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15 -



SM No. CMP5039350061

# PROPOSAL AND CONTRACT DOCUMENTS

## FOR THE CONSTRUCTION OF

15

Mill and Overlay approximately 15 miles of SR 39 from Lauderdale County Line to SR 16, known as State Project No. MP-5039-35(006) / 306056301 in Kemper County.

Project Completion: 70 Working Days

**(STATE DELEGATED)**

### NOTICE

**BIDDERS MUST PURCHASE A BID 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 2017 STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION JACKSON, MISSISSIPPI

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

04/26/2017 01:08 PM

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

## SECTION 901 - ADVERTISEMENT

Electronic bids will be received by the Mississippi Transportation Commission at 10:00 o'clock A.M., Tuesday, May 23, 2017, from the Bid Express Service and shortly thereafter publicly read on the Sixth Floor for:

Mill and Overlay approximately 15 miles of SR 39 from Lauderdale County Line to SR 16, known as State Project No. MP-5039-35(006) / 306056301 in Kemper 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: 03/01/2017**

**SUBJECT: Governing Specifications**

The current (2017) 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 within this proposal. Copies of the specification book may be purchased from the MDOT Construction Division, or online at [shopmdot/default.aspx?StoreIndex=1](http://shopmdot/default.aspx?StoreIndex=1).

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 2004 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 2017 Edition of the Standard Specifications.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 3**

**CODE: (SP)**

**DATE: 01/17/2017**

**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 a 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. 9**

**CODE: (IS)**

**DATE: 03/01/2017**

**SUBJECT: Federal Bridge Formula**

Bidders are hereby advised that the latest revision of Federal Highway Administration Publication No. FHWA-HOP-06-105, **BRIDGE FORMULA WEIGHTS**, dated August 2006, 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://www.ops.fhwa.dot.gov/Freight/publications/brdg\\_frm\\_wgths/bridge\\_formula\\_all\\_rev.pdf](http://www.ops.fhwa.dot.gov/Freight/publications/brdg_frm_wgths/bridge_formula_all_rev.pdf)

An on line **BRIDGE FORMULA WEIGHTS CALCULATOR** is available at

[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. 12**

**CODE: (IS)**

**DATE: 03/01/2017**

**SUBJECT: MASH Compliant Devices**

Bidders are hereby advised that the Standard Specifications may require certain traffic control and permanent safety hardware devices to meet the requirements of the Manual for Assessing Safety Hardware (MASH). However, devices meeting the requirements of NCHRP Report 350 will be allowed until the mandatory effective date for MASH compliance. The following table shows the effective dates for MASH compliant devices.

| <b>Device</b>  | <b>Effective Date for MASH Compliance</b> |
|--|---|
| W-beam barriers, cast-in-place concrete barriers   | December 31, 2017                         |
| W-beam terminals   | June 30, 2018                             |
| Cable barriers, cable barrier terminals, crash cushions  | December 31, 2018                         |
| Bridge rails, transitions, all other longitudinal barriers including portable barriers installed permanently, all other terminals, sign supports, all other breakaway hardware | December 31, 2019                         |

Temporary work zone devices, including portable barriers manufactured after December 31, 2019, must have been successfully tested to the 2016 Edition of MASH. Such devices manufactured on or before this date and successfully tested to NCHRP Report 350 or the 2009 Edition of MASH may continue to be used throughout their normal service lives.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 - NOTICE TO BIDDERS NO. 13**

**CODE: (IS)**

**DATE: 03/01/2017**

**SUBJECT: Safety Edge**

Bidders are hereby advised that the Shoulder Wedge (Safety Edge) specified in Section 401, Asphalt Pavements, shall only apply to the top two (2) lifts of asphalt. Open Graded Friction Courses (OGFC) are not to be considered a lift as it pertains to safety edge. Attached is a drawing showing the safety edge. Note that the shoulder dimensions in the bottom two drawings will be less than three feet (3').





**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 – NOTICE TO BIDDERS NO. 16**

**CODE: (SP)**

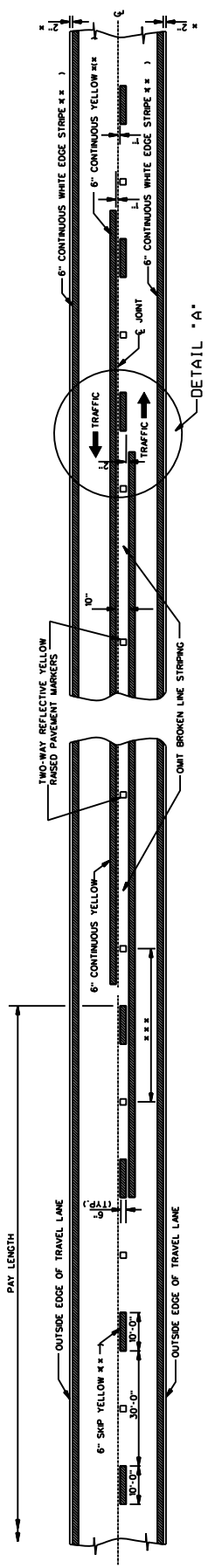
**DATE: 03/01/2017**

**SUBJECT: Standard Drawings**

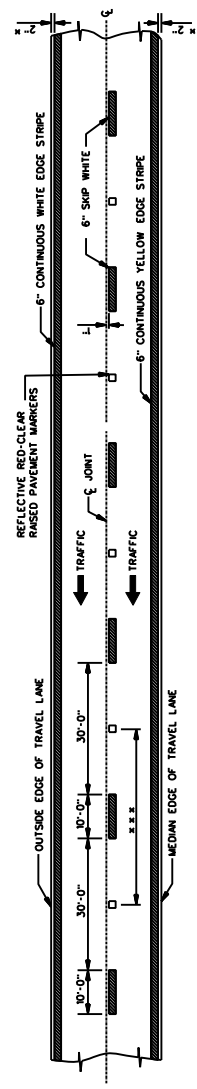
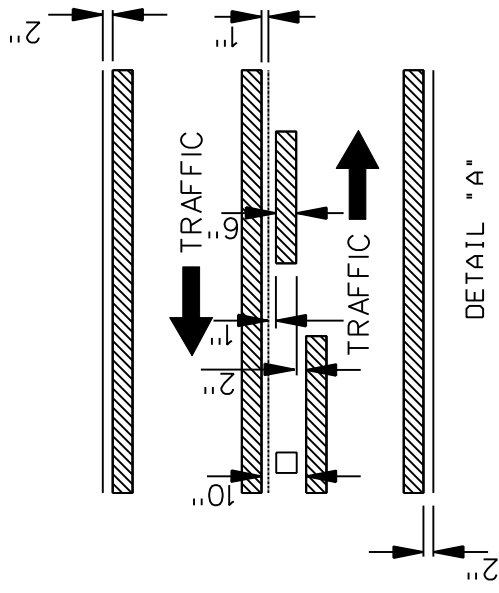
Standard Drawings attached hereto shall govern appropriate items of required work.

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)



TWO-WAY TRAFFIC  
(ASPHALT OR CONCRETE PAVEMENT)



4-LANE WITH ONE-WAY TRAFFIC



GENERAL NOTES:

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

| TANGENT SECTIONS   | URBAN AREA (U/Lin) | RURAL AREA (U/Lin) |
|--------------------|--------------------|--------------------|
| HORIZONTAL CURVES  | 40'-0"             | 80'-0"             |
| INTERCHANGE LIMITS | 40'-0"             | 40'-0"             |
|                    | 40'-0"             | 140'-0"            |

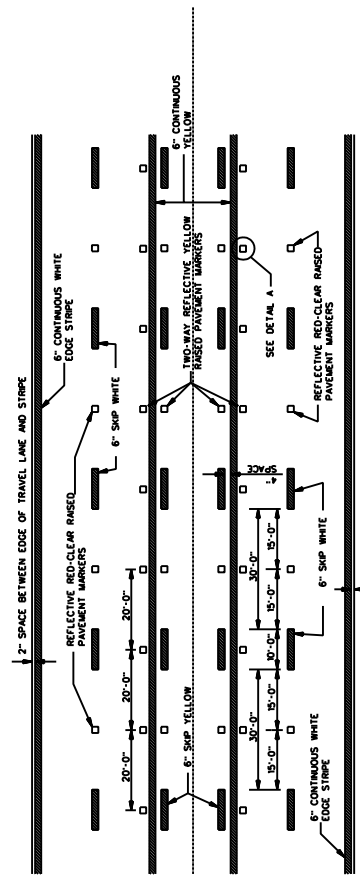
- 1. NOTES: ON THE MAIN FACILITY, REFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS ON A 40'-0" SPACING WILL BE REQUIRED ON LANE-LINES THROUGH ALL INTERCHANGE AREAS BEGINNING 1000' IN ADVANCE (IN DIRECTION OF TRAFFIC) OF THE EXIT RAMP AND ENDING 1000' FROM THE INTERCHANGE TO THE END OF THE ENTRANCE RAMP TAPER.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

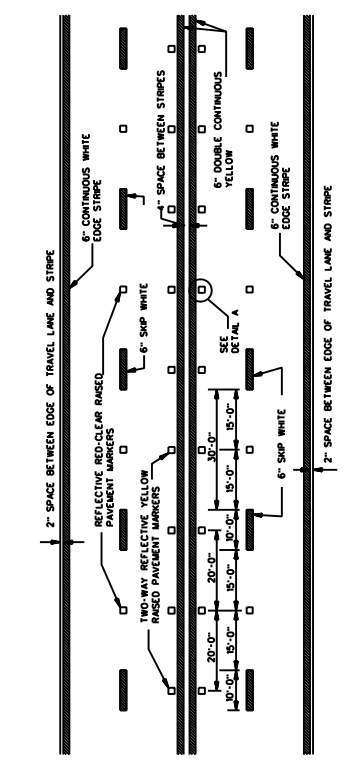
PAVEMENT MARKING  
DETAILS FOR  
2-LANE AND 4-LANE  
DIVIDED HIGHWAYS

WORK NUMBER: PM-1  
SHEET NUMBER: 100  
ISSUE DATE: OCTOBER 1, 1998

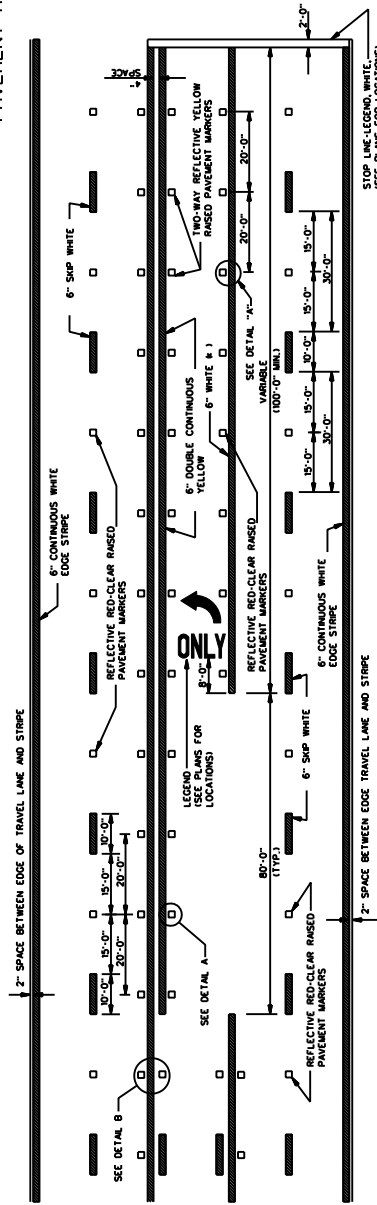
|       |             |
|-------|-------------|
| STATE | PROJECT NO. |
| MISS. |             |



TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 5-LANE SECTION

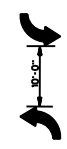


TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 4-LANE SECTION



TYPICAL STRIPING AND RAISED PAVEMENT MARKERS AT LEFT TURN LANES

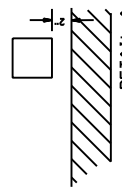
\*NOTE: USE DETAIL STRIPING IF LENGTH < 150' AT THIS LOCATION, OTHERWISE USE CONTINUOUS STRIPING.



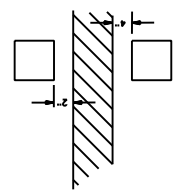
TYPICAL TWO-WAY ARROW INSTALLATION

- NOTES: 1. CONSIDER EACH SEGMENT OF CONTINUOUS TWO-WAY LEFT TURN LANE SEPARATELY.
- 2. IF SEGMENT IS LESS THAN 300', PLACE ONE SET OF ARROWS IN CENTER OF SEGMENT.
- 3. IF SEGMENT IS GREATER THAN 300', 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 SOURCE OF MATERIALS.\*



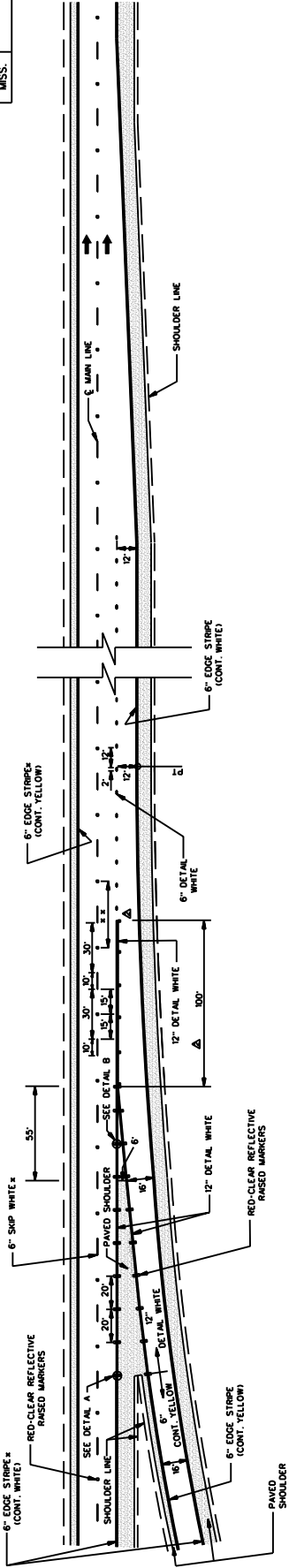
DETAIL A  
LATERAL PLACEMENT OF PAVEMENT MARKERS



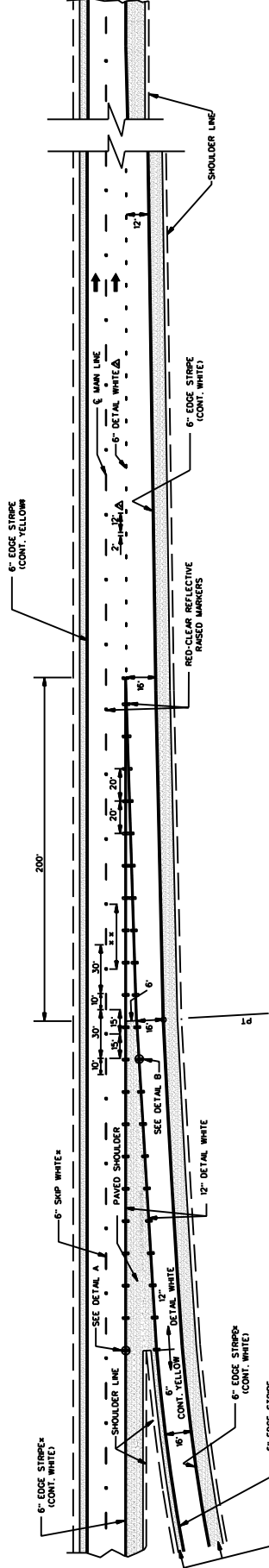
DETAIL B  
LATERAL PLACEMENT OF PAVEMENT MARKERS

|  |            |
|--|------------|
| MISSISSIPPI DEPARTMENT OF TRANSPORTATION |            |
| PAVEMENT MARKING                         |            |
| DETAILS FOR                              |            |
| 4-LANE AND 5-LANE                        |            |
| UNDIVIDED ROADWAYS                       |            |
| DATE                                     | 03/20/12   |
| FILE NAME                                | SDPM-2.DGN |
| DESIGNER                                 | CH2M       |
| CHECKER                                  |            |
| DATE                                     | 03/20/12   |

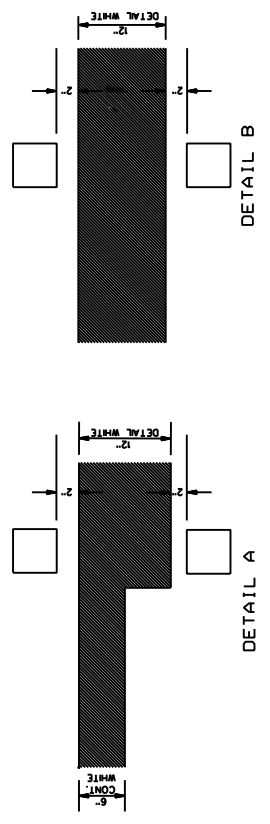
|       |             |
|-------|-------------|
| STATE | PROJECT NO. |
| MISS. |             |



PARALLEL ENTRANCE RAMP



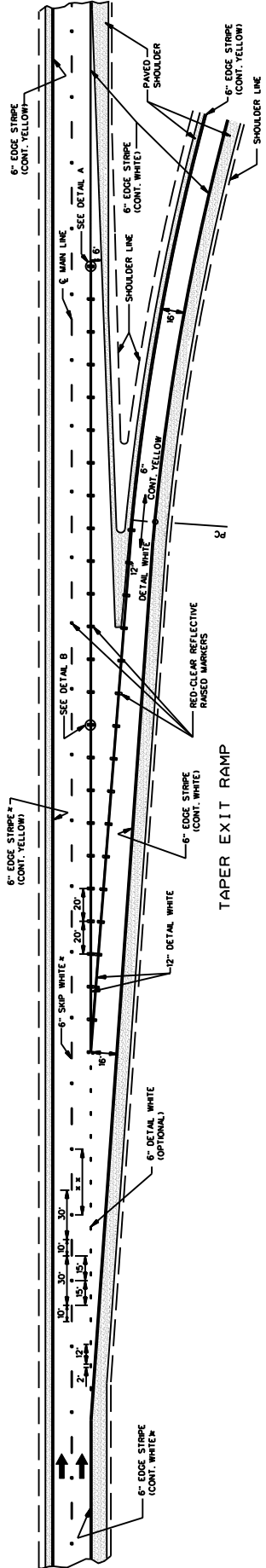
TAPER ENTRANCE RAMP



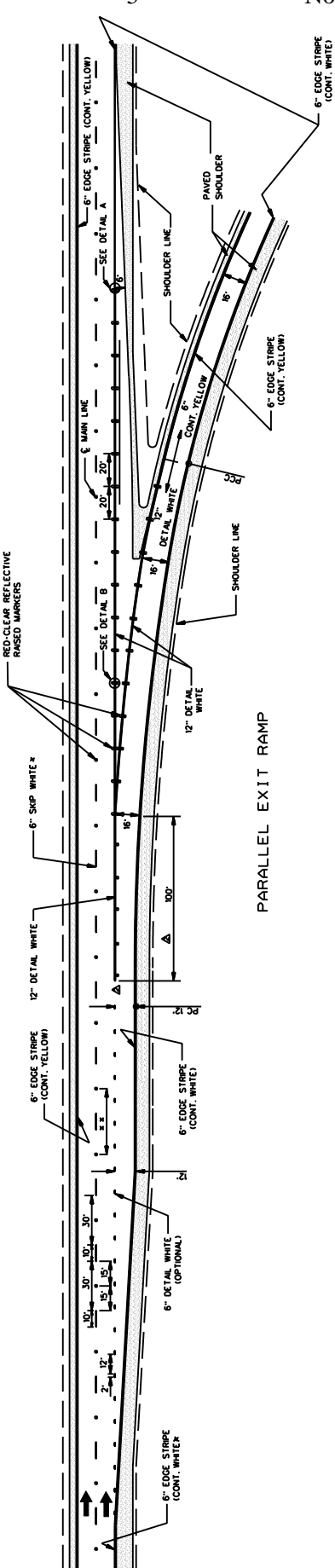
- GENERAL NOTES:
1. SEE SHEET PM-1 FOR THE PLACEMENT OF LANE-LINE STRIPES AND RED-CLEAR REFLECTIVE RAISED MARKERS. THE PLACEMENT OF THE EDGE LINE WITH RESPECT TO THE OUTSIDE EDGE OF THE TRAVELED WAY.
  2. ON THE MAIN FACILITY, PLACE REFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS AT A 40' SPACING ON ALL LANE-LINES THROUGHOUT THE INTERCHANGE AREA BEGINNING 300' IN THE MAIN FACILITY FROM THE INTERCHANGE POINT 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<br>ROADWAY DESIGN DIVISION         |                 |
| PAVEMENT MARKING<br>DETAILS FOR<br>INTERCHANGE RAMP<br>(PARALLEL AND TAPER) |                 |
| ISSUE DATE:   | OCTOBER 1, 1998 |
| WORKING NUMBER  | SDPM-3          |
| SHEET NUMBER  |                 |

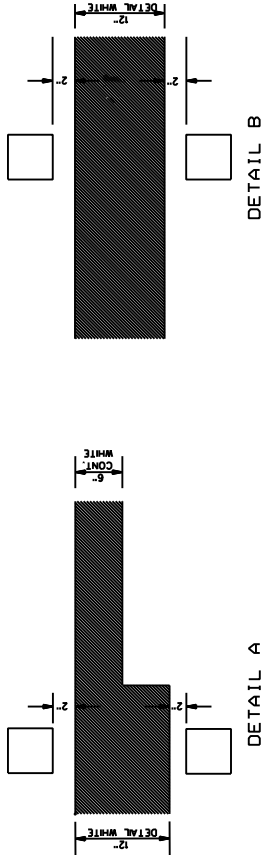
|       |             |
|-------|-------------|
| STATE | PROJECT NO. |
| MISS. |             |



TAPER EXIT RAMP



PARALLEL EXIT RAMP



- GENERAL NOTES:
- SEE SHEET PM-1 FOR THE PLACEMENT OF LINE-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.
  - ON THE MAINLINE, PLACE REFLECTIVE RED-CLEAR RAISED MARKERS AT 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.
  - PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE REFLECTIVE RAISED MARKERS AS SHOWN IN THE MOOT "APPROVED SOURCES OF MATERIALS."

