

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> 2/14/2020 </u>	ADDENDUM NO. _____	DATED _____
ADDENDUM NO. _____	DATED _____	ADDENDUM NO. _____	DATED _____
ADDENDUM NO. _____	DATED _____	ADDENDUM NO. _____	DATED _____

Number	Description
1	Revised Table of Contents; Revised NTB No. 2146; Added NTB No. 2148; Revised Wage Rates; Added SP No. 907-402-2; Revised Bid Items; Amendent EBSx Download Required.

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

Respectfully Submitted,

DATE _____

Contractor

BY _____
Signature

TITLE _____

ADDRESS _____

CITY, STATE, ZIP _____

PHONE _____

FAX _____

E-MAIL _____

(To be filled in if a corporation)

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

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

The following is my (our) itemized proposal.

IM-0020-02(095)/ 107829301000

Scott County(ies)

Revised 01/26/2016

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
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PROJECT: IM-0020-02(095)/107829301 - Scott

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

02/14/2020 01:14 PM

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 – NOTICE TO BIDDERS NO. 2146

CODE: (SP)

DATE: 02/12/2020

SUBJECT: Scope of Work

PROJECT: IM-0020-02(095) / 107829301 -- Scott 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 8 miles of existing asphalt pavement on I-20 in Scott County. The BOP is 0.26 miles east of SR 501 and the EOP is at the Scott/Newton County Line.

The existing pavement consists of 16” to 19” of asphalt in the eastbound lanes and 11” to 12” of asphalt in the westbound lanes with 8” CRCP underneath the asphalt and six inches (6”) of cement-treated granular material base underneath the CRCP in both the eastbound and westbound lanes.

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

The existing asphalt roadway and inside paved shoulders shall be fine milled 2” and the existing outside paved shoulders shall be fine milled 1”. The outside lane shall be milled and paved 14’ to account for the future OGFC lift. Any drop off or drainage issues caused during milling and paving operations shall be corrected by the Contractor. Drop offs shall be addressed as per Standard Drawing TCP-16. The mainline and inside shoulders shall be overlaid with 1½” of 9.5-mm SMA asphalt. The outside shoulder shall be overlaid with 1½” of 9.5-mm, ST, asphalt. The travel lanes shall then be overlaid with 1” of OGFC, 9.5-mm mixture, with the width being two feet (2’) outside the travel lanes. Joint sealant is required on the SMA lift of asphalt and will be paid using the appropriate pay item. A one-hundred-fifty foot (150’) milled transition shall be constructed at the asphalt pavement tie in locations at the BOP and the EOP for the OGFC lift. This milled transition shall be installed once the OGFC phase has started and shall be maintained by the Contractor. Paper joints and shoulder drains are to be installed and maintained as required.

After the completion of the milling and paving operations on the mainline of the Interstate, the crossing route at Exit 96 shall be fine milled 1 ½” and overlaid with 1 ½” of 9.5-mm, HT, asphalt.

The crossovers shall be fine milled 2" and then overlaid using 1½" of 9.5-mm, HT, asphalt. This shall be done before the mainline milling/overlaying process.

Traffic on the milled surface shall be limited to five (5) days. The Contractor will be assessed a penalty of **\$5,000 per calendar day** afterwards until the milled surfaces are covered with the next lift of asphalt.

Any concrete failed areas in the travel lanes are to be removed and repaired with 8-inch reinforced 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 failures in the cement treat base are to be removed and replaced with Class "C" concrete. Payment will be made under pay item 503-D: Concrete for Base Repair. Asphalt pavement shall be replaced using 19-mm, HT, asphalt in 3½" lifts and shall be placed prior to opening the area to traffic. 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.

A table showing locations of underlying problems with the CRCP has been included. The following sequence of operations will be used to correct the underlying CRCP problems: Fill voids under the CRCP, joints at the centerline of the CRCP, and joints at the edge of pavement between the CRCP and the soil cement-treated shoulder by pressure grouting. After pressure grouting, mill and replace the asphalt over the joint to a maximum depth of six inches (6") per attached detail. After milling and prior to replacement, if there is any remaining depth of asphalt over the joint, repair any failed asphalt by removing all loose/broken pieces. Replacement of milled area and any repair areas are to be made with 19-mm, HT, asphalt back to existing finish grade.

