

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

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

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

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

ADDENDUM NO.   1   DATED   5/20/2015   ADDENDUM NO.        DATED         
ADDENDUM NO.        DATED        ADDENDUM NO.        DATED       

Number	Description
1	Revised NTB No. 5503; ; Amendment EBS Download Required.

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

Respectfully Submitted,

DATE \_\_\_\_\_

\_\_\_\_\_  
Contractor

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

TITLE \_\_\_\_\_

ADDRESS \_\_\_\_\_

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

PHONE \_\_\_\_\_

FAX \_\_\_\_\_

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

(To be filled in if a corporation)

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

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

The following is my (our) itemized proposal.

Revised 09/21/2005

MP-5501-62(007) / 305444301

Scott County(ies)

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 - NOTICE TO BIDDERS NO. 5503**

**CODE: (SP)**

**DATE: 4/14/2015**

**SUBJECT: Scope of Work**

**PROJECT: MP-5501-62(007) / 305444301 -- Scott County**

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

Work on the project shall consist of the following:

Overlay approximately 8 miles of existing asphalt pavement on SR 501 in Scott County from the Smith County Line (Station 0+00) to south end of the I-20 Bridge (Station 450+28). The 0.5-mile section of SR501 Station 135+00 to Station 159+00 (BR-0333-00(013) Bridge #18.7), which will be under contract during this overlay project, will be omitted.

### **From the BOP to Station 135+00**

Work in this area shall consist of repairing failed areas in the right and left lanes, milling, pre-leveling with 12.5-mm asphalt pavement, MT Leveling, leveling with 12.5-mm asphalt pavement, MT Leveling and overlaying the travel lanes with 1½" and variable of 9.5-mm asphalt pavement, MT. The 12.5-mm leveling course shall be overlaid 2" on center-line and 1½" at edge of pavement to correct cross slope to as close to 2% as possible. The milling transition shall begin at Sta. 0+00 (depth of 3½") and extend to Sta. 1+50 (depth of 2"). The existing lanes are 10' and variable in width. Work at Sta. 1+47 to Sta. 3+41 shall consist of milling and paving extra width up to existing island. See attached detailed drawing. The milling transition shall begin at Sta. 448+78 (depth of 2") and extend to Sta. 450+28 (depth of 3½")

Prior to mainline overlay operations, milling shall be done on existing slope. Areas to be milled shall be milled to a depth of 2" and variable. The milled surface shall then be overlaid with 2" of 12.5-mm, MT, Leveling. The areas requiring milling, pre-leveling, and leveling are as shown in the attached tables or as directed by the Engineer.

### **Omitted Section from Station 135+00 to Station 159+00 (Bridge Replacement)**

The 0.5 mile section of SR501 Station 135+00 to Station 159+00 at this location will be included in the replacement of Bridge #18.7 (BR-0333-00(013), which will be under contract during this overlay project, will be omitted.

**From Station 159+00 to Station 450+28**

Work in this area shall consist of repairing failed areas in the right and left lanes, milling, pre-leveling with 12.5-mm asphalt pavement, MT Leveling, leveling with 12.5-mm asphalt pavement, MT Leveling and overlaying the travel lanes with 1½" and variable of 9.5-mm asphalt pavement, MT. The 12.5-mm leveling course shall be overlaid 2" on center-line and 1½" at edge of pavement to correct cross slope to as close to 2% as possible.

Prior to mainline overlay operations, milling shall be done. Areas to be milled shall be milled to a depth of 2" and variable. The milled surface shall then be overlaid with 2" of 12.5-mm, MT, Leveling. The areas requiring milling, pre-leveling, and leveling are as shown in the attached tables or as directed by the Engineer.

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

Prior to the milling and paving operations, failed areas in the existing pavement shall be removed and backfilled with 12.5-mm asphalt pavement, MT, Leveling, as per the attached typical sections and details. A maximum lift of 3.5" is to be used for the backfilling. Any granular base material deemed unsuitable by the Engineer shall be removed as directed and backfilled with 12.5-mm asphalt. Payment for the excavation of granular base material will be made using the 203-G Excess Excavation pay item. A list of the failed areas is shown in the attached table. Pavement repairs shall be completed as a continuous operation in order to minimize the traffic impact. Lane closures shall be in place until the failed area has been completely repaired.

Preliminary leveling will be used to correct super-elevation and existing vertical profile to provide a smoother ride for the traveling public in the areas as shown in the attached tables or as directed by the Engineer. Preliminary leveling shall be accomplished prior to overlay operations. A maximum lift of 2.5" is to be used for leveling operations. The shoulder differential shall not exceed 2.5", if a shoulder differential of greater than 2.5" exist, shoulder must be brought up to leveling grade prior to opening road to traffic. The estimate leveling depths are shown in the attached tables. However, the Department will be responsible for determining the extent and limits of the leveling.

Traffic will not be allowed to run on any milled surface. Milled, pre-leveled, leveled surfaces shall be overlaid and temporary striped prior to being opened to traffic.

Temporary stripe, either paint or tape, will be required immediately after any leveling and overlaying operations and prior to opening the area to traffic. Separate payment will be made for temporary traffic stripe under the corresponding bid schedule pay items. Temporary stripe shall be placed in the same location and layout as permanent stripe.

Publicly maintained roads and streets should be paved to the existing right-of-way or as directed by Engineer. Privately owned entrances shall be paved to the shoulder line per the included typical drawing. Pads shall be shaped horizontally and vertically to prevent excessive drop-offs. Granular Material (Class 5, Group 'E') shall be provided around the pads to prevent shoulder drop-offs as directed and shall be placed in a timely manner. Drop-offs exceeding 2.5" shall be

corrected within two (2) calendar days of the placement of the pad. Stabilizer aggregate shall be used as directed by the Engineer.

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

The Contractor shall erect and maintain construction signing and provide all signs and traffic control devices necessary to safely maintain traffic around and through the work areas in accordance with the Traffic Control Plan and the MUTCD. The cost is to be included in the price bid for Pay Item No. 907-618-A, Maintenance of Traffic. Fluorescent orange sheeting shall be used on all construction and traffic control signs except those designated in the plans to be black legend and border on white background. Standard roadside construction signs and barricades will be paid for using the appropriate pay items.

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

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

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

Where applicable the existing shoulders are to be raised to match the new pavement elevation by placing variable depth Granular Material (Class 5, Group E) on the existing shoulders.

Placement of the granular material on the finished asphalt course shall not be permitted. The existing shoulder shall be scarified to allow incorporation of new shoulder material. The material shall be bladed, rolled, and compacted to a finished slope of four percent (4%). Placement of this material shall be performed to provide a uniform and compacted shoulder with a minimum depth and width of material placed. Shoulders with adequate shoulder material in place shall be bladed to a slope of four percent (4%). The cost of blading will be an absorbed item and is not to be included in the price of pay items bid.

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

other items bid. Permanent pavement markers are to be placed in accordance with the attached drawings and Standard Drawings. Two-way yellow markers are to be placed on two-way roads and county roads. Two-way clear markers are to be placed on county roads.