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION

PAVEMENT MARKING  
DETAILS FOR  
INTERCHANGE  
EXIT RAMP  
(PARALLEL AND TAPER)

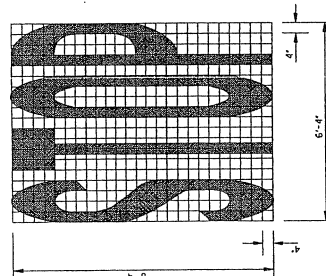
ISSUE DATE: OCTOBER 1, 1998

WORKING NUMBER: SDPM-41  
SHEET NUMBER: 13

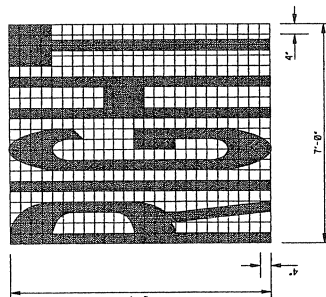
|         |          |                      |
|---------|----------|----------------------|
| DATE    | BY       | DESCRIPTION          |
| 8/21/98 | REVISION | REVISION             |
| 8/27/98 | UPDATE   | UPDATE TO 2008 M/C/D |

|                |             |  |  |
|----------------|-------------|--|--|
| STATE<br>MISS. | PROJECT NO. |  |  |
|----------------|-------------|--|--|

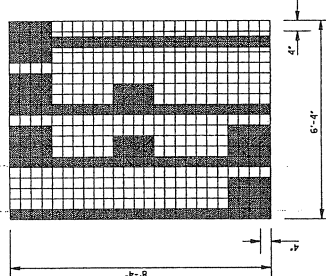
  



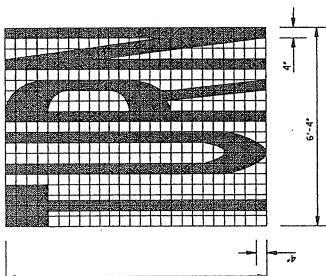
8'-4" x 6'-4"



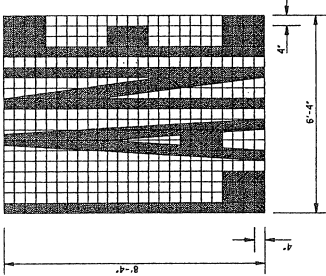
8'-4" x 7'-0"



8'-4" x 6'-4"

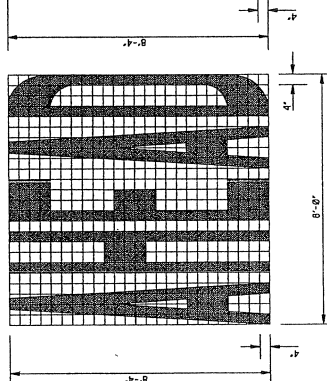


8'-4" x 6'-4"

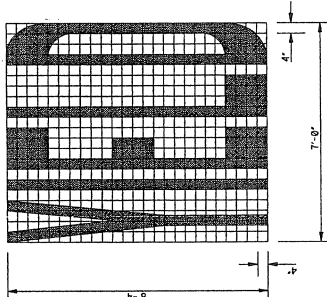


8'-4" x 6'-4"

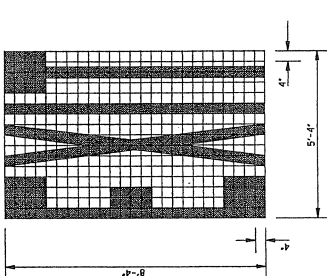
  



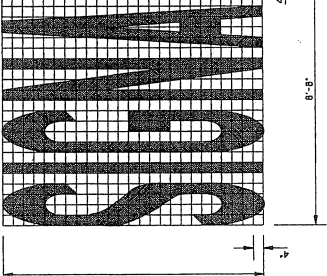
8'-4" x 8'-0"



8'-4" x 7'-0"



8'-4" x 5'-4"



8'-4" x 8'-0"

**GENERAL NOTES:**

- UNLESS OTHERWISE SHOWN ON THE PLANS, ALL PAVEMENT MARKING LEGENDS SHALL BE APPLIED USING HIGH PERFORMANCE POLYURETHANE PAINT.
- TWO HORIZONTAL GAPS (CAUSED BY TEMPLATE CONNECTORS OF 1/4" OR LESS) AND EXTENDING LETTERS SHALL BE USED FOR ALL LETTERS.
- FOR OTHER DETAILS SEE THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- PAY QUANTITIES FOR PAVEMENT MARKING LEGENDS ARE AS FOLLOWS:

| LEGEND  | AREA (FT <sup>2</sup> ) |
|---------|-------------------------|
| STOP    | 24.6                    |
| RIGHT   | 35.8                    |
| LEFT    | 35.8                    |
| TRAFFIC | 27.3                    |
| LANE    | 22.7                    |
| AHEAD   | 32.3                    |
| EXIT    | 18.5                    |
| SIGNAL  | 32.5                    |
| SCHOOL  | 35.5                    |

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

**PAVEMENT MARKING  
LEGEND DETAILS**

|                   |  |  |  |  |  |
|-------------------|--|--|--|--|--|
| STATE PROJECT NO. |  |  |  |  |  |
| MISS.             |  |  |  |  |  |

TURN ARROW

THRU ARROW

COMBINATION ARROW

1-WAY ARROW

**GENERAL NOTES:**

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

| PAY QUANTITIES    |                         |
|-------------------|-------------------------|
| LEGEND/SYMBOL     | AREA (ft <sup>2</sup> ) |
| ONLY              | 22.0                    |
| TURN ARROW        | 18.4                    |
| THRU ARROW        | 21.2                    |
| COMBINATION ARROW | 27.5                    |
| 1-WAY ARROW       | 24.3                    |

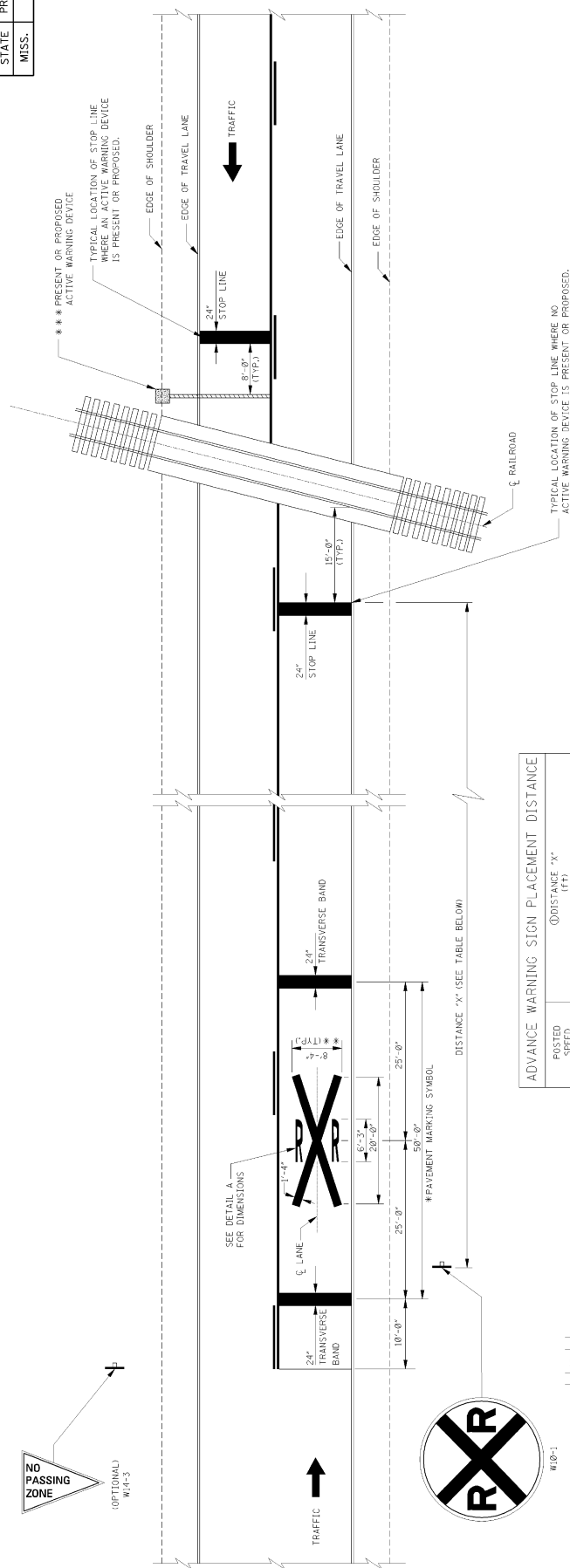
  

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

**PAVEMENT MARKING  
LEGEND DETAILS**

|      |    |          |             |                 |              |     |
|------|----|----------|-------------|-----------------|--------------|-----|
| DATE | BY | REVISION | ISSUE DATE: | OCTOBER 1, 1998 | SHEET NUMBER | 125 |
|      |    |          |             |                 |              |     |





TYPICAL LOCATION OF STOP LINE WHERE NO ACTIVE WARNING DEVICE IS PRESENT OR PROPOSED.

GENERAL NOTES:

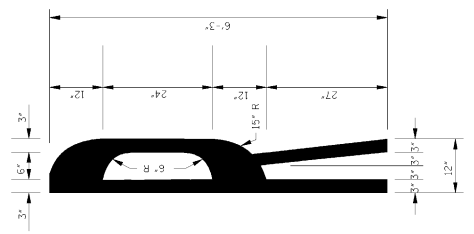
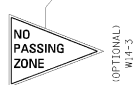
- \* 1. A PORTION OF THE PAVEMENT MARKING SYMBOL SHOULD BE DIRECTLY OPPOSITE THE ADVANCE WARNING SIGN (W10-1).
- \*\* 2. WIDTH OF R X R SYMBOL MAY VARY ACCORDING TO LANE WIDTH. HOWEVER, ON MULTI-LANE ROADS, THE TRANSVERSE BANDS AND STOP LINE SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.
- Δ 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.

ADVANCE WARNING SIGN PLACEMENT DISTANCE

| POSTED SPEED (mph) | 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. FOR BUSINESS OR BUSINESS DISTRICTS WHERE LOW SPEEDS ARE PREVALENT.



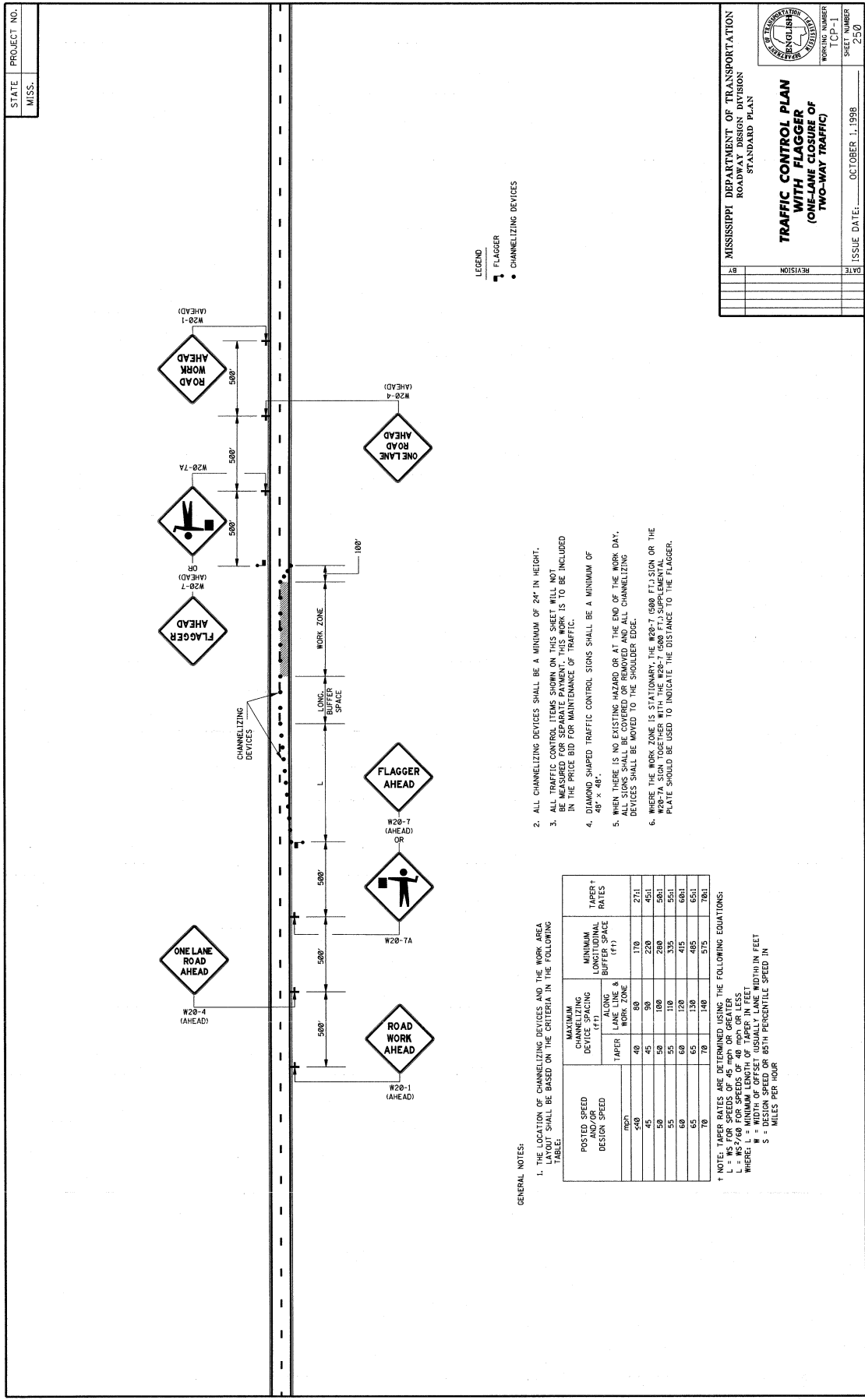
DETAIL A  
STANDARD "R" PAVEMENT MARKING  
FOR R X R SYMBOL

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

**TYPICAL PLACEMENT OF WARNING SIGNS AND PAVEMENT MARKINGS AT RAILROAD HIGHWAY CROSSINGS**

WORKSHEET NO. 10  
SHEET NUMBER 12 OF 18  
ISSUE DATE: OCTOBER 11, 1998

|          |             |
|----------|-------------|
| DATE     | REVISION    |
| 10-18-98 | REVISE NOTE |

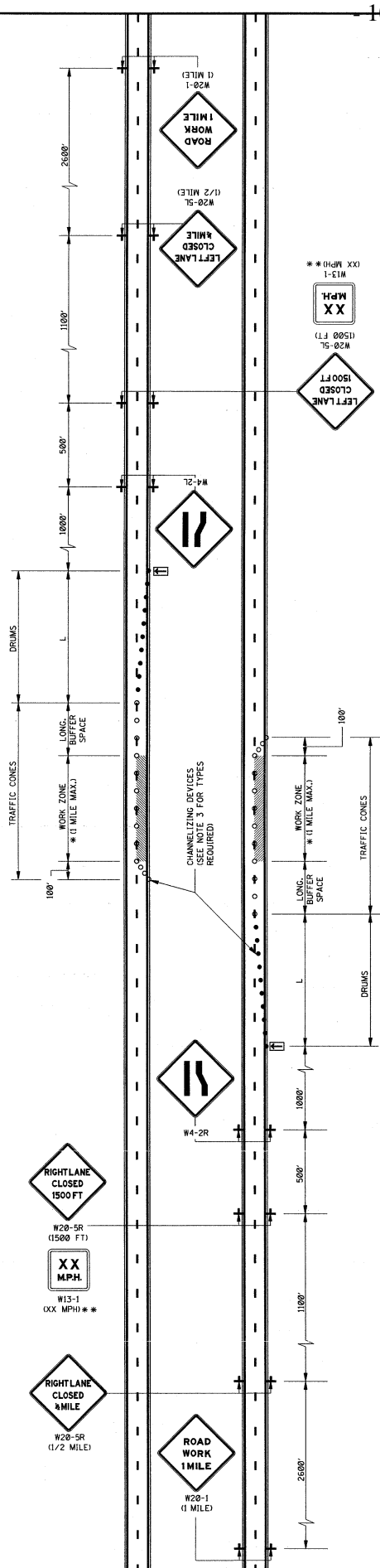


MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
 ROADWAY DESIGN DIVISION  
 STANDARD PLAN

**TRAFFIC CONTROL PLAN WITH FLAGGER (ONE-LANE CLOSURE OF TWO-WAY TRAFFIC)**

WORKING NUMBER: TCP-1  
 SHEET NUMBER: 250  
 ISSUE DATE: OCTOBER 1, 1998

| DATE | REVISION |
|------|----------|
|      |          |
|      |          |
|      |          |



- 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.
  - REFLECTORIZED PRE-STANDING PLASTIC DRUMS
  - TRAFFIC CONES (28" HEIGHT)

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)
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 SIGNS, PLASTIC DRUMS, AND ARROW BOARD. WHEN THE CONSTRUCTION ZONE IS MOVED AHEAD, ALL SIGNS, PLASTIC DRUMS AND ARROW BOARD SHALL BE IN PLACE BEFORE REMOVING ANY SIGNS, PLASTIC DRUMS OR ARROW BOARD ON THE PREVIOUS 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".

**GENERAL NOTES:**

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

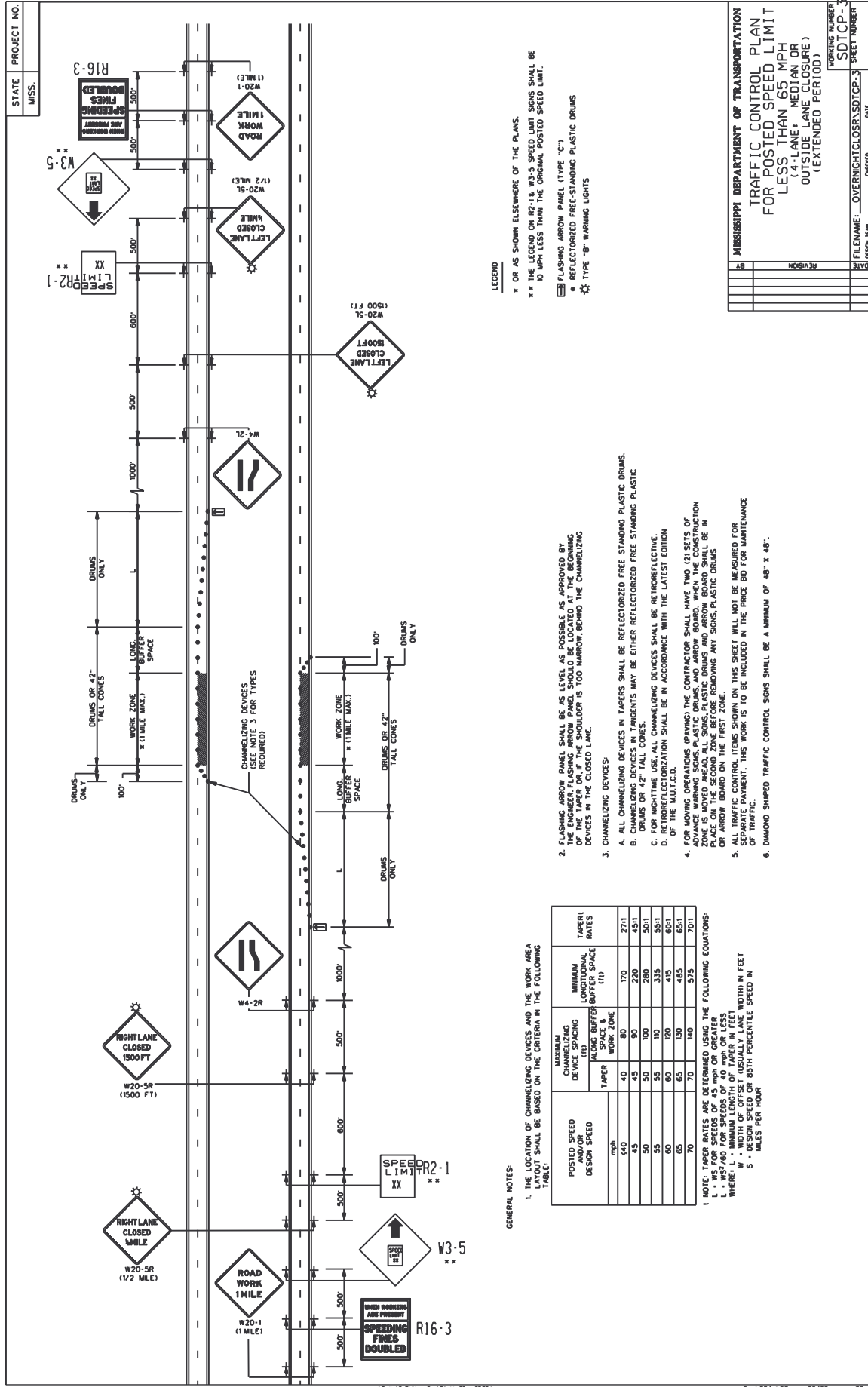
| POSTED SPEED AND/OR DESIGN SPEED | MAXIMUM CHANNELIZING DEVICE SPACING (FT) |           | MINIMUM LONGITUDINAL BUFFER SPACE (ft) | TAPER + TAPER RATES |
|----------------------------------|--|-----------|--|---------------------|
|                                  | ALONG LANE LINE                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

† NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:  
 $L = W \cdot S$  FOR SPEEDS OF 45 MPH OR GREATER  
 $L = W \cdot S^2$  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

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 CURB AND GUTTER CLOSURE)  
 (WORK DAY ONLY)**

WORKING NUMBER: TCP-2  
 SHEET NUMBER: 251  
 ISSUE DATE: OCTOBER 1, 1998



STATE MISS. PROJECT NO. R16-3

W3-5

XX

TH2-1

LEGEND

- x OR AS SHOWN ELSEWHERE OF THE PLANS.
- \*\* THE LEGEND ON R2-18 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

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 AT 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 (TAPERING) THE CONTRACTOR SHALL HAVE TWO (2) SETS OF CHANNELIZING DEVICES IN EACH TAPER. THE CHANNELIZING DEVICES IN THE SECOND 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 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".

GENERAL NOTES:

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

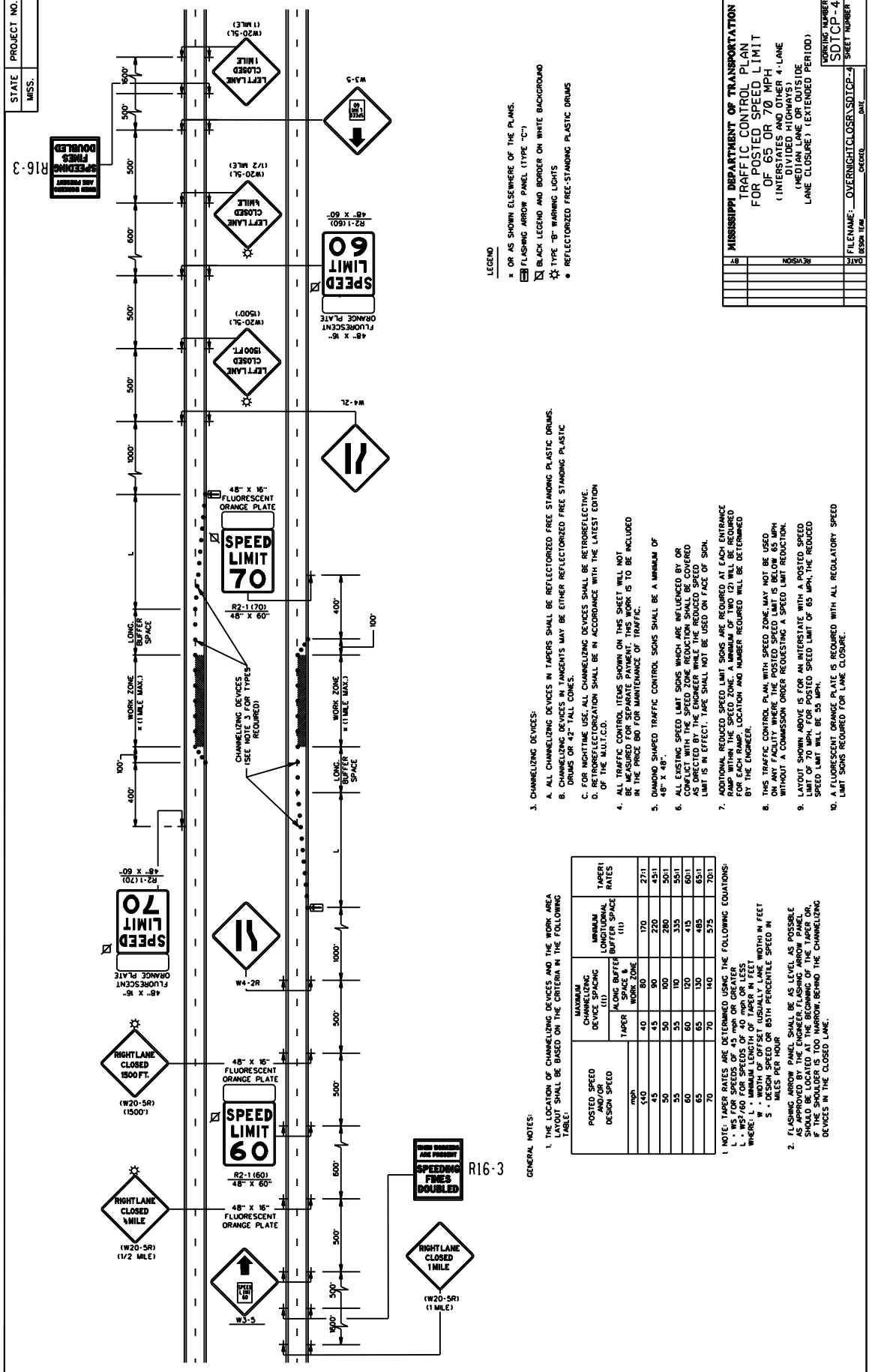
| POSTED SPEED AND/OR DESIGN SPEED | MAXIMUM CHANNELIZING DEVICES SPACING ALONG BUFFER SPACE IN TAPER |     | MINIMUM LONGITUDINAL BUFFER SPACE (L) | TAPER RATES |
|----------------------------------|--|-----|---------------------------------------|-------------|
|                                  | (1)  | (2) |                                       |             |
| 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        |

1. NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:  
 L = WS FOR SPEEDS OF 45 MPH OR GREATER  
 L = WS/40 FOR SPEEDS OF 40 MPH OR LESS  
 WHERE:  
 W = WIDTH OF OFFSET (USUALLY LANE WIDTH) IN FEET  
 S = DESIGN SPEED OR 85TH PERCENTILE SPEED IN MILES PER HOUR

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
 TRAFFIC CONTROL PLAN  
 FOR POSTED SPEED LIMIT  
 LESS THAN 65 MPH  
 (4 LANE MEDIAN OR  
 DUAL LANE CLOSURE)  
 (EXTENDED PERIOD)

PROJECT NUMBER: SDT CP-3  
 SHEET NUMBER: 11

DATE: \_\_\_\_\_  
 REVISION: \_\_\_\_\_  
 DESIGN ENGINEER: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_



STATE PROJECT NO.  
MISS. R16-3

**SPEEDING FINES DOUBLED**  
FOR THIS PROJECT

| DATE | BY | REVISION | REPORTING NUMBER            |
|------|----|----------|-----------------------------|
|      |    |          | SDTCP-4                     |
|      |    |          | FILE NAME: OVERNIGHTCLOSURE |
|      |    |          | SHEET NUMBER                |
|      |    |          | DATE                        |

