



SM No. CMP5021620101

# PROPOSAL AND CONTRACT DOCUMENTS

## FOR THE CONSTRUCTION OF

7

Mill & Overlay approximately 7 miles of SR 21 from Steele to Sebastopol, known as State Project No. MP-5021-62(010) / 305111301 in Scott County.

Project Completion: September 9, 2014

**STATE DELEGATED**

### 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](http://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 have been entered [into Expedite Bid](#) in accordance with Subsection 102.06 of the Mississippi Standard Specifications for Road and Bridge Construction.
- | \_\_\_\_\_ [Expedite bid](#) 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 [Expedite](#) 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.
- \_\_\_\_\_ ON FEDERAL FUNDED PROJECTS, the Notice To Bidders regarding DUNS Requirements has been completed and included in the contract documents.
- \_\_\_\_\_ 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 [MDOT flash drive with completed EBS file](#), 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-5021-62(010) / 305111301 – Scott County**

901--Advertisement

904--Notice to Bidders:      Governing Specifications - # 1  
  Final Cleanup - # 3  
  Errata & Modifications to 2004 Standard Specifications - # 1405  
  Railway-Highway Provision, w/ Supplement # 1727  
  Federal Bridge Formula - # 1928  
  Reduced Speed Limit Signs - # 2937  
  Alternate Asphalt Mixture Bid Items - # 3039  
  Temporary Traffic Paint - # 3131  
  Safety Edge - #3585  
  Type III Barricade Rails - #3655  
  Petroleum Products Base Price - # 3893  
  Questions Regarding Bidding - # 3980  
  Standard Drawings - # 4100  
  Safety Apparel - # 4214  
  Terminal End Sections - # 4308  
  Warm Mix Asphalt (WMA) - # 4524  
  Electronic Addendum Process - # 4526  
  Manual on Uniform Traffic Control Devices (MUTCD) - # 4565  
  Adjustments for Bituminous Materials - # 4612  
  Payroll Requirements - # 4661  
  Kansas City Southern Construction Requirements - # 4741  
  Contract Time - # 4949  
  Scope of Work - # 4950

907-101-4:      Definitions  
907-102-10:     Bidding Requirements and Conditions  
907-103-8:      Award and Execution of Contract  
907-104-5:      Scope of Work  
907-105-7:      Control of Work  
907-107-13:     Legal Relations & Responsibility to Public  
907-108-30:     Prosecution and Progress  
907-109-6:      Measurement and Payment, w/ Supplement  
907-216-1:      Solid Sodding  
907-304-13:     Granular Courses  
907-401-2:      Hot Mix Asphalt (HMA), w/ Supplement  
907-401-6:      Warm Mix Asphalt (WMA)  
907-403-4:      Hot Mix Asphalt (HMA), w/ Supplement  
907-403-12:     Warm Mix Asphalt (WMA)  
907-407-1:      Tack Coat  
907-413-5:      Sawing & Sealing Transverse Joints in Asphalt Pavement

- CONTINUED ON NEXT PAGE -

907-618-9: Placement of Temporary Traffic Stripe  
907-626-25: Thermoplastic Traffic Markings  
907-702-3: Polyphosphoric Acid (PPA) Modification of Petroleum Asphalt Cement  
907-703-11: Aggregates  
907-707-5: Joint Materials  
907-720-2: Pavement Marking Materials  
907-823-6: Preformed Joint Seal  
907-899-2: Railway-Highway Provisions

SECTION 905 - PROPOSAL, PROPOSAL BID ITEMS

COMBINATION BID PROPOSAL

STATE BOARD OF CONTRACTORS REQUIREMENT

STATE 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 22, 2014, and shortly thereafter publicly opened on the Sixth Floor for:

Mill & Overlay approximately 7 miles of SR 21 from Steele to Sebastopol, known as State Project No. MP-5021-62(010) / 305111301 in Scott 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 purchased online at <https://shopmdot.ms.gov>. Specimen proposals may be viewed and downloaded online at no cost at <http://mdot.ms.gov> or purchased online. Proposals are available at a cost of Ten Dollars (\$10.00) per proposal plus a small convenience fee. Cash or checks will not be accepted as payment.

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. 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

## SUPPLEMENT TO NOTICE TO BIDDERS NO. 1727

**DATE:** 3/13/2014

**PROJECT:** MP-5021-62(010) / 305111301 – Scott County

After the second paragraph on page 1, add the following:

**Name Insured:** Kansas City Southern

Description and Designation: Mill and *Overlay SR 21 Scott County*  
Crossing #: 304941M

After the fourth paragraph on page 1, add the following:

Kansas City Southern

Contact:

Randy Mitchell, KCS Road Master

Telephone: (601)416-6554

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

### SECTION 904 - NOTICE TO BIDDERS NO. 1727

CODE: (SP)

DATE: 09/20/2007

#### SUBJECT: Railway-Highway Provisions

Prior to bidding, the Contractor shall contact the Railroad concerning insurance coverage required for this project. In case the railroad requires coverage over and above that required by the Standard Specifications, the railroad requirements shall be met.

The name insured, description of the work and designation of the job site to be shown on the Policy are as follows:

Notice of starting to work, completion of any required forms, and correspondence pertaining to railroad liability insurance shall be directed to the person below.

The Contractor shall not commence, or carry on, any work for installation, maintenance, repair, changing or renewal of any FACILITY, under, over or on RAILROAD property at any location without giving at least ten (10) working days prior notice to the RAILROAD authorized representative at the RAILROAD's office(s) below.

If in the opinion of the RAILROAD, the presence of an authorized representative of the RAILROAD is required to supervise the same, the RAILROAD shall render bills to the Contractor for all expenses incurred by it for such supervision. This includes all labor costs for flagmen or cable locate supplied by the RAILROAD to protect RAILROAD operation, and for the full cost of furnishing, installation and later removal of any temporary supports for said tracks, as the RAILROAD's Chief Engineer's Office may deem necessary.

**It will be the Contractor's responsibility to pay all bills associated with railroad flagging and cable locating.** Generally, the flagging rate is \$700.00 per day (1 to 8 hours) plus overtime at \$125.00 per hour, however, the Contractor shall contact the RAILROAD to verify all rates.

A flagman is required anytime a Contractor does any work on or near RAILROAD property within twenty-five (25) feet horizontally of the centerline or any work over any railroad track. The RAILROAD, however, also reserves the right to require a flagman for work on RAILROAD property, which is more than twenty-five (25) feet from the centerline of a railroad track when there are other conditions or considerations that would dictate the need for a flagman to safeguard the RAILROAD's operations, property and safety of working personnel.

A cable locate of RAILROAD owned facilities may be required to identify and protect Signal & Communication cables that have been installed to provide power, signal control, wayside communications. These cables are vital to a safe and reliable railway operation. The cable locate will be performed by a qualified RAILROAD employee.

Outside Contractors are prohibited from driving on, along, or across any track that does not have

a RAILROAD installed crossing. They may utilize an existing public crossing. The practice of allowing rubber tired equipment to operate over track with no crossing has been banned.

Exceptions to this rule will require the express approval from the RAILROAD Engineers.

## 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 7<sup>th</sup> Street, SW  
Washington, DC 20590  
(202) 366-2212

or

| [http://ops.fhwa.dot.gov/freight/sw/brdgcalc/calc\\_page.htm](http://ops.fhwa.dot.gov/freight/sw/brdgcalc/calc_page.htm)

## **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**

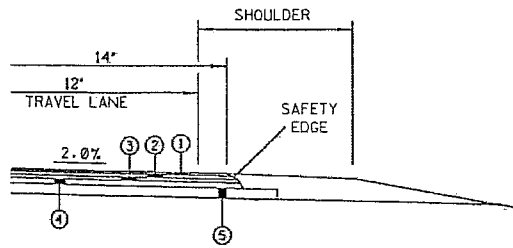
**SECTION 904 - NOTICE TO BIDDERS NO. 3585**

**CODE: (SP)**

**DATE: 06/22/2011**

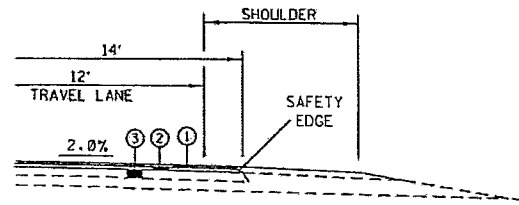
**SUBJECT: Safety Edge**

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.



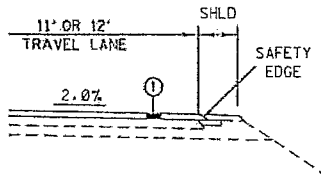
SAFETY EDGE REQ'D  
TOP 2 LIFTS ONLY  
(NOT A PAY ITEM)

### NEW CONSTRUCTION



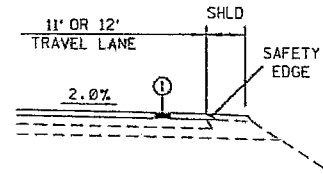
SAFETY EDGE REQ'D  
TOP 2 LIFTS ONLY  
(NOT A PAY ITEM)

### 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/](http://safety.fhwa.dot.gov/roadway_dept/policy_guide/road_hardware/wzd/)

## **MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 3893**

**CODE: (SP)**

**DATE: 04/10/2012**

**SUBJECT: Petroleum Products Base Prices**

Bidders are advised that 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 15<sup>th</sup> 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://sp.gomdot.com/Contract%20Administration/BidSystems/Pages/letting%20calendar.aspx>

## **MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 3980**

**CODE: (SP)**

**DATE: 07/25/2012**

**SUBJECT: Questions Regarding Bidding**

Bidders are advised that all questions that arise regarding the contract documents (proposal) or plans on this project shall be directed to the [www.gomdot.com](http://www.gomdot.com) current letting webpage. Click on the call number for this project to open an email form to submit your question. Questions must be submitted by 8:00 a.m. on Monday prior to the letting on Tuesday. Answers to questions will be posted by 6:00 p.m. on Monday prior to the letting on Tuesday. Answers can be viewed by clicking on Q&A link under the Proposal Addenda column.

It shall be the Bidders responsibility to familiarize themselves with the questions and answers that have been submitted on this project.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 – NOTICE TO BIDDERS NO. 4100**

**CODE: (SP)**

**DATE: 09/05/2012**

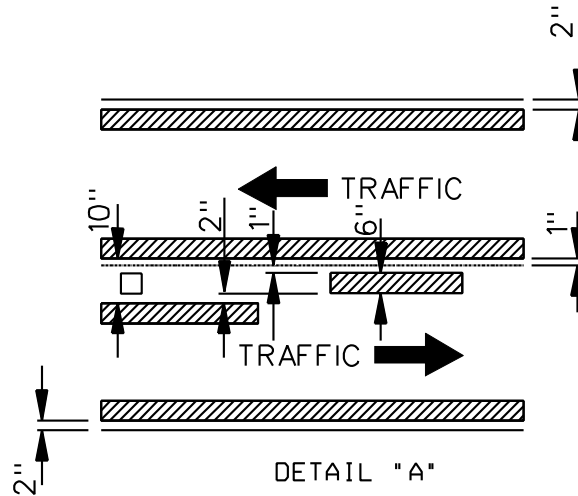
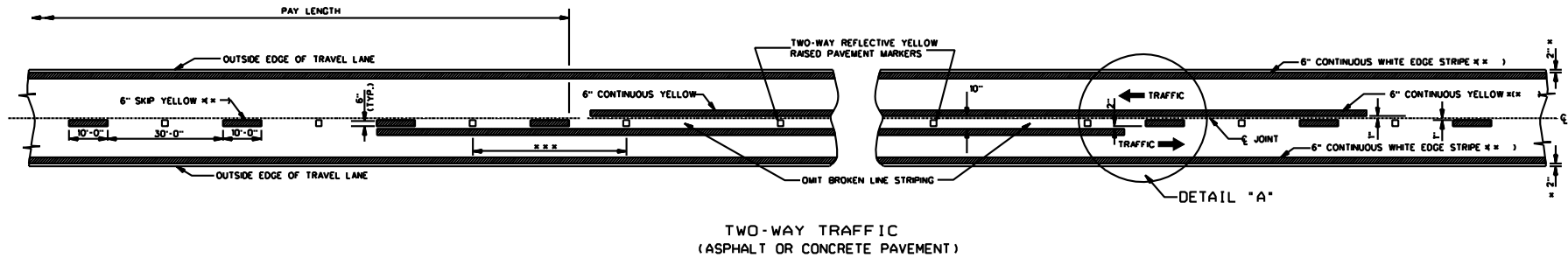
**SUBJECT: Standard Drawings**

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](mailto:plans@mdot.state.ms.us)

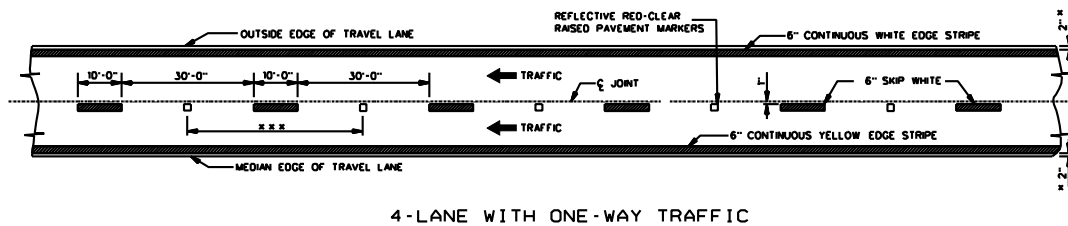




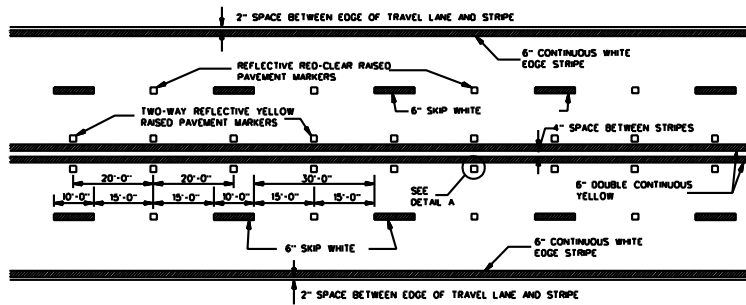
- GENERAL NOTES:
- \* 1. 2" UNLESS SHOWN ELSEWHERE ON THE PLANS.
  - \*\* 2. EDGE STRIPE SHALL BE SAME MATERIAL AS LANE-LINE STRIPE (PAINT OR PLASTIC AS INDICATED IN PAY ITEMS).
  - \*\*\* 3. SPACING OF REFLECTIVE RAISED PAVEMENT MARKERS IS AS FOLLOWS:

	URBAN AREA (ft-in)	RURAL AREA (ft-in)
TANGENT SECTIONS	40'-0"	80'-0"
HORIZONTAL CURVES	40'-0"	40'-0"
INTERCHANGE LIMITS	40'-0"	140'-0"

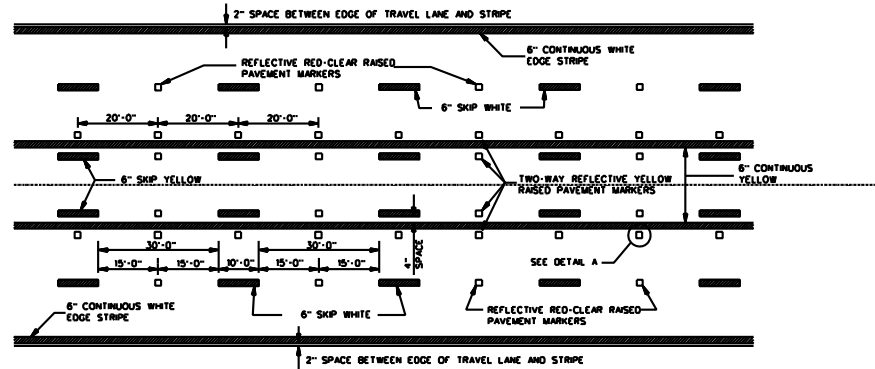
- NOTE: ON THE MAIN FACILITY, REFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS ON A 40'-0" SPACING WILL BE REQUIRED ON LANE-LINE(S) THROUGH ALL INTERCHANGE AREAS BEGINNING 1000' IN ADVANCE (IN DIRECTION OF TRAFFIC) OF THE EXIT RAMP TAPER AND CONTINUING THROUGH THE INTERCHANGE TO THE END OF THE ENTRANCE RAMP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



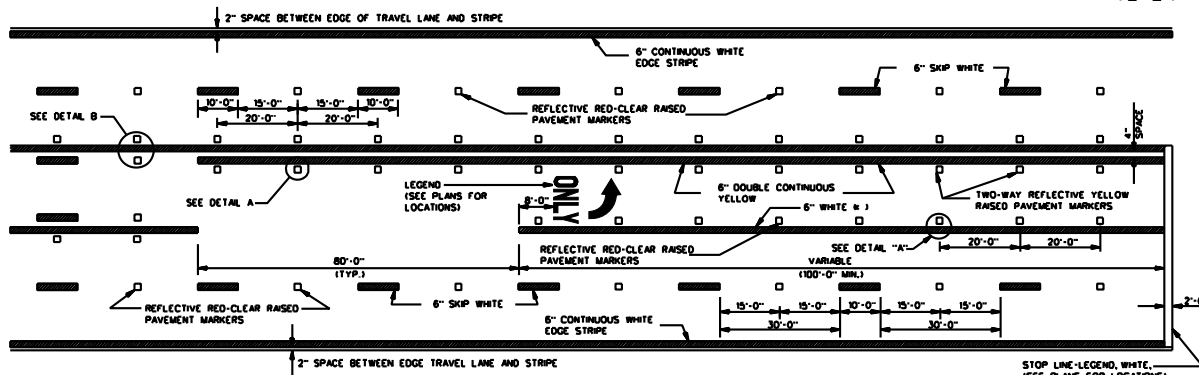
MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
PAVEMENT MARKING DETAILS FOR 2-LANE AND 4-LANE DIVIDED HIGHWAYS	
DATE: OCTOBER 1, 1998	WORKING NUMBER: PM-1
SHEET NUMBER: 120	DATE: 10/1/98



TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 4-LANE SECTION

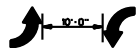


TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 5-LANE SECTION



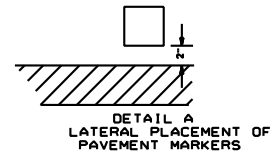
TYPICAL STRIPING AND RAISED PAVEMENT MARKERS AT LEFT TURN LANES

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



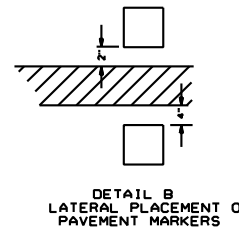
TYPICAL TWO-WAY ARROW INSTALLATION

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.).



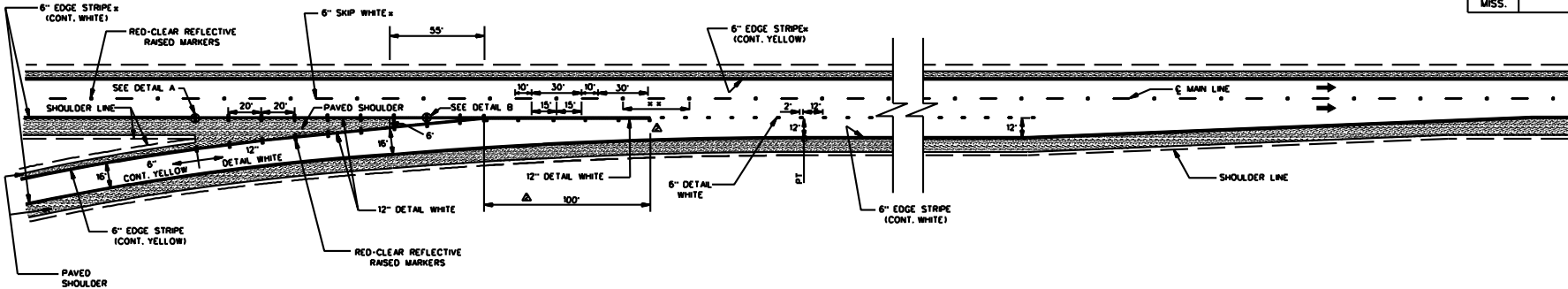
GENERAL NOTE:

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

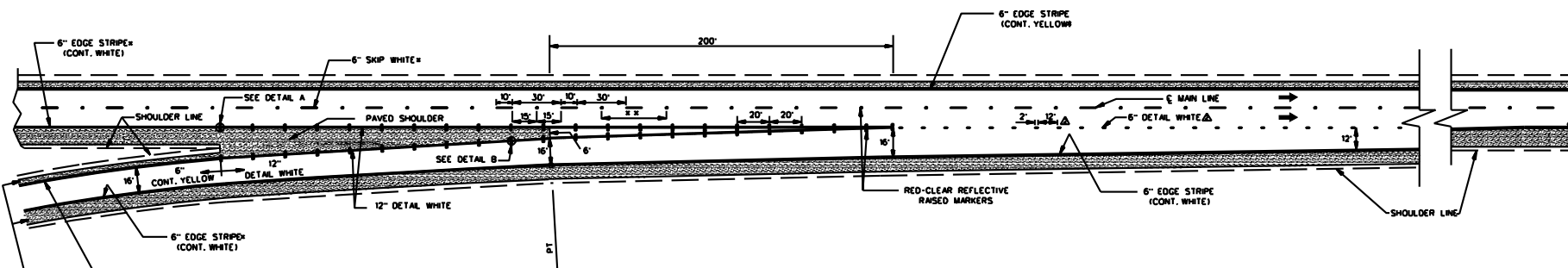


MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
PAVEMENT MARKING DETAILS FOR 4-LANE AND 5-LANE UNDIVIDED ROADWAYS	
FILENAME: SDPM-2.DGN	DESIGN TEAM
CHECKED	DATE: 10/13/10

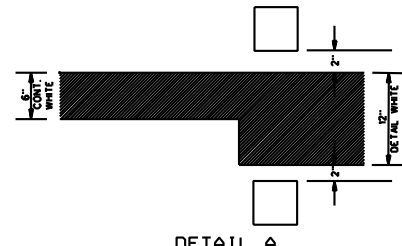
STATE	PROJECT NO.
MSS.	



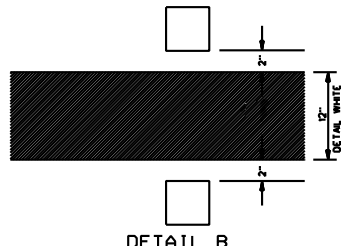
PARALLEL ENTRANCE RAMP



TAPER ENTRANCE RAMP



DETAIL A



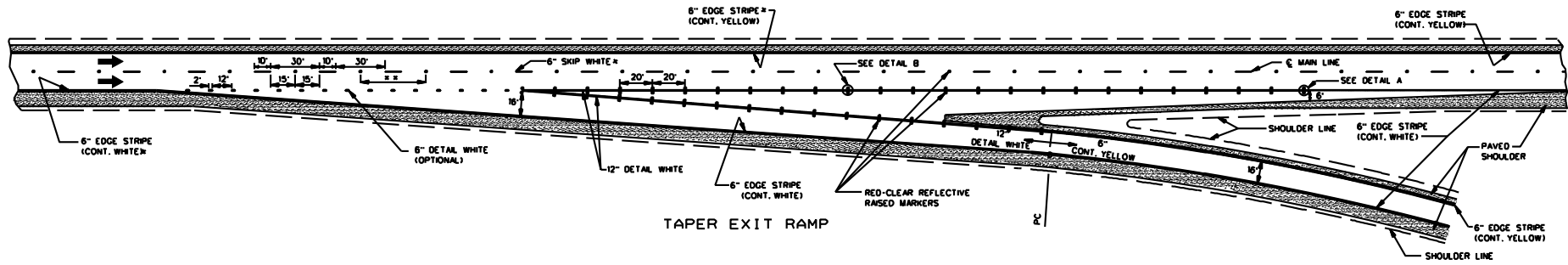
DETAIL B

GENERAL NOTES:

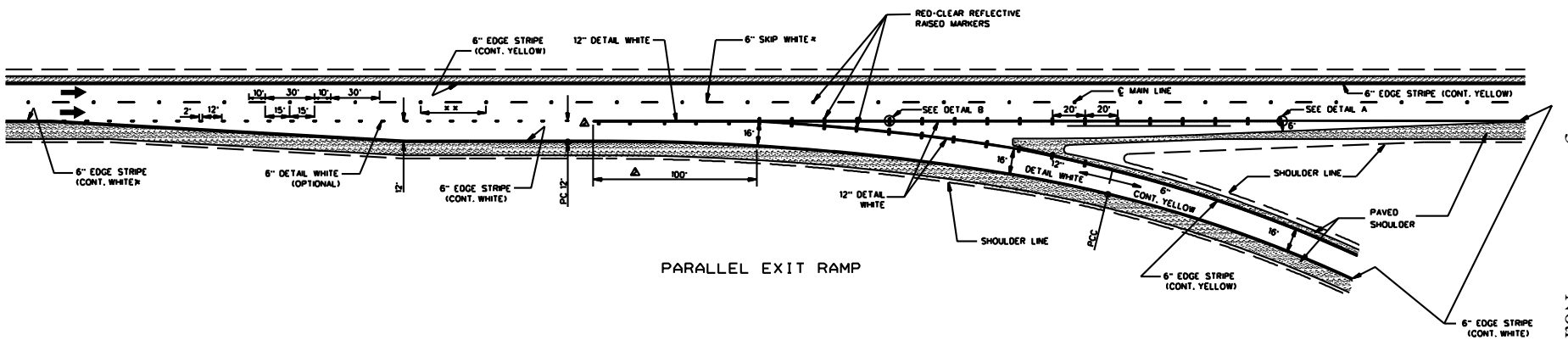
- 1. SEE SHEET PM-1 FOR THE PLACEMENT OF LANE-LINE STRIPE WITH RESPECT TO THE PAVEMENT JOINT AND FOR THE PLACEMENT OF THE EDGE LINE WITH RESPECT TO THE OUTSIDE EDGE OF THE TRAVELED WAY.
- 2. ON THE MAIN FACILITY, PLACE REFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS AT A 40' SPACING ON ALL LANE-LINE(S) 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."

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

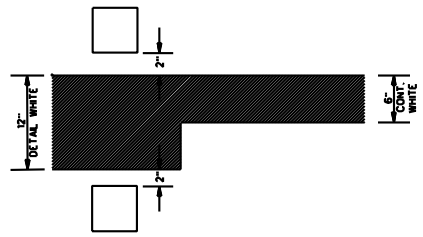
STATE	PROJECT NO.
MISS.	



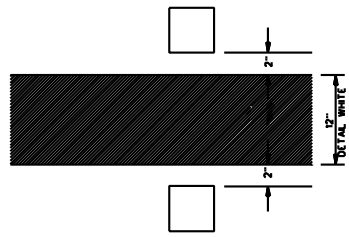
TAPER EXIT RAMP



PARALLEL EXIT RAMP



DETAIL A

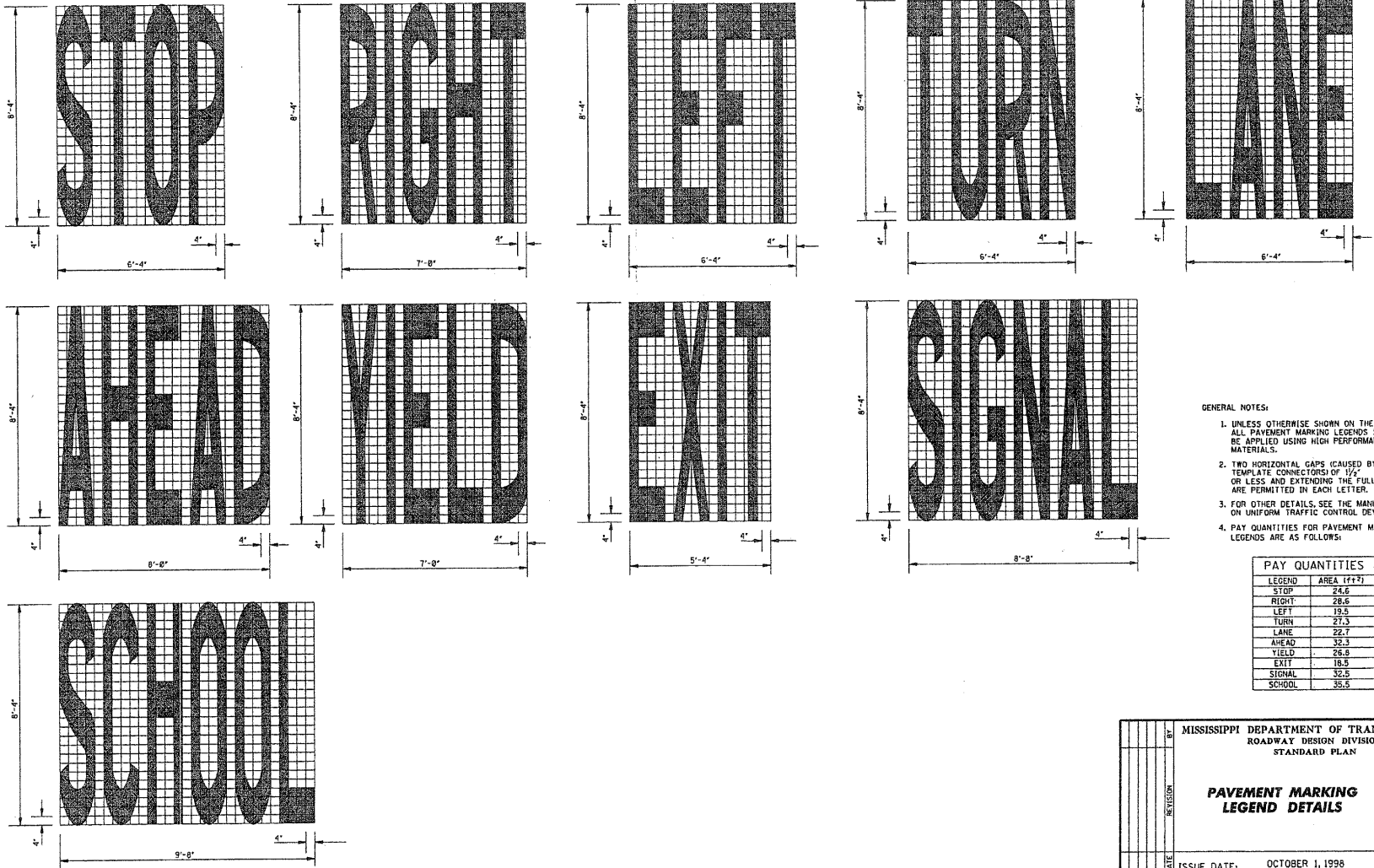


DETAIL B

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-LINES 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."

