

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 7/21/2015 ADDENDUM NO. DATED
ADDENDUM NO. DATED ADDENDUM NO. DATED

Number	Description
1	Revised Table of Contents; Add Special Provision 907-804-17; Revised Bid Items; Revised or Added Plan Sheet Nos. 2, 4, 30-32, 8001-8002; 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

BR-0009-03(052) / 106913301

Washington County(ies)

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
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PROJECT: BR-0009-03(052)/106913301 - Washington

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

07/22/2015 08:45 AM

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

| SPECIAL PROVISION NO. 907-804-17

CODE: (SP)

| DATE: 07/14/2015

SUBJECT: Bridge Deck Overlay

Section 804, Concrete Bridges And Structures, of the 2004 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as modified by this special provision is applicable to Bridge Deck Overlays Only.

907-804.01--General. This work consists of placing a concrete overlay over an existing bridge deck or a bridge deck that has been partially removed by hydrodemolition, or other methods of removal, to the line, grade and cross-section shown on the plans or as directed by the Engineer.

907-804.02--Materials.

907-804.02.1--General. Concrete produced and controlled from this specification will be accepted upon proper certification of concrete production through verification by job site acceptance criteria performed by Department personnel.

The materials for partial depth repair of concrete, when sampled and tested in accordance with 700.03, shall meet the requirements of the following Subsections:

Portland Cement	701.01 and 701.02
Fine Aggregate	703.02
Coarse Aggregate	703.03
Joint Material	707.01, 707.02, and 707.07
Reinforcing Steel	711.02
Structural Synthetic Fibers	711.04
Liquid Membrane Compound	713.01.02
Admixtures	713.02
Fly Ash	714.05
Water	714.01.1 and 714.01.2

907-804.02.2--Mixture Design. The concrete mixture shall be designed by a technician holding a current MDOT Certified Class III certification representing the Contractor to meet the requirements set out in the following:

Minimum Cementitious Content	564 lbs/cy
Minimum Fly Ash Replacement Required	15%
Coarse Aggregate Size	#7, #8, or #78
Coarse Aggregate Type	see Subsection 907-804.02.2.1
Synthetic Structural Fibers	see Subsection 907-804.02.2.2
Total Air Content	3 - 6%
Maximum Slump	6 inches
Required Compressive Strength	4,000 psi prior to opening to traffic

Either a Type F or Type G water reducing chemical admixture shall be used in the concrete mixture. [Type S admixtures may be used](#). No other water reducing chemical admixtures shall be used in the mixture.

907-804.02.2.1--Coarse Aggregate Requirements. The coarse aggregate for areas of concrete repair which will be milled to obtain the final grade requirements shall be limestone. All other areas may use either limestone or gravel as the coarse aggregate.

907-804.02.2.2--Synthetic Structural Fiber Requirements. Concrete mixture used on bridge decks or for other single areas of concrete repair 25 square feet or greater shall contain synthetic structural fibers added in accordance with the requirements of Subsection 711.04 based on the dosage required for the applicable synthetic structural fiber per the Department's Approved Products List.

907-804.02.2.3--Basis of Proportioning. The Contractor shall establish the proportions based on a laboratory trial mixture in accordance with the requirements of Subsection 804.02.10.1.2 with the following exception: the minimum required average strength of the laboratory trial mixture listed in Subsection 804.02.10.1.2.e shall not be required.

907-804.02.3--Sampling & Testing. Sampling and testing of plastic concrete will be performed by Department personnel having the applicable certifications in Table 2 in Section 804 and in accordance with the applicable test methods listed in Table 1 in Section 804 at the following sampling and testing frequency.

The slump, temperature, and total air content will be determined on the first batch each production day and other subsequent batches until requirements for these plastic properties are met. Slump, temperature, and total air content shall be determined at a minimum frequency of one (1) per each [50 cubic yards](#) of concrete repair, or fraction thereof, but more often if the slump, temperature, or total air content are in question on subsequent batches. Once a batch has been determined to meet the requirements for slump, temperature, and total air content, additional testing on the batch is not required.

At least two concrete test cylinders for acceptance will be cast per day per section of lane for which an individual lane closure is affected and concrete is replaced. The slump, temperature, and total air content will be determined for the concrete test cylinders. The concrete test cylinders will be made from approximately the last batch of concrete produced each day.

Compressive strength cylinders for opening to traffic shall be cast and tested by the Contractor in accordance with Subsection 907-804.03.

907-804.02.4--Basis of Acceptance. The slump of plastic concrete mixture shall meet the requirements of Subsection 907-804.02.2 with the minus slump limits of AASHTO Designation: M157.

Sampling shall meet the requirements of AASHTO Designation: T141. For additional information concerning sampling concrete, see the Department's *Concrete Field Manual*.

The total air content of the plastic concrete mixture shall meet the requirements of Subsection 907-804.02.2.

The maximum plastic concrete acceptance temperature shall be 90°F. Plastic concrete with a temperature exceeding 90°F shall be rejected and not used in Department work. The minimum acceptance temperature shall meet the requirements of Subsection 804.02.16.1 for Cold Weather Concreting.

A check test shall be made on another portion of the obtained sample before rejection of any batch.

The compressive strength shall meet the requirements of Subsection 907-804.02.2.

907-804.03--Construction Requirements. When the overlay is to be placed on a bridge deck that has been partially removed, the bridge deck overlay shall begin as soon as practical following the deck removal and cleaning of the bridge deck. Any bridge deck repairs shall be performed prior to or concurrent with the placement of the overlay. Any damage to the reinforcing steel as a result of the Contractor's operations shall be corrected to the satisfaction of the Engineer at no additional costs to the State.

During placement of the overlay, the concrete shall be thoroughly consolidated by internal vibration. Finishing may be performed by either machine or hand methods. The concrete shall be screeded longitudinally unless otherwise permitted by the Engineer. The screed shall be metal of a type normally used on bridge deck pours. The overlay shall be checked longitudinally and transversely in order to meet a 1/8-inch in 10 feet smoothness requirement.

After the screeding and floating has been completed and while the concrete is still plastic, the surface of the concrete shall be tested with a 10-foot straightedge. For this purpose the Contractor shall furnish and use an accurate 10-foot straightedge swung from handles three feet longer than one-half the width of the slab. The straightedge shall be held in contact with the surface in successive positions parallel to the road centerline and the whole area gone over from one side of the slab to the other as necessary. Advance along the road shall be in successive stages of not more than one-half the length of the straightedge. All depressions found shall be immediately filled with freshly mixed concrete, struck off, consolidated, and refinished. High areas shall be cut down and refinished. Special attention shall be given to assure that the surface across joints meets any requirements for smoothness. Straightedge testing and surface corrections shall continue until the entire surface is found to be free from observable departures from the straightedge, and the slab conforms to the required grade and cross section.