The existing sections of failed shoulder shall be removed and the underlying material excavated to a 3" depth and replaced with 19-mm, HT, asphalt. The removal of the existing shoulder material shall be an absorbed pay item and will be treated as described in paragraph 14 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 202-B: Removal of Asphalt Pavement, Failed Areas and pay item 503-C: Saw Cut, Full Depth.

Exit 96 Crossing Route Reconstruction

The pavement on crossing route at Exit 96 (Lake-Norris Road/Steve Lee Drive) will be reconstructed. The existing concrete islands shall be removed and replaced with asphalt pavement. The existing mainline pavement structure shall be removed and replaced as described below. The existing guardrail shall be removed and replaced as required. Prior to commencing work, the Contractor shall submit a traffic control plan detailing the method of maintaining the flow of traffic during construction. The traffic control plan must be approved **In Writing** before work begins. During this work, the following items shall be controlling parameters:

- 1) The crossing route shall remain open,
- 2) The I-20 ramps shall remain open,

- 3) Any temporary signs/barricades, warning lights, light plants, and miscellaneous traffic control devices, CMS will be paid for, required to maintain traffic, including Stop and Yield signs, will be included in the cost of Maintenance of Traffic,
- 4) The Contractor should only remove an area that can be replaced during a day's run if no night work is anticipated,
- 5) Temporary pavement wedges are required anywhere that traffic is expected to cross a construction joint,
- 6) Guardrail is to be installed prior to opening the reconstructed lane to traffic,
- 7) Placement of Class 5 Group C granular material will be directed by the Engineer as needed, and
- 8) Night work will be permitted for this work and is subject to the applicable provisions in the Standard Specifications.

The crossing route located at Exit No. 96 shall be reconstructed using the following sequence of operations. Reconstruction will be done for the crossing route mainline pavement within the State-maintained area of the roadway (E.O.M. signs in place marking right-of-way limits.) Removal of curbs/islands and replacing with asphalt shall be the first item of work on the reconstruction phase. The concrete islands on the crossing route located at Exit No. 96 shall be removed and the underlying material excavated to a depth of 12" below the roadway. The structure shall then be replaced with the following: 6" (1 @ 6") of 19-mm, ST, asphalt, and 6" (2 @ 3") of 12.5-mm, MT, asphalt. A striped island shall then be installed at the locations of the removed islands. Any sign foundations in the concrete islands shall be removed and the cost associated with this shall be in other items bid. Remove existing pavement structure and subgrade, as required, to a depth of 12" and replacing with 6" (1 @ 6") of 19-mm, ST, asphalt, and 6" (2 @ 3") of 12.5-mm, MT, asphalt. The asphalt should be placed in lifts not to exceed 6" and shall be rolled to refusal. A table showing centerline and edge of pavement profile grades is attached. If full depth saw cuts are utilized in the mainline pavement structure removal its cost shall be absorbed in other items bid. The existing guardrail shall be removed and replaced as required. See applicable typical section for further details. If needed and only as directed by the Engineer, Class 5 Group C granular material shall be used to supplement the existing shoulder material that is bladed back from the existing pavement edge and reused to bring the shoulder back to grade. The Contractor shall submit a sequence of operations and a traffic control plan detailing the method of maintaining the flow of traffic during construction. **No Work** will be allowed until the plan has been reviewed and approved by the Engineer. See applicable typical section for further details.

The interchange ramps shall be fine milled 2" and overlaid with 1½" of 9.5-mm, HT, asphalt. The outside shoulders shall be widened from 10' to 12' by trench widening (2' wide x 6" deep) with two 3" lifts of 19-mm, HT, Trench Widening Asphalt and tying in with the top lift of 1½" of 9.5-mm, HT, asphalt. The existing shoulder material that is bladed back from the existing pavement edge shall be used to bring the shoulder back to grade after the trench widening procedure. If needed and only as directed by the Engineer, Class 5 Group C granular material shall be used to supplement the existing shoulder material that is bladed back from the existing pavement edge and reused to bring the shoulder back to grade.

