

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.

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

ADDENDUM NO. <u> 1 </u>	DATED <u> 10/16/2018 </u>	ADDENDUM NO. <u> </u>	DATED <u> </u>
ADDENDUM NO. <u> 2 </u>	DATED <u> 10/17/2018 </u>	ADDENDUM NO. <u> </u>	DATED <u> </u>
ADDENDUM NO. <u> </u>	DATED <u> </u>	ADDENDUM NO. <u> </u>	DATED <u> </u>

Number	Description
1	Revised Table of Contents; Added NTB No. 447; Revised NTB No. 1127; NTB No. 1206 replaces NTB No. 12; Revised Bid Items; Amendment EBS Download Required.
2	Revised NTB No. 1127; Revised Bid Items; Amendment EBS Download Required.

TOTAL ADDENDA: 2
(Must agree with total addenda issued prior to opening of bids)

Respectfully Submitted,

DATE _____

Contractor

BY _____
Signature

TITLE _____

ADDRESS _____

CITY, STATE, ZIP _____

PHONE _____

FAX _____

E-MAIL _____

(To be filled in if a corporation)

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

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

The following is my (our) itemized proposal.

NH-0002-03(089)/ 107630301000

Kemper County(ies)

Revised 01/26/2016

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 – NOTICE TO BIDDERS NO. 1127

CODE: (SP)

DATE: 10/16/2018

SUBJECT: Scope of Work

PROJECT: NH-0002-03(089) / 107630301 -- Kemper County

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

Work on this project shall consist of the following:

Mill and overlay approximately 7.6 miles of US Highway 45 from the pavement change approximately 0.2 miles north of SR 16 (Station 10+00) in Scooba to the Noxubee County Line (Station 406+32).

The existing pavement in the northbound lanes consists with 10½” and variable asphalt pavement on 6-inch chemically treated base. The southbound lanes consist of composite pavement with 6½” and variable asphalt pavement over 6-inch JRCP and untreated granular base. The stations shown on the typical sections are approximate and shall be adjusted in the field by the Engineer as needed.

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

Northbound and Southbound Lanes (BOP Station 10+00 to EOP Station 406+32)

Prior to milling and overlaying the southbound lanes, repair failed JRCP joints full depth to a width of 3’ and variable on either side of the joint per the attached detail. Any failed base or subgrade should be removed and replaced with Class “B” concrete to the limits specified by the Engineer and paid for using pay item 503-D001: Concrete for Base Repair. Removal of failed base and subgrade will be paid for using pay item 203-G001: Excess Excavation. A table showing the location of the failed concrete joints is attached. No other joint repairs shall be added without the approval of the Engineer.

Prior to milling and overlaying the southbound lanes, any concrete failed areas in the travel lanes are to be removed and repaired with 6-inch plain cement concrete pavement as per the attached drawing. The concrete pavement failures are to be removed by saw cutting and excavating the failed material. Any failed base or subgrade should be removed and replaced with Class “B” concrete to the limits specified by the Engineer and paid for using pay item 503-D001: Concrete for Base Repair. Removal of failed base and subgrade will be paid for using pay item 203-G001: Excess Excavation. A table showing the location of the failed concrete areas is attached. No other concrete failed area repairs shall be added without the approval of the Engineer.

Prior to milling and overlaying the southbound lanes, transverse joints in the JRCP pavement shall be cleaned and filled full depth. A table showing the locations of joints that will NOT be cleaned and filled is attached. Any joint that is not shown in the table of exclusion or table listing failed joints to be repaired shall be cleaned and filled.

Should the existing paved shoulder fail during the paving operations, the failed shoulder shall be removed and the underlying material excavated 2½' wide by 3" depth and replaced with 19-mm, HT, trench widening asphalt. The removal of the existing shoulder material shall be an absorbed pay item and will be treated as described in paragraph 12 of the General Notes. The removal of the existing asphalt shoulder shall be paid using Pay Item No. 202-B009: Removal of Asphalt Pavement, Failed Areas.

The existing sections of failed shoulder shall be removed and the underlying material excavated 2½' wide by 3" depth and replaced with 19-mm, ST, trench widening asphalt. The removal of the existing shoulder material shall be an absorbed pay item and will be treated as described in paragraph 12 of the General Notes. The existing failed sections are listed in an attached table. The existing failed sections of asphalt shoulder shall be repaired before the milling and overlaying operations. The removal of the existing asphalt shoulder shall be paid using Pay Item No. 202-B009: Removal of Asphalt Pavement, Failed Areas.

The existing asphalt roadway shall be fine milled 1½" and overlaid with 1½" of 9.5-mm, HT, polymer modified asphalt.

A bituminous island shall be constructed at station 46+00 adjacent to the outside southbound lane of US 45 per the attached detail. This bituminous curb and island shall be constructed according to the attached detail. The island shall be backfilled with 4" of 12.5-mm, HT, asphalt.

Existing guardrail, terminal end sections, and bridge end sections shall be removed and replaced with new guardrail, terminal end sections, and bridge end sections. The Contractor shall deliver all existing guardrail, terminal end sections, and bridge end sections to the Kemper County Maintenance Facility located at 17015 Highway 16 East, DeKalb, MS 39328. The Contractor shall give sufficient advance notice to ensure that MDOT Maintenance personnel will be on hand to direct the delivery. All guardrail removed is to be replaced the same day and prior to reopening the adjacent lane of traffic. This work shall consist of the following sequence of operations: removal of the existing guardrail and posts, removal of the entire guardrail pad and repaving the guardrail pad, and installation of the new guardrail. Voids created by removal of posts, concrete anchors, footings, etc. shall be backfilled and tamped in accordance with Section 203 of the Standard Specifications and will not be measured for payment. The guardrail pad shall be constructed using 4" of 12.5-mm, HT, asphalt. The cost of the removal of guardrail delineators and object marker signs shall be included in other items bid.

Existing bridge joints on the project are to be repaired and resealed. The joint repair shall include removal of all existing joint material, joint preparation, saw cutting, installation of the preformed joint seal and other necessary work per the included standard drawing or as directed by the Engineer. All concrete approach slab joints shall be sealed. Removal of existing silicone

sealed, compression, and AC sealed joint materials will not be paid directly and shall be considered an absorbed item of work. After the existing joint material has been removed, the joints shall then be saw cut as per the Joint Repair Standard Drawing. Saw cuts will be paid for under Pay Item No. 907-823-B001: Saw Cut, Type 1. The joints are then to be repaired, if necessary, with epoxy mortar or an approved equivalent. This work will be paid for under Pay Item No. 808-A001: Joint Preparation. The joint shall then be sealed by one of the approved Manufacturers and installed according to the Manufacturer's specifications.

GENERAL NOTES

Local public roads shall be milled 2" and overlaid 2" of 12.5-mm, HT, asphalt to the end of the existing asphalt pavement, end of MDOT maintenance or to right-of-way or as directed. Where a minimum of five feet (5') of shoulder width can be paved at the beginning of local road radii, a 100-foot asphalt pavement taper shall be constructed. The taper shall be six inches (6") thick and shall conform to the detail drawings.

The intersection of US 45 and Wahalak Road shall receive Thermoplastic Rumble Bars as shown in the attached detail. The cost of which shall be absorbed in other items bid.

Temporary pavement markings shall be placed at the end of each day's paving operations and prior to opening the road to traffic. Permanent pavement markings shall be constructed after completion of all paving operations.

Permanent raised pavement markers shall be installed on mainline and local public roads after completion of all paving operations.

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

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

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

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

The Reclaimed Asphalt Pavement (RAP) material removed by the milling operation shall become the property of the Contractor with the exception of 10,000 tons or 50% of the total anticipated quantity, whichever is less, and shall be delivered to the MDOT Milling Stockpile located 500 feet north of SR 16 on US 45. Sufficient advance notice shall be given to ensure that

MDOT Maintenance personnel will be on hand to direct the delivery. The Contractor shall also provide MDOT with an operator and the necessary equipment to stockpile the delivery. The cost of which shall be absorbed.

Existing asphalt/concrete driveway connections shall be milled or removed and replaced with new asphalt connections using 12.5-mm, HT, asphalt.

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

Where applicable the existing shoulders are to be raised to match the new pavement elevation by placing variable depth Granular Material (Class 5, Group C) on the existing shoulders. Placement of the granular material on the finished asphalt course shall not be permitted. The material shall be bladed, rolled, and compacted to a finished slope of four percent (4%). Placement of this material shall be performed to provide a uniform and compacted shoulder with a minimum depth and width of material placed. Shoulders with adequate shoulder material in place shall be bladed to a slope of four percent (4%). The cost of blading will be an absorbed item and is not to be included in the price of pay items bid.

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

Sawing and sealing of the transverse joints within the composite pavement sections shall be completed within seven (7) days after the placement of 9.5-mm, HT, polymer asphalt. The saw cut joints shall be directly over the existing concrete pavement joints and shall be accurately located by a method employing pins and stringline or other methods approved by the Engineer. The pins shall be accurately located prior to paving. All work involved will be paid by Pay Item No. 413-E001: Sawing and Sealing Transverse Joints in Asphalt Pavement.

