @ 3")

No lane closures will be allowed for punch-out repairs between 6:00 AM Monday and 7:30 PM Friday unless specifically directed by the Engineer. If lane closures are placed during this time period, the Contractor will be charged a fee of \$500.00 per lane for each full or partial 5 minutes the lane is obstructed. If the punch-out repairs are directed by the Engineer during this time period, the lane closure fee will be waived. Holes not completed must be filled with compacted granular material or covered with a metal plate, and the lane shall remain closed to traffic, and lane rental charges will be assessed accordingly. No separate payment will be made for items required to provide protection for failed areas left open overnight or for items used to fill holes.

Bridge Approach Slabs/Bridge End Pavement Repairs:

Uneven bridge approach slabs and/or bridge end pavement slabs shall be milled and overlaid at a sufficient depth to allow for a smooth transition into, or away from, the bridge structure. The milling depth shall not exceed 1 1/2". The milling of the approach slabs or bridge end pavement shall be performed immediately ahead of the paving operation.

Interstate Ramps and Frontage Roads:

This work consists of milling and inlaying the interchange ramps as listed below. The depth of the milling and inlay is as shown on the applicable typical sections. Lane closures will not be allowed on the mainline of the interstate during the time period as mentioned in the appropriate Notice-to-Bidders. Lane closures and construction activities shall be located a sufficient distance down the ramp as to not require the closing of a lane on the mainline. All lane closures shall conform to the MUTCD standards.

Interchange ramps and connectors at US11 - 9.5mm HMA, HT, Polymer Modified
49th Ave. interchange ramps and crossing route - 9.5mm HMA, HT, Polymer Modified
Martin Luther King Dr. interchange ramps and crossing route (north of I59) – 9.5mm
HMA, HT, Polymer Modified
Martin Luther King Dr. interchange ramps and crossing route (south of I59) – 9.5mm
HMA, ST
SR145 (22nd Ave.) interchange ramps and loop - 9.5mm HMA, HT, Polymer Modified
SR19 ramps and connectors - 9.5mm HMA, HT, Polymer Modified

* No work will be done on US11, SR19, or SR145.

The northeast and southwest ramps at SR145 (22nd Ave.), the southwest ramp at Martin Luther King Dr. and the eastbound exit ramp at SR19 will be alternately closed during the milling/paving process. The traffic control plan for this operation is attached. The work on the ramps shall be completed as a continuous process. The required work shall be completed within 3 calendar days of the beginning of the milling operation.

Work on the frontage roads shall be performed at the locations listed below. The depth of the milling and inlay is as shown on the applicable typical sections. Traffic will not be allowed to run on the milled surface. Any portion of the frontage roads milled, with the exception of paved shoulders, must be paved on the same day as milled.

- South Frontage Road just west of MLK Dr. through SR145 (22nd Ave.) to M&B Railroad – 9.5mm HMA, ST (non-polymer)
- South Frontage Road from M&B Railroad to SR19 South including the loop connecting the South & North Frontage Roads – 9.5mm HMA, ST (non-polymer)
- North Frontage Road from Dead End west of 65th Ave. to 65th Ave. – 9.5mm HMA, ST
- North Frontage Road from 65th Ave. to US 11 interchange – 9.5mm HMA, HT, Polymer Modified
- North Frontage Road from 49th Ave. to Dead End at the wood yard – 9.5mm HMA, HT, Polymer Modified
- North Frontage Road from east of MLK Dr. to 22nd Ave. – 9.5mm HMA, ST
- North Frontage Road from 22nd Ave. to west of SR19 (to concrete inlay) – 9.5mm HMA, HT, Polymer Modified

Widening of Southbound exit ramp at SR19 & South Frontage Road at SR19:

This work shall consist of widening the existing pavement at the westbound exit ramp at SR19. The existing pavement width shall be widened in order to provide truck/trailer traffic a sufficient width for necessary turning movements. The existing shoulder shall be bladed a sufficient width and depth to allow for the widening. Separate payment will not be made for the blading of the existing shoulder material. The pavement structure for the widening is shown on the attached typical sections.

Concrete Inlay at 22nd Ave./North Frontage Road and 22nd Ave./EB Exit Ramp:

The intersection of 22nd Avenue/North Frontage Road and the intersection of 22nd Avenue/eastbound exit ramp will be milled and inlaid with 5” of fiber reinforced concrete. The limits of the milling and inlay are shown in the attached drawings. The Contractor shall submit a traffic control plan detailing the method of maintaining the flow of traffic while constructing the concrete inlay. No work will be allowed until the plan has been reviewed and approved by the Engineer. An expansion joint shall be placed between the concrete inlay and the existing concrete pavement or bridge end pavement. Payment for the expansion joints and milling of bituminous pavement will be made under the appropriate pay items.

Vehicle Loop Detectors:

All vehicle loop detectors which are disturbed or removed during the milling operations or during the milling or construction activities will be replaced. Payment for loop detectors will be made under Pay Item No. 635-A, Vehicle Loop Assembly. Locations are shown in the attached table. The loops shall be replaced within the time period as mentioned in the Notice-to-Bidders.

The replacement of the VCAD loops at Sta. 738+60 (eastbound and westbound lanes of I-59) will be in accordance with the applicable specifications. The loops shall be placed in the same configuration as the existing loops. Payment for the loop replacement will be made under pay item 907-687-A: Vehicle Classification and Axle Detector (lump sum).

Clearing and Grubbing:

Clearing and grubbing shall be performed at the locations as listed in the attached table or as directed by the Engineer. The clearing and grubbing schedule shall be followed to determine the width of the clearing. Logging, clearing, grubbing, chip/debris/vegetation removal and erosion control operations shall be performed during daylight hours. Any of the operations that underway within 30' of the travel lane are to be performed behind the appropriate shoulder/lane closures. No work requiring a lane closure will be permitted during times as mentioned in the applicable Notice-to-Bidders. Shoulder closures will be allowed during the daylight hours Monday through Friday provided the work does not encroach on the mainline travel lanes and does not, in the opinion of the Engineer, present a hazard to the traveling public. Lane closures for clearing and grubbing activities will be allowed on Saturdays and Sundays. No other work will be allowed on Sundays unless otherwise stated or without the permission of the Engineer. Accumulations of chips and/or clearing debris shall not be allowed to remain within the 30' clear zone. No burning will be allowed within the Right-of-Way.

Grassing will be required at all disturbed areas as directed. Grassing shall be accomplished in accordance with the standard specifications. Areas to be grassed shall be graded and prepared to the satisfaction of the Engineer prior to grassing. Grassing shall be performed at the earliest time to minimize the potential for erosion.

Guardrail Replacement:

This work shall consist of replacing the guardrail at bridge approaches or other locations as shown in the attached table and building/grading the guardrail pad to the width/length as shown in the Standard Drawings. Guardrail pads shall be extended/widened prior to the placement of the guardrail. The guardrail pads shall be grassed at the earliest possible time to minimize the potential for erosion. All guardrail removed is to be replaced the same day and prior to reopening the adjacent lane of traffic. Voids created by the removal of posts, concrete anchors, footings, etc. shall be backfilled and tamped in accordance with Section 203 of the Standard Specifications.

General Notes:

The box culvert apron at station 929+00 left of the left lane has been undermined. The area beneath the apron shall be formed and filled with flowable fill. Site grading will be required to modify the existing slopes adjacent to the channel and wingwalls. The site grading shall be conducted to the limits as directed by the Engineer. The channel and the area around the wingwalls shall be plated with riprap (size: 100#) to the limits as directed by the Engineer. After the riprap has been placed, the area shall be grouted. Payment for the grouting of the riprap will be made with the flowable fill pay item. The grouting shall conform to Section 814

of the Red Book. No payment will be made for placing/removing forms or any required excavation for forming. A temporary dike may be required during this phase of the work. Separate payment will not be made for the construction or removal of temporary dikes.

Temporary and permanent erosion control measures shall be installed at the earliest possible time to prevent erosion, pollution, or siltation of existing drainage structures, ditches, adjacent properties, etc. These practices shall be adequately maintained throughout the project until the final maintenance release.

Existing median barrier inlets, as listed (but not limited to) in the attached table, shall be cleaned of debris prior to placement of the inlet gratings and the paving operation. Payment will be made under the appropriate pay item and shall include the disposal of the excavated material. Surface inlets, paved ditches, paved flumes, curb-cut drainage locations shall be cleaned out to allow for adequate drainage. No separate payment will be made for cleaning or disposal of the excavated material.

It shall be the responsibility of the contractor to protect existing structures such as pipes, inlets, aprons, bridges, etc. from damage which might occur during construction. Extreme care should be exercised in these areas and the depth may be adjusted at cross drains, as directed by the engineer. The contractor shall replace or repair, as directed by the engineer, any structures damaged during the life of the contract. No payment will be made for replacement or repair of damaged items.

Temporary pavement transition joints (paper joints) shall be at least 3 paper-widths long and shall be adequately maintained.

Any signs that are in conflict with construction of this project shall be removed and relocated by the contractor as directed by the Engineer, the cost of which is to be absorbed in other items bid.

The Contractor shall erect and maintain construction signing and provide all signs and traffic control devices necessary to safely maintain traffic around and through the work areas in accordance with the Traffic Control Plan and the MUTCD. The cost is to be included in the price bid for Pay Item No. 618-A, Maintenance of Traffic. Fluorescent orange sheeting shall be used on all construction and traffic control signs except those designated in the plans to be black legend and border on white background. Standard roadside construction signs and barricades will be paid for using the appropriate pay items.

Incidental work such as removing vegetation, shaping and compacting shoulders, removing and resetting signs, removing excess asphalt material, project clean-up, and other items of incidental work necessary to complete the project will not be measured for separate payment and will be considered included in the prices of items bid.

Litter shall be removed from the project right-of-way and properly disposed of by the Contractor at least monthly during the life of the project. Litter shall include, but not be limited to, solid wastes such as glass, paper products, tires, wood products, metal, synthetic materials, and other miscellaneous debris. In addition to the monthly litter removal; the Contractor shall on a daily basis, remove all debris from within the roadway and a 30-foot clear zone which, in the opinion of the Engineer, is a hazard to the traveling public. This activity shall begin with the beginning of work or the beginning of the contract time, whichever comes first. No direct payment will be made for the litter and/or debris removal; the cost is to be included in the prices of items bid. Failure of the Contractor to remove litter and/or debris as prescribed herein shall be just cause for withholding the monthly progress estimate payment or suspending active operations until the litter and/or debris is satisfactorily removed by the Contractor.

Potholes which exist or which may occur in the existing pavement are to be patched in a timely manner and prior to paving operations.

Milling operations shall be in accordance with the contract documents and the MDOT Standard Specifications For Road and Bridge Construction.

Where applicable the existing shoulders are to be raised to match the new pavement elevation by placing variable depth Class 5, Group C Granular Material on the existing shoulders. Placement of the granular material on the finished asphalt course shall not be permitted. The material shall be bladed, rolled, and compacted to a finished slope of four percent (4%). Placement of this material shall be performed to provide a uniform and compacted shoulder with a minimum amount of material placed. Shoulders with adequate shoulder material in place shall be bladed to a slope of four percent (4%). The cost of blading will be an absorbed item and is not to be included in the price of pay items bid.

Removal of the existing shoulder material shall be coincident with the milling operation to prevent the possible ponding of water in the milled areas. No payment will be made for blading or removal of the existing shoulder material. Weep holes shall be cut into the paved shoulder to allow for drainage

Existing raised pavement markers are to be removed prior to beginning the overlay operation. No measurement will be made for separate payment; the cost is to be included in the prices for other items bid.

Temporary traffic stripe will be required immediately after the required overlay prior to opening area to traffic. Temporary stripe is to be placed in the same location and configuration as the permanent stripe. Temporary raised pavement markers shall be placed on the mainline of the interstate after the completion of each full width lift of asphalt.

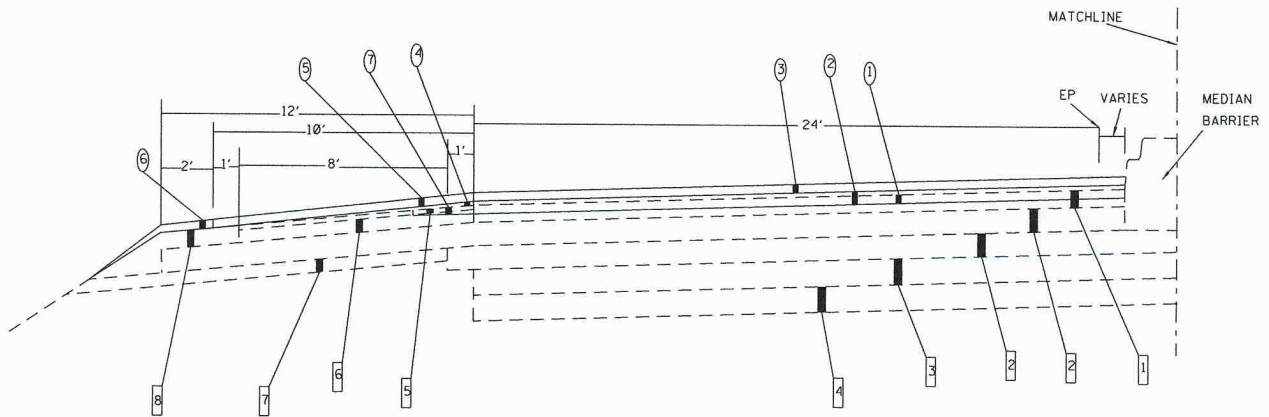
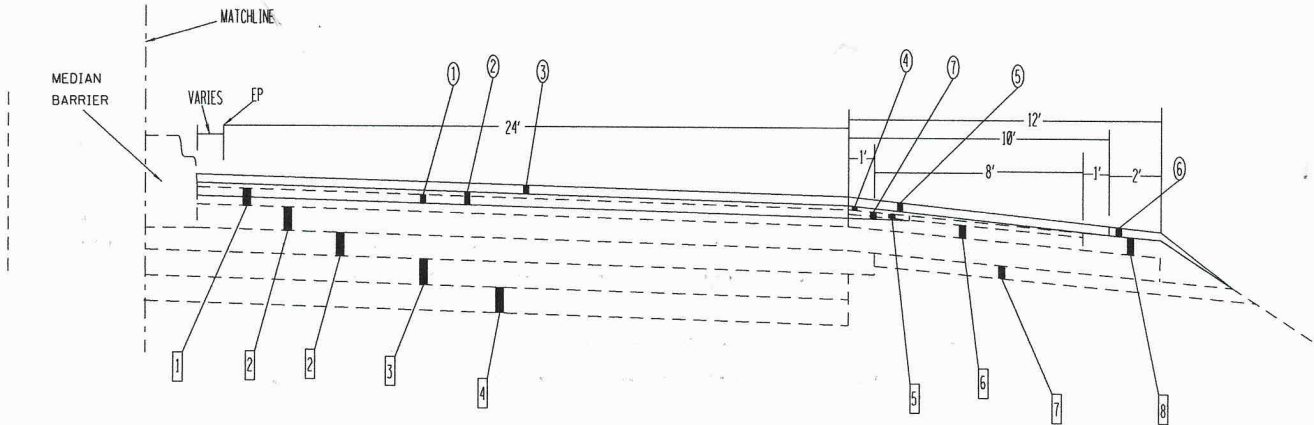
All permanent striping will be thermoplastic with the exception of striping on bridges which will be cold plastic. Edge lines will be placed to maintain the original lane width. In addition to these markings, high performance raised pavement markers will be placed on the interstate, frontage roads, and crossing routes.

Prior to the placement of cold plastic stripe, the existing stripe shall be removed. The removal of traffic stripe will be paid under the appropriate pay item. Payment for removal of skip stripe will be made for the actual stripe removed.

Changeable message signs shall be placed on the interstate routes in advance of the project limits. The signs shall be placed on I-20 eastbound, I-59 (northbound, west of Meridian), and I-59 (southbound, east of Meridian). These shall be placed a distance of 1 mile from the project limits. These shall be placed prior to the commencement of any work and shall be maintained throughout the life of the project. A changeable message sign shall be placed in advance of the work/ramp closure on the ramps at the eastbound exit ramp to Hwy 19/39, northeast and southwest ramps at 22nd Avenue, and the southwest ramp at Martin Luther King Dr. Coordination with adjacent projects shall be maintained when placing, maintaining, and removing changeable message signs. Some changeable message signs may be in-place on other projects and shall be utilized unless removed. Changeable message signs that may interfere or conflict with existing ones shall not be placed unless directed by the Engineer.

Roadside construction signs, barrels, etc. shall be placed in accordance with the attached drawings or as directed by the Engineer. It is the intention that G20-1 & G20-2 signs and Type III barricades be placed in advance of the project limits. R16-3 signs shall be placed as shown on the attached drawings or as directed. Due to the narrow median width in the median barrier section, these will not be required on the median. W20-1 signs shall be placed on all public road approaches as shown or as directed.

SECTION #1
STA. 591+33 (BOP) to 600+17



NOTE: THIS SECTION IS IN A CURVE, SO NO SLOPE CORRECTION IS REQUIRED BY MILLING. MILLING AND INLAY DEPTH WILL BE UNIFORM ACROSS THIS SECTION.

NOTE: RUMBLE STRIPS ARE TO BE PLACED WHEREVER THE SHOULDER WIDTH PERMITS.

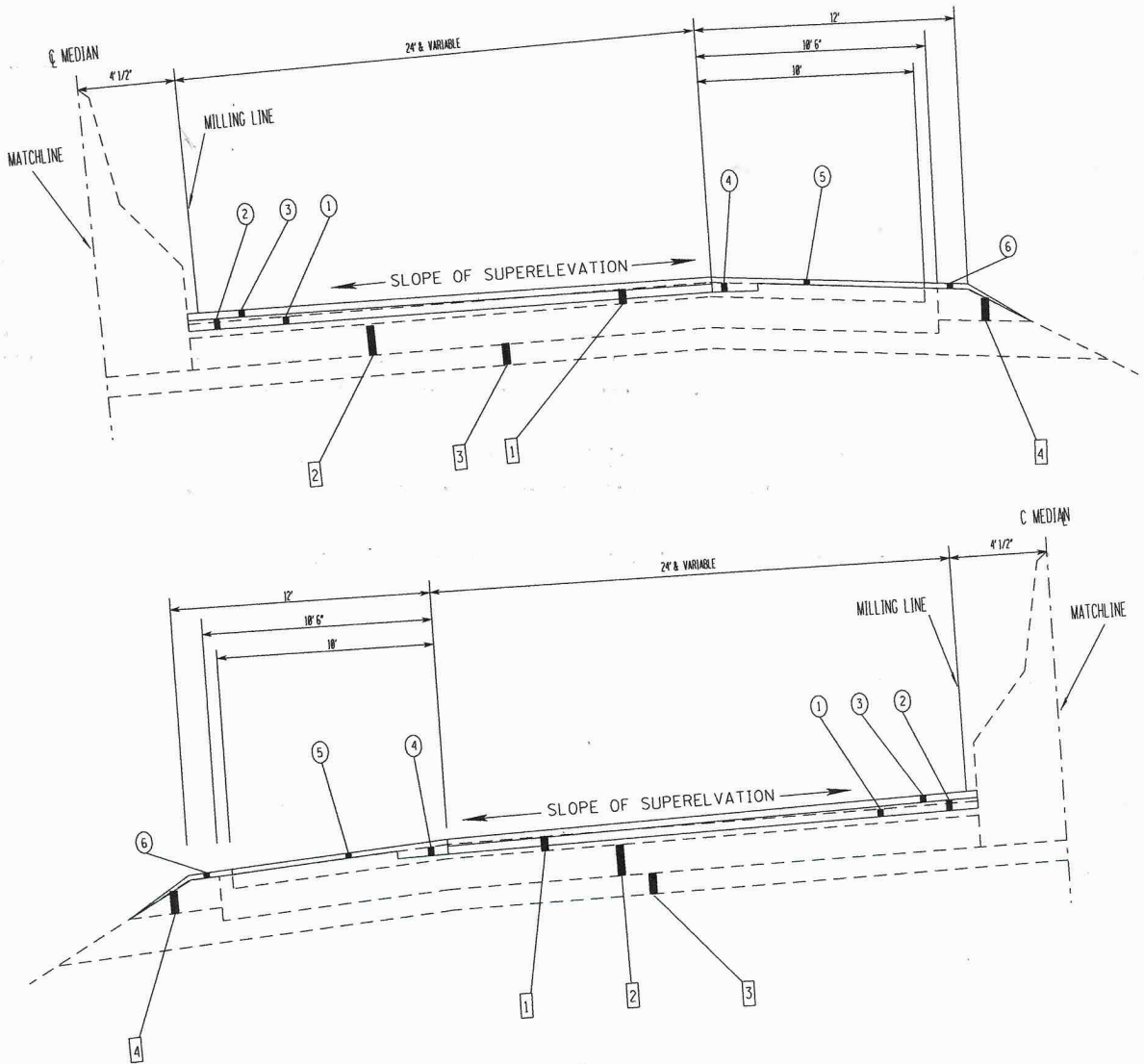
PROPOSED

- ① MILL 2" & VARIABLE
- ② 3" 12.5 mm HMA, HT, Poly Mod.
- ③ 2" 9.5 mm HMA, HT, Poly Mod.
- ④ 1" 9.5 mm HMA, HT, WEDGE
- ⑤ 2" 9.5 mm HMA, HT
- ⑥ VAR. DEPTH GRANULAR MATERIAL, CLASS 5 GROUP "C"
- ⑦ MILL 2" & VAR. WHERE RUMBLE STRIPS ARE PRESENT

EXISTING

- ① 4" HMA
- ② 5.5" CEMENT TREATED BASE
- ③ 6" & VARIABLE UNTREATED GRAN. MATERIAL
- ④ 6" LIME TREATED SUBGRADE
- ⑤ DOUBLE BITUMINOUS SURFACE TREATMENT
- ⑥ 3" HMA
- ⑦ 3" ROADBED TOPPING (SAND CLAY) (OPM) REQ'D BY 3" IN FILLS, 5" IN CUTS
- ⑧ ROADBED TOPPING (CLASS 3 GROUP D)

SECTION # 2A
 STA 600+17 - STA 879+90
 SUPERELEVATED SECTION



PROPOSED

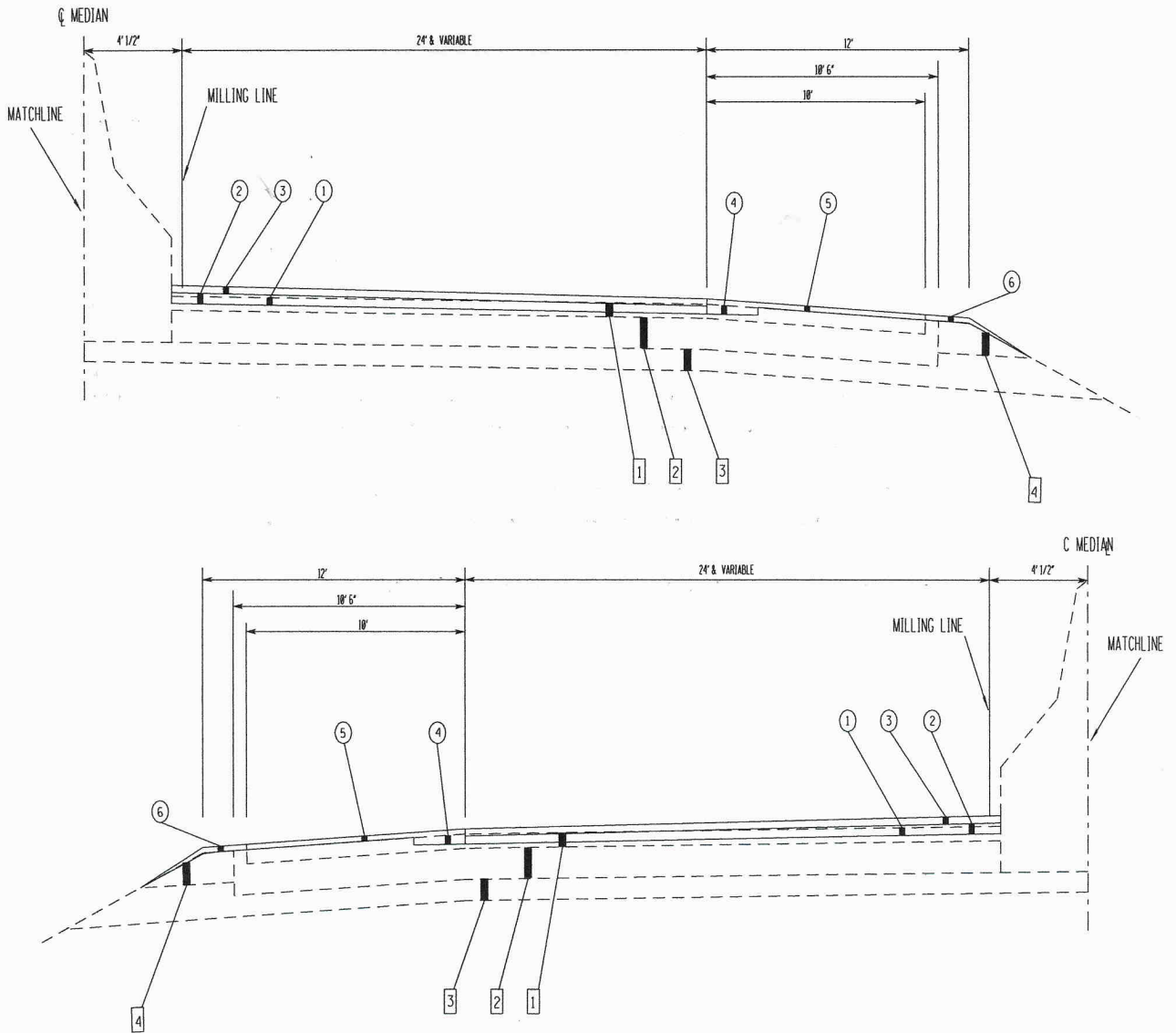
EXISTING

NOTE: RUMBLE STRIPS ARE TO BE PLACED WHEREVER THE SHOULDER WIDTH PERMITS.

- ① MILL 2" @1.75%
- ② 3" 12.5 mm HMA, HT, Poly Mod.
- ③ 2" 9.5 mm HMA, HT, Poly Mod.
- ④ MILL 2" AND VAR. WHERE RUMBLE STRIPS ARE PRESENT
- ⑤ 2" AND VAR. 9.5 mm HMA, HT
- ⑥ VAR. DEPTH GRANULAR MATERIAL CLASS 5 GROUP "C"

- ① 4" DENSE GRADED HMA
- ② 8 1/2" HMA
- ③ VARIABLE DEPTH CLAY GRAVEL CLASS 9 GROUP C
- ④ CLAY GRAVEL CLASS 3 GROUP C

SECTION # 2B
 STA 600+17 - STA 879+90
 TANGENT SECTION



PROPOSED

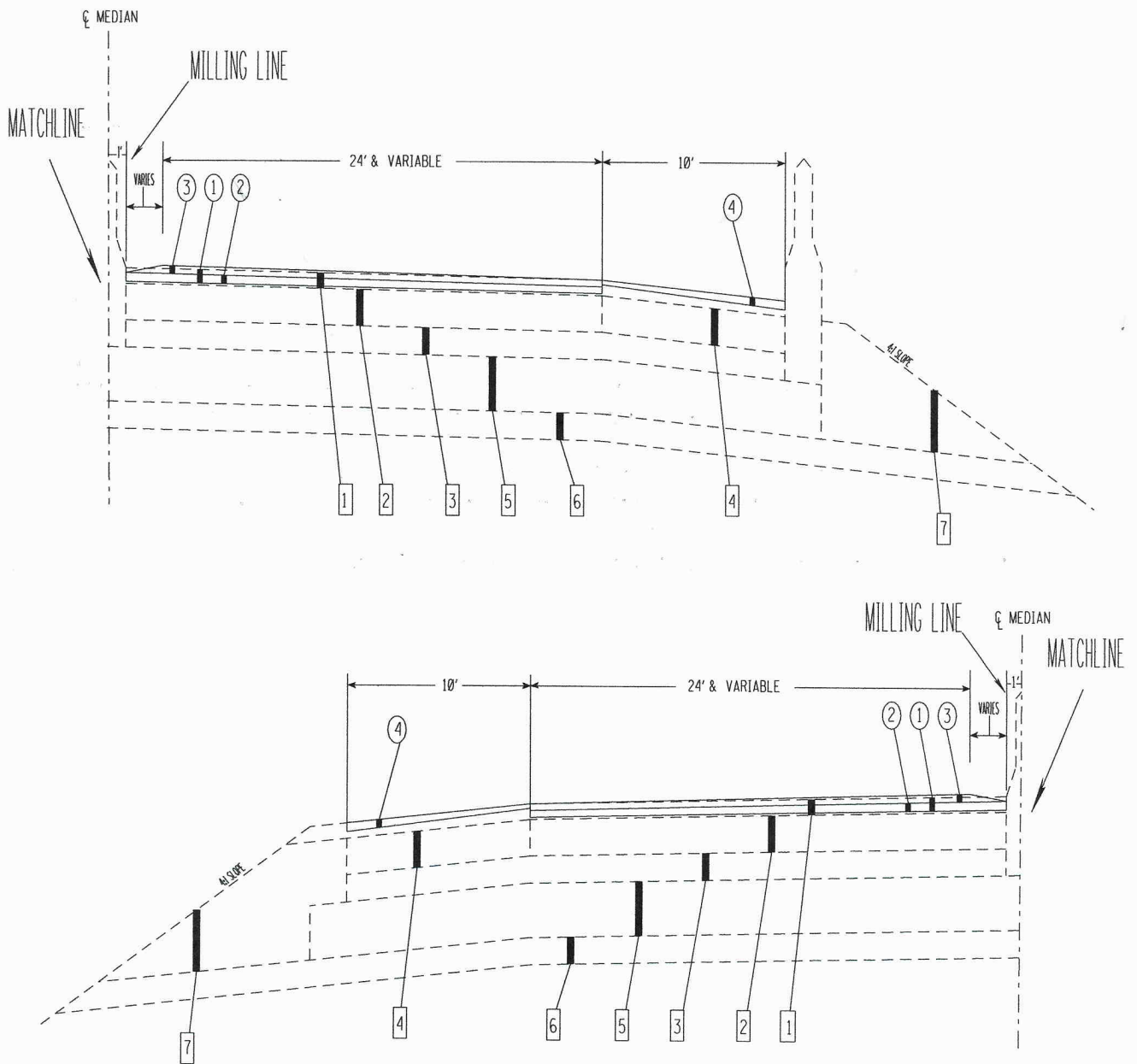
EXISTING

NOTE: RUMBLE STRIPS ARE TO BE PLACED WHEREVER THE SHOULDER WIDTH PERMITS.

- ① MILL 2" AND VAR. @ 1.75% (2" @ NEAR BARRIER AND 2 3/4" @ OUTSIDE)
- ② 3" AND VAR. 12.5 mm HMA, HT, Poly Mod. (3" NEAR BARRIER AND 2 1/4" @ OUTSIDE)
- ③ 2" 9.5 mm HMA, HT, Poly Mod.
- ④ MILL 2 1/4" AND VAR. WHERE RUMBLE STRIPS ARE PRESENT
- ⑤ 1 1/2" 9.5 mm HMA, HT
- ⑥ VAR. DEPTH GRANULAR MATERIAL CLASS 5 GROUP "C"

- ① 4" DENSE GRADED HMA
- ② 8 1/2" HMA
- ③ VARIABLE DEPTH CLAY GRAVEL CLASS 9 GROUP C
- ④ CLAY GRAVEL CLASS 3 GROUP C

SECTION #3
STA 879+90 - STA 893+00

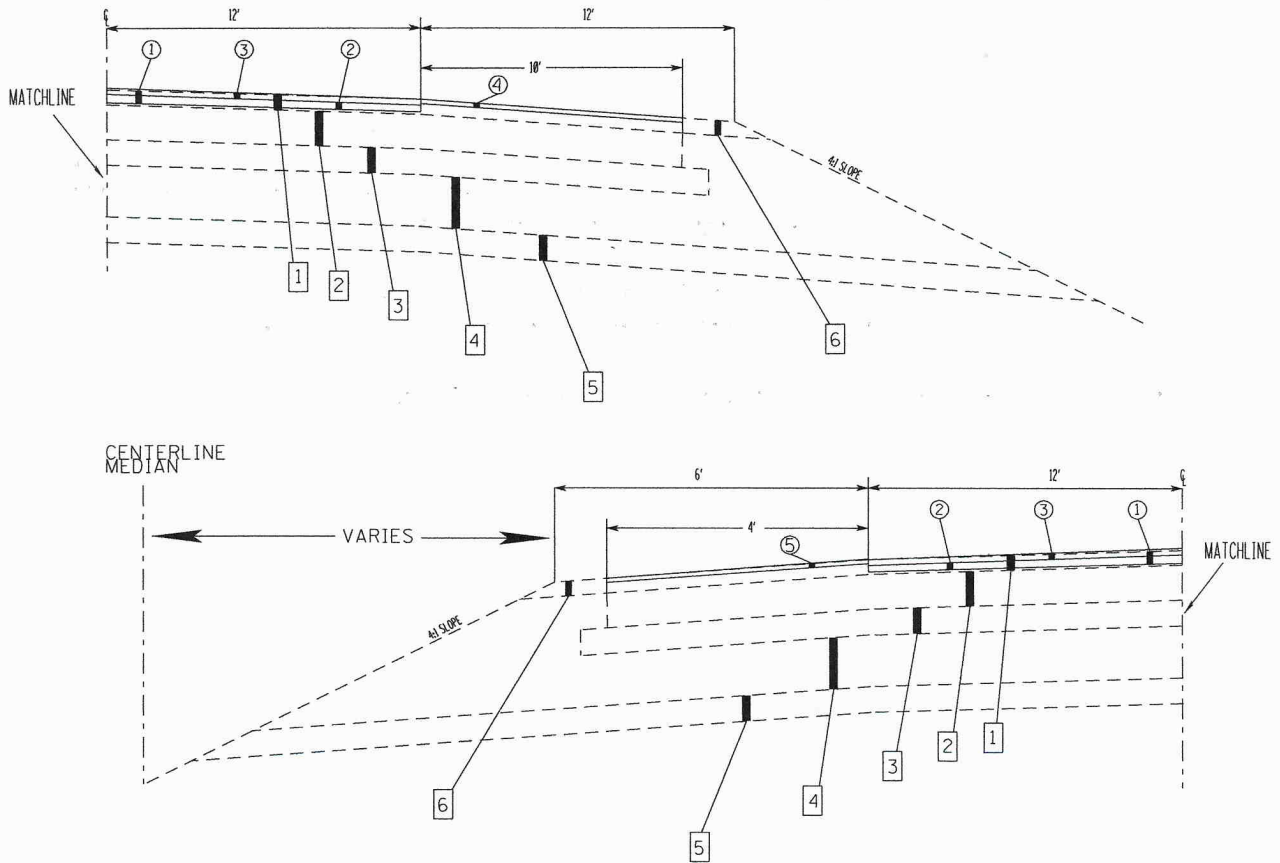


NOTE: RUMBLE STRIPS TO BE PLACED WHEREVER THE SHOULDER WIDTH PERMITS.

- 1 3 1/2" HMA
- 2 8" CONCRETE REINFORCED CONCRETE PAVEMENT
- 3 6" SOIL CEMENT
- 4 STA. AGG BASE
- 5 12" ROADBED TOPPING (CLASS 3 GROUP D)
- 6 6" SUBGRADE PREP
- 7 TOPSOIL

- 1 MILL 3" AND VARIABLE TO CRCP
- 2 2" AND VAR. 12.5 mm HMA, HT, Poly Mod (2" NEAR BARRIER AND 1 1/2" @ OUTSIDE)
- 3 1 1/2" 9.5 mm HMA, HT, Poly Mod.
- 4 MILL 1" @ EP & VAR. REPLACE WITH 1" 9.5 mm HMA, HT
(MILL 2" AT BARRIER RAIL INLETS WHERE ADJACENT OVERLAY WAS PLACED IN THE PAST.)

SECTION #4
 STA 893+00 to STA 953+50 (EOP)



NOTE:
 RUMBLE STRIPS TO
 BE PLACED WHEREVER
 THE SHOULDER WIDTH
 PERMITS.

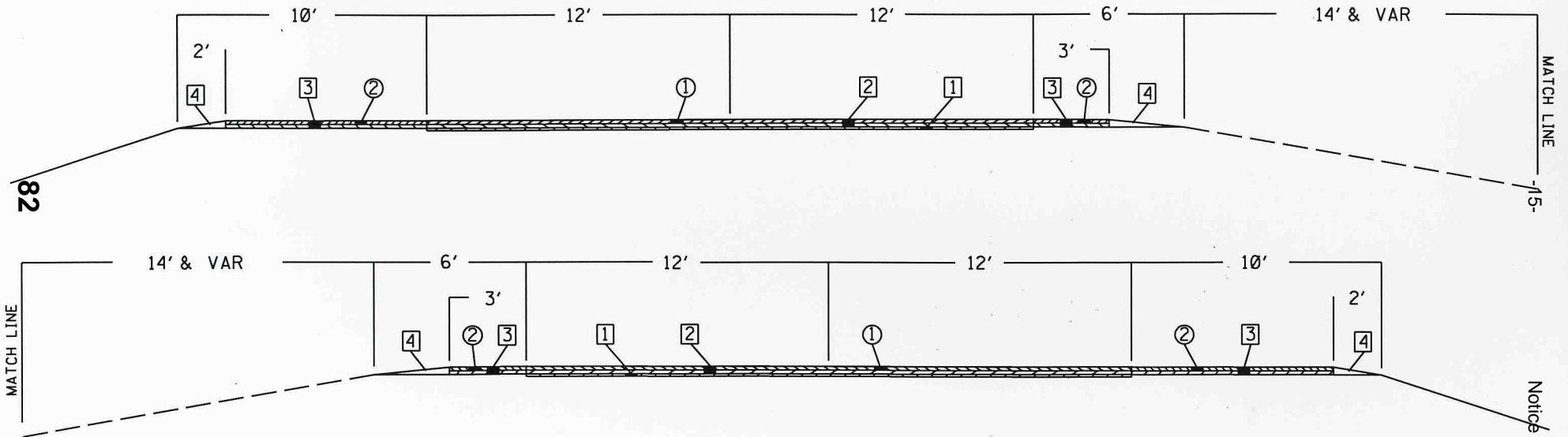
PROPOSED

- ① MILL 3" @ 1.5%
- ② 2" & VAR 12.5 mm HMA, HT, Poly Mod.
(2" @ CENTERLINE & 1.5" @ EP)
- ③ 1.5" 9.5 mm HMA, HT, Poly Mod.
- ④ MILL 1" AND REPLACE WITH 9.5 mm HMA, HT
- ⑤ MILL 3" AND REPLACE WITH 2' 12.5mm HMA, HT,
 POLY MODIFIED AND 1.5" 9.5mm HMA, HT,
 POLY MODIFIED

EXISTING

- ① 3 1/2" HMA
- ② 8" CRCP
- ③ 6" SOIL CEMENT
- ④ 12" ROADBED TOPPING
(CLASS 3 GROUP D)
- ⑤ 6" SUBGRADE PREP
- ⑥ VAR. DEPTH GRANULAR MATERIAL
 CLASS 5 GROUP "C"

TYPICAL SECTION
49TH AVE.



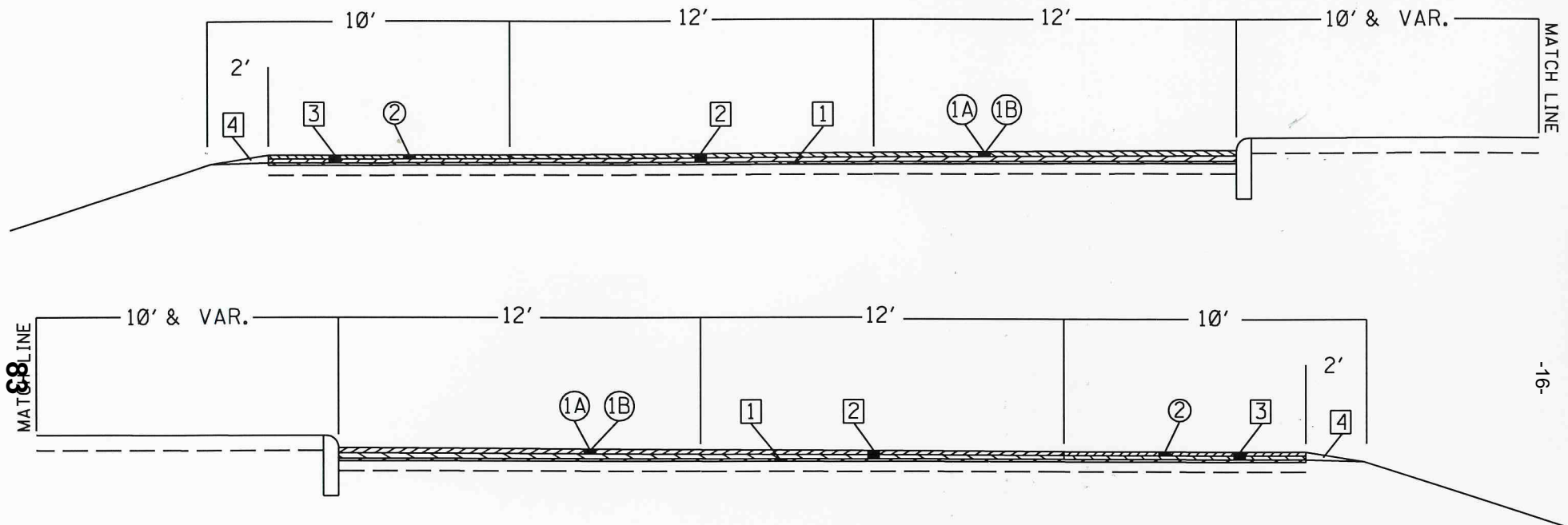
EXISTING TYPICAL SECTION DATA

- ① 1/4" AND VAR SLURRY SEAL SURFACE
- ② 3 1/2" AND VAR. HMA
- ③ SINGLE BIT. SURFACE TREATMENT
- ④ VARIABLE DEPTH GRAN. MAT'L., (CL 5, GR. "C")

PROPOSED TYPICAL SECTION DATA

- ① MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA, HT, POLYMER MODIFIED (1 1/2" @ CL, 2" AT EP TO ACHIEVE 2% SLOPE)
- ② MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA, HT.