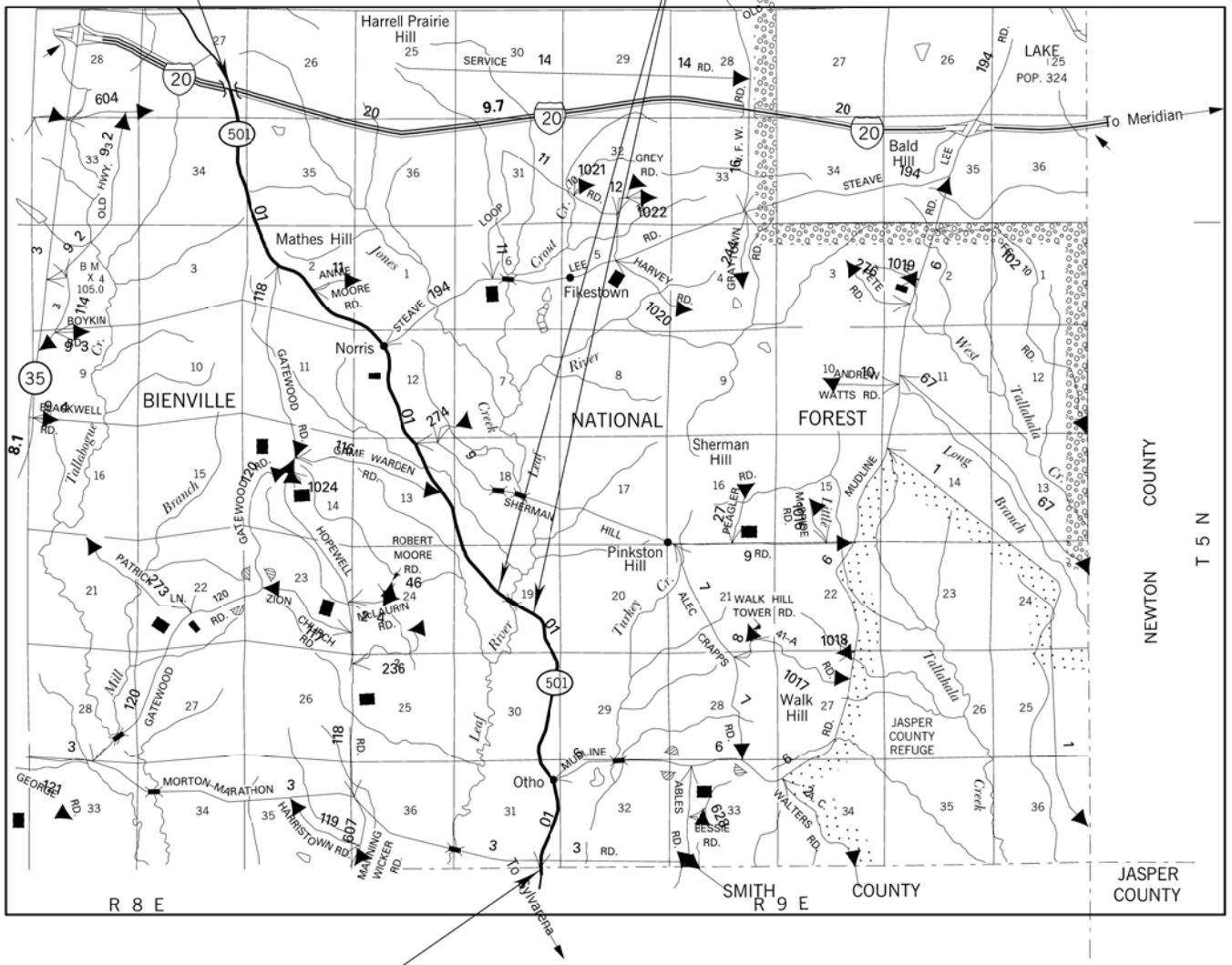
All permanent striping will be thermoplastic, 90-mil double drop. Edge lines shall be placed to accommodate the lane widths shown on the applicable typical sections unless prevented by field conditions.

**Scott County**  
**MP-5501-62(007)/305444301000**

**Overlay 8.0 miles on SR501 from  
Smith County Line to Interstate 20**

**EOP STA. 450+28.00**

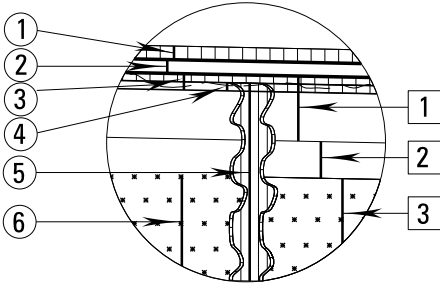
**omitted section  
Sta. 135+00 - Sta. 159+00**