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

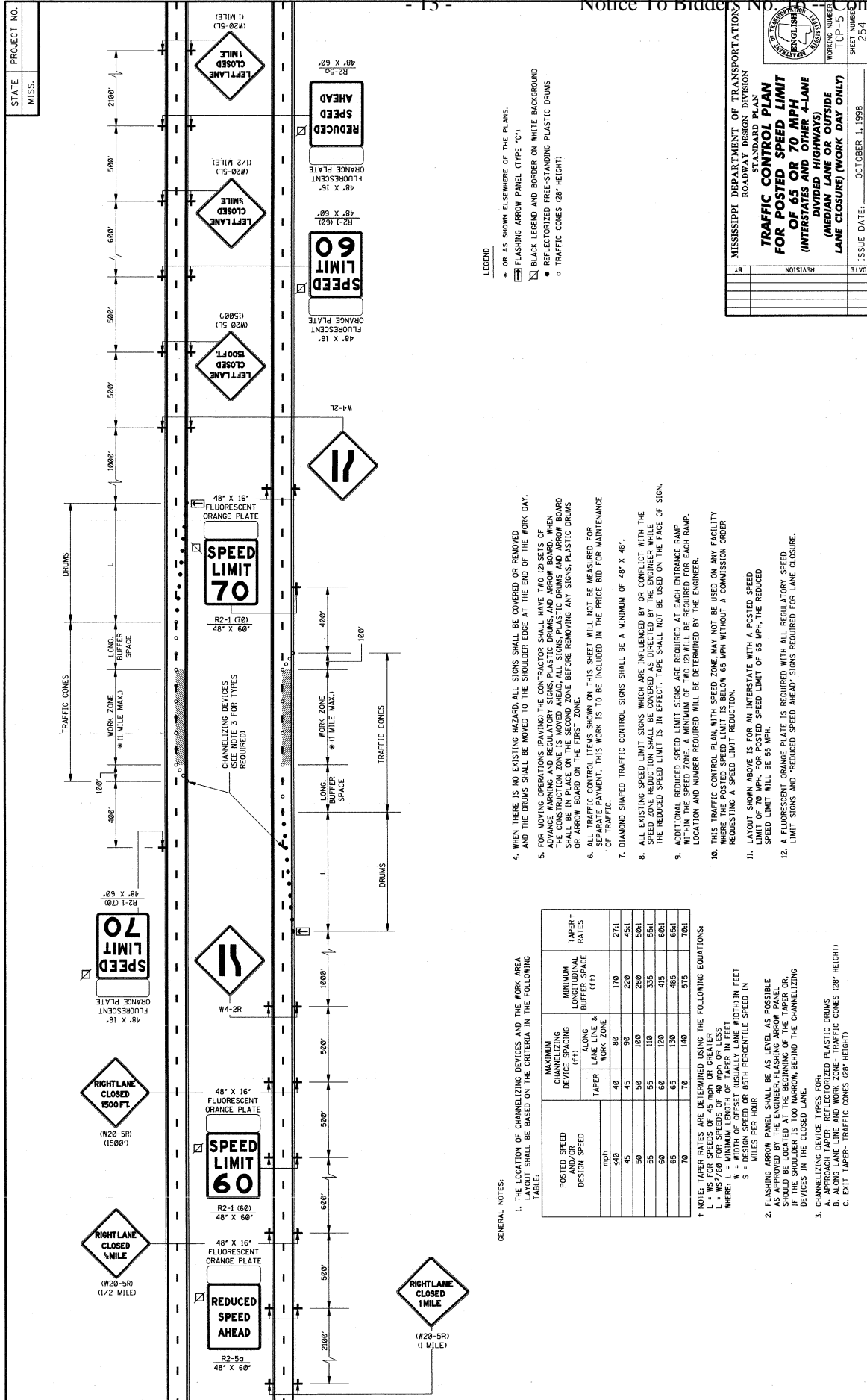
- LEGEND**
- OR AS SHOWN ELSEWHERE OF THE PLANS.
  - FLASHING ARROW PANEL (TYPE "C")
  - BLACK LEGEND AND BORDER ON WHITE BACKGROUND
  - TYPE "B" WARNING LIGHTS
  - REFLECTORIZED FREE-STANDING PLASTIC DRUMS

- 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. REFLECTORIZATION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL.
- 4. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.**
5. DYNAMIC SHARED 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 WITHOUT A COMMISSION ORDER REQUESTING A SPEED LIMIT REDUCTION. LAYOUT SHOWN ABOVE IS FOR AN INTERSTATE WITH A POSTED SPEED LIMIT OF 70 MPH. THE REDUCED SPEED LIMIT WILL BE 55 MPH.
  9. A FLUORESCENT ORANGE PLATE IS REQUIRED WITH ALL REGULATORY SPEED LIMIT SIGNS REQUIRED FOR LANE CLOSURE.

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

| POSTED SPEED AND/OR DESIGN SPEED | MAXIMUM CHANNELIZING DEVICES SPACING ALONG BUFFER SPACE & WORK ZONE | MINIMUM LONGITUDINAL BUFFER SPACE | TAPER RATES                       |             |
|----------------------------------|---|-----------------------------------|-----------------------------------|-------------|
|                                  |   |                                   | MINIMUM LONGITUDINAL BUFFER SPACE | TAPER RATES |
| 40                               | 80  | 170                               | 271                               |             |
| 45                               | 80  | 220                               | 451                               |             |
| 50                               | 100   | 330                               | 551                               |             |
| 55                               | 120   | 410                               | 651                               |             |
| 60                               | 120   | 485                               | 651                               |             |
| 65                               | 140   | 575                               | 701                               |             |
| 70                               | 140   | 575                               | 701                               |             |

- 1. NOTES:** TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:  
 L = WS FOR SPEEDS OF 45 mph OR GREATER  
 L = WS<sup>2</sup>/60 FOR SPEEDS OF 40 mph OR LESS  
 WHERE: L = LENGTH OF TAPER IN FEET  
 S = DESIGN SPEED OR 85TH PERCENTILE SPEED IN MILES PER HOUR
2. FLASHING ARROW PANEL SHALL BE AS LEVEL AS POSSIBLE. IF THE SHOULDER IS TOO NARROW BEHIND THE CHANNELIZING DEVICES IN THE CLOSED LANE.



GENERAL NOTES:

1. THE LOCATION OF CHANNELIZING DEVICES AND THE WORK AREA LAYOUT SHALL BE BASED ON THE CRITERIA IN THE FOLLOWING TABLE:
2. FLASHING ARROW PANEL SHALL BE AS LEVEL AS POSSIBLE. APPROACH TAPER REFLECTORIZED PLASTIC DRUMS 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. EXIT TAPER- REFLECTORIZED PLASTIC DRUMS (28" HEIGHT)
  - C. EXIT TAPER- TRAFFIC CONES (28" HEIGHT)
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 PAYING THE CONTRACTOR SHALL HAVE TWO (2) SETS OF CHANNELIZING DEVICES LOCATED AT THE BEGINNING AND END OF THE WORK AREA. THE CONSTRUCTION ZONE IS MOVED AHEAD ALL SIGNS, PLASTIC DRUMS AND ARROW BOARD 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 SIGN.
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 BELOW 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.

| POSTED SPEED DESIGN SPEED mph | CHANNELIZING DEVICE SPACING (FT) |                       | MINIMUM LONGITUDINAL BUFFER SPACE (FT) | TAPER RATES |
|-------------------------------|----------------------------------|-----------------------|--|-------------|
|                               | LANE LINE & WORK ZONE            | LANE LINE & WORK ZONE |  |             |
| 50                            | 40                               | 80                    | 170                                    | 27:1        |
| 55                            | 45                               | 90                    | 220                                    | 45:1        |
| 60                            | 50                               | 100                   | 280                                    | 50:1        |
| 65                            | 55                               | 110                   | 335                                    | 55:1        |
| 70                            | 60                               | 120                   | 415                                    | 60:1        |
| 75                            | 65                               | 130                   | 485                                    | 65:1        |
| 80                            | 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<sup>2</sup>/60 FOR SPEEDS OF 40 mph OR LESS  
 WHERE:  
 W = WIDTH OF OFFSET (USUALLY LANE WIDTH) IN FEET  
 S = DESIGN SPEED OR 85TH PERCENTILE SPEED IN MILES PER HOUR

LEGEND

- \* 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)

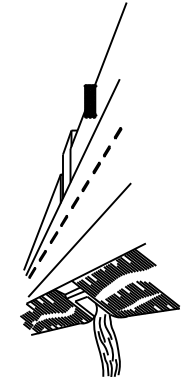
MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
 ROADWAY DESIGN PLAN  
 STANDARD PLAN  
**TRAFFIC CONTROL PLAN  
 FOR POSTED SPEED LIMIT  
 OF 65 OR 70 MPH  
 (INTERSTATES AND OTHER 4-LANE  
 DIVIDED HIGHWAYS)  
 (MEDIAN LANE OR OUTSIDE  
 LANE CLOSURE) (WORK DAY ONLY)**

WORKING NUMBER: TCP-5  
 SHEET NUMBER: 254  
 ISSUE DATE: OCTOBER 1, 1988



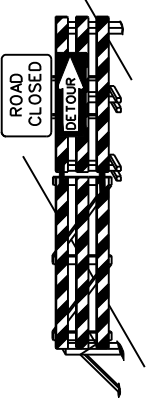
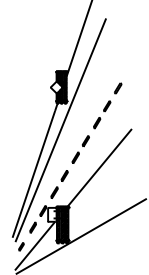
MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
HIGHWAY SIGN AND BARRICADE DETAIL FOR CONSTRUCTS

WORKING NUMBER: SDTCP-10  
SHEET NUMBER: 10  
DATE: 04/16/2012  
FILE NAME: SDTCP-10\_06012012.DGN  
PERSON: [blank]  
CROSSLIN: [blank]



**WING BARRICADES**

- WING BARRICADES ARE TYPE 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.
- WING BARRICADES SHOULD BE USED:
  - IN ADVANCE OF A CONSTRUCTION PROJECT EVEN WHEN NO PART OF THE ROADWAY IS ACTUALLY CLOSED.
  - IN ADVANCE OF ALL BRIDGE OR CULVERT MOVING OPERATIONS.

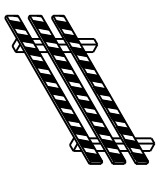


BARRICADE CLOSING A ROAD

**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                             | 35" MIN.               | 35" MIN.               | 60" MIN.  |
| NUMBER OF REFLECTORIZED RAIL FACES | 2 (ONE EACH DIRECTION) | 4 (TWO EACH DIRECTION) | 3 IF FACING TRAFFIC IN ONE DIRECTION<br>6 IF FACING TRAFFIC IN TWO DIRECTIONS |
| TYPE OF FRAME                      | LIGHT                  | LIGHT "X" FRAME        | POST OR SHD   |

- \* 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 FACINGS TRAFFIC SHALL HAVE A MINIMUM OF 270 IN OF REFLECTIVE AREA.



TYPE III



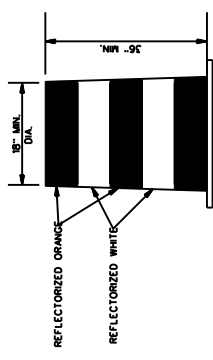
TYPE II



TYPE I

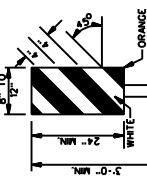
**STANDARD BARRICADES**

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



**PLASTIC DRUM STRIPING DETAIL**

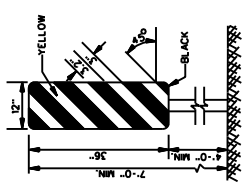
- PLASTIC DRUMS SHALL BE ON END AND USED AS AN EXPEDIT METHOD FOR TRAFFIC CHANNELIZATION. THE COLOR AND MARKING OF DRUMS SHALL BE CONSISTENT WITH MUTCD STANDARDS FOR BARRICADES. THE PREDOMINANT COLOR ON DRUMS SHALL BE ORANGE. STRIPES SHALL BE GREEN, HORIZONTAL, CIRCUMFERENTIAL STRIPES (2 ORANGE & 2 WHITE)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



**VERTICAL PANEL**

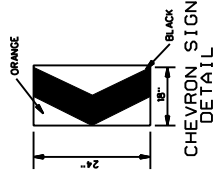
- VERTICAL PANELS CONSIST OF AT LEAST ONE PANEL 8" TO 12" IN WIDTH AND A MINIMUM OF 24" IN HEIGHT.
- THE DIAGONAL STRIPES SHALL SLOPE DOWNWARD IN THE DIRECTION THAT TRAFFIC IS TO PASS THE PANEL. THE MINIMUM OF 35" ABOVE THE ROADWAY ON A SINGLE LIGHTMASS POST.
- VERTICAL PANELS USED ON EXPRESSWAYS, FREEWAYS AND OTHER HIGH-SPEED ROADWAYS SHALL HAVE A MINIMUM OF 270 IN OF RETROREFLECTIVE AREA FACING TRAFFIC.
- 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.



**TYPE 3 OBJECT MARKER (OM-3R)**

- TYPE 3 OBJECT MARKERS SHALL BE USED AT ALL EXPOSED BRIDGE ABUTMENTS AND AT OTHER LOCATIONS AS DEEMED NECESSARY BY THE ENGINEER.
- THE OM-3R IS SHOWN. THE OM-3R 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.
- THE INSIDE EDGE OF THE MARKER SHALL BE IN LINE WITH THE INNER EDGE OF THE OBSTRUCTION.



**CHEVRON SIGN DETAIL**

- A CHEVRON SIGN CONSISTS OF A BLACK CHEVRON TYPE MARKING ON AN ORANGE BACKGROUND AND SHALL POINT IN THE DIRECTION OF TRAFFIC FLOW.
- THE CHEVRON SIGN SHALL BE MOUNTED ON FIXED POST OR ROAD SHD.
- 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.

|                |             |  |  |
|----------------|-------------|--|--|
| STATE<br>MISS. | PROJECT NO. |  |  |
|----------------|-------------|--|--|

### 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, FLAOS, 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 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**

**OPTIONAL SIGNS FOR SHORT DURATION OPERATION**

**NOTES:**

- WHERE PRACTICAL AND WHEN NEEDED, THE WORK AND PROTECTION VEHICLES SHOULD BE MADE HIGHLY VISIBLE WITH APPROPRIATE EQUIPMENT SUCH AS FLASHING LIGHTS, ROTATING BEACONS, FLAOS, SIGNS, OR ARROW PANELS. THIS EQUIPMENT SHOULD 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 WORK, PROTECTION VEHICLES SHOULD BE ELIMINATED. PROTECTION VEHICLES SHOULD BE SLOWED AS NEAR AS POSSIBLE AS THEY APPROACH THE WORK. 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 WORK OPERATION 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 VEHICLE SHALL BE EQUIPPED WITH BEACONS AND FLASHING LIGHTS. 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.

|         |         |          |        |  |  |  |  |  |  |
|---------|---------|----------|--------|--|--|--|--|--|--|
| DATE    | BY      | REVISION |        |  |  |  |  |  |  |
| 10-1-99 | REVISED | CAPTON   | S.M.H. |  |  |  |  |  |  |

ISSUE DATE: OCTOBER 1, 1998

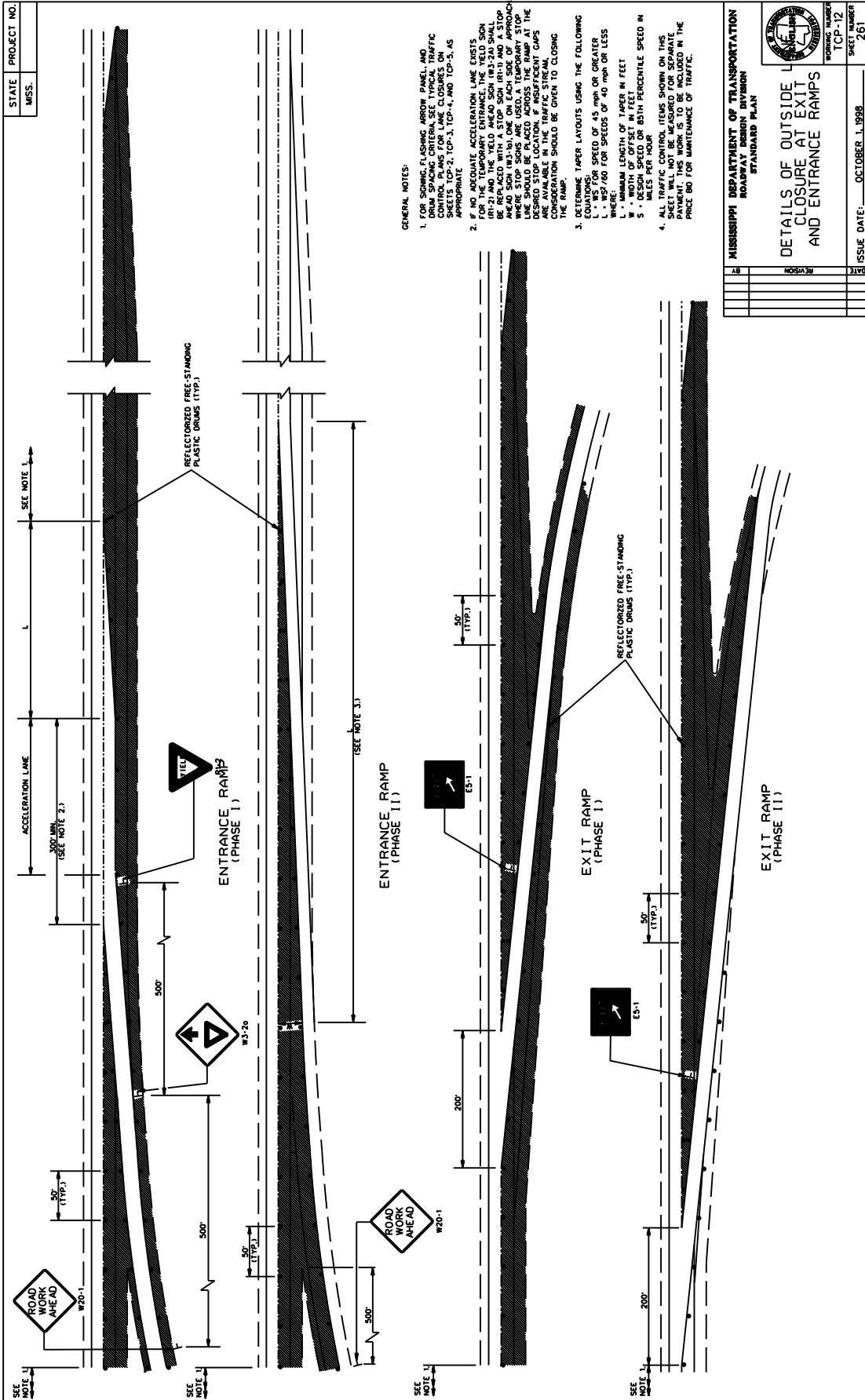
SHEET NUMBER: 260

WORKING NUMBER: TCP-11

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

**TRAFFIC CONTROL PLAN**  
**MOBILE OPERATIONS**  
**MULTILANE ROADS**  
**AND**  
**TWO-LANE ROADS**



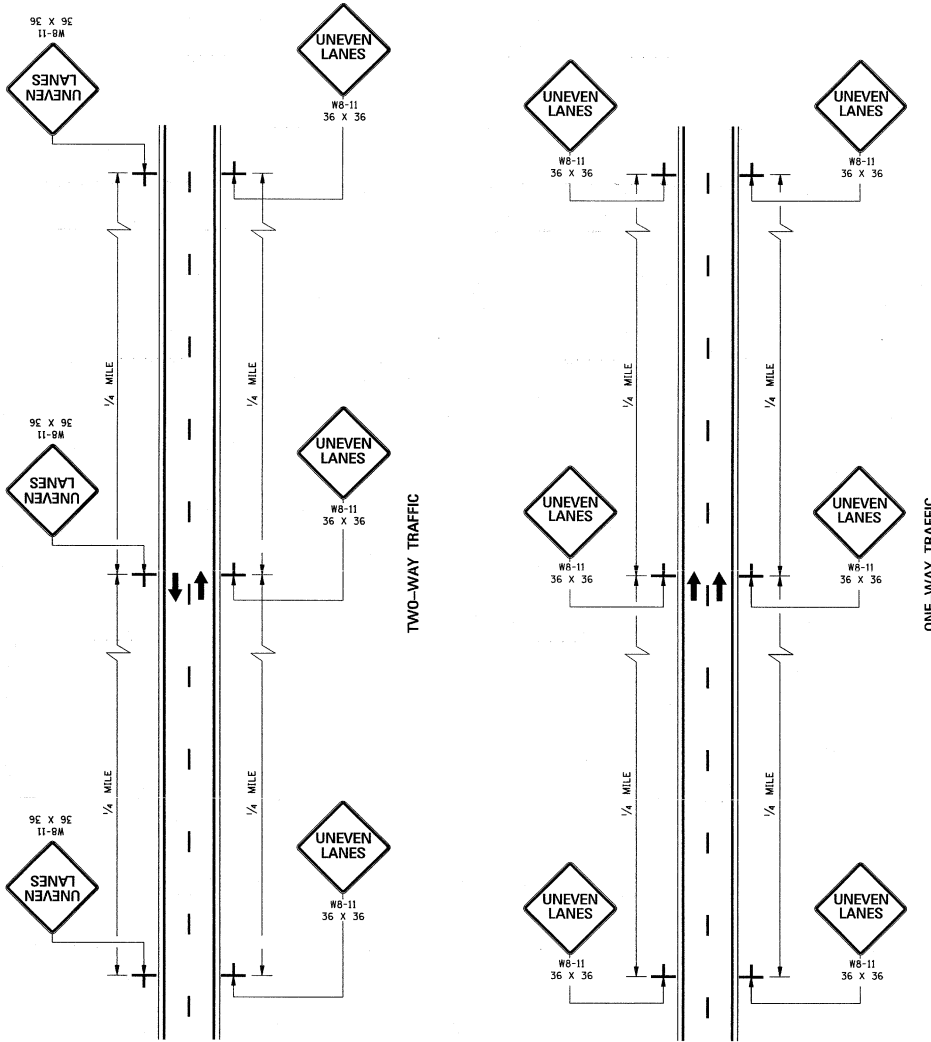


GENERAL NOTES:

- FOR SIGNING, FLASHING ARROW PANEL, AND TRAFFIC CONTROL PLANS FOR LANE CLOSURES, ON SHEETS TCP-2, TCP-3, TCP-4, AND TCP-5, AS APPROPRIATE.
- IF NO ADEQUATE ACCELERATION LANE EXISTS BEHIND THE RAMP, THE RAMP SHOULD BE REPLACED WITH A STOP SIGN (R11) AND A STOP AHEAD SIGN (W3-26) ON EACH SIDE OF APPROACH. THE STOP SIGN SHOULD BE PLACED AT THE DESIRED STOP LOCATION, IF INSUFFICIENT GAPS EXIST. THE STOP SIGN SHOULD BE PLACED AT THE DESIRED STOP LOCATION, IF INSUFFICIENT GAPS EXIST. THE STOP SIGN SHOULD BE PLACED AT THE DESIRED STOP LOCATION, IF INSUFFICIENT GAPS EXIST.
- DETERMINE TAPER LAYOUTS USING THE FOLLOWING EQUATIONS:
  - $L = 1.47 \cdot S \cdot T$  FOR SPEEDS OF 40 MPH OR GREATER
  - $L = W \cdot T$  FOR SPEEDS OF 40 MPH OR LESS
 WHERE:
  - L = MINIMUM LENGTH OF TAPER IN FEET
  - W = WIDTH OF TAPER IN FEET
  - S = DESIGN SPEED OR 85TH PERCENTILE SPEED IN MILES PER HOUR
  - T = TAPER RATIO
- ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS DRAWING ARE TO BE USED FOR MAINTENANCE OF TRAFFIC. ALL OTHER TRAFFIC CONTROL ITEMS TO BE USED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.


|   |                 |              |
|---|-----------------|--------------|
| STATE   |                 | PROJECT NO.  |
| MISS.   |                 |              |
| MISSISSIPPI DEPARTMENT OF TRANSPORTATION<br>ROADWAY MAINTENANCE DIVISION<br>STANDARD PLAN |                 |              |
| DETAILS OF OUTSIDE LANE<br>CLOSURE AT EXIT<br>AND ENTRANCE RAMP                           |                 |              |
| WORKING NUMBER  | TCP-12          | SHEET NUMBER |
| 261   |                 | 261          |
| ISSUE DATE:   | OCTOBER 1, 1998 |              |

