

**SECTION 905 -- PROPOSAL (CONTINUED)**

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

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

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

ADDENDUM NO.   1   DATED   9/18/2012   ADDENDUM NO.            DATED             
 ADDENDUM NO.            DATED            ADDENDUM NO.            DATED           

Number	Description
1	Revised NTB 4065, replaces same; Bid Items, replace same; Amendment EBS Download Required.

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

Respectfully Submitted,

DATE \_\_\_\_\_

\_\_\_\_\_  
 Contractor

BY \_\_\_\_\_  
 Signature

TITLE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY, STATE, ZIP \_\_\_\_\_

PHONE \_\_\_\_\_

FAX \_\_\_\_\_

E-MAIL \_\_\_\_\_

(To be filled in if a corporation)

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

_____ President	_____ Address
_____ Secretary	_____ Address
_____ Treasurer	_____ Address

The following is my (our) itemized proposal.

Revised 09/21/2005

HSIP-0002-06(020) / 106416301

Lee County(ies)

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 - NOTICE TO BIDDERS NO. 4065**

**CODE: (SP)**

**DATE: 09/18/2012**

**SUBJECT: Scope of Work**

**PROJECT: HSIP-0002-06(020) / 106416301 – Lee 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 Specification for Road and Bridge Construction are to be disregarded.

In general, the work to be accomplished using the pay items and corresponding specifications set forth in this contract is for placing roadside barrier and adjusting median slopes and inlets at designated locations.

The work on US 45 in Lee County shall consist of the following:

- I) Installing a cable barrier system in the median of US 45 in Lee County. The following are the locations where the cable barrier systems are to be installed. All stationing is based on the centerline of the median. The following measurements do not include Terminal end lengths or the vegetation pad for the terminal end.
  1. Beginning at the Chiwapa Creek Relief Bridge for the B.O.P. at Station 142+10 and running northward 3835 linear feet to Station 180+45 on the East side of the median ditch to the northern bridge column at US 45. Requires two (2) Terminal End sections.
  2. Station 178+90 to Station 225+20 on the West side of the median ditch of Hwy 45-ALT in Lee County. 4630 linear feet northward from the southern bridge column at the US 45 overhead bridge to approximately 75 feet south of the Coonewah Creek bridge. Requires two (2) Terminal sections.
  3. Station 229+04 to Station 238+00 on the East side of the median ditch of Hwy 45 in Lee County. 896 linear feet northward from approximately 75 feet north of the Coonewah Creek bridge to 75 feet south of the Coonewah Relief Bridge. Requires two (2) Terminal Sections.
  4. Station 241+94 to Station 293+05 on the East side of the median ditch of Hwy 45 in Lee County. 5111 linear feet northward from approximately 75 feet North of the Coonewah Relief Bridge to a bridge the northern bridge column of Brewer Road Bridge. Requires two (2) Terminal Sections.

5. Station 292+80 to Station 311+46 on the West side of the median ditch of Hwy 45 in Lee County. 1866 linear feet northward from the southern bridge column of the Brewer Road Bridge to approximately 75 feet south of the Brewer Road Bridge. Requires two (2) Terminal Sections.
6. Station 316+48 to Station 361+17 on the East side of the median ditch of Hwy 45 in Lee County. 4469 linear feet Northward 75 feet north from the Brewer Road Bridge to the northern column of the KCS RR Bridge. Requires two (2) Terminal Sections.
7. Station 360+87 to Station 428+62 on the West side of the median ditch of Hwy 45 in Lee County. 6775 linear feet northward from the southern bridge column of the KCS RR Bridge to approximately 200 feet north of the City Pt. Road Bridge northern Column. Requires two (2) Terminal Sections.
8. Station 423+32 to Station 456+09 on the East side of the median ditch of Hwy 45 in Lee County. 3277 linear feet northward from 200 feet south of the City Pt. Road southern Bridge Column to the northern bridge column of the Verona Main Street Bridge. Requires two (2) Terminal Sections.
9. Station 455+02 to Station 516+76 on the West side of the median ditch of Hwy 45 in Lee County. 6174 linear feet northward from the southern bridge column of the Verona Main Street Bridge to approximately 127 feet south of the S. Green Street Bridge. Requires two (2) Terminal Sections.
10. Station 519+67 to Station 614+45 on the East side of the median ditch of Hwy 45 in Lee County. 9478 linear feet northward from approximately 84 feet north of the South Green Street Bridge to approximately 75 feet south of Eason Blvd. Bridge. Requires two (2) Terminal Sections.
11. Station 618+62 to Station 624+74 on the East side of the median ditch of Hwy 45 in Lee County. 612 linear feet northward from approximately 75 feet north of the Eason Blvd. Bridge to approximately 75 feet south of the Kings Creek Bridge. Requires two (2) Terminal Sections.
12. Station 629+27 to Station 643+69 on the East side of the median ditch of Hwy 45 in Lee County. Beginning approximately 75 feet north of the Kings Creek Bridge to 75 feet south of the Burlington Northern RR Bridge run approximately 1442 linear feet. Requires two (2) Terminal Sections.
13. Station 648+74 to Station 697+82 on the East side of the median ditch of Hwy 45 in Lee County. 4908 linear feet northward from approximately 75 feet north of the Burlington Northern RR Bridge to 75 feet south of the SR 178 Bridge. Requires two (2) Terminal Sections.
14. Station 702+16 to Station 755+56 on the East side of the median ditch of Hwy 45 in Lee County. 5340 linear feet Northward from 75 feet north the SR 178 Bridge to approximately 75 feet south of the Front Street/KCS RR Bridge. Requires two (2) Terminal Sections.

15. 590 feet from approximately 75 feet west of the McCullough Blvd. overpass to approximately 150 feet east of the North Green Street overpass on the north side of the median ditch on McCullough Blvd. Requires two (2) Terminal Sections.
16. Station 776+14 to Station 780+14 on the center of the median island pavement of Hwy 45 in Lee County. 400 linear feet northward from 20 feet south of the median island to approximately 85 feet south of the McCullough Blvd. Bridge. Requires two (2) Terminal Sections. (This section will require saw cutting holes for the line posts and 1 terminal end section into the median island pavement. To be absorbed in the cable barrier pay item.)
17. Station 783+75 to Station 837+55 on the center of the median island transitioning to the west side of the median ditch of Hwy 45 in Lee County. 5380 linear feet northward from approximately 120 feet north of McCullough Blvd. Bridge to approximately 75 feet south of the Old Town Creek Bridge. Requires two (2) Terminal Sections. (This section will require saw cutting holes for the line posts and 1 terminal end section into the median island pavement for approximately 1500 feet. To be absorbed in the cable barrier pay item.)
18. Station 844+49 to Station 859+01 on the East side of the median ditch of Hwy 45 in Lee County. 1452 linear feet northward from approximately 75 feet north of Old Town Creek Bridge to the northern bridge column of US 78 Bridge. Requires two (2) Terminal Sections.
19. Station 857+59 to Station 933+32 on the West side of the median ditch of Hwy 45 in Lee County. 7573 linear feet northward from the southern most bridge column of US 78 Bridge to approximately 75 feet south of the Barnes Crossing Bridge. Requires two (2) Terminal Sections.
20. Station 937+00 to Station 996+08 on the east side of the median ditch of Hwy 45 in Lee County. 5908 linear feet northward from approximately 75 feet north of the Barnes Crossing Bridge to approximately 75 feet south of the Mud Creek Bridge. Requires two (2) Terminal Sections.
21. Station 999+73 to Station 1054+69 on the east side of the median ditch of Hwy 45 in Lee County. 5496 linear feet northward from approximately 75 feet north of the Mud Creek Bridge to a bridge column of the Natchez Trace Parkway Bridge. Requires two (2) Terminal Sections.
22. Station 1054+65 to Station 1066+24 on the west side of the median ditch of Hwy 45 in Lee County. 1159 linear feet northward from a bridge column of the Natchez Trace Parkway Bridge to approximately 75 feet south of the Access Road/KCS RR Bridge. Requires two (2) Terminal Sections.
23. Station 1070+41 to Station 1160+58 on the west side of the median ditch of Hwy 45 in Lee County. 9017 linear feet northward from approximately 75 feet north of the Access Road/KCS RR Bridge to approximately 75 feet south of the SR 145 Bridge. Requires two (2) Terminal Sections.

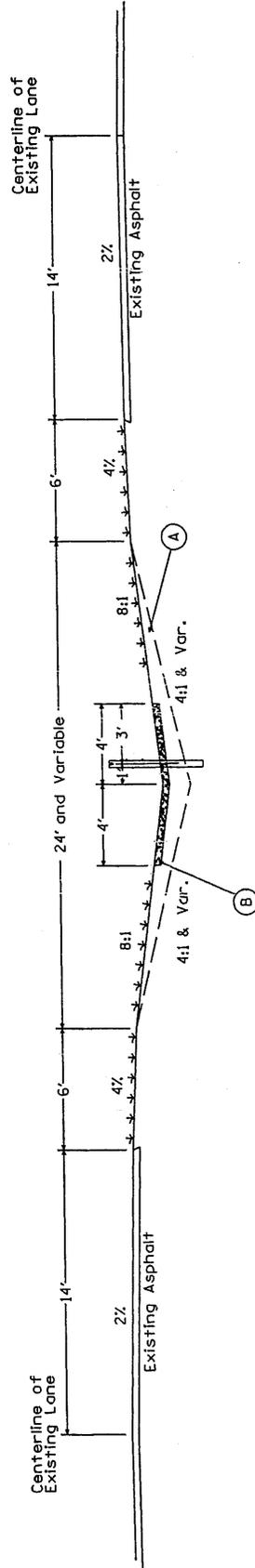
24. Station 1167+78 to Station 1198+13 on the east side of the median ditch of Hwy 45 in Lee County. 3035 linear feet northward from approximately 75 feet north of the SR 145 Bridge to approximately 50 feet south of a crossover at station 1199+00. Requires two (2) Terminal Sections.

