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5 -



SM No. CMP5015510181

PROPOSAL AND CONTRACT DOCUMENTS

FOR THE CONSTRUCTION OF
(STATE DELEGATED)

5

Overlay approximately 5 Miles of SR 15 from Jasper County Line to North of Tarlow Creek and from North of US 80 to North of I-20, known as State Project No. MP-5015-51(018) / 303918301 & 302 in Newton County.

Project Completion: Flexible

NOTICE

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

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

**SECTION 900
OF THE CURRENT
(2004) STANDARD SPECIFICATIONS
FOR ROAD AND BRIDGE CONSTRUCTION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
JACKSON, MISSISSIPPI**

**BIDDER CHECK LIST
(FOR INFORMATION ONLY)**

- _____ All unit prices and item totals have been entered in accordance with Subsection 102.06 of the Mississippi Standard Specifications for Road and Bridge Construction.
- _____ If the bid sheets were prepared using the Electronic Bid System, proposal sheets have been stapled and inserted into the proposal package.
- _____ First sheet of SECTION 905--PROPOSAL has been completed.
- _____ Second sheet of SECTION 905--PROPOSAL has been completed and signed.
- _____ Addenda, if any, have been acknowledged. Second sheet of Section 905 listing the addendum number has been substituted for the original second sheet of Section 905. Substituted second sheet of Section 905 has been properly completed, signed, and added to the proposal.
- _____ DBE/WBE percentage, when required by contract, has been entered on last sheet of the bid sheets of SECTION 905 - PROPOSAL.
- _____ Form OCR-485, when required by contract, has been completed and signed.
- _____ The last sheet of the bid sheets of SECTION 905--PROPOSAL has been signed.
- _____ Combination Bid Proposal of SECTION 905--PROPOSAL has been completed for each project which is to be considered in combination (See Subsection 102.11).
- _____ Equal Opportunity Clause Certification, when included in contract, has been completed and signed.
- _____ The Certification regarding Non-Collusion, Debarment and Suspension, etc. has been executed in duplicate.
- _____ A certified check, cashier's check or bid bond payable to the State of Mississippi in the principal amount of 5% of the bid has been included with project number identified on same. A bid bond has been signed by the bidder and has also been signed or countersigned by a Mississippi Agent or Qualified Nonresident Agent for the Surety with Power of Attorney attached.
- _____ Non-resident Bidders: ON STATE FUNDED PROJECTS ONLY, a copy of the current laws regarding any preference for local Contractors from State wherein domiciled has been included. See Subsection 103.01, Mississippi Standard Specifications for Road and Bridge Construction, and Section 31-7-47, MCA, 1972 regarding this matter.

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

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TABLE OF CONTENTS

PROJECT: MP-5015-51(018) / 303918301 & 302 – Newton County

901--Advertisement

904--Notice to Bidders: Governing Specs. - # 1
Final Cleanup - #3
Payroll Requirements - # 883
Rumble Stripe - #1312
Errata & Modifications to 2004 Standard Specifications - # 1405
Safety Apparel - # 1808
Federal Bridge Formula - # 1928
Petroleum Products Base Prices - # 2858
Reduced Speed Limit Signs - # 2937
Alternate Asphalt Mixture Bid items - #3039
Temporary Traffic Paint - #3131
Warm Mix Asphalt (WMA) - #3242
Questions Regarding Bidding - # 3425
Safety Edge - # 3585
Type III Barricade Rails - # 3655
Standard Drawings - # 3770
Contract Time - # 3813
Scope of Work - # 3814

907-101-4: Definitions
907-102-8: Bidding Requirements and Conditions
907-103-8: Award and Execution of Contract
907-104-4: Disposal of Materials
907-105-6: Control of Work, W/Supplement
907-107-9: Legal Relations & Responsibility to Public, W/ Supplement
907-108-24: Prosecution and Progress
907-109-5: Measurement and Payment
907-304-12: Granular Courses
907-401-2: Hot Mix Asphalt (HMA), W/ Supplement
907-401-4: Warm Mix Asphalt (WMA), W/Supplement
907-403-4: Hot Mix Asphalt (HMA), W/ Supplement
907-403-9: Warm Mix Asphalt (WMA) , W/ Supplement
907-407-1: Tack Coat
907-413-2: Sawing & Sealing Transverse Joints in Asphalt Pavement
907-618-4: Placement of Temporary Traffic Stripe
907-626-15: Thermoplastic Traffic Markings
907-626-22: Double Drop Thermoplastic Markings
907-703-9: Aggregates, w/Supplement
907-707-3: Joint Material
907-710-1: Fast Dry Solvent Traffic Paint

CONTINUED ON NEXT PAGE

907-720-1: Pavement Marking Materials

SECTION 905 - PROPOSAL, PROPOSAL BID SHEETS,
COMBINATION BID PROPOSAL,
STATE BOARD OF CONTRACTORS REQUIREMENTS,
CERTIFICATION REGARDING NON-COLLUSION, DEBARMENT AND SUSPENSION
SECTION 902 - CONTRACT FORM, AND SECTION 903 - CONTRACT BOND FORMS,

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 901 - ADVERTISEMENT

Sealed bids will be received by the Mississippi Transportation Commission in the Office of the Contract Administration Engineer, Room 1013, Mississippi Department of Transportation Administration Building, 401 North West Street, Jackson, Mississippi, until 10:00 o'clock A.M., Tuesday, April 24, 2012, and shortly thereafter publicly opened on the Sixth Floor for:

Overlay approximately 5 Miles of SR 15 From Jasper County Line to North of Tarlow Creek, And From North of US 80 to North of I-20, known as State Project No. MP-5015-51(018) / 303918301 & 302, in Newton County.

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

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

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

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

Bid bond, signed or countersigned by a Mississippi Agent or Qualified Nonresident Agent, with Power of Attorney attached, a Cashier's check or Certified Check for five (5%) percent of bid, payable to STATE OF MISSISSIPPI, must accompany each proposal.

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

MELINDA L. MCGRATH
EXECUTIVE DIRECTOR

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 1

CODE: (IS)

DATE: 05/03/2004

SUBJECT: Governing Specifications

The current (2004) Edition of the Standard Specifications for Road and Bridge Construction adopted by the Mississippi Transportation Commission is made a part hereof fully and completely as if it were attached hereto, except where superseded by special provisions, or amended by revisions of the Specifications contained herein. Copies of the specification book may be purchased from the MDOT Construction Division.

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

In the event the plans or proposal contain references to the 1990 Edition of the Standard Specifications for Road and Bridge Construction, it is to be understood that such references shall mean the comparable provisions of the 2004 Edition of the Standard Specifications.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3

CODE: (SP)

DATE: 05/03/2004

SUBJECT: Final Clean-Up

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

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

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 883

CODE: (IS)

DATE: 04/28/2006

SUBJECT: Payroll Requirements

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

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

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

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

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

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 1312

CODE: (SP)

DATE: 01/22/2007

SUBJECT: Rumble Stripe

Bidders are hereby advised that when edge lines are placed over rumble strips, the pavement marking stripe must be applied using the atomization method instead of extrusion / ribbon method. The thickness of the stripe will be 60-mils, unless otherwise noted in the plans/proposal or pay item description. To ensure the proper alignment of the rumble stripes, the Contractor will be required to place a layout line to be followed during installation of the edge lines over the rumble strips.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

| SECTION 904 - NOTICE TO BIDDERS NO. 1405

CODE: (IS)

| DATE: 03/15/2007

SUBJECT: ERRATA AND MODIFICATIONS TO THE 2004 STANDARD SPECIFICATIONS

<u>Page</u>	<u>Subsection</u>	<u>Change</u>
101	201.01	In the second sentence of the first paragraph, change “salvable” to “salvageable”.
107	202.04	In the fourth sentence of the fourth paragraph, change “yard” to “feet”.
107	202.05	In the list of units measurements for 202-B, add “square foot”.
132	211.03.4	In the second sentence of the second paragraph, change “planted” to “plated”.
192	306.02.4	In the first line of the first paragraph, delete the word “be”.
200	307.03.7	In the fourth sentence of the second paragraph, change “lime-fly ash” to “treated”.
236	401.01	Change the header from “Section 403” to “Section 401”.
242	401.02.3.2	In the first sentence of the third full paragraph, add “1/8” in the blank before the inch mark.
250	401.02.6.3	In the second sentence of the first paragraph on page 250, change “rutting over ”” to “rutting over 1/8" ”.
253	401.02.6.4.2	In the paragraph preceding the table, change “91.0” to “89.0”.
259	401.03.1.4	In the first paragraph, change “92.0 percent” to “the specified percentage (92.0 or 93.0)”.
269	403.03.2	In the table at the top of page 269, change the PI requirement from “=” to “≤”.

278	404.04	In the second sentence, change the subsection from "401.04" to "403.04".
283	409.02.2	Change "PG 64-22" to "PG 67-22".
294	413.02	In the first sentence of the second paragraph, change "707.02.1.3" to "Subsection 707.02.1.3".
340	511.04	In the second sentence of the second paragraph, change "412" to "512".
349	601.03.3	In the first sentence, change "804.03.2" to "804.03.5".
355	603.02	Change the subsection reference for Joint mortar from "707.03" to "714.11".
369	604.04	In the first sentence, change "601.04" to "Subsection 601.04".
427	619.04	Delete the second paragraph.
442	625.04	In the third paragraph, change "626.04" to "Subsection 626.04".
444	626.03.1.2	Delete the third sentence of the first paragraph.
464	631.02	Change the subsection reference for Water from "714.01.0" to "714.01.1".
570	682.03	Change the subsection number from "682-03" to "682.03".
575	683.10.4	Change the subsection number from "683.10.4" to "683.04".
575	683.10.5	Change the subsection number from "683.10.5" to "683.05".
596	701.02	In the table under the column titled "Cementations material required", change Class F, FA" to "Class F FA,".
603	702.11	In the first sentence, change "702.12" to "Subsection 702.12".
612	703.04.2	In the fifth paragraph, delete "Subsection 703.11 and".
616	703.07.2	In the Percentage By Weight Passing Square Mesh Sieves table, change the No. 10 requirement for Class 7 material from "30 - 10" to "30 - 100".

618	703.13.1	In the first sentence of the first paragraph, change “703.09” to “703.06”.
618	703.13.2	In the first sentence, change “703.09” to “703.06”.
671	712.06.2.2	In the first sentence, change “712.05.1” to “Subsection 712.05.1”.
689	714.11.2	In the first sentence, change “412” to “512”.
709	715.09.5	In the first sentence of the first paragraph, change “guage” to “gauge”.
717	717.02.3.4	In the top line of the tension table, change “1 1/2” to “1 1/8” and change “1 1/8” to “1 1/2”.
741	720.05.2.2	In the last sentence of this subsection, change “720.05.2.1” to “Subsection 720.05.2.1”.
827	803.03.2.3.7.5.2	In the first sentence of the second paragraph, change “803.03.5.4” to “803.03.2.3.4”.
833	803.03.2.6	In the first sentence, change “803.03.7” to “803.03.2.5”.
854	804.02.11	In the last sentence of the first paragraph, change “automatically” to “automatic”.
859	804.02.13.1.3	In the last sentence, change Subsection “804.02.12.1” to “804.02.12”.
879	804.03.19.3.2	In the first sentence of the third paragraph, change “listed on of Approved” to “listed on the Approved”.
879	804.03.19.3.2	In the last sentence of the last paragraph, change “804.03.19.3.1” to “Subsection 804.03.19.3.1”.
962	814.02.3	In the first sentence, change “710.03” to “Subsection 710.03”.
976	820.03.2.1	In the first sentence, change “803.02.6” to “803.03.1.7”.
976	820.03.2.2	In the first sentence, change “803.03.9.6” to “803.03.1.9.2”.
985	Index	Change the subsection reference for Petroleum Asphalt Cement from “702.5” to “702.05”.

985	Index	Change the subsection reference for the Definition of Asphaltic Cement or Petroleum Asphalt from “700.2” to “700.02”.
985	Index	Change the subsection reference for Automatic Batchers from “501.03.2.4” to “804.02.10.4”.
986	Index	Delete “501.03.2” as a subsection reference for Batching Plant & Equipment.
988	Index	Change the subsection reference for the Central Mixed Concrete from “501.03.3.2” to “804.02.11”.
988	Index	Change the subsection reference for the Concrete Batching Plant & Equipment from “501.03.2” to “804.02.11”.
999	Index	Delete “501.03.3.3” as a subsection reference for Truck Mixers.
1001	Index	Change the subsection reference for Edge Drain Pipes from “605.3.5” to “605.03.5”.
1002	Index	Change the subsection reference for Metal Posts from “713.05.2” to “712.05.2”.
1007	Index	Change the subsection reference for Coarse Aggregate of Cement Concrete Table from “703.3” to “703.03”.
1007	Index	Change the subsection reference for Composite Gradation for Mechanically Stabilized Courses Table from “703.8” to “703.08”.
1009	Index	Delete “501.03.3.3” as a subsection reference for Truck Mixers and Truck Agitators.
1010	Index	Delete reference to “Working Day, Definition of”.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 1808

CODE: (IS)

DATE: 09/09/2008

SUBJECT: Safety Apparel

Bidders are advised that the Code of Federal Regulations CFR 23 Part 634 final rule was adopted November 24, 2006 with an effective date of November 24, 2008. This rule requires that "All workers within the right-of-way of a Federal-Aid Highway who are exposed either to traffic (vehicles using the highway for the purposes of travel) or to construction equipment within the work area shall wear high-visibility safety apparel". High-visibility safety apparel is defined in the CFR as "personnel protective safety clothing that is intended to provide conspicuity during both daytime and nighttime usage, and that meets the Performance Class 2 or 3 requirements of the ANSI/ISEA 107-2004 publication entitled American National Standard for High-Visibility Safety Apparel and Headwear". All workers on Mississippi State Highway right-of-way shall comply with this Federal Regulation. Workers are defined by the CFR as "people on foot whose duties place them within the right-of way of a Federal-Aid Highway, such as highway construction and maintenance forces, survey crews, utility crews, responders to incidents within the highway right-of-way, and law enforcement personnel when directing traffic, investigating crashes, and handling lane closures, obstructed roadways, and disasters within the right-of-way of a Federal-Aid Highway".

You can access this final rule at the following link:

<http://a257.g.akamaitech.net/7/257/2422/01jan20061800/edocket.access.gpo.gov/2006/pdf/E6-19910.pdf>

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

| SECTION 904 - NOTICE TO BIDDERS NO. 1928

CODE: (IS)

| DATE: 04/14/2008

SUBJECT: Federal Bridge Formula

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

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

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

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

or

| http://ops.fhwa.dot.gov/freight/sw/brdgcalc/calc_page.htm

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2858

CODE: (SP)

DATE: 12/02/2009

SUBJECT: Petroleum Products Base Prices

Bidders are advised that the Notice To Bidders entitled “Monthly Petroleum Products Base Prices” previously included in the proposal documents will no longer be a printed part of the proposal beginning with the January 2010 letting. Monthly petroleum products base prices will be available at the web site listed below. Current monthly prices will be posted to this web site on or before the 15th of each month. Bidders are advised to use the petroleum base prices on this web site when preparing their bids. The current monthly petroleum products base prices will be acknowledged by the Bidder and become part of the contract during the execution process.

Monthly Petroleum Products Base Prices can be viewed at:

<http://www.gomdot.com/Applications/BidSystem/Home.aspx>

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2937

CODE: (SP)

DATE: 01/11/2010

SUBJECT: Reduced Speed Limit Signs

Bidders are advised that all black and white speed limits signs that are used to reduce the speed limit through construction zones shall be covered or removed during times when the Contractor is not performing work. If the Contractor has a routine daytime operation and is not working at night, the signs shall be covered or removed during the nighttime when there is no work activity.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3039

CODE: (SP)

DATE: 03/23/2010

SUBJECT: Alternate Asphalt Mixture Bid Items

Bidders are advised that the asphalt mixture used on this project will be bid as an alternate pay item: Hot Mix Asphalt (HMA) or Warm Mix Asphalt (WMA). Bidders must select one of the alternates at the time of bid. **The Contractor must use the selected asphalt mixture, HMA or WMA, throughout the entire project.**

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3131

CODE: (SP)

DATE: 06/24/2010

SUBJECT: Temporary Traffic Paint

Bidders are hereby advised that the temporary traffic paint for this project can be waterborne paint as specified in the 2004 Mississippi Standard Specifications For Road and Bridge Construction or fast dry solvent traffic paint meeting the requirements set out in 907-710-1 (Fast Dry Solvent Traffic Paint).

Payment for all temporary traffic paint shall be paid under the appropriate 619 pay items.

When using fast dry solvent traffic stripe, no paint can be sprayed or placed on the ground during set-up or clean-up.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3242

CODE: (SP)

DATE: 09/21/2010

SUBJECT: Warm Mix Asphalt

Bidders are advised that MDOT approved products and processes for the production of Warm Mix Asphalt is available at the following MDOT website.

<http://www.gomdot.com/Divisions/Highways/Resources/MPL/Home.aspx>

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3425

CODE: (SP)

DATE: 03/01/2011

SUBJECT: Questions Regarding Bidding

Bidders are advised that all questions that arise regarding the contract documents or plans on this project shall be directed to the Construction Division at 601-359-7301.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

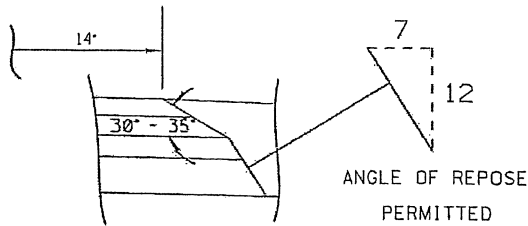
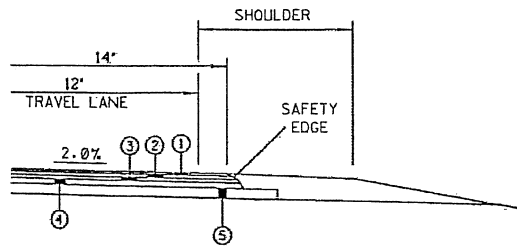
SECTION 904 - NOTICE TO BIDDERS NO. 3585

CODE: (SP)

DATE: 06/22/2011

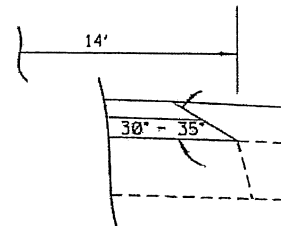
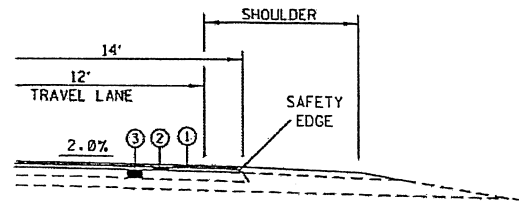
SUBJECT: Safety Edge

Bidders are hereby advised that the Shoulder Wedge (Safety Edge) specified in the Supplement to Special Provision 907-401-2 shall only apply to the top two (2) lifts of asphalt. Attached is a drawing showing the safety edge.



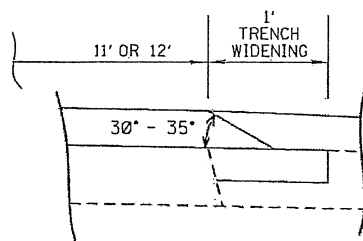
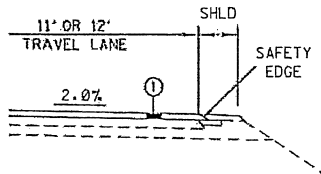
SAFETY EDGE REQ'D
TOP 2 LIFTS ONLY
(NOT A PAY ITEM)

NEW CONSTRUCTION



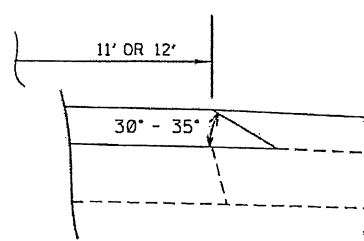
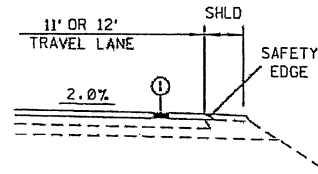
SAFETY EDGE REQ'D
TOP 2 LIFTS ONLY
(NOT A PAY ITEM)

OVERLAY 14' PAVEMENT



SAFETY EDGE REQ'D
(NOT A PAY ITEM)

OVERLAY 11' OR 12' PAVEMENT WITH TRENCH WIDENING



SAFETY EDGE REQ'D
(NOT A PAY ITEM)

OVERLAY 11' OR 12' PAVEMENT WITHOUT TRENCH WIDENING

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3655

CODE: (SP)

DATE: 10/04/2011

SUBJECT: Type III Barricade Rails

Bidders are advised that the use of 2-inch nominal thickness timber for rails on Type III barricades has not been approved by NCHRP as a crashworthy device. Therefore, the use of 2-inch nominal thickness timbers will not be allowed for rails on Type III Barricades. Timber rails for Type III Barricades shall be as follows.

- For barricades up to four feet (4') wide, the maximum thickness of timber rails shall be one inch (1") and the material shall be pine timber or 3/4-inch ACX plywood.
- For barricades more than four feet (4') wide, timber rails shall be constructed of 3/4-inch ACX plywood.

A list of crashworthy Type III Barricades can be found at the below FHWA website.

http://safety.fhwa.dot.gov/roadway_dept/policy_guide/road_hardware/wzd/

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 – NOTICE TO BIDDERS NO. 3770

CODE: (SP)

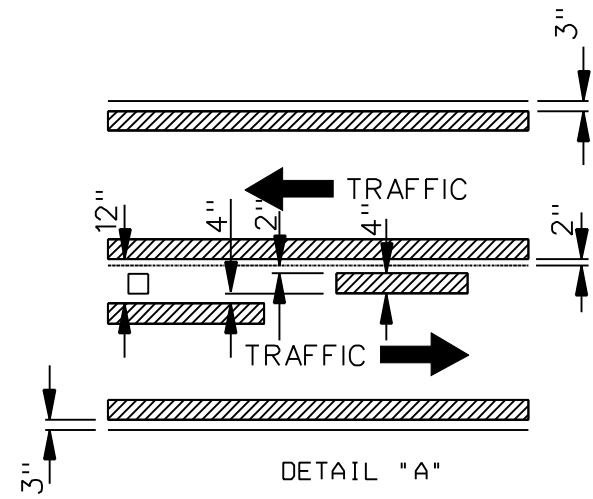
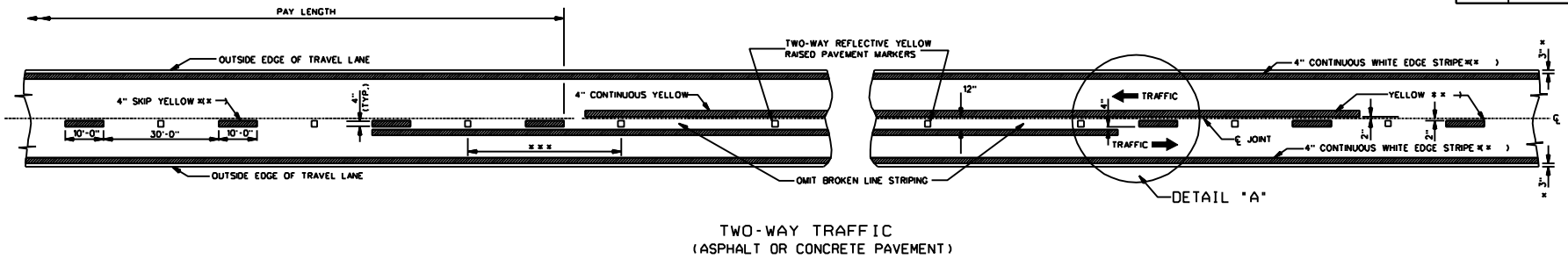
DATE: 01/10/2012

SUBJECT: Standard Drawings

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

Larger copies of Standard Drawings may be purchased from:

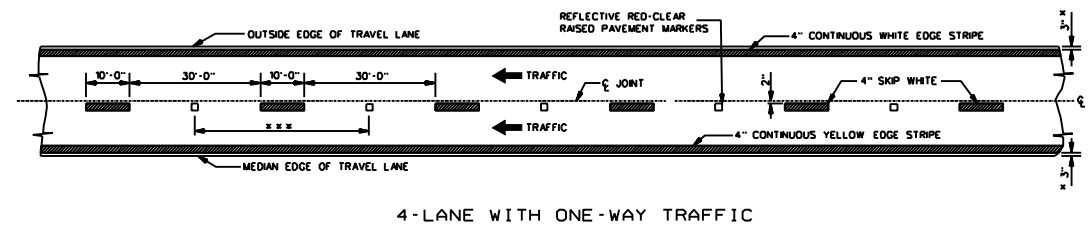
MDOT Plans Print Shop
MDOT Shop Complex, Building C, Room 114
2567 North West Street
P.O. Box 1850
Jackson, MS 39215-1850
Telephone: (601) 359-7460
or FAX: (601) 359-7461
or e-mail: plans@mdot.state.ms.us



- GENERAL NOTES:
- * 1. 3" UNLESS SHOWN ELSEWHERE ON THE PLANS.
 - ** 2. EDGE STRIPE SHALL BE SAME MATERIAL AS LANE-LINE STRIPE (PAINT OR TAPE AS INDICATED IN PAY ITEMS).
 - *** 3. SPACING OF REFLECTIVE RAISED PAVEMENT MARKERS IS AS FOLLOWS:

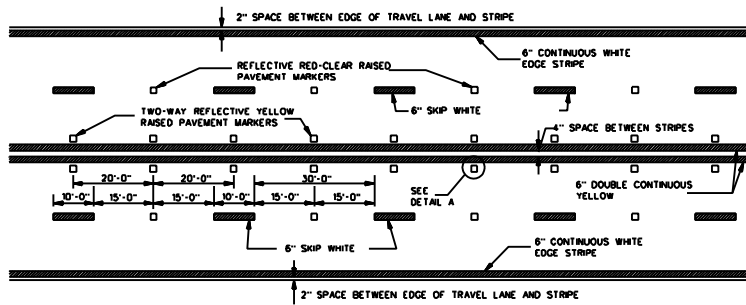
	URBAN AREA (11-in)	RURAL AREA (11-in)
TANGENT SECTIONS	40'-0"	80'-0"
HORIZONTAL CURVES	40'-0"	40'-0"
INTERCHANGE LIMITS	40'-0"	40'-0"

1. NOTE: ON THE MAIN FACILITY, REFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS ON A 40'-0" SPACING WILL BE REQUIRED ON LANE-LINE(S) THROUGH ALL INTERCHANGE AREAS BEGINNING 100' IN ADVANCE (IN DIRECTION OF TRAFFIC) OF THE EXIT RAMP TAPER AND CONTINUING THROUGH THE INTERCHANGE TO THE END OF THE ENTRANCE RAMP TAPER.
4. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE REFLECTIVE RAISED PAVEMENT MARKERS AS LISTED IN THE MOOT "APPROVED SOURCES OF MATERIALS."
5. REFLECTIVE RAISED PAVEMENT MARKERS TO BE USED IF TEMPORARY MARKINGS ARE TO REMAIN IN PLACE OVER 3 MONTHS

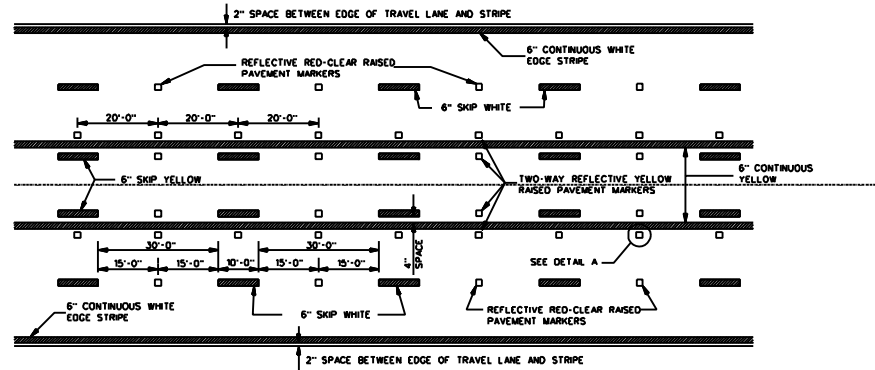


4-LANE WITH ONE-WAY TRAFFIC

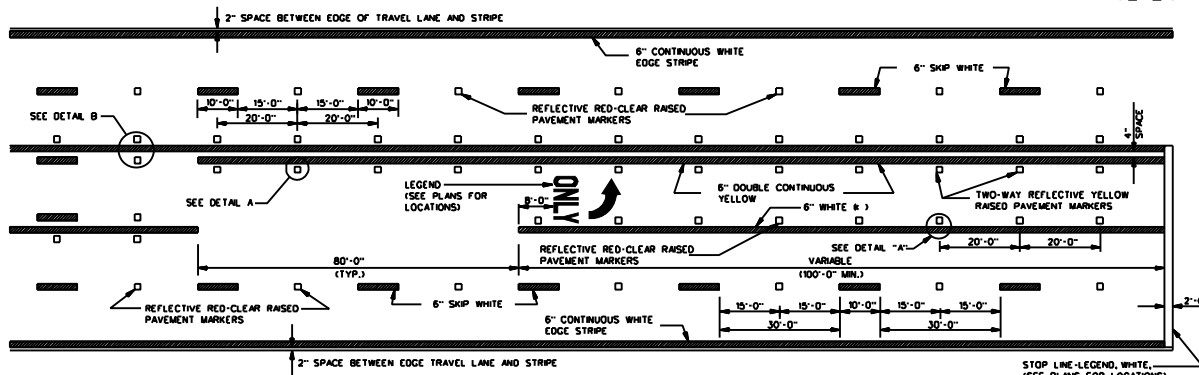
BY		DESIGN		CHECKED		DATE	
MISSISSIPPI DEPARTMENT OF TRANSPORTATION SPECIAL DESIGN PAVEMENT MARKING DETAILS FOR 2-LANE AND 4-LANE DIVIDED HIGHWAYS							
FILENAME:				WORKING NUMBER			
DESIGN TEAM				SDPM-1			
SHEET NUMBER				SHEET NUMBER			



TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 4-LANE SECTION

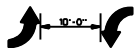


TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 5-LANE SECTION



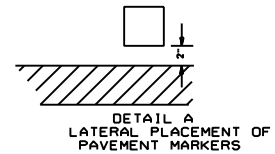
TYPICAL STRIPING AND RAISED PAVEMENT MARKERS AT LEFT TURN LANES

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

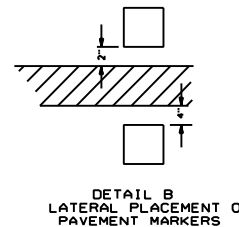


TYPICAL TWO-WAY ARROW INSTALLATION

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



DETAIL A
LATERAL PLACEMENT OF PAVEMENT MARKERS



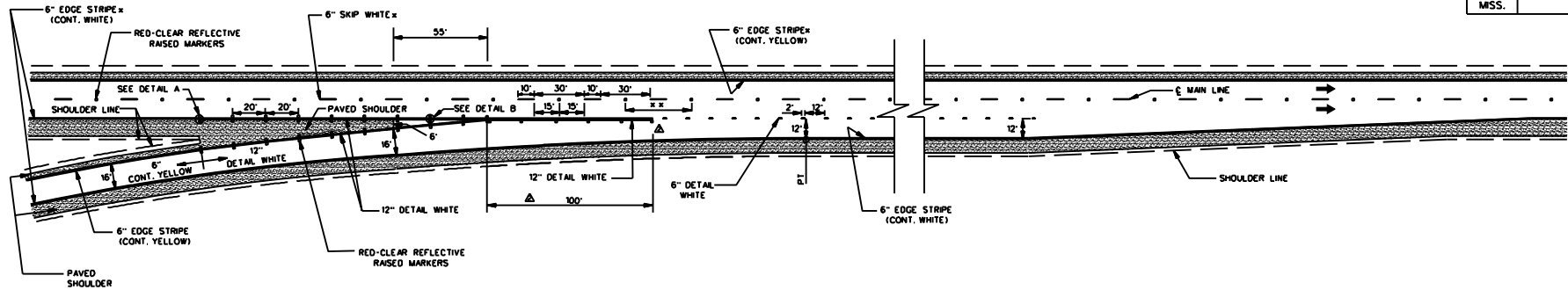
DETAIL B
LATERAL PLACEMENT OF PAVEMENT MARKERS

GENERAL NOTE:

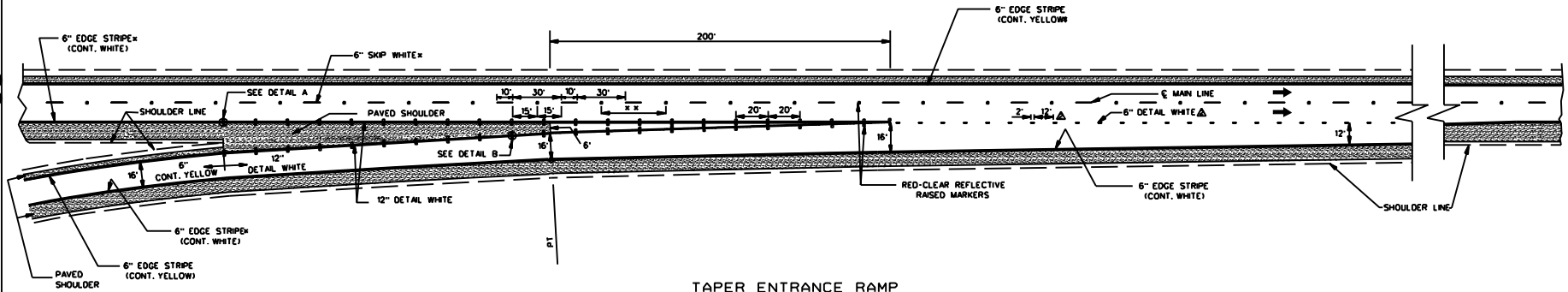
1. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE RAISED PAVEMENT MARKERS AS LISTED IN THE MOST "APPROVED SOURCES OF MATERIALS".

