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.

Bidder acknowledges receipt of and has added to and made a part of the proposal and contract documents the following addendum (addenda):

ADDENDUM NO.	1	DATED	3/12/2010	ADDENDUM NO.		DATED	
ADDENDUM NO		DATED		ADDENDUM NO.		DATED	

Number	Description
1	Revise Table of Contents and NTB 2938; Add NTB 2904 and 2985; Add 907-237-3; Revise bidsheets; Amendment EBS Download Required.

TOTAL ADDENDA: 1
(Must agree with total addenda issued prior to opening of bids)

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.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TABLE OF CONTENTS

PROJECT: STP-0250-00(034) / 105706301 -- Hinds County

-- CONTINUED ON NEXT PAGE --

907-108-18: Prosecution and Progress
907-109-4: Measurement and Payment, W/ Supplement
907-110-1: Wage Rates
907-237-3: Wattles
907-304-12: Granular Courses
907-401-2: Hot Mix Asphalt (HMA), W/Supplement
907-403-4: Hot Mix Asphalt (HMA), W/Supplement
907-407-1: Tack Coat
907-601-1: Structural Concrete
907-618-1: Additional Signing Requirements, W/ Supplement
907-618-4: Placement of Temporary Traffic Stripe
907-626-15: Thermoplastic Traffic Markings
907-701-3: Hydraulic Cement, W/Supplement
907-703-8: Aggregate
907-711-4: Synthetic Structural Fiber Reinforcement
907-713-1: Admixtures for Concrete
907-714-5: Miscellaneous Materials, W/Supplement
907-715-3: Roadside Development Materials
907-720-1: Pavement Marking Materials
907-804-8: Concrete Bridges and Structures, W/Supplement

906-3: MDOT On-the-Job Training Program
906-6: MDOT On-the-Job Training Program - Alternate Program

SECTION 905 - PROPOSAL,
PROPOSAL BID SHEETS,
COMBINATION BID PROPOSAL,
CERTIFICATION OF PERFORMANCE - PRIOR FEDERAL-AID CONTRACTS,
CERTIFICATION REGADING NON-COLLUSION, DEBARMENT AND SUSPENSION,
SECTION 902 - CONTRACT FORM, AND SECTION 903 - CONTRACT BOND FORM,
OCR-485.

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 NOTICE TO BIDDERS NO. 2938 **CODE: (SP)**

DATE: 03/04/2010

SUBJECT: Scope of Work

PROJECT: STP-0250-00(034) / 105706301 -- Hinds County

The contract documents do not include an official set of plans, but may by reference include some Standard Drawings or Special Drawings. All other references to plans in the contract documents and Standard Specifications for Road and Bridge Construction are to be disregarded.

In general, the work to be accomplished using the pay items and corresponding specifications set forth in this contract is to mill and overlay approximately 2.5 miles of Northside Drive from the Jackson City Limits (B.O.P.) to the start of MDOT maintenance at Medgar Evers Blvd (E.O.P) and to mill and overlay approximately 2 miles of existing asphalt pavement on Maddox Road from Mississippi Highway 18 (B.O.P.) to John R. Lynch Street (E.O.P).

Work on the project shall consist of the following:

Northside Drive (Jackson City Limits to Medgar Evers Blvd.):

1. The Contractor shall erect and maintain construction signing, and provide all signs and traffic handling devices needed for any other traffic control in accordance with the Traffic Control Plan. The cost is to be included in the price bid for pay item No. 618-A, Maintenance of Traffic. The American Recovery and Reinvestment (ARRA) signs and posts shall be paid in accordance with Notice to Bidders 2438. All traffic control devices on this project should comply with Part VI of the MUTCD (Latest Edition). Fluorescent orange sheeting shall be used on all construction and traffic control signs except for those designated in plans to be black legend and border on white background. Cones shall be narrow profile with a minimum height of 28 inches and a minimum weight of ten (10) pounds. Cones used in speed zones equal to or greater than 45 miles per hour shall be narrow profile with a minimum height of 28 inches and a minimum weight of fifteen (15) pounds. All cones shall be approved by the Engineer prior to use.

2. Prior to beginning milling and overlay operations, the Contractor shall construct a bus stop curb ramps and sidewalks at the existing bus shelter along the north side of Northside Drive near Station 133+00. Excavated materials from this site shall be used as backfill at the curb replacement area at Station 135+38; cost of transporting the material shall be absorbed into other pay items. The Contractor shall construct new ADA complaint curb ramps with truncated dome panels in the channelized islands at Boling Street and Country Club Drive. At Boling Street, the Contractor shall also construct curb ramps on the northwest and northeast corners of the intersection and on the outside of the channelized ramps on the southeast and southwest corners. The Engineer shall mark the location of the new sidewalk

in the field. All truncated dome panels shall be cast-in-place panels. Adjustment of pull boxes to the new sidewalk grade shall be cost absorbed.

3. Prior to beginning milling and overlay operations, the Contractor shall construct channelized islands in all four corners of the intersection of Northside Drive and Flag Chapel Road. The location of the islands shall be marked in the field by the Engineer prior to commencement of work. Type 2 Curb and Gutter shall be used at this location.

4. The Contractor shall remove any failed areas on the main facility as directed by the Project Engineer using the following construction sequence.
   A) Saw cut full depth through the asphalt and concrete, if applicable. The saw cut for the concrete pavement, if applicable, may be offset from the saw cut for the asphalt pavement. There will be no pay item for this saw cut, and the price of the work should be absorbed in the pay item removal of concrete overlaid with asphalt or removal of asphalt pavements all depths.
   B) Remove the failed asphalt and concrete, if applicable.
   C) Remove any unsuitable material in the subgrade as directed by the Engineer. Removal of this material will be paid for as excess excavation.
   D) Backfill and stabilize failed area with ¾-inch and down crushed limestone in lifts to an elevation five inches (5") below the original finished pavement elevation. No lift of crushed limestone shall be greater than six inches (6") in thickness or in a thickness as designated by the Project Engineer.
   E) Backfill with two lifts of 12.5-mm MT HMA, Leveling, 2½-inches each lift, for a total of five inches (5"). The final grade of asphalt shall match the existing grade of the highway. All repairs must be complete by the end of the work day and the lane closures must be removed from the roadway so that all lanes of travel are open thereafter.

5. The Contractor shall remove and reconstruct designated failed/sunken curb and gutter areas between Station 81+72 and 102+10 and from Station 135+38 to 13 7+00 as directed by the Engineer using the following construction sequence.
   A) Saw cut full depth through the asphalt and concrete. There will be no pay item for this saw cut, and the price of the work should be absorbed in the pay item removal of concrete overlaid with asphalt or removal of asphalt pavements all depths.
   B) Remove the failed curb and gutter and abandoned driveways.
   C) Remove any unsuitable material in the subgrade as directed by the Engineer. Excavated material shall be salvaged for backfill material. At Station 135+38, the curb shall be backfilled with material excavated at the bus stop at Station 133+00. Removal of unused salvaged material will be paid for as excess excavation.
   D) Backfill and stabilize failed area with ¾-inch and down crushed limestone in lifts to an elevation six inches (6") below the projected surface pavement elevation. No lift of crushed limestone shall be greater than six inches (6") in thickness or in a thickness as designated by the Project Engineer.
   E) Construct the new Type 1 Curb and Gutter. Existing unused driveways shall not be replaced. The edge of the asphalt overlay should be at the same grade as the edge of the gutter.

6. The Contractor shall reconstruct the westbound right lane and curb between Stations 102+92 and 111+00 as directed by the Project Engineer using the following construction sequence.
   A) Saw cut full depth through the asphalt and concrete, if applicable. The saw cut for the concrete pavement, if applicable, may be offset from the saw cut for the asphalt pavement. There will be no pay item for this saw cut, and the price of the work should be absorbed in the pay item removal of concrete overlaid with asphalt or removal of asphalt pavements all depths.
   B) Remove the failed curb and gutter, asphalt and concrete, if applicable.
   C) Saw cut the top of cast-in-place inlets to be adjusted.
   D) Remove any unsuitable material in the subgrade, including an area one foot behind the existing curb, as directed by the Engineer. Removal of this material will be paid for as excess excavation.
   E) Backfill and stabilize the failed area with a variable depth of Class B 15 Borrow Material topped with 12 inches of ¾-inch and down crushed limestone in lifts to an elevation nine inches (9") below the projected surface pavement elevation. No lift of crushed limestone shall be greater than six inches (6") in thickness or in a thickness as designated by the Project Engineer.
   F) Backfill with two lifts of 12.5-mm MT HMA, Leveling, 2½-inches each lift, for a total of five inches (5"). The new Type 1 Curb and Gutter shall set on the 12.5-mm MT HMA; the thickness of the asphalt under the gutter shall be one (1) inch. Existing unused driveways shall not be replaced. Install one lift of 2-inch, 12.5-mm MT HMA, Leveling; then overlay with surface asphalt. If the difference in grade between the existing and rebuilt lanes is greater than two inches (2"), the rebuilt lane shall remain closed until overlay operations is completed.
   G) Reconstruct the removed inlet tops. Contractor shall install dowel bars in the remaining in-ground section of the inlet, then cast in place the inlet top. Inlet manholes shall use the standard City casting bearing the "No Dumping Drains to River" slogan instead of the casting shown on the MDOT standard drawing.

7. Cold mill the full width of the roadway 1½ inches and variable from Station 10+00 to 29+32, Station 55+50 to 60+32 (center turn lane only), and Station 81+66 to 137+00. Between Stations 102+92 and 111+00, the reconstructed westbound right lane shall not be milled. Between Station 90+00 and 115+00, the existing roadway does not have a uniform cross slope. Additionally, the curb and gutter has shifted/sunken at various points in this section of the roadway. The Contractor shall adjust the milling thickness to provide as close to a steady cross slope as physically possible. The thickness of the asphalt overlay shall also be used to correct the cross slope.

   Cold mill the full width of the north side of Flag Chapel Road 1½ inches 100 feet north of the existing change of pavement and taper to zero at the change of pavement. Cold mill the full width of following local roads 1½ inches at the designated location and tapering to zero inches at the edge of the proposed paved shoulder: Richardson Dr (back of previous street cut), Riley Dr and Upton Dr (ROW line). Cold mill the full width of following local roads

1½ inches: College Hill Drive (to the ROW line), Country Club Drive (to 110 feet north of edge of Northside Dr and to change of pavement south of Northside Drive), Boling Street (north to change of pavement and south to existing south end of median island). Cold mill the ramp in the northwest corner of Northside Drive and Boling Street (located northwest of the Interstate 220 bridge) two (2) inches. The following local roads will not be milled: Chandler Dr, Edward Dr, and Evander St.

Traffic will not be allowed to run on a milled surface. In these areas, the Contractor shall install a 1½ inch lift of 12.5-mm HMA, MT, Leveling. Transitions at BOP, EOP, and local roads may be milled and left open if properly maintained. Temporary pavement joints (paper joints) at least three paper widths long shall be used at all milled tie-ins and shall be adequately maintained. The ramp at Boling Street shall remain closed until leveling and overlay operations are completed. Contractor shall submit a traffic control plan for the ramp closure for review and approval by the Engineer.

Spot milling and inlaying with a ½-inch thick lift of 12.5-mm HMA, MT, Leveling, will be required in severely cracked areas and bumps in the pavement that cannot be corrected by the overlay or other means as identified by the Engineer. It is the Contractor's responsibility to insure the drainage of surface water from the milled areas including the use of shoulder cuts.

All milling will become property of Contractor.

8. Perform preleveling operations by placing 1-inch and variable 12.5-mm HMA MT, Leveling, as directed by the Engineer to correct any humps or dips in the roadway. A rubber tire roller shall be used in the compaction on this leveling.

9. From the BOP to Station 81+66, widen the roadway eight (8) feet to provide 12-foot lanes and a 4-foot bike lane. Widening in the Flag Chapel Road intersection will not be required where a minimum four (4) foot shoulder is provided using channelized islands and striping. The existing shoulder shall be trenched six (6) inches below the existing pavement level and paved to a depth of six inches (2 lifts of 3 inches each) with 12.5-mm, HMA, MT, Trench Widening. The widening shall be accomplished before mainline milling and paving operations. The excavated material shall be retained and used to raise the existing shoulder to match the new pavement elevation. The cost of blading and removal of asphalt shoulder-patching material or unsuitable driveway material will be an absorbed item and is not to be included in the price of the pay item.

10, Potholes that may exist are to be patched in a timely manner and prior to the beginning the asphalt overlay. Patching of potholes shall be considered an absorbed item.

11. Overlay Northside Drive with a 1½-inch and variable lift of 12.5-mm HMA, MT. The surface overlay includes the trench widening. The overlay shall correct the roadway lane cross-slope to approximately 2%. The Contractor shall adjust the milling thickness to provide as close to a steady cross slope as physically possible, but the Contractor shall keep the overlay thickness between 1½ and 2 inches.

Local roads, excluding Evander St, Chandler Dr, and Edward St., shall be overlay with a 1½-inch and variable lift of 12.5-mm HMA, MT, to the end of the milled section or to designated location on each road. Private driveways and aprons shall be paved with a 1½-inch thick HMA that is eight (8) feet and variable from the edge of the paved shoulder. Any work to control the laydown equipment for proper placement of the asphalt in the superelevated curves shall be absorbed by the Contractor at no additional cost to the State.

12. Contractor shall shape trenched materials on the shoulder to raise shoulder elevation to new grade and provide a two foot unpaved shoulder. Where insufficient excavated materials exist, Class 5 Group C granular material shall be utilized as directed by the Engineer. Shoulder material shall not be placed on the compacted surface course. Shoulder shall be bladed, shaped, and compacted to a slope of four (4) percent.

13. The Contractor shall install temporary stripe immediately after milling and overlaying and prior to opening the area to traffic. Temporary stripe is to be placed in the same location and layout as permanent stripe. The Contractor shall remove temporary stripe that is not completely covered by the permanent stripe at no expense to the City. Temporary striping shall conform to finished stripe specifications for alignment, reflectivity, straightness, and neatness.

    The Contractor shall restripe all resurfaced roadways in accordance with standard drawings, typical sections, or as directed by the Engineer. The Contractor shall stripe stop bars, double yellow lines, and edge white lines on all local roads, including roads not resurfaced, to the end of the new surface course for resurfaced roads and to the edge of the Northside Dr ROW for non-resurfaced roads. East of Station 55+00, the two way continuous left turn lane shall be striped as a dedicated left turn lane at all local roads. Striping on Boling Street and Country Club Drive shall be the same as the existing striping with the exception that the existing yellow gore area shall be extended to cover the area where the median island was removed. The intersection at Flag Chapel Road shall be striped per intersection details. Bike lane markings shall be installed in accordance with detail drawings. At channelized intersections, install bike lane markings as shown on the Flag Chapel Rd striping detail. All permanent pavement markings are to be hot thermoplastic. The width of the permanent stripe shall be six inches. Glass beads applied to thermoplastic shall conform to Subsection 720.01. Beads shall be double dropped Class B, High-Visibility first, and then Class A Standard.

    Raised pavement markers will be placed at 40-foot intervals along the lane lines and in gore areas in accordance with standard drawings or as directed. Any removal of existing raised pavement markers shall be considered an absorbed item. No raised pavement markers shall be installed on local roads or in edge gore areas at channelized intersections.

14. Vehicle loop detectors shall be re-cut if the loop is not functioning. Not all signals or directions have loops. Payment for loop detectors will be made under Pay Item No. 635-A, Vehicle Loop Assembly.

Maddox Road (Mississippi Highway 18 to John R. Lynch St.):

The Contractor shall erect and maintain construction signing, and provide all signs and traffic handling devices needed for any other traffic control in accordance with the Traffic Control Plan. The cost is to be included in the price bid for pay item No. 618-A, Maintenance of Traffic. The American Recovery and Reinvestment Act (ARRA) signs and posts shall be paid in accordance with Notice to Bidders No. 2438. All traffic control devices on this project should comply with Part VI of the MUTCD (Latest Edition). Fluorescent orange sheeting shall be used on all construction and traffic control signs except for those designated in plans to be black legend and border on white background. Cones shall be narrow profile with a minimum height of 28 inches and a minimum weight of ten (10) pounds. Cones used in speed zones equal to or greater than 45 miles per hour shall be narrow profile with a minimum height of 28 inches and a minimum weight of fifteen (15) pounds. All cones shall be approved by the Engineer prior to use.

2. The Contractor shall construct a type B-9 inlet and other drainage features at Station 45+61 in accordance with the details and drawings included. The Contractor shall provide an erosion control plan for review by the Engineer to prevent silt and other materials from washing into the existing corrugated metal pipe. The grating shall have the phrase "No Dumping Drains to River" or equivalent anti-dumping slogan cast into the metal. Contractor is to stabilize the disturbed area using Bermuda or St. Augustine solid sod. No work is allowed off of Right-of-Way. MDOT will not allow the acquisition of any temporary construction easements before or during construction.

3. The Contractor shall remove any failed areas on the main facility as directed by the Project Engineer using the following construction sequence.
   A) Saw cut full depth through the asphalt and concrete, if applicable. The saw cut for the concrete pavement, if applicable, may be offset from the saw cut for the asphalt pavement. There will be no pay item for this saw cut, and the price of the work should be absorbed in the pay item removal of concrete overlaid with asphalt or removal of asphalt pavements all depths.
   B) Remove the failed asphalt and concrete, if applicable.
   C) Remove any unsuitable material in the subgrade as directed by the Engineer. Removal of this material will be paid for as excess excavation.
   D) Backfill and stabilize failed area with ¾-inch and down crushed limestone in lifts to an elevation five inches (5") below the original finished pavement elevation. No lift of crushed limestone shall be greater than six inches (6") in thickness or in a thickness as designated by the Project Engineer.
   E) Backfill with two lifts of 12.5-mm HMA MT, Leveling, 2½ inches each lift, for a total of five inches (5"). The final grade of asphalt shall match the existing grade of the highway. All repairs must be complete by the end of the work day and the lane closures must be removed from the roadway so that all lanes of travel are open thereafter.

4. Cold mill the full width of the road way 1½ inches at the B.O.P., Station 51+00 to 57+00, Station 60+90 to 63+00, Station 83+00 to 85+00, and 102+85 to 110+84 (E.O.P.). Cold

mill the full width of following local roads 1½ inches: Harvey Street (to the ROW line) and Greenway Drive Extension (to 50 feet east of center line of Maddox Road). Cold mill the full width of following local roads 1½ inches at the designated location and tapering to zero inches at the edge of the proposed paved shoulder: Channel 16 Way (mill to the nose of the median), TV Road (mill to the existing stop bar), South McRaven Road (mill to the change of pavement), East McRaven Road (mill to 50 feet east of center line of Maddox Road), West McRaven Road (mill to the change of pavement).

Traffic will not be allowed to run on a milled surface. In these areas, the Contractor shall install a 1½-inch lift of 12.5-mm HMA, MT, Leveling. Transitions at BOP, EOP, and local roads may be milled and left open if properly maintained. Temporary pavement joints (paper joints) at least three paper widths long shall be used at all milled tie-ins and shall be adequately maintained.

Spot milling and inlaying with a 1½-inch thick lift of 12.5-mm HMA, MT, Leveling, will be required in severely cracked areas and bumps in the pavement that cannot be corrected by the overlay or other means as identified by the Engineer. It is the Contractor's responsibility to insure the drainage of surface water from the milled areas including the use of shoulder cuts,

All milling will become property of Contractor.

5. Perform preleveling operations by placing 1-inch and variable 12.5-mm HMA MT, Leveling, as directed by the Engineer to correct any humps or dips in the roadway. A rubber tire roller shall be used in the compaction on this leveling.

6. Widen the roadway eight (8) feet to provide a 12-foot lane and a 2-foot paved shoulder. The road shall be widened on each side in accordance with the typical sections and schedule of trench widening shifts. The existing shoulder shall be trenched six (6) inches below the existing pavement level and paved to a depth of six inches (two lifts of three inches each) with 19-mm, HMA, MT, Trench Widening. The widening shall be accomplished before mainline milling and paving operations. The excavated material shall be retained and used to raise the existing shoulder to match the new pavement elevation. The cost of blading will be an absorbed item and is not to be included in the price of the pay item. Removal of driveway curbs that obstruct trench widening shall be cost absorbed. Work necessary to remove overhanging limbs as necessary to complete the trench widening shall be cost absorbed.
7. The Contractor shall install a non-flared guardrail from approximately Station 44+55 to 46+00 (left), Station 60+27 to 65+00 (right), at Station 75+10 to 76+92 (left), and Station 75+8 8 to 76+62 (right). The front face of each guardrail shall be two feet from the edge of pavement. The Contractor shall use Class B 15 Borrow Material to bring each guardrail site up to the grade, and then pave the apron around the guardrail with 12.5-mm HMA Leveling. Although the MDOT standard drawings show a two foot (2') wide paved area behind the back of the guard rail post, construction of the full two foot paved apron may not be possible due to site conditions. The Engineer shall determine in the field the width of asphalt to be installed behind the back of the guard rail post.

8. Potholes that may exist are to be patched in a timely manner and prior to the beginning the asphalt overlay. Patching of potholes shall be considered an absorbed item.

9. Overlay Maddox Road with a 1½-inch and variable lift of 12.5-mm HMA, MT, (28 feet wide). The surface overlay includes the trench widening. The overlay shall correct the roadway lane cross-slope to approximately 2% in tangent sections or maintain the existing superelevation in horizontal curves as a minimum. Local roads shall be overlay with a 1½ inches and variable lift of 12.5-mm HMA, MT, to the end of the milled section on each road. Private driveways and aprons shall be paved with a 1½-inch thick HMA that is eight feet and variable from the edge of the paved shoulder. Any work to control the laydown equipment for proper placement of the asphalt in the superelevated curves shall be absorbed by the Contractor at no additional cost to the State.

10. Contractor shall shape trenched materials on the shoulder to raise shoulder elevation to new grade and provide a two foot unpaved shoulder. Where insufficient excavated materials exist, Class 5 Group C Granular Material shall be utilized as directed by the Engineer. Shoulder material shall not be placed on the compacted surface course. Shoulder shall be bladed, shaped, and compacted to a slope of four (4) percent.

11. The Contractor shall install temporary stripe immediately after milling and overlaying and prior to opening the area to traffic. Temporary stripe is to be placed in the same location and layout as permanent stripe. The Contractor shall remove temporary stripe that is not completely covered by the permanent stripe at no expense to the State. Temporary striping shall conform to finished stripe specifications for alignment, reflectivity, straightness, and neatness.

    The Contractor shall restripe all resurfaced roadways in accordance with standard drawings or as directed by the Engineer. The Contractor shall stripe stop bars, double yellow lines, and edge white lines on all local roads to the end of the new surface asphalt. All permanent pavement markings are to be hot thermoplastic. The width of the permanent stripe shall be six inches. Glass beads applied to thermoplastic shall conform to Subsection 720.01. Beads shall be double dropped Class B, High-Visibility first, and then Class A Standard.

    Raised pavement markers will be placed at 40-foot intervals along the lane lines and in gore areas in accordance with standard drawings or as directed. Any removal of existing raised pavement markers shall be considered an absorbed item. No raised pavement markers shall be installed on local roads.

12. Vehicle loop detectors (both presence and advance loops) at the intersection of Hwy 18 and Maddox Road shall be re-cut only if the loop is not functioning. Payment for loop detectors will be made under Pay Item No. 635-A, Vehicle Loop Assembly.

General Notes:

The Contractor shall inform the Engineer of lane closures at least two business days in advance

of the anticipated lane closure. The Engineer shall coordinate dissemination of lane closure activities with the City of Jackson's Public Information Officer and MDOT External Affairs Coordinator.