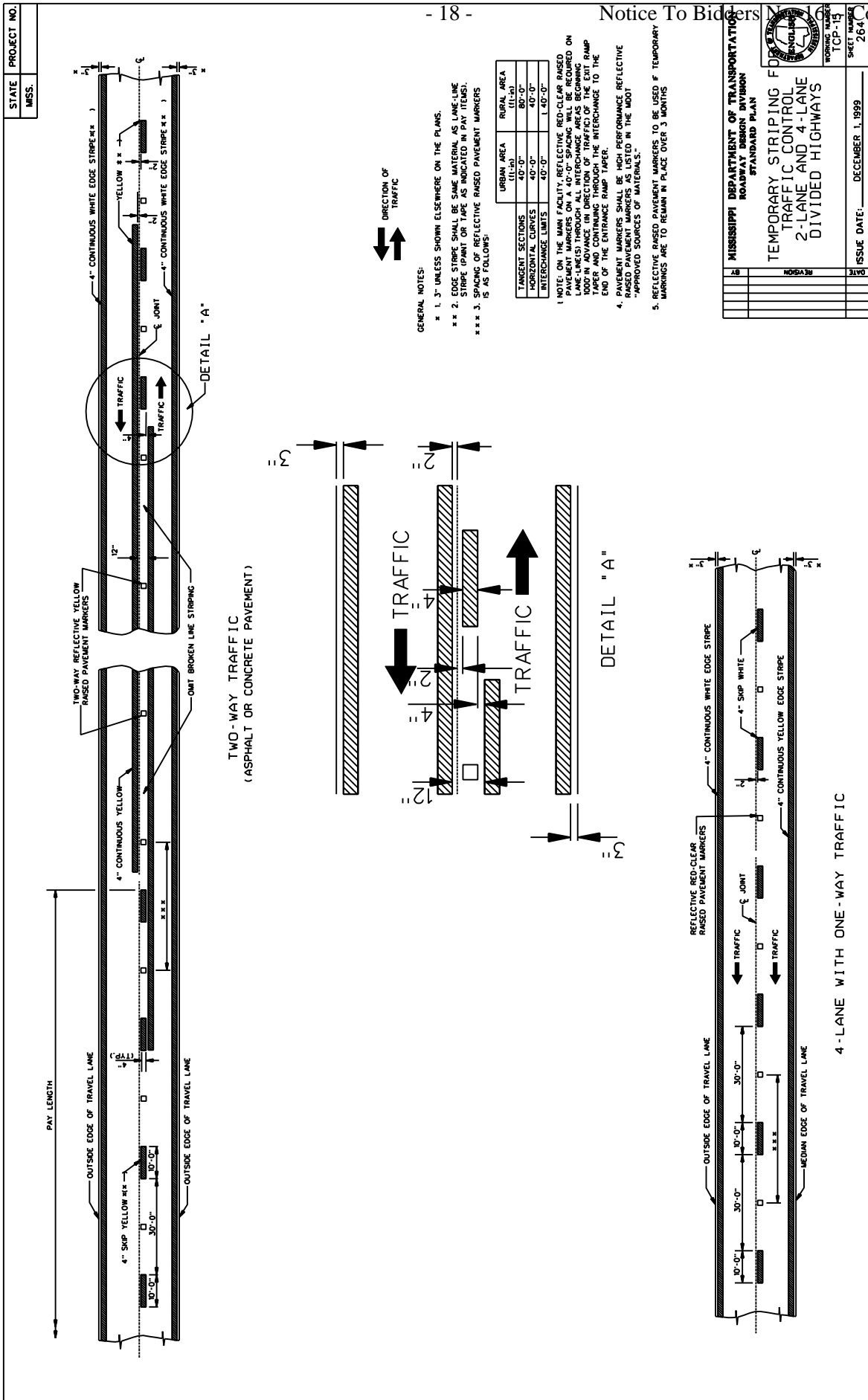
|       |             |
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| STATE | PROJECT NO. |
| MISS. |             |

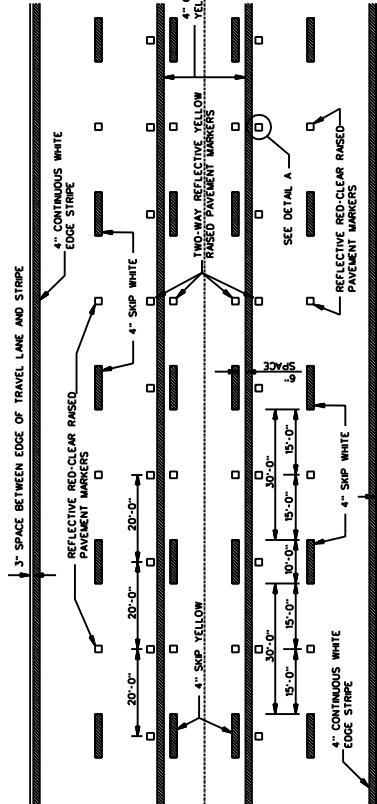


GENERAL NOTES:

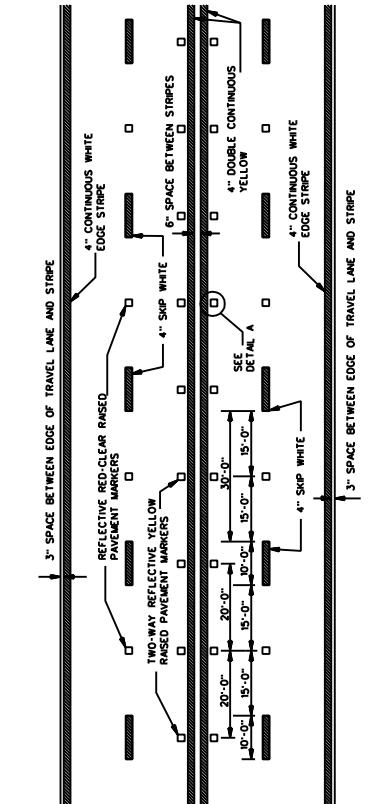
1. UNEVEN LANE LINE SPACING SHALL BE EQUAL TO 1/2" NO SIGNS REQUIRED.
  2. IF GREATER THAN 1/2" AND LESS THAN OR EQUAL TO 2/4" PLACE SIGNS AS SHOWN ON THIS SHEET.
  3. IF GREATER THAN 2/4" TRAFFIC SHOULD NOT BE ALLOWED TO CROSS UNEVEN LANE LINE.
2. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET SHALL 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 |          |  | WORKING NUMBER | DATE            |
| ROADWAY DESIGN DIVISION                  |          |   | CP-14          | OCTOBER 1, 1998 |
| STANDARD PLAN                            |          |   | SHEET NUMBER   | 263             |
| <b>TRAFFIC CONTROL PLANS</b>             |          |   |                |                 |
| <b>UNEVEN PAVEMENT</b>                   |          |   |                |                 |
| <b>DETAILS</b>                           |          |   |                |                 |
| BY                                       | REVISION |   |                |                 |
|  |          |   |                |                 |
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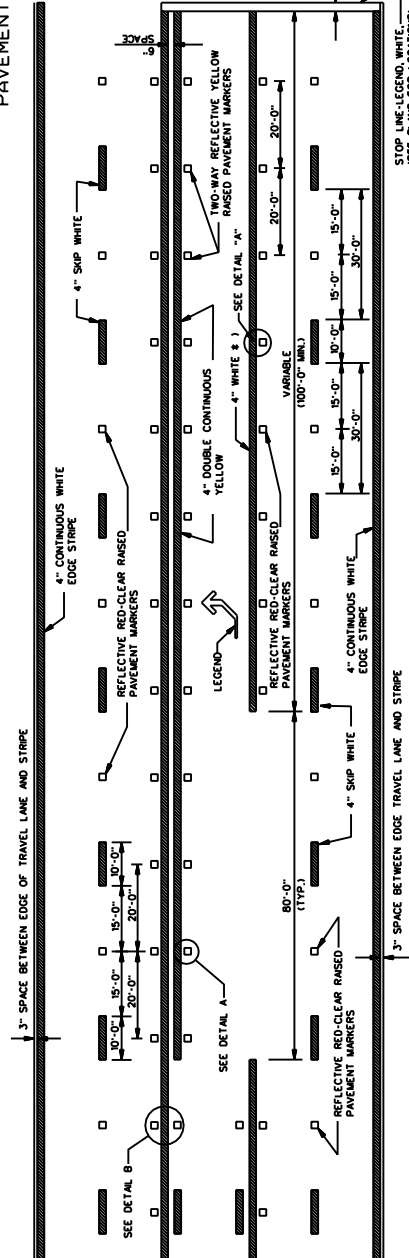




TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 5-LANE SECTION



TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 4-LANE SECTION

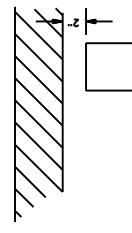


TYPICAL STRIPING AND RAISED PAVEMENT MARKERS AT LEFT TURN LANES

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

TYPICAL TWO-WAY ARROW INSTALLATION

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

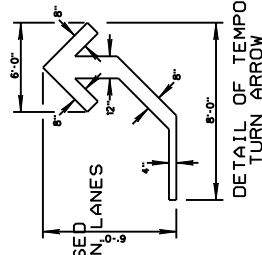


DETAIL A  
LATERAL PLACEMENT OF PAVEMENT MARKERS

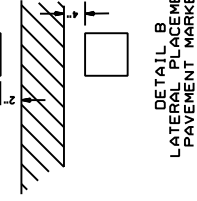
GENERAL NOTE:

- 1. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE RAISED PAVEMENT MARKERS AS LISTED IN THE MOST APPROVED SOURCE OF MATERIALS.
- 2. REFLECTIVE RAISED PAVEMENT MARKERS TO BE USED IF TEMPORARY MARKERS ARE TO REMAIN IN PLACE OVER 3 MONTHS.
- 3. TEMPORARY TURN ARROW TO BE PAID FOR AS TEMPORARY TRAFFIC STRIPING LEGEND, ESTIMATED AT 10.9 SQ. FT. PER ARROW.

STOP LINE-LEGEND, WHITE, (SEE PLANS FOR LOCATIONS)



DETAIL B  
LATERAL PLACEMENT OF PAVEMENT MARKERS



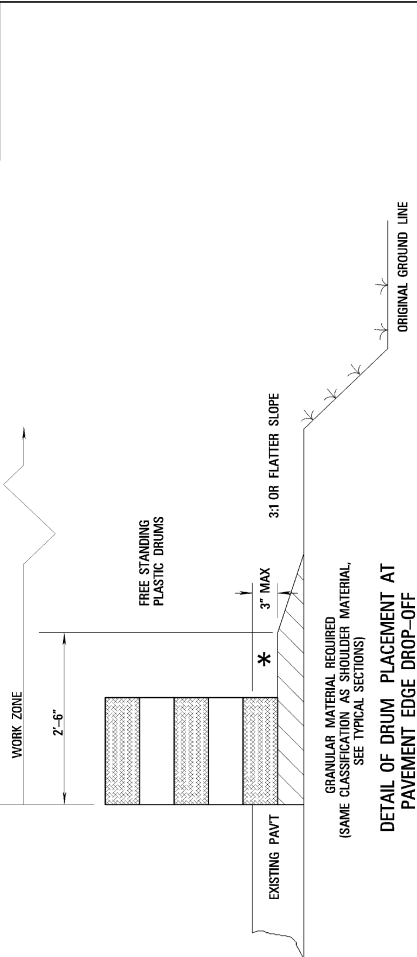
DETAIL OF TEMPORARY TURN ARROW

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

TEMPORARY STRIPING FOR TRAFFIC CONTROL  
4-LANE AND 5-LANE UNDIVIDED ROADWAYS

WORKING NUMBER: TCP-16  
SHEET NUMBER: 265

ISSUE DATE: DECEMBER 1, 1999



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

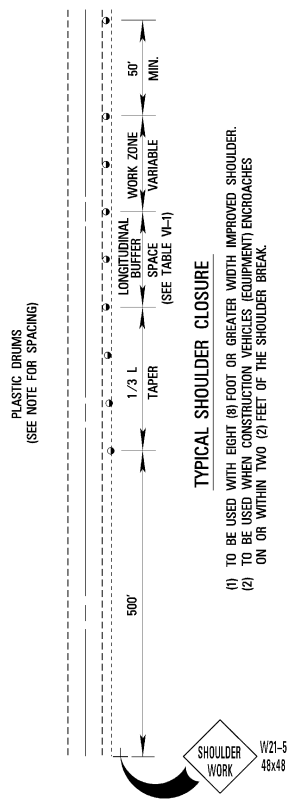
- NOTES**
- \* A. PAVEMENT EDGE DROP-OFF
    1. IF LESS THAN TWO AND ONE QUARTER (2.25) INCHES-NO PROTECTION REQUIRED. PLACE A SHOULDER WORK SIGN (W21-5) 500 FEET IN ADVANCE OF WORK ZONE SHOULDER AND A LOW SHOULDER SIGN (W8-3) AT THE BEGINNING AND THROUGHOUT THE WORK ZONE @ (750 ± O.C.).
    2. TWO AND 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. COMES 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.  $APPROX = \frac{L}{S} \times W$
  - WHERE 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.**

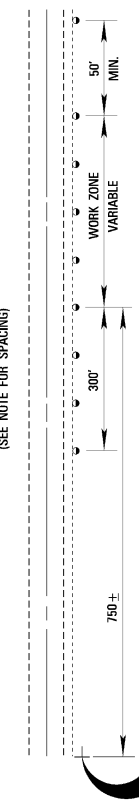
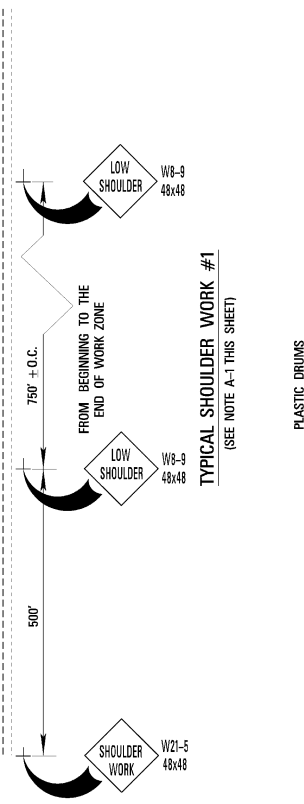
TABLE V-1 GUIDELINES FOR LENGTH OF LONGITUDINAL BUFFER SPACE

| SPEED (MPH) | MINIMUM LENGTH (FEET) | MAXIMUM LENGTH (FEET) |
|-------------|-----------------------|-----------------------|
| 20          | 25                    | 35                    |
| 25          | 35                    | 45                    |
| 30          | 45                    | 55                    |
| 35          | 55                    | 65                    |
| 40          | 65                    | 75                    |
| 45          | 75                    | 85                    |
| 50          | 85                    | 95                    |
| 55          | 95                    | 105                   |
| 60          | 105                   | 115                   |
| 65          | 115                   | 125                   |
| 70          | 125                   | 135                   |
| 75          | 135                   | 145                   |
| 80          | 145                   | 155                   |
| 85          | 155                   | 165                   |
| 90          | 165                   | 175                   |
| 95          | 175                   | 185                   |
| 100         | 185                   | 195                   |

\* POSTED SPEED OFF-PEAK 85 PERCENTILE SPEED PRIOR TO WORK STARTING OR THE ANTICIPATED GRINDING SPEED IN MPH



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



- 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.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
TRAFFIC CONTROL DETAILS  
DRUM PLACEMENT  
AND  
SHOULDER CLOSURE

PROJECT NO.: \_\_\_\_\_  
COUNTY: \_\_\_\_\_  
FILE NAME: \_\_\_\_\_  
PERSON: \_\_\_\_\_  
DATE: 12-28-93

WORKING NUMBER: \_\_\_\_\_  
TCP NO.: \_\_\_\_\_  
SHEET NUMBER: \_\_\_\_\_

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 113**

**CODE: (SP)**

**DATE: 04/18/2017**

**SUBJECT: Tack Coat**

Bidders are advised that in addition to the products listed on the Department's APL as referenced in Subsection 401.03.1.2 on page 256, the Contractor may use one of the following as a tack coat.

- CSS-1
- CSS-1h
- SS-1
- SS-1h

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 116**

**CODE: (SP)**

**DATE: 04/17/2017**

**SUBJECT: Contract Time**

**PROJECT: MP-5039-35(006) / 306056301 -- Kemper County**

The completion of work to be performed by the Contractor for this project will not be a specified date but shall be when all allowable working days are assessed, or any extension thereto as provided in Subsection 108.06. It is anticipated that the Notice of Award will be issued no later than **June 13, 2017** and the date for Notice to Proceed / Beginning of Contract Time will be **July 13, 2017**.

Should the Contractor request a Notice to Proceed earlier than **July 13, 2017** and it is agreeable with the Department for an early Notice to Proceed, the requested date will become the new Notice to Proceed date.

**70** Working Days have been allowed for the completion of work on this project.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION – 904 – NOTICE TO BIDDERS NO. 117**

**CODE: (SP)**

**DATE: 04/04/2017**

**SUBJECT: Scope of Work**

**PROJECT: MP-5039-35(006) / 306056301 -- Kemper 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.

The 2017 Mississippi Standard Specifications for Road and Bridge Construction shall apply to construction of this project.

Work on this project shall consist of the following:

Mill and overlay approximately 14.5 miles of existing asphalt pavement on SR 39 in Kemper County beginning at station 0+00 (Lauderdale County/Kemper County Line) and ending at station 763+00 (Intersection with MS Hwy 16).

Existing pavement management data shows the existing asphalt pavement structure to be 2¼” to 11” over 6” to 12” granular material. The existing asphalt pavement has 11’ to 12½’ wide lanes with 2½’ & variable width paved shoulders (12’ to 16’ paved shoulder/parking through DeKalb).

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

The existing asphalt roadway shall be cold milled 1½” (including the paved shoulder/parking area through DeKalb) and overlaid with 2” compacted thickness 12.5-mm, MT, asphalt.

Local public roads shall be milled and overlaid to the end of the existing asphalt pavement, end of MDOT maintenance or 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.

Existing guardrail, terminal end sections, and bridge end sections shall be removed and replaced with new guardrail, terminal end sections, and bridge end sections. Special design Bridge Guardrail Connectors shall be installed on Bridge numbers 21.1 and 21.3. The Contractor shall deliver all existing guardrail, terminal end sections, and bridge end sections to the Kemper County Maintenance Facility located at 17015 HWY 16 East DeKalb, MS. The Contractor shall give sufficient advance notice to ensure that MDOT Maintenance personnel will be on hand to direct the delivery. All guardrail removed is to be replaced the same day and prior to reopening the adjacent lane of traffic. Voids created by removal of posts, concrete anchors, footings, etc. shall be backfilled and tamped in accordance with Section 203 of the Standard Specifications.



Temporary pavement markings shall be installed so that a centerline pavement marking is always present. Permanent pavement markings shall be constructed after completion of all paving operations.

Raised pavement markers shall be installed on SR 39 and at local public roads outside of the incorporated city limits.

Class 5 Group E granular material shall be used to bring roadway shoulders to grade. It is not anticipated that granular material will be required throughout the length of the project, but only in areas deficient of shoulder material and as directed.

Concrete sidewalks in the Town of DeKalb shall be reconstructed to provide access which conforms to the Americans with Disabilities Act (ADA) per the attached standard drawings. A listing of the locations is included.

**GENERAL NOTES**

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.

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 have a minimum longitudinal dimension of 10 feet and shall extend for the full width of the lane. 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 Reclaimed Asphalt Pavement (RAP) material removed by the milling operation shall become the property of the Contractor with the exception of 10,000 tons or 50% of the total anticipated quantity, whichever is less, and shall be delivered to the MDOT's milling stockpile located on ROW approximately 0.4 miles north of the intersection of SR 16 and US 45 in Scooba, MS. The Contractor is responsible for coordinating the delivery of asphalt milling with MDOT maintenance personnel. The Contractor shall supply personnel and equipment for the unloading and stockpiling of milled asphalt pavement delivered to MDOT.

Existing asphalt/concrete driveway connections shall be milled or 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.

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

Removal of the existing shoulder material shall be coincident with the milling/overlying operation to prevent the possible ponding of water. No payment will be made for blading or removal of the existing shoulder material. Any material excavated from the existing shoulder shall be used to raise the existing shoulder to match the new pavement elevation and any surplus material shall be spread along the edge of the shoulders, fore slopes, or other adjacent areas as directed by the Engineer and will be an absorbed item. Material which cannot be placed in adjacent areas and deemed to be excess excavations by the Engineer will be an absorbed item.

Temporary centerline stripe will be required prior to opening lanes to traffic. Temporary stripe is to be placed in the same location and layout as permanent stripe. Temporary edge stripe is to be applied within the time frames allowed by the 2017 Standard Specification.

All permanent striping will be thermoplastic. Unless otherwise specified, 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.

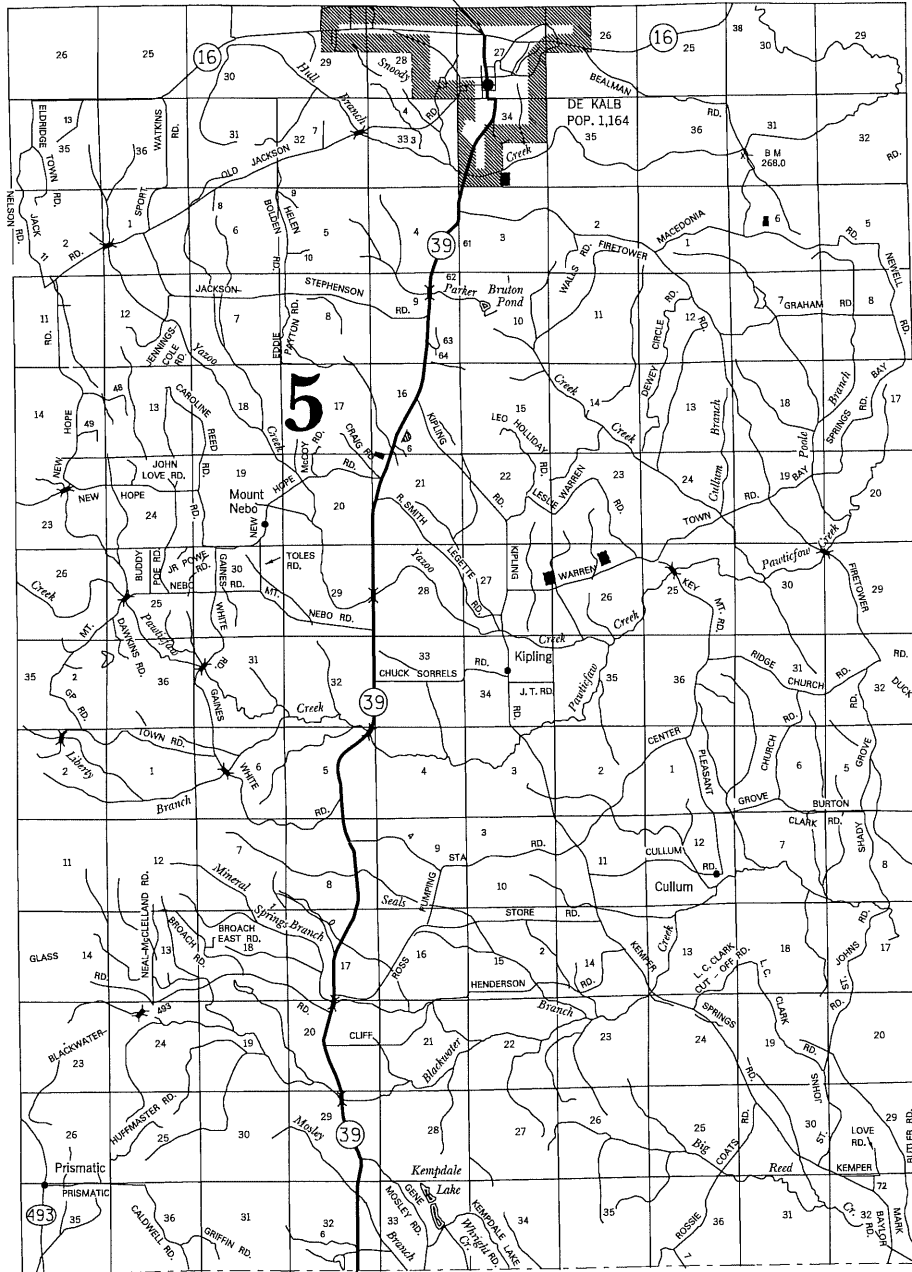
The Contractor shall on a daily basis, remove all debris from within the roadway and a 30-foot clear zone which, in the opinion of the Engineer, is a hazard to the traveling public. This activity shall begin with the beginning of work or the beginning of the contract time, whichever comes first. No direct 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 39 - KEMPER COUNTY PROJECT LOCATION MAP