The concrete surface shall be protected from premature drying by covering as soon as possible with wetted burlap. It shall be cured with Class 3 burlap, or its equivalent, covered with plastic sheeting. The burlap shall be kept continuously and thoroughly wet. Careful attention shall be given to the proper curing and protection of the concrete, and curing shall continue until the 2,500 psi strength is attained. **Twelve (12)** test cylinders for verifying strength requirements shall be made and cured under the same conditions as the bridge deck. **Three (3)** test cylinders shall be tested and the results averaged to represent a test break. Traffic shall not be allowed on the concrete overlay until the required 2,500 psi strength is attained.

907-804.04--Method of Measurement. Bridge deck overlay **concrete**, complete and accepted, will be measured by the cubic yard, determined by calculating the theoretical volume of bridge deck overlay.

907-804.05--Basis of Payment. Bridge deck overlay **concrete, measured as prescribed above**, will be paid for at the contract unit price per cubic yard, which price shall be full compensation for all materials, **tools, equipment, labor, and** incidentals necessary to complete the work.

Payment will be made under:

907-804-O: Bridge Deck Overlay Concrete - per cubic yard

Bridge Maintenance on US 61 at US 82 Bridge Nos. 196.7A & 196.7B, known as Federal Aid Project No. BR-0009-03(052) / 106913301 in Washington County.

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
Roadway Items					
0010	234-A001		500	Linear Feet	Temporary Silt Fence
0020	619-D1001		64	Square Feet	Standard Roadside Construction Signs, Less than 10 Square Feet
0030	619-D2001		448	Square Feet	Standard Roadside Construction Signs, 10 Square Feet or More
0040	619-F1001		300	Linear Feet	Concrete Median Barrier, Precast
0050	619-F2001		300	Linear Feet	Remove and Reset Concrete Median Barrier, Precast
0060	619-G4001		64	Linear Feet	Barricades, Type III, Single Faced
0070	619-G7001		24	Each	Warning Lights, Type "B"
0072	620-A001		1	Lump Sum	Mobilization
0080	627-K001		80	Each	Red-Clear Reflective High Performance Raised Markers
0090	907-234-C002		500	Linear Feet	Super Silt Fence
0100	907-618-A001		1	Lump Sum	Maintenance of Traffic
0102	907-618-B001		1	Square Feet	Additional Construction Signs [\$10.00]
ALTERNATE GROUP AA NUMBER 1					
0110	907-626-I003		3,000	Linear Feet	6" Inverted Profile Thermoplastic Traffic Stripe, Skip White
0120	907-626-J003		1,500	Linear Feet	6" Inverted Profile Thermoplastic Traffic Stripe, Continuous White
0130	907-626-L001		1,500	Linear Feet	6" Inverted Profile Thermoplastic Traffic Stripe, Continuous Yellow
ALTERNATE GROUP AA NUMBER 2					
0140	628-I002		3,000	Linear Feet	6" High Performance Cold Plastic Traffic Stripe, Skip White
0150	628-J002		1,500	Linear Feet	6" High Performance Cold Plastic Traffic Stripe, Continuous White
0160	628-M002		1,500	Linear Feet	6" High Performance Cold Plastic Traffic Stripe, Continuous Yellow
Bridge Items					
0170	202-B298		408	Linear Feet	Removal of Existing Joint Material
0180	808-A001	(S)	408	Linear Feet	Joint Preparation
0190	907-202-B004		3,082	Square Yard	Removal of Bridge Deck, Hydrodemolition
0200	907-804-O001	(S)	211	Cubic Yard	Bridge Deck Overlay Concrete
0210	907-823-A002		204	Linear Feet	Preformed Joint Seal, Type II
0220	907-823-B002		400	Linear Feet	Saw Cut, Type II
0230	907-824-PP093		1	Lump Sum	Bridge Repair, Temporary Shoring

ADDENDUM

SUMMARY OF QUANTITIES (SHEET 1)

STATE MISS.
PROJECT NO. BR-0009-03(052)

PAY ITEM NO.	PAY ITEM	UNIT	PRELIMINARY	FINAL
234-A001	TEMPORARY SILT FENCE	LF	500	
907-234-C002	SUPER SILT FENCE	LF	500	
907-618-A001	MAINTENANCE OF TRAFFIC	LS	100%	
907-618-B001	ADDITIONAL CONSTRUCTION SIGNS	SF	1	
907-618-A001	MAINTENANCE OF TRAFFIC	LS		
619-D1001	STANDARD ROADSIDE CONSTRUCTION SIGNS, LESS THAN 10 SQUARE FEET	SF	64	
619-D2001	STANDARD ROADSIDE CONSTRUCTION SIGNS, 10 SQUARE FEET OR MORE	SF	448	
619-G4001	BARRICADES, TYPE III, SINGLE FACED	LF	64	
619-G7001	WARNING LIGHTS, TYPE "B"	EA	24	
619-F1001	CONCRETE MEDIAN BARRIER, PRECAST	LF	300	
619-F2001	REMOVE AND RESET CONCRETE MEDIAN BARRIER, PRECAST	LF	300	
620-A001	MOBILIZATION	LS	100%	
628-I002	6" HIGH PERFORMANCE COLD PLASTIC TRAFFIC STRIPE, SKIP WHITE	LF	3000	
628-J002	6" HIGH PERFORMANCE COLD PLASTIC TRAFFIC STRIPE, CONTINUOUS WHITE	LF	1500	
628-M002	6" HIGH PERFORMANCE COLD PLASTIC TRAFFIC STRIPE, CONTINUOUS YELLOW	LF	1500	
	OR			
907-626-I003	6" INVERTED PROFILE THERMOPLASTIC TRAFFIC STRIPE, SKIP WHITE	LF	3000	
907-626-J003	6" INVERTED PROFILE THERMOPLASTIC TRAFFIC STRIPE, CONTINUOUS WHITE	LF	1500	
907-626-L001	6" INVERTED PROFILE THERMOPLASTIC TRAFFIC STRIPE, CONTINUOUS YELLOW	LF	1500	
627-K001	RED-CLEAR REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EA	80	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

