



SM No. CMP6000342581

PROPOSAL AND CONTRACT DOCUMENTS

FOR THE CONSTRUCTION OF

14

Overlay SR 29 and SR 590 from I-59 to the bypass, known as State Project Nos.
MP-6000-34(258) / 306189301 & 302 in Jones County.

Project Completion: Flexible

(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

SECTION 900

OF THE CURRENT

2017 STANDARD SPECIFICATIONS

FOR ROAD AND BRIDGE CONSTRUCTION

JACKSON, MISSISSIPPI

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
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MP-6000-34(258) / 306189302 - Jones**

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06/28/2017 11:26 AM

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, July 25, 2017, from the Bid Express Service and shortly thereafter publicly read on the Sixth Floor for:

Overlay SR 29 and SR 590 from I-59 to the bypass, known as State Project Nos. MP-6000-34(258) / 306189301 & 302 in Jones 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.

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 as glass, paper products, tires, wood products, metal, synthetic materials and other miscellaneous debris.

Litter removal is considered incidental to other items of work and will not be measured for separate payment.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 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 7th Street, SW
Washington, DC 20590
(202) 366-2212

or

http://www.ops.fhwa.dot.gov/Freight/publications/brdg_frm_wghts/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

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.

Device	Effective Date for MASH Compliance
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

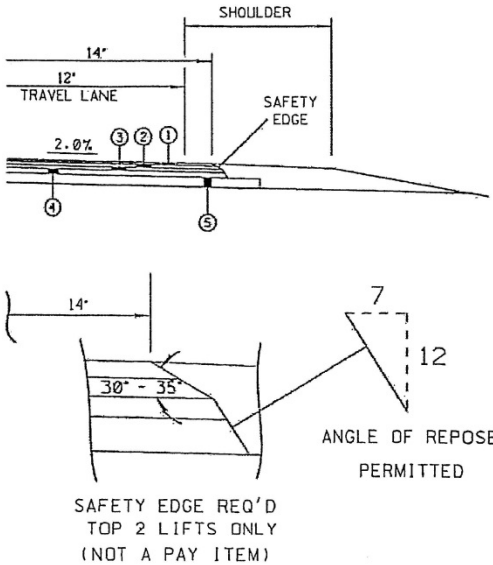
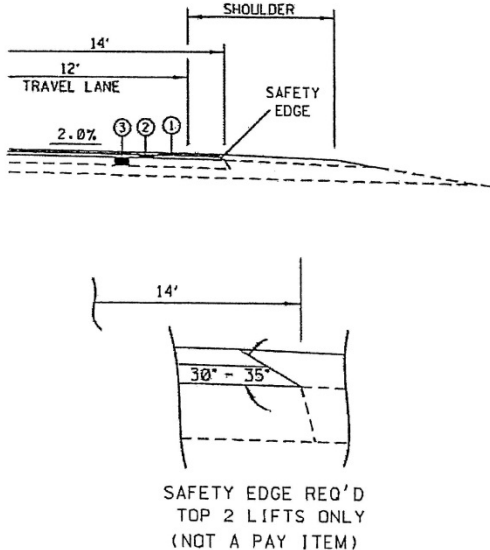
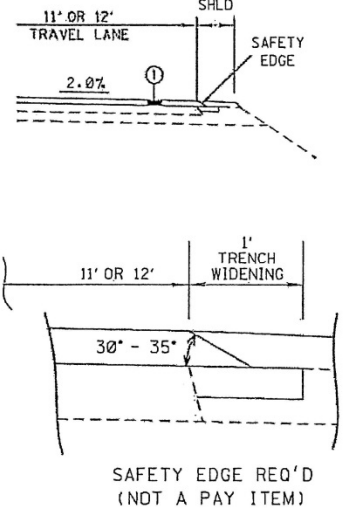
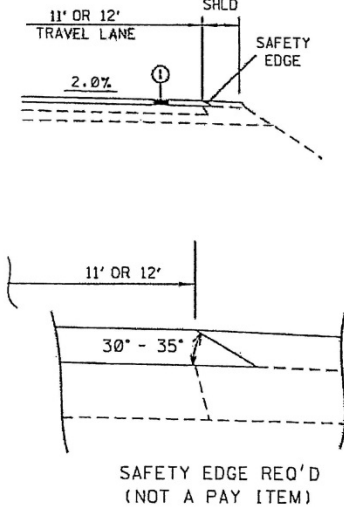
SECTION 904 - NOTICE TO BIDDERS NO. 13

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').

 <p>NEW CONSTRUCTION</p>	 <p>OVERLAY 14' PAVEMENT</p>
 <p>OVERLAY 11' OR 12' PAVEMENT WITH TRENCH WIDENING</p>	 <p>OVERLAY 11' OR 12' PAVEMENT WITHOUT TRENCH WIDENING</p>
<p>SAFETY EDGE DETAILS 4/8/2011</p>	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 14

CODE: (SP)

DATE: 01/17/2017

SUBJECT: Railway-Highway Provisions

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

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

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

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

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

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

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

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

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

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 19

CODE: (SP)

DATE: 01/17/2017

SUBJECT: Norfolk Southern Insurance Requirements

Bidder's attention is brought to the following special insurance requirements regarding Norfolk Southern Railroads.

- A. In addition to any other forms of insurance or bonds required under the terms of the contract and specifications, the Prime Contractor will be required to carry insurance of the following kinds and amounts:
 - 1.
 - a. Commercial General Liability Insurance having a combined single limit of not less than \$2,000,000 per occurrence for all loss, damage, cost and expense, including attorneys' fees, arising out of bodily injury liability and property damage liability during the policy period. Said policy shall include explosion, collapse, and underground hazard (XCU) coverage, shall be endorsed to name Railroad specified in item A.2.c. below both as the certificate holder and as an additional insured, and shall include a severability of interests provision.
 - b. Automobile Liability Insurance with a combined single limit of not less than \$1,000,000 each occurrence for injury to or death of persons and damage to or loss or destruction of property. Said policy or policies shall be endorsed to name Railroad specified in item A.2.c. below both as the certificate holder and as an additional insured and shall include a severability of interests provision;
 - 2. Railroad Protective Liability Insurance having a combined single limit of not less than \$2,000,000 each occurrence and \$6,000,000 in the aggregate applying separately to each annual period. If the project involves track over which passenger trains operate, the insurance limits required are not less than a combined single limit of \$5,000,000 each occurrence and \$10,000,000 in the aggregate applying separately to each annual period. Said policy shall provide coverage for all loss, damage or expense arising from bodily injury and property damage liability, and physical damage to property attributed to acts or omissions at the job site.

The standards for the Railroad Protective Liability Insurance are as follows:

- a. The insurer must be rated A- or better by A.M. Best Company, Inc.
NOTE: Norfolk Southern (NS) does not accept from insurers Chartis (AIG or Affiliated Company including Lexington Insurance Company), Hudson Group or Liberty or Affiliated Company.
- b. The policy must be written using one of the following combinations of Insurance Services Office ("ISO") Railroad Protective Liability Insurance Form Numbers:
 - (1) CG 00 35 01 96 and CG 28 31 10 93; or
 - (2) CG 00 35 07 98 and CG 28 31 07 98; or
 - (3) CG 00 35 10 01; or
 - (4) CG 00 35 12 04; or
 - (5) CG 00 35 12 07; or
 - (6) CG 00 35 04 13.

- c. The named insured shall read:

Norfolk Southern Corporation and its subsidiaries
Three Commercial Place
Norfolk, Virginia 23510-2191
Attn: S. W. Dickerson Risk Management

(NOTE: NS does not share coverage on RRPL with any other entity on this policy)

- d. The description of operations must appear on the Declarations, must match the project description in this agreement, and must include the appropriate Department project and contract identification numbers.
- e. The job location must appear on the Declarations and must include the city, state, and appropriate highway name/number. NOTE: Do not include any references to milepost, valuation station, or mile marker on the insurance policy.
- f. The name and address of the prime contractor must appear on the Declarations.
- g. The name and address of the Department must be identified on the Declarations as the "Involved Governmental Authority or Other Contracting Party."
- h. Endorsements/forms that are **required** are:
- (1) Physical Damage to Property Amendment
 - (2) Terrorism Risk Insurance Act (TRIA) coverage must be included
- i. Other endorsements/forms that will be accepted are:
- (1) Broad Form Nuclear Exclusion — Form IL 00 21
 - (2) 30-day Advance Notice of Non-renewal or cancellation
 - (3) Required State Cancellation Endorsement
 - (4) Quick Reference or Index Form CL/IL 240
- j. Endorsements/forms that are **NOT** acceptable are:
- (1) Any Pollution Exclusion Endorsement except CG 28 31
 - (2) Any Punitive or Exemplary Damages Exclusion
 - (3) Known injury or Damage Exclusion form CG 00 59
 - (4) Any Common Policy Conditions form
 - (5) An Endorsement that limits or excludes Professional Liability coverage
 - (6) A Non-Cumulation of Liability or Pyramiding of Limits Endorsement
 - (7) An Endorsement that excludes TRIA coverage
 - (8) A Sole Agent Endorsement
 - (9) Any type of deductible endorsement or amendment
 - (10) Any other endorsement/form not specifically authorized in item no. 2.h above.

- B. If any part of the work is sublet, similar insurance, and evidence thereof as specified in A. 1 above, shall be provided by or on behalf of the subcontractor to cover its operations on Railroad's right of way.
- C. All insurance required under the preceding subsection A shall be underwritten by insurers and be of such form and content, as may be acceptable to the Company. Prior to entry on Railroad right-of-way, the original Railroad Protective Liability Insurance Policy shall be submitted by the Prime Contractor to the Department at the address below for its review and transmittal to the Railroad. In addition, certificates of insurance evidencing the Prime Contractor's and any subcontractors' Commercial General Liability Insurance shall be issued to the Railroad and the Department at the addresses below, and forwarded to the Department for its review and transmittal to the Railroad. The certificates of insurance shall state that the insurance coverage will not be suspended, voided, canceled, or reduced in coverage or limits without (30) days advance written notice to Railroad and the Department. No work will be permitted by Railroad on its right-of-way until it has reviewed and approved the evidence of insurance required herein.

DEPARTMENT:

Mississippi Department of Transportation
Bridge Division
P.O. Box 1850
Jackson, MS 39215-1850

RAILROAD:

Risk Management
Norfolk Southern Corporation and its subsidiaries
Three Commercial Place
Norfolk, Virginia 23510-2191

- D. The insurance required herein shall in no way serve to limit the liability of Department or its Contractors under the terms of this agreement.
- E. Insurance Submission Procedures
1. Railroad will only accept initial insurance submissions via US Mail or Overnight carrier to the address noted in C above. Railroad will NOT accept initial insurance submissions via email or faxes.
 2. Railroad requires the following two (2) forms of insurance in the initial insurance submission to be submitted under a cover letter providing details of the project and contact information:
 - a. The full original or certified true countersigned copy of the railroad protective liability insurance policy in its entirety inclusive of all declarations, schedule of forms and endorsements along with the policy forms and endorsements.
 - b. The Contractor's commercial general, automobile, and workers' compensation liability insurance certificate of liability insurance evidencing a combined single limit of a minimum of \$2M per occurrence of general and \$1M per occurrence of automobile liability insurance naming Norfolk Southern Railway Company, Three Commercial Place, Norfolk, VA 23510 as the certificate holder and as an additional insured on both the general and automobile liability insurance policy.
 3. It should be noted that the Railroad does not accept notation of Railroad Protective insurance on a certificate of liability insurance form or Binders as Railroad must have the full original countersigned policy. Further, please note that mere receipt of the policy is not the only issue but review for compliance. Due to the number of projects system-wide, it typically takes a minimum of 30 - 45 days for the Railroad to review.

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. 115

CODE: (SP)

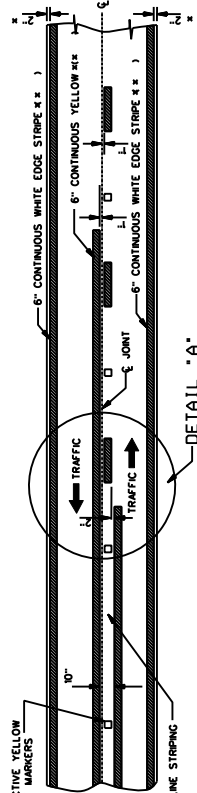
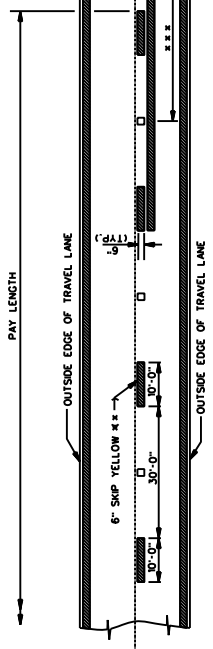
DATE: 04/19/2017

SUBJECT: Standard Drawings

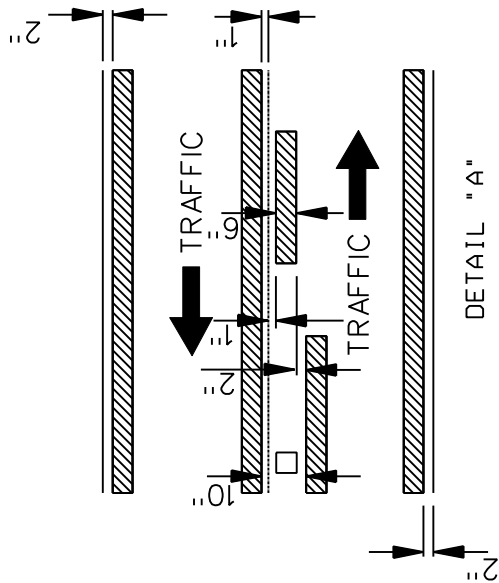
Standard Drawings attached hereto shall govern appropriate items of required work.

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



TWO-WAY TRAFFIC
(ASPHALT OR CONCRETE PAVEMENT)



↑↑
DIRECTION OF TRAFFIC

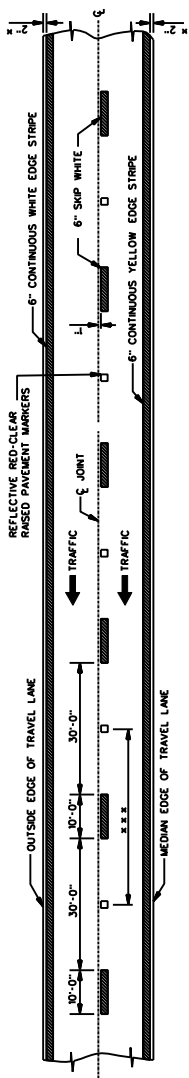
GENERAL NOTES:

- * 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 (11-in)	RURAL AREA (11-in)
HORIZONTAL CURVES	40'-0"	80'-0"
INTERCHANGE LIMITS	40'-0"	40'-0"
	40'-0"	1,40'-0"

NOTE: ON THE MAIN FACILITY REFLECTIVE RED-CLEAR BASED 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' IN ADVANCE (IN DIRECTION OF TRAFFIC) OF 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."



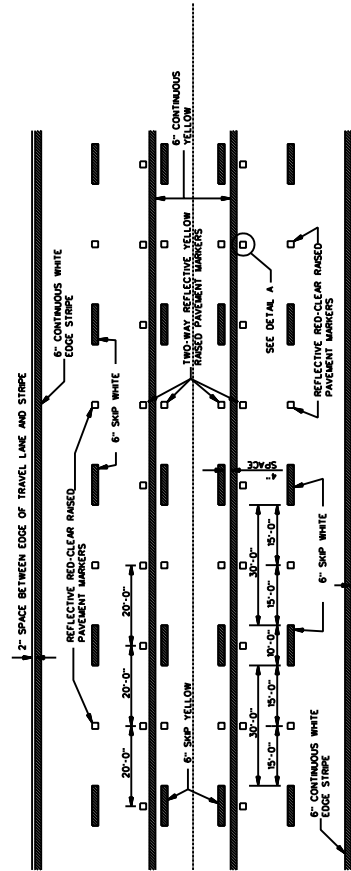
4-LANE WITH ONE-WAY TRAFFIC

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

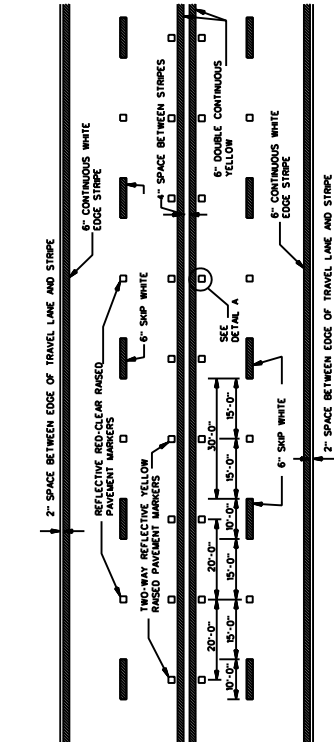
PAVEMENT MARKING
DETAILS FOR
2-LANE AND 4-LANE
DIVIDED HIGHWAYS

WORKSHEET NUMBER: PM-1
SHEET NUMBER: 129
ISSUE DATE: OCTOBER 1, 1998

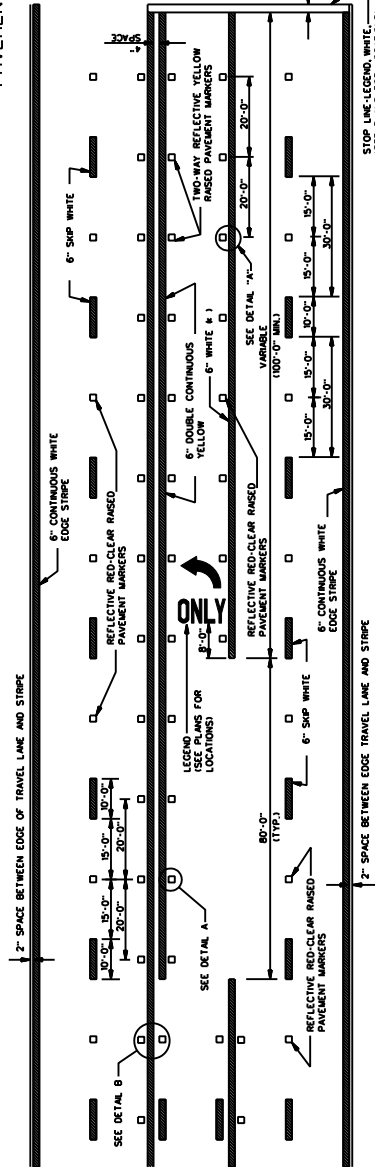
STATE	PROJECT NO.
MISS.	



TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 5-LANE SECTION



TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 4-LANE SECTION



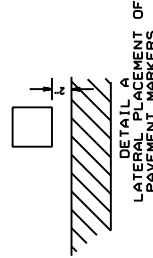
TYPICAL STRIPING AND RAISED PAVEMENT MARKERS AT LEFT TURN LANES

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



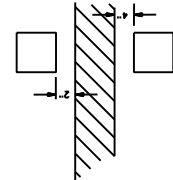
TYPICAL TWO-WAY ARROW INSTALLATION

1. CONSIDER EACH SEGMENT OF CONTINUOUS TWO-WAY LEFT TURN LANE SEPARATELY.
2. IF SEGMENT IS LESS THAN 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.).