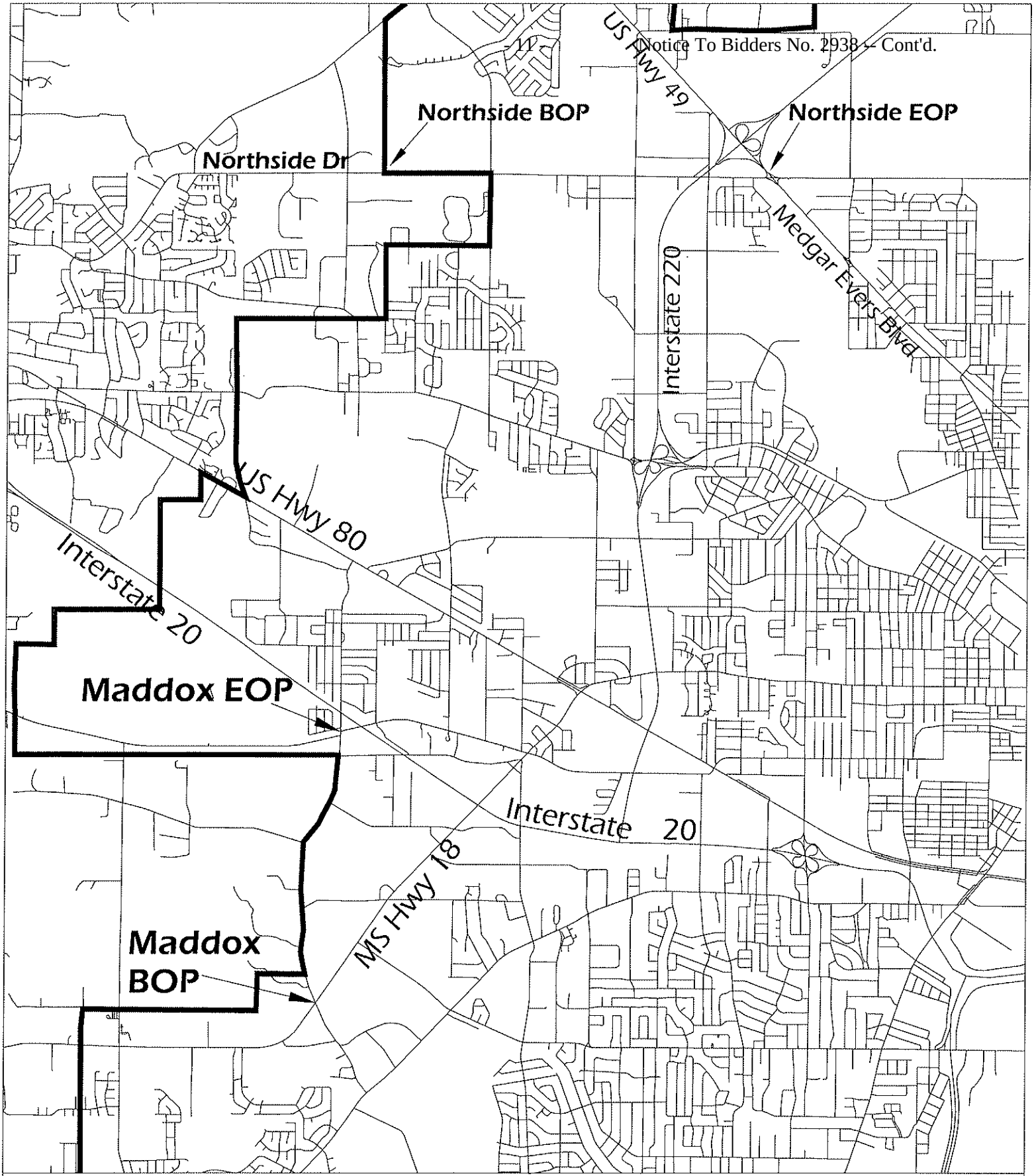
For any lane closures that do not adhere to the Standard Drawings or the Typical Sections, the Contractor shall provide a traffic control plan to the Engineer at least two business days in advance of the lane closure for approval.

Incidental work such as removing vegetation, removing excess asphalt material, resetting mailboxes, project clean-up, and other incidental work necessary to complete the project will not be measured for separate payment, but will be included in other bid items.

The Contractor shall be responsible for contacting Mississippi One Call (811), the City of Jackson Water/Sewer (601-960-2090), and the City of Jackson Traffic Maintenance (601-960-1757) for location of utilities prior to any work performed. The Contractor shall allow at least two business days for the utility company to mark utilities in the field. The Contractor shall coordinate any necessary adjustment of utility appurtenances with the respective utility owner.

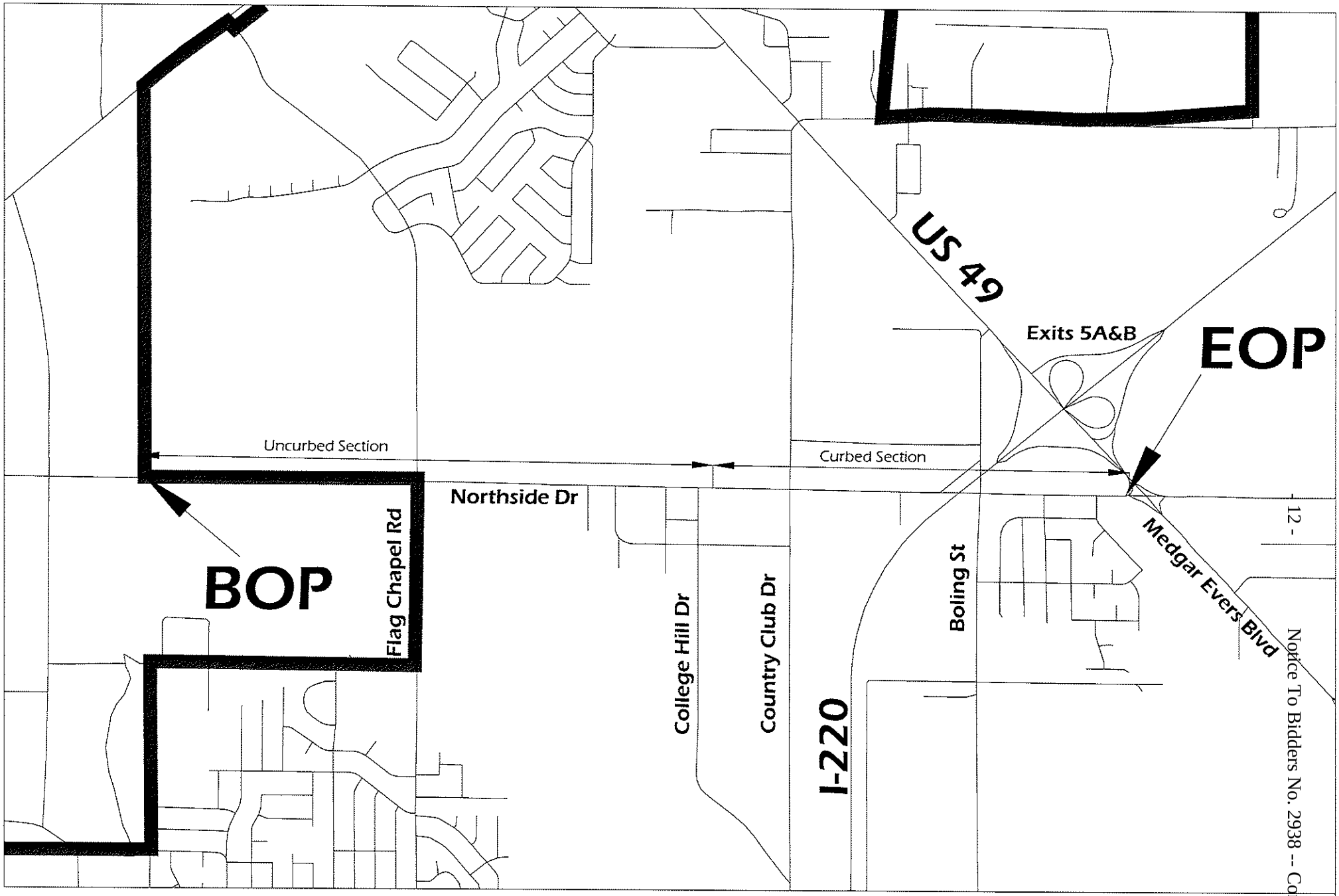
It shall be the responsibility of the Contractor to protect existing structures such as pipes, aprons, bridges, etc., from damage occurring during construction. The Contractor shall replace or repair, as directed by the Engineer, any structures damaged during the life of the contract. No payment will be made for replacements and or repairs resulting from such damages.

The Engineer shall mark the beginning and end of all milling areas. Manholes, valves, inlets, and similar appurtenances are not to be milled or otherwise damaged. Damaged manholes, valves, inlets, and similar appurtenances shall be repaired or replaced at Contractor's expense.

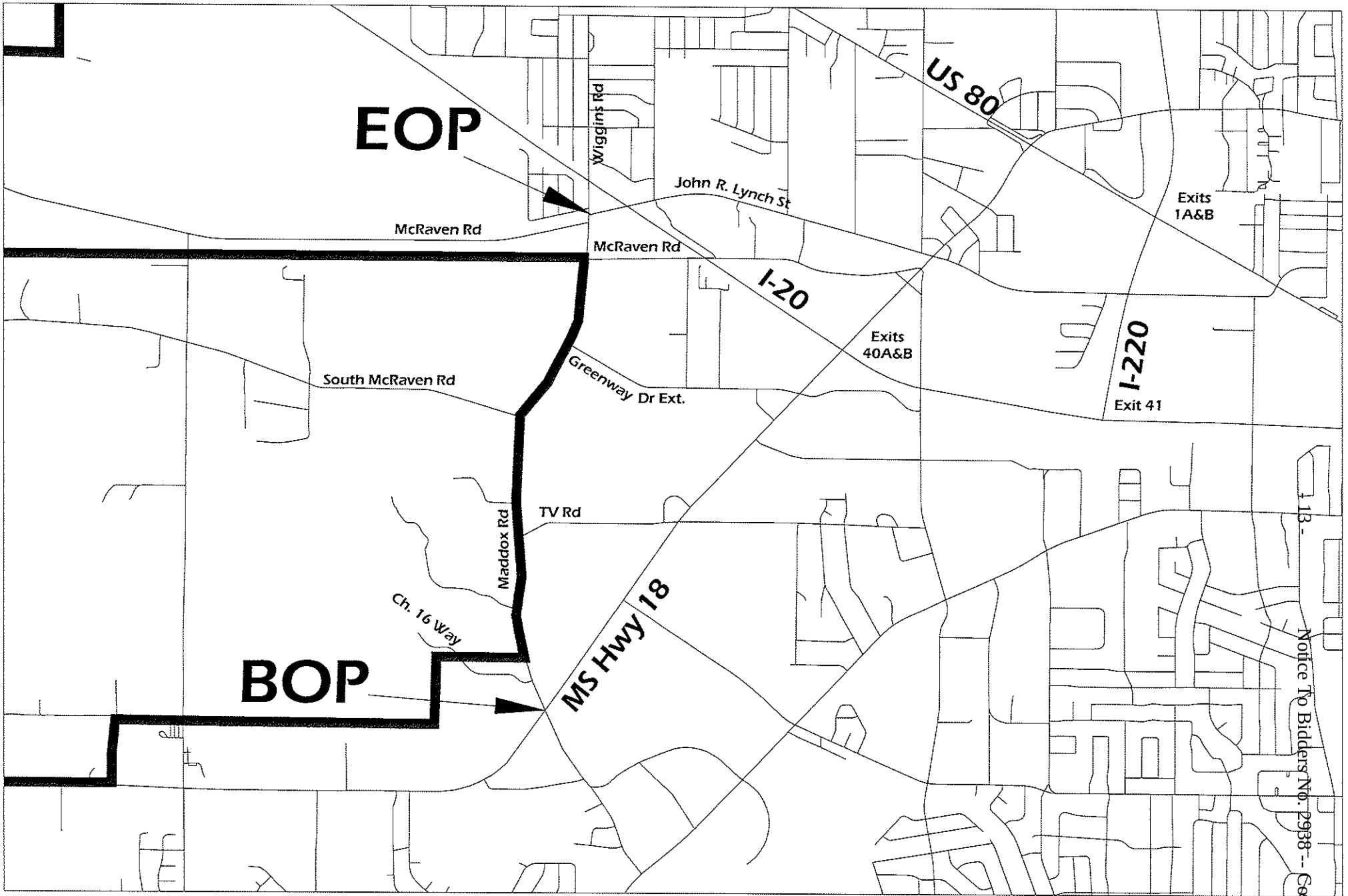


Northside Dr/Maddox Rd Resurfacing Project
Project Vicinity Map (Not to Scale)

N



Northside Drive Resurfacing Project
Project Vicinity Map (Not to Scale)

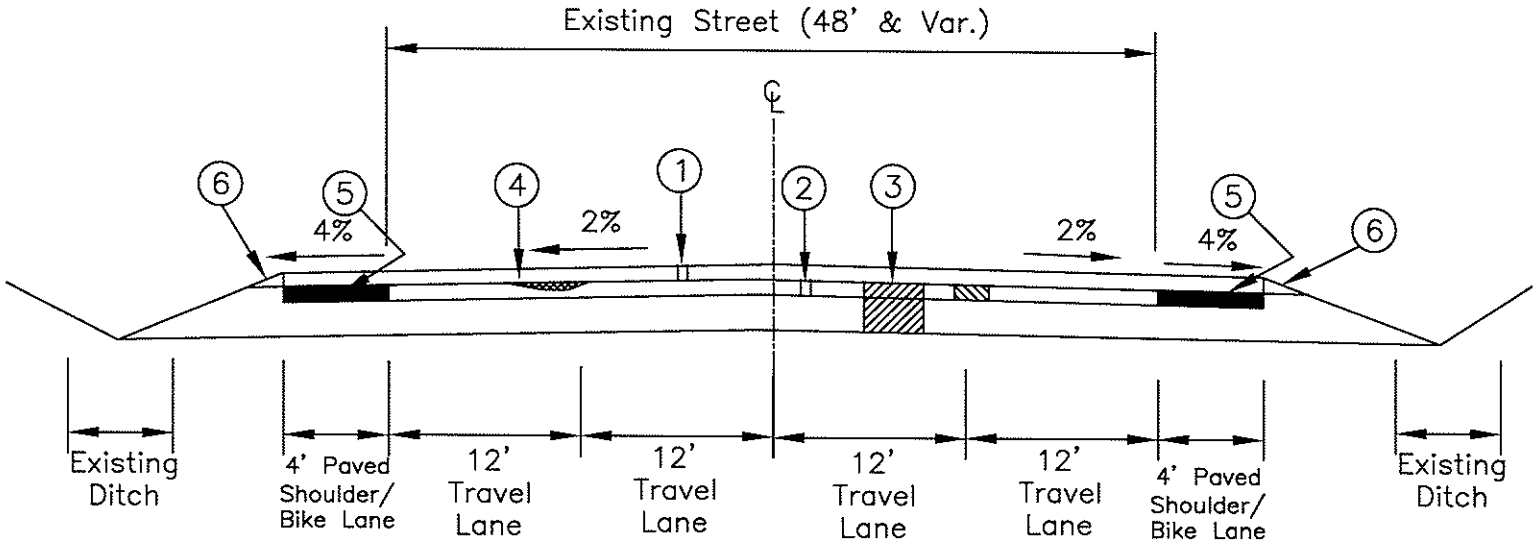


Maddox Rd Resurfacing Project
Project Vicinity Map (Not to Scale)

N

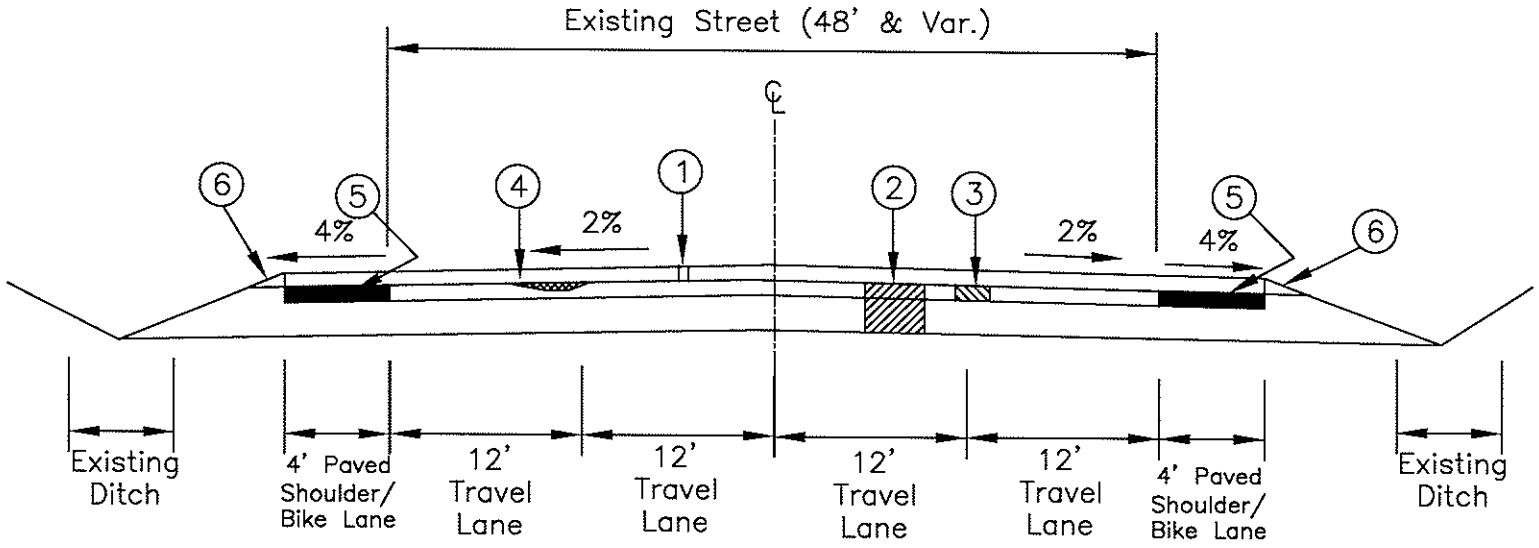
Notice To Bidders No. 2938 -- Cont'd.

Typical Section
Northside Drive
(10+00 to 29+32)



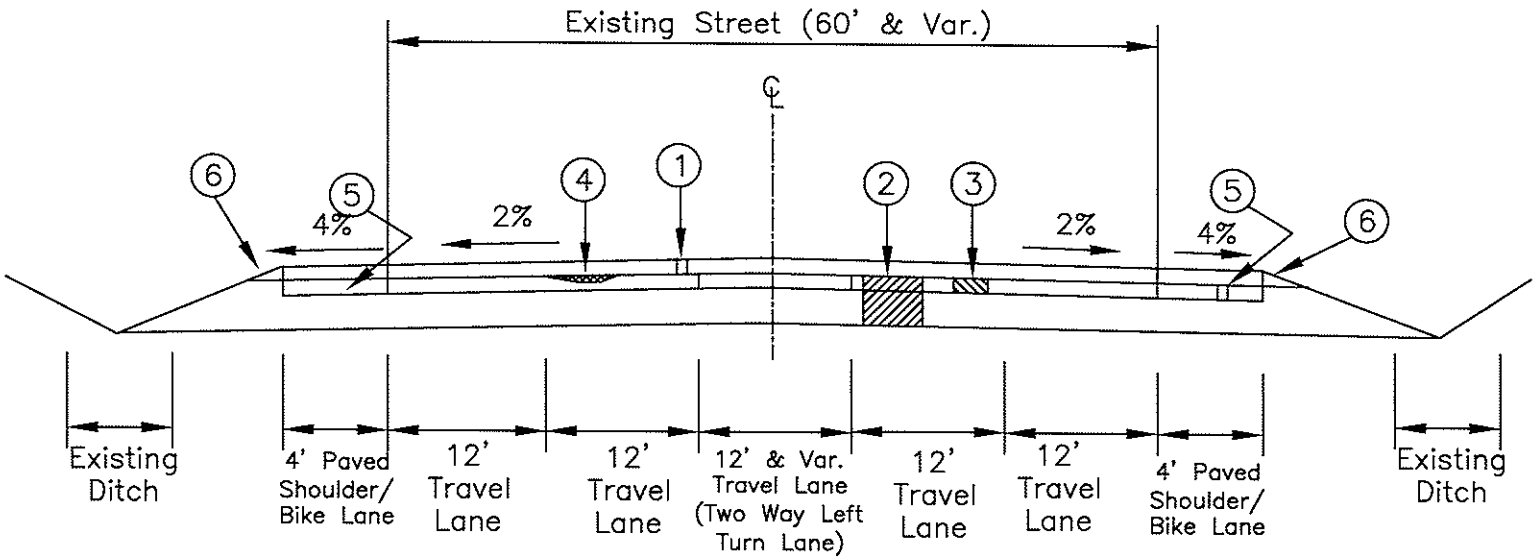
① Overlay 1.5 inch with 12.5 mm MT HMA (includes bike lane/shoulder)
② Mill and overlay 1.5 inch with 12.5 mm MT HMA Leveling
③ Base Repair of Failed Area.
④ 12.5 mm MT HMA Leveling to correct dips/bumps
⑤ Trench Widen 4 feet with 19 mm MT HMA Trench Widening.
⑥ Place reclaimed material from trench widening on new soft shoulder.

Typical Section
Northside Drive
(29+32 to 55+50)



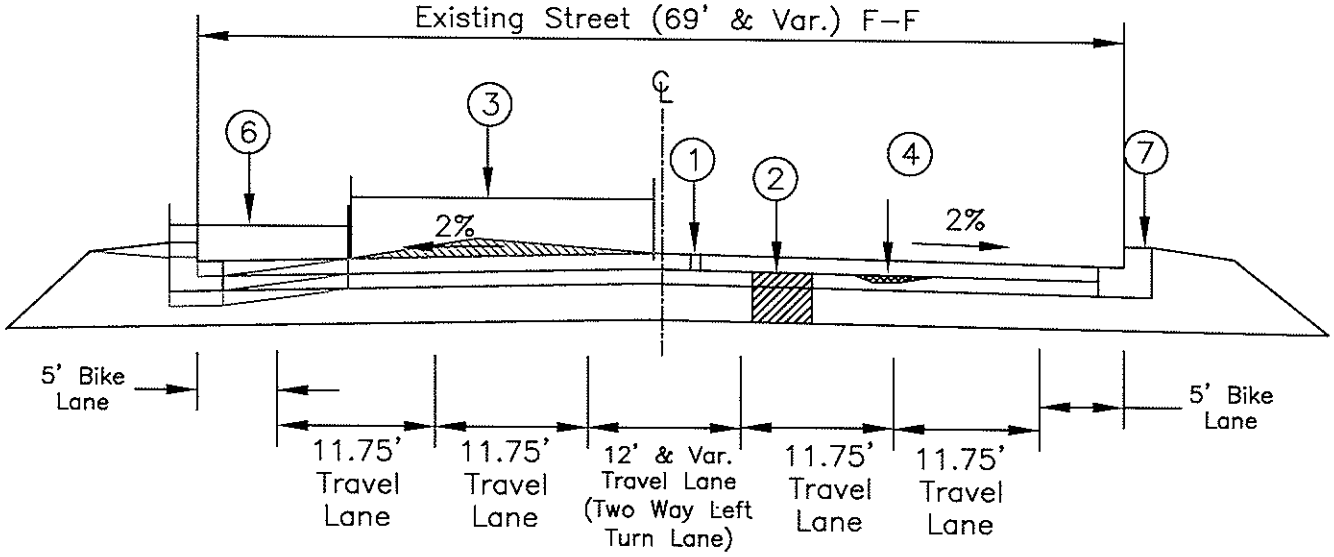
① Overlay 1.5 inch with 12.5 mm MT HMA (includes bike lane/shoulder)
② Base Repair of Failed Area.
③ Spot Mill Rough or Cracked Asphalt 1.5 inch; replace with 1.5 inch of 12.5 mm MT HMA Leveling.
④ 12.5 mm MT HMA Leveling to correct dips/bumps
⑤ Trench Widen 4 feet with 19 mm MT HMA Trench Widening.
⑥ Place reclaimed material from trench widening on new soft shoulder.