II) In addition to the cable barrier system, median grades and inlets are to be adjusted.

1. From station 472+00 to station 743+93 and station 798+15 to station 819+00 the median grades will be raised to 8:1 slopes. Work will be done on this section using an extended period lane closure.
2. Existing inlets will be extended in this section to match 8:1 slopes. Reinforcing steel shall be epoxied into the existing inlet using material from the approved list. Additional inlets will be required from station 509+47 to 603+00 and from station 664+74 to 684+26 as per the attached table. These inlets will be connected to existing inlets using 18" corrugated polyethylene pipe as per the attached typical. All work associated with breaking into existing inlets for inlet extensions and with connecting pipe to inlets will be absorbed in other items. Concrete and Reinforcing Steel will be paid for under the appropriate pay items. Connections using Pipe Elbows may be required to meet field conditions and will be used as directed by the Engineer.
3. The reduced speed limit shall be 45 mph from 472+00 to 819+00. Regulatory 45 mph signs will be required on this section. The cost of these signs will be included in Maintenance of Traffic.
4. Paved ditch with a vegetation pad will be required from station 472+00 to station 743+93 and station 798+15 to station 819+00 as per the attached typical section.
5. Location of new pipe may be adjusted to meet field conditions as directed by the Engineer.

STATE PROJECT NO.  
MISS. SIP-002-06(020)

# Typical Section



Transition from 88' to 64' - 472+00 to 482+50  
 482+50 to 615+00  
 615+00 to 625+00  
 625+00 to 644+00  
 644+00 to 698+00  
 698+00 to 723+54  
 723+54 to 88' - 743+93  
 Transition from 64' to 88' - 798+15 to 819+00

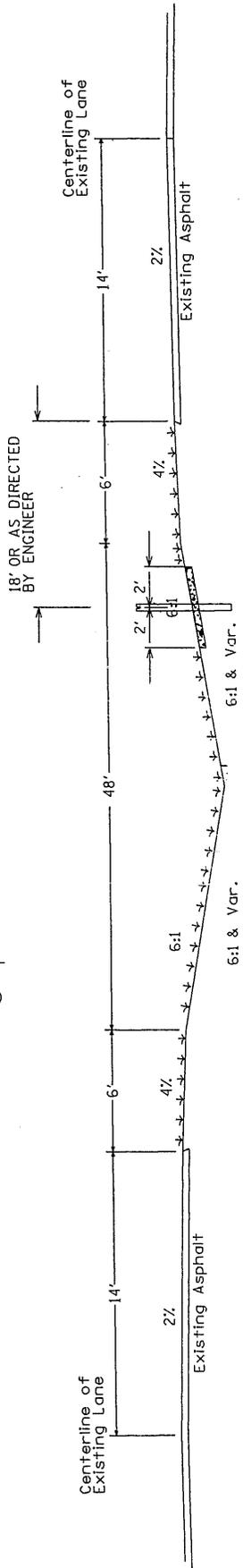
NOTE:  
 Remove All Existing Concrete Paved Ditches  
 And Paved Inlet Aprons  
 That Are In Conflict With These Typical Sections  
 Pay Item No. 202-B025

- (A) Borrow Excavation AH, FME, CLASS B9 Pay Item No. 203-EX
- (B) Portland Cement Concrete Paved Ditch Pay Item No. 221-A001

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
Typical Section	
PROJECT NO.: HSP-002-06(020)	COUNTY: LEE
DESIGNER: LEE	DATE: 06/02/00
FILE NAME: 06020	DATE: 06/02/00
PROJECT NO.: HSP-002-06(020)	COUNTY: LEE
DESIGNER: LEE	DATE: 06/02/00
FILE NAME: 06020	DATE: 06/02/00
PROJECT NO.: HSP-002-06(020)	COUNTY: LEE
DESIGNER: LEE	DATE: 06/02/00
FILE NAME: 06020	DATE: 06/02/00

STATE	PROJECT NO.
MISS.	HSIP-0002-06(020)

# Typical Section



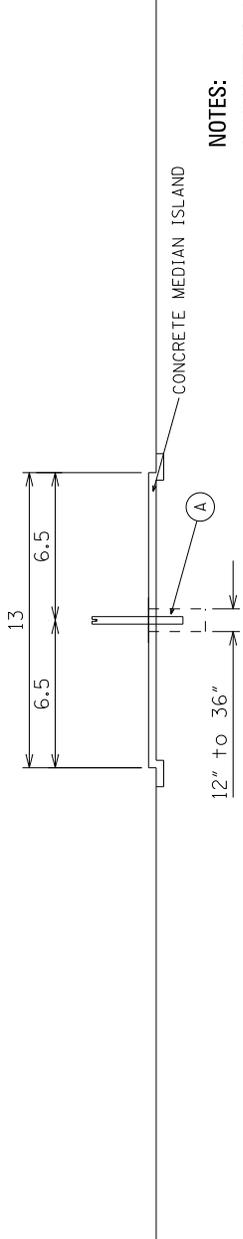
141+80 to 472+00  
 743+93 to 756+00  
 819+00 to 1198+43

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
PROJECT NO.:	HSIP-0002-06(020)
COUNTY:	LEE
FILE NAME:	
WORKING NUMBER	TYP
SHEET NUMBER	1
DATE	1P-2

PROJECT NO.: HSIP-0002-06(020)

COUNTY: LEE

# Typical Section



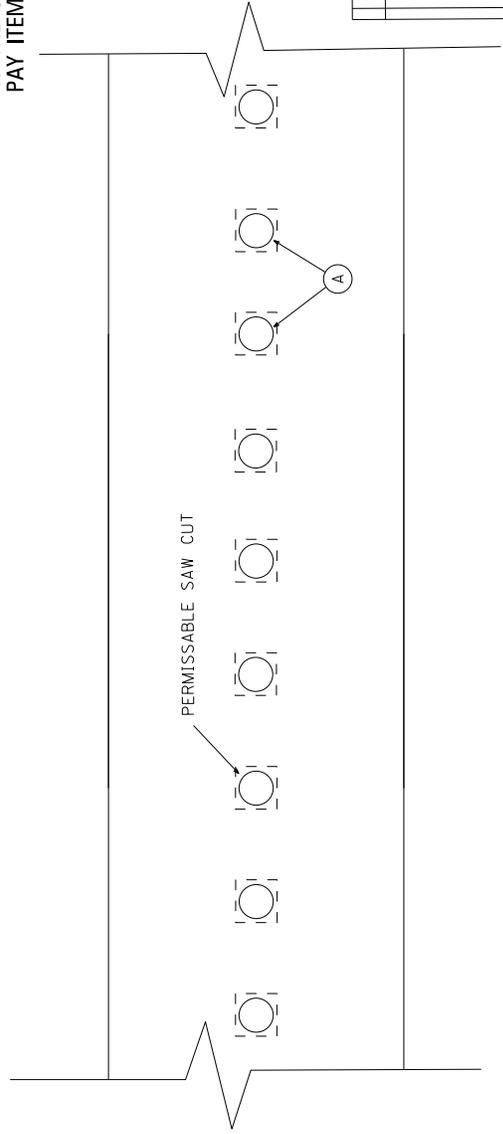
776+35 to 780+44  
783+44 to 798+17

(A) SAWCUT POST HOLES AND END ANCHOR HOLES

**NOTES:**

1. SAWCUTTING WILL BE REQUIRED ON TWO (2) TERMINAL END SECTIONS, AND LINE POST ON APPROXIMATELY 1850 LF OF CABLE.
2. ALL SAWCUTTING AND REMOVAL OF CONCRETE MEDIAN ISLAND PAVEMENT REQUIRED FOR INSTALLATION OF POST FOOTINGS AND TERMINAL END SECTIONS SHALL BE ABSORBED IN THE COST OF THE CABLE BARRIER PAY ITEM NO. 907-606-G001