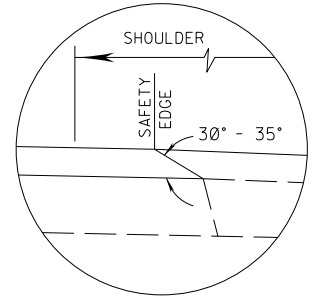
**BOP STA. 0+00.00**

# Typical Section 1

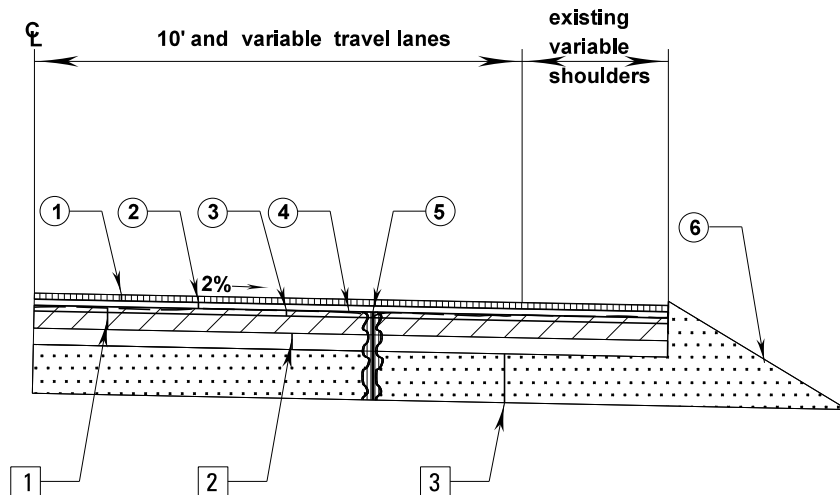
## MP-5501-62(007)/ 305444301000



**PAVEMENT RECOMMENDATION  
FOR LEFT LANE OF SR501  
SOUTHBOUND**



**SAFETY EDGE REQ'D  
(NOT A PAY ITEM)**

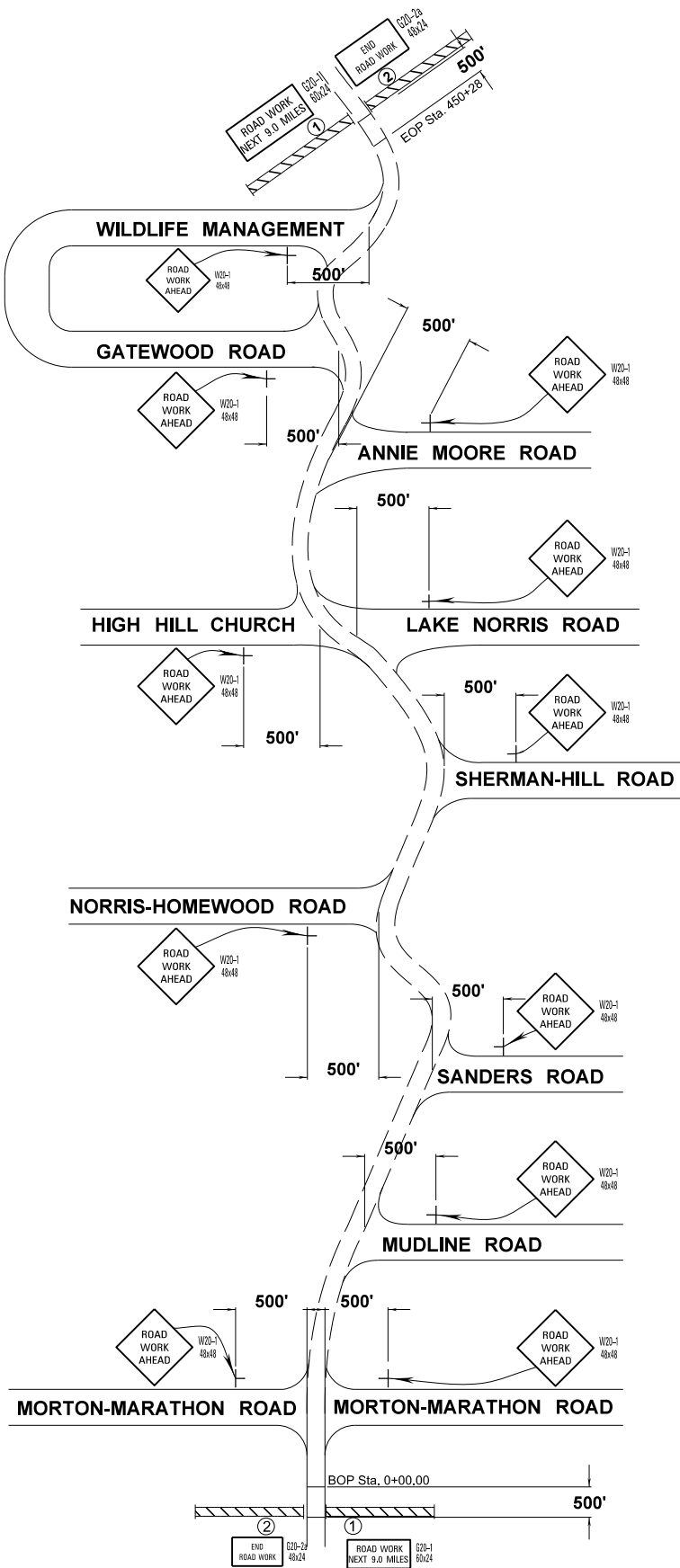


**BOP to Sta. 135+00  
Sta. 159+00 to EOP**

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>① 5<sup>5</sup>/<sub>8</sub>" and variable of existing asphalt pavement.</li> <li>② 4" granular material.</li> <li>③ 12" of sand/clay borrow material.</li> </ul> | <ul style="list-style-type: none"> <li>① Overlay with 1<sup>1</sup>/<sub>2</sub>" of 9.5mm Mix, MT.</li> <li>② 2" and Variable 12.5, MT, Asphalt Pavement, Leveling.</li> <li>③ Mill 2" of existing roadbed omitting preleveled areas.</li> <li>④ Pre-level existing roadbed to improve profile grade with 12.5mm, MT, Asphalt Pavement, Leveling.</li> <li>⑤ Repair failed areas full depth with 12.5mm, MIX, MT.</li> <li>⑥ Place Granular Material, LVM, Class 5, Group E to bring shoulders to grade after overlay.</li> </ul> |
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**MP-5501-62(007)/305444301000**

**Detail- Construction Signing**



SIGN LEGEND		
NUMBER	DESCRIPTION	Quantity
①	ROAD WORK NEXT 9.0 MILES G20-1 60x24	2
②	END ROAD WORK G20-2a 48x24	2
③	ROAD WORK AHEAD W20-1 48x48	10
④	DO NOT PASS R4-1 24x30	97
⑤	NO PASSING ZONE W14-3 36x48x48	8
⑥	PASS WITH CARE R4-2 48x60	6

**NOTES:**

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

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

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

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

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



619-D1001 Standard Roadside Construction Signs (Less than 10 Sq. Ft.)

619-D1001 Standard Roadside Construction Signs (Less than 10 Sq. Ft.)						
Station	Location	Description	Quantity	Unit	Remarks	
0+00	LT	G20-2A	8	SF	500' SOUTH OF BOP	
0+00	LT	R4-1	5	SF		
7+50	LT	R4-1	5	SF		
15+00	LT	R4-1	5	SF		
22+50	LT	R4-1	5	SF		
30+00	LT	R4-1	5	SF		
37+50	LT	R4-1	5	SF		
45+00	LT	R4-1	5	SF		
52+50	LT	R4-1	5	SF		
60+00	LT	R4-1	5	SF		
67+50	LT	R4-1	5	SF		
75+00	LT	R4-1	5	SF		
82+50	LT	R4-1	5	SF		
82+69	LT	R4-2	5	SF	PASS WITH CARE	
98+57	LT	W14-3	5.56	SF	END OF PASSING ZONE	
98+57	LT	R4-1	5	SF		
106+07	LT	R4-1	5	SF		
<b>BRIDGE CONSTRUCTION PROJECT LIMITS - 102363301000</b>						
<b>112+00</b>						
<b>181+50</b>						
181+50	LT	R4-1	5	SF		
189+00	LT	R4-1	5	SF		
196+50	LT	R4-1	5	SF		
204+00	LT	R4-1	5	SF		
211+50	LT	R4-1	5	SF		
219+00	LT	R4-1	5	SF		
226+50	LT	R4-1	5	SF		
229+56	LT	R4-2	5	SF	PASS WITH CARE	
240+74	LT	W14-3	5.56	SF	END OF PASSING ZONE	
240+74	LT	R4-1	5	SF		
248+24	LT	R4-1	5	SF		
255+74	LT	R4-1	5	SF		
263+24	LT	R4-1	5	SF		
270+74	LT	R4-1	5	SF		

619-D1001 Standard Roadside Construction Signs (Less than 10 Sq. Ft.)