Typical Section
Northside Drive
(55+50 to 81+66)



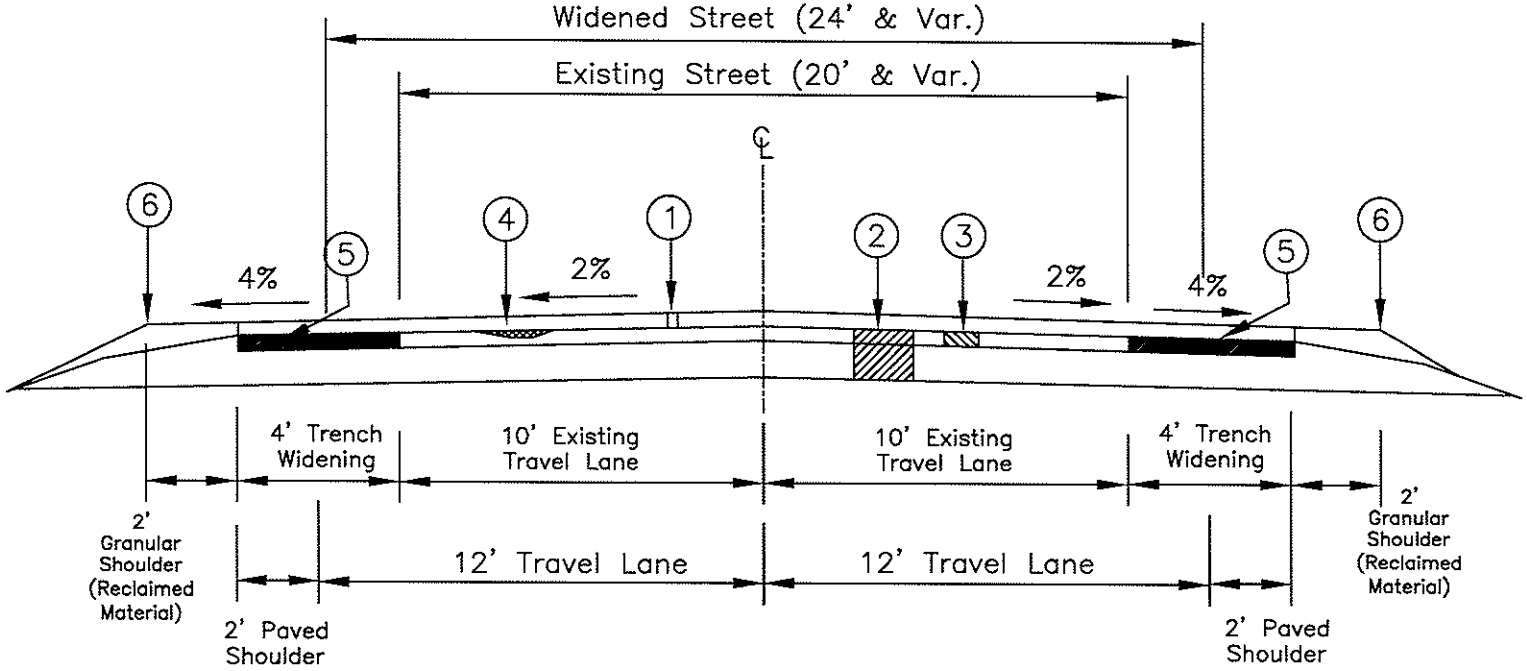
① Overlay 1.5 inch with 12.5 mm MT HMA (includes bike lane/shoulder)
② Base Repair of Failed Area.
③ Spot Mill Rough or Cracked Asphalt 1.5 inch; replace with 1.5 inch of 12.5 mm MT HMA Leveling.
④ 12.5 mm MT HMA Leveling to correct dips/bumps
⑤ Trench Widen 4 feet with 19 mm MT HMA Trench Widening.
⑥ Place reclaimed material from trench widening on new soft shoulder.

Typical Section
Northside Drive
(81+66 to 137+00)



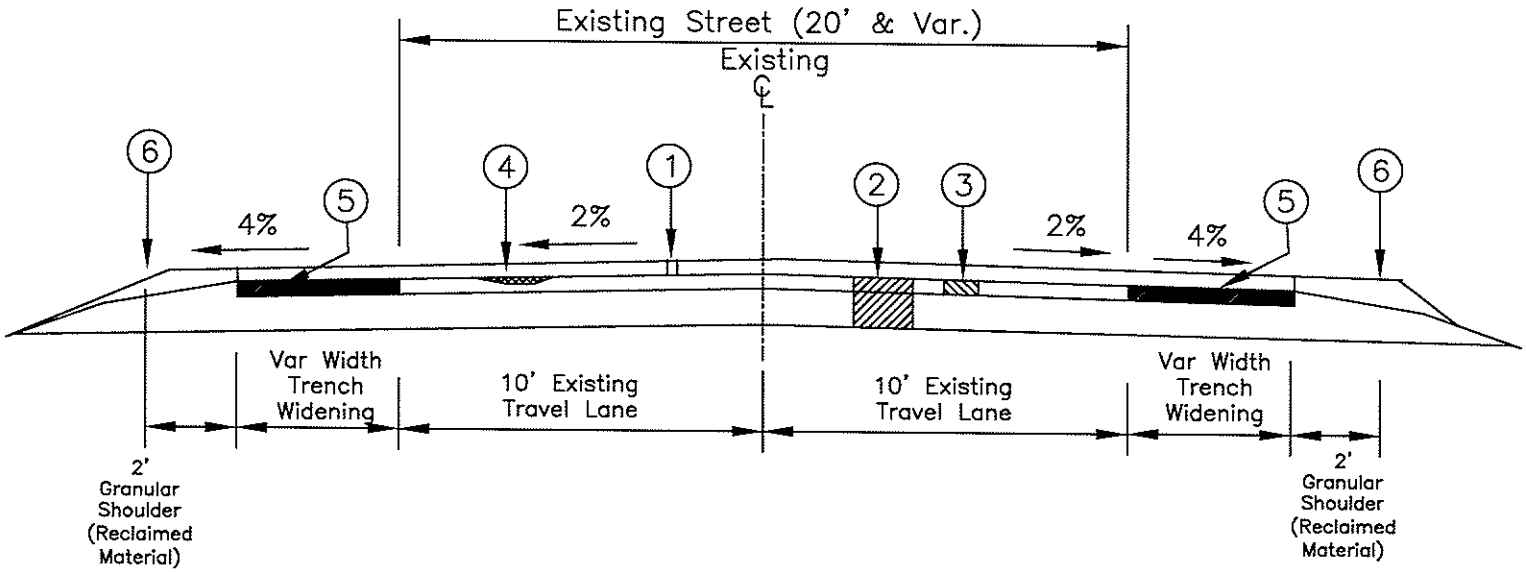
① Mill and overlay 1.5 inch with 12.5 mm MT HMA Leveling
② Base Repair of Failed Area.
③ Mill Excess Asphalt to Help Restore Crown Location.
④ 12.5 mm MT HMA Leveling to correct dips/bumps
⑤ Right Lane, Curb & Gutter Reconstruction
⑥ Remove and Replace Sunken/Failed Curb & Gutter

Typical Section
Maddox Road
(10+00 to 33+00, 73+00 to 83+00, and 85+00 to 102+85)



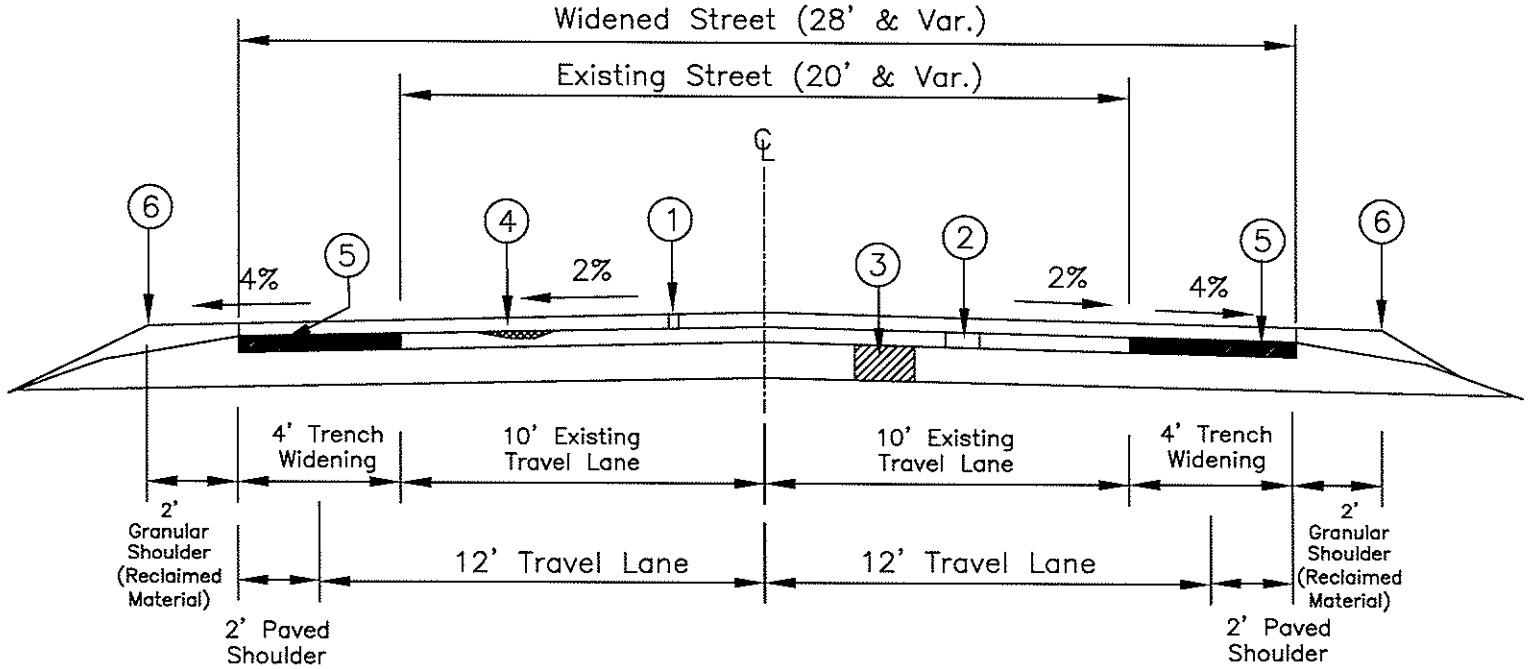
① Overlay 1.5 inch with 12.5 mm MT HMA (includes paved shoulder)
② Base Repair of Failed Area.
③ Spot Mill Rough or Cracked Asphalt 1.5 inch; replace with 1.5 inch of 12.5 mm MT HMA Leveling.
④ 12.5 mm MT HMA Leveling to correct dips/bumps.
⑤ Trench Widen 4 feet and variable with 19 mm MT HMA Trench Widening.
⑥ Place reclaimed material from trench widening on new soft shoulder.

Typical Section
Maddox Road
(33+00 to 51+00, 57+00 to 60+90, and 63+00 to 73+00)



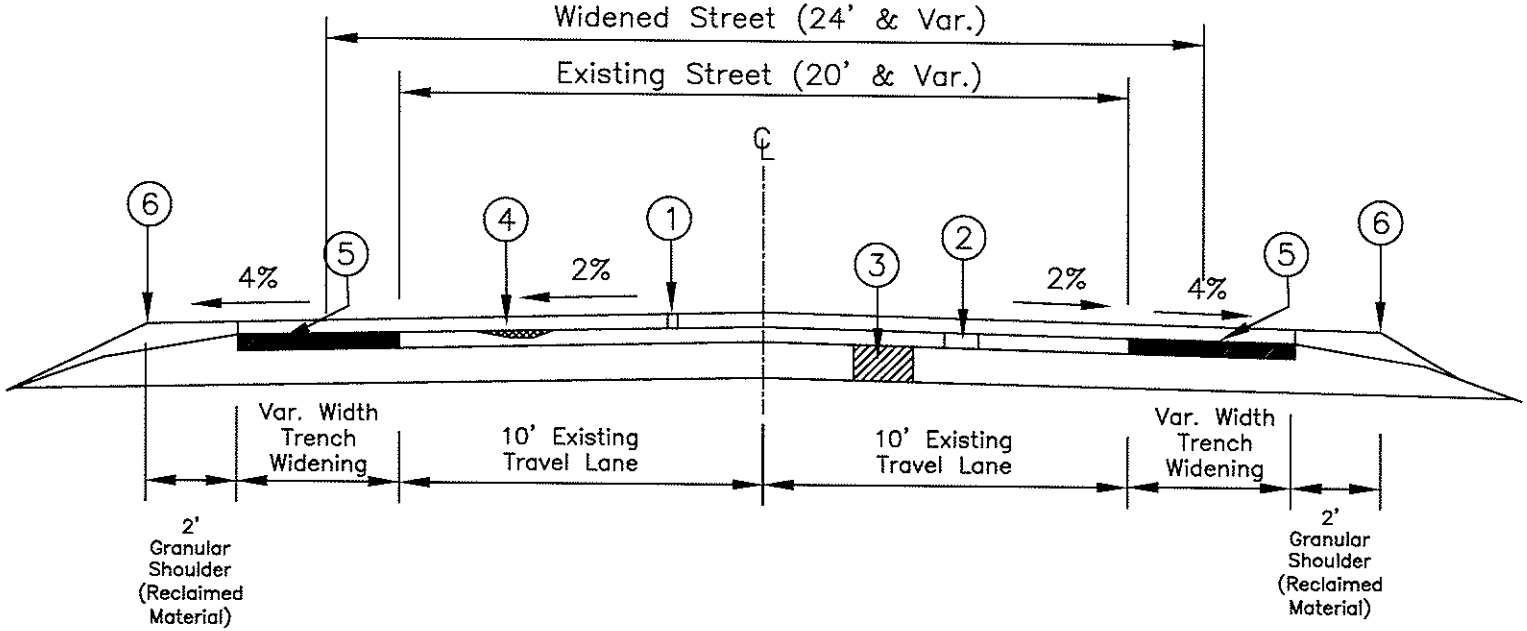
① Overlay 1.5 inch with 12.5 mm MT HMA (includes paved shoulder)
② Base Repair of Failed Area.
③ Spot Mill Rough or Cracked Asphalt 1.5 inch; replace with 1.5 inch of 12.5 mm MT HMA Leveling.
④ 12.5 mm MT HMA Leveling to correct dips/bumps.
⑤ Trench Widen (variable width) with 19 mm MT HMA Trench Widening.
⑥ Place reclaimed material from trench widening on new soft shoulder.

Typical Section
Maddox Road
(51+00 to 54+00, 57+00 to 60+90, 83+00 to 85+00, and 102+85 to 110+84)



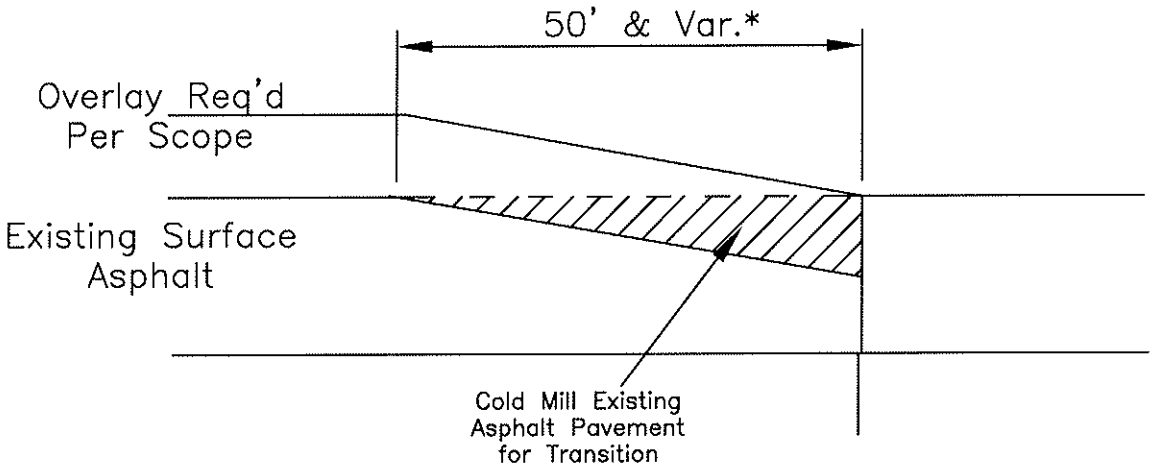
① Overlay 1.5 inch with 12.5 mm MT HMA (includes paved shoulder)
② Mill and overlay 1.5 inch with 12.5 mm MT HMA Leveling
③ Base Repair of Failed Area.
④ 12.5 mm MT HMA Leveling to correct dips/bumps
⑤ Trench Widen 4 feet with 19 mm MT HMA Trench Widening.
⑥ Place reclaimed material from trench widening on new soft shoulder.

Typical Section
Maddox Road
(54+00 to 57+00 and 60+90 to 63+00)



① Overlay 1.5 inch with 12.5 mm MT HMA (includes paved shoulder)
② Mill and overlay 1.5 inch with 12.5 mm MT HMA Leveling
③ Base Repair of Failed Area.
④ 12.5 mm MT HMA Leveling to correct dips/bumps
⑤ Trench Widen (variable width) with 19 mm MT HMA Trench Widening.
⑥ Place reclaimed material from trench widening on new soft shoulder.

Typical Section
Milling to Tie to Existing Surface Pavement



*Distance on local roads to be determined in field by Engineer

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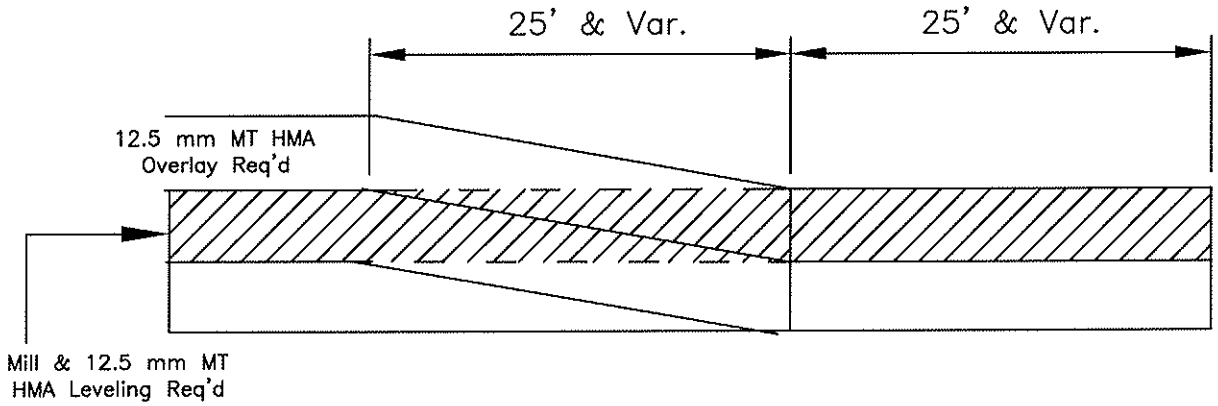
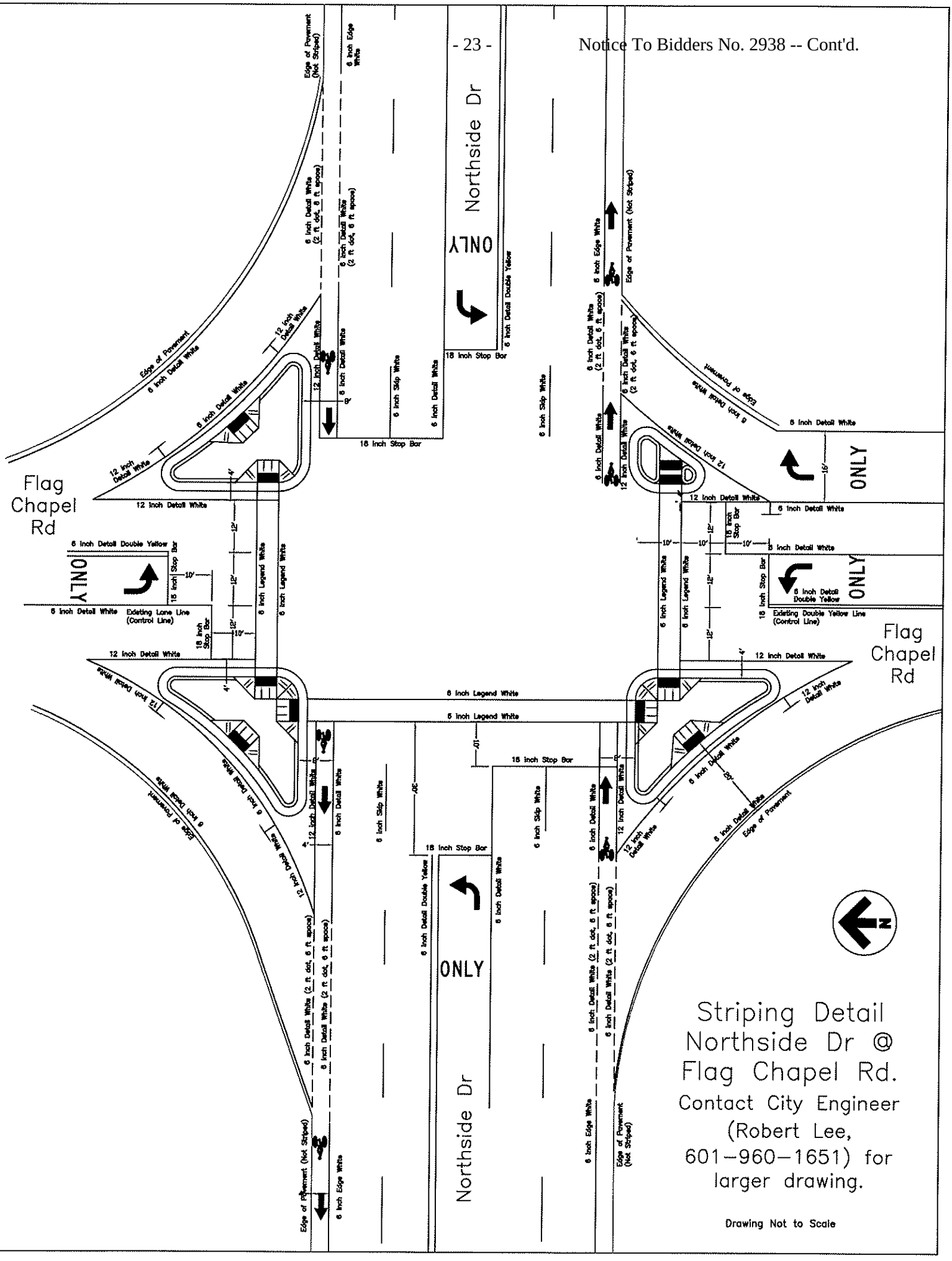
Typical Section
Milling at Greenway Dr Ext.