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

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

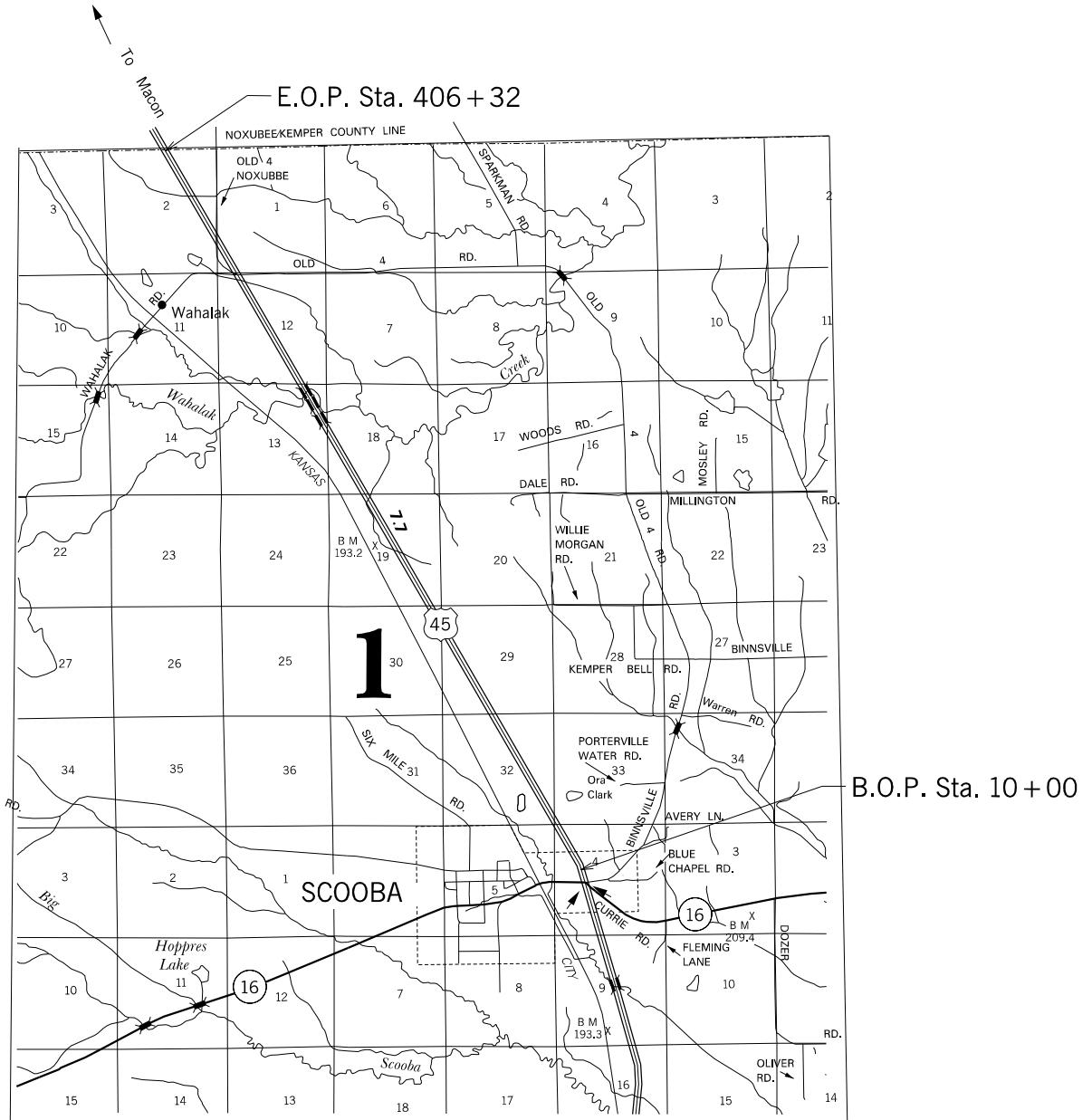
The Contractor shall erect and maintain construction signing, and provide and maintain all temporary signs and traffic control devices necessary to safely conduct traffic through the work area in accordance with the Traffic Control Plan and the MUTCD.

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

The Contractor shall on a daily basis, remove all debris from within the roadway and a 30-foot clear zone which, in the opinion of the Engineer, is a hazard to the traveling public. This activity shall begin with the beginning of work or the beginning of the contract time, whichever comes first. No direct payment will be made for the debris removal. The cost is to be included in the prices of items bid. Failure of the Contractor to remove debris as prescribed herein shall be just cause for withholding the monthly progress estimate payment or suspending active operations until the debris is satisfactorily removed by the Contractor. As described in Notice to Bidders No. 3, final project cleanup is required and will be completed prior to the scheduling of the final inspection.

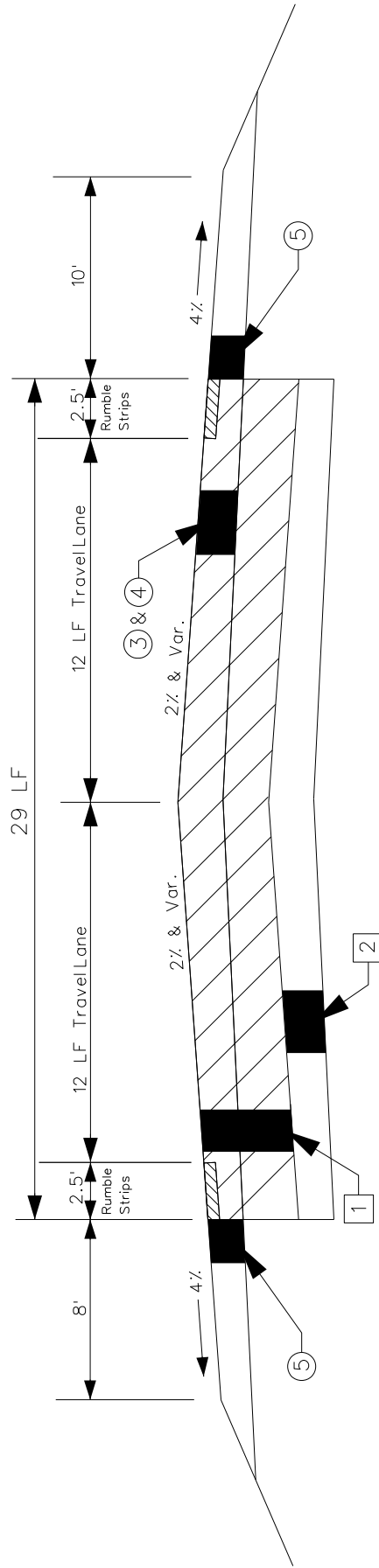
It shall be the responsibility of the Contractor to protect existing structures such as pipes, aprons, signs, utilities, etc. from damage occurring as a result of construction activities. The Contractor shall replace or repair, as directed by the Engineer, any structures damaged during the life of the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

NH-0002-03(089) 107630-301000 US 45 - KEMPER COUNTY



US 45 - KEMPER COUNTY TYPICAL SECTION - MILL & OVERLAY

STATIONS: 10+00 - 406+32 NORTH BOUND



EXISTING

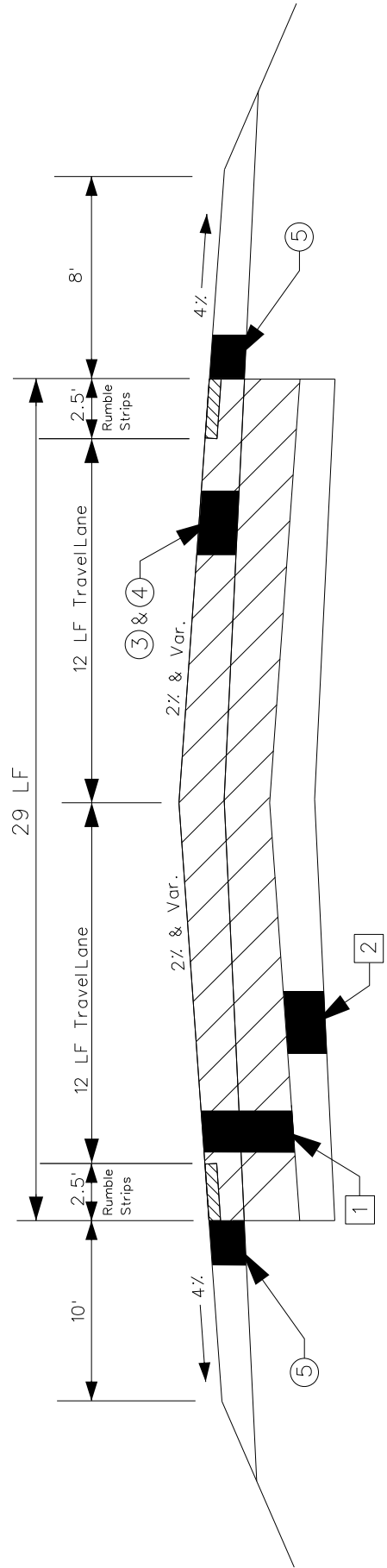
PROPOSED

- ☐ 10 1/2" & VARIABLE HMA
- ☐ 6" Lime/Fly Ash-Treated Granular Material
- ⊖ 1 1/2" Milling (Correct to 2% Normal Crown or SE)
- ⊖ 1 1/2" 9.5mm, HT, Asphalt Pavement, Polymer Modified
- ⊖ Class 5 Group "C" Granular Material (As Directed)

Notes:

- Should any existing widened shoulders fail during milling operation, remove HMA in place and excavate underlying shoulder 2 1/2' wide by 3" depth, inlaying with 3" 19mm, HT, Trench Widening.
- Place Rumble Stripe per attached drawing.

US 45 - KEMPER COUNTY
 TYPICAL SECTION - MILL & OVERLAY
 STATIONS: 10+00 - 19+21 SOUTH BOUND



EXISTING

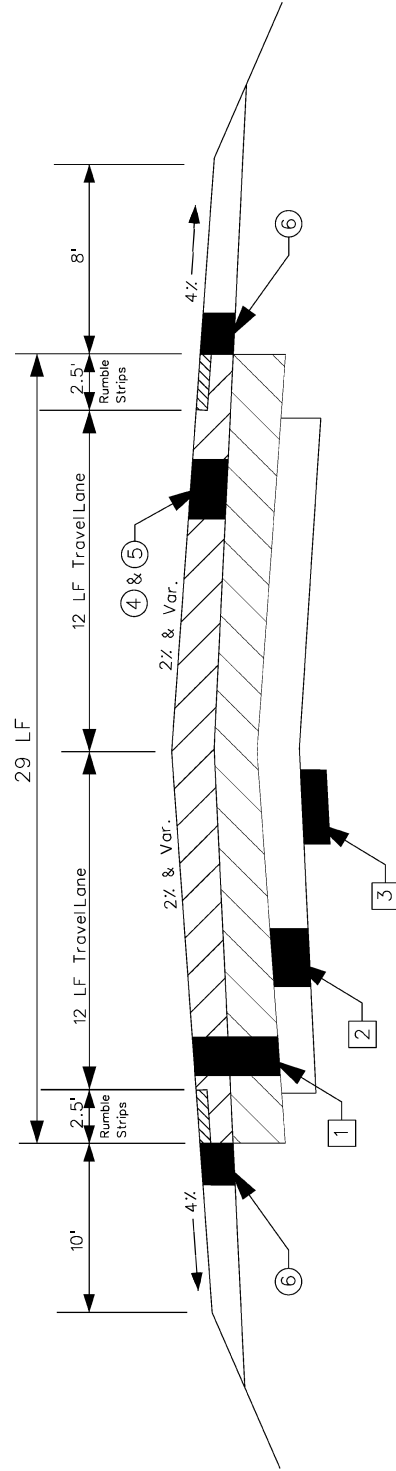
- 1 10 1/2" & VARIABLE HMA
- 2 6" Lime/Fly Ash-Treated Granular Material

PROPOSED

- 3 1 1/2" Milling (Correct to 2% Normal Crown or SE)
- 4 1 1/2" 9.5mm, HT, Asphalt Pavement, Polymer Modified
- 5 Class 5 Group "C" Granular Material (As Directed)

Notes: 1. Should any existing widened shoulders fail during milling operation, remove HMA in place and excavate underlying shoulder 2 1/2' wide by 3" depth, inlaying with 3" 19mm, HT, Trench Widening.
 2. Place Rumble Stripe per attached drawing.