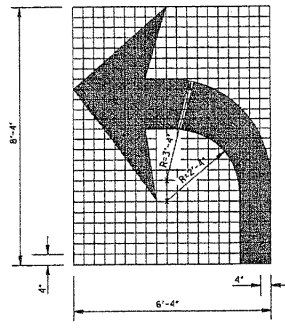
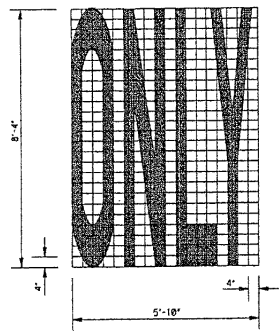
MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
PAVEMENT MARKING DETAILS FOR INTERCHANGE EXIT RAMP (PARALLEL AND TAPER)	
ISSUE DATE: OCTOBER 1, 1998	WORKING NUMBER SDPM-4 SHEET NUMBER



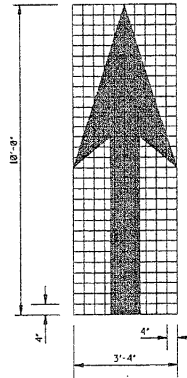
- GENERAL NOTES:
1. UNLESS OTHERWISE SHOWN ON THE PLANS, ALL PAVEMENT MARKING LEGENDS SHALL BE APPLIED USING HIGH PERFORMANCE MATERIALS.
  2. TWO HORIZONTAL GAPS (CAUSED BY TEMPLATE CONNECTORS) OF 1/2" OR LESS AND EXTENDING THE FULL WIDTH ARE PERMITTED IN EACH LETTER.
  3. FOR OTHER DETAILS, SEE THE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

LEGEND	AREA (ft <sup>2</sup> )
STOP	24.6
RIGHT	26.6
LEFT	19.5
TURN	27.3
LANE	22.7
AHEAD	32.3
YIELD	26.9
EXIT	16.5
SIGNAL	32.5
SCHOOL	35.5

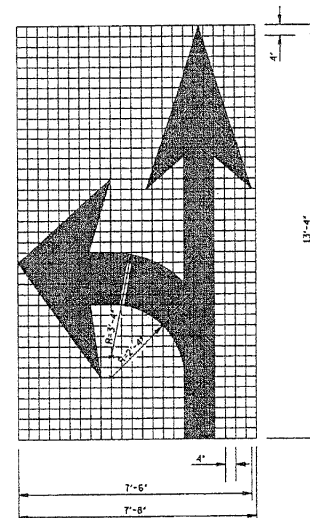
MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
<b>PAVEMENT MARKING LEGEND DETAILS</b>	
DATE	ISSUE DATE: OCTOBER 1, 1996
BY	WORKING NUMBER PM-5
REVISION	SHEET NUMBER 124



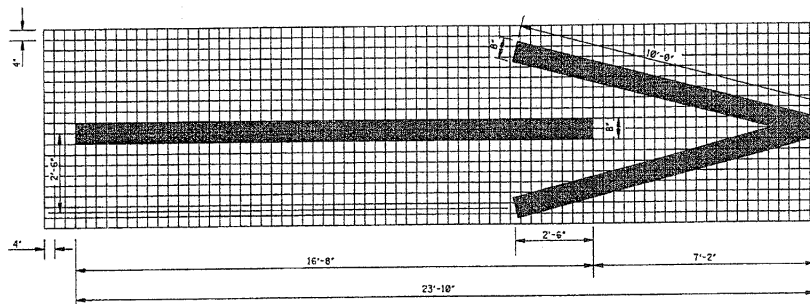
TURN ARROW



THRU ARROW



COMBINATION ARROW



1-WAY ARROW

STATE	PROJECT NO.
MISS.	

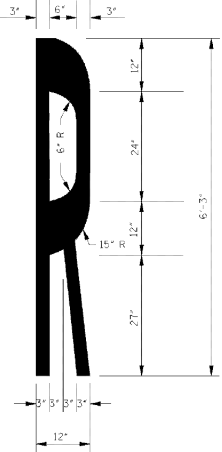
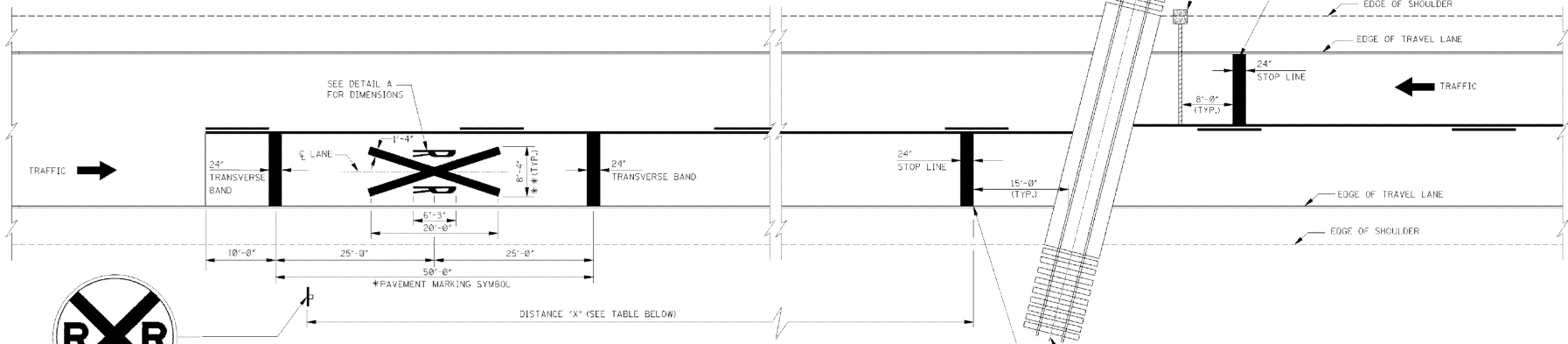
GENERAL NOTES:

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 1/8" OR LESS AND EXTENDING THE FULL WIDTH ARE PERMITTED IN EACH LETTER.
3. FOR OTHER DETAILS, SEE THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
4. PAY QUANTITIES FOR PAVEMENT MARKING LEGENDS ARE AS FOLLOWS:

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
<b>PAVEMENT MARKING LEGEND DETAILS</b>	
DATE	ISSUE DATE: OCTOBER 1, 1998
REVISION	
BY	

  
 WORKING NUMBER  
 PM-6  
 SHEET NUMBER  
 125



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

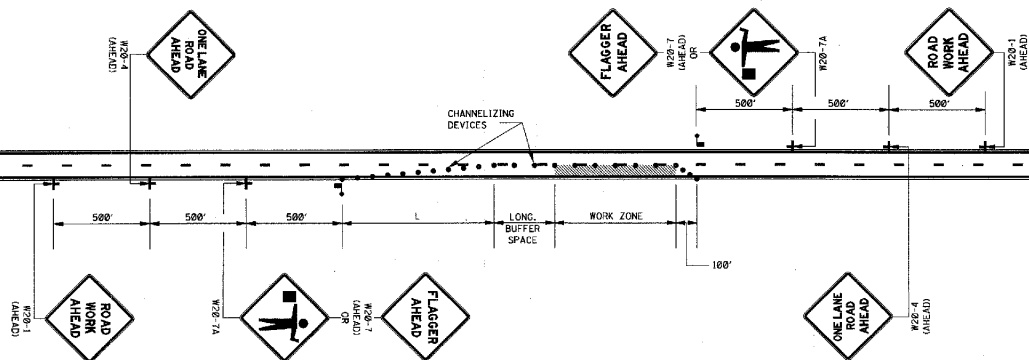
POSTED SPEED (mph)	① DISTANCE "X" (ft)	
	RURAL	URBAN
20	175	100
25	250	100
30	325	100
35	400	② 150
40	475	② 225
45	550	300
50	625	375
55	700	450
60	775	550

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 ft<sup>2</sup>), 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	
<b>TYPICAL PLACEMENT OF WARNING SIGNS AND PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSINGS</b>	
PREPARED BY: _____ CHECKED BY: _____ DATE: _____	ISSUE DATE: OCTOBER 1, 1938 SHEET NUMBER: 12

Notice To Bidder No. 4100 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	260	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

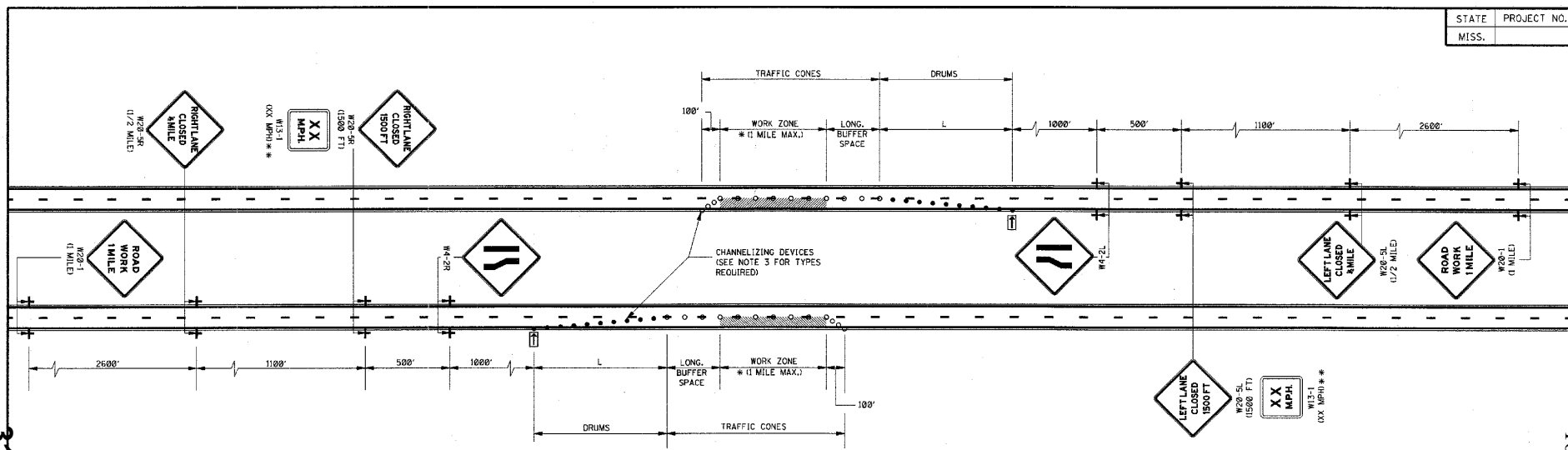
2. ALL CHANNELIZING DEVICES SHALL BE A MINIMUM OF 24" IN HEIGHT.
3. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.
4. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHALL BE A MINIMUM OF 48" x 48".
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	
<b>TRAFFIC CONTROL PLAN WITH FLAGGER (ONE-LANE CLOSURE OF TWO-WAY TRAFFIC)</b>	
WORKING NUMBER TCP-1	SHEET NUMBER 250
DATE 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	60	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

- 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

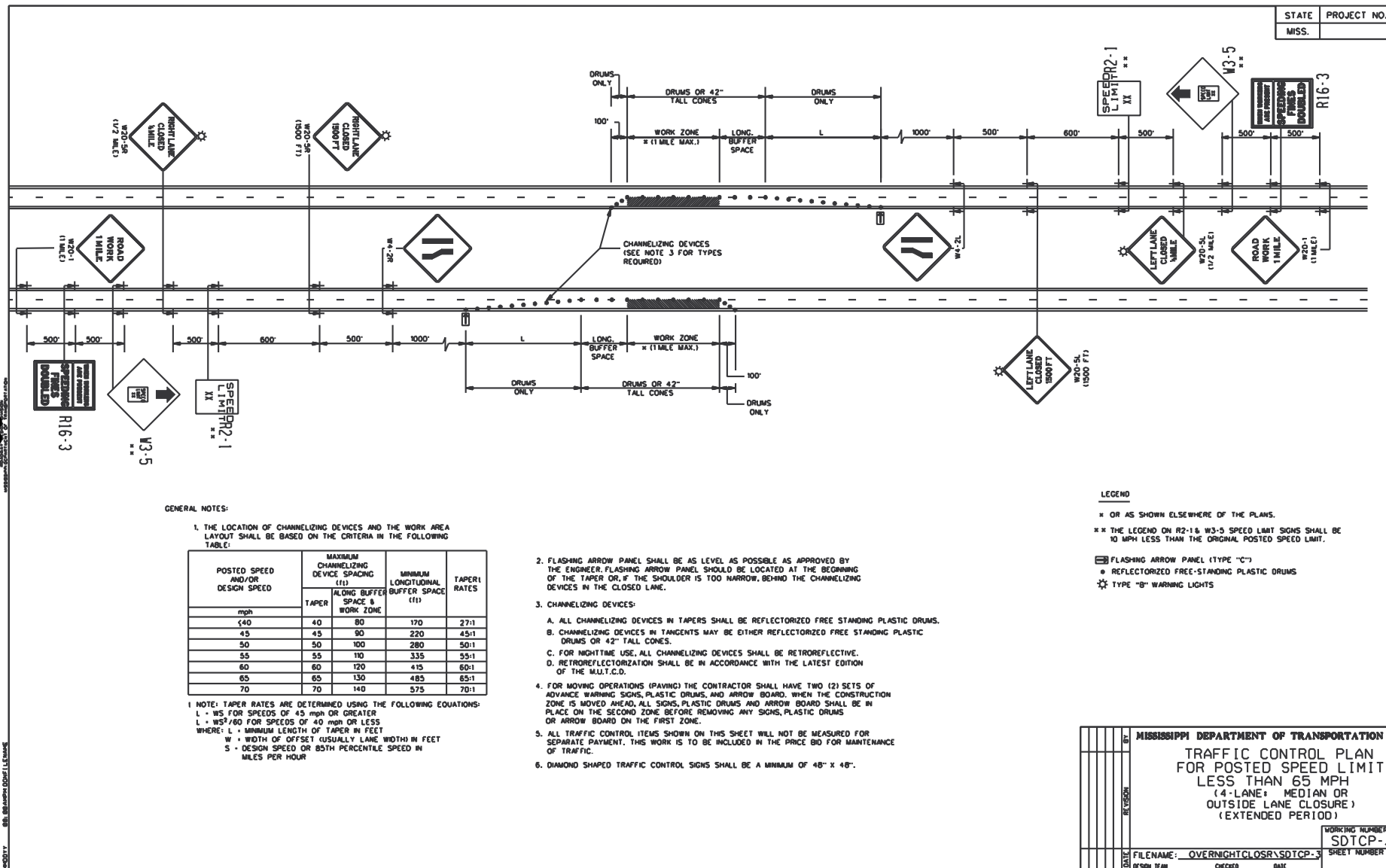
- \* OR AS SHOWN ELSEWHERE OF THE PLANS.
- \*\* THE LEGEND ON W13-1 (XX MPH) SUPPLEMENTAL PLATE SHALL BE 10 MPH LESS THAN THE POSTED SPEED LIMIT.
- FLASHING ARROW PANEL (TYPE 'C')
- REFLECTORIZED FREE-STANDING PLASTIC DRUMS
- TRAFFIC CONES (28" HEIGHT)

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  
 SHEET NUMBER: 251

DATE: ISSUE DATE: OCTOBER 1, 1998

Notice To Bidder No. 4100 Cont'd





Cont'd

STATE	PROJECT NO.
MSS.	



[illegible]

DATE	FILENAME: <u>OVERNIGHTCLOS\SDTCP-4</u>	SHEET NUMBER
DESIGN TEAM	CHECKED	DATE




LEGEND

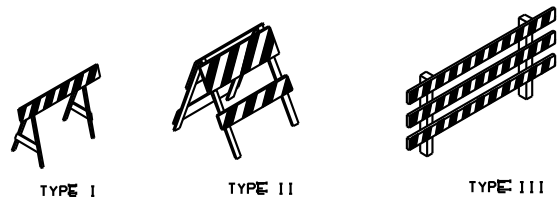
4. WHEN THERE IS NO EXISTING HAZARD, ALL SIGNS SHALL BE COVERED OR REMOVED AND THE DRUMS SHALL BE MOVED TO THE SHOULDER EDGE AT THE END OF THE WORK DAY.
5. FOR MOVING OPERATIONS (PAVING) THE CONTRACTOR SHALL HAVE TWO (2) SETS OF ADVANCE WARNING AND REGULATORY SIGNS, PLASTIC DRUMS, AND ARROW BOARD, WHEN THE CONSTRUCTION ZONE IS MOVED AHEAD, ALL SIGNS, PLASTIC DRUMS AND ARROW BOARD SHALL BE IN PLACE ON THE SECOND ZONE BEFORE REMOVING ANY SIGNS, PLASTIC DRUMS OR ARROW BOARD ON THE FIRST ZONE.
6. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT, THIS WORK IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.
7. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHALL BE A MINIMUM OF 48" x 48".
8. ALL EXISTING SPEED LIMIT SIGNS WHICH ARE INFLUENCED BY OR CONFLICT WITH THE SPEED ZONE REDUCTION SHALL BE COVERED AS DIRECTED BY THE ENGINEER WHILE THE REDUCED SPEED LIMIT IS IN EFFECT. TAPE SHALL NOT BE USED ON THE FACE OF SIGNS.
9. ADDITIONAL REDUCED SPEED LIMIT SIGNS ARE REQUIRED AT EACH ENTRANCE RAMP WITHIN THE SPEED ZONE. A MINIMUM OF TWO (2) WILL BE REQUIRED FOR EACH RAMP. LOCATION AND NUMBER REQUIRED WILL BE DETERMINED BY THE ENGINEER.
10. THIS TRAFFIC CONTROL PLAN, WITH SPEED ZONE, MAY NOT BE USED ON ANY FACILITY WHERE THE POSTED SPEED LIMIT IS LESS THAN 65 MPH WITHOUT A COMMISSION ORDER REQUESTING A SPEED LIMIT REDUCTION.
11. LAYOUT SHOWN ABOVE IS FOR AN INTERSTATE WITH A POSTED SPEED LIMIT OF 70 MPH. FOR POSTED SPEED LIMIT OF 65 MPH, THE REDUCED SPEED LIMIT WILL BE 55 MPH.
12. A FLUORESCENT ORANGE PLATE IS REQUIRED WITH ALL REGULATORY SPEED LIMIT SIGNS AND "REDUCED SPEED AHEAD" SIGNS REQUIRED FOR LANE CLOSURE.

- \* OR AS SHOWN ELSEWHERE OF THE PLANS.
-  FLASHING ARROW PANEL (TYPE "C")
-  BLACK LEGEND AND BORDER ON WHITE BACKGROUND
  - REFLECTORIZED FREE-STANDING PLASTIC DRUMS
  - TRAFFIC CONES (28" HEIGHT)

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

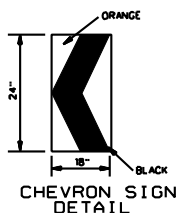
2. FLASHING ARROW PANEL SHALL BE AS LEVEL AS POSSIBLE AS APPROVED BY THE ENGINEER. FLASHING ARROW PANEL SHOULD BE LOCATED AT THE BEGINNING OF THE TAPER OR, IF THE SHOULDER IS TOO NARROW, BEHIND THE CHANNELIZING DEVICES IN THE CLOSED LANE.
3. CHANNELIZING DEVICE TYPES FOR:
  - A. APPROACH TAPER- REFLECTORIZED PLASTIC DRUMS
  - B. ALONG LANE LINE AND WORK ZONE - TRAFFIC CONES (28" HEIGHT)
  - C. EXIT TAPER- TRAFFIC CONES (28" HEIGHT)

		BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
		REVISION	<b>TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT OF 65 OR 70 MPH (INTERSTATES AND OTHER LANE DIVIDED HIGHWAYS) (MEDIAN LANE OR OUTSIDE LANE CLOSURE) (WORK DAY ONLY)</b>	 <p>WORKING NUMBER: <b>TCP-5</b></p> <p>SHEET NUMBER: <b>254</b></p>
		DATE	ISSUE DATE: OCTOBER 1, 1998	



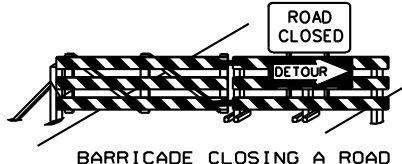
### STANDARD BARRICADES

1. A TYPE I BARRICADE CONSISTS OF ONE (1) HORIZONTAL RAIL SUPPORTED BY A DEMOUNTABLE FRAME OR A LIGHT "A" FRAME. A TYPE I BARRICADE NORMALLY WOULD BE USED ON CONVENTIONAL ROADS OR URBAN STREETS AND ARTERIALS.
2. A TYPE II BARRICADE CONSISTS OF TWO (2) HORIZONTAL RAILS ON A LIGHT "A" FRAME. TYPE II BARRICADES ARE INTENDED FOR USE ON EXPRESSWAYS AND FREEWAYS AND OTHER HIGH-SPEED ROADWAYS.
3. TYPE I AND TYPE II BARRICADES ARE INTENDED FOR USE WHERE THE HAZARD IS RELATIVELY SMALL AS, FOR EXAMPLE, ON CITY STREETS, OR FOR THE MORE OR LESS CONTINUOUS DELIMITING OF A RESTRICTED ROADWAY, OR FOR TEMPORARY DAYTIME USE.
4. A TYPE III BARRICADE CONSISTS OF THREE (3) HORIZONTAL RAILS SUPPORTED BY FIXED POSTS, A RIGID SKID, A HEAVY DEMOUNTABLE FRAME OR A HEAVY, HINGED "A" FRAME.
5. TYPE III BARRICADES ARE INTENDED FOR USE ON CONSTRUCTION AND MAINTENANCE PROJECTS AS WING BARRICADES AND AT ROAD CLOSURES, WHERE THEY MUST REMAIN IN PLACE FOR EXTENDED PERIODS.
6. THE MARKING FOR BARRICADE RAILS SHALL BE ORANGE AND WHITE (SLOPING DOWNWARD AT AN ANGLE OF 45° IN THE DIRECTION TRAFFIC IS TO PASS).
7. DO NOT PLACE SANDBAGS OR OTHER DEVICES TO PROVIDE MASS ON THE BOTTOM RAIL THAT WILL BLOCK VIEW OR RAIL FACE.
8. FOR ADDITIONAL INFORMATION OR DETAILS, SEE MUTCD, LATEST EDITION.



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.

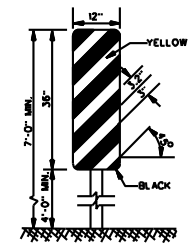


BARRICADE CLOSING A ROAD

### BARRICADE CHARACTERISTICS

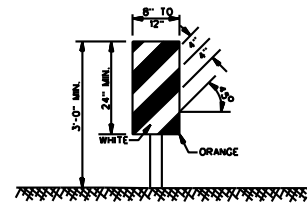
	I	II	III
WIDTH OF RAIL * *	8" MIN. - 12" MAX.	8" MIN. - 12" MAX.	8" MIN. - 12" MAX.
LENGTH OF RAIL * *	24" MIN.	24" MIN.	48" MIN.
WIDTH OF STRIPE *	6"	6"	6"
HEIGHT	36" MIN.	36" MIN.	60" MIN.
NUMBER OF REFLECTORIZED RAIL FACES	2 (ONE EACH DIRECTION)	4 (TWO EACH DIRECTION)	3 IF FACING TRAFFIC IN ONE DIRECTION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

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



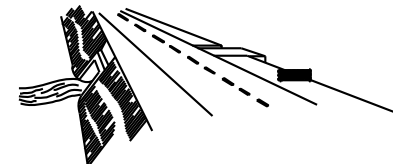
TYPE 3 OBJECT MARKER  
(OM-3R)

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



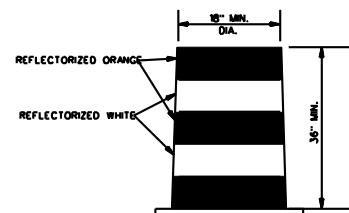
VERTICAL PANEL

1. VERTICAL PANELS CONSIST OF AT LEAST ONE PANEL 8" TO 12" IN WIDTH AND A MINIMUM OF 24" IN HEIGHT.
  2. THE DIAGONAL STRIPES SHALL SLOPE DOWNWARD IN THE DIRECTION THAT TRAFFIC IS TO PASS THE PANEL. THE PANELS SHALL BE MOUNTED WITH THE TOP A MINIMUM OF 36" ABOVE THE ROADWAY ON A SINGLE LIGHTMASS POST.
  3. VERTICAL PANELS USED ON EXPRESSWAYS, FREEWAYS AND OTHER HIGH-SPEED ROADWAYS SHALL HAVE A MINIMUM OF 270 IN<sup>2</sup> 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 III BARRICADES ERECTED ON THE SHOULDER ON ONE OR BOTH SIDES OF THE PAVEMENT TO GIVE THE SENSATION OF A NARROWING OR RESTRICTED ROADWAY. WING BARRICADES MAY BE USED AS A MOUNTING FOR THE ADVANCE WARNING SIGNS OR FLASHERS.
2. WING BARRICADES SHOULD BE USED:
  - A. IN ADVANCE OF A CONSTRUCTION PROJECT EVEN WHEN NO PART OF THE ROADWAY IS ACTUALLY CLOSED.
  - B. IN ADVANCE OF ALL BRIDGE OR CULVERT WIDENING OPERATIONS.