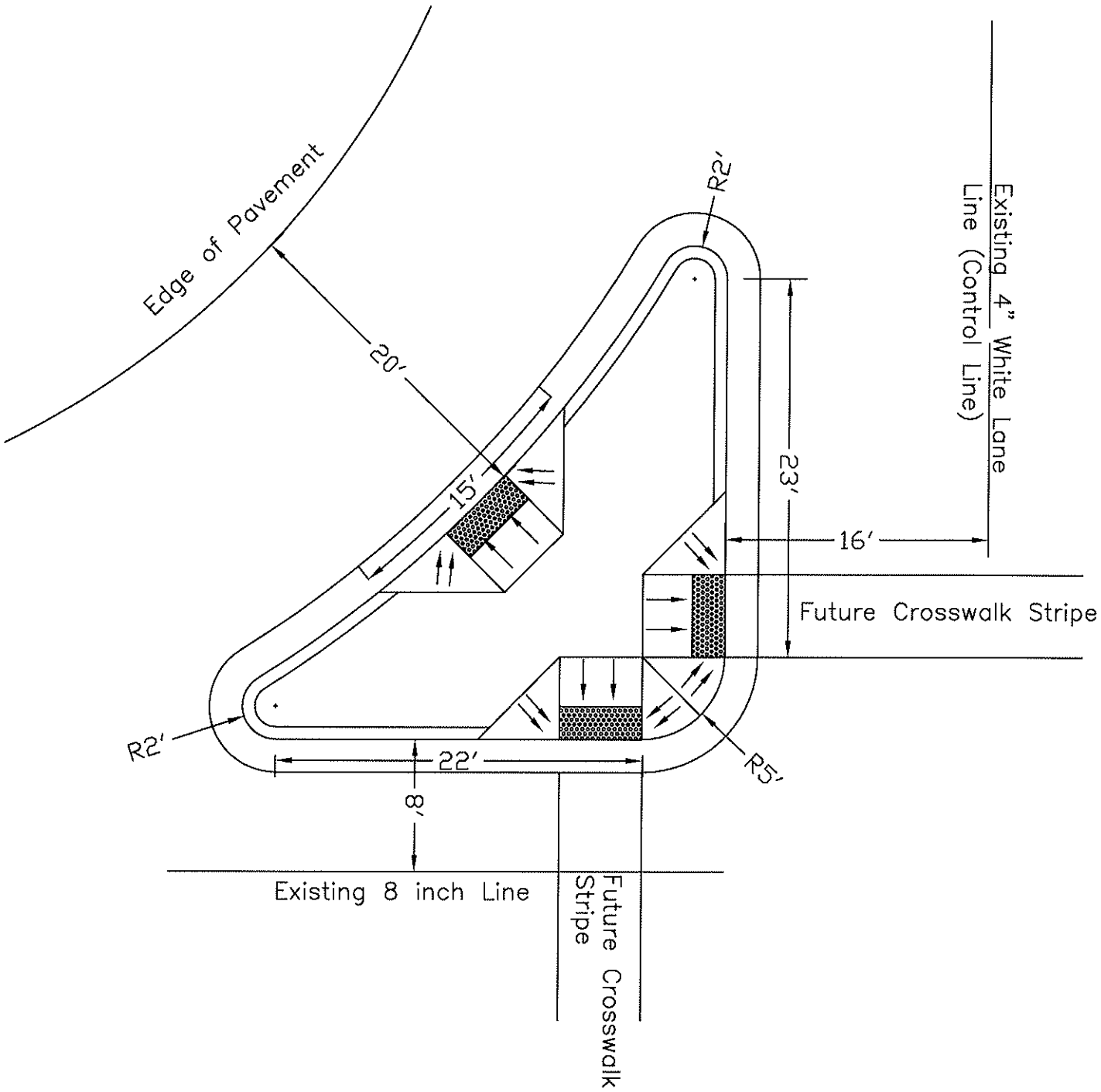


Cold mill existing deteriorated asphalt to location designated in field by Engineer.


Northside Dr
ONLY
Flag Chapel Rd
Flag Chapel Rd
ONLY
ONLY
ONLY
Northside Dr
Edge of Pavement (Not Striped)
6 Inch Detail White
6 Inch Edge White
6 Inch Detail White (2 ft. dot, 6 ft. space)
6 Inch Detail White (2 ft. dot, 6 ft. space)
6 Inch Detail Double Yellow
18 Inch Stop Bar
6 Inch Skip White
6 Inch Detail White
12 Inch Detail White
12 Inch Dashed White
6 Inch Dashed White
6 Inch Legend White
Existing Lane Line (Control Line)
Existing Double Yellow Line (Control Line)
Striping Detail
Northside Dr @
Flag Chapel Rd.
Contact City Engineer
(Robert Lee,
601-960-1651) for
larger drawing.
Drawing Not to Scale

Channelized Island Detail
Northwest Corner
Northside Dr @ Flag Chapel Rd

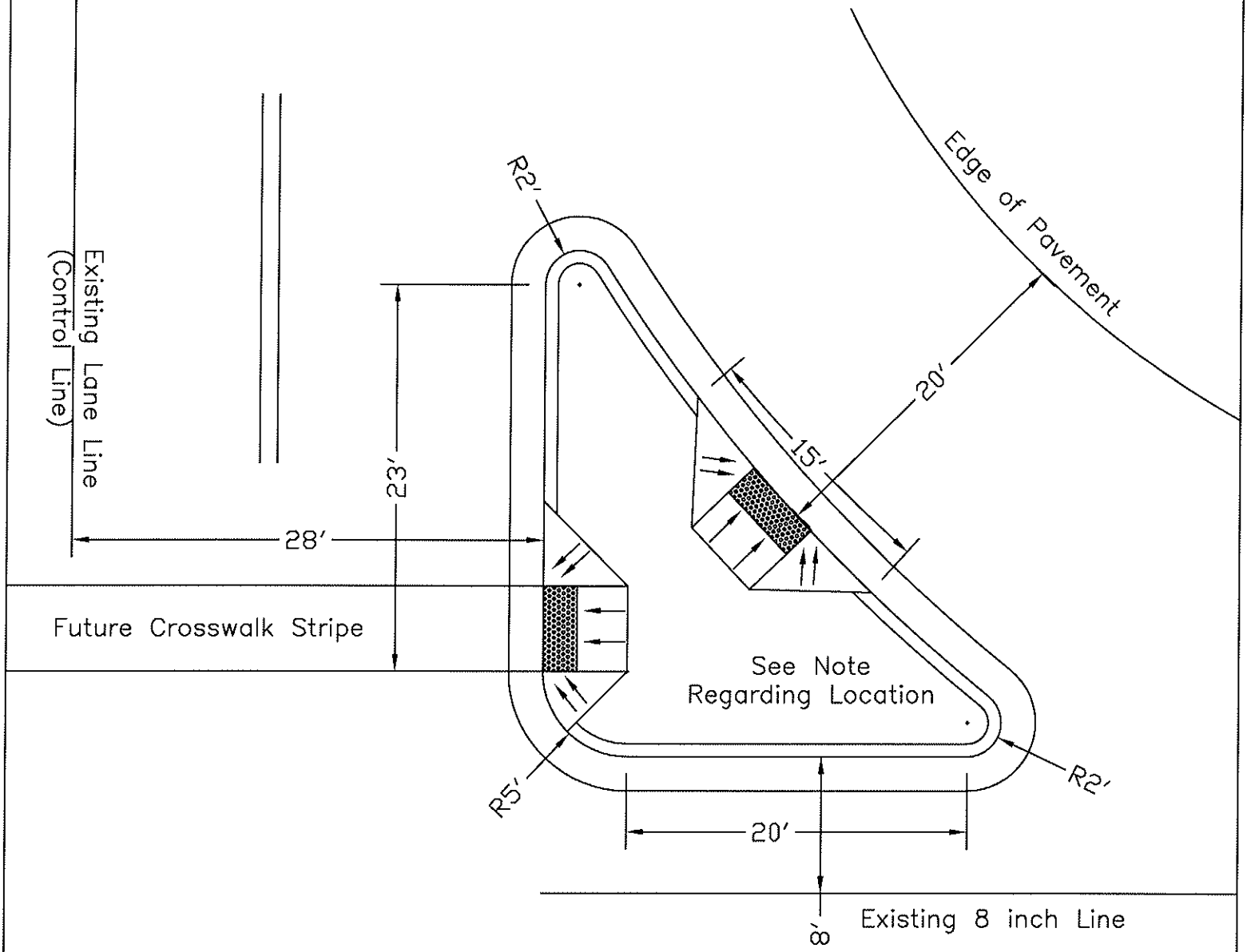
Drawing Not to Scale



Note: Location of ADA curb ramp crossing the channelized right turn to be located in the field by the Engineer.

Channelized Island Detail
Northeast Corner
Northside Dr @ Flag Chapel Rd

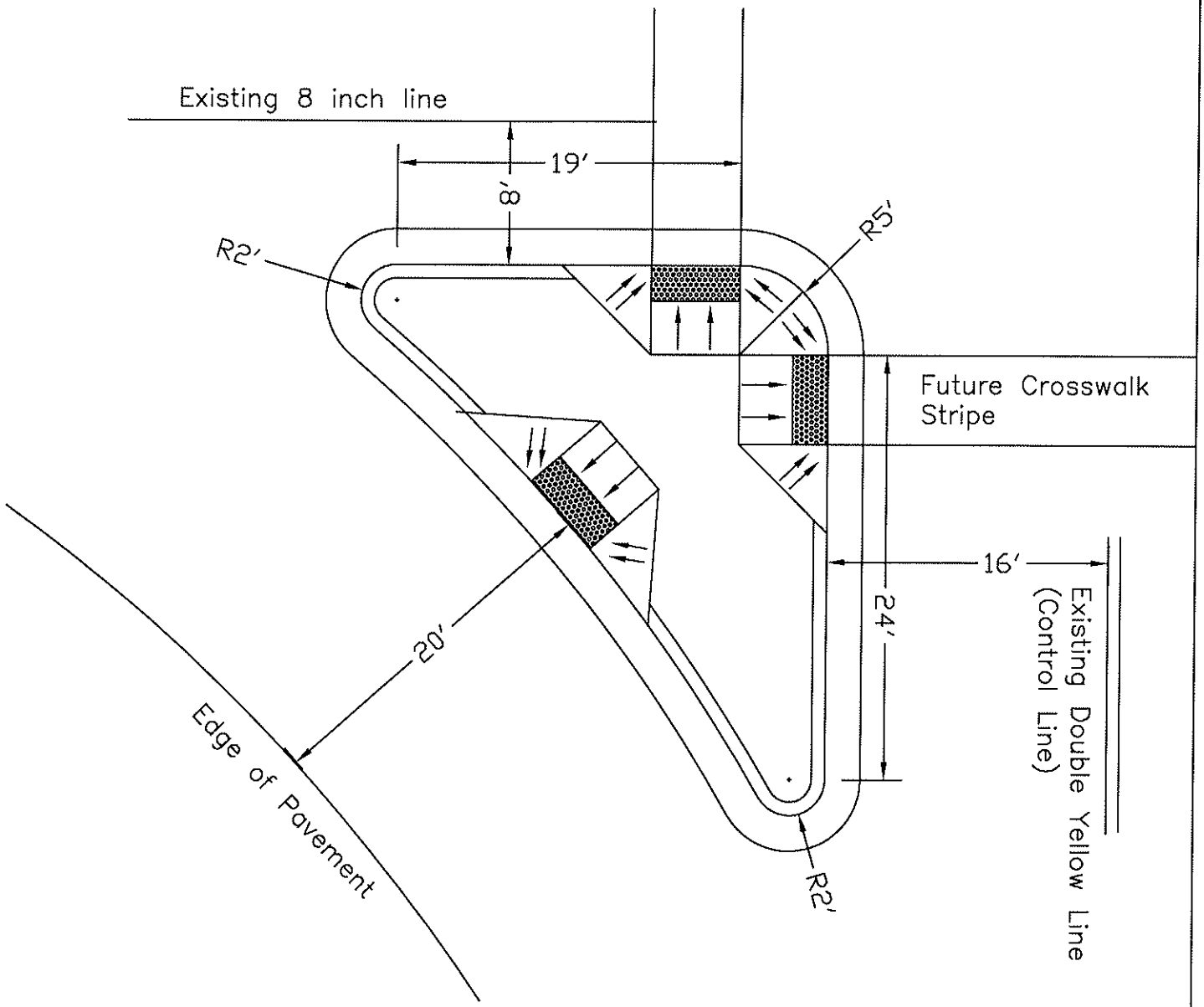
Drawing Not to Scale



Note: Location of ADA curb ramp crossing the channelized right turn to be located in the field by the Engineer.

Channelized Island Detail
Southwest Corner
Northside Dr @ Flag Chapel Rd

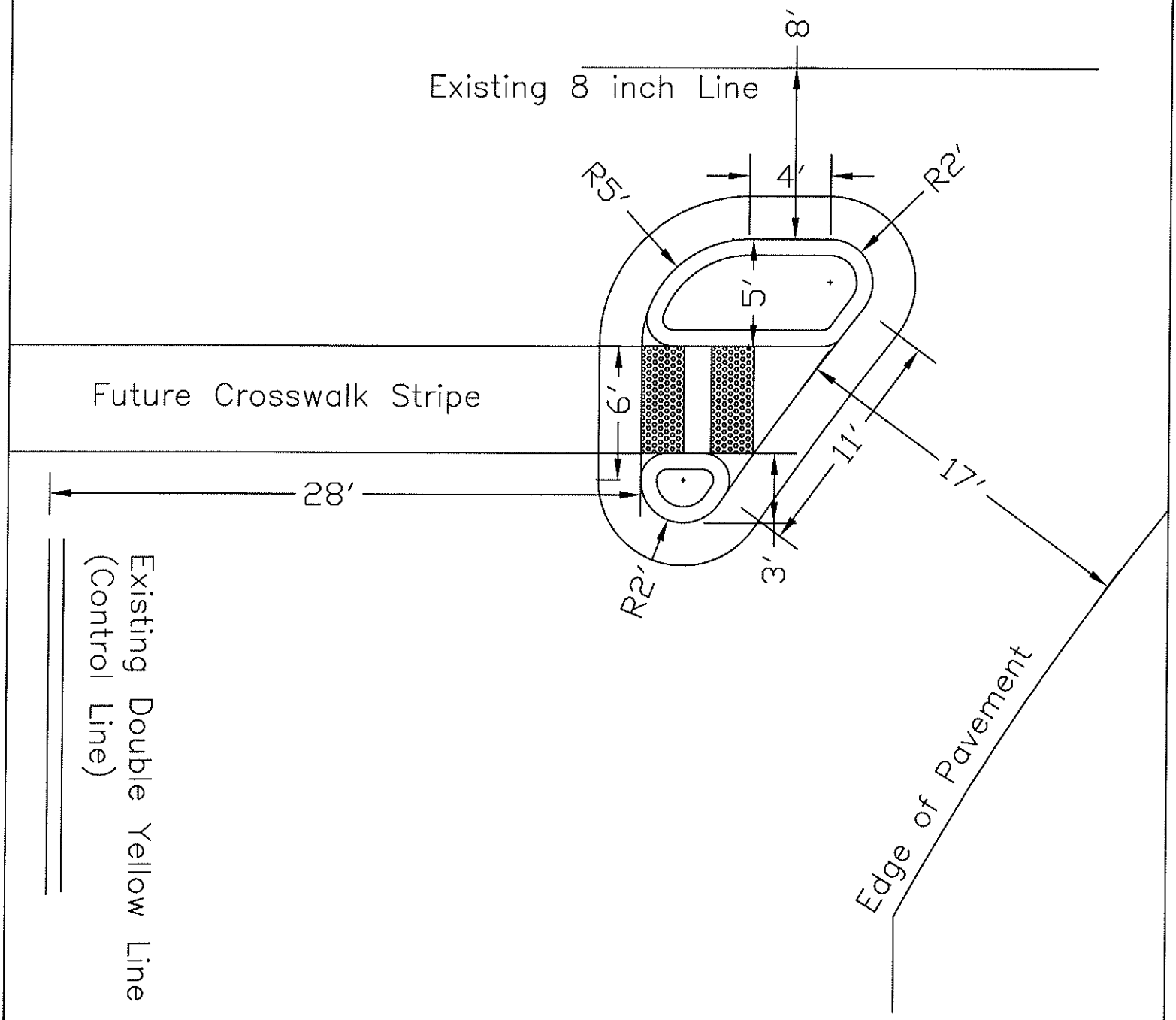
Drawing Not to Scale



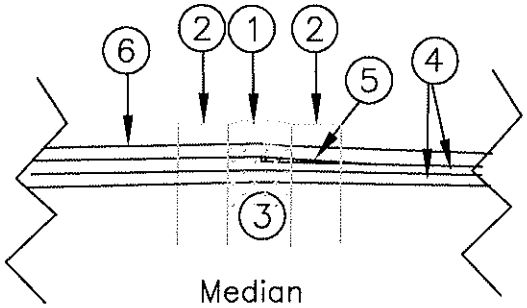
Note: Location of ADA curb ramp crossing the channelized right turn to be located in the field by the Engineer.

Channelized Island Detail
Southeast Corner
Northside Dr @ Flag Chapel Rd

Drawing Not to Scale

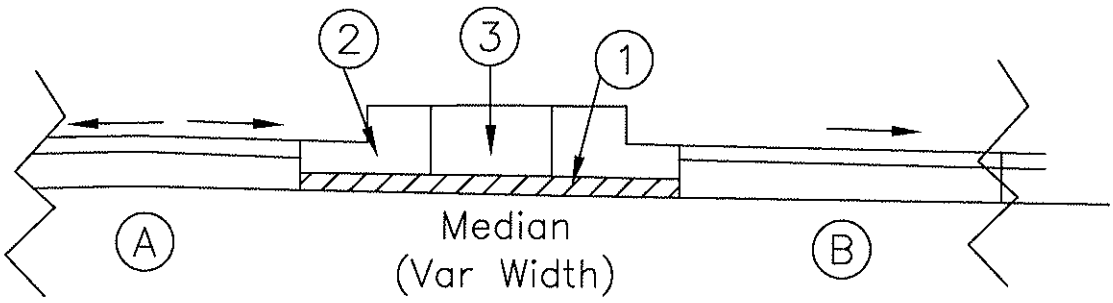


Median Removal
Northside Dr at Boling St
Northside Dr at Country Club Dr



① Remove Concrete Island Pavement and underlying grnaular materials. Section of island pavement on the north side of Country Club Dr is buckled.
② Remove Curb.
③ Install Stone Base Course, Var. Depth, to within 4 inches of existing grade.
④ Install 2 lifts of 2 inches of 12.5 MT HMA Leveling
⑤ Level Uneven Areas 12.5 mm MT HMA Leveling
⑥ Overlay roadway per Scope of Work.

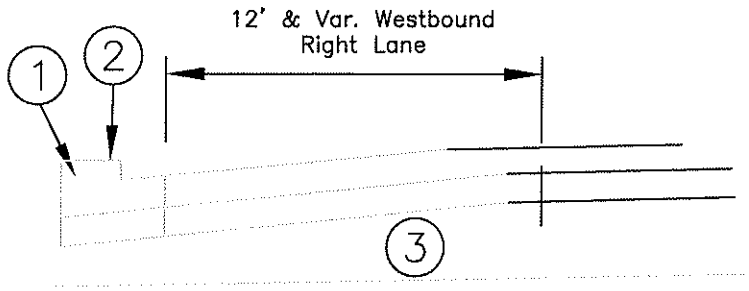
Channelized Island Construction
Northside Dr at Flag Chapel Rd



① Mill 4 inches & Variable.
② Construct curb on mill surface.
③ Pour 4 inch island pavement. Expansion joints required per MDOT standard or as directed in field by Engineer.

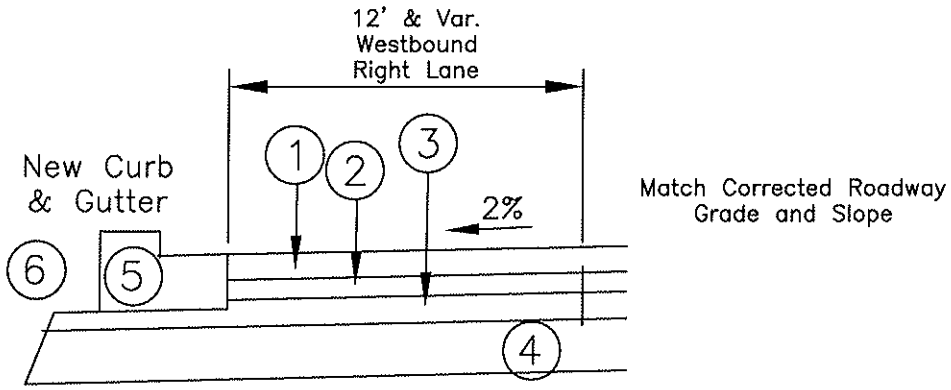
Failure Repair
Westbound Right Lane and Curb & Gutter
Northside Dr Sta 102+98 to 111+10

Excavation



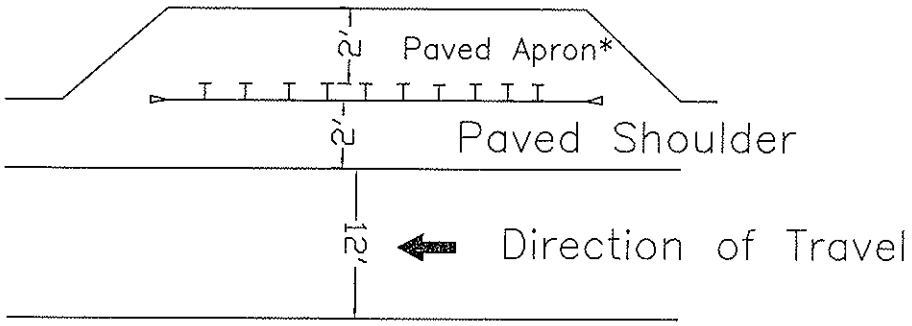
① Remove curb and gutter
② Remove inlet tops as necessary to correct grade.
③ Undercut roadway 3 feet below existing grade or to a depth as directed by Engineer. Undercut behind location of existing back of curb 1 foot.

Reconstruction



① 2 Inch 12.5 mm MT HMA
② 2 inch 12.5 mm MT HMA Leveling
③ 5 inch 12.5 mm MT HMA Leveling
④ Stone Base Course, Var. Depth
⑤ New Curb and Gutter. Replace Inlet Tops at Corrected Grade
⑥ Blade suitable excavated material as backfill as directed

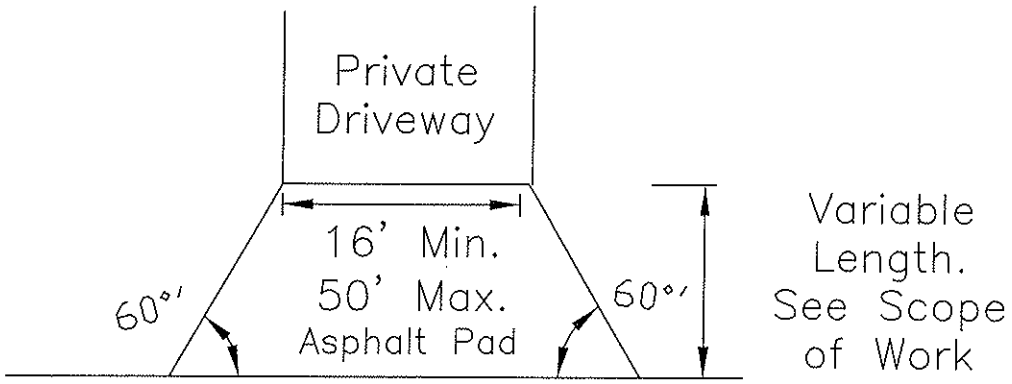
Typical Guardrail Installation
Maddox Road



* 2 ft Paved Apron where site conditions allow.