TYPICAL SECTION MARTIN LUTHER KING DR.



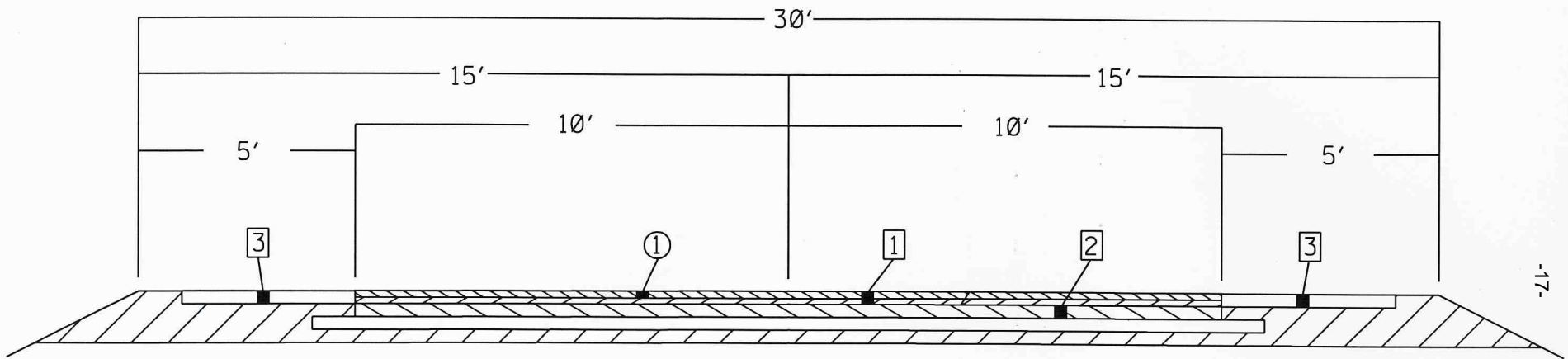
EXISTING TYPICAL SECTION DATA

- ① 1/4" AND VAR SLURRY SEAL SURFACE
- ② 3 1/2" AND VAR. HMA
- ③ SINGLE BIT. SURFACE TREATMENT
- ④ VARIABLE DEPTH GRAN. MAT'L., (CL 5, GR. "C")

PROPOSED TYPICAL SECTION DATA

- ① MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA, HT, POLYMER MODIFIED (1 1/2" @ CL, 2" AT EP TO ACHIEVE 2% SLOPE)
- ①A NORTH OF I59/20, MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA, HT, POLYMER MODIFIED (SHALL BE MILLED & PAVED TO PRESERVE EXISTING SLOPE)
- ①B SOUTH OF I59/20, MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA, ST, (SHALL BE MILLED & PAVED TO PRESERVE EXISTING SLOPE)
- ② MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA, HT.

TYPICAL SECTION FRONTAGE ROAD
 FROM INT. WITH 49TH AVE TO DEAD END @ WOODYARD



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EXISTING TYPICAL SECTION DATA

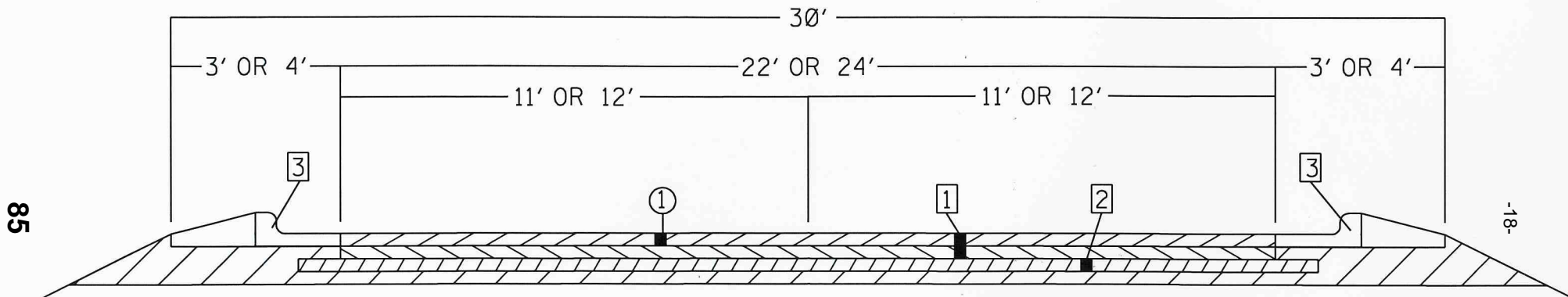
- ① 5 1/2" & VAR. HMA
- ② 6" & VAR. GRAN. MAT'L (CL. 9, GR. "C")
- ③ VAR. DEPTH GRAN. MAT'L. (CL 3, GR. "C")

PROPOSED TYPICAL SECTION DATA

- ① MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA, HT, POLYMER MODIFIED (1 1/2" @ CL, 2" AT EP TO ACHIEVE 2% SLOPE)

Notice to Bidders No. 1223 -- Cont'd

TYPICAL SECTION FRONTAGE ROAD
 FROM BEGIN STATE MAINT. EAST OF MLK DR. TO 22ND AVE.



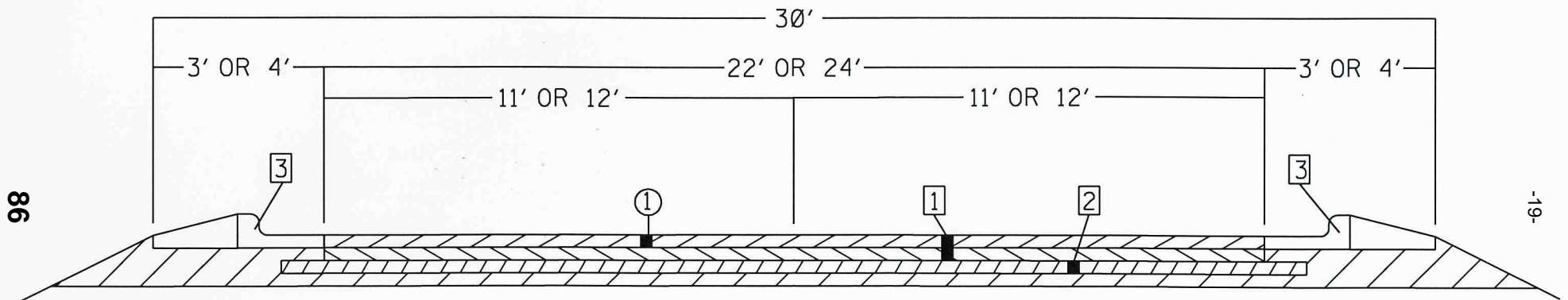
EXISTING TYPICAL SECTION DATA

- ① 8 1/2" & VAR. HMA
- ② 9 1/2" & VAR. SAND CLAY TOPPING
- ③ COMBINATION CURB & GUTTER

PROPOSED TYPICAL SECTION DATA

- ① MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA, S
 (NO CURB AND GUTTER IS PRESENT IN SOME SECTIONS
 SO SHOULDER MILLING & OVERLAY WILL BE REQUIRED)

TYPICAL SECTION FRONTAGE ROAD
FROM 22ND AVE. TO HWY 39



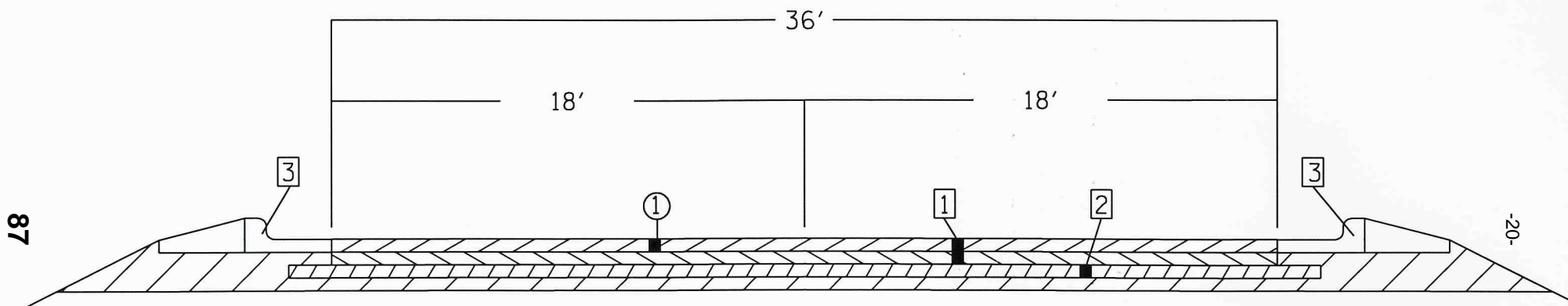
EXISTING TYPICAL SECTION DATA

- ① 8 1/2" & VAR. HMA
- ② 9 1/2" & VAR. SAND CLAY TOPPING
- ③ COMBINATION CURB & GUTTER

PROPOSED TYPICAL SECTION DATA

- ① MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA, HT
(NO CURB AND GUTTER IS PRESENT IN SOME SECTIONS
SO SHOULDER MILLING & OVERLAY WILL BE REQUIRED)

TYPICAL SECTION FRONTAGE ROAD
FROM WHERE 3 LANE BEGINS TO HWY 39



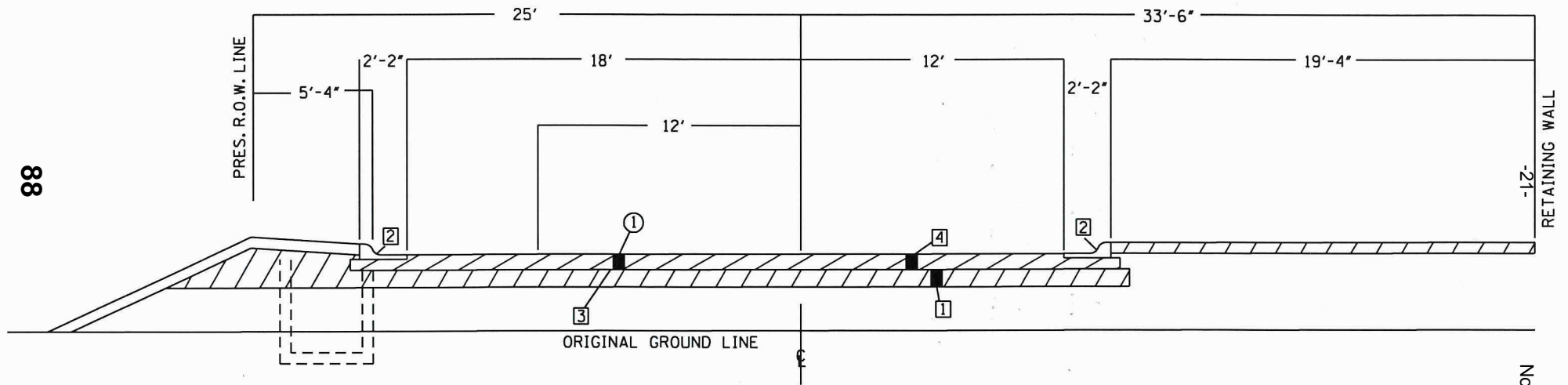
EXISTING TYPICAL SECTION DATA

- ① 8 1/2" & VAR. HMA
- ② 9 1/2" & VAR. SAND CLAY TOPPING
- ③ COMBINATION CURB & GUTTER

PROPOSED TYPICAL SECTION DATA

- ① MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA, SO
(NO CURB AND GUTTER IS PRESENT IN SOME SECTIONS
SO SHOULDER MILLING & OVERLAY WILL BE REQUIRED)

TYPICAL SECTION
FRONTAGE ROAD AT GRAND AVE.



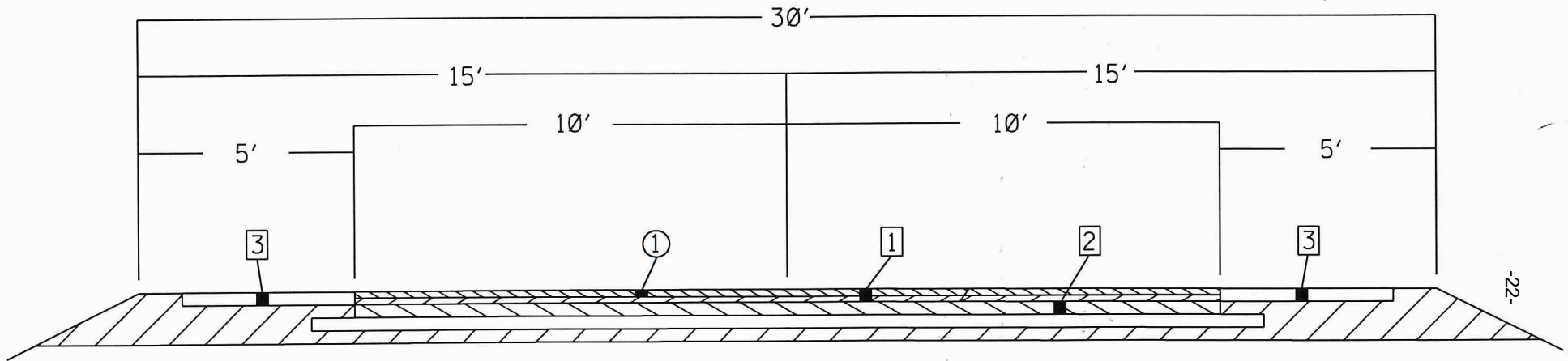
EXISTING TYPICAL SECTION DATA

- 1 9 1/2" AND VARIABLE GRAN. MAT'L., CLASS 9, GR. "C"
- 2 COMB. CURB AND GUTTER
- 3 BITUMINOUS PRIME
- 4 8 1/2" AND VAR. HMA

PROPOSED TYPICAL SECTION DATA

- 1 MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA, ST

TYPICAL SECTION FRONTAGE ROAD
 FROM DEAD END @ FUEL TERMINAL FACILITY WEST OF 65TH AVE. TO 65TH AVE.



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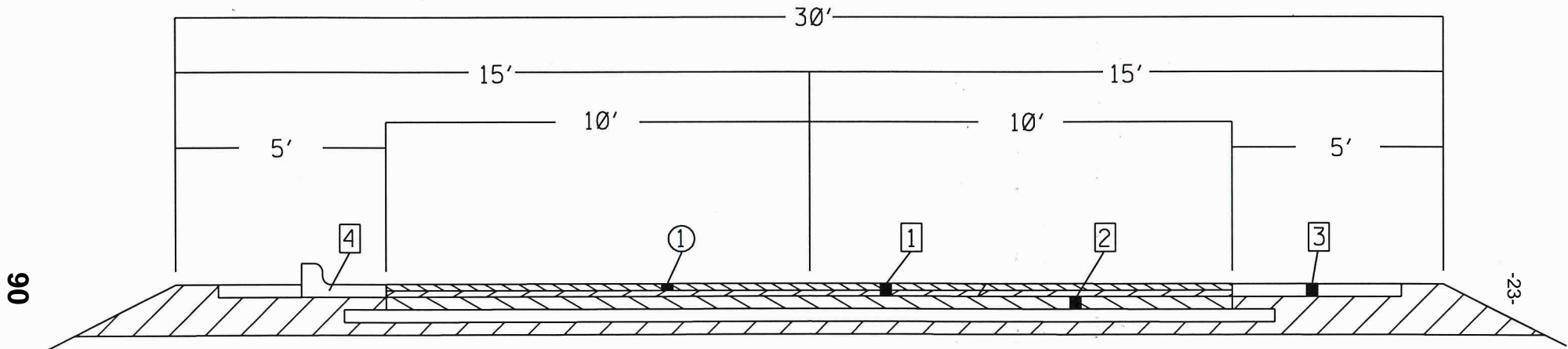
EXISTING TYPICAL SECTION DATA

- ① 5 1/2" & VAR. HMA
- ② 6" & VAR. GRAN. MAT'L (CL. 9, GR. "C")
- ③ VAR. DEPTH GRAN. MAT'L. (CL 3, GR. "C")

PROPOSED TYPICAL SECTION DATA

- ① MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA, ST
 (1 1/2" @ CL, 2" AT EP TO ACHIEVE 2% SLOPE)

TYPICAL SECTION FRONTAGE ROAD
FROM 65TH AVE. TO MAGNOLIA TRUCK STOP



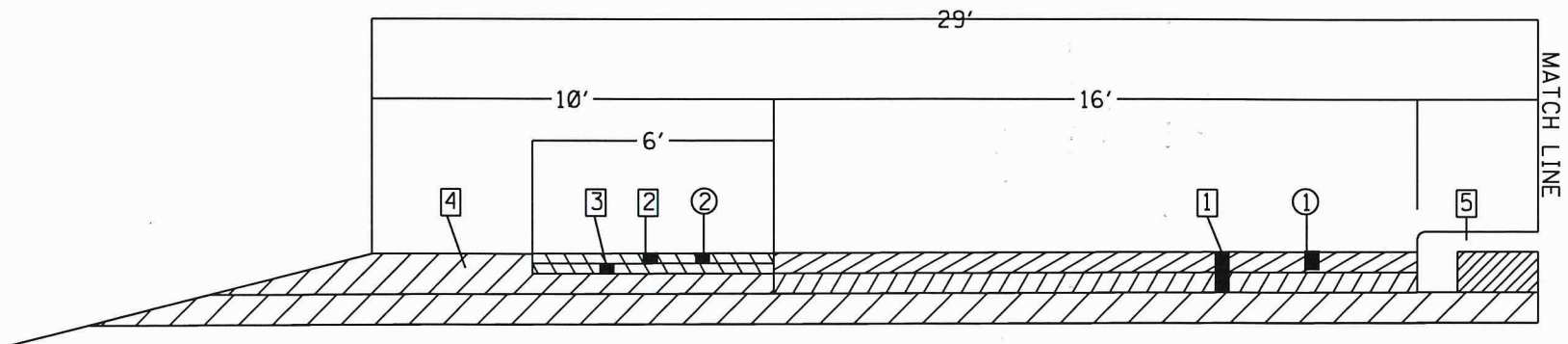
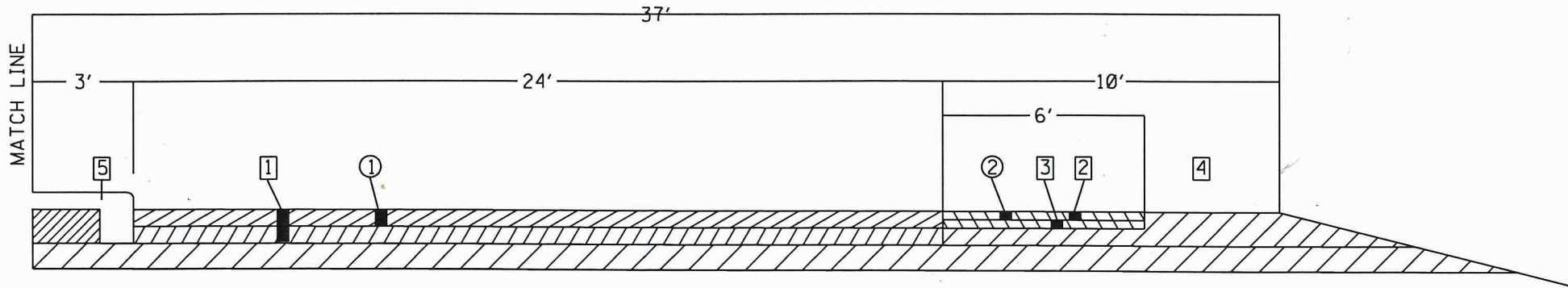
EXISTING TYPICAL SECTION DATA

- ① 5 1/2" & VAR. HMA
- ② 6" & VAR. GRAN. MAT'L (CL. 9, GR. "C")
- ③ VAR. DEPTH GRAN. MAT'L. (CL 3, GR. "C")
- ④ COMBINATION CURB & GUTTER

PROPOSED TYPICAL SECTION DATA

- ① MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA, HT POLYMER MODIFIED (1 1/2" @ CL, 2" AT EP TO ACHIEVE 2% SLOPE)

TYPICAL SECTION FRONTAGE ROAD
FROM MAGNOLIA TRUCK STOP TO HWY 11



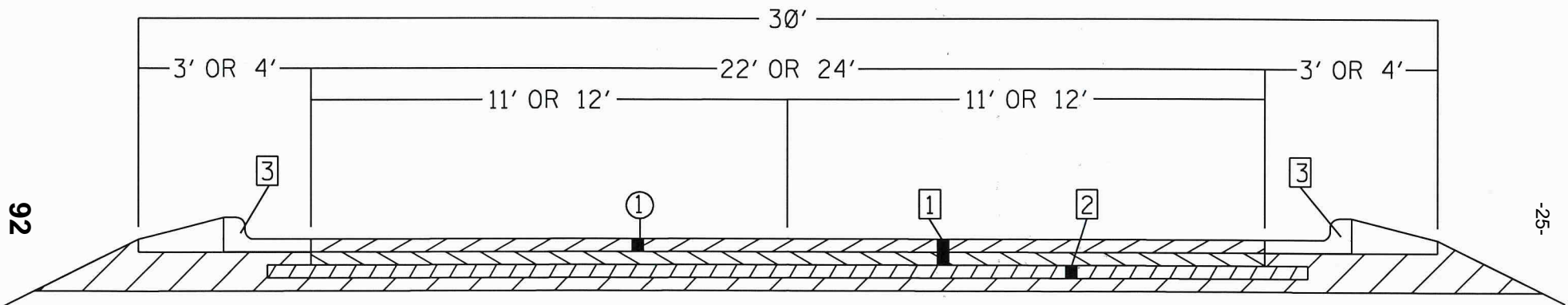
EXISTING TYPICAL SECTION DATA

- ① 12 1/2" & VAR. HMA
- ② DOUBLE BITUMINOUS SURFACE TREATMENT
- ③ 3" & VAR. HMA
- ④ VAR. DEPTH GRAN. MAT'L. (CL 3, GR. "C")
- ⑤ CONC. HEADER CURB

PROPOSED TYPICAL SECTION DATA

- ① MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA, HT POLYMER MODIFIED (1 1/2" @ HEADER CURB, 2" AT EP TO ACHIEVE 2% SLOPE)
- ② MILL & OVERLAY WITH 2" 9.5MM HMA, HT

TYPICAL SECTION FRONTAGE ROAD
 FROM WEST OF MLK DR. @ KCS RR THROUGH 22ND AVE. TO M&B RR



EXISTING TYPICAL SECTION DATA

- ① 8 1/2" & VAR. HMA
- ② 9 1/2" & VAR. SAND CLAY TOPPING
- ③ COMBINATION CURB & GUTTER

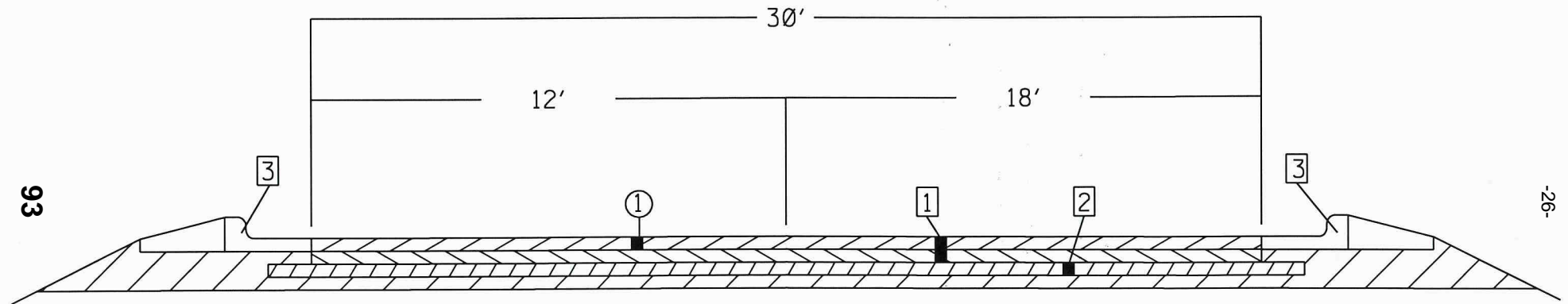
PROPOSED TYPICAL SECTION DATA

- ① MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA, ST
 (NO CURB AND GUTTER IS PRESENT IN SOME SECTION
 SO SHOULDER MILLING & OVERLAY WILL BE REQUIRED)

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TYPICAL SECTION FRONTAGE ROAD
FROM M&B RR TO WHERE 3 LANE BEGINS



EXISTING TYPICAL SECTION DATA

- ① 8 1/2" & VAR. HMA
- ② 9 1/2" & VAR. SAND CLAY TOPPING
- ③ COMBINATION CURB & GUTTER

PROPOSED TYPICAL SECTION DATA

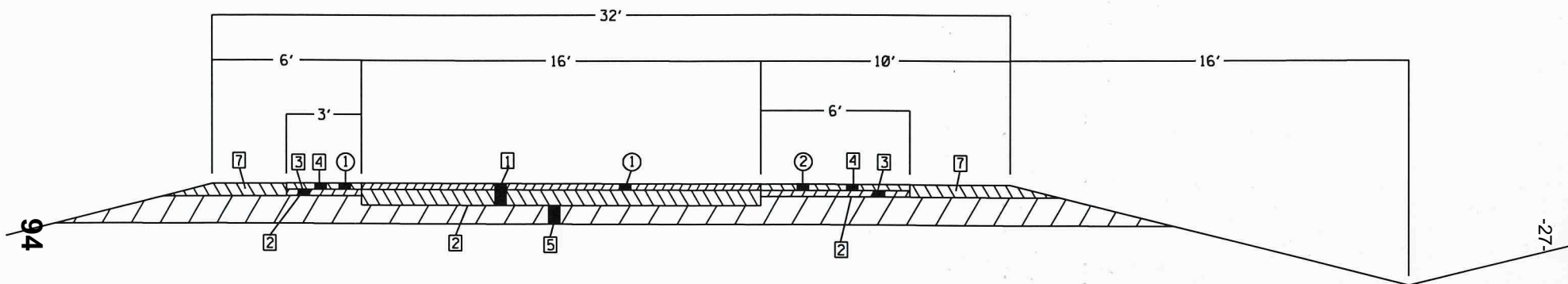
- ① MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA, ST
(NO CURB AND GUTTER IS PRESENT IN SOME SECTION
SO SHOULDER MILLING & OVERLAY WILL BE REQUIRED)

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Notice to Bidders No. 1223 -- Cont'd

TYPICAL SECTION RAMP I & III SR145/22nd AVE. INTERCHANGE



EXISTING TYPICAL SECTION DATA

- ① 12 1/2" & VAR. HMA
- ② BITUMINOUS PRIME
- ③ 3" & VAR. HMA
- ④ DOUBLE BITUMINOUS SURFACE TREATMENT
- ⑤ 7 1/2" & VAR. GRAN. MAT'L. (CL. 9, GR. "C")
- ⑥ COMBINATION CURB & GUTTER
- ⑦ VAR. DEPTH GRAN. MAT'L. (CL. 3, GR. "C")

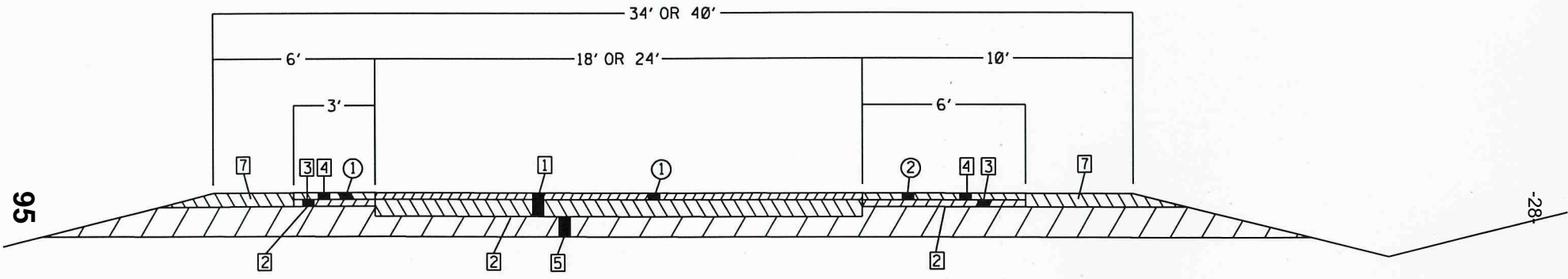
PROPOSED TYPICAL SECTION DATA

- ① MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA, HT, POLYMER MODIFIED
- ② MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA, HT.

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TYPICAL SECTION RAMP II SR145/22nd AVE. INTERCHANGE



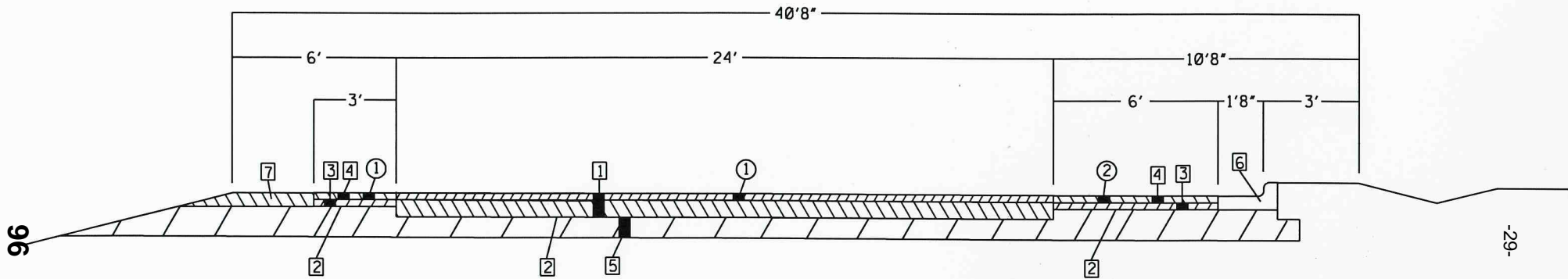
EXISTING TYPICAL SECTION DATA

- 1 12 1/2" & VAR. HMA
- 2 BITUMINOUS PRIME
- 3 3" & VAR. HMA
- 4 DOUBLE BITUMINOUS SURFACE TREATMENT
- 5 7 1/2" & VAR. GRAN. MAT'L. (CL. 9, GR. "C")
- 6 COMBINATION CURB & GUTTER
- 7 VAR. DEPTH GRAN. MAT'L. (CL. 3, GR. "C")

PROPOSED TYPICAL SECTION DATA

- ① MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA, HT, POLYMER MODIFIED
- ② MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA, HT.

TYPICAL SECTION RAMP IV SR145/22nd AVE. INTERCHANGE



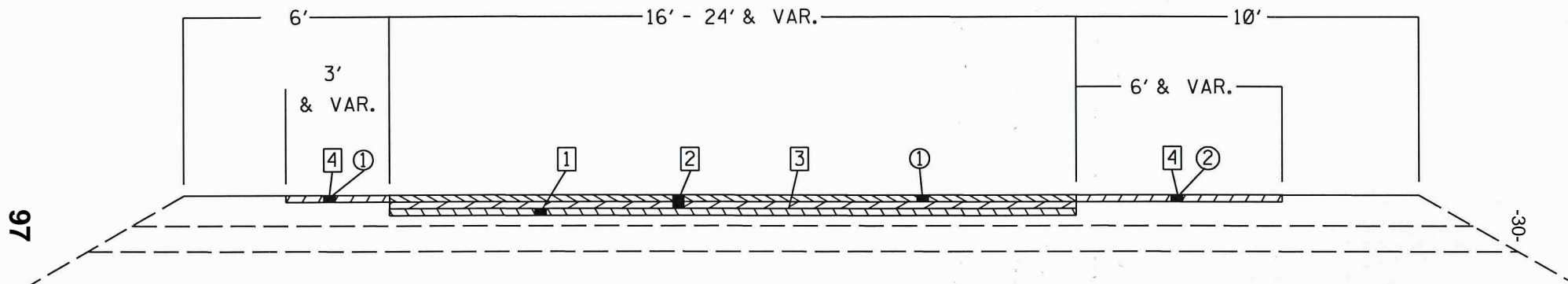
EXISTING TYPICAL SECTION DATA

- ① 12 1/2" & VAR. HMA
- ② BITUMINOUS PRIME
- ③ 3" & VAR. HMA
- ④ DOUBLE BITUMINOUS SURFACE TREATMENT
- ⑤ 7 1/2" & VAR. GRAN. MAT'L. (CL. 9, GR. "C")
- ⑥ COMBINATION CURB & GUTTER
- ⑦ VAR. DEPTH GRAN. MAT'L. (CL. 3, GR. "C")

PROPOSED TYPICAL SECTION DATA

- ① MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA, HT, POLYMER MODIFIED
- ② MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA, HT.

TYPICAL SECTION HWY 11, 49TH AVE. &
MARTIN LUTHER KING DR. (NORTH SIDE OF I-20)
RAMPS & INTERCHANGES
(IN DIRECTION OF TRAVEL)



EXISTING TYPICAL SECTION DATA

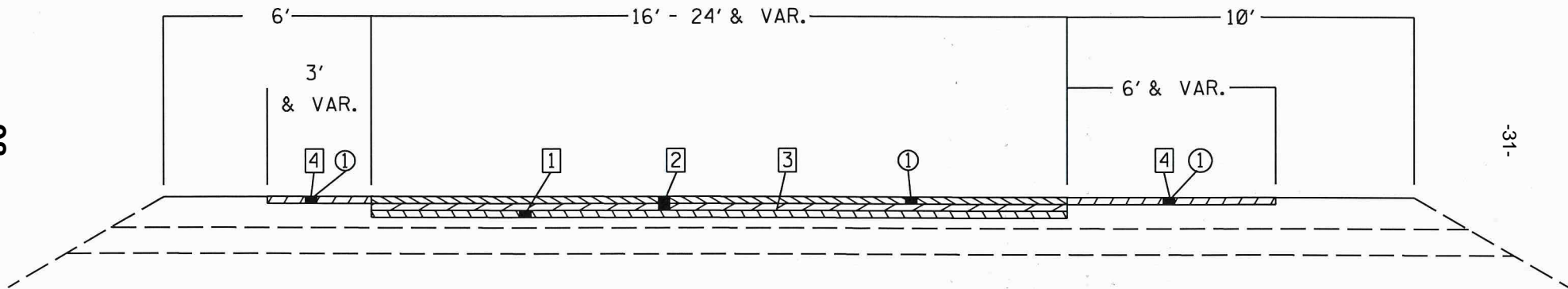
- ① 1/4" & VAR. SLURRY SEAL SURFACE
- ② 3" & VAR. HMA
- ③ UNDERSEAL FABRIC
- ④ SINGLE BITUMINOUS SURFACE TREATMENT

PROPOSED TYPICAL SECTION DATA

- ① MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA, HT, POLYMER MODIFIED
- ② MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA, HT. (CURB & GUTTER IS PRESENT IN SOME SECTIONS OF THESE RAMPS)

Notice to Bidders No. 1223 -- Cont'd

TYPICAL SECTION
 MARTIN LUTHER KING DR. (SOUTH SIDE OF I-20)
 RAMPS & INTERCHANGES
 (IN DIRECTION OF TRAVEL)



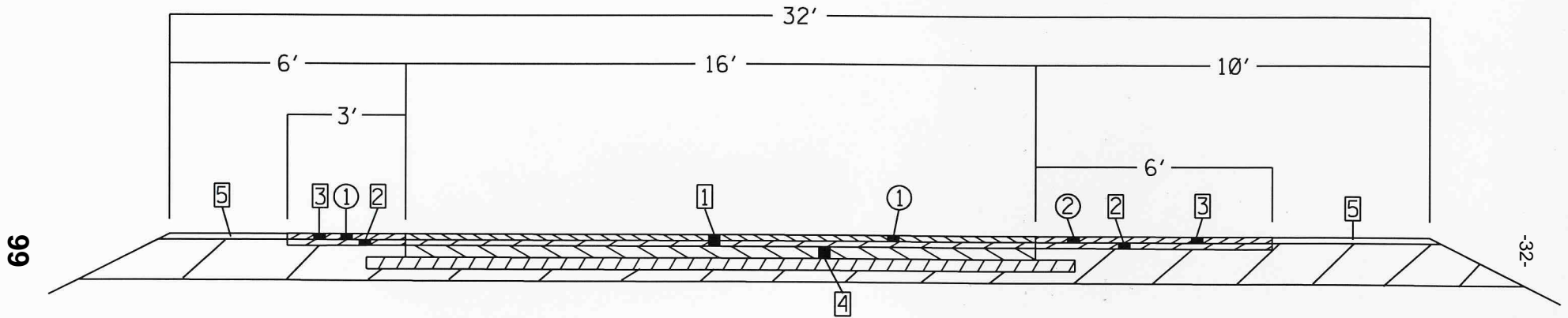
EXISTING TYPICAL SECTION DATA

- ① 1/4" & VAR. SLURRY SEAL SURFACE
- ② 3" & VAR. HMA
- ③ UNDERSEAL FABRIC
- ④ SINGLE BITUMINOUS SURFACE TREATMENT

PROPOSED TYPICAL SECTION DATA

- ① MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA

TYPICAL SECTION HWY 39/19
N.E., N.W. & S.E. RAMPS



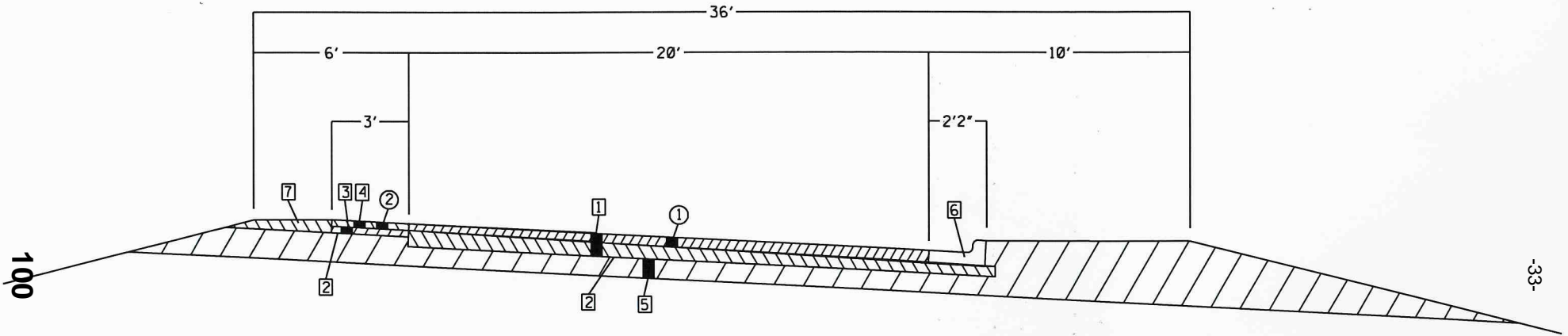
EXISTING TYPICAL SECTION DATA

- ① 1 1/2" & VAR. HMA
- ② 1" & VAR. HMA
- ③ SINGLE BITUMINOUS SURFACE TREATMENT
- ④ SLURRY SEAL
- ⑤ 1 1/2" GRAN. MAT'L. (CL. 5, GR. "C")

PROPOSED TYPICAL SECTION DATA

- ① MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA, HT, POLYMER MODIFIED
- ② MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA, HT.