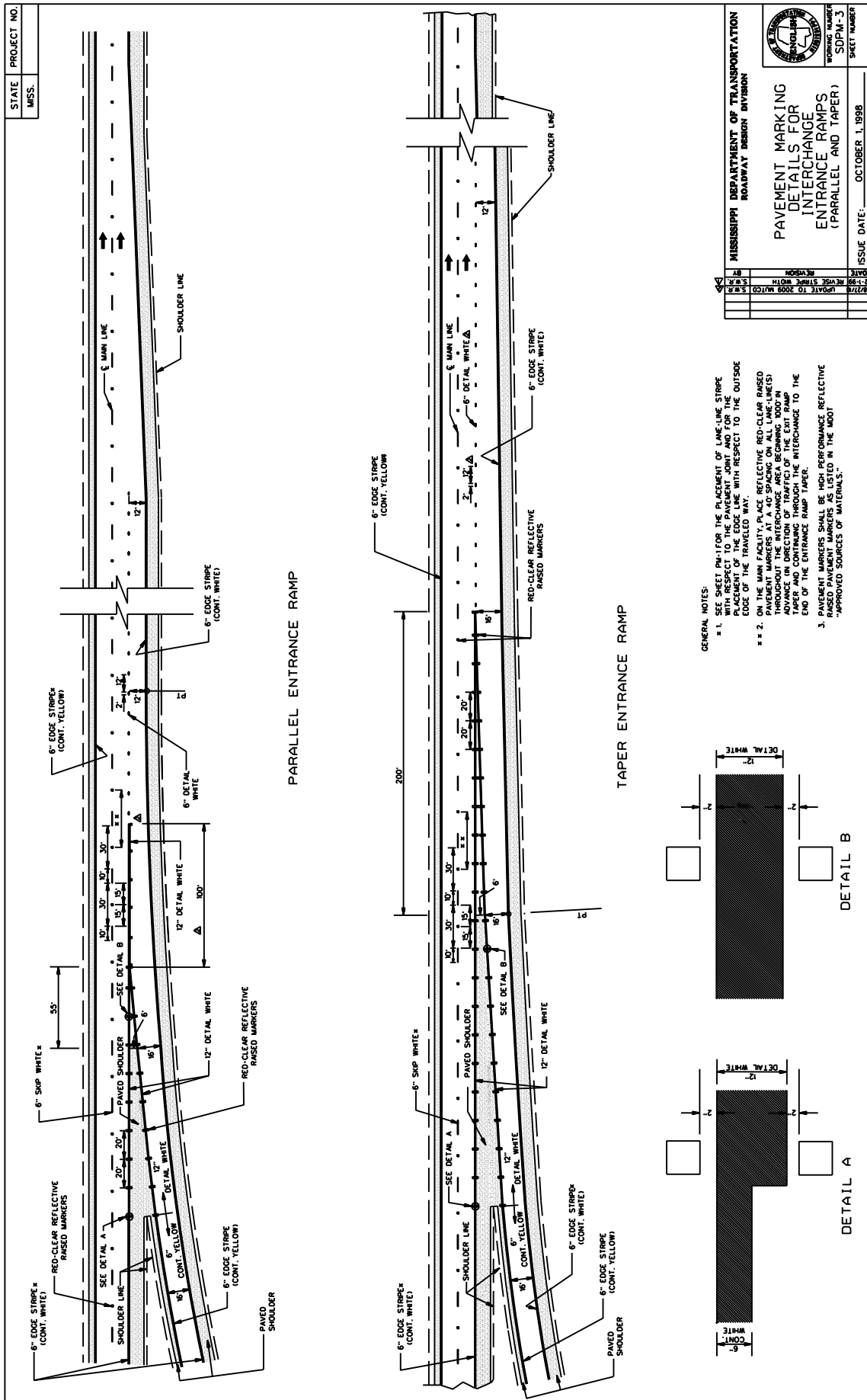
DETAIL A
LATERAL PLACEMENT OF
PAVEMENT MARKERS

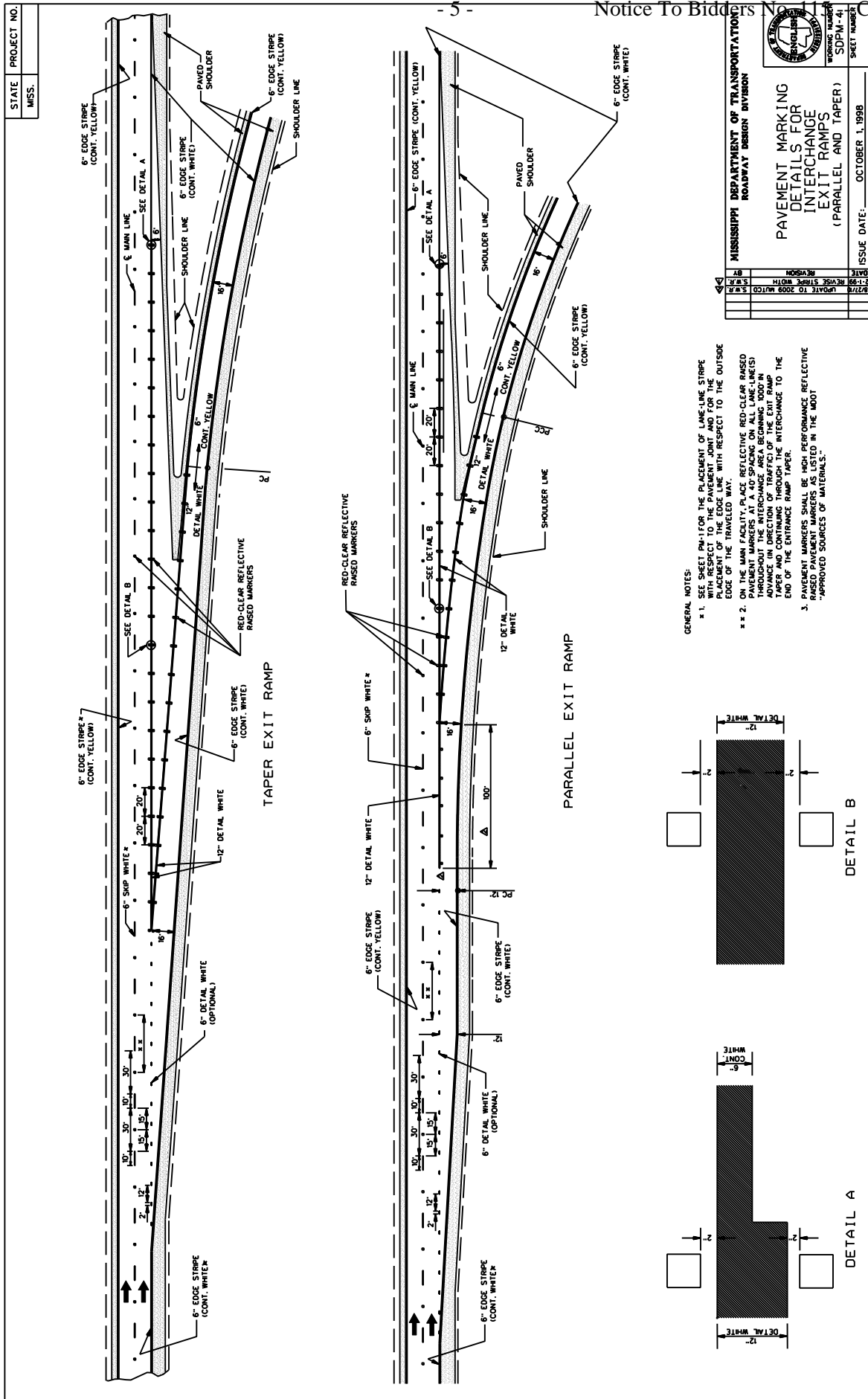
GENERAL NOTE:
1. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE RAISED PAVEMENT MARKERS AS LISTED IN THE ADOT-APPROVED SOURCES OF MATERIALS.



DETAIL B
LATERAL PLACEMENT OF
PAVEMENT MARKERS

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
PAVEMENT MARKING	
DETAILS FOR	
4-LANE AND 5-LANE	
UNDIVIDED ROADWAYS	
DATE	06/10/10
DESIGN	SDPM-2.DGN
CHECKED	
APPROVED	
SHEET NUMBER	1
PROJECT NUMBER	115





STATE MISS.	PROJECT NO.
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GENERAL NOTES:

1. UNLESS OTHERWISE SHOWN ON THE PLANS, ALL PAVEMENT MARKING LEGENDS SHALL BE APPLIED USING HIGH PERFORMANCE MATERIALS.
2. TWO HORIZONTAL GAPS (CAUSED BY GRLEES AND EXTENDING 1/4" ALL WIDTH) SHALL BE MAINTAINED BETWEEN LETTERS FOR OTHER DETAILS SEE THE MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES.
3. ON UNIFORM TRAFFIC CONTROL DEVICES, LEGENDS ARE AS FOLLOWS:

LEGEND	AREA (FT ²)
STOP	24.6
RIGHT	78.8
LEFT	78.8
TRIP	27.3
LANE	22.7
AHEAD	35.3
EXIT	18.5
SIGNAL	32.5
SCHOOL	35.5

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

**PAVEMENT MARKING
LEGEND DETAILS**

DATE	OCTOBER 1, 1998
BY	REVISION

PROJECT NUMBER	124
SHEET NUMBER	124

STATE PROJECT NO. MISS.	
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THRU ARROW

TURN ARROW

COMBINATION ARROW

1-WAY ARROW

GENERAL NOTES:

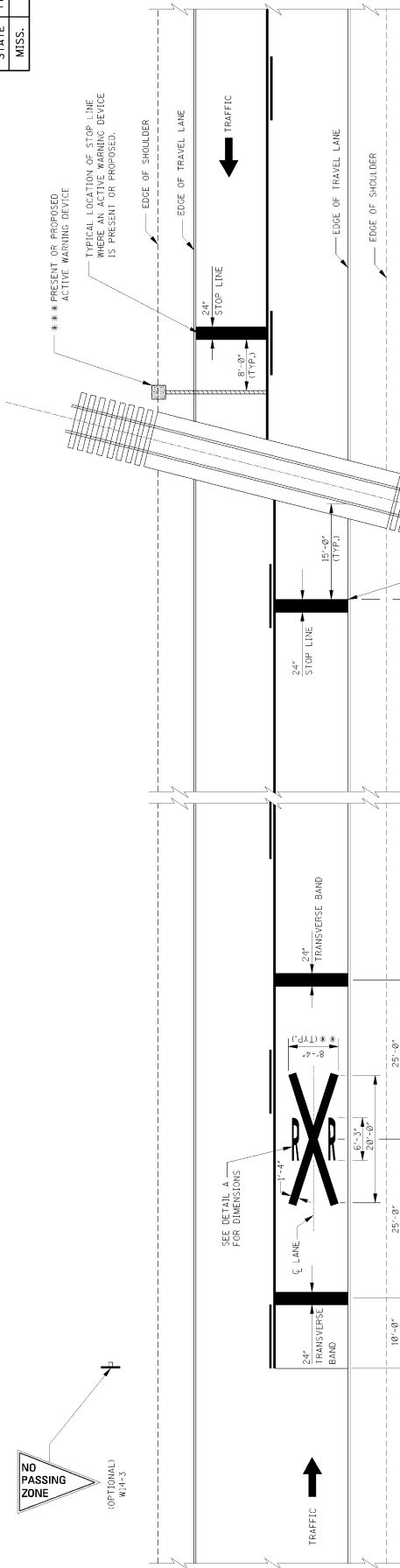
1. UNLESS OTHERWISE SHOWN ON THE PLANS, ALL ARROWS SHALL BE APPLIED USING HIGH PERFORMANCE MATERIALS.
2. TWO HORIZONTAL GAPS CAUSED BY TEMPLATE CONNECTORS OF 1/2" OR LESS AND EXTENDING THE FULL WIDTH ARE PERMITTED IN EACH LETTER.
3. FOR OTHER DETAILS, SEE THE MANUAL ON UNIFORM PAVEMENT MARKING.
4. PAY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

PAY QUANTITIES	
LEGEND/SYMBOL	AREA (ft ²)
ONLY	22.0
TURN ARROW	16.4
COMBINATION ARROW	27.5
1-WAY ARROW	24.3

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

**PAVEMENT MARKING
LEGEND DETAILS**

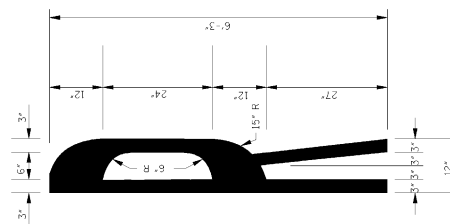
DATE	BY	REVISION	ISSUE DATE: OCTOBER 1, 1998	SHEET NUMBER PM-6	TOTAL SHEETS 125
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ADVANCE WARNING SIGN PLACEMENT DISTANCE

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

NOTES:
 (1) DISTANCE "X" MAY BE ADJUSTED IF PROHIBITIVE PHYSICAL CONDITIONS EXIST AT THE DESIGNATED DISTANCE.
 (2) THESE DISTANCES MAY BE ADJUSTED TO A MINIMUM OF 100 IN RURAL AREAS OR BUSINESS DISTRICTS WHERE LOW SPEEDS ARE PREVALENT.



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

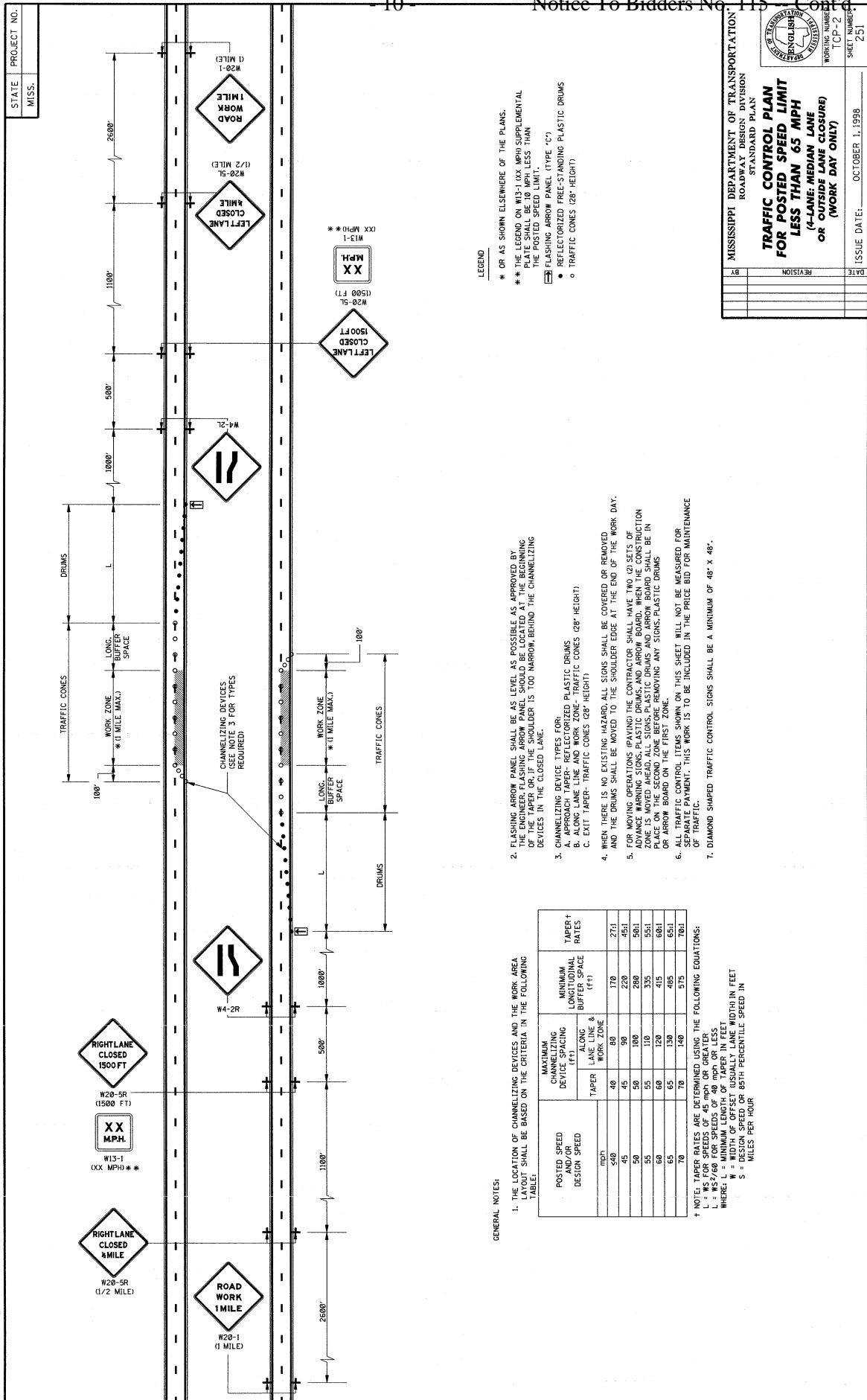
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

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

WORKSHEET NO. 15
SHEET NO. 12
ISSUE DATE: OCTOBER 1, 1998

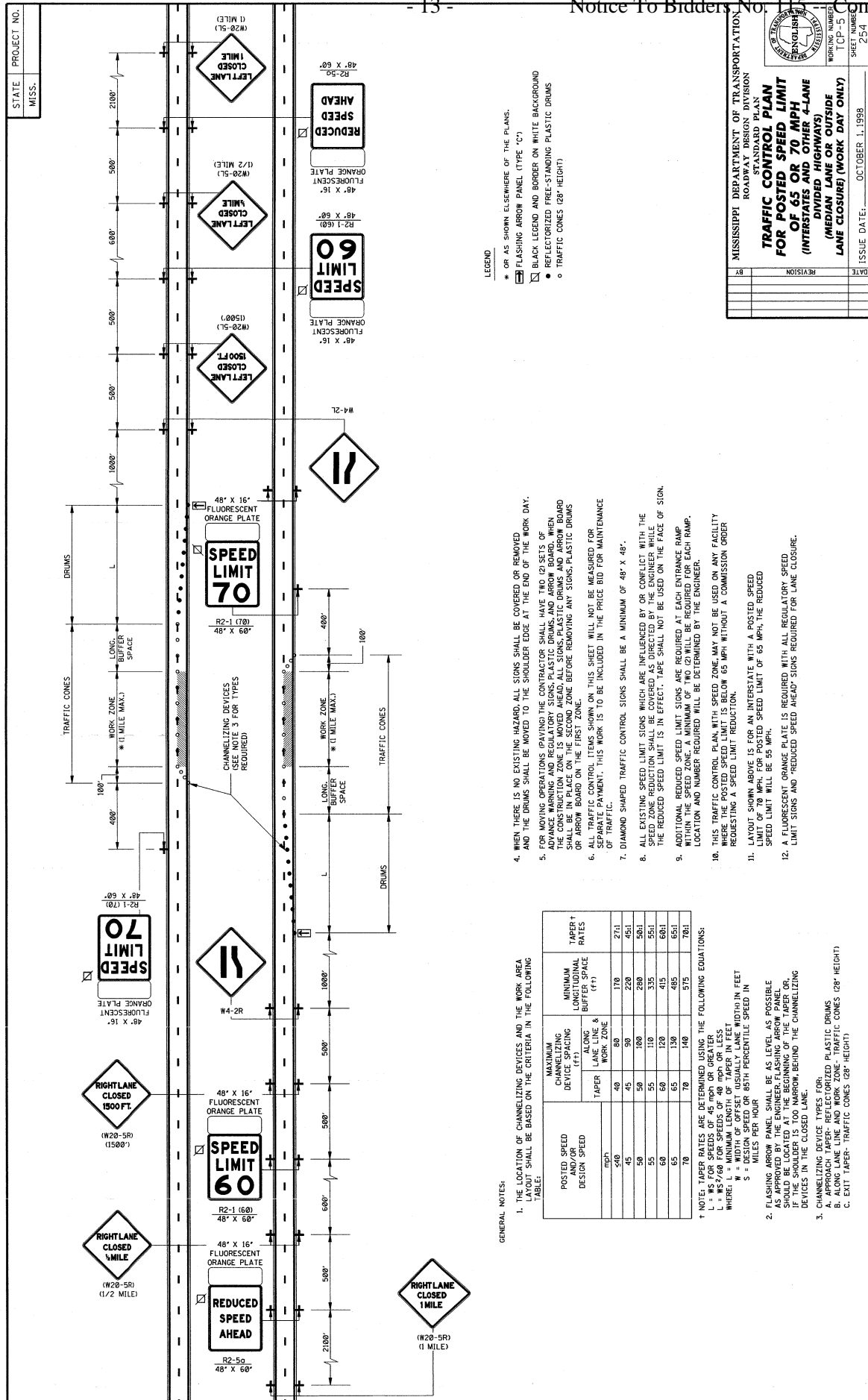
DATE: 10-1-98
REVISION: 10-1-98
REVISION: 10-1-98

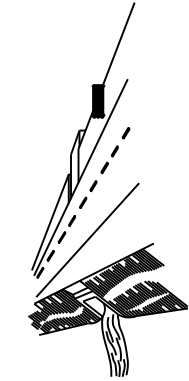






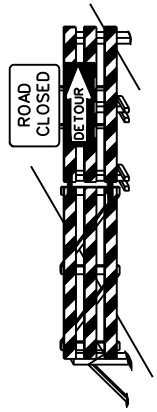
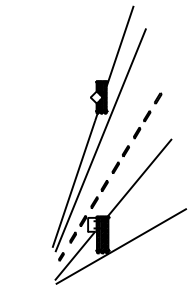






WING BARRICADES

- 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 WARNING 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.