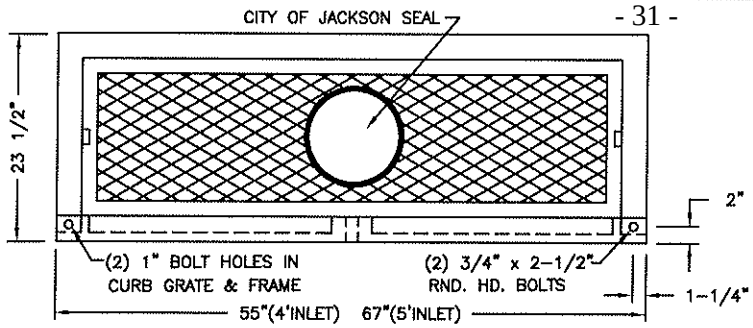
Drawing Not to Scale

Typical Driveway Pad

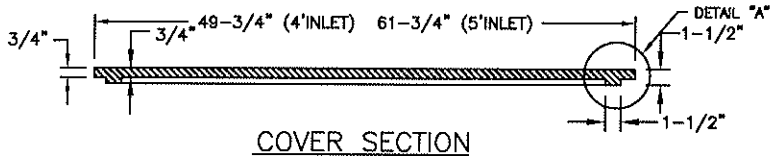


Contractor shall tie new pad to existing driveway surface. Removal of dirt, gravel, and/or old asphalt pad to accomplish this shall be absorbed into the cost of other pay items.

Drawing Not to Scale

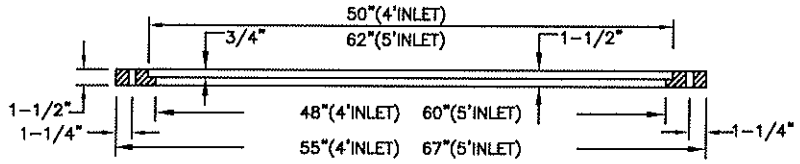


FRAME, COVER & CURB GRATE TOP VIEW



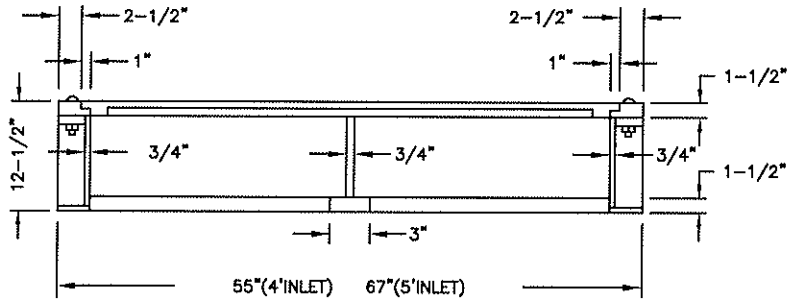
COVER SECTION

TOP PLAN OF COVER

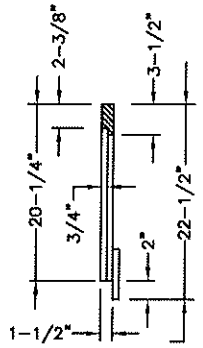


FRAME SECTION

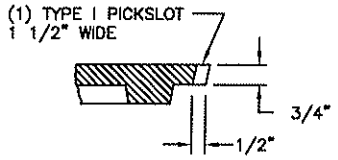
NOTE: ALL CASTINGS TO BE CONSTRUCTED OF A GOOD QUALITY GRAY IRON ACCORDING TO SPECIFICATIONS.



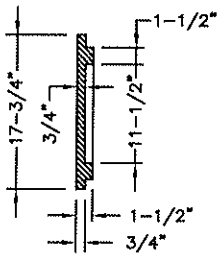
FRONT ELEVATION



FRAME SECTION



PICKHOLE DETAIL



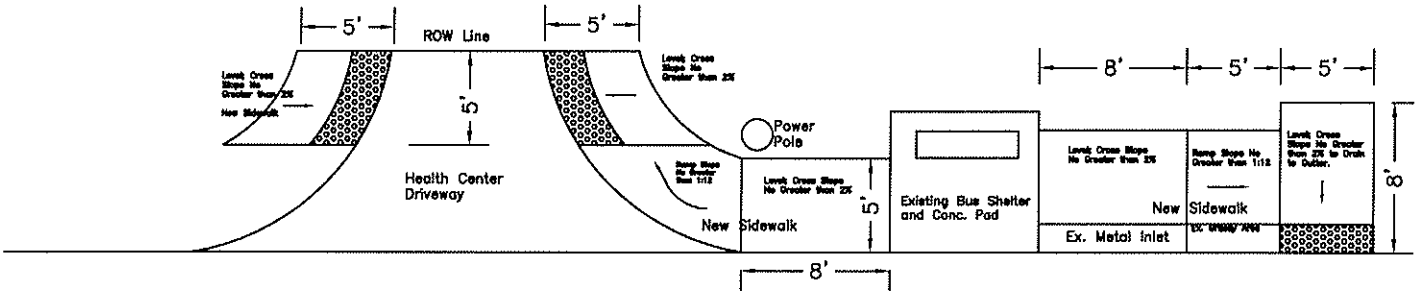
COVER SECTION

CITY OF JACKSON
STREETS, BRIDGES AND DRAINAGE

STANDARD 4' and 5' CURB INLET

DRAWN BY:	CHECKED BY:	APPROVED BY
RG	RG	DGW
SCALE	DATE	SHEET
NONE	JULY 19,1993	1 OF 1
PROJECT NUMBER		ACAD DRAWING NUMBER
		071993

Jackson Hinds Health Center Bus Stop
Northside Dr at Station 133+00



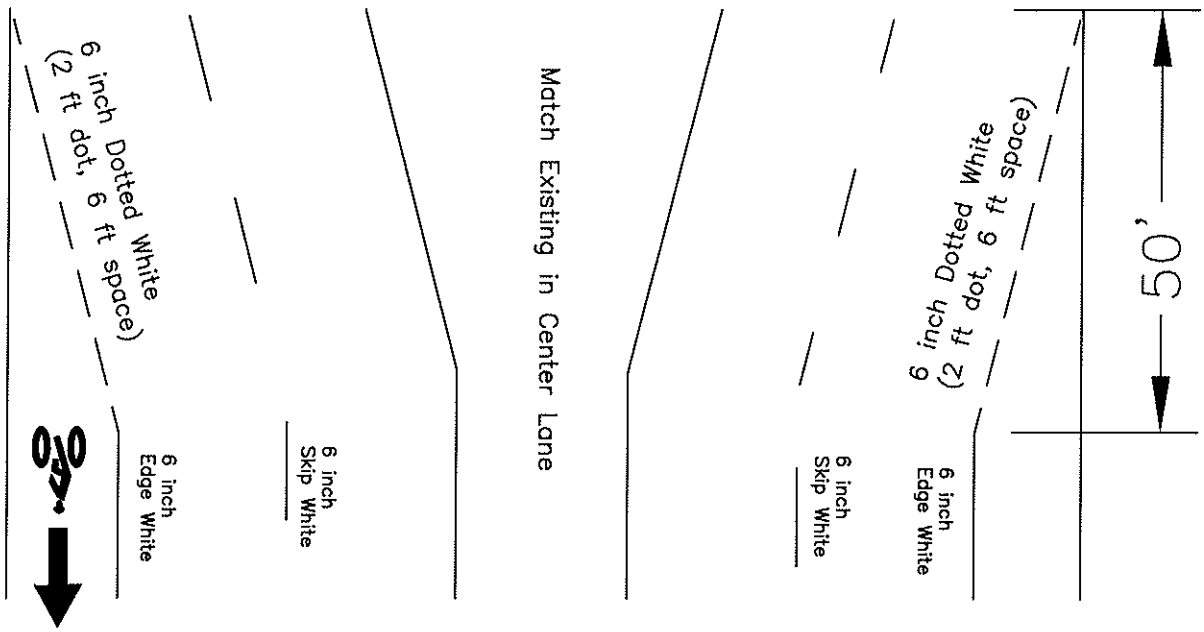
Note: Excavated materials from this site to be used at curb and gutter replacement at Station 135+38 to 137+00 for backfill material.

Contact City Engineer to approve any field changes to this drawing,

Drawing Not to Scale

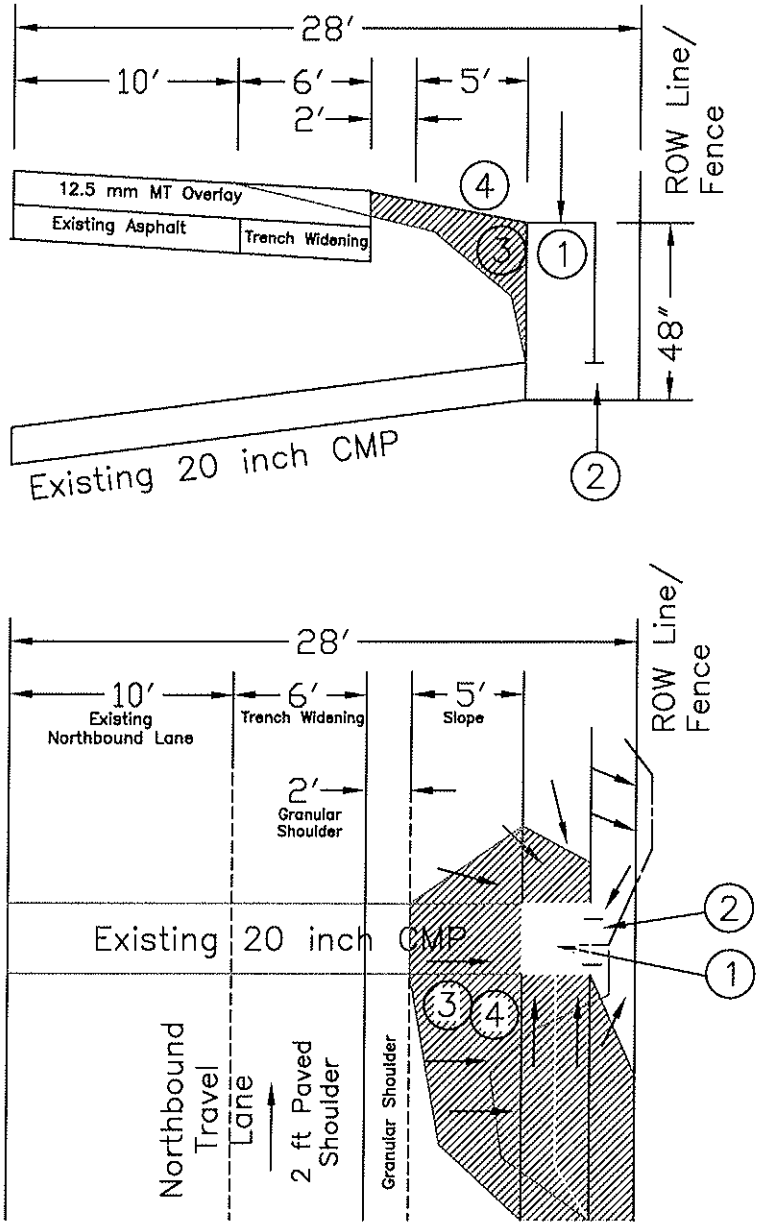
Bike Lane Striping at Northside EOP

Tie to Existing Left Turn Lane and Gore Area on MDOT ROW.



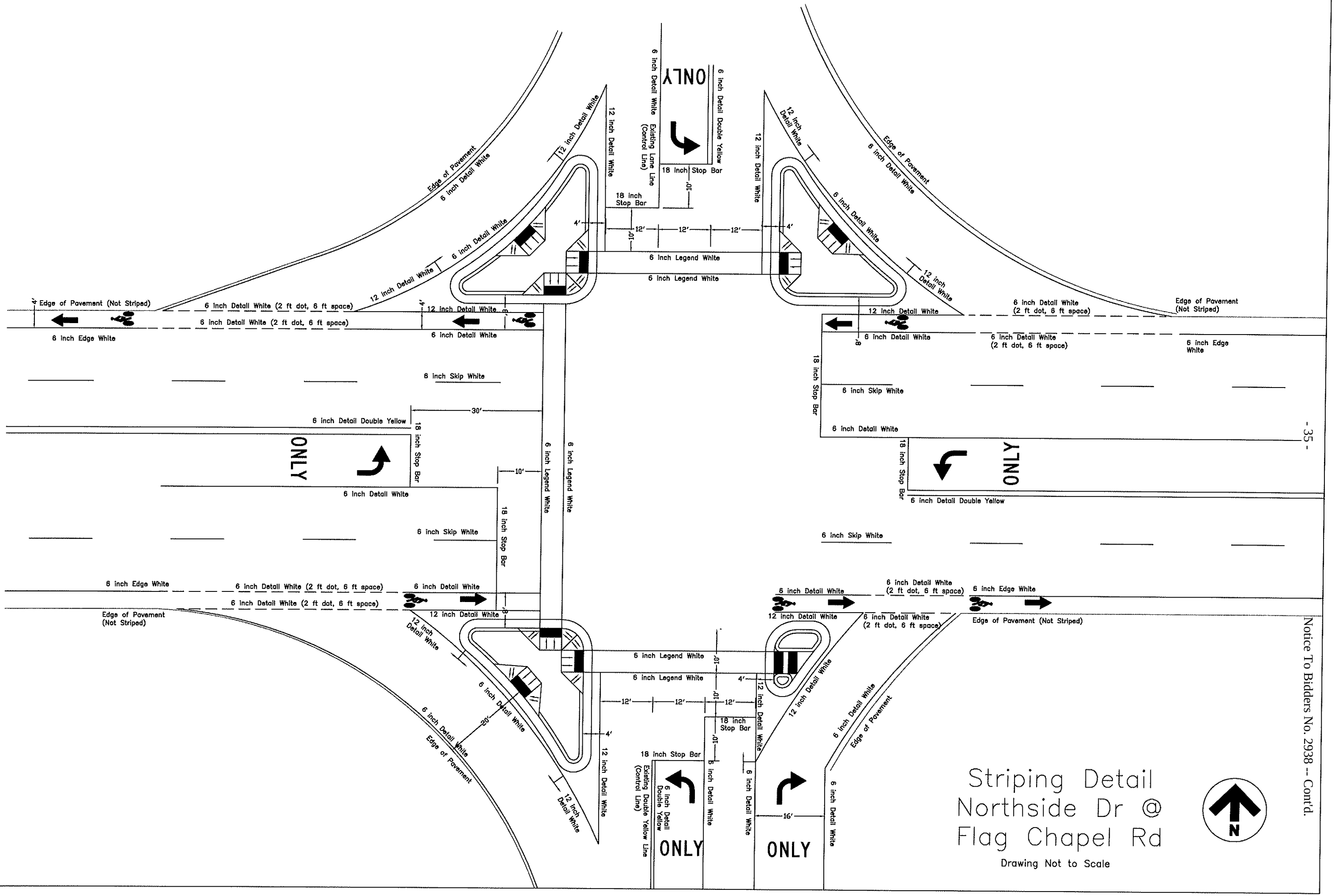
Drawing Not to Scale

B–9 Inlet Box Construction
Maddox Rd Sta 45+61



① New inlet box (See Sheet B–9).
② Provide 20 inch diameter intake for existing ditch north of new inlet box.
③ Blade existing topsoil. Install Class B15 Borrow along ROW to create new swale and provide slope no steeper than 3:1 as best as possible. Regrade ditch south of inlet box from fence line to new inlet box.
④ Dress slope with bladed excavated material. Seed in accordance with vgetation schedule as directed.
Note: Drawing Not to Scale

STATE PROJECT NO.
MISS. STP-0303-08(015)
NOTE:
THESE SYMBOLS SHOULD BE PAINTED ON THE FAR SIDE OF EACH INTERSECTION. ADDITIONAL STENCILS SHOULD BE PLACED EVERY 1/2 MILE ALONG UNINTERRUPTED SECTIONS OF HIGHWAY. SYMBOLS SHOULD BE SIZE AND SHAPE AS SPECIFIED IN THE MUTCD MANUAL. QUANTITIES ARE BASED ON A BICYCLE AND RIDER 5.5 S.F. AND AN ARROW 4.4 S.F.
6'
6'
6'
50'
LOCAL ROAD
SR 552
LOCAL ROAD
50'
6'
6'
6'
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
BIKE TRAIL
PAVEMENTMARKINGS
PROJECT: STP-0303-08(015)
COUNTY: JEFFERSON /CLAIBORNE
FILENAME:
DESIGN BY:
DRAWN BY:
CHECKED BY:
DATE
SHEET NUMBER
10
SD-2


Striping Detail
Northside Dr @
Flag Chapel Rd
Drawing Not to Scale
N
ONLY
Edge of Pavement
6 inch Detail White
12 inch Detail White
6 inch Detail White (2 ft dot, 6 ft space)
6 inch Edge White
Edge of Pavement (Not Striped)
6 inch Skip White
6 inch Legend White
6 inch Detail Double Yellow
18 inch Stop Bar
Existing Lane Line (Control Line)
Existing Double Yellow Line
18 inch Stop Bar
4'
10'
12'
20'
30'
16'
8'

Leveling Areas

Northside Drive		
Station to Station	**Lane**	**Notes**
13+50 to 14+69	All 4 Lanes	
28+65 to 29+50	All 4 Lanes	
32+85 to 34+00	All 5 Lanes	
55+69 to 79+59	Two Way Left Turn Lane	Minor leveling to correct cross slope where necessary.
92+00 to 115+00	All 5 Lanes	Soil movement due to yazoo clay; Variable Width and Depth of Leveling

Maddox Road		
Station to Station	**Lane**	**Notes**
44+55 to 46+00	Both Lanes	Slide Area; Variable Width and Depth of Leveling
51+00 to 63+00	Both Lanes	Slide Area; Variable Width and Depth of Leveling
68+00 to 79+00	Both Lanes	Slide Area; Variable Width and Depth of Leveling
85+00 to 100+00	Both Lanes	Heavy Truck Rutting & Slide Area; Variable Width and Depth of Leveling
102+85 to 110+84	Both Lanes	Uneven pavement

Other areas to be leveled as identified in the field by the Engineer.

Failed Areas

Northside Drive		
Station to Station	**Lane**	**Notes**
10+00 to 12+00	Westbound Right Lane	
10+00 to 15+00	Eastbound Left Lane	
10+00 to 15+00	Eastbound Right Lane	
10+00 to 15+60	Westbound Left Lane	
28+30 to 29+00	Westbound Right Lane	
28+82 to 29+32	Westbound Left Lane	
28+82 to 29+32	Eastbound Left Lane	
102+95 to 111+00	Westbound Right Lane	Reconstruction Area. See Typical Section for repairs in this area.

Maddox Road		
Station to Station	**Lane**	**Notes**
17+71 to 18+00		
28+88 to 29+16	Right	
32+45 to 32+85	Left	
33+86 to 34+17	Left	
44+00 to 44+30	Left	

Other failed areas to be identified in the field by the Engineer.

Spot Mill

Northside Drive		
Station to Station	**Lane**	**Notes**
55+48 to 56+25	Eastbound Left Lane	
55+50 to 60+32	Two Way Left Turn Lane	
60+00 to 60+60	Eastbound Right Lane	

Maddox Road		
Station to Station	**Lane**	**Notes**
27+95 to 29+00	Left	At Harvey Street
90+40 to 91+65	Right	
93+50 to 95+85	Right	

Other spot mill areas to be identified in the field by the Engineer.

Guardrails Required (All are Non-Flared)

Northside Drive		
Station to Station	**Side**	**Notes**
None Required		

Maddox Road		
Station to Station	**Side**	**Notes**
44+55 to 46+00	Left	Build up of shoulder required to accommodate new guardrail.
60+27 to 65+00	Right	Retaining wall serving as ditch slope.
75+10 to 76+92	Left	Build up of shoulder required to accommodate new guardrail. Object markers required at pipe culvert.
75+88 to 76+62	Right	Object markers required at pipe culvert.

Curb and Gutter Replacement Required

Northside Drive		
Station to Station	**Lane**	**Notes**
81+72 to 82+00	Right	
84+00 to 88+25	Right	Curb inlets should not require removal.
Country Club Dr	NE Corner Ramp	Approximately 100 ft
92+40 to 95+27	Right	
98+24 to 102+10	Right	
102+92 to 111+10	Left	Reconstruction Area. See Typical Section for repairs in this area.
135+38 to 137+00	Left	

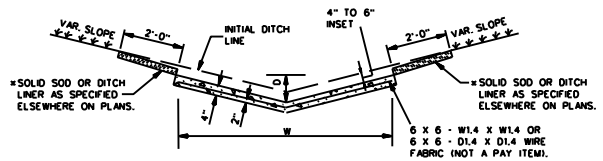
Maddox Road		
Station to Station	**Lane**	**Notes**
None Required		

Other failed curb areas to be identified in the field by the Engineer.

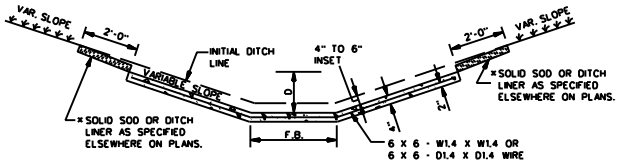
Trench Widening Shifts

Northside Drive		
Station to Station	**Left Side**	**Right Side**
None Required		

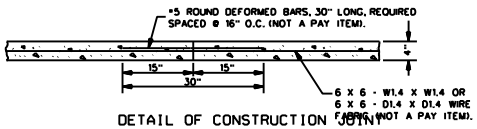
Maddox Road		
Station to Station	**Left Side**	**Right Side**
10+00 to 13+00	2 ft	2 ft
13+00 to 33+00	4 ft	4 ft
33+00 to 38+00	4 ft to 5 ft	4 ft to 3 ft
38+00 to 42+12	5 ft to 6 ft	3 ft to 2 ft
42+12 to 44+50	6 ft to 2 ft	2 ft to 6 ft
44+50 to 46+00	2 ft	6 ft
46+00 to 51+00	2 ft to 4 ft	6 ft to 4 ft
51+00 to 54+00	4 ft	4 ft
54+00 to 59+00	4 ft to 6 ft	4 ft to 2 ft
59+00 to 68+00	6 ft	2 ft
68+00 to 73+00	6 ft to 4 ft	2 ft to 4 ft
73+00 to Curb & Gutter at EOP	4 ft	4 ft



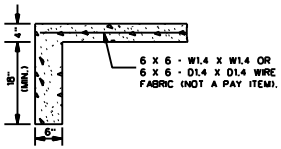
"V" TYPE SECTION



FLAT BOTTOM SECTION



DETAIL OF CONSTRUCTION JOINT



DETAIL OF TOE WALL

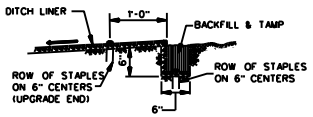
NOTE: TOE WALL REQUIRED UPSTREAM AND DOWNSTREAM.

CONCRETE PAVED DITCH

NOTES:

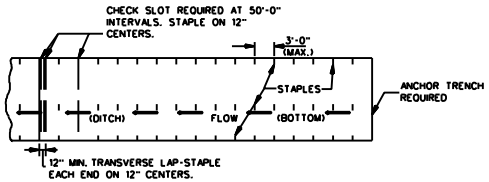
1. CONCRETE PAVED DITCHES SHALL BE GROOVED AT 20'-0" INTERVALS. THE GROOVES SHALL BE CUT TO A DEPTH OF NOT LESS THAN 1".
2. DIMENSIONS D & W ARE AS FOLLOWS:
   D(MINIMUM) = 6"
   D(NOMINAL) = 9"
   W(MINIMUM) = 24"
3. CHAIR SUPPORTS FOR THE WIRE MESH WILL NOT BE REQUIRED. HOWEVER, THE CONTRACTOR SHALL PLACE THE WIRE MESH IN A SATISFACTORY AND WORKMANLIKE MANNER TO ENSURE THAT THE FINAL POSITION IS REASONABLY NEAR THE POSITION INDICATED.

* 4. CENTER ROW OF STAPLES MAY BE OMITTED ON DITCH LINER.