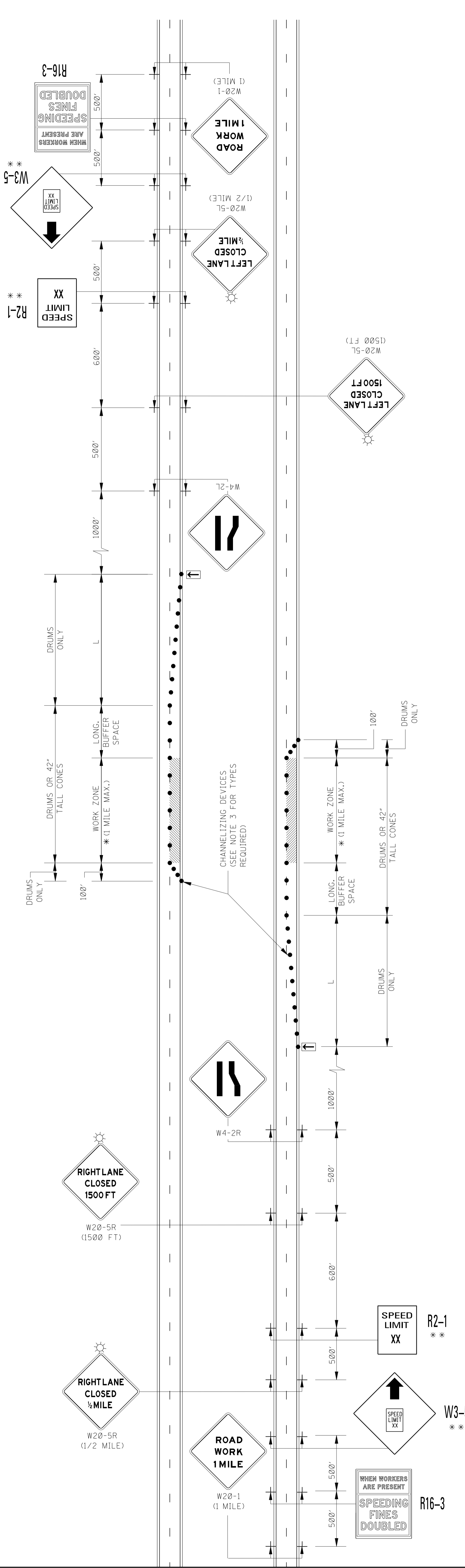
SUMMARY OF QUANTITIES

COUNTY: WASHINGTON
 PROJ. NUM.: BR-0009-03(052)
 FILENAME: SQS61.DGN

WORKING NUMBER: SQS-1
 SHEET NUMBER: 4

DESIGN TEAM: BROWN - CHECKED _____ DATE _____

4/08/15 ADDED & REVISED PAY ITEMS
 8/7/15 ADDED PAY ITEM
 DMB
 REVISION
 BY



LEGEND

- * OR AS SHOWN ELSEWHERE OF THE PLANS.
- ** THE LEGEND ON R2-1 & W3-5 SPEED LIMIT SIGNS SHALL BE 10 MPH LESS THAN THE ORIGINAL POSTED SPEED LIMIT.
- FLASHING ARROW PANEL (TYPE "C")
- REFLECTORIZED FREE-STANDING PLASTIC DRUMS
- ☼ TYPE "B" WARNING LIGHTS

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 + BUFFER RATES
	TAPER	ALONG BUFFER SPACE & WORK ZONE		
≤40	40	80	170	27:1
45	45	90	220	45:1
50	50	100	280	50:1
55	55	110	335	55:1
60	60	120	415	60:1
65	65	130	485	65:1
70	70	140	575	70:1

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

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

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 DEVICES:
 - A. ALL CHANNELIZING DEVICES IN TAPERS SHALL BE REFLECTORIZED FREE STANDING PLASTIC DRUMS.
 - B. CHANNELIZING DEVICES IN TANGENTS MAY BE EITHER REFLECTORIZED FREE STANDING PLASTIC DRUMS OR 42" TALL CONES.
 - C. FOR NIGHTTIME USE, ALL CHANNELIZING DEVICES SHALL BE RETROREFLECTIVE.
 - D. RETROREFLECTORIZATION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE M.U.T.C.D.
4. 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.
5. 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.
6. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHALL BE A MINIMUM OF 48" X 48".

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

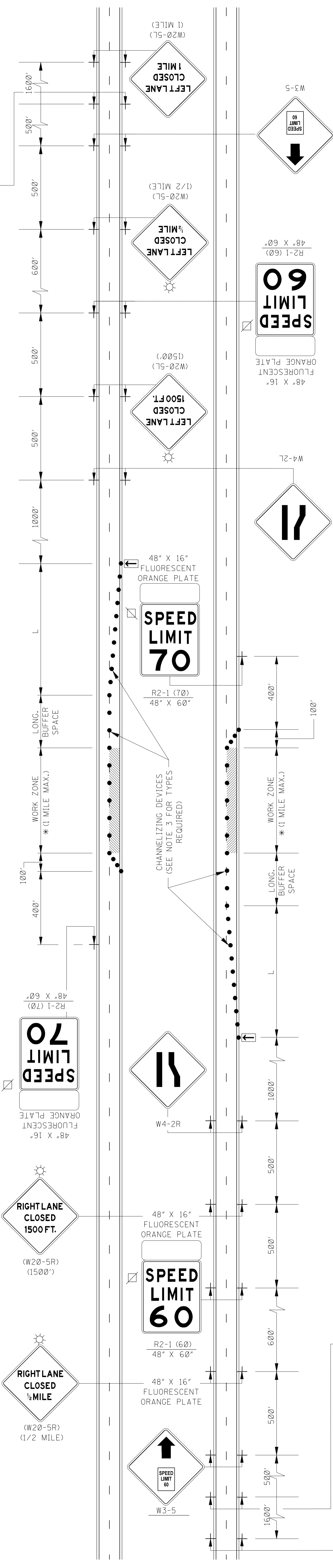
TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT LESS THAN 65 MPH (4-LANE: MEDIAN OR OUTSIDE LANE CLOSURE) (EXTENDED PERIOD)

DATE	REVISION

07/16/15
 FILENAME: OVERNIGHTCLOS\SDTCP-3
 DESIGN TEAM
 CHECKED
 DATE
 WORKING NUMBER
 SDTCP-3
 SHEET NUMBER
 30

R16-3

WHEN WORKERS
ARE PRESENT
SPEEDING
FINES
DOUBLED



WHEN WORKERS
ARE PRESENT
SPEEDING
FINES
DOUBLED

R16-3

ROADWAY DESIGN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION 7/16/2015 11:15AM SDTCP-4.DGN

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 (++)		MINIMUM LONGITUDINAL BUFFER SPACE (++)	TAPER + TAPER RATES
	TAPER	ALONG BUFFER SPACE & WORK ZONE		
≤40	40	80	170	27:1
45	45	90	220	45:1
50	50	100	280	50:1
55	55	110	335	55:1
60	60	120	415	60:1
65	65	130	485	65:1
70	70	140	575	70:1

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

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

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.