It is the desire of MDOT to accomplish the pavement reconstruction along the crossing route at Exit 96 in the shortest duration possible. The crossing route reconstruction shall be the first item of work on the project. MDOT will allow the Contractor to work 24 hours per day and 7 days per week to accomplish this goal. Any portion of the roadway not completed and opened to traffic shall be manned with proper traffic control such that 2-way traffic flow may be maintained. Lighting plans for night work as described in Section 680 will be required should the Contractor work after dark. The Contractor may also employ temporary traffic signals. These items should be listed and described in the Traffic Control Plan and Sequence of Operations. Separate payment will not be made for portable construction lighting or temporary traffic signals.

GENERAL NOTES

Granular material, Class 5 Group C, 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.

Existing guardrail, terminal end sections, and bridge end sections with the exception of the bridge end sections on the overhead bridges shall be removed and replaced with new guardrail, terminal end sections, and bridge end sections. All guard rails, including rail, terminal end sections, bridge end sections, and metal posts will become property of MDOT and shall be delivered by the Contractor to the Newton Maintenance Headquarters located at 7759 Highway 80 West Newton, MS. The Contractor shall give sufficient advance notice to ensure that MDOT Maintenance personnel will be on hand to direct the delivery. Concrete anchors, wooden posts, wooden rails will become the property of the Contractor and will be removed from the Project Site. The Contractor shall not damage or disturb the existing guardrail or posts during the grading or the paving operation. This work shall consist of the following sequence of operations: removal of the existing guardrail and posts, construction of new guardrail pads, and installation of the new guardrail. All guardrail removed is to be replaced the same day and prior to reopening the adjacent lane of traffic. Voids created by removal of posts, concrete anchors, footings, etc. shall be backfilled and tamped in accordance with Section 203 of the Standard Specifications. The guardrail pads shall be constructed using 12.5-mm, HT, asphalt and shall be four inches (4") thick. The cost of the removal of guardrail delineators and object marker signs shall be included in other items bid. Should any of the existing curb underneath the guardrail on the bridge no. 96.6 be damaged, the damaged sections shall be repaired using pay item 221-A: Concrete Paved Ditch. This pay item will also be used to repair existing sections of the damaged curb and to place concrete around the guardrail posts in the curb sections.

The two overhead bridges (No. 94.5 & 96.6) shall have the existing cold plastic stripe removed and replaced with thermoplastic stripe. The two bridges shall then be swept off and cleaned at the end of the project to remove any existing debris plus any debris accumulated from construction activities. The sweeping and cleaning of bridges shall be absorbed in other items bid.

The maximum length of lane closures shall be three miles with at least one mile between lane closures.

Edge drains shall be placed on the project according the attached table of locations. This procedure shall be performed after the pavement/shoulder failure repair, pressure grouting procedure, etc. and prior to the milling and overlaying operations. After installation of the edge drains, 19-mm, HT, asphalt shall be used to bring the shoulder trench to grade.

A paved flume shall be added in the eastbound lane at station 1116+91 and at station 1113+69 in the westbound lane. Any excess material generated from the installation of the paved flumes shall be an absorbed pay item and will be treated as described in paragraph 14 of the General Notes.

Milling, repair of failed areas, paving or other work requiring asphalt mixture may not commence until an **approved** asphalt mix design has been received, nor until such time that, in the opinion of the Engineer, weather conditions have been consistently suitable enough to allow placement of the asphalt pavement after the milling operations.

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') feet 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 0.25 miles west of the Kalem Maintenance Office on US 80 in Scott County. 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.

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 excavations by the Engineer will be an absorbed item.

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"). Rumble stripe shall be placed according to the attached standards.