PERMISSABLE SAW CUT

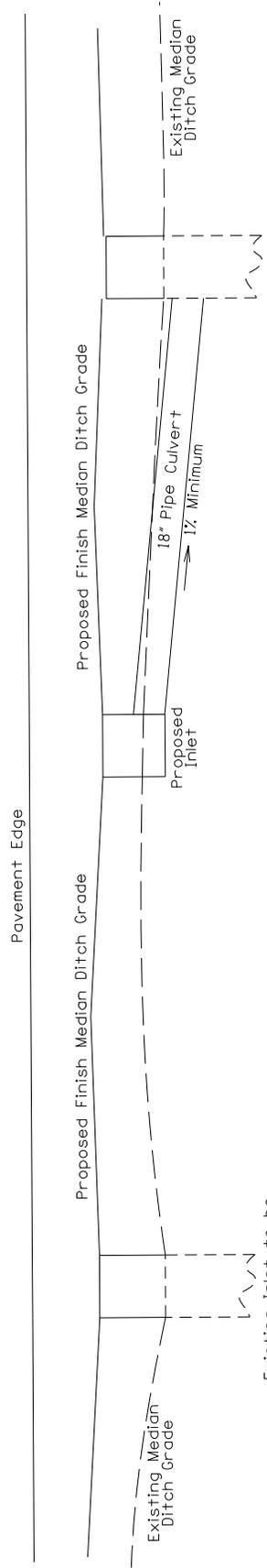


STATE	PROJECT NO.
MISS.	HSP-002-06(020)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
Typical Section	
PROJECT NO.: HSP-002-06(020)	WORKING NUMBER
COUNTY: LEE	TYPE
FILE NAME:	SHEET NUMBER
DESIGN TEAM	DATE
REVISION	TP-3
DATE	
BY	

PROJECT NO.: HSP-002-06(020)  
COUNTY: LEE

STATE	PROJECT NO.
MISS.	HSIP-0002-06(020)



# Median Ditch Profile

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Typical Section

NO. 1	REVISION

PROJECT NO.: HSIP-0002-06(020)  
 COUNTY: LEE  
 FILE NAME: \_\_\_\_\_  
 DESIGN TEAM \_\_\_\_\_ DATE \_\_\_\_\_  
 SHEET NO. TP-4

PROJECT NO.: HSIP-0002-06(020)  
 COUNTY: LEE



<b>Pipe Culverts Between Inlets</b>								
Inlet Locations							Structure Excavation	
Station	Proposed /Existing Inlet	Station	Proposed /Existing Inlet	Length (ft)	Size	Type	Excavation (CY)	Estimated Depth (ft)
509+47	Proposed	512+52	Existing	305	18"	HDPE	59	1.3
512+52	Existing	515+96	Proposed	344	18"	HDPE	91	1.8
523+28	Proposed	527+16	Existing	388	18"	HDPE	94	1.7
529+28	Proposed	531+40	Existing	212	18"	HDPE	36	1.2
534+60	Proposed	537+79	Existing	320	18"	HDPE	92	2.0
540+09	Proposed	542+39	Existing	230	18"	HDPE	76	2.3
544+97	Proposed	547+55	Existing	258	18"	HDPE	111	3.0
549+97	Proposed	552+43	Existing	246	18"	HDPE	90	2.5
554+98	Proposed	557+57	Existing	259	18"	HDPE	50	1.3
560+98	Proposed	564+39	Existing	341	18"	HDPE	170	3.4
568+07	Proposed	571+75	Existing	368	18"	HDPE	169	3.2
575+08	Proposed	578+40	Existing	333	18"	HDPE	141	2.9
581+39	Proposed	584+38	Existing	299	18"	HDPE	119	2.7
587+38	Proposed	590+38	Existing	300	18"	HDPE	112	2.6
593+50	Proposed	596+62	Existing	312	18"	HDPE	136	3.0
598+50	Proposed	600+37	Existing	188	18"	HDPE	57	2.1
603+00	Proposed	605+62	Existing	263	18"	HDPE	97	2.5
661+49	Existing	664+74	Proposed	325	18"	HDPE	131	2.8
667+98	Existing	671+48	Proposed	350	18"	HDPE	117	2.3
674+97	Existing	677+99	Proposed	302	18"	HDPE	94	2.1
681+01	Existing	684+26	Proposed	325	18"	HDPE	113	2.4
			Total =	6266			2153	

<b>Proposed Inlets to be Constructed</b>							
Station	Proposed Flowline Grade (ft)	Type	Height	Openings	Concrete Class "B" (CY)	Steel (lbs)	Grating (lbs)
509+47	282.81	MI-1	MIN.	1@18"	0.670	48	250
515+96	277.65	MI-1	MIN.	1@18"	0.670	48	250
523+28	272.42	MI-1	MIN.	1@18"	0.670	48	250
529+28	268.21	MI-1	MIN.	1@18"	0.670	48	250
534+60	265.14	MI-1	MIN.	1@18"	0.670	48	250
540+09	263.07	MI-1	MIN.	1@18"	0.670	48	250
544+97	261.76	MI-1	MIN.	1@18"	0.670	48	250
549+97	260.77	MI-1	MIN.	1@18"	0.670	48	250
554+98	259.74	MI-1	MIN.	1@18"	0.670	48	250
560+98	259.04	MI-1	MIN.	1@18"	0.670	48	250
568+07	258.96	MI-1	MIN.	1@18"	0.670	48	250
575+08	259.05	MI-1	MIN.	1@18"	0.670	48	250
581+39	259.09	MI-1	MIN.	1@18"	0.670	48	250
587+38	259.16	MI-1	MIN.	1@18"	0.670	48	250
593+50	259.16	MI-1	MIN.	1@18"	0.670	48	250
598+50	259.38	MI-1	MIN.	1@18"	0.670	48	250
603+00	259.63	MI-1	MIN.	1@18"	0.670	48	250
664+74	261.71	MI-1	MIN.	1@18"	0.670	48	250
671+48	262.29	MI-1	MIN.	1@18"	0.670	48	250
677+99	262.95	MI-1	MIN.	1@18"	0.670	48	250
684+26	263.32	MI-1	MIN.	1@18"	0.670	48	250
					Concrete Class "B" (CY)	Steel (lbs)	Grating (lbs)
				Total =	14.070	1008	5250

<b>Existing Inlets to be modified</b>					
Station	Existing Flowline Grade (+/- 0.15 ft)	Proposed Flowline Grade (+/- 0.15 ft)	Raise Inlet (+/- 0.15 ft)	Concrete Class "B" (CY)	Steel (lbs)
474+54	308.93	310.71	1.78	0.393	18
479+93	317.59	319.12	1.53	0.338	15
485+71	325.15	326.74	1.59	0.351	16
492+43	321.65	323.7	2.05	0.453	21
495+69	314	315.32	1.32	0.292	13
500+59	298.83	300.35	1.52	0.336	15
506+42	284.15	285.64	1.49	0.329	15
512+52	278.27	279.98	1.71	0.378	17
519+40	273.63	275.15	1.52	0.336	15
527+16	267.93	269.7	1.77	0.391	18
531+40	264.43	266.66	2.23	0.493	22
537+79	262	263.63	1.63	0.360	16
542+39	261.05	262.52	1.47	0.325	15
547+55	260.31	261.35	1.04	0.230	10
552+39	259.38	260.23	0.85	0.188	9
557+57	257.59	259.25	1.66	0.367	17
564+39	257.18	258.83	1.65	0.365	16
571+75	257.15	259.1	1.95	0.431	19
578+40	257.16	259.12	1.96	0.433	20
584+38	257.21	259.06	1.85	0.409	19
590+38	257.42	259.26	1.84	0.407	18
596+62	257.74	259.33	1.59	0.351	16
600+37	257.5	259.43	1.93	0.427	19
605+62	258.92	260.72	1.8	0.398	18
610+61	267.91	269.96	2.05	0.453	20
624+37	270.301	272.24	1.939	0.429	19
632+03	260.86	262.64	1.78	0.393	18
638+53	273.44	275.13	1.69	0.373	17
654+99	269.38	270.93	1.55	0.343	16
661+49	259.78	261.48	1.7	0.376	17
667+98	260.36	261.95	1.59	0.351	16
674+97	261.18	262.75	1.57	0.347	16
681+01	262.21	263.15	0.94	0.208	9

<b>Existing Inlets to be modified</b>					
Station	Existing Flowline Grade (+/- 0.15 ft)	Proposed Flowline Grade (+/- 0.15 ft)	Raise Inlet (+/- 0.15 ft)	Concrete Class "B" (CY)	Steel (lbs)
687+51	263.89	265.11	1.22	0.270	12
693+50	274.27	275.55	1.28	0.283	13
710+50	284.23	285.67	1.44	0.318	14
719+49	275.37	275.68	0.31	0.069	3
798+25	321.53	323.58	2.05	0.453	21
807+87	316.56	317.99	1.43	0.316	14
813+23	302.3	302.75	0.45	0.099	5
818+23	286.81	287.78	0.97	0.214	10
				Concrete Class "B" (CY)	Steel (lbs)
			Total =	12.992	588

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
**VEGETATION SCHEDULE**  
**GRADE, DRAIN, & INCIDENTAL PAVING**  
 PROJECT NO. HSP-0002-06(020)

PLAN NUMBER: VS-1597  
 SHEET NO. 11 TO 12  
 DATE: 01/10/16

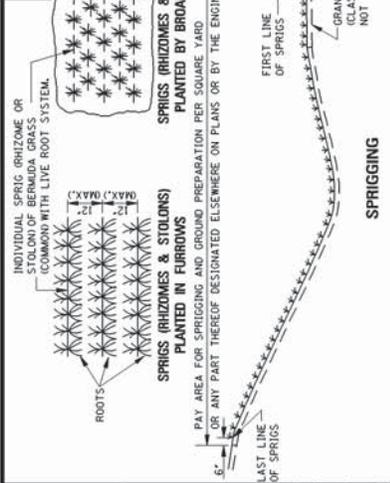
PONTOTOC & LEE  
 FILE NAME: VS-1597  
 DESIGN TEAM: FHM CEE/CEP