### 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.

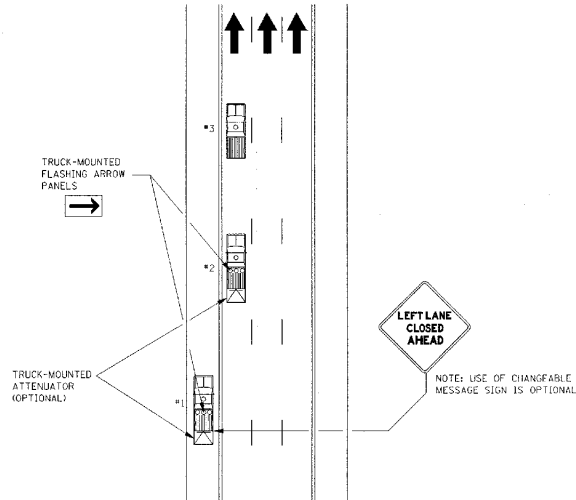
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
HIGHWAY SIGN AND BARRICADE DETAIL FOR CONSTRUCTION PROJECTS	
DATE	FILENAME: SDTCP-10_06012012.DGN
DESIGN TEAM	CHECKER DATE: 8/11/2012



WORKING NUMBER  
SDTCP-10

SHEET NUMBER

# MOBILE OPERATIONS ON MULTILANE ROAD

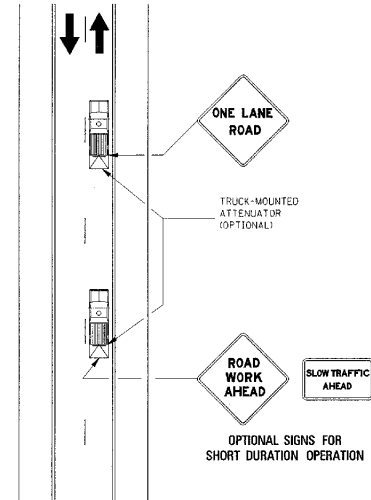


## MOBILE OPERATIONS ON MULTILANE ROAD

### 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.			

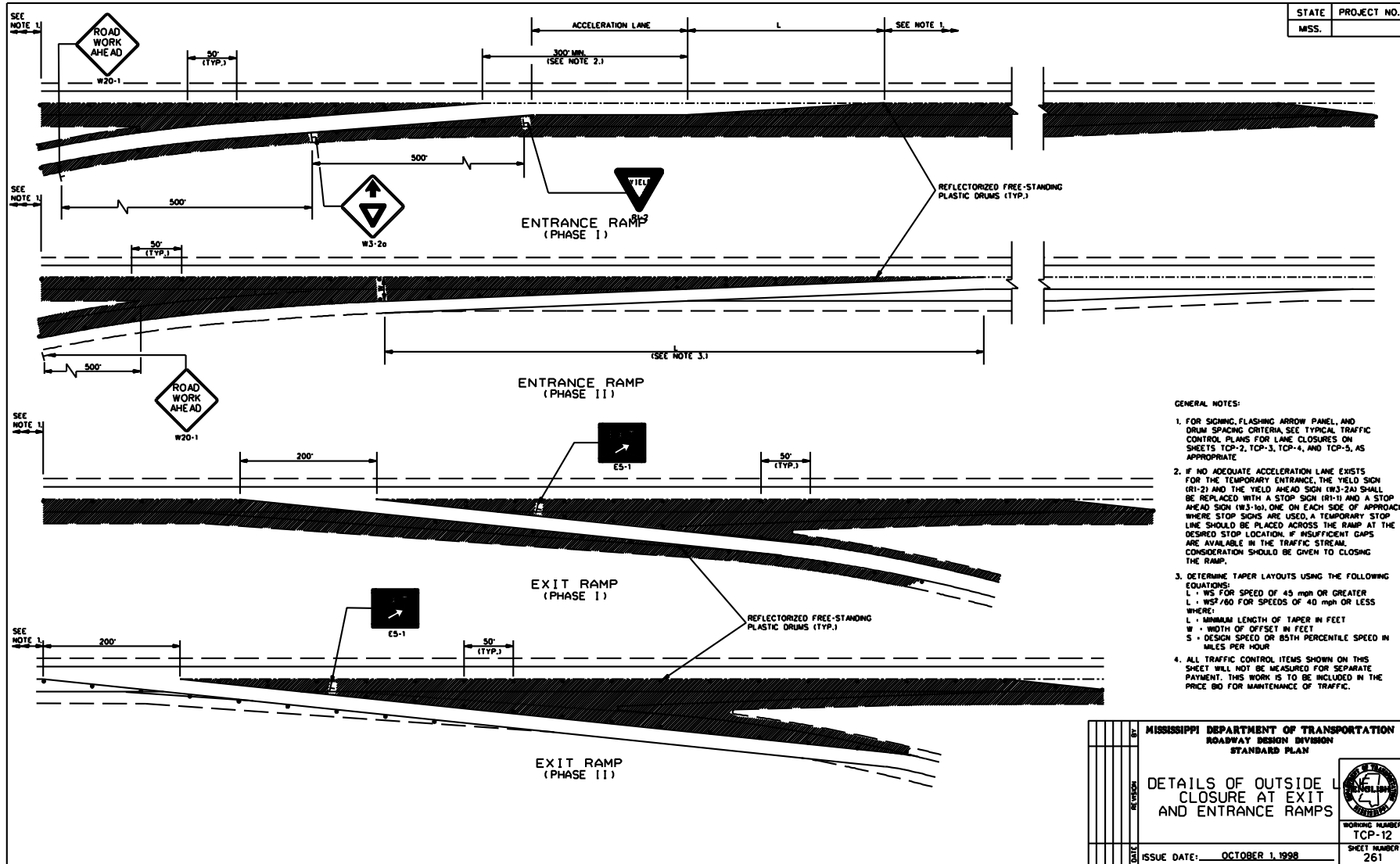
DATE	REVISED	CAPTION	REVISION
2-1-98			

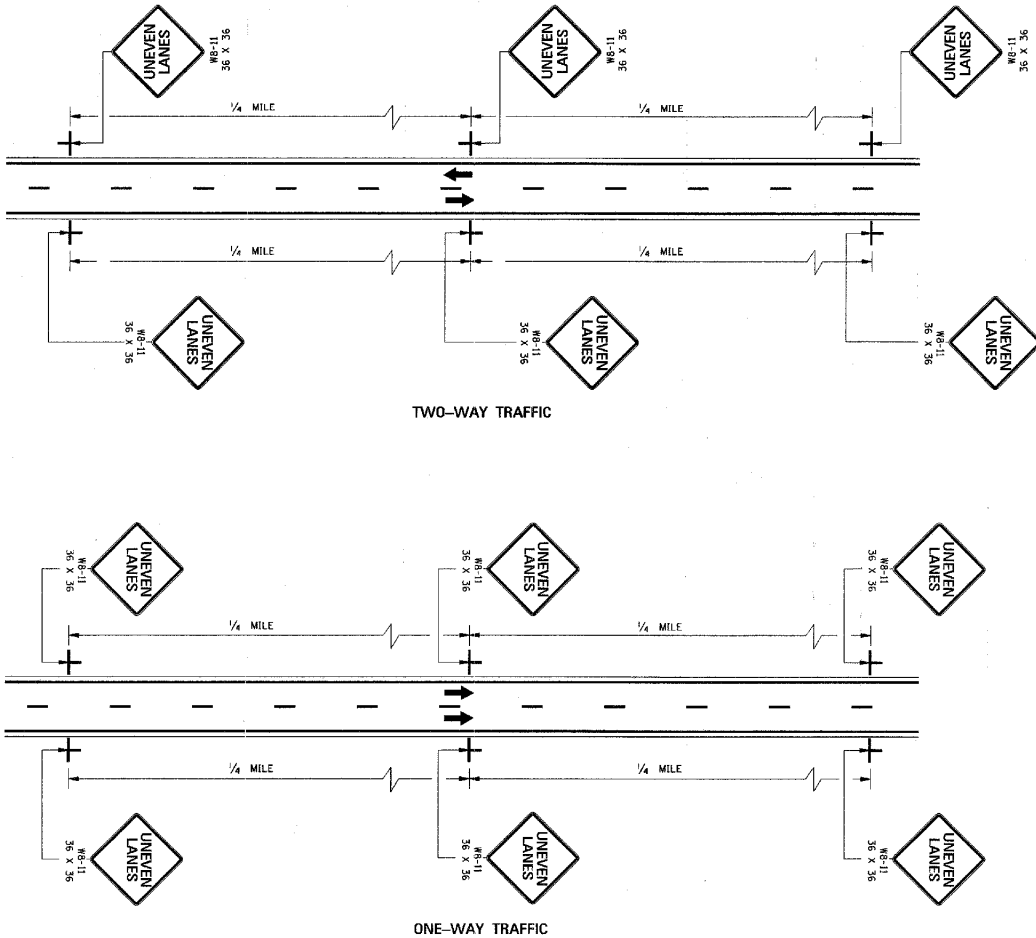
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
ROADWAY DESIGN DIVISION	
STANDARD PLAN	
<b>TRAFFIC CONTROL PLAN</b>	
<b>MOBILE OPERATIONS</b>	
<b>MULTILANE ROADS</b>	
<b>AND</b>	
<b>TWO-LANE ROADS</b>	
WORKING NUMBER	TCP-11
SHEET NUMBER	260

ISSUE DATE:	OCTOBER 1, 1998
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STATE	PROJECT NO.
MISS.	



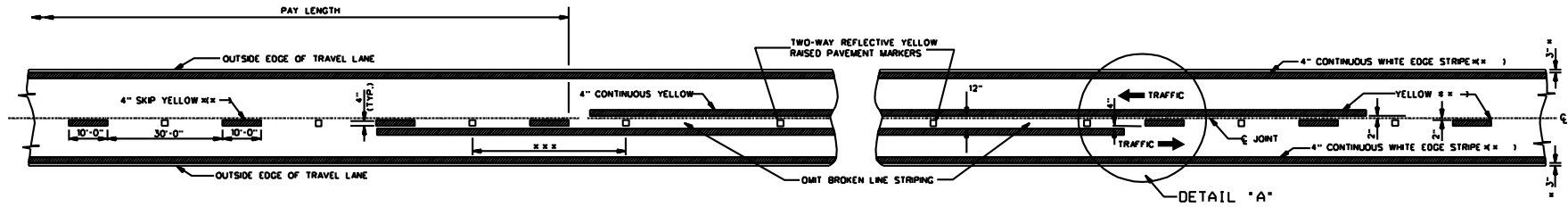
GENERAL NOTES:

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.

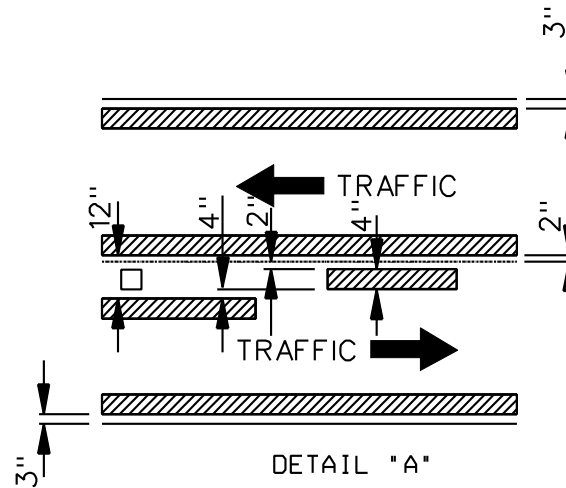
MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN		
<b>TRAFFIC CONTROL PLANS UNEVEN PAVEMENT DETAILS</b>		
DATE	ISSUE DATE: OCTOBER 1, 1998	WORKING NUMBER TCP-14 SHEET NUMBER 263



STATE	PROJECT NO.
MSS.	



TWO-WAY TRAFFIC  
(ASPHALT OR CONCRETE PAVEMENT)



GENERAL NOTES:

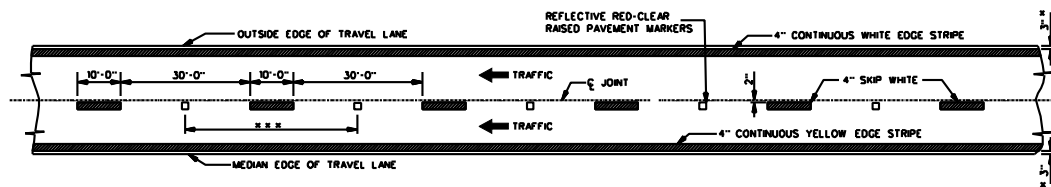
- \*\* 1. 3" UNLESS SHOWN ELSEWHERE ON THE PLANS.
- \*\* 2. EDGE STRIPE SHALL BE SAME MATERIAL AS LANE-LINE STRIPE (PAINT OR TAPE AS INDICATED IN PAY ITEMS).
- \*\*\* 3. SPACING OF REFLECTIVE RAISED PAVEMENT MARKERS IS AS FOLLOWS:

	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.

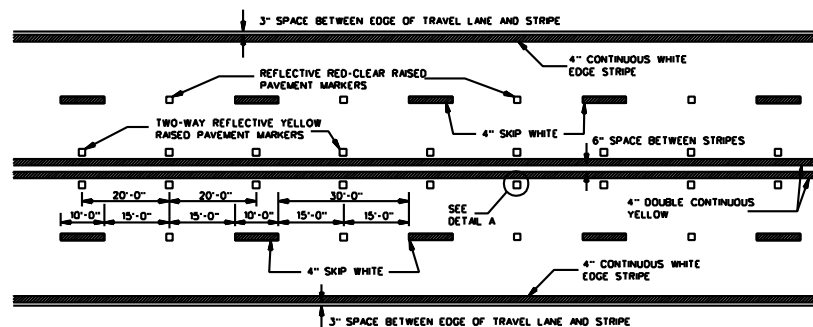
4. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE REFLECTIVE RAISED PAVEMENT MARKERS AS LISTED IN THE MOOT "APPROVED SOURCES OF MATERIALS."

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

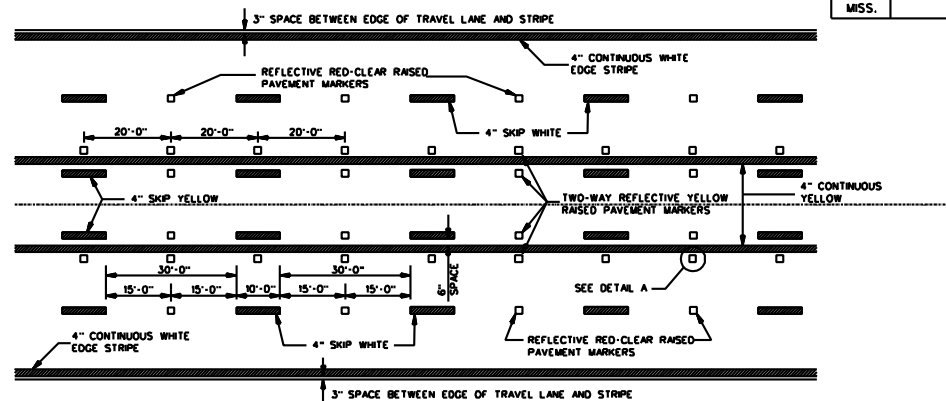


4-LANE WITH ONE-WAY TRAFFIC

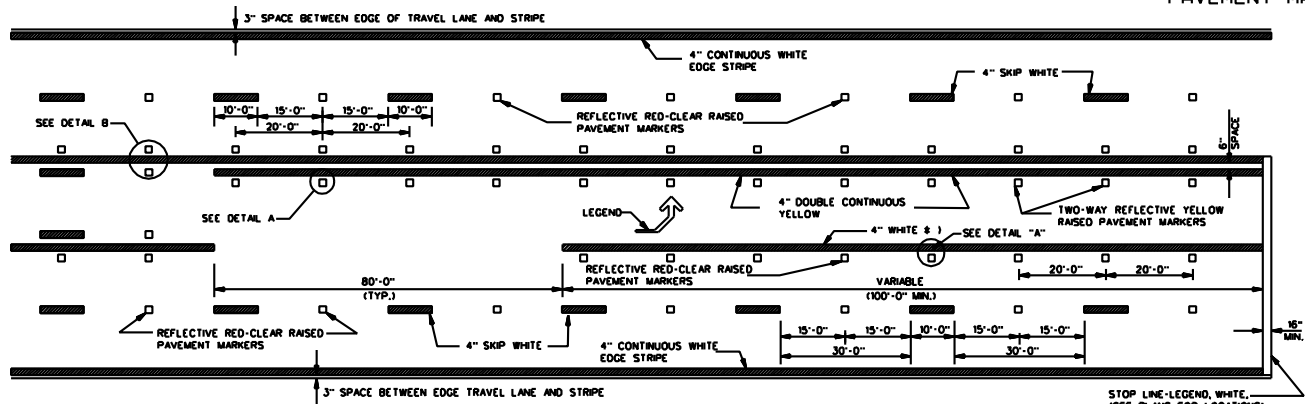
MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
TEMPORARY STRIPING FOR TRAFFIC CONTROL 2-LANE AND 4-LANE DIVIDED HIGHWAYS	
ISSUE DATE: DECEMBER 1, 1999	WORKING NUMBER TCP-15
	SHEET NUMBER 264



TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 4-LANE SECTION

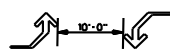


TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 5-LANE SECTION



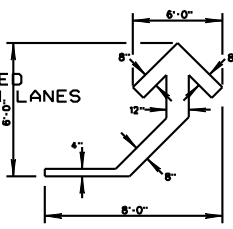
TYPICAL STRIPING AND RAISED PAVEMENT MARKERS AT LEFT TURN LANES

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

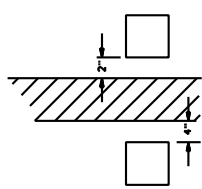


TYPICAL TWO-WAY ARROW INSTALLATION

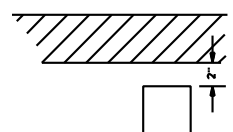
- NOTES:
1. CONSIDER EACH SEGMENT OF CONTINUOUS TWO-WAY LEFT TURN LANE SEPARATELY.
  2. IF SEGMENT IS LESS THAN 350', PLACE ONE SET OF ARROWS IN CENTER OF SEGMENT.
  3. IF SEGMENT IS GREATER THAN 350', PLACE FIRST SET OF ARROWS 50' TO 100' FROM BEGINNING AND/OR END OF SEGMENT AND SPACE ADDITIONAL SETS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



DETAIL OF TEMPORARY TURN ARROW



DETAIL B LATERAL PLACEMENT OF PAVEMENT MARKERS



DETAIL A LATERAL PLACEMENT OF PAVEMENT MARKERS

GENERAL NOTE:

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

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

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 - NOTICE TO BIDDERS NO. 4214**

**CODE: (IS)**

**DATE: 11/29/2012**

**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".

More information regarding high visibility safety apparel can be found at the following sites.

<http://www.gpo.gov/fdsys/pkg/CFR-2008-title23-vol1/pdf/CFR-2008-title23-vol1-sec634-1.pdf>

<http://ops.fhwa.dot.gov/wz/resources/policy.htm#hv>

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

### SECTION 904 - NOTICE TO BIDDERS NO. 4308

CODE: (SP)

DATE: 02/07/2013

#### SUBJECT: Terminal End Sections

Guard rail terminal end sections shall be construction in accordance with the plans, specifications, and the following.

##### **Flared.**

Flared terminal end sections shall be FLEAT-350, REGENT, SRT-350, ROSS-350 or approved flared equal and installed in accordance with the manufacturer's recommendation. The Contractor shall provide two copies of the manufacturer's installation details to the Project Engineer. The Project Engineer will keep one copy in the project file and provide one copy to the District Maintenance Engineer. The installation details shall be engineering drawings, a minimum of 11" X 17" in size. Reflective adhesive sheeting with alternating black and yellow stripes (sloping downward at an angle of 45 degrees in the direction traffic is to pass) shall be required on the end of the terminal section. The type of terminal section installed shall be written on the device with a Permanent Marking Stick or some other means of permanent identification.

##### **Non-Flared.**

Non-Flared terminal end sections shall be ET-2000, SKT-350, or approved non-flared equal and installed in accordance with the manufacturer's recommendation. The Contractor shall provide two copies of the manufacturer's installation details to the Project Engineer. The Project Engineer will keep one copy in the project file and provide one copy to the District Maintenance Engineer. The installation details shall be engineering drawings, a minimum of 11" X 17" in size. Reflective adhesive sheeting with alternating black and yellow stripes (sloping downward at an angle of 45 degrees in the direction traffic is to pass) shall be required on the end of the terminal section. The type of terminal section installed shall be written on the device with a Permanent Marking Stick or some other means of permanent identification.

Likewise, impact attenuators shall be construction in accordance with the plans, specifications, and the following.

Approved impact attenuator systems shall meet standardized testing defined in Manual for Assessing Safety Hardware (MASH) or NCHRP Report 350. In addition, these devices shall have an acceptance letter from FHWA that documents the device meets the appropriate crash test criteria and can be used on the National Highway System (NHS). The Contractor shall provide two copies of the manufacturer's installation details to the Project Engineer. The Project Engineer shall keep one copy in project file and provide one copy to District Maintenance Engineer. The installation details shall be engineering drawings, a minimum of 11"x17" in size. Reflective adhesive sheeting with alternating black and yellow stripes (sloping downward at an angle of 45 degrees in the direction traffic is to pass) shall be required on the end of the attenuator section. The type of system installed shall be written on the device with a Permanent Marking Stick or some other means of permanent identification.

## **MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 4524**

**CODE: (SP)**

**DATE: 05/13/2013**

**SUBJECT: Warm Mix Asphalt**

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

<http://sp.mdot.ms.gov/Materials/Pages/MPL.aspx>

## **MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 4526**

**CODE: (SP)**

**DATE: 06/11/2013**

**SUBJECT: Electronic Addendum Process**

Bidders are advised that hard copies of any addenda for this project will no longer be mailed to prospective bidders. All addenda for this project will be posted to the [mdot.ms.gov](http://mdot.ms.gov) webpage under the Proposal Addenda column for the current letting and appropriate call number. Bidders will have to download addenda from the webpage and process the addenda in the same manner as previous lettings. Addenda will be posted by 10:00 a.m. on Friday prior to the letting. It will be the Bidder's responsibility to check and see if any addenda have been posted for this project. Any questions regarding the downloading process of the addenda shall be directed to the Contract Administration Division at 601-359-7700. Any questions regarding the content of the addenda shall be submitted as a question in accordance with the Notice To Bidders entitled "Questions Regarding Bidding".

# **MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 4565**

**CODE: (SP)**

**DATE: 06/27/2013**

**SUBJECT: Manual on Uniform Traffic Control Devices**

Any reference in the Standard Specifications or contract documents to a particular Section of the Manual on Uniform Traffic Control Devices (MUTCD) it shall mean that Section of the latest version of the Manual on Uniform Traffic Control Devices.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

### SECTION 904 - NOTICE TO BIDDERS NO. 4612

**CODE: (SP)**

**DATE: 08/13/2013**

**SUBJECT: Adjustments for Bituminous Materials**

Bidders are advised that Subsection 907-402.03.1.2, Tack Coat, in Special Provision 907-402, allows the Contractor several options for OGFC tack coat. Regardless of the tack coat used, the monthly material adjustment, as referenced in Section 109 of the Standard Specifications, will be made using the base and current prices of tack coat Grade PG 76-22.

Bidders are also advised that the specifications allow the use of RC-70, RC-250, RC- 800, RS-1, RS-2, MC-30, MC-250, MS-2h, and CMS-2h in various other construction operations. If the Contractor uses one of these bituminous materials, the monthly material adjustment will be made using the base and current prices of the materials shown below.

<b>Materials Used</b>	<b>Material Adjustment Made Based on Prices For</b>
RC-70, 250, 800	MC-70
RS-1, 2	CRS-2
MC-30, 250	MC-70
MS-2h	SS-1
CMS-2h	SS-1



## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

| SECTION 904 - NOTICE TO BIDDERS NO. 4661

CODE: (IS)

| DATE: 10/16/2013

**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 IV 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 or 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. 4741**

**CODE: (SP)**

**DATE: 12/03/2013**

**SUBJECT: Kansas City Southern Construction Requirements**

Bidders are hereby advised that provisions which are required as per [the](#) Notice to Bidders entitled “[Railway-Highway Provisions](#)” shall also include the following.

The Contractor shall submit to the Project Engineer and the Railroad detailed plans and design data for temporary construction clearances, stages of construction, erection plans, demolition plans, false-work plans, excavation plans, and temporary shoring plans and calculations, as required, and shall be sealed by a Mississippi Registered Professional Engineer. All submittals must be approved by the Railroad before excavation or construction can begin within Railroad Right-of-Way. All construction submittals for work performed within the Kansas City Southern Railway Company (KCS) right-of-way shall be made per the KCS “Guidelines for the Design and Construction of Railroad Overpasses and Underpasses” as updated in May 2008.

Prior to beginning any work on the KCS right-of-way, the Contractor shall obtain a Right of Entry Permit. To request a permit application, the Contractor should contact Sylvia Schmidt. Mrs. Schmidt’s contact information is as follows.

Sylvia Schmidt  
Permit Manager  
Jones Lang LaSalle Americas, Inc.  
3017 Lou Menk Drive, Suite 100  
Fort Worth, Texas 76131-2800  
817-230-2688

The Contractor shall be responsible for payment of all application fees.

This project will require construction activities on the right-of-way of active railroad tracks which are currently owned and/or operated by KCS. When work requires that equipment or personnel be within the KCS right-of-way or the “foul zone” adjacent to the right-of-way, a qualified “Employee-in-Charge” (EIC) must be present for the purpose of providing on-track safety and flagging protection for the work crews. The EIC shall also be responsible for the coordination of the Contractor’s activities within the KCS right-of-way with the operation of the Railroad. The EIC must be certified under the KCS General Code of Operation Rules (GCOR) and must be approved by the local KCS Roadmaster prior to beginning work on the KCS right-of-way. The Contractor will be required to provide radios for the EIC, all equipment operators, supervisors, and foremen in charge of employees working within the KCS right-of-way. All personnel who must enter upon the KCS right-of-way must check in and out with the EIC and be logged in and out of the site.

All personnel who must work within the KCS right-of-way at any time shall be trained and certified as a KCS "Roadway Worker" and must at all times have their certification card with them and available for random inspection. The Contractor will be responsible for providing this training for Contractor employees or any subcontractor(s) employees. The Contractor shall contact Mr. Larry Slater of Track Sense Inc. at 330-847-8661 or 330-219-4721 ([lslater@neo.rr.com](mailto:lslater@neo.rr.com)) for approximate fees and scheduling the necessary training sessions. The Contractor shall also contact the MDOT Project Engineer to see if any MDOT employees need this training. If so, the Contractor shall include the MDOT employees in the list of participants for training. The Contractor shall bear the cost of training the MDOT employees. Costs for training the MDOT employees will be reimbursed to the Contractor by supplemental agreement.

Prior to commencing work, the Contractor shall provide to the Railroad Engineer, or the Railroad Engineer's designated representative, a detailed construction schedule for its work on Railroad's right-of-way, including the proposed temporary horizontal and vertical clearances and construction sequence for all work to be performed on Railroad right-of-way. This schedule shall also include the anticipated dates when the milestone events listed below will occur. The Contractor shall update the schedule for these milestone events as necessary, but at least monthly, and shall provide a copy of all updates to the Railroad so that site visits may be scheduled.

- Preconstruction meetings.
- Excavations, shoring placement/removal, pile driving, drilling of caissons or drilled shafts adjacent to tracks.
- Reinforcement and concrete placement for near track piers.
- Erection of precast concrete or steel overpass bridge superstructure.
- Reinforcement and concrete placement of overpass bridge decks.
- Completion of the bridge structure.

The Contractor shall so arrange and conduct construction operations in such a manner that there will be no interference with Railroad operations, including train, signal, telephone and telegraphic services, or damage to the property of the Railroad or to poles, cables or wires (whether overhead or underground) and other facilities or tenants on the rights-of-way of the Railroad. Before undertaking any work within Railroad right-of-way and before placing any obstruction over any track, the Contractor shall:

- Notify the Railroad's representative at least 72 hours in advance of the work.
- Provide assurance to the Railroad's representative that arrangements have been made for any required flagging service.
- Receive permission from the Railroad Engineer to proceed with the work.
- Ascertain that the Project Engineer has received copies of notice to the Railroad and the Railroad's response.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 4949

CODE: (SP)

DATE: 03/12/2014

SUBJECT: Contract Time

PROJECT: MP-5021-62(010) / 305111301 – Scott County

The calendar date for completion of work to be performed by the Contractor for this project shall be **September 9, 2014** 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 be **May 13, 2014** and the effective date of the Notice to Proceed / Beginning of Contract Time will be **July 1, 2014**.

**AN EARLY NOTICE TO PROCEED / BEGINNING OF CONTRACT TIME WILL NOT BE ALLOWED ON THIS PROJECT.**

The available productive days for this project are **47**.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 - NOTICE TO BIDDERS NO. 4950**

**CODE: (SP)**

**DATE: 03/26/2014**

**SUBJECT: Scope of Work**

**PROJECT: MP-5021-62(010) / 305111301 – Scott County**

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

Work on this project shall consist of the following:

Mill and overlay approximately 6.8 miles of existing asphalt pavement on SR 21 in Scott County beginning at station 535+97 (1.7 miles north of Hawkins Road) and ending at station 897+52.5 (0.15 miles south of Clyde B Road) in Sebastopol, MS.

Existing pavement management data shows the existing asphalt pavement structure to be 6¼" - 7¾" over four inches (4") of granular material. Verification asphalt cores samples taken showed the existing asphalt pavement thickness ranged from six to sixteen inches (6" - 16").

Construction signs shall be installed as per the detail sheets included prior to the beginning of work.

Failed pavement areas will be saw cut and the existing asphalt pavement removed.

All failed areas will be backfilled with 12.5-mm, MT, asphalt mix. Asphalt leveling quantities for this project were estimated using an 8-inch undercut depth. Maximum compacted lift thickness of the first undercut backfill lift shall be six inches (6").

After completion of the repair of failed areas, milling operations can begin. The existing asphalt roadway shall be cold milled two inches (2") and overlaid with two inches (2") of 12.5-mm, MT, asphalt mix.

Local roads shall be milled and overlaid to the end of the existing asphalt pavement, to right-of-way or as directed. Where a minimum of five feet (5') of shoulder width can be paved at the beginning of local road radii, a 100-foot asphalt pavement taper shall be constructed. Said taper shall be six inches (6") thick and shall conform to the detail drawings.

Asphalt guardrail pads on Bridges 12.3 and 12.6 shall be milled to the face of the guardrail. Existing asphalt guardrail pads on Bridges 13.2 and 13.7 shall be removed. Bridge 15.5 has no existing asphalt guardrail pads. Asphalt guardrail pads conforming to the dimensions shown in the detail sheets shall be constructed at all bridges.

Rub rail shall be added to the existing guardrails at Bridges 12.3 and 12.6. Block-outs only shall be removed and replaced on those posts where rub rail is to be added. Existing guardrails on Bridges 12.3 and 12.6 shall remain.

The existing concrete bridge approach slab on bridge 15.5 is overlaid with asphalt. After completion of asphalt overlay operations, sawing and sealing operations shall be performed at the joint between the end of the concrete bridge approach slab and the asphalt pavement.

Temporary pavement markings shall be constructed at the end of each day's paving operations. Permanent pavement markings shall be constructed after completion of all paving operations.

Raised pavement markers shall be installed on SR 21 and local roads.

The existing roadway ditch between stations 557+00 – 561+00 shall be deepened and graded to provide adequate drainage. The expected maximum depth to deepen the ditch is 12 inches. The expected maximum width of ditching is six foot (6'). After completion of ditching operations, solid sod is to be placed for permanent erosion control. Ditch liner is to be used as directed.