Raised pavement markers shall be installed on mainline and local public roads.

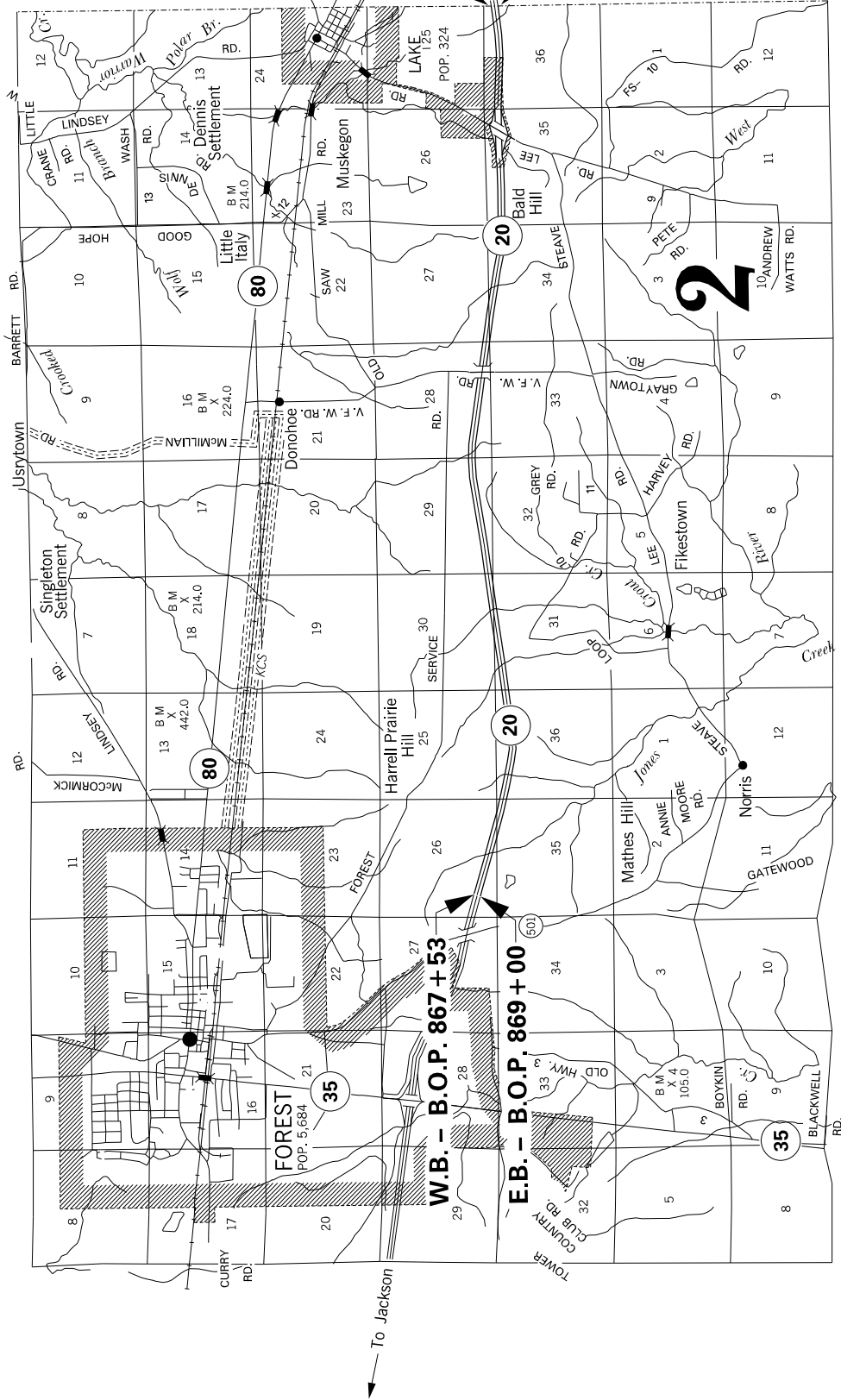
The Contractor shall erect and maintain construction signing, and provide and maintain all temporary signs and traffic control devices necessary to safely conduct traffic through the work area in accordance with the Traffic Control Plan and the MUTCD.