EROSION CONTROL ITEMS		SEASONAL APPLICATIONS-DATES & RATES				REQUIREMENTS
PAY ITEM NO.	ITEMS	SPRING & SUMMER		FALL & WINTER		
		RATES	DATES	RATES	DATES	
214-8001	TOPSOIL FOR SLOPE TREATMENT	4" THICK	MARCH 1 TO SEPTEMBER 1	4" THICK	SEPTEMBER 1 TO MARCH 1	TOPSOIL REQUIRED ON SLOPE AREAS (SANDY) SELECTED BY THE ENGINEER DURING CONSTRUCTION
907-225-8001	AGRICULTURAL LIMESTONE	3 TONS / ACRE	MARCH 1 TO SEPTEMBER 1	3 TONS/ACRE	SEPTEMBER 1 TO MARCH 1	LIMESTONE SHALL BE MECHANICALLY SPREAD UNIFORMLY AND INCORPORATED INTO THE SOIL PRIOR TO PLANTING.
215-0001	SUPERPHOSPHATE	0.5 TONS / ACRE (EST.)	MARCH 1 TO SEPTEMBER 1			SUPERPHOSPHATE (FOR BID ITEM PURPOSES).
215-4001	VEGETATIVE MATERIAL FOR MULCH	2 TONS / ACRE (EST.)	MARCH 1 TO SEPTEMBER 1	2 TONS/ACRE (EST.)	SEPTEMBER 1 TO MARCH 1	THE ENGINEER WILL DESIGNATE THE RATES OF APPLICATION (SEE SUBSECTION 215.03.3.)
216-4001	SOLID SODDING	PER SQ. YD.	MARCH 1 TO SEPTEMBER 1	PER SQ. YD.	SEPTEMBER 1 TO MARCH 1	SOLID SOD REQUIRED ON AREAS SPECIFIED IN THE CONTRACT OR BY THE ENGINEER.
219-4001	WATERING	20 GALS.S.Y. (EST.)	MARCH 1 TO SEPTEMBER 1	20 GALS.S.Y. (EST.)	SEPTEMBER 1 TO MARCH 1	TO BE USED AS DIRECTED IN THE PLANTING AND ESTABLISHING SOLID SOD.
220-4001	INSECT PEST CONTROL	PER ACRE		PER ACRE		SEE SECTION 220.
907-225-4001	GRASSING	PER ACRE		PER ACRE		
①	SEEDING (BERNARDGRASS)	20 LBS./ACRE	MARCH 1 TO SEPTEMBER 1	20 LBS./ACRE	SEPTEMBER 1 TO MARCH 1	SEED REQUIRED ON DISTURBED AREAS. UNMULLED SEED MAY BE REQUIRED DURING THE DORMANT SEASON AS DIRECTED.
②	SEEDING (BAHAGRASS)	25 LBS./ACRE	MARCH 1 TO SEPTEMBER 1	25 LBS./ACRE	SEPTEMBER 1 TO MARCH 1	SEED REQUIRED ON DISTURBED AREAS.
③	SEEDING (TALL FESCUE)	25 LBS./ACRE	MARCH 1 TO SEPTEMBER 1	25 LBS./ACRE	AUGUST 1 TO APRIL 1	SEED REQUIRED ON DISTURBED AREAS.
④	SEEDING (SERICEA LESPEDEZA)	25 LBS./ACRE	MARCH 1 TO SEPTEMBER 1	25 LBS./ACRE	SEPTEMBER 1 TO MARCH 1	SEE NOTE ③ BELOW.
⑤	SEEDING (CRIMSON CLOVER)	1000 LBS/ACRE		1000 LBS/ACRE	AUGUST 1 TO APRIL 1	SEED REQD. ON DISTURBED AREAS.
⑥	COMBINATION FERTILIZER, 12-12-12					
907-226-4001	TEMPORARY GRASSING	PER ACRE		PER ACRE		
①	SEEDING (BROWN TOP MILLET)	20 LBS./ACRE	APRIL 1 TO AUGUST 31	25 LBS./ACRE	SEPTEMBER 1 TO MARCH 31	QUANTITY BASED ON TEMPORARY GRASSING
②	SEEDING (RYE GRASS)			90 LBS./ACRE	SEPTEMBER 1 TO DECEMBER 15	QUANTITY BASED ON TEMPORARY GRASSING
③	SEEDING (OATS)	0.25 TONS/ACRE		0.25 TONS/ACRE		
④	COMBINATION FERTILIZER, 12-12-12					

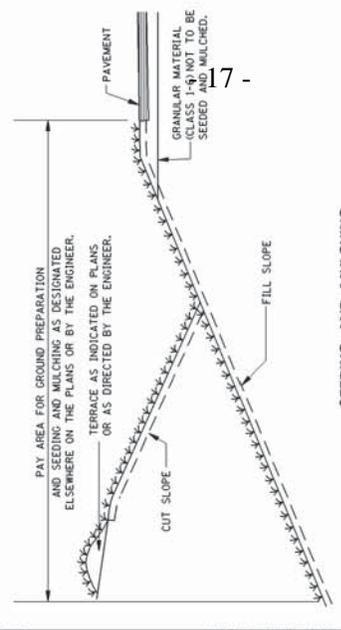
- ① ALL AREAS THAT HAVE BEEN VEGETATED UNDER THIS CONTRACT FOR AT LEAST (60) SIXTY DAYS, SHALL RECEIVE ADDITIONAL APPLICATIONS OF FERTILIZER(S) OF THE TYPE(S) AND RATE(S) OF APPLICATIONS AS DETERMINED BY SOIL TESTS OR AS DIRECTED DURING THE GROWING SEASON. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COST OF SOIL TESTS AND FERTILIZERS FOR THE ADDITIONAL APPLICATIONS. PAYMENT FOR ALL FERTILIZERS ACCEPTABLY APPLIED AS AN ADDITIONAL APPLICATION(S) WILL BE MADE IN ACCORDANCE WITH SUPERPHOSPHATE BID ITEM 215-C.
- ② PROPOSAL QUANTITIES ESTIMATED ON THE BASIS THAT 100% OF THE ACREAGE WILL BE SEEDDED.
- ③ PROPOSAL QUANTITIES ESTIMATED ON THE BASIS THAT 50% OF THE ACREAGE WILL BE SEEDDED.
- ④ QUANTITY ESTIMATED ON THE BASIS 50% OF THE ACREAGE VEGETATED MAY REQUIRE TOPSOIL.
- ⑤ THIS ITEM TO BE OMITTED ON AREAS WITHIN 30' FROM EDGE OF PAVEMENT.
- ⑥ PROPOSAL QUANTITIES ESTIMATED ON THE BASIS THAT 50% OF THE ACREAGE SEEDDED MAY REQUIRE TOPSOIL.
- ⑦ THE ACTUAL RATE /ACRE TO BE DETERMINED BY SOIL TEST DURING CONSTRUCTION.
- ⑧ SOIL IN ADDITION TO OTHER SPECIFIED SEEDS ON HIGH-FILL AND BACK-SLOPE AREAS SELECTED BY ENGINEERS DURING CONSTRUCTION. PROPOSAL QUANTITIES ESTIMATED ON THE BASIS THAT 50% OF THE ACREAGE WILL BE SEEDDED.