Class 5 Group E granular material shall be used to bring roadway shoulders to grade.

### **GENERAL NOTES**

Asphalt backfill of failed areas should be placed at least 12 hours prior to overlay operations to prevent rutting of mix.

Milling and paving operations shall be performed such that a -2% slope from centerline is provided in normal crown roadway sections. Superelevation through curves shall be maintained as it currently exists or improved as directed.

Milling shall not begin until an **approved** asphalt mix design has been received, nor until such time that, in the opinion of the Engineer, weather conditions have been consistently suitable enough to allow placement of the HMA/WMA after the milling operations. Any areas milled shall be repaved the same day. Traffic shall not be allowed on milled main line surfaces. Milling shall be limited to an area established by the Engineer, which, in the Engineer's judgment, can be overlaid the same day. The Contractor shall not exceed that area.

Traffic will not be allowed on milled main line surfaces.

Temporary asphalt joints (aka paper joints) shall be constructed at the end of each day's milling operations where the milled surface joins the existing asphalt pavement surface. Paper joints shall be a minimum of nine feet (9') in length and for the full width of the milled surface. Paper joints shall be adequately maintained.

Any damage to the roadway that occurs as a result of the Contractor's failure to overlay the milled surface within the specified time shall be repaired at the Contractor's expense.

The Contractor is responsible for providing shoulder drainage outlets as applicable in milled areas. Payment for these outlets shall be included in the bid price for the milling of bituminous pavement.

**The MS Department of Transportation (MDOT) shall retain up to 10,000 tons of asphalt milling. Milling shall be delivered to the MDOT's milling stockpile located across from the MDOT Maintenance Building at 1115 Hwy 15 Bypass, Philadelphia, MS. The Contractor shall be responsible for coordinating the delivery of asphalt milling with MDOT maintenance personnel.**

Existing asphalt driveway connections shall be removed and replaced with new asphalt connections.

Potholes that may exist or occur in the existing pavement are to be patched in a timely manner. Patching of potholes shall be considered an absorbed item.

Shoulders will be brought to grade using Class 5, Group E, granular material as directed. Placement of the granular material on the finished asphalt course will not be permitted. All shoulders shall be bladed, rolled, and compacted to a finished slope of minus four percent (-4%).

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

All permanent striping will be thermoplastic. The width of the permanent stripe will be six inches (6").

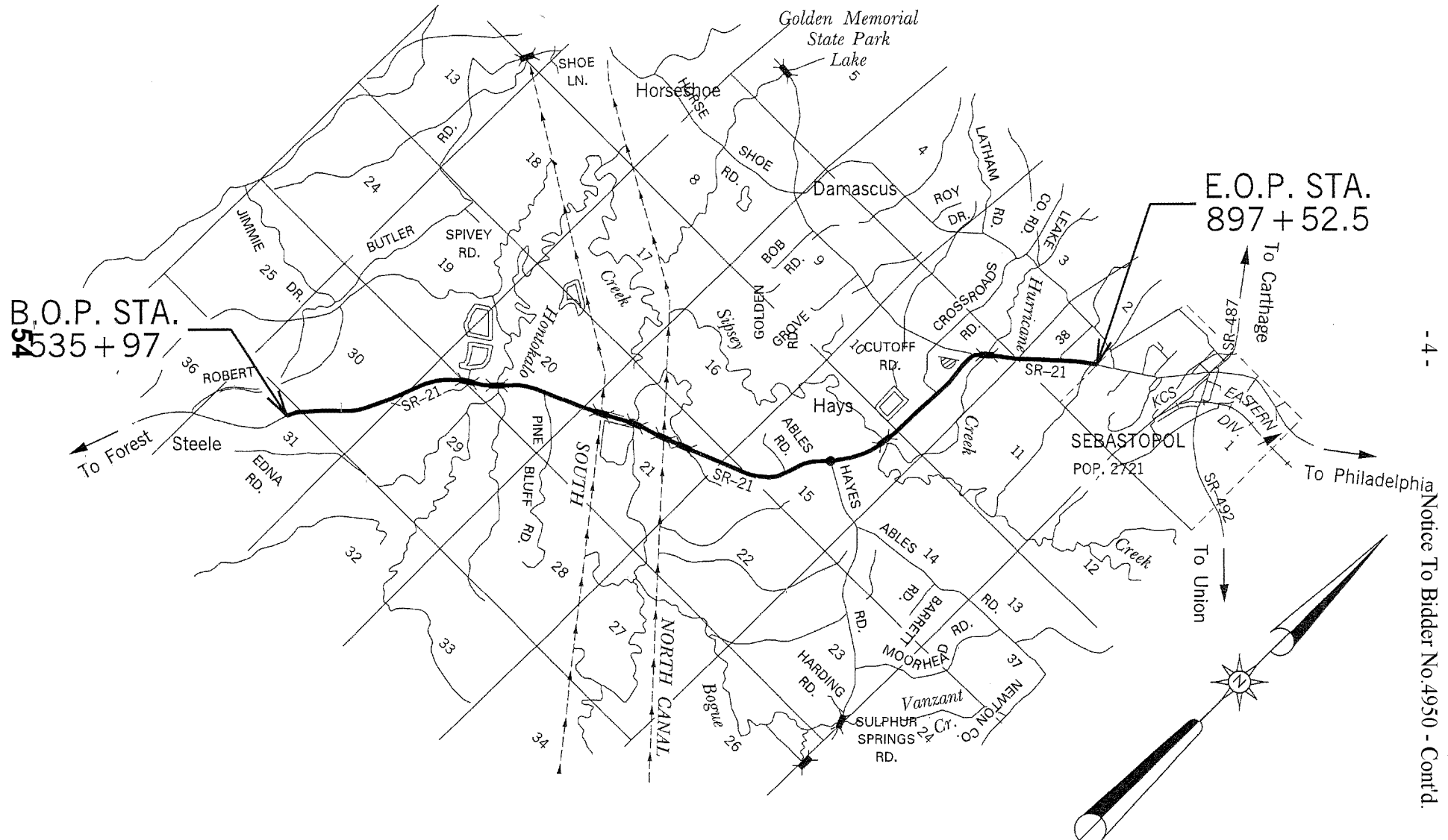
The Contractor shall erect and maintain construction signing, and provide and maintain all temporary signs and traffic control devices necessary to safely conduct traffic through the work area in accordance with the Traffic Control Plan and the MUTCD.

All traffic control devices shall meet current MDOT and MUTCD requirements.

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 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. As described in the applicable Notice-To-Bidders, final project cleanup is required and will be completed prior to the scheduling of the final inspection.

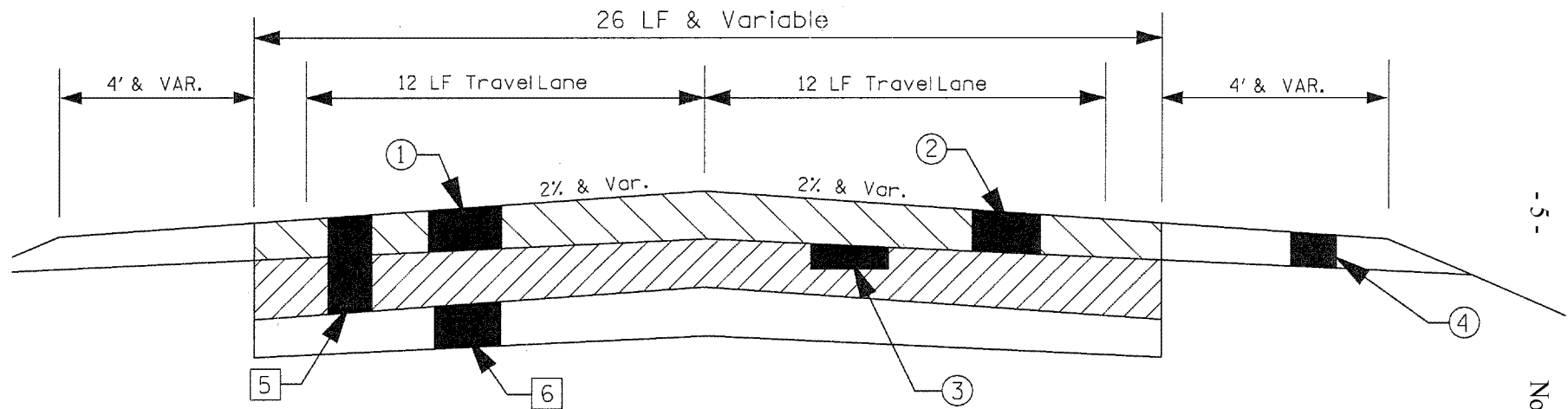
It shall be the responsibility of the Contractor to protect existing structures such as pipes, aprons, signs, utilities, etc. from damage occurring as a result of construction activities. The Contractor shall replace or repair, as directed by the Engineer, any structures damaged during the life of the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

SR 21 - SCOTT COUNTY  
 MP-5021-62(010)  
 B.O.P. 535+97 - E.O.P. 897+52.5





SR 21 - SCOTT COUNTY  
MP-5021-62(010)  
TYPICAL SECTION  
MILL & OVERLAY  
B.O.P. 535+97 - E.O.P. 897+52.5

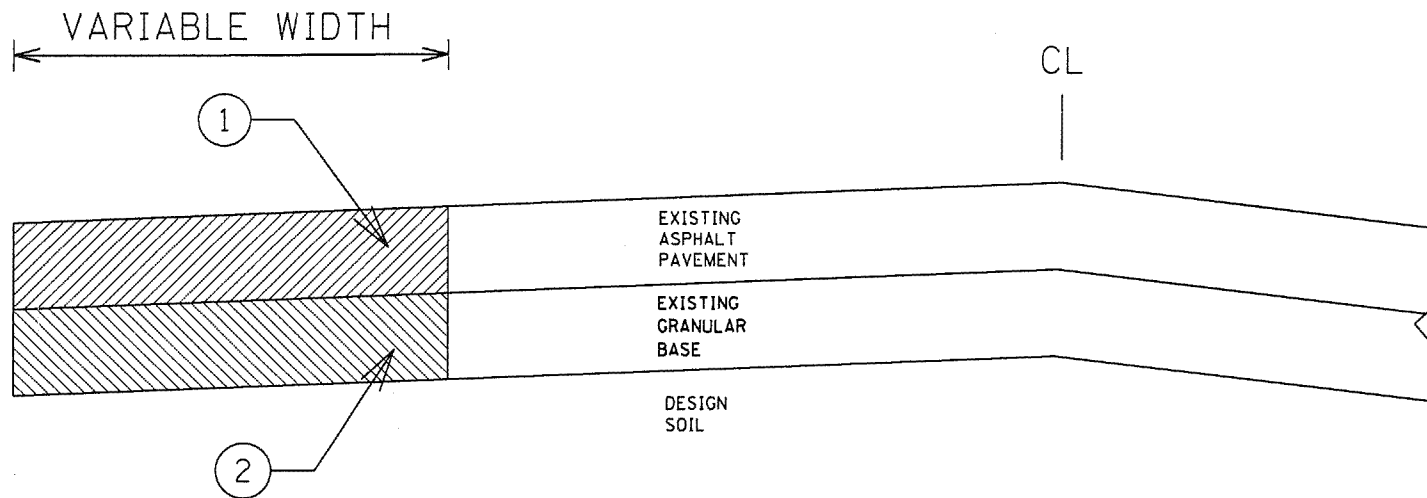


- ① 2" Cold Milling (Correct to 2% Normal Crown or SE)
- ② 2" HMA/WMA 12.5mm MT
- ③ HMA/WMA 12.5mm MT (Failed Area Full Depth - See Failed Area Detail)
- ④ Class 5 Group E Granular Material (As Directed)

EXISTING PAVEMENT

- ⑤ 6 1/4" - 7 3/4" HMA
- ⑥ 4" Granular Material

SR21-SCOTT COUNTY  
MP-5021-62(010)  
TYPICAL SECTION  
FAILED AREA REPAIR



- ① REMOVE AND REPLACE WITH HMA/WMA  
12.5 MM MT (VARIABLE DEPTH)
- ② UNDERCUT AND BACKFILL WITH HMA/WMA  
12.5 MM MT (UNDERCUT DEPTH VARIABLE  
AS DIRECTED)

MP-5021-62(010) 305111/301000 MILL AND OVERLAY FROM STEELE TO SEBASTOPOL							
202-B006 REMOVAL OF ASPHALT PAVEMENT FAILED AREAS							
FAILED AREA LOCATIONS							
LOCATION	STA.	TO	STA.	LENGTH (ft)	WIDTH (ft)	AREA (SF)	AREA (SY)
RT LANE	553+20	--	557+00	380	7	2,660.00	296
RT LANE	560+62	--	562+59	197	7	1,379.00	153
RT LANE	573+09	--	575+95	286	7	2,002.00	222
LT LANE	600+82	--	601+58	76	7	532.00	59
LT LANE	602+90	--	603+87	97	7	679.00	75
RT LANE	605+82	--	607+89	207	14	2,898.00	322
LT LANE	608+02	--	609+10	108	7	756.00	84
RT LANE	613+24	--	617+16	392	14	5,488.00	610
RT LANE	643+48	--	644+00	52	7	364.00	40
RT LANE	644+07	--	646+00	193	7	1,351.00	150
LT LANE	724+07	--	727+44	337	7	2,359.00	262
RT LANE	735+49	--	736+78	129	7	903.00	100
RT LANE	739+28	--	740+64	136	7	952.00	106
RT LANE	743+38	--	744+37	99	7	693.00	77
LT LANE	744+40	--	746+04	164	7	1,148.00	128
RT LANE	744+85	--	745+66	81	7	567.00	63
RT LANE	746+51	--	747+48	97	7	679.00	75
RT LANE	751+41	--	751+69	28	7	196.00	22
LT LANE	751+99	--	753+11	112	7	784.00	87
LT LANE	771+35	--	773+48	213	7	1,491.00	166
RT LANE	773+80	--	775+00	120	7	840.00	93
RT LANE	775+38	--	776+28	90	7	630.00	70
RT LANE	777+73	--	778+51	78	7	546.00	61
LT LANE	786+74	--	786+99	25	7	175.00	19
LT LANE	787+06	--	787+22	16	7	112.00	12
TOTAL						3354	

MP-5021-62(010) 305111/301000 MILL AND OVERLAY FROM STEELE TO SEBASTOPOL							
202-B005 REMOVAL OF ASPHALT PAVEMENT ALL DEPTH							
DRIVEWAY PADS NO. 1							
Station	Location	Width 1	Width 2	Length	Total (SF)	Total (Tons)	Remarks
537+04	LT	18	12	5	75.00	8.33	
541+82	LT	23	16	6	117.00	13.00	
541+82	RT	45	27	5	180.00	20.00	
542+30	RT	25	16	5	102.50	11.39	
543+20	RT	23	17	6	120.00	13.33	
546+39	RT	28	22	6	150.00	16.67	
551+73	RT	30	22	6	156.00	17.33	
555+30	LT	38	28	6	198.00	22.00	
557+17	LT	38	28	6	198.00	22.00	
559+17	LT	40	24	6	192.00	21.33	
561+20	LT	25	16	5	102.50	11.39	
562+13	LT	20	16	6	108.00	12.00	
562+65	RT	35	22	5	142.50	15.83	
564+95	RT	21	13	5	85.00	9.44	
567+80	RT	28	23	5	127.50	14.17	
566+30	LT	18	15	5	82.50	9.17	
569+75	RT	27	18	5	112.50	12.50	
571+65	LT	30	22	5	130.00	14.44	
574+45	LT	43	38	6	243.00	27.00	
576+15	RT	40	35	6	225.00	25.00	
576+95	LT	23	15	5	95.00	10.56	
581+25	LT	28	20	6	144.00	16.00	
582+85	RT	37	20	6	171.00	19.00	
590+55	LT	24	21	6	135.00	15.00	
592+25	RT	46	25	6	213.00	23.67	
594+65	LT	23	15	5	95.00	10.56	
598+50	LT	22	15	5	92.50	10.28	
600+05	RT	26	20	5	5.00	0.56	
620+25	LT	37	24	5	152.50	16.94	
621+95	LT	37	24	5	152.50	16.94	
625+80	LT	63	45	10	540.00	60.00	
626+65	RT	40	27	11	368.50	40.94	
662+65	LT	73	37	22	1,210.00	134.44	
663+85	LT	22	19	12	246.00	27.33	
665+50	RT	50	35	10	425.00	47.22	
668+15	LT	40	30	9	315.00	35.00	
668+60	LT	25	20	6	135.00	15.00	
672+80	LT	25	16	5	102.50	11.39	
673+65	RT	25	20	5	112.50	12.50	
676+00	RT	50	40	13	585.00	65.00	
676+50	LT	50	32	9	369.00	41.00	
677+20	RT	21	16	6	111.00	12.33	
678+15	LT	36	28	5	160.00	17.78	
680+60	LT	50	40	6	270.00	30.00	
686+85	RT	50	37	11	478.50	53.17	
686+85	LT	50	37	11	478.50	53.17	
706+00	RT	80	75	9	697.50	77.50	
731+00	RT	20	15	5	87.50	9.72	
731+00	LT	22	15	5	92.50	10.28	
730+25	LT	32	22	7	189.00	21.00	
733+20	LT	32	26	4	116.00	12.89	
741+10	RT	20	15	5	87.50	9.72	
744+00	LT	37	26	6	189.00	21.00	
749+75	RT	63	36	7	346.50	38.50	
754+75	RT	40	26	6	198.00	22.00	
756+30	RT	30	20	5	125.00	13.89	
758+50	LT	34	22	9	252.00	28.00	
758+90	RT	26	17	5	107.50	11.94	
760+05	RT	44	20	6	192.00	21.33	
763+12	RT	40	24	5	160.00	17.78	
765+35	LT	82	58	8	560.00	62.22	
767+80	LT	30	16	6	138.00	15.33	
					Total	1,505.22	

\*Area calculations collected by Field Measurement

\*Area calculations collected by Field Measurement

MP-5021-62(010) 305111/301000 MILL AND OVERLAY FROM STEELE TO SEBASTOPOL							
202-B005 REMOVAL OF ASPHALT PAVEMENT ALL DEPTH							
GUARDRAIL PADS							
<u>Bridge No.</u>	<u>Location</u>	<u>Quadrant</u>	<u>Width 1</u>	<u>Width 2</u>	<u>Length 1</u>	<u>Total (SF)</u>	<u>Total (SY)</u>
13.2	RT	SE	6.5	6.5	182.0	1,183.00	131.44
13.2	LT	SW	7.5	8.0	80.0	620.00	68.89
13.2	RT	NE	8.0	10.0	250.0	2,250.00	250.00
13.2	LT	NW	7.0	7.0	200.0	1,400.00	155.56
13.7	RT	SE	8.0	7.0	215.0	1,612.50	179.17
13.7	LT	SW	10.0	6.0	215.0	1,720.00	191.11
13.7	RT	NE	6.5	9.0	186.0	1,441.50	160.17
13.7	LT	NW	6.5	7.5	211.0	1,477.00	164.11
						<b>Total</b>	<b>1,300.44</b>

150

\*Area calculations collected by Field Mesurement

MP-5021-62(010) 305111/301000 MILL AND OVERLAY FROM STEELE TO SEBASTOPOL						
202-B006 REMOVAL OF TRAFFIC STRIPE						
BRIDGES						
STATION TO STATION			COLD PLASTIC			REMARKS
			CONTINUOUS		SKIP	
			WHITE	YELLOW	YELLOW	
640+63	--	642+54	382	382	0	Bridge 12.3
650+13	--	651+17	208	208	0	Bridge 12.6
682+98	--	684+58	320	320	0	Bridge 13.2
707+88	--	712+11	846	846	0	Bridge 13.7
799+77	--	804+57	960	960	0	Bridge 15.5
TOTAL			2716 LF	2716 LF	0 LF	
			5432 LF			

MP-5021-62(010) 305111/301000 MILL AND OVERLAY FROM STEELE TO SEBASTOPOL									
406-A001 COLD MILLING OF BITUMINOUS PAVEMENT, ALL DEPTHS									
GUARDRAIL PADS									
<u>Bridge No.</u>	<u>Location</u>	<u>Quadrant</u>	<u>Width 1</u>	<u>Width 2</u>	<u>Length 1</u>	<u>Length 2</u>	<u>Total (SF)</u>	<u>Total (Tons)</u>	<u>Remarks</u>
12.3	RT	SE	--	--	--	--	3,433.00	381.44	GUARDRAIL PADS WILL BE MILLED UP TO GUARDRAIL
12.3	LT	SW	--	--	--	--	1,791.00	199.00	GUARDRAIL PADS WILL BE MILLED UP TO GUARDRAIL
12.3	RT	NE	--	--	--	--	1,878.00	208.67	GUARDRAIL PADS WILL BE MILLED UP TO GUARDRAIL
12.3	LT	NW	--	--	--	--	3,227.00	358.56	GUARDRAIL PADS WILL BE MILLED UP TO GUARDRAIL
12.6	RT	SE	--	--	--	--	3,576.00	397.33	GUARDRAIL PADS WILL BE MILLED UP TO GUARDRAIL
12.6	LT	SW	--	--	--	--	1,852.00	205.78	GUARDRAIL PADS WILL BE MILLED UP TO GUARDRAIL
12.6	RT	NE	--	--	--	--	2,005.00	222.78	GUARDRAIL PADS WILL BE MILLED UP TO GUARDRAIL
12.6	LT	NW	--	--	--	--	2,987.50	331.94	GUARDRAIL PADS WILL BE MILLED UP TO GUARDRAIL
							<b>Total</b>	<b>2,305.50</b>	

\*Area calculations collected by Field Mesurement



MP-5021-62(010) 305111/301000 MILL AND OVERLAY FROM STEELE TO SEBASTOPOL										
HMA/WMA MT, 12.5mm Mixture										
Guardrail Pads										
Bridge No.	Location	Quadrant	Width 1	Width 2	Length 1	Length 2	Total (SF)	Depth (in.)	Total (Tons)	Remarks
12.3	RT	SE	--	--	--	--	915.00	2.000	12.01	Additional asphalt will be added to increase taper areas field measured
12.3	LT	SW	--	--	--	--	837.00	2.000	10.99	Additional asphalt will be added to increase taper areas field measured
12.3	RT	NE	--	--	--	--	942.00	2.000	12.36	Additional asphalt will be added to increase taper areas field measured
12.3	LT	NW	--	--	--	--	1,050.00	2.000	13.78	Additional asphalt will be added to increase taper areas field measured
12.6	RT	SE	--	--	--	--	1,035.00	2.000	13.58	Additional asphalt will be added to increase taper areas field measured
12.6	LT	SW	--	--	--	--	815.00	2.000	10.70	Additional asphalt will be added to increase taper areas field measured
12.6	RT	NE	--	--	--	--	1,045.00	2.000	13.72	Additional asphalt will be added to increase taper areas field measured
12.6	LT	NW	--	--	--	--	915.00	2.000	12.01	Additional asphalt will be added to increase taper areas field measured
13.2	RT	SE	8	15	212.5	150	3,568.75	2.000	46.84	
13.2	LT	SW	10	12	125.0	150	2,275.00	2.000	29.86	
13.2	RT	NE	9	13	212.5	150	3,312.50	2.000	43.48	
13.2	LT	NW	8	15	125.0	150	2,562.50	2.000	33.63	
13.7	RT	SE	10	15	212.5	150	3,781.25	2.000	49.63	
13.7	LT	SW	8	13	125.0	150	2,287.50	2.000	30.02	
13.7	RT	NE	8	13	212.5	150	3,206.25	2.000	42.08	
13.7	LT	NW	8	15	125.0	150	2,562.50	2.000	33.63	
15.5	RT	SE	7	12	212.5	150	2,918.75	2.000	38.31	
15.5	LT	SW	6	12	125.0	150	2,025.00	2.000	26.58	
15.5	RT	NE	6	12	125.0	150	2,025.00	2.000	26.58	
15.5	LT	NW	7	12	212.5	150	2,918.75	2.000	38.31	
							Total		538.10	

PCF = 150

\*Area calculations collected by Field Mesurement

MP-5021-62(010) 305111/301000 MILL AND OVERLAY FROM STEELE TO SEBASTOPOL							
HMA/WMA MT, 12.5mm Mixture, Leveling							
FAILED AREA LOCATIONS							
LOCATION	STA.	TO	STA.	LENGTH (ft)	WIDTH (ft)	AREA (SF)	ASPHALT LEVELING (tons)
RT LANE	553+20	--	557+00	380	7	2,660.00	266.00
RT LANE	560+62	--	562+59	197	7	1,379.00	137.90
RT LANE	573+09	--	575+95	286	7	2,002.00	200.20
LT LANE	600+82	--	601+58	76	7	532.00	53.20
LT LANE	602+90	--	603+87	97	7	679.00	67.90
RT LANE	605+82	--	607+89	207	14	2,898.00	289.80
LT LANE	608+02	--	609+10	108	7	756.00	75.60
RT LANE	613+24	--	617+16	392	14	5,488.00	548.80
RT LANE	643+48	--	644+00	52	7	364.00	36.40
RT LANE	644+07	--	646+00	193	7	1,351.00	135.10
LT LANE	724+07	--	727+44	337	7	2,359.00	235.90
RT LANE	735+49	--	736+78	129	7	903.00	90.30
RT LANE	739+28	--	740+64	136	7	952.00	95.20
RT LANE	743+38	--	744+37	99	7	693.00	69.30
LT LANE	744+40	--	746+04	164	7	1,148.00	114.80
RT LANE	744+85	--	745+66	81	7	567.00	56.70
RT LANE	746+51	--	747+48	97	7	679.00	67.90
RT LANE	751+41	--	751+69	28	7	196.00	19.60
LT LANE	751+99	--	753+11	112	7	784.00	78.40
LT LANE	771+35	--	773+48	213	7	1,491.00	149.10
RT LANE	773+80	--	775+00	120	7	840.00	84.00
RT LANE	775+38	--	776+28	90	7	630.00	63.00
RT LANE	777+73	--	778+51	78	7	546.00	54.60
LT LANE	786+74	--	786+99	25	7	175.00	17.50
LT LANE	787+06	--	787+22	16	7	112.00	11.20
TOTAL							3018.40

ASPHALT  
 DEPTH = 16 in.  
 PCF = 150 PCF

MP-5021-62(010) 305111/301000 MILL AND OVERLAY FROM STEELE TO SEBASTOPOL							
Bridge Joint Items							
STA.	JOINT LENGTH (ft)	413-B001 CLEANING AND SEALING JOINTS (LF)	907-823-B001 SAW CUT, TYPE I (LF)	808-A001 JOINT PREPARATION (LF)	907-413-E001 SAWING AND SEALING TRANSVERSE JOINTS IN ASPHALT PAVEMENT (LF)	907-823-A001 PREFORMED JOINT SEAL, TYPE I (LF)	Remarks
640+82	47	49	--	--	--	--	BRIDGE 12.3 SOUTH END
640+83	47	--	94	47	--	49	BRIDGE 12.3 SOUTH END
641+32	44	--	88	44	--	46	BRIDGE 12.3 INTERMEDIATE JOINT
641+82	44	--	88	44	--	46	BRIDGE 12.3 INTERMEDIATE JOINT
642+34	47	--	94	47	--	49	BRIDGE 12.3 NORTH END
642+35	47	49	--	--	--	--	BRIDGE 12.3 NORTH END
650+32	47	49	--	--	--	--	BRIDGE 12.6 SOUTH END
650+33	47	--	94	47	--	49	BRIDGE 12.6 SOUTH END
650+73	44	--	88	44	--	46	BRIDGE 12.6 INTERMEDIATE JOINT
651+12	44	--	88	44	--	46	BRIDGE 12.6 INTERMEDIATE JOINT
651+51	47	--	94	47	--	49	BRIDGE 12.6 NORTH END
651+52	47	49	--	--	--	--	BRIDGE 12.6 NORTH END
683+17	41	43	--	--	--	--	BRIDGE 13.2 SOUTH END
683+18	41	--	82	41	--	43	BRIDGE 13.2 SOUTH END
684+38	41	--	82	41	--	43	BRIDGE 13.2 NORTH END
684+39	41	43	--	--	--	--	BRIDGE 13.2 NORTH END
708+29	48	50	--	--	--	--	BRIDGE 13.7 SOUTH END
708+30	48	--	96	48	--	50	BRIDGE 13.7 SOUTH END
709+45	48	--	96	48	--	50	BRIDGE 13.7 INTERMEDIATE JOINT
710+37	48	--	96	48	--	50	BRIDGE 13.7 INTERMEDIATE JOINT
711+91	48	--	96	48	--	50	BRIDGE 13.7 NORTH END
711+92	48	50	--	--	--	--	BRIDGE 13.7 NORTH END
799+77	26	--	--	--	28	--	BRIDGE 15.5 BRIDGE END PAVEMENT/ASPHALT JOINT SOUTH
799+97	37	39	--	--	--	--	BRIDGE 15.5 BRIDGE END SOUTH
804+37	37	39	--	--	--	--	BRIDGE 15.5 BRIDGE END NORTH
804+57	26	--	--	--	28	--	BRIDGE 15.5 BRIDGE END PAVEMENT/ASPHALT JOINT NORTH
TOTAL		460	1276	638	56	666	