US 45 - KEMPER COUNTY
 TYPICAL SECTION - MILL & OVERLAY
 STATIONS: 19+21 - 406+07 SOUTH BOUND



EXISTING

- 1 6 1/2" & VARIABLE HMA
- 2 6" JRC
- 3 Untreated Granular Material

PROPOSED

- 4 1 1/2" Milling (Correct to 2% Normal Crown or SE)
- 5 1 1/2" 9.5mm, HT, Asphalt Pavement, Polymer Modified
- 6 Class 5 Group "C" Granular Material (As Directed)

Notes: 1. Repair any failed joints full depth with plain concrete per attached drawings.
 2. Should any existing widened shoulders fail during milling operation, remove HMA in place and excavate underlying shoulder 2 1/2" wide by 3" depth, inlaying with 3" 19mm, HT, Trench Widening.
 3. Place Rumble Stripe per attached drawing.

NH-0002-03(089)/107630-301000			
South Bound US 45 Locations Excluded From Joint Cleaning and Filling			
Station	Location	Station	Location
19+22-51+80	Lt Ln Rt Ln	283+35	Lt Ln Rt Ln
52+20-191+00	Lt Ln Rt Ln	284+85	Lt Ln Rt Ln
195+45	Lt Ln Rt Ln	289+30	Lt Ln Rt Ln
196+35	Lt Ln Rt Ln	390+85	Lt Ln Rt Ln
197+03	Lt Ln Rt Ln	300+35	Lt Ln Rt Ln
198+30	Lt Ln Rt Ln	303+17	Lt Ln Rt Ln
200+05	Lt Ln Rt Ln	309+40	Lt Ln Rt Ln
201+30	Lt Ln Rt Ln	310+99	Lt Ln Rt Ln
203+40	Lt Ln Rt Ln	315+85	Lt Ln Rt Ln
204+55	Lt Ln Rt Ln	319+25	Lt Ln Rt Ln
205+65	Lt Ln Rt Ln	320+60	Lt Ln Rt Ln
207+50	Lt Ln Rt Ln	324+83	Lt Ln Rt Ln
212+05-212+65	Lt Ln Rt Ln	344+70	Lt Ln Rt Ln
214+20	Lt Ln Rt Ln	345+00	Lt Ln Rt Ln
215+05	Lt Ln Rt Ln	355+05	Lt Ln Rt Ln
215+95	Lt Ln Rt Ln	355+35	Lt Ln Rt Ln
218+30	Lt Ln Rt Ln	366+75	Lt Ln Rt Ln
219+60	Lt Ln Rt Ln	377+15-378+77	Lt Ln Rt Ln
222+60	Lt Ln Rt Ln	379+60	Lt Ln Rt Ln
224+20	Lt Ln Rt Ln	380+15	Lt Ln Rt Ln
226+75	Lt Ln Rt Ln	380+45	Lt Ln Rt Ln
229+20	Lt Ln Rt Ln	381+15	Lt Ln Rt Ln
233+70	Lt Ln Rt Ln	381+45	Lt Ln Rt Ln
234+65	Lt Ln Rt Ln	382+70	Lt Ln Rt Ln
236+65	Lt Ln Rt Ln	386+20	Lt Ln Rt Ln
239+15	Lt Ln Rt Ln	388+75	Lt Ln Rt Ln
240+90	Lt Ln Rt Ln	391+90	Lt Ln Rt Ln
241+80	Lt Ln Rt Ln	394+25	Lt Ln Rt Ln
243+65	Lt Ln Rt Ln	395+55	Lt Ln Rt Ln
244+25	Lt Ln Rt Ln	395+85	Lt Ln Rt Ln
245+15	Lt Ln Rt Ln	398+20	Lt Ln Rt Ln
247+80	Lt Ln Rt Ln	400+30	Lt Ln Rt Ln
248+45	Lt Ln Rt Ln	400+92	Lt Ln Rt Ln
249+70	Lt Ln Rt Ln	401+86-406+32	Lt Ln Rt Ln
251+55	Lt Ln Rt Ln		
252+70	Lt Ln Rt Ln		
254+85	Lt Ln Rt Ln		
255+00-280+55	Lt Ln Rt Ln		
281+15	Lt Ln Rt Ln		

NH-0002-03(089)/107630-301000 South Bound US 415 Failed Joint Repair															
Beginning Station	Ending Station	Location	Width (FT)	Length (FT)	Area (SF)	202-8062 Removal of Concrete Overlay w/ Asphalt (SY)	203-G001 Excess Excavation, FM, AH (CY)	503-D001 Concrete For Base Repair (CY)	503-C010 Saw Cut Full Depth (LF)	503-B001 Saw Cut Longitudinal Joint (LF)	501-D001 Expansion Joints With Dowels (LF)	503-B002 Tie Bars No. 5 Deformed Drilled and Explored or Crowned (Each)	501-1001 Joint Filler Wooden Board (LF)	501-B004 6" Plain Cement Concrete, Drag Finish, Leveling (TONS)	403-B001 12.5mm, HT Asphalt Mixture, Leveling (TONS)
25+27	25+33	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
26+74	26+80	LT,IN,RT,IN	6	20	120	13.3	-	-	58	6	20	44	20	13.3	7.0
37+31	37+46	LT,LT,IN	15	10	150	16.7	-	-	29	15	10	27.5	10	16.7	8.8
39+44	39+60	RT,LT,IN	16	10	160	17.8	-	-	29	16	10	28	10	17.8	9.4
43+02	43+08	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
48+27	48+33	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
51+87	51+93	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
56+50	56+63	LT,LT,IN	13	10	130	14.4	-	-	29	13	10	26.5	10	14.4	7.6
63+59	63+65	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
70+77	70+83	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
76+20	76+26	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
77+99	78+05	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
81+32	81+38	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
86+00	86+16	LT,LT,IN	16	10	160	17.8	-	-	29	16	10	28	10	17.8	9.4
98+80	98+86	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
100+62	100+68	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
105+86	105+92	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
114+17	114+23	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
116+87	116+93	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
123+67	123+73	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
131+31	131+37	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
135+85	135+91	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
153+00	153+06	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
166+02	166+08	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
172+07	172+13	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
177+40	177+51	LT,LT,IN	11	10	110	12.2	-	-	29	11	10	25.5	10	12.2	6.5
191+91	191+97	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
200+33	200+39	RT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
202+07	202+13	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
206+57	206+63	LT,IN,RT,IN	6	20	120	13.3	-	-	58	6	20	44	20	13.3	7.0
208+88	209+00	LT,LT,IN	12	10	120	13.3	-	-	29	12	10	26	10	13.3	7.0
209+03	209+12	LT,LT,IN	9	10	90	10.0	-	-	29	9	10	24.5	10	10.0	5.3
219+27	219+33	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
220+72	220+78	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
221+28	221+40	LT,LT,IN	12	10	120	13.3	-	-	29	12	10	26	10	13.3	7.0
222+85	222+91	LT,IN,RT,IN	6	20	120	13.3	-	-	58	6	20	44	20	13.3	7.0
224+58	224+72	LT,LT,IN	14	10	140	15.6	-	-	29	14	10	27	10	15.6	8.2
232+75	232+85	LT,LT,IN	10	10	100	11.1	-	-	29	10	10	25	10	11.1	5.9
236+19	236+25	LT,LT,IN	6	20	120	13.3	-	-	58	6	20	44	20	13.3	7.0
241+21	241+27	LT,IN,RT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
246+62	246+68	LT,IN,RT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
251+15	251+21	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
293+87	293+93	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
299+27	299+33	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
304+67	304+73	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
311+88	311+94	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
322+07	322+13	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
327+83	327+89	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
333+79	333+85	RT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
334+40	334+46	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
339+25	339+31	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
351+29	351+35	RT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
352+15	352+21	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
358+27	358+33	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
367+27	367+33	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
373+85	373+91	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
379+97	380+03	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
386+31	386+37	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
392+20	392+26	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
392+79	392+85	RT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
397+92	397+98	LT,LT,IN	6	10	60	6.7	-	-	29	6	10	24	10	6.7	3.5
Totals:						509	9	9	1885	434	65	157	65	509	269
Additional Quantities To Be Used As Directed By The Engineer:						51	1	1	189	43	65	157	65	51	27