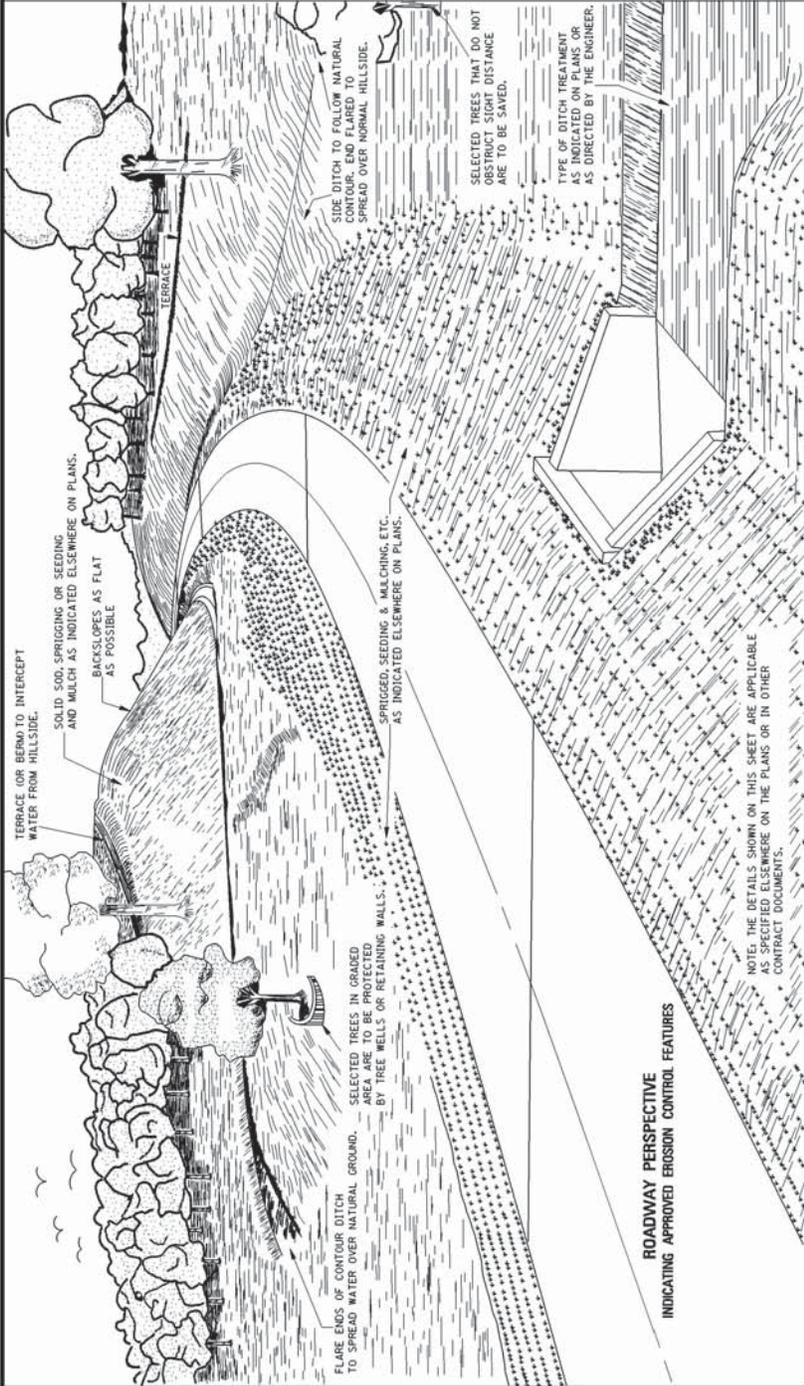




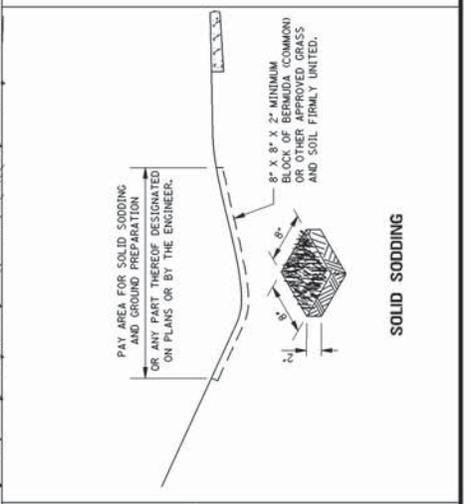
**SPRIGGING**



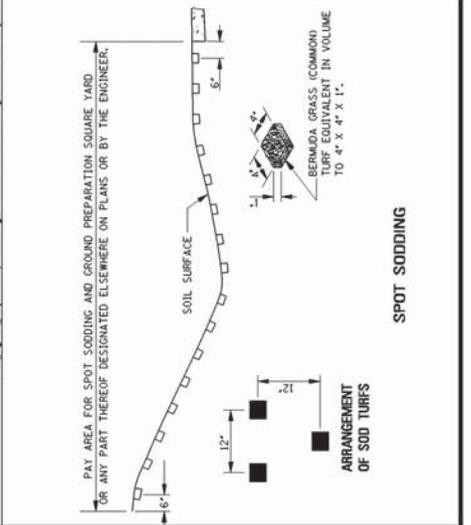
**SEEDING AND MULCHING**



**ROADWAY PERSPECTIVE  
INDICATING APPROVED EROSION CONTROL FEATURES**



**SOLID SODDING**



**SPOT SODDING**

GENERAL NOTE:

1. LONGITUDINAL AND TRANSVERSE MEASUREMENTS FOR THE PAY AREA SHALL BE TAKEN ALONG THE SURFACE.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

**EROSION CONTROL**

WORKING NUMBER: EC-1  
SHEET NUMBER: 140  
ISSUE DATE: OCTOBER 1, 1998

DATE	REVISION

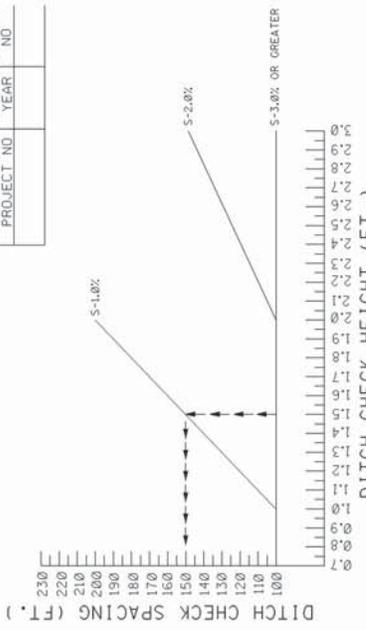






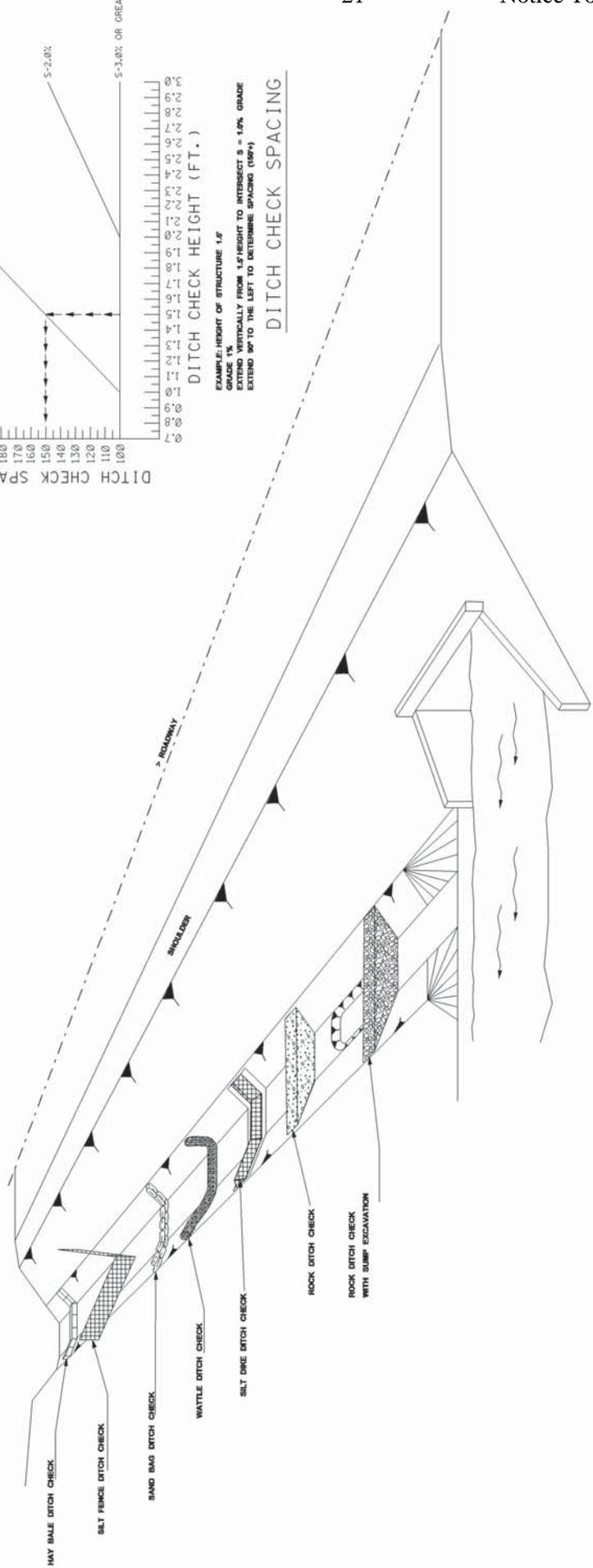
STATE PROJECT NO.  
MISS.

REFERENCE PROJECT NO. FISCAL SHEET NO.  
YEAR NO.