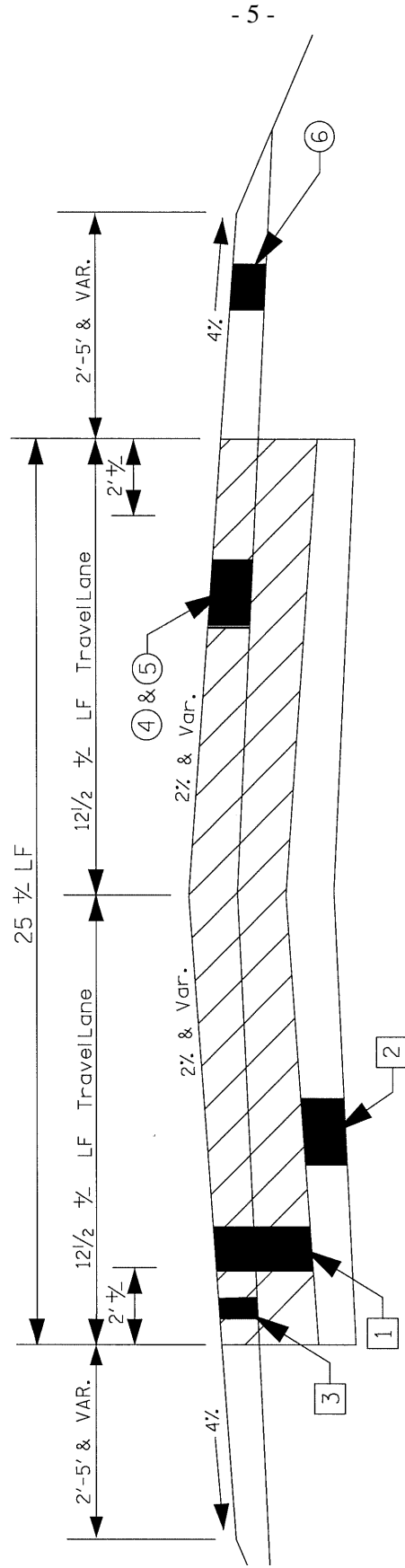
EOP 763+00



LAUDERDALE COUNTY

BOP 0+00

SR 39 - KEMPER COUNTY  
 TYPICAL SECTION - MILL & OVERLAY  
 STATIONS: 0+00 - 688+00



- 5 -

EXISTING

- 1 2 1/4"-11" HMA (4"-8 1/2" Core Evaluation)
- 2 6"-12" Granular Material
- 3 2' Widening by 3" Depth

PROPOSED

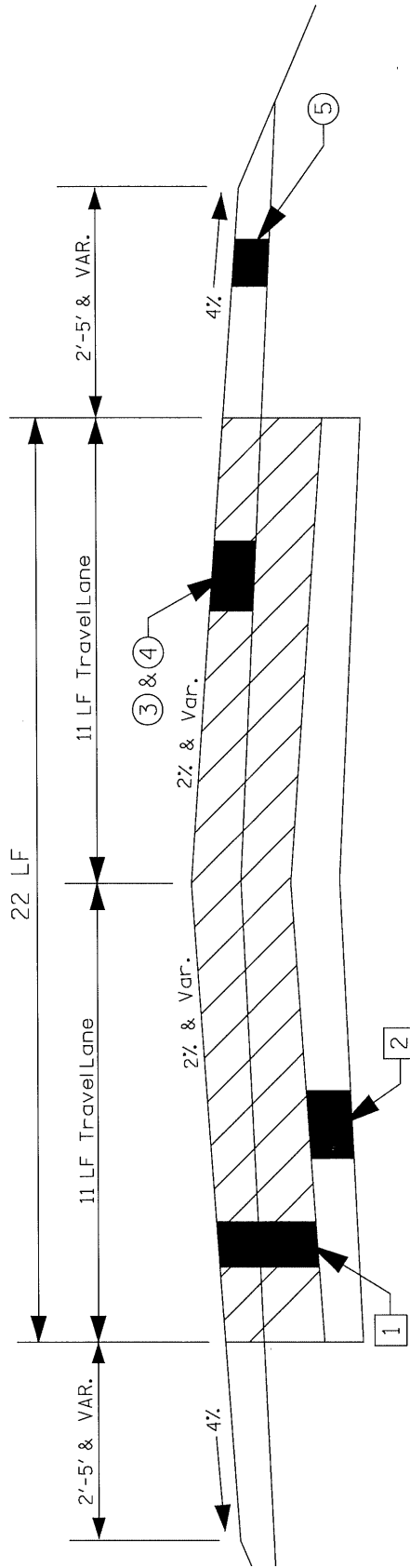
- 4 1 1/2" Milling (Correct to 2% Normal Crown or SE)
- 5 2" HMA 12.5mm, MT
- 6 Class 5 Group E Granular Material (As Directed)

Notes: On existing widened shoulders that fail during milling operation, remove HMA in-place and excavate underlying shoulder 2' wide by 3' depth, inlaying with 12.5 mm Mix, MT.

# SR 39 - KEMPER COUNTY TYPICAL SECTION - MILL & OVERLAY

STATIONS: 688+00 - 725+00

STATIONS: 738+50 - 761+00



EXISTING

- 1 2 1/4"-11" HMA (4"-8 1/2" Core Evaluation)
- 2 6"-12" Granular Material

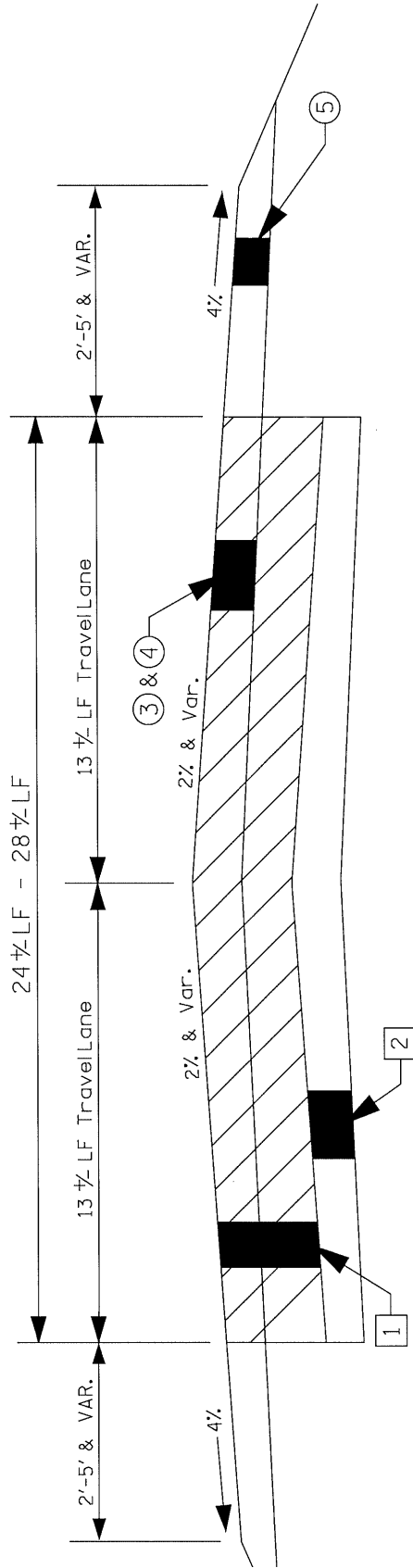
PROPOSED

- 3 1 1/2" Milling (Correct to 2% Normal Crown or SE)
- 4 2" HMA 12.5mm, MT
- 5 Class 5 Group E Granular Material (As Directed)

# SR 39 - KEMPER COUNTY

## TYPICAL SECTION - MILL & OVERLAY

STATIONS: 725+00 - 729+00



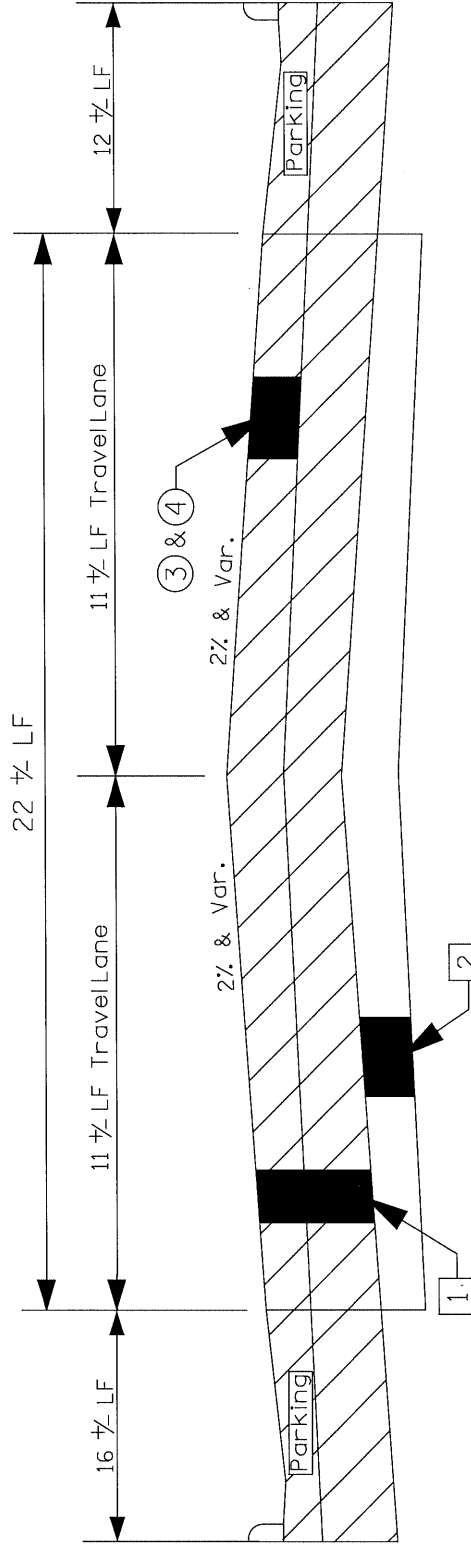
### EXISTING

- 1 2 1/4"-11" HMA (4"-8 1/2" Core Evaluation)
- 2 6"-12" Granular Material

### PROPOSED

- 3 1 1/2" Milling (Correct to 2% Normal Crown or SE)
- 4 2" HMA 12.5mm, MT
- 5 Class 5 Group E Granular Material (As Directed)

SR 39 - KEMPER COUNTY  
 TYPICAL SECTION - MILL & OVERLAY  
 STATIONS: 729+00 - 738+50



EXISTING

- ① 2 1/4"-11" HMA (4"-8 1/2" Core Evaluation)
- ② 6"-12" Granular Material

PROPOSED

- ③ 1 1/2" Milling (Correct to 2% Normal Crown or SE)
- ④ 2" HMA 12.5mm, MT

Notes: Milling will extend curb to curb, through parking area, in downtown Dekalb.

FMS: 306056-301000

|       |      |             |                 |
|-------|------|-------------|-----------------|
| STATE | MISS | PROJECT NO. | MP-5039-35(006) |
|-------|------|-------------|-----------------|

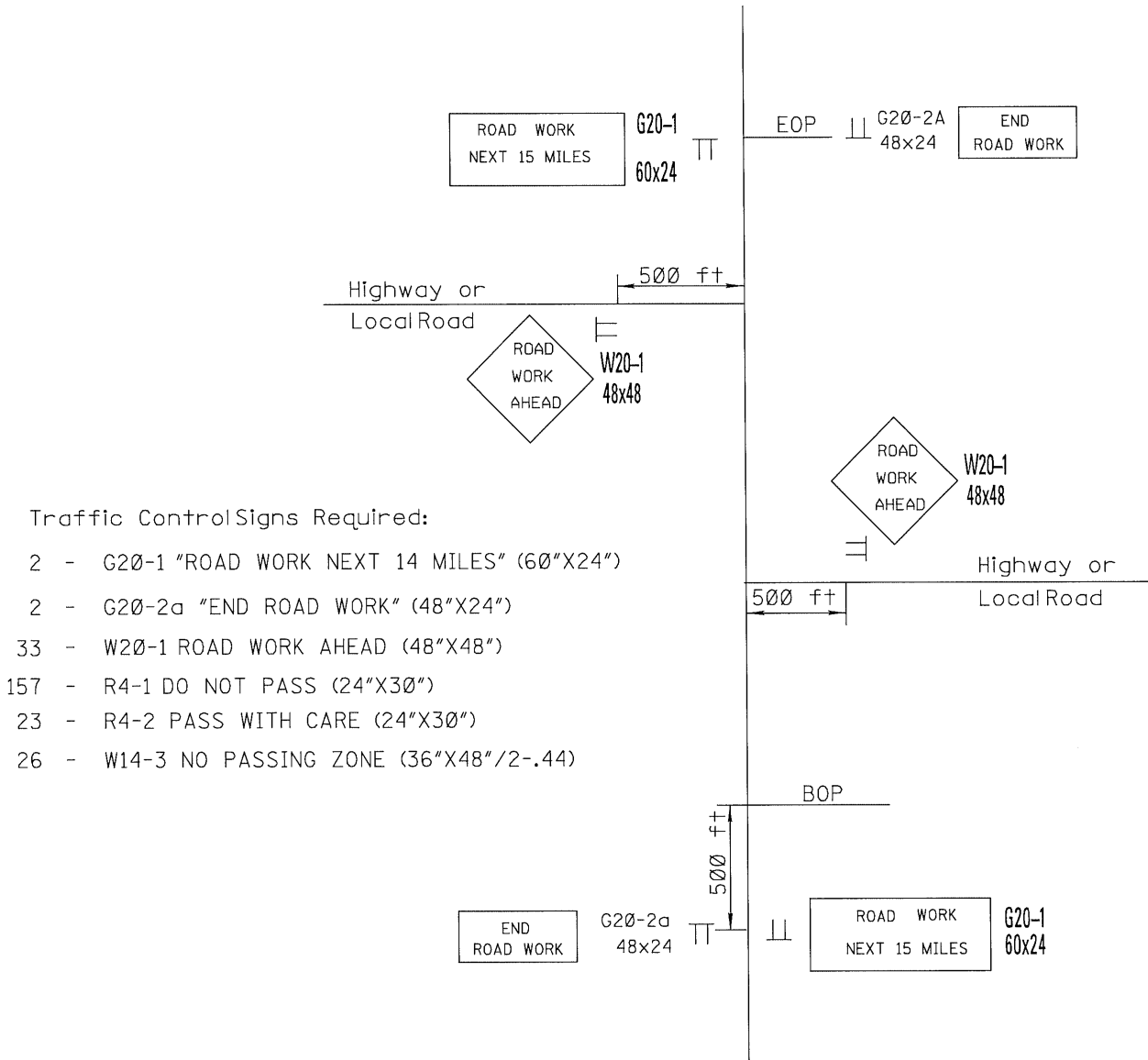
| PAY ITEM NO.  | PAY ITEM   | UNIT | KEMPER : 306056-301000 |       |
|---------------|--|------|------------------------|-------|
|               |  |      | Prelim                 | Final |
| 202-B007      | Removal of Asphalt Pavement, All Depths  | SY   | 100                    |       |
| 202-B080      | Removal of Concrete Sidewalk   | SY   | 59                     |       |
| 202-B089      | Removal of Curb &/or Curb and Gutter, All Types  | LF   | 31                     |       |
| 202-B138      | Removal of Guard Rail Bridge End Section   | EA   | 20                     |       |
| 202-B158      | Removal of Guard Rail, Including Rails, Posts and Terminal Ends                          | LF   | 2,626                  |       |
| 202-B240      | Removal of Traffic Stripe (Bridges)  | LF   | 2,780                  |       |
| 203-G001      | Excess Excavation, FM, AH  | CY   | 50                     |       |
| 304-A006      | Granular Material, LVM, Class 5, Group E   | CY   | 1,000                  |       |
| 304-G002      | Size 610 Crushed Stone Base, AEA (Beneath New Sidewalk As Directed)                      | TON  | 26,500                 |       |
| 403-A002      | 12.5-mm, MT, Asphalt Pavement  | SY   | 224,400                |       |
| 406-A002      | Cold Milling of Bituminous Pavement, All Depths  | GAL  | 22,440                 |       |
| 407-A001      | Asphalt for Tack Coat  | LF   | 2,432                  |       |
| 606-B009      | Guard Rail, Class A, Type 1, Metal Post  | EA   | 8                      |       |
| 606-D005      | Guard Rail, Bridge End Section, Type A   | EA   | 12                     |       |
| 606-D020      | Guard Rail, Bridge End Section, Type H, Metal Post                                       | EA   | 20                     |       |
| 606-E005      | Guard Rail, Terminal End Section, Flared   | EA   | 8                      |       |
| 606-G001      | Special Sections, Bridge Connector (Bridge Nos. 21.1 & 21.3)                             | SY   | 70                     |       |
| 608-A001      | Concrete Sidewalk, Without Reinforcement   | SF   | 110                    |       |
| 608-C001      | Detectable Warning Panels (Handicap Sidewalk Access)                                     | LS   | 1                      |       |
| 618-A001      | Maintenance of Traffic   | MI   | 52                     |       |
| 619-A1001     | Temporary Traffic Stripe, Continuous White   | MI   | 42                     |       |
| 619-A2001     | Temporary Traffic Stripe, Continuous Yellow  | MI   | 13                     |       |
| 619-A4002     | Temporary Traffic Stripe, Skip Yellow  | LF   | 1,644                  |       |
| 619-A5001     | Temporary Traffic Stripe, Detail   | SF   | 3,000                  |       |
| 619-A6001     | Temporary Traffic Stripe, Legend   | SF   | 1,100                  |       |
| 619-D1001     | Standard Roadside Construction Signs, Less than 10 Square Feet                           | SF   | 600                    |       |
| 619-D2001     | Standard Roadside Construction Signs, 10 Square Feet or More                             | LF   | 24                     |       |
| 619-G4001     | Barricades, Type III, Double Faced   | LF   | 2,500                  |       |
| 907-625-E001  | Detail Traffic Stripe, 4" Equivalent Length (Parking, Handicap Access Aisle, Gore Areas) | LF   | 180                    |       |
| 907-625-E002  | Detail Traffic Stripe, Blue-ADA (Handicap Parking)                                       | MI   | 29                     |       |
| 626-B002      | 6" Thermoplastic Double Drop Traffic Stripe, Continuous White                            | MI   | 7                      |       |
| 626-D001      | 6" Thermoplastic Double Drop Traffic Stripe, Skip Yellow                                 | MI   | 21                     |       |
| 626-E001      | 6" Thermoplastic Double Drop Traffic Stripe, Continuous Yellow                           | LF   | 6,000                  |       |
| 626-G004      | Thermoplastic Double Drop Detail Stripe, White   | LF   | 2,200                  |       |
| 626-G005      | Thermoplastic Double Drop Detail Stripe, Yellow  | SF   | 1,500                  |       |
| 626-H001      | Thermoplastic Double Drop Legend, White  | EA   | 800                    |       |
| 627-B001      | Two-Way Clear Reflective Raised Markers  | EA   | 1,550                  |       |
| 627-D001      | Two-Way Yellow Reflective Raised Markers   | EA   | 15                     |       |
| 627-K001      | Red-Clear Reflective High Performance Raised Markers                                     | EA   | 120                    |       |
| 630-F006      | Delineators, Guard Rail, White   | EA   | 3                      |       |
| 907-630-PP003 | Handicap Parking Sign, With Post (Van Accessible)  | EA   |                        |       |

**SUMMARY OF QUANTITIES (SHEET 1)**

|  |                |
|--|----------------|
| MISSISSIPPI DEPARTMENT OF TRANSPORTATION |                |
| SUMMARY OF QUANTITIES                    |                |
| Revision                                 |                |
| Proj No: MP-5039-35(006)                 | Working Number |
| County: KEMPER                           | SQ-1           |
| FILENAME : 39                            | Sheet Number   |
| Design Team                              | 1              |
| Checked                                  | Date           |



# SR 39 - KEMPER COUNTY CONSTRUCTION SIGNING

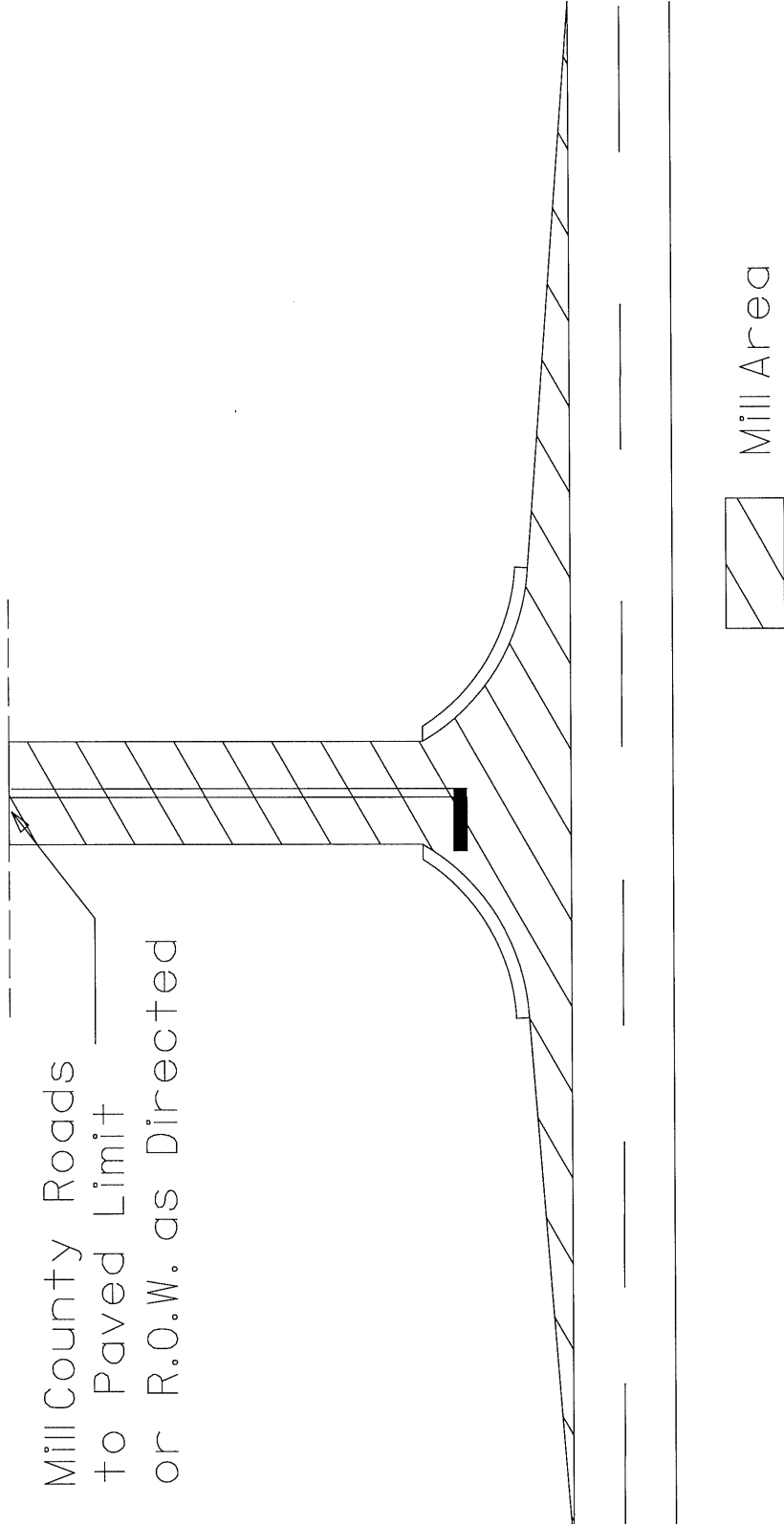


**Traffic Control Signs Required:**

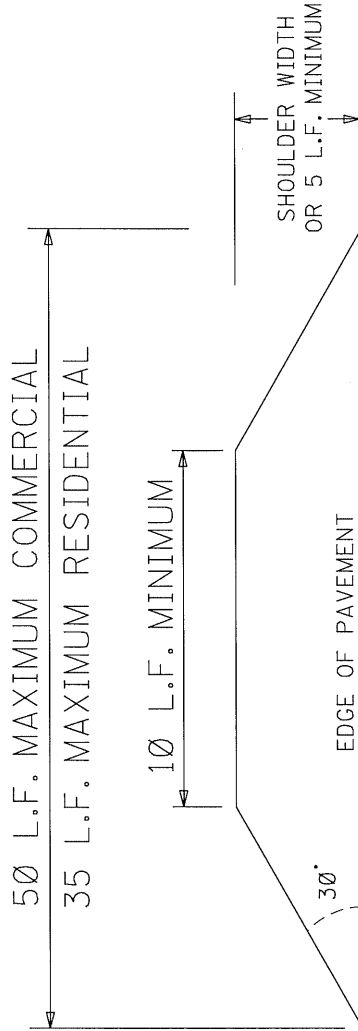
- 2 - G20-1 "ROAD WORK NEXT 14 MILES" (60"x24")
- 2 - G20-2a "END ROAD WORK" (48"x24")
- 33 - W20-1 ROAD WORK AHEAD (48"x48")
- 157 - R4-1 DO NOT PASS (24"x30")
- 23 - R4-2 PASS WITH CARE (24"x30")
- 26 - W14-3 NO PASSING ZONE (36"x48"/2-.44)

- 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.
- ④ Placement of W20-1 signs on intersecting roads may vary from typical shown as conditions warrant.