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
PAVEMENT MARKING DETAILS FOR 4-LANE AND 5-LANE UNDIVIDED ROADWAYS	
FILENAME: SDPM-2.DGN	DESIGN TEAM
CHECKED	DATE: 10/15/10

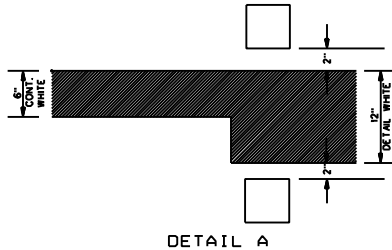
STATE	PROJECT NO.
MSS.	



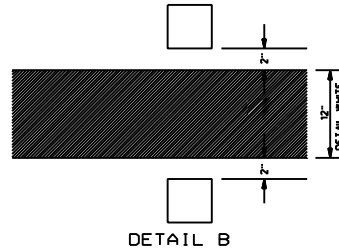
PARALLEL ENTRANCE RAMP



TAPER ENTRANCE RAMP



DETAIL A



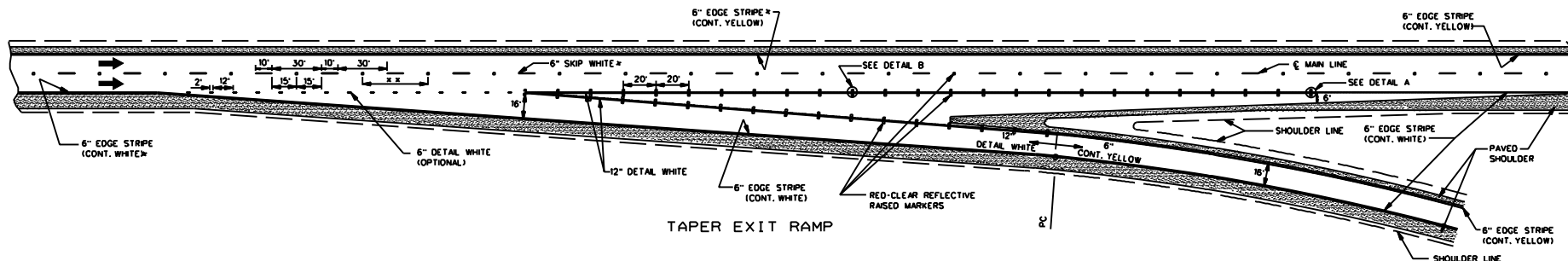
DETAIL B

GENERAL NOTES:

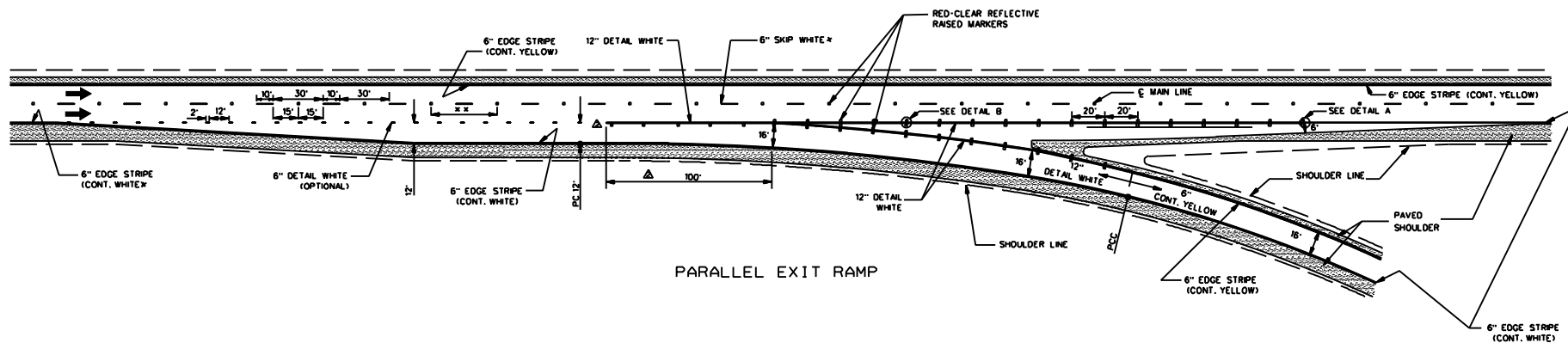
- * 1. SEE SHEET PM-1 FOR THE PLACEMENT OF LANE-LINE STRIPE WITH RESPECT TO THE PAVEMENT JOINT AND FOR THE PLACEMENT OF THE EDGE LINE WITH RESPECT TO THE OUTSIDE EDGE OF THE TRAVELED WAY.
- ** 2. ON THE MAIN FACILITY, PLACE REFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS AT A 40' SPACING ON ALL LANE-LINE(S) THROUGHOUT THE INTERCHANGE AREA BEGINNING 1000' IN ADVANCE (IN DIRECTION OF TRAFFIC) OF THE EXIT RAMP TAPER AND CONTINUING THROUGH THE INTERCHANGE TO THE END OF THE ENTRANCE RAMP TAPER.
3. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE REFLECTIVE RAISED PAVEMENT MARKERS AS LISTED IN THE MOOT "APPROVED SOURCES OF MATERIALS."

DESIGNED BY		CHECKED BY		APPROVED BY	
DATE		DATE		DATE	
<p>MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION</p> <p>PAVEMENT MARKING DETAILS FOR INTERCHANGE ENTRANCE RAMP (PARALLEL AND TAPER)</p> <p>ISSUE DATE: OCTOBER 1, 1998</p>					
<p>WORKING NUMBER SDPM-3</p>				<p>SHEET NUMBER</p>	

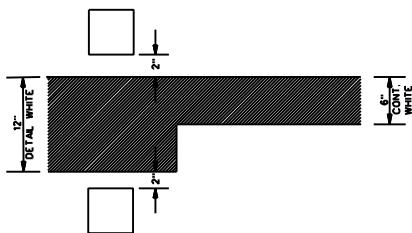
STATE	PROJECT NO.
MISS.	



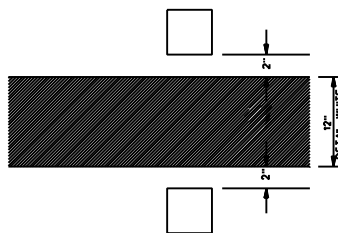
TAPER EXIT RAMP



PARALLEL EXIT RAMP



DETAIL A



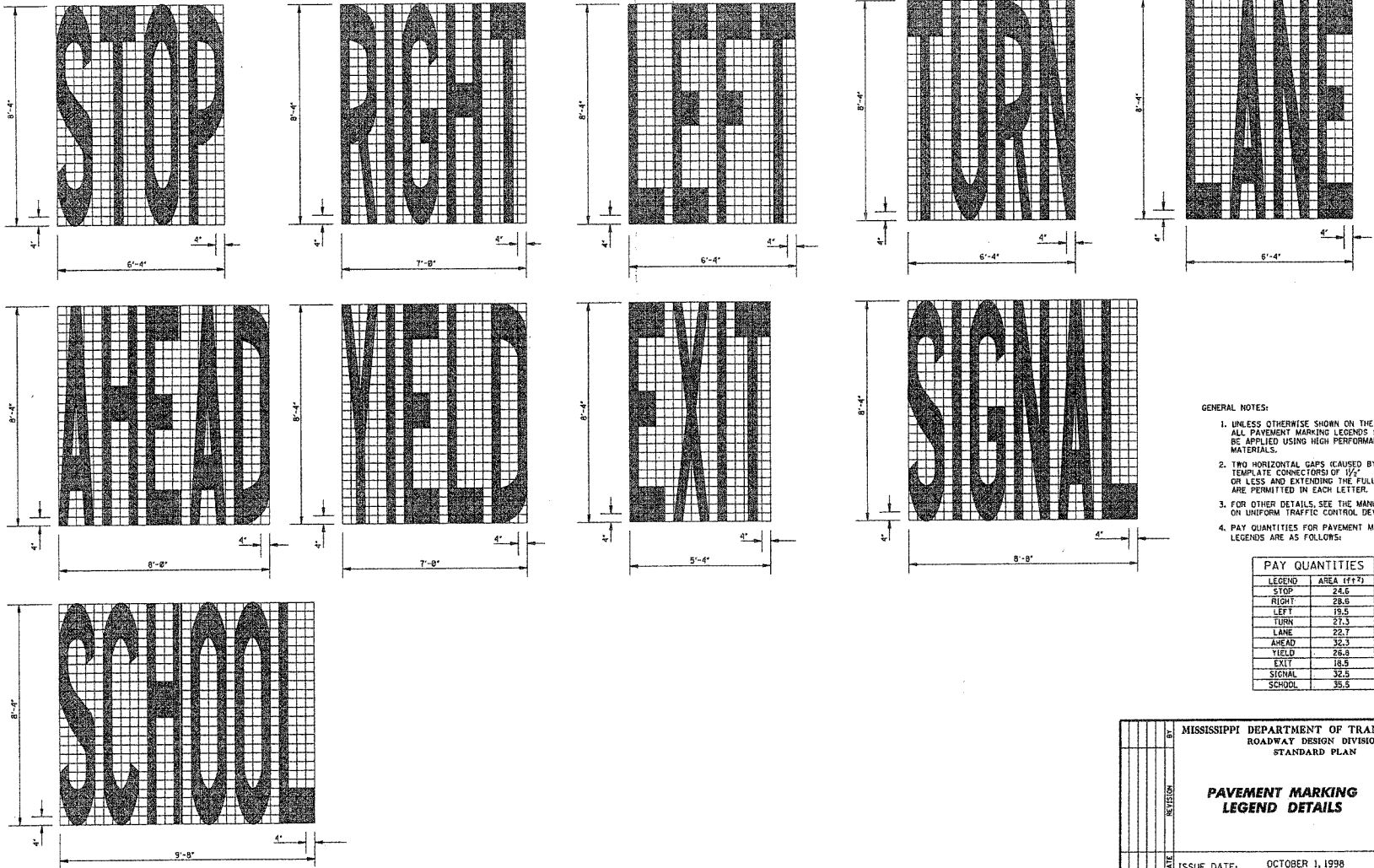
DETAIL B

GENERAL NOTES:

- * 1. SEE SHEET PM-1 FOR THE PLACEMENT OF LANE-LINE STRIPE WITH RESPECT TO THE PAVEMENT JOINT AND FOR THE PLACEMENT OF THE EDGE LINE WITH RESPECT TO THE OUTSIDE EDGE OF THE TRAVELED WAY.
- ** 2. ON THE MAIN FACILITY, PLACE REFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS AT A 40' SPACING ON ALL LANE-LINE(S) THROUGHOUT THE INTERCHANGE AREA BEGINNING 1000' IN ADVANCE (IN DIRECTION OF TRAFFIC) OF THE EXIT RAMP TAPER AND CONTINUING THROUGH THE INTERCHANGE TO THE END OF THE ENTRANCE RAMP TAPER.
3. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE REFLECTIVE RAISED PAVEMENT MARKERS AS LISTED IN THE MOOT "APPROVED SOURCES OF MATERIALS."

MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
PAVEMENT MARKING DETAILS FOR INTERCHANGE EXIT RAMP (PARALLEL AND TAPER)	
ISSUE DATE: OCTOBER 1, 1998	WORKING NUMBER SDPM-41 SHEET NUMBER

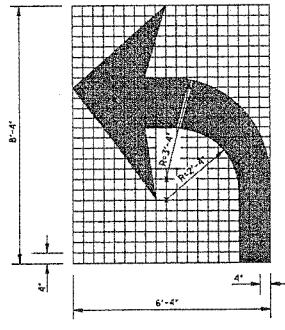
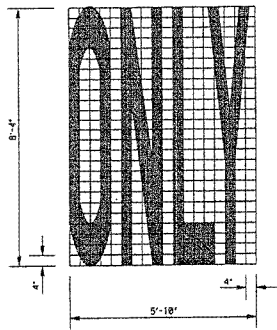
STATE	PROJECT NO.
MISS.	



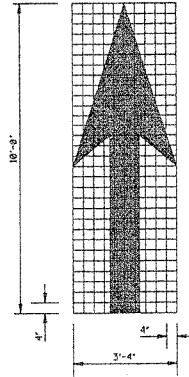
- GENERAL NOTES:
1. UNLESS OTHERWISE SHOWN ON THE PLANS, ALL PAVEMENT MARKING LEGENDS SHALL BE APPLIED USING HIGH PERFORMANCE MATERIALS.
 2. TWO HORIZONTAL GAPS (CAUSED BY TEMPLATE CONNECTORS) OF 1/2" OR LESS AND EXTENDING THE FULL WIDTH ARE PERMITTED IN EACH LETTER.
 3. FOR OTHER DETAILS, SEE THE MANUAL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

LEGEND	AREA (ft ²)
STOP	24.6
RIGHT	28.8
LEFT	19.5
TURN	27.3
LANE	22.7
AHEAD	32.3
YIELD	28.8
EXIT	18.5
SIGNAL	32.5
SCHOOL	35.5

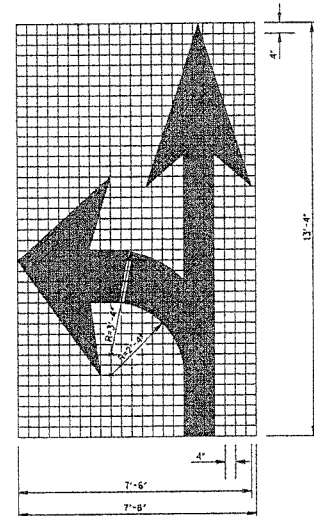
MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
PAVEMENT MARKING LEGEND DETAILS	
DATE	ISSUE DATE: OCTOBER 1, 1998
BY	WORKING NUMBER PM-5
REVISION	SHEET NUMBER 124



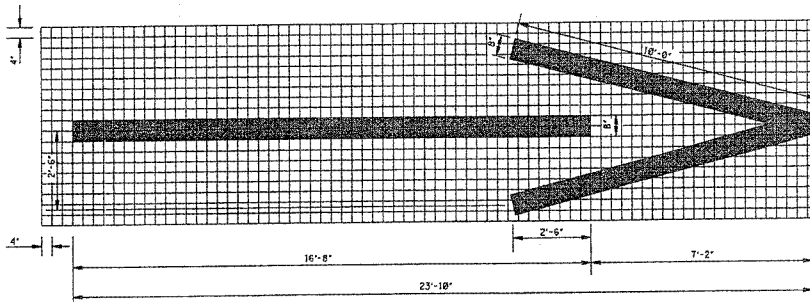
TURN ARROW



THRU ARROW



COMBINATION ARROW




1-WAY ARROW

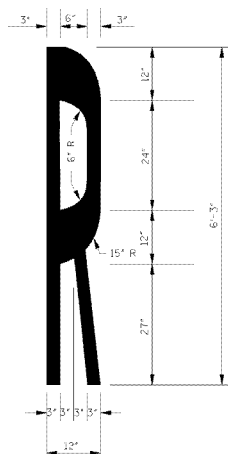
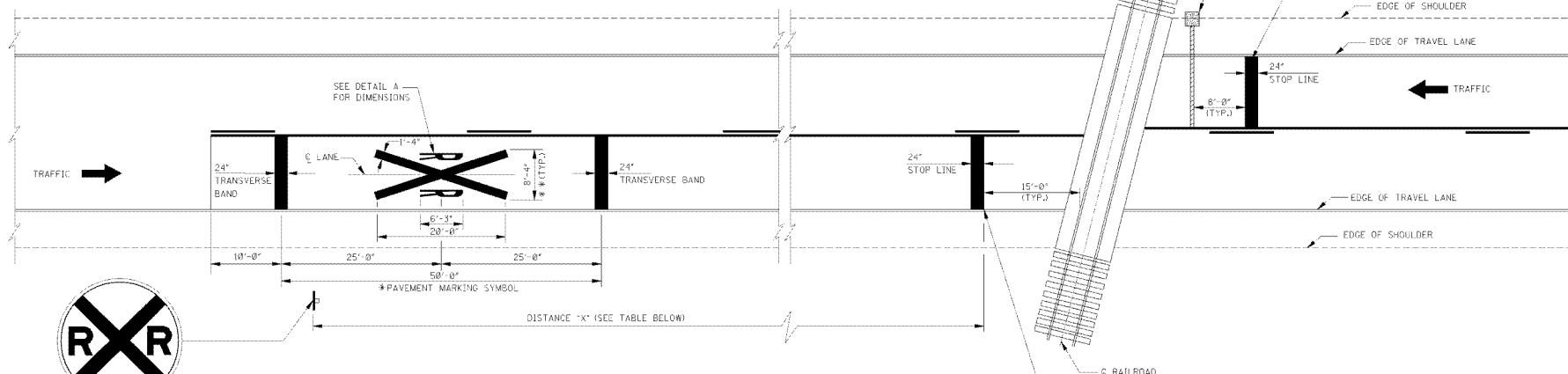
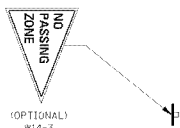
STATE	PROJECT NO.
MISS.	

GENERAL NOTES:

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

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

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



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

ADVANCE WARNING SIGN PLACEMENT DISTANCE

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

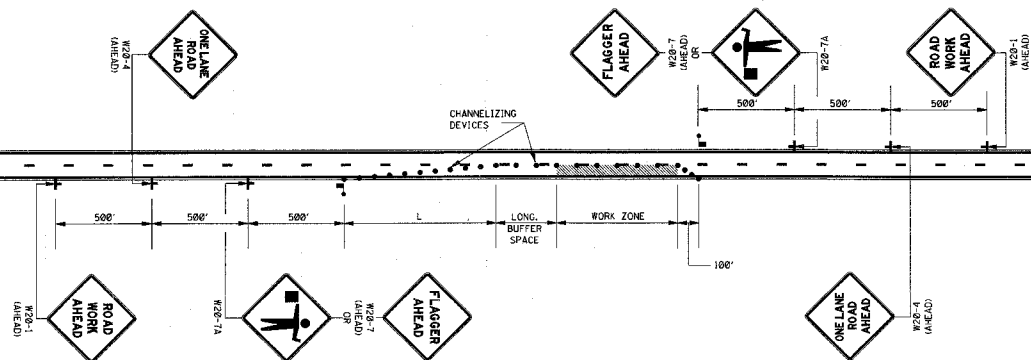
NOTES:
 ① DISTANCE "X" MAY BE ADJUSTED IF PROHIBITIVE PHYSICAL CONDITIONS EXIST AT THE DESIGNATED DISTANCE.
 ② THESE DISTANCES MAY BE ADJUSTED TO A MINIMUM OF 100' IN RESIDENTIAL AREAS OR BUSINESS DISTRICTS WHERE LOW SPEEDS ARE PREVALENT.

GENERAL NOTES:

- * 1. A PORTION OF THE PAVEMENT MARKING SYMBOL SHOULD BE DIRECTLY OPPOSITE THE ADVANCE WARNING SIGN (W10-1).
- * 2. WIDTH OF R X R SYMBOL MAY VARY ACCORDING TO LANE WIDTH. HOWEVER, ON MULTI-LANE ROADS, THE TRANSVERSE BANDS AND STOP LINE SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.
- △ 3. R X R SYMBOL (63.0 ft²), TRANSVERSE BANDS AND STOP LINE SHALL BE PAID FOR AS LEGEND, WHITE (PLASTIC), (MATERIAL OPTIONAL FOR OTHER AGENCIES).
- * * * 4. REFER TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" FOR LOCATION OF PROPOSED WARNING DEVICES AT RAILROAD-HIGHWAY GRADE CROSSINGS.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
TYPICAL PLACEMENT OF WARNING SIGNS AND PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSINGS	
DATE REVISION BY	WORKING DRAWING SHEET NUMBER 12
ISSUE DATE: OCTOBER 1, 1998	

Notice To Bidder No. 3779
 Conf'd.



GENERAL NOTES:

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

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

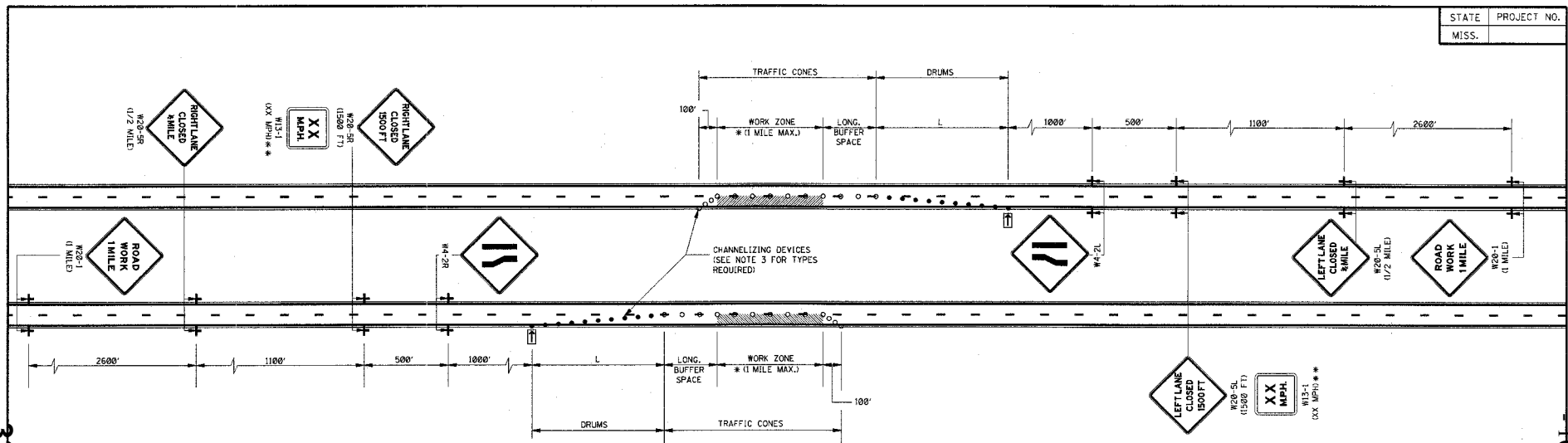
† NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
 $L = WS$ FOR SPEEDS OF 45 mph OR GREATER
 $L = WS^2/60$ FOR SPEEDS OF 40 mph OR LESS
 WHERE: L = MINIMUM LENGTH OF TAPER IN FEET
 W = WIDTH OF OFFSET (USUALLY LANE WIDTH) IN FEET
 S = DESIGN SPEED OR 85TH PERCENTILE SPEED IN MILES PER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

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

LEGEND

- FLAGGER
- CHANNELIZING DEVICES

MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
TRAFFIC CONTROL PLAN WITH FLAGGER (ONE-LANE CLOSURE OF TWO-WAY TRAFFIC)	
WORKING NUMBER TCP-1	SHEET NUMBER 250
ISSUE DATE: OCTOBER 1, 1998	



GENERAL NOTES:

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

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

† NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:

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

- FLASHING ARROW PANEL SHALL BE AS LEVEL AS POSSIBLE AS APPROVED BY THE ENGINEER. FLASHING ARROW PANEL SHOULD BE LOCATED AT THE BEGINNING OF THE TAPER OR, IF THE SHOULDER IS TOO NARROW, BEHIND THE CHANNELIZING DEVICES IN THE CLOSED LANE.
- CHANNELIZING DEVICE TYPES FOR:
 A. APPROACH TAPER- REFLECTORIZED PLASTIC DRUMS
 B. ALONG LANE LINE AND WORK ZONE- TRAFFIC CONES (28" HEIGHT)
 C. EXIT TAPER- TRAFFIC CONES (28" HEIGHT)
- WHEN THERE IS NO EXISTING HAZARD, ALL SIGNS SHALL BE COVERED OR REMOVED AND THE DRUMS SHALL BE MOVED TO THE SHOULDER EDGE AT THE END OF THE WORK DAY.
- FOR MOVING OPERATIONS (PAVING) THE CONTRACTOR SHALL HAVE TWO (2) SETS OF ADVANCE WARNING SIGNS, PLASTIC DRUMS, AND ARROW BOARD. WHEN THE CONSTRUCTION ZONE IS MOVED AHEAD, ALL SIGNS, PLASTIC DRUMS AND ARROW BOARD SHALL BE IN PLACE ON THE SECOND ZONE BEFORE REMOVING ANY SIGNS, PLASTIC DRUMS OR ARROW BOARD ON THE FIRST ZONE.
- ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.
- DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHALL BE A MINIMUM OF 48" X 48".

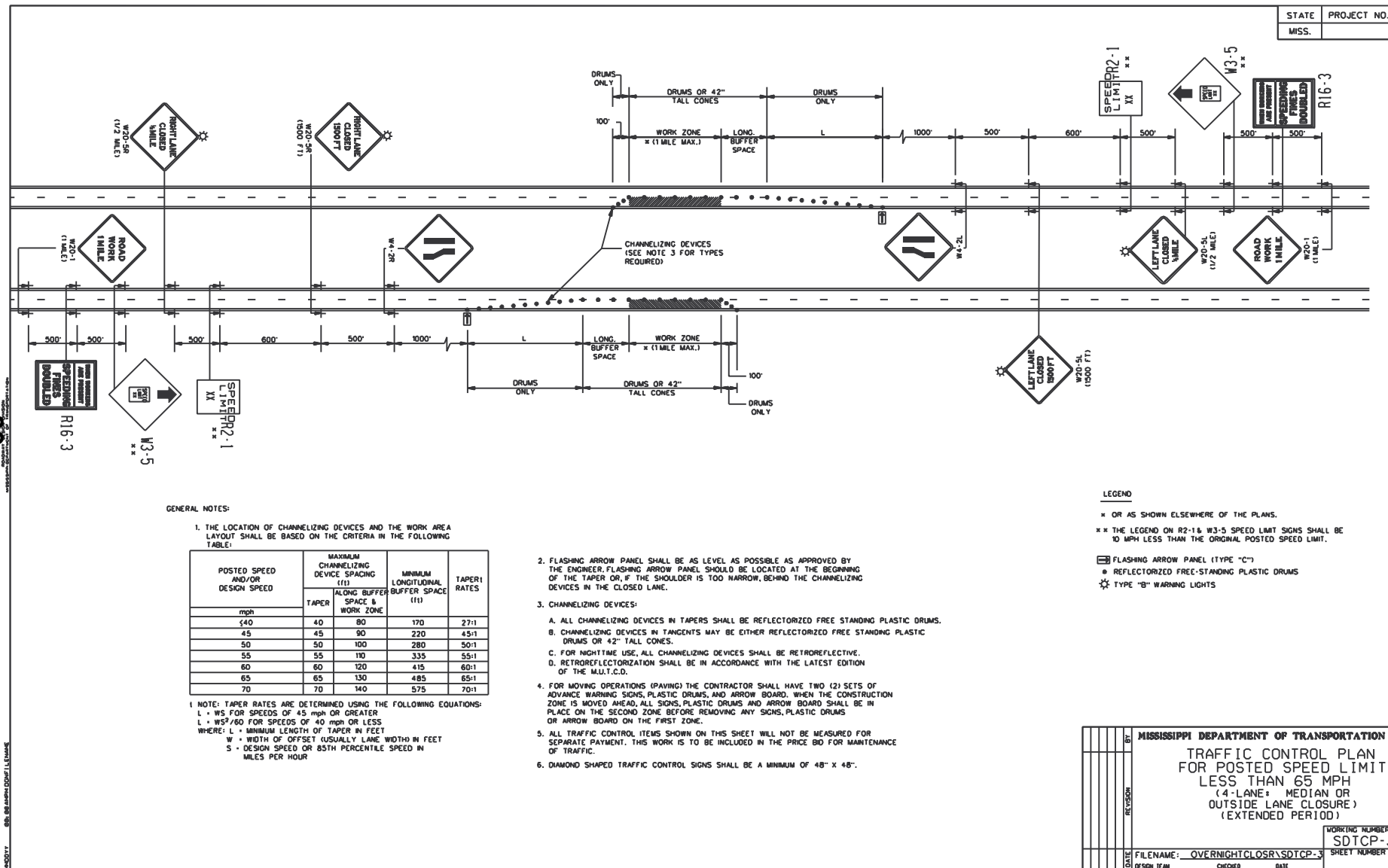
LEGEND

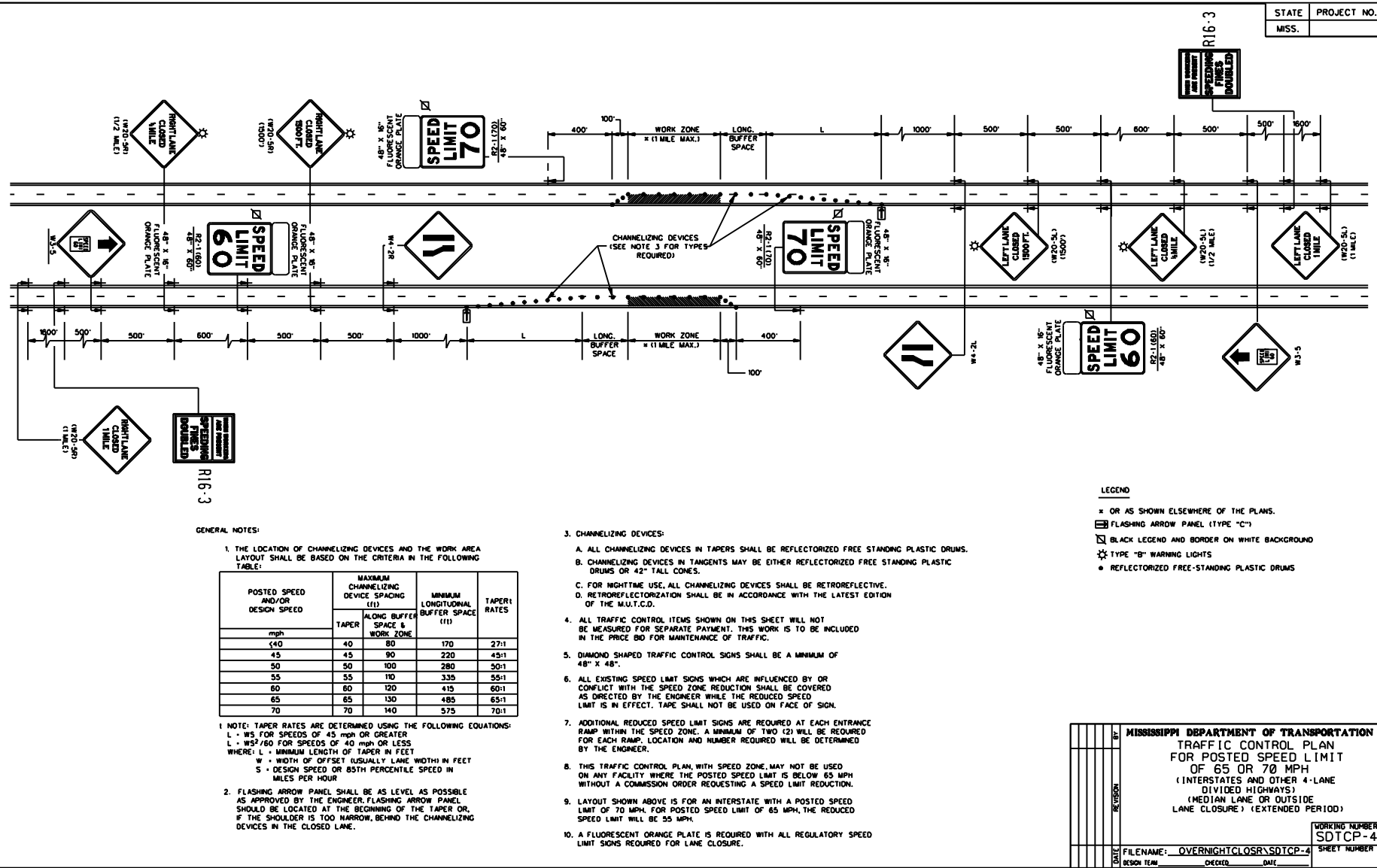
* OR AS SHOWN ELSEWHERE OF THE PLANS.