LEGEND

- * OR AS SHOWN ELSEWHERE OF THE PLANS.
- ↑ FLASHING ARROW PANEL (TYPE "C")
- ▧ BLACK LEGEND AND BORDER ON WHITE BACKGROUND
- ☀ TYPE "B" WARNING LIGHTS
- REFLECTORIZED FREE-STANDING PLASTIC DRUMS

3. CHANNELIZING DEVICES:

- A. ALL CHANNELIZING DEVICES IN TAPERS SHALL BE REFLECTORIZED FREE STANDING PLASTIC DRUMS.
- B. CHANNELIZING DEVICES IN TANGENTS MAY BE EITHER REFLECTORIZED FREE STANDING PLASTIC DRUMS OR 42" TALL CONES.
- C. FOR NIGHTTIME USE, ALL CHANNELIZING DEVICES SHALL BE RETROREFLECTIVE.
- D. RETROREFLECTORIZATION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE M.U.T.C.D.

4. 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.

5. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHALL BE A MINIMUM OF 48" X 48".

6. 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 FACE OF SIGN.

7. 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.

8. THIS TRAFFIC CONTROL PLAN, WITH SPEED ZONE, MAY NOT BE USED ON ANY FACILITY WHERE THE POSTED SPEED LIMIT IS BELOW 65 MPH WITHOUT A COMMISSION ORDER REQUESTING A SPEED LIMIT REDUCTION.

9. 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.

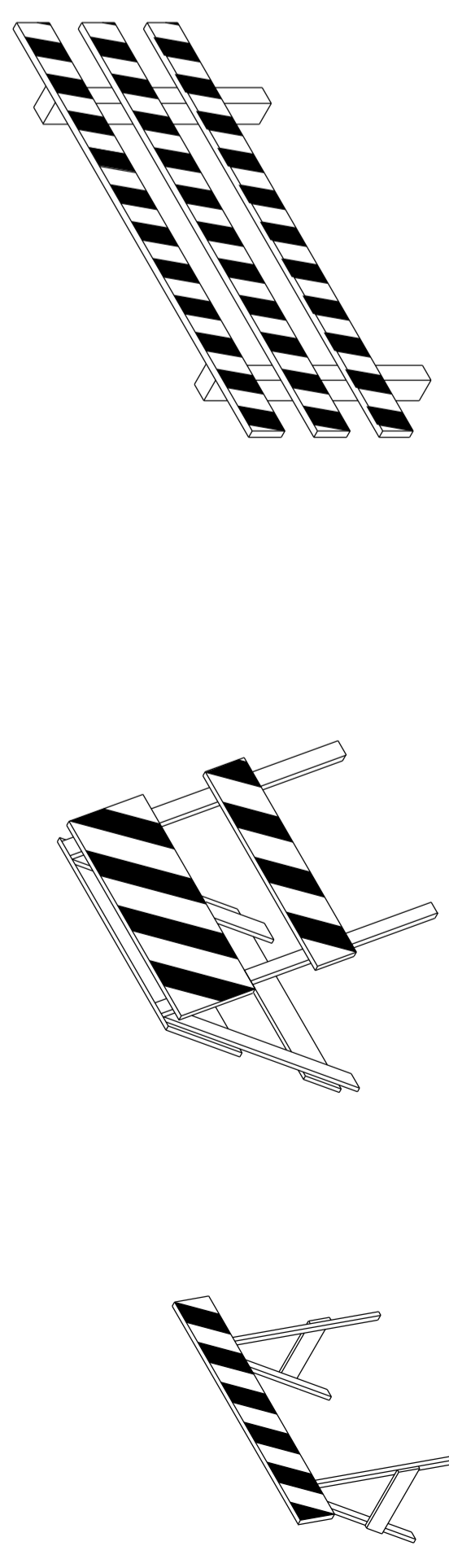
10. A FLUORESCENT ORANGE PLATE IS REQUIRED WITH ALL REGULATORY SPEED LIMIT SIGNS REQUIRED FOR LANE CLOSURE.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT OF 65 OR 70 MPH (INTERSTATES AND OTHER 4-LANE DIVIDED HIGHWAYS) (MEDIAN LANE OR OUTSIDE LANE CLOSURE) (EXTENDED PERIOD)

DATE	REVISION	BY
07/16/15	ADDED SHEET	DMB

WORKING NUMBER: SDTCP-4
 SHEET NUMBER: 31
 FILENAME: OVERNIGHTCLOS\SDTCP-4
 DESIGN TEAM: _____
 CHECKED: _____
 DATE: _____