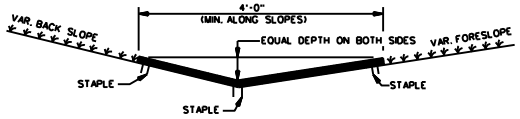


ANCHOR TRENCH DETAIL

NOTE: ANCHOR TRENCH REQUIRED AT THE BEGINNING AND ENDING OF EACH AREA TO BE COVERED, EXCEPT DOWNSTREAM END ADJOINING A STRUCTURE.



PLAN

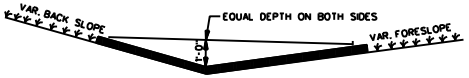


SECTION

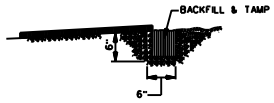
DITCH LINER TREATMENT

(EXCELSIOR BLANKET, JUTE MESH OR EROSION CONTROL FABRIC)

NOTE: DITCHES TREATED WITH DITCH LINER WILL BE VEGETATED PRIOR TO TREATMENT, UNLESS OTHERWISE INDICATED.



SECTION

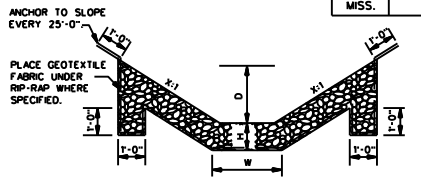


SLOT DETAIL

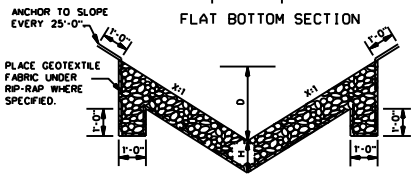
BITUMINOUS TREATED ROVING

NOTE: UPGRADE AND DOWNGRADE ENDS OF THE BITUMINOUS TREATED ROVING SHALL BE BURIED IN A 6" MINIMUM VERTICAL SLOT AND THE SOIL TAMPED FIRMLY AGAINST IT.

STATE	PROJECT NO.
MISS.	



FLAT BOTTOM SECTION



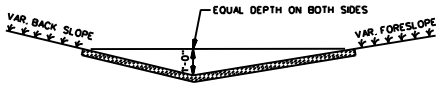
"V" TYPE SECTION

RIP-RAP TREATMENT

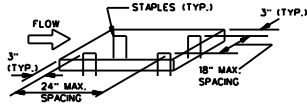
NOTES:

1. DIMENSIONS D, W AND X ARE VARIABLE AND ARE SHOWN ELSEWHERE ON THE PLANS.
2. THE RIP-RAP SIZE AND MINIMUM DEPTH "H" FOR RIP-RAP TREATMENT ARE AS FOLLOWS.

RIP-RAP SIZE & MINIMUM DEPTH "H"	
H (in)	RIP-RAP SIZE (lbs)
12"	100
18"	300



SOLID SOD TREATMENT



NOTE: SOLID SOD (STRIPS OR BLOCKS) ARE TO BE STAPLED, PINNED, PEGGED OR STAKED AT THE FOUR CORNERS OR AT THE MAXIMUM SPECIFIED SPACING.

GENERAL NOTE:

1. FOR LOCATION OF APPROPRIATE DITCH TREATMENTS, SEE PLAN SHEETS AS DENOTED BY THE FOLLOWING LEGEND OR AS DIRECTED BY THE ENGINEER:

DITCH LINER
BITUMINOUS TREATED ROVING
SOLID SOD
CONCRETE PAVED DITCH
RIP-RAP

BY | REVISION | DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

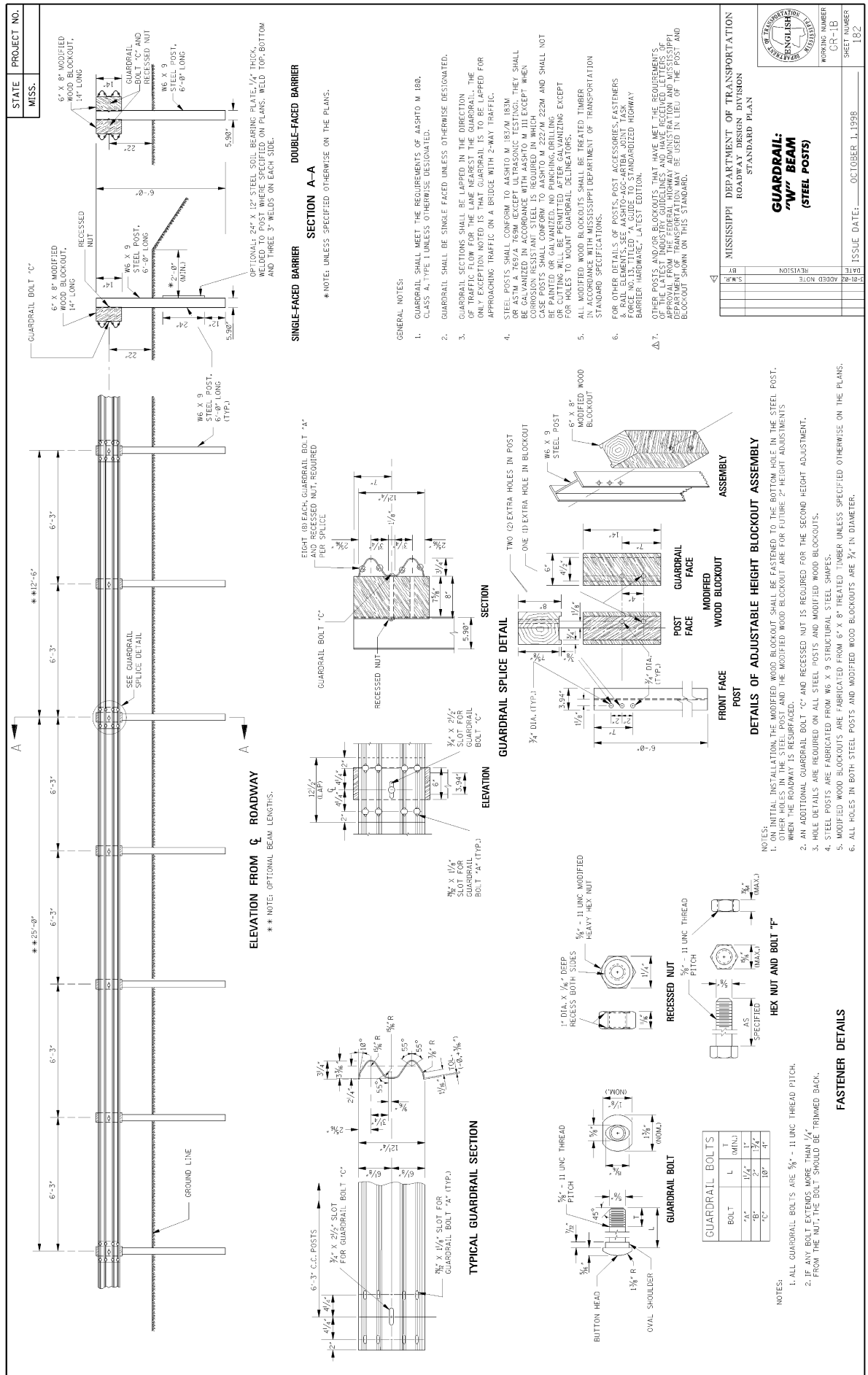
DETAILS OF TYPICAL DITCH TREATMENTS

ENGLISH

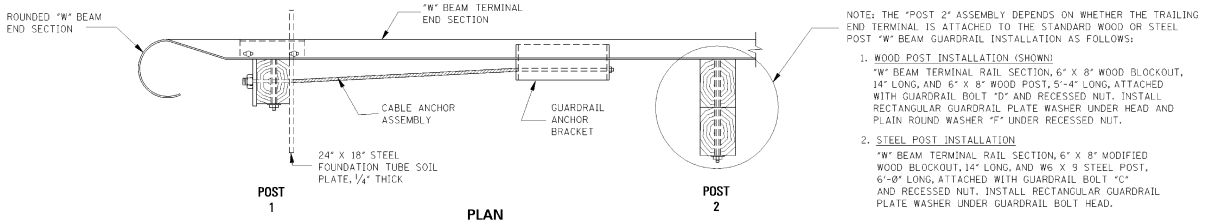
WORKING NUMBER DT-1

ISSUE DATE: OCTOBER 1, 1998

SHEET NUMBER 145


STATE
MISS.
PROJECT NO.
GUARDRAIL: "W" BEAM (STEEL POSTS)
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
ENGLISH
WORKING NUMBER
CR-1B
SHEET NUMBER
182
ISSUE DATE: OCTOBER 1,1998
DATE
REVISION
BY
5-10-02
ADDED NOTE
S.W.H.
ELEVATION FROM ℄ ROADWAY
** NOTE: OPTIONAL BEAM LENGTHS.
SINGLE-FACED BARRIER
SECTION A–A
DOUBLE-FACED BARRIER
* NOTE: UNLESS SPECIFIED OTHERWISE ON THE PLANS.
GENERAL NOTES:
1. GUARDRAIL SHALL MEET THE REQUIREMENTS OF AASHTO M 180, CLASS A, TYPE I UNLESS OTHERWISE DESIGNATED.
2. GUARDRAIL SHALL BE SINGLE FACED UNLESS OTHERWISE DESIGNATED.
3. 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.
4. 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 POWER DRILLING EXCEPT AS PERMITTED AND REQUIRED AFTER GALVANIZING EXCEPT FOR HOLES TO MOUNT GUARDRAIL DELINEATORS.
5. ALL MODIFIED WOOD BLOCKOUTS SHALL BE TREATED TIMBER IN ACCORDANCE WITH MISSISSIPPI DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
6. FOR OTHER DETAILS OF POSTS, POST ACCESSORIES, FASTENERS & RAIL ELEMENTS, SEE AASHTO-AGC-ARTBA JOINT TASK FORCE NO. 13 REPORT, "A GUIDE TO STANDARDIZED HIGHWAY BARRIER HARDWARE," LATEST EDITION.
△7. OTHER POSTS AND/OR BLOCKOUTS THAT HAVE MET THE REQUIREMENTS OUTLINED IN NCHRP REPORT 350 AND RECEIVED FHWA 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.
TYPICAL GUARDRAIL SECTION
GUARDRAIL SPLICE DETAIL
SECTION
ELEVATION
ASSEMBLY
DETAILS OF ADJUSTABLE HEIGHT BLOCKOUT ASSEMBLY
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 ¾" IN DIAMETER.
FASTENER DETAILS
GUARDRAIL BOLTS
BOLT L (MIN.) T (MIN.)
"A" 1½" 1"
"B" 2" 1¼"
"C" 10" 4"
NOTES:
1. ALL GUARDRAIL BOLTS ARE ⅝" - 11 UNC THREAD PITCH.
2. IF ANY BOLT EXTENDS MORE THAN ¼" FROM THE NUT, THE BOLT SHOULD BE TRIMMED BACK.

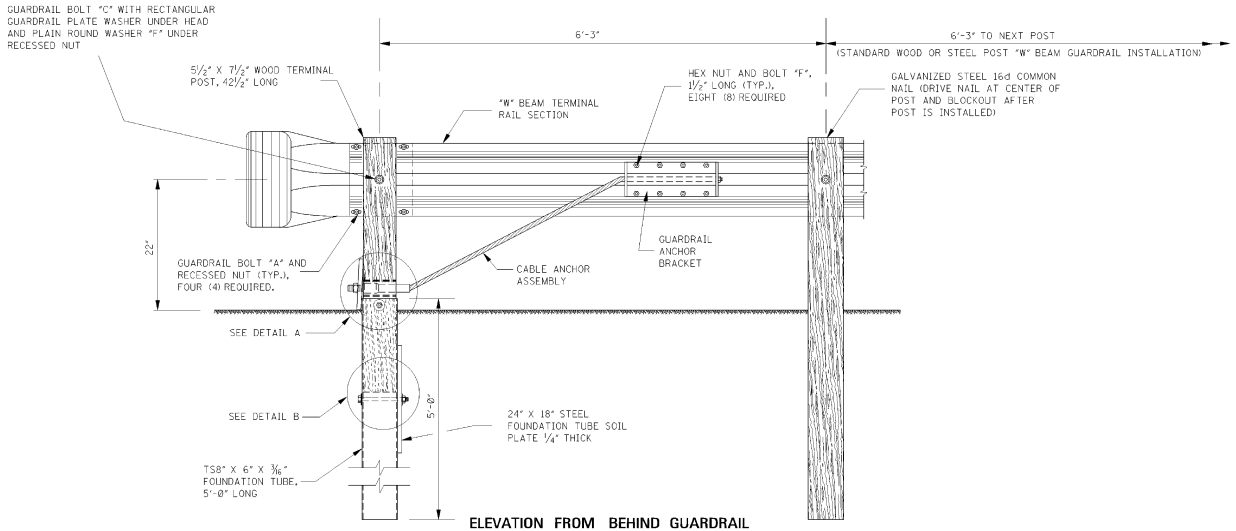
STATE	PROJECT NO.
MISS.	



PLAN

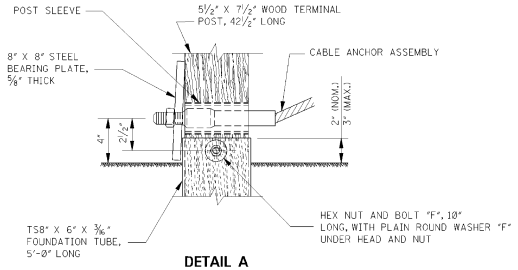
NOTE: THE "POST 2" ASSEMBLY DEPENDS ON WHETHER THE TRAILING END TERMINAL IS ATTACHED TO THE STANDARD WOOD OR STEEL POST "W" BEAM GUARDRAIL INSTALLATION AS FOLLOWS:

1. 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.
2. 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.

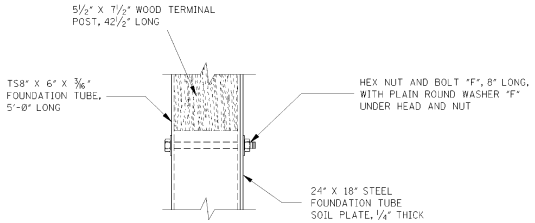


ELEVATION FROM BEHIND GUARDRAIL

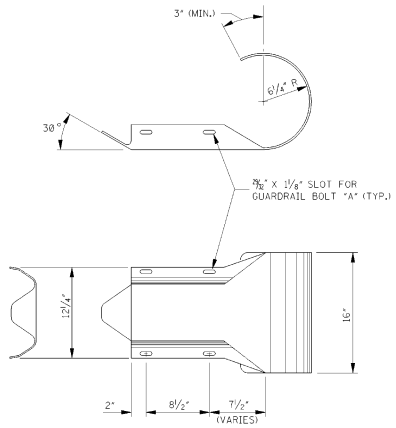
NOTE: ANCHOR CABLE SHALL BE TAUT.



DETAIL A



DETAIL B



ROUNDED "W" BEAM END SECTION

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

GENERAL NOTES:

1. THIS ANCHORAGE MAY ONLY BE USED ON THE TRAILING END OF A BARRIER WHICH IS NOT EXPOSED TO VEHICULAR IMPACT.
2. GUARDRAIL SHALL MEET THE REQUIREMENTS OF AASHTO M 180, CLASS A, TYPE I UNLESS OTHERWISE DESIGNATED.
3. ALL WOOD POSTS AND BLOCKOUTS SHALL BE TREATED TIMBER IN ACCORDANCE WITH MISSISSIPPI DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
4. FOR DETAILS OF HARDWARE AND COMPONENTS NOT FOUND ON THIS SHEET, SEE SHEET GR-HW. ⚠
5. 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.
6. FOR OTHER DETAILS OF POSTS, POST ACCESSORIES, FASTENERS AND RAIL ELEMENTS, SEE AASHTO-AGC-ARTBA JOINT TASK FOR NO. 13, TITLED "A GUIDE TO STANDARDIZED HIGHWAY BARRIER HARDWARE," LATEST EDITION.

DATE	REVISION	BY
3-01-02	REVISE NOTE	S.W.R.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

GUARDRAIL:
TYPE 1 CABLE ANCHORAGE
(FOUNDATION TUBE)

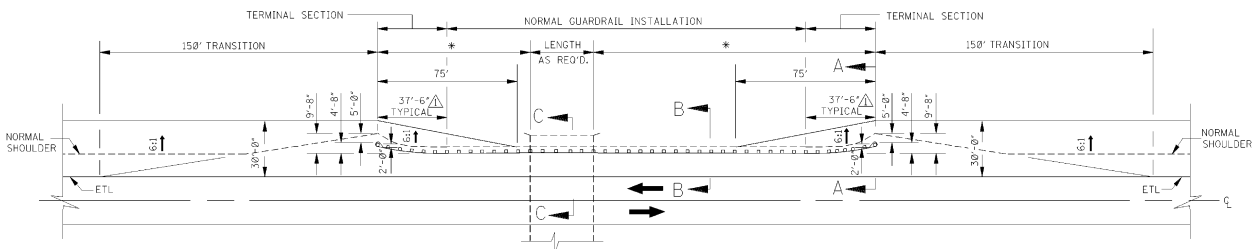
ENGLISH

WORKING NUMBER GR-3

ISSUE DATE: OCTOBER 1, 1998

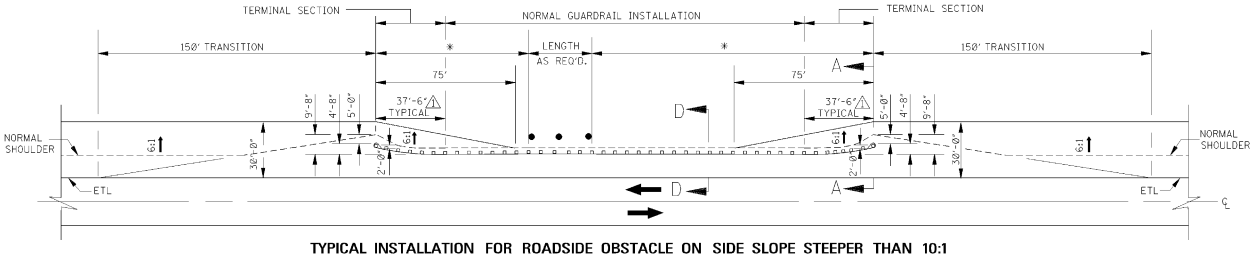
SHEET NUMBER 192

STATE	PROJECT NO.
MISS.	



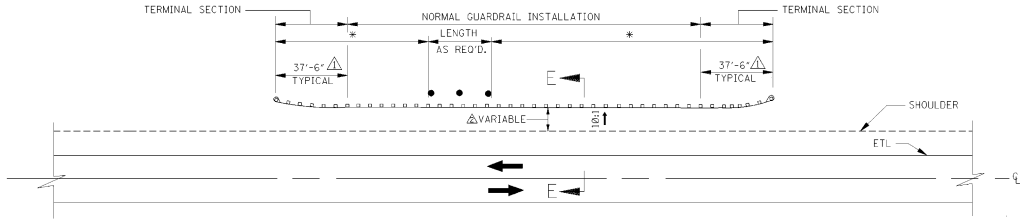
TYPICAL INSTALLATION FOR CULVERT

*NOTE: DISTANCE REQUIRED SHOWN ELSEWHERE ON PLANS.



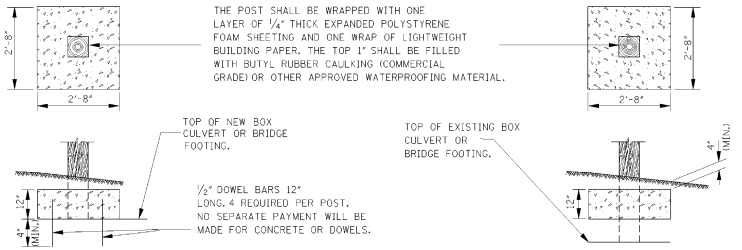
TYPICAL INSTALLATION FOR ROADSIDE OBSTACLE ON SIDE SLOPE STEEPER THAN 10:1

*NOTE: DISTANCE REQUIRED SHOWN ELSEWHERE ON PLANS.

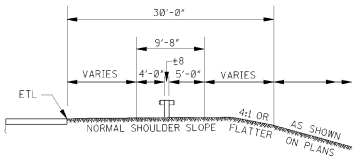


TYPICAL INSTALLATION FOR ROADSIDE OBSTACLE ON SIDE SLOPE 10:1 OR FLATTER

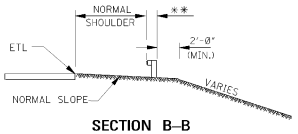
*NOTE: DISTANCE REQUIRED SHOWN ELSEWHERE ON PLANS.



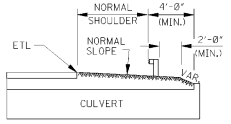
DETAIL OF POST INSTALLATION WITH COVER LESS THAN NORMAL POST LENGTH



SECTION A–A

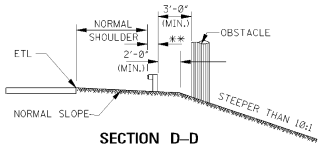


SECTION B–B



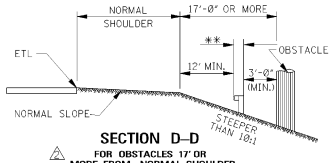
SECTION C–C

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



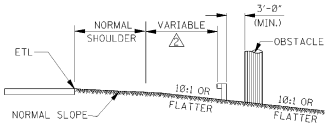
SECTION D–D

⚠ FOR OBSTACLES 5' TO 17' FROM NORMAL SHOULDER



SECTION D–D

⚠ FOR OBSTACLES 17' OR MORE FROM NORMAL SHOULDER



SECTION E–E

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.