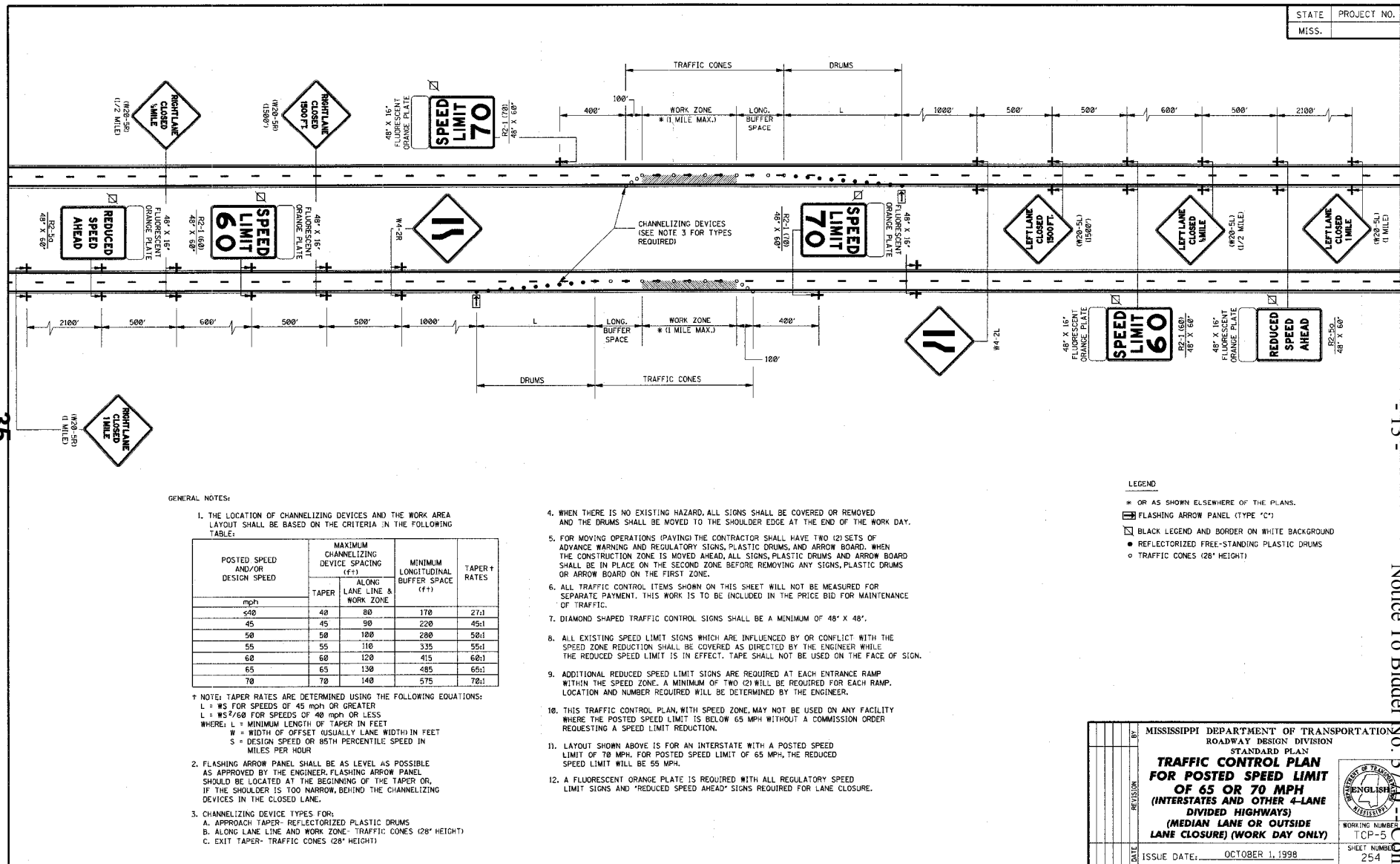
** THE LEGEND ON W13-1 (XX MPH) SUPPLEMENTAL PLATE SHALL BE 10 MPH LESS THAN THE POSTED SPEED LIMIT.

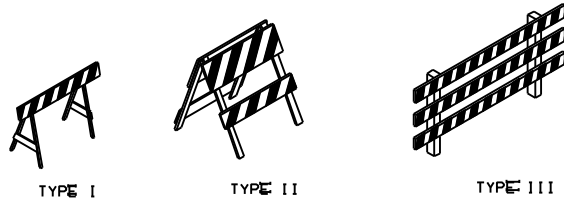
- FLASHING ARROW PANEL (TYPE 'C')
- REFLECTORIZED FREE-STANDING PLASTIC DRUMS
- TRAFFIC CONES (28" HEIGHT)

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



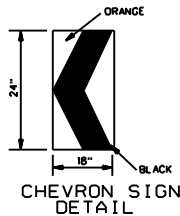






STANDARD BARRICADES

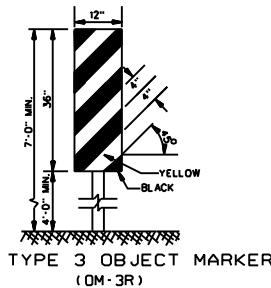
1. A TYPE I BARRICADE CONSISTS OF ONE (1) HORIZONTAL RAIL SUPPORTED BY A DEMOUNTABLE FRAME OR A LIGHT "A" FRAME. A TYPE I BARRICADE NORMALLY WOULD BE USED ON CONVENTIONAL ROADS OR URBAN STREETS AND ARTERIALS.
2. A TYPE II BARRICADE CONSISTS OF TWO (2) HORIZONTAL RAILS ON A LIGHT "A" FRAME. TYPE II BARRICADES ARE INTENDED FOR USE ON EXPRESSWAYS AND FREEWAYS AND OTHER HIGH-SPEED ROADWAYS.
3. TYPE I AND TYPE II BARRICADES ARE INTENDED FOR USE WHERE THE HAZARD IS RELATIVELY SMALL AS, FOR EXAMPLE, ON CITY STREETS, OR FOR THE MORE OR LESS CONTINUOUS DELIMITING OF A RESTRICTED ROADWAY, OR FOR TEMPORARY DAYTIME USE.
4. A TYPE II BARRICADE CONSISTS OF THREE (3) HORIZONTAL RAILS SUPPORTED BY FIXED POSTS, A RIGID SKID, A HEAVY DEMOUNTABLE FRAME OR A HEAVY, HINGED "A" FRAME.
5. TYPE II BARRICADES ARE INTENDED FOR USE ON CONSTRUCTION AND MAINTENANCE PROJECTS AS WING BARRICADES AND AT ROAD CLOSURES, WHERE THEY MUST REMAIN IN PLACE FOR EXTENDED PERIODS.
6. THE MARKING FOR BARRICADE RAILS SHALL BE ORANGE AND WHITE (SLOPING DOWNWARD AT AN ANGLE OF 45° IN THE DIRECTION TRAFFIC IS TO PASS).
7. DO NOT PLACE SANDBAGS OR OTHER DEVICES TO PROVIDE MASS ON THE BOTTOM RAIL THAT WILL BLOCK VIEW OR RAIL FACE.
8. FOR ADDITIONAL INFORMATION OR DETAILS, SEE MUTCD, LATEST EDITION.
9. BARRICADES ARE CLASSIFIED BY FHWA AS CATEGORY II WORK ZONE DEVICES WHICH REQUIRE CRASHWORTHINESS ACCEPTANCE LETTERS. TO DATE, 2-IN THICK TIMBER RAILS HAVE NOT BEEN SUCCESSFULLY CRASH TESTED. A LIST OF CRASHWORTHY BARRICADES AND OTHER CATEGORY II DEVICES CAN BE FOUND ON FHWA'S WEBSITE: http://safety.fhwa.dot.gov/roadway_dept/policy_guide/road_hardware/cat2.cfm



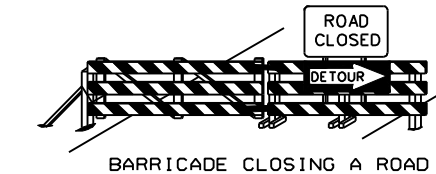
CHEVRON SIGN
DETAIL

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

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



TYPE 3 OBJECT MARKER
(OM-3R)



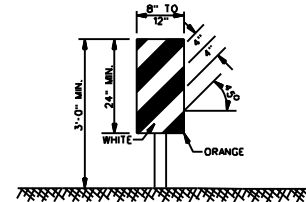
BARRICADE CLOSING A ROAD

BARRICADE CHARACTERISTICS

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

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

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

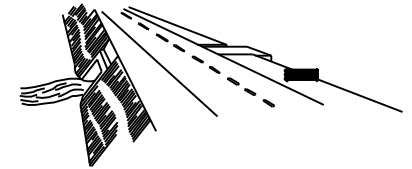


VERTICAL PANEL

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

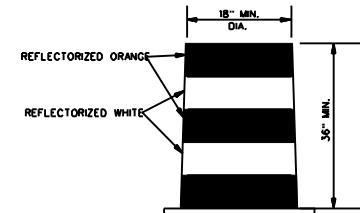
GENERAL NOTES:

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



WING BARRICADES

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

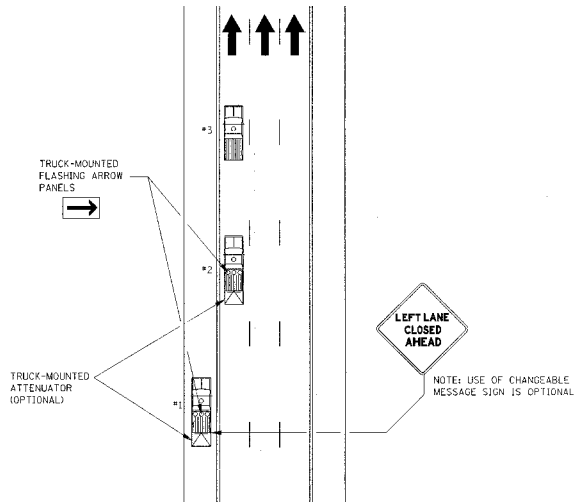


PLASTIC DRUM STRIPING DETAIL

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
BY	DATE
REVISION	DATE
HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS	
ISSUE DATE: 10-04-2011	
WORKING NUMBER	SHEET NUMBER
SDTCP-10	

MOBILE OPERATIONS ON MULTILANE ROAD

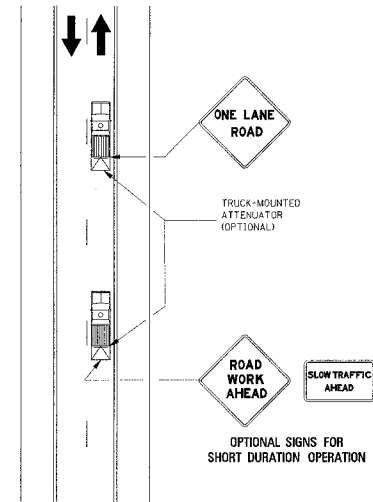


MOBILE OPERATIONS ON MULTILANE ROAD

NOTES:

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

MOBILE OPERATIONS ON TWO-LANE ROAD



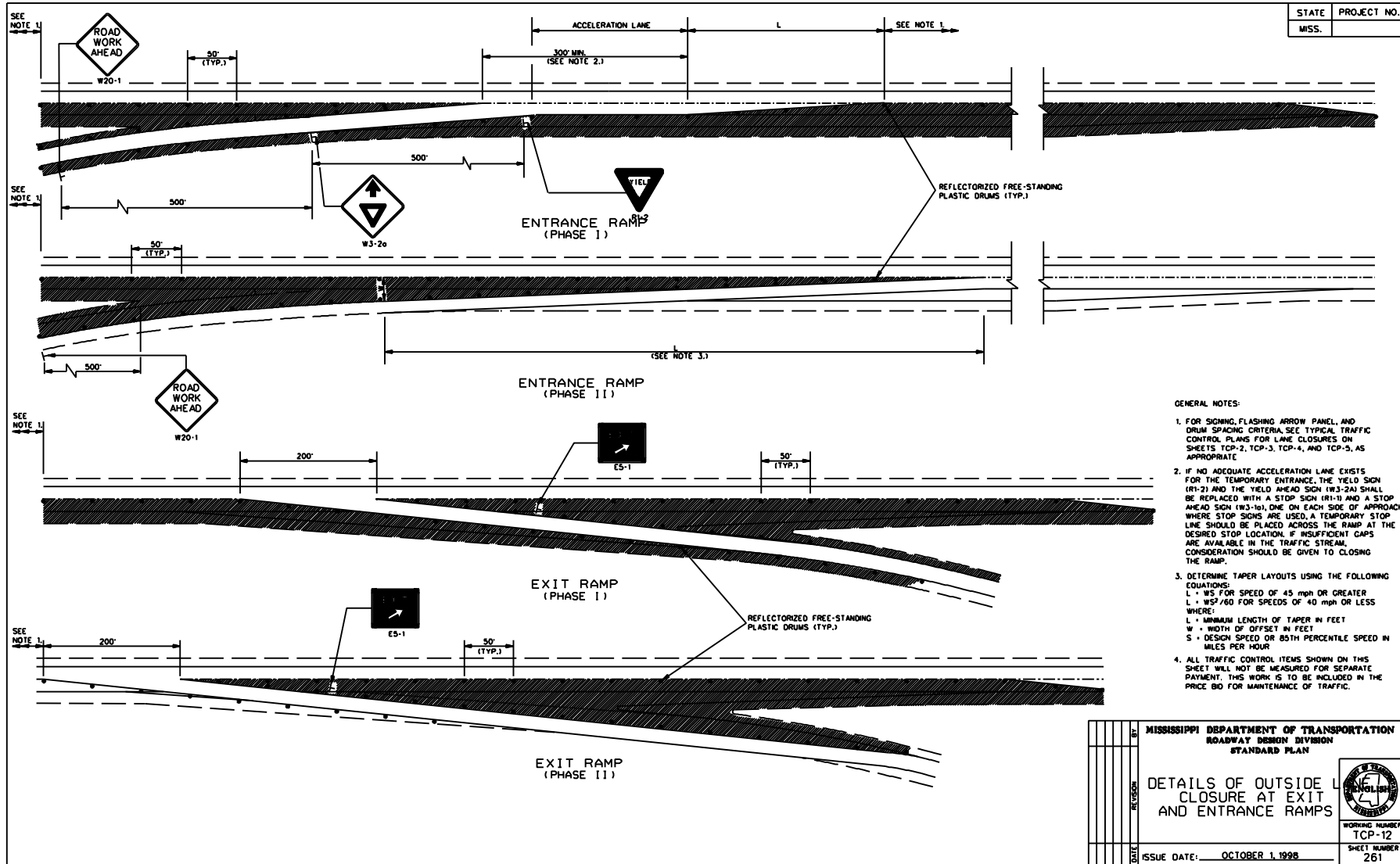
MOBILE OPERATIONS ON TWO-LANE ROAD

NOTES:

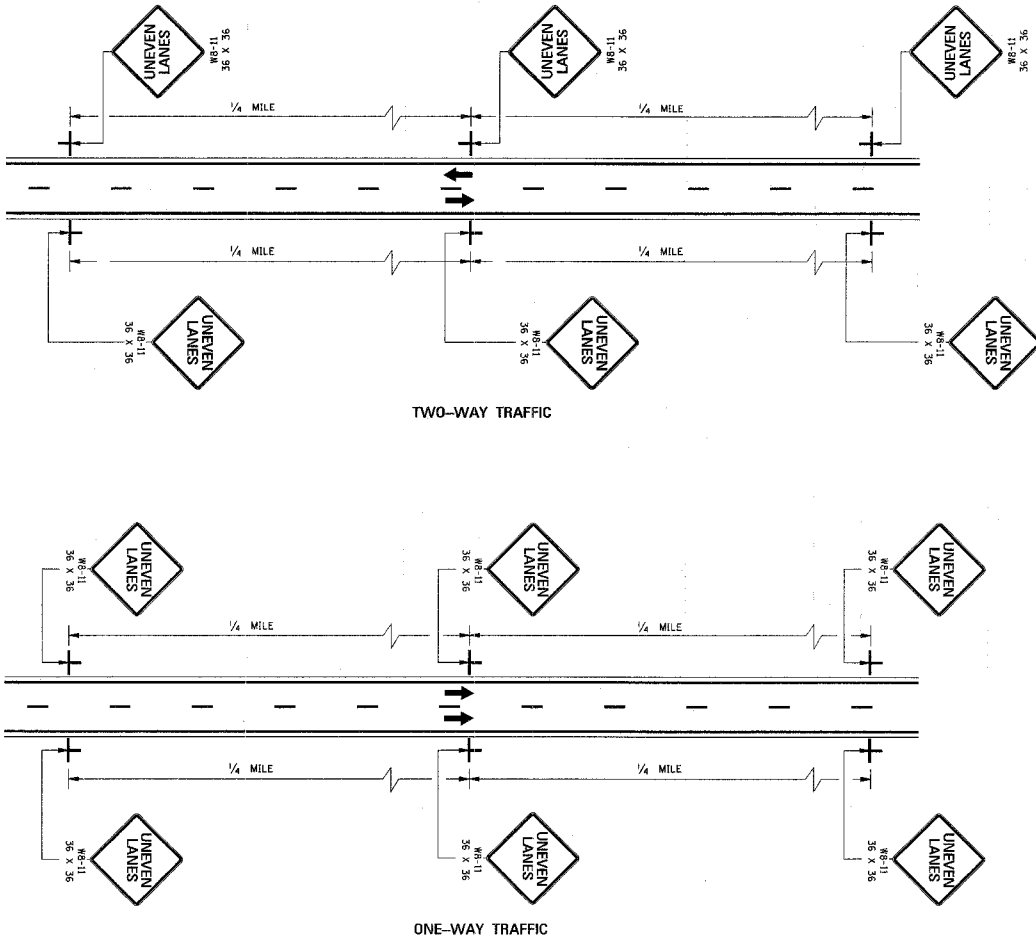
- WHERE PRACTICAL AND WHEN NEEDED, THE WORK AND PROTECTION VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS. IF THIS CAN NOT BE DONE FREQUENTLY, AS AN ALTERNATIVE, A "DO NOT PASS" SIGN MAY BE PLACED ON THE REAR OF THE VEHICLE BLOCKING THE LANE.
- THE DISTANCE BETWEEN THE WORK AND PROTECTION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

STATE		PROJECT NO.	
MISS.			

MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN			
TRAFFIC CONTROL PLAN MOBILE OPERATIONS MULTILANE ROADS AND TWO-LANE ROADS			
DATE	REVISION	DATE	REVISION
10-1-98	1		
ISSUE DATE: OCTOBER 1, 1998		WORKING NUMBER TCP-11	
		SHEET NUMBER 260	




STATE	PROJECT NO.
MISS.	

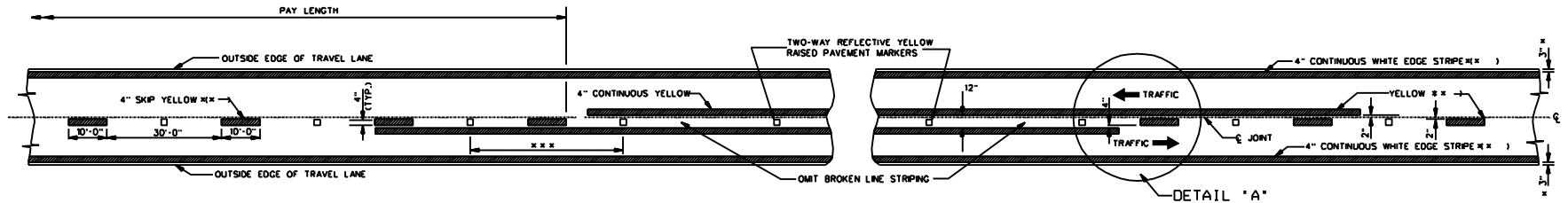


GENERAL NOTES:

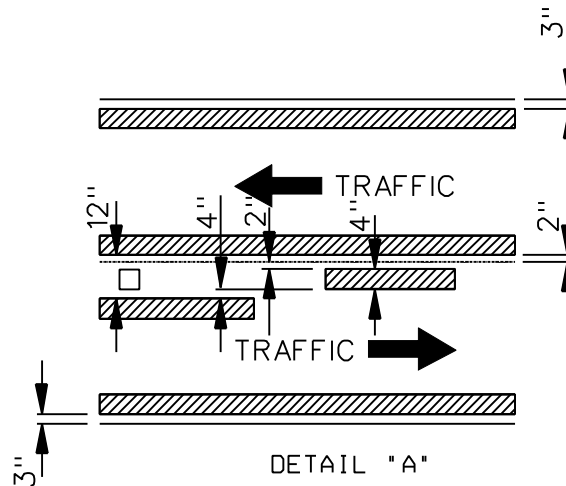
1. UNEVEN LANE LINE.
 - A. IF LESS THAN OR EQUAL TO 1 1/2', NO SIGNS REQUIRED.
 - B. IF GREATER THAN 1 1/2' AND LESS THAN OR EQUAL TO 2 1/4', PLACE SIGNS AS SHOWN ON THIS SHEET.
 - C. IF GREATER THAN 2 1/4', TRAFFIC SHOULD NOT BE ALLOWED TO CROSS UNEVEN LANE LINE.
2. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER MAINTENANCE OF TRAFFIC.
3. THE W8-11 SIGNS SHALL BE SPACED AT 1/4-MILE INTERVALS THROUGHOUT UNEVEN LANE LINE LIMITS.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN		
TRAFFIC CONTROL PLANS UNEVEN PAVEMENT DETAILS		
WORKING NUMBER TCP-14	SHEET NUMBER 263	
DATE	ISSUE DATE: OCTOBER 1, 1998	

STATE	PROJECT NO.
MSS.	



TWO-WAY TRAFFIC
(ASPHALT OR CONCRETE PAVEMENT)



GENERAL NOTES:

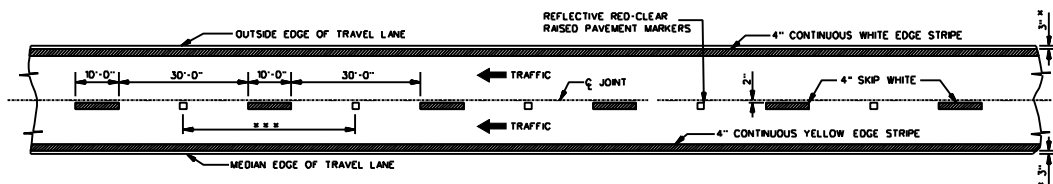
- * 1. 3" UNLESS SHOWN ELSEWHERE ON THE PLANS.
- ** 2. EDGE STRIPE SHALL BE SAME MATERIAL AS LANE-LINE STRIPE (PAINT OR TAPE AS INDICATED IN PAY ITEMS).
- *** 3. SPACING OF REFLECTIVE RAISED PAVEMENT MARKERS IS AS FOLLOWS:

	URBAN AREA (11-in)	RURAL AREA (11-in)
TANGENT SECTIONS	40'-0"	80'-0"
HORIZONTAL CURVES	40'-0"	40'-0"
INTERCHANGE LIMITS	40'-0"	1 40'-0"

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

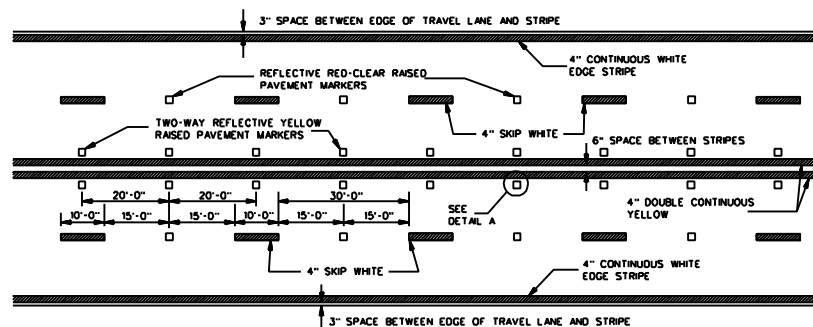
4. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE REFLECTIVE RAISED PAVEMENT MARKERS AS LISTED IN THE MOOT "APPROVED SOURCES OF MATERIALS."

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

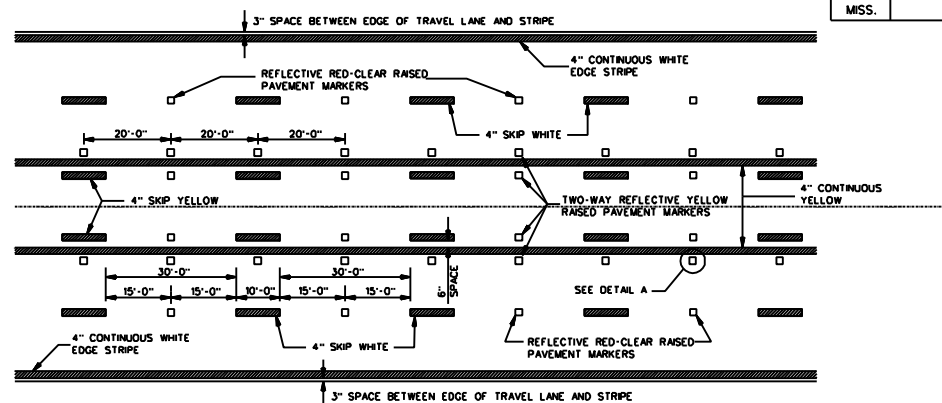


4-LANE WITH ONE-WAY TRAFFIC

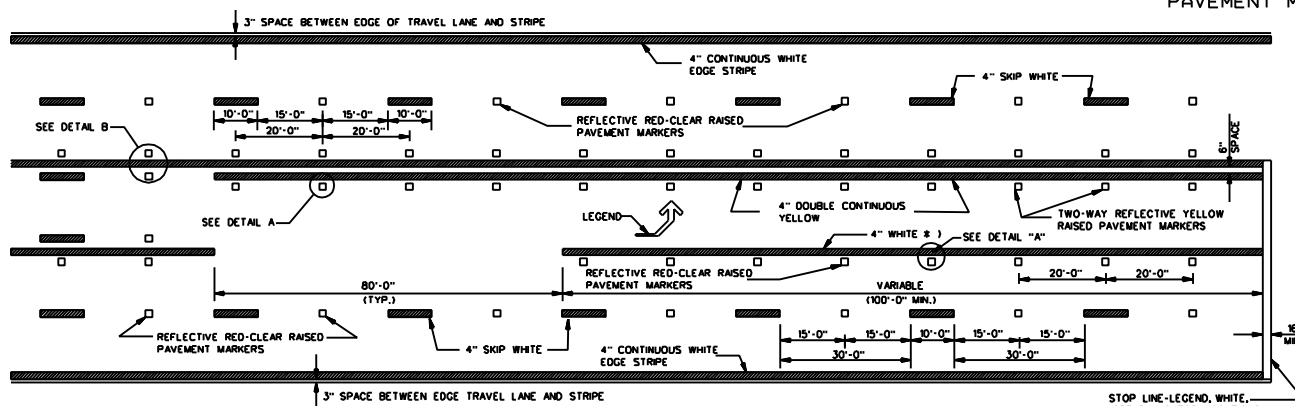
MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
TEMPORARY STRIPING FOR TRAFFIC CONTROL 2-LANE AND 4-LANE DIVIDED HIGHWAYS	
DATE	ISSUE DATE: DECEMBER 1, 1999
REVISION	WORKING NUMBER TCP-15
	SHEET NUMBER 264



TYPICAL STRIPING AND RAISED
PAVEMENT MARKERS FOR 4-LANE SECTION

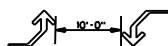


TYPICAL STRIPING AND RAISED
PAVEMENT MARKERS FOR 5-LANE SECTION



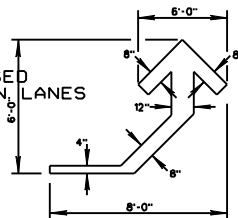
TYPICAL STRIPING AND RAISED
PAVEMENT MARKERS AT LEFT TURN LANES

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

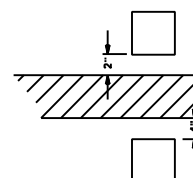


TYPICAL TWO-WAY ARROW INSTALLATION

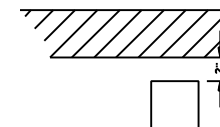
- NOTES: 1. CONSIDER EACH SEGMENT OF CONTINUOUS TWO-WAY LEFT TURN LANE SEPARATELY.
2. IF SEGMENT IS LESS THAN 350', PLACE ONE SET OF ARROWS IN CENTER OF SEGMENT.
3. IF SEGMENT IS GREATER THAN 350', PLACE FIRST SET OF ARROWS 50' TO 100'
FROM BEGINNING AND/OR END OF SEGMENT AND SPACE ADDITIONAL SETS OF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



DETAIL OF TEMPORARY TURN ARROW




DETAIL B
LATERAL PLACEMENT OF
PAVEMENT MARKERS



DETAIL A
LATERAL PLACEMENT OF
PAVEMENT MARKERS

GENERAL NOTE:

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

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3813

CODE: (SP)

DATE: 3/06/2012

SUBJECT: Contract Time

PROJECT: MP-5015-51(018) / 303918301 & 302 – Newton County

The calendar date for completion of work to be performed by the Contractor for this project will be determined as follows, which date or extended date as provided in Subsection 907-108.06 shall be the end of contract time. It is anticipated that the Notice of Award will be issued no later than **May 8, 2012** and the effective date of the Notice to Proceed / Beginning of Contract Time will be between **Execution of Contract and July 7, 2012**.