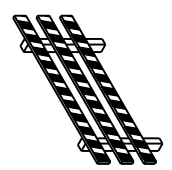
BARRICADE CLOSING A ROAD

BARRICADE CHARACTERISTICS

	I	II	III
WIDTH OF RAIL x x	8" MIN. - 12" MAX.	8" MIN. - 12" MAX.	8" MIN. - 12" MAX.
LENGTH OF RAIL x	24" MIN.	24" MIN.	48" MIN.
WIDTH OF STRIPES x	6"	6"	6"
HEIGHT	35" MIN.	35" MIN.	60" MIN.
NUMBER OF REFLECTORIZED RAIL FACES	2 ONE EACH DIRECTION	4 (TWO EACH DIRECTION)	6 IF FACING TRAFFIC IN TWO DIRECTIONS
TYPE OF FRAME	LIGHT	LIGHT "X" FRAME	POST OR SHD

x x 1. FOR RAILS LESS THAN 35" LONG, 4" WIDE STRIPES MAY BE USED.

x x 2. BARRICADES INTENDED FOR USE ON EXPRESSWAYS, FREEWAYS AND OTHER HIGH SPEED ROADWAYS SHALL HAVE A MINIMUM OF 270 IN OF REFLECTIVE AREA FACING TRAFFIC.



TYPE I



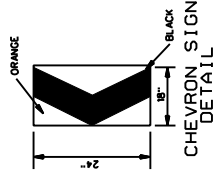
TYPE II



TYPE III

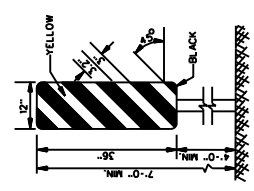
STANDARD BARRICADES

- A TYPE I BARRICADE CONSISTS OF ONE (1) HORIZONTAL RAIL SUPPORTED BY A DEMOUNTABLE FRAME OR FRAMEWORK. 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 ON EXPRESSWAYS AND FREEWAYS AND OTHER HIGH-SPEED ROADWAYS.
- TYPE I AND TYPE II BARRICADES ARE INTENDED FOR USE WHERE THE HAZARD IS TEMPORARY AND THE ROADWAY IS NOT TO BE CLOSED FOR LONG PERIODS. THEY ARE USED FOR 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 III 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.



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.

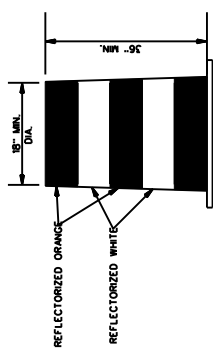


TYPE 3 OBJECT MARKER
(OM-3R)

- 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.

GENERAL NOTES:

- WARNINGS ON ALL DEVICES SHOWN ON THIS SHEET SHALL BE HIGH INTENSITY REFLECTIVE SHEETING.
- THE TRAFFIC CONTROL PLAN WILL LIST THE VARIOUS TRAFFIC CONTROL DEVICES REQUIRED FOR EACH PROJECT.



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 MARKING STANDARDS FOR BARRICADES. THE PREDOMINANT COLOR ON DRUMS SHALL BE ORANGE. STRIPES SHALL BE ORANGE, VERTICAL, 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. STRIPES SHALL BE ORANGE AND WHITE. 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 170 IN OF RETROREFLECTIVE AREA FACING TRAFFIC.
- FOR TWO-WAY TRAFFIC OPERATIONS, BACK-TO-BACK PANELS SHALL BE USED.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

HIGHWAY SIGN AND
BARRICADE DETAIL
FOR CONSTRUCTION
PROJECTS

WORKING NUMBER	SDTCP-10
SHEET NUMBER	10
FILE NAME	SDTCP-10_06012012.DGN
DESIGN YEAR	2012
CHECKED	DATE 5/17/2012

STATE MISS.	PROJECT NO.	
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MOBILE OPERATIONS ON TWO-LANE ROAD

OPTIONAL SIGNS FOR
SHORT DURATION OPERATION

MOBILE OPERATIONS ON TWO-LANE ROAD

NOTES:

- WHERE PRACTICAL AND WHEN NEEDED, THE WORK AND PROTECTION VEHICLES SHOULD BE EQUIPPED WITH FLASHING LIGHTS, ROTATING BEACONS, FLASCS, SIGNS, OR ARROW PANELS. WHEN PRACTICAL, THE SIGN MAY BE PLACED ON THE REAR OF THE VEHICLE BLOCKING THE LANE.
- THE DISTANCE BETWEEN THE WORK AND PROTECTION VEHICLES MAY VARY ACCORDING TO TERRAIN, PAINT DRYING TIME, AND OTHER FACTORS. PROTECTION VEHICLES ARE USED TO WARN TRAFFIC OF THE OPERATION AHEAD. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, THE PROTECTION VEHICLE SHOULD BE POSITIONED TO THE REAR OF THE WORK VEHICLE. THE PROTECTION VEHICLE SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
- ADDITIONAL PROTECTION VEHICLES TO WARN AND REDUCE THE SPEED OF ONCOMING TRAFFIC MAY BE USED. POLICE PATROL CARS MAY BE USED FOR THIS PURPOSE.
- A TRUCK-MOUNTED ATTENUATOR (TMA) SHOULD BE USED ON THE PROTECTION VEHICLE AND MAY BE USED ON THE WORK VEHICLE.
- THE WORK VEHICLE SHALL BE EQUIPPED WITH BEACONS, AND THE PROTECTION VEHICLE SHALL BE EQUIPPED WITH FLASHING LIGHTS. WHEN PRACTICAL, PROTECTION 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.

MOBILE OPERATIONS ON MULTILANE ROAD

MOBILE OPERATIONS ON MULTILANE ROAD

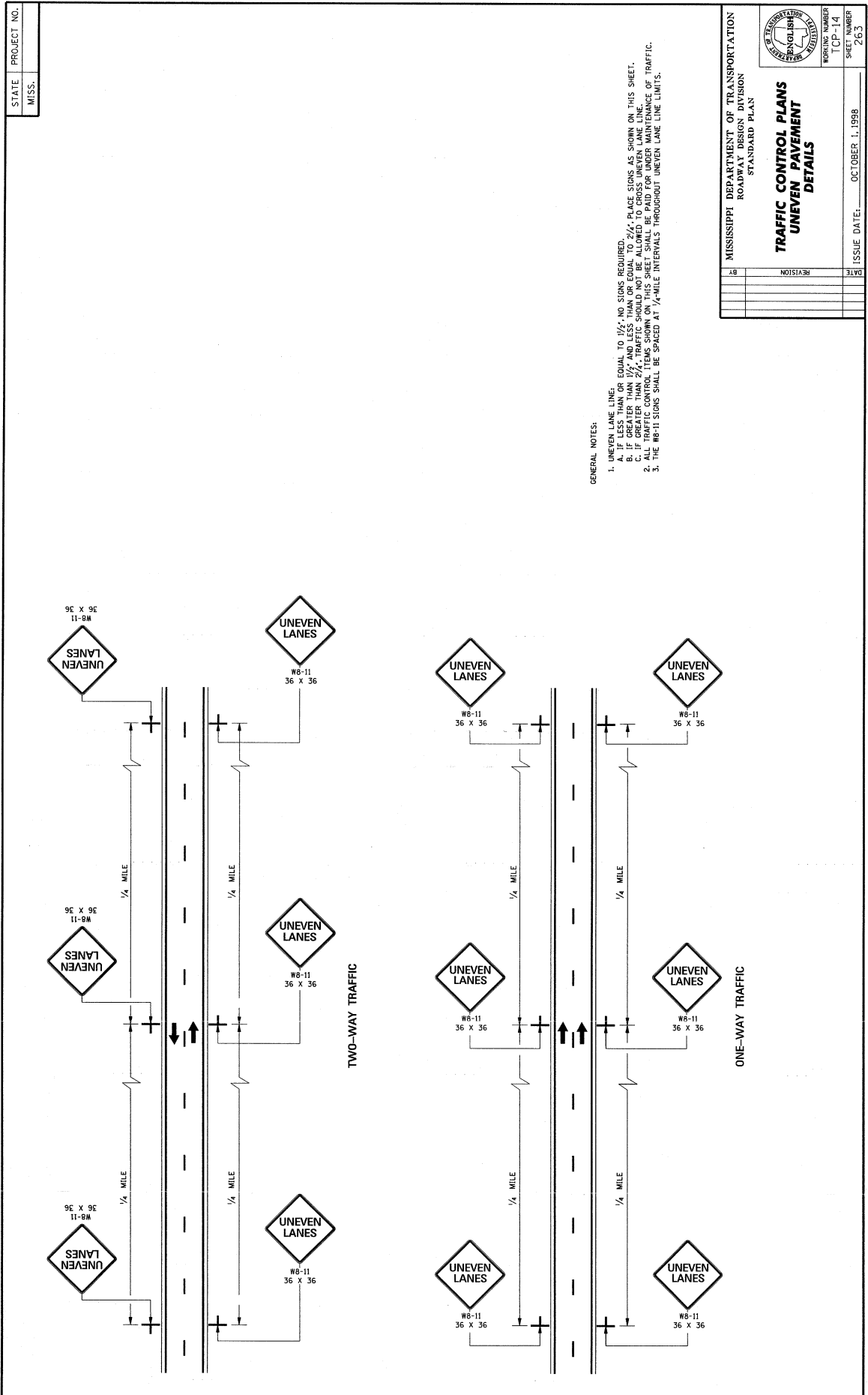
MOBILE OPERATIONS ON MULTILANE ROAD


NOTES:

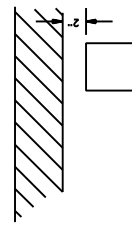
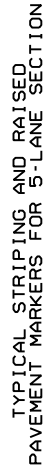
- VEHICLES USED FOR THESE OPERATIONS SHOULD BE MADE HIGHLY VISIBLE WITH APPROPRIATE EQUIPMENT SUCH AS FLASHING LIGHTS, ROTATING BEACONS, FLASCS, SIGNS, OR ARROW PANELS.
- PROTECTION VEHICLE #1 SHOULD BE EQUIPPED WITH AN ARROW PANEL. AN APPROPRIATE LANE CLOSURE SIGN SHOULD BE PLACED ON PROTECTION VEHICLE #1 SO AS NOT TO OBSCURE THE ARROW PANEL.
- PROTECTION VEHICLE #2 SHOULD BE EQUIPPED WITH AN ARROW PANEL AND TRUCK-MOUNTED ATTENUATOR (TMA).
- PROTECTION VEHICLE #1 SHOULD TRAVEL AT A VARYING DISTANCE FROM THE WORK OPERATION SO AS TO PROVIDE ADEQUATE SIGHT DISTANCE FOR TRAFFIC APPROACHING FROM THE REAR.
- WHEN ADEQUATE SHOULDER WIDTH IS NOT AVAILABLE, PROTECTION VEHICLE #1 SHOULD BE ELIMINATED.
- ON HIGH-SPEED ROADWAYS, A THIRD PROTECTION VEHICLE SHOULD BE USED (I.e., VEHICLE #1 ON THE SHOULDER (IF PRACTICAL), VEHICLE #2 IN THE CLOSED LANE, AND VEHICLE #3 IN THE CLOSED LANE).
- ARROW PANELS SHALL BE AS A MINIMUM TYPE B 60" X 30" IN ACCORDANCE WITH THE CRITERIA PRESENTED IN THE MUTCD.
- WORK SHOULD NORMALLY BE DONE DURING OFF-PEAK HOURS.
- ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
TRAFFIC CONTROL PLAN MOBILE OPERATIONS MULTILANE ROADS AND TWO-LANE ROADS	WORKING NUMBER TCP-11 SHEET NUMBER 260
ISSUE DATE: OCTOBER 1, 1998	



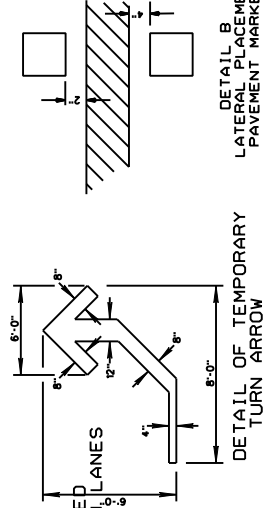
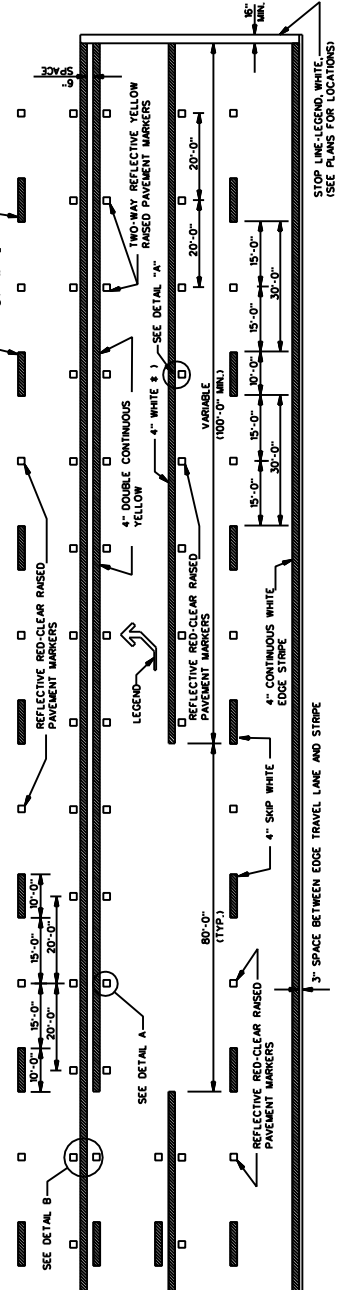
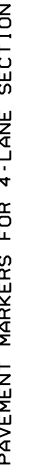


MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN			SHEET NO. <u>265</u> TOTAL NO. <u>265</u>
TEMPORARY STRIPING FOR TRAFFIC CONTROL 4-LANE AND 5-LANE UNDIVIDED ROADWAYS	TYPING MARKS TCP-16		ISSUE DATE: <u>DECEMBER 1, 1999</u>



DETAIL A LATERAL PLACEMENT OF PAVEMENT MARKERS

- GENERAL NOTE:
1. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE RANSED PAVEMENT MARKERS AS LISTED IN THE MOOT-APPROVED SOURCES OF MATERIALS.
 2. REFLECTIVE RANSED PAVEMENT MARKERS TO BE USED IF T MARKINGS ARE TO REMAIN IN PLACE OVER 3 MONTHS
 3. TEMPORARY TURN ARROW TO BE PAID FOR AS TEMPORARY STRIPE (LEGEND), ESTIMATED AT 10.9 SQ. FT. PER ARROW



TYPICAL STRIPING AND PAVEMENT MARKERS AT LEFT

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.).



- B. DRUM SPACING

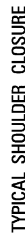
1. TANGENTS = $2 \times S$
 2. TAPERS = $L/3$
 WHERE $L = S \times W$
 L = TAPER LENGTH IN FEET
 S = SPEED IN MPH (POSTED OR 85 PERCENTILE)
 W = WIDTH OF OFFSET IN FEET

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

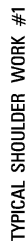
SPEED* (MPH)	LENGTH (FEET)
20	35
25	55
30	85
35	120
40	170
45	220
50	280
55	335
60	415
65	485

* POSTED SPEED, OFF-PEAK 85 PERCENTILE SPEED PRIOR TO WORK STARTING, OR THE ANTICIPATED OPERATING SPEED IN MPH.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION		115 -- Cont'd.	
TRAFFIC CONTROL DETAILS		FOR THE NAME	
DRUM PLACEMENT		TCP -	
AND		SHEET NUMBER	
SHOULDER CLOSURE		PROJECT NO.	
		COUNTY:	
FILE NAME:	cgms/sinclair/cr5.dgn	DATE: 8-28-93	
DESIGN TEAM:	CH2M		
DATE:	8/28/93		



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

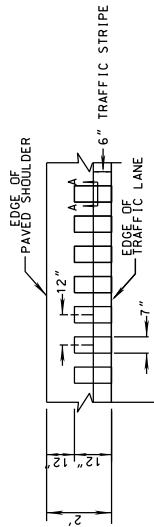


(SEE NOTE A-1 THIS SHEET)



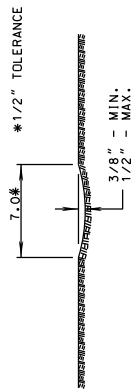
NOTE: WORK OUTSIDE THE (2) FOOT LIMIT AND WITHIN TEN (10) FEET OF THE SHOULDER BREAK MAY BE PROTECTED BY PLACING DRUMS ALONG THE SHOULDER EDGE, 300 FEET PRIOR TO AND 50 FEET BEYOND THE WORK AREA, OR SEE NOTE A-3 THIS SHEET.

STATE	PROJECT NO.
MISS.	

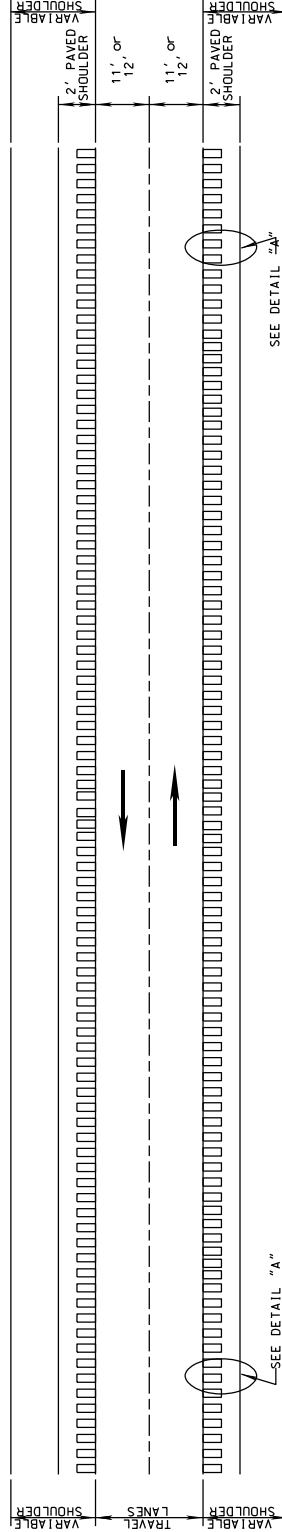


- GENERAL NOTES
1. GROUND-IN RUMBLE STRIPES SHALL BE APPLIED ON LEFT AND RIGHT SHOULDERS OF ALL PAVED SHOULDERS ON THIS PROJECT
 2. GROUND-IN RUMBLE STRIPES SHALL BE OMITTED ACROSS PRINCIPAL INTERSECTING ROADWAYS OR OTHER INTERRUPTIONS IN NORMAL SHOULDER WIDTH AS DIRECTED BY THE ENGINEER
 3. COST TO BE PAID FOR USING APPROPRIATE PAY ITEMS
 4. GROUND-IN RUMBLE STRIPES SHALL BE APPLIED TO MAINLINE ONLY.
 5. DO NOT USE WHERE TRAVEL LANE IS LESS THAN 11' WIDE.

DETAIL "A"



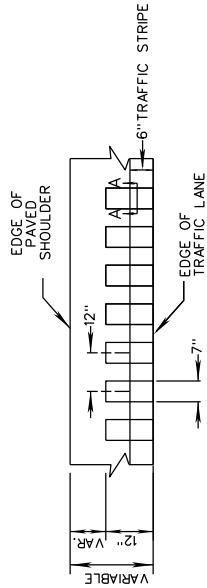
SECTION "A-A"



PLAN
NOT TO SCALE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
RUMBLE STRIPES	
2-LANE HIGHWAYS	
(ASPH. LANES,	
2-FT ASPH. SHLD)	
PROJECT NO:	
COUNTY:	
WORKING NUMBER	CRS-1
SHEET NUMBER	
DESIGN TEAM	S. KERRIS
DATE	05/01/14

STATE	PROJECT NO.
MISS.	