TYPICAL SECTION LOOP HWY 11 & 22ND AVE. II & IV INTERCHANGES



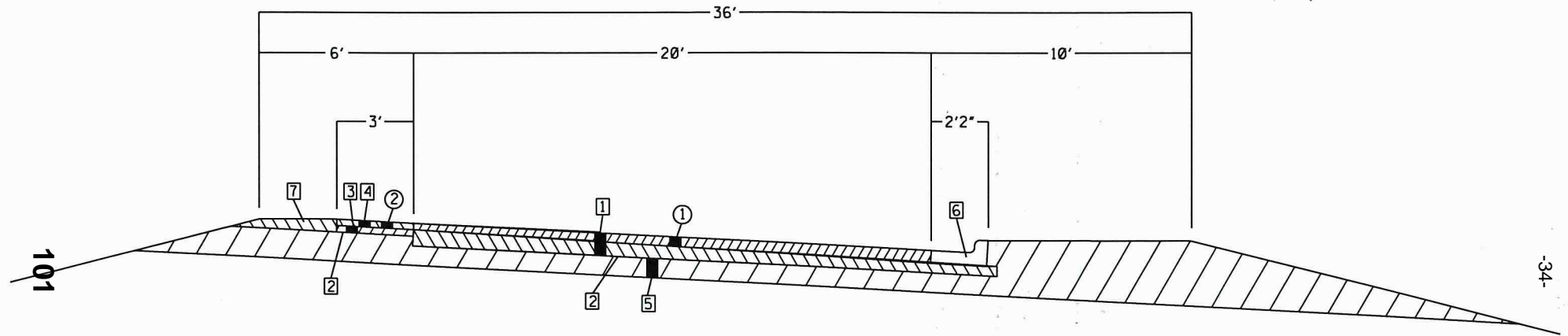
EXISTING TYPICAL SECTION DATA

- ① 12 1/2" & VAR. HMA
- ② BITUMINOUS PRIME
- ③ 3" & VAR. HMA
- ④ DOUBLE BITUMINOUS SURFACE TREATMENT
- ⑤ 7 1/2" & VAR. GRAN. MAT'L. (CL. 9, GR. "C")
- ⑥ COMBINATION CURB & GUTTER
- ⑦ VAR. DEPTH GRAN. MAT'L. (CL. 3, GR. "C")

PROPOSED TYPICAL SECTION DATA

- ① MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA, HT, POLYMER MODIFIED
 - ② MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA, HT.
- CURB AND GUTTER IS PRESENT IN SOME SECTIONS OF THESE LOOPS

TYPICAL SECTION LOOP MARTIN LUTHER KING DR. INTERCHANGE



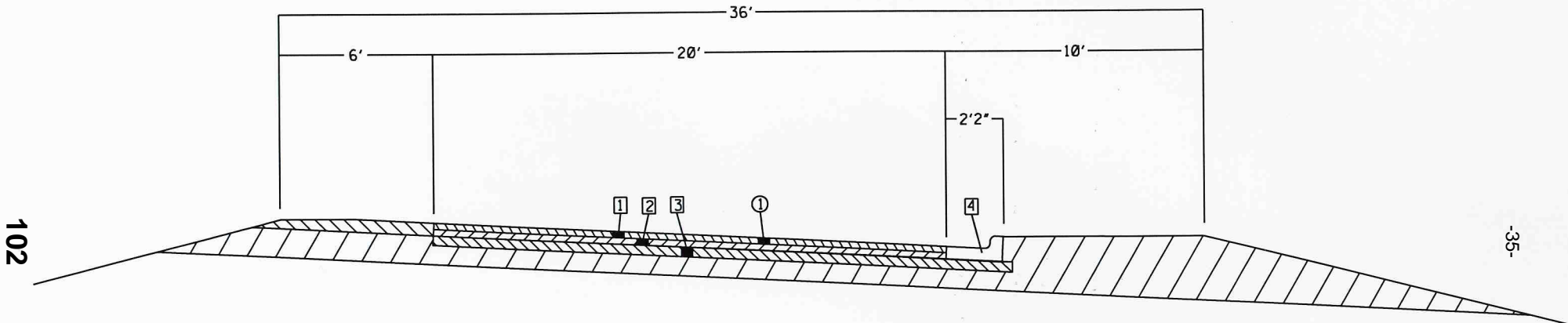
EXISTING TYPICAL SECTION DATA

- ① 12 1/2" & VAR. HMA
- ② BITUMINOUS PRIME
- ③ 3" & VAR. HMA
- ④ DOUBLE BITUMINOUS SURFACE TREATMENT
- ⑤ 7 1/2" & VAR. GRAN. MAT'L. (CL. 9, GR. "C")
- ⑥ COMBINATION CURB & GUTTER
- ⑦ VAR. DEPTH GRAN. MAT'L. (CL. 3, GR. "C")

PROPOSED TYPICAL SECTION DATA

- ① MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA, ST
 - ② MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA, ST.
- CURB AND GUTTER IS PRESENT IN SOME SECTIONS OF THESE LOOPS

TYPICAL SECTION LOOP HWY 39/19 INTERCHANGE



EXISTING TYPICAL SECTION DATA

- ① 4" & VAR. HMA
- ② MECHANICALLY STABILIZED BASE
- ③ SOIL CEMENT SUB-BASE
- ④ COMBINATION CURB & GUTTER

PROPOSED TYPICAL SECTION DATA

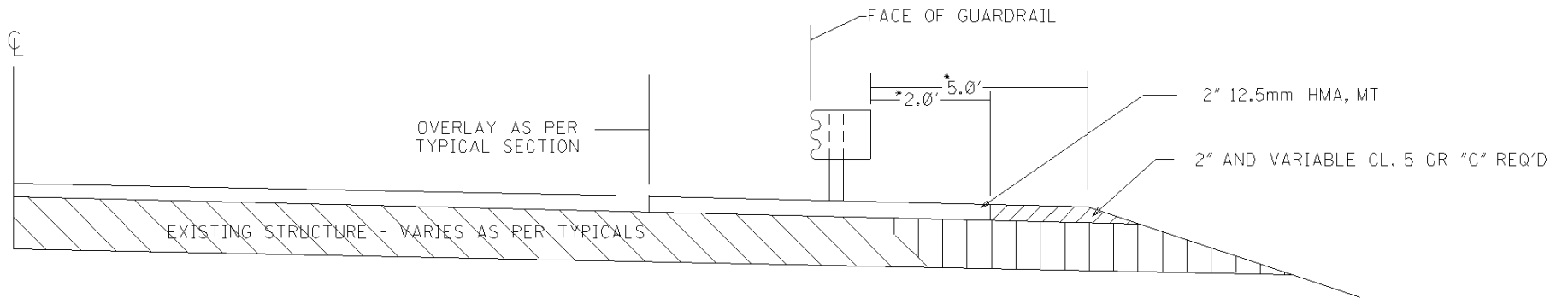
- ① MILL & OVERLAY WITH 2" & VAR. 9.5MM HMA, HT, POLYMER MODIFIED

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-35-

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TYPICAL SECTION GUARDRAIL PAVING



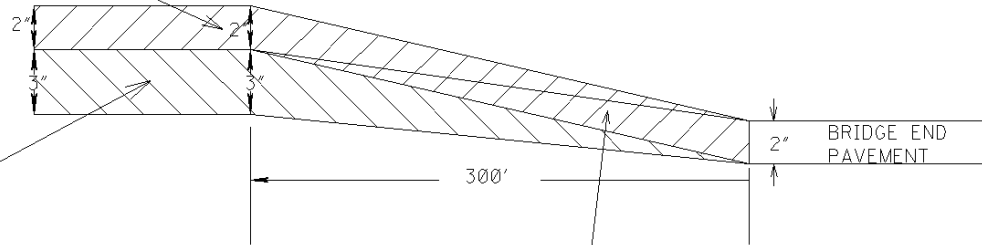
BRIDGE END TRANSITIONS

9.5 MM HT
POLYMER
MODIFIED

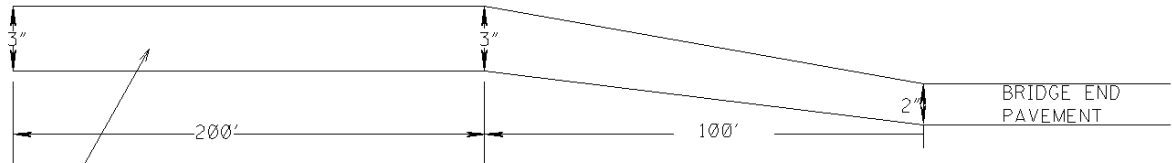
12.5 MM HT
POLYMER
MODIFIED

(To be tapered from 3" to 2")

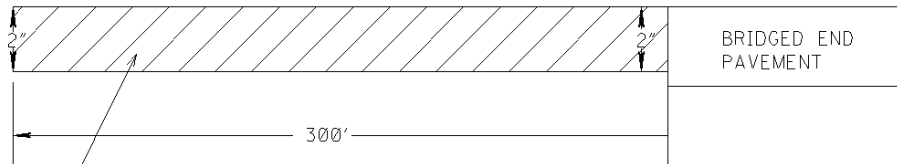
Area to be milled prior to placement of top lift.



PHASE 3 - MILLING AND PLACEMENT OF TOP LIFT

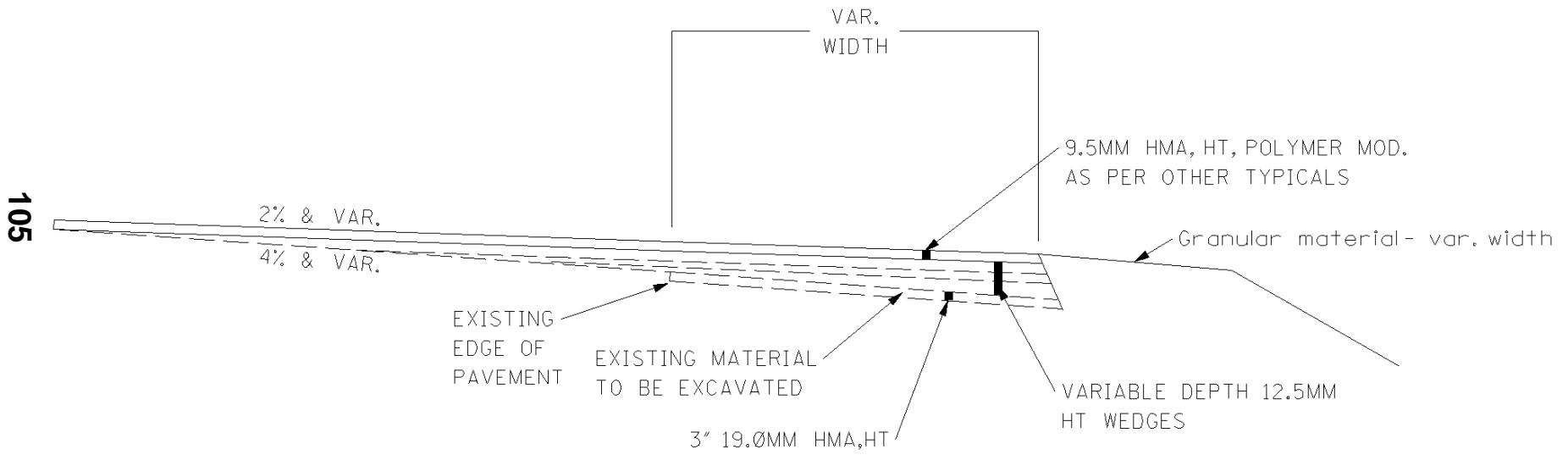


PHASE 1 - PLACING 3" OF 12.5 MM HT POLYMER MODIFIED

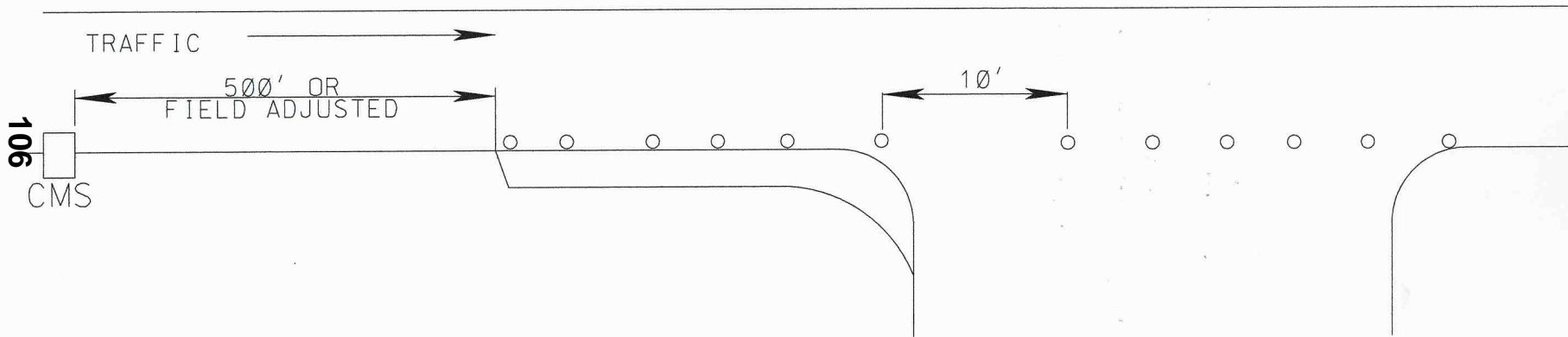


PHASE 1 - MILLING AT BRIDGE END

WESTBOUND EXIT RAMP @ HWY 19/39



TEMPORARY RAMP CLOSURE @
INTERSTATE ENTRANCE AND EXIT RAMPS



*NE & SW RAMPS AT 22ND AVE.
SW RAMP @ MARTIN LUTHER KING DR.
EASTBOUND EXIT RAMP @ HWY 19/39.

LEGEND

○ - BARRELS

CLEARING AND GRUBBING		
STA ->	STA	LOCATION
918+00	927+00	R-R-L
927+25	932+50	R-R-L
933+00	938+40	R-R-L
938+50	940+00	R-R-L
940+50	951+25	R-R-L
951+50	953+70	R-R-L
953+70	951+00	L-L-L
950+50	941+70	L-L-L
941+25	927+25	L-L-L
927+00	925+50	L-L-L
922+50	919+00	L-L-L
916+00	913+50	L-L-L

Clearing and Grubbing Schedule for Interstate Projects Only

Fill Sections:

Sideslopes 4:1 or flatter

- In areas with a sideslope of 4:1 or flatter, the distance to be cleared will be 65 feet.

Sideslopes steeper than 4:1 but flatter than 3:1

- The distance to be cleared will be 65 feet or 10 feet beyond the toe of the slope, whichever is greater.

Sideslopes steeper than 3:1

- Slopes must be flattened or protected with rail. Slopes flatter than 2:1 should have trees removed to that point where the canopy does not overhang past the rail (finish shoulder - or about 12-14'). For slopes 2:1 or steeper, consult the District Const Engineer.

Cut Sections:

All sideslopes

- In cut sections, the distance to be cleared will be 65 feet or 10 feet beyond the bottom of the ditch, whichever is greater.

CONCRETE PAVEMENT REPAIRS

STATION	TO	STATION	LOCATION	LENGTH	WIDTH	CONCRETE		SAWCUTS				Dowels (Drilled & Installed)	Joint Filler (Wooden Board)	CONCRETE FOR BASE REPAIR	COMMENTS			
						REMOVE AND INSTALL	3" SAW CUTS	FULL DEPTH	LONGITUDINAL	#6 TIE BARS	EACH					EACH	LF	CY
						SY	LF	LF	LF	EACH	EACH					LF	CY	
879+90	-	879+94	R-R-L	4	12	5.33	12.0	12.0	4.0	2.0				END RCP				
883+82	-	883+89	R-R-L	7	12	9.33	24.0	24.0	7.0	4.0								
914+86	-	914+93	L-R-L	7	12	9.33	24.0	24.0	7.0	3.0								
918+69	-	918+92	R-R-L	23	12	30.67	24.0	24.0	23.0	11.0								
921+35	-	921+45	R-R-L	10	12	13.33	24.0	24.0	10.0	5.0								
923+13	-	923+17	R-R-L	4	12	5.33	24.0	24.0	4.0	2.0								
926+60	-	926+65	R-R-L	5	12	6.67	24.0	24.0	5.0	3.0			0.62					
927+28	-	927+34	R-R-L	6	12	8.00	24.0	24.0	6.0	3.0								
927+96	-	928+12	R-R-L	16	12	21.33	24.0	24.0	16.0	8.0								
928+57	-	928+62	R-R-L	5	12	6.67	24.0	24.0	5.0	3.0			0.62					
929+17	-	929+29	R-R-L	12	12	16.00	24.0	24.0	12.0	6.0								
930+50	-	930+77	R-R-L	27	12	36.00	24.0	24.0	27.0	14.0			0.62					
931+48	-	932+17	R-R-L	69	12	92.00	24.0	24.0	69.0	35.0			13.63					
932+90	-	933+07	R-R-L	17	12	22.67	24.0	24.0	17.0	9.0								
934+26	-	934+64	R-R-L	38	12	50.67	24.0	24.0	38.0	19.0			5.66					
936+55	-	936+65	R-R-L	10	12	13.33	24.0	24.0	10.0	5.0			1.49					
940+17	-	940+23	R-R-L	5	12	6.67	24.0	24.0	5.0	3.0			0.62					
899+00	-	899+20	CENTER LN	20	12	26.67	0.0	24.0	40.0	21.0	12.0	12.0		BRIDGE PANEL				
939+38	-	939+28	L-L-L	10	12	13.33	24.0	24.0	10.0	5.0								
937+05	-	937+00	L-L-L	5	12	6.67	24.0	24.0	5.0	3.0								
915+75	-	915+70	L-L-L	5	12	6.67	24.0	24.0	5.0	3.0								
907+17	-	907+21	L-L-L	4	12	5.33	24.0	24.0	4.0	2.0								
891+50	-	890+75	L-L-L	75	12	100.00	24.0	24.0	75.0	38.0								
891+40	-	890+40	R-L-L	100	12	133.33	24.0	24.0	100.0	50.0								
879+90	-	897+94	L-L-L	4	12	5.33	12.0	12.0	4.0	2.0				END RCP				
TOTALS						650.67	552.0	576.0	508.0	259.0	12.0	12.0	23.26					

Guardrail Pads Requiring Earthwork and Grassing	
Station	Location
901+18	LLL
891+00	LLL
858+55	LLL
824+96	LLL
793+50	LLL
736+03	LLL
724+00	LLL
699+00	LLL
622+80	LLL
619+30	RRL
729+97	RRL
823+35	RRL
899+20	RRL
899+20	LRL
890+00	L-L-L
19+30	LRL
19+21	RRL
22+04	RLL
22+08	LLL
19+75	LL
19+75	RL
15+90	LL
15+90	RL
21+78	LLL
18+78	RRL
824+61	LL
827+21	RL
Total CY:	8200

Guard Posts				
Station	Location	# of Posts In place	# of Posts Required	Remarks
993+50	MEDIAN	0	5	
938+00	MEDIAN	22	2	
931+00	MEDIAN	16	16	CABLE REQUIRED
917+00	MEDIAN	13	13	CABLE REQUIRED
893+50	MEDIAN	0	18	CABLE REQUIRED
878+00	L-L-L	24	1	
875+00	L-L-L	17	17	CABLE REQUIRED
9+00	NE RAMP 22 AVE.	12	2	SQUARE POST
800+00	L-L-L	10	1	
6+00	SE RAMP HWY 39	35	35	CABLE REQUIRED
719+00	R-R-L	7	1	

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GUARD RAIL QUANTITIES															
STATION	GUARDRAIL					Cable Anchor TYPE I (EA)	BRIDGE END SECTION		DELINEATORS		OBJECT MARKERS OM-3R&3L	REMOVAL ITEMS GUARDRAIL	DELINEATORS TO BE PLACED ON THE MEDIAN BARRIER (2-SIDED YELLOW)		REMARKS
	(W-BEAM) (LF)	THRIE BEAM TRANS. SECT. (EA)	THRIE BEAM (LF)	DOUBLE-FACED RAIL (LF)	TERMINAL END SECTION		TYPE "D" Modified (EA)	TYPE "A" (EA)	WHITE	YELLOW					
19+30	100				1		1		6	1	150		Valley Road	L-R-L	
19+21	100				1		1	6		1	150		Valley Road	R-R-L	
21+96	100				1		1		6	1	150		Valley Road	R-L-L	
22+04	100				1		1		6	1	150		Valley Road	R-L-L	
18+78	150				1		1	7		1	200		MLK	R-R-L	
21+78	150				1		1	7		1	200		MLK	L-L-L	
DAMAGED GR TO BE REPAIRED															
762+50	75										75		R-R-L		
767+75	25										25		R-R-L		
796+50	25										25		R-R-L		
807+75	25										25		R-R-L		
811+00	50										50		R-R-L		
833+00	25										25		S FRONTAGE ROAD		
844+00	25										25		R-R-L		
861+25	25										25		L-L-L		
845+10	25										25		L-L-L		
843+20	25										25		L-L-L		
842+90	25										25		L-L-L		
841+50	50										50		L-L-L		
838+75	25										25		L-L-L		
837+30	25										25		L-L-L		
836+50	50										50		L-L-L		
819+00	25										25		L-L-L		
813+40	50										50		L-L-L		
809+75	25										25		L-L-L		
780+50	50										50		L-L-L		
TOTALS	1350				6		6	20	18	6	1650		1610		

* REMOVAL OF ALL GUARDRAIL (BRIDGE END SECTIONS, W-BEAM, TYPE-I CABLE ANCHORAGE, TERMINAL END SECTIONS, ETC.) WILL BE PAID UNDER PAY ITEM 202-B REMOVAL OF GUARD RAIL.
 * REMOVAL OF GUARDRAIL DELINEATORS ARE CONSIDERED INCIDENTAL TO THE REMOVAL OF GUARDRAIL AND WILL NOT BE MEASURED AS A SEPARATE PAY ITEM.
 *SECTIONS OF GUARDRAIL IN NEED OF REPAIR MAY REQUIRE WOODEN POSTS AND/OR WHEEL GUARDS.

STATION	GUARD RAIL QUANTITIES												REMARKS	
	GUARDRAIL					BRIDGE END SECTION			DELINEATORS		OBJECT	REMOVAL		
	(W-BEAM) (LF)	THRIE BEAM TRANS. SECT. (EA)	THRIE BEAM (LF)	DOUBLE-FACED RAIL (LF)	TERMINAL END SECTION	Cable Anchor TYPE I (EA)	TYPE "D" Modified (EA)	TYPE "A" (EA)	WHITE	YELLOW	MARKERS OM-3R&3L	ITEMS GUARDRAIL		
619+30	150				1		1	7		1	200	R-R-L		
713+04	150				1		1	7		1	200	R-R-L		
729+97	150				1		1	7		1	200	R-R-L		
784+65	225				1		1	9		1	275	R-R-L		
823+35	125				1		1	6		1	175	R-R-L		
846+36	37.5						1	3		1	50	R-R-L Ties to +/- .25M of GR		
899+20	137.5				1			1	7	1	200	R-R-L		
899+20	137.5				1				7	1	200	L-R-L		
914+00	212.5				1	1		7				L-L-L		
901+18	137.5				1			1	7	1	200	L-L-L		
901+18	137.5				1				7	1	200	R-L-L		
891+00	50		100		1 *	1 *		7		0	187.5	L-L-L Double Faced Terminal End. CAT-350 or appr. equal and Type 1 C.A. Mod.		
858+55	412.5				1		1	14		1	462.5	L-L-L		
824+96	75				1		1	5		1	125	L-L-L		
793+50	312.5				1		1	11		1	362.5	L-L-L		
724+00	87.5							5			125	L-L-L		
699+00	137.5				1	1		5		0	175	L-L-L PROTECTING LIGHT/BOX		
736+03	150				1		1	7		1	200	L-L-L		
718+31	162.5				1	1		7		1	187.5	L-L-L		
622+80	150				1		1	7		1	200	L-L-L		
591+33	150				1			1	7	1	200	L-L-L		
15+90	150				1		1	7		1	200	NE FRONTAGE VALLEY RD RT SIDE		
15+90	50				1		1	4		1	100	NE FRONTAGE VALLEY RD LT SIDE		
19+75	50				1		1	4		1	100	NE FRONTAGE VALLEY RD RT SIDE		
19+75	150				1		1	7		1	200	NE FRONTAGE VALLEY RD LT SIDE		
19+14	150				1		1	7		1	200	NE OFF RAMP AT VALLEY RD RT		
19+14	150				1		1	7		1	200	NE OFF RAMP AT VALLEY RD LT		
12+98	150				1		1	7		1	200	SE ON RAMP AT VALLEY RD RT		
12+98	150				1		1		7	1	200	SE ON RAMP AT VALLEY RD LT		
824+61	0				1			2		1	25	NW FRONT ROAD AT 22ND AVE RT		
824+61	50				1		1	4		1	100	NW FRONT ROAD AT 22ND AVE LT		
827+21	12.5				1		1	3		1	62.5	NW FRONT ROAD AT 22ND AVE RT		
827+21	0				1		1	3		1	50	NW FRONT ROAD AT 22ND AVE LT		
890+00	87.5				1	1		5		0	125	NW ON RAMP 19/39		
TOTALS	4437.5		100		31	4	22	195	21	29	5887.5			
* REMOVAL OF ALL GUARDRAIL (BRIDGE END SECTIONS, W-BEAM, TYPE-I CABLE ANCHORAGE, TERMINAL END SECTIONS, ETC.) WILL BE PAID UNDER PAY ITEM 202-B REMOVAL OF GUARD RAIL.														
* REMOVAL OF GUARDRAIL DELINEATORS ARE CONSIDERED INCIDENTAL TO THE REMOVAL OF GUARDRAIL AND WILL NOT BE MEASURED AS A SEPARATE PAY ITEM.														
*SECTIONS OF GUARDRAIL IN NEED OF REPAIR MAY REQUIRE WOODEN POSTS AND/OR WHEEL GUARDS.														

INLETS TO BE CLEANED							
Station	Location	Station	Location	Station	Location	Station	Location
624+16	L-R-L	839+25	L-L-L	589+80	R-R-L	603+25	R-L-L
625+66	L-R-L	770+10	L-L-L	761+00	R-R-L	596+00	R-L-L
627+16	L-R-L			705+90	R-R-L	593+40	R-L-L
628+73	L-R-L			819+25	R-R-L		
630+22	L-R-L			860+80	R-R-L		
631+79	L-R-L			861+80	R-R-L		
633+30	L-R-L			862+80	R-R-L		
782+78	L-R-L			863+80	R-R-L		
783+57	L-R-L			864+80	R-R-L		
794+51	L-R-L			868+06	R-R-L		
795+80	L-R-L			869+09	R-R-L		
798+05	L-R-L			870+12	R-R-L		
801+07	L-R-L			871+24	R-R-L		
808+54	L-R-L			872+33	R-R-L		
813+52	L-R-L			873+42	R-R-L		
867+33	L-R-L			874+48	R-R-L		
894+00	L-R-L			875+60	R-R-L		
929+25	L-R-L			876+80	R-R-L		
				877+90	R-R-L		
				879+02	R-R-L		
				880+16	R-R-L		
				881+21	R-R-L		
				882+27	R-R-L		
				883+33	R-R-L		
				884+36	R-R-L		
				896+00	R-R-L		
				917+35	R-R-L		

INLETS TO BE CLEANED					
North Frontage Road			South Frontage Road		
Station	Location	Remarks	Station	Location	Remarks
591+25	Left Side		788+55	Left Side	
592+20	Right Side		789+80	Left Side	
598+25	Right Side	Reset Gate	861+70	Left Side	
819+31	Left Side				

INSERTS FOR INLETS AT CONCRETE BARRIERS

TYPE A INSERTS (5' X 3")		TYPE B INSERTS (4' X 3")	
STATION	LOCATION	STATION	LOCATION
624+16	L-R-L	859+80	R-R-L
625+66	L-R-L	860+80	R-R-L
627+16	L-R-L	861+80	R-R-L
628+73	L-R-L	862+80	R-R-L
630+22	L-R-L	863+80	R-R-L
631+79	L-R-L	864+80	R-R-L
633+30	L-R-L	868+06	R-R-L
782+78	L-R-L	869+09	R-R-L
783+57	L-R-L	870+12	R-R-L
794+51	L-R-L	871+24	R-R-L
795+80	L-R-L	872+33	R-R-L
797+27	L-R-L	873+42	R-R-L
798+05	L-R-L	874+48	R-R-L
799+51	L-R-L	875+60	R-R-L
801+07	L-R-L	876+80	R-R-L
802+23	L-R-L	877+90	R-R-L
804+10	L-R-L	879+02	R-R-L
808+54	L-R-L	880+16	R-R-L
810+60	L-R-L	881+21	R-R-L
812+07	L-R-L	882+27	R-R-L
813+52	L-R-L	883+33	R-R-L
867+33	L-R-L	884+36	R-R-L
868+40	L-R-L		
869+66	L-R-L		
871+16	L-R-L		
872+65	L-R-L		
874+18	L-R-L		
875+65	L-R-L		
877+18	L-R-L		
878+66	L-R-L		
606+45	R-L-L		
604+89	R-L-L		
603+26	R-L-L		
602+00	R-L-L		
600+73	R-L-L		
599+47	R-L-L		
597+97	R-L-L		
595+98	R-L-L		
593+48	R-L-L		

MILLING OF BRIDGE END PAVEMENT

STATION	LOCATION	LENGTH	WIDTH	SY
619+30	RT LN	12	49	65.33
622+80	RT LN	24	48	128.00
713+04	RT LN	18	41	82.00
717+21	RT LN	34	41	154.89
728+87	RT LN	38	49	206.89
784+65	RT LN	20	37	82.22
793+51	RT LN	20	37	82.22
823+35	RT LN	18	46	92.00
846+36	RT LN	20	37	82.22
858+55	RT LN	20	37	82.22
901+18	LT LN	20	26	57.78
898+71	LT LN	18	26	52.00
858+55	LT LN	20	38	84.44
823+36	LT LN	36	46	184.00
793+51	LT LN	20	37	82.22
736+03	LT LN	34	41	154.89
730+19	LT LN	92	41	419.11
718+31	LT LN	18	41	82.00
714+49	LT LN	34	41	154.89
622+80	LT LN	15	49	81.67
619+68	LT LN	24	49	130.67
591+33	LT LN	18	26	52.00
TOTALS				2593.67

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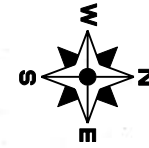
Pressure Grouting							
Station	-	Station	Location	Estimated Holes	LBS of Cement	LBS OF CaCl	Remarks
901+82			Under Bridge	3	188	3.76	Slope Paving
619+30			Under Bridge	4	376	7.52	Slope Paving
920+00	-	921+00	R-R-L	5	188	3.76	EOP
926+00	-	939+00	R-R-L	52	1880	37.60	EOP
939+00	-	937+00	L-L-L	8	376	7.52	EOP
932+50	-	928+50	L-L-L	16	752	15.04	EOP
Totals				88	3760.00	75.20	

Traffic Signal Loops				
Station	Location	Lane Description	Size	Length
905+32	S. Frontage Rd.	Left Turn	6' x 50'	162
905+32	S. Frontage Rd.	Thru	6' x 50'	162
849+53	S. Frontage Rd.	Right Turn	6' x 50'	112
849+53	S. Frontage Rd.	Thru	6' x 50'	112
851+20	N. Frontage Rd.	Left Turn	6' x 50'	112
851+20	N. Frontage Rd.	Thru	6' x 50'	112
849+80	N. Frontage Rd.	Right Turn	6' x 50'	112
849+80	N. Frontage Rd.	Thru	6' x 50'	112
	Under I-20 Bridge Between Frontage Rds.	Thru	6' x 50'	112
	Under I-20 Bridge Between Frontage Rds.	Right Turn	6' x 50'	112
	Under I-20 Bridge Between Frontage Rds.	Left Turn	6' x 50'	112
	Under I-20 Bridge Between Frontage Rds.	Thru/Right Turn	6' x 50'	112
819+62	N. Frontage Rd.	Left Turn	6' x 50'	162
819+62	N. Frontage Rd.	Thru	6' x 50'	162
819+62	N. Frontage Rd.	Right Turn	6' x 50'	162
829+70	N. Frontage Rd.	Thru	6' x 50'	162
829+70	N. Frontage Rd.	Left Turn	6' x 50'	162
509+37	22nd Avenue	Thru	6' x 50'	162
509+37	22nd Avenue	Thru	6' x 50'	162
509+37	22th Avenue	Left Turn	6' x 50'	162
507+90	22nd Avenue	Thru	6' x 50'	162
507+90	22nd Avenue	Thru	6' x 50'	162
507+90	22nd Avenue	Left Turn	6' x 50'	162
3+58	S. Frontage Rd.	Left Turn	6' x 50'	162
3+58	S. Frontage Rd.	Right Turn	6' x 50'	162
11+10	I-20 Exit Ramp to 22nd Avenue	Left Turn	6' x 50'	162
11+10	I-20 Exit Ramp to 22nd Avenue	Thru/Left Turn	6' x 50'	162
Total				3874

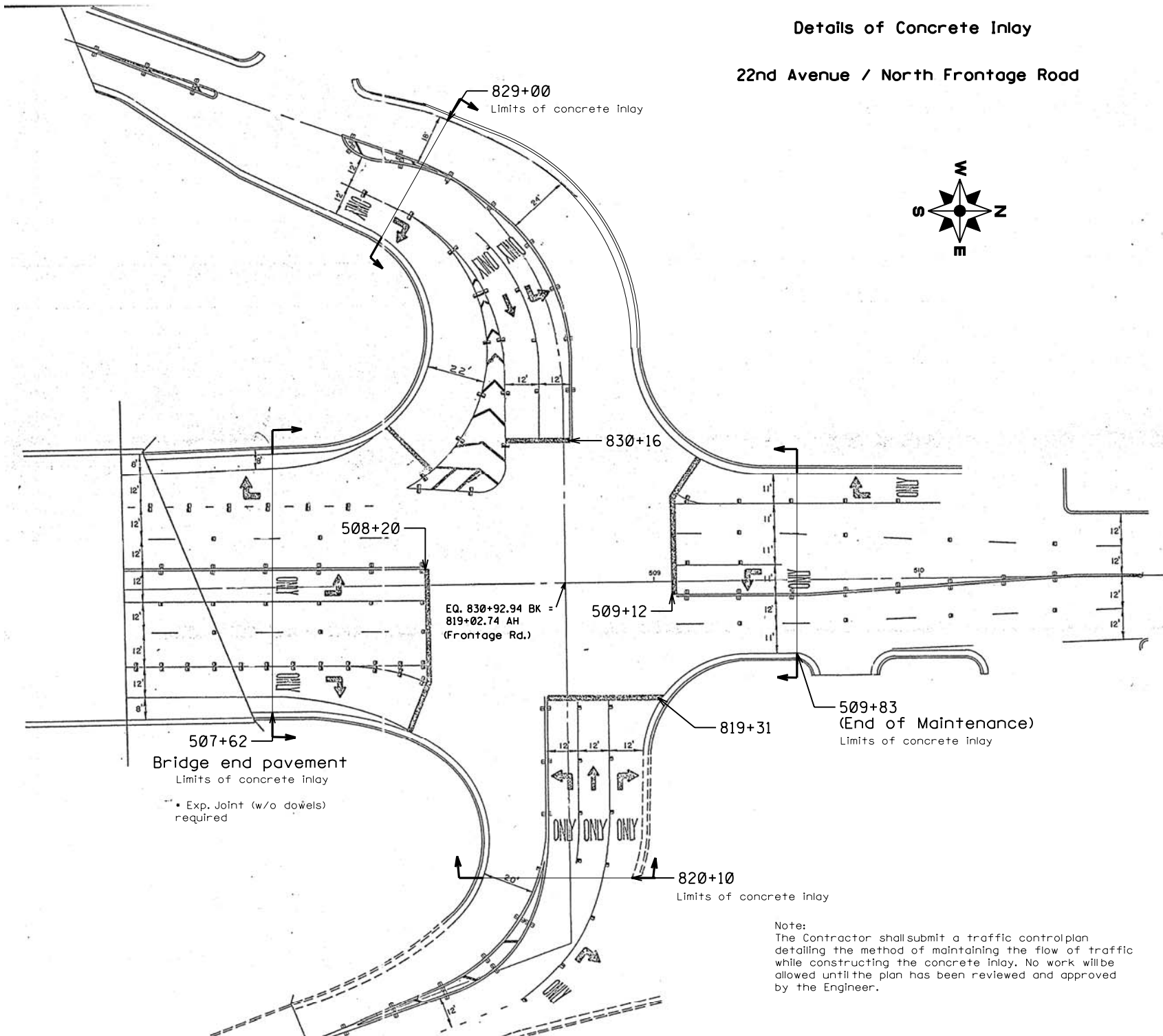
Asphalt Pavement Repairs							
Station	To	Station	Location	Length	Width	Removal (SY)	REMARKS
595+00	-	600+50	R-R-L	550	12	733.33	MAINTENANCE PATCH
886+50	-	886+60	R-R-L	10	6	6.67	
871+60	-	871+70	L-L-L	10	6	6.67	
810+78	-	810+93	R-L-L	15	6	10.00	
876+30	-	875+80	R-L-L	50	12	66.67	
872+40	-	871+60	R-L-L	80	12	106.67	MAINTENANCE PATCH
870+30	-	869+80	R-L-L	50	12	66.67	MAINTENANCE PATCH
598+00	-	596+90	R-L-L	110	6	73.33	MAINTENANCE PATCH
19+89	-	20+85		96	12	128.00	NE FRONTAGE RD @ VALLEY RD
TOTALS						1198.00	

Details of Concrete Inlay

22nd Avenue / North Frontage Road



119



507+62
Bridge end pavement
Limits of concrete inlay

* Exp. Joint (w/o dowels) required

EQ. 830+92.94 BK =
819+02.74 AH
(Frontage Rd.)

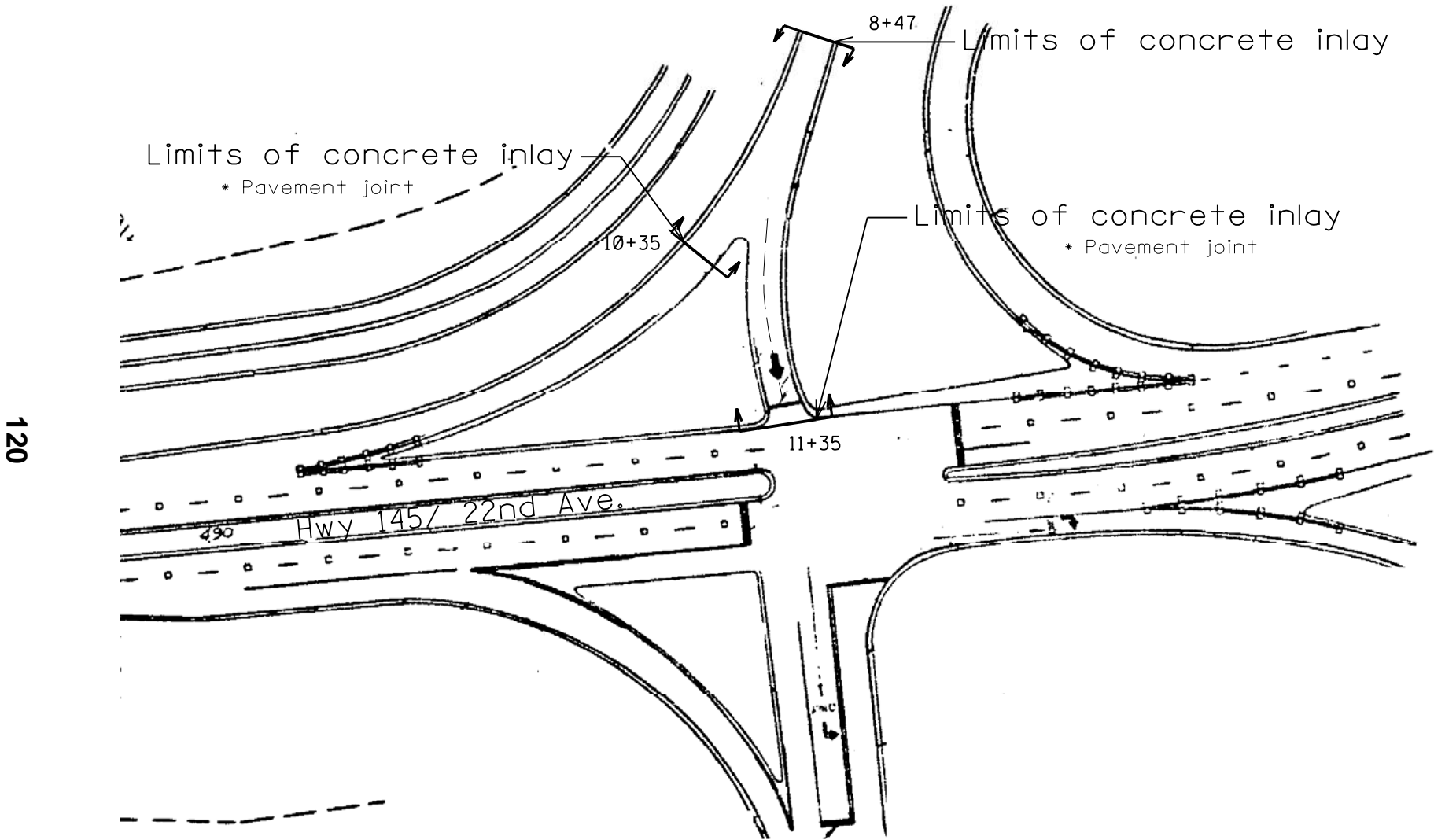
509+83
(End of Maintenance)
Limits of concrete inlay

820+10
Limits of concrete inlay

Note:
The Contractor shall submit a traffic control plan detailing the method of maintaining the flow of traffic while constructing the concrete inlay. No work will be allowed until the plan has been reviewed and approved by the Engineer.