DATE	REVISION	BY
3-31-00	REVISED DETAIL	S.W.R.
2-23-99	REVISED NOTE	S.W.R.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

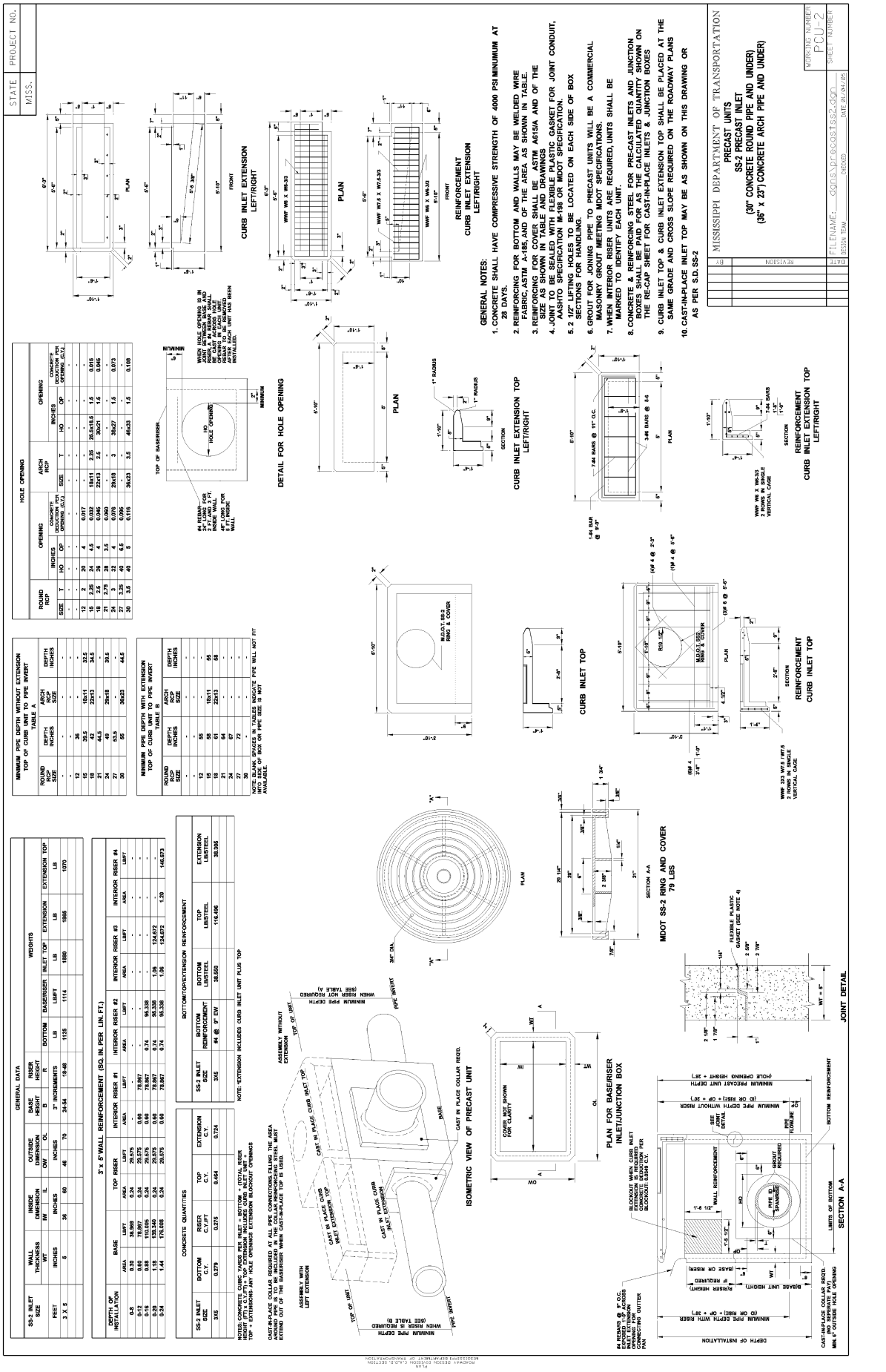
GUARDRAIL: TYPICAL INSTALLATION FOR ROADSIDE HAZARDS ON 2-LANE, 2-WAY HIGHWAYS

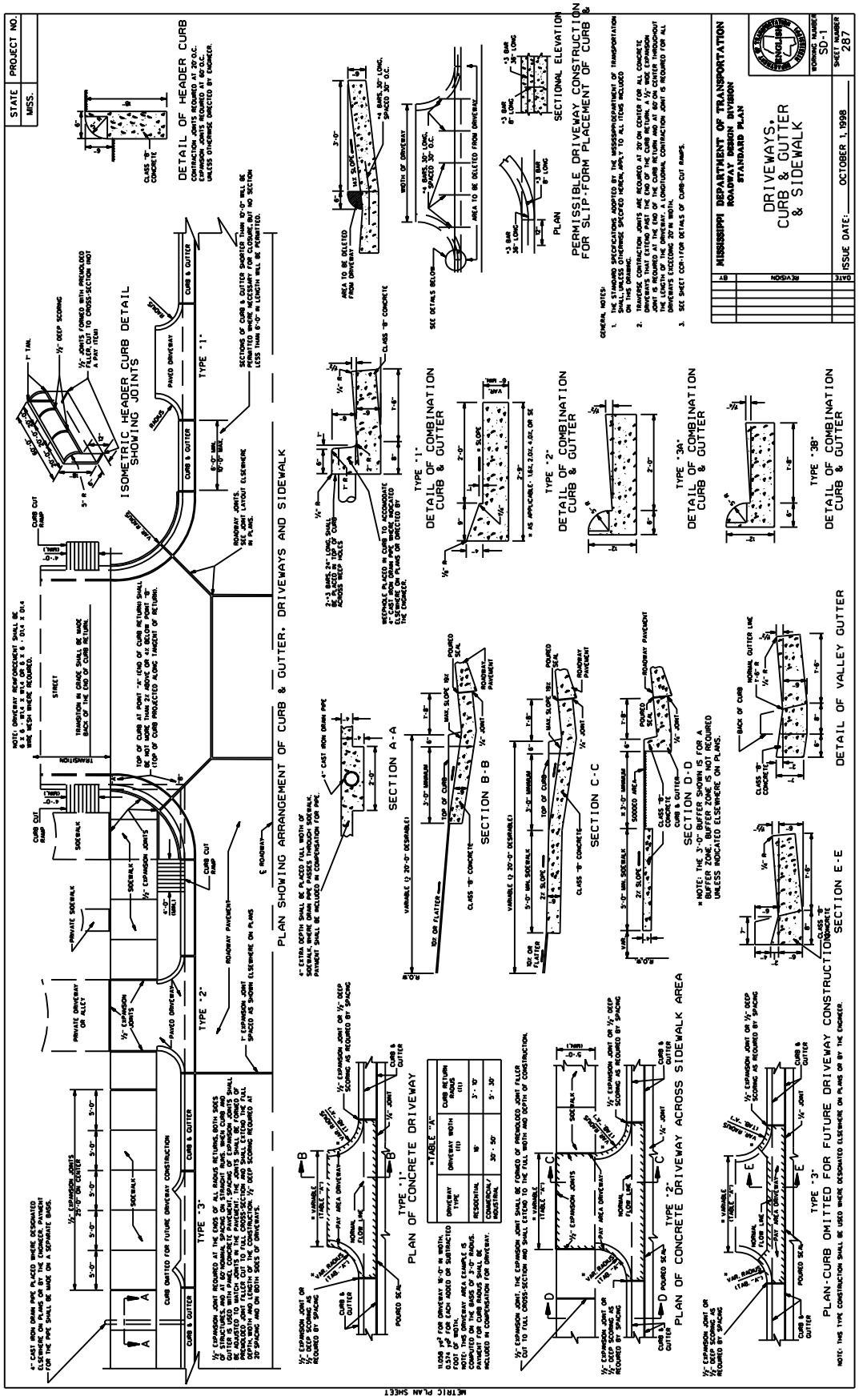
ENGLISH

WORKING NUMBER GR-4D

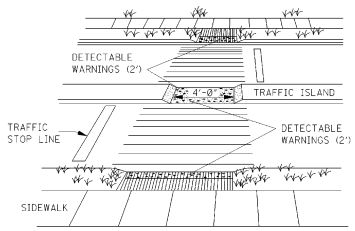
ISSUE DATE: OCTOBER 1, 1998

SHEET NUMBER 198


STATE
MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
PRECAST UNITS
SS-2 PRECAST INLET
(30" CONCRETE ROUND PIPE AND UNDER)
(36" x 23" CONCRETE ARCH PIPE AND UNDER)
DRAWING NUMBER
PCU-2
SHEET NUMBER
FILENAME: dgn\ssprecastss2.dgn
DESIGN TEAM:
CHECKED:
DATE: 06/24/05
REVISION
BY
DATE
GENERAL DATA
WEIGHTS
HOLE OPENING
GENERAL NOTES:
1. CONCRETE SHALL HAVE COMPRESSIVE STRENGTH OF 4000 PSI MINIMUM AT 28 DAYS.
2. REINFORCING FOR BOTTOM AND WALLS MAY BE WELDED WIRE FABRIC, ASTM A-185, AND OF THE AREA AS SHOWN IN TABLE.
3. REINFORCING FOR COVER SHALL BE ASTM A615/A AND OF THE SIZE AS SHOWN IN TABLE AND DRAWINGS
4. JOINT TO BE SEALED WITH A RUBBER GASKET FOR JOINT CONDUIT, AASHTO SPECIFICATION M-198 OR MDOT SPECIFICATION.
5. 2 1/2" LIFTING HOLES TO BE LOCATED ON EACH SIDE OF BOX SECTIONS FOR HANDLING.
6. GROUT FOR JOINING PIPE TO PRECAST UNITS WILL BE A COMMERCIAL MASONRY GROUT MEETING MDOT SPECIFICATIONS.
7. WHEN INTERIOR RISER UNITS ARE REQUIRED, UNITS SHALL BE MARKED TO IDENTIFY EACH UNIT.
8. CONCRETE & REINFORCING STEEL FOR PRE-CAST INLETS AND JUNCTION BOXES SHALL BE PAID FOR AS THE CALCULATED QUANTITY SHOWN ON THE RE-CAP SHEET FOR CAST-IN-PLACE INLETS & JUNCTION BOXES
9. CURB INLET TOP & CURB INLET EXTENSION TOP SHALL BE PLACED AT THE SAME GRADE AND CROSS SLOPE REQUIRED ON THE ROADWAY PLANS
10. CAST-IN-PLACE INLET TOP MAY BE AS SHOWN ON THIS DRAWING OR AS PER S.D. SS-2
CURB INLET EXTENSION LEFT/RIGHT
DETAIL FOR HOLE OPENING
CURB INLET TOP
REINFORCEMENT CURB INLET EXTENSION LEFT/RIGHT
REINFORCEMENT CURB INLET TOP
MDOT SS-2 RING AND COVER 79 LBS
ISOMETRIC VIEW OF PRECAST UNIT
PLAN FOR BASE/RISER INLET/JUNCTION BOX
JOINT DETAIL
SECTION A-A

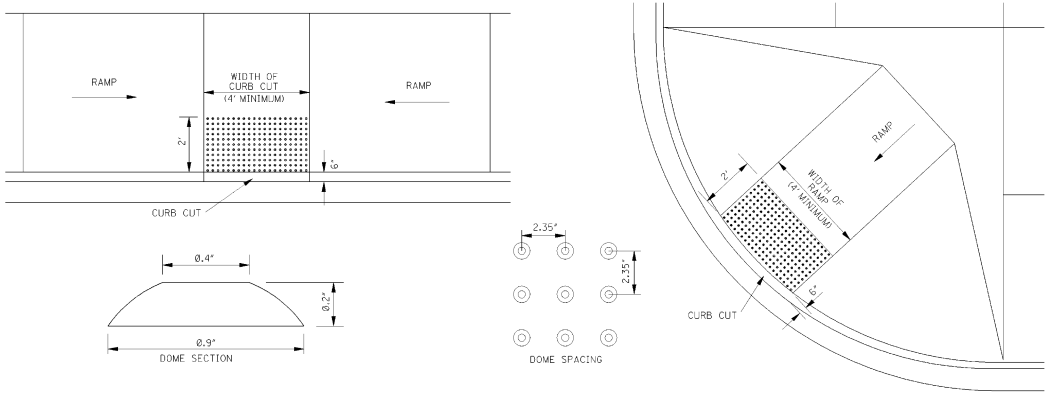

STATE MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
DRIVEWAYS, CURB & GUTTER & SIDEWALK
WORKING NUMBER SD-1
SHEET NUMBER 287
ISSUE DATE: OCTOBER 1, 1998
DATE
REVISION
BY
PLAN SHOWING ARRANGEMENT OF CURB & GUTTER, DRIVEWAYS AND SIDEWALK
ISOMETRIC HEADER CURB DETAIL SHOWING JOINTS
DETAIL OF HEADER CURB
PERMISSIBLE DRIVEWAY CONSTRUCTION METHOD FOR SLIP-FORM PLACEMENT OF CURB & GUTTER
SECTIONAL ELEVATION
PLAN
GENERAL NOTES:
1. THE STANDARD SPECIFICATIONS ADOPTED BY THE MISSISSIPPI DEPARTMENT OF TRANSPORTATION SHALL GOVERN EXCEPT WHERE SPECIFIED HEREIN, APPLY TO ALL ITEMS INCLUDED IN THIS CONTRACT.
2. TRANSVERSE CONTRACTION JOINTS ARE REQUIRED AT 20'-0" ON CENTER FOR ALL CONCRETE DRIVEWAYS THAT EXTEND PAST THE END OF THE CURB RETURN. A 1/2" WIDE EXPANSION JOINT IS REQUIRED AT THE END OF THE CURB RETURN AND AT 60'-0" ON CENTER THROUGHOUT THE LENGTH OF THE DRIVEWAY. THE CONTRACTOR IS REQUIRED TO INSTALL ADDITIONAL CONTRACTION JOINTS AS NECESSARY TO ENSURE THAT ALL DRIVEWAYS EXCEEDING 20'-0" IN WIDTH.
3. SEE SHEET CD-1 FOR DETAILS OF CURB-CUT RAMPS.
PLAN OF CONCRETE DRIVEWAY
TYPE '1'
PLAN OF CONCRETE DRIVEWAY ACROSS SIDEWALK AREA
TYPE '2'
PLAN-CURB OMITTED FOR FUTURE DRIVEWAY CONSTRUCTION
TYPE '3'
SECTION A-A
SECTION B-B
SECTION C-C
SECTION D-D
SECTION E-E
DETAIL OF VALLEY GUTTER
TYPE '1' DETAIL OF COMBINATION CURB & GUTTER
TYPE '2' DETAIL OF COMBINATION CURB & GUTTER
TYPE '3A' DETAIL OF COMBINATION CURB & GUTTER
TYPE '3B' DETAIL OF COMBINATION CURB & GUTTER
METRIC PLAN SHEET

STATE	PROJECT NO.
MISS.	



TRAFFIC ISLAND CUTAWAY

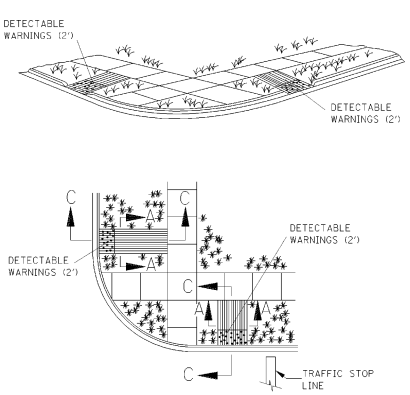
NOTE: PASSAGE THROUGH TRAFFIC ISLAND SHALL BE FLUSH WITH ROADWAY.



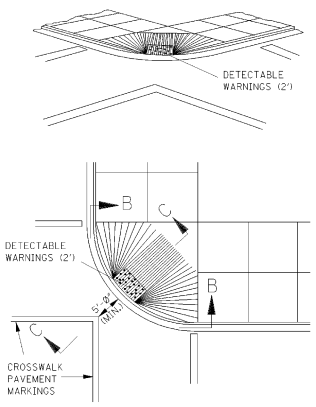
DETECTABLE WARNINGS (TRUNCATED DOMES) FOR BLIND & LOW VISION PEDESTRIANS

GENERAL NOTES:

1. LOCATION AND TYPE OF CURB RAMP SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED.
2. THE CURB RAMP SHALL BE PAID FOR AS SIDEWALK.
3. THE THICKNESS OF THE CURB RAMP SHALL BE A MINIMUM OF 4".
4. ALL RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.
5. DETECTABLE WARNINGS ARE REQ'D ON CURB CUT RAMPS AT ALL STREET CROSSINGS AND AT SIGNALIZED DRIVEWAY CROSSINGS.
6. TRUNCATED DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINATE DIRECTION OF TRAVEL ON THE RAMP TO ALLOW WHEELS TO ROLL BETWEEN DOMES.
7. THERE SHALL BE A MINIMUM OF 70% CONTRAST IN LIGHT REFLECTANCE BETWEEN THE DETECTABLE WARNING AREA AND THE ADJOINING AREAS, OR THE DETECTABLE AREA SHALL BE "SAFETY YELLOW".

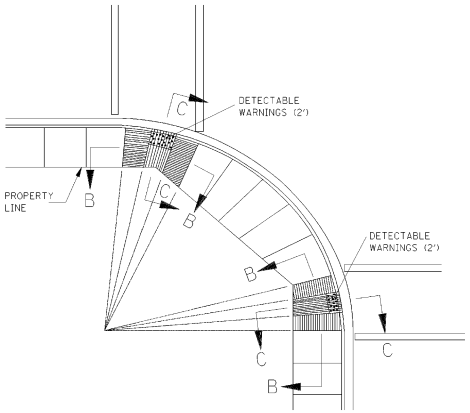


TYPE I

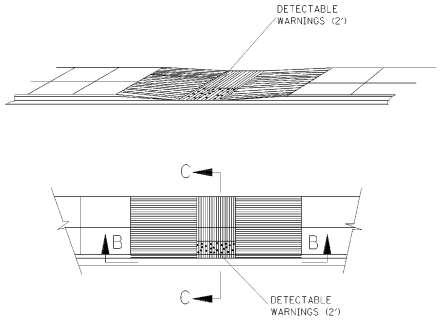


TYPE II

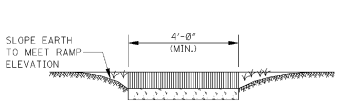
NOTE: IN NEW CONSTRUCTION, THE TYPE II DIAGONAL CURB RAMP SHALL ONLY BE USED IF OTHER CURB RAMP TYPES AS SHOWN ON THIS SHEET ARE NOT PRACTICAL FOR THE LOCATION.



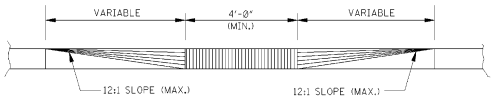
TYPE III



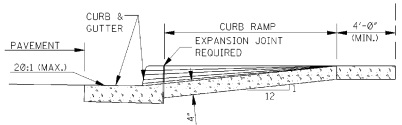
TYPE IV
(TANGENT)



SECTION A–A



SECTION B–B



SECTION C–C

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

CURB – CUT RAMP

BY	REVISION	DATE

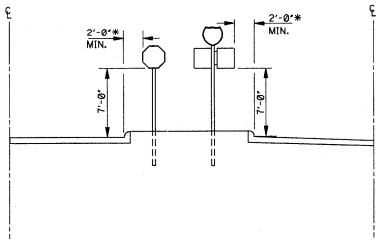
FILENAME: ADA\ADARAMP.DGN

DESIGN TEAM _____ CHECKED _____ DATE _____

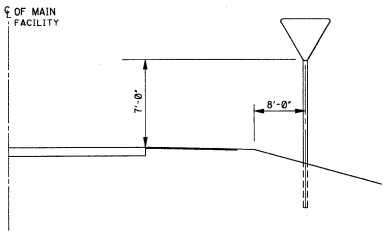
WORKING NUMBER SDCC-1

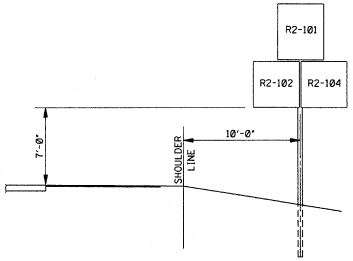
SHEET NUMBER

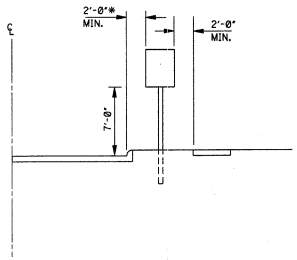
STATE	PROJECT NO.
MISS.	



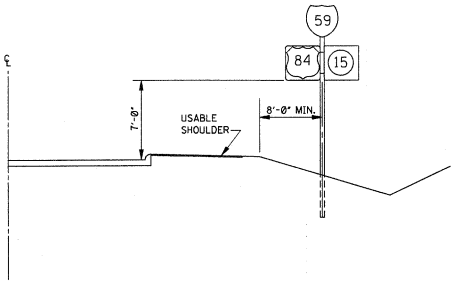
TYPICAL INSTALLATION IN ISLANDS OFF
OF (OR ADJACENT TO) INTERSTATE MAIN FACILITY

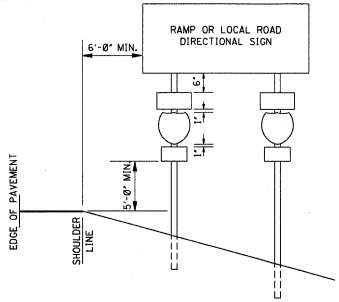






TYPICAL INSTALLATION ALONG FRONTAGE ROAD, RAMP
OR STREET WHERE THERE IS NOT A USABLE SHOULDER





TYPICAL INSTALLATION ALONG THE INTERSTATE MAIN
FACILITY AND ALONG RAMPS, FRONTAGE ROADS AND
HIGHWAYS

* NOTE: THE 2'-0" MINIMUM OFFSET APPLIES ONLY TO STANDARD SIGNS MOUNTED ON U-SECTION POSTS. ALL STANDARD SIGNS MOUNTED ON PIPE WILL BE OFFSET A MINIMUM OF 4'-0". RAMP DESTINATION SIGNS WILL BE OFFSET 4'-0" FROM SHOULDERS.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