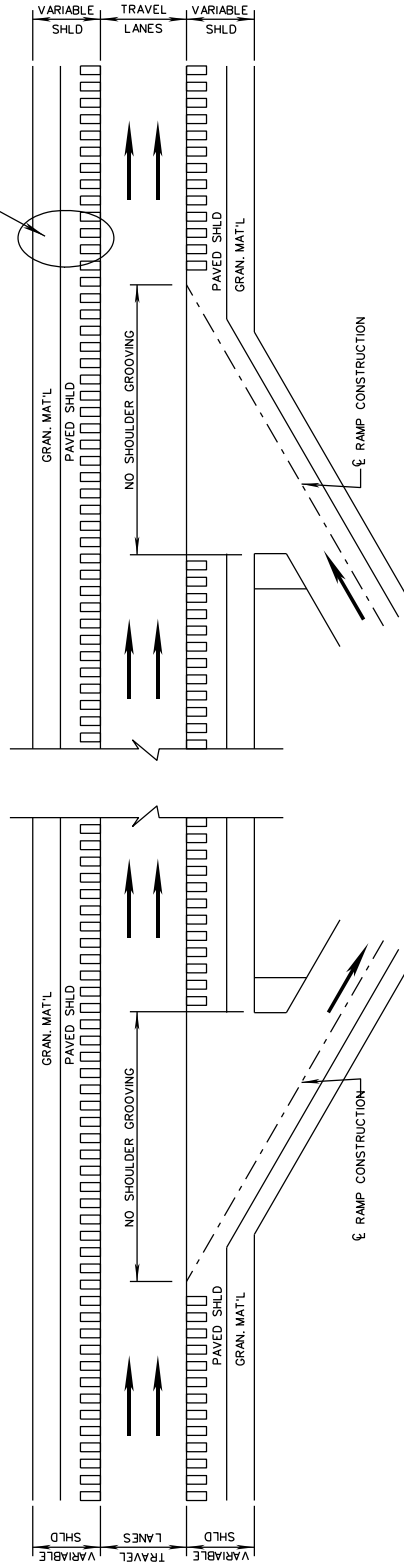


SECTION "A-A"

GENERAL NOTES

1. ALL RUMBLE STRIPES SHALL BE GROUND-IN RUMBLE STRIPES SHALL BE OMITTED ACROSS PRINCIPAL INTERSECTING ROADWAYS OR OTHER INTERRUPTIONS IN NORMAL SHOULDER WIDTH AS DIRECTED BY THE ENGINEER
2. GROUND-IN RUMBLE STRIPES SHALL BE APPLIED TO MAINLINE ONLY.

SEE DETAIL "A"



PLAN

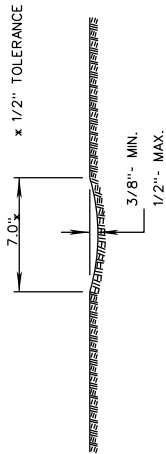
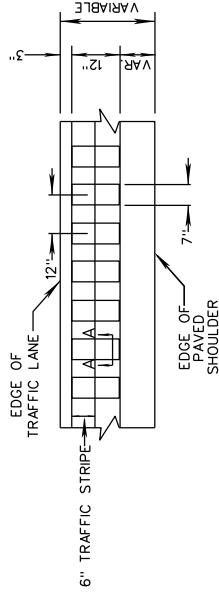
NOT TO SCALE
DETAILS OF
RUMBLE STRIPS

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
RUMBLE STRIPES	
4-LANE HIGHWAYS	
(ASPH. LANES • 2-FT ASPH. SHLD)	
PROJECT NO:	002
COUNTY:	CO.
WORKING NUMBER	RS2
SHEET NUMBER	1
FILE NAME:	
PERSON:	
DATE:	05/07/14
CHECKED:	

STATE	PROJECT NO.
MISS.	

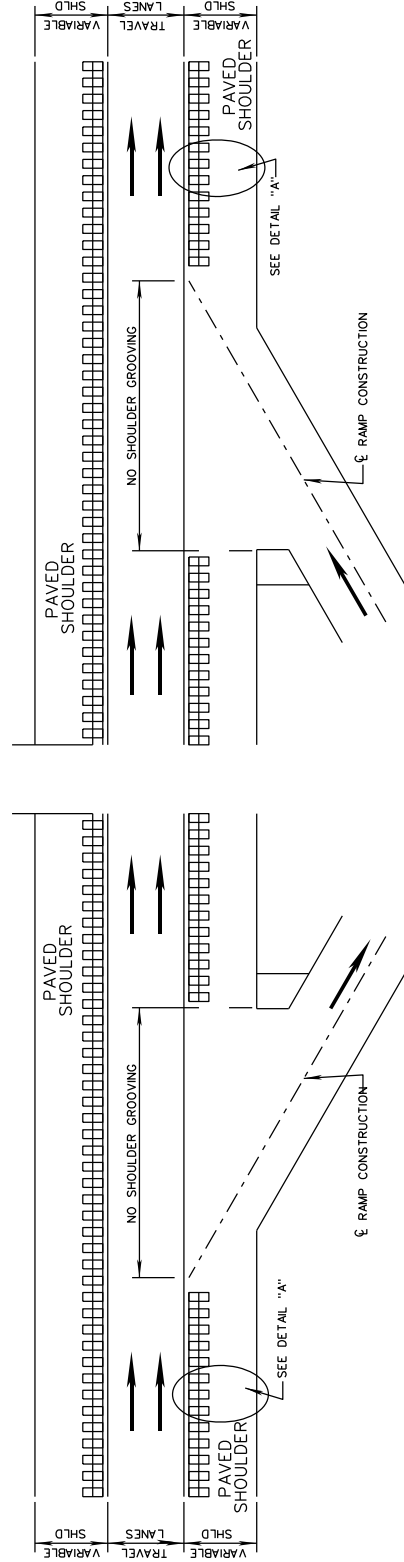
GENERAL NOTES

1. ALL RUMBLE STRIPES SHALL BE GROUND-IN. RUMBLE STRIPES SHALL BE OMITTED ACROSS PRINCIPAL INTERSECTING ROADWAYS OR OTHER INTERRUPTIONS IN NORMAL SHOULDER WIDTH AS DIRECTED BY THE ENGINEER
2. GROUND-IN RUMBLE STRIPES SHALL BE APPLIED TO MAINLINE ONLY.



DETAIL "A"

SECTION "A-A"

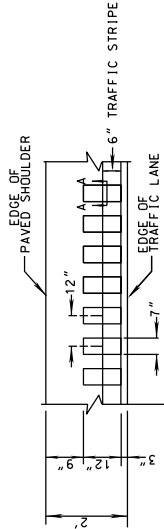


PLAN

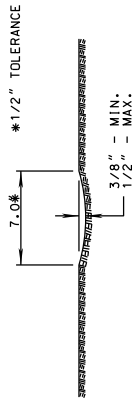
NOT TO SCALE
DETAILS OF
RUMBLE STRIPS
(GROUND-IN)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
RUMBLE STRIPES	
4-LANE WITH FULL-WIDTH	
PAVED SHOULDERS	
(CONC. LANES, ASPH. SHLD)	
PROJECT NO:	
COUNTY:	
FILE NAME:	
DESIGN TEAM	
DATE	DATE 05/07/14
BY	
REVISION	
WORKING NUMBER	
RS-3	
SHEET NUMBER	

STATE	PROJECT NO.
MISS.	

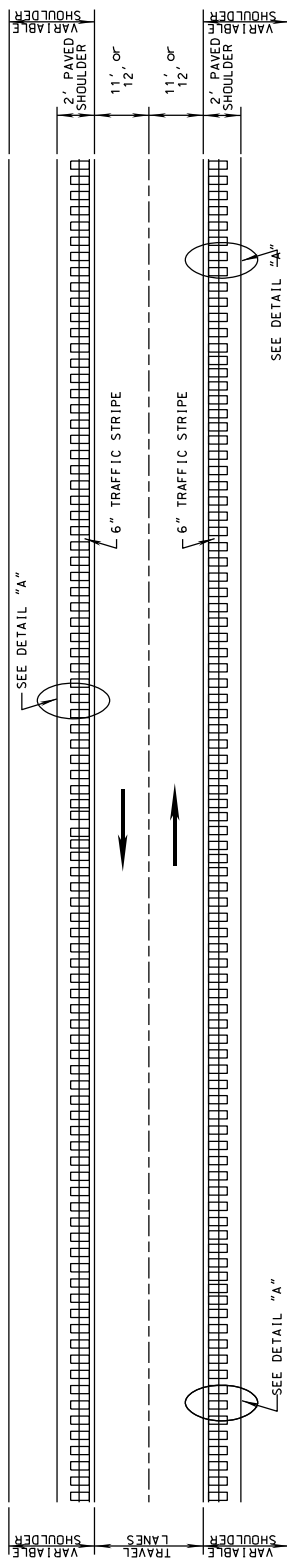


DETAIL "A"



SECTION "A-A"

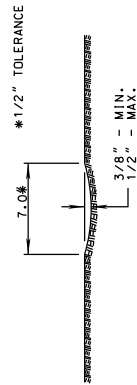
- GENERAL NOTES
1. GROUND-IN RUMBLE STRIPES SHALL BE APPLIED ON LEFT AND RIGHT SHOULDERS OF ALL PAVED SHOULDERS ON THIS PROJECT
 2. GROUND-IN RUMBLE STRIPES SHALL BE OMITTED ACROSS PRINCIPAL INTERSECTING ROADWAYS OR OTHER INTERRUPTIONS IN TRAVEL. ALL SHOULDER WIDTHS AS DIRECTED BY THE ENGINEER
 3. COST TO BE PAID FOR USING APPROPRIATE PAY ITEMS
 4. GROUND-IN RUMBLE STRIPES SHALL BE APPLIED TO MAINLINE ONLY.
 5. DO NOT USE WHERE TRAVEL LANE IS LESS THAN 11' WIDE.



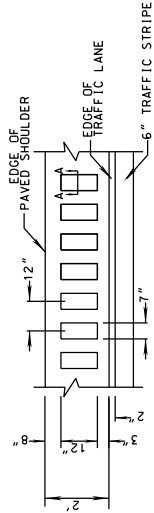
PLAN
NOT TO SCALE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
RUMBLE STRIPES	
2-LANE HIGHWAY	
(CONCRETE LANES, 2-FT. ASPH. SHLD.)	
PROJECT NO:	
COUNTY:	
FILE NAME:	WORKING NUMBER
DESIGN TEAM:	PROJECT NUMBER
DATE:	SHEET NUMBER
DATE 05/07/14	

STATE	PROJECT NO.
MSS.	

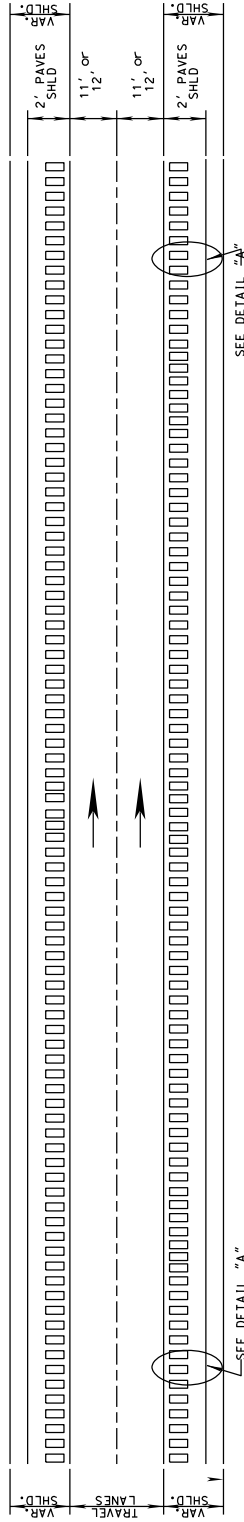


SECTION "A-A"



DETAIL "A"

- GENERAL NOTES
1. GROUND-IN RUMBLE STRIPS SHALL BE APPLIED ON LEFT AND RIGHT SHOULDERS OF ALL PAVED SHOULDERS ON THIS PROJECT
 2. GROUND-IN RUMBLE STRIPS SHALL BE OMITTED ACROSS PRINCIPAL INTERSECTING ROADWAYS OR OTHER INTERRUPTIONS IN NORMAL SHOULDER WIDTH AS DIRECTED BY THE ENGINEER
 3. COST TO BE PAID FOR USING APPROPRIATE PAY ITEMS
 4. GROUND-IN RUMBLE STRIPS SHALL BE APPLIED TO MAINLINE ONLY.
 5. DO NOT USE WHERE TRAVEL LANE IS LESS THAN 11' WIDE.



PLAN
NOT TO SCALE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
RUMBLE STRIPS	
FOR 4-LANE DIVIDED	
ROADWAYS WITH	
2-FOOT PAVED SHOULDERS	
CONCRETE LANES, ASPH. SHOULDER	
PROJECT NO. :	
COUNTY :	
WORKING NUMBER	PC-6
SHEET NUMBER	15
FILE NAME: \r s\rumblestrips.dwg	DATE 05/01/14
DESIGN TEAM	S. L. LARSEN
CHECKED	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 229

CODE: (SP)

DATE: 06/27/2017

SUBJECT: Contract Time

PROJECT: MP-6000-34(258) 306189301 & 302 -- Jones 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 August 8, 2017.

The Contractor shall request a Notice to Proceed / Beginning of Contract Time date between the date of the Execution of Contract and November 9, 2017.

Should the Contractor not request a Notice to Proceed by November 9, 2017, the date for the Notice to Proceed and Beginning of Contract Time will be November 9, 2017.

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

The progress schedule for this project shows the Notice to Proceed and Beginning of Contract Time starting at the latest possible date. If the Contractor requests a Notice to Proceed earlier than this date, the Contractor shall submit a revised progress schedule showing the work beginning at the new Notice to Proceed and Beginning of Contract Time date.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 230

CODE: (SP)

DATE: 06/23/2017

SUBJECT: Scope of Work

PROJECT: MP-6000-34(258) 306189301 & 302 -- Jones County

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

Work on the contract shall consist of milling and overlaying SR 29 and SR 590 as follows.

SR 29

MILL AND OVERLAY 2.3 MILES FROM I-59 TO SR 590 (10+00 TO 132+00)

(A) Prior to the overlay, centerline alignment shall be determined by the Contractor by measuring the existing roadway at 500-foot intervals in tangent sections, and 100-foot intervals in horizontal curves. The existing shoulders shall be clipped and surplus material shall be spread along the edge of the shoulders, fore slopes, or other adjacent areas as directed by the Project Engineer, and will be an absorbed item.

(B) Fine mill 1½" and variable on SR 29 at all the transitions including E.O.P., B.O.P., bridge approaches, and all tie-ins. Fine Mill 1½" for the entire road width from station 10+00 to 95+02. All milling and paving operations shall be performed between the hours of 7:00 PM and 6:00 AM. All milled areas shall be backfilled with asphalt within 48 hours of milling due to the poor condition of the underlying asphalt. Milled material in the amount of 500 tons shall be stockpiled at the MDOT Maintenance Facility in Ellisville as designated by the Engineer and will be property of MDOT. All other milled material shall become property of the Contractor.

(C) Overlay SR 29 with 1½" of 9.5-mm, MT, asphalt for 2.3 miles from I-59 (10+00) to SR 590 Bypass (132+00) (Approximately 3,750 tons). Vibratory rollers shall be left in Static Mode throughout the entire SR 29 route including driveway pads and local roads. Density requirements for this area will be reduced 1% to 91% requirement for full payment. Prior to the overlay, a leveling course of ¾" and variable of 9.5-mm, MT, asphalt shall be required from Station 67+88 to 95+02 (Approximately 330 tons). Any riser rings for man holes or water valves will be provided by the City of Ellisville. The Contractor is to coordinate with the City and give advance notice (seven days) before paving operations begin to ensure all materials are in stock. Smoothness incentive/disincentive will be governed by the specification for MRI (mean roughness index). All incentive/disincentive will be based on theoretical tonnage placed on a 12-foot travel lane. Remove any failed areas on the main facility and repair by backfilling with 19 mm, MT, asphalt as directed by the Project Engineer. Removal areas will be marked by MDOT personnel and

include but are not limited to areas included in Table 1. Approximately 100 Tons of 19-mm, MT, asphalt will be used for backfill in all removal sections. Publicly maintained roads or streets shall be surfaced to the existing R.O.W.; privately owned entrances shall be surfaced a distance of 10 feet and variable from edge of pavement (Approximately 830 tons). Any site grading at local roads or drives will not be measured for separate payment but will be considered an absorbed item. Cross slopes shall be maintained to achieve a uniform cross slope of 2%. If water stands when project is complete, the Contractor shall correct at no additional cost to the State.

(D) Perform cleaning and modifications to the existing box culverts and pipes at the following locations:

Station 79+84 – Double Line (1-30" and 1-24") RCP

- Perform clearing and grubbing in the area to adequately work on the downstream side of the 30" RCP and 24" RCP that crosses at that Station.
- Place erosion control measures.
- Remove one (1) joint of 30" RCP and one (1) joint of 24" RCP upstream and place a headwall using standards HW-2100.
- Remove one (1) joint of 30" RCP and one (1) joint of 24" RCP downstream.
- Remove and reset one (1) joint of 30" RCP and one (1) joint of 24" RCP downstream using PC-1 if necessary to join the existing pipes, and place a headwall using standards HW-2100.
- Place borrow material as needed.
- Place filter fabric, riprap and solid sodding as needed to effectively control any potential erosion problems.
- Any excavation required to shape the ditch will not be paid separately but will be absorbed in other items of work.

Station 84+27 – 18" RCP

- Place erosion control measures.
- Place one (1) 18" RCP FES on the downstream side of the 18" RCP using a PC-1 if necessary to join the 18" RCP and the 18" FES.
- Place a toe wall in accordance with Standard FE-1.
- Place borrow material as needed.
- Place filter fabric, riprap and solid sodding as needed to effectively control any potential erosion problems.
- Any excavation required to shape the ditch will not be paid separately but will be absorbed in other items of work.

Station 95+06 – 24" RCP

- Place erosion control measures.
- Place one (1) 24" RCP FES on the downstream side of the 24" RCP using a PC-1 if necessary to join the 24" RCP and the 24" FES.
- Place a toe wall in accordance with Standard FE-1.
- Place borrow material as needed.

- Place filter fabric, riprap and solid sodding as needed to effectively control any potential erosion problems.
- Any excavation required to shape the ditch will not be paid separately but will be absorbed in other items of work.

Station 96+03 – 18” RCP

- Place erosion control measures.
- Place one (1) 18” RCP FES on the upstream side of the 18” RCP using a PC-1 if necessary to join the 18” RCP and the 18” FES.
- Place a toe wall in accordance with Standard FE-1.
- Place borrow material as needed.
- Place filter fabric, riprap and solid sodding as needed to effectively control any potential erosion problems.
- Any excavation required to shape the ditch will not be paid separately but will be absorbed in other items of work.

Station 115+68 – Double 10’ x 6’ Box Culvert

- Place erosion control measures.
- Remove debris and sand from the aprons and barrel of the box culvert. Contractor will dispose of the material and the cost will be absorbed in the pay item for removal of debris and sand.
- Remove the sand and debris from the upstream end that is blocking the barrel of the box. This material will be paid as excess excavation.
- Place filter fabric and riprap as needed to effectively control any potential erosion problems.

Station 128+68 – 3’ x 3’ Box Culvert

- Close traffic on Hwy 29 in the immediate area of the 3 x 3 box culvert. Detour signage shall be placed as per the signage plan attached. All detour sign quantities are listed on sheet EQ-2 and payment will be included in pay item 618-A, Maintenance of Traffic.
- Place erosion control measures that include using sandbags to stop the flow of water in the creek along with placing a device to transfer the water to the downstream side.
- Remove the headwall and parapet from the upstream and downstream end of the box culvert. Costs to be included in other items. Caution should be used to not damage the reinforcement attaching the barrel to the headwall and parapet. Any doweling of the reinforcement into the existing structure will be considered incidental to the work and will not be paid separately but will be absorbed in other items of work.
- Extend the upstream and downstream barrel of the box culvert four feet (4’) using Standard BS-3.
- Place the headwalls on both the upstream and downstream end of the box using Standard BS-3.
- Reshape the upstream and downstream ditches to redirect water to the new headwalls. Excavation required to shape the ditches will not be paid separately but will be absorbed in other items of work.

- Place filter fabric, riprap and solid sodding as needed to effectively control any potential erosion problems.

SR 590
LEVEL AND OVERLAY 1.4 MILES OF SR 590 FROM I-59 TO
THE NEW HWY 590 BYPASS (10+00 to 82+52)

(A) Prior to the overlay, centerline alignment shall be determined by the Contractor by measuring the existing roadway at 500-foot intervals in tangent sections, and 100-foot intervals in horizontal curves. The existing shoulders shall be clipped and surplus material shall be spread along the edge of the shoulders, fore slopes, or other adjacent areas as directed by the Project Engineer, and will be an absorbed item.

(B) Fine mill 1½" and variable on SR 590 at all the transitions including E.O.P., B.O.P., bridge approaches, and all tie-ins. Additional locations in Table 2 shall be milled a depth of 3" and filled prior to leveling operations and will be paid for as 9.5-mm, MT, Asphalt, Leveling (Approximately 400 tons). All milled areas shall be backfilled with asphalt within 48 hours of milling. All milled material shall become property of the Contractor.