619-D1001 Standard Roadside Construction Signs (Less than 10 Sq. Ft.)						
Station	Location	Description	Quantity	Unit	Remarks	
278+24	LT	R4-1	5	SF		
285+74	LT	R4-1	5	SF		
293+24	LT	R4-1	5	SF		
300+74	LT	R4-1	5	SF		
308+24	LT	R4-1	5	SF		
315+74	LT	R4-1	5	SF		
323+24	LT	R4-1	5	SF		
330+74	LT	R4-1	5	SF		
338+24	LT	R4-1	5	SF		
345+74	LT	R4-1	5	SF		
353+24	LT	R4-1	5	SF		
360+74	LT	R4-1	5	SF		
368+24	LT	R4-1	5	SF		
375+74	LT	R4-1	5	SF		
383+38	LT	R4-2	5	SF	PASS WITH CARE	
392+00	LT	W14-3	5.56	SF	END OF PASSING ZONE	
392+00	LT	R4-1	5	SF		
399+50	LT	R4-1	5	SF		
407+00	LT	R4-1	5	SF		
414+50	LT	R4-1	5	SF		
422+00	LT	R4-1	5	SF		
429+50	LT	R4-1	5	SF		
437+00	LT	R4-1	5	SF		
444+50	LT	R4-1	5	SF		
450+28	LT	W14-3	5.56	SF	500' NORTH and variable from EOP	
<b>Total</b>			<b>285.24</b>	<b>SF</b>		

619-D1001 Standard Roadside Construction Signs (Less than 10 Sq. Ft.)

619-D1001 Standard Roadside Construction Signs (Less than 10 Sq. Ft.)						
Station	Location	Description	Quantity	Unit	Remarks	
0+00	RT	W14-3	5.56	SF		
0+00	RT	R4-1	5	SF		
7+50	RT	R4-1	5	SF		
15+00	RT	R4-1	5	SF		
22+50	RT	R4-1	5	SF		
30+00	RT	R4-1	5	SF		
37+50	RT	R4-1	5	SF		
45+00	RT	R4-1	5	SF		
52+50	RT	R4-1	5	SF		
60+00	RT	R4-1	5	SF		
67+50	RT	R4-1	5	SF		
72+45	RT	R4-2	5	SF	PASS WITH CARE	
90+04	RT	W14-3	5.56	SF	END OF PASSING ZONE	
90+04	RT	R4-1	5	SF		
97+54	RT	R4-1	5	SF		
102+54	RT	R4-2	5	SF		
107+54	RT	R4-3	5	SF		
<b>BRIDGE CONSTRUCTION PROJECT LIMITS - 102363301000</b>						
<b>112+00</b>						
<b>181+50</b>						
181+50	RT	R4-1	5	SF		
189+00	RT	R4-1	5	SF		
196+50	RT	R4-1	5	SF		
204+00	RT	R4-1	5	SF		
211+50	RT	R4-1	5	SF		
219+00	RT	R4-1	5	SF		
221+43	RT	R4-2	5	SF	PASS WITH CARE	
229+56	RT	W14-3	5.56	SF	END OF PASSING ZONE	
229+56	RT	R4-1	5	SF		
237+06	RT	R4-1	5	SF		
244+56	RT	R4-1	5	SF		
252+06	RT	R4-1	5	SF		
259+56	RT	R4-1	5	SF		
267+06	RT	R4-1	5	SF		

619-D1001 Standard Roadside Construction Signs (Less than 10 Sq. Ft.)

619-D1001 Standard Roadside Construction Signs (Less than 10 Sq. Ft.)					
Station	Location	Description	Quantity	Unit	Remarks
274+56	RT	R4-1	5	SF	
282+06	RT	R4-1	5	SF	
289+56	RT	R4-1	5	SF	
297+06	RT	R4-1	5	SF	
304+56	RT	R4-1	5	SF	
312+06	RT	R4-1	5	SF	
319+56	RT	R4-1	5	SF	
327+06	RT	R4-1	5	SF	
334+56	RT	R4-1	5	SF	
342+06	RT	R4-1	5	SF	
349+56	RT	R4-1	5	SF	
357+06	RT	R4-1	5	SF	
364+56	RT	R4-1	5	SF	
372+06	RT	R4-1	5	SF	
373+15	RT	R4-2	5	SF	PASS WITH CARE
384+70	RT	W14-3	5.56	SF	END OF PASSING ZONE
384+70	RT	R4-1	5	SF	
392+20	RT	R4-1	5	SF	
399+70	RT	R4-1	5	SF	
407+20	RT	R4-1	5	SF	
414+70	RT	R4-1	5	SF	
422+20	RT	R4-1	5	SF	
429+70	RT	R4-1	5	SF	
437+20	RT	R4-1	5	SF	
444+70	RT	R4-1	5	SF	
450+28	RT	G20-2A	8	SF	500' NORTH EOP
<b>Total</b>			<b>290.24</b>	<b>SF</b>	
			575.48		

1  
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619-D2001 Standard Roadside Construction Signs (10 Sq. Ft. or More)						
Station	Location	Description	Quantity	Unit	Remarks	
0+00	RT	G20-1	16	SF	500' SOUTH OF BOP	
	LT	W20-1	16	SF	Morton Marathon Road	
	RT	W20-1	16	SF	Morton Marathon Road	
	RT	W20-1	16	SF	Mudline Road	
	RT	W20-1	16	SF	Sanders Road	
	LT	W20-1	16	SF	Norris-Homewood Road	
	RT	W20-1	16	SF	Sherman-Hill Road	
	LT	W20-1	16	SF	High Hill Church Rd	
	RT	W20-1	16	SF	Lake Norris Road	
	RT	W20-1	16	SF	Annie Moore Road	
	LT	W20-1	16	SF	GateWood Road (south)	
	LT	W20-1	16	SF	GateWood Road (north)	
450+28	LT	G20-1	16	SF	500' NORTH OF EOP	
<b>Total</b>			<b>208</b>	<b>SF</b>		
619-G Type III Barricades Double-Faced						
Location	Station	Quantity	Unit	Description		
RT	South of BOP	6	LF	500' SOUTH OF BOP		
LT	South of BOP	6	LF	500' SOUTH OF BOP		
RT	North of EOP	6	LF	500' NORTH OF EOP		
LT	North of EOP	6	LF	500' NORTH OF EOP		
<b>Total</b>			<b>24</b>	<b>LF</b>		

406-A001, COLD MILLING OF BITUMINOUS PAVEMENT, ALL DEPTHS

<b>Mainline</b>					
From Station	To Station	Length	Width	Total (SY)	
0+00	1+50	150	24	400.000	
1+50	135+00	13350	24	35600.000	
135+00	159+00	2400	bridge location		
159+00	448+78	28978	24	77274.667	
448+78	450+28	150	24	400.000	
			<i>Subtotal</i>	<i>113674.667</i>	
<b>TOTAL</b>				<b>113674.667</b>	

PRELEVELING MAINLINE: 907-403-B017, 12.5MM, MT Asphalt Pavement, PreLeveling						
Station	Station	Location	Length	Width	Total	(SF)
4+40	7+50	LT & RT Lane	310	24	93.186	
35+00	380+00	LT & RT Lane	300	24	90.180	
47+90	49+00	LT & RT Lane	200	24	60.120	
71+00	73+00	LT & RT Lane	200	24	60.120	
76+00	78+00	LT & RT Lane	200	24	60.120	
80+00	86+00	LT & RT Lane	600	24	180.360	
109+00	111+00	LT & RT Lane	200	24	60.120	
242+00	243+00	LT & RT Lane	100	24	30.060	
272+00	273+00	LT & RT Lane	100	24	30.060	
278+00	279+00	LT & RT Lane	100	24	30.060	
301+00	303+50	LT & RT Lane	250	24	75.150	
371+00	387+00	LT & RT Lane	1600	24	480.960	
403+00	404+00	LT & RT Lane	100	24	30.060	
426+00	429+00	LT & RT Lane	300	24	90.180	
436+00	438+00	LT & RT Lane	200	24	60.120	
444+00	447+00	LT & RT Lane	300	24	90.180	
<b>TOTAL</b>					<b>1521.036</b>	