The Contractor shall request a Notice to Proceed / Beginning of Contract Time date between the date of **Execution of Contract and July 7, 2012**.

The calendar date for completion of work will be determined by adding **106 Calendar Days** to the effective date of the Notice to Proceed / Beginning of Contract Time.

Should the Contractor not request a Notice to Proceed by **July 7, 2012**, the date for the Notice to Proceed / Beginning of Contract Time will be **July 7, 2012**.

A progress schedule as referenced to in Subsection 907-108.03 will not be required for this contract.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3814

CODE: (SP)

DATE: 03/06/2012

SUBJECT: Scope of Work

PROJECT: MP-5015-51(018) / 303918301 &-302 – Newton County

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

Work on the project shall consist of the following:

Overlay or mill & overlay approximately 5.11 miles of existing asphalt pavement on U.S. Hwy 15 in Newton County. The project length shown is cumulative total of two details with individual site lengths as follows:

Detail 1: **MP-5015-51(018) / 303918-301000** (5.0 miles) from Jasper County Line to just north of Tarlow Creek.

Detail 2: **MP-5015-51(019) / 303918-302000** (0.51 miles) from just north of U.S. 80 to just north of I-20.

MP-5015-51(018) / 303918-301000

From the BOP at Station 0+00 to Station 112+00 and from Station 231+85 to Station 242+96

Work in this area shall consist overlaying the travel lanes with 2" of 12.5 mm asphalt pavement, MT. Subsequent to the overlay, the shoulders shall be constructed using granular material as required by the typical section.

From Station 112+00 to Station 231+85 and Station 242+96 to Station 265+30

Work in this area shall consist of repairing failed areas in the right and left lanes and overlaying the existing pavement with 2" of 12.5mm asphalt pavement, MT. Prior to the overlay, the failed areas in the composite pavement are to be removed and repaired. The existing pavement shall be sawcut prior to removal as directed. The pavement shall be removed to the top of the base course and replaced with 5" of 825-B crushed stone and 7" and variable of 19.0mm, MT, HMA or WMA. If the base material is determined to be unsuitable, it is to be removed and replaced with 825-B crushed stone. During the removal of the pavement, the existing shoulder shall be excavated and the area sloped to drain toward the shoulder. Prior to the placement of the crushed stone, Type VII non-woven geotextile fabric shall be placed in the excavated area. The crushed stone shall be

placed as per the typical and “daylighted”. Subsequent to the grading and compaction of the crushed stone, 7” and variable (2 @ 3.5”) of 19.0mm, MT, HMA or WMA shall be placed to bring the pavement to grade. A list of failed areas is shown in the attached table. The concrete pavement joints not repaired as failed areas are to be cleaned and filled as shown in the attached drawings.

The bridge located at Station 242+96 has been overlaid with asphalt and is to be milled and repaved. The milling will commence and end with a transition per the attached detail and the depth is to be 2” across the bridge. The entire bridge width will be milled and paved. Subsequent to the overlay, the bridge joints shall be sawed and sealed. The drain holes are to be kept free of milled asphalt and debris.

MP-5015-51(019) / 303918-302000

From the BOP at Station 43+55 to the EOP at Station 70+63

Work in this area shall consist of milling and overlaying the existing asphalt pavement. The existing pavement shall be milled at depth of 2” on existing slope. The milled surface shall then be overlaid with 2” of 12.5mm asphalt, MT.

A failed area currently exists at the entrance to Wal-Mart that will require repair. The area will be repaired as per the attached table.

General Notes: * These general notes are applicable to all sites.

Pavement repairs shall be completed as a continuous operation in order to minimize the traffic impact. Lane closures shall be in place until the failed area has been completely repaired. Should overnight closures be necessary, they shall be maintained by the contractor’s personnel and in accordance with a lighting plan approved by the Engineer.

The concrete pavement joints in the travel lanes not repaired as failed areas are to be cleaned and filled. Joints in the underlying concrete pavement are to be cleaned to depth of 3” in the concrete pavement and filled with 3” of compacted asphalt pavement, 12.5mm MT. Cracked and broken pieces of existing asphalt pavement to be removed within 1’ of each side of joint during joint cleaning, and replaced with 12.5mm compacted asphalt pavement after joint is filled or as directed (absorbed item). WMA or HMA may be used for this operation. Cold mix asphalt will not be allowed. Joint locations are to be determined by the Engineer.

After repairing the failed areas and joints, the pavement shall be overlaid. Following the overlaying operation, the transverse joints in the concrete shall be sawed and sealed. Some longitudinal joints require cleaning and filling and sawing and sealing and can be found in an attached table. Subsequent to the overlay, the shoulders shall be constructed using granular material as required by the typical section.

Following the overlaying operation the transverse joints in the pavement shall be sawed and sealed within 7 days. The details for sawing and sealing transverse joints for this section are as shown in the attached drawings. The width of the sawing and sealing operation will be the entire pavement width to prevent "sympathy cracking."

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

Temporary striping shall be placed as required prior to opening the roadway to traffic. Milling shall be performed in accordance with the attached drawings at all county roads, city streets, mainline tie-ins, crossovers, etc. Temporary pavement joints (paper joints) shall be at least 3 paper-widths long shall be used at all milled tie-ins and shall be adequately maintained.

The Reclaimed Asphalt Pavement (RAP) material removed by the milling operation shall become the property of the contractor with the exception of 10,000 tons or 50% of the total anticipated RAP tonnage, whichever is less, to be stockpiled at the MDOT maintenance office yard at the Newton District Office. Unless the Contractor desires otherwise, the Contractor's milled material will be obtained first. The Contractor will be required to coordinate efforts with the maintenance office to effectively stockpile the milled material as directed by the Engineer. All costs associated with the hauling, placing, and stockpiling the state retained material shall be included in the price bid for cold milling.

Publicly maintained roads and streets should be paved to the existing right-of-way. Privately owned entrances shall be paved to the shoulder line per the included typical drawing. Pads shall be shaped horizontally and vertically to prevent excessive drop-offs. Granular material (Class 5, group 'C') shall be provided around the pads to prevent shoulder drop-offs as directed and shall be placed in a timely manner. Drop-offs exceeding 2.5" shall be corrected within 2 calendar days of the placement of the pad. Stabilizer aggregate shall be used as directed by the Engineer.

It shall be the responsibility of the Contractor to protect existing structures such as pipes, inlets, aprons, bridges, etc. from damage which might occur during construction. The Contractor shall replace or repair, as directed by the engineer, any structures damaged during the life of the contract. No payment will be made for replacement or repair of damaged items.

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

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

Roadside construction signs, barrels, etc. shall be placed in accordance with the attached drawings or as directed by the Engineer. W20-1 signs shall be placed on all public road approaches as shown or as directed.

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

The Contractor shall on a daily basis, remove all debris from within the roadway and a 30-foot clear zone which, in the opinion of the Engineer, is a hazard to the traveling public. This activity shall begin with the beginning of work or the beginning of the contract time, whichever comes first. No direct payment will be made for the debris removal; the cost is to be included in the prices of items bid. Failure of the Contractor to remove the debris as prescribed herein shall be just cause for withholding the monthly progress estimate payment or suspending active operations until the debris is satisfactorily removed by the Contractor.

Milling operations shall be in accordance with the contract documents and the MDOT Standard Specifications for Road and Bridge Construction. Variable and length transitions will be used for local roads.

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

Removal of the existing shoulder material shall be coincident with the milling/overlaying operation to prevent the possible ponding of water. No payment will be made for blading or removal of the existing shoulder material. Any material excavated from the existing shoulder shall be used to raise the existing shoulder to match the new pavement elevation and any surplus material shall be spread along the edge of the shoulders, foreslopes, or other adjacent areas as directed by the Engineer and will be an absorbed item. Material

which cannot be placed in adjacent areas and deemed to be excess excavation by the Engineer shall be removed under Pay Item No. 203-G Excess Excavation.

Existing raised pavement markers are to be removed prior to beginning the overlay operation. No measurement will be made for separate payment; the cost is to be included in the prices for other items bid. Permanent pavement markers are to be placed in accordance with the attached drawings and Standard Drawings. Two-way yellow markers are to be placed on two-way roads and county roads. Red-clear markers are to be placed on divided roadways. Two-way clear markers are to be placed on county roads.

Temporary traffic stripe will be required immediately after the required milling & overlay and prior to opening area to traffic. Temporary stripe is to be placed in the same location and configuration as the permanent stripe.

All permanent striping will be thermoplastic. Edge lines shall be placed to accommodate the lane widths shown on the applicable typical sections unless prevented by field conditions.

Asphalt curbs shown in the attached table are to be removed as directed by the Engineer.

NEWTON COUNTY

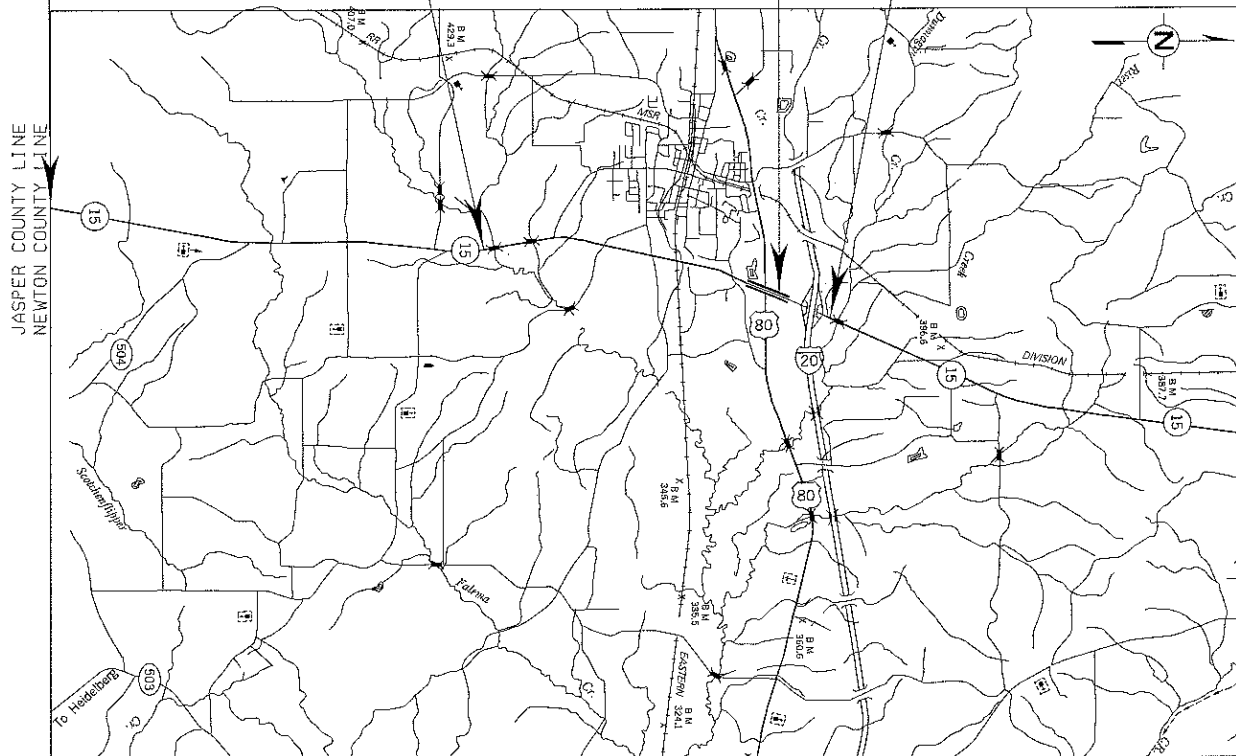
MP-5015-51(018) / 303918301000 AND MP-5015-51(018) / 303918302000
OVERLAYING S.R. 15 FROM JASPER COUNTY LINE
TO PAVEMENT CHANGE NORTH OF TARLOW CREEK
AND MILLING AND OVERLAYING FROM S.R. 15 0.3 MILES NORTH
OF U.S. 80 TO 0.3 MILES NORTH OF I-20 IN NEWTON

303918301000
BOP STA. 0+00

303918301000
EOP STA. 265+30

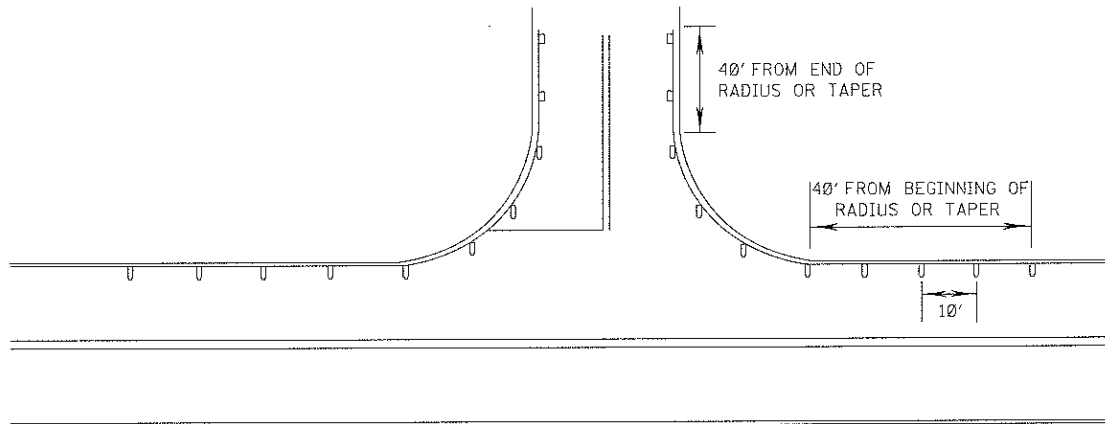
303918302000
BOP 43+55

303918302000
EOP STA. 70+63



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 NEWTON COUNTY

TYPICAL FOR RAISED PAVEMENT MARKERS
 PLACED ON SIDE ROAD RADIUS



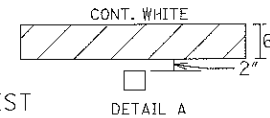
NOTE 1. MARKERS SHALL BE PLACED EVERY 10 FEET.

NOTE 2. MARKERS SHALL BE VISIBLE FROM THE TRAVELING MOTORIST
 ON STATE DESIGNATED HIGHWAYS.

NOTE 3. MARKERS SHALL BE HIGH PERFORMANCE TWO WAY CLEAR.

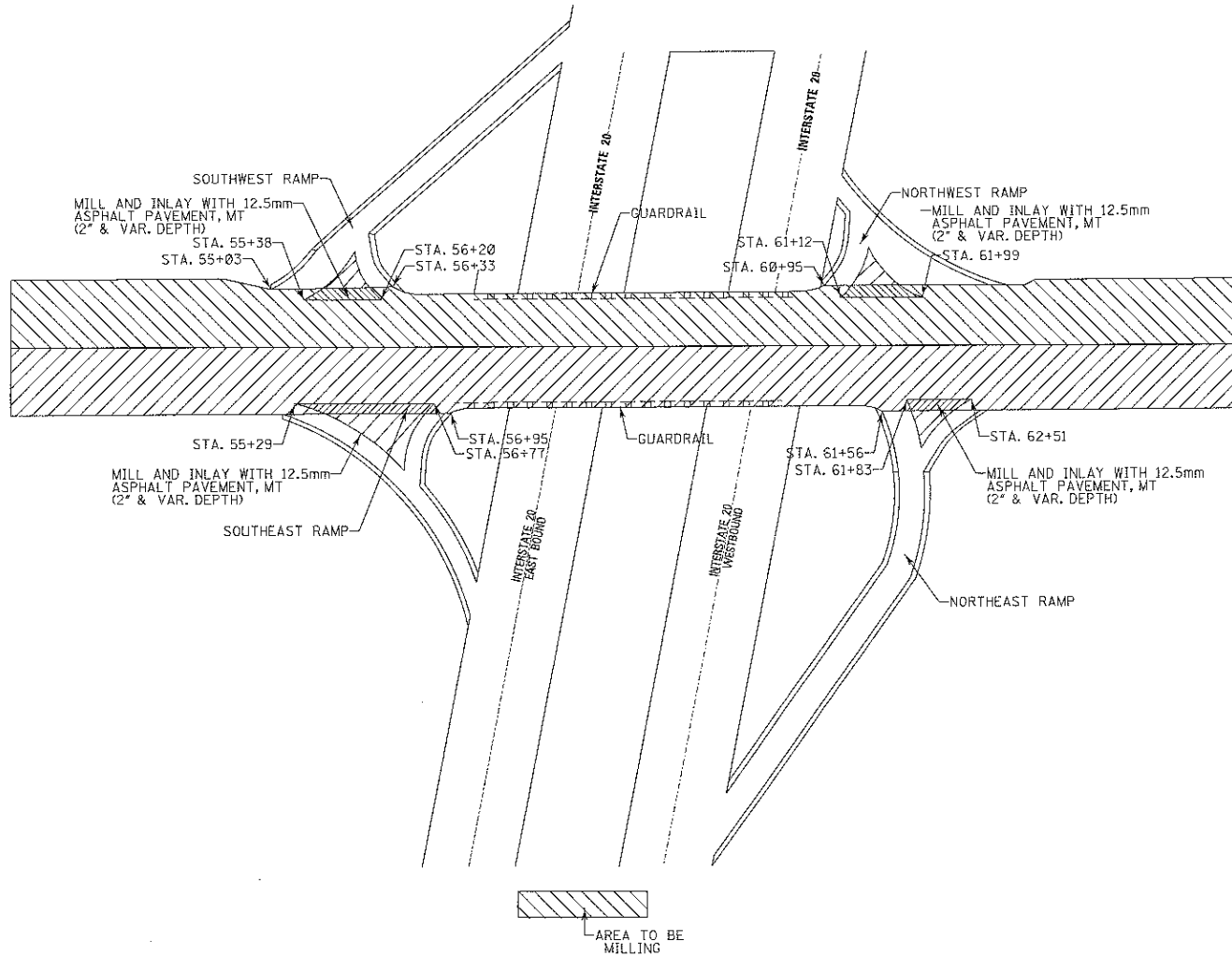
NOTE 4. FIVE (5) MARKERS SHALL BE PLACED ALONG MAINLINE EDGE STRIPE.

NOTE 5. MARKERS FOR COUNTY ROADS SHALL CONTINUE DOWN THE EDGE
 STRIPE A DISTANCE OF 40 FEET.



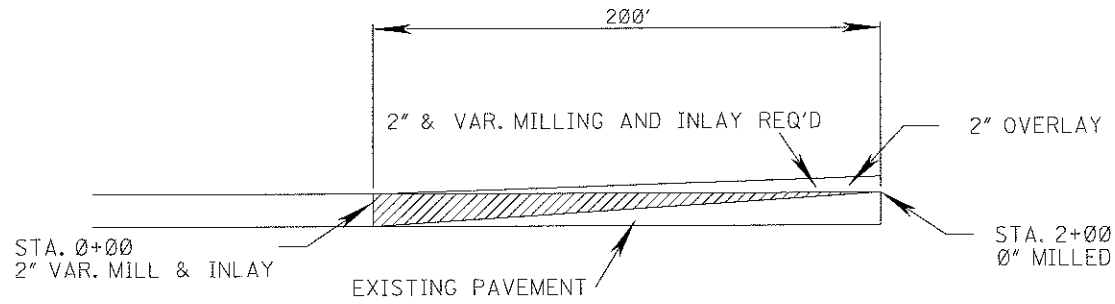
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 NEWTON COUNTY

MILLING TYPICAL DETAIL
 FOR LOCATION NEAR
 I-20 RAMP

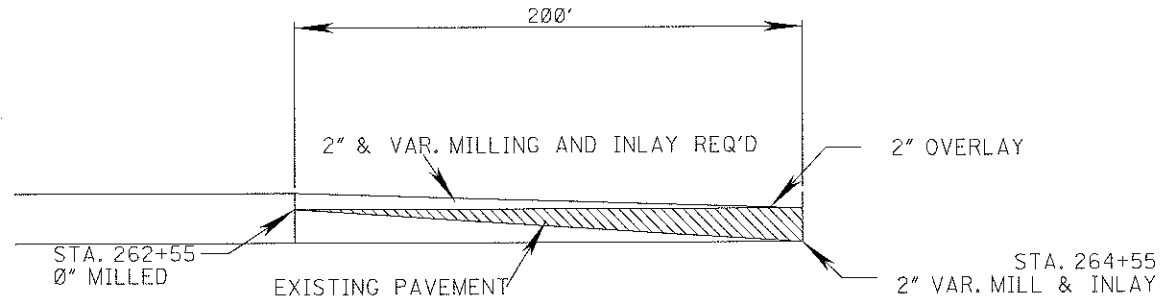


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MILLING TRANSITION DETAIL

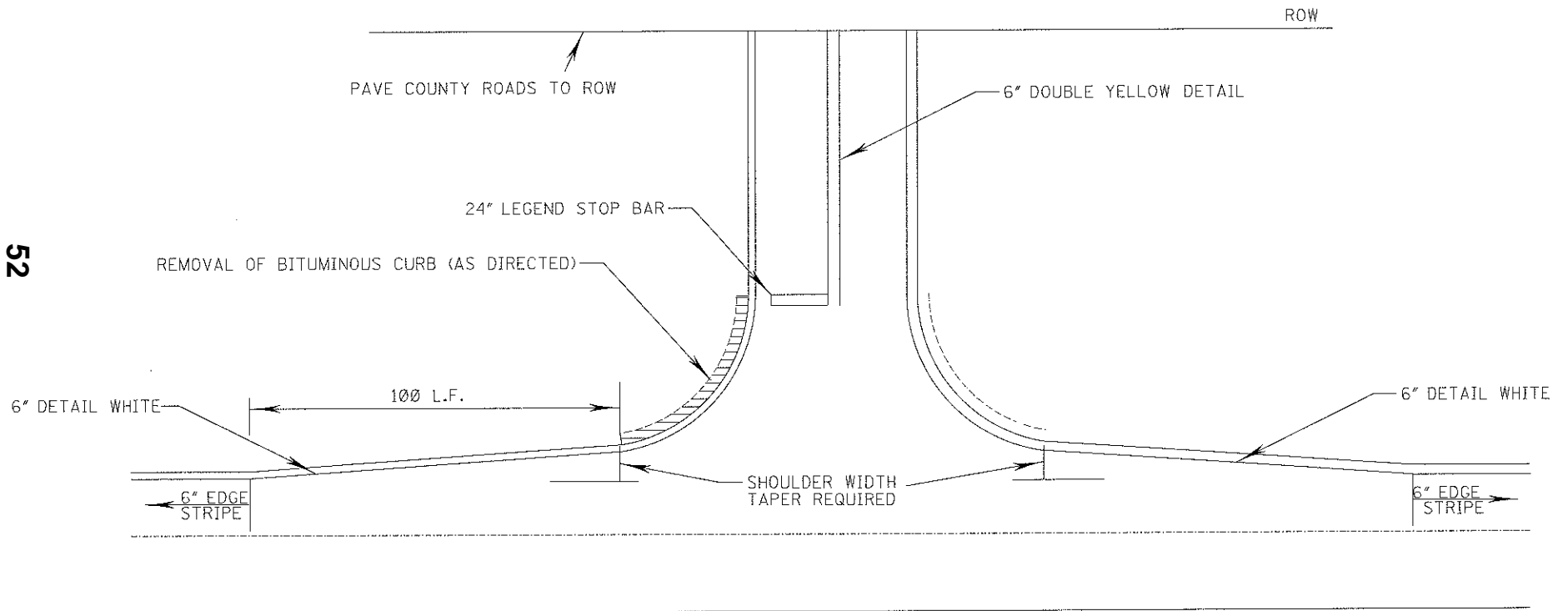


* TRANSITION LENGTH MAY BE ADJUSTED FOR LOCAL ROADS, RAMPS, ETC.



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NEWTON COUNTY

STRIPING DETAIL FOR COUNTY ROADS

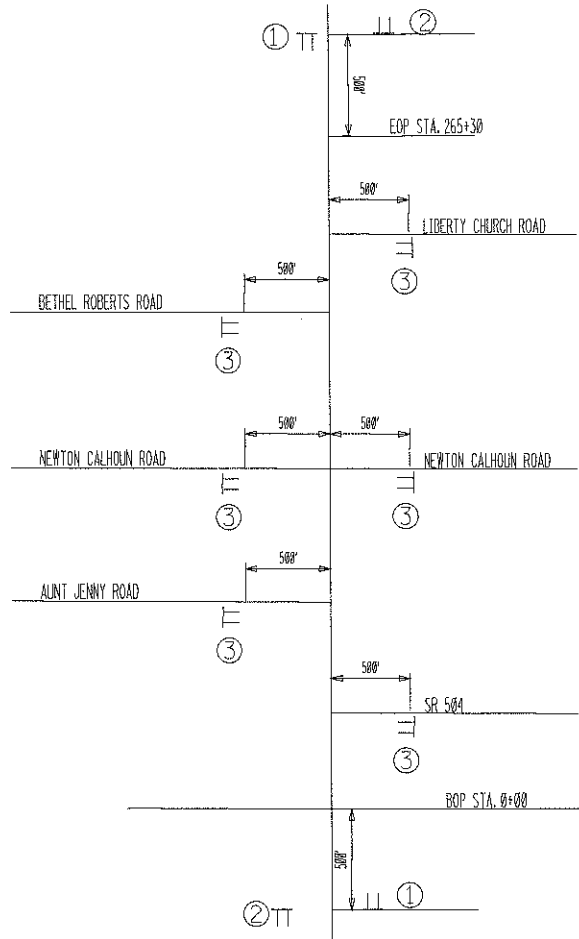


NOTE:

REMOVAL OF BITUMINOUS CURB LOCATION STA. 210+50 :
BETHEL ROBERTS ROAD (LEFT SIDE SR15 AND RT. LANE OF COUNTY RD)

*SEE ATTACHED SHEET FOR TWO-WAY CLEAR RPM DETAIL

MP-5051-51(018) 3039018-301000
CONSTRUCTION SIGNING DETAIL #1
JASPER/NEWTON COUNTY LINE
TO TARLOW CREEK



- TRAFFIC CONTROL SIGNS REQUIRED
- 2 - G20-1 "ROAD WORK NEXT 5.0 MILES"
 - 2 - G20-2A "END ROAD WORK"
 - 6 - W20-1 "ROAD WORK AHEAD"
 - 47 - R4-1 "DO NOT PASS"
 - 11 - R4-2 "PASS WITH CARE"
 - 11 - W14-3 "NO PASSING ZONE"

SIGN LEGEND	
NUMBER	DESCRIPTION
①	ROAD WORK NEXT 5.0 MILES G20-1 60x24
②	END ROAD WORK G20-2a 48x24
③	ROAD WORK AHEAD W20-1 48x48
④	DO NOT PASS R4-1 24x20
⑤	PASS WITH CARE R4-2 24x20
⑥	NO PASSING ZONE W14-3 36x48x18 53

NOTES:

ONE (1) W20-1 "ROAD WORK AHEAD" SIGN IS REQUIRED AT EACH LOCAL ROAD, STREET, OR HIGHWAY ENTERING THE PROJECT.

G20-1 AND G20-2A SIGNS MOUNTED ON TYPE III DOUBLE FACED BARRICADE.

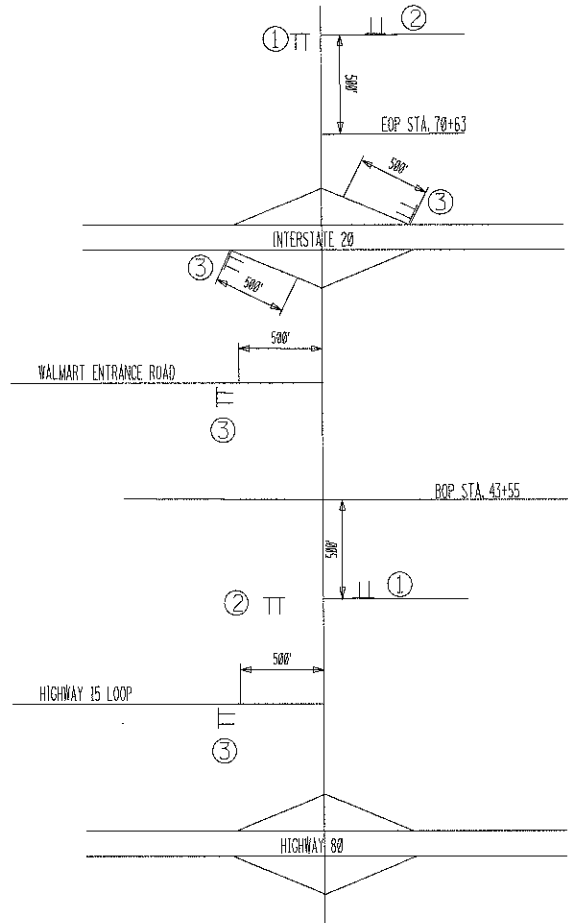
R4-1 "DO NOT PASS", R4-2 "PASS WITH CARE", AND W14-3 "NO PASSING ZONE" signs are required in accordance with Subsection 618.03.3 and as specified in the MUTCD. If No Passing zones are 1000 ft or more, install additional "DO NOT PASS" signs on maximum spacing of 750 ft.

FIELD CONDITIONS MAY REQUIRE SOME SIGNS ON THIS DETAIL TO BE ADJUSTED.

THE ABOVE SHOWN ITEMS WILL BE PAID UNDER THE APPROPRIATE PAY ITEMS.

MP-5051-51(018) 3039018-302000

CONSTRUCTION SIGNING DETAIL #2
SOUTH OF HIGHWAY 80
TO NORTH OF I-20



- TRAFFIC CONTROL SIGNS REQUIRED
- 2 - G20-1 "ROAD WORK NEXT 1.0 MILE"
 - 2 - G20-2A "END ROAD WORK"
 - 4 - W20-1 "ROAD WORK AHEAD"
 - 2 - R4-1 "DO NOT PASS"
 - 4 - W14-3 "NO PASSING ZONE"

SIGN LEGEND	
NUMBER	DESCRIPTION
①	ROAD WORK NEXT 1.0 MILE G20-1 60x24
②	END ROAD WORK G20-2a 48x24
③	ROAD WORK AHEAD W20-1 48x48
④	DO NOT PASS R4-1 24x30
⑤	PASS WITH CARE R4-2 24x30
⑥	NO PASSING ZONE W14-3 36x18x4

NOTES:

ONE (1) W20-1 "ROAD WORK AHEAD" SIGN IS REQUIRED AT EACH LOCAL ROAD, STREET, OR HIGHWAY ENTERING THE PROJECT.

G20-1 AND G20-2A SIGNS MOUNTED ON TYPE III DOUBLE FACED BARRICADE.