(C) Overlay SR 590 with 1½" of 9.5-mm, MT, asphalt for 1.4 mile from I-59 to the new SR 590 Bypass and from Station 10+00 to 16+25 on the Highway 11 Connector Road (Approximately 2,300 tons). Prior to the overlay, a leveling course of ¾" and variable of 9.5-mm, MT, asphalt shall be required on SR 590 (Approximately 1,150 tons). Smoothness incentive/disincentive will be governed by the specification for MRI (mean roughness index). All incentive/disincentive will be based on theoretical tonnage placed on a 12-foot travel lane. Remove any failed areas on the main facility and repair by backfilling with 19-mm, MT, asphalt as directed by the Project Engineer. Removal areas will be marked by MDOT personnel and include but are not limited to areas included in Table 1. Approximately 200 Tons of 19-mm, MT, asphalt will be used for backfill in all removal sections. Publicly maintained roads or streets shall be surfaced to the existing R.O.W.; privately owned entrances shall be surfaced a distance of 10 feet and variable from edge of pavement (Approximately 255 tons). Any site grading at local roads or drives will not be measured for separate payment but will be considered an absorbed item. Cross slopes shall be maintained to achieve a uniform cross slope of 2%. The Contractor will mill a 12-inch rumble strip along the inside of the shoulders and place the traffic stripe on the inside six inches (6") of the rumble strip. If water stands when project is complete, the contractor shall correct at no additional cost to the State.

GENERAL REQUIREMENTS

Raise the existing shoulders to match the new pavement elevation by placing 2¼" and variable depth 825B Crushed Stone on the shoulders. Placement of the crushed stone on the finished surface course shall not be permitted. The material shall be bladed, rolled and compacted to a finished slope of 4% where practical. Shoulders with existing adequate shoulder material in place

shall be bladed to a slope of 4%, the cost of which shall be included in the prices of other items bid.

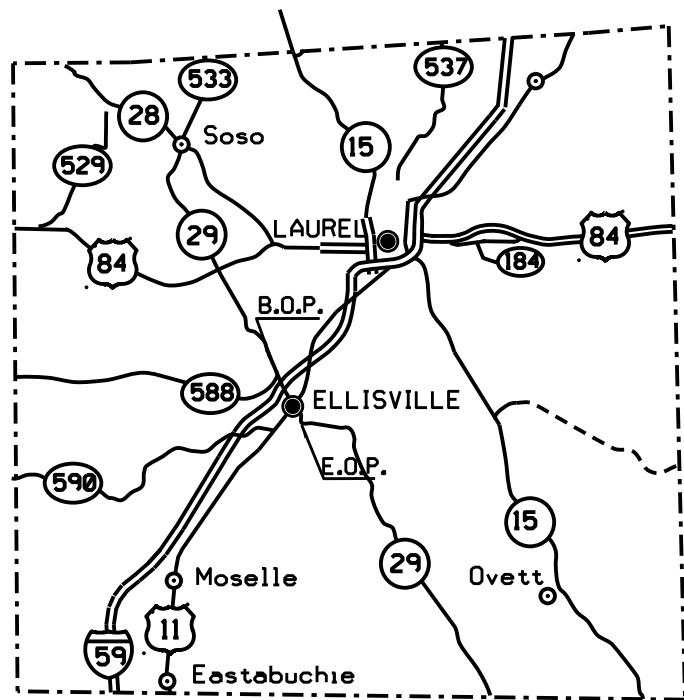
Temporary striping shall conform to finished stripe specifications for alignment, neatness, reflectivity, and straightness. All permanent pavement markings are to be hot thermoplastic. Edge lines will be placed so as to maintain the original lane width. Glass beads applied to thermoplastic shall conform to Subsection 720.01. Special care should be taken for the placement of thermoplastic detail stripe along the edge of pavement at turn-outs on all local roads and along tapers where detail stripe is required as per Typical PMD-1.

Raised pavement markers will be placed as per sheet PM-1 of the Standard Drawings. Any removal of existing raised pavement markers or rumble bars shall be considered an absorbed item. Only flexible adhesive shall be allowed for placement of raised pavement markers meeting the requirements of Subsection 720.03.7.7.

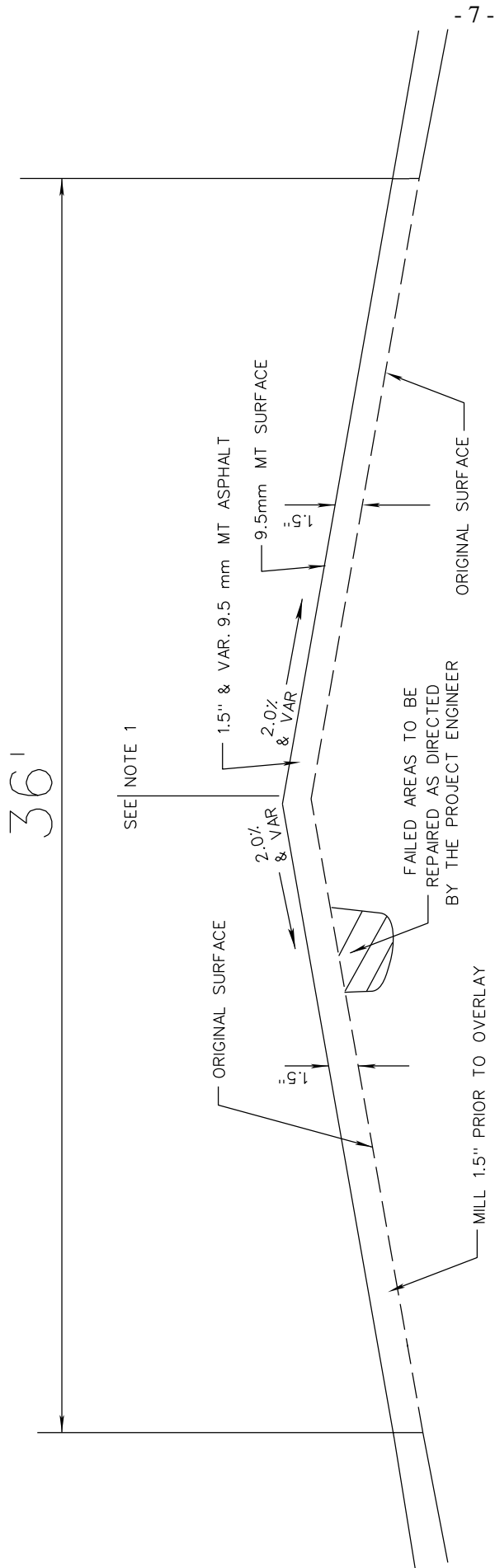
The Contractor shall erect and maintain construction signing, and provide all signs and traffic handling devices, and shall provide two portable R16-3 signs per work zone or lane closure in addition to signs required by standard drawings in accordance with Manual Uniform Traffic Control Devices (MUTCD). The cost is to be included in the price bid for pay item No. 618-A, Maintenance of Traffic.

Incidental work such as removing vegetation, shaping and compaction of shoulder, removing excess asphalt material, project clean-up, and other incidental work necessary to complete the project will not be measured for separate payment, but will be included in other bid items, and must be performed during the operating hours for this project.

MP-6000-34(258) / 306189
JONES COUNTY



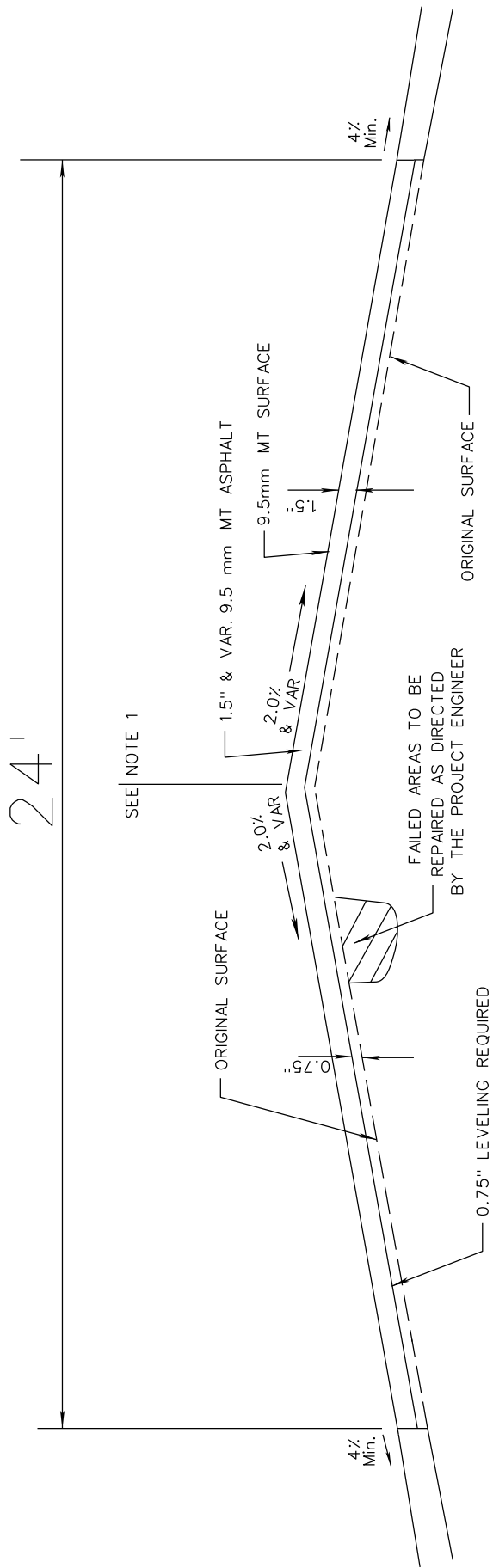
THE ABOVE REFERENCED PROJECT IS
FOR MILLING AND OVERLAYING SR 29
2.3 MILES FROM I-59 TO SR 590



TYPICAL FOR 3 LANE
STATION 10+00 TO 56+83
STATION 57+63 TO 67+88

NOTES:

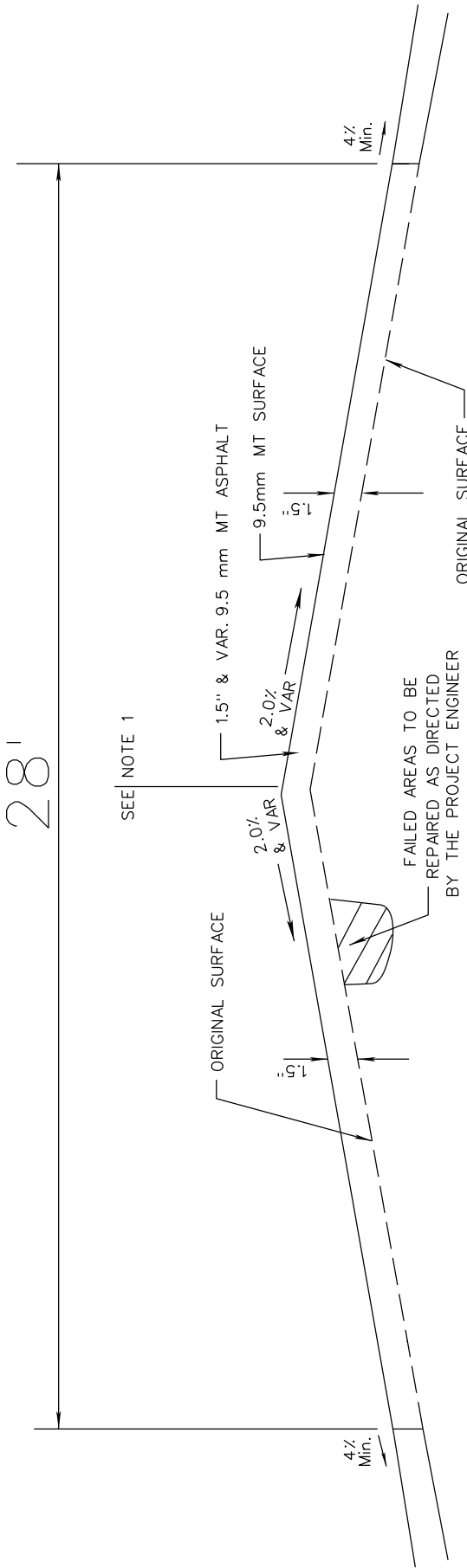
- (1) TRUE CENTERLINE PAVEMENT ALIGNMENT SHALL BE DETERMINED BY THE CONTRACTOR BY MEASURING THE EXISTING ROADWAY AT 500ft. INTERVALS IN TANGENT SECTIONS, AND 100ft. INTERVALS IN HORIZONTAL CURVES.



TYPICAL FOR LEFT AND RIGHT LANES STATION 67+88 TO 92+52

NOTES:

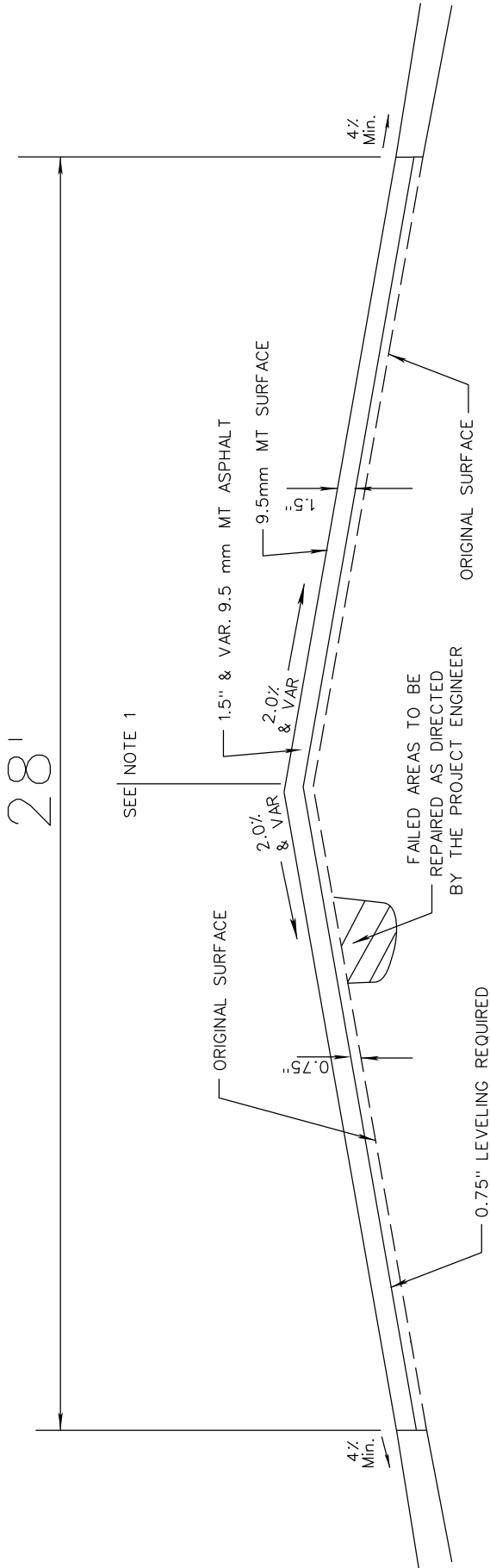
- (1) TRUE CENTERLINE PAVEMENT ALIGNMENT SHALL BE DETERMINED BY THE CONTRACTOR BY MEASURING THE EXISTING ROADWAY AT 500ft. INTERVALS IN TANGENT SECTIONS, AND 100ft. INTERVALS IN HORIZONTAL CURVES.
- (2) EXISTING SURFACE SHALL BE MILLED 1.5" PRIOR TO PLACING LEVELING LIFT



TYPICAL FOR LEFT AND RIGHT LANES STATION 92+52 TO 132+00

NOTES:

- (1) TRUE CENTERLINE PAVEMENT ALIGNMENT SHALL BE DETERMINED BY THE CONTRACTOR BY MEASURING THE EXISTING ROADWAY AT 500ft. INTERVALS IN TANGENT SECTIONS, AND 100ft. INTERVALS IN HORIZONTAL CURVES.



TYPICAL FOR LEFT AND RIGHT LANES STATION HWY 590 10+00 to 82+52 HWY 590 CONNECTOR 10+00 to 16+25

NOTES:

- (1) TRUE CENTERLINE PAVEMENT ALIGNMENT SHALL BE DETERMINED BY THE CONTRACTOR BY MEASURING THE EXISTING ROADWAY AT 500ft. INTERVALS IN TANGENT SECTIONS, AND 100ft. INTERVALS IN HORIZONTAL CURVES.
- (2) CONNECTOR ROAD DOES NOT GET LEVELED.

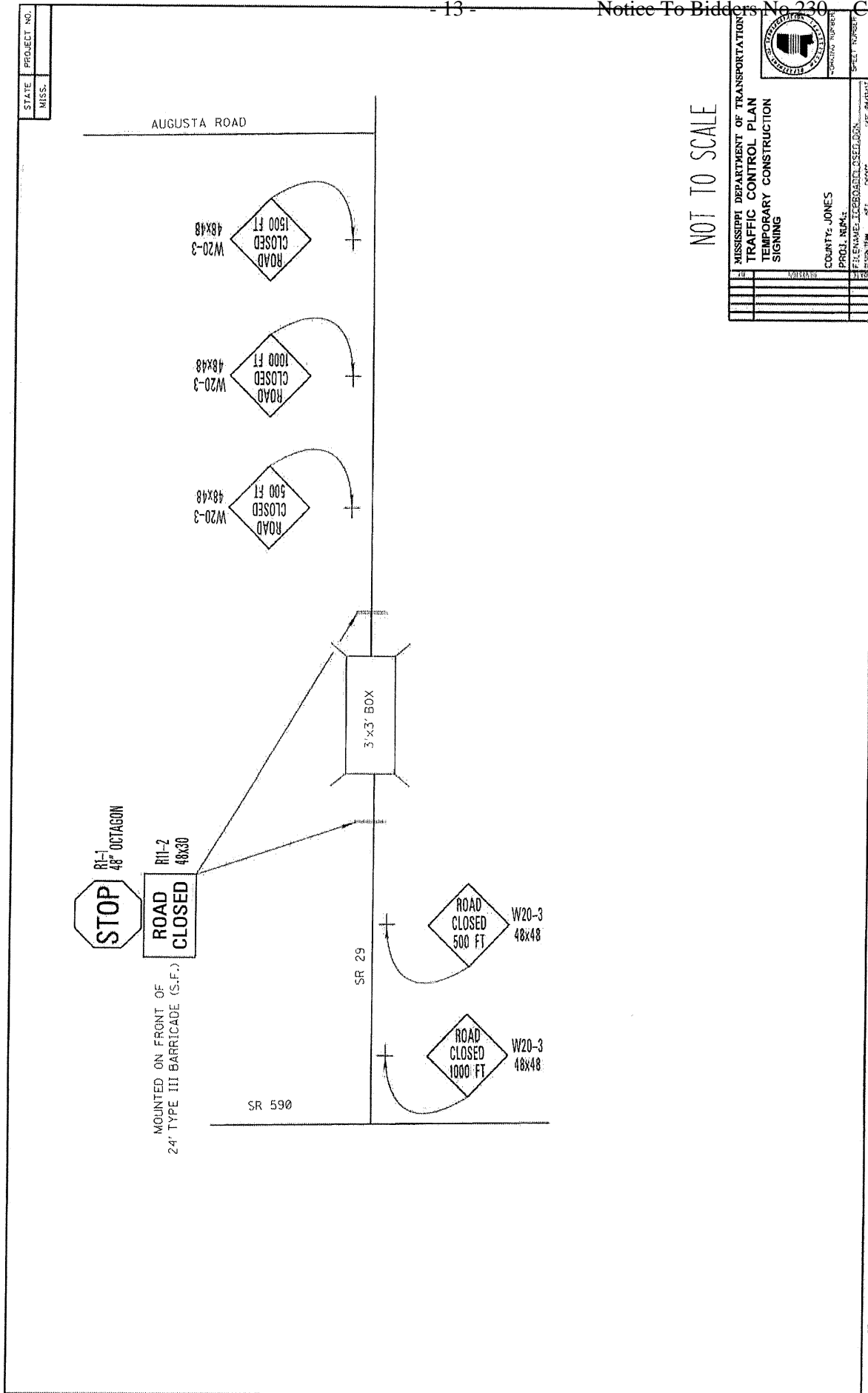
Removal of Pavement			
Station	Length (ft)	Width (ft)	Area (SY)
SR 29			
SB 29+28 to 29+50	30	7	23.333
SB 37+80 to 37+95	15	16	26.667
SB 60+70 to 61+00	30	12	40.000
SB 64+70 to 65+00	30	16	53.333
SB 78+09 to 78+24	15	12	20.000
NB 65+00 to 65+20	20	16	35.556
NB 77+70 to 78+24	54	12	72.000
NB 123+88 to 124+00	12	12	16.000
SR 590			
EB 25+66 to 26+44	78	7	60.667
EB 43+90 to 46+69	279	7	217.000
EB 56+70 to 60+00	330	7	256.667
EB 61+00 to 61+65	65	7	50.556
		Total	871.778