Depth: 0.167  
PCF: 150

LEVELING MAINLINE: 907-403-B017 12.5MM, MT Asphalt Pavement, Leveling									
Station to Station	Location	Width (FT)	Length (FT)	Total (SF)	Depth (FT)	Total (TONS)	Remarks		
0+00	Mainline Lt	12	13500	162000.000	0.17	2029			
135+00									
159+00	Mainline Lt	12	29128	349536.000	0.17	4378	bridge location		
0+00	Mainline Rt	12	13500	162000.000	0.17	2029			
159+00	Mainline Rt	12	29128	349536.000	0.17	4378			
<b>TOTAL</b>						<b>12814</b>			

DEPTH: 0.167  
 PCF: 150



304-A023 Granular Material, LVM, Class 5, Group E									
Station to Station	Location	Width (FT)	Length (FT)	Total (SF)	Depth (FT)	Total (CY)	Remarks		
0+00	Shoulder Lt	2	13500	27000.000	0.50	750			
135+00									
159+00	Shoulder Lt	2	29128	58256.000	0.50	1618			
0+00	Shoulder Rt	2	13500	27000.000	0.50	750			
159+00	Shoulder Rt	2	29100	58200.000	0.50	1617			
<b>TOTAL</b>						<b>4735</b>			

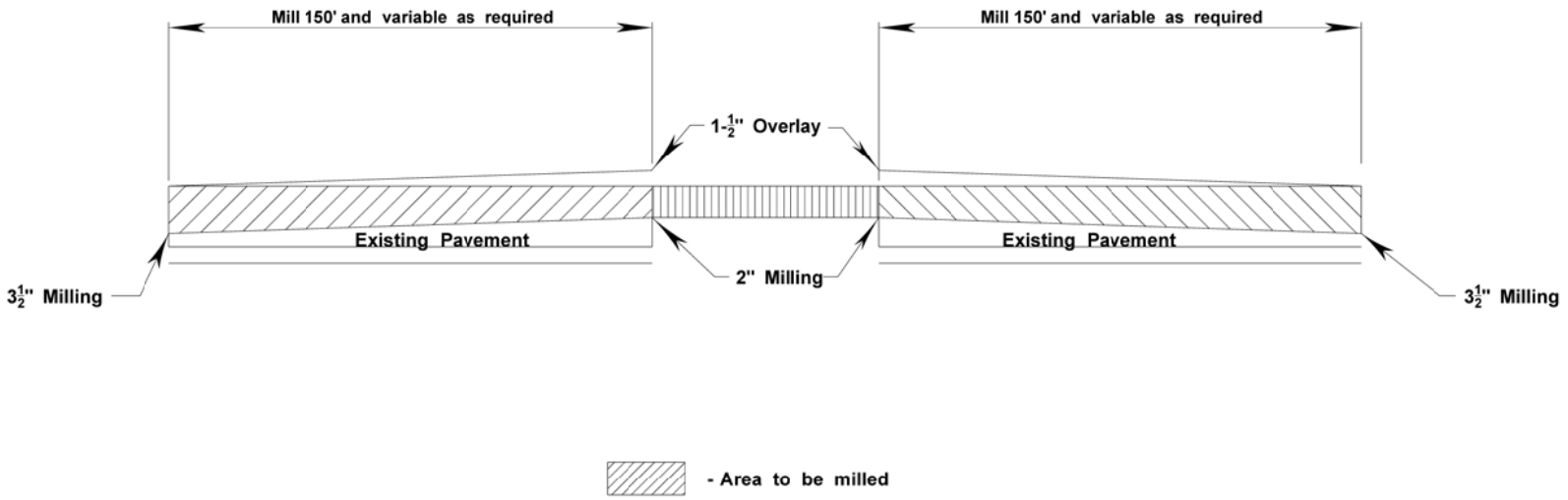
bridge location

**Scott County  
MP-5501-62(007)/ 305444301000**

**Milling transition detail, locations are as follows:**

**BOP Sta. 0+00 - Sta. 1+50**

**Sta. 448+78 - Sta.450+28 EOP**

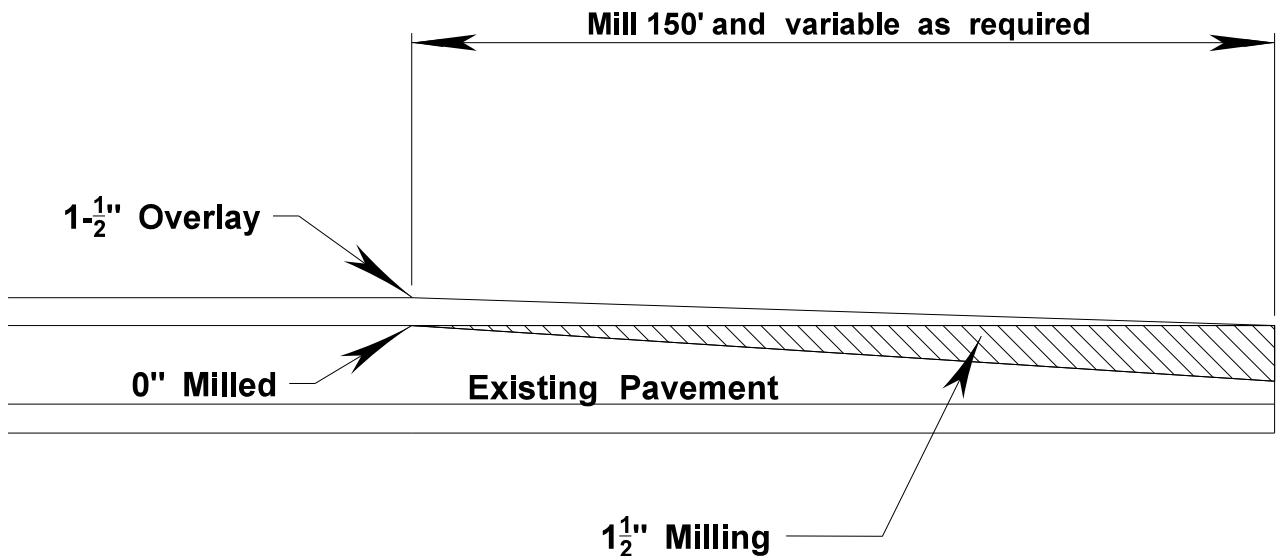
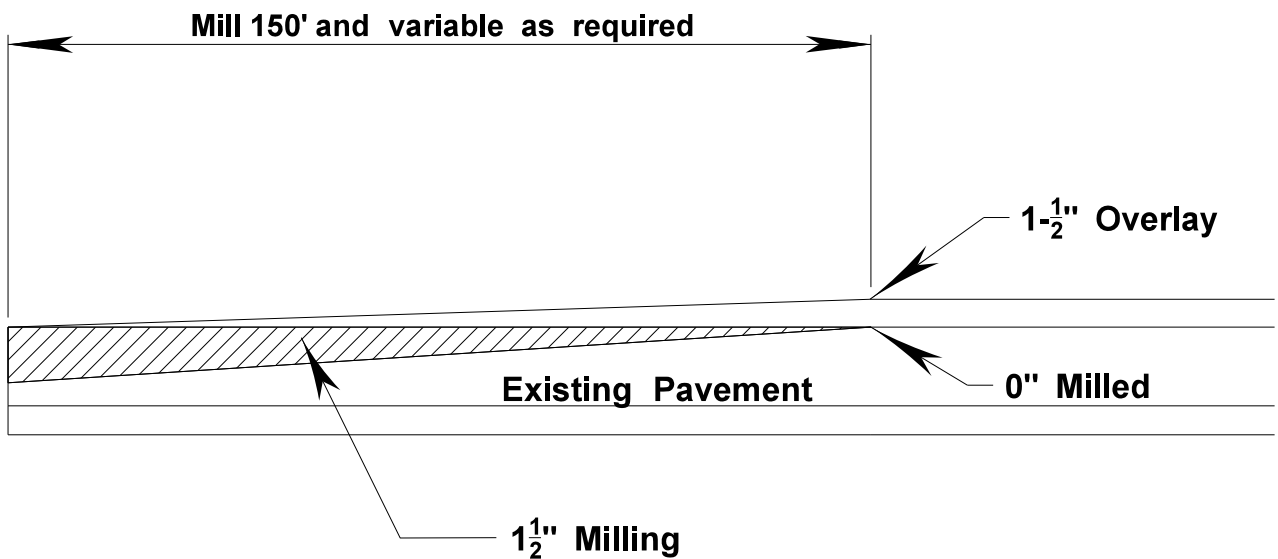