MP-5021-62(010) 305111/301000 SR 21 MILL & OVERLAY FROM STEELE TO SEBASTOPOL										
GUARDRAIL										
STATION	LOCATION	W-BEAM	TERMINAL END SECTION		BRIDGE END SECTIONS			GUARD DELINEATORS	Removal of Guardrail	REMARKS
			FLARED	NON-FLARED	TYPE I RUBRAIL ONLY	TYPE G MODIFIED	TYPE H			
640+83	RT LANE				1					Bridge 12.3 SE
640+83	LT LANE				1					Bridge 12.3 SW
642+34	RT LANE				1					Bridge 12.3 NE
642+34	LT LANE				1					Bridge 12.3 NW
650+33	RT LANE				1					Bridge 12.6 SE
650+33	LT LANE				1					Bridge 12.6 SW
651+51	RT LANE		1		1				37.5	Bridge 12.6 NE
651+51	LT LANE				1					Bridge 12.6 NW
683+18	RT LANE	150.00	1				1	11	205	Bridge 13.2 SE
683+18	LT LANE	62.50	1				1	5	105	Bridge 13.2 SW
684+38	RT LANE	62.50	1				1	5	105	Bridge 13.2 NE
684+38	LT LANE	150.00	1				1	11	205	Bridge 13.2 NW
708+08	RT LANE	150.00	1				1	11	202	Bridge 13.7 SE
708+08	LT LANE	62.50	1				1	5	102	Bridge 13.7 SW
711+91	RT LANE	62.50	1				1	5	102	Bridge 13.7 NE
711+91	LT LANE	150.00	1				1	11	202	Bridge 13.7 NW
799+97	RT LANE	150.00	1			1		11		Bridge 15.5 SE
799+97	LT LANE	62.50	1			1		5		Bridge 15.5 SW
804+37	LT LANE	62.50	1			1		5		Bridge 15.5 NE
804+37	RT LANE	150.00	1			1		11		Bridge 15.5 NW
		LF	EACH	EACH	EACH	EACH	EACH	EACH	EACH	
		1275.00	13	0	8	4	8	96	1265.5	

MP-5021-62(010) 305111/301000 MILL AND OVERLAY FROM STEELE TO SEBASTOPOL					
619-D Standard Roadside Construction Signs (10 Sq. Ft. or More)					
Station	Location	Description	Quantity	Unit	Remarks
	RT	G20-1	10	SF	500' SOUTH of BOP SECTION 1
537+00	RT	R16-3	10	SF	NORTHBOUND
551+75	RT	W20-1	16	SF	WALTERS DR
579+74	LT	R16-3	10	SF	SOUTHBOUND
642+60	RT	R16-3	10	SF	NORTHBOUND
659+10	RT	W20-1	16	SF	PINEBLUFF RD
685+34	LT	R16-3	10	SF	SOUTHBOUND
748+20	LT	R16-3	10	SF	NORTHBOUND
760+75	RT	W20-1	16	SF	ANTHONY LN
760+84	LT	W20-1	16	SF	D. ABLE RD
777+70	LT	W20-1	16	SF	FISHER RD
779+40	RT	W20-1	16	SF	HAYS RD
790+94	LT	R16-3	10	SF	SOUTHBOUND
829+73	LT	W20-1	16	SF	CUTOFF RD
849+80	LT	W20-1	16	SF	DAMASCUS RD
884+00	LT	W20-1	16	SF	A.C. WALTERS RD
896+54	LT	R16-3	10	SF	SOUTHBOUND
	LT	G20-1	10	SF	500' NORTH of EOP
		Total	234	SF	

MP-5021-62(010) 305111/301000 MILL AND OVERLAY FROM STEELE TO SEBASTOPOL					
619-G Type III Barricades Double-Faced					
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	

MP-5021-62(010) 305111/301000 MILL AND OVERLAY FROM STEELE TO SEBASTOPOL					
619-D Standard Roadside Construction Signs (Less than 10 Sq. Ft.) 1					
Station	Location	Description	Quantity	Unit	Remarks
	LT	G20-2A	8	SF	500' SOUTH OF BOP
536+00	RT	R4-1	5	SF	NORTHBOUND
826+97	LT	W14-3	5.56	SF	NORTHBOUND
543+50	RT	R4-1	5	SF	NORTHBOUND
551+00	RT	R4-1	5	SF	NORTHBOUND
558+50	RT	R4-1	5	SF	NORTHBOUND
566+00	RT	R4-1	5	SF	NORTHBOUND
573+50	RT	R4-1	5	SF	NORTHBOUND
581+00	RT	R4-1	5	SF	NORTHBOUND
588+50	RT	R4-1	5	SF	NORTHBOUND
596+00	RT	R4-1	5	SF	NORTHBOUND
603+50	RT	R4-1	5	SF	NORTHBOUND
611+00	RT	R4-1	5	SF	NORTHBOUND
618+50	RT	R4-1	5	SF	NORTHBOUND
626+00	RT	R4-1	5	SF	NORTHBOUND
633+50	RT	R4-1	5	SF	NORTHBOUND
641+00	RT	R4-1	5	SF	NORTHBOUND
648+50	RT	R4-1	5	SF	NORTHBOUND
656+00	RT	R4-1	5	SF	NORTHBOUND
663+50	RT	R4-1	5	SF	NORTHBOUND
671+00	RT	R4-1	5	SF	NORTHBOUND
675+02	RT	R4-2	5	SF	NORTHBOUND
693+30	RT	R4-1	5	SF	NORTHBOUND
693+30	LT	W14-3	5.56	SF	NORTHBOUND
700+80	RT	R4-1	5	SF	NORTHBOUND
708+30	RT	R4-1	5	SF	NORTHBOUND
713+50	RT	R4-2	5	SF	NORTHBOUND
726+72	RT	R4-1	5	SF	NORTHBOUND
726+72	LT	W14-3	5.56	SF	NORTHBOUND
734+22	RT	R4-1	5	SF	NORTHBOUND
741+72	RT	R4-1	5	SF	NORTHBOUND
749+22	RT	R4-1	5	SF	NORTHBOUND
756+72	RT	R4-1	5	SF	NORTHBOUND
764+22	RT	R4-1	5	SF	NORTHBOUND
771+72	RT	R4-1	5	SF	NORTHBOUND
779+22	RT	R4-1	5	SF	NORTHBOUND
786+72	RT	R4-1	5	SF	NORTHBOUND
792+48	RT	R4-2	5	SF	NORTHBOUND
818+15	RT	R4-1	5	SF	NORTHBOUND
818+15	LT	W14-3	5.56	SF	NORTHBOUND
825+65	RT	R4-1	5	SF	NORTHBOUND
833+15	RT	R4-1	5	SF	NORTHBOUND
840+65	RT	R4-1	5	SF	NORTHBOUND
848+15	RT	R4-1	5	SF	NORTHBOUND
852+29	RT	R4-2	5	SF	NORTHBOUND
868+60	RT	R4-1	5	SF	NORTHBOUND
868+60	LT	W14-3	5.56	SF	NORTHBOUND
876+10	RT	R4-1	5	SF	NORTHBOUND
883+60	RT	R4-1	5	SF	NORTHBOUND
891+10	RT	R4-1	5	SF	NORTHBOUND
898+60	RT	R4-1	5	SF	NORTHBOUND
898+60	LT	R4-1	5	SF	SOUTHBOUND
898+60	RT	W14-3	5.56	SF	SOUTHBOUND
891+10	LT	R4-1	5	SF	SOUTHBOUND
PAGE TOTAL			276.360		

MP-5021-62(010) 305111/301000 MILL AND OVERLAY FROM STEELE TO SEBASTOPOL					
619-D Standard Roadside Construction Signs (Less than 10 Sq. Ft. ) 2					
Station	Location	Description	Quantity	Unit	Remarks
883+60	LT	R4-1	5	SF	SOUTHBOUND
876+10	LT	R4-1	5	SF	SOUTHBOUND
869+76	LT	R4-2	5	SF	SOUTHBOUND
862+37	LT	R4-1	5	SF	SOUTHBOUND
862+37	RT	W14-3	5.56	SF	SOUTHBOUND
854+87	LT	R4-1	5	SF	SOUTHBOUND
847+37	LT	R4-1	5	SF	SOUTHBOUND
839+87	LT	R4-1	5	SF	SOUTHBOUND
832+37	LT	R4-1	5	SF	SOUTHBOUND
828+12	LT	R4-2	5	SF	SOUTHBOUND
802+47	LT	R4-1	5	SF	SOUTHBOUND
802+47	RT	W14-3	5.56	SF	SOUTHBOUND
794+97	LT	R4-1	5	SF	SOUTHBOUND
787+47	LT	R4-1	5	SF	SOUTHBOUND
779+97	LT	R4-1	5	SF	SOUTHBOUND
772+47	LT	R4-1	5	SF	SOUTHBOUND
764+97	LT	R4-1	5	SF	SOUTHBOUND
757+47	LT	R4-1	5	SF	SOUTHBOUND
749+97	LT	R4-1	5	SF	SOUTHBOUND
742+47	LT	R4-1	5	SF	SOUTHBOUND
736+85	LT	R4-2	5	SF	SOUTHBOUND
721+80	LT	R4-1	5	SF	SOUTHBOUND
721+80	RT	W14-3	5.56	SF	SOUTHBOUND
714+30	LT	R4-1	5	SF	SOUTHBOUND
706+80	LT	R4-1	5	SF	SOUTHBOUND
703+46	LT	R4-2	5	SF	SOUTHBOUND
685+03	LT	R4-1	5	SF	SOUTHBOUND
685+03	RT	W14-3	5.56	SF	SOUTHBOUND
677+53	LT	R4-1	5	SF	SOUTHBOUND
670+03	LT	R4-1	5	SF	SOUTHBOUND
662+53	LT	R4-1	5	SF	SOUTHBOUND
655+03	LT	R4-1	5	SF	SOUTHBOUND
647+53	LT	R4-1	5	SF	SOUTHBOUND
640+03	LT	R4-1	5	SF	SOUTHBOUND
632+53	LT	R4-1	5	SF	SOUTHBOUND
625+03	LT	R4-1	5	SF	SOUTHBOUND
617+53	LT	R4-1	5	SF	SOUTHBOUND
610+03	LT	R4-1	5	SF	SOUTHBOUND
602+53	LT	R4-1	5	SF	SOUTHBOUND
595+03	LT	R4-1	5	SF	SOUTHBOUND
587+53	LT	R4-1	5	SF	SOUTHBOUND
580+03	LT	R4-1	5	SF	SOUTHBOUND
572+53	LT	R4-1	5	SF	SOUTHBOUND
565+03	LT	R4-1	5	SF	SOUTHBOUND
557+53	LT	R4-1	5	SF	SOUTHBOUND
550+03	LT	R4-1	5	SF	SOUTHBOUND
542+53	LT	R4-1	5	SF	SOUTHBOUND
535+03	LT	R4-1	5	SF	SOUTHBOUND
	RT	G20-2A	8	SF	500' East of EOP
PAGE TOTAL			250.240		
TOTAL			526.600		

MP-5021-62(010) 30511/301000 MILL AND OVERLAY FROM STEELE TO SEBASTOPOL					
619-D Standard Roadside Construction Signs (10 Sq. Ft. or More)					
Station	Location	Description	Quantity	Unit	Remarks
	RT	G20-1	10	SF	500' SOUTH of BOP SECTION 1
537+00	RT	R16-3	10	SF	NORTHBOUND
551+75	RT	W20-1	16	SF	WALTERS DR
579+74	LT	R16-3	10	SF	SOUTHBOUND
642+60	RT	R16-3	10	SF	NORTHBOUND
659+10	RT	W20-1	16	SF	PINEBLUFF RD
685+34	LT	R16-3	10	SF	SOUTHBOUND
748+20	LT	R16-3	10	SF	NORTHBOUND
760+75	RT	W20-1	16	SF	ANTHONY LN
760+84	LT	W20-1	16	SF	D. ABLE RD
777+70	LT	W20-1	16	SF	FISHER RD
779+40	RT	W20-1	16	SF	HAYS RD
790+94	LT	R16-3	10	SF	SOUTHBOUND
829+73	LT	W20-1	16	SF	CUTOFF RD
849+80	LT	W20-1	16	SF	DAMASCUS RD
884+00	LT	W20-1	16	SF	A.C. WALTERS RD
896+54	LT	R16-3	10	SF	SOUTHBOUND
	LT	G20-1	10	SF	500' NORTH of EOP
		Total	234	SF	

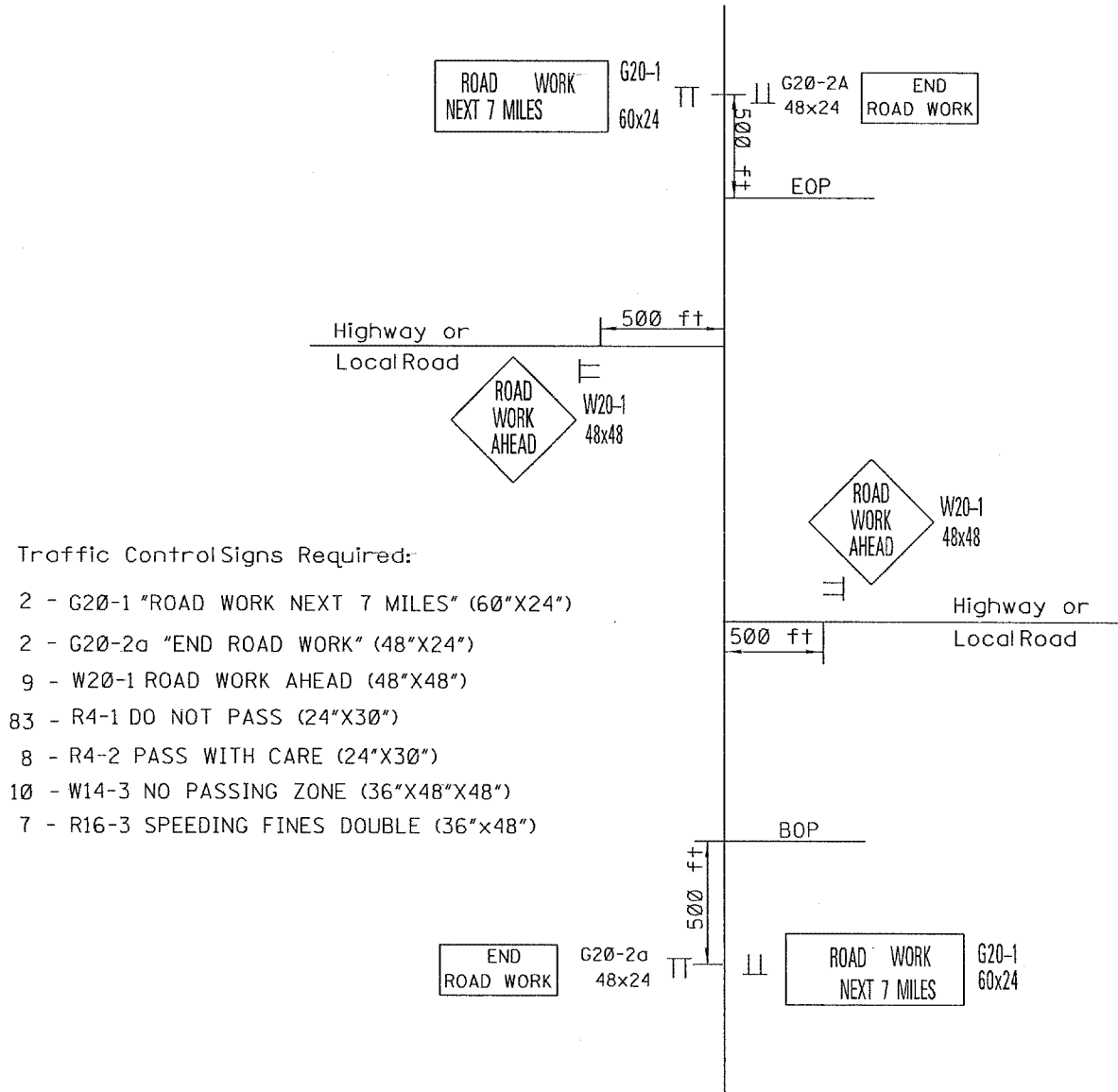
MP-5021-62(010) 30511/301000 MILL AND OVERLAY FROM STEELE TO SEBASTOPOL					
619-G Type III Barricades Double-Faced					
Location	Station	Quantity	Unit	Description	
RT	500' SOUTH OF BOP	6	LF		
LT	500' SOUTH OF BOP	6	LF		
RT	500' NORTH OF EOP	6	LF		
LT	500' NORTH OF EOP	6	LF		
	Total	24	LF		



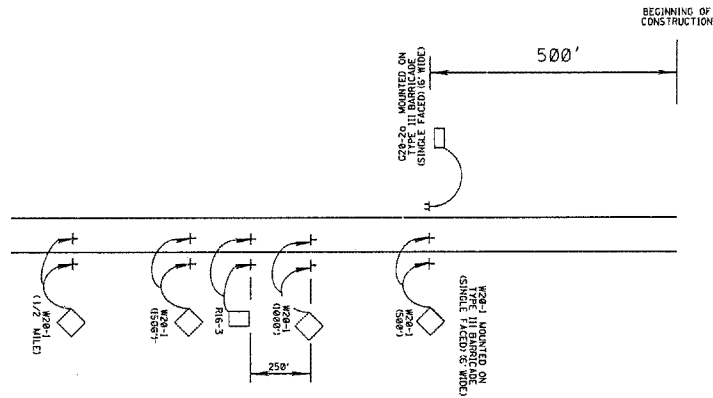
MP-5021-62(010) 30511/301000 MILL AND OVERLAY FROM STEELE TO SEBASTOPOL					
619-D Standard Roadside Construction Signs (Less than 10 Sq. Ft.) 1					
Station	Location	Description	Quantity	Unit	Remarks
	LT	G20-2A	8	SF	500' SOUTH OF BOP
536+00	RT	R4-1	5	SF	NORTHBOUND
826+97	LT	W14-3	5.56	SF	NORTHBOUND
543+50	RT	R4-1	5	SF	NORTHBOUND
551+00	RT	R4-1	5	SF	NORTHBOUND
558+50	RT	R4-1	5	SF	NORTHBOUND
566+00	RT	R4-1	5	SF	NORTHBOUND
573+50	RT	R4-1	5	SF	NORTHBOUND
581+00	RT	R4-1	5	SF	NORTHBOUND
588+50	RT	R4-1	5	SF	NORTHBOUND
596+00	RT	R4-1	5	SF	NORTHBOUND
603+50	RT	R4-1	5	SF	NORTHBOUND
611+00	RT	R4-1	5	SF	NORTHBOUND
618+50	RT	R4-1	5	SF	NORTHBOUND
626+00	RT	R4-1	5	SF	NORTHBOUND
633+50	RT	R4-1	5	SF	NORTHBOUND
641+00	RT	R4-1	5	SF	NORTHBOUND
648+50	RT	R4-1	5	SF	NORTHBOUND
656+00	RT	R4-1	5	SF	NORTHBOUND
663+50	RT	R4-1	5	SF	NORTHBOUND
671+00	RT	R4-1	5	SF	NORTHBOUND
675+02	RT	R4-2	5	SF	NORTHBOUND
693+30	RT	R4-1	5	SF	NORTHBOUND
693+30	LT	W14-3	5.56	SF	NORTHBOUND
700+80	RT	R4-1	5	SF	NORTHBOUND
708+30	RT	R4-1	5	SF	NORTHBOUND
713+50	RT	R4-2	5	SF	NORTHBOUND
726+72	RT	R4-1	5	SF	NORTHBOUND
726+72	LT	W14-3	5.56	SF	NORTHBOUND
734+22	RT	R4-1	5	SF	NORTHBOUND
741+72	RT	R4-1	5	SF	NORTHBOUND
749+22	RT	R4-1	5	SF	NORTHBOUND
756+72	RT	R4-1	5	SF	NORTHBOUND
764+22	RT	R4-1	5	SF	NORTHBOUND
771+72	RT	R4-1	5	SF	NORTHBOUND
779+22	RT	R4-1	5	SF	NORTHBOUND
786+72	RT	R4-1	5	SF	NORTHBOUND
792+48	RT	R4-2	5	SF	NORTHBOUND
818+15	RT	R4-1	5	SF	NORTHBOUND
818+15	LT	W14-3	5.56	SF	NORTHBOUND
825+65	RT	R4-1	5	SF	NORTHBOUND
833+15	RT	R4-1	5	SF	NORTHBOUND
840+65	RT	R4-1	5	SF	NORTHBOUND
848+15	RT	R4-1	5	SF	NORTHBOUND
852+29	RT	R4-2	5	SF	NORTHBOUND
868+60	RT	R4-1	5	SF	NORTHBOUND
868+60	LT	W14-3	5.56	SF	NORTHBOUND
876+10	RT	R4-1	5	SF	NORTHBOUND
883+60	RT	R4-1	5	SF	NORTHBOUND
891+10	RT	R4-1	5	SF	NORTHBOUND
898+60	RT	R4-1	5	SF	NORTHBOUND
898+60	LT	R4-1	5	SF	SOUTHBOUND
898+60	RT	W14-3	5.56	SF	SOUTHBOUND
891+10	LT	R4-1	5	SF	SOUTHBOUND
PAGE TOTAL			276.360		

72

MP-5021-62(010)  
SR 21 - SCOTT COUNTY  
TYPICAL CONSTRUCTION SIGNING DETAIL



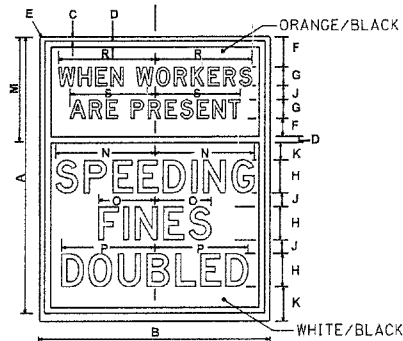
- NOTES: ① One (1) W20-1 "ROAD WORK AHEAD" Sign is Required at each Local Road, Street or Highway Entering the Project.
- ② G20-1 and G20-2a signs mounted on Type III Double Faced Barricade.
- ③ R4-1 "DO NOT PASS", R4-2 "PASS WITH CARE", and W14-3 "NO PASSING ZONE" signs are required in accordance with 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. See Traffic Control Plan Detail Sheet.



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

**NOTES**

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



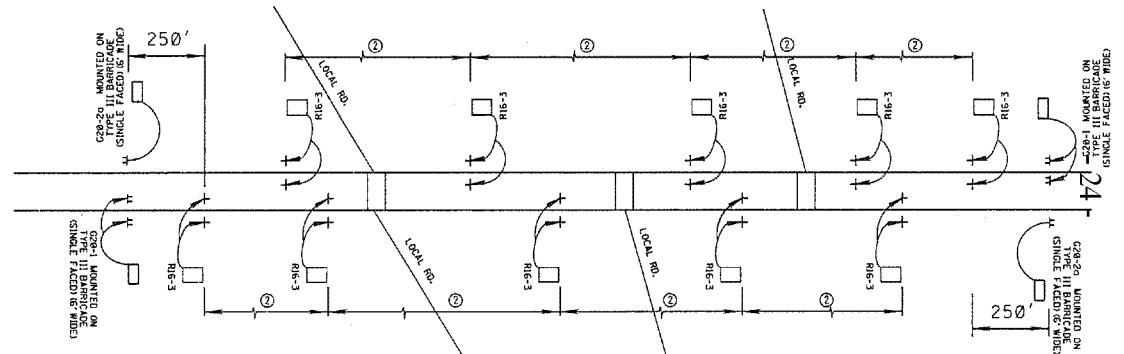
SIGN	DIMENSIONS (INCHES)										
	A	B	C	D	E	F	G	H	I	J	K
STD.	60	48	3/4	1 1/4	3	3 1/4	4 0/8	7 0			
STD.	3	5 1/2	22 1/4	21	11 1/4	19 1/4	20 1/4	18			

48" x 60"  
(INTERSTATE USE)

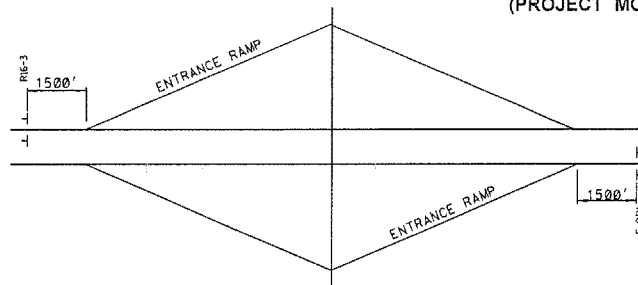
SIGN	DIMENSIONS (INCHES)										
	A	B	C	D	E	F	G	H	I	J	K
STD.	40	36	3/4	1 1/4	3	2 1/4	3 0/8	6 0			
STD.	3	4 1/4	14 1/4	14	7 1/4	13 1/4	13 1/4	12			

36" x 48"  
(ALL OTHER HIGHWAYS)

**R16-3**



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



**INTERSTATE DETAIL**

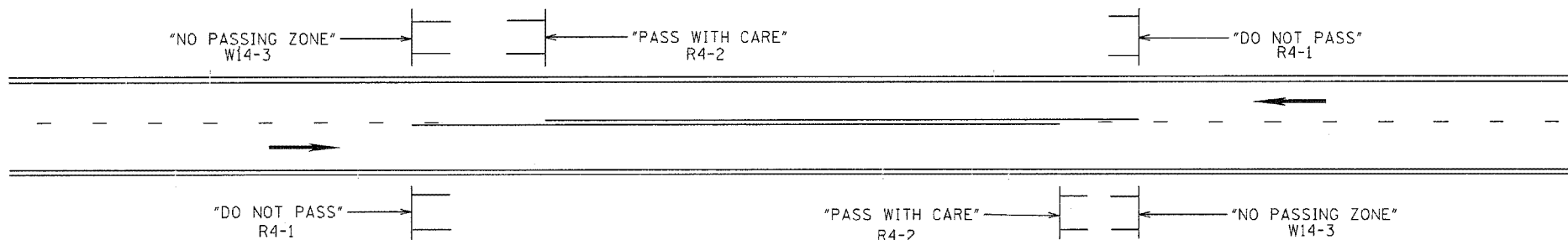
STATE PROJECT NO.  
MISS.

**2 LANE - 2 WAY ROADWAY - LANE CLOSURE**

Notice To Bidder  
No. 4950 - Qnd

MISSISSIPPI DEPARTMENT OF TRANSPORTATION			
LOCATION OF R16-3 SIGNS			
DATE	DESIGN TEAM	CHECKED	DATE 07-28-08
FILENAME: SPEED SIGN DETAIL.dgn	WORKING NUMBER		
SHEET NUMBER			

STATE	PROJECT NO.
MISS.	



75

- ① THE R4-1, "DO NOT PASS", SHALL BE PLACED ON THE RIGHT SIDE OF THE TRAVELED LANE AT THE BEGINNING OF THE NO PASSING ZONE. ADDITIONAL R4-1 SIGNS SHALL BE PLACED RIGHT IN INCREMENTS OF 750' TO 1000' THROUGHOUT THE LENGTH OF THE NO PASSING ZONE.
- ② THE R4-2, "PASS WITH CARE", SHALL BE PLACED ON THE RIGHT SIDE OF THE TRAVELED LANE AT THE END OF THE NO PASSING ZONE & IN INCREMENTS OF 750' TO 1000' UNTIL THE NEXT NO PASSING ZONE.
- ③ THE W14-3, "NO PASSING ZONE", SHALL BE PLACED ON THE LEFT SIDE OF THE ROAD AT THE BEGINNING OF EACH NO PASSING ZONE.
- ④ THE R4-1, R4-2, AND W14-3 SIGNS ARE TO BE USED WHEN STANDARD PAVEMENT MARKINGS ARE NOT IN PLACE. SIGNS MAY ALSO BE USED TO EMPHASIZE PAVEMENT MARKINGS.