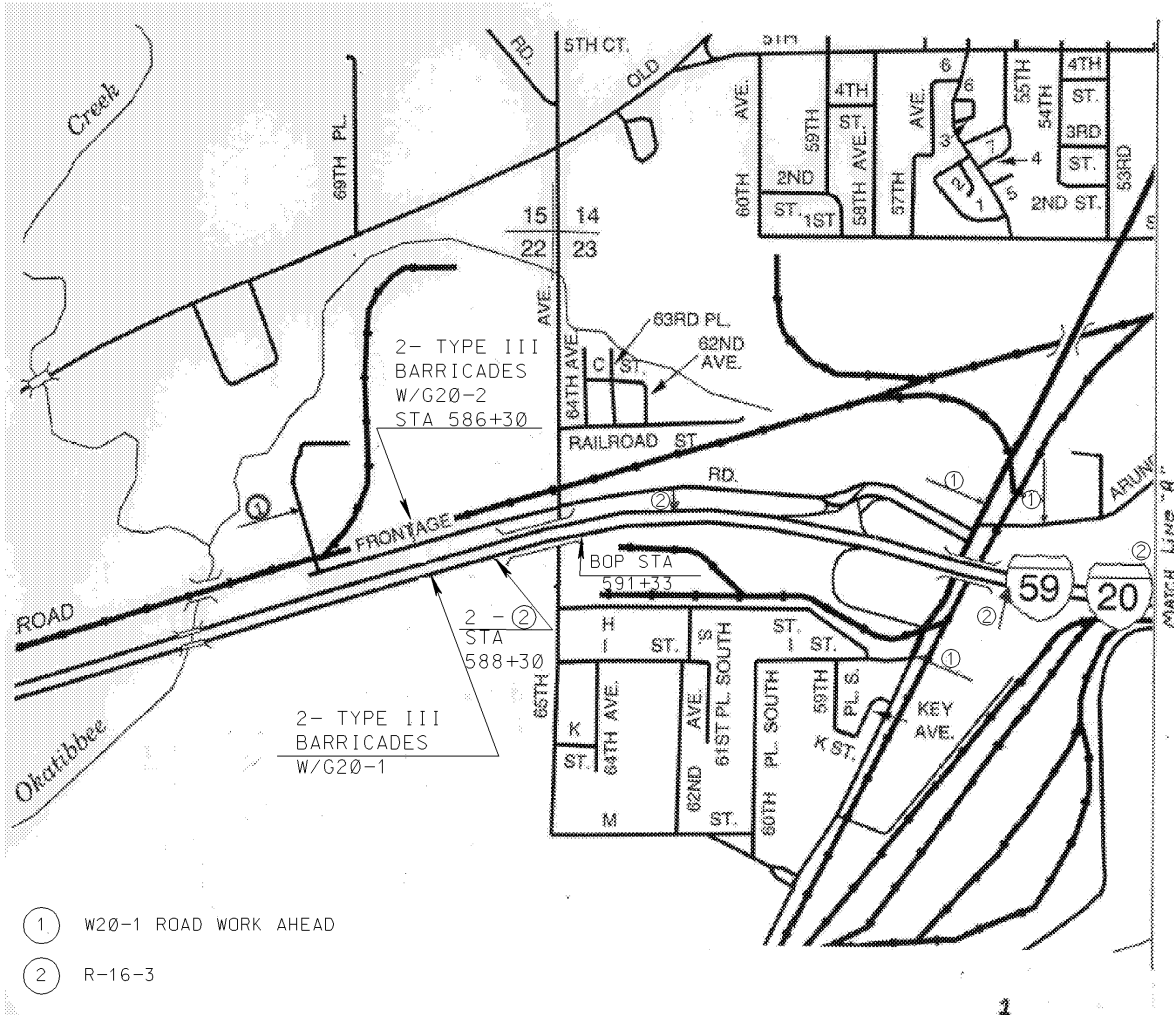
Details of Concrete Inlay

22nd Avenue / Eastbound Exit Ramp

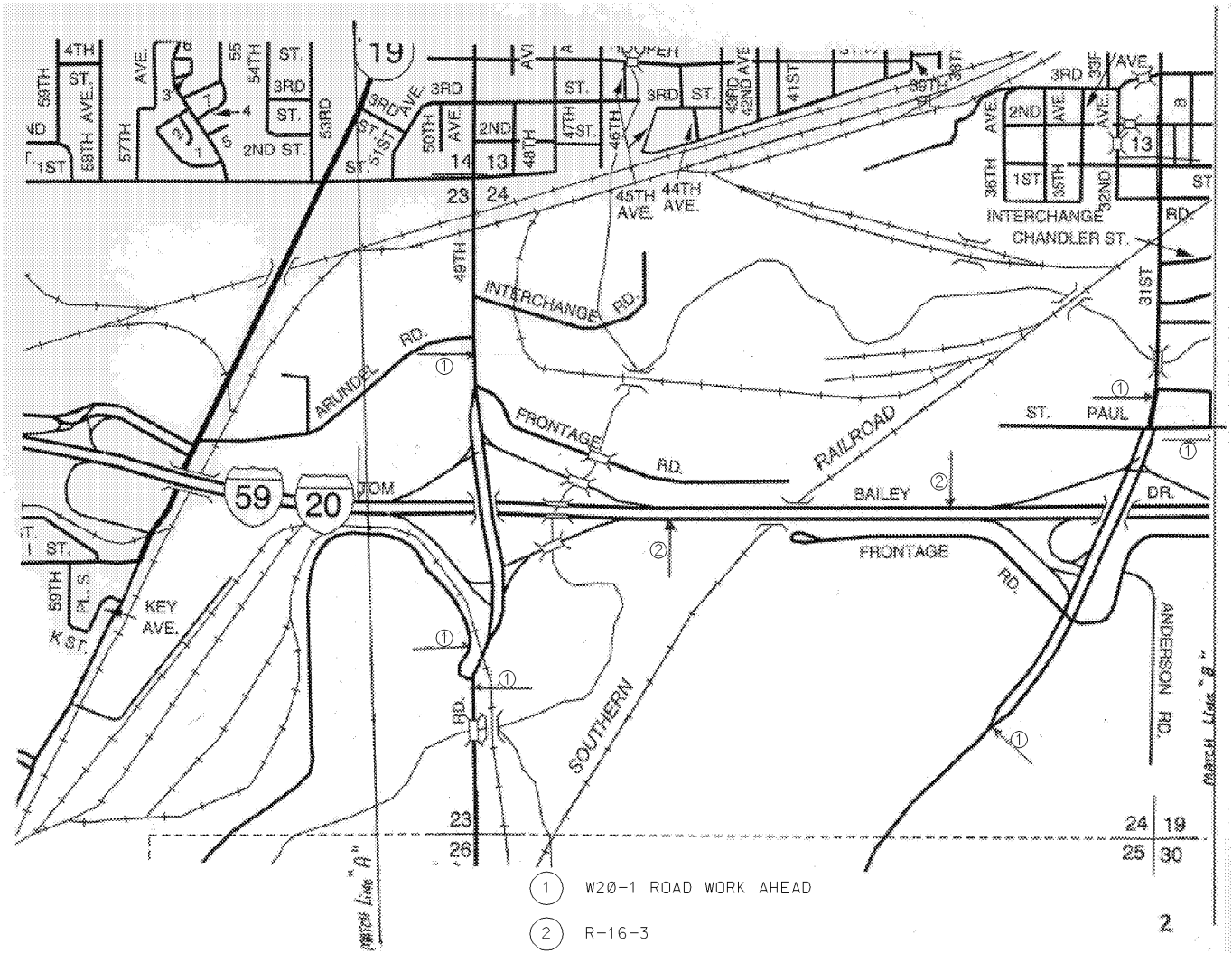


Note:
The Contractor shall submit a traffic control plan detailing the method of maintaining the flow of traffic while constructing the concrete inlay. No work will be allowed until the plan has been reviewed and approved by the Engineer.

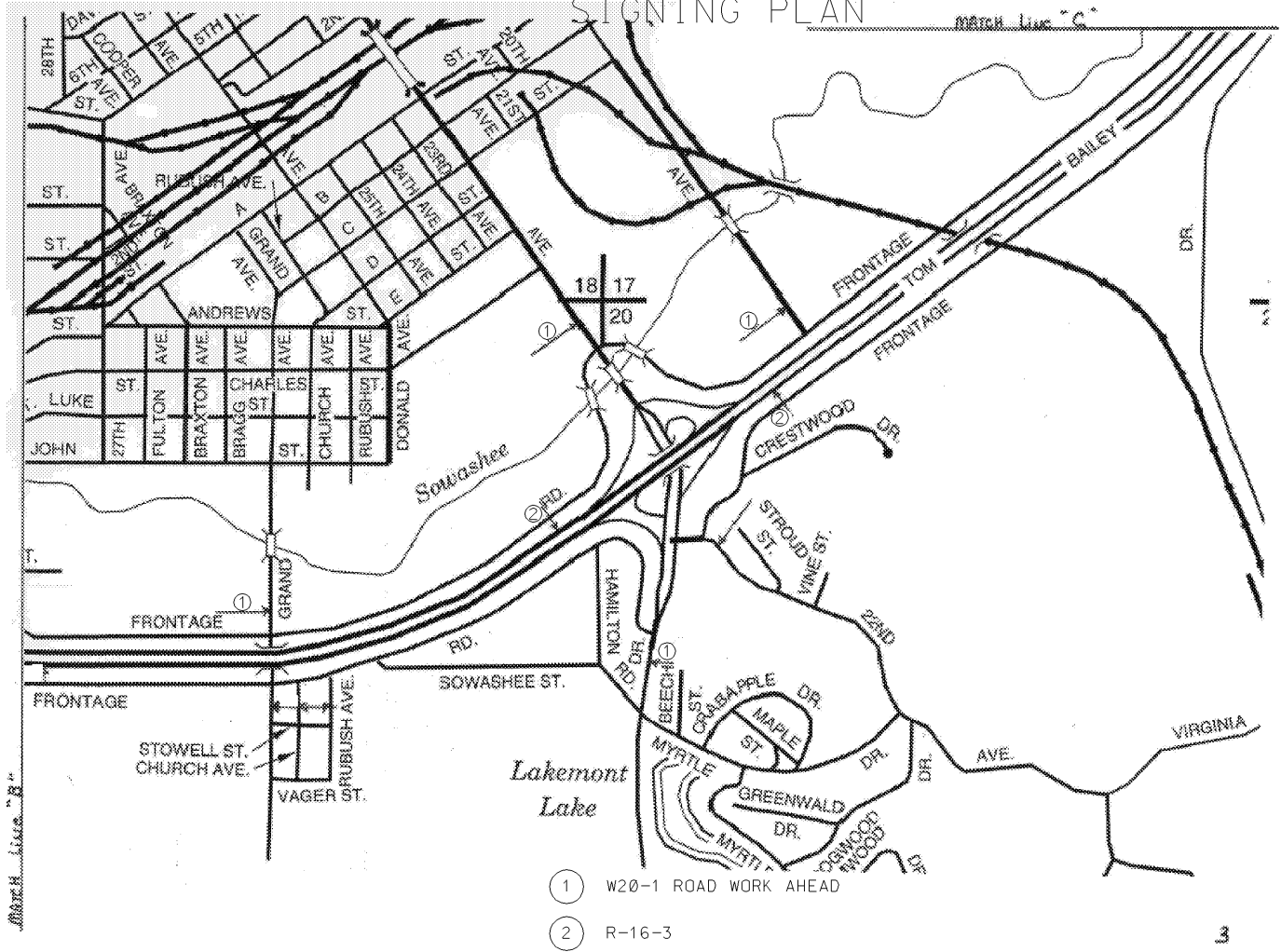
STANDARD ROADSIDE CONSTRUCTION SIGNING PLAN



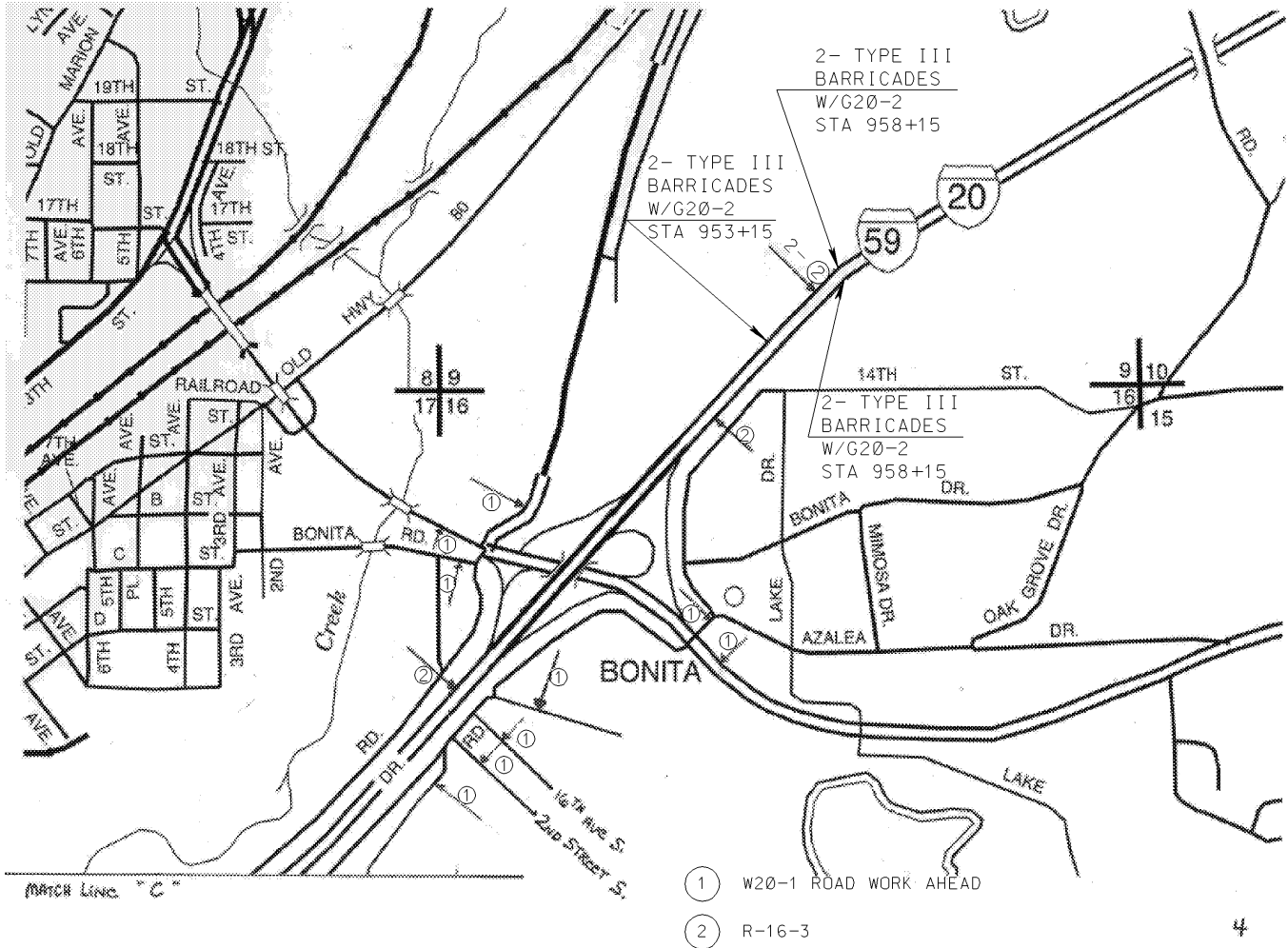
STANDARD ROADSIDE CONSTRUCTION SIGNING PLAN



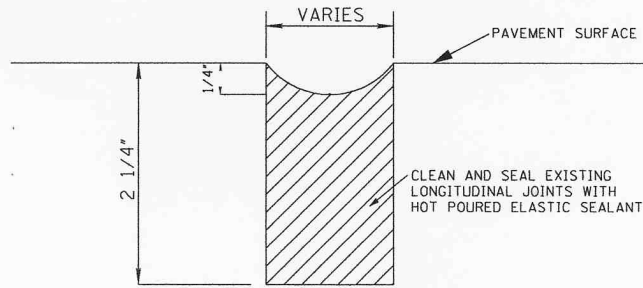
STANDARD ROADSIDE CONSTRUCTION SIGNING PLAN



STANDARD ROADSIDE CONSTRUCTION SIGNING PLAN



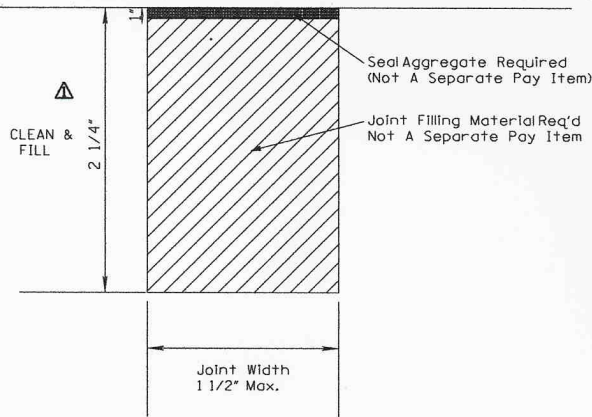
DETAIL OF JOINTS



DETAIL "B"
 DETAIL OF CLEANING AND SEALING
 EXISTING LONGITUDINAL CL JOINTS
 (PAY ITEM NO. 413-B)

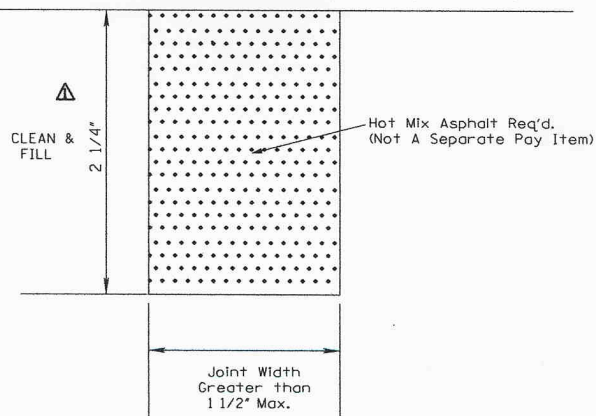
Δ JOINT CLEANING AND FILLING DETAIL

Δ Variable Depth Asphalt-Remove as necessary to expose PCC joint

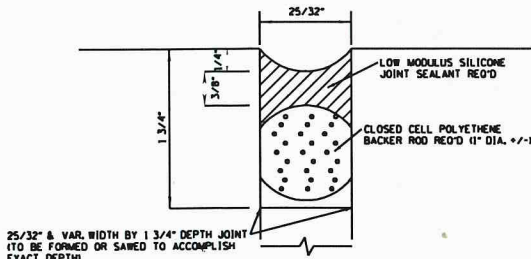


Δ NOTE:
 *SEE 907-413-D PAY ITEM SPECIFICATIONS

Δ Variable Depth Asphalt-Remove as necessary to expose PCC joint

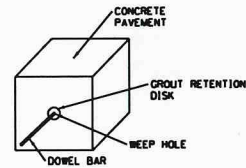
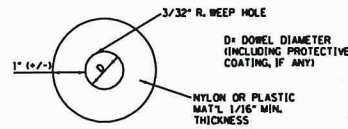
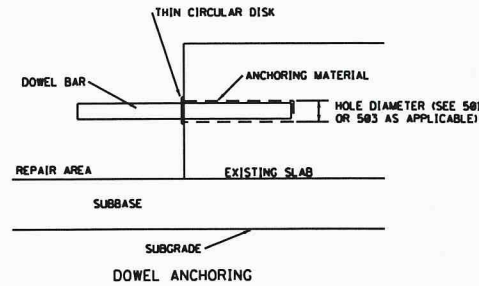


Δ NOTE:
 *SEE 907-413-D PAY ITEM SPECIFICATIONS

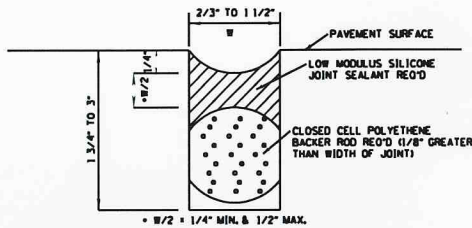


25/32\" & VAR. WIDTH BY 1/4\" DEPTH JOINT (TO BE FORMED OR SAWED TO ACCOMPLISH EXACT DEPTH)

DETAIL FOR SEALING TRANSVERSE EXPANSION JOINTS (TYPE S-1) (NEW CONSTRUCTION)

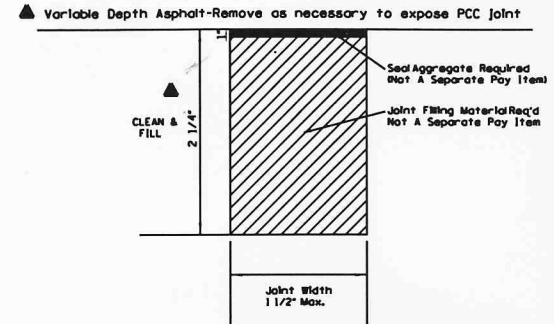


DETAIL OF ANCHORING MATERIAL RETENTION DISK FOR FULL DEPTH REPAIR DOWEL INSTALLATION

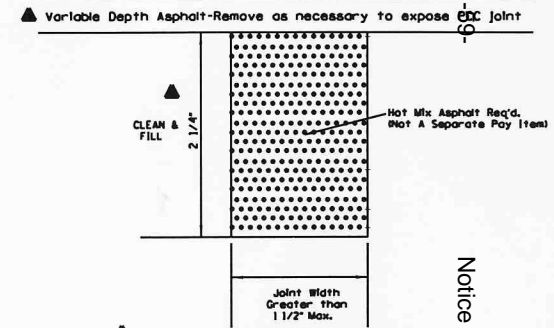


DETAIL FOR SEALING EXISTING TRANSVERSE JOINTS DOWELED OR UNDOWELED (TYPE S-4) (NOT RECONSTRUCTED OR OVERLAID) (PAY ITEM NO. 508-A)

▲ JOINT CLEANING AND FILLING DETAIL

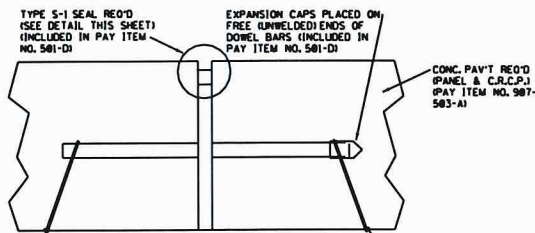


▲ NOTE:
*SEE 907-413-D PAY ITEM SPECIFICATIONS

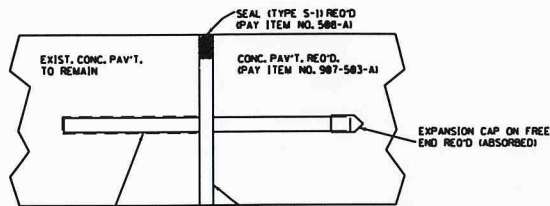


▲ NOTE:
*SEE 907-413-D PAY ITEM SPECIFICATIONS

Notice to Bidders No. 1223 -- Cont'd



TYPE I (WITH DOWELS) (ALL NEW CONSTRUCTION) FOR DETAILS AND DIMENSIONS NOT SHOWN SEE SHEET NO DA-1

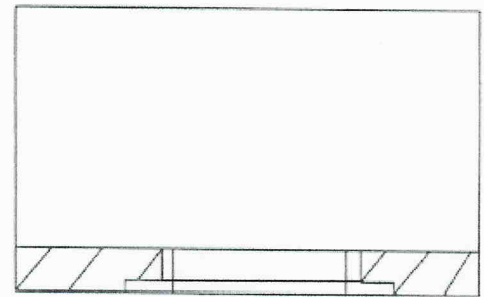
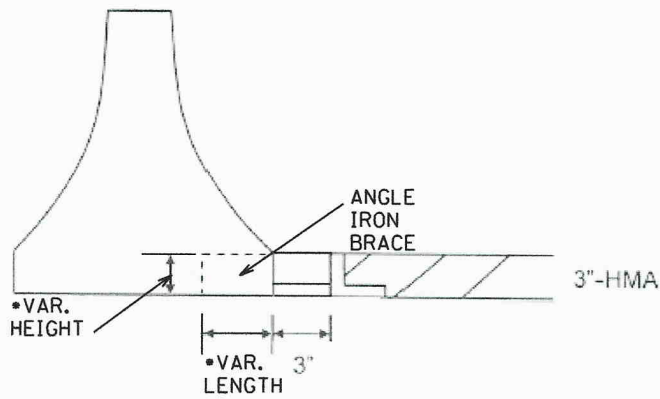
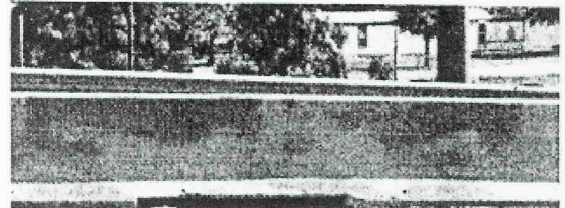
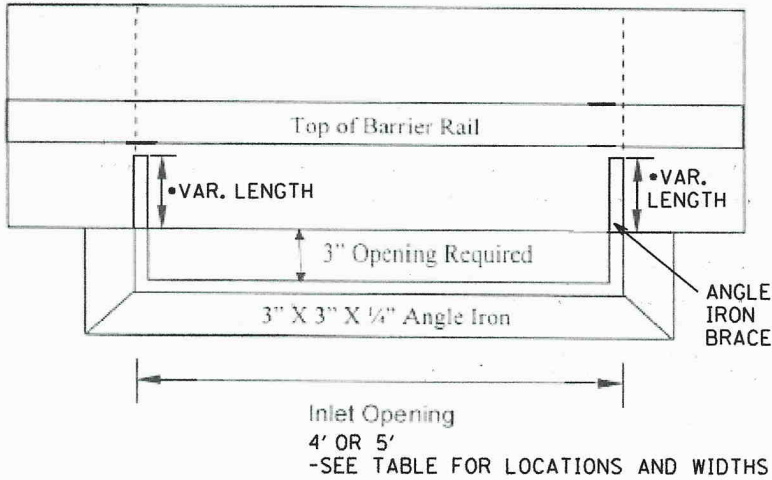


1 1/4\"/>

TYPE II (WITH DOWELS)

Treatment at Median Barrier Inlets

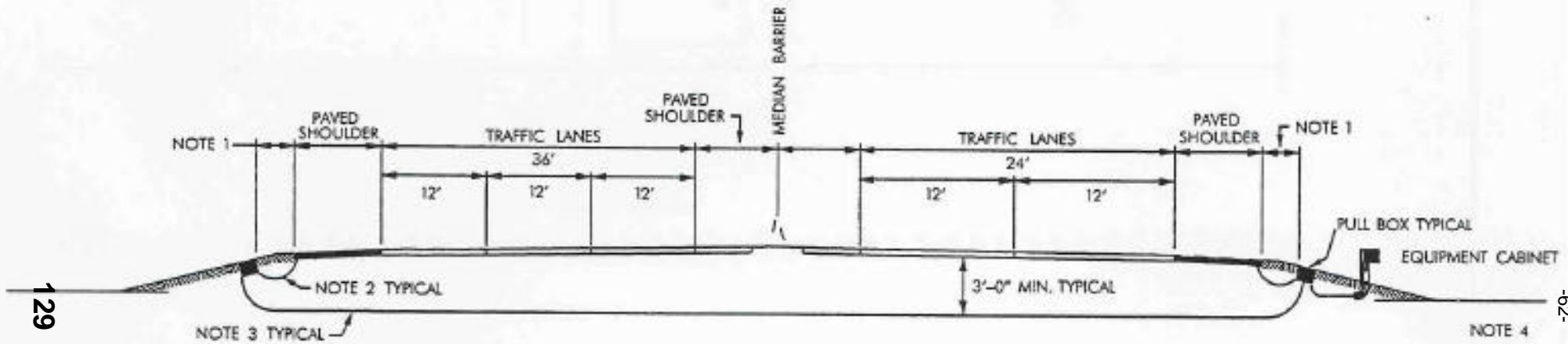
Not to Scale



•THE ANGLE IRON BRACE SHALL BE OF SUFFICIENT LENGTH AND HEIGHT TO PREVENT SLIPPING OR MOVEMENT. THE CONTRACTOR MAY SUBMIT A REVISED DESIGN FOR THIS APPARATUS IF DESIRED.

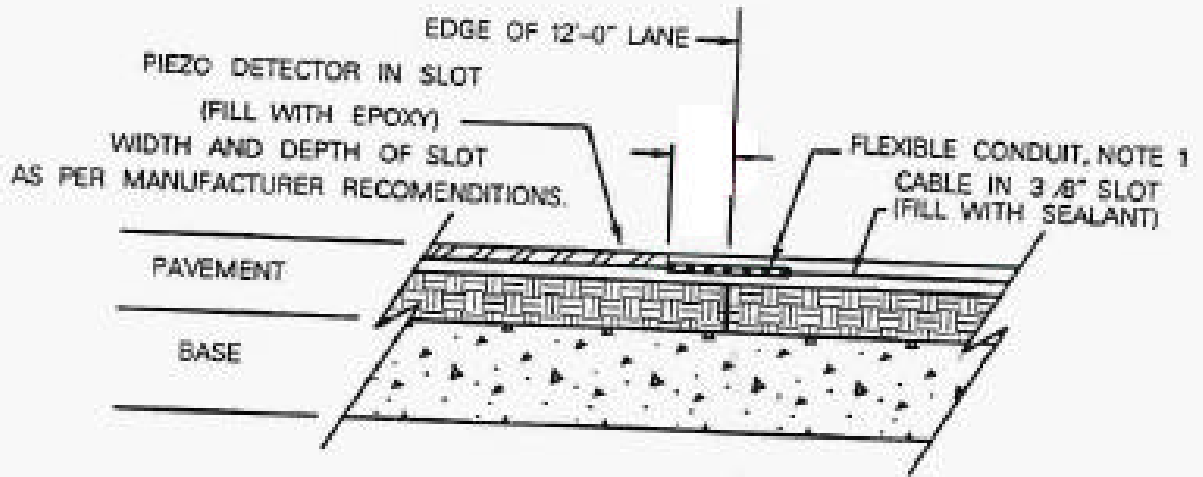
THE INLET SHALL BE CLEANED OF ALL SILT AND DEBRIS PRIOR TO INSTALLATION. INSTALLATION SHALL BE ACCOMPLISHED IMMEDIATELY PRIOR TO THE PAVING OPERATION. IN THE EVENT THAT THE PAVING OPERATION DOES NOT ADVANCE TO THE LOCATION WHERE THE INLET BRACKETS ARE INSTALLED, THEY SHALL BE REMOVED BEFORE OPENING THE LANE TO TRAFFIC.

V-CAD Loops				
Station	Location	Lane Description	Size	Length
738+60	I-20 EB	Entry/Exit Lane	6' x 6'	24
738+60	I-20 EB	R-R-L	6' x 6'	24
738+60	I-20 EB	L-R-L	6' x 6'	24
738+60	I-20 WB	L-L-L	6' x 6'	24
738+60	I-20 WB	R-L-L	6' x 6'	24
Total				120

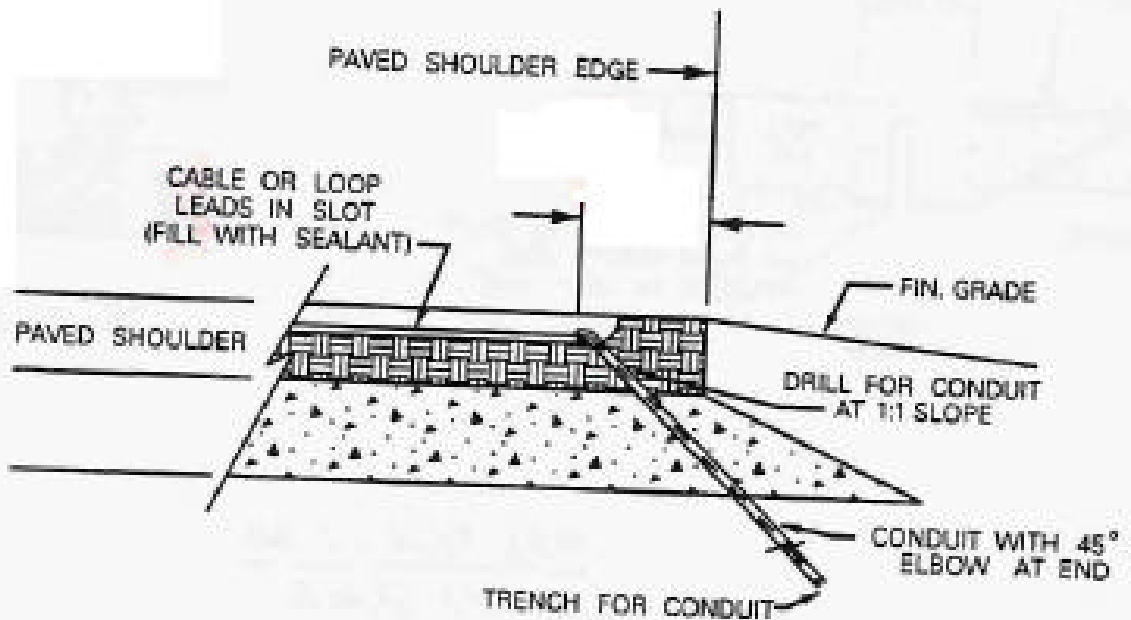


TYPICAL SECTION FOR CONDUIT PLACEMENT NO SCALE

1. LOCATE PULL BOXES 10'-0" MIN. FROM PAVED SHOULDER, UNLESS UNUSUAL SITE CONDITIONS EXIST.
THE PULL BOX LOCATION MUST BE APPROVED BY PROJECT ENGINEER.
2. 3/4" DIA. CONDUIT FOR EACH LOOP OR DETECTOR TO PULL BOX
3. 2" DIA. CONDUIT FOR LOOP LEADS AND DETECTOR CABLES FROM PULL BOX TO PULL BOX
4. The equipment cabinets shall be located outside of the clear zone at a location approved by the Engineer.

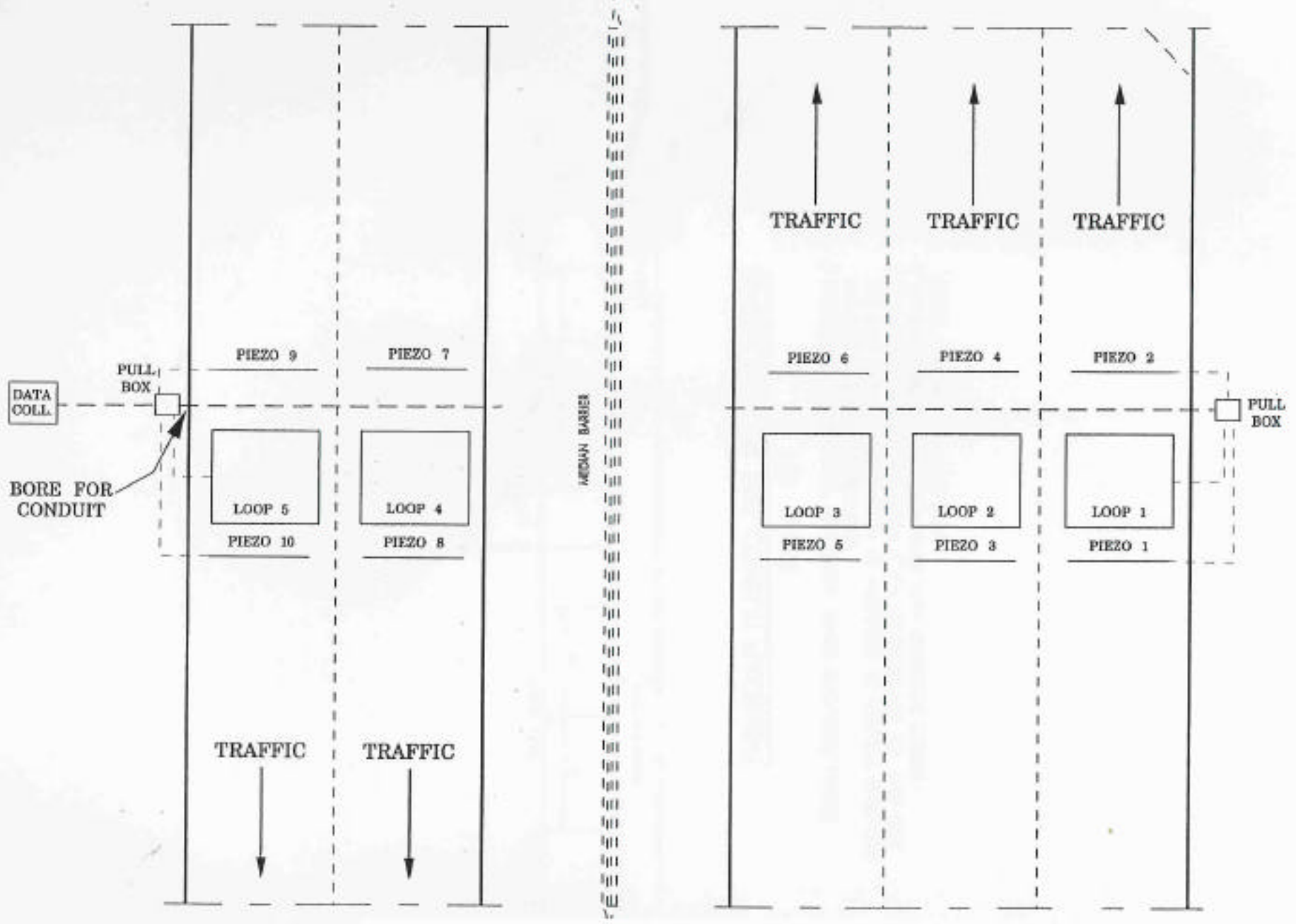


DETAIL AT PIEZO DETECTOR
NO SCALE

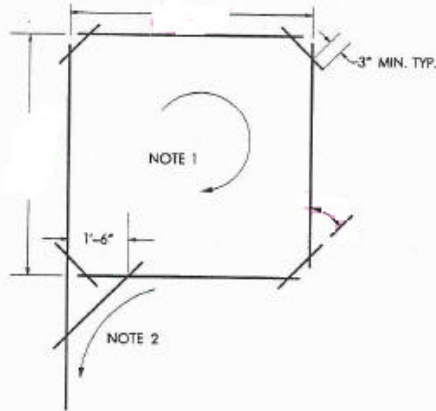


DETAIL AT CONDUIT END
NO SCALE

131

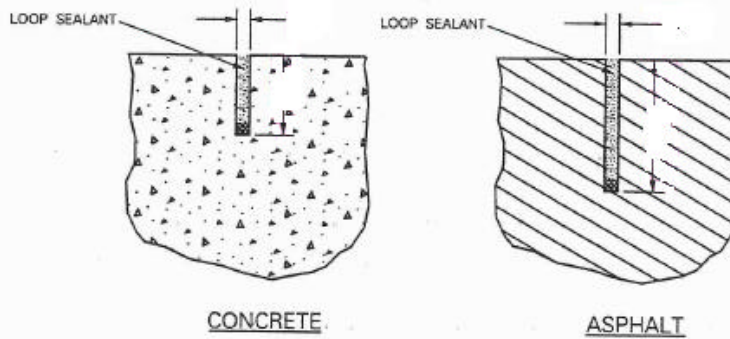


SCHEMATIC 5 LANE DIVIDED ROADWAY LAYOUT PLAN
NO SCALE



DETAIL PLAN OF LOOP SLOTS
NO SCALE

1. INSTALL WIRE TURNS THE SAME (CLOCKWISE) DIRECTION.
2. LOOP LEAD WIRE EXIT FROM LAST TURN
3. ALL LOOPS TO INCLUDE 4 TURNS OF #14AWG WIRE.
4. DIMENSIONAL TOLERANCE FOR LOOP LENGTH, SPACING AND DETECTOR LOCATION: 1/2".



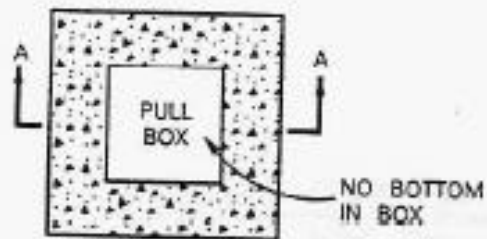
DETAIL OF CABLE SLOT

SPECIFICATIONS

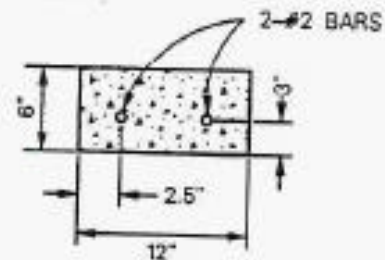
ALL WORK SHALL CONFORM TO S.P. 907-686.

INSTALLATION NOTES

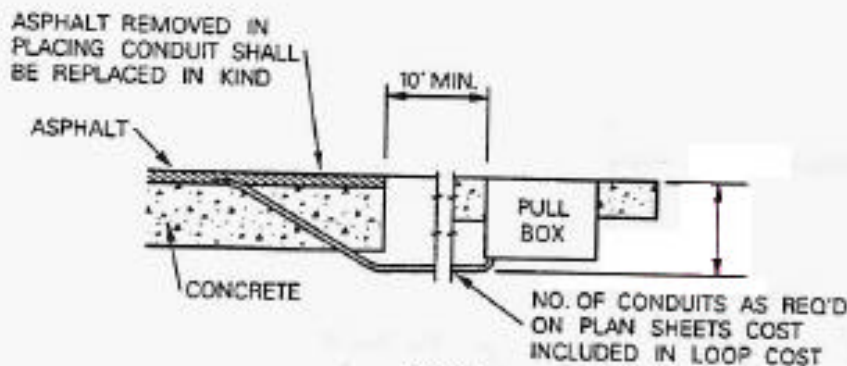
1. EXACT LOCATION TO BE VERIFIED IN FIELD BY STATE PLANNING ENGINEER.
2. SATISFACTORY OPERATION OF ALL COMPONENTS SHALL BE VERIFIED BY STATE PLANNING ENGINEER



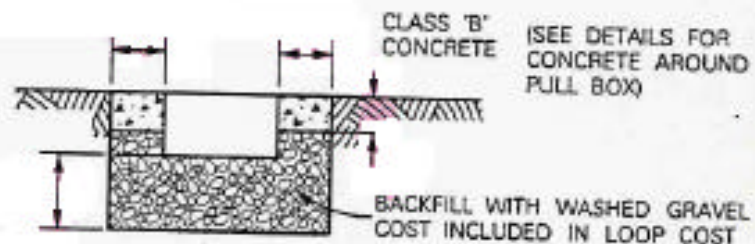
TOP



DETAIL OF CONCRETE AROUND PULL BOX



SIDE

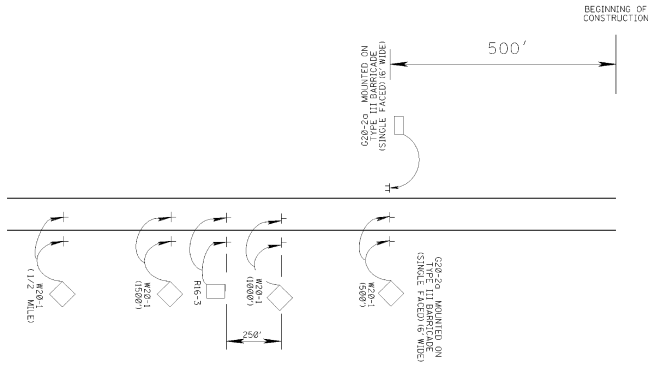


SECTION A-A

PULL BOX DETAILS
NO SCALE

PULL BOXES SHALL CONFORM TO 722.06 (e) TYPE 2 OF THE STANDARD SPECIFICATIONS

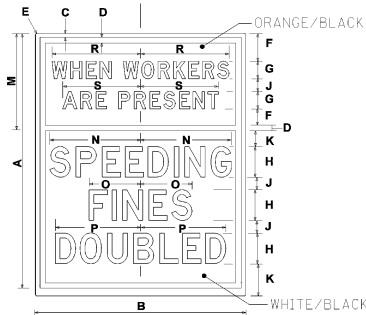
STATE	PROJECT NO.
MISS.	