EXAMPLE: HEIGHT OF STRUCTURE 1.0' GRADE 1% EXTEND VERTICALLY FROM 1.5' HEIGHT TO INTERSECT S = 1.0% GRADE EXTEND UP TO THE LEFT TO DETERMINE SPACING (80%)

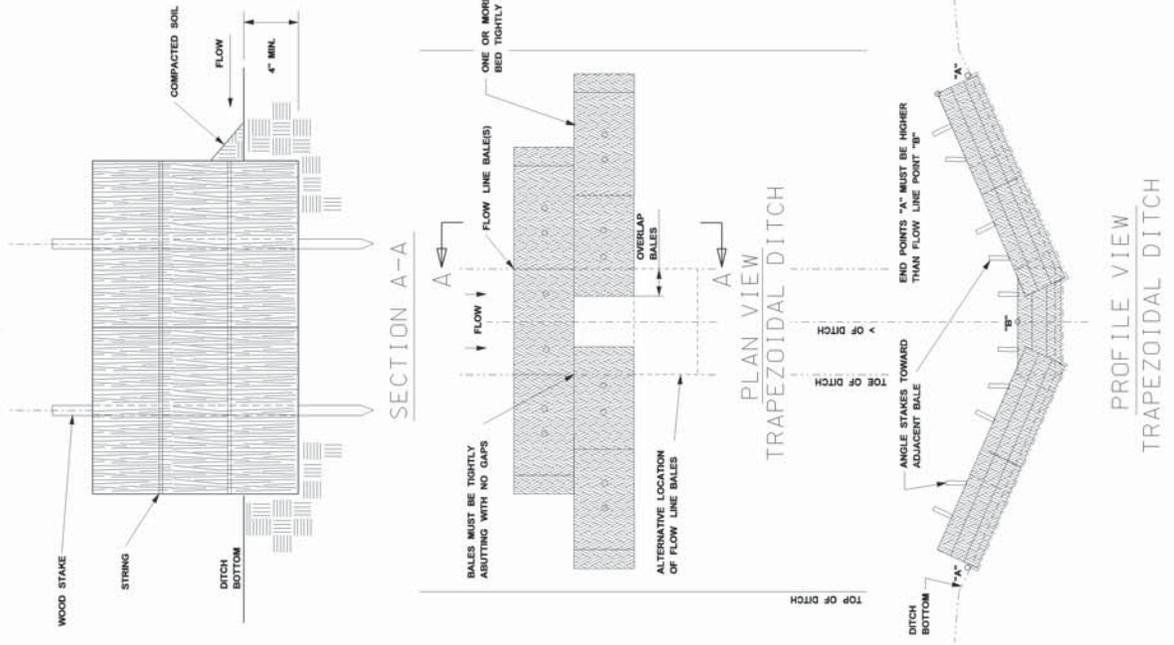
DITCH CHECK SPACING



- NOTES:
1. THE DITCH CHECK PERSPECTIVE ILLUSTRATES A TOOL BOX OF TEMPORARY PRACTICES THAT MAY BE USED. DITCH CHECKS ARE USED TO CONTROL INFLUENCE VELOCITY AND THUS REDUCE EROSION AND PREVENT OVER TRAPPING OF SEDIMENT.
  2. SELECTION OF THE APPROPRIATE DITCH CHECK SHOULD BE A FUNCTION OF CONSTRUCTION PHASE, DRAINAGE AREA, DITCH GRADIENT, SOIL TYPE, ECONOMY AND SAFETY.
  3. DITCH CHECKS CAN BE REMOVED FOR MAINTENANCE AND/OR REPLACEMENT BUT MUST REMAIN IN PLACE UNTIL THE DITCH CHECK IS FULLY ESTABLISHED.
  4. HAY BALES ARE USED TO INTERCEPT LOW VOLUME FLOWS IN LOW TO MODERATE GRADIENT DITCHES. THE VOLUME OR HEIGHT OF THE DITCH CHECK STRUCTURE, ALLOWING FOR SEDIMENT TO ACCUMULATE MORE THAN 12 INCHES OF THE STRUCTURE AND NEVER EXCEED 3 ACRES. THEY CAN BE USED IN SERIES TO INCREASE ON-SITE SEDIMENT TRAPPING EFFICIENCY.
  5. SAND BAG DITCH CHECKS ARE USED FOR VELOCITY REDUCTION AND MINIMAL SEDIMENT TRAPPING IN LOW TO MODERATE GRADIENT DITCHES.
  6. WATTLE DITCH CHECKS ARE USED FOR VELOCITY REDUCTION AND MINIMAL SEDIMENT TRAPPING IN CONCRETE PAVED DITCHES OR IN DITCHES THAT HAVE ROCKY BOTTOMS.
  7. WATTLE DITCH CHECKS ARE APPROPRIATE FOR VELOCITY REDUCTION AND CONTROL OF SEDIMENT TRANSPORT UNDER LOW TO MEDIUM FLOW CONDITIONS.

8. SALT DIKES CAN BE USED IN DITCHES WITH CONCENTRATED FLOWS WITHIN THE CLEAR ZONE WHERE RIPRAP CAN NOT BE USED AS CONSTRUCTION PROGRESSES.
9. ROCK DITCH CHECK WITH SUMP EXCAVATION CAN BE PLACED IN DITCHES TO ASSURE ON-SITE SEDIMENT TRAPPING REQUIREMENTS ARE MET. DITCH CHECK WITH SUMP EXCAVATION ARE USED TO INTERCEPT LOW VOLUME FLOWS IN LOW TO MODERATE GRADIENT AREAS WHERE SOIL EROSION IS EXPECTED. DRAINAGE AREA FOR A TEMPORARY SEDIMENT TRAP SHALL NOT EXCEED 3 ACRES. THEY CAN BE USED IN SERIES TO INCREASE ON-SITE SEDIMENT TRAPPING EFFICIENCY.
10. IN GENERAL, DITCH CHECKS SHOULD NOT BE PLACED IN LIVE STREAMS.
11. CONFIGURATION AND SPACING MAY BE ADJUSTED IF APPROVED BY THE ENGINEER TO ACCOMMODATE TRAVELWAY SAFETY, WATER FLOW, OR SOL AND INSTALLATION CHALLENGES.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
DITCH CHECK STRUCTURES	
TYPICAL APPLICATIONS AND DETAILS	
DATE	DESIGN TEAM
FILE NAME: EROSION CONTROL-4.DWG	DESIGN TEAM
PROJECT NUMBER	DATE
ECD-4	
SHEET NUMBER	
10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	



- NOTES:
1. MINIMUM RECOMMENDED CHECK SPACING IS 100 FEET UNLESS SHOWN OTHERWISE ON THE PLANS OR EROSION CONTROL PLAN APPROVED BY THE ENGINEER. SEE SPACING GUIDANCE ON ECD-4.
  2. ANCHORING WOOD STAKES SHALL BE SIZED, SPACED, AND BE OF A MATERIAL THAT EFFECTIVELY SECURES THE CHECK. A MINIMUM OF TWO STAKES PER BALE IS REQUIRED. ALL NON-DEGRADABLE MATERIALS SHALL BE REMOVED WHEN NO LONGER NEEDED.
  3. BALES SHALL BE EMBEDDED IN THE SOIL A MIN. OF 4".
  4. BALES SHALL BE PLACED IN A ROW WITH ENDS TIGHTLY ADJUTING THE ADJACENT BALES. THE BALES SHALL BE PLACED WITH ENDINGS PARALLEL TO THE GROUND.
  5. SOIL IS COMPACTED ALONG THE BASE OF THE UPSTREAM FACE TO PREVENT PINGING.
  6. MULTIPLE ADJACENT ROWS OF BALES ARE REQUIRED AS SHOWN.

HAY BALE DITCH CHECK SELECTION GUIDELINES

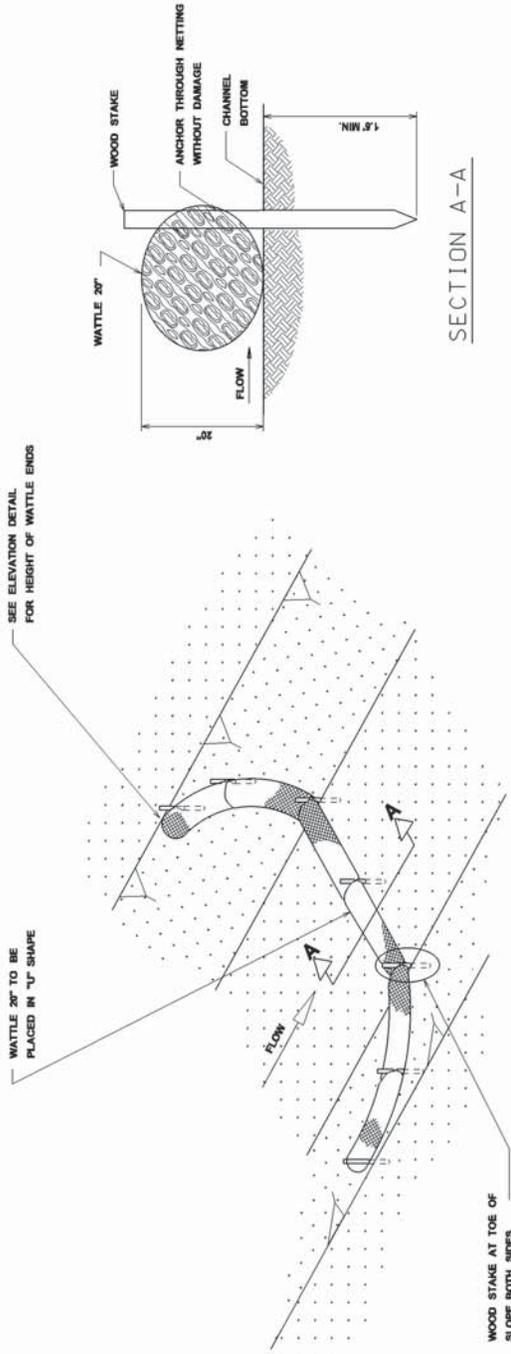
HAY BALES ARE USED TO INTERCEPT LOW VOLUME FLOWS IN LOW TO MODERATE GRADIENT DITCHES.