**Scott County**  
**MP-5501-62(007)**

Notice To Bidders No.5503 -- Cont'd.

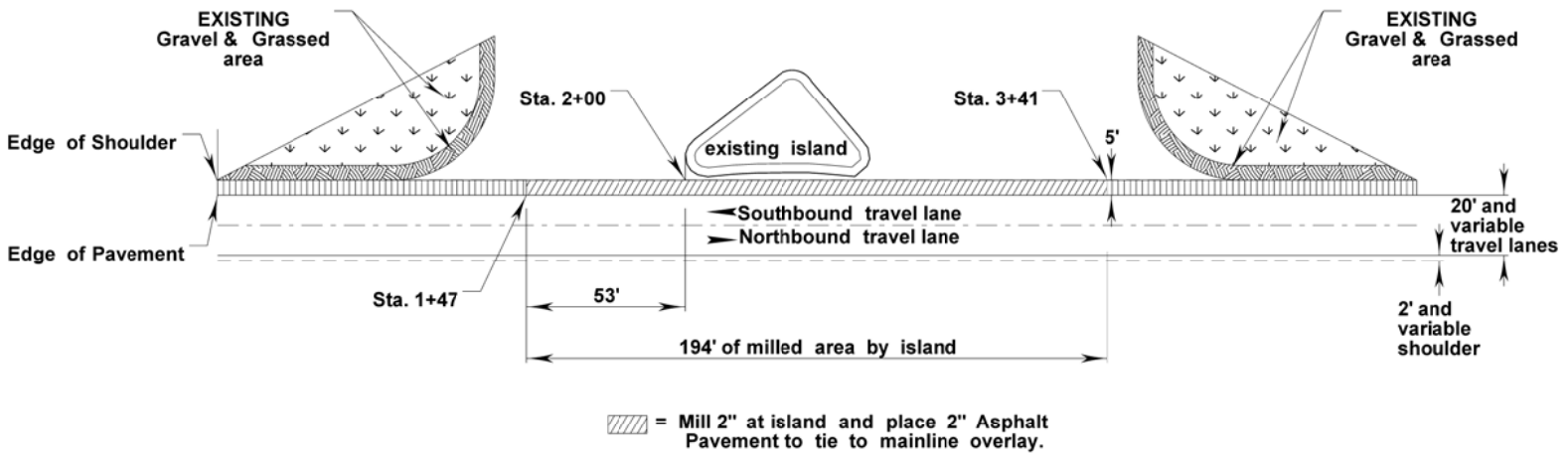
**Milling transition detail, locations are as follows:**

Sta. 0+00 - Sta. 1+50 BOP  
Sta. 450+28 - Sta. 448+78 EOP



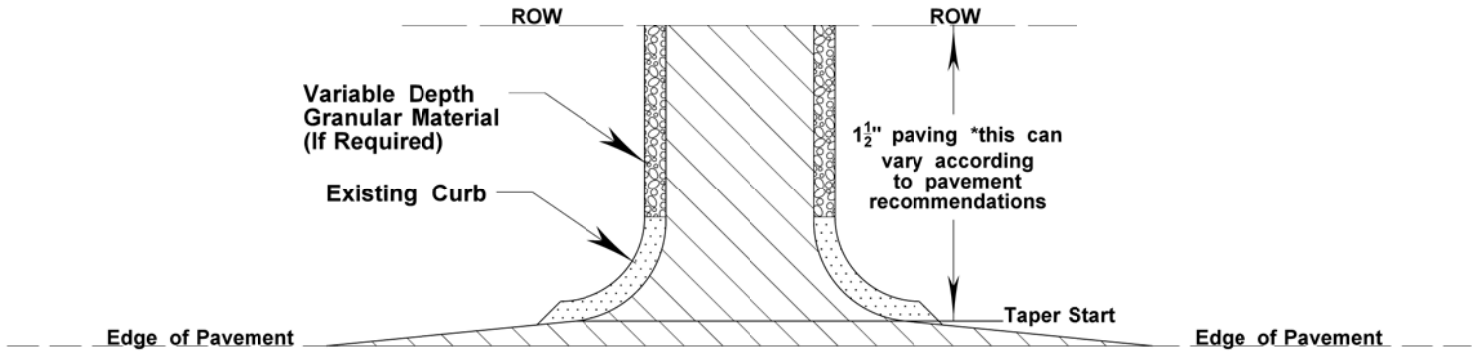
- Area to be milled

**SCOTT COUNTY**  
**MP-5501-62(007)/305444301000**  
**DETAIL OF MILLED SECTION AT ISLAND AREAS**




**SCOTT COUNTY  
MP-5501-62(007)/305444301000**

**PAVING DETAIL  
COUNTY ROADS**



**NOTES:**

- Place 1½" 9.5mm, MT, Mixture to tie to mainline overlay.
- \*Start paving at Right of Way of County Road or as directed by Engineer and tie into mainline overlay.