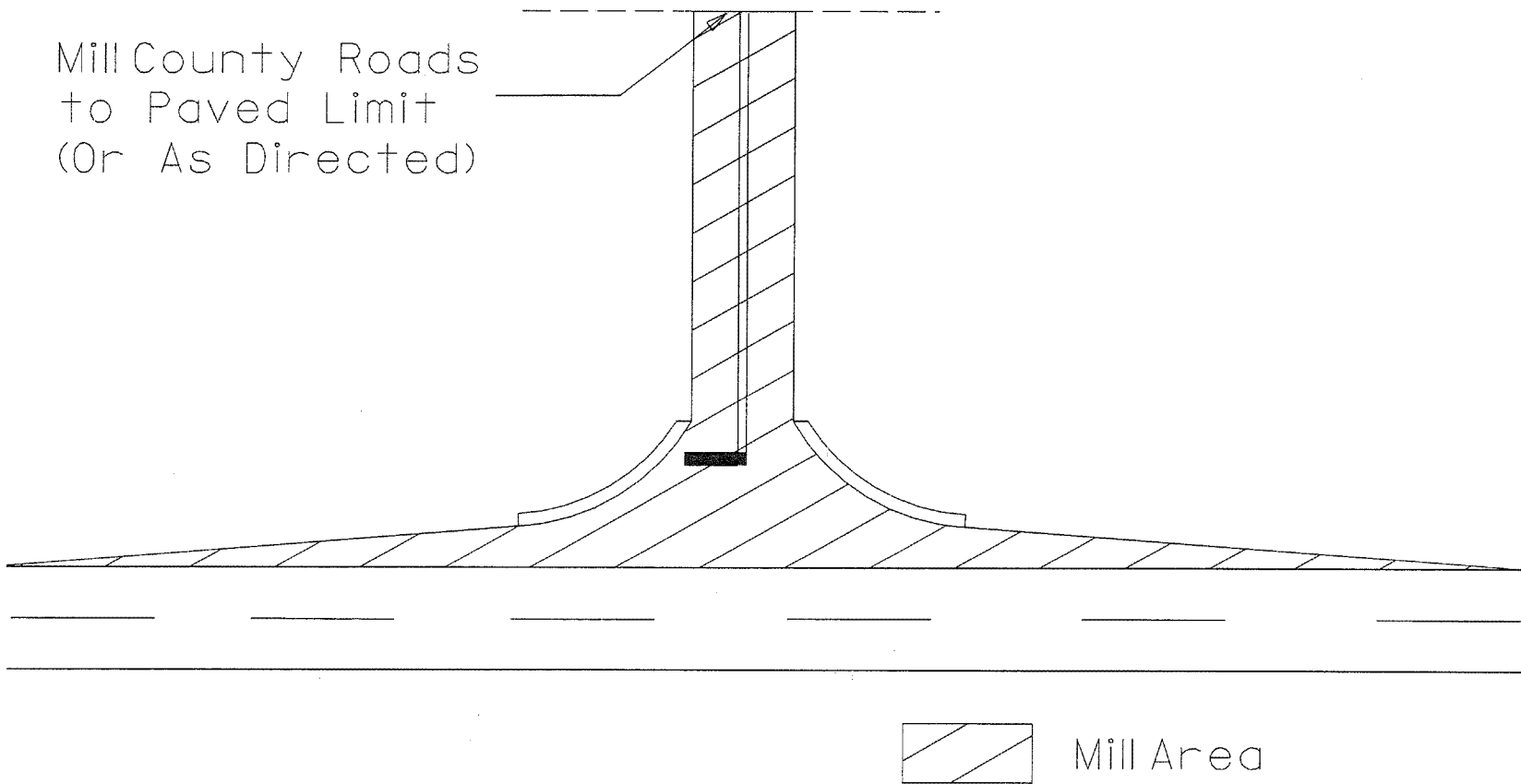
- 25 -

Notice To Bidder To: 401.1

MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
TRAFFIC CONTROL PLAN	
CONSTRUCTION SIGNAGE FOR PASSING/NO PASSING ZONES	
WORKING NUMBER C-19	DATE
ISSUE DATE: _____	

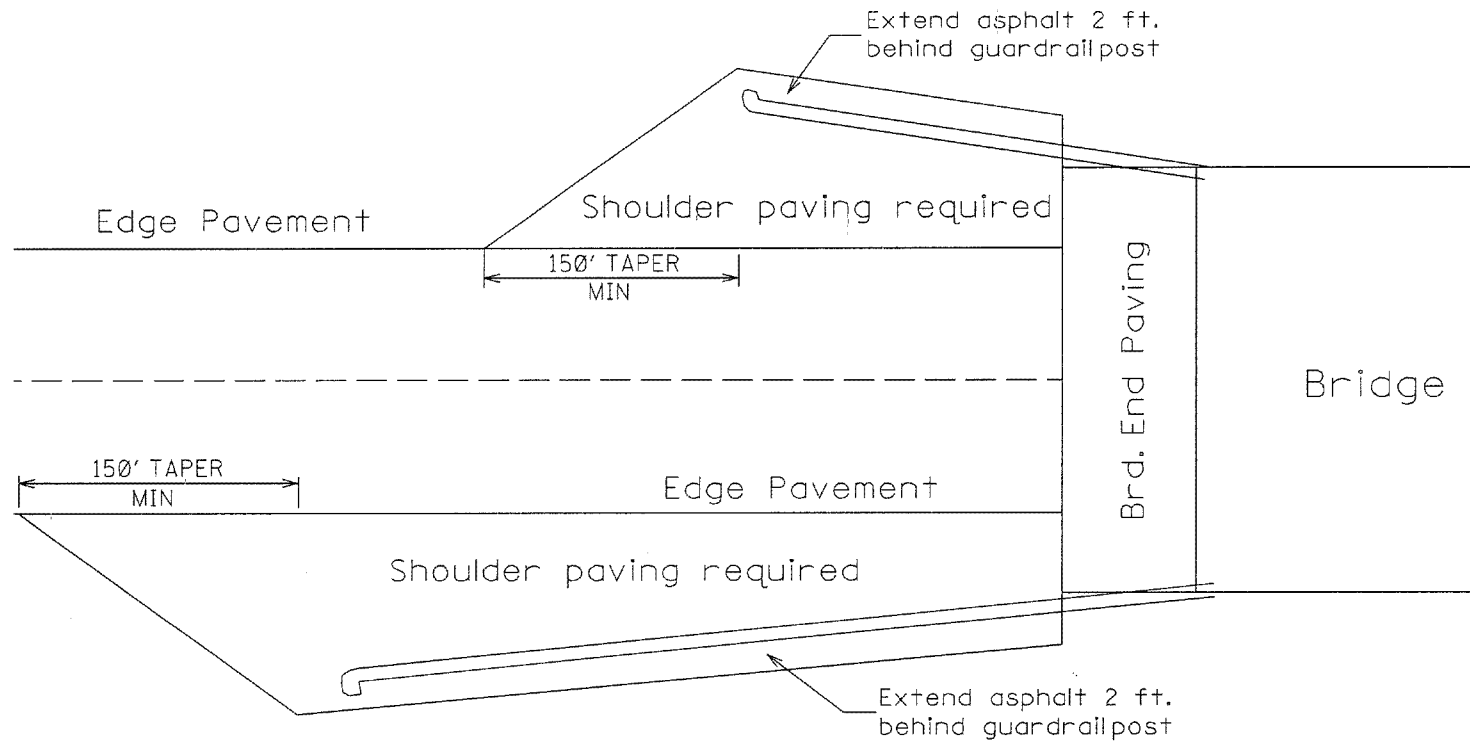
SR 21 - SCOTT COUNTY  
MP-5021-62(010)  
MILLING COUNTY ROADS

Mill County Roads  
to Paved Limit  
(Or As Directed)

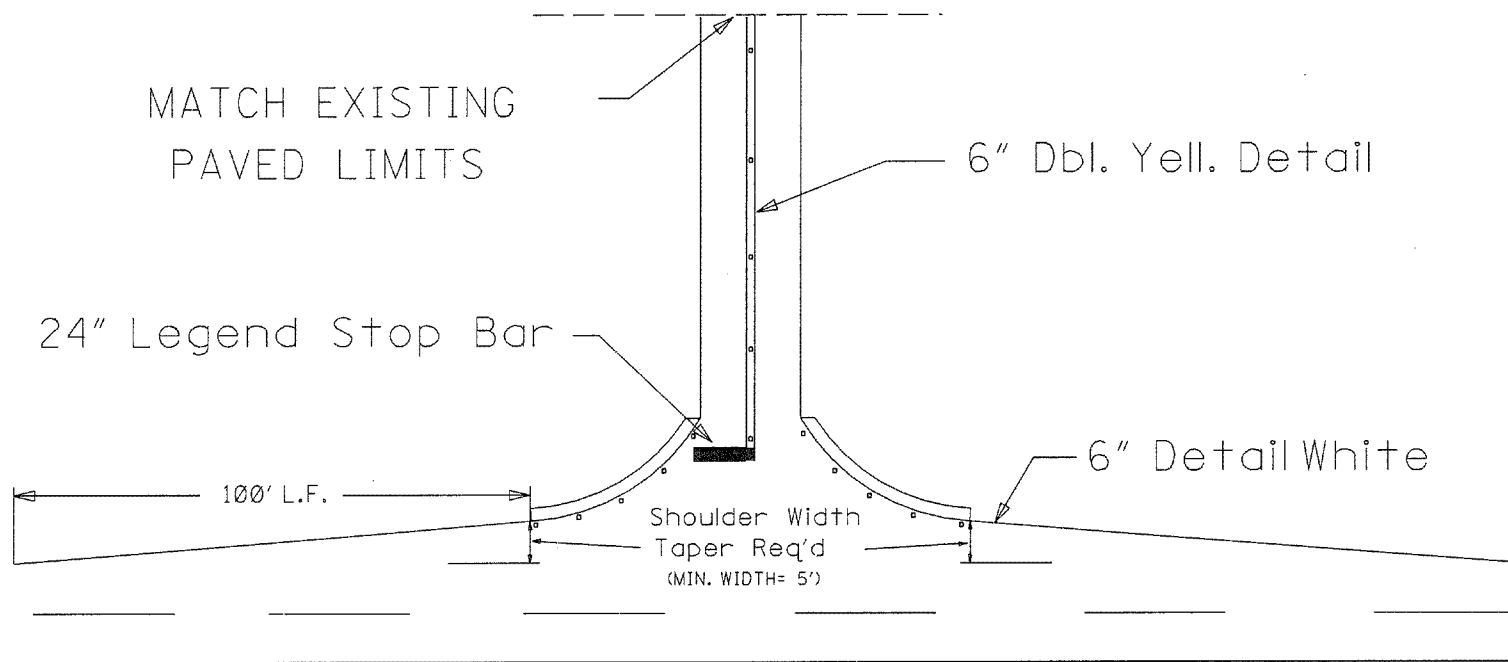


 Mill Area

SR 21 - SCOTT COUNTY  
MP-5021-62(010)  
SHOULDER PAVING AT BRIDGE GUARDRAIL



SR21-SCOTT COUNTY  
MP-5021-62(010)  
COUNTY ROAD PAVING/STRIPING DETAIL

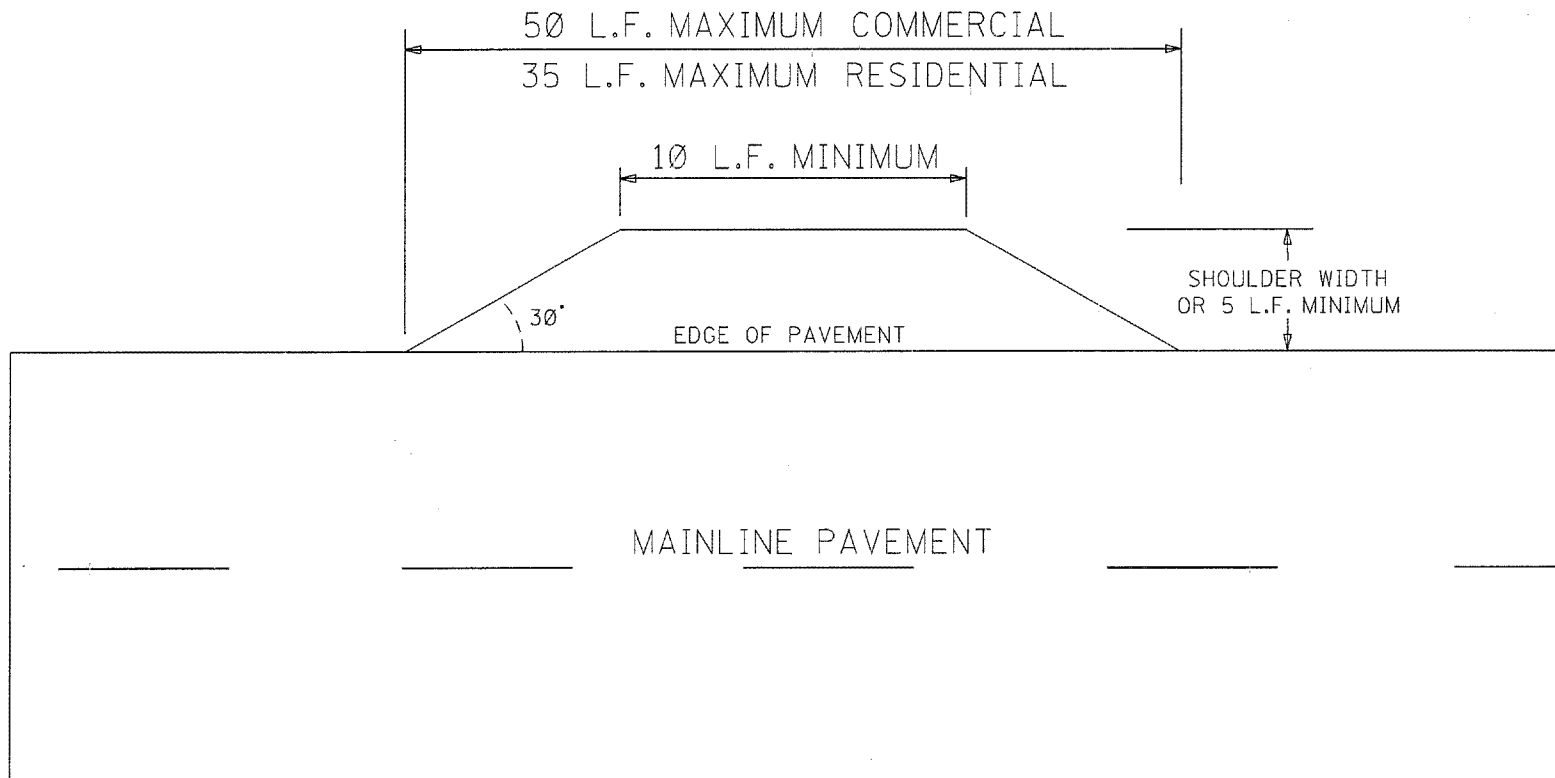


NOTE: 100' TAPERS TO BE CONSTRUCTED WHERE 5' SHOULDER WIDTH IS AVAILABLE AT THE BEGINNING OF LOCAL ROAD RADIUS.

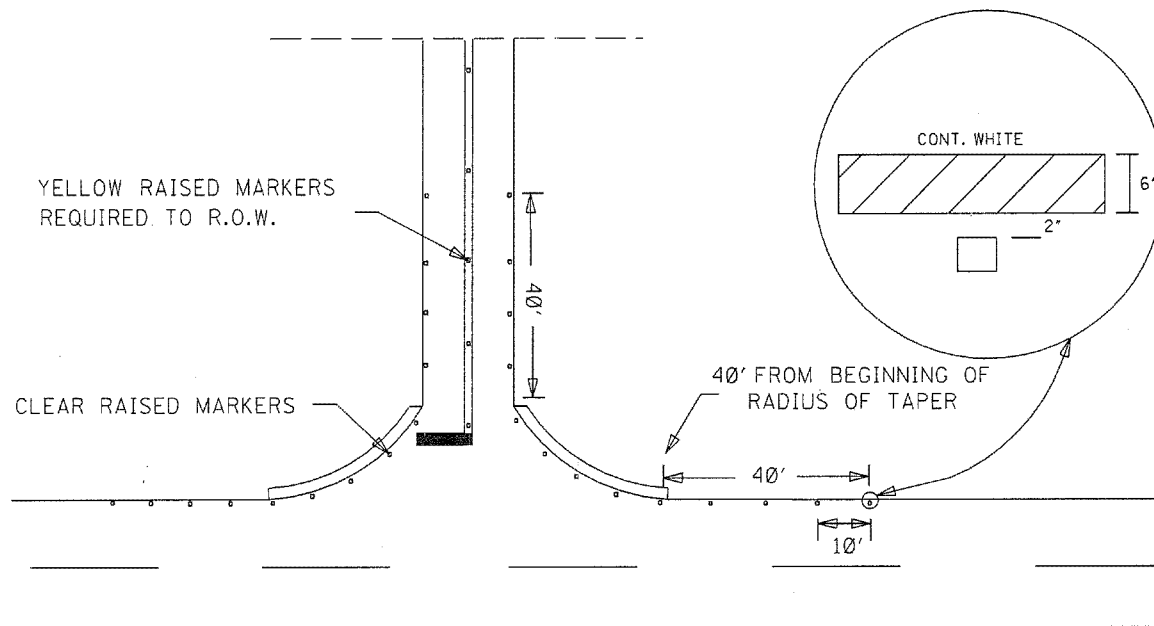
NOTE: ASPHALT PAVEMENT THICKNESS IN TAPER SHALL BE 6".



SR 21 - SCOTT COUNTY  
MP-5021-62(010)  
DRIVEWAY APRONS



SR21-SCOTT COUNTY  
MP-5021-62(010)  
RAISED PAVEMENT MARKERS  
LOCAL ROADS

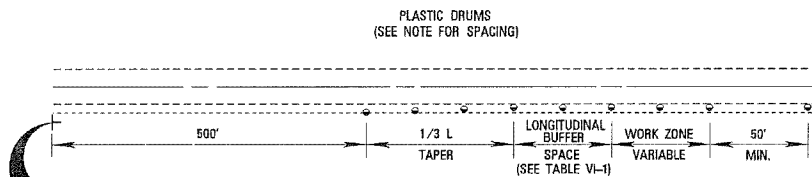


NOTE 1. MARKERS SHALL BE PLACED AT 10 FEET INTERVALS.

NOTE 2. MARKERS SHALL BE ORIENTED SO THEY ARE RETROREFLECTIVE TO MOTORISTS ON MAIN LINE.

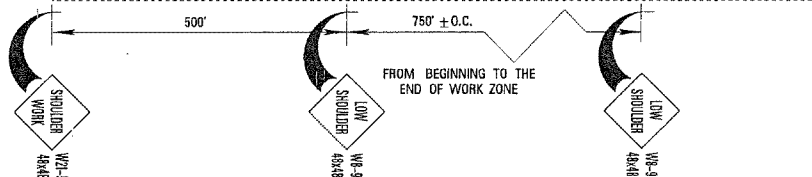
NOTE 3. A MINIMUM OF FIVE (5) MARKERS SHALL BE PLACED ALONG MAINLINE EDGE STRIPE.

NOTE 4. MARKERS FOR COUNTY ROADS SHALL CONTINUE DOWN THE EDGE LINE A DISTANCE OF 40 FEET.



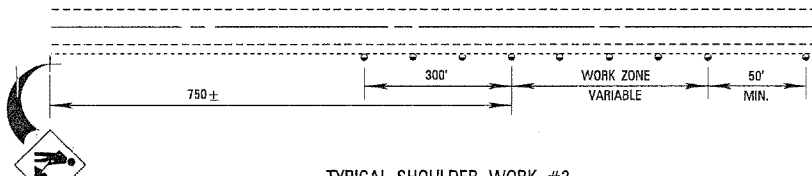
### TYPICAL SHOULDER CLOSURE

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



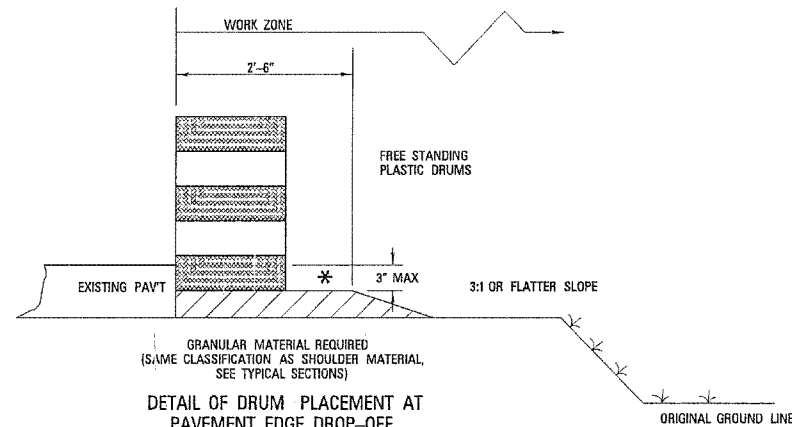
### TYPICAL SHOULDER WORK #1

(SEE NOTE A-1 THIS SHEET)



### TYPICAL SHOULDER WORK #2

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



### DETAIL OF DRUM PLACEMENT AT PAVEMENT EDGE DROP-OFF

### NOTES

#### \* A. PAVEMENT EDGE DROP-OFF

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

#### B. DRUM SPACING

1. TANGENTS =  $2 \times S$
2. TAPERS =  $L/3$   
WHERE L = S X W  
L = TAPER LENGTH IN FEET  
S = SPEED IN MPH (POSTED OR 85 PERCENTILE)  
W = WIDTH OF OFFSET IN FEET

#### C. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER MAINTENANCE OF TRAFFIC.

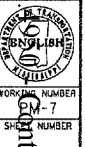
TABLE VI-1. GUIDELINES FOR LENGTH OF LONGITUDINAL BUFFER SPACE

SPEED* (MPH)	LENGTH (FEET)
25	45
30	65
35	100
40	170
45	220
50	260
55	305
60	415
65	485

\* POSTED SPEED, OR PEAK IS PERCENTILE SPEED PRIOR TO WORK STARTING OR THE ANTICIPATED OPERATING SPEED IN MPH.

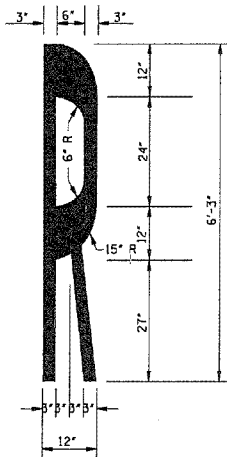
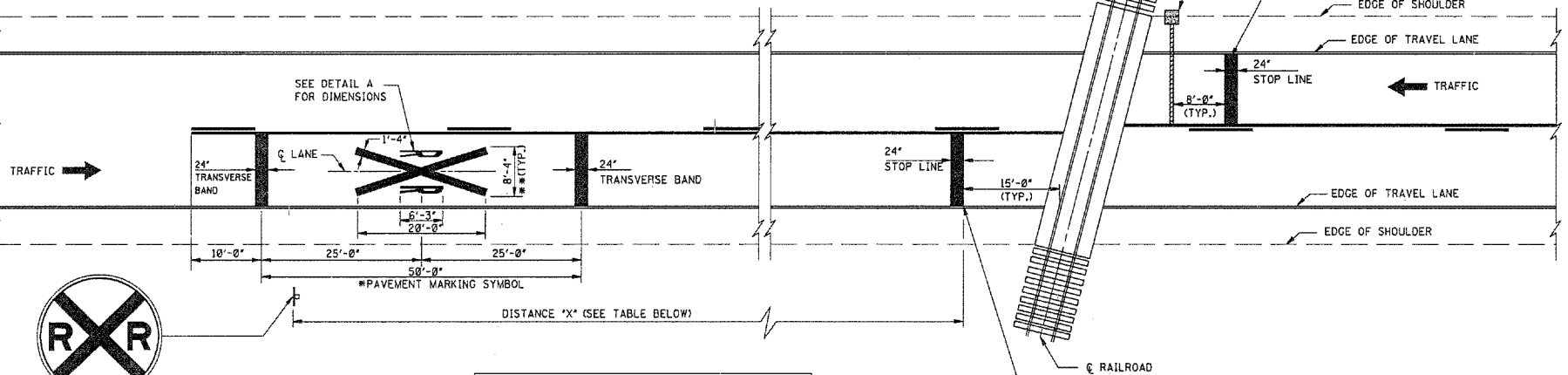
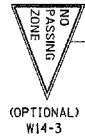
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TRAFFIC CONTROL DETAILS	
DRUM PLACEMENT AND SHOULDER CLOSURE	
PROJECT NO.:	WORKING NUMBER
COUNTY:	T-SC
FILENAME: dgas/shldclosure.dgn	SHEET NUMBER
DESIGN TEAM	CHECKED
DATE	DATE 12-08-08

Notice To Bidder No. 4950 - Cont'd.



WORKING NUMBER  
M-7  
SHEET NUMBER

agent d



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

ADVANCE WARNING SIGN PLACEMENT DISTANCE

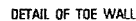
POSTED SPEED (mph)	DISTANCE "X" (ft)	
	RURAL	URBAN
20	175	100
25	250	100
30	325	100
35	400	150
40	475	225
45	550	300
50	625	375
55	700	450
60	775	550

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 ft<sup>2</sup>), TRANSVERSE BANDS AND STOP LINE SHALL BE PAID FOR AS LEGEND, WHITE (PLASTIC). (MATERIAL OPTIONAL FOR OTHER AGENCIES).
- \*\*\*4. REFER TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" FOR LOCATION OF PROPOSED WARNING DEVICES AT RAILROAD-HIGHWAY GRADE CROSSINGS.

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



NOTE: TOE WALL REQUIRED  
UPSTREAM AND DOWNSTREAM.

CONCRETE PAVED DITCH

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



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



### DITCH LINER TREATMENT

(EXCELSIOR BLANKET, JUTE MESH OR EROSION CONTROL FABRIC)

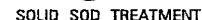
NOTE: DITCHES TREATED WITH DITCH LINER  
WILL BE VEGETATED PRIOR TO TREATMENT,  
UNLESS OTHERWISE INDICATED.



"V" TYPE SECTION  
RIP-RAP TREATMENT





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

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



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

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

 DITCH LINER  
 SOLID SOD  
 CONCRETE PAVED DITCH  
 RIP-RAP

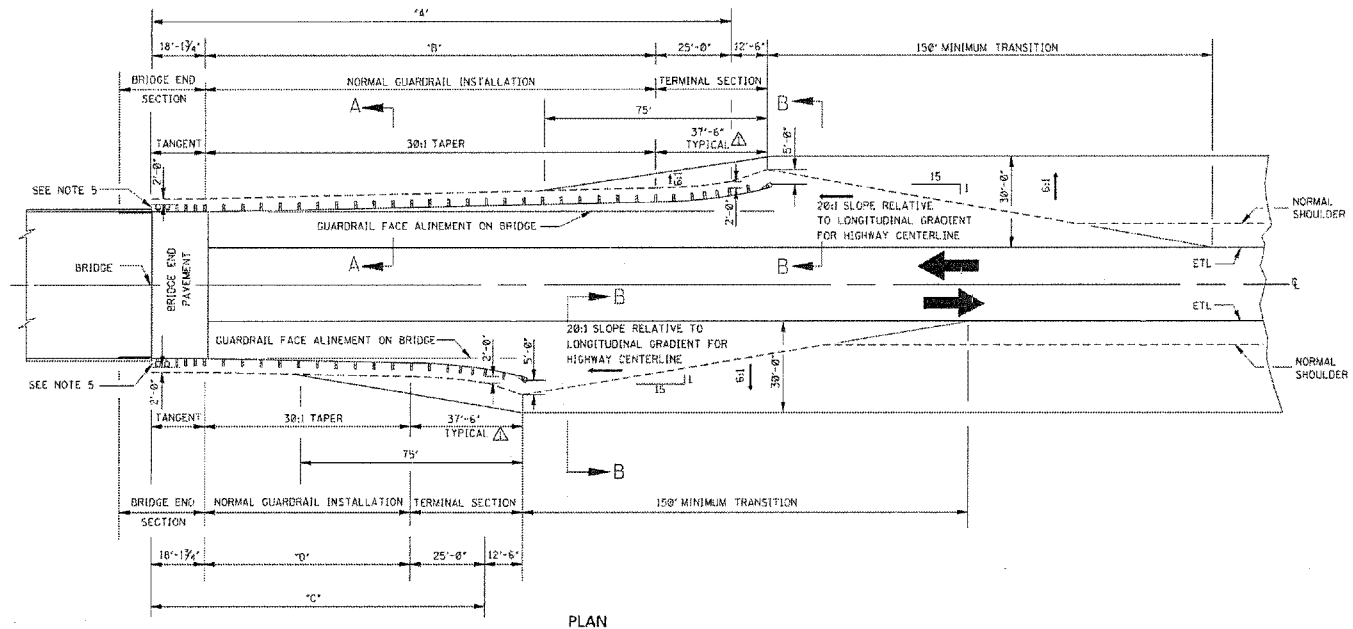
18	MISSISSIPPI DEPARTMENT OF TRANSPORTATION	<b>DETAILS OF TYPICAL DITCH TREATMENTS</b>	No. 4950 - 81-1 SHEET NUMBER	
17	FILENAME: EROSION CONTROL-DT-1.DGN	WORKING NUMBER	81-1	
16	DESIGN TEAM	CHECKED	DATE	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

### DETAILS OF TYPICAL DITCH TREATMENTS

WORKING NUMBER  
SHEET NUMBER

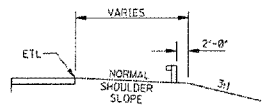
84



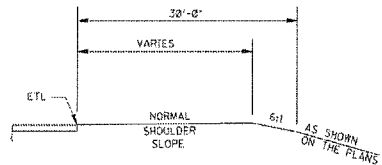
DETAIL OF GUARDRAIL SECTION LAPS

GENERAL NOTES:

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



SECTION A-A

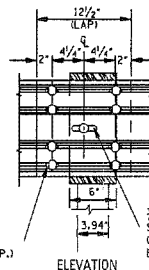
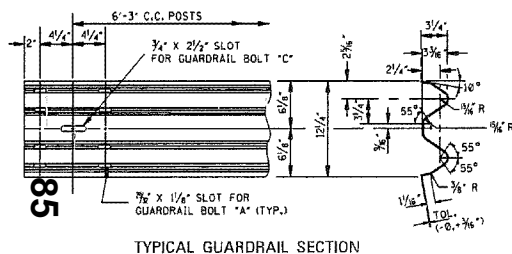
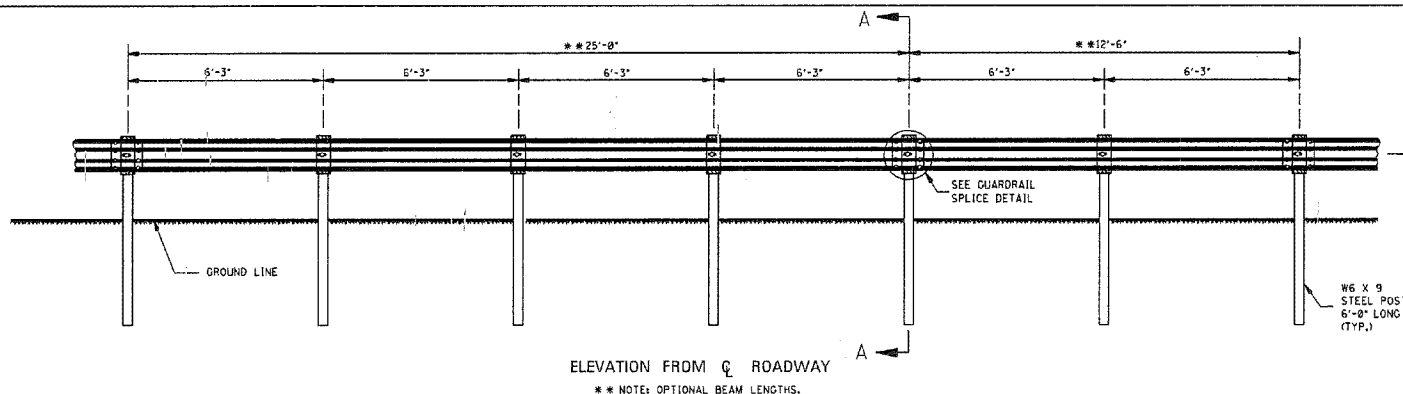


SECTION B-B

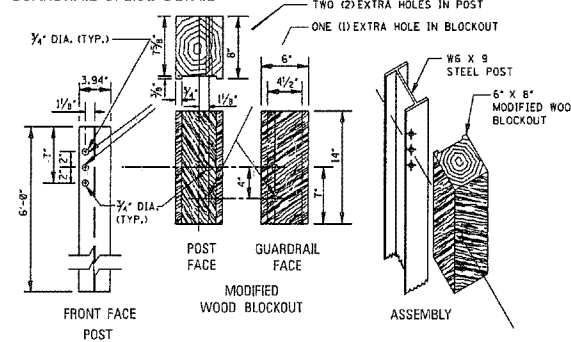
MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
<b>GUARDRAIL: TYPICAL INSTALLATION AT BRIDGE APPROACHES FOR 2-LANE, 2-WAY HIGHWAY</b>	
WORKING NUMBER R-4A	DATE OCTOBER 1, 1998

Notice To Bidders

No. 405-1000



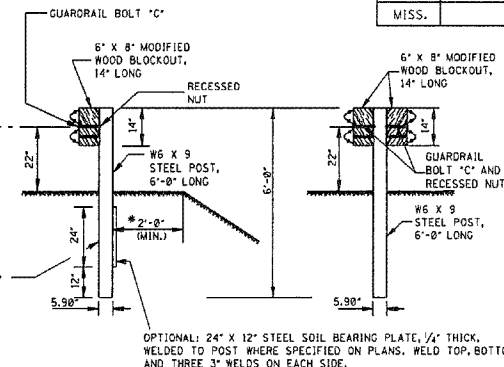
GUARDRAIL SPLICE DETAIL



DETAILS OF ADJUSTABLE HEIGHT BLOCKOUT ASSEMBLY

NOTES:

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



SINGLE-FACED BARRIER

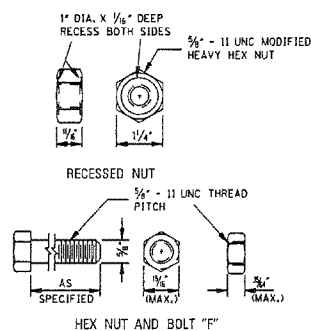
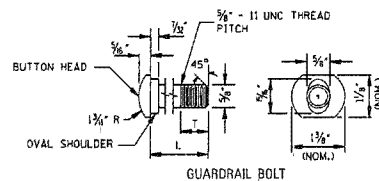
DOUBLE-FACED BARRIER

SECTION A-A

\* NOTE: UNLESS SPECIFIED OTHERWISE ON THE PLANS.