Table 1

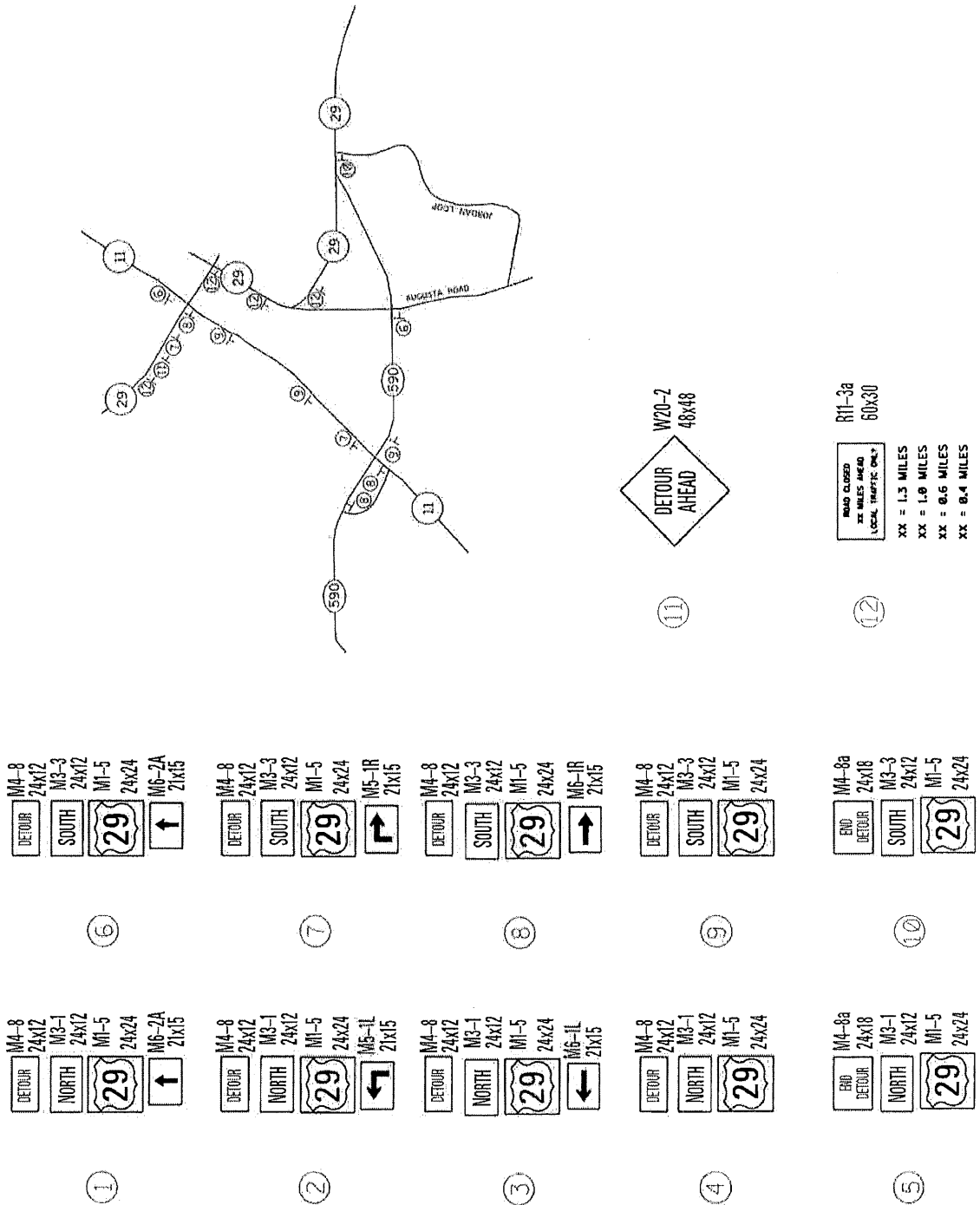
Cold Milling			
Station	Length (ft)	Width (ft)	Area (SY)
SR 29			
15+00 to 56+83	4183	36	16732.000
57+63 to 67+88	1035	36	4140.000
67+88 to 95+02	2714	24	7237.333
131+00 to 132+00	100	28	311.111
Local RDs/Driveways			7725.000
SR 590			
10+00 to 11+00	100	24	266.667
19+31 to 24+60	529	7	411.444
34+00 to 43+90	990	7	770.000
55+00 to 56+70	170	7	132.222
61+65 to 74+44	1279	7	994.778
81+52 to 82+52	100	28	311.111
SR 590/US 11 Connector			622.222
		Total	39653.889

Table 2

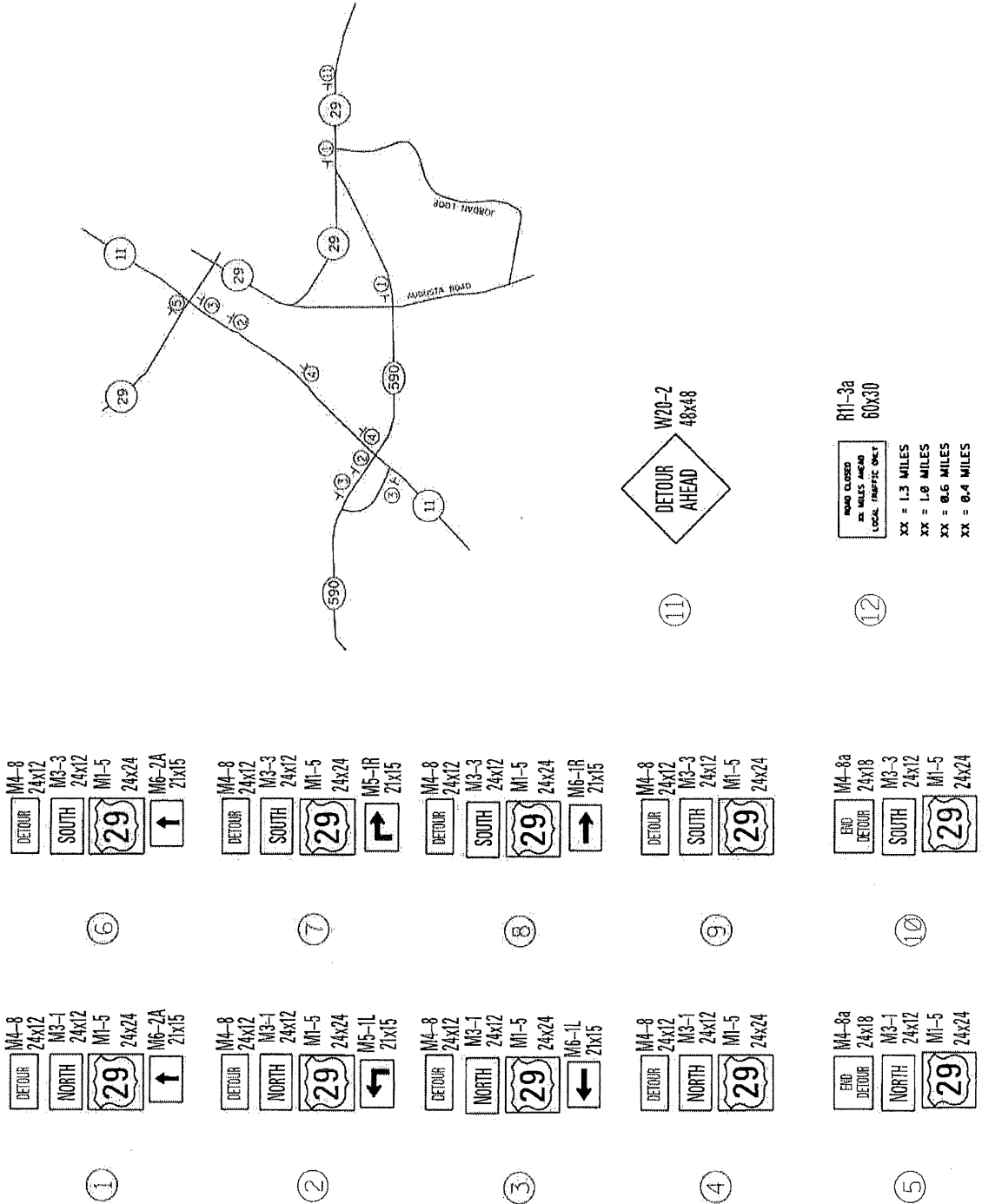
[illegible]



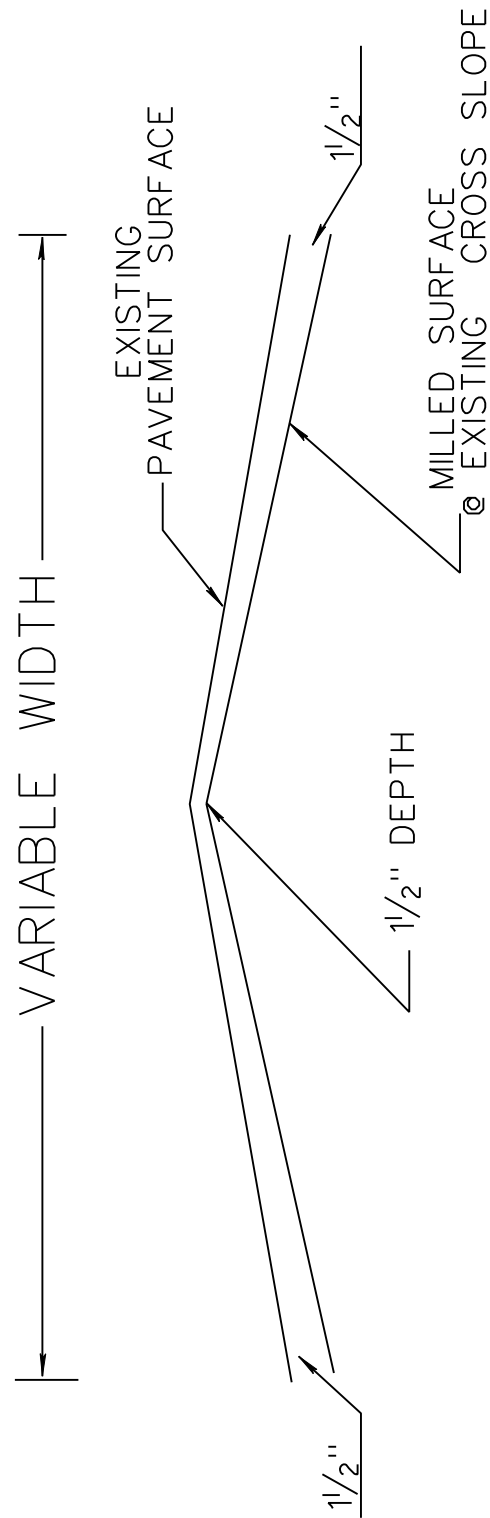
SOUTHBOUND SIGNAGE



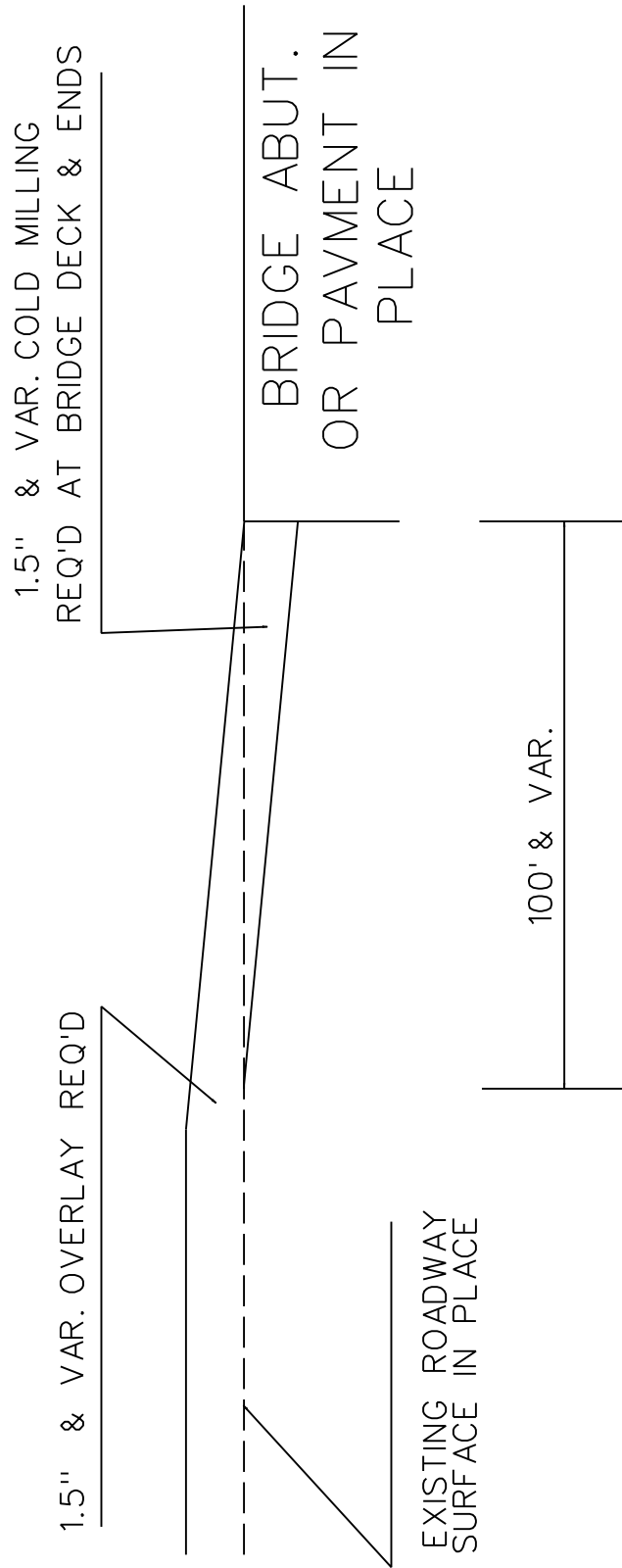
NORTHBOUND SIGNAGE



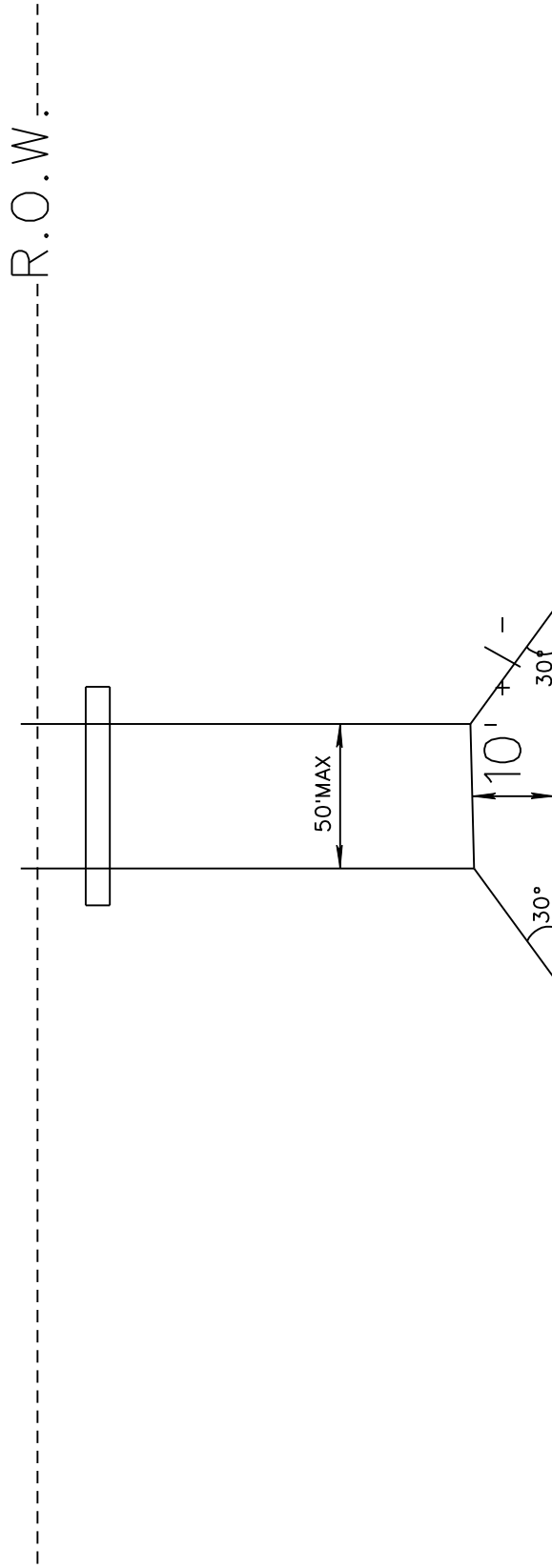
TYPICAL MILLING DIAGRAM

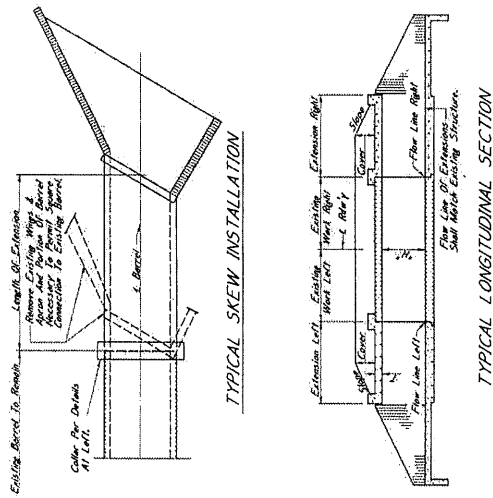


TYPICAL MILLED TRANSITION AT BRIDGE ABUT. OR PAVEMENT IN PLACE



PRIVATE DRIVEWAY DETAIL





GENERAL NOTES:

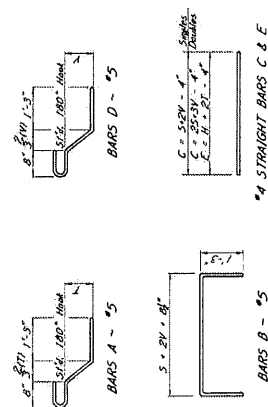
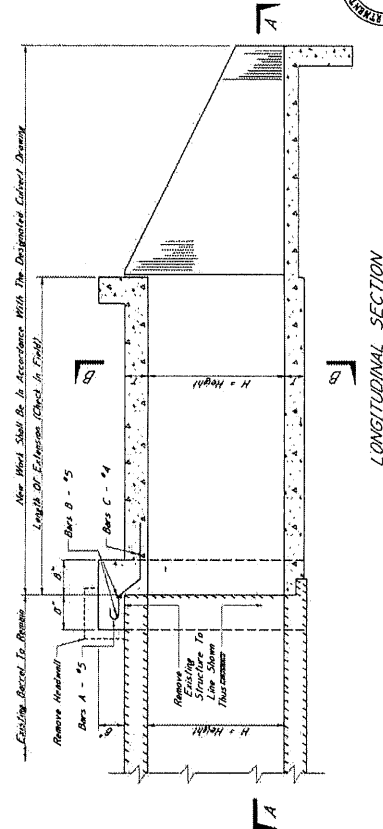
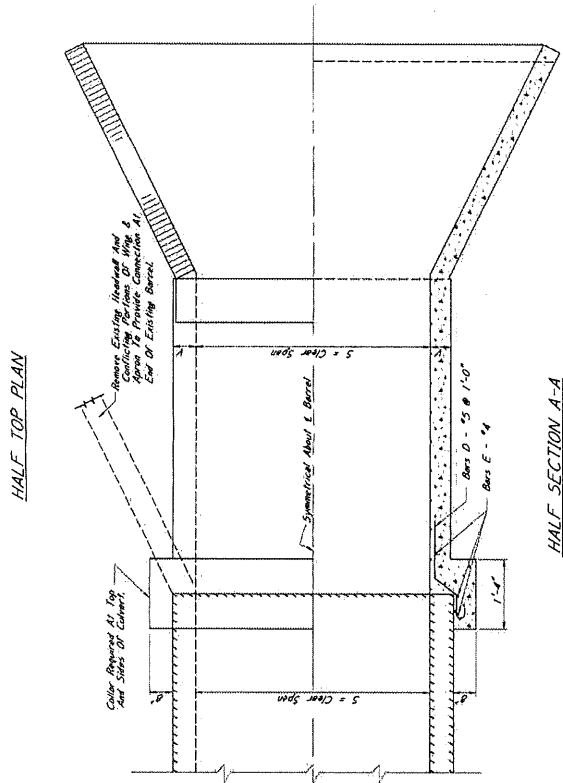
This Drawing Is Supplementary To Basic Converter Drawings Of The HES And BEO Series And All Typical Details And General Notes Shown Thereon Shall Apply. The Critical Dimensions Shown On This Drawing Shall Govern. The Sewer Is Connected To The First 60" Pipe Projecting Beyond The Mainline Street Is Obtained.