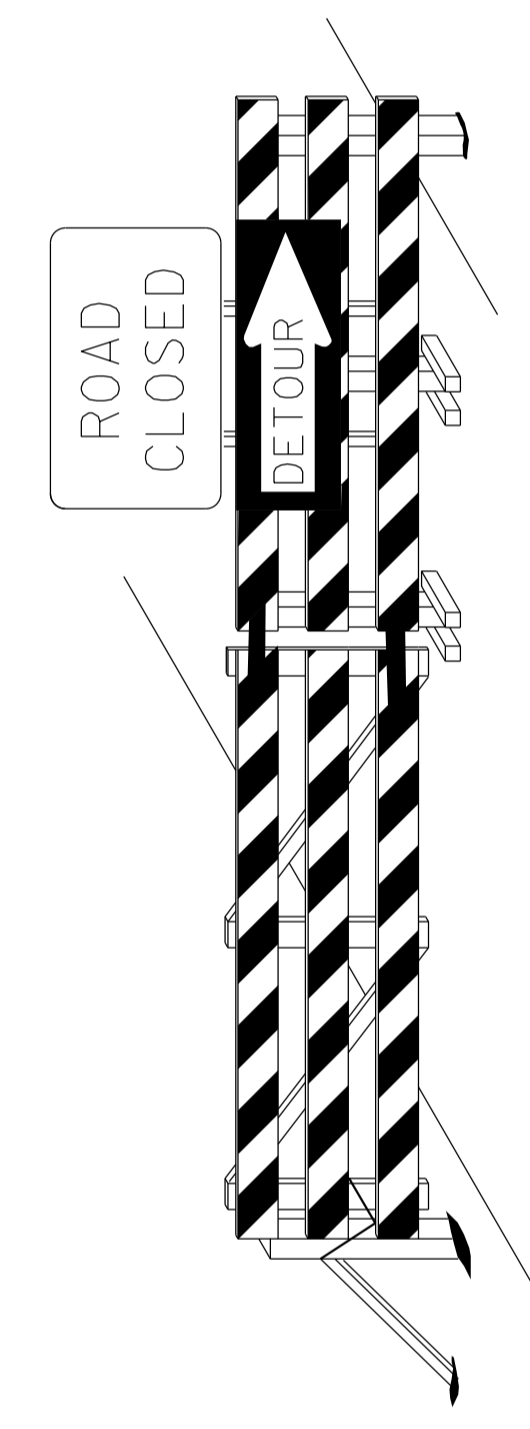
TYPE I

TYPE II

TYPE III

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.
9. BARRICADES ARE CLASSIFIED BY FHWA AS CATEGORY II WORK ZONE DEVICES WHICH REQUIRE CRASHWORTHINESS ACCEPTANCE LETTERS. TO DATE, 2-IN. THICK TIMBER RAILS HAVE NOT BEEN SUCCESSFULLY CRASH TESTED. A LIST OF CRASHWORTHY BARRICADES AND OTHER CATEGORY II DEVICES CAN BE FOUND ON FHWA'S WEBSITE: http://safety.fhwa.dot.gov/roadway_dept/policy_guide/road_hardware/cot2.cfm

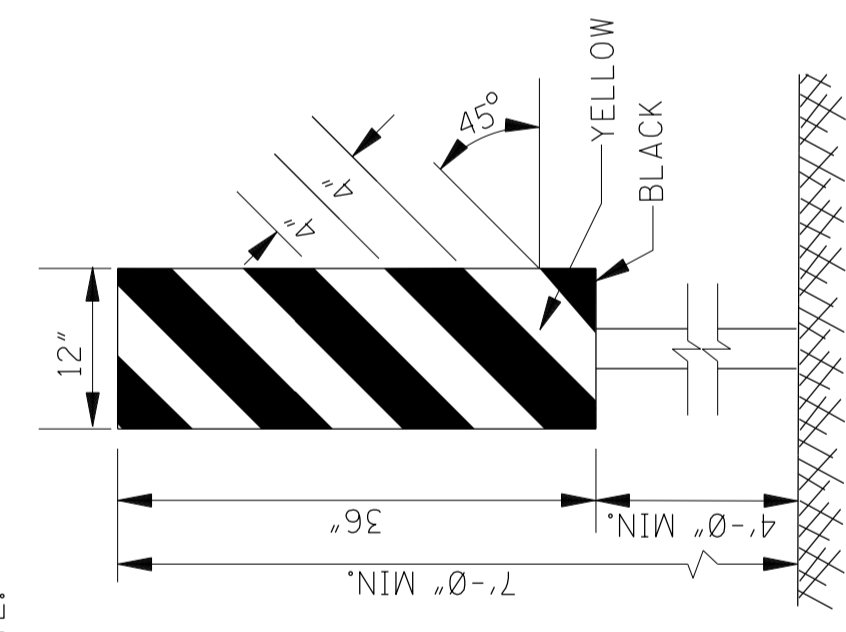


BARRICADE CLOSING A ROAD

BARRICADE CHARACTERISTICS

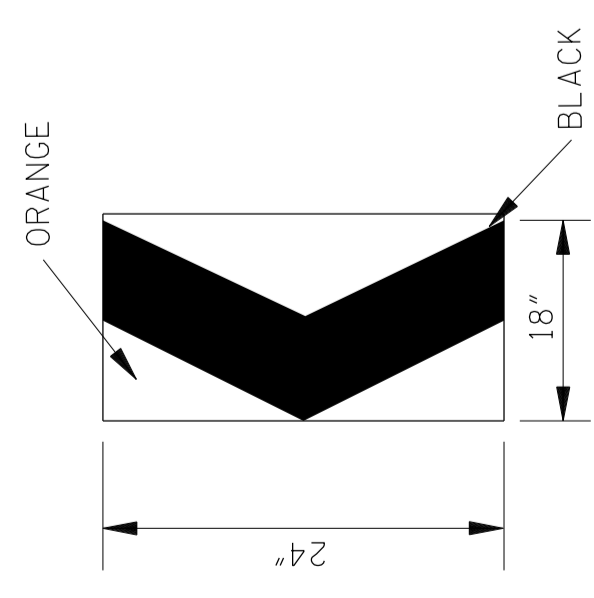
	I	II	III
WIDTH OF RAIL **	8" MIN. - 12" MAX.	8" MIN. - 12" MAX.	8" MIN. - 12" MAX.
LENGTH OF RAIL **	24" MIN.	24" MIN.	48" MIN.
WIDTH OF STRIPE *	6"	6"	6"
HEIGHT	36" MIN.	36" MIN.	60" MIN.
NUMBER OF REFLECTORIZED RAIL FACES	2 (ONE EACH DIRECTION)	4 (TWO EACH DIRECTION)	3 IF FACING TRAFFIC IN ONE DIRECTION 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 in² OF REFLECTIVE AREA FACING TRAFFIC.