**DIVIDED HIGHWAY
(PROJECTS LESS THAN 1 MILE LENGTH)**

NOTES

- ① R16-3 SIGN TO BE PLACED AS SHOWN OR AS DIRECTED BY THE ENGINEER.
- ② R16-3 SIGN SHALL BE SPACED AT A MAXIMUM OF 2 MILES THROUGHOUT LENGTH OF PROJECT.

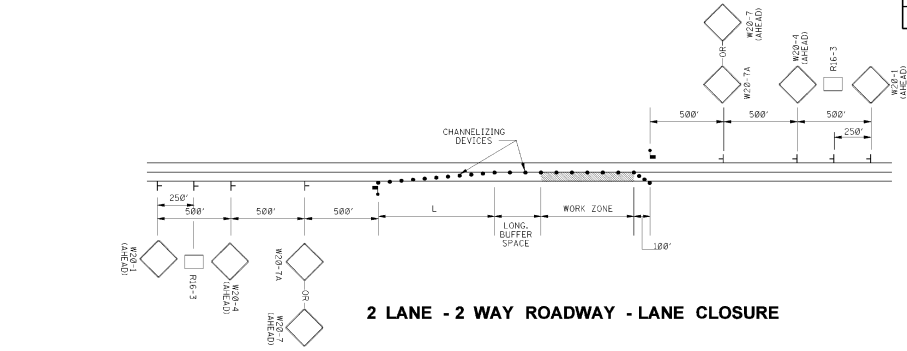


SIGN	DIMENSIONS (INCHES)							
	A	B	C	D	E	F	G	H
STD.	60	48	3/4	1 1/4	3	3 1/2	4 0m	7 D
STD.	3	6 1/2	22 1/4	21	11 1/2	19 1/4	20 1/2	18

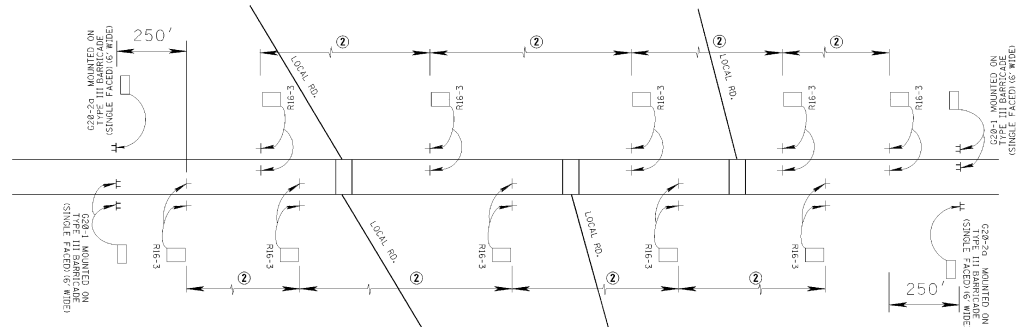
48" x 60"
(INTERSTATE USE)

36" x 48"
(ALL OTHER HIGHWAYS)

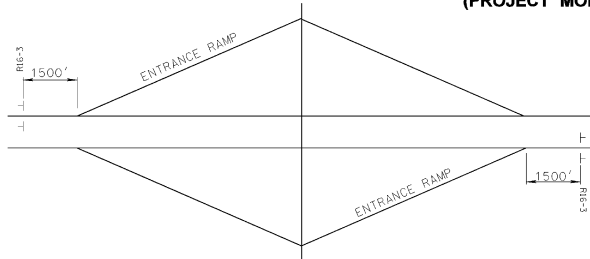
R16-3



2 LANE - 2 WAY ROADWAY - LANE CLOSURE

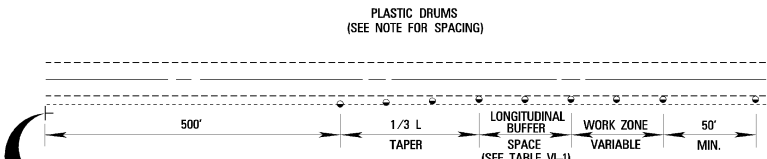


**DIVIDED HIGHWAY SHOWN
(2 LANE - 2 WAY ROADWAY SIMILAR)
(PROJECT MORE THAN 1 MILE LENGTH)**



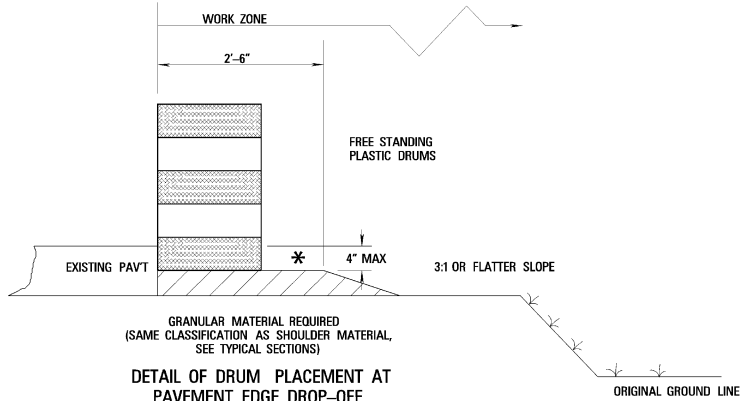
INTERSTATE DETAIL

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
LOCATION OF R16-3 SIGNS	
WORKING NUMBER	
FILENAME: SPEED_SIGN_DETAIL.dgn	SHEET NUMBER
DESIGN TEAM	CHECKED
	DATE: 07-23-04



TYPICAL SHOULDER CLOSURE

- (1) TO BE USED WITH EIGHT (8) FOOT OR GREATER WIDTH IMPROVED SHOULDER.
- (2) TO BE USED WHEN CONSTRUCTION VEHICLES (EQUIPMENT) ENCROACHES ON OR WITHIN TWO (2) FEET OF THE SHOULDER BREAK.



DETAIL OF DRUM PLACEMENT AT PAVEMENT EDGE DROP-OFF

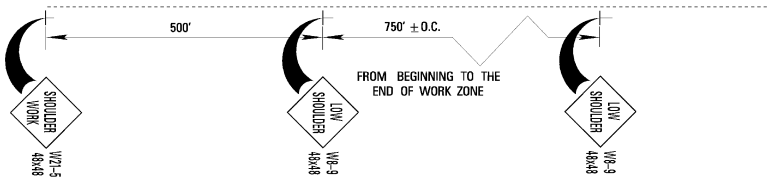
NOTES

- * A. PAVEMENT EDGE DROP-OFF
 - 1. IF LESS THAN TWO AND ONE QUARTER (2.25) INCHES—NO PROTECTION REQUIRED. PLACE A SHOULDER WORK SIGN (W21-5) 500 FEET IN ADVANCE OF WORK ZONE SHOULDER AND A LOW SHOULDER SIGN (W8-9) AT THE BEGINNING AND THROUGHOUT THE WORK ZONE @ (750' ± O.C.).
 - 2. TWO AND ONE QUARTER TO FOUR INCHES—PLACE DRUMS, VERTICAL PANELS OR BARRICADES EVERY 100 FEET ON TANGENT SECTIONS. FOR SPEEDS OF 50 MILES PER HOUR OR GREATER, CONES MAY BE USED IN PLACE OF DRUMS, PANELS, AND BARRICADES DURING DAYLIGHT HOURS. FOR TANGENT SECTIONS WITH SPEEDS LESS THAN 50 MILES PER HOUR AND FOR CURVES, DEVICES SHOULD BE PLACED EVERY 50 FEET. SPACING FOR TAPERS SHOULD BE IN ACCORDANCE WITH THE M.U.T.C.D. (1/3 L, WHERE L IS THE TAPER LENGTH IN FEET.)
 - 3. GREATER THAN FOUR (4) INCHES—POSITIVE SEPARATION OR WEDGE WITH 3:1 OR FLATTER SLOPE NEEDED. IF THERE IS EIGHT (8) FEET OR MORE DISTANCE BETWEEN THE EDGE OF TRAVEL LANE AND DROP-OFF, THEN DRUMS, PANELS OR BARRICADES MAY BE USED. IF CONCRETE BARRIERS ARE USED, SPECIAL REFLECTIVE DEVICES OR STEADY BURN LIGHTS SHOULD BE USED FOR OVERNIGHT INSTALLATIONS.
 - 4. FOR TEMPORARY CONDITIONS, DROP-OFFS GREATER THAN FOUR (4) INCHES MAY BE PROTECTED WITH DRUMS, VERTICAL PANELS OR BARRICADES FOR SHORT DISTANCES DURING DAYLIGHT HOURS WHILE WORK IS BEING DONE IN THE DROP-OFF AREA.
 - 5. LESSER TREATMENTS THAN THOSE DESCRIBED ABOVE MAY BE CONSIDERED FOR LOW-VOLUME LOCAL STREETS.
- B. DRUM SPACING
 - 1. TANGENTS = 2 X S
 - 2. TAPERS = L / 3
 - WHERE L = S X W
 - L = TAPER LENGTH IN FEET
 - S = SPEED IN MPH (POSTED OR 85 PERCENTILE)
 - W = WIDTH OF OFFSET IN FEET
- C. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER MAINTENANCE OF TRAFFIC.

TABLE VI-1. GUIDELINES FOR LENGTH OF LONGITUDINAL BUFFER SPACE

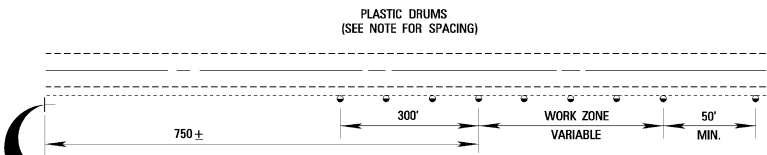
SPEED* (MPH)	LENGTH (FEET)
20	35
25	55
30	85
35	120
40	170
45	220
50	290
55	335
60	415
65	485

* POSTED SPEED, OFF-PEAK 85 PERCENTILE SPEED PRIOR TO WORK STARTING, OR THE ANTICIPATED OPERATING SPEED IN MPH.



TYPICAL SHOULDER WORK #1

(SEE NOTE A-1 THIS SHEET)

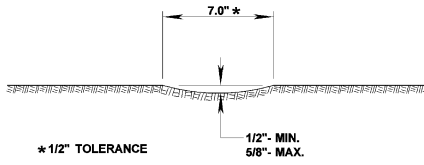


TYPICAL SHOULDER WORK #2

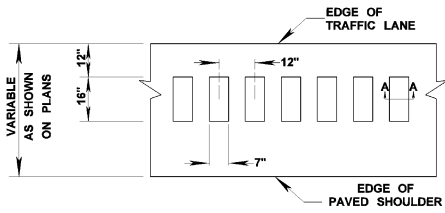
NOTE: WORK OUTSIDE THE (2) FOOT LIMIT AND WITHIN TEN (10) FEET OF THE SHOULDER BREAK MAY BE PROTECTED BY PLACING DRUMS ALONG THE SHOULDER EDGE, 300 FEET PRIOR TO AND 50 FEET BEYOND THE WORK AREA, OR SEE NOTE A-3 THIS SHEET.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TRAFFIC CONTROL DETAILS DRUM PLACEMENT AND SHOULDER CLOSURE	
PROJECT NO.:	WORKING NUMBER:
COUNTY:	TCP-SC
FILENAME: dqns/shidclosure.dgn	SHEET NUMBER
DESIGN TEAM	CHECKED DATE

STATE	PROJECT NO.
MISS.	

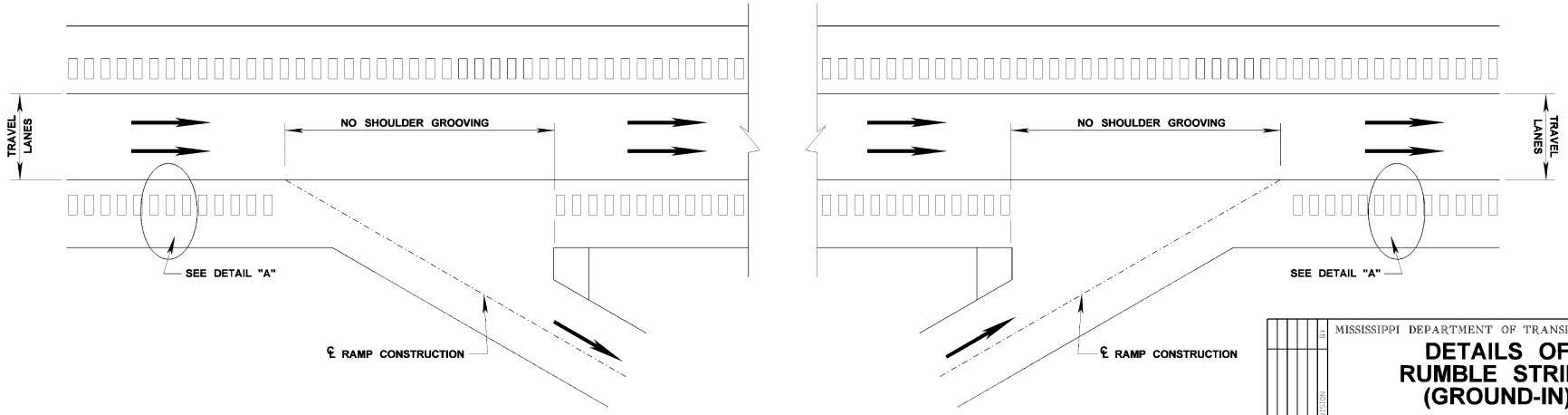


SECTION "A-A"



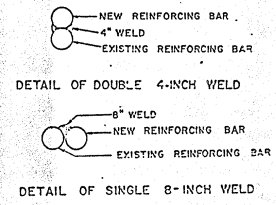
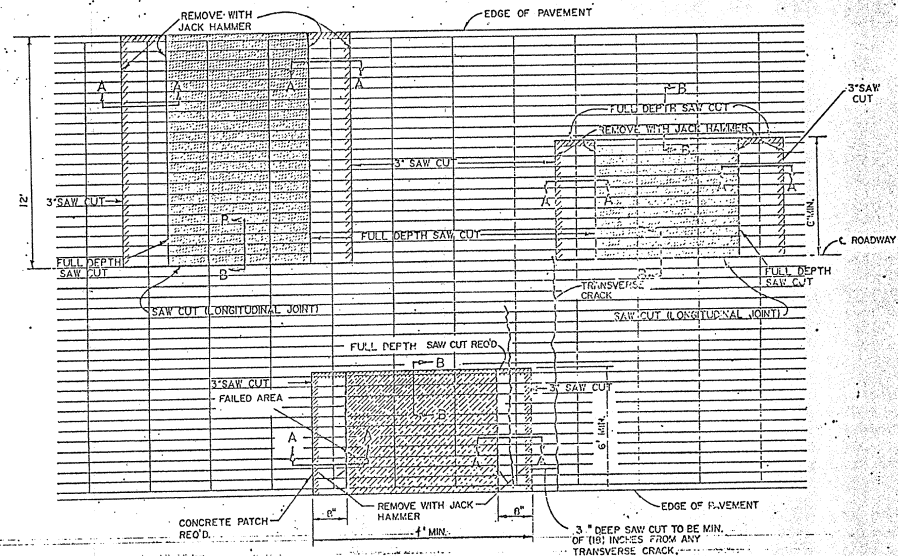
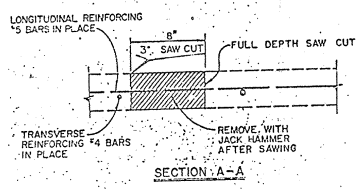
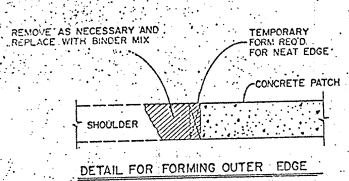
DETAIL "A"

- GENERAL NOTES**
1. GROUND-IN RUMBLE STRIPS SHALL BE APPLIED ON LEFT AND RIGHT SHOULDERS OF ALL PAVED SHOULDERS ON THIS PROJECT
 2. GROUND-IN RUMBLE STRIPS SHALL BE OMITTED ACROSS PRINCIPAL INTERSECTING ROADWAYS OR OTHER INTERRUPTIONS IN NORMAL SHOULDER WIDTH AS DIRECTED BY THE ENGINEER
 3. COST TO BE PAID FOR IN PAY ITEM 907-423-A RUMBLE STRIPS (GROUND-IN).
 4. GROUND-IN RUMBLE STRIPS SHALL BE APPLIED TO MAINLINE ONLY.



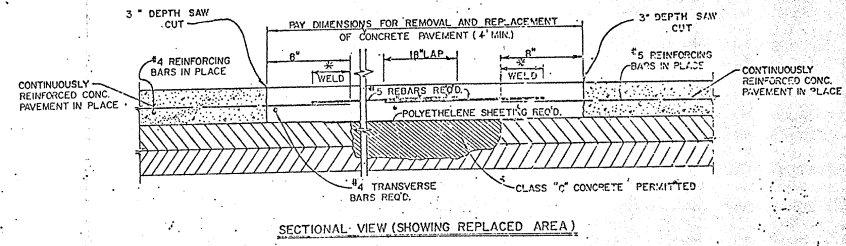
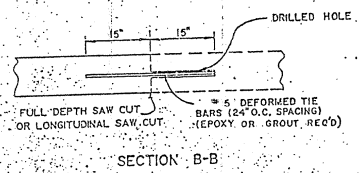
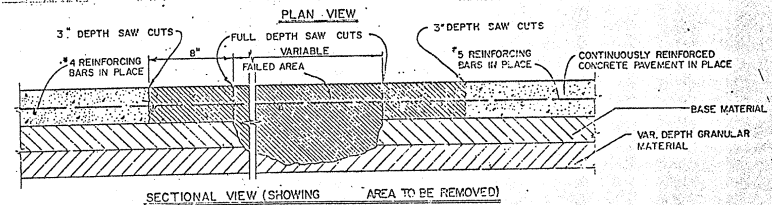
PLAN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
DETAILS OF RUMBLE STRIPS (GROUND-IN)	
PROJECT NO. :	
COUNTY:	
FILENAME: dgms/groove.dgn	WORKING NUMBER: RS-1
DESIGN TEAM	CHECKED
DATE	SHEET NUMBER



- GENERAL NOTES**
1. REMOVE EXISTING MATERIALS TO DIMENSIONS DETERMINED BY THE ENGINEER.
 2. REMOVAL OF ASPHALT PATCHES AND CONCRETE PAVEMENT WILL BE PAID FOR UNDER THE PAY ITEM FOR REMOVAL OF REINFORCED CONCRETE PAVEMENT.
 3. REINFORCING BARS TO BE FIELD CUTS DIRECTED BY THE ENGINEER. COST OF REQUIRED REINFORCING BARS TO BE INCLUDED IN THE BID PRICE OF CONCRETE PAVEMENT.
 4. REMOVAL OF FAILED BASE (PAY AS REMOVAL OF CEMENT TREATED BASE - S.Y.) BACKFILL WITH CLASS "C" CONCRETE (BASE REPAIR).
 5. PAVEMENT EDGE ADJACENT TO SHOULDER SHALL BE FORMED.
 6. SEE SHEET NO. 102 FOR DETAILS NOT SHOWN.
 7. POLYETHYLENE SHEETING SHALL BE TWO (2) LAYERS OF 8 MIL THICKNESS. (ABSORBED ITEM).
 8. REINFORCING BARS WILL BE SUPPORTED AS SHOWN ON SHEET NO. 102.
 9. ALL SAW CUTS (3\"/>

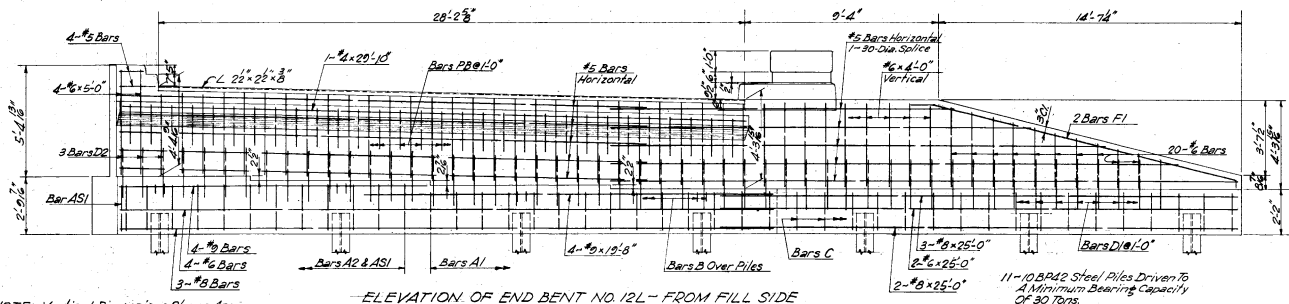
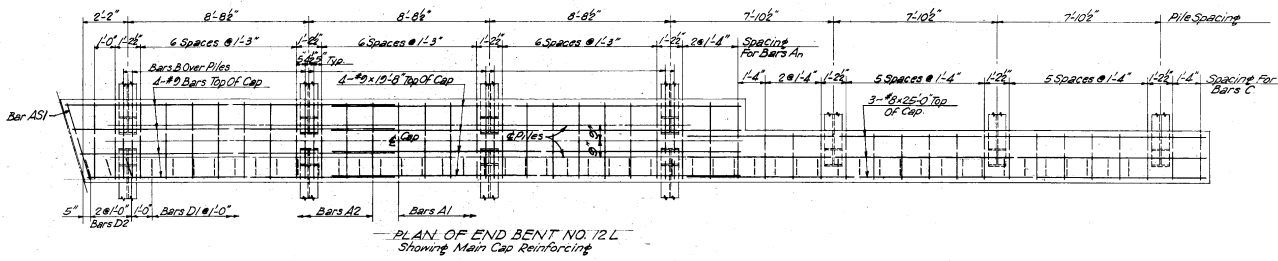
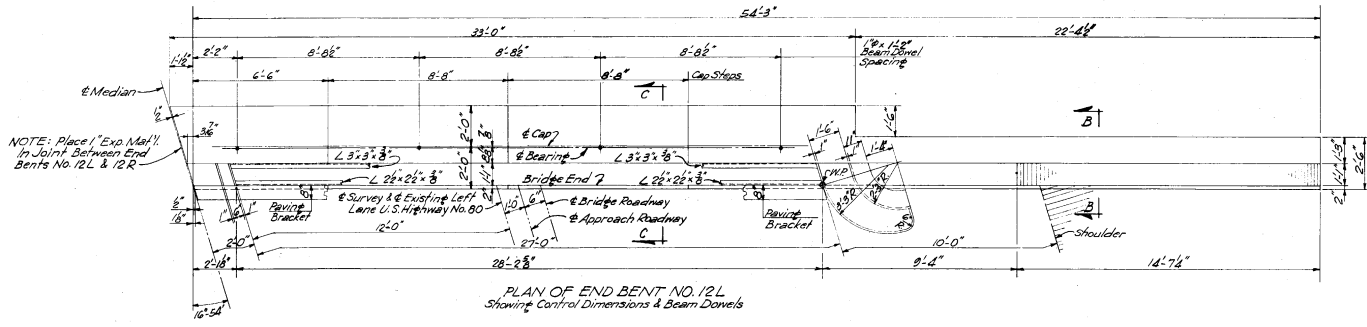
137



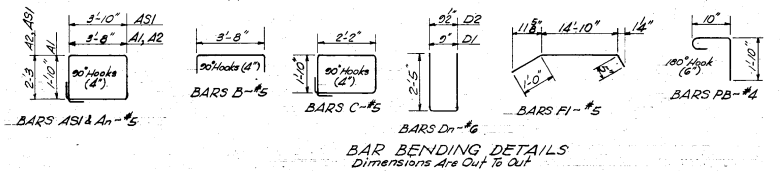
* DOUBLE 4-INCH OR SINGLE 8-INCH WELD

MISSISSIPPI STATE HIGHWAY DEPARTMENT	
TYPICAL CRG PAVEMENT REPAIR (OPTIONAL WELDING METHOD)	
DESIGNED	DATE
DRAWN	DATE
CHECKED	DATE
APPROVED	DATE

REV.	DATE	BY	CHKD.	REASON
1	05/18	WJS	WJS	ISSUED
2	05/18	WJS	WJS	REVISED



NOTE: Vertical Dimensions Shown Are Measured Along Fill Face Of End Wall (Bridge End).

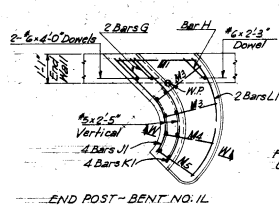


BAR BENDING DETAILS
Dimensions Are Out To Out

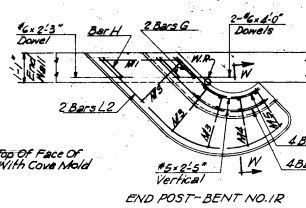
For GENERAL NOTES & DETAIL OF PILE SPlice, See Sheet No. 68. For Sections & Additional Details, see Sheet No. 69.

MISSISSIPPI STATE HIGHWAY DEPARTMENT OVERPASS AT STA. 585+79.88			
END BENT NO. 12L			
PROJECT I-IG-59-3(15)45			
LAUDERDALE		COUNTY	
DESIGNED BY		BRIDGE ENGINEER	
DATE	DESIGNED M.R.R.	TRACED BY	SHEET NUMBER
CHECKED	ISSUED 05/18	DATE 5-28-68	66 OF 40

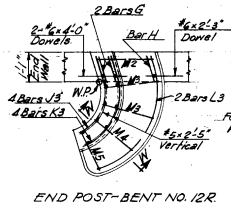
NO.	DATE	BY	CHKD.	APP'D.	REVISIONS
1					



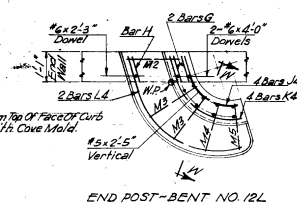
END POST-BENT NO. 11L



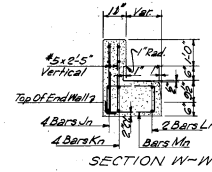
END POST-BENT NO. 11R



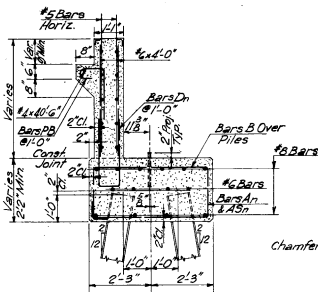
END POST-BENT NO. 12L



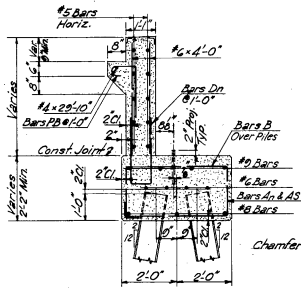
END POST-BENT NO. 12R



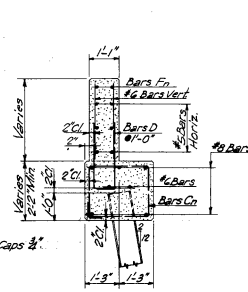
SECTION W-W



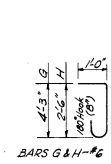
SECTION A-A
See Sheets No. G3 & G4



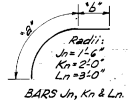
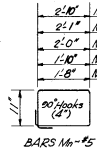
SECTION C-C
See Sheets No. G5 & G6



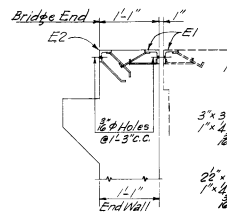
SECTION B-B
See Sheets No. G3-G6



END POST BAR BENDING DETAILS
Dimensions Are Out To Out



Bar No.	Dim "a"	Dim "b"
J1-#5	2'2"	2'-0"
J2-#5	2'2"	1'-6"
J3-#5	2'2"	1'11"
J4-#5	2'2"	0"
K1-#5	2'11"	1'-6"
K2-#5	2'11"	1'-10"
K3-#5	2'11"	0"
K4-#5	2'11"	10"
L1-#6	4'-0"	0"
L2-#6	4'-0"	3'-5"
L3-#6	4'-0"	4"
L4-#6	4'-0"	1'-6"

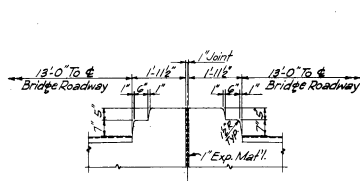


DETAIL OF EXPANSION JOINT AT BRIDGE END

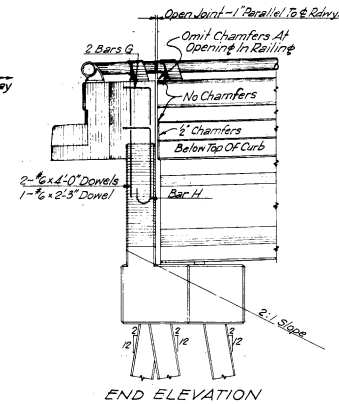
NOTE: Adjust to Grade by Nailing to Forms thru 3/8" Holes @ 13" c.c.

MATERIAL FOR E1:
3" x 3" x 3/8" L
1" x 1/2" x 0.8" Bars @ 13" c.c. Alternating,
Weld 3 Sides.

MATERIAL FOR E2:
26" x 26" x 3/8" L
1" x 1/2" x 0.8" Bars @ 13" c.c. Alternating,
Weld 3 Sides.



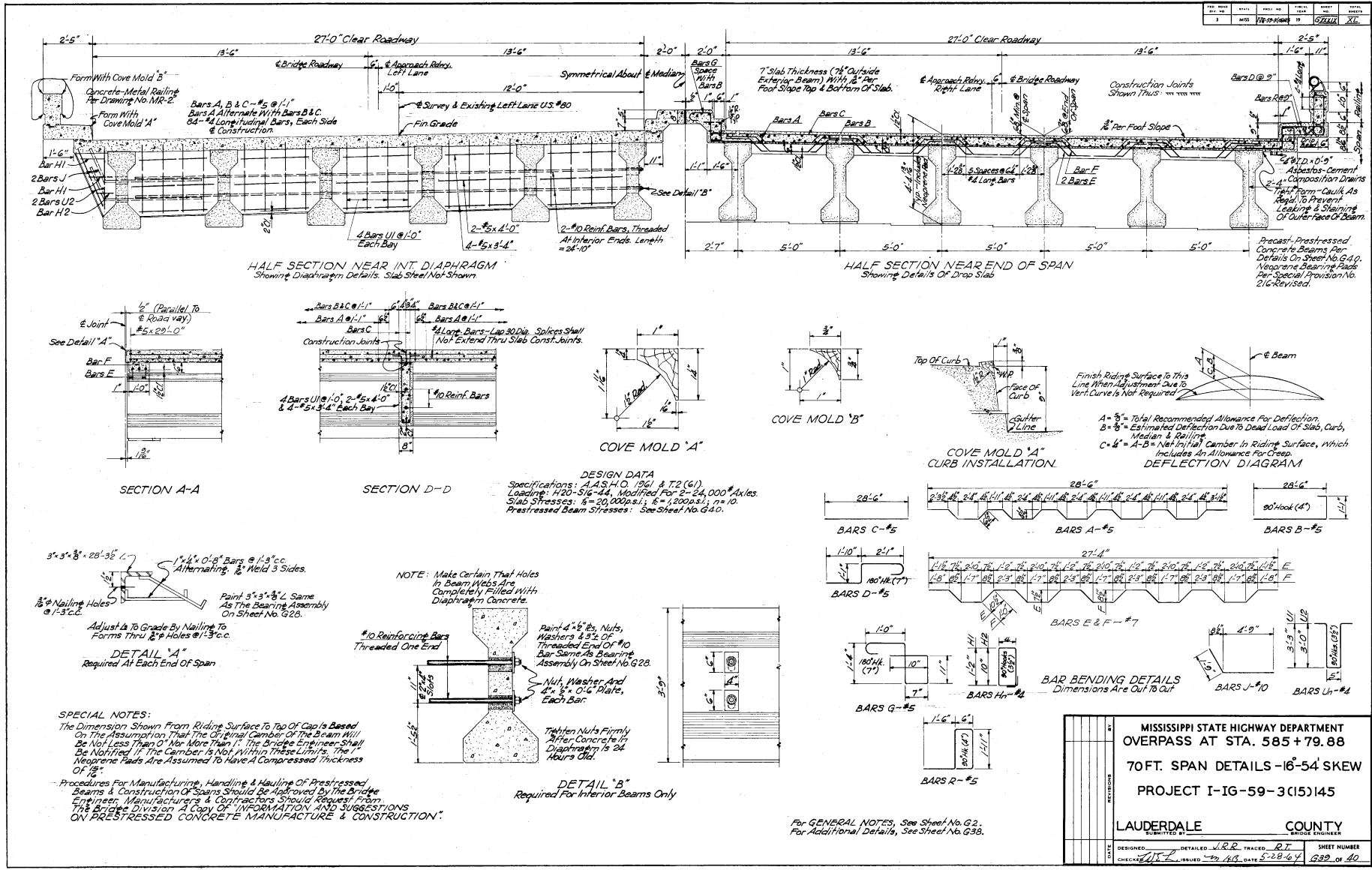
TYPICAL MEDIAN SECTION



END ELEVATION

For GENERAL NOTES, See Sheet No. G8.

MISSISSIPPI STATE HIGHWAY DEPARTMENT OVERPASS AT STA. 585 + 79.88			
END BENT DETAILS			
PROJECT I-IG-59-3(15)45			
LAUDERDALE		COUNTY	
DESIGNED		BRIDGE ENGINEER	
DATE	DESIGNED	ISSUED	SHEET NUMBER
	J.R.R.	5-28-64	67 OF 40



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 1224

CODE: (SP)

DATE: 12/04/2006

SUBJECT: Specialty Items

PROJECT: IM-0059-03(086)N / 104151301 -- Lauderdale County

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

CATEGORY: ELECTRICAL

LineNo	Pay Item	Description
0840	635-A	Vehicle Loop Assemblies

CATEGORY: EROSION CONTROL

LineNo	Pay Item	Description
0120	212-A	Light Ground Preparation
0130	212-B	Standard Ground Preparation
0140	213-B	Combination Fertilizer, 13-13-13
0150	214-A	Seeding, Bermudagrass
0160	214-A	Seeding, Tall Fescue
0170	214-A	Seeding, Crimson Clover
0180	214-A	Seeding, Browntop Miller
0190	214-A	Seeding, Oats
0200	214-A	Seeding, Rye Grass
0210	215-A	Vegetative Material for Mulch
0220	234-A	Temporary Silt Fence
0230	235-A	Temporary Erosion Checks
0860	907-213-A	Agricultural Limestone

CATEGORY: GUARDRAIL

LineNo	Pay Item	Description
0400	606-A	Guard Posts
0410	606-B	Guard Rail, Class A, Type 1, 'W' Beam, Metal Post
0420	606-B	Guard Rail, Class A, Type 1, Double Faced, Metal Post
0430	606-C	Guard Rail, Cable Anchor, Type 1
0440	606-D	Guard Rail, Bridge End Section, Type A
0450	606-D	Guard Rail, Bridge End Section, Type D Modified
0460	606-E	Guard Rail, Terminal End Section
0750	630-F	Delineators, Guard Rail, White
0760	630-F	Delineators, Guard Rail, Yellow
0820	630-G	Type 3 Object Markers, OM-3R or OM-3L, Post Mounted

CATEGORY: PAVEMENT MARKING

LineNo	Pay Item	Description
0580	626-A	6" Thermoplastic Traffic Stripe, Skip White

0590	626-C	6" Thermoplastic Edge Stripe, Continuous White
0600	626-D	6" Thermoplastic Traffic Stripe, Skip Yellow
0610	626-E	6" Thermoplastic Traffic Stripe, Continuous Yellow
0620	626-G	Thermoplastic Detail Stripe, White
0630	626-G	Thermoplastic Detail Stripe, Yellow
0640	626-H	Thermoplastic Legend, White
0650	628-H	Thermoplastic Legend, Yellow
0660	627-K	Red-Clear Reflective High Performance Markers
0670	627-L	Two -Way Yellow Reflective High Performance Markers
0680	628-I	6" High Performance Cold Plastic Traffic Stripe, Skip White
0690	628-J	6" High Performance Cold Plastic Traffic Stripe, Continuous White
0700	628-M	6" High Performance Cold Plastic Traffic Stripe, Continuous Yellow
0710	628-O	High Performance Cold Plastic Detail Stripe, White
0720	628-O	High Performance Cold Plastic Detail Stripe, Yellow
0730	628-P	High Performance Cold Plastic Legend, White
0740	628-P	High Performance Cold Plastic Legend, White

CATEGORY: SIGNING

LineNo	Pay Item	Description
0770	630-F	Delineators, Post Mounted, Single White
0780	630-F	Delineators, Post Mounted, Single Yellow
0790	630-F	Delineators, Post Mounted, Double White
0800	630-F	Delineators, Post Mounted, Double Yellow
0820	630-F	Delineators, Post Mounted, Median Barrier Mounted, Type I, Yellow

CATEGORY: TRAFFIC CONTROL

LineNo	Pay Item	Description
0480	619-A1	Temporary Traffic Stripe, Continuous White
0490	619-A2	Temporary Traffic Stripe, Continuous Yellow
0500	619-A3	Temporary Traffic Stripe, Skip White
0510	619-A5	Temporary Traffic Stripe, Detail
0520	619-A6	Temporary Traffic Stripe, Legend
0530	619-A6	Temporary Traffic Stripe, Legend
0540	619-C6	Red-Clear Reflective High Performance Raised Markers
0550	619-D2	Standard Roadside Construction Signs, 10 Square Feet or More
0560	619-G4	Barricades, Type III, Single Faced
0980	907-619-E3	Changeable Message Sign

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904-NOTICE TO BIDDERS NO. 1225

CODE: (SP)

DATE: 10/10/2006

SUBJECT: Cooperation Between Contractors

PROJECT: IM-0059-03(086)N/104151301 – Lauderdale County

The Bidder's attention is hereby called to Subsection 105.07, Cooperation between Contractor's of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction.

The Bidder is advised that this project has a project that adjoins it. It is as follows:

BR-0059-03(082)

The Contractor shall cooperate in all respects and shall coordinate construction with the Contractors of the adjacent projects

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 1226

CODE: (SP)

DATE: 12/06/2006

SUBJECT: Portable Construction Lighting

PROJECT: IM-0059-03(086)N / 104151301 – Lauderdale County

Bidders are hereby advised that portable construction lighting shall be required for any and all night operations on this project and shall conform to Section No. 680 of the Standard Specifications for Road and Bridge Construction, 2004 Edition. No separate pay items are included in the plans or proposal and shall be considered incidental to other contract items.

The Contractors Lighting Plan shall be approved before work begins.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 1227

CODE: (SP)

DATE: 12/18/2006

SUBJECT: Lane Closure Restrictions

PROJECT: IM-0059-03(086)N / 104151301 – Lauderdale County

Bidders are hereby advised that:

All interstate roadways and ramps are to remain open to traffic at all times, except as noted in the plans or directed by the Engineer in writing.

I-59/20 WESTBOUND

NEITHER LANE CLOSURES NOR OBSTRUCTIONS RESULTING IN LESS THAN THE PRESENTLY AVAILABLE TRAVEL LANES OF TRAFFIC FLOW WILL BE PERMITTED UNDER ANY CIRCUMSTANCES MONDAY THROUGH FRIDAY BETWEEN 6:00 A.M. AND 6:00 P.M., UNLESS SPECIFICALLY DIRECTED BY THE ENGINEER. DURING THOSE TIME PERIODS NO EXCUSES WILL BE ACCEPTED BY THE DEPARTMENT AND THE CONTRACTOR WILL BE CHARGED A FEE OF \$ 500.00 FOR EACH FULL OR PARTIAL FIVE MINUTE PERIOD DURING WHICH LESS THAN THE PRESENTLY AVAILABLE TRAVEL LANES ARE AVAILABLE TO THE TRAVELING PUBLIC.