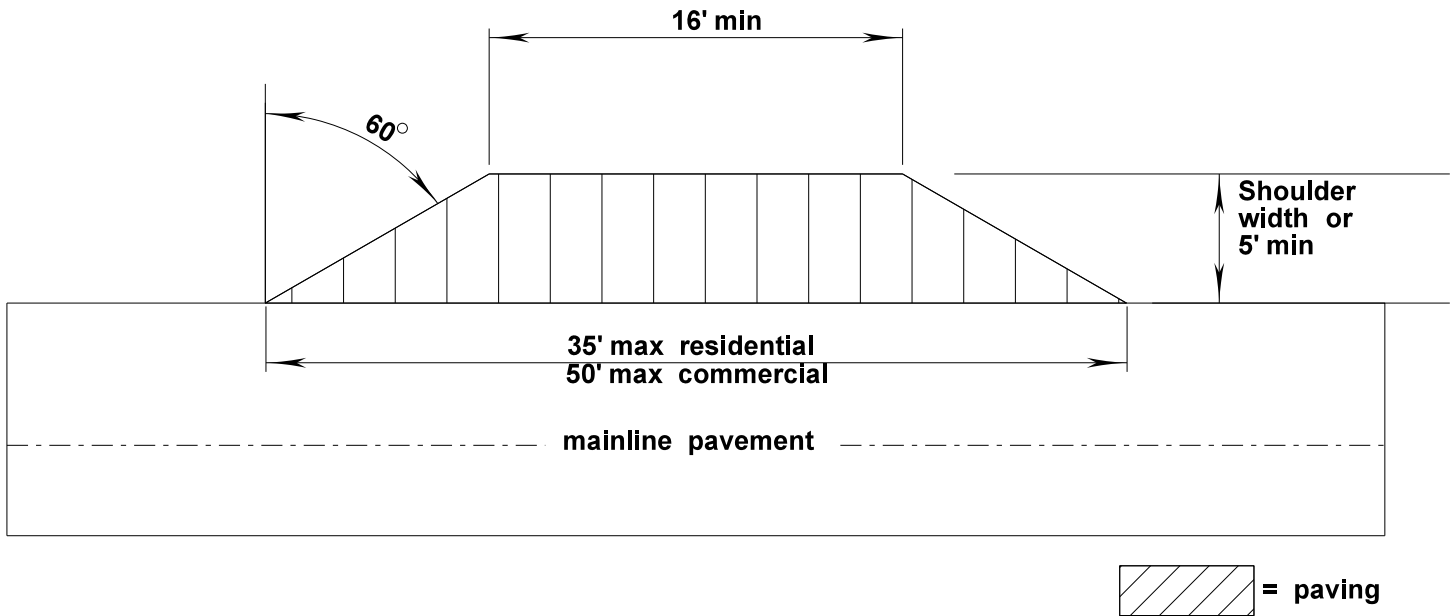
Paving area - 

**Locations**

- Morton Marathon Road (West)
- Morton Marathon Road (East)
- Mudline Road
- Norris Homewood Road
- Sherman-Hill Road
- \*High Hill Church (entrance to church)
- Lake Norris Road
- Annie Moore Road
- Gatewood Road (South)
- Gatewood Road (North)

**SCOTT COUNTY  
MP-5501-62(007)/305444301000**

**DRIVEWAY PAD DETAIL**

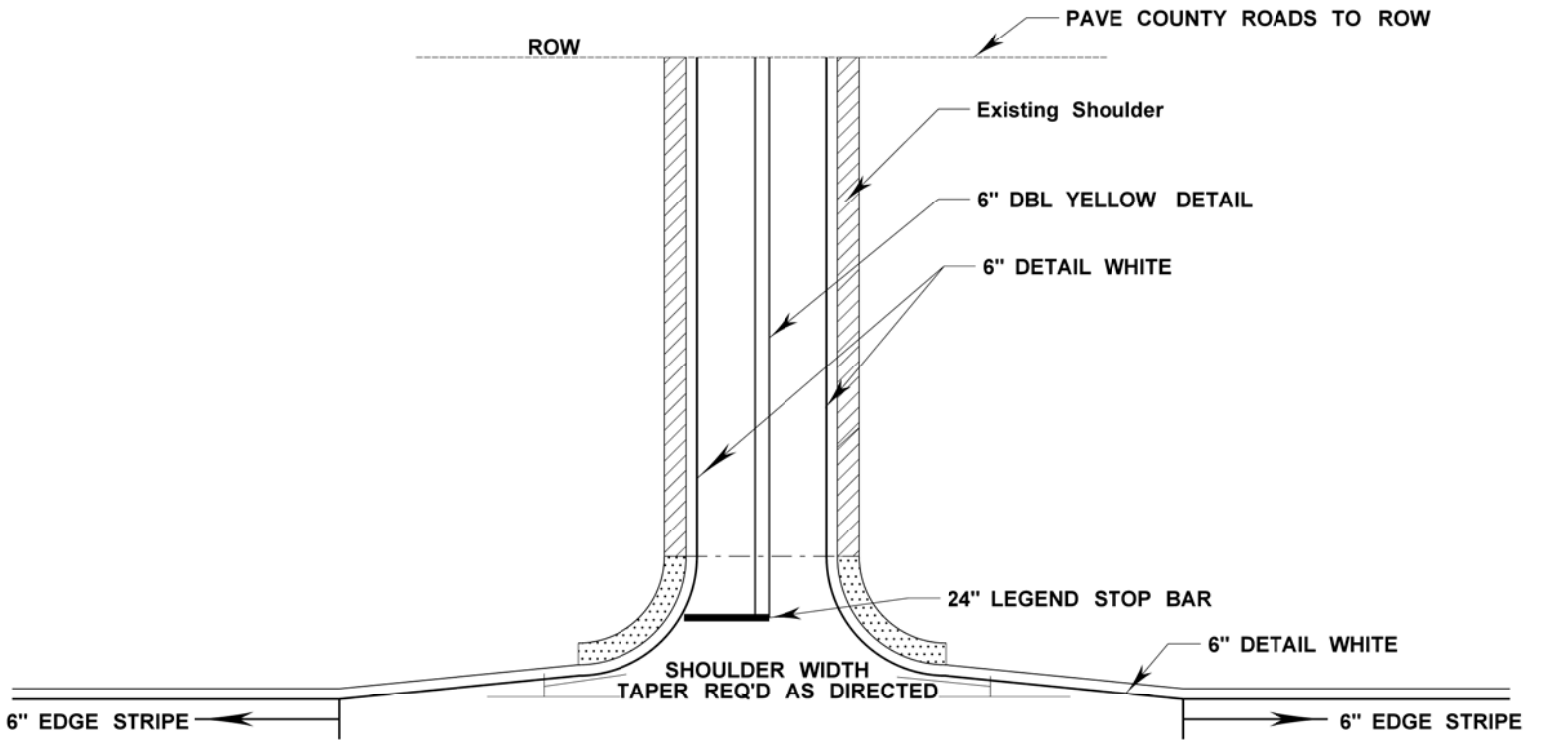


**Note:**

The asphalt on the existing driveway/ramp pads are to remain in their current size and location and overlaid. If, in the opinion of the engineer, a pad should be modified or replaced, payment will be made for the work using the appropriate pay items. Granular material and/or stabilizer aggregate should be placed around the pads as required.