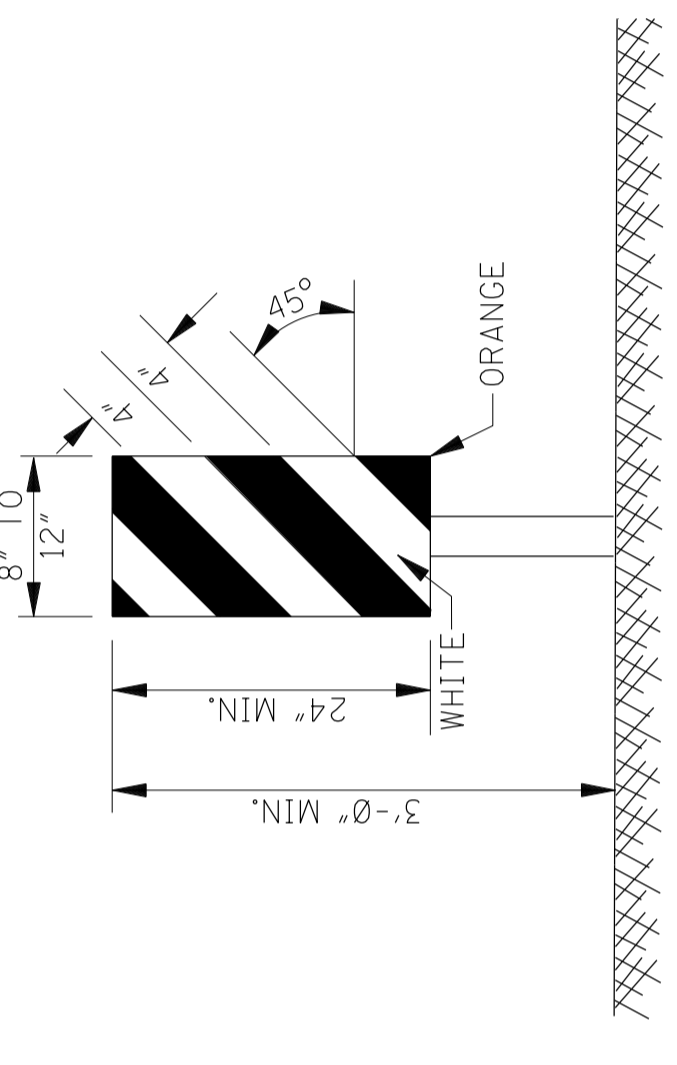


TYPE 3 OBJECT MARKER (OM-3R)

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.