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

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

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

IM-0020-02(095) 107829-301000 I-20 - SCOTT COUNTY



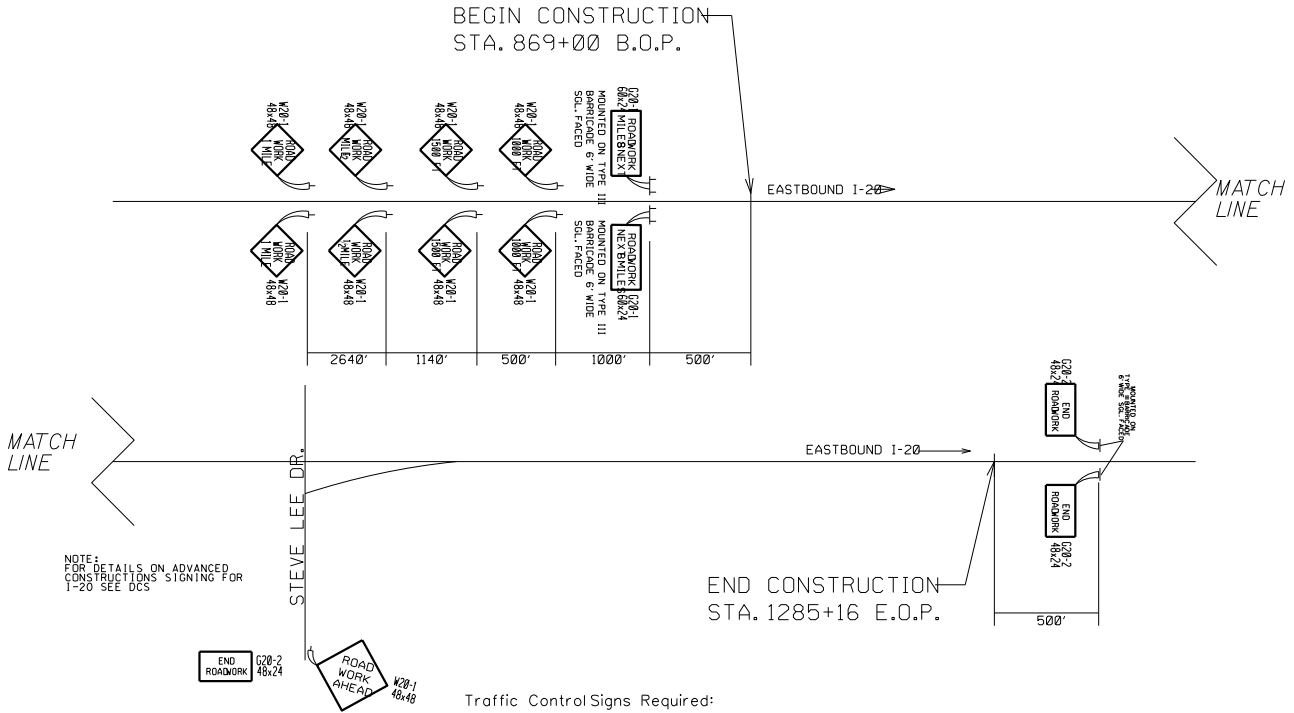
W.B. - E.O.P. 1282 + 13

E.B. - E.O.P. 1285 + 16

W.B. - B.O.P. 867 + 53

E.B. - B.O.P. 869 + 00

DETAIL OF CONSTRUCTION SIGNING
EAST BOUND
IM-0020-02(095)/107829 301000



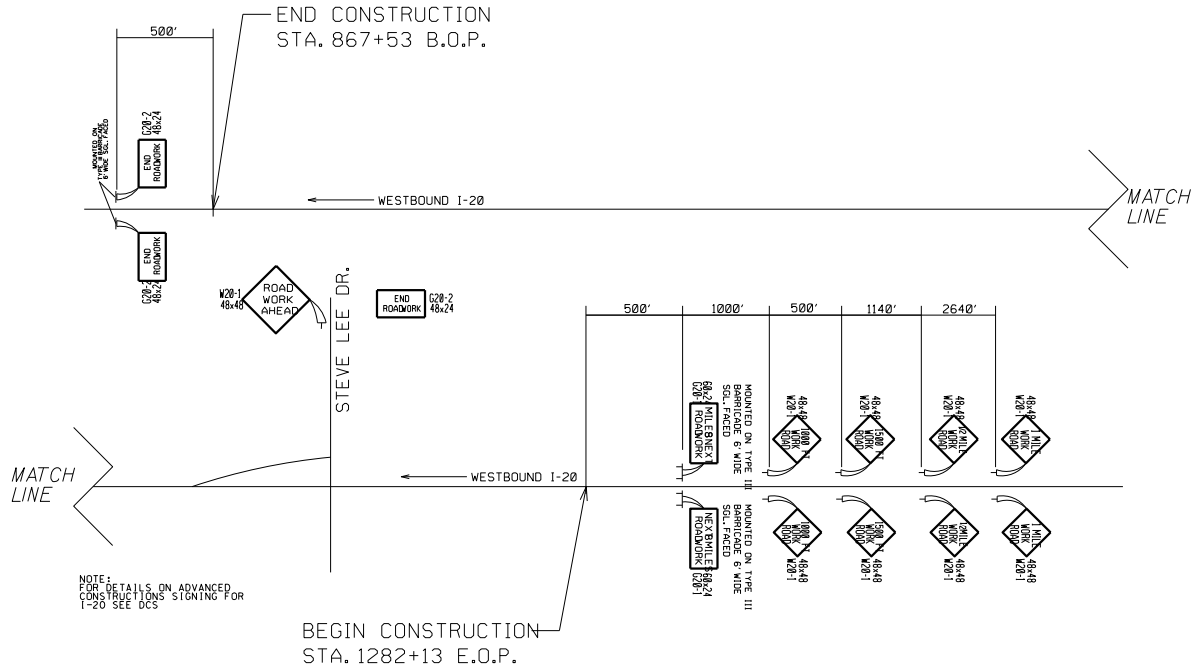
NOTE: FOR DETAILS ON ADVANCED CONSTRUCTION SIGNING FOR I-20 SEE DCS

Traffic Control Signs Required:

- 2 - G20-1 "ROAD WORK NEXT 8 MILES" (60"x24")
- 2 - G20-2 "END ROAD WORK" (48"x24")
- 2 - W20-1 ROAD WORK AHEAD (48"x48")
- 2 - W20-1 1000 FT ROAD WORK (48"x48")
- 2 - W20-1 1500 FT ROAD WORK (48"x48")
- 2 - W20-1 1/2 MILE ROAD WORK (48"x48")
- 2 - W20-1 1 MILE ROAD WORK (48"x48")
- 8 - R16-3 "SPEEDING FINES DOUBLED"
- 4 - 619-G TYPE III SINGLE FACED BARRICADE
- 4 - 619-G TYPE III DOUBLE 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, East and West Bound Lanes. W20-1 and G20-2 signs mounted on Type III Double Faced Barricade for overpass.
 - 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, East and West Bound Lanes.
 - ④ Placement of W20-1 signs on intersecting roads may vary from typical shown as conditions warrant.