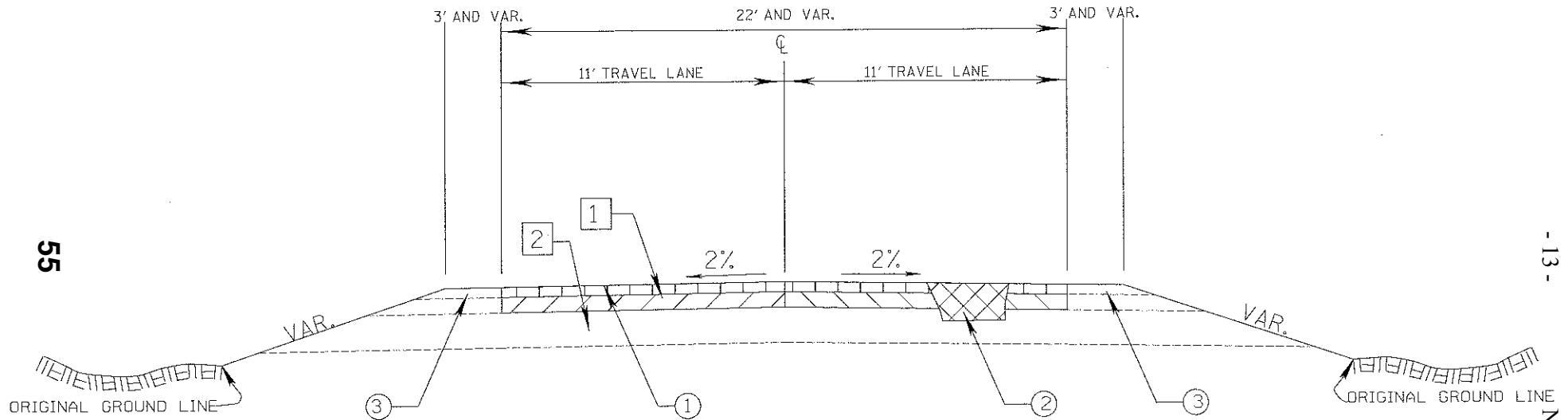
R4-1 "DO NOT PASS", R4-2 "PASS WITH CARE", AND W14-3 "NO PASSING ZONE" signs are required in accordance with Subsection 618.03.3 and as specified in the MUTCD. If No Passing zones are 1000 ft or more, install additional "DO NOT PASS" signs on maximum spacing of 750 ft.

FIELD CONDITIONS MAY REQUIRE SOME SIGNS ON THIS DETAIL TO BE ADJUSTED.

THE ABOVE SHOWN ITEMS WILL BE PAID UNDER THE APPROPRIATE PAY ITEMS.

MP-5015-51(018) 303918-301000
 NEWTON COUNTY

TYPICAL SECTION #1
 JASPER/NEWTON COUNTY LINE
 BOP TO 112+00



EXISTING MATERIALS

PROPOSED

- ① 7" AND VARIABLE ASPHALT PAVEMENT
- ② VARIABLE DEPTH GRANULAR MATERIAL

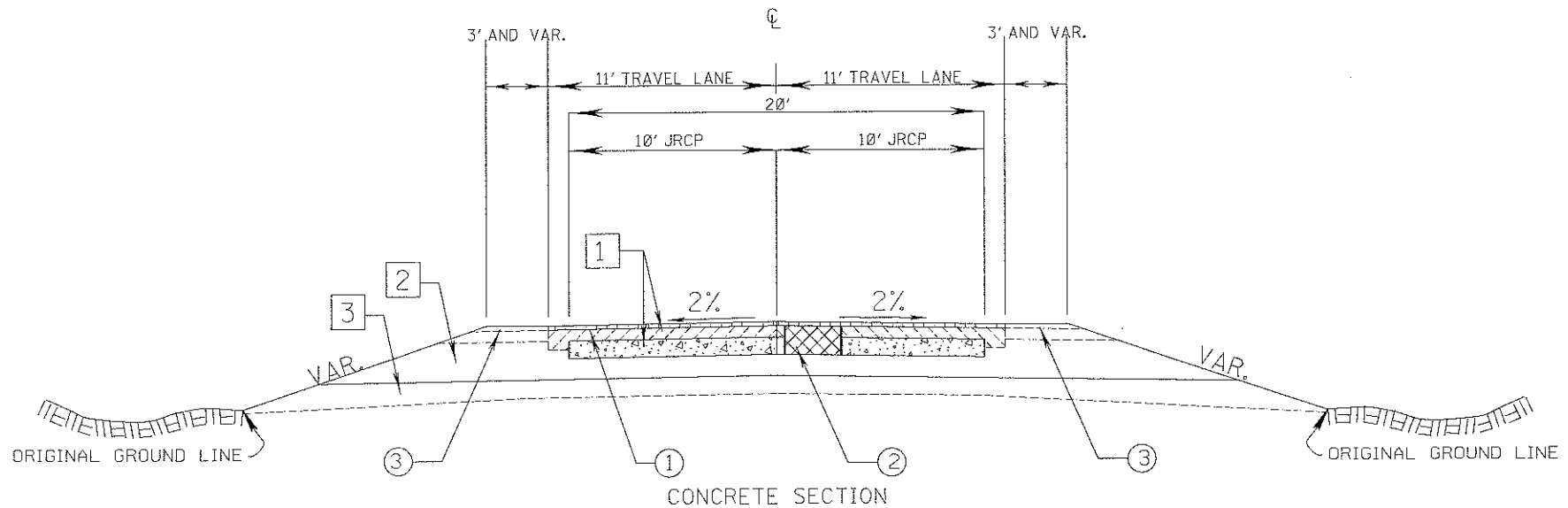
- ① OVERLAY WITH 2" ASPHALT PAVEMENT, 12.5mm MIXTURE, MT.
 -MODIFY EXISTING CROSS SLOPE BY PLACING 2" AT CENTERLINE
 AND 1-1/2" AT EDGE OF PAVEMENT, TO ACHIEVE 2% SLOPE.
- ② REPAIR ANY FAILED AREAS FULL DEPTH PRIOR TO OVERLAY AND REPLACE
 WITH 12.5mm MIXTURE, MT, (IF APPLICABLE).
- ③ VARIABLE DEPTH GRANULAR MATERIAL CLASS 5, GROUP C (AS REQ'D).

55

- 13 -

Notice To Bidder No.3814--Cont'd.

MP-5015-51(018) 303918-301000
 NEWTON COUNTY
 TYPICAL SECTION #2
 STA. 112+00 TO 231+85
 STA. 245+36 TO 265+30



EXISTING MATERIALS

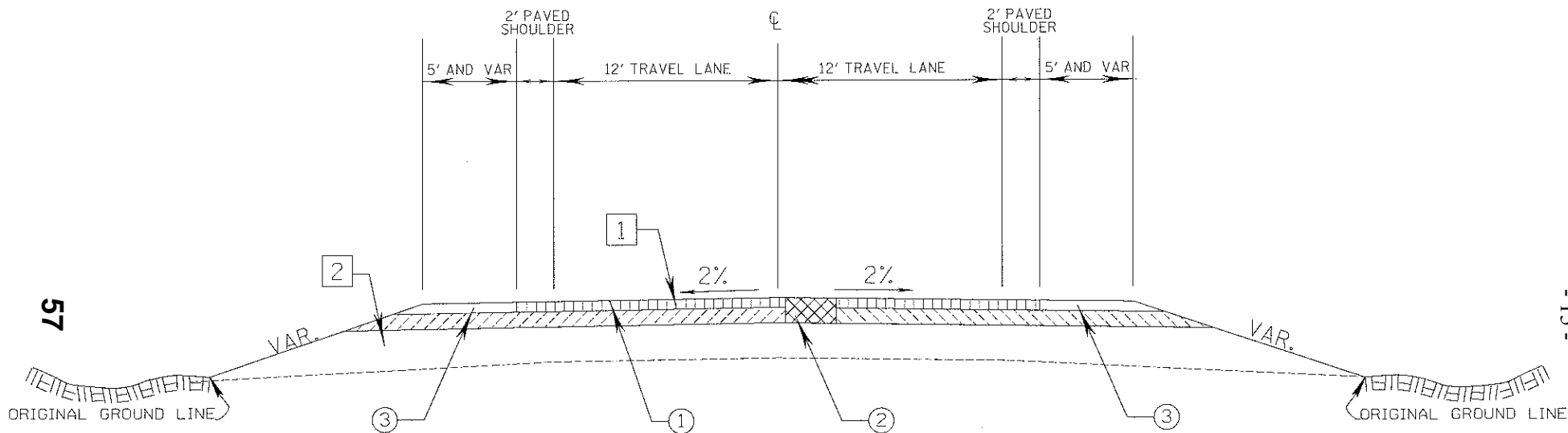
- ① 7" AND VARIABLE ASPHALT PAVEMENT OVER 5" JRC
- ② SUBGRADE TOPPING MATERIAL
- ③ VARIABLE DEPTH GRANULAR MATERIAL

PROPOSED

- ① OVERLAY WITH 2" ASPHALT PAVEMENT, 12.5mm MIXTURE, MT.
 -MODIFY EXISTING CROSS SLOPE BY PLACING 2" AT CENTERLINE AND 1-1/2" AT EDGE OF PAVEMENT, TO ACHIEVE 2% SLOPE.
- ② REPAIR ANY FAILED AREAS PRIOR TO OVERLAY AS DIRECTED IN ACCORDANCE WITH THE DETAILS SHOWN ELSEWHERE IN THE CONTRACT.
- ③ VARIABLE DEPTH GRANULAR MATERIAL CLASS 5, GROUP C (AS REQ'D).

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 NEWTON COUNTY

TYPICAL SECTION #3
 STA. 231+85 TO 242+95



EXISTING MATERIALS

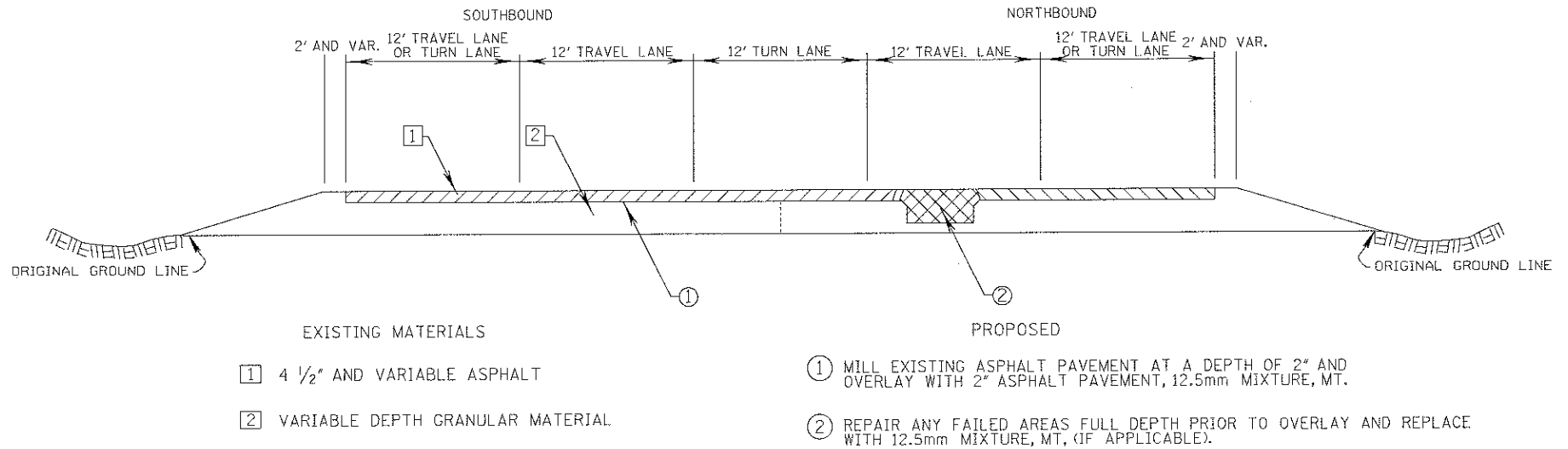
PROPOSED

- 1 9" AND VARIABLE ASPHALT PAVEMENT
- 2 VARIABLE DEPTH GRANULAR MATERIAL

- 1 OVERLAY WITH 2" ASPHALT PAVEMENT, 12.5mm MIXTURE, MT.
 -MODIFY EXISTING CROSS SLOPE BY PLACING 2" AT CENTERLINE AND 1-1/2" AT EDGE OF PAVEMENT, TO ACHIEVE 2% SLOPE.
- 2 REPAIR ANY FAILED AREAS FULL DEPTH PRIOR TO OVERLAY AND REPLACE WITH 12.5mm MIXTURE, MT, (IF APPLICABLE).
- 3 VARIABLE DEPTH GRANULAR MATERIAL CLASS 5, GROUP C (AS REQ'D).

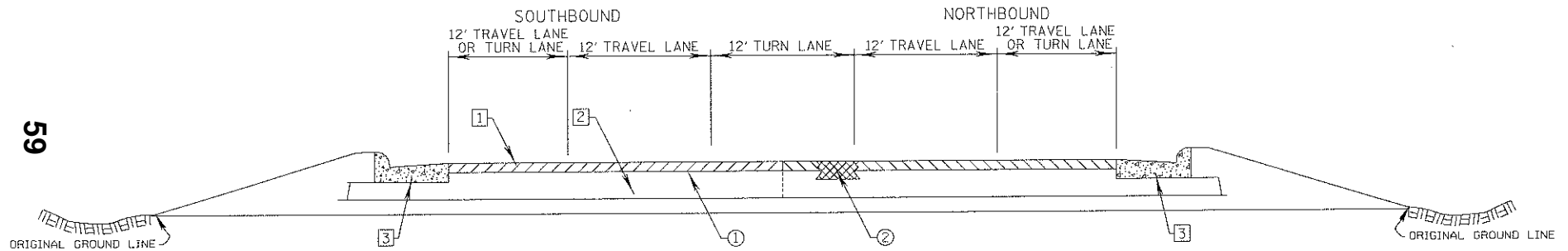
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 NEWTON COUNTY

TYPICAL SECTION #4
 LOCATIONS ARE NORTH OF HIGHWAY 80
 STA. 43+55 TO STA. 44+15
 AND
 STA. 66+10 TO STA. 70+63



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NEWTON COUNTY

TYPICAL SECTION #5
LOCATIONS ARE NORTH OF HIGHWAY 80
STA. 44+15 TO STA. 46+00
AND
STA. 49+10 TO STA. 66+10



EXISTING MATERIALS

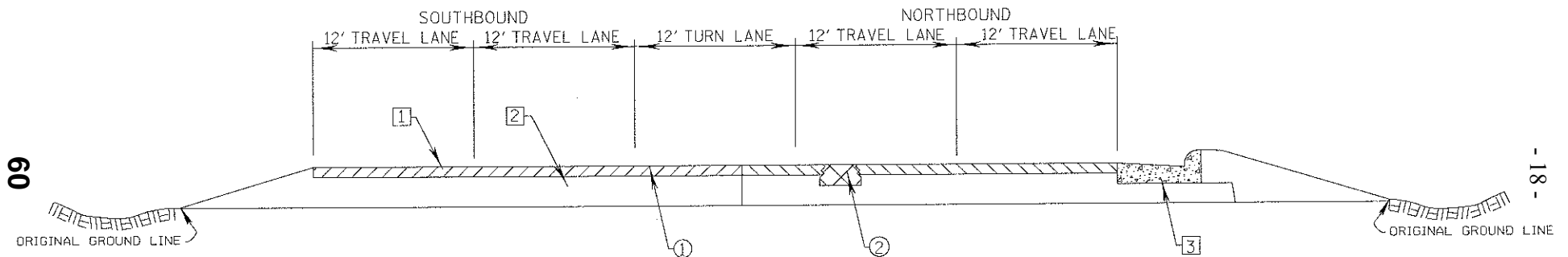
- [1] 4 1/2" AND VARIABLE ASPHALT
- [2] VARIABLE DEPTH GRANULAR MATERIAL
- [3] COMBINATION CONCRETE CURB AND GUTTER (LOCATIONS VARIABLE)

PROPOSED

- ① MILL EXISTING ASPHALT PAVEMENT AT A DEPTH OF 2" AND OVERLAY WITH 2" ASPHALT PAVEMENT, 12.5mm MIXTURE, MT.
- ② REPAIR ANY FAILED AREAS FULL DEPTH PRIOR TO OVERLAY AND REPLACE WITH 12.5mm MIXTURE, MT, (IF APPLICABLE).

MP-5015-51(019) 303918-302000
 NEWTON COUNTY

TYPICAL SECTION #6
 LOCATIONS ARE NORTH OF HIGHWAY 80
 STA. 46+00 TO STA. 49+10



EXISTING MATERIALS

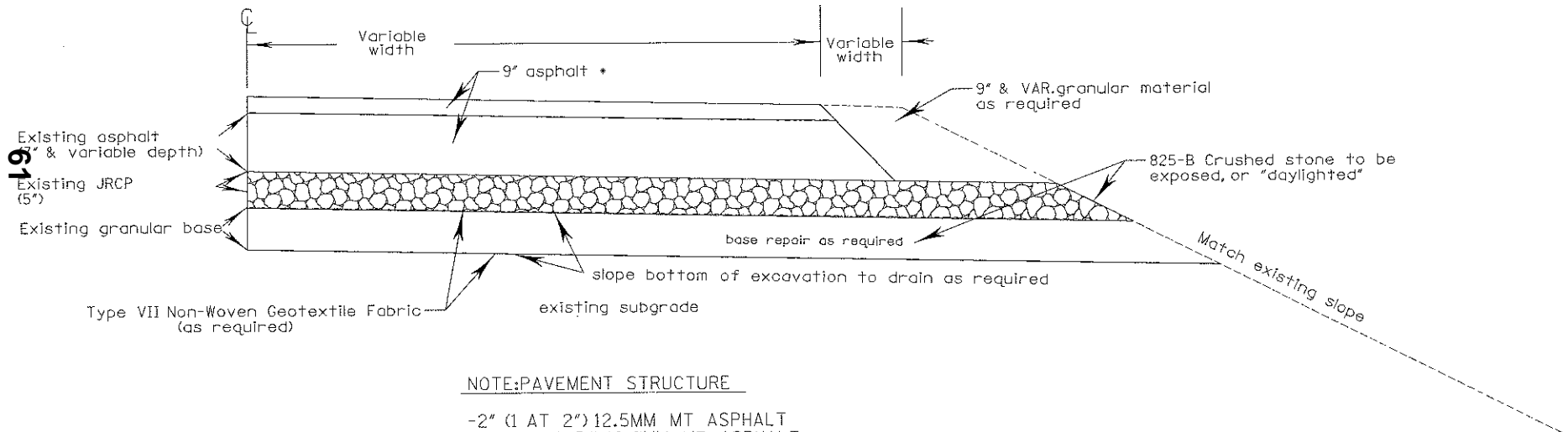
- ① 4 1/2" AND VARIABLE ASPHALT
- ② VARIABLE DEPTH GRANULAR MATERIAL
- ③ COMBINATION CONCRETE CURB AND GUTTER (LOCATION VARIABLE)

PROPOSED

- ① MILL EXISTING ASPHALT PAVEMENT AT A DEPTH OF 2" AND OVERLAY WITH 2" ASPHALT PAVEMENT, 12.5mm MIXTURE, MT.
- ② REPAIR ANY FAILED AREAS FULL DEPTH PRIOR TO OVERLAY AND REPLACE WITH 12.5mm MIXTURE, MT, (IF APPLICABLE).

NEWTON COUNTY
MP-5015-51(018) / 303918

PAVEMENT FAILURE REPAIR DETAIL



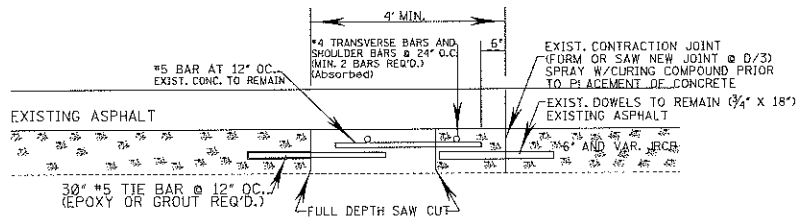
NOTE: PAVEMENT STRUCTURE

-2" (1 AT 2") 12.5MM MT ASPHALT
-7" (2 @ 3.5") 19.0MM MT ASPHALT

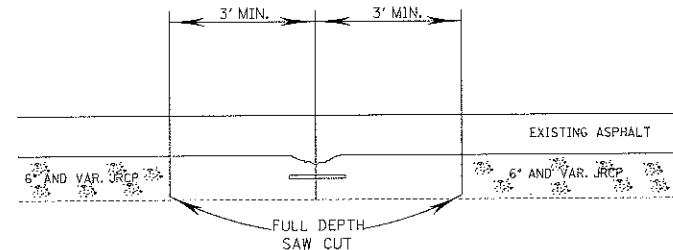
* Top lift (2" of 12.5mm) is to be placed during the overlay of the mainline

MP-5015-51(018) 303918-301000
NEWTON COUNTY

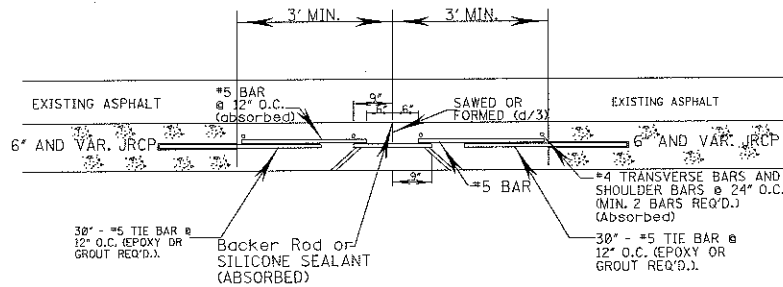
DETAIL OF CONCRETE PAVEMENT REPAIR



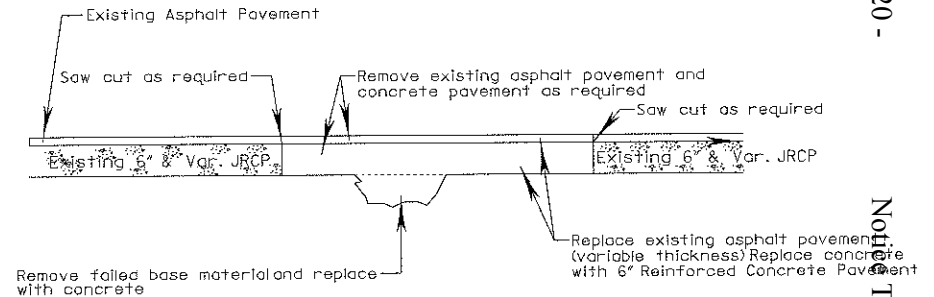
ONE HALF JOINT REPAIR DETAIL



FULL JOINT REPAIR DETAIL



SECTIONAL VIEW OF REPLACED JOINT



FULL DEPTH CONCRETE REPAIR

NOTES: LONGITUDINAL SAW CUTS ALONG & OR ADJACENT TO SHOULDER WILL BE REQ'D. TO CUT EXISTING TIE BARS. TIE BARS WILL BE REPLACED. BARS AND SAW CUTS TO BE PAID FOR UNDER APPROPRIATE PAY ITEM.

TRANSVERSE & TIE BARS TO BE PLACED AT d/2 OR AS DIRECTED

SAW CUTS OUTSIDE OF THE AREA TO BE REMOVED WILL BE FILLED WITH EPOXY.

BACKER ROD TO BE PLACED IF THE WIDTH OF THE SAW CUT JOINT IS LESS THAN 1/4". BACKER ROD SHOULD BE 1/8" LARGER THAN THE WIDTH OF THE SAW CUT.

SAW CUTS AND BACKER ROD/SEALANT AT CONTRACTION JOINTS WILL NOT BE MEASURED FOR SEPARATE PAYMENT. COST SHOULD BE INCLUDED IN OTHER ITEMS BID.

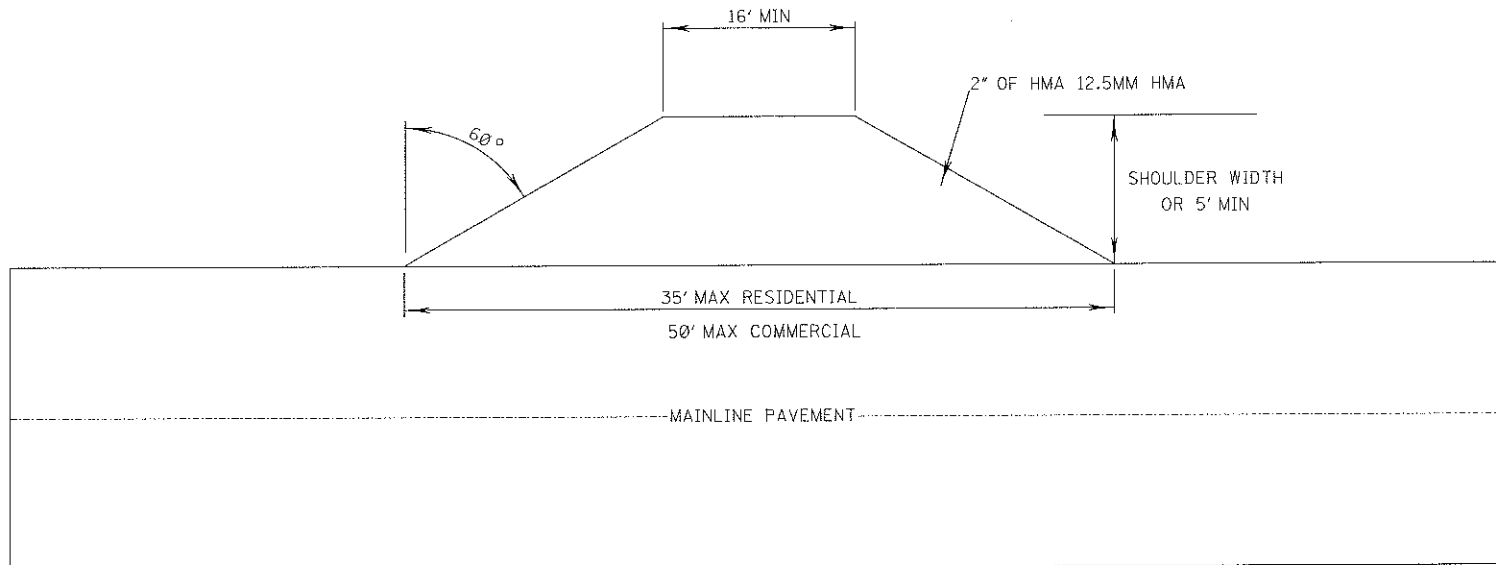
LOAD TRANSFER DOWEL ASSEMBLY TO BE INCLUDED IN ITEMS BID.

MP-5015-51(018) 303918-301000

MP-5015-51(018) 303918-302000

NEWTON COUNTY

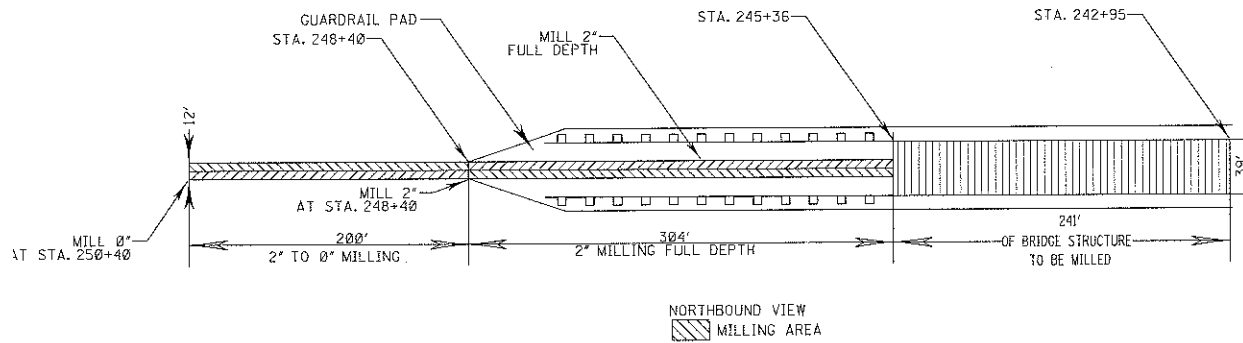
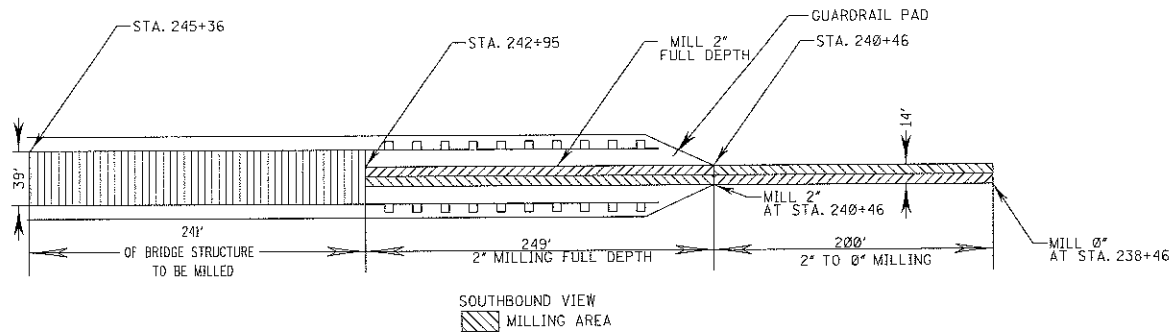
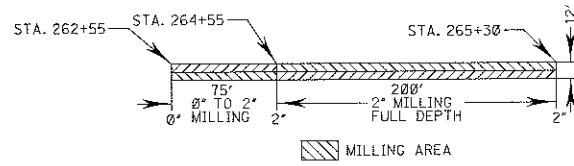
DRIVEWAY PAD DETAIL



NOTE:

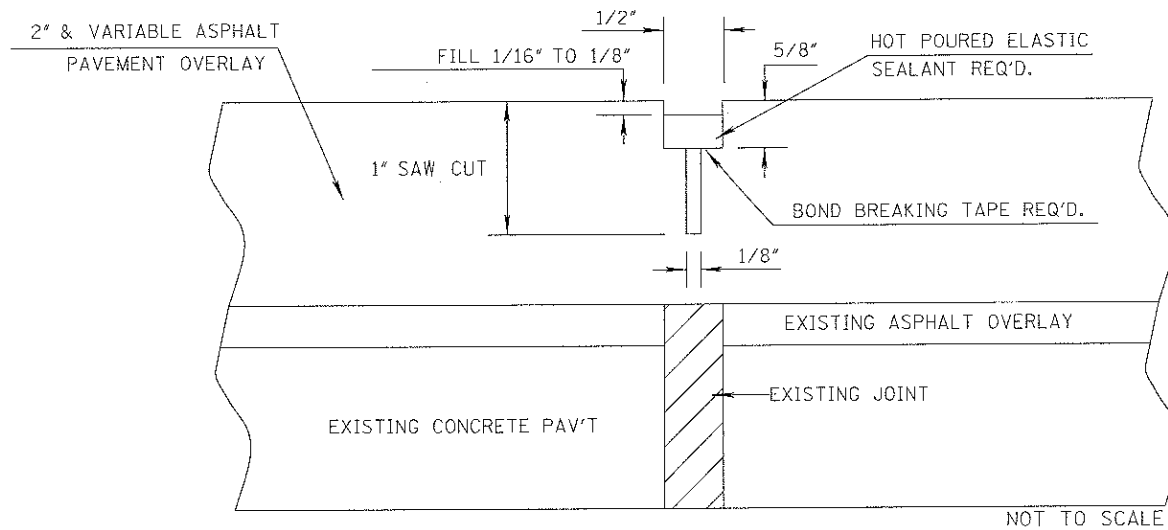
THE ASPHALT ON THE EXISTING DRIVEWAY/RAMP PADS ARE TO REMAIN IN THEIR CURRENT SIZE AND LOCATION AND OVERLAID. IF, IN THE OPINION OF THE ENGINEER, A PAD SHOULD BE MODIFIED OR REPLACED, PAYMENT WILL BE MADE FOR THE WORK USING THE APPROPRIATE PAY ITEMS. GRANULAR MATERIAL AND/OR STABILIZER AGGREGATE SHOULD BE PLACED AROUND THE PADS AS REQUIRED.