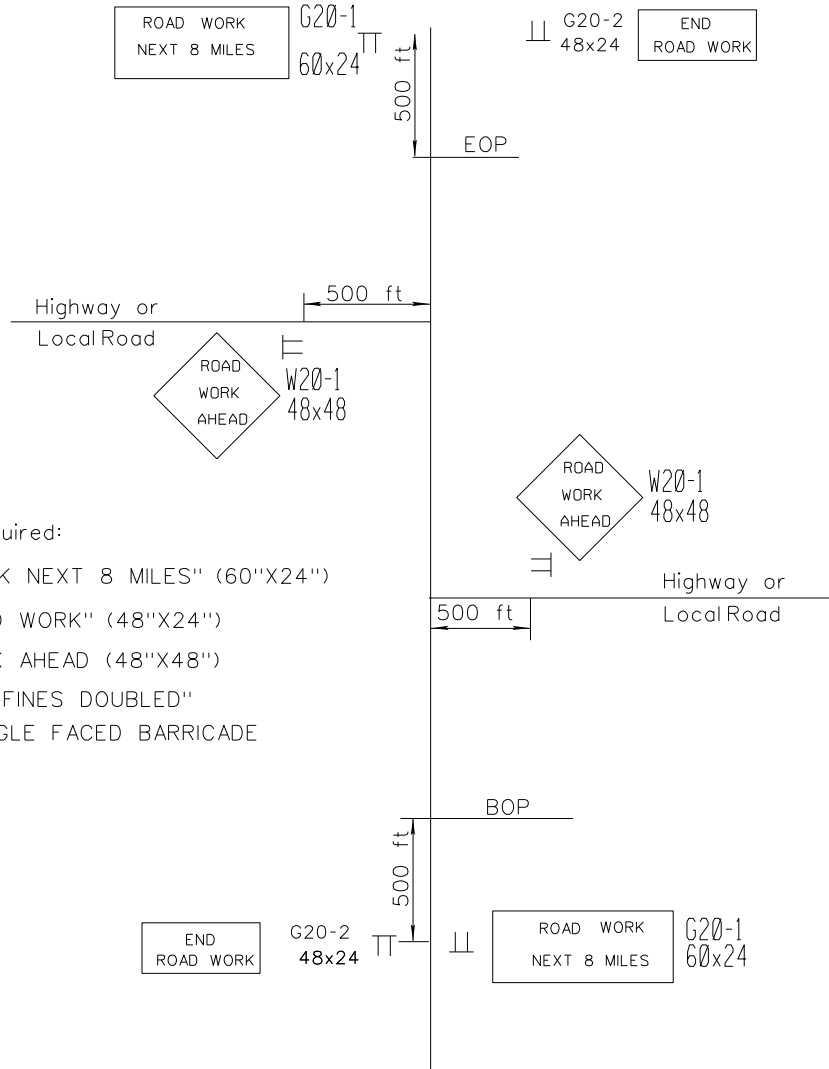
Note: Locations and Measurements are Approximate and may Vary With Field Conditions

NH-0002-03(089)/107630-301000													
South Bound US 45 Failed Area Repair													
Beginning Station	Ending Station	Location	Width (ft)	Length (ft)	Area (SF)	202-B062 Removal of Concrete Overlaid w/ Asphalt (SY)	203-G001 Excess Excavation, FM, AH (CY)	503-D001 Concrete For Base Repair (CY)	503-C010 Saw Cut Full Depth (LF)	503-B001 Saw Cut Longitudinal Joint (LF)	503-E002 Tie Bars No. 5 Deformed Drilled and Epoxied or Grouted (Each)	501-B004 6" Plain Cement Concrete, Drag Finish, (SY)	403-B001 12.5mm, HT Asphalt Mixture, Leveling (TONS)
56+74	56+82	LT LT LN	8	10	80	8.9	-	-	29	8	23	8.9	4.7
62+79	62+87	LT LN RT LN	8	20	160	17.8	-	-	58	8	43	17.8	9.4
187+48	187+56	LT LN	8	10	80	8.9	-	-	29	8	23	8.9	4.7
206+64	206+75	LT LN	11	10	110	12.2	-	-	29	11	23	12.2	6.5
209+01	209+10	LT LN	9	10	90	10.0	-	-	29	9	23	10.0	5.3
209+57	209+63	LT LN	6	10	60	6.7	-	-	29	6	23	6.7	3.5
211+11	211+18	RT LN	7	10	70	7.8	-	-	29	7	23	7.8	4.1
246+72	246+78	LT LN	6	10	60	6.7	-	-	29	6	23	6.7	3.5
317+97	318+07	LT LN	10	10	100	11.1	-	-	29	10	23	11.1	5.9
327+83	327+92	LT LN	9	10	90	10.0	-	-	29	9	23	10.0	5.3
333+92	333+98	LT LN	6	10	60	6.7	-	-	29	6	23	6.7	3.5
344+77	344+83	LT LN	6	10	60	6.7	-	-	29	6	23	6.7	3.5
345+70	345+76	LT LN	6	10	60	6.7	-	-	29	6	23	6.7	3.5
352+34	352+40	LT LN	6	10	60	6.7	-	-	29	6	23	6.7	3.5
384+57	384+63	RT LN	6	10	60	6.7	-	-	29	6	23	6.7	3.5
384+37	384+46	RT LN	9	10	90	10.0	-	-	29	9	23	10.0	5.3
384+34	384+54	LT LN	20	10	200	22.2	-	-	29	20	23	22.2	11.7
400+05	400+12	RT LN	7	10	70	7.8	-	-	29	7	23	7.8	4.1
402+91	402+97	LT LN	6	10	60	6.7	-	-	29	6	23	6.7	3.5
Totals:						180	3	3	580	154	457	180	95
Additional Quantities To Be Used As Directed By The Engineer:						18	1	1	58	15	46	18	10

Note: Locations and Measurements are Approximate and may Vary With Field Conditions

NH-0002-03(089)/107630-301000				
North and South Bound Shoulder Failure Areas				
Station	Location	Length (FT)	202-B009 Removal of Asphalt, Failed Areas (SY)	403-C001 Asphalt 19mm, HT Trench Widening (TONS)
13+40-13+75	RT RT LN	35	9.7	3.3
28+55-29+00	RT LT LN	45	12.5	4.2
40+80-41+20	RT LT LN	40	11.1	3.8
43+50-44+00	RT LT LN	50	13.9	4.7
44+45-45+55	LT LT LN	110	30.6	10.3
58+25-58+45	RT LT LN	20	5.6	1.9
60+90-61+60	RT LT LN	70	19.4	6.6
155+55-155+75	LT LT LN	20	5.6	1.9
185+65-187+50	LT LT LN	185	51.4	17.3
204+90-205+50	LT LT LN	60	16.7	5.6
214+90-215+15	RT LT LN	25	6.9	2.3
216+25-217+20	LT LT LN	95	26.4	8.9
217+40-217+70	RT LT LN	30	8.3	2.8
225+30-225+60	RT LT LN	30	8.3	2.8
248+65-248+90	LT LT LN	25	6.9	2.3
249+60-249+90	LT LT LN	30	8.3	2.8
251+70-252+20	RT LT LN	50	13.9	4.7
252+48-254+70	RT LT LN	222	61.7	20.8
328+00-328+35	RT LT LN	35	9.7	3.3
345+90-346+10	RT RT LN	20	5.6	1.9
347+50-347+75	RT LT LN	25	6.9	2.3
353+25-353+50	RT LT LN	25	6.9	2.3
358+10-358+40	LT LT LN	30	8.3	2.8
360+10-360+30	LT LT LN	20	5.6	1.9
374+70-375+25	LT LT LN	55	15.3	5.2
382+10-382+35	LT LT LN	25	6.9	2.3
386+70-389+15	LT LT LN	245	68.1	23.0
391+28-395+30	LT LT LN	402	111.7	37.7
397+00-399+35	LT LT LN	235	65.3	22.0
Totals:			628	212

US 45 - KEMPER COUNTY CONSTRUCTION SIGNING

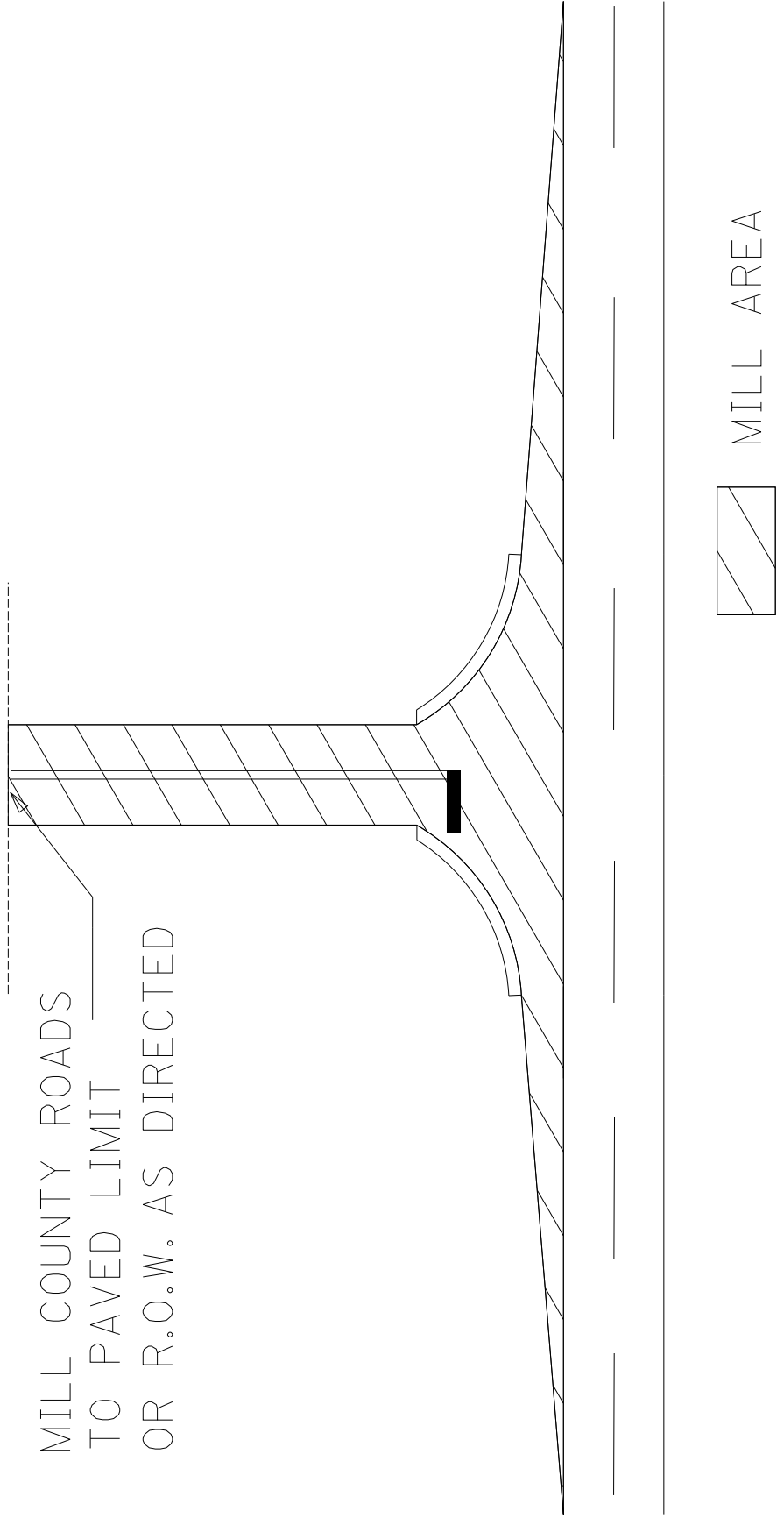


Traffic Control Signs Required:

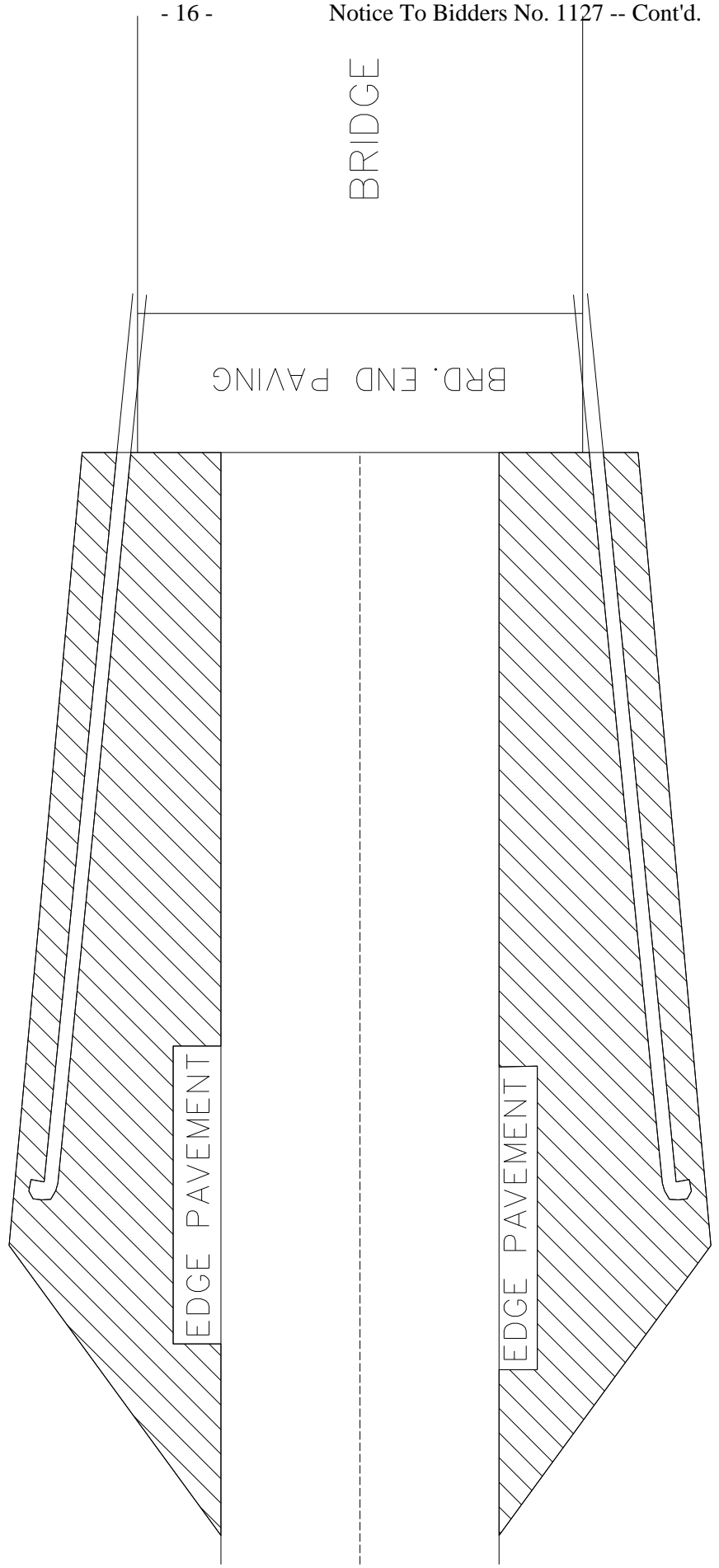
- 4 - G20-1 "ROAD WORK NEXT 8 MILES" (60"x24")
- 4 - G20-2 "END ROAD WORK" (48"x24")
- 4 - W20-1 ROAD WORK AHEAD (48"x48")
- 16 - R16-3 "SPEEDING FINES DOUBLED"
- 8 - 619-G TYPE III SINGLE FACED BARRICADE

- NOTES:
- ① One (1) W20-1 "ROAD WORK AHEAD" Sign is Required at each Local Road, Street or Highway Entering the Project.
 - ② G20-1 and G20-2 signs mounted on Type III Single Faced Barricade. Left and Right Shoulders, North and South Bound Lanes.
 - ③ R16-3 "SPEEDING FINES DOUBLED" signs are required in accordance with the Subsection 618.03.3 and as specified in the MUTCD. Signs to be Placed Every Two Miles Apart, Left and Right Shoulders, North and South Bound Lanes.
 - ④ Placement of W20-1 signs on intersecting roads may vary from typical shown as conditions warrant and location is to be determined by the Engineer.

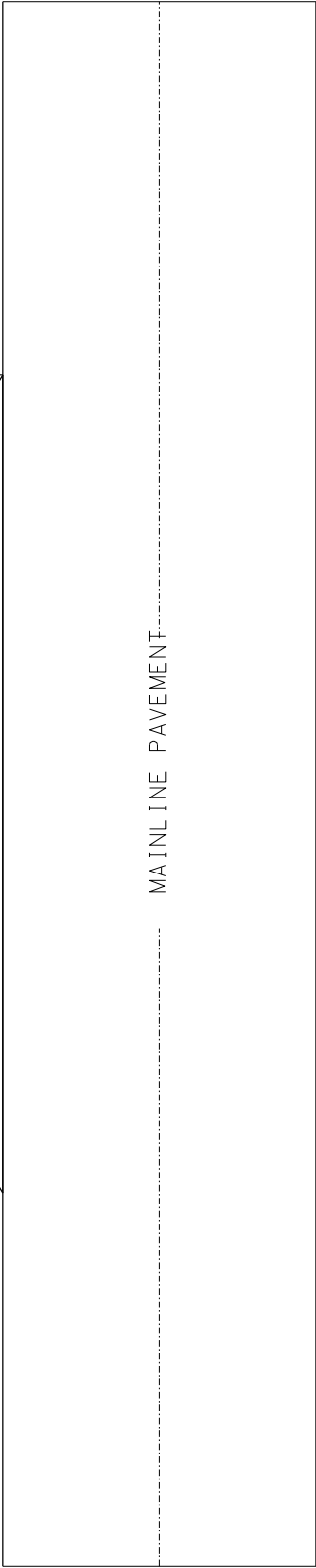
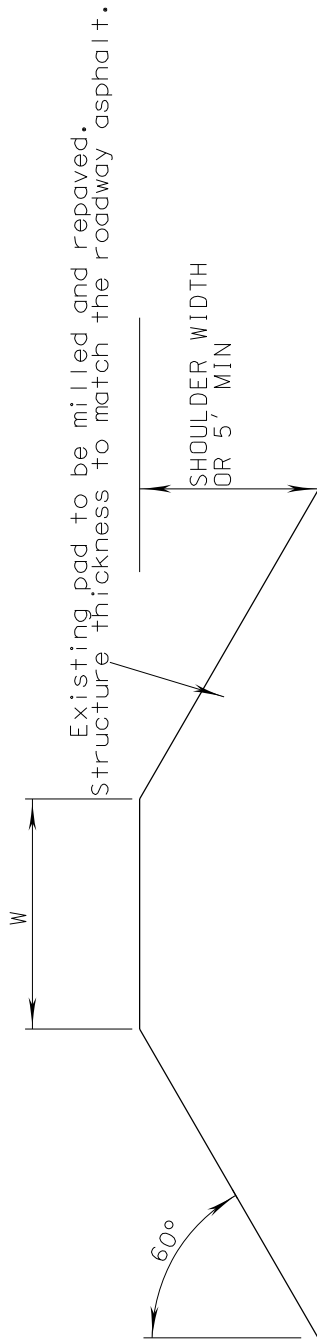
US 45 - KEMPER COUNTY MILLING COUNTY ROADS



US 45 - KEMPER COUNTY
MILL & REPAVE BRIDGE GUARDRAIL PAD



KEMPER COUNTY
HIGHWAY 45
FROM SCOObA TO NOXUBEE/KEMPER COUNTY LINE
DRIVEWAY PAD DETAIL

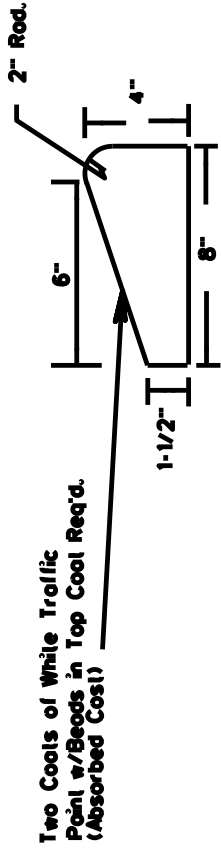


W = 16' MAX RESIDENTIAL
W = 30' -50' COMMERCIAL

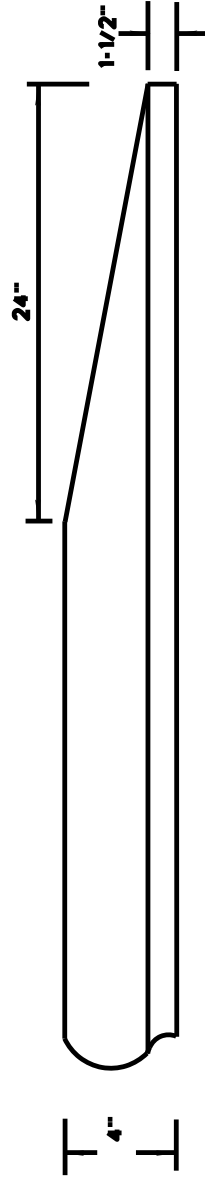
NOTE:

THE ASPHALT ON THE EXISTING DRIVEWAY/RAMP PADS ARE TO REMAIN IN THEIR CURRENT SIZE AND LOCATION AND MILLED/OVERLAID. IF, IN THE OPINION OF THE ENGINEER, A PAD SHOULD BE MODIFIED OR REPLACED, PAYMENT WILL BE MADE FOR THE WORK USING THE APPROPRIATE PAY ITEMS. GRANULAR MATERIAL AND/OR STABILIZER AGGREGATE SHOULD BE PLACED AROUND THE PADS AS REQUIRED.