I-59/20 EASTBOUND

NEITHER LANE CLOSURES NOR OBSTRUCIONS RESULTING IN LESS THAN THE PRESENTLY AVAILABLE NUMBER OF TRAVEL LANES OF TRAFFIC FLOW WILL BE PERMITTED UNDER ANY CIRCUMSTANCES MONDAY THROUGH FRIDAY BETWEEN 6:00 A.M. AND 7:00 P.M., UNLESS SPECIFICALLY DIRECTED BY THE ENGINEER. DURING THESE TIME PERIODS NO EXCUSES WILL BE ACCEPTED BY THE DEPARTMENT AND THE CONTRACTOR WILL BE CHARGED A FEE OF \$500 FOR EACH FULL OR PARTIAL FIVE (5) MINUTE PERIOD DURING WHICH LESS THAN THE PRESENTLY AVAILABLE NUMBER OF TRAVEL LANES ARE AVAILABLE TO THE TRAVELING PUBLIC.

In addition to the above lane closure restrictions, bidders are hereby advised that lane closures on the outside lanes will be restricted to night work only and no Saturdays. There will be no exceptions unless written permission is granted by the Engineer.

For the purposes of this contract, official time is considered to be the announced time available at Meridian area telephone number (601) 485-9061.

Also no lane closures will be permitted on the following holidays or the day preceding them: New Year's Day, Independence Day, Labor Day, Thanksgiving, and Christmas Day.

In the event of one of the afore mentioned holidays fall during the weekend or on a Monday, no lane closure will be allowed during that weekend or the Friday immediately preceding said holiday.

Otherwise, lane closures resulting in less than the available travel lanes in either direction of travel flow will be permitted at all times other than those listed above, subject to applicable lane closures.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO.1238

CODE: (SP)

DATE: 10/10/2006

SUBJECT: Working on Sundays and Holidays

PROJECT: IM-0059-03(086)N / 104151301-- Lauderdale County

To help expedite the completion of this project, bidders are hereby advised that any reference in the specifications that prohibit working on Sundays shall be disregarded.

Work will not be allowed on the following holidays: New Year's, Day Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 – NOTICE TO BIDDERS NO. 1259

CODE: (SP)

DATE: 12/11/2006

SUBJECT: Petroleum Products Base Prices For Contracts Let in January, 2007

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

	<u>Per Gallon</u>	<u>Per Liter</u>
Gasoline	\$2.0000	\$0.5283
Diesel	\$2.3406	\$0.6183

MATERIALS OF CONSTRUCTION

<u>ASPHALT CEMENT</u>	Per Gallon	Per Ton	Per Liter	Per Metric Ton
Viscosity Grade AC-5	\$1.4933	\$354.29	\$0.3945	\$390.53
Viscosity Grade AC-10	\$1.5204	\$360.71	\$0.4016	\$397.61
Viscosity Grade AC-20	\$1.5114	\$358.57	\$0.3993	\$395.25
Viscosity Grade AC-30	\$1.4928	\$354.17	\$0.3944	\$390.40
Grade PG 64-22	\$1.4993	\$355.71	\$0.3961	\$392.10
Grade PG 67-22	\$1.4813	\$351.43	\$0.3913	\$387.38
Grade PG 76-22	\$1.9108	\$453.33	\$0.5048	\$499.70
Grade PG 82-22	\$2.0611	\$489.00	\$0.5445	\$539.02

EMULSIFIED ASPHALTS

Grade EA-4, SS-1, AE-P	\$1.3619	\$0.3598
Grade RS-2C, CRS-2	\$1.3362	\$0.3530
Grade CRS-2P	\$1.5931	\$0.4209

PRIMES

Grade EA-1, MC-70	\$1.7724	\$0.4682
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SUPPLEMENT TO FORM FHWA-1273

The following MINIMUM HOURLY WAGE RATES have been predetermined by the Secretary of Labor in Wage Determination Decision No. MS20030023 dated June 13, 2003.

AREA 4 COUNTIES :

ATTALA, CLARKE, JASPER, KEMPER, LAUDERDALE, LEAKE, NESHOPA, NEWTON, NOXUBEE, SCOTT, SMITH, AND WINSTON

<u>PAYROLL CODE</u>	<u>CLASSIFICATION</u>	<u>MIN. HOURLY WAGE RATE</u>
100	Air Tool Operator (Jack Hammer/Air Comp.)	\$5.44
105	Asphalt Raker	6.15
108	Mason Tender (Cement Mason Helper)	6.90
110	Carpenter	8.61
120	Cement Mason (Finisher)	7.51
130	Electrician	14.40
131	Mechanic (Heavy Equipment)	8.07
135	Oiler-Greaser	6.45
140	Form Setter	6.58
145	Grade Checker (Asphalt Crew)	6.29
150	Ironworker, Reinforcing (Tie Steel)	8.76
155	Ironworker, Structural	6.50
160	Laborer, Unskilled	5.57
165	Pipelayer	7.27
175	Painter (Structural Steel)	8.63
180	Piledriverman	8.50
185	Truck Driver (All Types)	6.24
190	Joint Filler	5.15
195	Joint Setter	5.15
197	Welder	6.50
<u>POWER EQUIPMENT OPERATORS</u>		
205	Aggregate Spreader Operator	6.74
212	Asphalt Broom (Sweeper) Operator	5.25
214	Asphalt Paving Machine/Spreader Operator	6.81
215	Asphalt Distributor Operator	6.00
216	Asphalt Plant Operator	6.25
220	Backhoe (Shovel) Operator	7.95
225	Bulldozer Operator	7.94
235	Concrete Finishing/Curing Machine Operator	7.85
240	Concrete Paving Machine Operator (Spreader)	9.78
250	Concrete Saw Operator	8.13
255	Concrete Breaker & Hydro-Hammer Operator	7.60
270	Loader (All Types)	7.00
275	Milling Machine Operator	7.11
280	Mixer Operator (All Types)	6.00
285	Motor Patrol (Grader) Operator	8.33
290	Mulcher Machine Operator	5.25
295	Earth Auger Operator	8.00
300	Piledriver Machine Operator	9.00
305	Roller Operator (Self-Propelled)	5.44
310	Scraper Operator (All Types)	7.50
315	Striping Machine Operator	8.00
320	Tractor Operator (Track Type)	6.13
325	Tractor Operator (Wheel Type)	6.17
330	Trenching Machine Operator	7.00
350	Crusher Feeder Machine Operator	5.15
360	Crane (Dragline) Operator	8.23
365	Guardrail Post Driver	8.57

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

SUPPLEMENT TO FORM FHWA-1273

DATE: 6/15/94

SUBJECT: Final Certificate and Contract Provisions for Subcontracts

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

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

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

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

**REQUIRED CONTRACT PROVISIONS
FEDERAL-AID CONSTRUCTION CONTRACTS**

	Page
I. General -----	1
II. Nondiscrimination -----	1
III. Nonsegregated Facilities -----	3
IV. Payment of Predetermined Minimum Wage -----	3
V. Statements and Payrolls -----	6
VI. Record of Materials, Supplies, and Labor-----	7
VII. Subletting or Assigning the Contract -----	7
VIII. Safety: Accident Prevention -----	7
IX. False Statements Concerning Highway Projects -----	8
X. Implementation of Clean Air Act and Federal Water Pollution Control Act-----	8
XI. Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion -----	8
XII. Certification Regarding Use of Contract Funds for Lobbying-----	10

ATTACHMENTS

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

I. GENERAL

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

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

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

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

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

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

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

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

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

II. NONDISCRIMINATION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5. Personnel Actions: Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be

taken without regard to race, color, religion, sex, national origin, age or disability. The following procedures shall be followed:

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

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

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

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

6. Training and Promotion:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

III. NONSEGREGATED FACILITIES

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

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

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

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

IV. PAYMENT OF PREDETERMINED MINIMUM WAGE

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

1. General:

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

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

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

2. Classification:

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

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

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

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

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

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

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

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

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

3. Payment of Fringe Benefits:

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

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

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

a. Apprentices:

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

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

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

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

b. Trainees:

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

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

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

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

c. Helpers:

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

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

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

6. Withholding:

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

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

7. Overtime Requirements:

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

8. Violation:

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

9. Withholding for Unpaid Wages and Liquidated Damages:

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

V. STATEMENTS AND PAYROLLS

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

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

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

2. Payrolls and Payroll Records:

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

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

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

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

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

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

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

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

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

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

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

VI. RECORD OF MATERIALS, SUPPLIES, AND LABOR

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

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

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

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

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

VII. SUBLETTING OR ASSIGNING THE CONTRACT

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

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

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

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

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

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

VIII. SAFETY: ACCIDENT PREVENTION

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

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

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

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

IX. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

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

NOTICE TO ALL PERSONNEL ENGAGED ON FEDERAL-AID HIGHWAY PROJECTS

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

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

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

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

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

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

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

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

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

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

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

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

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

1. Instructions for Certification - Primary Covered Transactions:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2. Instructions for Certification - Lower Tier Covered Transactions:

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

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

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

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

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

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

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

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

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

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

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

* * * * *

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared

ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

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

* * * * *

XII. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

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

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

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

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

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

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

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

1. The Offeror's or Bidder's attention is called to the "Equal Opportunity Clause" and the "Standard Federal Equal Employment Opportunity Construction Contract Specifications" set forth herein.
2. The goals and timetables for minority and female participation, expressed in percentage terms for the Contractor's aggregate workforce in each trade on all construction work in the covered area, are as follows:

Timetables	Goals for female participation in each trade (percent)
From April 1, 1978 until March 31, 1979	3.1
From April 1, 1979 until March 31, 1980	5.1
From April 1, 1980 until March 31, 1981	6.9
 Until further notice	 Goals for minority participation for each trade (percent)
 SHSA Cities:	
Pascagoula - Moss Point -----	16.9
Biloxi - Gulfport-----	19.2
Jackson-----	30.3
 SMSA Counties:	
Desoto-----	32.3
Hancock, Harrison, Stone-----	19.2
Hinds, Rankin-----	30.3
Jackson-----	16.9
 Non-SMSA Counties:	
George, Greene -----	26.4
Alcorn, Benton, Bolivar, Calhoun, Carroll, Chickasaw, Clay, Coahoma, Grenada, Itawamba, Lafayette, Lee, Leflore, Marshall, Monroe, Montgomery, Panola, Pontotoc, Prentiss, Quitman, Sunflower, Tallahatchie, Tate, Tippah, Tishomingo, Tunica, Union, Washington, Webster, Yalobusha-----	26.5
Attala, Choctaw, Claiborne, Clarke, Copiah, Covington, Franklin, Holmes, Humphreys, Issaquena, Jasper, Jefferson, Jefferson Davis, Jones Kemper, Lauderdale, Lawrence, Leake, Lincoln, Lowndes, Madison, Neshoba, Newton, Noxubee, Oktibbeha, Scott, Sharkey, Simpson, Smith, Warren, Wayne, Winston, Yazoo -----	32.0
Forrest, Lamar, Marion, Pearl River, Perry, Pike, Walthall -----	27.7
Adams, Amite, Wilkinson-----	30.4

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

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

3. The Contractor shall provide written notification to the Director of the Office of Federal Contract Compliance Programs within 10 working days of award of any construction subcontract in excess of \$10,000 at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address and telephone number of the subcontractor, employer identification number of the subcontractor, estimated dollar amount of the subcontract; estimated starting and completion dates of the subcontract; and the geographical area in which the subcontract is to be performed.
4. As used in this Notice, and in the contract resulting from this solicitation, the "covered area" is to the county and city (if any), stated in the advertisement.
5. The notification required in Paragraph 3 shall be addressed to the following:

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-104-1

CODE: (IS)

DATE: 05/03/2004

SUBJECT: Partnering Process

Section 104, Scope of Work, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-104.01--Intent of Contract. At the end of Subsection 104.01 on Page 24, add the following:

907-104.01.1--Partnering Process.

COVENANT OF GOOD FAITH AND FAIR DEALING:

This contract imposes an obligation of good faith and fair dealing in its performance and enforcement.

The contractor and the Department, with a positive commitment to honesty and integrity, agree to the following mutual duties:

- A. Each will function within the laws and statutes applicable to their duties and responsibilities.
- B. Each will assist in the other's performance.
- C. Each will avoid hindering the other's performance.
- D. Each will proceed to fulfill its obligations diligently.
- E. Each will cooperate in the common endeavor of the contract.

VOLUNTARY PARTNERING:

The Mississippi Department of Transportation intends to encourage the foundation of a cohesive partnership with the contractor and its principal subcontractors and supplier. This partnership will be structured to draw on the strengths of each organization to identify and achieve reciprocal goals. The objectives are effective and efficient contract performance and completion within budget, on schedule, and in accordance with plans and specifications.

This partnership will be bilateral in make-up, and participation will be totally voluntary. Any cost associated with effectuating this partnering will be agreed to by both parties and will be shared equally.

To implement this partnering initiative prior to starting of work in accordance with the requirements of Subsection 108.02 Notice to Proceed and prior to the preconstruction conference, the contractor's management personnel and MDOT's District Engineer, will initiate a partnering development seminar/team building workshop. The Contractor working with the assistance of the District and the State Construction Engineer will make arrangements to determine attendees for the workshop, agenda of the workshop, duration, and location. Persons required to be in attendance will be the MDOT key project personnel, the contractor's on-site project manager and key project supervision personnel of both the prime and principal subcontractors and suppliers. The project design engineers, FHWA and key local government personnel will be also be invited to attend as necessary. The contractors and MDOT will also be required to have Regional/District and Corporate/State level managers on the project team.

Follow-up workshops may be held periodically throughout the duration of the contract as agreed by the contractor and Mississippi Department of Transportation.

The establishment of a partnership charter on a project will not change the legal relationship of the parties to the contract nor relieve either party from any of the terms of the contract.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-105-3

CODE: (IS)

DATE: 02/14/2006

SUBJECT: Cooperation By Contractor

Section 105, Control of Work, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is modified as follows:

907-105.05--Cooperation by Contractor. In the third sentence of the second paragraph of Subsection 105.05 on page 35, change “Notice to Proceed” to “Notice of Award”.

Delete the fourth paragraph of Subsection 105.05 on page 35, and substitute the following.

The Contractor shall also designate a responsible person whose primary duty shall be to monitor and maintain the effectiveness of the erosion control plan, including NPDES permit requirements. This responsible person must be a Certified Erosion Control Person certified by an organization approved by the Department. Prior to or at the pre-construction conference, the Contractor shall designate in writing the Certified Erosion Control Person to the Project Engineer. The designated Certified Erosion Control Person shall be assigned to only one (1) project. When special conditions exist, such as two (2) adjoining projects or two (2) projects in close proximity, the Contractor may request in writing that the State Construction Engineer approve the use of one (1) Certified Erosion Control Person for both projects. The Contractor may request in writing that the Engineer authorize a substitute Certified Erosion Control Person to act in the absence of the Certified Erosion Control Person. The substitute Certified Erosion Control Person must also be certified by an organization approved by the Department. A copy of the Certified Erosion Control Person's certification must be included in the Contractor's Protection Plan as outlined in Subsection 907-107.22.1. This in no way modifies the requirements regarding the assignment and availability of the superintendent.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO SPECIAL PROVISION NO. 907-107-1

DATE: 03/21/2006

SUBJECT: *Liability Insurance*

In the first sentence of the first paragraph of Subsection 907-107.14.2.1 on page 1, change “\$300,000 each occurrence” to “\$500,000 each occurrence”.

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

SPECIAL PROVISION NO. 907-107-2

CODE: (IS)

DATE: 08/12/2005

SUBJECT: Permits, Licenses and Taxes

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:

907-107.02--Permits, Licenses and Taxes. Delete in toto Subsection 107.02 on page 49 and substitute the following:

The Contractor or any Subcontractor shall have the duty to determine any and all permits and licenses required and to procure all permits and licenses, pay all charges, fees and taxes and issue all notices necessary and incidental to the due and lawful prosecution of the work. At any time during the life of this contract, the Department may audit the Contractor's or Subcontractor's compliance with the requirements of this section.

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

The Contractor or any Subcontractor will be subject to one or more audits by the Department during the life of this contract to make certain that all applicable fuel taxes, as outlined in Section 27-55-501, et seq., and any sales and/or use taxes, as outlined in Section 27-67-1, et seq. are being paid in compliance with the law. The Department will notify the Mississippi State Tax Commission of the names and addresses of any Contractors or Subcontractors.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-107-3

CODE: (IS)

DATE: 02/14/2006

SUBJECT: Contractor's Protection Plan

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:

907-107.22.1--Contractor's Protection Plan. After item number 3 in Subsection 107.22.1 on page 65, add the following:

4. A copy of the certification for the Contractor's Certified Erosion Control Person for monitoring and maintaining the effectiveness of the erosion control plan, including NPDES permit requirements.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-108-11

CODE: (IS)

DATE: 04/21/2006

SUBJECT: Prosecution and Progress

Section 108, Prosecution and Progress, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-108.01--Subletting of Contract.

907-108.01.1--General. At the end of the last paragraph of Subsection 108.01.1 on page 73, add the following:

The Engineer will have the authority to suspend the work wholly or in part and to withhold payments because of the Contractor's failure to make prompt payment within 15 calendar days as required above, or failure to submit the required OCR-484 Form, Certification of Payments to Subcontractors, which is also designed to comply with prompt payment requirements.

907-108.02--Notice To Proceed. Delete the fourth paragraph of Subsection 108.02 on page 75 and substitute the following:

Upon written request from the Contractor and if circumstances permit, the Notice to Proceed may be issued at an earlier date subject to the conditions stated therein. The Contractor shall not be entitled to any monetary damages or extension of contract time for any delay claim or claim of inefficiency occurring between the early issuance Notice To Proceed date and the Notice to Proceed date stated in the contract.

907-108.06.1.2--Contract Time Assessment. At the end of the eighth paragraph of Subsection 108.06.1.2 on page 81, add the following:

When the approved progress schedule indicates that a controlling phase(s) is to be completed prior to December 1 and the physical features of the phase(s) have not been satisfactorily completed, beginning on December 1 the miscellaneous phase will be shown as the only active phase during the months of December, January, and February. Under this condition, time units, monthly time units divided by monthly calendar days, will be assessed in accordance with the applicable column in the TABLE OF TIME UNITS. If the physical features of the phase(s) have not been completed by March 1, the phase will resume as a controlling phase and time assessment will be made accordingly.

Delete the fourth and fifth sentence of the thirteenth paragraph of Subsection 108.06.1.2 on page 82, and substitute the following:

In the event mutual agreement cannot be reached, the Contractor will be allowed a maximum of 25 calendar days following the Contractor's receipt of the monthly report in question to file a protest Notice of Claim in accordance with the provisions of Subsection 105.17. Otherwise, the Engineer's assessment shall be final unless mathematical errors of assessment are subsequently found to exist.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO SPECIAL PROVISION NO. 907-109-3

DATE: 11/21/2006

SUBJECT: Changes in Material Costs

After the last paragraph of Subsection 907-109.06.1 on page 1, add the following:

907-109.07--Changes in Material Costs. Delete the second sentence of the first paragraph of Subsection 109.07 on page 95, and substitute the following:

When a pay item on the bid sheets indicate that an adjustment is allowed and when a notice to bidders is included in the contract showing current monthly base prices, an adjustment will be provided as follows:

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-109-3

CODE: (IS)

DATE: 04/06/2006

SUBJECT: Partial Payment

Section 109, Measurement and Payment, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-109.04--Extra and Force Account Work. Delete the first sentence of the second paragraph of Subsection 109.04 under (d) on page 92 and substitute the following:

In the event an agreement cannot be reached for a particular piece of equipment, the book entitled "Rental Rate Blue Book For Construction Equipment" as published by EquipmentWatch® and is current at the time the force account work is authorized will be used to determine equipment ownership and operating expense rates.

907-109.06--Partial Payment.

907-109.06.1--General. In the fourth sentence of the third paragraph of Subsection 109.06.1 on page 94, change "15 calendar days" to "25 calendar Days".

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-213-1

CODE: (IS)

DATE: 09/23/2004

SUBJECT: Agricultural Limestone

Section 907-213, Fertilizing, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-213.05--Basis of Payment. Delete the first sentence of the first paragraph of Subsection 213.05 on page 136 and add the following as the first paragraph of this subsection.

Agricultural limestone will be paid for at the contract unit price per ton. Grade "A" agricultural limestone with an equivalent neutralizing value (ENV), determined in accordance with Subsection 907-715-02.2.1.3, of between 60.0% and 62.9% will be paid for at half (½) the contract unit price per ton. No payment will be made for Grade "A" agricultural limestone with an ENV less than 60.0%.

Delete the first pay item listed on page 137 and substitute the following:

907-213-A: Agricultural Limestone - per ton

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-401-2

CODE: (IS)

DATE: 11/04/2005

SUBJECT: Hot Mix Asphalt (HMA)

Section 401, Hot Mix Asphalt (HMA) - General, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

Delete in toto Subsection 401.02.6.2 on pages 248 and 249, and substitute:

907-401.02.6.2--Assurance Program for Mixture Quality. The Engineer will conduct a quality assurance program. The quality assurance program will be accomplished as follows:

- 1) Conducting verification tests.
- 2) Validate Contractor test results.
- 3) Periodically observing Contractor quality control sampling and testing.
- 4) Monitoring required quality control charts and test results.
- 5) Sampling and testing materials at any time and at any point in the production or laydown process.

The rounding of all test results will be in accordance with Subsection 700.04.

The Engineer will conduct verification tests on samples taken by the Contractor under the direct supervision of the Engineer at a time specified by the Engineer. The frequency will be equal to or greater than ten percent (10%) of the tests required for Contractor quality control and the data will be provided to the Contractor within two asphalt mixture production days after the sample has been obtained by the Engineer. At least one sample shall be tested from the first two days of production. All testing and data analysis shall be performed by a Certified Asphalt Technician-I (CAT-I) or by an assistant under the direct supervision of the CAT-I. Certification shall be in accordance with the *MDOT HMA Technician Certification Program* chapter in the Materials Division Inspection, Testing, and Certification Manual. The Department shall post a chart giving the names and telephone numbers for the personnel responsible for the assurance program.

The Engineer shall be allowed to inspect Contractor testing equipment and equipment calibration records to confirm both calibration and condition. The Contractor shall calibrate and correlate all testing equipment in accordance with the latest versions of the Department's Test Methods and AASHTO Designation: R 18.

Random differences between the Engineer's verification tests and the current running average of four quality control tests at the time of obtaining the verification sample will be considered acceptable if within the following limits:

Item	Allowable Differences
Sieve - % Passing	
3/8-inch and above	6.0
No. 4	5.0
No. 8	4.0
No. 16, for 4.75 mm mixtures ONLY	3.5
No. 30	3.5
No. 200	2.0
AC Content	0.4
Specimen Bulk SG, Gmb @ N_{Design}	0.030
Maximum SG, Gmm	0.020

If four quality control tests have not been tested prior to the time of the first verification test, the verification test results will be compared to the average of the preceding quality control tests. If the verification test is the first material tested on the project or if a significant process adjustment was made just prior to the verification test, the verification test results will be compared to the average of four subsequent quality control test results. For all other cases after a significant process adjustment, the verification test results will be compared to the average of the preceding quality control tests (taken after the adjustment) as in the case of a new project start-up when four quality control tests are not available.

In the event that; 1) the comparison of the Contractor's running average quality control data and Engineer's quality assurance verification test results are outside the allowable differences in the above table, or 2) if a bias exists between the results, such that one of the results is predominately higher or lower than the other, and the Engineer's results fail to meet the JMF control limits, the Engineer will investigate the reason immediately. As soon as the need for an investigation becomes known, the Engineer will increase the quality assurance sampling rate to the same frequency required for Contractor testing. The additional samples obtained by the Engineer may be used as part of the investigation process or for routine quality assurance verification tests. The Engineer's investigation may include testing of the remaining quality control split samples, review and observation of the Contractor's testing procedures and equipment, and a comparison of split sample test results by the Contractor quality control laboratory, Department quality assurance laboratory and the Materials Division laboratory. The procedures outlined in the latest edition of MDOT's Field Manual for HMA may be used as a guide for the investigation. In the event that the Contractor's results are determined to be incorrect, the Engineer's results will be used for the quality control data and the appropriate payment for the mixture will be based on the procedures specified in Subsection 401.02.5.8(j).

The Engineer will periodically witness the sampling and testing being performed by the Contractor. The Engineer, both verbally and in writing, will promptly notify the Contractor of any observed deficiencies. When differences exist between the Contractor and the Engineer which cannot be resolved, a decision will be made by the State Materials Engineer, acting as the referee. The Contractor will be promptly notified in writing of the decision. If the deficiencies are not corrected, the Engineer will stop production until corrective action is taken.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-403-4

CODE: (IS)

DATE: 11/04/2005

SUBJECT: Hot Mix Asphalt (HMA)

Section 403, Hot Bituminous Pavement, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-403.05.2--Pay Items. Add the "907" prefix to the pay items listed on page 275 & 276.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO SPECIAL PROVISION NO. 907-413-1

DATE: 10/10/2006

SUBJECT: Cleaning and Filling Joints in PCC (Portland Cement Concrete) Pavement

PROJECT: IM-0059-03(086)N / 104151301 -- Lauderdale County

Delete the details shown on pages 3 and 4, and use the details shown in Notice To Bidders No. 1223, Scope of Work.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-413-1

CODE: (SP)

DATE: 03/08/2006

SUBJECT: Cleaning and Filling Joints in PCC (Portland Cement Concrete) Pavement

Section 413, Cleaning and Sealing Joints and Cracks, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is deleted in toto and replaced as follows:

SECTION 907-413 – CLEANING AND FILLING JOINTS IN PCC PAVEMENT

907-413.01--Description. This work shall consist of cleaning and filling joints in existing PCC pavement as designated by pay items in the contract proposal and as detailed and described herein or on the plans. This specification addresses existing PCC pavements with and without *existing* HMA overlays in place, whether to be overlaid with HMA under this contract or not.

907-413.02--Materials. The bituminous joint filling material shall be hot poured material meeting the requirements of Subsection 907-707.02.1.3--Concrete Joint Sealer Compound - Hot-Poured Elastic Type, or of the type designated on the plans. The filler aggregate for filling the prepared joints shall be seal slag or stone, Size No. 89, meeting the requirements of Subsection 703.14. When HMA is specified to fill joints, the mixture used shall be either HMA 9.5 mm mixture or 12.5 mm mixture, or the same as that specified for the wearing course to be placed under this contract, if applicable.

907-413.03--Construction Requirements.

907-413.03.1--Equipment. The equipment shall be that necessary for exposing the PCC joint by removing any existing HMA over the joint by milling or other approved methods, cleaning the joint by removing existing materials from the joint, and placing the specified joint filler materials in accordance with these specifications. Heating equipment shall meet the requirements of Subsection 702.03. Pouring equipment shall be subject to the approval of the Engineer and shall be capable of pouring the joints to the required elevation while the material is at the proper temperature. Cleaning equipment shall consist of mechanical or hand operated devices capable of removing all existing joint materials (soil, HMA, debris) to the depth specified herein, without causing damage to the existing joint faces or the surface of the PCC pavement. Prior to filling the joint, it shall be blown free of all loose material by compressed air. Air compressors shall be equipped with suitable traps and/or filters capable of removing moisture and oil from the compressed air.

907-413.03.2--Construction Methods. Any existing HMA over the joint shall be removed by milling or other approved methods so as to expose the PCC joint for cleaning and filling. All existing joint materials (soil, HMA, debris) shall be removed to the depth specified herein,

without causing damage to the existing joint faces or the surface of the PCC pavement. Joints shall be filled immediately upon cleaning. The joint shall be filled to the specified depth with the required filler(s) as shown in the applicable detail. When HMA or aggregate is placed as joint filler, the HMA or aggregate shall be slightly mounded in the joint and compacted as directed by the Engineer to seat the HMA or aggregate in the joint. After compaction, excess material (HMA or aggregate) shall be removed and the pavement surface cleaned as necessary, so as to leave the HMA or aggregate filler flush with the existing PCC pavement. Any existing HMA over the joint which requires removal shall be replaced with either 12.5 mm mixture or the same mixture as that specified for the wearing course to be placed under this contract, if required. The HMA shall be properly compacted with a roller or other mechanical compaction device approved by the Engineer, either prior to opening to traffic, or prior to placement of the subsequent overall HMA course. Placement of any required subsequent overall HMA course shall begin upon completion of the cleaning and filling operation. For PCC pavements *without* existing HMA overlays in place, and which are *not* to be overlaid with HMA under this contract, joints shall be cleaned and filled as described above and as shown on the applicable detail.

Joints less than one-half inch in width do not require cleaning and filling.

907-413.04--Method of Measurement. Cleaning and filling joints in PCC pavement will be measured by the linear foot of joint. Removal of existing HMA over the joint, joint filler aggregate, bituminous material, and the replacement of HMA over the joint, if applicable, will not be paid for separately but will be included in the unit price per linear foot for cleaning and filling joints.

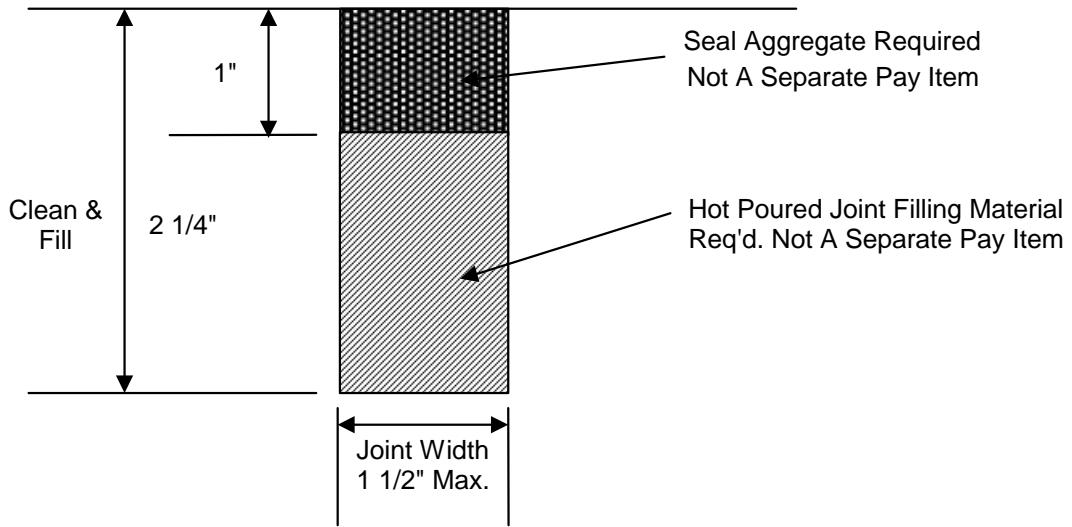
907-413.05--Basis of Payment. Cleaning and filling joints in PCC pavement, measured as prescribed above, will be paid for at the contract unit price per linear foot, which price shall be full compensation for furnishing all materials (including filler aggregate and bituminous material), for all work required to expose the PCC joint, for cleaning, filling, and compacting the joint, for placing any required HMA over the joint prior to the placement of the subsequent overall HMA course, if applicable, and the cleanup and disposal of all excess and waste; for all pertinent operations necessary and incidental to the construction as herein indicated, and for all equipment, tools, labor and incidentals necessary to complete the work.

The price for cleaning and filling joints as directed by the Engineer shall include the cost of continuous maintenance of traffic and protective services as required by the Traffic Control Plan. This shall include all required individual traffic control devices.

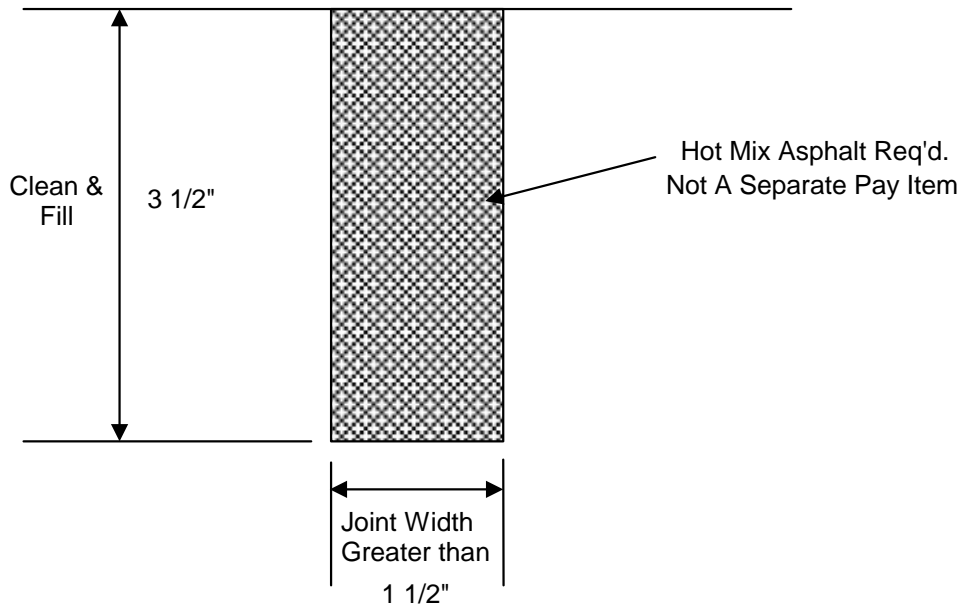
Payment will be made under:

907-413-D: Cleaning and Filling Joints in PCC Pavement - per linear foot

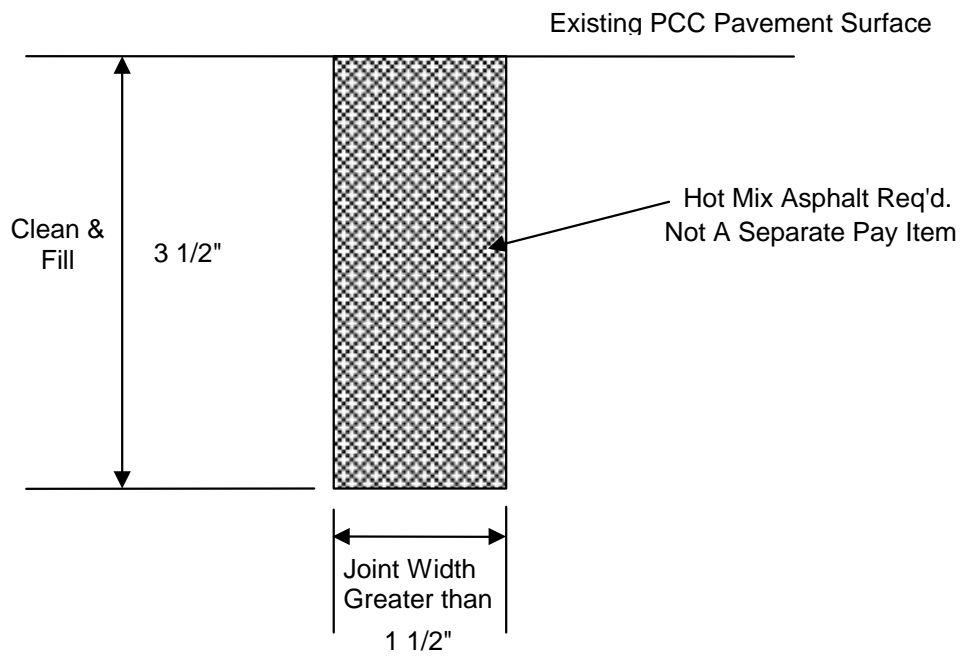
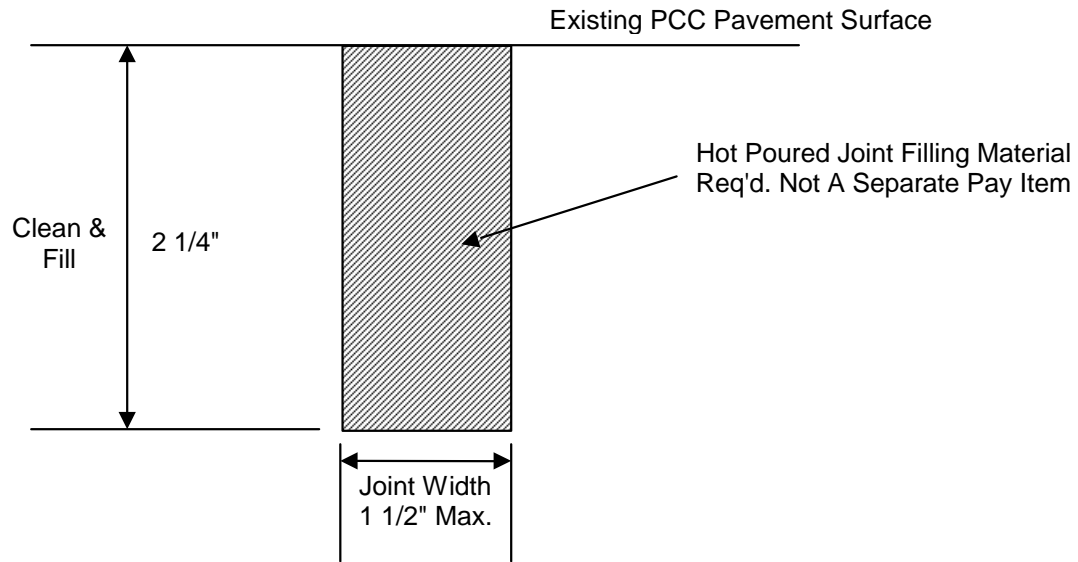
Variable Depth Asphalt—Remove as necessary to expose PCC joint



Variable Depth Asphalt—Remove as necessary to expose PCC joint



JOINT CLEANING AND FILLING DETAIL FOR PCC PAVEMENTS WITH EXISTING HMA OVERLAY



JOINT CLEANING AND FILLING DETAIL FOR PCC PAVEMENTS WITHOUT EXISTING HMA OVERLAY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-504-1

CODE: (SP)

DATE: 09/25/2006

SUBJECT: Ultra-Thin and Thin Portland Cement Concrete Pavement

Section 907-504, Thin Portland Cement Concrete Pavement, is hereby added to and made a part of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as follows.

SECTION 907-504 - THIN PORTLAND CEMENT CONCRETE PAVEMENT

907-504.01--Description. This work consists of ultra-thin and thin pavement composed of Portland cement concrete, without steel reinforcement, constructed in accordance with these specifications and in reasonably close conformity with the lines, grades, thicknesses, and cross sections shown on the plans or established by the Engineer.

Ultra-thin pavements are defined as pavements less than four inches (4”) in thickness.

Thin pavements are defined as pavements greater than or equal to four inches (4”) in thickness.

907-504.02--Materials. Materials shall meet the applicable requirements of Division 700, the following subsections and supplements thereto:

Portland Cement	701.01 and 701.02
Fine Aggregate	703.01 and 703.02
Coarse Aggregate	703.01 and 703.03
Curing Materials	713.01
Admixtures.....	713.02
Water	714.01
Calcium Chloride	714.02
Fly Ash.....	714.05
Ground Granulated Blast Furnace Slag (GGBFS).....	714.06

907-504.02.1--Composition of Concrete. Chemical admixtures of Types D, G, or MR in accordance with Subsection 713.02 shall be used in the concrete mix.

If fly ash or GGBFS are used as a replacement for Portland cement in accordance with the maximum values allowed in Subsection 701.02, then chemical admixtures of Types C or E in accordance with Subsection 713.02 or calcium chloride in accordance with Subsection 714.02 may be used. The maximum amount of calcium chloride which may be used is 1.0% by weight of the total cementitious materials.

Fibrillated Polypropylene fibers meeting the requirements of ASTM Designation: C1116, paragraph 4.1.3, shall be used in the concrete mix added at a rate of 3.0 lbs/yd³.

907-504.02.1.1--Portland Cement Concrete Mix Design. The concrete mix design shall be submitted by the Contractor to the Engineer for approval prior to production in accordance with the requirements in Subsection 804.02.10, with the exception that the mix shall meet the requirements of the “Master Proportion Table for Portland Cement Concrete Design” listed in Table 1 of this subsection. Additionally, prior to production the Contractor shall field verify production of the mix in accordance with Subsection 907-504.02.1.3 and submit this documentation with the proportioning information required in Subsection 907-504.02.1.2. If the maturity method is used to estimate the compressive strength for early opening to traffic, the Contractor shall also submit strength/maturity documentation developed in accordance with Subsection 907-504.02.2.5.2 for the mix prior to production of concrete.

Table 1
MASTER PROPORTION TABLE FOR PORTLAND CEMENT CONCRETE DESIGN

Design Property	Requirements
Coarse Aggregate Size No.	
For Ultra-thin Pavements	67
For Thin Pavements	57
Maximum Water / Cementitious Ratio *	0.40
Maximum Slump, inches	4 **
Total Air Content, %	3 - 6
Minimum Compressive Strength, psi	
For Opening to Traffic	2500 in 18 hours
For Acceptance	3500

* The replacement limits of Portland cement by weight by other cementitious materials (such as fly ash, GGBFS, metakaolin, silica fume, or others) shall be in accordance with the values in Subsection 701.02. Other hydraulic cements may be used in accordance with the specifications listed in Section 701.

** The slump may be increased up to six inches (6”) with an approved mid-range water reducer or up to eight inches (8”) with an approved type G high range water reducer, in accordance with 713.02. Minus slump requirements shall meet those set forth in Table 3 of AASHTO Designation: M157 specifications.

907-504.02.1.2--Proportioning of Concrete Mix Design. Proportioning of Portland cement concrete shall meet the requirements of Subsection 804.02.10.1.

907-504.02.1.3--Field Verification of Concrete Mix Design. The Contractor shall furnish the Engineer documentation indicating that the mix meets requirements in Table 1 within the tolerances specified in the field verification requirements of Subsection 804.02.10.3. This

documentation must indicate that the mix achieves the requirements in Table 1 for:

- the compressive strengths required for acceptance within 28 days; and
- the compressive strengths required for early opening to traffic within the time specified.