MP-5015-51(018) 303918-301000
 NEWTON COUNTY



MP-5015-51(018) 303918-301000
 NEWTON COUNTY

TRANSVERSE JOINT CLEANING & FILLING DETAIL
 DETAIL OF SAWING AND SEALING TRANSVERSE/LONGITUDINAL JOINTS



DETAIL OF CLEANING AND SEALING TRANSVERSE JOINTS IN CONCRETE PAVEMENT ($> 1/2"$ WIDE)
 AND SAWING AND SEALING TRANSVERSE JOINTS IN ASPHALT PAVEMENT OVERLAY.

*NOTE: EXISTING TRANSVERSE JOINTS IN THE CONCRETE PAVEMENT ($1/2"$ OR GREATER IN WIDTH)
 ARE TO BE ROUTED OR OTHERWISE CLEANED TO A DEPTH OF 3" AND FILLED WITH WELL COMPACTED
 ASPHALT PRIOR TO OVERLAY. ASPHALT USED FOR JOINT FILLING SHALL BE 12.5mm OR SMALLER IN
 SIZE. WARM MIX ASPHALT OR HOT MIX ASPHALT MAY BE USED FOR FILL MATERIAL.

Cleaning and Filling Joints
Sawing and Sealing Joints

Tranverse Joints			
Station	-	Station	No. of Joints
112+00	-	231+85	400
246+30	-	265+30	64
242+95		245+36	13

MP-5015-51(018) / 303918-301000			
Longitudinal Joints Requiring Cleaning and Filling & Sawing and Sealing			
Station		Station	Length
115+00	-	116+00	100
124+00	-	128+00	400
220+00	-	228+00	800
230+00	-	231+75	175
		Total	1475

Quantity

Item	Transverse	Longitudinal	Unit	TOTAL
Cleaning and Filling Joints	9280	0	LF	9280
Sawing and Sealing Joints	11630	0	LF	11630

MP-5015-51(018) / 303918-301000

Saw Cuts

Station	Location	Length	Saw Cuts	
			Full Depth	Longitudinal
			LF	LF
113+95	Rt & Lt	8	40	8
123+66	Rt	10	20	
123+66	Lt	25	20	25
131+63	Rt & Lt	8	40	8
139+24	Rt & Lt	16	40	16
144+01	Rt	29	20	29
144+01	Lt	11	20	
155+11	Rt	17	20	
155+11	Lt	20	20	20
158+41	Lt	11	20	11
162+62	Rt & Lt	13	40	13
165+66	Rt	42	20	42
165+66	Lt	12	20	
168+36	Rt	12	20	12
170+16	Rt	17	20	17
170+16	Lt	12	20	
174+07	Rt & Lt	18	40	18
174+93	Lt	23	20	23
174+93	Rt	15	20	
181+29	Rt	19	20	19
181+29	Lt	18	20	
194+19	Rt	40	20	20
194+19	Lt	27	20	
203+44	Lt	15	20	15
207+70	Rt & Lt	14	40	14
212+30	Lt	19	20	19
212+30	Rt	15	20	
220+29	Lt	16	20	16
220+29	Rt	15	20	
221+18	Lt	12	20	12
223+02	Lt	17	20	17
223+02	Rt	15	20	
229+02	Lt	24	20	24
229+02	Rt	22	20	
150+63	Lt	19	20	19
150+69	Rt	15	20	15
156+00	Rt	6	20	6
TOTALS			860	438

619-D Standard Roadside Construction Signs (10 Sq. Ft. or More) 301000					
Station	Location	Description	Quantity	Unit	Remarks
	Rt	G20-1	10	SF	500' South of BOP
217+20	Rt	W20-1	16	SF	Liberty Church Rd
210+50	Lt	W20-1	16	SF	Bethel Roberts Rd
160+80	Lt	W20-1	16	SF	Newton Calhoun Rd
160+80	Rt	W20-1	16	SF	Newton Calhoun Rd
123+88	Lt	W20-1	16	SF	Homewood Rd.
106+50	Lt	W20-1	16	SF	Elm St.
	Lt	G20-1	10	SF	500' North of EOP
					G20-1
		Total	116	SF	

619-D Standard Roadside Construction Signs (Less than 10 Sq. Ft.) 30100					
Station	Location	Description	Quantity	Unit	Remarks
0+00	RT	R4-1	5	SF	Northbound
0+00	LT	W14-3	5.56	SF	Northbound
3+02	LT	R4-1	5	SF	Southbound
7+50	RT	R4-1	5	SF	Northbound
10+52	LT	R4-1	5	SF	Southbound
14+85	RT	R4-2	5	SF	Northbound
18+02	LT	R4-1	5	SF	Southbound
25+52	LT	R4-1	5	SF	Southbound
25+52	RT	W14-3	5.56	SF	Southbound
37+14	RT	R4-1	5	SF	Northbound
37+14	LT	W14-3	5.56	SF	Northbound
46+76	RT	R4-2	5	SF	Northbound
46+76	LT	R4-2	5	SF	Southbound
50+51	LT	R4-1	5	SF	Southbound
58+01	RT	R4-1	5	SF	Northbound
58+01	LT	W14-3	5.56	SF	Northbound
58+01	LT	R4-1	5	SF	Southbound
58+01	RT	W14-3	5.56	SF	Southbound
65+51	RT	R4-1	5	SF	Northbound
68+08	LT	R4-2	5	SF	Southbound
70+57	LT	R4-1	5	SF	Southbound
73+01	RT	R4-1	5	SF	Northbound
78+07	LT	R4-1	5	SF	Southbound
80+51	RT	R4-1	5	SF	Northbound
85+57	LT	R4-1	5	SF	Southbound
88+01	RT	R4-1	5	SF	Northbound
93+07	LT	R4-1	5	SF	Southbound
95+51	RT	R4-1	5	SF	Northbound
100+57	LT	R4-1	5	SF	Southbound
103+01	RT	R4-1	5	SF	Northbound
105+70	RT	R4-2	5	SF	Northbound
108+07	LT	R4-1	5	SF	Southbound
115+57	LT	R4-1	5	SF	Southbound
115+57	RT	W14-3	5.56	SF	Southbound
139+32	RT	R4-1	5	SF	Northbound
139+32	LT	W14-3	5.56	SF	Northbound
146+82	RT	R4-1	5	SF	Northbound
148+86	LT	R4-2	5	SF	Southbound
151+43	RT	R4-2	5	SF	Northbound
154+18	LT	R4-1	5	SF	Southbound
161+68	LT	R4-1	5	SF	Southbound
161+68	RT	W14-3	5.56	SF	Southbound
167+35	RT	R4-1	5	SF	Northbound

619-D Standard Roadside Construction Signs (Less than 10 Sq. Ft.) 30100					
Station	Location	Description	Quantity	Unit	Remarks
167+35	LT	W14-3	5.56	SF	Northbound
175+46	LT	R4-1	5	SF	Southbound
177+04	RT	R4-2	5	SF	Northbound
177+64	LT	R4-2	5	SF	Southbound
182+96	LT	R4-1	5	SF	Southbound
186+27	RT	R4-1	5	SF	Northbound
186+27	LT	W14-3	5.56	SF	Northbound
190+46	LT	R4-1	5	SF	Southbound
193+77	RT	R4-1	5.56	SF	Northbound
197+96	LT	R4-1	5	SF	Southbound
201+27	RT	R4-1	5	SF	Northbound
205+46	LT	R4-1	5	SF	Southbound
208+77	RT	R4-1	5.56	SF	Northbound
212+96	LT	R4-1	5	SF	Southbound
216+27	RT	R4-1	5	SF	Northbound
220+46	LT	R4-1	5	SF	Southbound
223+77	RT	R4-1	5	SF	Northbound
227+96	LT	R4-1	5	SF	Southbound
231+27	RT	R4-1	5	SF	Northbound
231+67	RT	R4-2	5	SF	Northbound
235+46	LT	R4-1	5	SF	Southbound
242+96	LT	R4-1	5	SF	Southbound
242+96	RT	W14-3	5.56	SF	Southbound
265+30	LT	RF-2	5	SF	Southbound
	LT	G20-2A	8	SF	500' South of BOP
	RT	G20-2A	8	SF	500' North of EOP
		Total	358.28	SF	

619-G Type III Barricades Double-Faced 30100					
Location		Station	Quantity	Unit	Description
Rt		500' South of BOP	6	LF	
Lt		500' South of BOP	6	LF	
Rt		500' North of EOP	6	LF	
Lt		500' North of EOP	6	LF	
		Total	24	LF	

619-D Standard Roadside Construction Signs (10 Sq. Ft. or More) 302000					
Station	Location	Description	Quantity	Unit	Remarks
	Rt	G20-1	10	SF	500' South of BOP
217+20	Lt	W20-1	16	SF	Highway 15 Loop
210+50	Lt	W20-1	16	SF	Walmart Entrance Rd
160+80	Lt	W20-1	16	SF	I 20 Ramp SW Quadrant
160+80	Rt	W20-1	16	SF	I 20 Ramp NE Quadrant
	Lt	G20-1	10	SF	500' North of EOP
					G20-1
		Total	84	SF	

619-D Standard Roadside Construction Signs (Less than 10 Sq. Ft.) 30200					
Station	Location	Description	Quantity	Unit	Remarks
	LT	G20-2A	8	SF	500' South of BOP
	RT	G20-2A	8	SF	500' North of EOP
		Total	16	SF	

619-G Type III Barricades Double-Faced 30200					
Location		Station	Quantity	Unit	Description
Rt		500' South of BOP	6	LF	
Lt		500' South of BOP	6	LF	
		Total	12	LF	

619-G Type III Barricades Single-Faced 30200					
Location		Station	Quantity	Unit	Description
Rt		500' North of EOP	6	LF	
Lt		500' North of EOP	6	LF	
		Total	12	LF	

MP-5015(018)/303918-302000					
Vehicle Loop Assemblies					
Intersection at McDonalds, Walmart and Hardees					
Location	Lane	Size	Type	Quantity (LF)	Remarks
SR 15	Lt. Turn Lane	6'x50'	II	112	Lt. Turn Lane (Entrance to Walmart)
SR 15	Lt. Turn Lane	6'x25'		87	Lt. Turn Lane (Exit from McDonalds)
SR 15	Lt. Turn Lane	6'x50'	II	112	Lt. Turn Lane (Entrance to Walmart)
SR 15	Lt. Turn Lane	6'x50'	II	112	Walmart Exiting Lane
SR 15	Thru/Rt. Turn Lane	6'x50'	II	162	Walmart Exiting Lane
Subtotal				585	

Vehicle Loop Assemblies					
Intersection North of I-20					
SR 15	Thru Lane	6'x6'	I	24	Advance Warning for Intersection of SR15/NERAMP AND NWRAMP
SR 15	Lt. Turn Lane	6'x50'	II	162	Onto NWRAMP of Interstate 20/Entrance to Wendys
SR 15	Lt. Turn Lane	6'x50'	II	162	Off NERAMP of Interstate 20
SR 15	Thru Lane	6'x6'	I	24	Advance Warning for Intersection of SR15/NERAMP AND NWRAMP
Subtotal				372	
TOTAL				957	LF

Failed Areas 301000												
Station	Location	Width (FT)	Length (FT)	Area (SF)*	Removal of Concrete Overlayed w/ Asphalt (SV)	Removal of Asphalt (SV)	Asphalt, 19mm Mix (Tons)	Excess Excavation, FM (CY)	Size 825-B Crushed Stone Base, (Tons)	Granular Mat. Class 5, Group C (CY)	Type VII Non-Woven Geotextile Area (SF)	
134-05	RT	12	8	96.0	8.9	1.8	4.20	1.33	4.35	0.84	16.00	
134-05	LT	12	8	96.0	8.9	1.8	4.20	1.33	4.35	0.84	16.00	
123-05	RT	12	10	120.0	11.1	2.2	5.25	1.57	5.43	1.05	20.00	
123-05	LT	12	25	300.0	27.8	5.6	13.13	4.17	13.58	2.81	50.00	
131-03	RT	12	8	96.0	8.9	1.8	4.20	1.33	4.35	0.84	16.00	
131-03	LT	12	8	96.0	8.9	1.8	4.20	1.33	4.35	0.84	16.00	
139-24	RT	12	16	192.0	17.8	3.6	8.40	2.57	8.69	1.57	32.00	
139-24	LT	12	16	192.0	17.8	3.6	8.40	2.57	8.69	1.57	32.00	
144-01	RT	12	29	348.0	32.2	6.4	15.23	4.83	15.75	3.03	55.00	
144-01	LT	12	29	348.0	32.2	6.4	15.23	4.83	15.75	3.03	55.00	
150-03	RT	12	11	132.0	12.2	2.4	5.78	1.83	5.97	1.15	22.00	
150-03	LT	12	11	132.0	12.2	2.4	5.78	1.83	5.97	1.15	22.00	
150-03	RT	12	19	228.0	21.1	4.2	9.98	3.17	10.32	1.99	38.00	
150-03	LT	12	19	228.0	21.1	4.2	9.98	3.17	10.32	1.99	38.00	
155-11	RT	12	17	204.0	18.9	3.8	7.88	2.50	8.15	1.57	30.00	
155-11	LT	12	17	204.0	18.9	3.8	7.88	2.50	8.15	1.57	30.00	
155-11	RT	12	20	240.0	22.2	4.4	10.50	3.33	10.86	2.09	40.00	
155-11	LT	12	20	240.0	22.2	4.4	10.50	3.33	10.86	2.09	40.00	
169-00	RT	12	6	72.0	6.7	1.3	3.15	1.00	3.26	0.63	12.00	
169-00	LT	12	6	72.0	6.7	1.3	3.15	1.00	3.26	0.63	12.00	
169-41	RT	12	11	132.0	12.2	2.4	5.78	1.83	5.97	1.15	22.00	
169-41	LT	12	11	132.0	12.2	2.4	5.78	1.83	5.97	1.15	22.00	
162-62	RT	12	13	156.0	14.4	2.8	6.83	2.17	7.06	1.36	26.00	
162-62	LT	12	13	156.0	14.4	2.8	6.83	2.17	7.06	1.36	26.00	
165-66	RT	12	12	144.0	13.3	2.7	6.30	2.00	6.52	1.26	24.00	
165-66	LT	12	12	144.0	13.3	2.7	6.30	2.00	6.52	1.26	24.00	
168-36	RT	12	12	144.0	13.3	2.7	6.30	2.00	6.52	1.26	24.00	
168-36	LT	12	12	144.0	13.3	2.7	6.30	2.00	6.52	1.26	24.00	
170-16	RT	12	17	204.0	18.9	3.8	7.88	2.50	8.15	1.57	30.00	
170-16	LT	12	17	204.0	18.9	3.8	7.88	2.50	8.15	1.57	30.00	
170-16	RT	12	12	144.0	13.3	2.7	6.30	2.00	6.52	1.26	24.00	
170-16	LT	12	12	144.0	13.3	2.7	6.30	2.00	6.52	1.26	24.00	
174-07	RT	12	18	216.0	20.0	4.0	9.45	3.00	9.78	1.88	36.00	
174-07	LT	12	18	216.0	20.0	4.0	9.45	3.00	9.78	1.88	36.00	
174-07	RT	12	12	144.0	13.3	2.7	6.30	2.00	6.52	1.26	24.00	
174-07	LT	12	12	144.0	13.3	2.7	6.30	2.00	6.52	1.26	24.00	
174-03	RT	12	23	276.0	25.6	5.1	12.08	3.83	12.49	2.41	48.00	
174-03	LT	12	23	276.0	25.6	5.1	12.08	3.83	12.49	2.41	48.00	
181-29	RT	12	19	228.0	21.1	4.2	9.98	3.17	10.32	1.99	38.00	
181-29	LT	12	19	228.0	21.1	4.2	9.98	3.17	10.32	1.99	38.00	
181-29	RT	12	40	480.0	44.4	8.9	21.00	6.67	21.73	4.18	80.00	
181-29	LT	12	40	480.0	44.4	8.9	21.00	6.67	21.73	4.18	80.00	
184-19	RT	12	15	180.0	16.7	3.3	7.88	2.50	8.15	1.57	30.00	
184-19	LT	12	15	180.0	16.7	3.3	7.88	2.50	8.15	1.57	30.00	
203-44	RT	12	14	168.0	15.6	3.1	7.35	2.33	7.60	1.46	28.00	
203-44	LT	12	14	168.0	15.6	3.1	7.35	2.33	7.60	1.46	28.00	
207-70	RT	12	14	168.0	15.6	3.1	7.35	2.33	7.60	1.46	28.00	
207-70	LT	12	14	168.0	15.6	3.1	7.35	2.33	7.60	1.46	28.00	
212-30	RT	12	19	228.0	21.1	4.2	9.98	3.17	10.32	1.99	38.00	
212-30	LT	12	19	228.0	21.1	4.2	9.98	3.17	10.32	1.99	38.00	
212-30	RT	12	15	180.0	16.7	3.3	7.88	2.50	8.15	1.57	30.00	
212-30	LT	12	15	180.0	16.7	3.3	7.88	2.50	8.15	1.57	30.00	
220-28	RT	12	16	200.0	16.7	3.3	7.88	2.50	8.15	1.57	30.00	
220-28	LT	12	16	200.0	16.7	3.3	7.88	2.50	8.15	1.57	30.00	
221-18	RT	12	12	144.0	13.3	2.7	6.30	2.00	6.52	1.26	24.00	
221-18	LT	12	12	144.0	13.3	2.7	6.30	2.00	6.52	1.26	24.00	
223-02	RT	12	17	204.0	18.9	3.8	7.88	2.50	8.15	1.57	30.00	
223-02	LT	12	17	204.0	18.9	3.8	7.88	2.50	8.15	1.57	30.00	
223-02	RT	12	15	180.0	16.7	3.3	7.88	2.50	8.15	1.57	30.00	
223-02	LT	12	15	180.0	16.7	3.3	7.88	2.50	8.15	1.57	30.00	
229-02	RT	12	24	288.0	26.7	5.3	12.60	4.00	13.04	2.51	48.00	
229-02	LT	12	24	288.0	26.7	5.3	12.60	4.00	13.04	2.51	48.00	
229-02	RT	12	22	264.0	24.4	4.9	11.55	3.67	11.95	2.30	44.00	
229-02	LT	12	22	264.0	24.4	4.9	11.55	3.67	11.95	2.30	44.00	
246-30	RT	12	10	120.0	11.1	2.2	5.25	1.67	5.43	1.05	20.00	
246-30	LT	12	10	120.0	11.1	2.2	5.25	1.67	5.43	1.05	20.00	
246-30	RT	12	6	72.0	6.7	1.3	3.15	1.00	3.26	0.63	12.00	
246-30	LT	12	6	72.0	6.7	1.3	3.15	1.00	3.26	0.63	12.00	
255-60	RT	12	6	72.0	6.7	1.3	3.15	1.00	3.26	0.63	12.00	
255-60	LT	12	6	72.0	6.7	1.3	3.15	1.00	3.26	0.63	12.00	
260-13	RT	12	10	120.0	11.1	2.2	5.25	1.67	5.43	1.05	20.00	
260-13	LT	12	10	120.0	11.1	2.2	5.25	1.67	5.43	1.05	20.00	
265-22	RT	12	14	168.0	15.6	3.1	7.35	2.33	7.60	1.46	28.00	
265-22	LT	12	14	168.0	15.6	3.1	7.35	2.33	7.60	1.46	28.00	
Total								178.67	436.89	84.09	1808.00	

Unit Weight
Shrinkage Factor
x sec area =

Clay Gravel
Crushed Stone x sec area =

1.6975 Tons/CY
1.20
2.289 SF
2.242 SF

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-101-4

CODE: (IS)

DATE: 11/05/2008

SUBJECT: Definitions

Section 101, Definitions and Terms, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-101.02--Definitions. Replace the following definitions in Subsection 101.02 on pages 3 through 13.

Contract - The written agreement between the Mississippi Transportation Commission and the Contractor setting forth the obligations of the parties thereunder, including but not limited to, the performance of the work, the furnishing of labor and materials, and the basis of payment.

The contract includes the invitation for bids, proposal, contract form and contract bonds, specifications, supplemental specifications, interim specifications, general and detailed plans, special provisions, notices to bidders, notice to proceed, and also any agreements that are required to complete the construction of the work in an acceptable manner, including authorized extensions thereof, all of which constitute one instrument.

Contract Bonds - The approved form of security, executed by the Contractor and the Contractor's Surety(ies), guaranteeing complete execution of the contract and all supplemental agreements pertaining thereto and the payment of all legal debts pertaining to the construction of the project. This term includes Performance and Payment Bond(s).

Surety - A corporate body, qualified under the laws of Mississippi, which is bound with and for the successful bidder by "contract bond(s)" to guarantee acceptable performance of the contract and payment of all legal taxes and debts pertaining to the construction of the project, including payment of State Sales Tax as prescribed by law, and any overpayment made to the Contractor.

Add the following to the list of definitions in Subsection 101.02 on pages 3 through 13.

Performance Bond - The approved form of security, executed by the Contractor and issued by the Contractor's Surety(ies), guaranteeing satisfactory completion of the contract and all supplemental agreements pertaining thereto.

Payment Bond - The approved form of security, executed by the Contractor and issued by the Contractor's Surety(ies), guaranteeing the payment of all legal debts pertaining to the construction of the project including, but not limited to, the labor and materials of subcontractors and suppliers to the prime contractor.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

| **SPECIAL PROVISION NO. 907-102-8**

CODE: (IS)

| **DATE: 01/20/2011**

SUBJECT: Bidding Requirements and Conditions

907-102.06--Preparation of Proposal. Delete the fifth, sixth, and seventh paragraphs of Subsection 102.06 on page 18 and substitute the following:

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

Bidders are cautioned that using other versions of the Expedite Bid may result in improperly printed bid sheets. The correct version of Expedite Bid can be obtained at no cost from the MDOT Contract Administration Division or at the MDOT website, www.gomdot.com.

If bidders submit Expedite Bid generated bid sheets, then the bid sheets included in the proposal should not be completed. The Expedite Bid generated bid sheets should be stapled together, signed and included in the bid proposal package in the sealed envelope. If both the forms in the proposal and the Expedite Bid generated bid sheets are completed and submitted, only the Expedite Bid generated sheets will be recognized and used for the official bid. The USB Flash Drive containing the information printed on the Expedite Bid generated bid sheets should be placed in the padded envelope included with the bid proposal package and enclosed in the sealed envelope. Bid sheets printed from Expedite Bid should be a representation of the data returned on the flash drive. To have a true representation of the bid sheets, the Bidder must copy the EBS and EBS amendment files used to prepare the bid sheets to the flash drive. Otherwise, the unit prices bid will not be recorded to the flash drive. Bidders are cautioned that failure to follow proper flash drive handling procedures could result in the Department being unable to process the flash drive. Any modification or manipulation of the data contained on the flash drive, other than entering unit bid prices and completing all required Expedite Bid sections, will not be allowed and will cause the Contractor's bid to be considered irregular.

907-102.08--Proposal Guaranty. Delete the first and second paragraphs in Subsection 102.08 on page 20 and substitute the following:

No proposal will be considered unless accompanied by certified check, cashier's check or bid bond, made payable to the State of Mississippi, in an amount of not less than five percent (5%) of the total amount of the proposal offered. The guaranty shall be evidence of good faith that, if awarded the contract, the bidder will execute the contract and give performance and payment contract bond(s) as stipulated in Subsection 907-103.05.1, 907-103.05.2, and as required by law.

If a bid bond is offered as guaranty, the bond must be on a form approved by the Executive Director, made by a Surety acceptable to the Executive Director and signed or countersigned by a Mississippi Agent or Qualified Nonresident Agent and the Bidder. Such bid bond shall also conform to the requirements and conditions stipulated in Subsection 907-103.05.2 as applicable.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-103-8

CODE: (SP)

DATE: 12/15/2009

SUBJECT: Award and Execution of Contract

Section 103, Award and Execution of Contract, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-103.04--Return of Proposal Guaranty. Delete the second paragraph of Subsection 103.04 on page 23 and substitute the following:

Certified checks or cashier's checks submitted as proposal guaranties, except those of the two lowest bidders, will be returned within 10 days of contract award. The retained proposal guaranty of the unsuccessful of the two lowest bidders will be returned within ten days following the execution of a contract with the successful low bidder. The retained proposal guaranty of the successful bidder will be returned after satisfactory performance and payment bonds have been furnished and the contract has been executed.

In the event all bids are rejected by the Commission, certified checks or cashier's checks submitted as proposal guaranty by all bidders will be returned within 10 days of rejection.

Delete Subsection 103.05 on page 23 and substitute the following:

907-103.05--Contract Bonds.

907-103.05.1--Requirement of Contract Bonds. Prior to the execution of the contract, the successful bidder shall execute and deliver to the Executive Director a performance and payment bond(s), in a sum equal to the full amount of the contract as a guaranty for complete and full performance of the contract and the protection of the claimants and the Department for materials and equipment and full payment of wages [in accordance with Section 65-1-85 Miss. Code Ann. \(1972 as amended\)](#). In the event of award of a joint bid, each individual, partnership, firm or corporation shall assume jointly the full obligations under the contract and the contract bond(s).

907-103.05.2--Form of Bonds. The form of bond(s) shall be that provided by or acceptable to the Department. These bonds shall be executed by a [Mississippi agent](#) or [qualified](#) nonresident agent and shall be accompanied by a certification as to authorization of the attorney-in-fact to commit the Surety company. A power of attorney [exhibiting the Surety's original seal](#) supporting the [Mississippi agent](#) or [the qualified](#) nonresident agent's signature shall be furnished with each bond. The Surety company shall be currently authorized and licensed in good standing to conduct business in the State of Mississippi with a minimum rating by A.M. Best of (A-) in the latest printing "Best's Key Rating Guide" to write individual bonds up to ten percent of the policy holders' surplus or listed on the current list of "Companies Holding Certificates of Authority as Acceptable Sureties on Federal Bonds and as Acceptable Reinsuring Companies" as

published by the United States Department of the Treasury, Financial Management Service, Circular 570 (latest revision as published and supplemented on the Financial Management Service Web site and in the Federal Register) within the underwriting limits listed for that Surety. All required signatures on the bond(s) and certifications shall be original signatures, in ink, and not mechanical reproductions or facsimiles. The [Mississippi agent](#) or [qualified nonresident agent](#) shall be in good standing and currently licensed by the Insurance Commissioner of the State of Mississippi to represent the Surety company(ies) executing the bonds.

Surety bonds shall continue to be acceptable to the Commission throughout the life of the Contract and shall not be canceled by the Surety without the consent of the Department. In the event the Surety fails or becomes financially insolvent, the Contractor shall file a new Bond in the amount designated by the Executive Director within thirty (30) days of such failure, insolvency, or bankruptcy. Subsequent to award of Contract, the Commission or the Department may [require additional security for any supplemental agreements executed under the contract or replacement security in the event of the surety\(ies\) loss of the ratings](#) required [above](#). Suits concerning bonds shall be filed in the State of Mississippi and adjudicated under its laws without reference to conflict of laws principles.

907-103.08--Failure to Execute Contract. In the first sentence of Subsection 103.08 on page 24, change “bond” to “performance and payment bonds”.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-104-4

CODE: (SP)

DATE: 03/01/2011

SUBJECT: Disposal of Materials

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

907-104.05--Removal and Disposal of All Materials From the Project. Delete the second sentence of the first full paragraph of Subsection 104.05 on page 30 and substitute the following:

The Contractor shall also furnish the Engineer a certified letter stating that the area of disposal is not in a wetland or in Waters of the U.S.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO SPECIAL PROVISION NO. 907-105-6

DATE: 12/12/2011

SUBJECT: Control of Work

After Subsection 907-105.05 on page 1, add the following.

907-105.14--Maintenance During Construction. Before the first sentence Subsection 105.14 on page 39, add the following:

The Contractor will be responsible for the maintenance of existing roadways within the limits of this project starting on the date of the Notice To Proceed / Beginning of Contract Time. Anytime work is performed in a travel lane, the Contractor shall install portable lane closure signs meeting the requirement of the MDOT Standard Drawing or MUTCD.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

| SPECIAL PROVISION NO. 907-105-6

CODE: (IS)

| DATE: 01/20/2011

| SUBJECT: Control of Work

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

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

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

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO SPECIAL PROVISION NO. 907-107-9

DATE: 08/23/2011

SUBJECT: Legal Relations and Responsibility to Public

907-107.14.2.2--Railroad Protective. Delete the first sentence of subparagraph (b) of Subsection 907-107.14.2.2 on page 3 and substitute the following.

(b) **Contractor's Liability - Railroad**, including subcontractors, XCU and railroad contractual with limits of \$1,000,000 each occurrence; \$2,000,000 aggregate.

After Subsection 907-107.17 on page 4, add the following:

907-107.18--Contractor's Responsibility for Utility Property and Services. After the first sentence of Subsection 107.18 on page 63, add the following:

Prior to any excavation on the project, the Contractor shall contact MS 811 and advise them to mark all known utilities in the area of the excavation.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

| **SPECIAL PROVISION NO. 907-107-9**

CODE: (IS)

| **DATE: 01/20/2011**

SUBJECT: Legal Relations and Responsibility to Public

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

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

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

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

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

| **907-107.14--Damage Claims and Insurance.**

907-107.14.2--Liability Insurance. Delete Subsection 107.14.2 beginning on page 60 and substitute:

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

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

907-107.14.2.2--Railroad Protective. The following provisions are applicable to all work performed under a contract on, over or under the rights-of-way of each railroad shown on the plans.

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

Prior to starting any work on railroad property, the Contractor shall furnish satisfactory evidence to the Department that insurance of the forms and amounts set out herein in paragraphs (a) and (b) has been obtained. Also, the Contractor shall furnish similar evidence to the Railroad Company that insurance has been obtained in accordance with the Standard Provisions for General Liability Policies and the Railroad Protective Liability Form as published in the Code of Federal Regulations, 23 CFR 646, Subpart A. Evidence to the Railroad Company shall be in the form of a Certificate of Insurance for coverages required in paragraph (b), and the original policy of the Railroad Protective Liability Insurance for coverage required in paragraph (a).

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

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

For work within the limits set out in Subsection 107.18 and this subsection, the Contractor shall provide insurance for bodily injury liability, property damage liability and physical damage to property with coverages and limits no less than shown in paragraphs (a) and (b). Bodily injury shall mean bodily injury, sickness, or disease, including death at anytime resulting therefrom. Property damage shall mean damages because of physical injury to or destruction of property, including loss of use of any property due to such injury or destruction. Physical damage shall mean direct and accidental loss of or damage to rolling stock and their contents, mechanical construction equipment or motive power equipment.