STANDARD ROADSIDE SIGN ASSEMBLY AND INSTALLATION

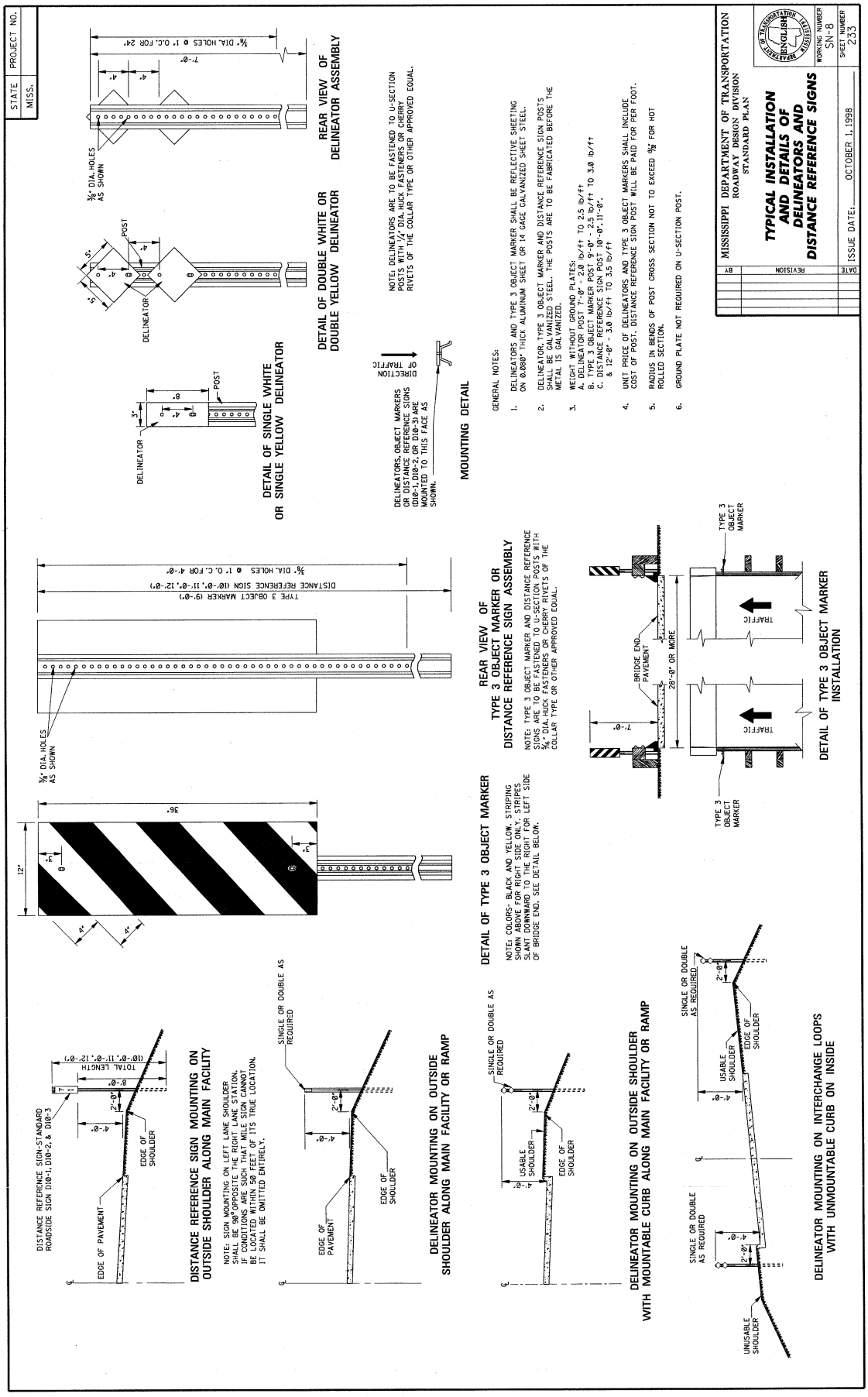
ENGLISH

DATE	REVISION	BY

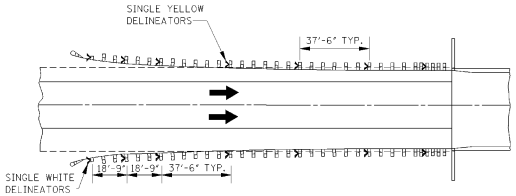
ISSUE DATE: OCTOBER 1, 1998

WORKING NUMBER SN-4

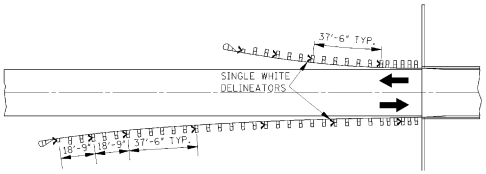
SHEET NUMBER 225


STATE MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
TYPICAL INSTALLATION AND DETAILS OF DELINEATORS AND DISTANCE REFERENCE SIGNS
WORKING NUMBER SN-8
SHEET NUMBER 233
ISSUE DATE: OCTOBER 1, 1998
DATE REVISION BY
DETAIL OF DOUBLE WHITE OR DOUBLE YELLOW DELINEATOR
REAR VIEW OF DELINEATOR ASSEMBLY
¾" DIA. HOLES @ 1' O.C. FOR 24'
¾" DIA. HOLES AS SHOWN
DELINEATOR
POST
DETAIL OF SINGLE WHITE OR SINGLE YELLOW DELINEATOR
NOTE: DELINEATORS ARE TO BE FASTENED TO U-SECTION POSTS WITH ¼" DIA. HUCK FASTENERS OR CHERRY RIVETS OF THE COLLAR TYPE OR OTHER APPROVED EQUAL.
DIRECTION OF TRAFFIC
DELINEATORS, OBJECT MARKERS OR DISTANCE REFERENCE SIGNS (D10-1, D10-2, OR D10-3) ARE MOUNTED TO THIS FACE AS SHOWN.
MOUNTING DETAIL
GENERAL NOTES:
1. DELINEATORS AND TYPE 3 OBJECT MARKER SHALL BE REFLECTIVE SHEETING ON 0.080" 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 - 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 ½" FOR HOT ROLLED SECTION.
6. GROUND PLATE NOT REQUIRED ON U-SECTION POST.
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 ¾" DIA. HUCK FASTENERS OR CHERRY RIVETS OF THE COLLAR TYPE OR OTHER APPROVED EQUAL.
TYPE 3 OBJECT MARKER (9'-0")
DISTANCE REFERENCE SIGN (10'-0", 11'-0", 12'-0")
¾" DIA. HOLES @ 1' O. C. FOR 4'-0"
¾" DIA. HOLES AS SHOWN
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.
BRIDGE END
PAVEMENT
7'-0"
28'-0" OR MORE
TRAFFIC
TYPE 3 OBJECT MARKER
DETAIL OF TYPE 3 OBJECT MARKER INSTALLATION
DISTANCE REFERENCE SIGN-STANDARD ROADSIDE SIGN D10-1, D10-2, & D10-3
TOTAL LENGTH (10'-0", 11'-0", 12'-0")
EDGE OF PAVEMENT
EDGE OF SHOULDER
DISTANCE REFERENCE SIGN MOUNTING ON OUTSIDE SHOULDER ALONG MAIN FACILITY
NOTE: SIGN MOUNTING ON LEFT LANE SHOULDER SHALL BE 36' OPPOSITE THE RIGHT LANE LOCATION. IF CONDITIONS ARE SUCH THAT THIS LOCATION CANNOT BE LOCATED WITHIN 50 FEET OF ITS TRUE LOCATION, IT SHALL BE OMITTED ENTIRELY.
SINGLE OR DOUBLE AS REQUIRED
USABLE SHOULDER
EDGE OF SHOULDER
DELINEATOR MOUNTING ON OUTSIDE SHOULDER ALONG MAIN FACILITY OR RAMP
DELINEATOR MOUNTING ON OUTSIDE SHOULDER WITH MOUNTABLE CURB ALONG MAIN FACILITY OR RAMP
UNUSABLE SHOULDER
DELINEATOR MOUNTING ON INTERCHANGE LOOPS WITH UNMOUNTABLE CURB ON INSIDE

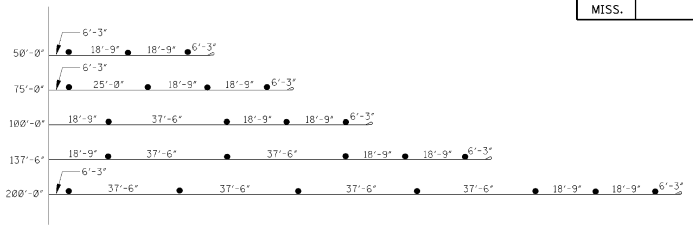
STATE	PROJECT NO.
MISS.	



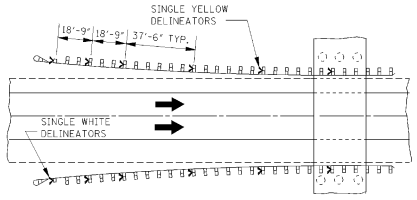
BRIDGE APPROACH INSTALLATION
(ONE-WAY TRAFFIC)



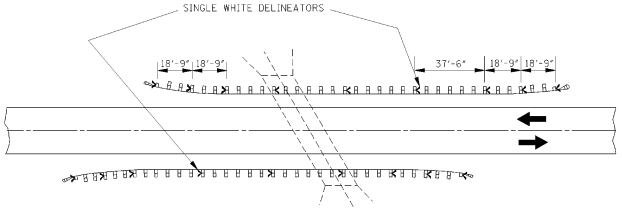
BRIDGE APPROACH INSTALLATION
(TWO-WAY TRAFFIC)



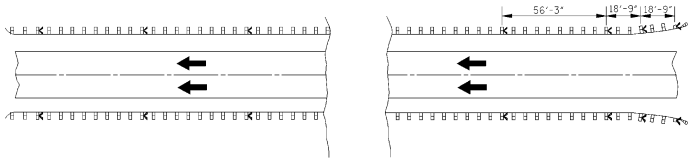
GRAPHIC SHOWING SPACINGS OF GUARDRAIL DELINEATORS AT SOME COMMONLY USED BRIDGE APPROACHES



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:

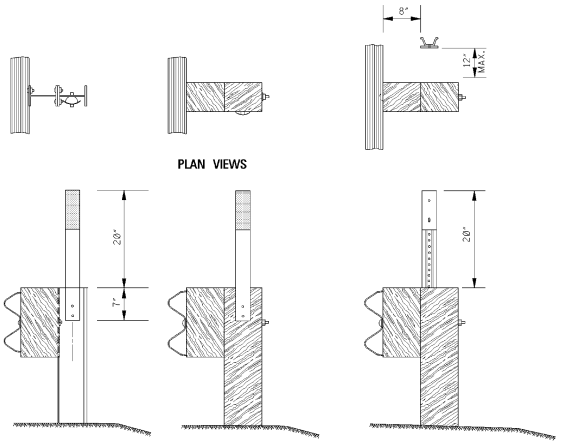
3A. DELINATORS ON STEEL POSTS:

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 5/32" FOR HOT ROLLED SECTION.
3. WHEN 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:

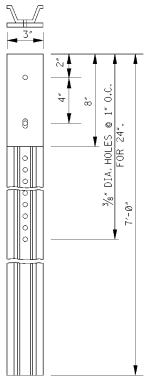
⚠

1. THE DELINEATOR POSTS WILL BE FROM THE DEPARTMENTS "APPROVED SOURCE OF MATERIALS" AND WILL BE FASTENED TO GUARDRAIL POST IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION.

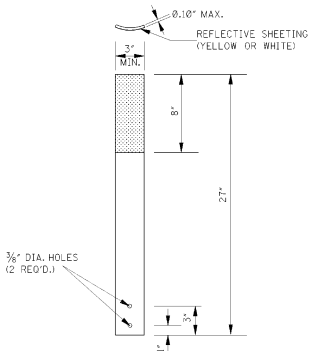


TYPICAL FLEXIBLE POST DELINEATOR GUARDRAIL INSTALLATION

TYPICAL STEEL POST DELINEATOR GUARDRAIL INSTALLATION



DETAIL OF SINGLE WHITE OR SINGLE YELLOW DELINEATOR



DETAIL OF FLEXIBLE GUARDRAIL DELINEATOR

NO.	REVISION	BY	DATE
1	ADDED NOTE	S.W.R.	1-24-02

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

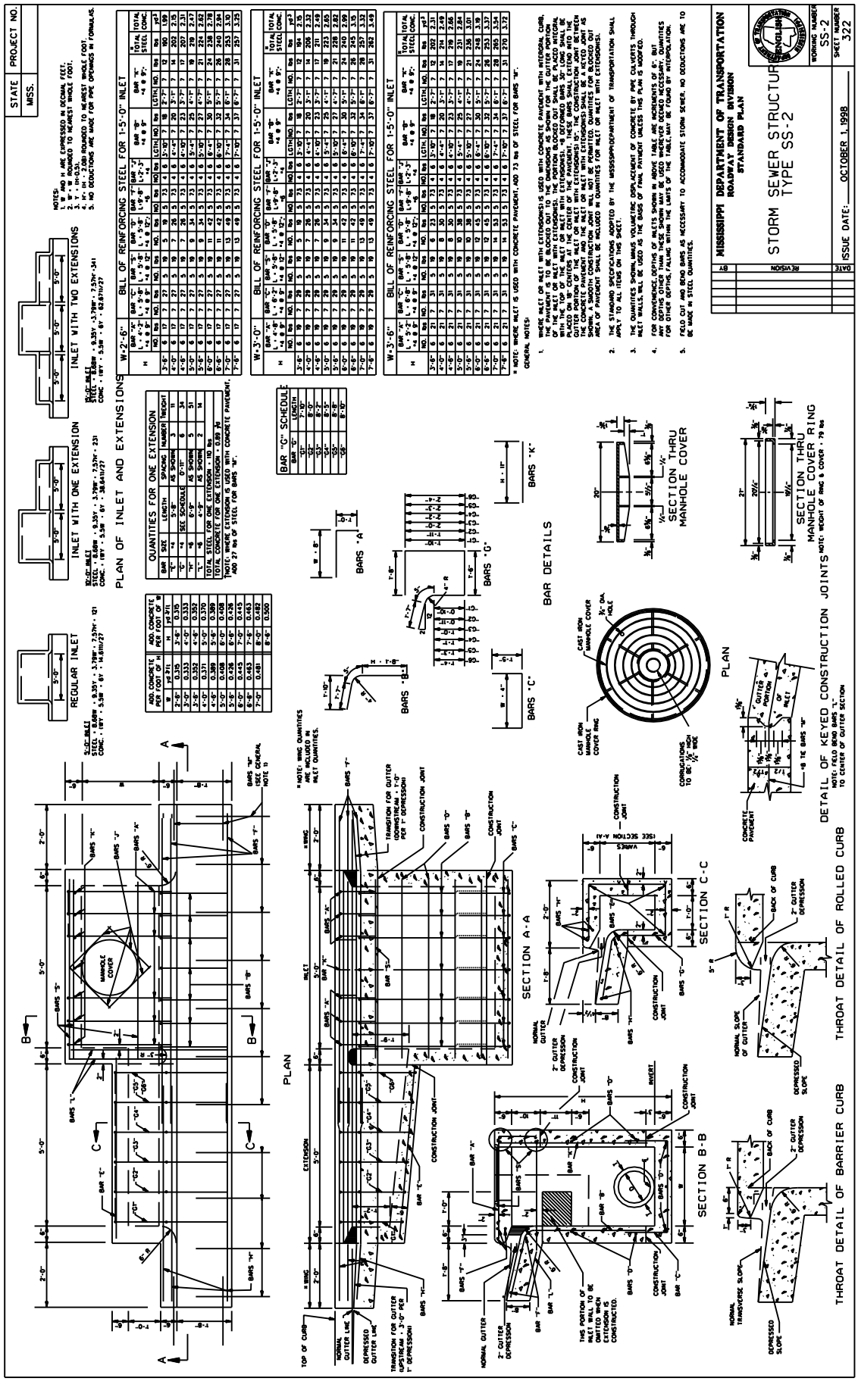
TYPICAL GUARDRAIL DELINEATION

ENGLISH

WORKING NUMBER SN-8C

SHEET NUMBER 236

ISSUE DATE: OCTOBER 1, 1998


STATE MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
STORM SEWER STRUCTURE
TYPE SS-2
WORKING NUMBER SS-2
SHEET NUMBER 322
ISSUE DATE: OCTOBER 1, 1998
DATE
REVISION
BY
PLAN OF INLET AND EXTENSIONS
INLET WITH ONE EXTENSION
INLET WITH TWO EXTENSIONS
REGULAR INLET
BILL OF REINFORCING STEEL FOR 1'-5'-0" INLET
BILL OF REINFORCING STEEL FOR 1'-5'-0" INLET
BILL OF REINFORCING STEEL FOR 1'-5'-0" INLET
QUANTITIES FOR ONE EXTENSION
BAR "C" SCHEDULE
BAR DETAILS
SECTION THRU MANHOLE COVER
SECTION A-A
SECTION B-B
SECTION C-C
PLAN
DETAIL OF KEYED CONSTRUCTION JOINTS
THROAT DETAIL OF BARRIER CURB
THROAT DETAIL OF ROLLED CURB
NOTES:
GENERAL NOTES:

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2904 **CODE: (SP)**

DATE: 01/04/2010

SUBJECT: Storm Water Discharge Associated with Construction Activity (≥ 1 and < 5 Acres)

Construction Storm Water General NPDES Permit MSR 15 to discharge storm water associated with construction activity is required. This project is granted permission to discharge treated storm water into State waters. Copies of said permit and Storm Water Pollution Prevention Plan (SWPPP) are on file with the Department.

Prior to the execution of the contract, the successful bidder shall execute and deliver to the Executive Director an original signed copy of the completed Prime Contractor Certification (Form No. 1).

Failure of the bidder to execute and file the completed Prime Contractor Certification (Form No. 1) shall be just cause for the cancellation of the award.

The executed Prime Contractor Certification (Form No. 1).shall be prima facie evidence that the bidder has examined the permit, is satisfied as to the terms and conditions contained therein, and that the bidder has the primary responsibility for meeting all permit terms and conditions including, but not limited to, the inspection and reporting requirements of Part IV. For this project, the Contractor shall furnish, set up and read, as needed, an on-site rain gauge.

The Contractor must furnish the Project Engineer a completed copy of the Small Construction Notice of Intent (SCNOI) along with the Contractor's Erosion Control Plan.

The Contractor shall make inspections in accordance with Part IV.C and shall furnish the Project Engineer with the results of each weekly inspection as soon as possible following the date of inspection. A copy of the form is provided in Part IX. The weekly inspections must be documented monthly on the Inspection and Certification Form for Small Construction Erosion and Sediment Controls (Part IX) . The Contractor's representative and the Project Engineer shall jointly review and discuss the results of the inspections so that corrective action can be taken. The Project Engineer shall retain copies of the inspection reports.

The Engineer will have the authority to suspend all work and/or withhold payments for failure of the Contractor to carry out provisions of MDEQ's Storm Water Construction General Permit, the erosion control plan, updates to the erosion control plan, and /or proper maintenance of the BMPs.

Securing a permit (s) for storm water discharge associated with the Contractor's activity on any other regulated area the Contractor occupies, shall be the responsibility of the Contractor.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2985 **CODE: (SP)**

DATE: 03/03/2010

SUBJECT: Application Rate for Mulch

Bidders are advised that the application rate for mulch used for temporary grassing on this project will be **2 tons per acre**. If the vegetation schedule in the plans show something other than 2 tons per acre, the Contractor is to disregard the vegetation table and use 2 tons per acre.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-237-3 **CODE: (SP)**

DATE: 01/14/2010

SUBJECT: Wattles

Section 907-237, Wattles, 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 907-237 - WATTLES

907-237.01--Description. This work consists of furnishing, constructing and maintaining wattles for the retention of soil around inlets, swale areas, small ditches, sediment basins and other areas as necessary. Also, the work includes removing and disposing of the wattles and silt accumulations.

Measurement and payment for wattles will be made only when a pay item is included in the bid schedule of the proposal. The quantity is estimated for bidding purposes only and will be dependent upon actual conditions which occur during construction of the project.

907-237.02--Materials. Wattles used around inlets shall have a minimum diameter of twelve inches (12") and a length adequate to meet field conditions. Wattles used at other locations shall have a minimum diameter of twenty inches (20") and a length adequate to meet field conditions. The stakes used in securing the wattles in place shall be placed approximately three feet (3') apart throughout the length of the wattle. Stakes shall be wooden and of adequate size to stabilize the wattles to the satisfaction of the Engineer.

In addition to the requirements of this specifications, wattles shall be listed on the Department's "Approved Sources of Materials".

907-237.03--Construction Requirements.

907-237.03.1--General. The wattles shall be constructed at the locations and according to the requirements shown on the erosion control plan.

907-237.03.2--Maintenance and Removal. The Contractor shall maintain the wattles and remove and dispose of silt accumulations.

When the wattles are no longer needed, they shall be removed and the Contractor shall dispose of silt accumulations and treat the disturbed areas in accordance with the contract requirements.

907-237.04--Method of Measurement. Wattles of the size specified will be measured per linear foot.

907-237.05--Basis of Payment. Wattles, measured as prescribed above, will be paid for at the contract unit price per linear foot, which price shall be full compensation for installation, maintaining and removal of the wattles, the removal and disposal of silt accumulations and any required restoration of the disturbed areas.

Payment will be made under:

907-237-A: Wattles, Size	- per linear foot

Milling and overlaying approximately 3 miles of Northside Drive and approximately 2 miles of Maddox Road in the City of Jackson, known as Federal Aid Project No. STP-0250-00(034) / 105706301, in the County of Hinds, 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	202-B005		1,413	Square Yard	Removal of Asphalt Pavement, All Depths				
0020	202-B024		556	Square Yard	Removal of Concrete Median & Island Pavement, All Depths				
0030	202-B094		4,427	Linear Feet	Removal of Curb &/or Curb and Gutter, All Types				
0040	202-B095		181	Square Yard	Removal of Concrete Sidewalks & Driveways, All Depths				
0050	203-EX030	(E)	2,060	Cubic Yard	Borrow Excavation, AH, LVM, Class B15				
0060	203-G003	(E)	3,106	Cubic Yard	Excess Excavation, FM, AH				
0070 Deleted 03/12/2010	212-B001					XXXXXXXX	XXX	XXXXXXXX	XXX
0075 Added 03/12/2010	216-A001		167	Square Yard	Solid Sodding				

Line No.	Item Code	Adj Code	Quantity	Units	Description	Unit Price		Bid Amount	
0080	213-B001 Deleted 03/12/2010					XXXXXXXX	XXX	XXXXXXXX	XXX
0085	219-A001 Added 03/12/2010		1	Thousand Gallon	Watering	20.	00	20.	00
0090	214-A002 Deleted 03/12/2010					XXXXXXXX	XXX	XXXXXXXX	XXX
0100	221-A001	(S)	1	Cubic Yard	Portland Cement Concrete Paved Ditch				
0105	234-A001 Added 03/12/2010		200	Linear Feet	Temporary Silt Fence				
0110	406-A001		83,084	Square Yard	Cold Milling of Bituminous Pavement, All Depths				
0120	602-A001	(S)	1,833	Pounds	Reinforcing Steel				
0130	604-A001		316	Pounds	Castings				
0140	604-B001		200	Pounds	Gratings				
0150	606-B007		585	Linear Feet	Guard Rail, Class A, Type 1, 'W' Beam, Metal Post				
0160	606-E003		8	Each	Guard Rail, Terminal End Section, Non-Flared				
0170	608-B001	(S)	337	Square Yard	Concrete Sidewalk, With Reinforcement				

Line No.	Item Code	Adj Code	Quantity	Units	Description	Unit Price		Bid Amount	
0180	609-D001	(S)	2,206	Linear Feet	Combination Concrete Curb and Gutter Type 1				
0190	609-D002	(S)	515	Linear Feet	Combination Concrete Curb and Gutter Type 2				
0200	613-A001		1	Lump Sum	Adjustment of Castings, Gratings & Utility Appurtenances	XXXXXXXX	XXX		
0210	616-A001	(S)	295	Square Yard	Concrete Median and/or Island Pavement, 4-inch				
0220	618-A001		1	Lump Sum	Maintenance of Traffic	XXXXXXXX	XXX		
0230	619-A1002		7	Mile	Temporary Traffic Stripe, Continuous White				
0240	619-A2002		9	Mile	Temporary Traffic Stripe, Continuous Yellow				
0250	619-A3006		6	Mile	Temporary Traffic Stripe, Skip White				
0260	619-A4006		3	Mile	Temporary Traffic Stripe, Skip Yellow				
0270	619-A5001		11,570	Linear Feet	Temporary Traffic Stripe, Detail				
0280	619-A6001		1,272	Linear Feet	Temporary Traffic Stripe, Legend				
0290	619-A6002		1,255	Square Feet	Temporary Traffic Stripe, Legend				

Line No.	Item Code	Adj Code	Quantity	Units	Description	Unit Price		Bid Amount	
0300	619-D4001		116	Square Feet	Directional Signs				
0310	620-A001		1	Lump Sum	Mobilization	XXXXXXXX	XXX		
0320	627-K001		809	Each	Red-Clear Reflective High Performance Raised Markers				
0330	627-L001		557	Each	Two-Way Yellow Reflective High Performance Raised Markers				
0340	630-F012		30	Each	Delineators, Guard Rail, Double White				
0350	630-G001		2	Each	Type 3 Object Markers, OM-3R, Post Mounted				
0360	630-G003		2	Each	Type 3 Object Markers, OM-3L, Post Mounted				
0370	635-A001		3,900	Linear Feet	Vehicle Loop Assemblies				
0375 Added 03/12/2010	907-237-A003		100	Linear Feet	Wattles, 20"				
0380	907-304-A001	(GY)	171	Cubic Yard	Granular Material, LVM, Class 5, Group C				
0390	907-304-H002	(GY)	705	Cubic Yard	3/4" and Down Crushed Stone Base, LVM				
0400	907-403-A006	(BA1)	12,277	Ton	Hot Mix Asphalt, MT, 12.5-mm mixture				

Line No.	Item Code	Adj Code	Quantity	Units	Description	Unit Price		Bid Amount	
0410	907-403-B004	(BA1)	6,443	Ton	Hot Mix Asphalt, MT, 12.5-mm mixture, Leveling				
0420	907-403-C003	(BA1)	3,871	Ton	Hot Mix Asphalt, MT, 19-mm mixture, Trench Widening				
Changed 03/12/2010									
0430	907-601-B003	(S)	18	Cubic Yard	Class "B" Structural Concrete, Minor Structures				
0440	907-626-A003		6	Mile	6" Thermoplastic Traffic Stripe, Skip White				
0450	907-626-C004		9	Mile	6" Thermoplastic Edge Stripe, Continuous White				
0460	907-626-D003		6	Mile	6" Thermoplastic Traffic Stripe, Skip Yellow				
0470	907-626-E004		9	Mile	6" Thermoplastic Traffic Stripe, Continuous Yellow				
0480	907-626-G004		4,359	Linear Feet	Thermoplastic Detail Stripe, White				
0490	907-626-G005		6,047	Linear Feet	Thermoplastic Detail Stripe, Yellow				
0500	907-626-H004		1,059	Linear Feet	Thermoplastic Legend, White				
0510	907-626-H005		2,817	Square Feet	Thermoplastic Legend, White				

*** 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 FEDERAL TAX ID NUMBER