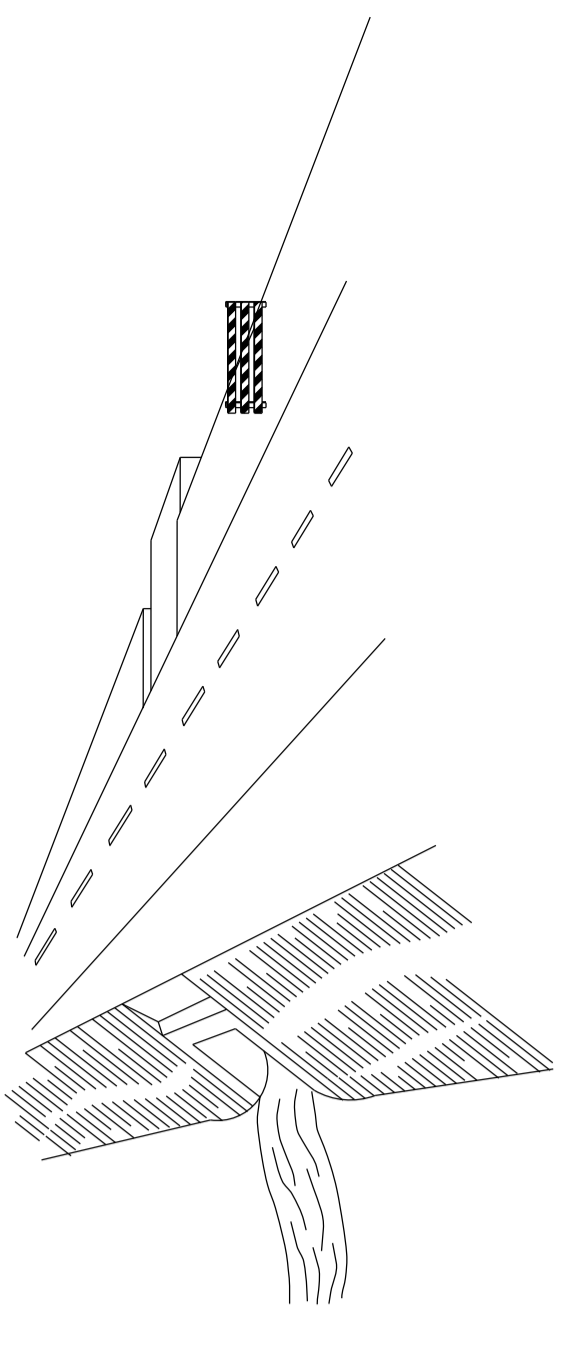


CHEVRON SIGN DETAIL



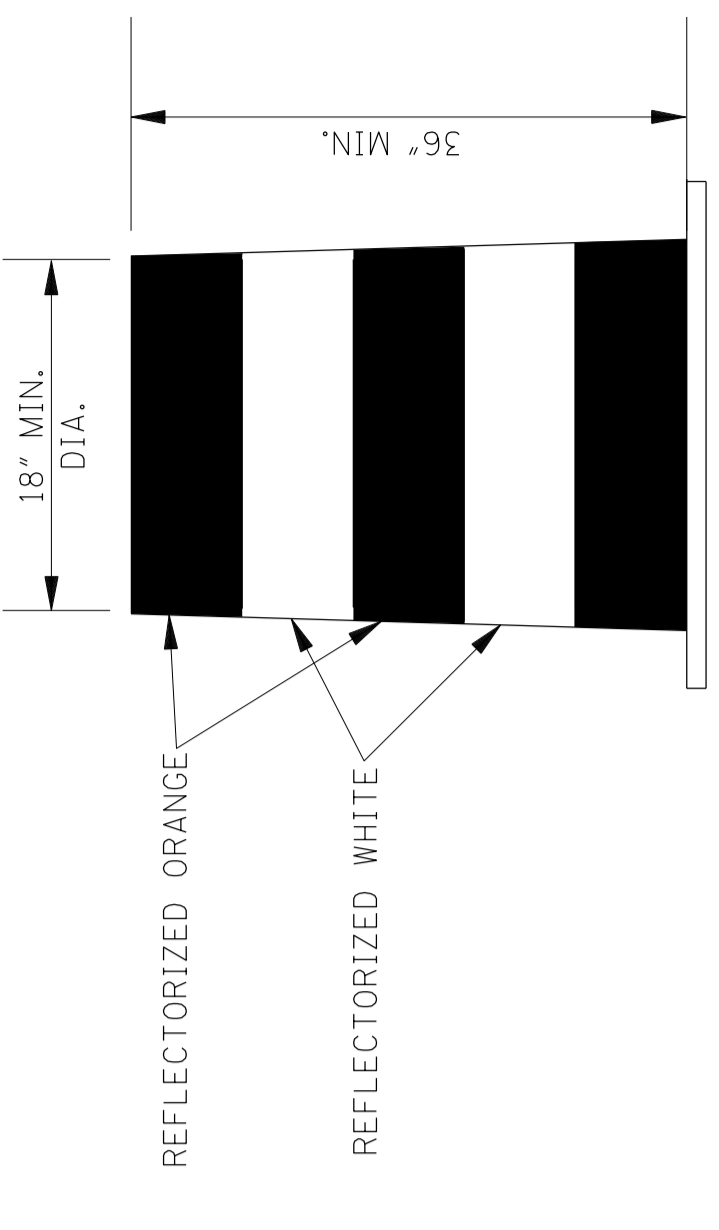
VERTICAL PANEL

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 LIGHTWASS POST.
 3. VERTICAL PANELS USED ON EXPRESSWAYS, FREEWAYS AND OTHER HIGH-SPEED ROADWAYS SHALL HAVE A MINIMUM OF 270 in² 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.

DATE	ISSUE DATE: 10-04-2011
BY	REVISION
ADDED SHEET	
MSB	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTS

WORKING NUMBER SDTCP-10
SHEET NUMBER 32

ADDENDUM

GENERAL NOTES:

1. Specifications: Mississippi Standard Specifications For Road and Bridge Construction, 2004. All work shall be permitted except by written approval of the Director of Structures, State Bridge Engineer.
2. Minor changes in detail of design or construction procedure may be authorized by the Director of Structures, State Bridge Engineer.
3. Work for which no pay item is provided will not be paid for directly, and shall therefore be considered an absorbed item of work.
4. Any damage that occurs to the existing structure or the reinforcement to remain in place during the duration of the project shall be repaired to the satisfaction of the Engineer by the Contractor at no additional cost to the State.
5. All existing concrete surfaces that will be in contact with new concrete shall be painted with a concrete bonding adhesive designed to bond new concrete to old. Concrete bonding adhesive shall be applied according to the Manufacturer's recommendations.
6. Concrete for the slab shall be in accordance with Special Provision for 907-804-17. The mixture design shall be furnished by the Contractor for approval by the Materials Division.
7. All details on the new bridge deck shall match as nearly as possible with the details on the existing bridge deck on the original plans for the existing structure. The Contractor shall be responsible for adjusting the elements of the new construction to ensure a proper fit with the existing structure.
8. All work for Stage I shall be completed before work on Stage II begins.
9. During construction, care shall be exercised to ensure that no debris fall into the roadway below the structure. The debris that is removed from the bridge shall become the property of the Contractor and shall be removed from the construction site.
10. The Contractor shall submit a proposed hydrodemolition plan prior to beginning work to be approved by the Director of Structures, State Bridge Engineer.
11. Temporary precast barriers shall be anchored to the bridge deck. The Contractor shall submit proposed anchor details, including design calculations stamped by a Mississippi registered Professional Engineer, prior to beginning work to be approved by the Director of Structures, State Bridge Engineer. After removal of the temporary precast barriers, all anchor holes shall be cleaned and filled with "non-shrink" Sure-Grip Groul, (The Dayton Sure-Grip and Shore Co.), "Supreme Groul" (Gifford-Hill & Co., Inc.), or an approved equal, applied according to the Manufacturer's directions.

WATERPROOFING ADMIXTURE:

The bridge deck concrete will require a waterproofing admixture in accordance with Special Provision 907-713: Admixtures for Concrete.

TEMPORARY SHORING NOTES:

1. The Contractor shall assume all responsibility for determining the amount of shoring required. During hydrodemolition, the repair area shall be analyzed as if the bridge deck does not carry load. The plans and design calculations shall be sealed by a Professional Engineer that is registered in the state of Mississippi.
2. Prior to beginning construction, the Contractor shall submit plans for calculation to the Director of Structures, State Bridge Engineer for review and comments.
3. The Contractor's Engineer shall determine the shoring required to support the span's dead load, traffic loading, and any deflection that occurs in the box girder for the duration of the repairs. Any damage caused by this item of work shall be repaired by the Contractor at no cost to the State.
4. Any cost for removal and replacement of slope paving, fill material, etc. associated with installing the temporary shoring system shall be absorbed items of work not paid for directly but included in pay item 907-824-PP093, Bridge Repair, Temporary Shoring.

MAINTENANCE OF TRAFFIC:

Maintain traffic in accordance with section 618 of the Standard Specifications of Road and Bridge Construction, 2004 Edition, the latest edition of the Manual on Uniform Traffic Control Devices, and the Traffic control sheets included in these plans.

SPECIAL PROVISIONS REQUIRED:

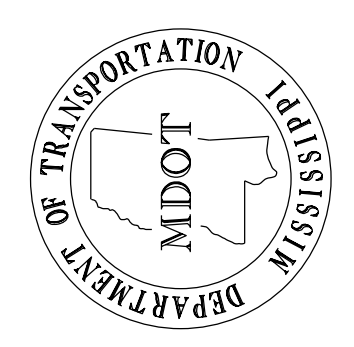
907-804: Concrete Bridges and Structures

INFORMATION PLANS:

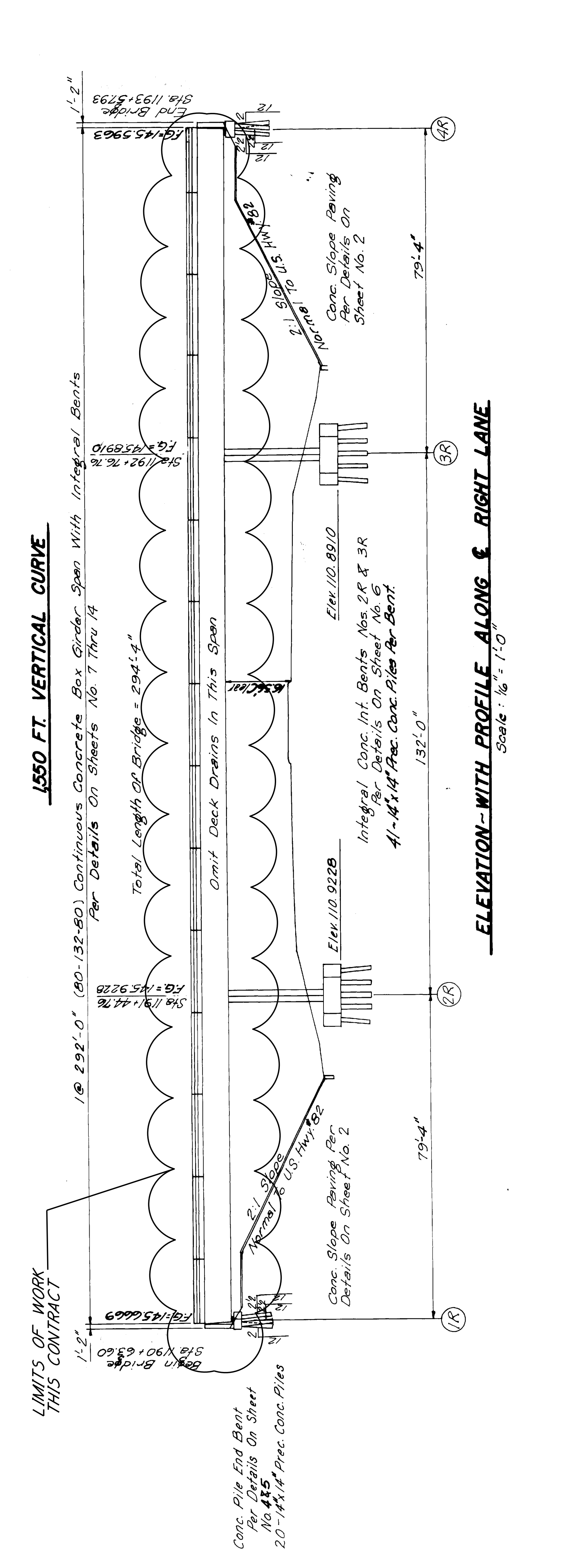
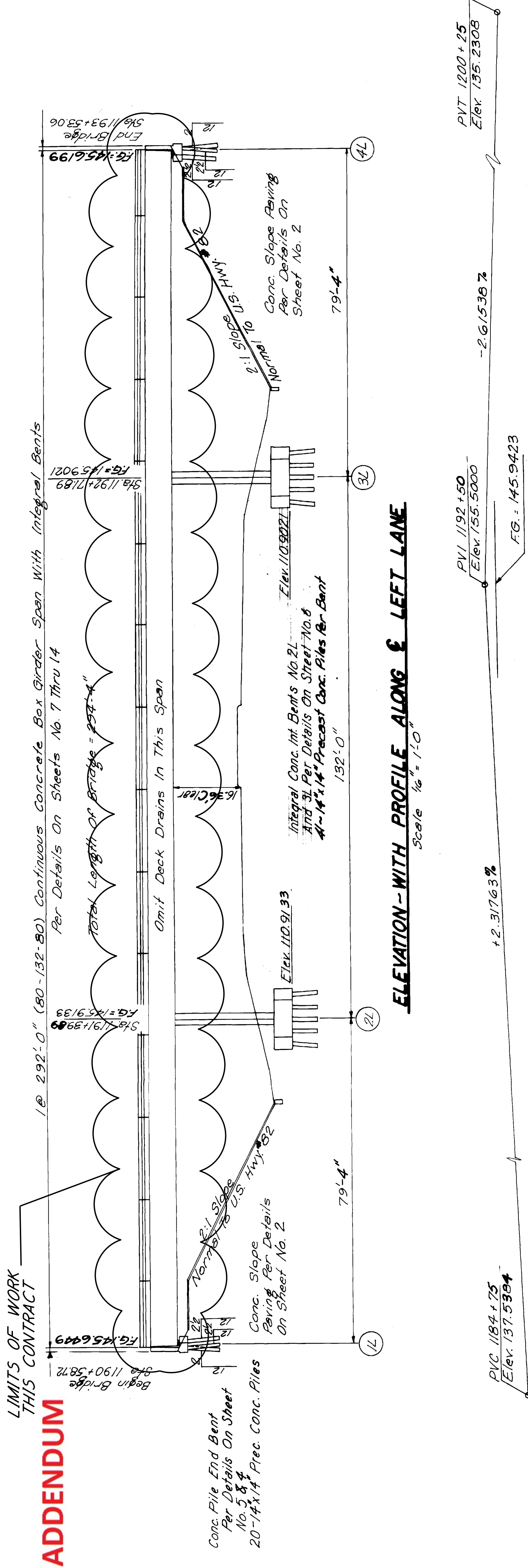
1. Original proj. no. SP-0009-3(26). See sheet nos. 8009-8023 of these plans.

DATE	REVISIONS
7/14/2015	Changed Pay Item
7/14/2015	Changed Concrete Class Note
7/14/2015	Added Waterproofing Admixture Note
7/14/2015	Changed Shoring Note

DESIGNER	ACRON, CADRE	CHECKER	PAUL DAVIS
DRAWN	ACRON, CADRE	ISSUE DATE	03/18/2015
DETAILER	ACRON, CADRE	PROJECT	BR-0009-03(052)
DEPARTMENT	STRUCTURES, STATE BRIDGE ENGINEER - JUSTIN WALKER, P.E.	COUNTY	WASHINGTON
DEPARTMENT	STRUCTURES, ASST. STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.	WORKING NUMBER	1 OF 7
		SHEET NUMBER	8002



DATE: 03/18/2015



SCOPE OF WORK:

1. Install temporary shoring.
2. Perform hydrodemolition and concrete overlay in two stages, as indicated on sheet nos. 8003-8007. Remove steel sliding plate joints at every bridge end and seal the joints with preformed joint seal, as indicated on sheet no. 8003 and 8008. All work must be complete on one bridge before work can begin on the other bridge.
3. Remove all temporary shoring and replace any slope paving, fill material, etc. associated with installing temporary supports to the satisfaction of the Project Engineer.

ELEVATION - WITH PROFILE ALONG & RIGHT LANE
Scale: 1/8" = 1'-0"

PAY ITEM NO.	DESCRIPTION	QUANTITIES	UNIT
202-8298	Removal of Existing Joint Material	408	LF
808-A001	Joint Preparation	408	LF
907-202-8004	Removal of Bridge Deck, Hydrodemolition	3082	SY
907-804-0001	Bridge Deck Overlay, Concrete	211	CY
907-823-A002	Preformed Joint Seal, Type II	204	LF
907-823-B002	Saw Cut, Type II	400	LF
907-824-PP093	Bridge Repair, Temporary Shoring	1	LS

ESTIMATED QUANTITIES