Bar Steel Of Reinforcing Steel Shall Be Submitted To The Project Engineer For Approval. The Reinforcing Steel Shall Be Fabricated From A Single Piece Of Reinforcing Steel. The Reinforcing Steel Shall Be Fabricated From A Single Piece Of Reinforcing Steel.

When The Length Of The Extension Is Less Than 10 Ft, The Vertical Construction Joints At The Junction Of The Barrel And The Mainline Shall Be Constructed As A Single Piece Of Reinforcing Steel. The Vertical Construction Joints At The Junction Of The Barrel And The Mainline Shall Be Constructed As A Single Piece Of Reinforcing Steel.

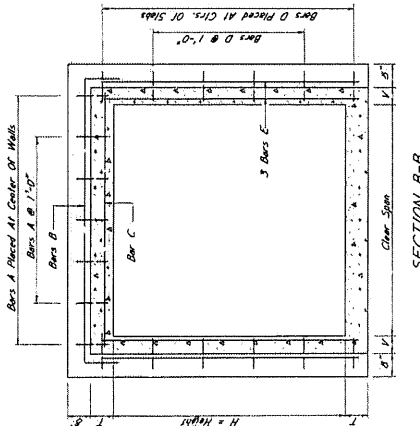
This Drawing Is Detailed For A Single Cell Converter And Double Cell Structure Shall Be Treated Similarly.

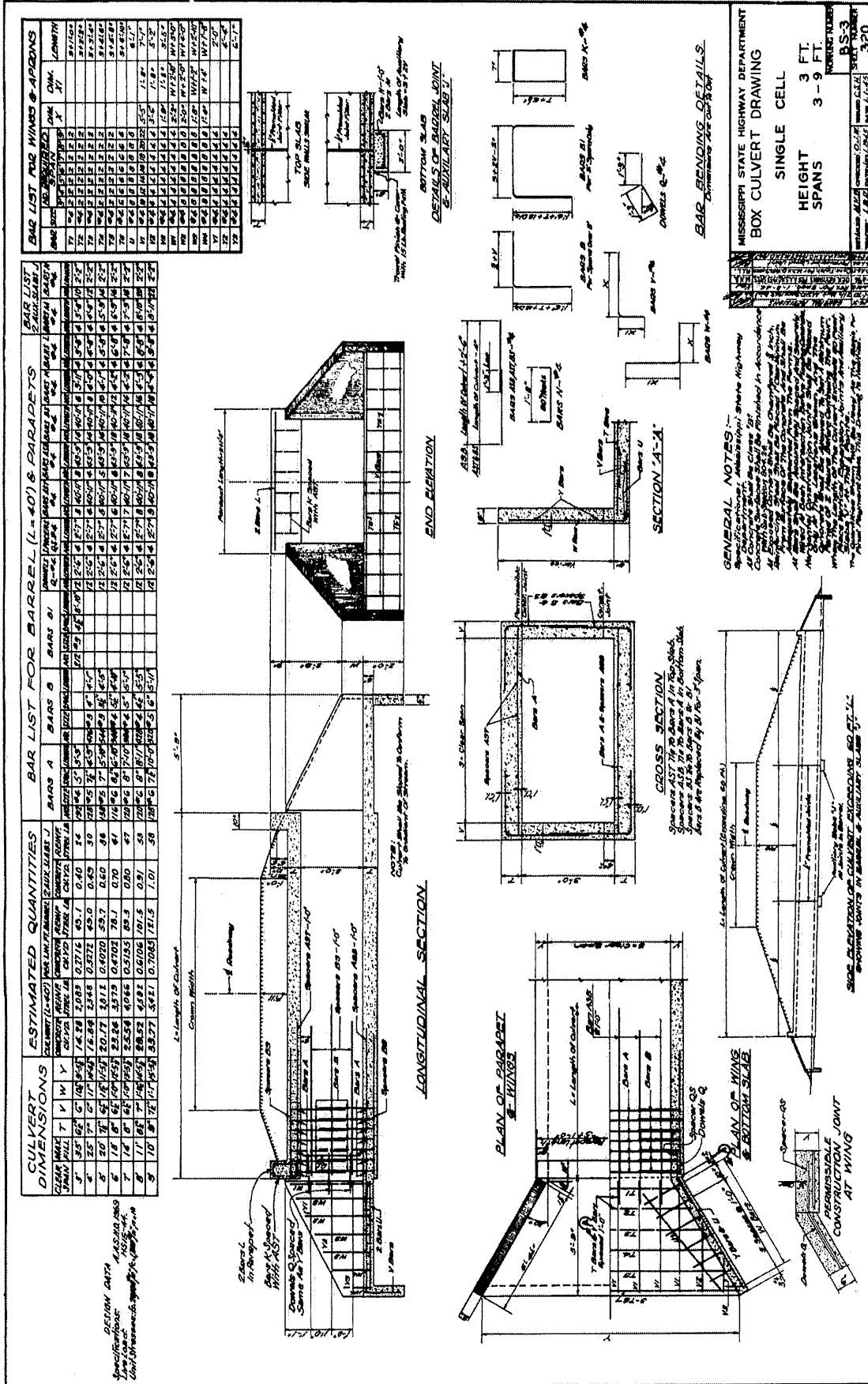
Note: All working numbers referenced on this sheet are referencing the Box Culvert Standards issued in 1997.

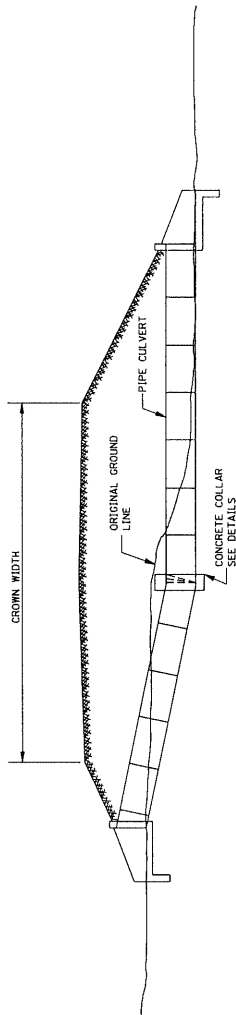
[illegible]

BAR BENDING DETAILS

Dimensions Are Cut To Out.



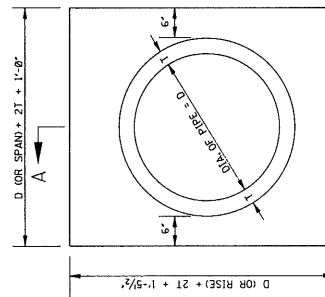




TYPICAL INSTALLATION FOR PIPE CULVERT WITH BROKEN FLOW LINE

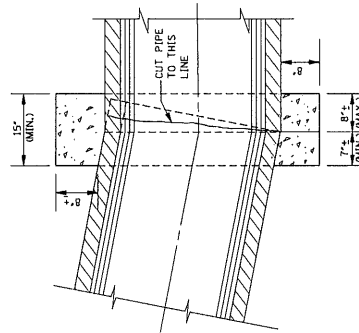
GENERAL NOTE:
1. THE FOLLOWING QUANTITIES SHALL BE THE BASIS FOR PAYMENT
UNLESS AUTHORIZED MODIFICATIONS ARE MADE:

QUANTITIES FOR CONCRETE COLLAR FOR PIPE CULVERTS			
DIA. OF PIPE	CLASS "B" CONCRETE (yd ³)	SIZE OF PIPE	CLASS "B" CONCRETE (yd ³)
12"	0.240	18" x 11"	0.260
15"	0.260	22" x 13"	0.310
18"	0.320	24" x 16"	0.360
24"	0.410	30" x 23"	0.490
30"	0.510	36" x 27"	0.600
36"	0.620	44" x 31"	0.690
42"	0.730	54" x 36"	0.820
48"	0.850	65" x 40"	0.920
54"	0.980	73" x 45"	1.070
60"	1.110	88" x 54"	1.366
66"	1.240		
72"	1.393		




ELEVATION OF CONCRETE COLLAR

NOTE: CIRCULAR PIPE IS SHOWN, ARCH PIPE IS SIMILAR.



SECTION A-A

MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN			WORKMAN NUMBER 22-1
CONCRETE PIPE COLLAR			SHEET NUMBER 2301
DATE		ISSUE DATE: OCTOBER 1, 1998	
BY	REVISION		

Technical drawing of a road layout showing various traffic control details. The drawing includes a main road with a center line and edge lines, and a side road branching off. Details are labeled with circled numbers and descriptions:

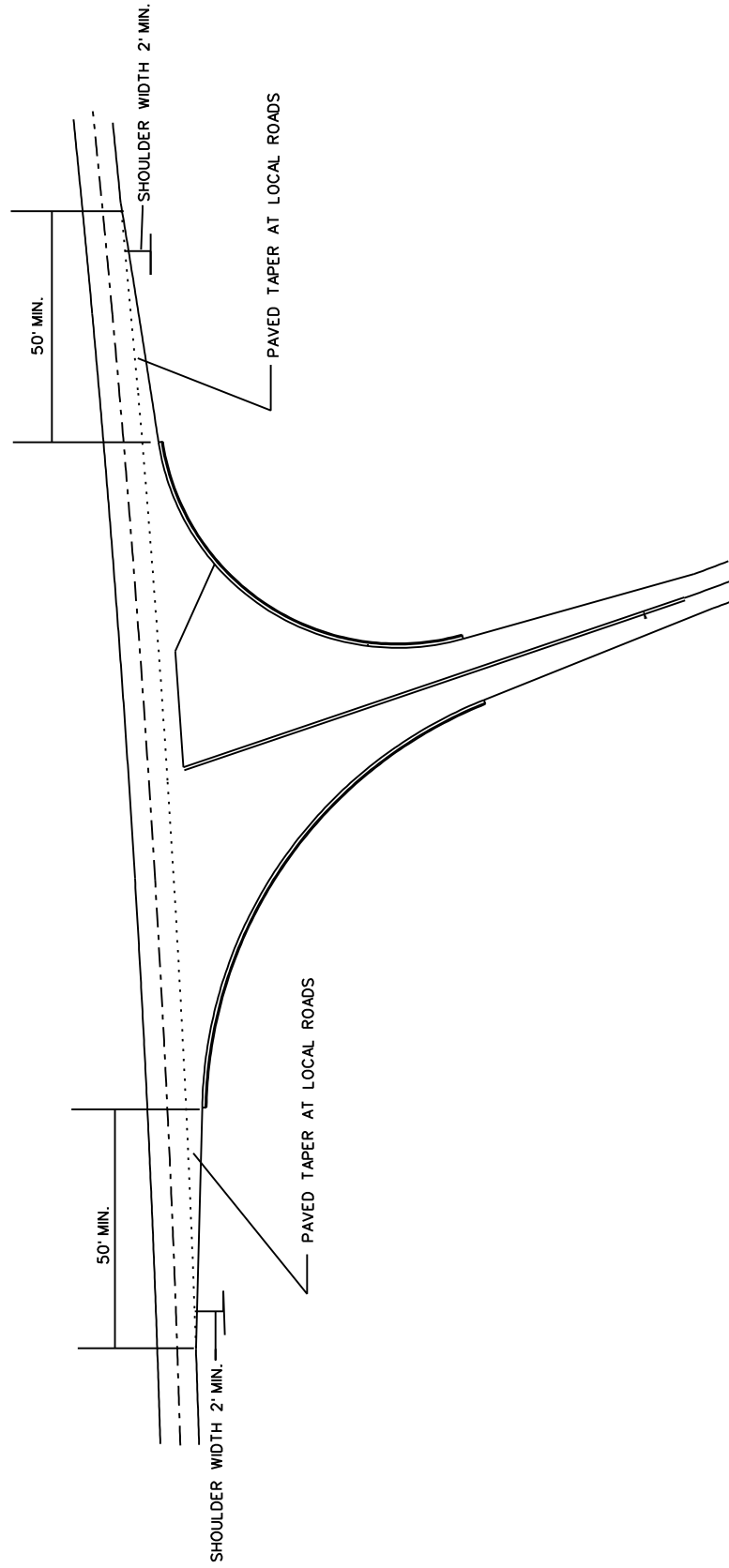
- (13) TWO-WAY YELLOW REFL. RAISED MARKERS
- (7) 6' DOUBLE YELLOW CONT.
- (5) 6' WHITE CONT. EDGE
- (9) 6' WHITE DETAIL
- (11) 18' LEGEND WHITE STOP BAR
- (9) 6' DOTTED WHITE 2' STRIPE, 12' GAP DETAIL
- (5) 6' WHITE CONT. EDGE
- (9) 6' WHITE DETAIL
- (8) 6' YELLOW CONT. EDGE
- (10) 6' YELLOW DETAIL
- (12) RED-CLEAR REFL. RAISED MARKERS
- (5) 6' WHITE CONT. EDGE

Dimensions are given in feet and inches, including 30', 15', 10', 5', 20', 25', 40', and 28'. A "VAR" label is also present.

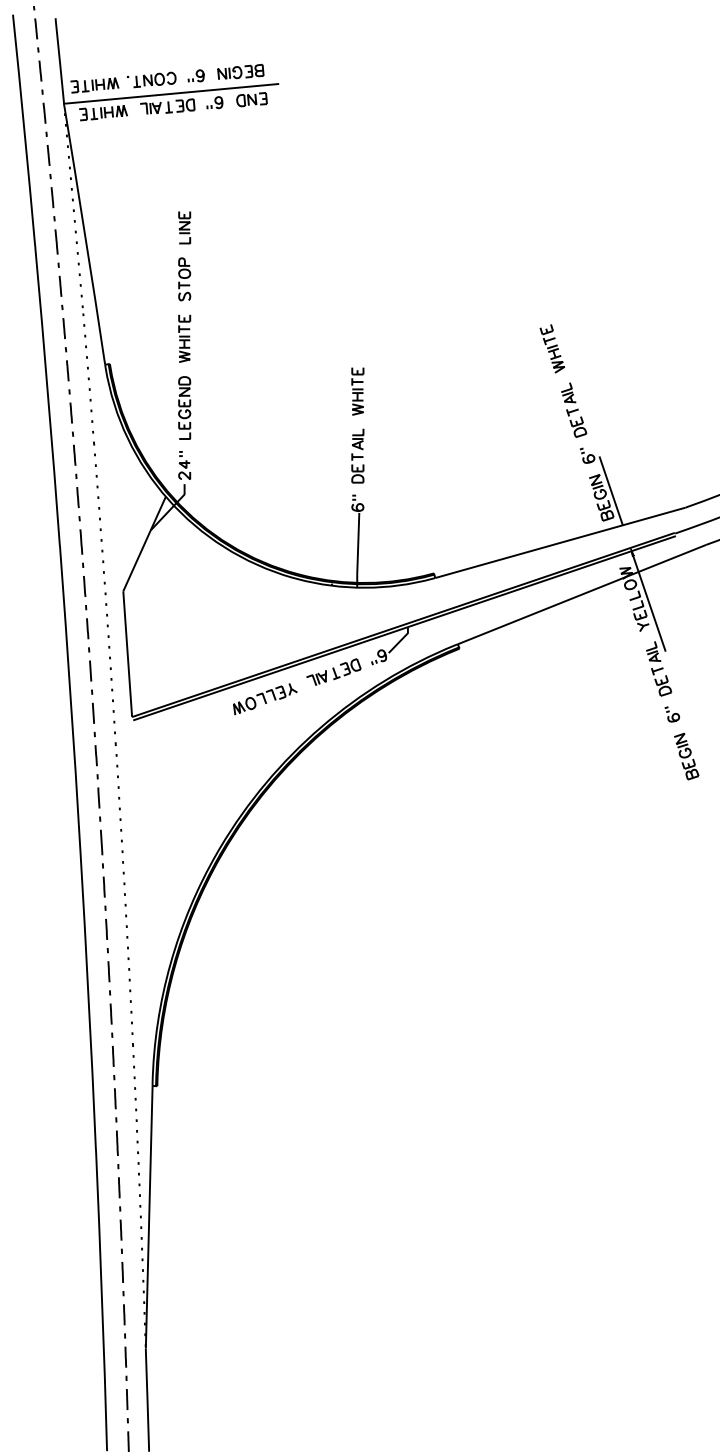
PROJECT NO: STP-0014-01(032)
COUNTY: PIKE

WORKING NUMBER	PM-1
SHEET NUMBER	Cont'd

TYPICAL FOR PAVED TAPER AT LOCAL ROADS

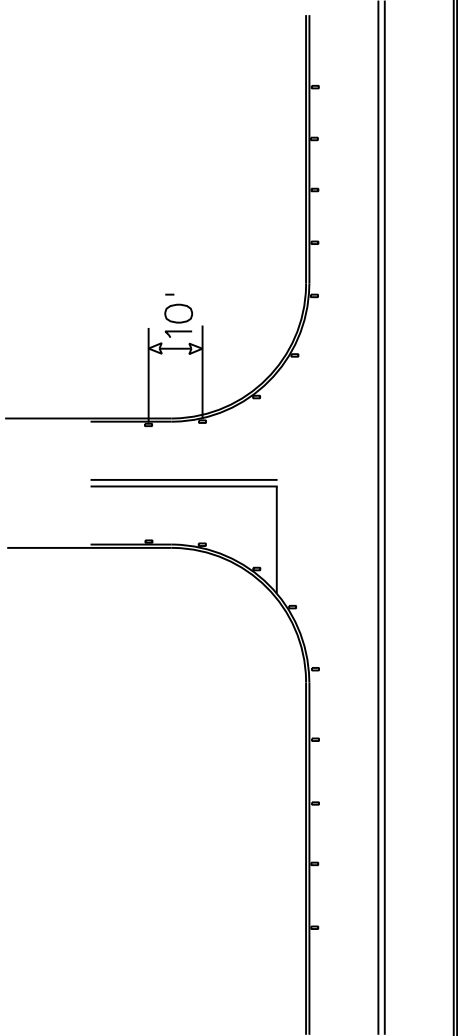


TYPICAL STRIPING FOR SIMPLE INTERSECTION AT LOCAL ROADS



STATE	PROJECT NO.
MISS.	

TYPICAL FOR RAISED PAVEMENT MARKERS PLACED ON SIDE ROAD RADIUS



- NOTE 1. MARKERS SHALL BE PLACED EVERY 10 FEET.
- NOTE 2. MARKERS SHALL BE VISIBLE FROM THE TRAVELING MOTORIST ON STATE DESIGNATED HIGHWAYS.
- NOTE 3. MARKERS SHALL BE HIGH PERFORMANCE TWO WAY CLEAR.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
2-LANE	
RAISED PAVEMENT MARKERS	
PLACED ON SIDE ROADS	
DATE	FILE NAME:
REVISION	WORKING NUMBER
BY	CHECKED
	DATE
	SHEET NUMBER

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 247

CODE: (SP)

DATE: 06/27/2017

SUBJECT: Norfolk Southern Insurance Requirements

Bidder's attention is brought to the following special insurance requirements regarding Norfolk Southern Railroads.

- A. In addition to any other forms of insurance or bonds required under the terms of the contract and specifications, the Prime Contractor will be required to carry insurance of the following kinds and amounts:
1. a. Commercial General Liability Insurance having a combined single limit of not less than \$2,000,000 per occurrence for all loss, damage, cost and expense, including attorneys' fees, arising out of bodily injury liability and property damage liability during the policy period. Said policy shall include explosion, collapse, and underground hazard (XCU) coverage, shall be endorsed to name Railroad specified in item A.2.c. below both as the certificate holder and as an additional insured, and shall include a severability of interests provision.
 - b. Automobile Liability Insurance with a combined single limit of not less than \$1,000,000 each occurrence for injury to or death of persons and damage to or loss or destruction of property. Said policy or policies shall be endorsed to name Railroad specified in item A.2.c. below both as the certificate holder and as an additional insured and shall include a severability of interests provision;
 2. Railroad Protective Liability Insurance having a combined single limit of not less than \$2,000,000 each occurrence and \$6,000,000 in the aggregate applying separately to each annual period. If the project involves track over which passenger trains operate, the insurance limits required are not less than a combined single limit of \$5,000,000 each occurrence and \$10,000,000 in the aggregate applying separately to each annual period. Said policy shall provide coverage for all loss, damage or expense arising from bodily injury and property damage liability, and physical damage to property attributed to acts or omissions at the job site.