SILT FENCE DITCH CHECK SELECTION GUIDELINES

SILT FENCE DITCH CHECKS ARE USED WHERE IT HAS BEEN DETERMINED THAT HAY BALE CHECKS ARE INADEQUATE. SILT FENCE DITCH CHECKS ARE USED TO INTERCEPT LOW VOLUME FLOWS IN LOW TO MODERATE GRADIENT DITCHES.

- NOTES:
1. ANCHOR AND INSTALL PER DETAILS FOR SILT FENCE SPACING GUIDELINES ON ECD-4
  2. A "W" SHAPE MAY BE USED FOR WIDER DITCHES.

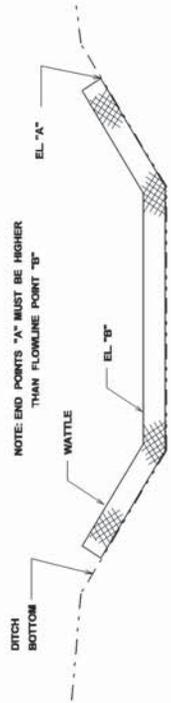
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TEMPORARY EROSION SEDIMENTATION AND WATER POLLUTION CONTROL MEASURES, SILT FENCE AND HAY BALE DITCH CHECKS	
PROJECT NUMBER	ECO-5
SHEET NUMBER	22
FILENAME:	EROSION_CONTROL_ECO-5.DGN
DESIGN TEAM	CHENED
DATE	



SECTION A-A

- NOTES:
1. MINIMUM RECOMMENDED PLACEMENT INTERVAL BETWEEN WATTLE DITCH CHECK IS 100 UNLESS SHOWN OTHERWISE ON THE PLANS OR EROSION CONTROL PLAN APPROVED BY THE ENGINEER. SEE SPACING GUIDANCE ON ECO-4
  2. ANCHORING WOOD STAKES SHALL BE SIZED, SPACED, DRIVEN, AND BE OF A MATERIAL THAT EFFECTIVELY SECURES THE CHECK STAKE SPACING SHALL BE A MAXIMUM OF THREE FEET. ALL NON-DEGRADABLE MATERIALS SHALL BE REMOVED WHEN NO LONGER NEEDED.
  3. TRENCHING OF WATTLES MAY BE NECESSARY IF PIPING BECOMES EVIDENT.
  4. WATTLES SHOULD NOT BE USED IN HARD BOTTOM CHANNELS.

DETAIL (DITCH CHECK)



ELEVATION DETAIL

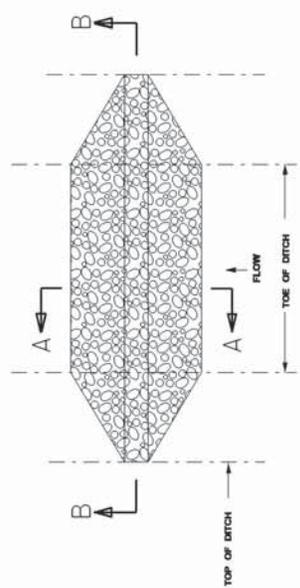
WATTLE DITCH CHECK SELECTION GUIDELINES

WATTLE DITCH CHECKS ARE APPROPRIATE FOR VELOCITY REDUCTION AND CONTROL OF SEDIMENT TRANSPORT UNDER LOW TO MEDIUM FLOW CONDITIONS.

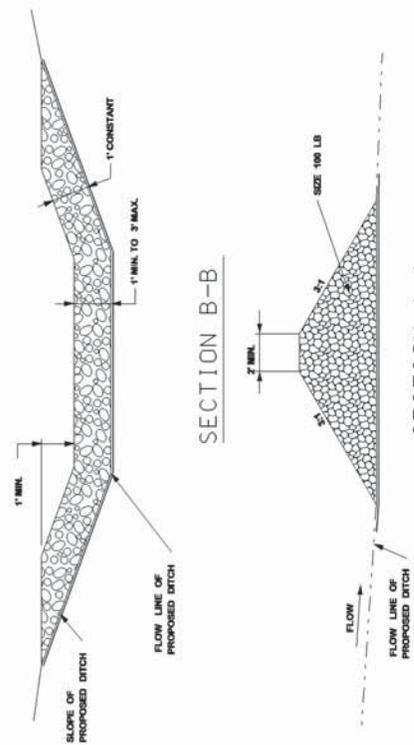
DATE	DESIGN TEAM	FILE NAME: EROSION CONTROL/ECO-4.DWG	CHECKED	DATE
DATE	DESIGN TEAM	FILE NAME: EROSION CONTROL/ECO-4.DWG	CHECKED	DATE
DATE	DESIGN TEAM	FILE NAME: EROSION CONTROL/ECO-4.DWG	CHECKED	DATE
DATE	DESIGN TEAM	FILE NAME: EROSION CONTROL/ECO-4.DWG	CHECKED	DATE
DATE	DESIGN TEAM	FILE NAME: EROSION CONTROL/ECO-4.DWG	CHECKED	DATE
DATE	DESIGN TEAM	FILE NAME: EROSION CONTROL/ECO-4.DWG	CHECKED	DATE
DATE	DESIGN TEAM	FILE NAME: EROSION CONTROL/ECO-4.DWG	CHECKED	DATE
DATE	DESIGN TEAM	FILE NAME: EROSION CONTROL/ECO-4.DWG	CHECKED	DATE
DATE	DESIGN TEAM	FILE NAME: EROSION CONTROL/ECO-4.DWG	CHECKED	DATE
DATE	DESIGN TEAM	FILE NAME: EROSION CONTROL/ECO-4.DWG	CHECKED	DATE



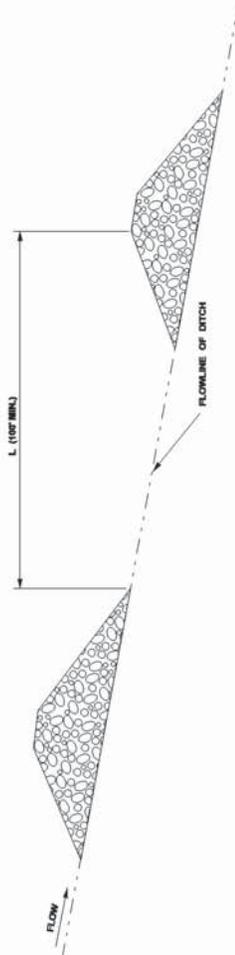
STATE	PROJECT NO.
MISS.	



PLAN VIEW  
DETAIL FOR TRAPEZOIDAL DITCH



TEMPORARY ROCK DITCH CHECKS IN ROADSIDE DITCHES



DETAIL FOR SPACING BETWEEN DITCH CHECKS

- NOTES:
1. 10' MIN SPACING FOR ROCK DITCH CHECKS SHALL BE 100 FEET OR EROSION CONTROL PLAN APPROVED BY THE ENGINEER. SEE SPACING GUIDANCE ON ECDA.
  2. ROCK DITCH CHECKS MAY ALSO BE CHECKED WITH FABRIC.
  3. SIZE 300 LB R/P RAP MAY BE USED FOR SPECIFIED APPLICATIONS AS SHOWN ON EROSION CONTROL PLAN.

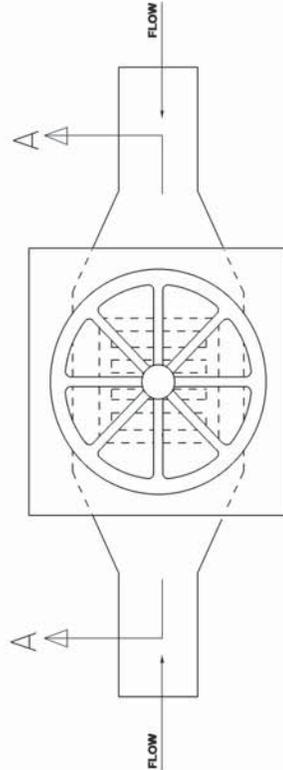
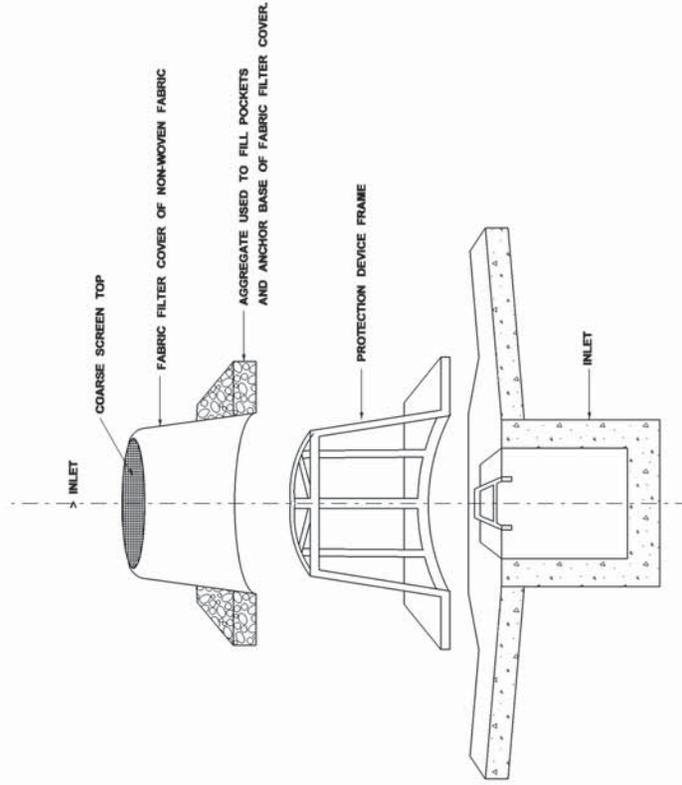
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
ROCK DITCH CHECK	
DATE	DESIGN TEAM
FILE NAME:	EROSION CONTROL ECDA.DWG
PROJECT NUMBER:	ECDA-8
SHEET NUMBER:	