GENERAL NOTES:

- GUARDRAIL SHALL MEET THE REQUIREMENTS OF AASHTO M 180, CLASS A, TYPE 1 UNLESS OTHERWISE DESIGNATED.
- GUARDRAIL SHALL BE SINGLE FACED UNLESS OTHERWISE DESIGNATED.
- GUARDRAIL SECTIONS SHALL BE LAPPED IN THE DIRECTION OF TRAFFIC FLOW FOR THE LANE NEAREST THE GUARDRAIL. THE ONLY EXCEPTION NOTED IS TO BE LAPPED FOR APPROACHING TRAFFIC ON A BRIDGE WITH 2-WAY TRAFFIC.
- STEEL POSTS SHALL CONFORM TO AASHTO M 183/M 183M OR ASTM A 769/A 769M (EXCEPT ULTRASONIC TESTING). THEY SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M 111 EXCEPT WHEN CORROSION RESISTANT STEEL IS REQUIRED IN WHICH CASE POSTS SHALL CONFORM TO AASHTO M 222/M 222M AND SHALL NOT BE PAINTED OR GALVANIZED. NO PUNCHING, DRILLING OR CUTTING WILL BE PERMITTED AFTER GALVANIZING EXCEPT FOR HOLES TO MOUNT GUARDRAIL DELINEATORS.
- ALL MODIFIED WOOD BLOCKOUTS SHALL BE TREATED TIMBER IN ACCORDANCE WITH MISSISSIPPI DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
- FOR OTHER DETAILS OF POSTS, POST ACCESSORIES, FASTENERS & RAIL ELEMENTS, SEE AASHTO-ACC-ARTBA JOINT TASK FORCE NO. 13, TITLED "A GUIDE TO STANDARDIZED HIGHWAY BARRIER HARDWARE," LATEST EDITION.
- OTHER POSTS AND/OR BLOCKOUTS THAT HAVE MET THE REQUIREMENTS OF THE LATEST INDUSTRY GUIDELINES AND HAVE RECEIVED LETTERS OF APPROVAL FROM THE FEDERAL HIGHWAY ADMINISTRATION AND MISSISSIPPI DEPARTMENT OF TRANSPORTATION MAY BE USED IN LIEU OF THE POST AND BLOCKOUT SHOWN ON THIS STANDARD.



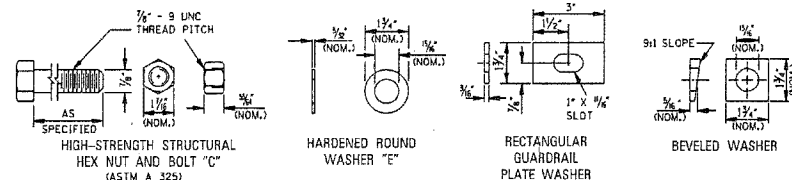
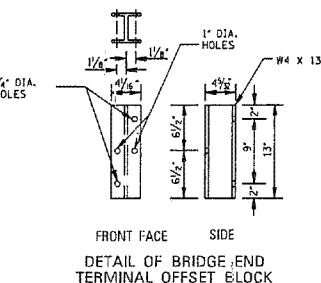
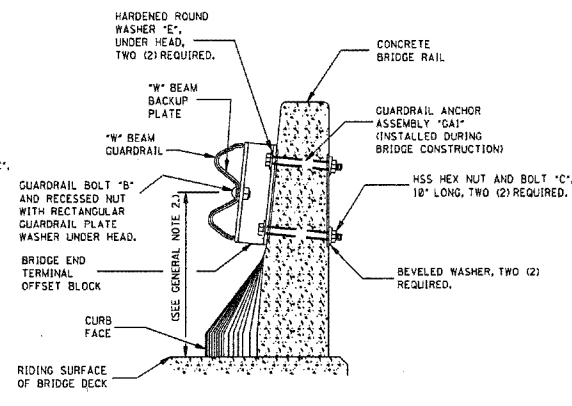
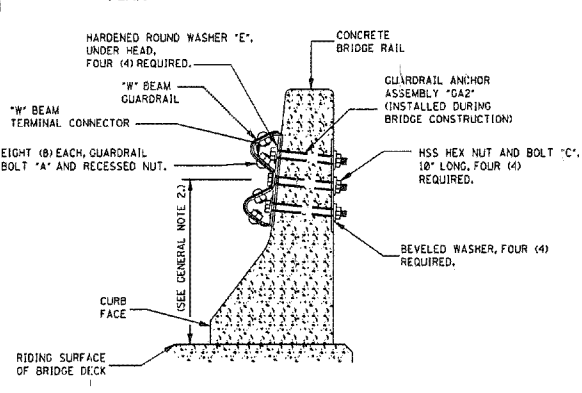
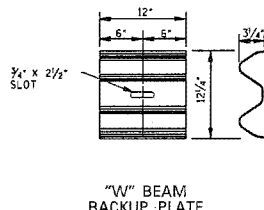
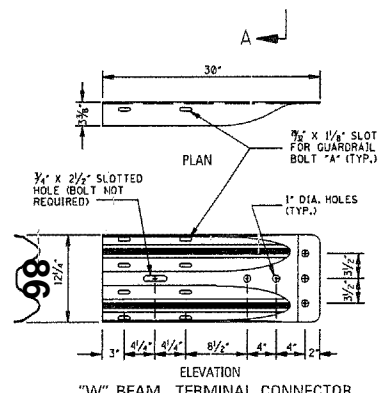
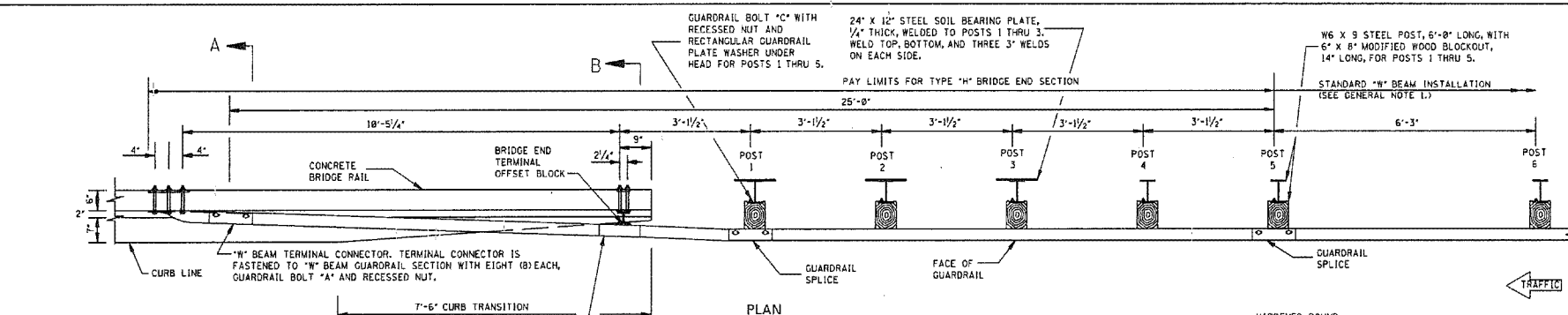
GUARDRAIL BOLTS		
BOLT	L	T (MIN.)
"A"	1 1/2"	1"
"B"	2"	1 3/4"
"C"	18"	4"

NOTES:


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

FASTENER DETAILS

MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN		
<p><b>GUARDRAIL:</b> "W" BEAM (STEEL POSTS)</p>		
DATE	ISSUE DATE: OCTOBER 1, 1998	<p>WORKING NUMBER R-1B</p> <p>SHEET NUMBER 182</p>

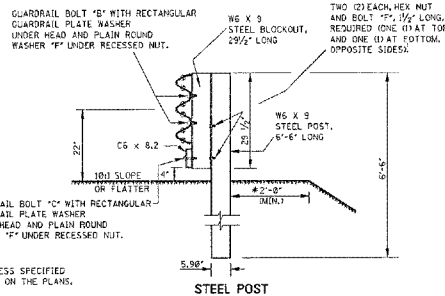
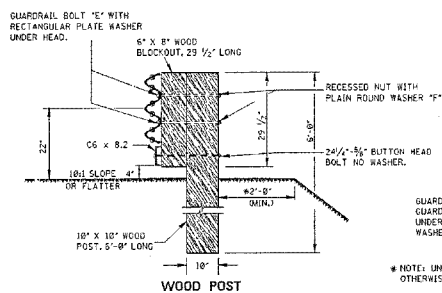


- GENERAL NOTES:
1. ALL NOTES AND DETAILS PERTAINING TO NORMAL 'W' BEAM GUARDRAIL INSTALLATION NOT SPECIFICALLY MODIFIED ON THIS SHEET WILL FOUND ON SHEET OR-18 (STEEL POSTS).
  2. THE HEIGHT OF RAIL AT THE BRIDGE END IS 21\"/>

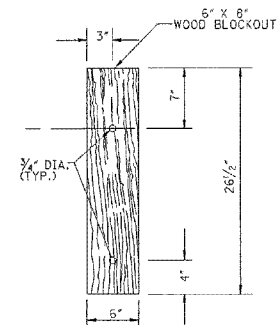
BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
REVISION		ROADWAY DESIGN DIVISION	
DATE		STANDARD PLAN	
		<p align="center"><b>GUARDRAIL:</b> <b>BRIDGE END SECTION</b> <b>TYPE "H"</b> <b>(STEEL POSTS)</b></p>	
ISSUE DATE: OCTOBER 1, 1998		<p align="right">               WORKING NUMBER              OR-20              SHEET NUMBER              T88           </p>	



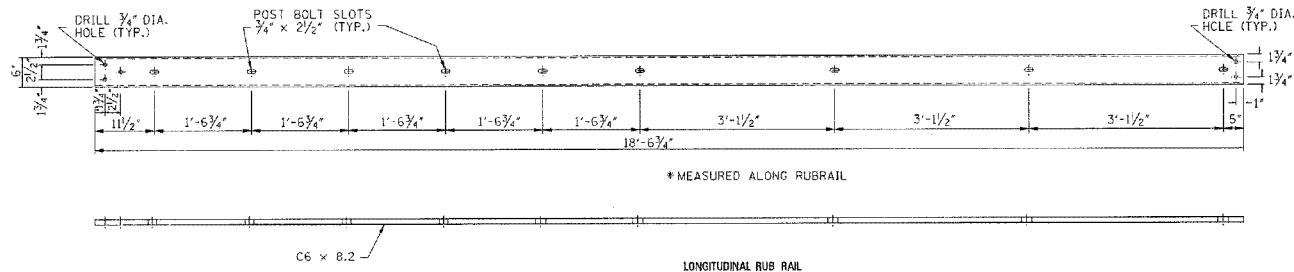




PROFILE VIEW OF POSTS

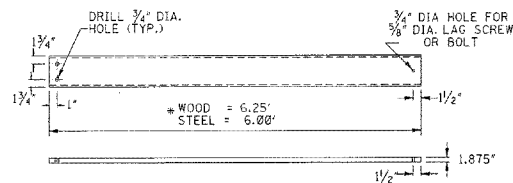


BLOCKOUT FOR POST 9 OF TYPE "I" BRIDGE END SECTION

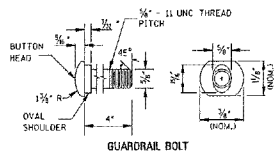


\* MEASURED ALONG RUBRAIL

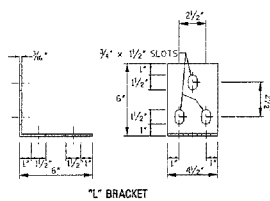
LONGITUDINAL RUB RAIL



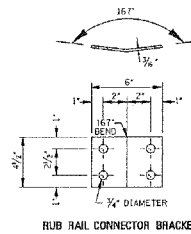
DIAGONAL RUB RAIL



GUARDRAIL BOLT



"L" BRACKET



RUB RAIL CONNECTOR BRACKET

CROSS-SECTION VIEW OF C6 x 8.2

POSTS 1 THROUGH 9 REQUIRE AN ADDITIONAL HOLE TO ATTACH LOWER BLOCKOUTS. STEEL POST REQUIRE 2 HOLES ON EITHER SIDE OF THE POST.  
RUBRAIL BLOCKOUTS ARE TO BE SECURED WITH 1/2" BUTTONHEAD BOLT FOR STEEL POST AND 2 1/2" BOLT FOR WOOD POST. (SEE PROFILE VIEW FOR LENGTHS)  
RUBRAIL & LONG BLOCKOUT (POST 9) ARE NOT REQUIRED IN CURB & GUTTER SECTIONS OF ROADWAY.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
<b>GUARDRAIL: RUB RAIL HARDWARE SHEET</b>	
FILENAME:	CHECKED: DATE: 8-81-87
DESIGN TEAM:	

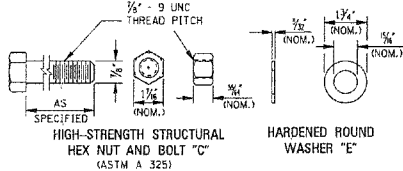
Notice To Bidders No. 4950 - 10-1-87

WORKING NUMBER  
3-RR  
SHEET NUMBER



## BEVELED WASHER

- |  |          |  |                             |                      |
|--|----------|--|-----------------------------|----------------------|
|  | B'Y      | MISSISSIPPI DEPARTMENT OF TRANSPORTATION<br>ROADWAY DESIGN DIVISION<br>STANDARD PLAN | No.                         |                      |
|  | REVISION | <b>GUARDRAIL:<br/>BRIDGE END SECTION<br/>TYPE "G" MODIFIED</b>                       | <br>DRAWING NUMBER<br>GR-2C | SHEET NUMBER<br>6189 |
|  | DATE     | ISSUE DATE: OCTOBER 1, 1990  |                             |                      |



## FASTENER DETAILS

## 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. 907-102-10**

**CODE: (IS)**

**DATE: 05/01/2013**

**SUBJECT: Bidding Requirements and Conditions**

Section 102, Bidding Requirements and Conditions, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-102.06--Preparation of Proposal.** Delete the first paragraph of Subsection 102.06 on page 17, and substitute the following.

The bidder's complete original proposal shall be submitted upon the forms (Certification of Performance, Certification Regarding Non-Collusion, etc.) furnished by the Department and shall include Expedite Bid printed bid sheets along with the bid data on the MDOT-supplied USB Flash Drive. Expedite Bid System (EBS) files shall be downloaded from the Department's website <http://mdot.ms.gov>. In case of discrepancy between a unit price and the extension, the unit price will govern and the extension along with the total amount of the proposal will be corrected.

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 (Transport Expedite Bid) along with a completed proposal package (with all forms completed and signed) 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. Bids submitted using any other form, format or means will result in an irregular bid. The bidder's bid data shall be saved on the MDOT-supplied USB Flash Drive and submitted with the bid. Failure to return the USB Flash Drive with bid data will result in an irregular bid. If a Bidder is submitting bids on multiple proposals, the bid data for all proposals can be included on one flash drive and submitted with any of the bid envelopes.

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, <http://mdot.ms.gov>. The current version of Expedite Bid is also included on the MDOT-supplied USB Flash Drive.

The Expedite Bid generated bid sheets should be stapled together in order beginning with page 1, signed and included in the bid proposal package in the sealed envelope. Only the Expedite Bid generated sheets will be recognized as the official bid. The MDOT-provided 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. 907-104-5**

**CODE: (IS)**

**DATE: 05/01/2013**

**SUBJECT: Scope of Work**

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

**SPECIAL PROVISION NO. 907-105-7**

**CODE: (IS)**

**DATE: 05/01/2013**

**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.

**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. 907-107-13

CODE: (IS)

| DATE: 05/01/2013

**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 the following.

**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) **Contractor's Liability - Railroad**, 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.

**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. 907-108-30

CODE: (IS)

| DATE: 05/22/2013

**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.

Available productive days will start being assessed at the original Notice to Proceed/Beginning of Contract Time date shown in the contract documents, regardless of whether or not the Contractor has been issued an early Notice to Proceed.

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.

An available productive day will be assessed as follows:

- (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 item(s) of work, as determined by the

Engineer from the Contractor's approved progress schedule. When the Contractor works or could work 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 the Contractor works or could work six or more consecutive hours during the day, one (1.0) available work day will be charged for that day, 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 item(s) of work, as determined by the Engineer from the Contractor's approved progress schedule. 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 the 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.

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.

The Contractor's progress will be determined monthly at the time of each progress estimate and will be based on the percentage of money earned by the Contractor compared to the percentage of elapsed time.

The percentage of money earned will be determined by comparing the total money earned to-date by the Contractor, minus any payment for advancement of materials, to the total dollar amount of the contract. The percentage of time elapsed will be determined by comparing the available productive days assessed to-date on Form CSD-765 to the total available productive days for 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. 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.

If the **specified** completion **date** 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.

**907-108.07--Failure to Complete the Work on Time.** Delete the Schedule of Deductions table in Subsection 108.07 on page 85, and substitute the following.

**Schedule of Deductions for Each Day of Overrun in Contract Time**

<b>Original Contract Amount</b>		<b>Daily Charge Per Calendar Day</b>
<b>From More Than</b>	<b>To and Including</b>	
\$ 0	100,000	\$ 150
100,000	500,000	360
500,000	1,000,000	540
1,000,000	5,000,000	830
5,000,000	10,000,000	1,200
10,000,000	20,000,000	1,800
20,000,000	-----	3,500

**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**

## **SUPPLEMENT TO SPECIAL PROVISION NO. 907-109-6**

**DATE:** 12/17/2013

**SUBJECT:** Measurement and Payment

Before the first sentence of Subsection 907-109.04 on page 1, add the following.

Delete the first paragraph under Subsection 109.04 on page 91, and substitute the following.

When extra work results for any reason and is not handled as prescribed elsewhere herein, the Engineer and the Contractor will attempt to agree on equitable prices. When such prices are agreed upon, a Supplemental Agreement will be issued by the Engineer.

When the Supplemental Agreement process is initiated, the Contractor will be required to submit to the Engineer a detailed breakdown for Material, Labor, Equipment, Profit and Overhead. The total allowable markup (which includes Prime Contractor and Subcontractor work, if applicable) for Supplemental Agreement work shall not exceed 20%.

The requirement for detailed cost breakdowns may be waived when a Department's Bid Item History exists for the proposed item(s), and the Contractor's requested price is within 20% of the Department's Bid History cost for that item(s). In any case, the Department reserves the right to request detailed cost breakdowns from the Contractor on any Supplemental Agreement request.

When equitable prices cannot be agreed upon mutually by the Engineer and the Contractor, the Engineer will issue a written order that work will be completed on a force account basis to be compensated in the following manner:

After the last paragraph of Subsection 907-109.07 on page 2, add the following.

Delete the last paragraph of Subsection 109.07 on pages 97 & 98, and substitute the following.

Adjustments herein provided shall not apply to fuels consumed or materials incorporated into the work during any monthly estimate period falling wholly after the expiration of contract time as defined in Subsection 101.02 of the applicable Mississippi Standard Specifications for Road and Bridge Construction, and as determined by checked final quantities..

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

| SPECIAL PROVISION NO. 907-109-6

CODE: (IS)

| DATE: 05/01/2013

**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.

After the second sentence of the fourth full paragraph of Subsection 109.01 on page 90, add the following.

Where loose vehicle measurement (LVM) is used, the capacity will be computed to the nearest one-tenth cubic yard and paid to the whole cubic yard. Measurements greater than or equal to nine-tenths of a cubic yard will be rounded to the next highest number. Measurements less than nine-tenths of a cubic yard will not be rounded to the next highest number. Example: A vehicle measurement of 9.9 cubic yards will be classified as a 10-cubic yard vehicle. A vehicle measurement of 9.8 cubic yards will be classified as a 9-cubic yard vehicle.

**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. 907-216-1**

**CODE: (IS)**

**DATE: 05/22/2013**

**SUBJECT: Solid Sodding**

Section 216, Solid Sodding, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-216.04--Method of Measurement.** Delete the third and fourth paragraphs of Subsection 216.04 on page 144.

**907-216.05--Basis of Payment.** Delete the first paragraph of Subsection 216.05 on pages 144 and 145, and substitute the following.

Solid sodding will be paid for at the contract unit price per square yard, which price shall be full compensation for all labor, equipment, materials, tools, ground preparation, fertilization, and all incidentals necessary to complete the work.

Add the "907" prefix to the pay items listed on page 145.



# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-304-13

CODE: (SP)

DATE: 06/06/2012

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.

Crushed concrete meeting the requirements of Subsection 907-703.04.3 may be used in lieu of granular courses or crushed stone courses specified in the contract. This applies to base courses, shoulders, or other required construction on a prepared foundation.

**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	Lot	Individual
<u>Class</u>	<u>Average</u>	<u>Test</u>
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

**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:** 12/17/2013

**SUBJECT:** Hot Mix Asphalt (HMA)

Before the first sentence on page 1, add the following.

**907-401.02.3.1-General.** Delete the second paragraph of Subsection 401.02.3.1 on page 239, and substitute the following.

The total amount of crushed limestone aggregate for mixtures, excluding shoulders, when used in the top lift, shall not exceed 50 percent of the total combined aggregate by weight.

Delete the table in Subsection 401.02.3.1 on page 240 and substitute the following.

Asphalt Mixture	Maximum Percentage of RAP by total weight of mix
4.75 mm	0
9.5 mm	20*
12.5 mm Surface Lift	20*
12.5 mm Underlying Lift	30
19 mm	30
25 mm	30

\* At a minimum, RAP shall be processed and/or screened such that the RAP material size does not exceed the nominal maximum sieve size for the mixture specified.

**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	2¼	3½
12.5 mm	1½	2½
9.5 mm	1	1½
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.

Delete Subsections 401.02.6.5 and 401.02.6.6 on pages 253 thru 257 and substitute the following.

**907-401.02.6.5--Blank.**

**907-401.02.6.6--Blank.**

**907-401.02.6.7--Surface Correction.** Delete the paragraph in Subsection 401.02.6.7 on page 257, and substitute the following.

Corrective work to sections exceeding short continuous interval thresholds reported by ProVal, as described in Subsection 907-403.03.2.1, shall consist of diamond grinding in accordance with these specifications or methods approved by the Engineer. All surface areas corrected by grinding shall be sealed with a sealant approved by the Engineer.

**907-401.02.6.8--Acceptance Procedure for Pavement Smoothness Using Mean Roughness Index (MRI).** When compaction is completed, the lift shall have a uniform surface and be in reasonably close conformity with the line, grade and cross section shown on the plans.

The smoothness of the surface lift will be determined by using an Inertial Profiling System (IPS) to measure and record roughness data in each designated location. Roughness data for each longitudinal profile will be reported as a Mean Roughness Index (MRI). MRI is calculated by averaging the International Roughness Index (IRI) values from the two individual wheelpath profiles. The surface shall be tested and corrected to a smoothness index as described herein with the exception of those locations or specific projects that are excluded from smoothness testing with an IPS.

The smoothness of the surface lift will be determined for traffic lanes, auxiliary lanes, climbing lane and two-way turn lanes. Areas excluded from a smoothness test with the IPS are acceleration and deceleration lanes, tapered sections, transition sections for width, shoulders, crossovers, ramps, side street returns, etc. The roadway pavement on bridge replacement projects having 1,000 feet or less of pavement on each side of the structure will be excluded from a smoothness test. Pavement on horizontal curves having a radius of less than 1,000 feet at the centerline and pavement within the super elevation transition of such curves are excluded from smoothness testing. Smoothness testing shall terminate 264 feet from each transverse joint that

separates the pavement from a bridge deck, bridge approach slab or existing pavement not constructed under the contract. This shall apply to any other exceptions including, but not limited to, railroad crossings and manholes. Segments containing a considerable amount of encroachments such as intersections, manholes, curb and gutter sections, etc. may be excluded at the Project Engineer's discretion.

Initial smoothness measurements shall take place no more than 72 hours following placement of surface and must be performed at the posted speed limit or 50 miles per hour ( $\pm 5$  mile per hour), whichever is lower. This speed requirement will be waived for all lightweight profilers. Measurements will be made in both wheel paths of exterior and interior lanes. The wheel paths shall be designated as being located three feet (3') and nine feet (9') from centerline or longitudinal joint, respectively. Beginning and ending latitude and longitude coordinates shall be required on each smoothness surface test. Testing will also be required on sections that have been surface corrected. No smoothness testing shall be performed when there is moisture of any kind on the pavement surface. Any additional testing shall meet the requirements of Subsection 907-403.03.2.

The surface lift will be accepted on a continuous interval basis for pavement smoothness. Continuous reporting is based upon all MRI values for a specified running interval. These values are averaged and presented at the midpoint of the specified running interval. The last 15 feet of a day's lift may not be obtainable until the lift is continued and for this reason may be included in the subsequent section.

Areas of localized roughness exceeding the continuous 25-foot interval threshold described in Subsection 907-403.03.2.1 shall be corrected regardless of the 528-foot interval MRI value of the section. Surface correction by grinding shall be performed in accordance with Subsection 401.02.6.7. The Contractor shall also make other necessary surface corrections to ensure that the final mean roughness index of the section meets the requirements of Subsection 907-403.03.2.