Because the mix is being field verified by the Contractor prior to submittal of the mix for review, the requirement in Subsection 804.02.10.3 that the mix be proven to meet the field verification requirements within three attempts does not apply.

907-504.02.2--Basis of Acceptance. The Contractor shall furnish the concrete necessary for test specimens. Department personnel meeting the certification requirements of Subsection 804.02.9 shall be responsible for all concrete testing in accordance with the tests required in Subsection 804.02.13, Table 5: DEPARTMENT'S MINIMUM REQUIREMENTS FOR QUALITY ASSURANCE, Section B: Plastic Concrete. These tests shall be performed on the first load delivered and placed each day and then a minimum of once for each subsequent 50 cubic yards delivered and placed per day.

907-504.02.2.1--Slump. Slump of plastic concrete shall meet the requirements of Subsection 907-504.02.1.1, Table 1: MASTER PROPORTION TABLE FOR PORTLAND CEMENT CONCRETE DESIGN. A check test shall be made on another portion of the sample before rejection of any load.

907-504.02.2.2--Air. Total air content of concrete shall be within the specified range for the class of concrete listed in Subsection 907-504.02.1.1, Table 1: MASTER PROPORTION TABLE FOR PORTLAND CEMENT CONCRETE DESIGN. A check test shall be made on another portion of the sample before rejection of any load.

907-504.02.2.3--Yield. Perform a yield check in accordance each 400 cubic yards in accordance with AASTHO Designation: T121. If the yield of the concrete mix design is more than plus or minus 3% of the designed volume, the mix shall be adjusted by a Class III Certified Technician representing the Contractor to yield the correct volume plus or minus 3%.

907-504.02.2.4--Temperature. The maximum plastic concrete acceptance temperature shall not exceed 95°F. Plastic concrete with a temperature more than 95°F shall be rejected and not used in Department work.

Plastic concrete with an acceptance temperature less than the minimum temperature in Subsection 804.03.16.1 shall be rejected and not used in Department work.

907-504.02.2.5--Compressive Strength.

907-504.02.2.5.1--Strength Testing for Acceptance. Compressive strength cylinders cast for acceptance of the pavement shall meet the minimum acceptance strength requirement listed in Table 1. These cylinders shall be standard cured in accordance with the requirements in AASTHO Designation: T23, Section 10.1 and its subsequent paragraphs.

907-504.02.2.5.2--Strength Testing for Opening to Traffic.

Use of Cylinders. In addition to compressive strength testing for acceptance of the pavement, compressive strength testing shall be performed to accommodate traffic movements. Compressive strength cylinders cast for early opening of the pavement to traffic shall meet the minimum opening to traffic strength requirement listed in Table 1. These cylinders shall be field cured next to the pavement until time of test in accordance with the requirements in AASHTO Designation: T23, Section 10.2 and its subsequent paragraphs. One pair of test cylinders shall be broken approximately 18 to 24 hours after casting.

Use of Maturity Method. In lieu of using concrete strength cylinders to determine when concrete pavement can be opened to traffic, if the Contractor has previously developed the strength/maturity relationship for the mix, an approved maturity meter may be used to determine concrete strengths. A maturity meter probe shall be inserted into the last concrete placed that represents the pavement area to be tested. The maximum amount of concrete which may be represented by a maturity meter probe is 50 cubic yards. The pavement may be opened to traffic when maturity meter reading indicates that the required in place strength is obtained.

Procedures for using the maturity meter and developing the strength/maturity relationship shall follow the requirements of AASHTO Designation: T325. Validation of the maturity curves shall be made at least once for every 500 cubic yards produced of each concrete mix used. Validation of the maturity curve shall be considered acceptable when the results of compressive strength tests are within 10% of the predicted value determined by the maturity curve. If the 10% requirement is not met, a new maturity curve shall be developed.

Technicians using the maturity meter or calculating strength/maturity graphs shall be required to have at least two hours of training prior to using the maturity equipment. Training and maintaining a list of approved maturity technicians shall be the responsibility of the Mississippi Concrete Industries Association.

907-504.03--Construction Requirements.

907-504.03.1--Removal of Existing Pavement. Existing HMA pavement to be removed and replaced with thin or ultra-thin concrete pavement shall be removed by milling per Section 406. Prior to the milling operation, saw cuts shall be made to the neat lines, grades and depths, and in the locations shown on the drawings.

907-504.03.2--Preparation of Grade. The foundation upon which the concrete pavement is to be placed shall be prepared within the tolerances set out in Subsection 321.03.

907-504.03.3--Setting Forms. The requirements for setting forms shall meet the requirements of Subsection 501.03.8 and its subsequent paragraphs.

907-504.03.4--Base Preparation. Prior to placement of concrete, the milled HMA surface shall be thoroughly swept to remove all loose HMA material or dirt particles so as to ensure development of proper bond between the concrete inlay and the existing HMA surface. Additionally, the base shall meet the requirements of Subsection 501.03.9 and its subsequent

paragraphs.

907-504.03.5--Placing, Spreading, and Finishing. Concrete pavement shall be formed and constructed to the neat lines, grades, cross section, and thicknesses shown on the drawings. Concrete shall be placed and spread in an approved manner so as to distribute the concrete uniformly without segregation. Additional placement requirements are provided in Subsection 501.03.13 and its subsequent paragraphs.

Final finishing of the concrete pavement surface shall be in accordance with Subsection 501.03.17 and its subsequent paragraphs. The surface of the concrete pavement shall be transverse tined in accordance with Subsection 501.03.18.4.

907-504.03.6--Joints. All joints shall be created by sawing using equipment meeting the requirements of Subsection 907-504.03.7.2. Sawing of the joints shall commence as soon as the concrete has hardened sufficiently to support the weight of the saw. The spacing of joints shall meet the requirements of “Joint Spacing Requirements for Various Pavement Thicknesses” shown in Table 2.

Table 2
JOINT SPACING REQUIREMENTS FOR VARIOUS PAVEMENT THICKNESSES

Pavement Thickness (in)	Joint Spacing Requirement (Transverse x Longitudinal)
3 inches	3 feet x 3 feet
4 inches	4 feet x 4 feet
5 inches	6 feet x 6 feet
6 inches	10 feet x 12 feet

The depth of the joints shall be $t/6$ inch (t is the pavement thickness) and the maximum width of the joint shall be 0.125 inch, provided sawing is performed within two hours after final finishing. If sawing is performed more than two hours after final finishing, the depth shall be $t/4$ inch and the maximum width of the joint shall be 0.125 inch. In no case shall sawing commence any later than four hours after final finishing. The minimum depth of any joint shall be 1.5 inches. Because the use of “early entry” dry cut saws is required, corrugated plastic filler strips shall be used at the intersection of all saw cuts, and at locations where the wheels of the early entry saw cross a previously cut joint, to prevent future spalling at the corners of the intersection. The joints are not to be sealed but shall be cleaned of all deleterious material after sawing. Pavement thickness and other details shall be as specified in the plans or contract documents.

907-504.03.7--Equipment.

907-504.03.7.1--Concrete Production and Transportation. Equipment and processes used for concrete production shall meet the requirements of Subsection 804.02.11 with automatic systems for recording batch weights and compensating for the moisture in the fine aggregate. Additionally, the requirements of AASHTO Designation: M157, Sections 8, 9, 10, and 11 shall be followed. Following AASHTO Designation: M157, Section 11.7, on arrival to the job site of

a mixer truck, a maximum of 1½ gallons of water per cubic yard shall be allowed to be added to bring the slump within the required limits; water shall not be added at a later time. Batch ticket information shall meet the requirements of Subsection 804.02.12.3.

907-504.03.7.1.1--Limitations of Mixing. Except in emergencies, no concrete shall be mixed or placed when the natural light will be insufficient for finishing. In case of an emergency, the Engineer may permit finishing during periods of insufficient light provided adequate and approved lighting is furnished by the Contractor.

Concrete shall not be placed on a frozen foundation, nor shall frozen aggregate be used in the concrete.

907-504.03.7.1.2--Cold or Hot Weather Concreting. During periods of cold or expected cold weather, the limitations for beginning a concrete pour and the limitations for temperature control of the mix and its components shall be in accordance with the provisions of Subsection 804.03.16.1.

During periods of hot weather or arid atmospheric conditions the provisions of Subsection 804.03.16.2 shall be applicable.

907-504.03.7.2--Concrete Saw. The concrete pavement joints shall be cut utilizing only an “early entry” dry cut saw, approved by the Engineer. Other type saws may be used for other sawing applications, provided the saw meets the requirements of Subsection 501.03.6.1. Proper, approved sawing equipment and sufficient labor shall be present on the site prior to each day's placement of concrete. Placement shall not commence until said equipment and labor are on site.

907-504.03.7.3--Other Equipment. Other equipment and tools necessary for handling materials and performing all parts of the work shall be approved by the Engineer as to design, capacity, and mechanical condition, and meeting the requirements of Subsections 501.03.5, 501.03.6, and 501.03.20.1, and their subsequent paragraphs.

907-504.03.8--Surface Test. It is the intent of these specifications that the finished surface will have good riding qualities.

Any membrane curing damaged during the surface testing operation shall be repaired by the Contractor at no additional expense to the Department.

Any corrective work to the pavement surface necessitated to ensure that the applicable surface test limits are not exceeded shall be in accordance of 907-504.03.8.3.

907-504.03.8.1--Projects containing more than 10,000 Square Yards. Profiles of the pavement surface will be established, evaluated and the pavement surface corrected, as necessary, so that the final surface variances shall not exceed a profile index of 65 inches per mile per segment. Shoulders, tapers, and areas in horizontal curves having a radius of less

than 1000 feet at the centerline and within the superelevation transition of such curves are excluded from a test with the profilograph.

Determination of the profile index will be in accordance with test methods established by the Department.

A California profilograph meeting the requirements as set out in Section 401 shall be furnished and operated by the Contractor under supervision of the Engineer to provide recorded data to establish the profile index and identify locations requiring correction. Surface profile shall be obtained in the wheel path of each travel lane.

For the purpose of determining pavement smoothness and contract price adjustment for rideability, the pavement will be subdivided into sections of 528 feet. Where a segment less than 528 feet occurs at the end of a section, it will be combined with the preceding 528-foot segment for calculation of the profile index.

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

In addition to the above requirements for the profile index, all areas represented by high points having deviations in excess of 0.4 inch in 25 feet shall be removed by the Contractor utilizing grinding methods and equipment specified. Deviations in excess of 0.4 inch will be determined from the profilogram in accordance with Department test methods.

After correcting individual deviations in excess of 0.4 inch in 25 feet, corrective action shall be made to reduce the profile index to 65 inches per mile per segment or less.

On those segments where corrections are made, the pavement will be surface tested again to verify that corrections have produced a profile index of 65 inches per mile per segment or less.

907-504.03.8.2--Projects containing less than or equal to 10,000 Square Yards. Each continuous full or partial lane width of concrete pavement shall have a uniform surface and be in reasonably close conformity with the line, grade, and cross section shown on the drawings.

After a continuous full or partial lane width of concrete pavement is completed, the surface of the plastic concrete shall be tested for uniformity using a Contractor furnished and operated 10-foot straightedge. There shall be no deviations from the straightedge greater than 0.25 inch in 10 feet in either the longitudinal or the transverse directions. Pavement not in compliance with the requirement shall be corrected.

Additionally, individual bumps or depressions in the pavement surface exceeding 0.40 inch, when measured from a chord length of 25 feet shall be corrected.

907-504.03.8.3--Corrective Work for Smoothness. Corrective work shall be done at no additional cost to the Department. Corrective work shall consist of diamond grinding in accordance with Subsection 501.03.19.1 and its subsequent paragraphs. Concrete removal by grinding shall be limited such that the thickness of the pavement after grinding shall not be less than plan thickness minus 0.25 inch. Final pavement thicknesses, after any surface corrections, which are thinner than plan thickness minus 0.25 inch shall subject the area represented by such deviation to the provisions of Subsection 907-504.05.2.

All areas which are corrected shall be retested to ensure conformance to the applicable surface test requirements.

No reestablishment of transverse tining shall be required after surface corrections are made by diamond grinding.

All corrective work to ensure compliance with the applicable surface test requirements shall be completed prior to determining pavement thickness.

The Contractor shall be responsible for all traffic control associated with the testing and/or correction of the concrete pavement.

907-504.03.9--Curing and Protection. Curing and protection of the pavement shall be in accordance with Subsection 501.03.20 and its subsequent paragraphs with the exception listed in Subsection 907-504.03.9.1.

907-504.03.9.1--White Pigmented Membrane. Curing compound shall be applied per Subsections 501.03.20.1 and at a rate of one gallon to not more than 125 square feet. If the time period between floating and texturing of the concrete exceeds 30 minutes, the concrete shall be kept damp by fogging with water or by use of an evaporative retarder to prevent rapid evaporation of the surface. As a rule of thumb, the color of a pavement covered with the required amount of curing compound should be indistinguishable from a sheet of commercially available standard "letter" size white copier paper placed on top of it when viewed from a distance of about five feet (5') away horizontally if standing on the same grade as the pavement.

907-504.03.10--Removing Forms. Removal of forms shall be in accordance with Subsection 501.03.21.

907-504.03.11--Opening to Traffic. The Engineer will decide when the pavement may be opened to traffic. No traffic will be allowed on the completed pavement until the concrete has attained a compressive strength of 2500 psi. Prior to opening to traffic, the pavement shall be cleaned.

907-504.03.12--Pavement Thickness Determination. For the purpose of determining pavement thickness, the pavement will be subdivided into separate sections of 1000 linear feet in each traffic lane excluding turn-outs and ramps, extending from one end of the pavement to the other end. The last section in each traffic lane will be the length remaining unless the length of

that section is less than 500 feet. If the length of the last section is less than 500 feet, include it with the previous section for determination of thickness.

One core will be taken at random by the Department from each section. The thickness of the sections will be determined as provided for in Subsection 907-504.05.1. Based on the thickness of each section, an adjusted unit price as provided in Subsection 907-504.05 and its subsequent paragraphs will be paid for each section represented.

Holes remaining in the pavement after coring shall be completely filled by the Contractor, at not additional cost to the Department, with concrete of the same quality as used to construct the pavement.

907-504.04--Method of Measurement. Fiber reinforced concrete pavement of the type specified will be measured by the square yard complete in place and accepted. The width for measurement will be the plan width, including widening where called for, or as otherwise authorized in writing by the Engineer. The length will be measured horizontally in accordance with Section 109.

Payment for removal of existing Hot Mix Asphalt (HMA) pavement, required to be removed and replaced with concrete pavement, will be measured and paid for under Pay Items 406-A, Cold Milling of Bituminous Pavement, All Depths and 503-C, Saw Cut (Equal to depth of concrete pavement), and shall include saw cutting, milling, and all handwork necessary to ensure removal of HMA to the neat saw cut lines.

907-504.05--Basis of Payment.

907-504.05.1--General. Fiber reinforced concrete pavement, measured as prescribed above, will be paid for at the contract unit price per square yard, adjusted when applicable for sections of pavement found deficient in thickness by more than 0.25 inch and not more than 0.50 inch, which shall be full compensation for concrete pavement placement, fiber reinforcement, finishing and curing, concrete volume, saw cutting of joints, and for all labor, equipment, tools, materials, all traffic control, and incidentals necessary for the construction of the concrete pavement.

In calculating the thickness of the pavement, measurements which are in excess of the plan thickness by more than 0.25 inch will be considered as the plan thickness plus 0.25 inch. Additionally, measurements which are less than the plan thickness by more than 0.50 inch, excluding exploratory cores, will be considered as the plan thickness minus 0.50 inch. When the measured thickness of a core is less than the plan thickness by more than 0.50 inch, the actual thickness of the pavement in this area will be determined by taking exploratory cores at not less than 10-foot intervals parallel to the centerline in each direction from the affected location until in each direction a core is found which is not deficient by more than 0.50 inch.

Areas found deficient in thickness by more than 0.50 inch will be evaluated by the Engineer; and if in the judgment of the Engineer, the deficient areas warrant removal, they

shall be removed and replaced with pavement of the thickness shown on the plans without cost to the Department. If the Engineer determines that the deficient areas do not warrant removal, the pavement may be left in place with no payment to the Contractor, or may be removed and replaced at the Contractor's option. Exploratory cores for deficient thickness will not be used in averages for areas for adjusted unit price.

Each area or section of pavement removed shall be at least 10 feet in length and at least the full width of the lane involved. When it is necessary to remove and replace a section of pavement, any remaining portion of the slab adjacent to the joints that is less than six feet (6') in length shall also be removed and replaced. The new surface shall be textured as specified in the contract.

Concrete that fails to develop a 28-day compressive strength of 3500 psi shall be removed and replaced, or accepted at a reduced price, if an Engineering study indicates that the concrete is satisfactory to remain in place.

Payment will be made under:

907-504-A: ___" Fiber Reinforced Ultra-thin Concrete Pavement - per square yard

907-504-B: ___" Fiber Reinforced Thin Concrete Pavement - per square yard

907-504.05.2--Price Adjustments for Thickness. When the average pavement thickness, determined in accordance with Subsection 907-504.03.12, is deficient by more than 0.25 inch but not more than 0.50 inch, payment will be made at an adjusted price as specified in the following table:

CONCRETE PAVEMENT DEFICIENCY

Thickness Deficiency Inches	Proportional Part of Contract Price Allowed
0.00 to 0.25	100 percent
0.26 to 0.50	75 percent
>0.50	Remove and Replace At No Additional Cost to the Department or Receive No Pay

Any applicable price adjustment due to thickness deficiency applies to the full width of the deficient lane or shoulder.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-512-1

CODE: (SP)

DATE: 03/6/2005

SUBJECT: Grout Mixture

Section 907-512, Pressure Grouting Concrete Pavement, of the 2004 Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-512.02.2--Portioning Grout Mixture. Delete the table at the top of page 342 and substitute the following:

**GROUT MIXTURES
PERCENT BY WEIGHT OF DRY MATERIALS**

DRY MATERIALS	TYPES					
	1	2	3	4	5	6
Cement	25	25	25	25	30	25
Limestone Dust		25	75	50		
Fly Ash	25			25	70	
Fine Sand	50	50				75
Calcium Chloride	*	*	*	*	*	

* As prescribed in Subsection 512.03.1

907-512-05--Basis of Payment. Delete the first pay item listed on the top of page 347, and substitute the following:

907-512-B: Portland Cement Pressure Grout Slurry, Type _____ - per pound

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-619-1

CODE: (SP)

DATE: 06/02/2004

SUBJECT: Changeable Message Signs

Section 619, Traffic Control for Construction Zones, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-619.02--Material Requirements. After Subsection 619.02.13 on page 424, add the following:

907-619.02.12--Changeable Message Sign. The changeable message sign shall be trailer-mounted, full size, LED, full matrix, solar powered, portable changeable message sign. The sign shall be capable of on-site operation via onboard keyboard/keypad, and when specified, remote operation via software compatible with Windows 2000 / Windows XP operating system. The entire sign assembly shall be designed and constructed to withstand and operate during a minimum of 75 MPH wind gusts with all outriggers and/or leveling jacks in place. The entire sign assembly, including each component exposed to weather, shall be sealed and water-proofed to prevent water penetration when subjected to rain and gusting winds of 75 MPH. If more than one changeable message sign is specified, they shall all be of the same model and from the same manufacturer. All parts and materials used to construct the changeable message sign shall be new.

When specified, each sign shall be provided either with or without the necessary hardware to control the sign remotely. If provided without the hardware, the sign shall be constructed with wiring in place to provide the connections for the necessary onboard hardware to control the sign remotely. The manufacturer shall supply a serial and/or USB connection within the sign control cabinet so that a laptop computer using the remote software can communicate directly with the sign CPU.

When specified, the sign shall be capable of displaying dynamic, in-situ traffic speeds through the use of an optional traffic radar transducer. The sign shall also be capable of radar interrupt. This option shall interrupt the original user-specified sequence of messages to display the approaching vehicle speeds and/or an alternate sequence of messages as determined by the user. This option shall also have the functionality to display the speeds of the approaching vehicles as a stand-alone sequence.

When specified, each sign shall be NTCIP compliant/compatible.

When specified, each sign shall be provided either with or without the necessary hardware to operate a Highway Advisory Radio (HAR) system. If provided without the hardware, the sign shall be constructed to provide the required connections to easily add the necessary onboard hardware to operate the HAR.

General. The sign shall be mounted on a portable trailer containing the necessary solar panels, deep-cycle heavy-duty batteries, and battery charger. When specified, gel-type batteries shall be a replacement for deep-cycle heavy-duty batteries. In the event of prolonged lack of sufficient sunlight, the sign batteries shall be capable of being charged while the sign is operating by the use of a standard 120 Volt AC generator. The sign shall be equipped with a male plug-in and a 50-foot long extension cord constructed of a minimum 12-gauge wire for this purpose. This plug-in shall also be capable of charging the sign batteries using standard 120 Volt AC current when the sign is not in use.

When specified, the sign shall be supplied with either the necessary onboard hardware to control the sign remotely, or the required connections to easily add the necessary onboard hardware to control the sign remotely. This hardware shall consist of, but is not limited to, a cellular telephone capable of operating in digital mode, and/or analog mode when specified, the necessary external antenna, communications cables, and the necessary modem for communicating with the sign operating software. The sign shall also be supplied with the necessary software to control the sign from a remote location. This software shall be Windows 2000 / Windows XP operating system compatible for use on any desktop or laptop equipped with a Hayes Compatible Modem, and any necessary software which must be installed on the sign for communication with a remote computer. The cell phone and/or modem shall be capable of communication using the MDOT cell service provider and it shall be the responsibility of the manufacturer/contractor to demonstrate this service. The sign shall be capable of data communications at a minimum transmission speed of 40 kilobytes per second. The sign shall not be dependent on cellular digital packet data type technology for wireless communications.

The software for controlling the sign and sign messages shall be password protected to safeguard against unauthorized use. There shall be a minimum of three (3) levels of password protection. The most restrictive level shall allow an operator to select a preprogrammed sequence of messages for display while restricting access to the computer's sign and sequence programming. The next restrictive level shall allow the operator to access the sign's primary controls such as sign brightness, message and sequence editing, and establishing schedules. The least restrictive level shall allow full access to all controls, passwords, signs parameter display, and diagnostic display.

Sign diagnostics shall include, but not be limited to, LED brightness controls, internal operating temperature, sign status, communications status, radar status and solar status via onboard display and/or when specified, remote software. The sign status shall provide information on the sign operation that includes CPU inputs and outputs, battery voltage, 110 VAC service indicator, low voltage indicator, and photocell ambient light level. The solar status shall provide information on voltage level from the batteries, voltage level for the LED display, sign brightness level, percent of maximum brightness for LED's, and photocell ambient light level.

The sign software shall be capable of scheduling predetermined sequences of messages based on a programmed time and date.

There shall be a minimum of 180 pre-stored, standard signs and messages as detailed in the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD), all capable of being displayed. There shall also be storage space provided for an additional 150 user-programmed signs and/or messages. Each sign CPU shall have the capacity to store a minimum of 150 programmable sequences. Each sequence shall be capable of displaying up to six (6) programmed signs, symbols, or messages. There shall also be provided, as stored data, and capable of being displayed, all graphical symbols of regulatory and warning symbols detailed in the latest edition of the MUTCD.

The sign display shall be capable of displaying both static and dynamic graphics/messages. The sign display shall also be capable of displaying messages in full size to utilize the maximum area of display. It shall also be capable of displaying conventional one, two, or three-line messages for display with a choice of a minimum of nine (9) font sizes.

At least two copies of user manuals shall be provided with each sign. Each manual shall include all operational functions and software required to operate the sign on site and remotely. This manual shall include all wiring diagrams, parts lists, and sign specifications as well as component warranty information. Each copy shall be bound and shall contain laminated sheets.

Trailer Control Cabinet. The control cabinet shall be constructed of aluminum and shall receive an automotive grade protective coating as should the rest of the trailer. The sign cabinet shall be manufactured to withstand all types of adverse weather conditions and shall have screens or filters installed to keep insects out. This control cabinet shall be lockable, internally illuminated, and house the keyboard terminal and control panel. Lighted keys and terminal displays are acceptable. This control cabinet shall be manufactured in accordance with the latest NEMA 3R/4 standards. The control cabinet shall contain all controls and the necessary gauges for monitoring sign activity. All controls shall be labeled using engraved laminated plastic that is a minimum of 1/16-inch thick. These gauges shall include, but are not limited to, a voltmeter, which indicates current battery charge status, and an amp meter, which indicates current/charging status. The provision of this information via digital readout on a control console or panel is acceptable.

Sign Display. The sign display housing shall be constructed of aluminum and shall be composed of a full matrix of LED's. The sign display housing shall be manufactured in accordance with the latest NEMA 3R/4 standards. The sign shall be comprised of easily interchangeable modules that may be individually replaced in the event of failure or damage. The sign display shall have the minimum capability of displaying three lines of 18-inch nominal high text with eight characters per line. The sign display shall be capable of displaying preprogrammed Manual on Uniform Traffic Control Devices (MUTCD) symbolic messages and standard arrows. This sign shall be a full matrix type, not a fixed matrix type. The sign display shall also be capable of displaying user-defined custom messages and graphics. These messages shall be capable of saving for later recall and use. The sign shall be capable of displaying a preprogrammed default message, or no message at all, in the event of a power failure. When displaying text messages, the spacing between lines of text shall be a minimum of six (6) inches and the inter-character spacing shall be a minimum of three (3) inches. The sign shall be capable of shutting down its LED display if internal cabinet temperatures reach a level that is determined

unsafe by the manufacturer. The LED's shall be ITE amber wide angle for both daytime and nighttime viewing at an angle of 17 degrees, shall be rated for a service life of 100,000 hours, and shall have an operating temperature range of between -22°F to +165°F. The associated electronics for operation of display power supply shall be fully operational in the temperature range of -30°F to +165°F. The sign display shall be protected by a non-glaring polycarbonate material of at least ¼ inch thickness. The display shall provide easy access to all components contained within the display housing.

LED Brightness Control. The sign shall be equipped with both automatic and manual controls to adjust the brightness of the LEDs. The automatic control shall be capable of varying the LED brightness by sensing the ambient light level using photocells. The manual brightness control shall be password protected to safeguard against unauthorized use. LED brightness control shall also be contained within the remote operational software.

Sign Trailer. The trailer shall be equipped with a minimum of two wheels with heavy-duty radial tires. It shall be constructed using a minimum of ASTM A36, 3-inch by 3-inch and 3-inch by 5-inch steel tubing both with a minimum of 3/16-inch wall thickness. Each wheel shall be equipped with one locking lug nut. A minimum of four keys for the locking lug nuts shall be supplied for each trailer. The trailer spring leafs shall be rated for 3500 pounds. The wheels shall be 15-inch steel wheels with five lug bolts per wheel. The wheels shall each be fitted with new P 205-75-15B rated tires.

The trailer shall be provided with a minimum of four outriggers or leveling jacks. One outrigger or leveling jack shall be mounted near each corner of the trailer. The length of the leveling jacks shall be such that when the trailer is level, all four jacks and the tongue jack can be lowered into the vertical position. The trailer shall also be provided with a trailer stand mounted on the tongue of the trailer. The trailer stand shall be a corrosion resistant, screw type jack stand which provides up to a 25-inch lift with a pull-pin swivel release that enables the jack to swing up to a horizontal position for towing. The stand shall also include a 6-inch wheel that allows horizontal positioning of the trailer. The jack stand shall be welded, not bolted, to the tongue of the trailer. The trailer shall be provided with legal tail/brake lights, signals, and license plate mounting bracket. The trailer shall be provided with a 2-inch "hammer blow coupler" style hitch capable of being reversible with a 2½-inch Pintle ring. The trailer shall contain the batteries, solar panels, display lift, and control console.

The trailer shall be equipped with an electric or hydraulic lift, or combination thereof, for the sign display. The sign shall also be equipped with a manual backup lift. The display lift shall raise the sign to a minimum of seven feet above the roadway surface. The sign display shall be capable of rotating and locking at any selected angle up to 360 degrees. A positive brake assembly with lockable control arm shall be provided to position the sign display in the desired position. A mast safety pin shall be provided to prevent the sign display from falling in the event of an electric or hydraulic system failure.

All welding shall be performed by certified welders and in accordance to applicable American Welding Society standards. All metal surfaces shall receive a protective coating such as powder

coating, two coats of primer and two coats of finish/color. The finished coating shall be automotive grade.

All cabinets, display cases, battery cabinets and connections shall be NEMA 3R/4 compliant. All cabinets must be completely encased and lockable with a standard padlock. A lockable storage cabinet shall be provided to house various accessories.

The trailer shall have a 6,000-pound capacity hydraulic surge brake system along with a breakaway latch.

Radar. When specified, the sign shall be equipped with a traffic radar operating in the "K" band, in an "approach only" mode. In conjunction with the radar, the sign shall be capable of displaying dynamic, in-situ vehicle speeds. The radar shall be able to interface directly with the CPU and operational software for applications such as vehicle speeds. The unit shall be programmable to allow the interruption of user-defined messages to display vehicle speed and/or alternate messages whenever a settable speed threshold is exceeded. The radar unit shall be encased in an aluminum enclosure with a polycarbonate lens, and the metal portion shall receive the same protective coating, priming, and painting as the rest of the sign.

907-619.03--Construction Requirements. After Subsection 619.03.9 on page 427, add the following:

907-619.03.10--Changeable Message Sign. Each changeable message sign shall be installed and continuously operated at the location selected by the Engineer on State right-of-way. The Contractor is advised that selected locations may be outside the planned indicated limits of the project. The Contractor shall perform all work necessary for preparation of the site selected and approved by the Engineer, to insure maximum safety for and sign visibility of the traveling public; and may be required to remove any temporary work at a later date as directed by the Engineer. The Contractor will also place a minimum of two plastic drums in advance of the sign and one beside the sign as long as it is in use. The Contractor shall be required to move the sign to a new location if directed by the Engineer.

The Contractor may be permitted to bring electric power from outside the normal right-of-way for operation of the equipment if the Department determines that the installation operation will not be hazardous to the traveling public. The Contractor will be required to secure a permit from the Department prior to any work by the power company on the right-of-way. The entire cost of providing electrical service, power to operate the equipment, and removal of the power source from the right-of-way shall be borne by the Contractor.

The changeable message sign(s) will remain the property of the Contractor after the Engineer determines that there is no further need for the sign(s) on the project.

907-619.04--Method of Measurement. After the last paragraph of Subsection 428 on page 619-7, add the following:

Changeable message signs, as described above, will be measured by the unit. When directed, separate measurements will be made for items included in the contract and required for temporary site preparation for the sign as referenced in Subsection 907-619.03.10. Materials for which no pay items are included in the contract will not be measured for separate payment. Separate measurements will not be made for moving the changeable message sign to a new location, but materials used for which pay items are included in the contract and are necessary for repositioning the sign as directed by the Engineer will be measured for separate payment. Removal of materials used for site preparation for changeable message signs will not be measured for separate payment.

907-619.05--Basis of Payment. After the second paragraph of Subsection 619.05 on page 428, add the following:

Payment for items required by the Engineer for temporary location of the changeable message sign, and for which pay items are included in the contract, will be made by the individual pay item. No additional payment will be made for having to work outside the planned indicated project limits.

Payment for removal of materials used for site preparation at changeable message sign locations shall be included in the contract bid price for Maintenance of Traffic.

Between pay item nos. 619-E2 and 619-F1 on page 429, insert the following:

907-619-E3: Changeable Message Sign (____*____) - per each

* Indicate when the sign is "With Remote" and/or "With Radar"

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-687-2

CODE: (SP)

DATE: 04/03/2006

SUBJECT: Vehicle Classification and Axle Detector (VCAD) Systems

PROJECT: IM-0059-03(086)N / 104151301 - Lauderdale County

Section 907-687, Vehicle Classification and Axle Detector Systems, is hereby added to and made a part of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as follows:

SECTION 907-687 - VEHICLE CLASSIFICATION AND AXLE DETECTOR SYSTEMS

907-687.01--Description. This work consists of furnishing vehicle inductive loop and axle detector systems of the types specified and assembling, constructing, erecting, and installing same in conformity with these specifications to insure properly operating units in accordance with the designs and at the locations shown on the plans or as directed. This axle detector system should classify vehicles in all lanes of traffic.

The Contractor shall include all hardware necessary to operate the field station when connected to a portable traffic counter.

- 1) The System shall utilize one (1) Class II Piezo strip as utilized by Mikros System and two (2) loops, as recommended by the manufacturer in all lanes.
- 2) The vendor shall provide three (3) copies of all manuals on Installation, Operating, Schematics, and Maintenance for the entire System.

The Piezo sensors, inductive loops, cables, leads and electronic hardware will be furnished, installed, tested, calibrated and made operational by the Contractor. The Contractor shall provide all services required for construction, tests, the satisfactory performance period(s), and miscellaneous usage on this project until the final inspection of the project. All cost, etc., associated with the System up to and including the date of the final inspection of the System shall be the responsibility of the Contractor.

At least 24 hours prior to starting any vehicle classification and axle detector system work, the Contractor shall contract the MDOT Planning Division at 601-359-7685 so that a representative of the Planning Division can be on site while this work is being performed.

907-687.02--Materials. The materials used in this construction shall conform with the general requirements of these specifications and the specific requirements set out herein. Prior to the scheduled start of work, the Contractor shall provide the Engineer with submittals on the following items and shall obtain the Engineer's approval before starting affected work.

907-687.02.1--Sensors. Vehicle axle detectors shall utilize piezoelectric cable in a sensor assembly and be of a type that has been shown to be successful for vehicle classification in both asphaltic and portland cement concrete pavements. Sensor length shall be six (6) feet minimum. Sensors as delivered from manufacturer shall include a shielded transmission cable of sufficient length for a continuous run to pull box without splicing.

907-687.02.1.1--Piezoelectric Cable/Sensors. Piezoelectric Cable/Sensors shall be as those utilized by Mikros System. Sensitivity dispersion shall be Class II, $\pm 5\%$.

907-687.02.2--Shielded Transmission Cable. Coaxial cable type RG58 C/U shall conform to IMSA 50-2 for polyethylene insulated, polyethylene jacketed cable, AWG #14. Cable shall meet the requirements of Section 636 for the Standard Specifications.

907-687.02.3--Conduit and Pull Boxes. Conduit and pull boxes shall meet the requirements of Section 668 of the Standard Specifications.

907-687.02.3.1--Under Roadways. Conduit shall be Schedule 80 PVC or coated rigid galvanized steel.

907-687.02.3.2--Other Conduit. Other conduit shall be Schedule 40 PVC direct buried conduit unless noted otherwise.

907-687.02.3.3--Pull Boxes. Size shall be Type 2, cover does not require words inscribed on top.

907-687.02.4--Loop Wire. Loop wire, IMSA 51-3, AWG #14, shall meet the requirements of Section 722.03.

907-687.02.5--Loop Sealant. Loop sealant shall be "Traffic Loop Sealant" as manufactured by 3M Corporation, or approved equal.

907-687.02.6--Sensor Cement. The sensor assembly shall be cemented into the pavement with an epoxy resin of a type recommended by the sensor manufacturer.

907-687.03--Construction Requirements. The general layout of the work shall conform to the detail shown on typical installation plans and shall be verified at each location with the Engineer. The vendor shall have a representative on site during installations.

907-687.03.1--Manufacturer's Recommendations. Sensors must be installed in accordance with the approved procedures and specifications provided by the sensor manufacturer. All sensors and connecting cables shall be positioned and installed to assure compatibility with the inductive loops to provide electrical signals for vehicle classification.

907-687.03.2--Conflicts. Conflicts between any piece of equipment, which if installed as shown in relation to any previously installed equipment, may impair the proper operation of that equipment, shall be resolved by the Contractor as approved by the Engineer.

907-687.03.3--Conduit Runs. The number of conductors, conduits and fittings necessary to produce an operative system as specified herein shall be provided. It is the intent of these specifications to have all joints, connections, etc. completely water and moisture tight. Shielded transmission cable and wire leads shall be installed in conduit from paved shoulders to pull boxes.

907-687.03.4--Slots in Pavement. All slots required in pavement and paved shoulders shall be saw cut with diamond blade power saw. Edges shall be straight, smooth and true. Depth shall be uniform.

907-687.03.4.1--Loop Slots. Slots for loop wire shall be 1/4 inch minimum width. Depth in asphalt shall be 2½ inch and 1½ inch in concrete. Diagonal slots shall be cut at corners by overlapping cuts so that the entire slot intended for wire has full depth. There shall be no jagged edges or protrusions which may damage wire.

907-687.03.4.2--Cable Slots. Slots for cable shall be 3/8 inch width ($\pm 1/16$) and 2-inch depth. Do not exceed 45 degree turns and overlap cuts so that slot has full depth. There shall be no jagged edges or protrusions which may damage cable. Cable leads from each sensor shall be run in individual saw cut slots at a minimum spacing of 12 inches.

907-687.03.4.3--Sensors Slots. Slots for sensors shall be of the width and depth specified by the sensor manufacturer. Cavity of sensor slots may be made with chisel between saw cut sides, but bottom shall be smooth and level, without protrusions. In overlay of four inches (4") or less, the slot shall extend to the top of the course below the overlay.

907-687.03.5--Loop Assemblies. Inductive loop assemblies shall meet the requirements of Section 635 of the Standard Specifications.

907-687.03.6--Inspection. Pavement slots shall be inspected at time of sensor and cable installation. Surfaces shall be clean and dry, free of all dust, grit, moisture and other contaminants that might affect sealant or cement bond.

907-687.03.6.1--Sensor Check. Prior to final installation, sensor assembly shall be placed in position in slot and inspected for compliance with manufacturer's requirements as to clearance, surface alignment, etc. Sensor output shall be checked using oscilloscope.

907-687.03.6.2--Cable Inspection. The cable shall not have any cuts, nicks, abrasions or breaks in the insulation at the time of filling slot with sealant. Any sensor having defects in the shielded transmission cable shall be replaced.

907-687.03.6.3--Loop Inspection. The loop wire shall not have any cuts, nicks, abrasions or breaks in the insulation before or after installation in the slot. Loop inductance shall be 124 microhenries.

907-687.03.7--Sensor Installation. Approved epoxy cement shall completely fill the cavity spaces and surround all three sides of the sensor assembly. To insure that there are no voids under the sensor assembly the sensor shall first be removed after installation inspection, the slot partially filled with epoxy, then the sensor pressed into position and the side cavities filled to the pavement surface before the bottom epoxy has hardened. Sensor installation shall be protected from traffic until epoxy cement is sufficiently cured.

907-687.03.8--Sleeves. Flexible sleeve or other protection shall be provided for shielded cable at sensor ends to prevent damage. The Contractor shall take care to insure that the sleeve is not filled with epoxy cement. In addition, the Contractor shall provide flexible sleeve, approximately 12 inches long, at pavement construction joints including joints between lanes and between pavement and paved shoulder.

907-687.03.9--Cable and Wire Installation. The cable or lead wires shall be placed in the bottom of the slot so that there are no kinks, curls, straining or stretching of the insulation. The two loop lead wires shall be twisted two to five turns per foot before placement in the slot. Special care shall be taken in seating the cable and wire so that the insulation will not be broken or abraded. No sharp tools such as screwdriver or metal object shall be used for this operation.

907-687.03.9.1--Conditions. The Contractor shall install the sealant in strict adherence to the manufacturer's recommendation and these specifications. No sealant shall be installed during inclement weather or under any condition which might introduce moisture into the pavement slots.

907-687.03.9.2--Sealant. The viscosity of the sealant shall be such that it can be readily placed in the slot, completely surround the wires, displace all air and fill the slot so that the sealant is flush with the roadway surface. The finished installation shall be waterproof and present a neat workmanlike appearance. Minimum required clearance shall be maintained to cable and wire.

907-687.03.9.3--Protection. The sealant shall be sufficiently hardened before allowing traffic on it.

907-687.03.10--Cleaning. All excess encapsulate and sealant shall be removed from pavement surface and sensor after installation. A hand grinder shall be used, if necessary, to smooth out rough or high areas that might affect sensor operation.

907-687.03.11--Tags. Each shielded transmission cable and pair of lead wires shall be uniquely identified by an insulated, waterproof tag in every pull box.

907-687.03.12--Trenching and Backfilling. All trenching shall be done by mechanical means and all sides shall be straight and vertical. Width of trenches shall not exceed eight (8) inches on either side of placed conduits. All backfill shall be made with a friable material which has been

approved by the Engineer. Place material in compacted lifts as approved by the Engineer. The site, including shoulders, shall be returned to its original condition

907-687.03.13--Jacking or Boring. Approved jacking or boring methods shall be used where a conduit must be placed under an existing roadway. Jacking/boring pits shall be kept a minimum of five (5) feet from the edge of shoulder, and care shall be taken not to disturb existing pavement. Excessive use of water or other methods which could undermine pavements shall not be permitted. The jacking/boring site must be returned to its undisturbed state upon completion of the operation. Only experienced labor shall be used for jacking/boring work. Conduit shall be not less than 36 inches below pavement surface.

907-687.03.14--Pull Boxes. Pull boxes shall be located at least 10 feet from shoulder. Pull boxes shall be set on 12 inches minimum thickness washed gravel. Holes for drainage shall be provided in bottom of pull box. Locate conduit entering pull box so as to leave the major portion of the box clear.

907-687.03.15--Conduit. Conduit shall be laid to a depth of not less than 36 inches below the finished grade (except at conduit ends). All conduits shall be run at least 10 feet outside shoulder unless otherwise approved. One size of conduit shall be used for each run, no reducing couplings will be permitted.