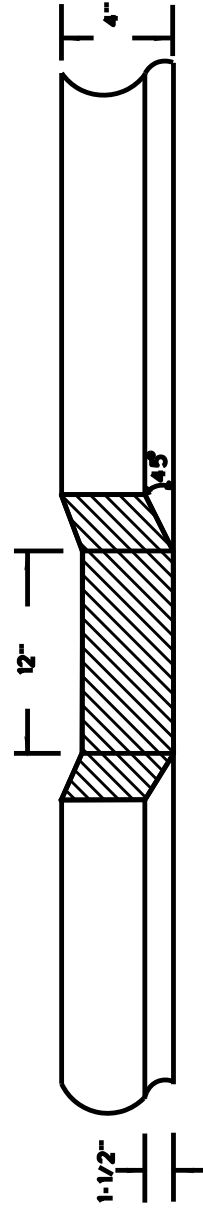
DETAIL OF BITUMINOUS CURB



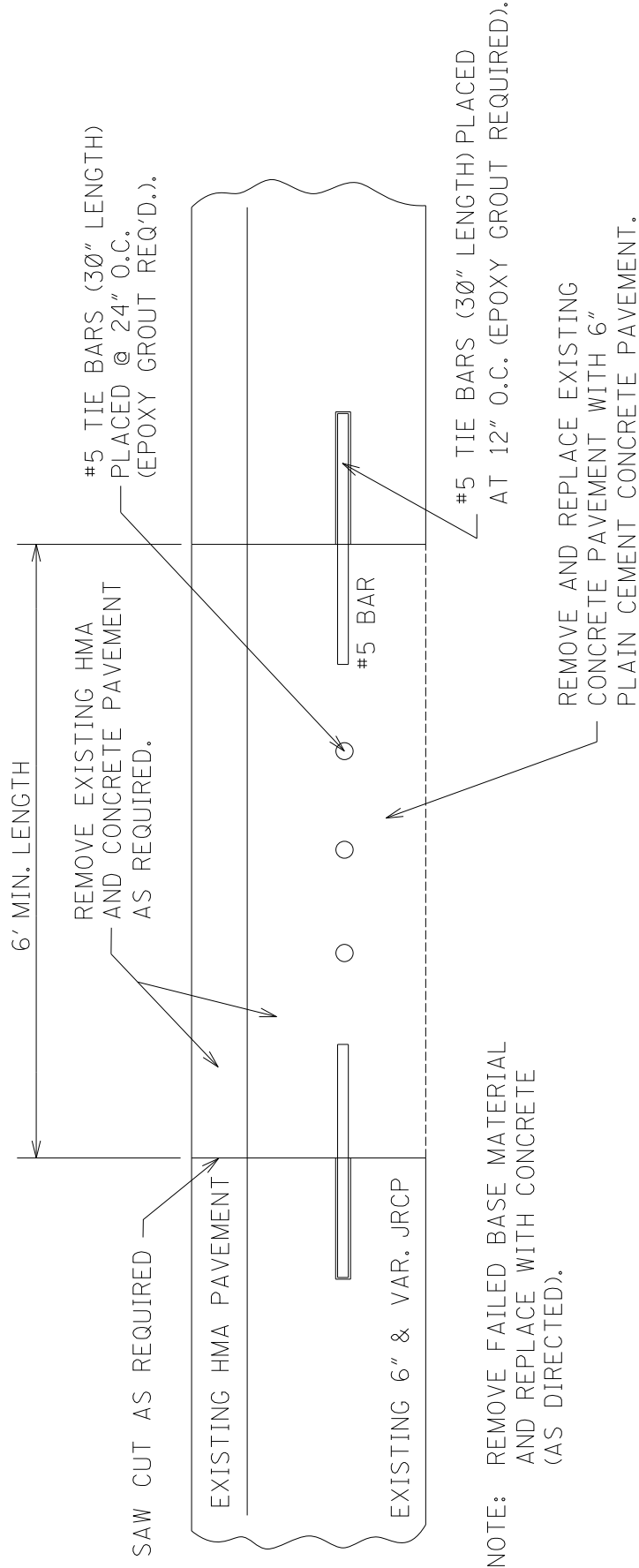
DETAIL OF CURB TERMINUS



DETAIL OF SPILL THRU



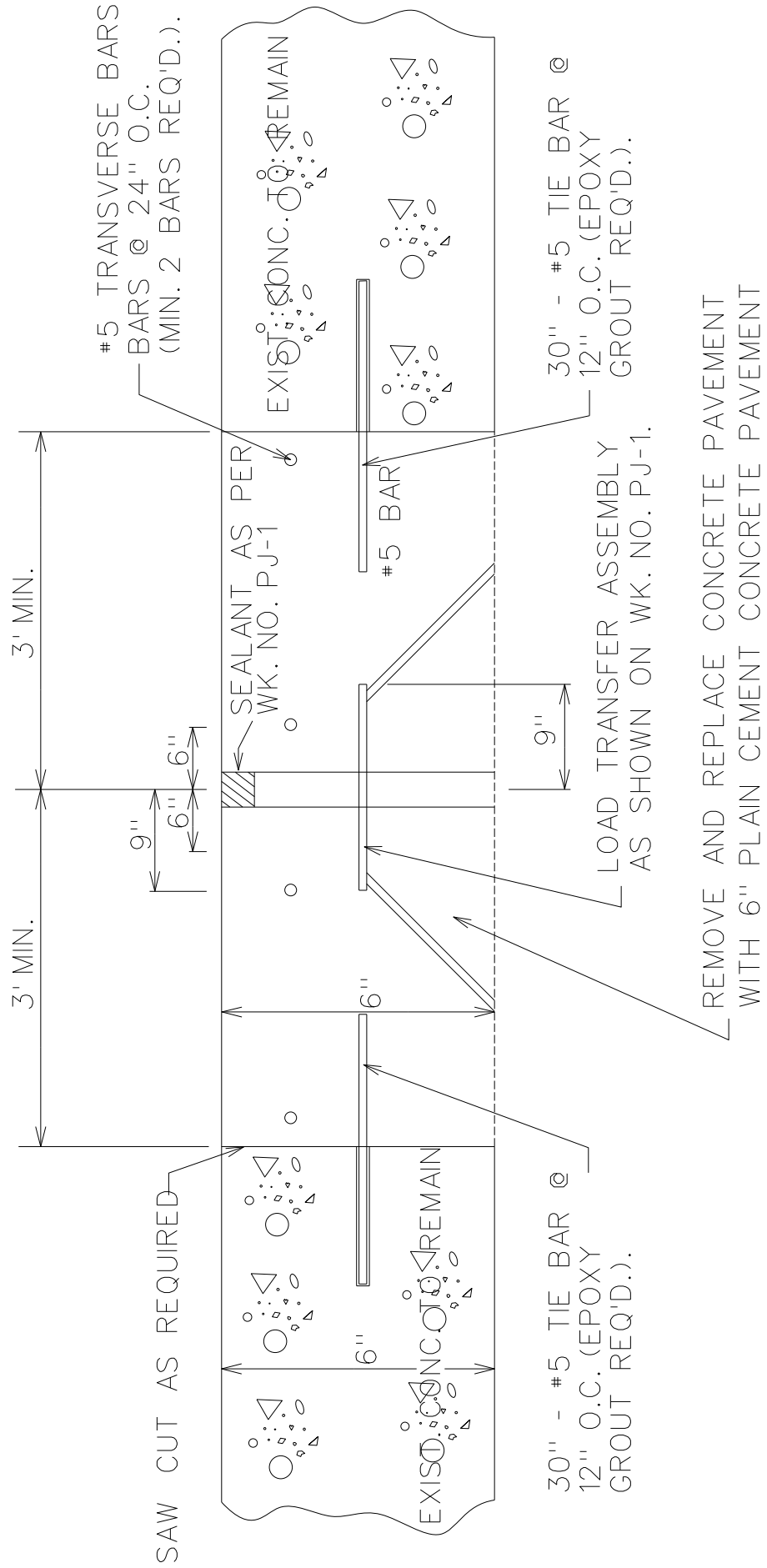
US 45 - KEMPER COUNTY CONCRETE FAILURE REPAIR DETAILS