SR 39 - KEMPER COUNTY  
MILLING COUNTY ROADS

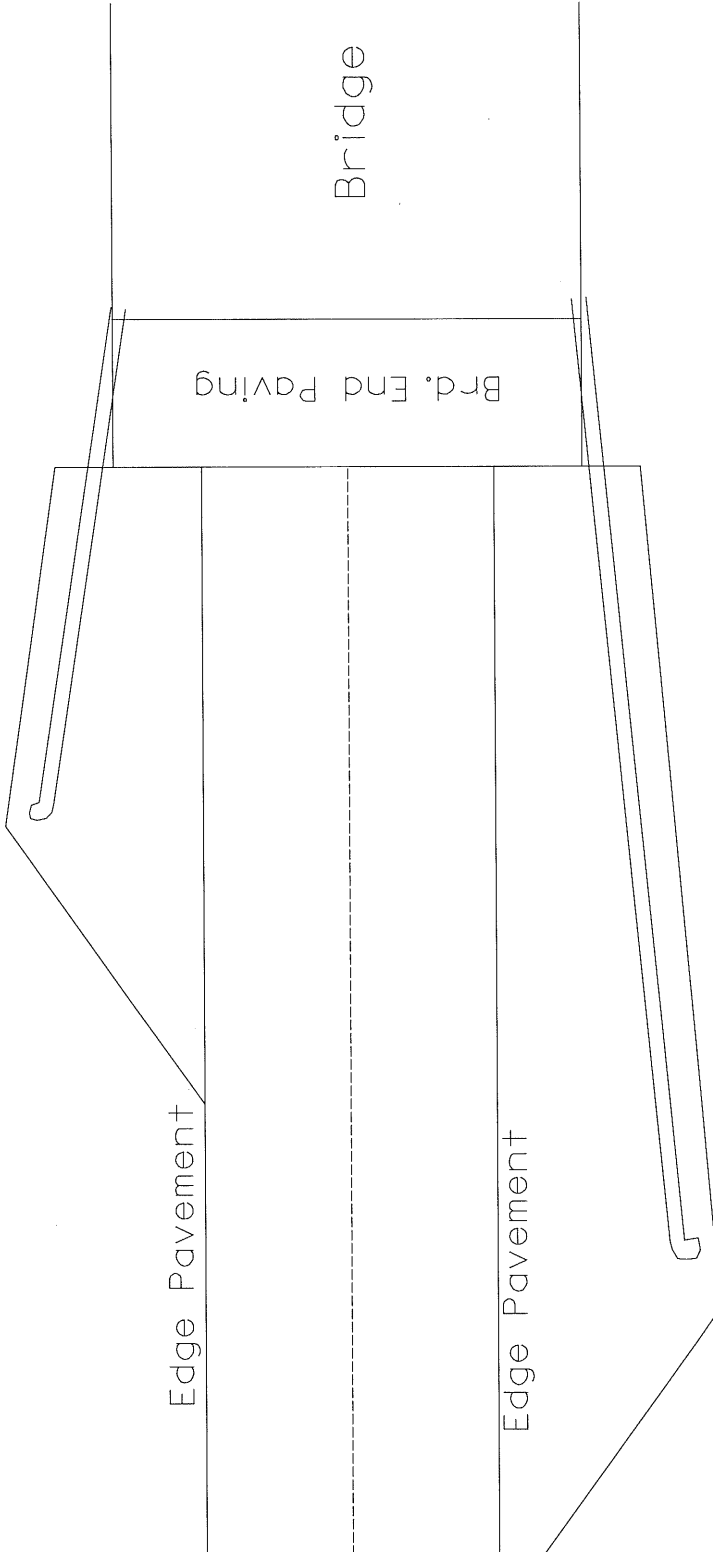


# SR 39 - KEMPER COUNTY DRIVEWAY APRON

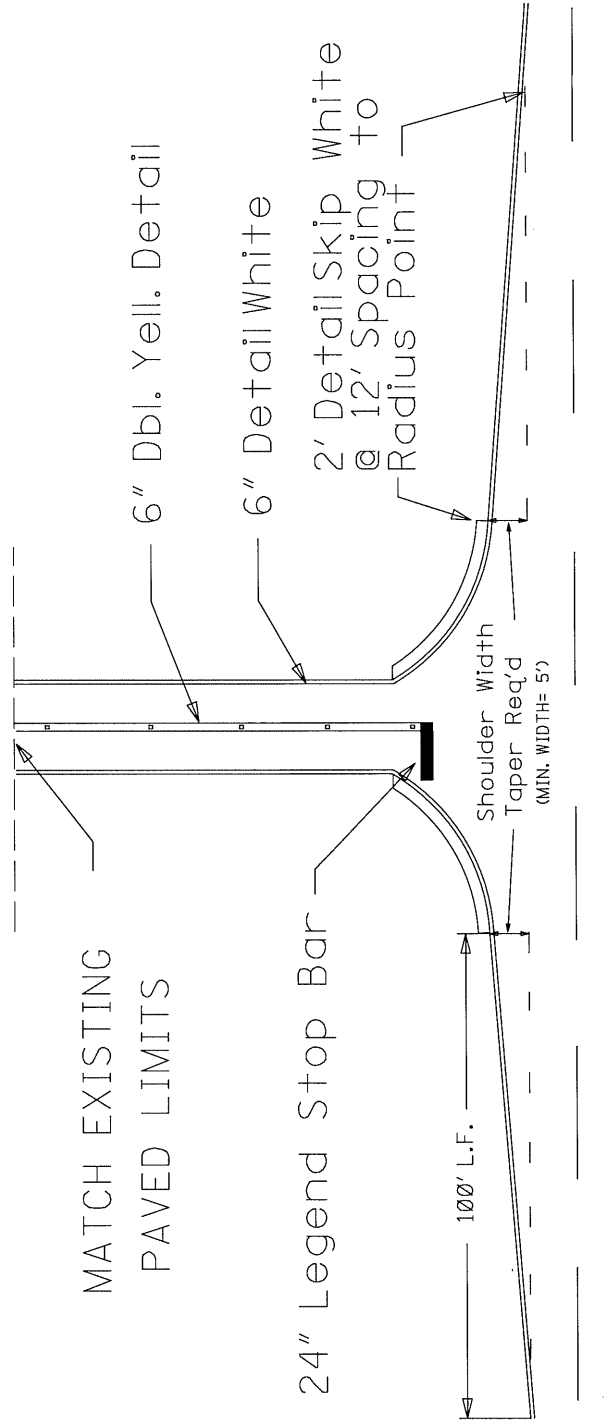


\_\_\_\_\_ MAINLINE PAVEMENT \_\_\_\_\_

SR 39 - KEMPER COUNTY  
MILL & REPAVE BRIDGE GUARDRAIL PAD



SR 39 - KEMPER COUNTY  
 COUNTY ROAD PAVING/STRIPING

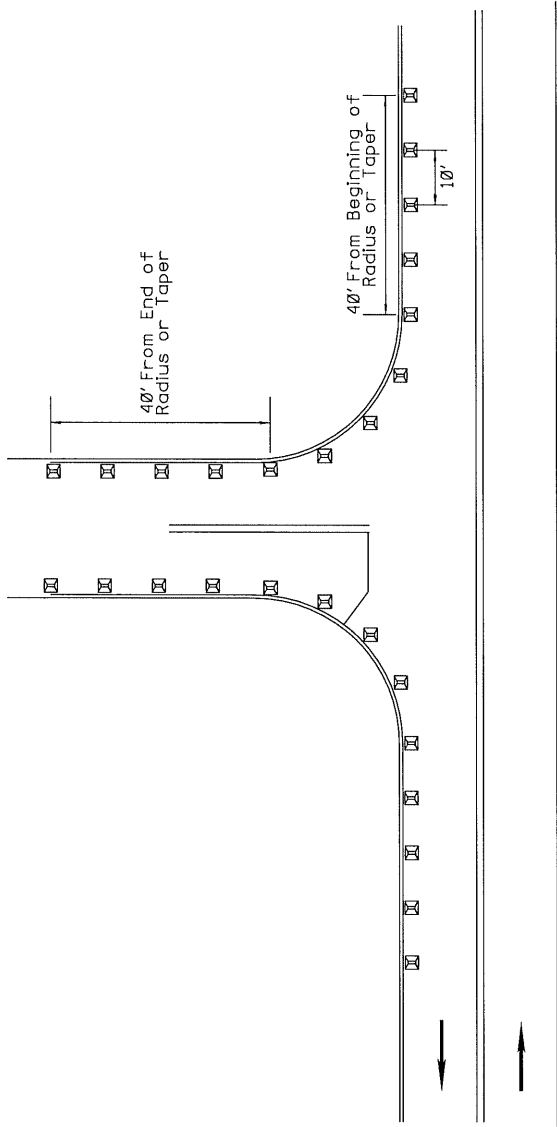


NOTE: 100' TAPERS TO BE CONSTRUCTED WHERE 5' SHOULDER WIDTH IS AVAILABLE AT THE BEGINNING OF LOCAL ROAD RADIUS.

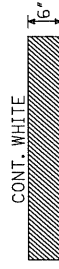
NOTE: ASPHALT PAVEMENT THICKNESS IN TAPER SHALL BE 6".

NOTE: DETAIL SKIP SHALL BE PLACED ON LOCAL ROADS WITH TAPERS.

# SR 39 - KEMPER COUNTY RAISED PAVEMENT MARKERS



- 15 -



DETAIL A

→ DIRECTION OF TRAFFIC

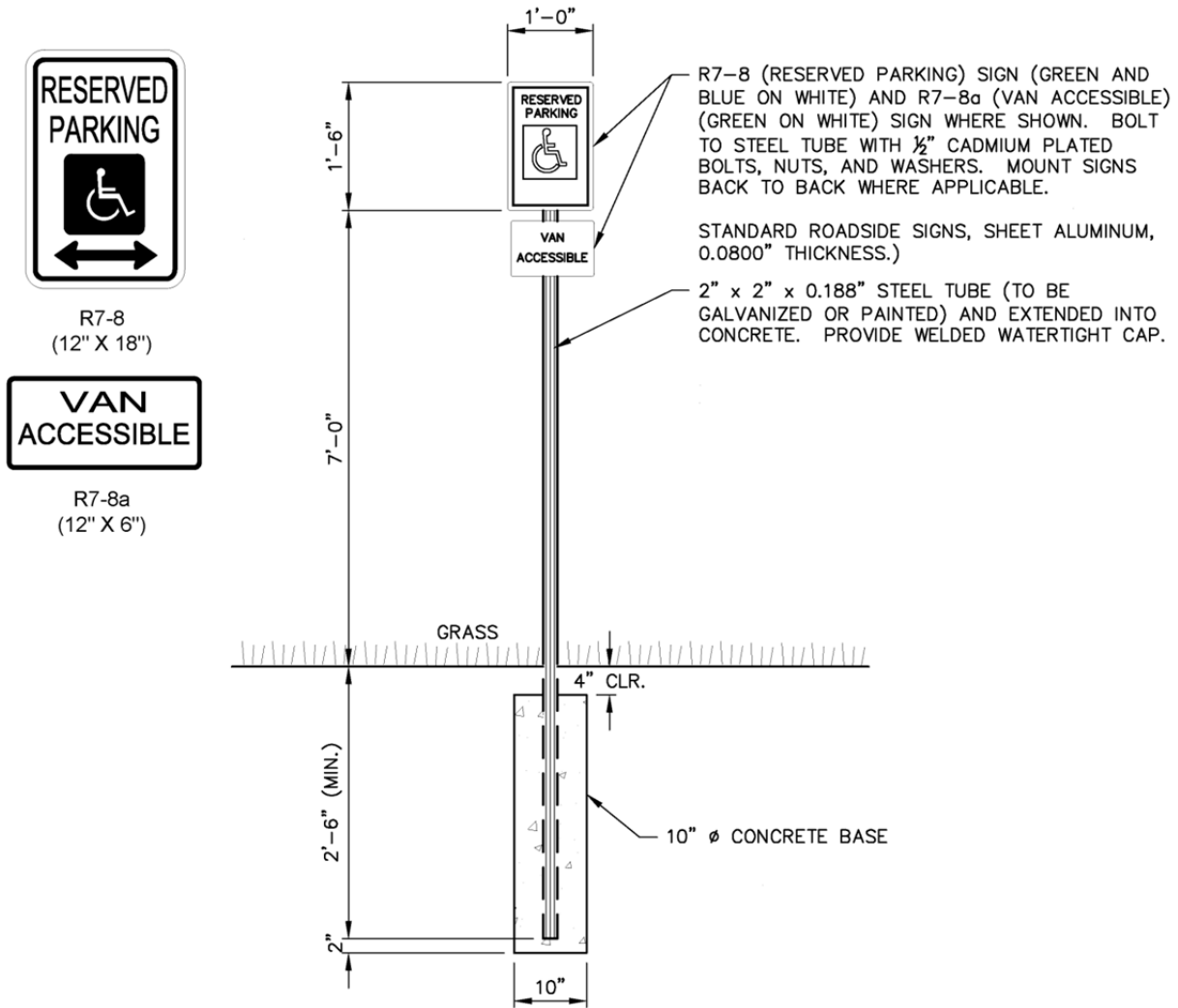
Notice To Bidder No. 117 -

- 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.
- NOTE 6: MARKERS SHALL NOT BE ROTATED WHEN BEING PLACED ALONG RADIUS OF LOCAL ROAD.

|  |                             |
|--|-----------------------------|
| MISSISSIPPI DEPARTMENT OF TRANSPORTATION                 |                             |
| 2-LANE, 2-WAY  | WORKING NUMBER<br>CRP/MSR-2 |
| 2-WAY CLEAR RAISED PAVEMENT MARKERS PLACED ON SIDE ROADS |                             |
| PROJECT NO.  | WORKING NUMBER              |
| COUNTY :   | SHEET NUMBER                |
| FILE NAME: SP\SIDRDRPM.DGN                               | CREATED DATE                |
| DESIGN TEAM  | \$ 100.00                   |

| <b>ADA HANDICAP ACCESSIBLE RAMPS</b> |                             |                                 |                               |                                |                |
|--------------------------------------|-----------------------------|---------------------------------|-------------------------------|--------------------------------|----------------|
| <b>LOCATION</b>                      | <b>REMOVAL OF CURB (LF)</b> | <b>REMOVAL OF SIDEWALK (SY)</b> | <b>CONCRETE SIDEWALK (SY)</b> | <b>DETECTABLE WARNING (SF)</b> | <b>REMARKS</b> |
| SARAH ST                             | 5                           | 6                               | 17                            | 30                             | 3 RAMPS        |
| BELL ST                              | 16                          | 19                              | 19                            | 30                             | 3 RAMPS        |
| JACKSON ST                           | 10                          | 13                              | 13                            | 20                             | 2 RAMPS        |
| ALLEY                                | 0                           | 12                              | 12                            | 20                             | 2 RAMPS        |
| SCOOBA ST                            | 0                           | 9                               | 9                             | 10                             | 1 RAMP         |
|                                      |                             |                                 |                               |                                |                |
| TOTAL                                | 31                          | 59                              | 70                            | 110                            | 11 RAMPS       |

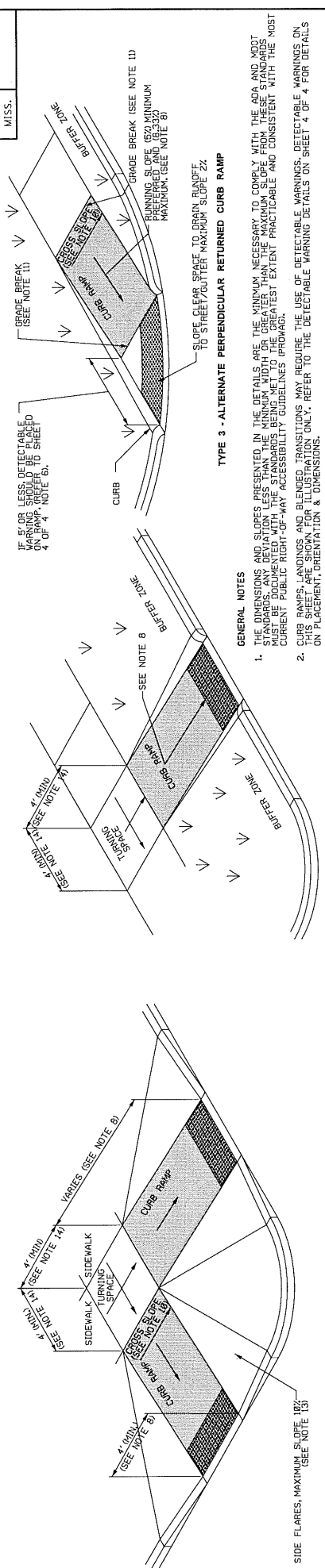
- These Quantities are for estimate purposes only and are subject to change in order to conform to field conditions.



**HANDICAP SIGN DETAIL**

NOT TO SCALE





**TYPE 1 - PERPENDICULAR CURB RAMP**

SIDE FLARES, MAXIMUM SLOPE 10% (SEE NOTE 13)

TYPE 2 - PERPENDICULAR RETURNED CURB RAMP

SIDES OF CURB RAMPS MAY BE RETURNED, PROVIDING USEFUL LANDSCAPING, STREET FURNITURE, POLES, OR EQUIPMENT.

TYPE 3 - ALTERNATE PERPENDICULAR RETURNED CURB RAMP

**GENERAL NOTES**

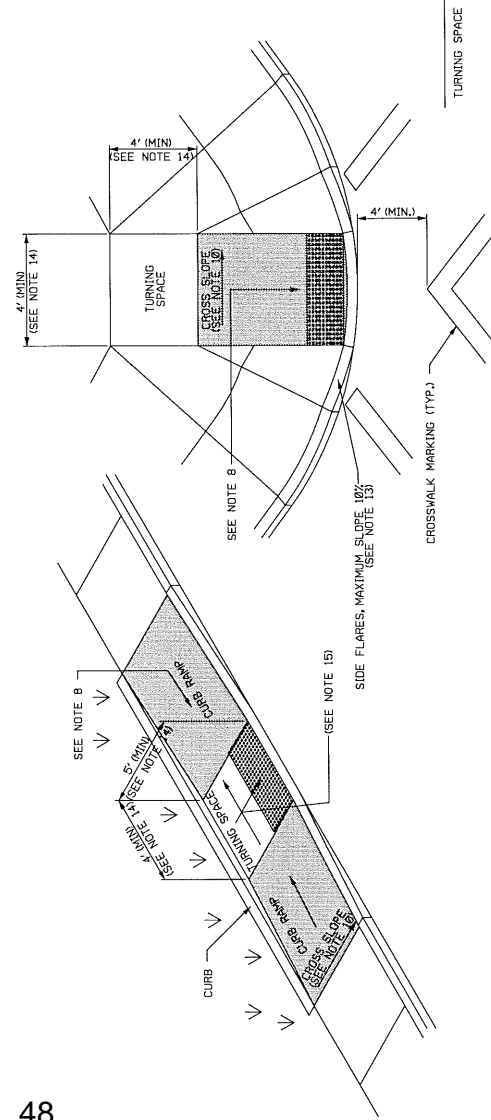
1. THE DIMENSIONS AND SLOPES PRESENTED IN THE DETAILS ARE THE MINIMUM NECESSARY TO COMPLY WITH THE ADA AND MOST STATES. DESIGNERS ARE ADVISED THAT THE STANDARDS BEING MET BY THIS SHEET MAY BE SUBJECT TO CHANGE WITHOUT NOTICE. THE CURRENT PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG) SHALL BE USED AS THE BASIS FOR DESIGN.
2. CURB RAMPS, LANDINGS AND BLENDED TRANSITIONS MAY REQUIRE THE USE OF DETECTABLE WARNINGS. DETECTABLE WARNINGS ON THIS SHEET ARE SHOWN FOR ILLUSTRATION ONLY. REFER TO THE DETECTABLE WARNING DETAILS ON SHEET 4 OF 4 FOR DETAILS ON PLACEMENT, ORIENTATION & DIMENSIONS.
3. THE LOCATION, ORIENTATION, AND TYPE OF CURB RAMPS SHALL BE AS SHOWN IN THE PLANS.
4. ANY COMBINATION OF PERPENDICULAR, PERPENDICULAR RETURNED AND PARALLEL CURB RAMPS MAY BE USED TO ACHIEVE AN ACCESSIBLE DESIGN AS LONG AS THE BASIC REQUIREMENTS FOR CURB RAMPS ARE MET.
5. CURB RAMPS SHALL BE PAID FOR AS SIDEWALK.
6. THE THICKNESS OF THE CURB RAMP SHALL BE A MINIMUM OF 4".
7. BEYOND THE BOTTOM GRADE BREAK A CLEAR SPACE OF 4' MINIMUM BY 4' MINIMUM SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.

**CURB RAMP NOTES**

8. THE CLEAR WIDTH OF CURB RAMP RUNS (EXCLUDING ANY FLARED SIDES, BLENDED TRANSITIONS, AND TURNING SPACES) SHALL BE 4' MINIMUM. THE MINIMUM CLEAR WIDTH OF BLENDED TRANSITIONS SHALL BE 5' MINIMUM, AND 6' MINIMUM FOR 17.5% PREFERRED RUNNING SLOPE OF BLENDED TRANSITIONS SHALL BE 5' MINIMUM.
9. SIDEWALK SLOPE OF THE ROADWAY EXCEEDS 8.33%. THE CURB RAMP LENGTH IS THE LENGTH NECESSARY TO MEET THE GRADING REQUIREMENTS. IT IS NOT NECESSARY THAT THE RAMP EXCEED 15'.
10. THE CROSS SLOPE OF CURB RAMPS, BLENDED TRANSITIONS AND TURNING SPACES SHALL BE 2% MAXIMUM (USE PREFERRED). AT PEDESTRIAN STREET CROSSINGS WITHOUT YIELD OR STOP CONTROL, AND AT MIDBLOCK PEDESTRIAN STREET CROSSINGS, THE CROSS SLOPE IS PERMITTED TO EQUAL THE STREET OR HIGHWAY GRADE.
11. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMP RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. AT GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACES. SURFACE SLOPES THAT MEET AT RAMP TRANSITIONS BETWEEN WALKS, TURNING SPACES, LANDINGS, GUTTERS, OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT VERTICAL CHANGES.
13. WHERE A PEDESTRIAN CIRCULATION PATH CROSSES THE CURB RAMP, FLARED SIDES SHALL BE SLOPED 18% MAXIMUM, MEASURED PARALLEL TO THE CURB LINE.

**TURNING SPACE NOTES**

14. A TURNING SPACE 4' MINIMUM BY 4' MINIMUM SHALL BE PROVIDED AT THE TOP OF PERPENDICULAR RAMPS AND AT THE BOTTOM OF PARALLEL RAMPS. TURNING SPACES ARE ALLOWED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. IF THE TURNING SPACE IS CONSTRAINED BY A CURB, WHEEL CHAIR OR OTHER PROTRUSION, THE TURNING SPACE SHALL BE 4' MINIMUM BY 9' MINIMUM, WITH THE 9' DIMENSION PROVIDED IN THE DIRECTION OF TRAVEL TOWARD THE CONSTRAINING ELEMENT.
15. THE TURNING SPACE OF PEDESTRIAN STREET CROSSINGS WITHOUT YIELD OR STOP CONTROL, AND AT MIDBLOCK PEDESTRIAN STREET CROSSINGS, THE CROSS SLOPE SHALL BE PERMITTED TO EQUAL THE STREET OR HIGHWAY GRADE.
16. BEYOND THE BOTTOM GRADE BREAK A CLEAR SPACE 4' MINIMUM BY 4' MINIMUM SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.
17. THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF CURB RAMP RUNS, BLENDED TRANSITIONS, AND TURNING SPACES SHALL BE 6% MAXIMUM. IT IS BEST PRACTICE TO PROVIDE A 2' LEVEL STRIP AT THE GUTTER IF THE GRADE BREAK EXCEEDS 17%.



**TYPE 2 - PERPENDICULAR RETURNED CURB RAMP**

**TYPE 3 - ALTERNATE PERPENDICULAR RETURNED CURB RAMP**

**TYPE 4 - PARALLEL CURB RAMP**

THE CURB BEHIND THE TURNING SPACE AND RAMPS IS NOT TO BE USED FOR PEDESTRIANS WITH VISUAL IMPAIRMENTS.