907-687.03.16--Conductor Installation. Before placing shielded cable or wire leads in conduit, the conduit shall be cleaned with compressed air and rigid metal conduit shall also be cleaned with a mandrel. Only approved lubricants which will not injure conductor insulation while pulling cables shall be used.

907-687.03.16.1--Splices. Splices shall be made in pull boxes only, soldered, and sealed in epoxy type splice connectors equal to 3M. An insulation equal in rating and thickness to the conductor insulation shall be provided.

907-687.03.17--System Acceptance. The Contractor shall be required to demonstrate to the Engineer the satisfactory operation of each device installed on this project.

907-687.03.18--Material Warranty. The following warranty stipulations are in addition to those covered by Section 106.01 of the Standard Specifications:

907-687.03.18.1--Final Inspection. All sensors, loops and related components shall be fully operational at the final acceptance of the project.

907-687.03.18.2--Guarantee. At each location, the Contractor shall warrant and guarantee all sensors, loops and related components for a period of twelve (12) months, beginning at the date of partial release from maintenance.

907-687.03.18.3--Responsibility. It is the intent of the preceding paragraph to provide for equipment which performs as intended by the manufacturer. It is the further intent to obtain from the Contractor a level of workmanship which will assure the Department of an operation

system devoid of Contractor laxities. Failure to perform as indicated shall require the Contractor to replace in kind or repair, at his option, the equipment or workmanship in question. All material and labor cost resulting from the replacement or repair of equipment or correction of poor workmanship shall be borne by the Contractor.

907-687.03.18.4--Repairs. The Contractor shall not be responsible for outages occurring during the twelve month warranty period due to vandalism, traffic accidents, or any problems not related to materials or workmanship. The Contractor will be required to make the necessary repairs for such outages but the cost of such repair will be borne by the Department.

907-687.03.18.5--Manufacturer's Guarantees. All manufacturer's standard warranties or guarantees for all electrical and mechanical equipment which are provided as customary trade practice shall be made over to the Department and shall begin simultaneously with the commencement of the twelve month warranty period.

907-687.04--Method of Measurement. Vehicle Classification and Axle Detector Systems, of the type specified, complete in place and accepted, will be measured per lump sum for each location. Such measurement shall include all materials, labor, equipment, operation, and other incidentals necessary to complete all the work.

907-687.05--Basis of Payment. Vehicle Classification and Axle Detector Systems, measured as provided herein, will be paid for at the contract unit price lump sum for the various locations, which price shall be full compensation for furnishing, installing, testing and guaranteeing all equipment and for all other labor, tools, and incidentals necessary to complete the work.

Payment will be made under:

907-687-A: Vehicle Classification and Axle Detector System, * - lump sum

* Optional - Site No. or Location

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-688-4

CODE: (SP)

DATE: 11/27/2006

SUBJECT: Vehicle Inductive Loop and Axle Detector Systems

PROJECT: IM-0059-03(086)N / 104151301 -- Lauderdale County

Section 907-688, Vehicle Inductive Loop and Axle Detector Systems, is hereby added to and made a part of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as follows:

SECTION 907-688 - VEHICLE INDUCTIVE LOOP AND AXLE DETECTOR SYSTEMS

907-688.01-Description. This work consists of furnishing vehicle inductive loop and axle detector systems of the types specified and assembling, constructing, erecting, and installing same in conformity with these specifications to insure properly operating units in accordance with the designs and at the locations shown on the plans or as directed. This axle detector system should classify vehicles in all lanes. The system should also provide future upgrading abilities to be perform as a Weigh-In-Motion system using a solid state WIM card.

The Contractor shall include all hardware and software necessary to operate the field station for extended periods of time unattended.

- 1) The System shall utilized two (2) Class I Piezo strips as utilized by Mikros System and one (1) loop, as recommended by the manufacturer in all lanes.
- 2) The vendor shall provide three (3) copies of all manuals on Installation, Operating, Schematics, and Maintenance for the entire System.

The Piezo sensors, induction loops, cables, leads, cabinet, electronic hardware and software will be furnished, installed, tested, calibrated and made operational by the Contractor. The Contractor shall provide all electrical power and telephone service required for construction, tests, the satisfactory performance period(s), and miscellaneous usage on this project until the final inspection of the project. Deposits, customer charges, connection cost, etc., associated with the System up to and including the date of the final inspection of the System shall be the responsibility of the Contractor.

907-688.02-Materials. The materials used in this construction shall conform with the general requirements of these specifications and the specific requirements set out herein. Prior to the scheduled start of work, the Contractor shall provide the Engineer with submittals on the following items and shall obtain the Engineer's approval before starting affected work.

907-688.02.1-Sensors. Vehicle axle detectors shall utilize piezoelectric cable in a sensor assembly and be of a type that has been shown to be successful for vehicle classification in both asphaltic and portland cement concrete pavements. Sensor length shall be five (5) feet minimum. Sensors as delivered from manufacturer shall include a shielded transmission cable of sufficient length for a continuous run to pull box without splicing.

907-688.02.1.1-Piezoelectric Cable/Sensors. As utilized by Mikros System. Sensitivity dispersion shall be: Class I, $\pm 5\%$.

907-688.02.2-Shielded Transmission Cable. Coaxial cable type RG58 C/U shall conform to IMSA 50-2 for polyethylene insulated, polyethylene jacketed cable, AWG #14. Cable shall meet the requirements of Section 908-636 for the 1991 Supplemental Specifications.

907-688.02.3-Conduit and Pull Boxes. Conduit and pull boxes shall meet the requirements of Section 908-668 of the 1991 Supplemental Specifications.

907-688.02.3.1-Under Roadways. Conduit shall be Schedule 80 PVC or coated rigid galvanized steel.

907-688.02.3.2-Other Conduit. Other conduits shall be schedule 40 PVC direct buried conduit unless noted otherwise.

907-688.02.3.3-Pull Boxes. Pull boxes shall be type 2 and the cover does not require words inscribed on top.

907-688.02.4-Loop Wire. Loop wire (IMSA 51-3, AWG #14) shall meet the requirements of Subsection 722.03.

907-688.02.5-Loop Sealant. Loop sealant shall be "Traffic Loop Sealant" as manufactured by 3M Corporation, or approved equal.

907-688.02.6-Sensor Cement. The sensor assembly shall be cemented into the pavement with an epoxy resin of a type recommended by the sensor manufacturer.

907-688.03-Construction Requirements. The general layout of the work shall conform to the detail shown on typical installation plans and shall be verified at each location with the Engineer. The vendor shall have a representative on site during installations.

907-688.03.1-Manufacturer's Recommendations. Sensors must be installed in accordance with the approved procedures and specifications provided by the sensor manufacturer. All sensors and connecting cables shall be positioned and installed to assure compatibility with the inductive loops to provide electrical signals for vehicle classification.

907-688.03.2-Conflicts. Conflicts between any piece of equipment, which if installed as shown in relation to any previously installed equipment, may impair the proper operation of that equipment, shall be resolved by the Contractor as approved by the Engineer.

907-688.03.3-Conduit Runs. Provide the number of conductors, conduits and fittings necessary to produce an operative system as specified herein. It is the intent of these specifications to have all joints, connections, etc. completely water and moisture tight. Shielded transmission cable and wire leads shall be installed in conduit from paved shoulders to pull boxes.

907-688.03.4-Slots in Pavement. All slots required in pavement and paved shoulders shall be saw cut with diamond blade power saw. Edges shall be straight, smooth and true. Depth shall be uniform.

907-688.03.4.1-Loop Slots. Slots for loop wire shall be 1/4 inch minimum width. Depth in asphalt shall be 2½ inch and 1½ inch in concrete. Cut diagonal slot at corners, overlapping cuts so that entire slot intended for wire has full depth. There shall be no jagged edges or protrusions which may damage wire.

907-688.03.4.2-Cable Slots. Slots for cable shall be 3/8-inch width ($\pm 1/16$) and 2-inch depth. Do not exceed 45 degree turns and overlap cuts so that slot has full depth. There shall be no jagged edges or protrusions which may damage cable. Cable leads from each sensor shall be run in individual saw cut slots at a minimum spacing of 12 inches.

907-688.03.4.3-Sensors Slots. Slots for sensors shall be 2-inch width ($\pm 1/8$). Depth shall be ¾ inch ($\pm ?$). Cavity of sensor slots may be made with chisel between saw cut sides, but bottom shall be smooth and level, without protrusions. In overlay of four inches or less, the slot shall extend to the top of the course below the overlay.

907-688.03.5-Loop Assemblies. Inductive loop assemblies shall meet the requirements of Section 908-635 of the 1991 Supplemental Specifications.

907-688.03.6-Inspection. Pavement slots shall be inspected at time of sensor and cable installation. Surfaces shall be clean and dry, free of all dust, grit, moisture and other contaminants that might affect sealant or cement bond.

907-688.03.6.1-Sensor Check. Prior to final installation, sensor assembly shall be placed in position in slot and inspected for compliance with manufacturer's requirements as to clearance, surface alignment, etc. Sensor output shall be checked using oscilloscope.

907-688.03.6.2-Cable Inspection. The cable shall not have any cuts, nicks, abrasions or breaks in the insulation at the time of filling slot with sealant. Any sensor having defects in the shielded transmission cable shall be replaced.

907-688.03.6.3-Loop Inspection. The loop wire shall not have any cuts, nicks, abrasions or breaks in the insulation before or after installation in the slot. Loop inductance shall be 124 microhenries.

907-688.03.7-Sensor Installation. Approved epoxy cement shall completely fill the cavity spaces and surround all three sides of the sensor assembly. To insure that there are no voids

under the sensor assembly the sensor shall first be removed after installation inspection, the slot partially filled with epoxy, then the sensor pressed into position and the side cavities filled to the pavement surface before the bottom epoxy has hardened. Protect sensor installation from traffic until epoxy cement is sufficiently cured.

907-688.03.8-Sleeves. Provide flexible sleeve or other protection for shielded cable at sensor ends to prevent damage. Take care to insure that the sleeve is not filled with epoxy cement. In addition, provide flexible sleeve, approximately 12 inches long, at pavement construction joints including joints between lanes and between pavement and paved shoulder.

907-688.03.9-Cable and Wire Installation. The cable or lead wires shall be placed in the bottom of the slot so that there are no kinks, curls, straining or stretching of the insulation. The two loop lead wires shall be twisted two to five turns per foot before placement in the slot. Special care shall be taken in seating the cable and wire so that the insulation will not be broken or abraded. No sharp tools such as screwdriver or metal object shall be used for this operation.

907-688.03.9.1-Conditions. The Contractor shall install the sealant in strict adherence to the manufacturer's recommendation and these specifications. No sealant shall be installed during inclement weather or under any condition which might introduce moisture into the pavement slots.

907-688.03.9.2-Sealant. The viscosity of the sealant shall be such that it can be readily placed in the slot, completely surround the wires, displace all air and fill the slot so that the sealant is flush with the roadway surface. The finished installation shall be waterproof and present a neat workmanlike appearance. Maintain minimum required clearance to cable and wire.

907-688.03.9.3-Protection. The sealant shall be sufficiently hardened before allowing traffic on it.

907-688.03.10-Cleaning. Remove all excess encapsulate and sealant from pavement surface and sensor after installation. Use hand grinder if necessary to smooth out rough or high areas that might affect sensor operation.

907-688.03.11-Tags. Each shielded transmission cable and pair of lead wires shall be uniquely identified by an insulated, waterproof tag in every pull box.

907-688.03.12-Trenching and Backfilling. All trenching shall be done by mechanical means and all sides shall be straight and vertical. Width of trenches shall not exceed eight (8) inches on either side of placed conduits. All backfill shall be made with a friable material which has been approved by the Engineer. Place material in compacted lifts as approved by the Engineer. The site, including shoulders, shall be returned to its original condition

907-688.03.13-Jacking or Boring. Approved jacking or boring methods shall be used where a conduit must be placed under an existing roadway. Jacking/boring pits shall be kept a minimum of five (5) feet from the edge of shoulder, and care shall be taken not to disturb existing pavement. Excessive use of water or other methods which could undermine pavements shall not

be permitted. The jacking/boring site must be returned to its undisturbed state upon completion of the operation. Use only experienced labor for jacking/boring work. Conduit shall be not less than 36 inches below pavement surface.

907-688.03.14-Pull Boxes. Locate pull boxes at least 10 feet from shoulder. Pull boxes shall be set on 12 inches minimum thickness washed gravel. Provide holes for drainage in bottom of pull box. Locate conduit entering pull box so as to leave the major portion of the box clear.

907-688.03.15-Conduit. Conduit shall be laid to a depth of not less than 36 inches below the finished grade (except at conduit ends). Run all conduits at least 10 feet outside shoulder unless otherwise approved. One size of conduit shall be used for each run, no reducing couplings will be permitted.

907-688.03.16-Conductor Installation. Before placing shielded cable or wire leads in conduit, the conduit shall be cleaned with compressed air and rigid metal conduit shall also be cleaned with a mandrel. Use only approved lubricants which will not injure conductor insulation while pulling cables.

907-688.03.16.1-Splices. Splices shall be made in pull boxes only, soldered, and sealed in epoxy type splice connectors equal to 3M. Provide an insulation equal in rating and thickness to the conductor insulation.

907-688.03.17-System Acceptance. The Contractor shall be required to demonstrate to the Engineer the satisfactory operation of each device installed on this project.

907-688.03.18-Material Warranty. The following warranty stipulations are in addition to those covered by Subsection 106.01 of the Standard Specifications:

907-688.03.18.1-Final Inspection. All sensors, loops and related components shall be fully operational at the final acceptance of the project.

907-688.03.18.2-Guarantee. At each location, the Contractor shall warrant and guarantee all sensors, loops and related components for a period of twelve (12) months, beginning at the date of partial release from maintenance.

907-688.03.18.3-Responsibility. It is the intent of the preceding paragraph to provide for equipment which performs as intended by the manufacturer. It is the further intent to obtain from the Contractor a level of workmanship which will assure the Department of an operation system devoid of Contractor laxities. Failure to perform as indicated shall require the Contractor to replace in kind or repair, at his option, the equipment or workmanship in question. All material and labor cost resulting from the replacement or repair of equipment or correction of poor workmanship shall be borne by the Contractor.

907-688.03.18.4-Repairs. The Contractor shall not be responsible for outages occurring during the twelve month warranty period due to vandalism, traffic accidents, or any problems not

related to materials or workmanship. The Contractor will be required to make the necessary repairs for such outages but the cost of such repair will be borne by the Department.

907-688.03.18.5-Manufacturer's Guarantees. All manufacturer's standard warranties or guarantees for all electrical and mechanical equipment which are provided as customary trade practice shall be made over to the Department and shall begin simultaneously with the commencement of the twelve month warranty period.

907-688.04-Method of Measurement. Vehicle Inductive Loop and Axle Detector System of the several types complete in place and accepted, will be measured per location lump sum. Such measurement shall include all materials, labor, equipment, operation, and other incidentals necessary to complete all the work.

907-688.05-Basis of Payment. Vehicle Inductive Loop and Axle Detector System, measured as prescribed above, will be paid for at the contract unit lump sum price for the specific location, which price shall be full compensation for furnishing, installing, testing and guaranteeing all equipment and for all other labor, tools, and incidentals necessary to complete the work.

Payment will be made under:

907-688-A: Vehicle Inductive Loop and Axle Detector System, * - lump sum

* Optional - Site No. or Location

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-701-2

CODE: (IS)

DATE: 01/12/2006

SUBJECT: Portland Cement

Section 701, Hydraulic Cement, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-701.02--Portland Cement. Delete the **third paragraph and** table in Subsection 701.02 on page 596, and substitute the following:

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

Cementitious Materials for Soluble Sulfate Conditions

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

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

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

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-707-2

CODE: (IS)

DATE: 02/15/2006

SUBJECT: Joint Materials

Section 707, Joint Materials, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-707.02.1.3--Concrete Joint Sealer Compound - Hot-Poured Elastic Type. In the first paragraph of Subsection 707.02.1.3 on page 633, delete "AASHTO Designation: M 173" and replace with "AASHTO Designation: M 324 for Type I Joint and Crack Sealant".

Delete in toto Subsection 707.02.1.5 on pages 634 and 635 and substitute:

907-707.02.1.5--Backer Rod for Use with Hot and Cold Poured Joint Sealer. The backer rod shall be a closed-cell foam rod made from polyethylene, polyolefin or similar type material, and shall conform to ASTM Designation: D 5249. The backer rod shall either be a Type 1, for use with either hot or cold poured joint sealers, or a Type 3, for use with cold poured joint sealers only.

The Contractor shall furnish a three linear foot sample of each shipment, and three copies of the manufacturer's certification that the backer rod meets the requirements of this specifications.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-711-3

CODE: (IS)

DATE: 09/26/2005

SUBJECT: Synthetic Structural Fiber Reinforcement

Section 711, Reinforcement and Wire Rope, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

After Subsection 711.03.4.3 on page 665, add the following:

907-711.04--Synthetic Structural Fiber. Synthetic structural fibers shall meet the requirements of ASTM Designation: C 1116, Section 4.1.3, Note 3. The fibers shall be monofilament made of polypropylene or polypropylene/polyethylene blend meeting the following conditions:

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

* When tested in accordance with ASTM Designation: D 3822

The dosage rate for the fibers shall be a minimum of three pounds per cubic yard (3 lb / yd³). The dosage rate for the fibers when used in pile encasements shall be a minimum of four pounds per cubic yard (4 lb / yd³).

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-714-2

CODE: (IS)

DATE: 1/23/2006

SUBJECT: Miscellaneous Materials

Section 714, Miscellaneous Materials, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

Delete Subsection 714.07 on page 682 and substitute the following:

907-714.07--Other Cementitious Materials.

907-714.07.1--Metakaolin.

907-714.07.1.1--General. Metakaolin shall only be used to bring the cementitious materials in Portland cement concrete and cement for soil stabilization into compliance with the requirements for cementitious materials exposed to soluble sulfate conditions. The approval of each metakaolin source shall be on a case by case basis as determined by the State Materials Engineer. Source approval will be based on, but not limited to, review of the proposed source's quality control program, production history, certified test reports, certification of shipment from the supplier, and job control sampling and testing requirements.

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

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

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

907-714.07.1.2--Specific Requirements. Metakaolin shall meet the requirements of AASHTO Designation: M 295 Class N with the following modifications:

1. The sum of $\text{SiO}_2 + \text{Al}_2\text{O}_3 + \text{Fe}_2\text{O}_3$ shall be at least 85%. The Material Safety Data Sheet shall indicate that the amount of crystalline silica, as measured by National Institute of Occupation Safety and Health (NIOSH) 7500 method, after removal of the mica interference, is less than 1.0%.
2. The loss on ignition shall be less than 3.0%.
3. The available alkalis, as equivalent Na_2O , shall not exceed 1.0%.
4. The amount of material retained on a No. 325 mesh sieve shall not exceed 1.0%.
5. The strength activity index at seven (7) days shall be at least 85%.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-715-1

CODE: (IS)

DATE: 09/23/2004

SUBJECT: Agricultural Limestone

Section 715, Roadside Development Materials, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-715.02.2.1.1--Screening Requirements. Delete the first sentence of Subsection 715.02.2.1.1 on page 704 and substitute the following.

Grade "A" liming material, including ground shells, shall not have less than 90% of the material passing the No. 10 sieve, and not less than 47.5% passing the No. 60 sieve.

Delete Subsection 715.02.2.1.2 on page 704 and substitute the following:

907-715-02.2.1.2--Calcium Carbonate Equivalent. Grade "A" liming material shall not have less than 85.5% calcium and magnesium carbonate calculated as calcium carbonate equivalent when expressed on a dry weight basis.

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

907-715-02.2.1.3--Neutralizing Values. Grade "A" liming material shall have a minimum equivalent neutralizing value (ENV) of 63.0%, which is determined as follows:

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

Where: Fineness Value = $((\% \text{ Passing } \#10 - \% \text{ Passing } \#60) \times \frac{1}{2}) + \% \text{ Passing } \#60$,
expressed as a whole number

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-804-2

CODE: (SP)

DATE: 01/20/2006

SUBJECT: Concrete Bridges And Structures

Section 804, Concrete Bridges And Structures, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-804.02.1--General. Add the following materials to the list of materials in Subsection 804.02.1 on page 847.

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

907-804.02.10--Portland Cement Concrete Mix Design. Change Note ***** of Subsection 804.02.10 on page 851 as follows:

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

Delete the last paragraph of Subsection 804.02.10 on page 851 and substitute the following:

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

907-804.05--Basis of Payment. Add the "907" prefix to the pay items listed on page 898.

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. 906-6

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

This voluntary 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 **take part in the program and** follow uniform procedures in training **and in tracking trainee's progress.**

FUNDING

MDOT will establish an annual OJT Fund **from** 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.

DISBURSEMENT OF FUNDS

MDOT will pay \$3.00 per hour toward the trainee's salary for each hour of training performed by **each** trainee in an approved training program. Program reimbursements will be made directly to the prime or sub contractor. Requests for payment will be submitted to the Office of Civil Rights for approval.

Contractors must **provide a signed invoice** providing the following information to be reimbursed.

- Contractor's Name
- Mailing Address
- Trainee Name
- **Social Security Number**

- Race
- Sex
- Project Number
- Job Classification
- Total Number of Hours Completed

TRAINING PROGRAM APPROVAL

A. To use the OJT Program on highway construction projects, the contractor will notify the Department Office of Civil Rights using the On-the-Job Trainee [Schedule Form](#). The notification must include the following information:

- Trainee Starting Date
- Project number (s) trainee starting on
- Training program (classification) to be used; and
- [Number of Training Hours Required](#)

B. If a contractor chooses to use a training program different from those listed in the OJT Program [Manual](#), 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. [No less than](#) minimum wage.
4. Trainee certification of completion.
5. Records and reports submitted to the Office of Civil Rights on a [monthly](#) 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 Office of Civil Rights 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 Office of Civil Rights may elect to interview trainees periodically during the training period to assess their performance and training program.

CONTRACTOR RESPONSIBILITY

1. Trainees must be identified on payrolls (i.e. dragline trainee).
2. 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 [OJT Termination Report](#).
3. 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.
4. 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 Office of Civil Rights with an explanation (*refer to 2 above*).
5. Upon notification from the contractor, the Department will issue a [skill verification card](#) and certificate of [training](#) to the trainee.
6. Trainees may be transferred to state-aid highway construction projects in order to complete the training program. If transfers are made the Office of Civil Rights must be notified on the [Monthly Trainee](#) Form. All of the training hours completed by trainees will count toward overall program completion.
7. Program reimbursements will be made directly to the prime or sub contractor.

WAGE RATE

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.

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 Office of Civil Rights 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 Office of Civil Rights 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.

SECTION 905 - PROPOSAL

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 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.

SECTION 905 -- PROPOSAL (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.

Respectfully Submitted,

DATE _____

Contractor

BY _____
Signature

TITLE _____

ADDRESS _____

CITY, STATE, ZIP _____

PHONE _____

FAX _____

E-MAIL _____

(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.

Milling and overlaying I-59/I-20 from 65th Ave. to 0.5 miles west of US Hwy. 45, known as Federal Project No. IM-0059-03(086)N / 104151301, in the County of Lauderdale, 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 CERTIFICATION LOCATED AT THE END OF THE BID SHEETS IS SIGNED**

*****BID SCHEDULE*****

Line No.	Item Code	Adj Code	Quantity	Units	Description	Unit Price		Item Amount	
						Dollar	Ct	Dollar	Ct
Roadway Items									
0010	201-B001		13	Acre	Clearing and Grubbing				
0020	202-B005		1,200	Square Yard	Removal of Asphalt Pavement, All Depths				
0030	202-B013		425	Square Yard	Removal of Cement Treated Base, All Depths				
0040	202-B041		200	Linear Feet	Removal of Fence, All Types				
0050	202-B086		70	Each	Removal of Guard Post				
0060	202-B097		650	Square Yard	Removal of Concrete Overlaid w/ Asphalt Pavement, All Depths				
0070	202-B102		7,538	Linear Feet	Removal of Guard Rail				
0080	202-B149		6	Mile	Removal of Traffic Stripe				
0090	202-B175		57	Each	Removal of Debris and Sand From Inlet and Junction Box, AllTypes & Sizes				

Line No.	Item Code	Adj Code	Quantity	Units	Description	Unit Price		Bid Amount	
0100	203-EX030	(E)	8,500	Cubic Yard	Borrow Excavation, AH, LVM, Class B15				
0110	203-I001		500	Square Yard	Site Grading				
0120	212-A001		33,880	Square Yard	Light Ground Preparation				
0130	212-B001		62,920	Square Yard	Standard Ground Preparation				
0140	213-B001		9	Ton	Combination Fertilizer, 13-13-13				
0150	214-A002		260	Pounds	Seeding, Bermudagrass				
0160	214-A003		325	Pounds	Seeding, Tall Fescue				
0170	214-A004		260	Pounds	Seeding, Crimson Clover				
0180	214-A014		140	Pounds	Seeding, Browntop Millet				
0190	214-A015		630	Pounds	Seeding, Oats				
0200	214-A017		175	Pounds	Seeding, Rye Grass				
0210	215-A001		33	Ton	Vegetative Materials for Mulch				
0220	234-A001		7,500	Linear Feet	Temporary Silt Fence				

Line No.	Item Code	Adj Code	Quantity	Units	Description	Unit Price	Bid Amount
0230	235-A001		200	Bale	Temporary Erosion Checks		
0240	304-B023	(GT)	1,500	Ton	Granular Material, Class 5, Group C		
0250	406-A003		47,800	Ton	Cold Milling of Bituminous Pavement, All Depths		
0260	406-B001		2,750	Square Yard	Cold Milling of Concrete Pavement, All Depths		
0270	413-B001		350	Linear Feet	Cleaning and Sealing Joints		
0280	423-A001		16	Mile	Rumble Strips, Ground In		
0290	501-E001		12	Linear Feet	Expansion Joints, Without Dowels		
0300	501-I001		12	Linear Feet	Joint Filler, Wooden Board		
0310	503-A004	(C)	650	Square Yard	8" and Variable Continuously Reinforced Concrete Pavement, Broom Finish		
0320	503-B001		508	Linear Feet	Saw Cut, Longitudinal Joints		
0330	503-C002		552	Linear Feet	Saw Cut, 3-inch		
0340	503-C005		576	Linear Feet	Saw Cut, 8-inch		
0350	503-D001		24	Cubic Yard	Concrete for Base Repair		

Line No.	Item Code	Adj Code	Quantity	Units	Description	Unit Price		Bid Amount	
0360	503-E002		259	Each	Tie Bars, No. 5 Deformed Drilled and Epoxied or Grouted				
0370	503-F003		12	Each	No. 5 Smooth Dowel Bars, Drilled & Epoxied or Grouted				
0380	512-A001		88	Each	Holes				
0390	512-C001		80	Hundred Weight	Calcium Chloride				
0400	606-A001		111	Each	Guard Posts				
0410	606-B007		5,788	Linear Feet	Guard Rail, Class A, Type 1, 'W' Beam, Metal Post				
0420	606-B012		100	Linear Feet	Guard Rail, Class A, Type 1, Double Faced, Metal Post				
0430	606-C003		5	Each	Guard Rail, Cable Anchor, Type 1				
0440	606-C004		1	Each	Guard Rail, Cable Anchor, Type 1 Modified				
0450	606-D001		5	Each	Guard Rail, Bridge End Section, Type A				
0460	606-D003		28	Each	Guard Rail, Bridge End Section, Type D Modified				
0470	606-E001		37	Each	Guard Rail, Terminal End Section				
0480	618-A001		1	Lump Sum	Maintenance of Traffic	XXXXXXXX	XXX		

Line No.	Item Code	Adj Code	Quantity	Units	Description	Unit Price		Bid Amount	
0490	619-A1002		44	Mile	Temporary Traffic Stripe, Continuous White				
0500	619-A2002		39	Mile	Temporary Traffic Stripe, Continuous Yellow				
0510	619-A3006		39	Mile	Temporary Traffic Stripe, Skip White				
0520	619-A5001		51,000	Linear Feet	Temporary Traffic Stripe, Detail				
0530	619-A6001		1,600	Linear Feet	Temporary Traffic Stripe, Legend				
0540	619-A6002		2,800	Square Feet	Temporary Traffic Stripe, Legend				
0550	619-C6001		9,700	Each	Red-Clear Reflective High Performance Raised Marker				
0560	619-D2001		812	Square Feet	Standard Roadside Construction Signs, 10 Square Feet or More				
0570	619-G4001		48	Linear Feet	Barricades, Type III, Single Faced				
0580	620-A001		1	Lump Sum	Mobilization	XXXXXXXXX	XXX		
0590	626-A002		15	Mile	6" Thermoplastic Traffic Stripe, Skip White				
0600	626-C002		18	Mile	6" Thermoplastic Edge Stripe, Continuous White				
0610	626-D002		1	Mile	6" Thermoplastic Traffic Stripe, Skip Yellow				

Line No.	Item Code	Adj Code	Quantity	Units	Description	Unit Price		Bid Amount	
0620	626-E002		24	Mile	6" Thermoplastic Traffic Stripe, Continuous Yellow				
0630	626-G001		38,500	Linear Feet	Thermoplastic Detail Stripe, White				
0640	626-G002		12,500	Linear Feet	Thermoplastic Detail Stripe, Yellow				
0650	626-H001		2,800	Square Feet	Thermoplastic Legend, White				
0660	626-H002		1,600	Linear Feet	Thermoplastic Legend, White				
0670	627-K001		4,100	Each	Red-Clear Reflective High Performance Raised Markers				
0680	627-L001		1,500	Each	Two-Way Yellow Reflective High Performance Raised Markers				
0690	628-I001		3	Mile	6" High Performance Cold Plastic Traffic Stripe, Skip White				
0700	628-J001		3	Mile	6" High Performance Cold Plastic Traffic Stripe, Continuous White				
0710	628-M001		3	Mile	6" High Performance Cold Plastic Traffic Stripe, Continuous Yellow				
0720	628-O001		2,400	Linear Feet	High Performance Cold Plastic Detail Stripe, White				
0730	628-O002		500	Linear Feet	High Performance Cold Plastic Detail Stripe, Yellow				
0740	628-P001		400	Square Feet	High Performance Cold Plastic Legend, White				

Line No.	Item Code	Adj Code	Quantity	Units	Description	Unit Price		Bid Amount	
0750	628-P002		250	Linear Feet	High Performance Cold Plastic Legend, White				
0760	630-F001		208	Each	Delineators, Guard Rail, White				
0770	630-F002		39	Each	Delineators, Guard Rail, Yellow				
0780	630-F006		110	Each	Delineators, Post Mounted, Single White				
0790	630-F007		35	Each	Delineators, Post Mounted, Single Yellow				
0800	630-F008		165	Each	Delineators, Post Mounted, Double White				
0810	630-F009		85	Each	Delineators, Post Mounted, Double Yellow				
0820	630-F011		1,610	Each	Delineators, Median Barrier Mounted, Type I, Yellow				
0830	630-G002		35	Each	Type 3 Object Markers, OM-3R or OM-3L, Post Mounted				
0840	631-A001		75	Cubic Yard	Flowable Fill				
0850	635-A001		3,874	Linear Feet	Vehicle Loop Assemblies				
0860	815-A006	(S)	150	Ton	Loose Riprap, Size 100				
0870	907-213-A001		26	Ton	Agricultural Limestone				

Line No.	Item Code	Adj Code	Quantity	Units	Description	Unit Price		Bid Amount	
0880	907-403-A001	(BA1)	2,850	Ton	Hot Mix Asphalt, HT, 12.5-mm mixture				
0890	907-403-A002	(BA1)	200	Ton	Hot Mix Asphalt, HT, 19-mm mixture				
0900	907-403-A005	(BA1)	7,100	Ton	Hot Mix Asphalt, HT, 9.5-mm mixture				
0910	907-403-A015	(BA1)	22,150	Ton	Hot Mix Asphalt, ST, 9.5-mm mixture				
0920	907-403-D001	(BA1)	27,750	Ton	Hot Mix Asphalt, HT, 12.5-mm mixture, Polymer Modified				
0930	907-403-D004	(BA1)	32,100	Ton	Hot Mix Asphalt, HT, 9.5-mm mixture, Polymer Modified				
0940	907-413-D001		1,100	Linear Feet	Cleaning and Filling Joints in PCC Pavement				
0950	907-504-B001	(C)	4,425	Square Yard	5" Fiber Reinforced Thin Concrete Pavement				
0960	907-512-B001		3,760	Pounds	Portland Cement Pressure Grout Slurry, Type 1				
0970	907-604-PP001		22	Each	Median Barrier Inlet Gratings, 3"x3"x1/4" Angle Iron, 4'x3'				
0980	907-604-PP002		39	Each	Median Barrier Inlet Gratings, 3"x3"x1/4" Angle Iron, 5'x3'				
0990	907-619-E3001		4	Each	Changeable Message Sign				
1000	907-688-A027		1	Lump Sum	Vehicle Inductive Loop and Axle Detector System, Site 1	XXXXXXXXX	XXX		

Line No.	Item Code	Adj Code	Quantity	Units	Description	Unit Price		Bid Amount	
1010	907-688-A028		1	Lump Sum	Vehicle Inductive Loop and Axle Detector System, Site 2	XXXXXXXX	XXX		
1020	907-824-PP092		1	Each	Bridge Repair, Repair Type "A" Bridge End Connection				

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.

COMBINATION BID PROPOSAL

I. This proposal is tendered as one part of a Combination Bid Proposal utilizing option ___* of Subsection 102.11 on the following contracts:

* Option to be shown as either (a), (b), or (c).

<u>Project No.</u>	<u>County</u>	<u>Project No.</u>	<u>County</u>
1. _____	_____	6. _____	_____
2. _____	_____	7. _____	_____
3. _____	_____	8. _____	_____
4. _____	_____	9. _____	_____
5. _____	_____	10. _____	_____

A. If option (a) has been selected, then go to II, and sign Combination Bid Proposal.

B. If option (b) has been selected, then complete the following, go to II, and sign Combination Bid Proposal.

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. _____	_____ _____	_____ _____	_____ _____	_____ _____	

SECTION 905 - COMBINATION BID PROPOSAL (Continued)

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 _____

*** BID CERTIFICATION ***

TOTAL BID.....\$_____

*** DBE/WBE SECTION ***

Complete item nos. 1, 2, and/or 3 as appropriate. See Notice to Bidders addressing Disadvantaged Business Enterprises in Highway Construction.

1. I/We agree that no less than _____ percent shall be expended with small business concerns owned and controlled by socially and economically disadvantaged individuals (DBE and WBE).
2. Classification of Bidder: Small Business (DBE)_____ Small Business (WBE)_____
3. A joint venture with a Small Business (DBE/WBE): _____

*** 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

BIDDER'S COMPANY

BIDDER'S ID NUMBER

**Certification with regard to the Performance of Previous
Contracts or Subcontracts subject to the Equal Opportunity
Clause and the filing of Required Reports**

The Bidder _____, proposed Subcontractor _____, hereby certifies that he has _____, has not _____, participated in a previous contract or subcontract subject to the Equal Opportunity Clause, as required by Executive Orders 10925, 11114, or 11246, and that he has _____, has not _____, filed with the Joint Reporting Committee, the Director of the Office of Federal Contract Compliance, a Federal Government contracting or administering agency, or the former President's Committee on Equal Employment Opportunity, all reports due under the applicable filing requirements.

(COMPANY)

BY _____

(TITLE)

DATE: _____

NOTE: The above certification is required by the Equal Employment Opportunity Regulations of the Secretary of Labor (41 CFR 60-1.7 (b) (1)), and must be submitted by bidders and proposed subcontractors only in connection with contracts and subcontracts which are subject to the Equal Opportunity Clause. Contracts and Subcontracts which are exempt from the Equal Opportunity Clause are set forth in 41 CFR 60-1.5. (Generally only contracts or subcontracts of \$10,000 or under are exempt.)

Currently, Standard Form 100 (EEO-1) is the only report required by the Executive Orders or their implementing regulations.

Proposed prime Contractors and Subcontractors who have participated in a previous contract or subcontract subject to the Executive orders and have not filed the required reports should note that 41 CFR 60-1.7 (b) (1) prevents the award of contracts and subcontracts unless such Contractors submit a report covering the delinquent period or such other period specified by the Federal Highway Administration or by the Director, Office of Federal Contract Compliance, U. S. Department of Labor.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

CERTIFICATION
(Execute in duplicate)

State of Mississippi

County of _____

I, _____,
(Name of person signing certification)

individually, and in my capacity as _____ of
(Title)

_____ do hereby certify under
(Name of Firm, Partnership, or Corporation)

penalty of perjury under the laws of the United States and the State of Mississippi that _____

_____, Bidder
(Name of Firm, Partnership, or Corporation)

on Project No. **IM-0059-03(086)N / 104151301**

in **Lauderdale** County(ies), Mississippi, has not either

directly or indirectly entered into any agreement, participated in any collusion; or otherwise taken any action in restraint of free competitive bidding in connection with this contract; nor have any of its corporate officers or principal owners.

Except as noted hereafter, it is further certified that said legal entity and its corporate officers, principal owners, managers, auditors and others in a position of administering federal funds:

- a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
- b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in (b) above; and
- d) Have not within a three-year period preceding this application/ proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

Initial here "_____" if exceptions are attached and made a part thereof. Any exceptions shall address to whom it applies, initiating agency and dates of such action.

Note: Exceptions will not necessarily result in denial of award but will be considered in determining bidder responsibility. Providing false information may result in criminal prosecution or administrative sanctions.

The bidder further certifies that the certification requirements contained in Section XI of Form FHWA 1273, will be or have been included in all subcontracts, material supply agreements, purchase orders, etc. except those procurement contracts for goods or services that are expected to be less than the Federal procurement small purchase threshold fixed at 10 U.S.C. 2304(g) and 41 U.S.C. 253(g) (currently \$25,000) which are excluded from the certification requirements.

The bidder further certifies, to the best of his or her knowledge and belief, that:

- 1) No Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- 2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this contract, Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions will be completed and submitted.

The certification contained in (1) and (2) above is a material representation of fact upon which reliance is placed and a prerequisite imposed by Section 1352, Title 31, U.S. Code prior to entering into this contract. Failure to comply shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000. The bidder shall include the language of the certification in all subcontracts exceeding \$100,000 and all subcontractors shall certify and disclose accordingly.

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

Executed on _____
Signature

(11/23/92F)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

CERTIFICATION
(Execute in duplicate)

State of Mississippi

County of _____

I, _____,
(Name of person signing certification)

individually, and in my capacity as _____ of
(Title)

_____ do hereby certify under
(Name of Firm, Partnership, or Corporation)

penalty of perjury under the laws of the United States and the State of Mississippi that _____

_____, Bidder
(Name of Firm, Partnership, or Corporation)

on Project No. **IM-0059-03(086)N / 104151301**

in **Lauderdale** County(ies), 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:

- e) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
- f) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- g) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in (b) above; and
- h) Have not within a three-year period preceding this application/ proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

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The bidder further certifies that the certification requirements contained in Section XI of Form FHWA 1273, will be or have been included in all subcontracts, material supply agreements, purchase orders, etc. except those procurement contracts for goods or services that are expected to be less than the Federal procurement small purchase threshold fixed at 10 U.S.C. 2304(g) and 41 U.S.C. 253(g) (currently \$25,000) which are excluded from the certification requirements.

The bidder further certifies, to the best of his or her knowledge and belief, that:

- 3) No Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- 4) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this contract, Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions will be completed and submitted.

The certification contained in (1) and (2) above is a material representation of fact upon which reliance is placed and a prerequisite imposed by Section 1352, Title 31, U.S. Code prior to entering into this contract. Failure to comply shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000. The bidder shall include the language of the certification in all subcontracts exceeding \$100,000 and all subcontractors shall certify and disclose accordingly.

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

Executed on _____
Signature

(11/23/92F)

S E C T I O N 9 0 2

CONTRACT FOR IM-0059-03(086)N / 104151301

LOCATED IN THE COUNTY(IES) OF Lauderdale

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 _____

Signed and sealed in the presence of:
(names and addresses of witnesses)

Executive Director

Secretary to the Commission

Award authorized by the Mississippi Transportation Commission in session on the ____ day of _____, _____, Minute Book No. _____, Page No. _____.

S E C T I O N 9 0 3

CONTRACT BOND FOR: IM-0059-03(086)N / 104151301

LOCATED IN THE COUNTY(IES) OF: Lauderdale

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 Contract 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

SECTION 903 - CONTINUED

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)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

HAUL PERMIT FOR BRIDGES

WITH

POSTED WEIGHT LIMITS

DATE: _____

PROJECT: IM-0059-03(086)N / 104151301

COUNTIES: Lauderdale

LOCATION: Interstate Highway 59/20, from 65th Avenue to 0.5 miles west of US Highway 45.

A permit is issued to _____ for transporting loads exceeding the posted limit for any such bridge located on State designated routes within the project termini provided that such transport vehicles comply with all other governing statutory weight limits.

This permit is valid on all State designated routes from the point of origin to the point of delivery for materials and equipment utilized in construction of said project and also valid for sub-contractors and vendors upon written permission of the Contractor. The permit is non-transferable and no other haul permit for posted bridges will be issued to other individuals, vendors, or companies for construction of this project.

A copy of this signed permit shall be carried in all vehicles operating under the authority of this permit and also a copy of the Contractor's written permission when the vehicle is other than Contractor owned.

In accordance with State law, the above named Contractor will be liable for damages directly attributable to vehicles operating under this permit.

EXECUTIVE DIRECTOR