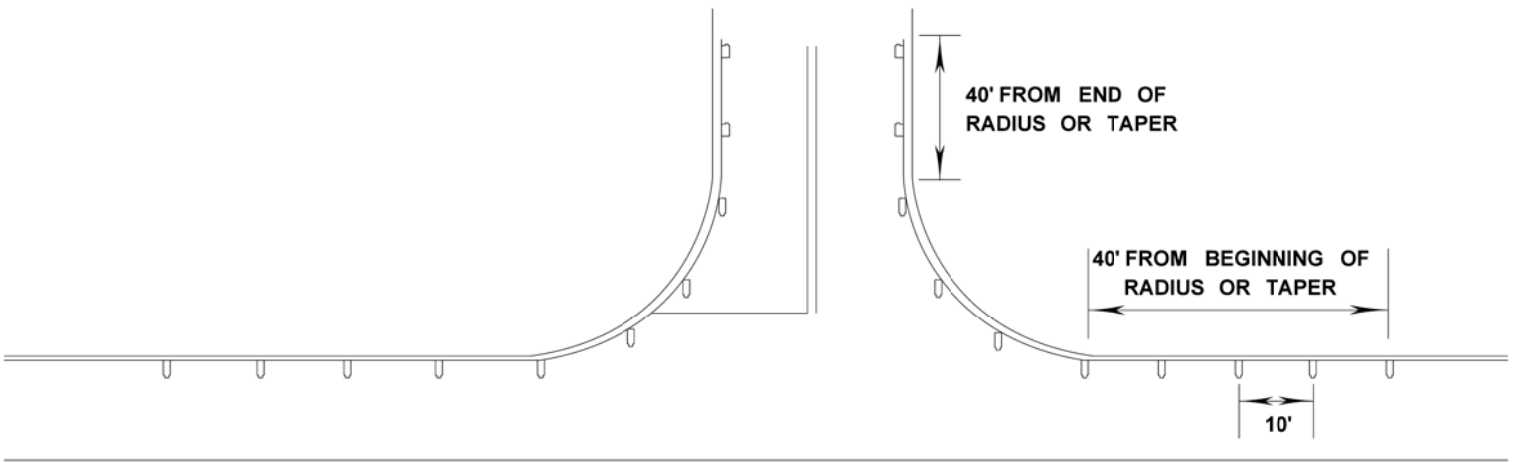
**SCOTT COUNTY  
MP-5501-62(007)/305444301000**

**STRIPE DETAIL - COUNTY ROADS**



**SCOTT COUNTY  
MP-5501-62(007)/305444301000**

**TYPICAL FOR RAISED PAVEMENT MARKERS  
PLACED ON SIDE ROAD RADIUS**



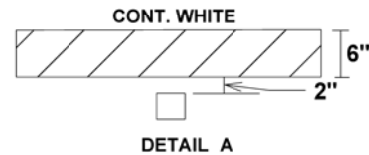
**NOTE 1. MARKERS SHALL BE PLACED EVERY 10 FEET.**

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

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

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

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





FAILED AREAS: 907-403-A023, 12.5MM,MT, ASPHALT PAVEMENT

STATION	TO	STATION	LOCATION	WIDTH (FT)	LENGTH (FT)	AREA (SF)*	Removal of Asphalt (SY)	12.5MM, MT ASPHALT PAVEMENT (Tons)	Excess Excavation, LVM, AH (CY)
30+00	to	31+14	LT	12	114	1368.0	152.000	17.134	76.000
30+85	to	31+14	RT	12	29	348.0	38.667	4.359	19.333
32+43	to	32+85	RT	12	42	504.0	56.000	6.313	28.000
33+90	to	35+00	LT	12	110	1320.0	146.667	16.533	73.333
36+50	to	37+50	RT	12	100	1200.0	133.333	15.030	66.667
41+83	to	42+71	RT	8	88	704.0	78.222	8.818	39.111
44+45	to	45+06	LT	8	61	488.0	54.222	6.112	27.111
48+83	to	49+85	LT	8	112	896.0	99.556	11.222	49.778
49+00	to	49+89	RT	12	89	1068.0	118.667	13.377	59.333
50+28	to	50+94	LT	8	66	528.0	58.667	6.613	29.333
59+00	to	59+87	LT	8	87	696.0	77.333	8.717	38.667
60+19	to	60+66	LT	8	47	376.0	41.778	4.709	20.889
61+00	to	63+35	LT	12	235	2820.0	313.333	35.321	156.667
64+38	to	65+00	RT	6	62	372.0	41.333	4.659	20.667
65+88	to	66+57	RT	8	69	552.0	61.333	6.914	30.667
67+49	to	68+30	RT	12	81	972.0	108.000	12.174	54.000
88+52	to	90+28	RT	12	176	2112.0	234.667	26.453	117.333
91+38	to	91+77	RT	8	39	312.0	34.667	3.908	17.333
118+00	to	119+37	LT	8	137	1096.0	121.778	13.727	60.889
210+80	to	211+00	RT	5	20	100.0	11.111	1.253	5.556
211+22	to	211+76	RT	6	54	324.0	36.000	4.058	18.000
249+00	to	250+00	LT	12	100	1200.0	133.333	15.030	66.667
250+44	to	251+26	LT	12	82	984.0	109.333	12.325	54.667
253+34	to	257+87	LT	8	453	3624.0	402.667	45.391	201.333
271+08	to	273+31	LT	10	223	2230.0	247.778	27.931	123.889
273+00	to	274+89	RT	10	189	1890.0	210.000	23.672	105.000
297+00	to	299+33	LT	8	233	1864.0	207.111	23.347	103.556
303+87	to	304+75	RT	8	88	704.0	78.222	8.818	39.111
307+00	to	307+90	RT	6	90	540.0	60.000	6.764	30.000
307+09	to	307+66	LT	6	57	342.0	38.000	4.284	19.000

FAILED AREAS: 907-403-A023, 12.5MM,MT, ASPHALT PAVEMENT

STATION	TO	STATION	LOCATION	WIDTH (FT)	LENGTH (FT)	AREA (SF)*	Removal of Asphalt (SY)	12.5MM, MT ASPHALT PAVEMENT (Tons)	Excess Excavation, LVM, AH (CY)
312+86	to	314+12	LT	8	126	1008.0	112.000	12.625	56.000
314+31	to	315+20	LT	6	89	534.0	59.333	6.688	29.667
315+00	to	316+06	RT	8	106	848.0	94.222	10.621	47.111
387+00	to	388+13	RT	6	113	678.0	75.333	8.492	37.667
395+55	to	396+74	LT	8	119	952.0	105.778	11.924	52.889
404+48	to	405+40	RT	10.5	92	966.0	107.333	12.099	53.667
404+70	to	407+50	RT	20.5	280	5740.0	637.778	71.894	318.889
407+50	to	411+00	RT	11.5	350	4025.0	447.222	50.413	223.611
424+00	to	425+00	RT	6	100	600.0	66.667	7.515	33.333
438+13	to	439+51	RT	6	138	828.0	92.000	10.371	46.000
440+19	to	442+00	LT	6	181	1086.0	120.667	13.602	60.333
<b>TOTAL</b>						<b>48799.0</b>	<b>5422.111</b>	<b>611.207</b>	<b>2711.056</b>