DIAGONAL CURB RAMPS ARE UNACCEPTABLE IN NEW WORK ONLY. IF IT IS THE ONLY OPTION THAT WILL WORK.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**CURB RAMPS**

RAMP DESIGN ELEMENTS

WORKING NUMBER: SDCCR-1

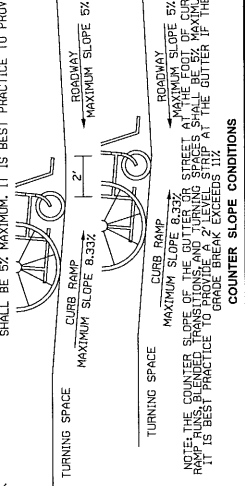
SHEET 1 OF 4

DATE: 12/16/23

DESIGN TEAM: SDCCR.DGN

PROJECT NO.:

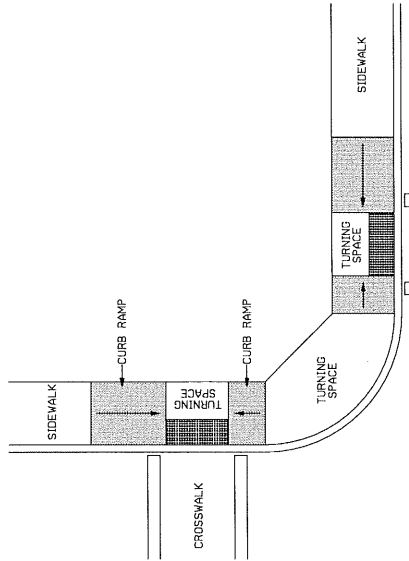
STATE MISS. PROJECT NO.:



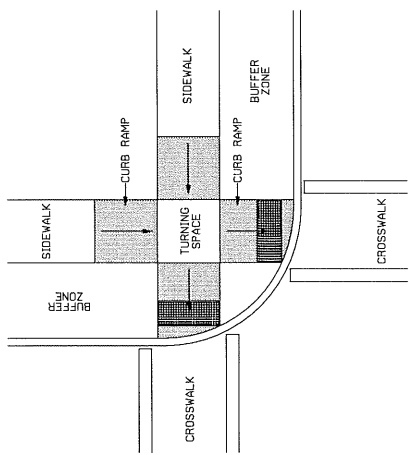
**COUNTER SLOPE CONDITIONS**

**NOTES:**

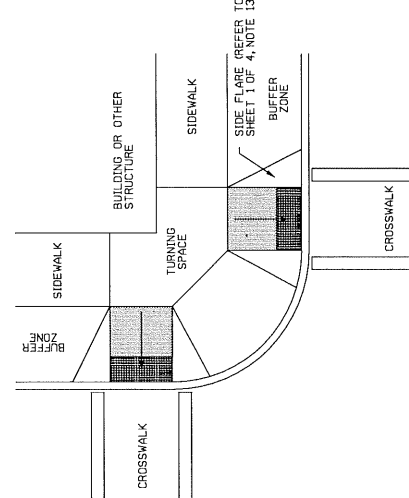
- FOR DIMENSIONS & GEOMETRIC VALUES REFER TO SHEET 1 OF 4.
- THE CONFIGURATIONS SHOWN GENERALLY REPRESENT THE MOST COMMON SITUATIONS ENCOUNTERED. THE MOST UNUSUAL SITUATIONS WILL REQUIRE INDIVIDUAL DESIGN. THE SITE CONDITIONS AT INDIVIDUAL LOCATIONS REQUIRE SPECIFIC DESIGNS. CURB RAMP DESIGNS MUST BE CONSISTENT WITH THE PROVISIONS OF SHEETS 1, 2, AND 3 OF THIS SET.
- COORDINATE TRAFFIC CONTROL DEVICES, UTILITY LOCATIONS, SIGNS, STREET FURNITURE AND DRAINAGE TO ENSURE A CONTINUOUS PEDESTRIAN ACCESS ROUTE AT CURB RAMP LOCATIONS. TURNING SPACE MARKINGS AND TRAFFIC CONTROL DEVICES IS PROVIDED IN THE MUTCD.
- DETECTABLE WARNING STRIPS SHOWN ON THIS SHEET ARE FOR ILLUSTRATION ONLY. FOR SPECIFIC PLACEMENT, ORIENTATIONS AND DIMENSIONS REFER TO SHEET 4 OF 4.
- THE CROSS SLOPE OF CURB RAMP, BLENDED TRANSITIONS, AND TURNING SPACES SHALL BE 2% MAXIMUM (1:50). TURNING SPACES SHALL BE 22' MAXIMUM (1:50) THROUGH YIELD OR STOP CONTROL AND AT KIDBLOCK PEDESTRIAN STREET CROSSINGS. THE CROSS SLOPE SHALL BE PERMITTED TO EQUAL THE STREET OR HIGHWAY GRADE.
- DIAGONAL CURB RAMP ARE UNACCEPTABLE IN NEW INSTALLATIONS. CURB RAMP FOR EXISTING INSTALLATIONS ONLY IF IT IS THE ONLY OPTION THAT WILL WORK.
- GRATES SHALL NOT BE LOCATED ON CURB RAMP SURFACES. TURNING SPACES OR RAMPINGS, ACCESS COVERS OF SIMILAR SURFACES SHALL COMPLY WITH APPLICABLE SURFACE REQUIREMENTS.
- UTILITIES, SIGNS, AND OTHER FIXED OBJECTS SHALL NOT BE PLACED ON A CURB RAMP, PEDESTRIAN ACCESS ROUTE, OR TURNING SPACE THAT INTERFERES WITH THE USE OF THE CURB RAMP.
- THE SURFACE OF ALL CURB RAMP SHALL BE STABLE, FIRM AND SLIP RESISTANT. A COARSE BROODY FINISH RUNNING PERPENDICULAR TO THE SLOPE IS RECOMMENDED IN CONCRETE AND ASPHALT. IN OTHER MATERIALS, DETECTABLE WARNING STRIPS, EXCLUSIVE OF THE TURNING SPACE, AT THE BOTTOM OF THE CURB RAMP SHALL BE RECESSED AND RETURNED TO STREET/CURB AND SHALL SLOPE TO DRAIN RUNOFF TO STREET/CURB AND HAVE A MAXIMUM SLOPE OF 2% (1:50) PREFERRED.
- TURNING SPACES MAY OVERLAP WITH ADJACENT TURNING SPACES OR A SINGLE TURNING SPACE MAY SERVE MULTIPLE CURB RAMP.
- TURNING SPACES MAY OVERLAP WITH THE CLEAR GROUND SPACE REQUIRED AT PEDESTRIAN SIGNAL PUSH BUTTONS.
- THE CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES WITHIN MINIMUM AND PEDESTRIAN REFUGE ISLANDS SHALL BE 9' MINIMUM.
- BEHIND THE BOTTOM OF GRADE BREAK A CLEAR SPACE OF 4' MINIMUM BY 4' MINIMUM SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.



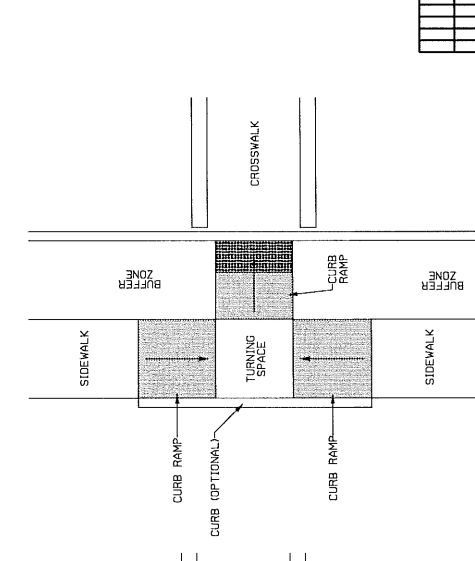
**CURB RAMP CONFIGURATION: TYPE C**



**CURB RAMP CONFIGURATION: TYPE B**

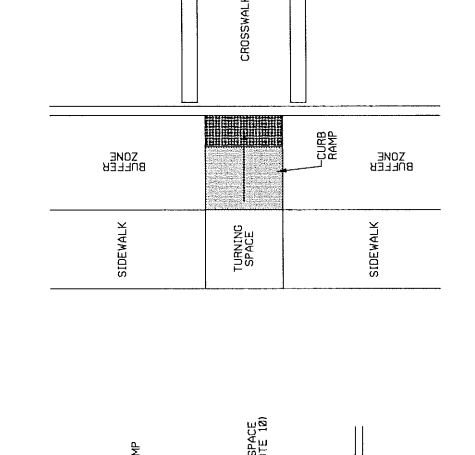


**CURB RAMP CONFIGURATION: TYPE A**

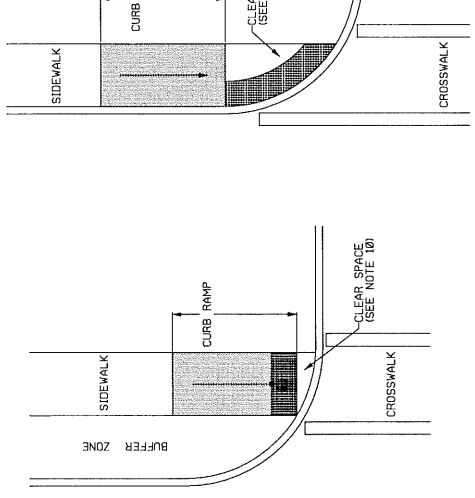


**CURB RAMP CONFIGURATION: TYPE G**

THE CURB BEHIND THE TURNING SPACE AND RAMP IS NOT TO BE SET BACK FROM THE EDGE OF THE PAVED TRANS WITH AN EDGE FOR PEDESTRIANS WITH VISUAL IMPAIRMENTS.



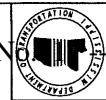
**CURB RAMP CONFIGURATION: TYPE F**



**CURB RAMP CONFIGURATION: TYPE D**

Notice To Bidder No. \_\_\_\_\_

| MISSISSIPPI DEPARTMENT OF TRANSPORTATION |               |
|--|---------------|
| CURB RAMP                                |               |
| PLACEMENT DETAILS                        |               |
| NO. _____                                | DATE _____    |
| WORKING NUMBER                           | SDCCR-2       |
| SHEET NUMBER                             | SHEET 2 OF 4  |
| FILE NAME: SDCCR.DGN                     | DATE: 12/6/13 |
| DESIGNER                                 | _____         |
| CHECKED                                  | _____         |
| DRAWN                                    | _____         |
| SCALE                                    | AS SHOWN      |



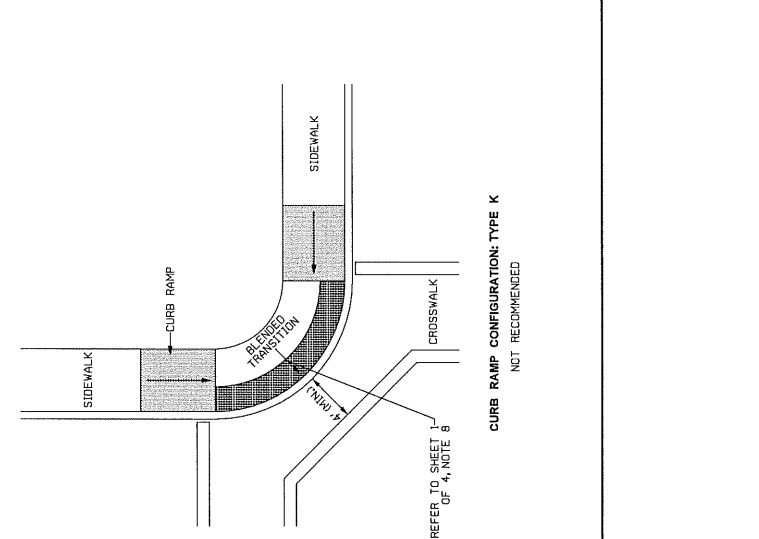
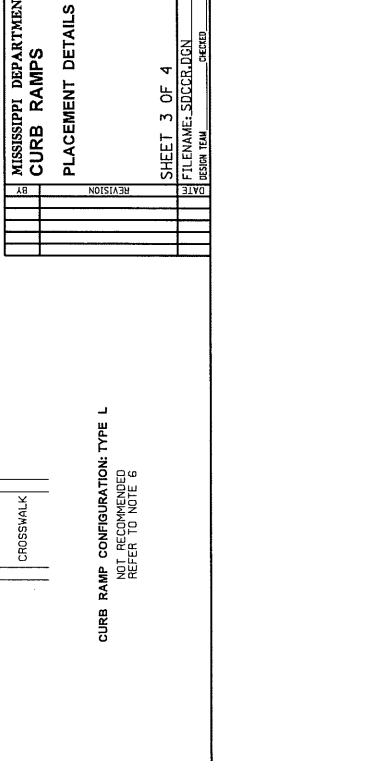
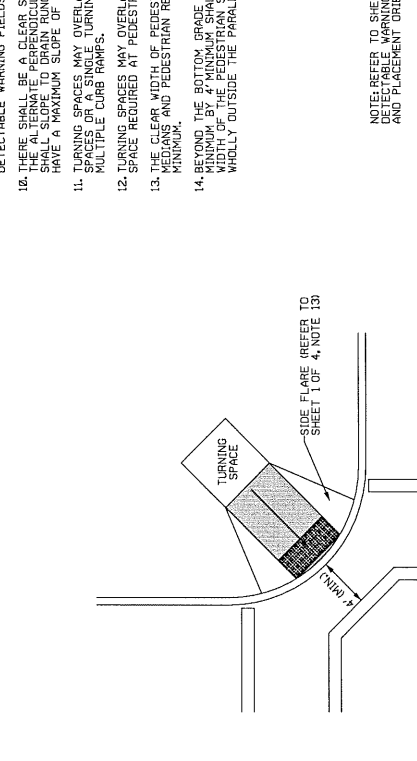
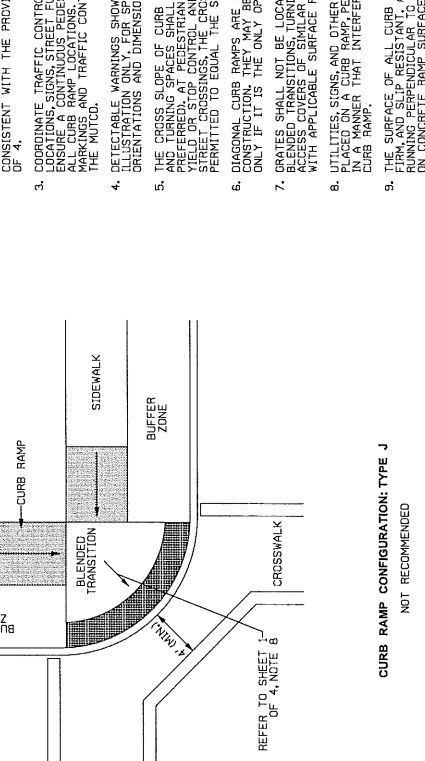
NOTE: REFER TO SHEET 4 OF 4 FOR DETAILED WARNING DIMENSIONS AND PLACEMENT ORIENTATION.

- NOTES:**
- FOR DIMENSIONS & GEOMETRIC VALUES REFER TO SHEET 1 OF 4.
  - THE CONFIGURATIONS SHOWN GENERICALLY REPRESENT THE MOST COMMON SITUATIONS ENCOUNTERED. THEY ARE NOT INTENDED TO REPRESENT ANY SPECIFIC SITE CONDITIONS. INDIVIDUAL LOCATIONS REQUIRE SPECIFIC DESIGNS. CURB RAMP DESIGNS MUST BE CONSISTENT WITH THE PROVISIONS OF SHEETS 1, 2, AND 3 OF 4.
  - COORDINATE TRAFFIC CONTROL DEVICES, UTILITY LOCATIONS, AND SIGNAGE TO THE LOCATION OF ALL CURB RAMP LOCATIONS. GUIDANCE FOR CROSSWALK AND TRAFFIC CONTROL DEVICES IS PROVIDED IN THE NOTES.
  - DETECTABLE MARKINGS SHOWN ON THIS SHEET ARE FOR ILLUSTRATION ONLY. FOR SPECIFIC PLACEMENT ORIENTATIONS AND DIMENSIONS REFER TO SHEET 4 OF 4.
  - THE CROSS SLOPE OF CURB RAMP BLENDED TRANSITIONS, AND TURNING SPACES SHALL BE 2% MAXIMUM (1.5% MINIMUM). THE CROSS SLOPE OF THE SIDEWALKS OUTLET STREET CROSSINGS, THE CROSS SLOPE SHALL BE PERMITTED TO EQUAL THE STREET OR HIGHWAY GRADE.
  - DIAGONAL CURB RAMP ARE UNACCEPTABLE IN NEW CONSTRUCTION. THEY MAY BE USED FOR ALTERATIONS ONLY IF IT IS THE ONLY OPTION THAT WILL WORK.
  - GRADES SHALL NOT BE LOCATED ON CURB RAMP, SIDEWALK, OR PEDESTRIAN REFUGE ISLANDS. ACCESS COVERS OF SIMILAR SURFACES SHALL COMPLY WITH APPLICABLE SURFACE REQUIREMENTS.
  - UTILITIES, SIGNS, AND OTHER FIXED OBJECTS MAY NOT BE PLACED ON A CURB RAMP, PEDESTRIAN ACCESS ROUTE, OR CURB RAMP THAT INTERFERES WITH THE USE OF THE CURB RAMP.
  - THE SURFACE OF ALL CURB RAMP SHALL BE STABLE, FIRM, AND SLIP RESISTANT. A COARSE BROOK FINISH RUNNING PERPENDICULAR TO THE SLOPE IS RECOMMENDED ON CONCRETE RAMP SURFACES, EXCLUSIVE OF THE DETECTABLE MARKING FIELDS.
  - THE CLEAR SPACE AT THE BOTTOM OF THE CURB RAMP SHALL BE A CLEAR SPACE TO STREET/CUTTHROUGH. IT SHALL SLOPE TO DRAIN RUNOFF TO STREET/CUTTHROUGH AND HAVE A MAXIMUM SLOPE OF 2% (1.5% PREFERRED).
  - TURNING SPACES MAY OVERLAP WITH ADJACENT TURNING MULTIPLE CURB RAMP.
  - TURNING SPACES MAY OVERLAP WITH THE CLEAR GROUND SPACE REQUIRED AT PEDESTRIAN SIGNAL PUSH BUTTONS.
  - THE CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES WITHIN MEDIANS AND PEDESTRIAN REFUGE ISLANDS SHALL BE 5' MINIMUM.
  - BEYOND THE BOTTOM GRADE BREAK, A CLEAR SPACE OF 4' MINIMUM SHALL BE MAINTAINED WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
**CURB RAMP**  
PLACEMENT DETAILS

WORK NUMBER: SDCCR-3  
SHEET NUMBER: 3 OF 4  
FILE NAME: SDCCCR.DGN  
DATE: 12/22/11

REVISION



**NOTES:**

- THE DETAILS PROVIDED ARE NOT DRAWN TO SCALE. THE QUANTITY OF DOWNS SPECIFIED ON THE DETECTABLE WARNING UNIT (THE DOWNS AND THE ENTIRE 2' LEVEL SURFACE) IS FOR ILLUSTRATION ONLY.

**DETECTABLE WARNING UNIT DIMENSIONS:**

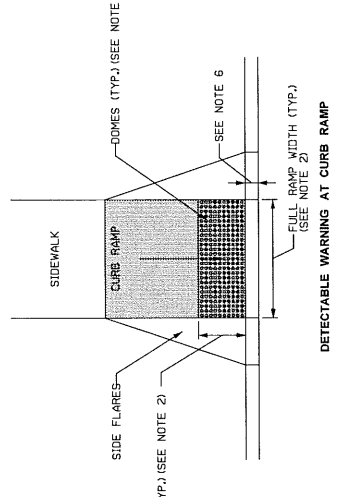
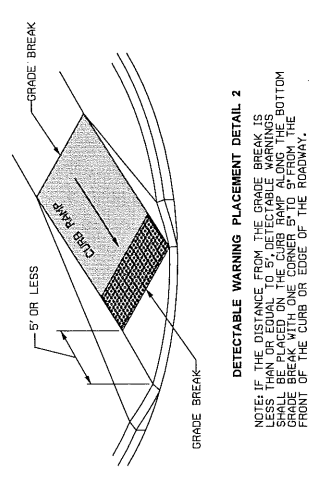
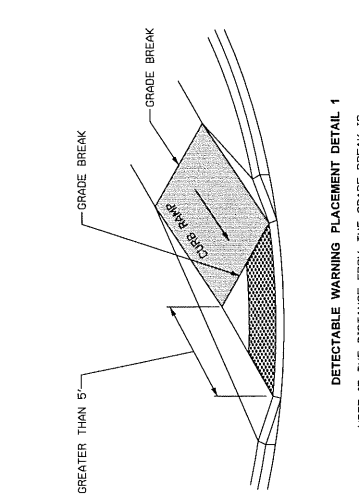
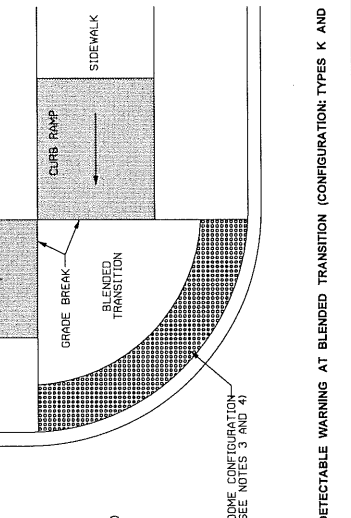
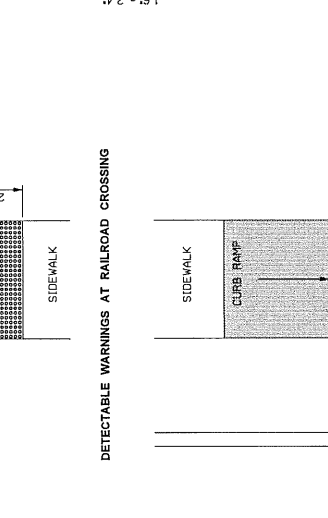
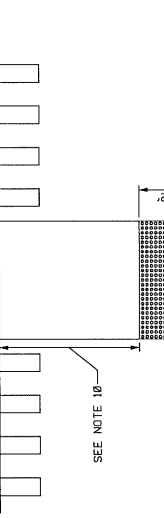
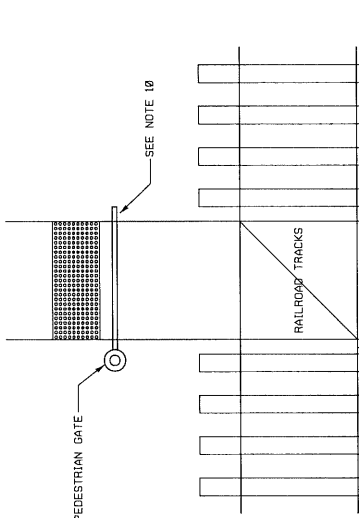
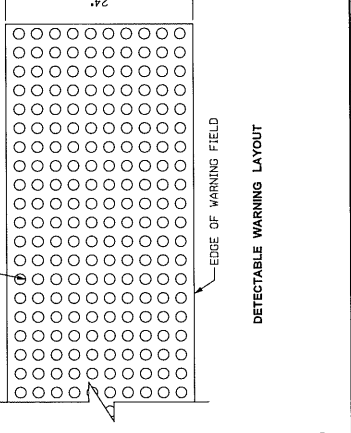
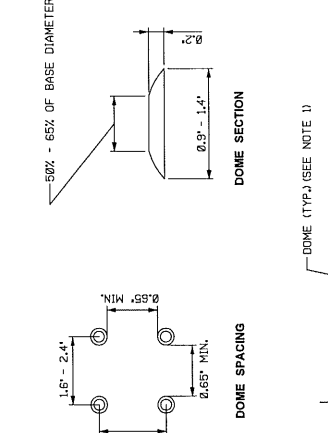
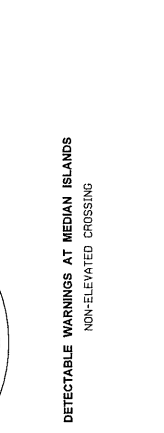
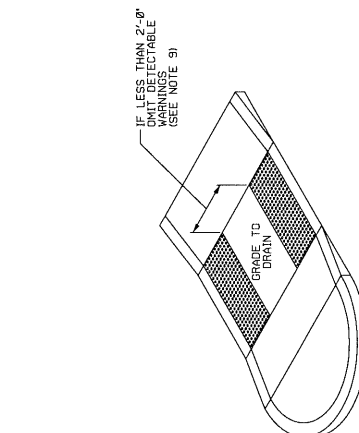
- DETECTABLE WARNING SURFACES SHALL EXTEND 2' MINIMUM IN THE TRANSITION AREAS. DETECTABLE WARNING SURFACES SHALL EXTEND THE FULL WIDTH OF THE RAMP RUN EXCLUDING ANY FLARED SIDES. DETECTABLE WARNING SURFACES SHALL NOT BE LOCATED WITHIN A STREET OR HIGHWAY. DETECTABLE WARNING SURFACES SHALL EXTEND THE FULL WIDTH OF THE RAMP RUN EXCLUDING ANY FLARED SIDES. DETECTABLE WARNING SURFACES SHALL EXTEND THE FULL LENGTH OF THE BOARDING AND ALIGHTING AREAS OF THE PLATFORM. AT BOARDING AND ALIGHTING AREAS, DETECTABLE WARNING SURFACES SHALL EXTEND THE FULL LENGTH OF THE TRANSIT STOP.
- THE ROWS OF DOWNS SHALL BE ALIGNED TO BE PERPENDICULAR TO THE CURB RAMP AND THE STREET.
- WHERE DOWNS ARE ARRANGED RADIALLY THEY MAY DIFFER IN DOME DIAMETER AND CENTER-TO-CENTER SPACING WITHIN THE RANGES SPECIFIED ON THIS SHEET.