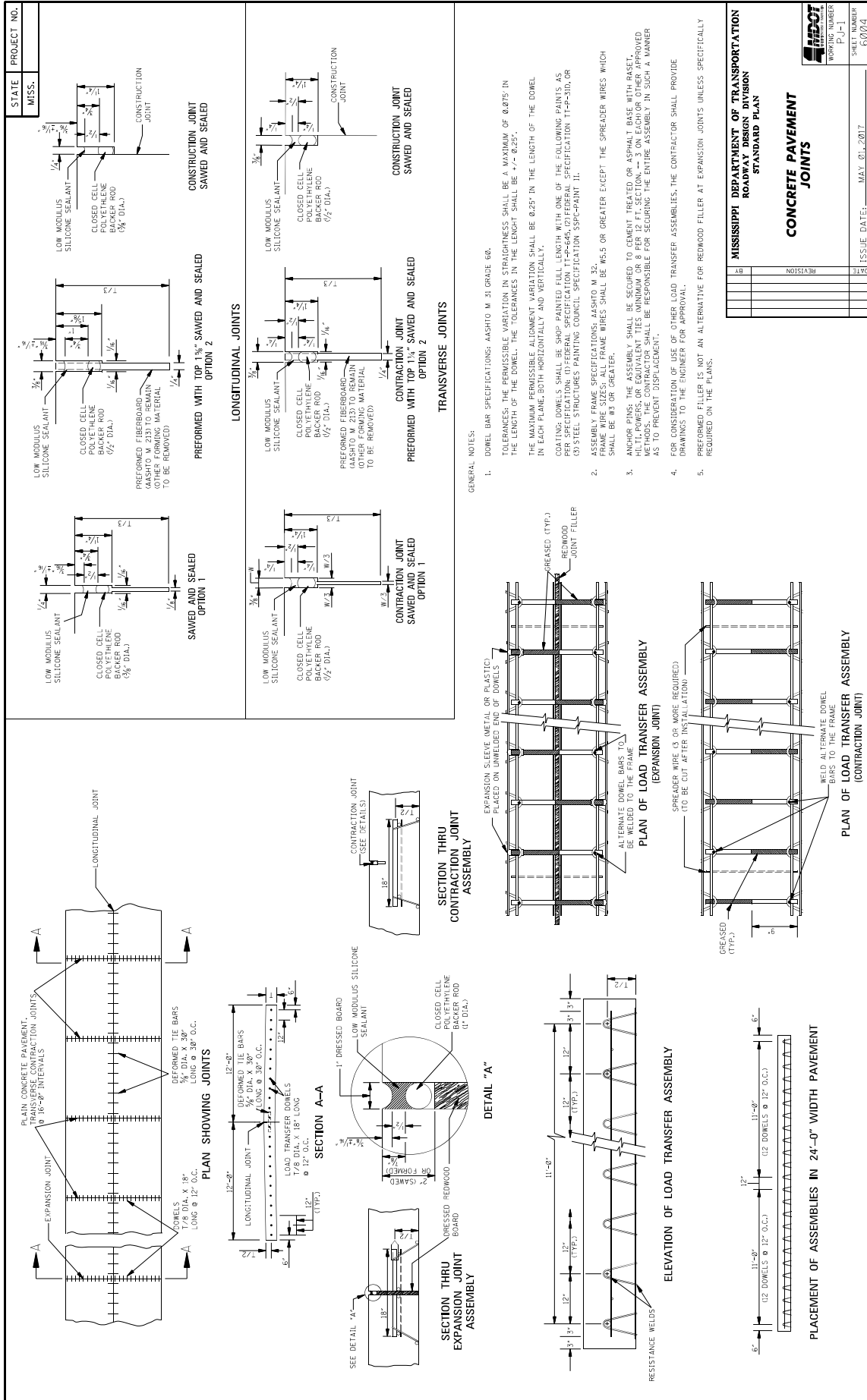
NOTE: REMOVE FAILED BASE MATERIAL AND REPLACE WITH CONCRETE (AS DIRECTED).

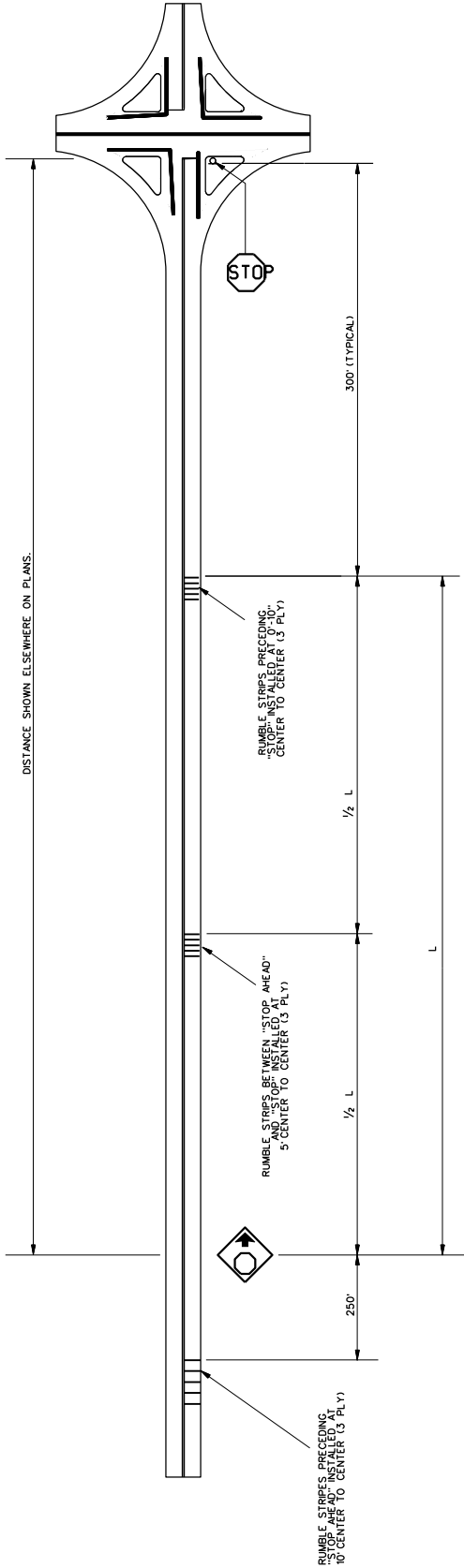
PAYMENT FOR THE WORK SHOWN ABOVE WILL BE MADE USING APPROPRIATE PAY ITEMS.

US 45 - KEMPER COUNTY
 CONCRETE EXPANSION JOINT REPAIR DETAILS



SECTIONAL VIEW OF REPLACED JOINT





NOTES:
INSTALL RUMBLE STRIPS AS SHOWN:

1. ONE SET OF RUMBLE STRIPS APPROXIMATELY 250 FT. FROM "STOP AHEAD".
2. ONE SET OF RUMBLE STRIPS APPROXIMATELY 300 FT. FROM "STOP".
3. ONE SET OF RUMBLE STRIPS APPROXIMATELY HALF WAY BETWEEN FIRST AND LAST SET.
4. RUMBLE STRIPS TO BE 6" THERMOPLASTIC (120 MIL/EACH, 360 MIL TOTAL).
5. FIVE RUMBLE STRIPS PER SET MINIMUM.
6. INSTALLATION MAY VARY DUE TO TERRAIN.
7. SIGN DESIGNATIONS AND LOCATIONS ARE FOR REFERENCE ONLY UNLESS INCLUDED AS A PAY ITEM
8. REMOVAL OF EXISTING STRIPS AND/OR PLACEMENT OF NEW RUMBLE STRIPS WILL BE ABSORBED IN OTHER ITEMS BID.

NOT TO SCALE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

STOP SIGN
RUMBLES

PROJ. NO.:
COUNTY:

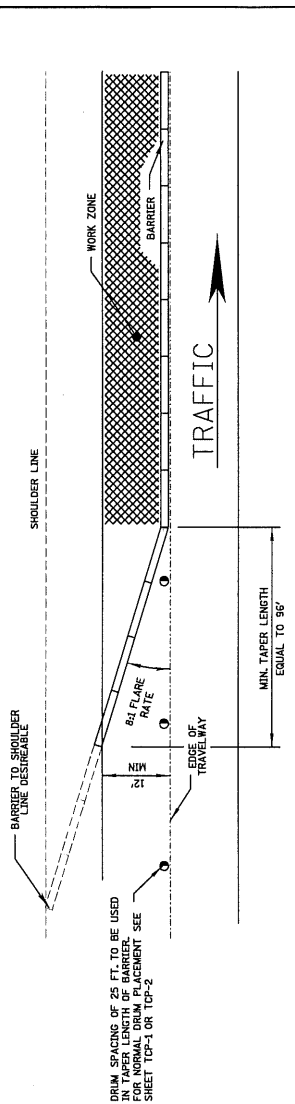
DATE: 8-7-17

DESIGN TEAM

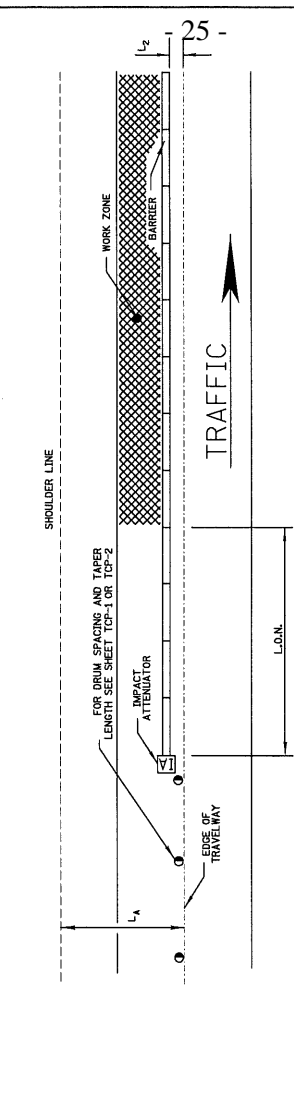
CHECKED

FILE NAME:

DRAWING NUMBER
SDSSR-
SHEET NUMBER
\$PG\$



DETAIL OF POSITIVE BARRIER WITH TAPER



DETAIL OF POSITIVE BARRIER WITH IMPACT ATTENUATOR

- NOTES:
1. LENGTH OF NEED, L.O.N. = $L_1 + \frac{L_2}{2} - L_3$

WHERE: L_1 = LATERAL EXTENT OF THE AREA OF CONCERN
 L_2 = RUNOUT LENGTH
 L_3 = LATERAL OFFSET FROM EDGE OF TRAVELED WAY TO BARRIER.

- GENERAL NOTES:
1. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER OTHER BID ITEMS.
 2. FOR DETAILS OF DRUM PLACEMENT SEE OTHER TRAFFIC CONTROL PLANS.