Continuous sections exceeding the accepted long interval MRI value shall be corrected as specified in Subsection 403.03.4. All such corrections shall be performed at no additional costs to the State. Scheduling and traffic control will be the responsibility of the Contractor with approval of the Engineer. All tests and corrections shall be in accordance with AASHTO R 54-10, Accepting Pavement Ride Quality When Measured Using Inertial Profiling Systems.

#### **907-401.02.6.9--High Speed Inertial Profiling System.**

**907-401.02.6.9.1--General.** The IPS, furnished and operated by the Contractor under the supervision of the Engineer or the Engineer's representative, shall be a dual laser high speed or lightweight vehicle meeting the requirements of AASHTO M 328-10, Standard Specification for Inertial Profiler.

**907-401.02.6.9.2--Mechanical Requirements.** The IPS should function independent of vehicle suspension and speed with an operational range of 15-70 mph (for high speed profilers only) and must collect data at a sample interval of no more than three inches (3"). All IPSs, operators, and combinations thereof shall be verified in accordance with AASHTO R 56-10, Standard Practice for Certification of Inertial Profiler Systems and AASHTO R 57-10, Operating Inertial Profiler Systems.

**907-401.02.6.9.3--Computer Requirements.** The computer measurement program must be menu driven, Windows compatible, and able to produce unfiltered profiler runs in any one of the following file formats: University of Michigan's Transportation Research Institute's (UMTRI) Engineering Research Division (\*.erd) file, ProVAL's Pavement Profile (\*.ppf) file, or Ames Engineering's (\*.adf) file format. The computer shall have the ability to display and print data on site for verification and shall have the ability to save and transfer data via Universal Serial Bus (USB) flash drive, which shall be provided by the Contractor.

All profiler runs must be named in the following format for acceptance by the Project Engineer:

- County\_Route\_Direction\_Lane\_BeginStation\_EndStation

In addition to manufacturers software; the latest version of FHWA's ProVAL software shall be installed on the IPS computer. ProVAL software is available for free download at <http://www.roadprofile.com>.

**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](http://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](mailto:garya@nycap.rr.com)  
Website: [www.advantedgepaving.com](http://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

**SPECIAL PROVISION NO. 907-401-6**

**CODE: (SP)**

**DATE: 08/21/2012**

**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.**

These specifications include general requirements that are applicable to Warm Mix Asphalt (WMA).

This work consists of the construction of one or more lifts of WMA in accordance with Section 401 for Hot Mix Asphalt, with the exceptions set forth in this special provision. The WMA shall meet the specific requirements for the mixture to be produced and placed 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.**

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

**907-401.03.8--Preparation of Mixture.** 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

## SUPPLEMENT TO SPECIAL PROVISION NO. 907-403-4

| DATE: 03/04/2014

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 table, footnotes, and first six paragraphs of Subsection 403.03.2 on page 266 & 267, and substitute the following.

	Lower* & Leveling Lifts	Lower* Intermediate Lift	Top Intermediate Lift	Surface Lift
Maximum deviation from grade and cross section at any point .....	1/2"	3/8"	1/4"	1/4"
Maximum deviation from A 10 foot straight edge.....	3/8"	1/4"	1/8"	1/8"

Note: Where more than four (4) lifts of HMA are required, all lifts, excluding the top three (3) lifts, shall meet the requirements of the lower lift.

- \* When tested longitudinally from a stringline located equidistant above points 50 feet apart, the distance from the stringline to the surface at any two points located 12 1/2 feet apart shall not vary one from the other more than the maximum deviation allowed above from a 10-foot straight edge.

Delete the last paragraph of Subsection 403.03.2 at the bottom of page 268, the table at the top of page 269, and the first, second and third full paragraphs on page 269, and substitute the following.

Sections(s) or portions thereof representing areas excluded from a smoothness test with the High Speed Inertial Profiling System (IPS) shall also be excluded from consideration for a contract price adjustment for rideability.

Any contract price adjustment for rideability will be applied on a continuous basis to the pay tonnage, determined in accordance with Subsections 907-401.02.6.8 and 403.04, for the section(s) or portions thereof for which an adjustment is warranted.

Contract price adjustments for rideability shall only be applicable to the surface lift and furthermore to only the long continuous section(s) or portions of the long continuous section(s) of the surface lift that require smoothness be determined by using a profiling device.

**907-403.03.2.1--Smoothness Tolerances for Mean Roughness Index (MRI).** Smoothness tolerances shall be applied to asphalt pavements based on the following pavement categories.

**Category A** applies to the following pavement constructions:

- New construction
- Construction with three (3) or more lifts
- Mill and two (2) or more lifts

**Category B** applies to the following pavement constructions:

- Mill and one (1) lift
- Two (2) lift overlays without milling

**Category C** applies to the following pavement constructions:

- Single lift overlay without milling

**NOTE:** **Spot Leveling does not count as a lift. Full width / continuous leveling courses will be considered a lift. Leveling lifts that do not have a minimum thickness of  $\frac{3}{4}$ " across the entire lane width will not be considered a lift.**

For all projects, the surface lift smoothness data shall be reported by two MRI methods:

1. A continuous 528-foot long interval MRI report
2. A continuous 25-foot short interval MRI report

Areas of the surface lift with localized roughness greater than 160 inches per mile as determined by the continuous short interval report will be identified for correction by the Project Engineer.

**Category A** projects shall have a long interval surface MRI of not more than 60 inches per mile.

**Category B** projects shall have a long interval surface MRI of not more than 70 inches per mile.

**Category C** projects shall have the existing surface profiled at no additional cost to the State. The finished surface lift shall meet the following requirements:

- A 50% improvement in MRI from the existing surface
- or
- 80 inches per mile long interval surface MRI value whichever value is higher.

In the case that 50% of the existing surface MRI is greater than 80 inches per mile, the short continuous threshold shall be increased from 160 inches per mile by the difference between 50% of the existing surface MRI and 80 inches per mile.

When a project has multiple lifts, the lift underlying the surface lift shall have a MRI of no more than 10 inches/mile more than the surface lift threshold for both long and short continuous intervals. Category B projects containing multiple lifts must meet the Category C percent improvement requirement for the underlying lift. Corrective action must be taken on those segments that do not meet this requirement. No unit price adjustment will be applied on any underlying lift.

For Category A and B projects, a unit price increase will be added when the MRI for the final surface lift, [prior to any required localized roughness \(short interval\) corrective action](#), is less than or equal to fifty inches per mile (50.0 inches / mile) on the long interval report. These Projects will be considered for incentive pay based on the following guidelines for the long interval surface lift MRI.

Mean Roughness Index inches / mile	Contract Price Adjustment percent of Asphalt unit bid price
Less than 35.0	108
35.1 to 40.0	106
40.1 to 45.0	104
45.1 to 50.0	102
50.1 to Required Surface MRI	100

For Category C projects, a unit price increase will be added when the MRI for the final surface lift, [prior to any required localized roughness \(short interval\) corrective action](#), is less than or equal to fifty inches per mile (50.0 inches / mile) on the long interval report. These Projects will be considered for incentive pay based on the following guidelines for the long interval surface lift MRI.

Mean Roughness Index inches / mile	Contract Price Adjustment percent of HMA unit bid price
Less than or equal to 50.0	103
50.1 to Required Surface MRI	100

No incentive will be allowed if the MRI value from the newly paved surface is greater than the existing surface.

In addition to the above pay incentive factors, a project may be subject to a disincentive when the Long Continuous Interval MRI for the surface exceeds the allowable tolerance. This applies to all project categories and will correlate to the maximum allowed Long Continuous Interval MRI.

Mean Roughness Index inches / mile	Contract Price Adjustment percent of HMA unit bid price
Above 20.0 Over	Remove And Replace
15.1 to 20.0 Over	80
10.1 to 15.0 Over	85
5.1 to 10.0 Over	90
0.1 to 5.0 Over	95
Required Surface MRI	100

Segment(s) or portions thereof representing areas excluded from a smoothness test shall also be excluded from consideration for a contract price adjustment for rideability. Corrective action must be taken on those sections that exceed the 'Remove and Replace' threshold on the Long Continuous Interval as directed by the Project Engineer. Sections that fall into this requirement may also need corrective action on both the preceding and following 264-foot sections as to conform to a complete 528-foot Long Continuous Interval. The minimum remove and replace length will be 528 feet (0.1 mile). Additional smoothness testing shall be required on sections following replacement and will be required to meet *at least* the maximum surface MRI short of 'Remove and Replace'.

The above pay factors will be applied in conjunction with the Long Continuous Histogram Chart from ProVAL's Smoothness Assurance Module. The price adjustments for rideability will be tabulated in MDOT's Pay Incentive spreadsheet on the basis of a theoretical tonnage of 110 lbs/yd<sup>2</sup>\*inch thickness (pounds per square yard \* inch thickness) and 12-foot travel 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.

**907-403.04--Method of Measurement.** After the first paragraph of Subsection 403.04 on page 274, add the following.

The pay quantities for each individual job mix formula (JMF) will be calculated using the approved JMF maximum specific gravity (Gmm) and the following formulas.

When the composite mixture has a maximum specific gravity of 2.540 or less,

$$T_p = T_w$$

When the composite mixture has a maximum specific gravity greater than 2.540,

$$T_p = T_w((100-(((Gmm*A*B)-C)/(Gmm*A*B))*100))/100$$

Where:

- Tp = Total tonnage for payment
- Tw = Total tonnage weighed, used and accepted
- Gmm = Maximum Specific Gravity of the approved composite asphalt mixture
- A = 46.725 lbs/yd<sup>2</sup>/in
- B = 0.93 = 93% density
- C = 110.374 lbs/yd<sup>2</sup>/in = Theoretical density at 2.540 Gmm

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SPECIAL PROVISION NO. 907-403-4**

**CODE: (IS)**

**DATE: 11/04/2005**

**SUBJECT: Hot Mix Asphalt (HMA)**

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

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



## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SPECIAL PROVISION NO. 907-403-12**

**CODE: (SP)**

**DATE: 08/21/2012**

**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.** This work consists of constructing one or more lifts of Warm Mix Asphalt (WMA) pavement in accordance with the requirements of Section 403 for Hot Mix Asphalt, with the exceptions set forth in this special provision. The WMA shall meet the requirements of this section and placed in reasonably close conformity with the lines, grade, thicknesses, and typical cross sections shown on the plans or established by the Engineer.

**907-403.04--Method of Measurement.** Warm mix asphalt 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, 401.02.6.6 & 403.03.2, warm mix asphalt, 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.

**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. 907-413-5

CODE: (IS)

| DATE: 05/01/2013

**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.

**907-413.02--Materials.** Delete the second and third sentence of the second paragraph of Subsection 413.02 on page 294.

**907-413.03--Construction Requirements.**

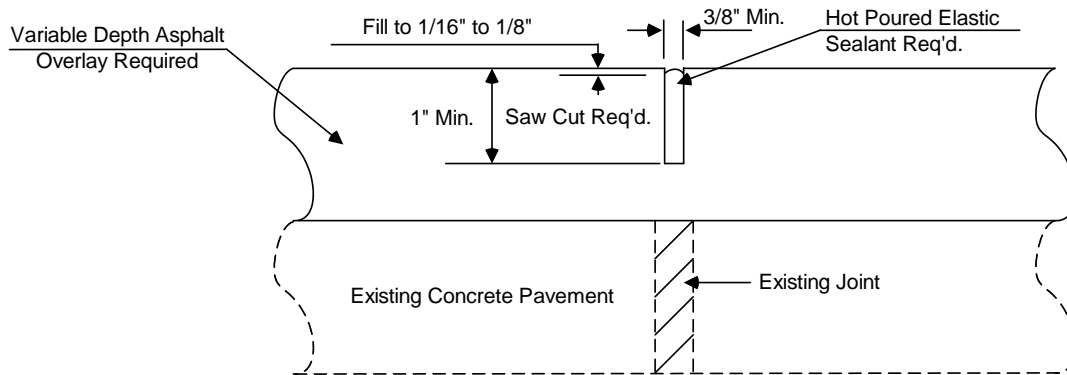
**907-413.03.3-- Sawing and Sealing Transverse Joints in Asphalt Pavement.**

**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 asphalt layer. This interim saw cut does not require sealing. Costs of any interim cut(s) shall be included in the pay item for sawing and sealing transverse joints in asphalt pavement.

The detail for sawing and sealing transverse joints in asphalt pavement shall be as shown below. No sawing and sealing of transverse joints will be required in Open Graded Friction Courses (OGFC). However, the lift under the OGFC will require sawing and sealing.



### DETAIL OF SAWING AND SEALING TRANSVERSE JOINTS

**907-413.03.3.4--Sealing.** Delete the second paragraph of Subsection 413.03.3.4 on page 297.

**907-413.04--Method of Measurement.** Delete the second sentence of the third paragraph of Subsection 413.04 on page 297, and substitute the following.

Sawing and joint sealant material will not be paid for as separate items but will be included in the unit price per linear foot for sawing and sealing transverse joints in asphalt pavement.

**907-413.05--Basis of Payment.** Delete “Bond Breaker Tape and” from the first sentence of the third paragraph of Subsection 413.05 on page 298.

Add the “907” prefix to pay item no. 413-E on page 298.

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SPECIAL PROVISION NO. 907-618-9**

**CODE: (IS)**

**DATE: 11/08/2012**

**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 page 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.

Delete the first sentence of next to last paragraph of Subsection 618.03.3 on page 416 and substitute the following.

Permanent pavement markings are to be applied no sooner than 10 days nor later than 45 days after placement of the final lift of pavement.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SPECIAL PROVISION NO. 907-626-25**

**CODE: (IS)**

**DATE: 11/13/2012**

**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.

**907-626.01--Description.** After the last sentence of the first paragraph of Subsection 626.01 on page 443, add the following.

All pavement marking material, excluding edge lines over rumble strips, shall be applied using the extrusion/ribbon method. Edge lines placed over rumble strips shall be applied using the atomization/spray method.

**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 marking material using the atomization/spray method instead of extrusion/ribbon method.

**907-626.03.1.2--Construction Details.** Delete the second sentence of the first full paragraph of Subsection 626.03.1.2 on page 445, and substitute the following.

Unless otherwise specified in the plans or contract documents, the thickness shall be 90 mils for edge lines, center lines, lane lines, barrier lines and detail stripe including gore markings, and 120 mils for crosswalks, stop lines, and railroad, word and symbol markings.

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.** Delete the pay items listed on page 446 and substitute the following.

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

\* Indicate Double Drop if applicable

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SPECIAL PROVISION NO. 907-702-3**

**CODE: (SP)**

**DATE: 05/08/2012**

**SUBJECT: Polyphosphoric Acid (PPA) Modification of Petroleum Asphalt Cement**

Section 702.05, Petroleum Asphalt Cement, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

**907-702.05--Petroleum Asphalt Cement.** Delete the third paragraph of Subsection 702.05 on page 598, and substitute the following.

The bituminous material used in all types of asphalt mixtures shall conform to AASHTO Designation: M 320, Performance Grade PG 67-22, as modified in the table below, except that Polyphosphoric Acid (PPA) may be used at low dosage rates as a modifier to enhance the physical properties of a base binder to meet the requirements for Performance Grade PG 67-22. In addition, PPA may be used as a catalyst or mixing agent at low dosage rates in the production of Polymer Modified, Performance Grade PG 76-22.

When PPA is used as a modifier, in no case shall the PPA modifier be used to adjust the physical properties of the binder a full binder grade. For example: the base binder (unmodified) is graded as a PG 64-22 and should only be modified by the addition of PPA to a modified binder grade of PG 67-22.

When petroleum asphalt cement is modified by PPA, the following dosage limits shall be applied.

<b>Grade</b>	<b>Dosage Limit</b>
PG 67-22	0.75% by weight of binder
PG 76-22	0.50% by weight of binder



# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-703-11

CODE: (IS)

DATE: 05/22/2013

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 limestone, steel slag, granite, concrete, or combination thereof. Crushed concrete is defined as recycled concrete pavement, structural concrete, or other concrete sources that can be crushed to meet the gradation requirements for Size No. 825B as modified below. In no case shall waste from concrete production (wash-out) be used as a crushed stone base.

**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 the No. 8 sieve, shall be material resulting from the crushing of limestone, steel slag, granite, concrete, or combination thereof.

Delete the third paragraph of Subsection 703.04.2 on page 612.

**907-703.04.3--Gradation.** In the table of Subsection 703.04.3 on page 613, change the requirement for the 1-inch sieve under Size No. 825 B from “75 - 98” to “75 - 100”.

After the table in Subsection 703.04.3 on page 613, add the following.

If crushed concrete is used, the crushed material shall meet the gradation requirements of Size No. 825 B with the exception that the percent passing by weight of the No. 200 sieve shall be 2 – 18.

**907-703.06--Aggregates for Hot Mix Asphalt.**

**907-703.06.1--Coarse Aggregates.** Delete the third paragraph of Subsection 703.06.1 on page 613, and substitute the following.

When tested in accordance with AASHTO Designation: T 19, the dry rodded unit weight of all aggregates except expanded clay and shale shall not be less than 70 pounds per cubic foot.

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

**907-703.14--Aggregates for Bituminous Surface Treatments.**

**907-703.14.2--Detail Requirements.**

**907-703.14.2.1--Gradation.** In the table entitled "Gradation Requirements For Cover Aggregate" in Subsection 703.14.2.1 on page 622, delete the requirement for the No. 16 sieve for Size No. 7 under the column "Slag or Expanded Clay".

**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. 907-707-5

CODE: (IS)

| DATE: 05/01/2013

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.

| **907-707.04--Rubber Type Gaskets for Joining Conduit.** In the first sentence of Subsection 707.04 on page 636, delete the reference to "AASHTO Designation: M 315" and substitute "ASTM Designation: C 443".

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

| SPECIAL PROVISION NO. 907-720-2

CODE: (IS)

| DATE: 05/01/2013

| SUBJECT: Pavement Marking 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.

| **907-720.01--Glass Beads.** After the first sentence of Subsection 720.01 on page 729, add the following.

The glass beads shall contain no more than 200 ppm (mg/kg) total concentration for lead, arsenic, or antimony. The manufacture shall furnish the Engineer with a certified test report indicating that the glass beads meet the above requirement.

**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.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

| SPECIAL PROVISIONS NO. 907-823-6

CODE: (SP)

| DATE: 03/10/2014

SUBJECT: Preformed Joint Seal

Section 907-823, Preformed Joint Seal, is hereby added to and becomes a part of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as follows.

### **SECTION 907-823--PREFORMED JOINT SEAL**

**907-823.01--Description.** This work consists of furnishing and installing preformed joint seals in accordance with these specifications and the details shown in the Plans or drawings provided.

**907-823.02--Materials.** The Contractor shall furnish a manufacturer's certification stating that the material used meets the requirements of this specification.

The preformed joint seal shall be one of the following, or an approved equal.

1. Silicoflex Joint Sealing System  
Manufactured by R.J. Watson, Inc. in Alden, NY  
www.rjwatson.com  
  
Type I: Model SF-150  
Type II: Model SF-400
2. Wabo®SPS Joint System  
Manufactured by Watson Bowman Acme Corporation in Amherst, NY  
www.wbacorp.com  
  
Type I: Model SPS-225  
Type II: Model SPS-400
3. V-Seal Expansion Joint System  
Manufactured by The D. S. Brown Company in North Baltimore, OH  
www.dsbrown.com  
  
Type I: Model V-300  
Type II: Model V-400

**907-823.03--Construction Methods.** Preformed joint seals shall be installed in accordance with the manufacturer's recommendations. The material shall seal the deck surface, gutters, and curbs to prevent moisture or other contaminants from leaking through the joints. The joint seal shall be installed in such a manner that the top surface of the material is within the minimum and maximum depths below the roadway or bridge surface recommended by the manufacturer. The

type of preformed joint seal required shall be determined by the joint width, as detailed in the Plans or drawings provided.

Saw cutting for the joint repair shall be accomplished by sawing at the locations and depth shown on the joint repair detail sheets in the plans or in the contract documents. Saw cuts shall be as near vertical as possible at the saw line of the repair area.

**907-823.04--Method of Measurement.** Preformed joint seal of the type specified will be measured in linear feet along the length of the centerline joint.

Saw cuts of the type specified will be measured for payment by the linear foot [along the length of the bridge deck on each side of the centerline joint.](#)

**907-823.05--Basis of Payment.** [Preformed joint seal, measured as prescribed above, will be paid for at the contract unit price per linear foot, which shall be full compensation for furnishing all labor, equipment, tools, materials, and incidentals necessary to complete the work.](#)

Saw cuts, measured as prescribed above, will be paid for at the contract unit price per linear foot, which shall be full compensation for furnishing all labor, equipment, tools, materials, and incidentals necessary to complete the work.

Payment will be made under:

907-823-A: Preformed Joint Seal, Type \_\_\_\_ - per linear foot

907-823-B: Saw Cut, Type \_\_\_\_\_ - per linear foot

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SPECIAL PROVISION NO. 907-899-2**

**CODE: (SP)**

**DATE: 01/27/2010**

**SUBJECT: Railway-Highway Provisions**

Section 907-899, Railway-Highway Provisions, is hereby added to and made part of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as follows:

### **SECTION 907-899--RAILWAY-HIGHWAY PROVISIONS**

**907-899.01--Description.** This special provision addresses the Contractor's involvement with railroad flagging, Contractor Safety Orientation, Contractor Background Investigation, Contractor Roadway Worker on Track Safety Program and Safety Action Plan, and any other requirements set forth by the Railroad and any attached Exhibits.

Prior to bidding, the Contractor shall read and comply with the requirements of the Railroad and any attached Exhibits. The Contractor shall contact the Railroad concerning insurance coverage requirements, Railroad flagging costs, Contractor Safety Orientation, Contractor Background Investigation, Contractor Roadway Worker on Track Safety Program and Safety Action Plan, and any other requirements set forth by the Railroad and any attached Exhibits. In case the railroad requires coverage over and above that required by the Standard Specifications, the railroad requirements shall be met.

If in the opinion of the RAILROAD, the presence of an authorized representative of the RAILROAD is required to supervise the same, the RAILROAD shall render bills to the Contractor for all expenses incurred by it for such supervision. This includes all labor costs for flagmen or cable locate supplied by the RAILROAD to protect RAILROAD operation, and for the full cost of furnishing, installation and later removal of any temporary supports for said tracks, as the RAILROAD's Chief Engineer's Office may deem necessary.

**It will be the Contractor's responsibility to pay all bills associated with the Railroad requirements and any attached Exhibits.**

A cable locate of RAILROAD owned facilities may be required to identify and protect Signal & Communication cables that have been installed to provide power, signal control, wayside communications. These cables are vital to a safe and reliable railway operation. The cable locate will be performed by a qualified RAILROAD employee.

Outside Contractors are prohibited from driving on, along, or across any track that does not have a RAILROAD installed crossing. They may utilize an existing public crossing. The practice of allowing rubber tired equipment to operate over track with no crossing has been banned.

The Contractor shall complete and process any required forms addressed by the Railroad or any attached Exhibits. The Contractor shall not commence or carry on any form of work on, under, above or within the designated distance from the Railroad track prior to getting approval from the Railroad.

**907-899.02--Blank.**

**907-899.03--Construction Requirements.** The Contractor shall read and comply with the requirements of the Railroad and any attached Exhibits.

**907-899.04--Method of Measurement.** Railway-highway provisions will be measured as a unit lump sum quantity.

**907-899.05--Basis of Payment.** Railway-highway provisions, measured as prescribed above, will be paid for at the contract lump sum price, which price shall be payment in full for all insurance coverage requirements, railroad flagging costs, Contractor safety orientation, Contractor background investigation, Contractor safety programs and plans, and any other requirements set forth by the Railroad and any attached Exhibits, and other incidentals necessary to complete the requirements of this work.

Payment will be made under:

907-899-A: Railway-Highway Provisions

- lump sum



## 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.

Mill & Overlay approximately 7 miles of SR 21 from Steele to Sebastopol, known as State Project No. MP-5021-62(010) / 305111301 in Scott County.

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
<b>Roadway Items</b>					
0010	202-B005		4,287	Square Yard	Removal of Asphalt Pavement, All Depths
0020	202-B006		3,354	Square Yard	Removal of Asphalt Pavement, Failed Areas
0030	202-B076		5,432	Linear Feet	Removal of Traffic Stripe
0040	202-B254		1,266	Linear Feet	Removal of Guard Rail, Including Rail, Posts & Cable Anchor s
0050	203-G003	(E )	804	Cubic Yard	Excess Excavation, FM, AH
0060	217-A001		267	Square Yard	Ditch Liner
0070	219-A001		6	Thousand Gallon	Watering [\$20.00]
0080	406-A001		110,890	Square Yard	Cold Milling of Bituminous Pavement, All Depths
0090	413-B001		460	Linear Feet	Cleaning and Sealing Joints
0100	503-C007		4,091	Linear Feet	Saw Cut, Full Depth
0110	606-B004		1,275	Linear Feet	Guard Rail, Class A, Type 1, Metal Post
0120	606-D007		4	Each	Guard Rail, Bridge End Section, Type G, Modified
0130	606-D010		8	Each	Guard Rail, Bridge End Section, Type H, Metal Post
0140	606-E002		13	Each	Guard Rail, Terminal End Section, Flared
0150	618-A001		1	Lump Sum	Maintenance of Traffic
0160	619-A1002		27	Mile	Temporary Traffic Stripe, Continuous White
0170	619-A2002		20	Mile	Temporary Traffic Stripe, Continuous Yellow
0180	619-A4006		6	Mile	Temporary Traffic Stripe, Skip Yellow
0190	619-A5001		2,585	Linear Feet	Temporary Traffic Stripe, Detail
0200	619-A6001		944	Linear Feet	Temporary Traffic Stripe, Legend
0210	619-A6002		126	Square Feet	Temporary Traffic Stripe, Legend
0220	619-D1001		527	Square Feet	Standard Roadside Construction Signs, Less than 10 Square Feet
0230	619-D2001		234	Square Feet	Standard Roadside Construction Signs, 10 Square Feet or More
0240	619-G4005		24	Linear Feet	Barricades, Type III, Double Faced
0250	627-J001		122	Each	Two-Way Clear Reflective High Performance Raised Markers
0260	627-L001		616	Each	Two-Way Yellow Reflective High Performance Raised Markers
0270	630-F001		96	Each	Delineators, Guard Rail, White
0280	808-A001	(S )	638	Linear Feet	Joint Preparation
0290	907-216-A001		267	Square Yard	Solid Sodding
0300	907-304-A010	(GY )	950	Cubic Yard	Granular Material, LVM, Class 5, Group E
0310	907-407-A001	(A2 )	8,775	Gallon	Asphalt for Tack Coat
0320	907-413-E001		56	Linear Feet	Sawing and Sealing Transverse Joints in Asphalt Pavement

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
0330	907-606-PP009		149	Linear Feet	Remove and Replace Blockouts & Add Rub-Rail
0340	907-626-C003		14	Mile	6" Thermoplastic Double Drop Edge Stripe, Continuous White
0350	907-626-D006		3	Mile	6" Thermoplastic Double Drop Traffic Stripe, Skip Yellow
0360	907-626-E006		10	Mile	6" Thermoplastic Double Drop Traffic Stripe, Continuous Yellow
0370	907-626-G006		1,709	Linear Feet	Thermoplastic Double Drop Detail Stripe, White
0380	907-626-G007		876	Linear Feet	Thermoplastic Double Drop Detail Stripe, Yellow
0390	907-626-H009		944	Linear Feet	Thermoplastic Double Drop Legend, White
0400	907-626-H010		126	Square Feet	Thermoplastic Double Drop Legend, White
0410	907-823-A001		666	Linear Feet	Preformed Joint Seal, Type I
0420	907-823-B001		1,276	Linear Feet	Saw Cut, Type I
0430	907-899-A001		1	Lump Sum	Railway-Highway Provisions
<b>ALTERNATE GROUP AA NUMBER 1</b>					
0440	907-403-A006	(BA1 )	14,162	Ton	Hot Mix Asphalt, MT, 12.5-mm mixture
<b>ALTERNATE GROUP AA NUMBER 2</b>					
0450	907-403-M002	(BA1 )	14,162	Ton	Warm Mix Asphalt, MT, 12.5-mm mixture
<b>ALTERNATE GROUP BB NUMBER 1</b>					
0460	907-403-B004	(BA1 )	3,019	Ton	Hot Mix Asphalt, MT, 12.5-mm mixture, Leveling
<b>ALTERNATE GROUP BB NUMBER 2</b>					
0470	907-403-N006	(BA1 )	3,019	Ton	Warm Mix Asphalt, MT, 12.5-mm mixture, Leveling

**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-5021-62(010) / 305111301** \_\_\_\_\_,

in **Scott** \_\_\_\_\_ 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-5021-62(010) / 305111301** \_\_\_\_\_,

in **Scott** \_\_\_\_\_ 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-5021-62(010) / 305111301

LOCATED IN THE COUNTY(IES) OF Scott

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-5021-62(010) / 305111301

LOCATED IN THE COUNTY(IES) OF: Scott

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 **Mill & Overlay approximately 7 miles of SR 21 from Steele to Sebastopol, known as State Project No. MP-5021-62(010) / 305111301 in Scott 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