**COLOR REQUIREMENTS:**

- DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH ADJACENT GUTTER, STREET OR HIGHWAY, OR PEDESTRIAN ACCESS ROUTE SURFACE, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT.

**DETECTABLE WARNING LOCATIONS:**

- ON PERPENDICULAR CURB RAMPS WHERE THE ENDS OF THE BOTTOM WARNING SURFACES SHALL BE PLACED AT THE BACK OF CURB, WHERE THE ENDS OF THE BOTTOM GRADE BREAK ARE BEHIND THE BACK OF BREAK TO THE BACK OF CURB IS 5' OR LESS, DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE RAMP RUN WITHIN ONE DOME DIAMETER OF THE BACK OF CURB AND THE BOTTOM GRADE BREAK ARE BEHIND THE BACK OF CURB AND THE DISTANCE FROM EITHER END OF THE BOTTOM GRADE BREAK TO THE CURB SHALL BE PLACED ON THE LOWER LANDING AT THE BACK OF CURB.
- ON BLENDING CURB RAMPS, DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE LOWER LANDING AT THE FLUSH TRANSITION BETWEEN THE STREET AND SIDEWALK.
- ON BLENDING TRANSITIONS, DETECTABLE WARNING SURFACES SHALL BE PLACED AT THE BACK OF CURB, WHERE RAISED PEDESTRIAN STREET CROSSINGS DEPRESS CORNERS OR DETECTABLE WARNING SURFACES SHALL BE PLACED AT THE FLUSH TRANSITION BETWEEN THE STREET AND THE SIDEWALK.
- AT CUT-THROUGH PEDESTRIAN REFUGE ISLANDS, DETECTABLE WARNING SURFACES SHALL BE PLACED AT THE EDGES OF THE PEDESTRIAN SURFACE WITHOUT DETECTABLE WARNINGS.
- AT PEDESTRIAN AT-GRADE RAIL CROSSINGS NOT LOCATED WITHIN A STREET OR HIGHWAY, DETECTABLE WARNING SURFACES SHALL BE PLACED ON EACH SIDE OF THE RAIL CROSSING, THE EDGE OF THE DETECTABLE WARNING SURFACE SHALL BE PLACED AT THE CENTERLINE OF THE NEAREST RAIL, WHERE PEDESTRIAN GATES ARE PROVIDED, DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE SIDE OF THE RAIL OPPOSITE THE RAIL.
- AT BOARDING PLATFORMS FOR BUSES AND RAIL VEHICLES, DETECTABLE WARNING SURFACES SHALL BE PLACED AT THE BOARDING LANDING OF THE PLATFORM.
- AT BOARDING AND ALIGHTING AREAS AT SIDEWALK OR STREET LEVEL TRANSIT STOPS FOR RAIL VEHICLES, DETECTABLE WARNING SURFACES SHALL BE PLACED AT THE SIDE OF THE BOARDING AND ALIGHTING AREA FACING THE RAIL VEHICLES.



**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**CURB RAMPS**

**DETECTABLE WARNING**

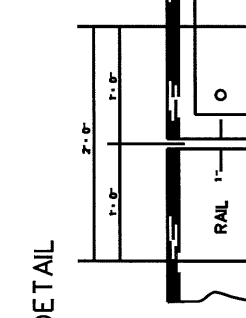
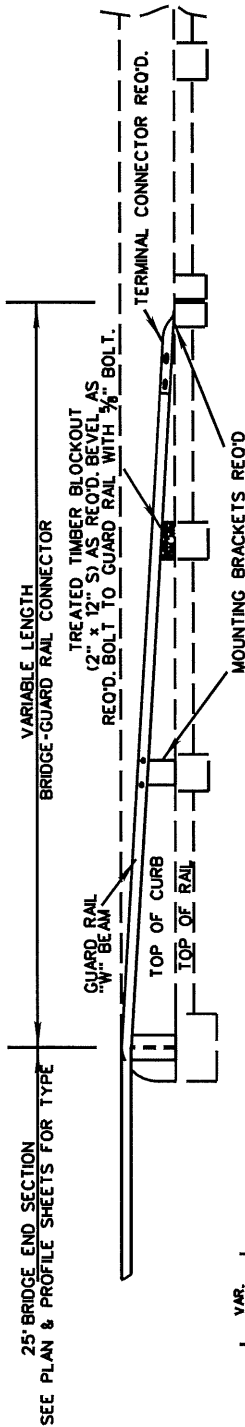
**DETAILS**

BY: \_\_\_\_\_

REVISION: \_\_\_\_\_

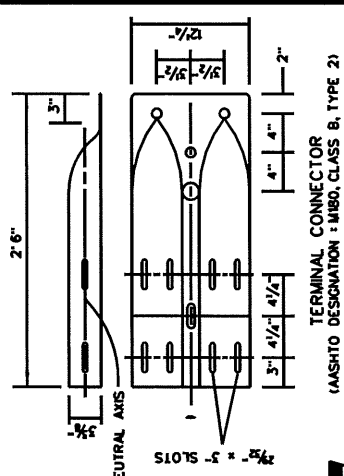
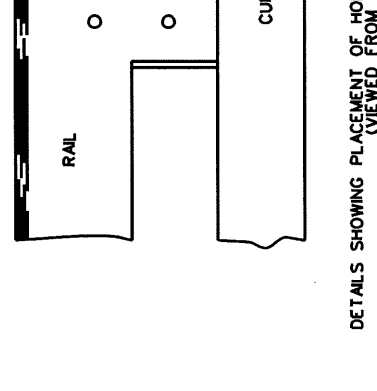
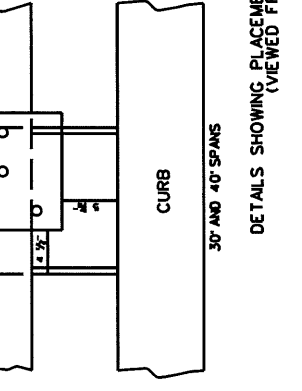
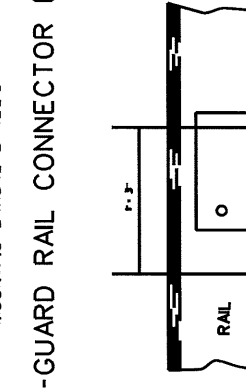
DATE: 12/16/23

PRICE: \$0.00



DETAILS SHOWING PLACEMENT OF HOLES FOR CONNECTOR  
(VIEWED FROM ROADWAY)

DETAILS SHOWING PLACEMENT OF HOLES FOR INTERMEDIATE BRACKET  
(VIEWED FROM ROADWAY)



TERMINAL CONNECTOR  
(AASHTO DESIGNATION: M80, CLASS B, TYPE 2)

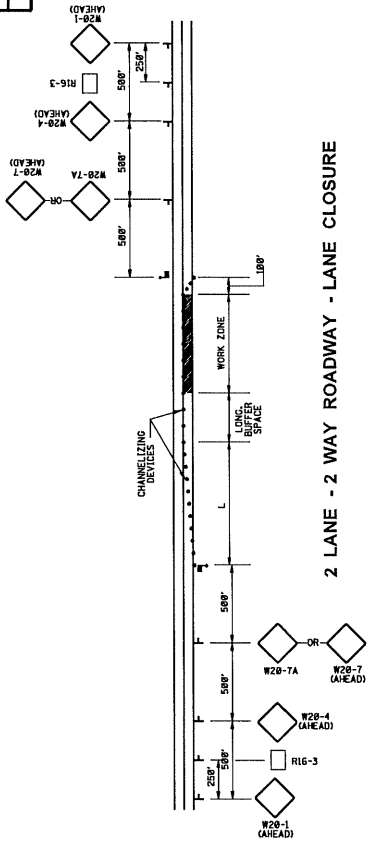
**NOTES:**  
BRIDGE-GUARD RAIL CONNECTOR TO CONSIST OF ONE (1) 25' SECTION OF GUARD RAIL (FIELD CUT, DRILLED, AND GALVANIZED), FABRICATED BRACKETS AND PLATES, TERMINAL CONNECTOR, MOUNTING HARDWARE, AND TIMBER BLOCKOUT (COMPLETE IN PLACE).  
2. BRIDGE-GUARD RAIL CONNECTORS REO'D. ON BRIDGES, 2' WIDE, 4' REO'D ON BRIDGES, 26' OR WIDER.  
PRIOR TO FABRICATION, ALL DIMENSIONS FOR MOUNTING BRACKETS, CONNECTORS, BOLT LENGTHS AND GUARD RAIL SHALL BE DETERMINED IN THE FIELD BY THE CONTRACTOR. DIMENSION SHOWN MAY VARY FROM ACTUAL FIELD CONDITIONS AT EACH SITE.

PAY ITEM NO. 907-606-0001 SPECIAL SECTIONS  
BRIDGE-GUARD RAIL CONNECTOR PER EACH

Notice To Bidder No. 117

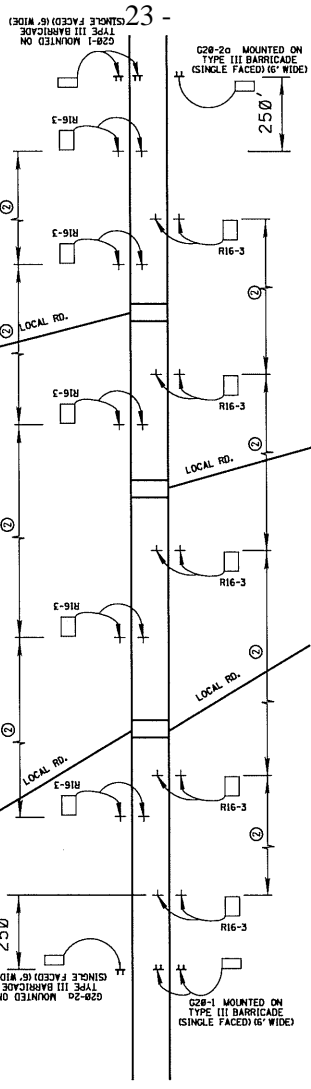
MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
SPECIAL DESIGN  
BRIDGE-GUARD RAIL CONNECTOR

WORKING DRAWING  
FILE NAME: guardrail.con  
DATE: 01/10/08  
BY: J. B. GRIFFIN

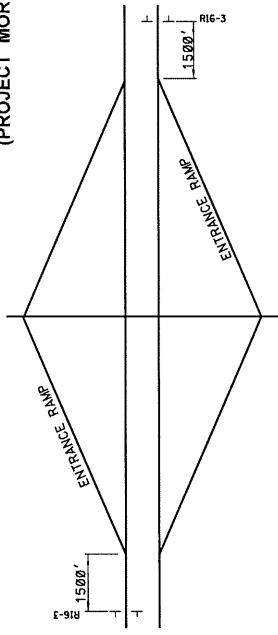


2 LANE - 2 WAY ROADWAY - LANE CLOSURE

DIVIDED HIGHWAY  
(PROJECTS LESS THAN 1 MILE LENGTH)

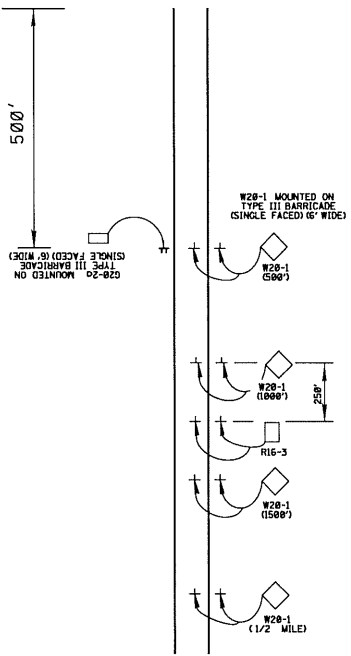


DIVIDED HIGHWAY SHOWN  
(2 LANE - 2 WAY ROADWAY SIMILAR)  
(PROJECT MORE THAN 1 MILE LENGTH)



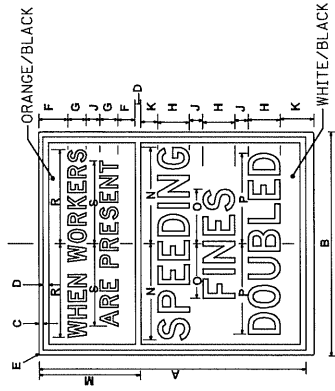
INTERSTATE DETAIL

REMAINING OF CONSTRUCTION



NOTES

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



| SIGN | DIMENSIONS (INCHES) |       |       |       |       |       |       |    |
|------|---------------------|-------|-------|-------|-------|-------|-------|----|
| 16-3 | A                   | B     | C     | D     | E     | F     | G     | H  |
| SID. | 60                  | 48    | 3     | 1 1/4 | 3     | 3/4   | 4 1/2 | 10 |
| 16-3 | A                   | B     | C     | D     | E     | F     | G     | H  |
| SID. | 3                   | 6 1/4 | 2 1/4 | 1 1/4 | 1 3/4 | 2 3/4 | 1 1/2 | 10 |

| SIGN | DIMENSIONS (INCHES) |       |       |       |       |       |       |    |
|------|---------------------|-------|-------|-------|-------|-------|-------|----|
| 16-3 | A                   | B     | C     | D     | E     | F     | G     | H  |
| SID. | 48                  | 36    | 3     | 1 1/4 | 3     | 3/4   | 3 1/2 | 10 |
| 16-3 | A                   | B     | C     | D     | E     | F     | G     | H  |
| SID. | 3                   | 4 1/4 | 1 1/4 | 1 1/4 | 1 1/2 | 1 3/4 | 1 1/2 | 10 |

R16-3

48" x 60"  
(INTERSTATE USE)

36" x 48"  
(ALL OTHER HIGHWAYS)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

LOCATION OF R16-3 SIGNS

| BY | REVISION | DATE |
|----|----------|------|
|    |          |      |
|    |          |      |
|    |          |      |
|    |          |      |

WORKING NUMBER: SHEET NO. 117 - CONT'D.

FILENAME: SPEED SIGN DETAIL.DGN DATE: 07-08-08

DESIGN TEAM: DESIGNED

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION NO. 907-625-1**

**CODE: (SP)**

**DATE: 01/17/2017**

**SUBJECT: Painted Traffic Markings**

Section 625, Painted Traffic Markings, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-625.04--Method of Measurement.** After the last paragraph of Subsection 625.04 on page 492, add the following.

Four-inch traffic stripe markings shall be measured in accordance with Subsection 619.04 for temporary stripe.

**907-625.05--Basis of Payment.** Add the following pay items to the list of pay items on page 492.

- 907-625-A: Traffic Stripe, Skip White, 4” Width - per linear foot or mile
- 907-625-B: Traffic Stripe, Skip Yellow, 4” Width - per linear foot or mile
- 907-625-C: Traffic Stripe, Continuous White, 4” Width - per linear foot or mile
- 907-625-D: Traffic Stripe, Continuous Yellow, 4” Width - per linear foot or mile
- 907-625-E: Detail Traffic Stripe, 4” Equivalent Length - per linear foot
- 907-625-F: Legend, 4” Equivalent Length - per square foot or linear foot

# SECTION 905 - PROPOSAL

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.

I (We) acknowledge that this proposal will be found irregular and/or non-responsive unless a certified check, cashier's check, or Proposal Guaranty Bond in the amount as required in the Advertisement (or, by law) is submitted electronically with the proposal or is delivered to the Contract Administration Engineer prior to the bid opening time specified in the advertisement.

**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.

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) shall submit electronically with our proposal or deliver prior to the bid opening time 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.



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

I (We) hereby certify by digital signature and electronic submission via Bid Express of the Section 905 proposal below, that all certifications, disclosures and affidavits incorporated herein are deemed to be duly executed in the aggregate, fully enforceable and binding upon delivery of the bid proposal. I (We) further acknowledge that this certification shall not extend to the bid bond or alternate security which must be separately executed for the benefit of the Commission. This signature does not cure deficiencies in any required certifications, disclosures and/or affidavits. I (We) also acknowledge the right of the Commission to require full and final execution on any certification, disclosure or affidavit contained in the proposal at the Commission's election upon award. Failure to so execute at the Commission's request within the time allowed in the Standard Specifications for execution of all contract documents will result in forfeiture of the bid bond or alternate security.

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 and Overlay approximately 15 miles of SR 39 from Lauderdale County Line to SR 16, known as State Project No. MP-5039-35(006) / 306056301 in Kemper County.

| Line no.             | Item Code | Adj Code | Quantity | Units       | Description[Fixed Unit Price]                                   |
|----------------------|-----------|----------|----------|-------------|---|
| <b>Roadway Items</b> |           |          |          |             |   |
| 0010                 | 202-B007  |          | 100      | Square Yard | Removal of Asphalt Pavement, All Depths                         |
| 0020                 | 202-B080  |          | 59       | Square Yard | Removal of Concrete Sidewalk                                    |
| 0030                 | 202-B089  |          | 31       | Linear Feet | Removal of Curb &/or Curb and Gutter, All Types                 |
| 0040                 | 202-B138  |          | 20       | Each        | Removal of Guard Rail Bridge End Section                        |
| 0050                 | 202-B158  |          | 2,626    | Linear Feet | Removal of Guard Rail, Including Rails, Posts and Terminal Ends |
| 0060                 | 202-B240  |          | 2,780    | Linear Feet | Removal of Traffic Stripe                                       |
| 0070                 | 203-G001  | (E)      | 50       | Cubic Yard  | Excess Excavation, FM, AH                                       |
| 0080                 | 304-A006  | (GY)     | 1,000    | Cubic Yard  | Granular Material, LVM, Class 5, Group E                        |
| 0090                 | 304-G002  | (GY)     | 10       | Cubic Yard  | Size 610 Crushed Stone Base, AEA                                |
| 0100                 | 403-A002  | (BA1)    | 26,500   | Ton         | 12.5-mm, MT, Asphalt Pavement                                   |
| 0110                 | 406-A002  |          | 224,400  | Square Yard | Cold Milling of Bituminous Pavement, All Depths                 |
| 0120                 | 407-A001  | (A2)     | 22,440   | Gallon      | Asphalt for Tack Coat   |
| 0130                 | 606-B009  |          | 2,432    | Linear Feet | Guard Rail, Class A, Type 1, Metal Post                         |
| 0140                 | 606-D005  |          | 8        | Each        | Guard Rail, Bridge End Section, Type A                          |
| 0150                 | 606-D020  |          | 12       | Each        | Guard Rail, Bridge End Section, Type H, Metal Post              |
| 0160                 | 606-E005  |          | 20       | Each        | Guard Rail, Terminal End Section, Flared                        |
| 0170                 | 606-G001  |          | 8        | Each        | Special Sections, Bridge Connector                              |
| 0180                 | 608-A001  | (S)      | 70       | Square Yard | Concrete Sidewalk, Without Reinforcement                        |
| 0190                 | 608-C001  |          | 110      | Square Feet | Detectable Warning Panels                                       |
| 0200                 | 618-A001  |          | 1        | Lump Sum    | Maintenance of Traffic  |
| 0210                 | 619-A1001 |          | 52       | Mile        | Temporary Traffic Stripe, Continuous White                      |
| 0220                 | 619-A2001 |          | 42       | Mile        | Temporary Traffic Stripe, Continuous Yellow                     |
| 0230                 | 619-A4002 |          | 13       | Mile        | Temporary Traffic Stripe, Skip Yellow                           |
| 0240                 | 619-A5001 |          | 1,644    | Linear Feet | Temporary Traffic Stripe, Detail                                |
| 0250                 | 619-A6001 |          | 3,000    | Square Feet | Temporary Traffic Stripe, Legend                                |
| 0260                 | 619-D1001 |          | 1,100    | Square Feet | Standard Roadside Construction Signs, Less than 10 Square Feet  |
| 0270                 | 619-D2001 |          | 600      | Square Feet | Standard Roadside Construction Signs, 10 Square Feet or More    |
| 0280                 | 619-G4001 |          | 24       | Linear Feet | Barricades, Type III, Double Faced                              |
| 0290                 | 620-A001  |          | 1        | Lump Sum    | Mobilization  |
| 0300                 | 626-B002  |          | 29       | Mile        | 6" Thermoplastic Double Drop Traffic Stripe, Continuous White   |
| 0310                 | 626-D001  |          | 7        | Mile        | 6" Thermoplastic Double Drop Traffic Stripe, Skip Yellow        |
| 0320                 | 626-E001  |          | 21       | Mile        | 6" Thermoplastic Double Drop Traffic Stripe, Continuous Yellow  |
| 0330                 | 626-G004  |          | 6,000    | Linear Feet | Thermoplastic Double Drop Detail Stripe, White                  |
| 0340                 | 626-G005  |          | 2,200    | Linear Feet | Thermoplastic Double Drop Detail Stripe, Yellow                 |

| <b>Line no.</b> | <b>Item Code</b> | <b>Adj Code</b> | <b>Quantity</b> | <b>Units</b> | <b>Description[Fixed Unit Price]</b>                 |
|-----------------|------------------|-----------------|-----------------|--------------|--|
| 0350            | 626-H001         |                 | 1,500           | Square Feet  | Thermoplastic Double Drop Legend, White              |
| 0360            | 627-B001         |                 | 800             | Each         | Two-Way Clear Reflective Raised Markers              |
| 0370            | 627-D001         |                 | 1,550           | Each         | Two-Way Yellow Reflective Raised Markers             |
| 0380            | 627-K001         |                 | 15              | Each         | Red-Clear Reflective High Performance Raised Markers |
| 0390            | 630-F006         |                 | 120             | Each         | Delineators, Guard Rail, White                       |
| 0400            | 907-625-E001     |                 | 2,500           | Linear Feet  | Detail Traffic Stripe, 4" Equivalent Length          |
| 0410            | 907-625-E002     |                 | 180             | Linear Feet  | Detail Traffic Stripe, Blue-ADA                      |
| 0420            | 907-630-PP003    |                 | 3               | Each         | Handicap Parking Sign, With Post                     |

SECTION 905 - COMBINATION BID PROPOSAL (Continued)

**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.

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) agree to complete each contract on or before its specified completion date.

\*\*\*\*\*

**COMBINATION BID PROPOSAL**

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 Combination A has been selected, your Combination Bid is complete.

(b) If Combination B has been selected, then complete the following page.

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.             |                 |      |                      |                      |                          |

For Informational Purposes Only

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 Combination C has been selected, then initial and complete ONE of the following.

\_\_\_\_\_ 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.



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 September 8, 2011.

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

|                      |           |
|----------------------|-----------|
| _____                | _____     |
| (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 September 8, 2011.

Contractor \_\_\_\_\_

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**  
**CERTIFICATION**

I, \_\_\_\_\_,  
(Name of person signing bid)

individually, and in my capacity as \_\_\_\_\_ of  
(Title of person signing bid)

\_\_\_\_\_  
(Name of Firm, partnership, or Corporation)

do hereby certify under 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-5039-35(006)/ 306056301000**

in **Kemper** \_\_\_\_\_ 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.

Do exceptions exist and are made a part thereof?            Yes / No

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 is true and correct.

(1/2016 S)



SECTION 902

CONTRACT FOR MP-5039-35(006)/ 306056301000

LOCATED IN THE COUNTY(IES) OF Kemper

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

**SECTION 903**  
**PERFORMANCE AND PAYMENT BOND**

CONTRACT BOND FOR: MP-5039-35(006)/ 306056301000

LOCATED IN THE COUNTY(IES) OF: Kemper

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, effective as of the contract date shown below, 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.

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 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.

|                         |                                 |
|-------------------------|---------------------------------|
| _____                   | _____                           |
| (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 and Overlay approximately 15 miles of SR 39 from Lauderdale County Line to SR 16, known as State Project No. MP-5039-35(006) / 306056301 in Kemper 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\_\_

\_\_\_\_\_  
(Witness)

\_\_\_\_\_  
(Principal) (Seal)

By: \_\_\_\_\_  
(Name) (Title)

\_\_\_\_\_  
(Surety) (Seal)

\_\_\_\_\_  
(Witness)

By: \_\_\_\_\_  
(Attorney-in-Fact)

\_\_\_\_\_  
(MS Agent)

\_\_\_\_\_  
Mississippi Insurance ID Number