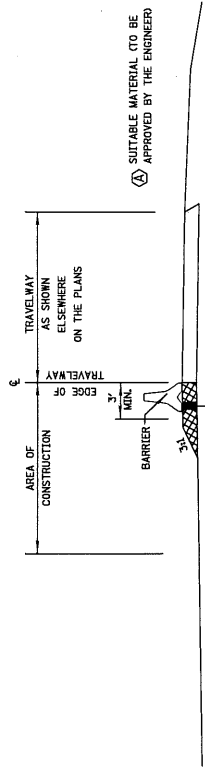
2. RUNOUT LENGTH (C_p) IS TO BE DETERMINED USING THE FOLLOWING TABLE:

DESIGN SPEED (mph)	OVER 18,000 veh/day	5,000-18,000 veh/day	1,000-5,000 veh/day	UNDER 1,000 veh/day
70	350	330	250	250
50	300	250	210	200
30	230	190	150	150
40	160	130	110	100
30	110	90	60	70

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
LANE CLOSURE DETAILS FOR GREATER THAN 3 INCH DROPOFF

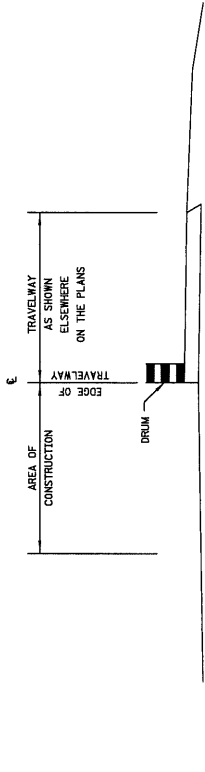
PROJ. NO.: UPDATE
 COUNTY: UPDATE
 FILENAME: SDTCP-2.DGN
 DESIGN TEAM: UPDATE CHECKED: UPDATE DATE: UPDATE

WORKING NUMBER: SDTCP
 SHEET NUMBER: 25 -



ELEVATION VIEW FOR POSITIVE BARRIER

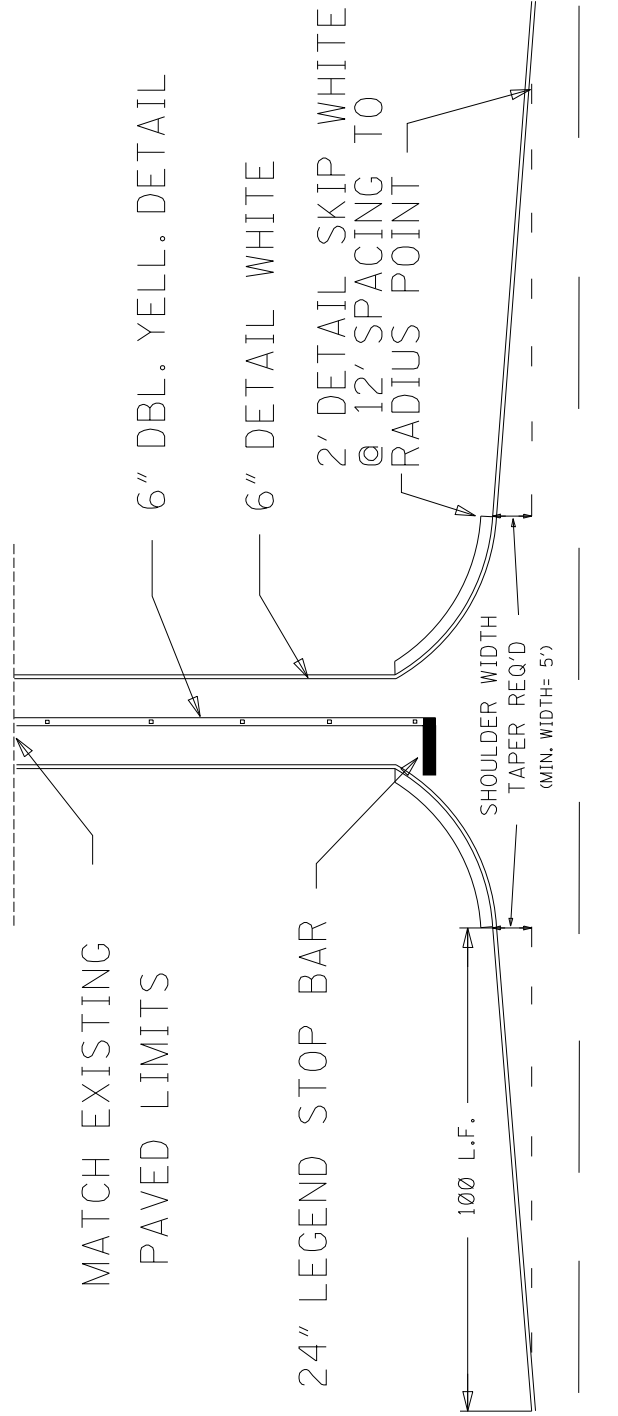
- NOTES:
1. POSITIVE BARRIER IS REQUIRED IN THE AREA OF OPEN PUNCH OUTS THAT ARE WITHIN SIX (6) FEET OF THE TRAVELWAY WHENEVER ACTUAL REPAIR WORK IS NOT BEING PERFORMED WITHIN THE LANE CLOSURE.
 2. MATERIAL USED TO SUPPORT POSITIVE BARRIER MUST BE AT SAME ELEVATION AS PAVEMENT IN ADJACENT TRAVELWAY.
 3. DELINEATORS REQUIRED ON ALL NON-REFLECTIVE BARRIER, AS SHOWN ON WORKING NO. CMB-3.



ELEVATION VIEW FOR DRUM

- NOTES:
1. WHILE WORK IS BEING PERFORMED WITHIN THE LANE CLOSURE, DROP-OFFS MUST BE PROTECTED WITH DRUMS, ETC. IN EMERGENCIES EXCAVATED SECTION MAY BE BACKFILLED WITH GRANULAR MATERIAL TO AVOID OVERNIGHT DROP-OFFS.
 2. LANE CLOSURES WITH OPEN PUNCH OUT AREAS MAY NOT BE LEFT UNATTENDED WHEN DRUMS ARE BEING USED FOR LANE CLOSURE.

US 45 - KEMPER COUNTY COUNTY ROAD PAVING/STRIPING



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

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

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

Mill & Overlay approximately 8 miles of US 45 from SR 16 to Noxubee County Line, known as Federal Aid Project No. NH-0002-03(089) / 107630301 in Kemper County.

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
Roadway Items					
0010	202-B007		2,315	Square Yard	Removal of Asphalt Pavement, All Depths
0020	202-B009		628	Square Yard	Removal of Asphalt Pavement, Failed Areas
0030	202-B062		758	Square Yard	Removal of Concrete Overlaid w/ Asphalt Pavement, All Depths
0040	202-B117		39	Each	Removal of Delineator, All Types
0050	202-B138		8	Each	Removal of Guard Rail Bridge End Section
0060	202-B158		1,650	Linear Feet	Removal of Guard Rail, Including Rails, Posts and Terminal Ends
0070	202-B240		2,496	Linear Feet	Removal of Traffic Stripe
0080	203-G001	(E)	100	Cubic Yard	Excess Excavation, FM, AH
0090	304-A004	(GY)	4,500	Cubic Yard	Granular Material, LVM, Class 5, Group C
0100	403-A001	(BA1)	3,700	Ton	12.5-mm, HT, Asphalt Pavement
0110	403-B001	(BA1)	401	Ton	12.5-mm, HT, Asphalt Pavement, Leveling
0120	403-C001	(BA1)	212	Ton	19-mm, HT, Asphalt Pavement, Trench Widening
0130	403-D007	(BA1)	20,000	Ton	9.5-mm, HT, Asphalt Pavement, Polymer Modified
0140	406-D001		278,334	Square Yard	Fine Milling of Bituminous Pavement, All Depths
0150	407-A001	(A2)	28,000	Gallon	Asphalt for Tack Coat
0160	413-D005		8,460	Linear Feet	Cleaning and Filling Joints in PCC Pavement, Greater Than 10"
0170	413-E001		22,120	Linear Feet	Sawing and Sealing Transverse Joints in Asphalt Pavement
0180	423-A001		30	Mile	Rumble Strips, Ground In
0190	501-B004	(C)	758	Square Yard	6" Plain Cement Concrete Pavement, Drag Finish
0200	501-D001		715	Linear Feet	Expansion Joints, With Dowels
0210	501-I001		715	Linear Feet	Joint Filler, Wooden Board
0220	503-B001		646	Linear Feet	Saw Cut, Longitudinal Joints
0230	503-C010		2,712	Linear Feet	Saw Cut, Full Depth
0240	503-D001		14	Cubic Yard	Concrete for Base Repair
0250	503-E002		2,228	Each	Tie Bars, No. 5 Deformed Drilled and Epoxied or Grouted
0260	606-B003		1,200	Linear Feet	Guard Rail, Class A, Type 1, 'W' Beam, Metal Post
0270	606-D019		8	Each	Guard Rail, Bridge End Section, Type H
0280	606-E005		8	Each	Guard Rail, Terminal End Section, Flared
0290	609-E001		498	Linear Feet	Bituminous Curb
0300	616-B002	(S)	109	Square Yard	Bituminous Median and/or Island Pavement,
0310	618-A001		1	Lump Sum	Maintenance of Traffic
0320	619-A1001		30	Mile	Temporary Traffic Stripe, Continuous White

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
0330	619-A2001		26	Mile	Temporary Traffic Stripe, Continuous Yellow
0340	619-A3001		30	Mile	Temporary Traffic Stripe, Skip White
0350	619-A5001		4,364	Linear Feet	Temporary Traffic Stripe, Detail
0360	619-A6001		4,408	Square Feet	Temporary Traffic Stripe, Legend
0370	619-D1001		32	Square Feet	Standard Roadside Construction Signs, Less than 10 Square Feet
0380	619-D2001		264	Square Feet	Standard Roadside Construction Signs, 10 Square Feet or More
0390	619-G4005		48	Linear Feet	Barricades, Type III, Single Faced
0400	620-A001		1	Lump Sum	Mobilization
0410	626-A001		15	Mile	6" Thermoplastic Double Drop Traffic Stripe, Skip White
0420	626-B002		15	Mile	6" Thermoplastic Double Drop Traffic Stripe, Continuous White
0430	626-E001		13	Mile	6" Thermoplastic Double Drop Traffic Stripe, Continuous Yellow
0440	626-G004		10,415	Linear Feet	Thermoplastic Double Drop Detail Stripe, White
0450	626-G005		2,182	Linear Feet	Thermoplastic Double Drop Detail Stripe, Yellow
0460	626-H001		2,204	Square Feet	Thermoplastic Double Drop Legend, White
0470	627-J001		696	Each	Two-Way Clear Reflective High Performance Raised Markers
0480	627-K001		1,000	Each	Red-Clear Reflective High Performance Raised Markers
0490	627-L001		71	Each	Two-Way Yellow Reflective High Performance Raised Markers
0500	630-F002		88	Each	Delineators, Flexible Post Mounted, Crossover, Type I, Yellow
0510	630-F006		28	Each	Delineators, Guard Rail, White
0520	630-F007		28	Each	Delineators, Guard Rail, Yellow
0530	630-G003		4	Each	Type 3 Object Markers, OM-3L, Post Mounted
0540	630-G007		4	Each	Type 3 Object Markers, OM-3R, Post Mounted
0550	808-A001	(S)	1,664	Linear Feet	Joint Preparation
0560	907-823-A001		832	Linear Feet	Preformed Joint Seal, Type I
0570	907-823-B001		1,664	Linear Feet	Saw Cut, Type I