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

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

Coverage shall include:

- (1) death of or bodily injury to passengers of the railroad and employees of the railroad not covered by State workmen's compensation laws,
- (2) personal property owned by or in the care, custody or control of the railroads,
- (3) the Contractor, or any of the Contractor's agents or employees who suffer bodily injury or death as a result of acts of the railroad or its agents, regardless of the negligence of the railroads, and
- (4) negligence of only the following classes of railroad employees:
 - (i) any supervisory employee of the railroad at the job site
 - (ii) any employee of the railroad while operating, attached to, or engaged on, work trains or other railroad equipment at the job site which are assigned exclusively to the Contractor, or
 - (iii) any employee of the railroad not within (i) or (ii) above who is specifically loaned or assigned to the work of the Contractor for prevention of accidents or protection of property, the cost of whose services is borne specifically by the Contractor or Governmental authority.

(b) **Regular Contractor's Liability**, including subcontractors, XCU and railroad contractual with limits of \$1,000,000 each occurrence; \$2,000,000 aggregate. **Automobile** with limits of \$1,000,000 combined single limit any one accident; **Workers' Compensation and Employer's Liability** - statutory and \$100,000 each accident; \$100,000 each employee; \$500,000 policy limit. **Excess/Umbrella Liability** \$5,000,000 each occurrence; \$5,000,000 aggregate. All coverage to be issued in the name of the Contractor shall be so written as to furnish protection to the Contractor respecting the Contractor's operations in performing work covered by the contract. Coverage shall include protection from damages arising out of bodily injury or death and damage or destruction of property which may be suffered by persons other than the Contractor's own employees.

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

907-107.15--Third Party Beneficiary Clause. In the first sentence of the first paragraph of Subsection 107.15 on page 61, change "create the public" to "create in the public".

907-107.17--Contractor's Responsibility for Work. Delete the fifth sentence of the fifth paragraph of Subsection 107.17 on page 63 and substitute the following:

The eligible permanent items shall be limited to traffic signal systems, changeable message signs, roadway signs and sign supports, lighting items, guard rail items, delineators, impact attenuators, median barriers, bridge railing or pavement markings. The eligible temporary items shall be limited to changeable message signs, guard rail items, or median barriers.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

| SPECIAL PROVISION NO. 907-108-24

CODE: (SP)

| DATE: 03/15/2011

SUBJECT: Prosecution and Progress

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

907-108.01--Subletting of Contract.

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

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

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

The anticipated date of the Notice to Proceed (NTP) / Beginning of Contract Time (BCT) will be specified in the proposal.

Delete the fourth paragraph of Subsection 108.02 on page 75 and substitute the following:

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

907-108.03--Prosecution and Progress. Delete Subsection 108.03.1 on pages 75 & 76, and substitute the following:

907-108.03.1--Progress Schedule. Prior to or at the Pre-Construction Conference, the Contractor shall furnish a progress schedule and be prepared to discuss both its proposed methodologies for fulfilling the scheduling requirements and its sequence of operations. The Engineer will review the schedule and approve the schedule as it relates to compliance with the specifications and logic. The progress schedule must be approved by the Engineer prior to commencing work. The schedule shall be a bar-chart type schedule submitted on 11"x17" paper meeting the below minimum requirements. These activities shall be significantly detailed enough to communicate the Contractor's understanding of the construction sequencing and phasing of the project.

When preparing the progress schedule, the Contractor shall include the following:

- Show a time scale to graphically show the completion of the work within contract time.
- Define and relate activities to the contract pay items.
- Show all activities in the order the work is to be performed including submittals, submittal reviews, fabrication and delivery.
- Show all activities that are controlling factors in the completion of the work.
- Show the time needed to perform each activity and its relationship in time to other activities.

Should the schedule not include the above requirements or becomes unrealistic during construction, the Contractor should immediately submit a revised, more realistic schedule for approval.

907-108.03.2--Preconstruction Conference. Delete the first paragraph of Subsection 108.03.2 on page 76 and substitute the following:

Prior to commencement of the work, a preconstruction conference shall be held for the purpose of discussing with the Contractor essential matters pertaining to the prosecution and satisfactory completion of the work. The Contractor will be responsible for scheduling the preconstruction conference. The Contractor will advise the Project Engineer in writing 14 days prior to the requested date that a conference is requested. When the contract requires the Contractor to have a certified erosion control person, the Contractor's certified erosion control person shall be at the preconstruction conference. The Department will arrange for utility representatives and other affected parties to be present.

Delete the third paragraph of Subsection 108.03.2 on page 76.

907-108.06--Determination and Extension of Contract Time. Delete Subsections 108.06.1 and 108.06.2 on pages 79 thru 85 and substitute the following:

907-108.06.1--Blank.

907-108.06.2--Based on Calendar Date Completion.

907-108.06.2.1--General. Contract Time will be established on the basis of a Completion Date, as indicated in the contract. The span of time allowed for the completion of the work included in the contract will be indicated in the contract documents and will be known as "Contract Time".

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

than is indicated by the money value.

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

907-108.06.2.2--Contract Time. The following TABLE OF ANTICIPATED PRODUCTIVE DAYS indicates an average/anticipated number of productive days per month.

TABLE OF ANTICIPATED PRODUCTIVE DAYS

Month	Available Productive Days
January	6
February	7
March	11
April	15
May	19
June	20
July	21
August	21
September	20
October	16
November	11
December	5
Calendar Year	172

Allocation of anticipated productive days for a fractional part of the month will be computed as a proportion of the listed anticipated productive days for the applicable month.

An available productive day will be assessed (a) any day of the week, Monday through Friday, exclusive of legal holidays recognized by the Department in Subsection 108.04.1, in which the Contractor works or could have worked for more than **six (6)** consecutive hours on the controlling items of work, as determined by the Engineer, or (b) any Saturday, exclusive of legal holidays recognized by the Department in Subsection 108.04.1, in which the Contractor works for more than **six (6)** consecutive hours on the controlling items of work, as determined by the Engineer. **When the Contractor works less than four consecutive hours during the day, no time will be charged for that day. When the Contractor works more than four but less than six consecutive hours, one-half (0.5) of an available work day will be charged for that day. When he Contractor works six or more consecutive hours during the day, one (1.0) available work day will be charged for that day.**

Should the weather or other conditions be such that four (4) consecutive satisfactory hours are not available prior to noon (for daytime operations) or midnight (for nighttime operations), no time will be assessed for that day regardless of the above conditions. However, if the Contractor elects to work, time will be assessed in accordance with the previous paragraph.

Weather delays will not be considered for Saturdays, Sundays or legal holidays recognized by the Department in Subsection 108.04.1.

Available productive days will be based on soil and weather conditions and other specific conditions cited in the contract. The Engineer will determine on each applicable day the extent to which work in progress could have been productive, regardless of whether the Contractor actually worked.

Each month the Engineer will complete, and furnish to the Contractor, an "Assessment Report for Available Productive Days" (CSD-765). This report shows the number of available productive days during the estimate period and the cumulative available productive days to date. The Contractor should review the Engineer's report as to the accuracy of the assessment and confer with the Resident or Project Engineer to rectify any differences. Each should make a record of the differences, if any, and conclusions reached. In the event mutual agreement cannot be reached, the Contractor will be allowed a maximum of 15 calendar days following the ending date of the monthly report in question to file a protest Notice of Claim in accordance with the provisions of Subsection 105.17. Otherwise, the Engineer's assessment shall be final unless mathematical errors of assessment are subsequently found to exist, and any claim of the Contractor as to such matter shall be waived.

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

The "percentage of elapsed time" shall be calculated as a direct ratio of the expired calendar days to the total calendar days between the Beginning of Contract Time and the Specified Completion Date in the contract.

When the "percent complete" lags more than 20 percent behind the "percentage of elapsed time", the Contractor shall immediately submit a written statement and revised progress schedule indicating any additional equipment, labor, materials, etc. to be assigned to the work to ensure completion within the specified contract time. When the "percent complete" lags more than 40 percent behind the "percentage of elapsed time", the contract may be terminated.

907-108.06.2.3--Extension of Time. The Contractor may, prior to the expiration of the Contract Time, make a written request to the Engineer for an extension of time with a valid justification for the request. The Contractor's plea that insufficient time was specified is not a valid reason for extension of time.

No extension of the specified completion date will be granted except as provided herein. An extension of contract time may be granted for unusually severe weather, abnormal delays caused

solely by the State or other governmental authorities, or unforeseeable disastrous phenomena of nature of the magnitude of earthquakes, hurricanes, tornadoes, or flooded essential work areas which are deemed to unavoidably prevent prosecuting the work.

Unusually severe weather is defined as when the actual available productive days for the contract time are less than the number of available productive days shown in the Table of Anticipated Productive Days.

Any extension of contract time will be based on a calendar days basis, excluding Saturdays, Sundays or legal holidays recognized by the Department in Subsection 108.04.1. No proration of contract time will be made. Any extension of contract time will be made on or after the specified completion date. No extension of contract time will be made on a monthly basis.

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

If the completion of the project is extended into a season of the year in which completion of certain items of work would be prohibited or delayed because of seasonal or temperature limitations, the Engineer may waive the limitations provided the completion of the work will not result in a reduction in quality. When determined that the completion of the out-of-season items will cause a reduction in the quality of the work, the completion of the project will be further extended so the items may be completed under favorable weather conditions. In either case, the Engineer will notify the Contractor in writing.

Liquidated damages as set forth in Subsection 108.07 under the heading "Daily Charge Per Calendar Day" in the Table titled "Schedule of Deductions for Each Day of Overrun in Contract Time", shall be applicable to each calendar day after the specified completion date, or authorized extension thereof, and until all work under the contract is completed.

907-108.06.2.4--Cessation of Contract Time. When the Engineer by written notice schedules a final inspection, time will be suspended until the final inspection is conducted and for an additional 14 calendar days thereafter. If after the end of the 14-day suspension all necessary items of work have not been completed, time charges will resume. If the specified completion date had not been reached at the time the Contractor called for a final inspection, the calendar day difference between the specified completion date and the date the Contractor called for a final inspection will be added after the 14-day period before starting liquidation damages. If a project is on liquidated damages at the time a final inspection is scheduled, liquidated damages will be suspended until the final inspection is conducted and for seven (7) calendar days thereafter. If after the end of the 7-day suspension all necessary items of work have not been completed, liquidated damages will resume. When final inspection has been made by the Engineer as prescribed in Subsection 105.16 and all items of work have been completed, the daily time charge will cease.

907-108.10--Termination of Contractor's Responsibility. In the last sentence of Subsection 108.10 on page 88, change "bond" to "performance and payment bond(s)".

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-109-5

CODE: (IS)

DATE: 1/20/2011

SUBJECT: Measurement and Payment

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

907-109.01--Measurement of Quantities. Delete the third full paragraph of Subsection 109.01 on page 90 and substitute the following.

When requested by the Contractor, material specified to be measured by the cubic yard or ton may be converted to the other measure as appropriate. Factors for this conversion will be determined by the District Materials Engineer and agreed to by the Contractor. The conversion of the materials along with the conversion factor will be incorporated into the contract by supplemental agreement. The supplemental agreement must be executed before such method of measurement is used.

907-109.04--Extra and Force Account Work. In the last sentence of subparagraph (b) in Subsection 109.04 on page 91, change “bond” to “bond(s)”.

Delete the first sentence of the second paragraph of subparagraph (d) in Subsection 109.04 on page 92 and substitute the following:

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

907-109.06--Partial Payment.

907-109.06.1--General. Delete the fourth and fifth sentences of the third paragraph of Subsection 109.06.1 on page 94, and substitute the following:

In the event mutual agreement cannot be reached, the Contractor will be allowed a maximum of 25 calendar days following the Contractor's receipt of the monthly estimate in question to file in writing, a protest Notice of Claim in accordance with the provisions Subsection 105.17. Otherwise, the Engineer's estimated quantities shall be considered acceptable pending any changes made during the checking of final quantities.

907-109.07--Changes in Material Costs. Delete the third full paragraph of Subsection 109.07 on page 96 and substitute the following:

A link to the established base prices for bituminous products and fuels will be included in the contract documents under a Notice to Bidders entitled "Petroleum Products Base Prices."

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-304-12

CODE: (IS)

DATE: 06/01/2009

SUBJECT: Granular Courses

Section 907-304, Granular Courses, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-304.02--Materials. After the first paragraph of Subsection 304.02.1 on page 183, add the following:

When the contract includes pay item 907-304-E, Granular Material, LVM, RAP, it shall be milled recycled asphalt pavement and shall be visually inspected by the Engineer to insure it is free from chunks and deleterious materials.

Crushed concrete meeting the requirements of Subsection 907-703.04.4 may be used in lieu of other crushed courses specified in the contract.

907-304.03--Construction Requirements.

907-304.03.5--Shaping, Compacting and Finishing. Delete the sixth paragraph of Subsection 304.03.5 on page 185.

Delete the first table in Subsection 304.03.5 on page 186 and substitute the following:

Granular Material Class	Lot Average	Individual Test
7,8,9 or 10	97.0	93.0
5 or 6	99.0	95.0
3 or 4	100.0	96.0
1 or 2	102.0	98.0
Crushed Courses*	99.0	95.0

* When placed on filter fabric on untreated subgrade, the individual tests and the average of the five (5) tests shall equal or exceed the following values:

<u>Lot Average</u>	<u>Individual Test</u>
96.0	92.0

Before the last paragraph of Subsection 304.03.5 on page 186, add the following:

Unless otherwise specified, density for granular material, RAP, shall be achieved by two passes of an approved roller and density tests will not be required.

907-304.05--Basis of Payment. Add the "907" prefix to the pay items listed on page 187.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO SPECIAL PROVISION NO. 907-401-2

DATE: 07/19/2011

SUBJECT: Hot Mix Asphalt (HMA)

Add the following before 907-401.02.6.2 on page 1.

907-401.02.4--Substitution of Mixture. Delete the table in Subsection 401.02.4 on page 242, and substitute the following:

Mixture	Single Lift Laying Thickness Inches	
	Minimum	Maximum
25 mm	3	4
19 mm	2 ¼	3 ½
12.5 mm	1 ½	2 ½
9.5 mm	1	1 ½
4.75 mm	½	¾

After Subsection 907-401-02.6.2 on page 2, add the following:

907-401.02.6.4.1--Roadway Density. Delete subparagraphs 1., 2., & 3. on page 251 and substitute the following:

1. For all leveling lifts, when full lane width and with a thickness as specified in the table in Subsection 401.02.4, the required lot density shall be 92.0 percent of maximum density.
2. For all single lift overlays, with or without leveling and/or milling, the required lot density shall be 92.0 percent of maximum density.
3. For all multiple lift overlays of two (2) or more lifts excluding leveling lifts, the required lot density of the bottom lift shall be 92. 0 percent of maximum density. The required lot density for all subsequent lifts shall be 93.0 percent of maximum density.
4. For all pavements on new construction, the required lot density for all lifts shall be 93.0 percent of maximum density.

907-401.02.6.5--Acceptance Procedure for Pavement Smoothness. Delete the third sentence of the sixth paragraph of Subsection 401.02.6.5 on page 254, and substitute the following.

The wheel paths shall be designated as being located three feet (3') and nine feet (9') from centerline or longitudinal joint, respectively.

907-401.03.1.2--Tack Coat. Delete the three sentences of Subsection 401.03.1.2 on page 259, and substitute the following:

Tack coat shall be applied to previously placed HMA and between lifts, unless otherwise directed by the Engineer. Tack coat shall be applied with a distributor spray bar. A hand wand will only be allowed for applying tack coat on ramp pads, irregular shoulder areas, median crossovers, turnouts, or other irregular areas. Bituminous materials and application rates for tack coat shall be as specified in Table 410-A on page 293. Construction requirements shall be in accordance with Subsection 407.03 of the Standard Specifications.

907-401.03.1.4--Density. Delete the first sentence of the first paragraph of Subsection 401.03.1.4 on page 259 and substitute the following:

The lot density for all dense graded pavement lifts, except as provided below for preleveling, wedging [less than fifty percent (50%) of width greater than minimum lift thickness], ramp pads, irregular shoulder areas, median crossovers, turnouts, or other areas where the established rolling pattern cannot be performed, shall not be less than the specified percent (92.0% or 93.0%) of the maximum density based on AASHTO Designation: T 209 for the day's production. For all leveling lifts, when full lane width and with a thickness as specified in the table in Subsection 401.02.4, the required lot density shall be 92.0 percent of maximum density.

907-401.03.9--Material Transfer Equipment. Delete the paragraph in Subsection 401.03.9 on page 264 and substitute the following:

Excluding the areas mentioned below, the material transferred from the hauling unit when placing the top lift, or the top two (2) lifts of a multi-lift HMA pavement with density requirements, shall be remixed prior to being placed in the paver hopper or insert by using an approved Materials Transfer Device. Information on approved devices can be obtained from the State Construction Engineer. Areas excluded from this requirement include: leveling courses, temporary work of short duration, detours, bridge replacement projects having less than 1,000 feet of pavement on each side of the structure, acceleration and deceleration lanes less than 1,000 feet in length, tapered sections, transition sections for width, shoulders less than 10 feet in width, crossovers, ramps, side street returns and other areas designated by the Engineer.

After Subsection 401.03.13 on page 266, add the following:

907-401.03.14--Shoulder Wedge. The Contractor shall attach a device to the screed of the paver that confines the material at the end gate and extrudes the asphalt material in such a way that results in a compacted wedge shape pavement edge of approximately 30 degrees, but not steeper than 35 degrees. The device shall maintain contact between itself and the road shoulder surface and allow for automatic transition to cross roads, driveways, and obstructions. The device shall be used to constrain the asphalt head reducing the area by 10% to 15% increasing the density of the extruded profile. Conventional single plate strike off shall not be used.

The device shall be TransTech Shoulder Wedge Maker, the Advant-Edge, or a similar approved equal device that produces the same wedge consolidation results. Contact information for these wedge shape compaction devices is the following:

1. TransTech Systems, Inc.
1594 State Street
Schenectady, NY 12304
800-724-6306
www.transtechsys.com
2. Advant-Edge Paving Equipment, LLC
P.O. Box 9163
Niskayuna, NY 12309-0163
518-280-6090
Contact; Gary D. Antonelli
Cell: 518-368-5699
email: garya@nycap.rr.com
Website: www.advantedgepaving.com

Before using a similar device, the Contractor shall provide proof that the device has been used on previous projects with acceptable results, or construct a test section prior to the beginning of work and demonstrate wedge compaction to the satisfaction of the Engineer. Short sections of handwork will be allowed when necessary for transitions and turnouts, or otherwise authorized by the Engineer.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-401-2

CODE: (IS)

DATE: 11/04/2005

SUBJECT: Hot Mix Asphalt (HMA)

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

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

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

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

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

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

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

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

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

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

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

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO SPECIAL PROVISION NO. 907-401-4

DATE: 10/05/2010

SUBJECT: Warm Mix Asphalt

Delete Subsection 907-401.03.8 on page 2 and substitute the following:

907-401.03.8--Preparation of Mixture. After the sentence in Subsection 401.03.8 on page 264, add the following:

Warm mix asphalt is defined as a plant produced asphalt mixture that can be produced and constructed at lower temperatures than typical hot mix asphalt. Typical temperature ranges of non-polymer modified, WMA produced by foaming the asphalt binder at the plant are typically 270°F to 295°F at the point of discharge of the plant. Typical temperature ranges of polymer modified, WMA produced by foaming the asphalt binder at the plant are typically 280°F to 305°F at the point of discharge of the plant. WMA produced by addition of a terminal blended additive may allow the producer to reduce the temperatures below 270°F as long as all mixture quality and field density requirements are met. Production temperatures at the plant may need to be increased or decreased due to factors such as material characteristics, environmental conditions, and haul time to achieve mixture temperatures at the time of compaction in which uniform mat density can be achieved.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-401-4

CODE: (SP)

DATE: 03/22/2010

SUBJECT: Warm Mix Asphalt (WMA)

Section 401, Hot Mix Asphalt (HMA) - General, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as amended by this special provision is applicable to Warm Mix Asphalt Only.

907-401.01--Description. Delete the first and second paragraphs of Subsection 401.01 on page 236, and substitute the following:

These specifications include general requirements for all types of WMA.

This work consists of the construction of one or more lifts of WMA in accordance with these specifications and the specific requirements for the mixture to be produced and in reasonably close conformity with the lines, grades, thicknesses and typical sections shown on the plans or established by the Engineer.

907-401.02--Materials. Delete Subsection 401.02.2 on page 239, and substitute the following:

907-401.02.2--WMA Products and Processes. The Department will maintain a list of qualified WMA products and processes. No product or process shall be used unless it appears on this list.

The Contractor may propose other products or processes for approval by the Product Evaluation Committee. Documentation shall be provided to demonstrate laboratory performance, field performance, and construction experience.

907-401.03--Construction Requirements.

907-401.03.1.1--Weather Limitations. Delete the second sentence of the first paragraph and the Temperature Limitation Table in Subsection 401.03.1.1 on page 258, and substitute the following:

The air and pavement temperature at the time of placement shall equal or exceed 40°F, regardless of compacted lift thickness.

907-401.03.1.2--Tack Coat. Delete the first sentence of the first paragraph of Subsection 401.03.1.2 on page 259 and substitute the following:

Tack coat shall be applied to previously placed WMA and between lifts, unless otherwise directed by the Engineer.

907-401.03.8--Preparation of Mixture. Delete the sentence in Subsection 401.03.8 on page 264, and substitute the following:

The temperature of the WMA mixture, when discharged from the mixer, shall not exceed 280° F.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO SPECIAL PROVISION NO. 907-403-4

DATE: 03/15/2012

SUBJECT: Hot Mix Asphalt (HMA)

Before Subsection 907-403.05.2 on page 1, add the following:

907-403.03--Construction Requirements.

907-403.03.2--Smoothness Tolerances. Delete the fourth paragraph of Subsection 403.03.2 on page 267 and substitute the following.

Where only a surface lift is required, the finished surface lift shall have a profile index of not more than 60.0 inches per mile.

Delete the last paragraph of Subsection 403.03.2 at the bottom of page 268, and the table at the top of page 269 and substitute the following:

Except for a single lift overlay, when the Profile Index for the final surface lift is less than or equal to eighteen inches per mile (18.0 inches / mile) per segment, a unit price increase will be added. The following schedule lists the Profile Index range and the corresponding contract price adjustment:

Profile Index inches / mile / segment	Contract Price Adjustment percent of unit bid price
less than 6.0	108
6.0 to 10.0	106
10.1 to 14.0	104
14.1 to 18.0	102
18.1 to Required P.I.	100
over Required P.I.	100 (with correction to Required P.I.)

For a single lift overlay, when the Profile Index for the final surface lift is less than or equal to eighteen inches per mile (18.0 inches / mile) per segment, a unit price increase will be added. The following schedule lists the Profile Index range and the corresponding contract price adjustment:

Profile Index inches / mile / segment	Contract Price Adjustment percent of unit bid price
less than or equal to 18.0	103
18.1 to Required P.I.	100
over Required P.I.	100 (with correction to Required P.I.)

Delete the first full paragraph of Subsection 403.03.2 on page 269 and substitute the following:

Contract price adjustments for rideability shall only be applicable to the surface lift and furthermore to only the segment(s) or portions of the segments(s) of the surface lift that require smoothness be determined by using a profilograph.

Delete the third full paragraph of Subsection 403.03.2 on page 269 and substitute the following:

Any contract price adjustment for rideability will be applied on a segment to segment basis on the theoretical tonnage based on 12-foot lanes, determined in accordance with Subsections 401.02.6.5 and 403.04, for the segment(s) or portions thereof for which an adjustment is warranted.

Delete Subsection 403.03.5.5 on page 273 and substitute the following:

907-403.03.5.5--Preliminary Leveling. All irregularities of the existing pavement, such as ruts, cross-slope deficiencies, etc., shall be corrected by spot leveling, skin patching, feather edging or a wedge lift in advance of placing the first overall lift.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-403-4

CODE: (IS)

DATE: 11/04/2005

SUBJECT: Hot Mix Asphalt (HMA)

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

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO SPECIAL PROVISION NO. 907-403-9

DATE: 10/26/2011

SUBJECT: Warm Mix Asphalt (WMA)

Delete Subsection 403.05 on page 1 and substitute the following.

907-403.04--Method of Measurement. WMA pavement, complete in place and accepted, will be measured by the ton. The weight of the composite mixture shall be determined in accordance with the provisions of Subsection 401.03.2.1.11.

907-403.05--Basis of Payment. Subject to the adjustments set out in Subsections 401.02.6.3, 401.02.6.4, 401.02.6.5 & 403.03.2, warm mix asphalt pavement, complete-in-place, accepted, and measured as prescribed above, will be paid for at the contract unit price per ton for each lift of pavement specified in the bid schedule and shall be full compensation for completing the work.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-403-9

CODE: (SP)

DATE: 03/15/2010

SUBJECT: Warm Mix Asphalt (WMA)

Section 403, Hot Bituminous Pavement, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as amended by this special provision is applicable to Warm Mix Asphalt Only.

907-403.01--Description. Delete the first sentence of Subsection 403.01 on page 266, and substitute the following:

This work consists of constructing one or more lifts of WMA pavement meeting the requirements of Section 401 on a prepared surface in accordance with the requirements of this section and in reasonably close conformity with the lines, grade, thicknesses, and typical cross sections shown on the plans or established by the Engineer.

907-403.05--Basis of Payment.

907-403.05.2--Pay Items. After the last pay item listed on page 276, add the following:

907-403-M: Warm Mix Asphalt, (1), (2) - per ton
Type Mixture

907-403-N: Warm Mix Asphalt, (1), (3), Leveling - per ton
Type Mixture

907-403-O: Warm Mix Asphalt, (1), (4), Trench Widening - per ton
Type Mixture

907-403-P: Warm Mix Asphalt, HT, (3), Polymer Modified - per ton
Mixture

907-403-Q: Warm Mix Asphalt, HT, (3), Polymer Modified, Leveling - per ton
Mixture

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-407-1

CODE: (SP)

DATE: 02/26/2008

SUBJECT: Tack Coat

Section 407, Tack Coat, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-407.02.1--Bituminous Material. Delete the second sentence of the first paragraph of Subsection 407.02.1 on page 281, and substitute the following:

When not specified, the materials shall be as specified in Table 410-A on page 293.

907-407.03.3--Application of Bituminous Material. Delete the first paragraph of Subsection 407.03.3 on page 281, and substitute the following.

Tack coat shall be applied with a distributor spray bar. A hand wand will only be allowed for applying tack coat on ramp pads, irregular shoulder areas, median crossovers, turnouts, or other irregular areas. Bituminous materials and application rates for tack coat shall be as specified in Table 410-A on page 293. Tack coat shall not be applied during wet or cold weather, after sunset, or to a wet surface. Emulsions shall be allowed to "break" prior to superimposed construction.

907-407.05--Basis of Payment. Delete the pay item at the end of Subsection 407.05 on page 282, and substitute the following:

907-407-A: Asphalt for Tack Coat *

- per gallon

* Grade may be specified

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-413-2

CODE: (SP)

DATE: 05/09/2008

SUBJECT: Sawing and Sealing Transverse Joints in Asphalt Pavement

Section 413, Cleaning and Sealing Joints and Cracks, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-413.03--Construction Requirements.

907-413.03.3-- Sawing and Sealing Transverse Joints in Asphalt Pavement.

907-413.03.3.1--General. Delete the first paragraph of Subsection 413.03.3.1 on page 296 and substitute the following:

The Contractor's operation shall be conducted so that sawcutting of transverse joints, cleaning, and sealing is a continuous operation. The entire sawing and sealing operation shall be completed within seven (7) days after the placement of the final wearing course, unless the approved traffic control plan or sequence of operations provide otherwise. Traffic shall not be allowed on sawed unsealed joints in the final wearing course.

When intermediate lifts must be exposed to traffic for over seven (7) days, the Contractor shall be required to make an interim 1/8-inch wide saw cut which is one third (1/3) as deep as the hot mix asphalt layer. This interim saw cut does not require sealing. Costs of this interim cut(s) is to be absorbed the pay item for sawing and sealing transverse joints in asphalt pavement.

907-413.05--Basis of Payment. Add the "907" prefix to pay item no. 413-E on page 298.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-618-4

CODE: (SP)

DATE: 12/12/2006

SUBJECT: Placement of Temporary Traffic Stripe

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

907-618.03.3--Safe Movement of Traffic. Delete subparagraphs (2) and (3) of Subsection 618.03.3 on pages 415 & 416, and substitute the following:

- (2) Temporary edge lines on projects requiring shoulders constructed of granular material may be delayed for a period not to exceed three (3) days.

Temporary edge lines placed on the final pavement course of projects requiring paved shoulders with surface treatment may be placed on the adjacent shoulder in as near the permanent location as possible until the surface treatment is placed. When the edge lines are obliterated by the placement of the surface treatment, the edge lines shall be placed in the permanent stripe location. The replacement of edge lines may be delayed for a period not to exceed three (3) days for a two or three-lane roads.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-626-15

CODE: (IS)

DATE: 03/17/2008

SUBJECT: Thermoplastic Traffic Markings

Section 626, Thermoplastic Traffic Markings, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-626.05--Basis of Payment. Add the “907” prefix to the pay items listed on page 446.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-626-22

CODE: (SP)

DATE: 04/06/2010

SUBJECT: Double Drop Thermoplastic Markings

Section 626, Thermoplastic Traffic Markings, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-626.03.1.1--Equipment. After the second paragraph of Subsection 626.03.1.1 on page 444, add the following:

When edge lines are placed over rumble strips, the equipment must be able to apply the markings using the atomization method instead of extrusion / ribbon method.

907-626.03.1.2--Construction Details. After the second sentence of the first full paragraph of Subsection 626.03.1.2 on page 445 add the following:

When edge lines are placed on rumble strips, the thickness of the edge line shall be 90 mils.

After the last sentence of the third full paragraph of Subsection 626.03.1.2 on page 445, add the following:

When double drop thermoplastic stripe is called for in the contract, additional beads by the drop-on method shall be applied as follows:

Class A glass beads at a rate of not less than three pounds of beads per 100 feet of six-inch stripe.
Class B glass beads at a rate of not less than three pounds of beads per 100 feet of six-inch stripe.

The Class B glass beads shall be applied to the newly placed stripe first, followed by the application of the Class A glass beads.

907-626.05--Basis of Payment. Add the following to the list of pay items on page 446.

- | | |
|---|---------------------------|
| 907-626-A: 6" Thermoplastic Double Drop Traffic Stripe,
Skip White * | - per linear foot or mile |
| 907-626-B: 6" Thermoplastic Double Drop Traffic Stripe,
Continuous White * | - per linear foot or mile |
| 907-626-C: 6" Thermoplastic Double Drop Edge Stripe,
Continuous White * | - per linear foot or mile |

907-626-D: 6" Thermoplastic Double Drop Traffic Stripe, Skip Yellow	- per linear foot or mile
907-626-E: 6" Thermoplastic Double Drop Traffic Stripe, Continuous Yellow	- per linear foot or mile
907-626-F: 6" Thermoplastic Double Drop Edge Stripe, Continuous Yellow, *	- per linear foot or mile
907-626-G: Thermoplastic Double Drop Detail Stripe, <u>Color</u>	- per linear foot
907-626-H: Thermoplastic Double Drop Legend, White	- per linear foot or square foot

* Thickness may be specified

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO SPECIAL PROVISION NO. 907-703-9

DATE: 12/12/2011

SUBJECT: Aggregates

After the last paragraph on page 3, add the following:

907-703.20.3--Gradation. Delete the table and notes in Subsection 703.20.3 at the top of page 626, and substitute the following

PERCENT PASSING BY WEIGHT

Square Mesh Sieves	Shell	Coarse			Medium	Fine
		Size I	Size II Note (1)	Size III Note (3)		
3 inch	90-100			100		
2 1/2 inch				90-100		
2 inch		100				
1 1/2 inch		90-100	100	25-60		
1 inch		80-100	97-100			
3/4 inch		55-100	55-100	0-10		
1/2 inch		35-85	35-85	0-5	100	
3/8 inch		12-65	12-65		97-100	
No. 4, Note (2)		0-30	0-30		92-100	
No. 10		0-8	0-8		80-100	100
No. 40	0-5				10-40	80-100
No. 60					0-20	30-100
No. 100						15-80
No. 200		0-4	0-4		0-5	0-30
PI Material Passing No. 40					6 or less	0

Note (1): Size II is intended for use in bases in which portland cement is used.