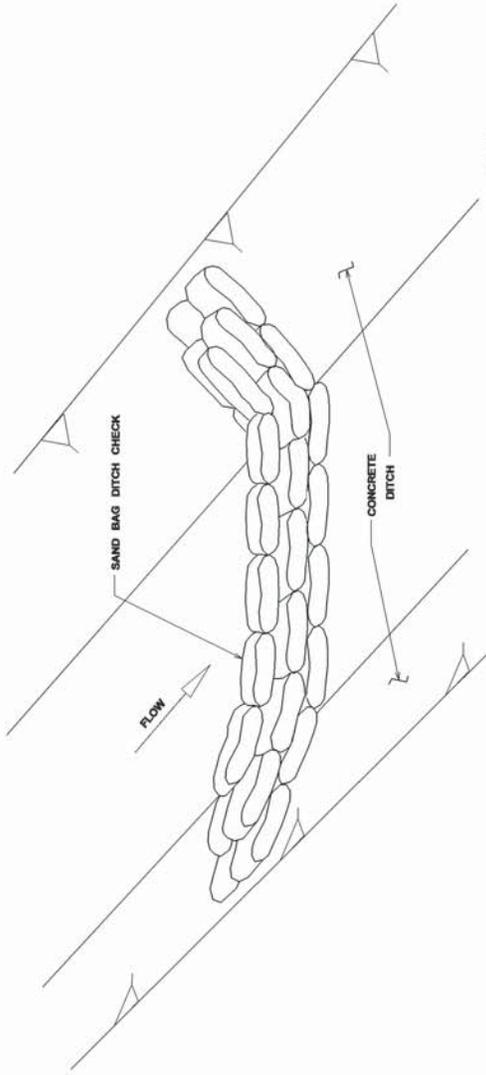
PLAN

- NOTES:
1. FRAMES WITH EITHER SQUARE OR CIRCULAR BASES MAY BE USED. SELECTED FRAME BASE SHOULD PROVIDE BEST SEAL AROUND INLET AS DIRECTED BY THE ENGINEER.
  2. FILL POCKETS AROUND BASE OF FILTER COVER WITH #57 STONE OR SOIL. STONE IS REQUIRED WHEN ANCHORING THE MANUFACTURED INLET PROTECTION DEVICE OVER PAVED DITCH OR FLUME.
  3. USE ONLY DURING STAGE 3 OR STAGE 4 INLET CONSTRUCTION.
  4. FOR MEDIAN INLET PROTECTION, THE ELEVATION OF THE COARSE SCREEN TOP SHOULD BE A MINIMUM OF 6" BELOW THE ELEVATION OF THE OUTSIDE EDGE OF THE INSIDE SHOULDER.

SECTION "A-A"

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
INLET PROTECTION	PROJECT NUMBER
DETAILS OF MANUFACTURED	FILE NO. ECD-13
INLET PROTECTION DEVICE	SHEET NUMBER
DATE	DESIGN TEAM
REVISION	FILE NAME: EROSION CONTROL/ECD-13.DGN
	CHECKED
	DATE



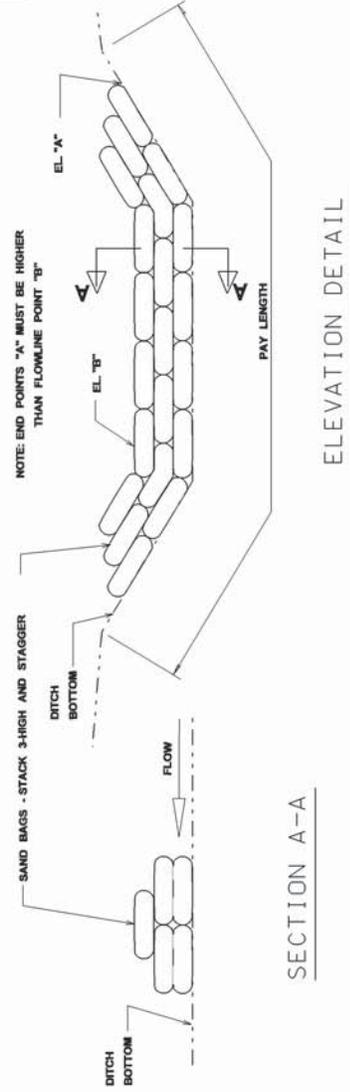


DETAIL (DITCH CHECK)

- NOTES:
1. MINIMUM RECOMMENDED PLACEMENT INTERVAL BETWEEN SAND BAG DITCH CHECK IS 100' UNLESS SHOWN OTHERWISE ON THE PLANS OR APPROVED BY THE ENGINEER. SEE SPACING GUIDANCE ON ECD-4.
  2. PREVENTING SEDIMENT FROM ENTERING A PAVED DITCH IS PREFERABLE TO CAPTURING SEDIMENT WITHIN PAVED DITCH.

SAND BAG DITCH CHECK SELECTION GUIDELINES

SAND BAG DITCH CHECKS ARE USED FOR VELOCITY REDUCTION AND MINIMAL SEDIMENT TRAPPING IN CONCRETE PAVED DITCHES OR IN DITCHES THAT HAVE ROCKY BOTTOMS.



ELEVATION DETAIL

SECTION A-A

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
 DETAILS OF EROSION CONTROL  
 SANDBAG DITCH CHECK

DESIGNER: T. GIBSON  
 CHECKED: J. R. BROWN  
 DATE: \_\_\_\_\_

PROJECT NUMBER: ECD-20  
 SHEET NUMBER: \_\_\_\_\_

Installation of Cable Barrier on US 45, known as Federal Aid Project No. HSIP-0002-06(020) / 106416301 in Lee County.

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
<b>Roadway Items</b>					
0010	202-B025		1,085	Square Yard	Removal of Concrete Paved Ditch
0020	202-B057		4	Each	Removal of Inlets, All Sizes
0030	203-EX017	(E )	16,000	Cubic Yard	Borrow Excavation, AH, FME, Class B9
0040	206-A001	(S )	2,153	Cubic Yard	Structure Excavation
0050	213-C001		76	Ton	Superphosphate
0060	221-A001	(S )	7,333	Cubic Yard	Portland Cement Concrete Paved Ditch
0070	234-A001		1,000	Linear Feet	Temporary Silt Fence
0080	235-A001		720	Bale	Temporary Erosion Checks
0090	602-A001	(S )	1,596	Pounds	Reinforcing Steel
	Changed 09/18/2012				
0091	603-SA002	(S )	12	Each	90 Elbow, Materials per Pay Item No. 907-603-PE205
	Added 09/18/2012				
0092	604-B001		5,250	Pounds	Gratings
	Added 09/18/2012				
0100	605-AA003	(S )	553	Square Yard	Geotextile for Subsurface Drainage, Type III
0110	605-W001	(GY )	75	Cubic Yard	Filter Material for Combination Storm Drain and/or Underdrains, Type A, FM
0120	618-A001		1	Lump Sum	Maintenance of Traffic
0130	618-B001		1	Square Feet	Additional Construction Signs [\$10.00]
0140	620-A001		1	Lump Sum	Mobilization
0150	815-F002	(S )	340	Ton	Sediment Control Stone
0160	907-225-A001		25	Acre	Grassing
0170	907-225-B001		13	Ton	Agricultural Limestone
0180	907-225-C001		76	Ton	Mulch, Vegetative Mulch
0190	907-226-A001		25	Acre	Temporary Grassing
0200	907-234-D001		34	Each	Inlet Siltation Guard
0210	907-237-A002		3,400	Linear Feet	Wattles, 12"
0220	907-237-A003		1,000	Linear Feet	Wattles, 20"
0230	907-245-A001		700	Linear Feet	Triangular Silt Dike
0240	907-246-A001		1,700	Linear Feet	Sandbags
0250	907-249-A001		250	Ton	Riprap for Erosion Control
0260	907-601-B003	(S )	28	Cubic Yard	Class "B" Structural Concrete, Minor Structures
	Changed 09/18/2012				

<b>Line No.</b>	<b>Item Code</b>	<b>Adj Code</b>	<b>Quantity</b>	<b>Units</b>	<b>Description [Fixed Unit Price]</b>
0270	907-603-PE205	(S )	6,266	Linear Feet	18" Corrugated Polyethylene Pipe
0280	907-606-G001		108,706	Linear Feet	Cable Barrier
0290	907-606-H001		54	Each	Cable Barrier Terminal Section
0300	907-606-I001		1,000	Each	Cable Barrier Post Repair