The standards for the Railroad Protective Liability Insurance are as follows:

- a. The insurer must be rated A- or better by A.M. Best Company, Inc.
NOTE: Norfolk Southern (NS) does not accept from insurers Chartis (AIG or Affiliated Company including Lexington Insurance Company), Hudson Group or Liberty or Affiliated Company.
- b. The policy must be written using one of the following combinations of Insurance Services Office ("ISO") Railroad Protective Liability Insurance Form Numbers:
 - (1) CG 00 35 01 96 and CG 28 31 10 93; or
 - (2) CG 00 35 07 98 and CG 28 31 07 98; or
 - (3) CG 00 35 10 01; or
 - (4) CG 00 35 12 04; or
 - (5) CG 00 35 12 07; or
 - (6) CG 00 35 04 13.

- c. The named insured shall read:
 - Norfolk Southern Corporation and its subsidiaries
 - Three Commercial Place
 - Norfolk, Virginia 23510-2191
 - Attn: S. W. Dickerson Risk Management(NOTE: NS does not share coverage on RRPL with any other entity on this policy)
 - d. The description of operations must appear on the Declarations, must match the project description in this agreement, and must include the appropriate Department project and contract identification numbers.
 - e. The job location must appear on the Declarations and must include the city, state, and appropriate highway name/number. NOTE: Do not include any references to milepost, valuation station, or mile marker on the insurance policy.
 - f. The name and address of the prime contractor must appear on the Declarations.
 - g. The name and address of the Department must be identified on the Declarations as the "Involved Governmental Authority or Other Contracting Party."
 - h. Endorsements/forms that are **required** are:
 - (1) Physical Damage to Property Amendment
 - (2) Terrorism Risk Insurance Act (TRIA) coverage must be included
 - i. Other endorsements/forms that will be accepted are:
 - (1) Broad Form Nuclear Exclusion — Form IL 00 21
 - (2) 30-day Advance Notice of Non-renewal or cancellation
 - (3) Required State Cancellation Endorsement
 - (4) Quick Reference or Index Form CL/IL 240
 - j. Endorsements/forms that are **NOT** acceptable are:
 - (1) Any Pollution Exclusion Endorsement except CG 28 31
 - (2) Any Punitive or Exemplary Damages Exclusion
 - (3) Known injury or Damage Exclusion form CG 00 59
 - (4) Any Common Policy Conditions form
 - (5) An Endorsement that limits or excludes Professional Liability coverage
 - (6) A Non-Cumulation of Liability or Pyramiding of Limits Endorsement
 - (7) An Endorsement that excludes TRIA coverage
 - (8) A Sole Agent Endorsement
 - (9) Any type of deductible endorsement or amendment
 - (10) Any other endorsement/form not specifically authorized in item no. 2.h above.
- B. If any part of the work is sublet, similar insurance, and evidence thereof as specified in A. 1 above, shall be provided by or on behalf of the subcontractor to cover its operations on Railroad's right of way.
- C. All insurance required under the preceding subsection A shall be underwritten by insurers and be of such form and content, as may be acceptable to the Company. Prior to entry on Railroad right-of-way, the original Railroad Protective Liability Insurance Policy shall be submitted by the Prime Contractor to the Department at the address below, *with copies to the Project Engineer. MDOT will be responsible* for its review and transmittal to the Railroad. In addition, certificates of insurance evidencing the Prime Contractor's and any subcontractors' Commercial General Liability Insurance shall be issued to the Railroad and the Department at the addresses below, and forwarded to the Department for its review and transmittal to the Railroad. The certificates of insurance shall state that the insurance coverage will not be suspended, voided, canceled, or reduced in coverage or limits without (30) days advance written notice to Railroad and the Department. No work will be permitted by Railroad on its right-of-way until it has reviewed and approved the evidence of insurance required

herein.

DEPARTMENT:

Mississippi Department of Transportation
Bridge Division
P.O. Box 1850
Jackson, MS 39215-1850

RAILROAD:

Risk Management
Norfolk Southern Corporation and its subsidiaries
Three Commercial Place
Norfolk, Virginia 23510-2191

- D. The insurance required herein shall in no way serve to limit the liability of Department or its Contractors under the terms of this agreement.
- E. Insurance Submission Procedures
1. Railroad will only accept initial insurance submissions via US Mail or Overnight carrier to the address noted in C above. Railroad will NOT accept initial insurance submissions via email or faxes.
 2. Railroad requires the following two (2) forms of insurance in the initial insurance submission to be submitted under a cover letter providing details of the project and contact information:
 - a. The full original or certified true countersigned copy of the railroad protective liability insurance policy in its entirety inclusive of all declarations, schedule of forms and endorsements along with the policy forms and endorsements.
 - b. The Contractor's commercial general, automobile, and workers' compensation liability insurance certificate of liability insurance evidencing a combined single limit of a minimum of \$2M per occurrence of general and \$1M per occurrence of automobile liability insurance naming Norfolk Southern Railway Company, Three Commercial Place, Norfolk, VA 23510 as the certificate holder and as an additional insured on both the general and automobile liability insurance policy.
 3. It should be noted that the Railroad does not accept notation of Railroad Protective insurance on a certificate of liability insurance form or Binders as Railroad must have the full original countersigned policy. Further, please note that mere receipt of the policy is not the only issue but review for compliance. Due to the number of projects system-wide, it typically takes a minimum of 30 - 45 days for the Railroad to review.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-103-1

CODE: (SP)

DATE: 05/02/2017

SUBJECT: Award and Execution of Contract

Section 103, Award and Execution of Contract, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-103.01--Consideration of Proposal.

Delete the fourth and fifth sentences of the third paragraph of Subsection 103.01 on page 19, and substitute the following.

Should the attachment not accompany the bid when submitted, the Contractor shall have 10 days following the opening of the bids to furnish the required information to the Contract Administration Director for attachment to the bid. Failure to provide the attachment within 10 days will result in the nonresident Contractor's bid being rejected and not considered for award. As used herein, the term "resident Contractor" includes a nonresident person, firm or corporation that has been qualified to do business in this State and has maintained a permanent full-time office in the State of Mississippi for two years prior to the submission of the bid, and the subsidiaries and affiliates of such a person, firm or corporation.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

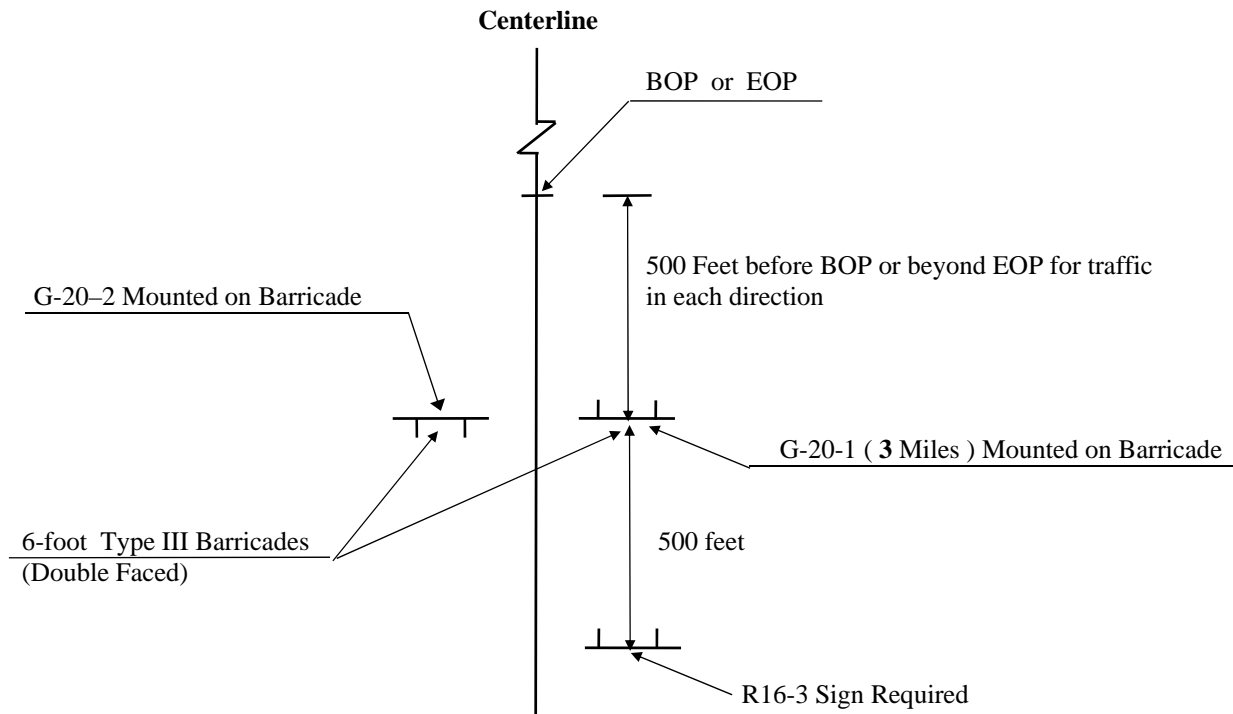
SUPPLEMENT TO SPECIAL PROVISION NO. 907-618-3

DATE: 06/28/2017

PROJECT: MP-6000-34(258) 306189301 & 302 -- Jones County

After the first paragraph of Subsection 907-618.01.2 on page 1, add the following.

Additional signs will be required as follows.



ADDITIONAL TRAFFIC CONTROL SIGNS REQUIRED:

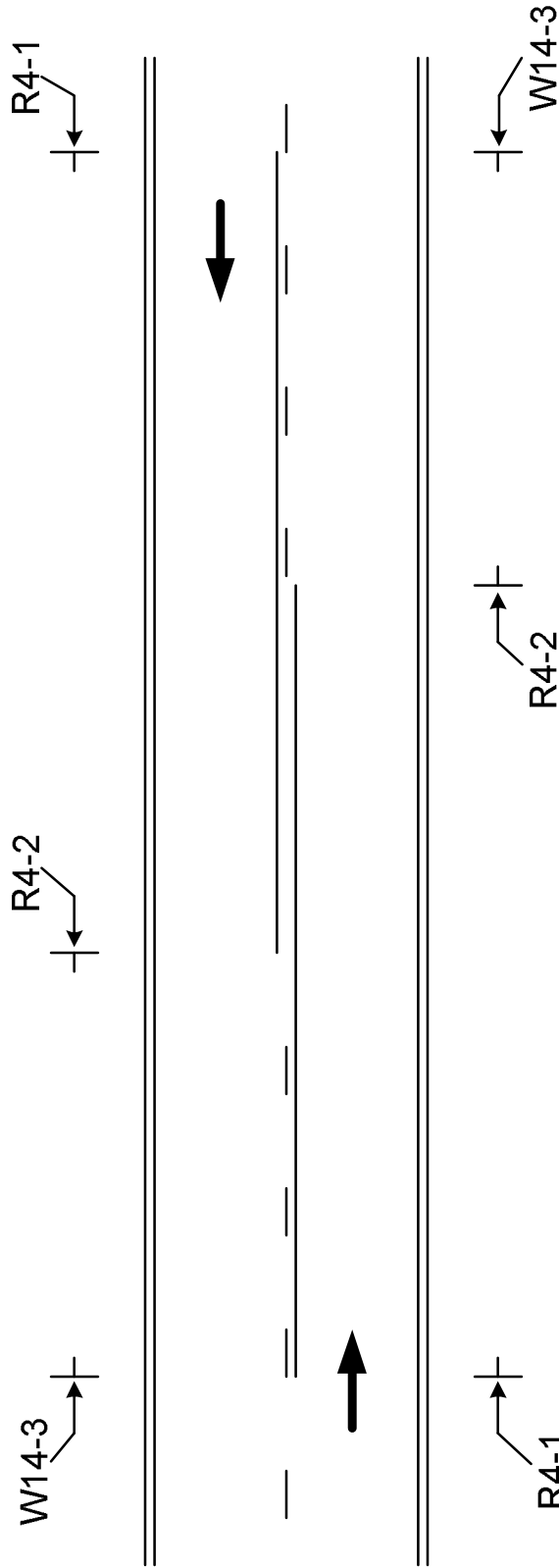
- 43 - W20-1 "AHEAD" signs required. One (1) W20-1 "AHEAD" sign is required at each local road or street entering the project.
- 23 - R4-1 "DO NOT PASS" signs required.
- 4 - R4-2 "PASS WITH CARE" signs required.
- 6 - W14-3 "NO PASSING ZONE" signs required.
- 8 - R16-3 "SPEEDING FINES DOUBLED" signs required.

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, this drawing, and as specified in the Manual on Uniform Traffic Control Devices. If no passing zones are 1,000 feet or more, additional "DO NOT PASS" signs shall be installed.

R16-3 signs shall be spaced in accordance with sheet titled "Location of R16-3 Signs".

All Construction signing is included in the bid for Pay Item 907-618-A, Maintenance of Traffic. Fluorescent orange sheeting shall be used on all construction and traffic control signs except for R16-3, R4-1 and R4-2 signs which shall be black legend and border on white background.

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The W14-3, No Passing Zone sign, shall be placed on the left side of the road at the beginning of each no passing zone.

The R4-1, Do Not Pass signs, shall be placed on the right side of the road at the beginning of the no passing zone. Additional R4-1 signs shall be placed right and left in increments of 750 to 1000 feet throughout the length of the no passing zone.

The R4-2, Pass With Care sign, shall be placed on the right side of the road at the end of the no passing zone.

The R4-1, R4-2 and W14-3 signs are to be used when standard pavement markings are not in place. The signs may also be used to emphasize pavement markings.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-618-3

CODE: (SP)

DATE: 01/17/2017

SUBJECT: Additional Signing Requirements

Section 618, Maintenance of Traffic and Traffic Control Plan, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-618.01.2--Traffic Control Plan. At the end of Subsection 618.01.2 on page 441, add the following:

For compliance with the traffic control plan, the Contractor will be required to install and maintain construction signs at various locations throughout the project. Payment for these signs will be included in the price bid for pay item no. 618-A, Maintenance of Traffic per lump sum.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-899-1

CODE: (SP)

DATE: 01/17/2017

SUBJECT: Railway-Highway Provisions

Section 907-899, Railway-Highway Provisions, is hereby added to and made part of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as follows:

SECTION 907-899--RAILWAY-HIGHWAY PROVISIONS

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

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

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

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

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

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

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

907-899.02--Blank.

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

907-899.04--Method of Measurement. Railway-highway provisions will be measured as a unit lump sum quantity. Measurement for payment will be in accordance with the following schedule:

- a) On the first estimate, twenty five percent (25%) of the amount bid for Railway Highway Provision will be paid.
- b) When twenty five percent (25%) of the original contract amount is earned from all direct pay items, fifty percent (50%) of the amount bid for Railway Highway Provision will be paid.
- c) When fifty percent (50%) of the original contract amount is earned from all direct pay items, one hundred percent (100%) of the amount bid for Railway Highway Provision will be paid.

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

Payment will be made under:

907-899-A: Railway-Highway Provisions

- lump sum

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.

Overlay SR 29 and SR 590 from I-59 to the bypass, known as State Project Nos. MP-6000-34(258) / 306189301 & 302 in Jones County.

Line no.	Item Code	Adj Code	Quantity	Units	Description[Fixed Unit Price]
Roadway Items					
0010	201-A001		1	Lump Sum	Clearing and Grubbing
0020	202-B096		90	Linear Feet	Removal of Debris and Sand From Box Culvert, 10-foot and Greater Width
0030	202-B188		872	Square Yard	Removal of Pavement, All Types and Depths
0040	202-B191		32	Linear Feet	Removal of Pipe, 8" And Above
0050	202-B240		1,616	Linear Feet	Removal of Traffic Stripe
0060	203-EX040	(E)	131	Cubic Yard	Borrow Excavation, AH, LVM, Class B9
0070	203-G002	(E)	100	Cubic Yard	Excess Excavation, LVM, AH
0080	206-A001	(S)	22	Cubic Yard	Structure Excavation
0090	206-B001	(E)	19	Cubic Yard	Select Material for Undercuts, Contractor Furnished, FM
0100	216-A001		379	Square Yard	Solid Sodding
0110	237-A002		225	Linear Feet	Wattles, 20"
0120	246-A001		100	Linear Feet	Sandbags
0130	304-F003	(GT)	1,600	Ton	Size 825B Crushed Stone Base
0140	403-A005	(BA1)	305	Ton	19-mm, MT, Asphalt Pavement
0150	403-A014	(BA1)	7,150	Ton	9.5-mm, MT, Asphalt Pavement
0160	403-B011	(BA1)	1,900	Ton	9.5-mm, MT, Asphalt Pavement, Leveling
0170	406-D001		39,655	Square Yard	Fine Milling of Bituminous Pavement, All Depths
0180	407-A001	(A2)	7,750	Gallon	Asphalt for Tack Coat
0190	423-A001		3	Mile	Rumble Strips, Ground In
0200	601-A001	(S)	8	Cubic Yard	Class "B" Structural Concrete
0210	601-B001	(S)	7	Cubic Yard	Class "B" Structural Concrete, Minor Structures
0220	602-A001	(S)	1,192	Pounds	Reinforcing Steel
0230	603-CB003	(S)	2	Each	18" Reinforced Concrete End Section
0240	603-CB004	(S)	1	Each	24" Reinforced Concrete End Section
0250	603-RA003	(S)	8	Linear Feet	24" Pipe Removed and Relaid
0260	603-RA004	(S)	8	Linear Feet	30" Pipe Removed and Relaid
0270	618-A001		1	Lump Sum	Maintenance of Traffic
0280	618-B001		2	Square Feet	Additional Construction Signs (\$10.00)
0290	619-A1001		11	Mile	Temporary Traffic Stripe, Continuous White
0300	619-A2001		12	Mile	Temporary Traffic Stripe, Continuous Yellow
0310	619-A4002		4	Mile	Temporary Traffic Stripe, Skip Yellow
0320	619-A5001		6,200	Linear Feet	Temporary Traffic Stripe, Detail
0330	619-A6001		126	Square Feet	Temporary Traffic Stripe, Legend
0340	619-A6002		3,644	Linear Feet	Temporary Traffic Stripe, Legend

Line no.	Item Code	Adj Code	Quantity	Units	Description[Fixed Unit Price]
0350	620-A001		1	Lump Sum	Mobilization
0360	626-C002		7	Mile	6" Thermoplastic Double Drop Edge Stripe, Continuous White
0370	626-D003		2	Mile	6" Thermoplastic Traffic Stripe, Skip Yellow
0380	626-E004		6	Mile	6" Thermoplastic Traffic Stripe, Continuous Yellow
0390	626-G002		9,200	Linear Feet	Thermoplastic Detail Stripe, White
0400	626-G003		6,200	Linear Feet	Thermoplastic Detail Stripe, Yellow
0410	626-H004		1,540	Square Feet	Thermoplastic Legend, White
0420	626-H005		4,025	Linear Feet	Thermoplastic Legend, White
0430	627-J001		500	Each	Two-Way Clear Reflective High Performance Raised Markers
0440	627-L001		1,900	Each	Two-Way Yellow Reflective High Performance Raised Markers
0450	640-A001		1,096	Linear Feet	Vehicle Loop Assemblies
0460	815-A007	(S)	375	Ton	Loose Riprap, Size 300
0470	815-E001	(S)	207	Square Yard	Geotextile under Riprap
0480	907-899-A001		1	Lump Sum	Railway-Highway Provisions

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. _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____

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-6000-34(258) / 306189301000 & MP-6000-34(258) / 306189302000**

in **Jones** _____ 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-6000-34(258) / 306189301000 & MP-6000-34(258) / 306189302000

LOCATED IN THE COUNTY(IES) OF Jones

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-6000-34(258) / 306189301000 & MP-6000-34(258) / 306189302000

LOCATED IN THE COUNTY(IES) OF: Jones

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 **Overlay SR 29 and SR 590 from I-59 to the bypass, known as State Project Nos. MP-6000-34(258) / 306189301 & 302 in Jones 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)

(Witness)

(Principal) (Seal)

By: _____
(Name) (Title)

(Surety) (Seal)

By: _____
(Attorney-in-Fact)

(MS Agent)

Mississippi Insurance ID Number

[illegible]

NOTE: THE ANTICIPATED WORKING DAY'S SHOWN ON THIS SCHEDULE ARE FOR INFORMATIONAL PURPOSES ONLY. THE ACTUAL WORKING DAY TOTAL AS ASSESSED BY THE PROJECT ENGINEER ON FORM CSD-765 SHALL GOVERN.