Note (2): Ground shell shall contain at least 97% passing the No. 4 sieve.

Note (3): Size III is intended for use in stabilized construction entrances.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

| SPECIAL PROVISION NO. 907-703-9

CODE: (IS)

| DATE: 11/09/2010

SUBJECT: Aggregates

Section 703, Aggregates, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-703.03.2.4--Gradation. Delete the last sentence of the last paragraph of Subsection 703.03.2.4 on page 611.

907-703.04--Aggregate for Crushed Stone Courses.

907-703.04.1--Coarse Aggregate. Delete the first paragraph of Subsection 703.04.1 on page 611, and substitute the following:

Coarse aggregate, defined as material retained on No. 8 sieve, shall be either crushed stone, slag, granite, shell, concrete, or combination thereof.

907-703.04.2--Fine Aggregate. Delete the first sentence of the first paragraph of Subsection 703..04.2 on page 612, and substitute the following:

Fine aggregate, defined as material passing no. 8 sieve, shall be material resulting from the crushing of stone, slag, concrete, or combination thereof.

907-703.04.3--Gradation. Add the following to the "TABLE OF SIZES AND GRADATION OF CRUSHED STONE AGGREGATE" in Subsection 703.04.3 on page 613.

Sieve Size	Percent Passing By Weight	
	Size No. 825	Crushed Stone
2 inch	100	
1 1/2 inch	90 - 100	100
1 inch	75 - 98	90 - 100
3/4 inch		
1/2 inch	60 - 85	62 - 90
3/8 inch		
No. 4	40 - 65	30 - 65
No. 8	28 - 54	
No. 10		15 - 40
No. 16	19 - 42	
No. 40		
No. 50	9 - 27	
No. 200	4 - 18	3 - 16

After the "TABLE OF SIZES AND GRADATION OF CRUSHED STONE AGGREGATE" in Subsection 703.04.3 on page 613, add the following:

907-703.04.4--Crushed Concrete. Crushed reclaimed concrete shall also be allowed as a crushed aggregate course provided it meets the requirements of Subsection 703.04 and the following.

Crushed Concrete	
Sieve Size	Percent Passing By Weight
2 inch	
1 1/2 inch	100
1 inch	90 - 100
3/4 inch	
1/2 inch	60 - 85
3/8 inch	
No. 4	40 - 65
No. 8	28 - 54
No. 10	
No. 16	19 - 42
No. 40	
No. 50	9 - 27
No. 200	2 - 18

907-703.06--Aggregates for Hot Mix Asphalt.

907-703.06.1.2--Fine Aggregates. Delete the last sentence of Subsection 703.06.1.2 on page 614.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

| SPECIAL PROVISION NO. 907-707-3

CODE: (IS)

| DATE: 10/25/2011

SUBJECT: Joint Materials

Section 707, Joint Materials, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-707.02.1.3--Concrete Joint Sealer Compound - Hot-Poured Elastic Type. In the first paragraph of Subsection 707.02.1.3 on page 633, delete "AASHTO Designation: M 173" and replace with "AASHTO Designation: M 324 for Type I Joint and Crack Sealant".

Delete in toto Subsection 707.02.1.5 on pages 634 and 635 and substitute:

907-707.02.1.5--Backer Rod for Use with Hot and Cold Poured Joint Sealer. The backer rod shall be a closed-cell foam rod made from polyethylene, polyolefin or similar type material, and shall conform to ASTM Designation: D 5249 with the exception that water absorption shall be determined by ASTM Designation: C 1016, Procedure A. The backer rod shall either be a Type I, for use with either hot or cold poured joint sealers, or a Type 3, for use with cold poured joint sealers only. Open-cell foam rods or open-cell foam rods covered with an impermeable sheath or skin shall not be allowed.

The Contractor shall furnish a three linear foot sample of each shipment and three copies of the manufacturer's certification that the backer rod meets the requirements of this specification.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-710-1

CODE: (SP)

DATE: 06/24/10

SUBJECT: Fast Dry Solvent Traffic Paint

Section 710, Paint, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is amended as follows:

After Subsection 710.05 on Page 661, add the following:

907-710.06--Fast Dry Solvent Traffic Paint. Fast dry solvent traffic paints intended for use under this specification shall include products that are single packaged and ready mixed. Upon curing, these materials shall produce an adherent, reflective pavement marking capable of resisting deformation by traffic. The manufacturer shall have the option of formulating the material according to their own specifications. However, the requirements delineated in this specification, Section 619 and Section 710 shall apply regardless of the formulation used. The material shall be free from all skins, dirt and foreign objects.

907-710.06.1--Composition.

907-710.06.1.1--Percent Pigment. The percent pigment by weight shall be not less than 51% nor more than 58% when tested in accordance with ASTM D 3723.

907-710.06.1.2--Viscosity. The consistency of the paint shall be not less than 75 nor more than 95 Krebs Units (KU) when tested in accordance with ASTM D 562.

907-710.06.1.3--Weight per Gallon. The paint shall weigh a minimum 11.8 pounds per gallon and the weight of the production batches shall not vary more than +/- 0.5 pounds per gallon from the weight of the qualification samples when tested in accordance with ASTM D 1475.

907-710.06.1.4--Total Solids. The percent of total solids shall not be less than 70% by weight when tested in accordance with ASTM D 2369.

907-710.06.1.5--Dry Time (No pick-up). The paint shall dry to a no tracking condition in a maximum of 10 minutes.

907-710.06.1.6--Volatile Organic Content. The volatile organic content (VOC) shall contain a maximum of 1.25 pounds of volatile organic matter per gallon of total non-volatile paint material when tested in accordance with ASTM D 3960.

907-710.06.1.7--Bleeding. The paint shall have a minimum bleeding ratio of 0.95 when tested in accordance with Federal Specification TT-P-115D.

907-710.06.1.8--Color. The initial daytime chromaticity for yellow materials shall fall within the box created by the following coordinates:

Initial Daytime Chromaticity Coordinates (Corner Points)

	1	2	3	4
x	0.53	0.51	0.455	0.472
y	0.456	0.485	0.444	0.4

The initial daytime chromaticity of white materials shall fall within the box created by the following coordinates:

Initial Daytime Chromaticity Coordinates (Corner Points)

	1	2	3	4
x	0.355	0.305	0.285	0.355
y	0.355	0.305	0.325	0.375

907-710.06.2--Environmental Requirements. All yellow materials using lead chromate pigments shall meet the criteria of non-hazardous waste as defined by 40 CFR 261.24 when tested in accordance with EPA Test Method 1311, Toxicity Characteristics Leaching Procedures (TCLP). The striping and marking material, upon preparation and installation, shall not exude fumes which are toxic, or detrimental to persons or property. All material using lead free pigments shall NOT contain either lead or other Resource Conservation and Recovery Act (RCCA) materials in excess of the standard defined by EPA Method 3050 and 6010.

907-710.06.3--Acceptance Procedures. Acceptance of all fast dry solvent based traffics paint will be based on the Manufacturer's Certification and Certified Test Results. The Contractor shall furnish the Engineer with three copies of the manufacturer's certification stating that each lot of material in a shipment complies with the requirements of this contract. In addition, the Contractor shall provide Certified Test Reports for all tests required by this specification. The test results shall be representative of the material contained with the shipment.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-720-1

CODE: (IS)

DATE: 3/17/2008

SUBJECT: Pavement Markings Materials

Section 720, Pavement Marking Materials, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-720.02--Thermoplastic Pavement Markings. Delete the first paragraph of Subsection 720.02 on page 730 and substitute the following:

The thermoplastic material shall be lead free and conform to AASHTO Designation: M 249 except the glass beads shall be moisture resistant coated.

After the first sentence of the second paragraph of Subsection 720.02 on page 730, add the following:

In addition, the certification for the thermoplastic material shall state that the material is lead free.

S E C T I O N 9 0 5 - P R O P O S A L

Date _____

Mississippi Transportation Commission
Jackson, Mississippi

Sirs: The following proposal is made on behalf of _____
_____ of _____

_____ for constructing the following designated project(s) within the time(s) hereinafter specified.

The plans are composed of drawings and blue prints on file in the offices of the Mississippi Department of Transportation, Jackson, Mississippi.

The Specifications are the current Standard Specifications of the Mississippi Department of Transportation approved by the Federal Highway Administration, except where superseded or amended by the plans, Special Provisions and Notice(s) to Bidders attached hereto and made a part thereof.

I (We) certify that I (we) possess a copy of said Standard and any Supplemental Specifications.

Evidence of my (our) authority to submit the Proposal is hereby furnished. The proposal is made without collusion on the part of any person, firm or corporation. I (We) certify that I (we) have carefully examined the Plans, the Specifications, including the Special Provisions and Notice(s) to Bidders, herein, and have personally examined the site of the work. On the basis of the Specifications, Special Provisions, Notice(s) to Bidders, and Plans, I (we) propose to furnish all necessary machinery, tools, apparatus and other means of construction and do all the work and furnish all the materials in the manner specified. I (We) understand that the quantities mentioned herein are approximate only and are subject to either increase or decrease, and hereby propose to perform any increased or decreased quantities of work at the unit prices bid, in accordance with the above.

Attached hereto is a certified check, cashier's check or Proposal Guaranty Bond in the amount as required in the Advertisement (or, by law).

INSTRUCTION TO BIDDERS: Alternate and Optional Items on Bid Schedule.

1. Two or more items entered opposite a single unit quantity WITHOUT DEFINITE DESIGNATION AS "ALTERNATE ITEMS" are considered as "OPTIONAL ITEMS". Bidders may or may not indicate on bids the Optional Item proposed to be furnished or performed WITHOUT PREJUDICE IN REGARD TO IRREGULARITY OF BIDS.
2. Items classified on the bid schedule as "ALTERNATE ITEMS" and/or "ALTERNATE TYPES OF CONSTRUCTION" must be preselected and indicated on bids. However, "Alternate Types of Construction" may include Optional Items to be treated as set out in Paragraph 1, above.
3. Optional items not preselected and indicated on the bid schedule MUST be designated in accordance with Subsection 102.06 prior to or at the time of execution of the contract.
4. Optional and Alternate items designated must be used throughout the project.

I (We) further propose to perform all "force account or extra work" that may be required of me (us) on the basis provided in the Specifications and to give such work my (our) personal attention in order to see that it is economically performed.

SECTION 905 -- PROPOSAL (CONTINUED)

I (We) further propose to execute the attached contract agreement (Section 902) as soon as the work is awarded to me (us), and to begin and complete the work within the time limit(s) provided for in the Specifications and Advertisement. I (We) also propose to execute the attached contract bond (Section 903) in an amount not less than one hundred (100) percent of the total of my (our) part, but also to guarantee the excellence of both workmanship and materials until the work is finally accepted.

I (We) enclose a certified check, cashier's check or bid bond for **five percent (5%) of total bid** and hereby agree that in case of my (our) failure to execute the contract and furnish bond within Ten (10) days after notice of award, the amount of this check (bid bond) will be forfeited to the State of Mississippi as liquidated damages arising out of my (our) failure to execute the contract as proposed. It is understood that in case I am (we are) not awarded the work, the check will be returned as provided in the Specifications.

Respectfully Submitted,

DATE _____

Contractor

BY _____
Signature

TITLE _____

ADDRESS _____

CITY, STATE, ZIP _____

PHONE _____

FAX _____

E-MAIL _____

(To be filled in if a corporation)

Our corporation is chartered under the Laws of the State of _____ and the names, titles and business addresses of the executives are as follows:

President

Address

Secretary

Address

Treasurer

Address

The following is my (our) itemized proposal.

Section 905
Proposal (Sheet 2 - 1)

MP-5015-51(018) / 303918301 MP-5015-51(018) / 303918302
Newton County

Overlay approximately 5 Miles of SR 15 From Jasper County Line to North of Tarlow Creek, And From North of US 80 to North of I-20, known as State Project No. MP-5015-51(018) / 303918301 & 302, in Newton County.

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		232	Square Yard	Removal of Asphalt Pavement, All Depths				
0020	202-B038		46	Linear Feet	Removal of Curb, All Types				
0030	202-B097		894	Square Yard	Removal of Concrete Overlayed w/ Asphalt Pavement, All Depths				
0040	203-G004	(E)	268	Cubic Yard	Excess Excavation, LVM, AH				
0050	209-A007		1,650	Square Yard	Geotextile Stabilization, Type VII, Non-Woven				
0060	305-B001	(GY)	150	Cubic Yard	Size I Stabilizer Aggregate, Coarse				
0070	406-A001		24,259	Square Yard	Cold Milling of Bituminous Pavement, All Depths				
0080	413-D001		10,755	Linear Feet	Cleaning and Filling Joints				

Line No.	Item Code	Adj Code	Quantity	Units	Description	Unit Price		Bid Amount	
0090	503-B001		438	Linear Feet	Saw Cut, Longitudinal Joints				
0100	503-C007		860	Linear Feet	Saw Cut, Full Depth				
0110	618-A001		1	Lump Sum	Maintenance of Traffic	XXXXXXXX	XXX		
0120	619-A1002		11	Mile	Temporary Traffic Stripe, Continuous White				
0130	619-A2002		13	Mile	Temporary Traffic Stripe, Continuous Yellow				
0140	619-A3006		1	Mile	Temporary Traffic Stripe, Skip White				
0150	619-A4006		7	Mile	Temporary Traffic Stripe, Skip Yellow				
0160	619-A5001		10,221	Linear Feet	Temporary Traffic Stripe, Detail				
0170	619-A6001		1,283	Linear Feet	Temporary Traffic Stripe, Legend				
0180	619-A6002		625	Square Feet	Temporary Traffic Stripe, Legend				
0190	619-D1001		375	Square Feet	Standard Roadside Construction Signs, Less than 10 Square Feet				
0200	619-D2001		200	Square Feet	Standard Roadside Construction Signs, 10 Square Feet or More				

Section 905
Proposal (Sheet 2 - 3)

MP-5015-51(018) / 303918301 MP-5015-51(018) / 303918302
Newton County

Line No.	Item Code	Adj Code	Quantity	Units	Description	Unit Price		Bid Amount	
0210	619-G4001		12	Linear Feet	Barricades, Type III, Single Faced				
0220	619-G4005		36	Linear Feet	Barricades, Type III, Double Faced				
0230	627-J001		285	Each	Two-Way Clear Reflective High Performance Raised Markers				
0240	627-K001		125	Each	Red-Clear Reflective High Performance Raised Markers				
0250	627-L001		675	Each	Two-Way Yellow Reflective High Performance Raised Markers				
0260	635-A001		957	Linear Feet	Vehicle Loop Assemblies				
0270	907-304-A001	(GY)	1,301	Cubic Yard	Granular Material, LVM, Class 5, Group C				
0280	907-304-F004	(GT)	481	Ton	Size 825B Crushed Stone Base				
0290	907-407-A001	(A2)	4,141	Gallon	Asphalt for Tack Coat				
0300	907-413-E001		13,105	Linear Feet	Sawing and Sealing Transverse Joints in Asphalt Pavement				
0310	907-626-A005		1	Mile	6" Thermoplastic Double Drop Traffic Stripe, Skip White				
0320	907-626-C006		11	Mile	6" Thermoplastic Double Drop Edge Stripe, Continuous White, 90 min				

Line No.	Item Code	Adj Code	Quantity	Units	Description	Unit Price		Bid Amount	
0330	907-626-D006		4	Mile	6" Thermoplastic Double Drop Traffic Stripe, Skip Yellow				
0340	907-626-E006		7	Mile	6" Thermoplastic Double Drop Traffic Stripe, Continuous Yellow				
0350	907-626-G006		6,963	Linear Feet	Thermoplastic Double Drop Detail Stripe, White				
0360	907-626-G007		3,258	Linear Feet	Thermoplastic Double Drop Detail Stripe, Yellow				
0370	907-626-H009		1,283	Linear Feet	Thermoplastic Double Drop Legend, White				
0380	907-626-H010		625	Square Feet	Thermoplastic Double Drop Legend, White				
ALTERNATE GROUP AA NUMBER 1									
0390	907-403-A006 (BA1)		11,100	Ton	Hot Mix Asphalt, MT, 12.5-mm mixture				
ALTERNATE GROUP AA NUMBER 2									
0400	907-403-M002 (BA1)		11,100	Ton	Warm Mix Asphalt, MT, 12.5-mm mixture				
ALTERNATE GROUP BB NUMBER 1									
0410	907-403-B005 (BA1)		488	Ton	Hot Mix Asphalt, MT, 19-mm mixture, Leveling				
ALTERNATE GROUP BB NUMBER 2									
0420	907-403-N007 (BA1)		488	Ton	Warm Mix Asphalt, MT, 19-mm mixture, Leveling				

*** BID CERTIFICATION ***

TOTAL BID.....\$_____

*** 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

CONDITIONS FOR COMBINATION BID

If a bidder elects to submit a combined bid for two or more of the contracts listed for this month's letting, the bidder must complete and execute these sheets of the proposal in each of the individual proposals to constitute a combination bid. In addition to this requirement, each individual contract shall be completed, executed and submitted in the usual specified manner.

Failure to execute this Combination Bid Proposal in each of the contracts combined will be just cause for each proposal to be received and evaluated as a separate bid.

COMBINATION BID PROPOSAL

I. This proposal is tendered as one part of a Combination Bid Proposal utilizing option ____* of Subsection 102.11 on the following contracts:

* Option to be shown as either (a), (b), or (c).

<u>Project No.</u>	<u>County</u>	<u>Project No.</u>	<u>County</u>
1. _____	_____	6. _____	_____
2. _____	_____	7. _____	_____
3. _____	_____	8. _____	_____
4. _____	_____	9. _____	_____
5. _____	_____	10. _____	_____

- A. If option (a) has been selected, then go to II, and sign Combination Bid Proposal.
- B. If option (b) has been selected, then complete the following, go to II, and sign Combination Bid Proposal.

SECTION 905 - COMBINATION BID PROPOSAL (Continued)

Project Number	Pay Item Number	Unit	Unit Price Reduction	Total Item Reduction	Total Contract Reduction
1. _____	_____ _____	_____ _____	_____ _____	_____ _____	
2. _____	_____ _____	_____ _____	_____ _____	_____ _____	
3. _____	_____ _____	_____ _____	_____ _____	_____ _____	
4. _____	_____ _____	_____ _____	_____ _____	_____ _____	
5. _____	_____ _____	_____ _____	_____ _____	_____ _____	
6. _____	_____ _____	_____ _____	_____ _____	_____ _____	
7. _____	_____ _____	_____ _____	_____ _____	_____ _____	
8. _____	_____ _____	_____ _____	_____ _____	_____ _____	

SECTION 905 - COMBINATION BID PROPOSAL (Continued)

Project Number	Pay Item Number	Unit	Unit Price Reduction	Total Item Reduction	Total Contract Reduction
9. _____	_____ _____	_____ _____	_____ _____	_____ _____	
10. _____	_____ _____	_____ _____	_____ _____	_____ _____	

C. If option (c) has been selected, then initial and complete one of the following, go to II. and sign Combination Bid Proposal.

_____ I (We) desire to be awarded work not to exceed a total monetary value of \$ _____.

_____ I (We) desire to be awarded work not to exceed _____ number of contracts.

II. It is understood that the Mississippi Transportation Commission not only reserves the right to reject any and all proposals, but also the right to award contracts upon the basis of lowest separate bids or combination bids most advantageous to the State.

It is further understood and agreed that the Combination Bid Proposal is for comparison of bids only and that each contract shall operate in every respect as a separate contract in accordance with its proposal and contract documents.

I (We), the undersigned, agree to complete each contract on or before its specified completion date.

SIGNED _____

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

CERTIFICATE

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

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

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

_____ (Individual or Firm)	_____ (Address)
_____ (Individual or Firm)	_____ (Address)
_____ (Individual or Firm)	_____ (Address)
_____ (Individual or Firm)	_____ (Address)

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

Contractor _____

By _____

Title _____

CERTIFICATE MUST BE EXECUTED

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

CERTIFICATION (Execute in duplicate)

I, _____,
(Name of person signing certification)

individually, and in my capacity as _____ of
(Title)

_____ do hereby certify under
(Name of Firm, Partnership, or Corporation)

penalty of perjury under the laws of the United States and the State of Mississippi that
_____, Bidder
(Name of Firm, Partnership, or Corporation)

on Project No. **MP-5015-51(018) / 303918301 & 302** _____,

in Newton County(ies), Mississippi, has not either directly or indirectly entered into any agreement, participated in any collusion; or otherwise taken any action in restraint of free competitive bidding in connection with this contract; nor have any of its corporate officers or principal owners.

Except as noted hereafter, it is further certified that said legal entity and its corporate officers, principal owners, managers, auditors and others in a position of administering federal funds are not currently under suspension, debarment, voluntary exclusion or determination of ineligibility; nor have a debarment pending; nor been suspended, debarred, voluntarily excluded or determined ineligible within the past three years by the Mississippi Transportation Commission, the State of Mississippi, any other State or a federal agency; nor been indicted, convicted or had a civil judgment rendered by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past three years.

Initial here "_____" if exceptions are attached and made a part thereof. Any exceptions shall address to whom it applies, initiating agency and dates of such action.

Note: Exceptions will not necessarily result in denial of award but will be considered in determining bidder responsibility. Providing false information may result in criminal prosecution or administrative sanctions.

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

Executed on _____
Signature

(5/29/2008S)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

CERTIFICATION (Execute in duplicate)

I, _____,
(Name of person signing certification)

individually, and in my capacity as _____ of
(Title)

_____ do hereby certify under
(Name of Firm, Partnership, or Corporation)

penalty of perjury under the laws of the United States and the State of Mississippi that
_____, Bidder
(Name of Firm, Partnership, or Corporation)

on Project No. **MP-5015-51(018) / 303918301 & 302** _____,

in Newton County(ies), Mississippi, has not either directly or indirectly entered into any agreement, participated in any collusion; or otherwise taken any action in restraint of free competitive bidding in connection with this contract; nor have any of its corporate officers or principal owners.

Except as noted hereafter, it is further certified that said legal entity and its corporate officers, principal owners, managers, auditors and others in a position of administering federal funds are not currently under suspension, debarment, voluntary exclusion or determination of ineligibility; nor have a debarment pending; nor been suspended, debarred, voluntarily excluded or determined ineligible within the past three years by the Mississippi Transportation Commission, the State of Mississippi, any other State or a federal agency; nor been indicted, convicted or had a civil judgment rendered by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past three years.

Initial here "_____" if exceptions are attached and made a part thereof. Any exceptions shall address to whom it applies, initiating agency and dates of such action.

Note: Exceptions will not necessarily result in denial of award but will be considered in determining bidder responsibility. Providing false information may result in criminal prosecution or administrative sanctions.

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

Executed on _____
Signature

(5/29/2008S)

S E C T I O N 9 0 2

CONTRACT FOR MP-5015-51(018) / 303918301 & 302

LOCATED IN THE COUNTY(IES) OF Newton

STATE OF MISSISSIPPI,

COUNTY OF HINDS

This contract entered into by and between the Mississippi Transportation Commission on one hand, and the undersigned contractor, on the other witnesseth;

That, in consideration of the payment by the Mississippi Transportation Commission of the prices set out in the proposal hereto attached, to the undersigned contractor, such payment to be made in the manner and at the time of times specified in the specifications and the special provisions, if any, the undersigned contractor hereby agrees to accept the prices stated in the proposal in full compensation for the furnishing of all materials and equipment and the executing of all the work contemplated in this contract.

It is understood and agreed that the advertising according to law, the Advertisement, the instructions to bidders, the proposal for the contract, the specifications, the revisions of the specifications, the special provisions, and also the plans for the work herein contemplated, said plans showing more particularly the details of the work to be done, shall be held to be, and are hereby made a part of this contract by specific reference thereto and with like effect as if each and all of said instruments had been set out fully herein in words and figures.

It is further agreed that for the same consideration the undersigned contractor shall be responsible for all loss or damage arising out of the nature of the work aforesaid; or from the action of the elements and unforeseen obstructions or difficulties which may be encountered in the prosecution of the same and for all risks of every description connected with the work, exceptions being those specifically set out in the contract; and for faithfully completing the whole work in good and workmanlike manner according to the approved Plans, Specifications, Special Provisions, Notice(s) to Bidders and requirements of the Mississippi Department of Transportation.

It is further agreed that the work shall be done under the direct supervision and to the complete satisfaction of the Executive Director of the Mississippi Department of Transportation, or his authorized representatives, and when Federal Funds are involved subject to inspection at all times and approval by the Federal Highway Administration, or its agents as the case may be, or the agents of any other Agency whose funds are involved in accordance with those Acts of the Legislature of the State of Mississippi approved by the Governor and such rules and regulations issued pursuant thereto by the Mississippi Transportation Commission and the authorized Federal Agencies.

The Contractor agrees that all labor as outlined in the Special Provisions may be secured from list furnished by

It is agreed and understood that each and every provision of law and clause required by law to be inserted in this contract shall be deemed to be inserted herein and this contract shall be read and enforced as though it were included herein, and, if through mere mistake or otherwise any such provision is not inserted, then upon the application of either party hereto, the contract shall forthwith be physically amended to make such insertion.

The Contractor agrees that he has read each and every clause of this Contract, and fully understands the meaning of same and that he will comply with all the terms, covenants and agreements therein set forth.

Witness our signatures this the _____ day of _____, _____.

Contractor (s)

By _____

MISSISSIPPI TRANSPORTATION COMMISSION

Title _____

By _____

Signed and sealed in the presence of:
(names and addresses of witnesses)

Executive Director

Secretary to the Commission

Award authorized by the Mississippi Transportation Commission in session on the ____ day of _____, _____, Minute Book No. _____, Page No. _____.

Revised 8/06/2003

S E C T I O N 9 0 3
PERFORMANCE AND PAYMENT BOND

CONTRACT BOND FOR: MP-5015-51(018) / 303918301 & 302

LOCATED IN THE COUNTY(IES) OF: Newton

STATE OF MISSISSIPPI,

COUNTY OF HINDS

Know all men by these presents: that we, _____
(Contractor)

_____ Principal, a _____

residing at _____ in the State of _____

and _____
(Surety)

residing at _____ in the State of _____,

authorized to do business in the State of Mississippi, under the laws thereof, as surety, are held and firmly bound
unto the State of Mississippi in the sum of _____

(\$ _____) Dollars, lawful money of the United States of America, to be paid
to it for which payment well and truly to be made, we bind ourselves, our heirs, administrators, successors, or
assigns jointly and severally by these presents.

Signed and sealed this the _____ day of _____ A.D. _____.

The conditions of this bond are such, that whereas the said _____

principal, has (have) entered into a contract with the Mississippi Transportation Commission, bearing the date of
_____ day of _____ A.D. _____ hereto annexed, for the construction of certain projects(s)
in the State of Mississippi as mentioned in said contract in accordance with the Contract Documents therefor, on
file in the offices of the Mississippi Department of Transportation, Jackson, Mississippi.

Now therefore, if the above bounden _____

_____ in all things shall stand to and abide by and well and truly observe,
do keep and perform all and singular the terms, covenants, conditions, guarantees and agreements in said contract,
contained on his (their) part to be observed, done, kept and performed and each of them, at the time and in the
manner and form and furnish all of the material and equipment specified in said contract in strict accordance with
the terms of said contract which said plans, specifications and special provisions are included in and form a part of
said contract and shall maintain the said work contemplated until its final completion and acceptance as specified in
Subsection 109.11 of the approved specifications, and save harmless said Mississippi Transportation Commission
from any loss or damage arising out of or occasioned by the negligence, wrongful or criminal act, overcharge, fraud,
or any other loss or damage whatsoever, on the part of said principal (s), his (their) agents, servants, or employees in

SECTION 903 - CONTINUED

the performance of said work or in any manner connected therewith, and shall be liable and responsible in a civil action instituted by the State at the instance of the Mississippi Transportation Commission or any officer of the State authorized in such cases, for double any amount in money or property, the State may lose or be overcharged or otherwise defrauded of, by reason of wrongful or criminal act, if any, of the Contractor(s), his (their) agents or employees, and shall promptly pay the said agents, servants and employees and all persons furnishing labor, material, equipment or supplies therefor, including premiums incurred, for Surety Bonds, Liability Insurance, and Workmen's Compensation Insurance; with the additional obligation that such Contractor shall promptly make payment of all taxes, licenses, assessments, contributions, damages, any liquidated damages which may arise prior to any termination of said principal's contract, any liquidated damages which may arise after termination of the said principal's contract due to default on the part of said principal, penalties and interest thereon, when and as the same may be due this state, or any county, municipality, board, department, commission or political subdivision: in the course of the performance of said work and in accordance with Sections 31-5-51 et seq. Mississippi Code of 1972, and other State statutes applicable thereto, and shall carry out to the letter and to the satisfaction of the Executive Director of the Mississippi Department of Transportation, all, each and every one of the stipulations, obligations, conditions, covenants and agreements and terms of said contract in accordance with the terms thereof and all of the expense and cost and attorney's fee that may be incurred in the enforcement of the performance of said contract, or in the enforcement of the conditions and obligations of this bond, then this obligation shall be null and void, otherwise to be and remain in full force and virtue.

Witness our signatures and seals this the _____ day of _____ A.D. _____.

_____ (Contractors) Principal	_____ Surety
By _____	By _____ (Signature) Attorney in Fact
	Address _____ _____ _____
Title _____ (Contractor's Seal)	_____ (Printed) MS Agent
	_____ (Signature) MS Agent
	Address _____ _____ _____
	_____ (Surety Seal)
	_____ Mississippi Insurance ID Number



BID BOND

KNOW ALL MEN BY THESE PRESENTS, that we _____
Contractor

Address

City, State ZIP

as Principal, hereinafter called the Principal, and _____
Surety

a corporation duly organized under the laws of the state of _____

as Surety, hereinafter called the Surety, are held and firmly bound unto State of Mississippi, Jackson, Mississippi

As Obligee, hereinafter called Obligee, in the sum of **Five Per Cent (5%) of Amount Bid**
Dollars (\$ _____)

for the payment of which sum will and truly to be made, the said Principal and said Surety, bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has submitted a bid for **Overlay approximately 5 Miles of SR 15 From Jasper County Line to North of Tarlow Creek, And From North of US 80 to North of I-20, known as State Project No. MP-5015-51(018) / 303918301 & 302, in Newton County.**

NOW THEREFORE, the condition of this obligation is such that if the aforesaid Principal shall be awarded the contract, the said Principal will, within the time required, enter into a formal contract and give a good and sufficient bond to secure the performance of the terms and conditions of the contract, then this obligation to be void; otherwise the Principal and Surety will pay unto the Obligee the difference in money between the amount of the bid of the said Principal and the amount for which the Obligee legally contracts with another party to perform the work if the latter amount be in excess of the former, but in no event shall liability hereunder exceed the penal sum hereof.

Signed and sealed this _____ day of _____, 20____

(Principal) (Seal)

(Witness)

By: _____
(Name) (Title)

(Surety) (Seal)

(Witness)

By: _____
(Attorney-in-Fact)

MS Agent

Mississippi Insurance ID Number