DETAIL OF CONSTRUCTION SIGNING
WEST BOUND
IM-0020-02(095)/107829 301000

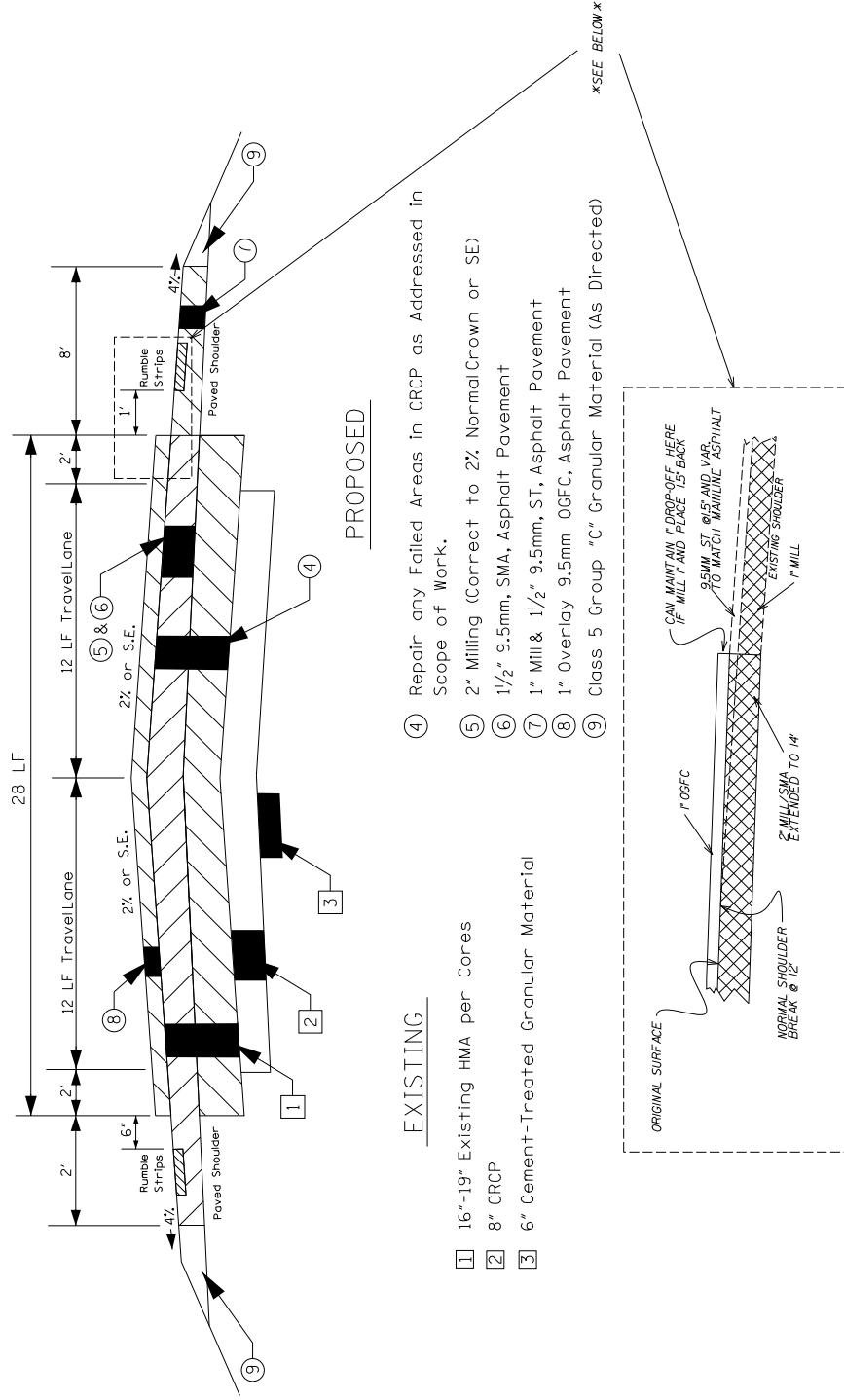


Traffic Control Signs Required:

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- 4 - 619-G TYPE III SINGLE FACED BARRICADE
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- NOTES: ① One (1) W20-1 "ROAD WORK AHEAD" Sign is Required at each Local Road, Street or Highway Entering the Project.
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- ④ Placement of W20-1 signs on intersecting roads may vary from typical shown as conditions warrant.

I-20 - SCOTT COUNTY
 TYPICAL SECTION - MILL & OVERLAY
 STATIONS: 869+00 - 1285+16 EAST BOUND



EXISTING

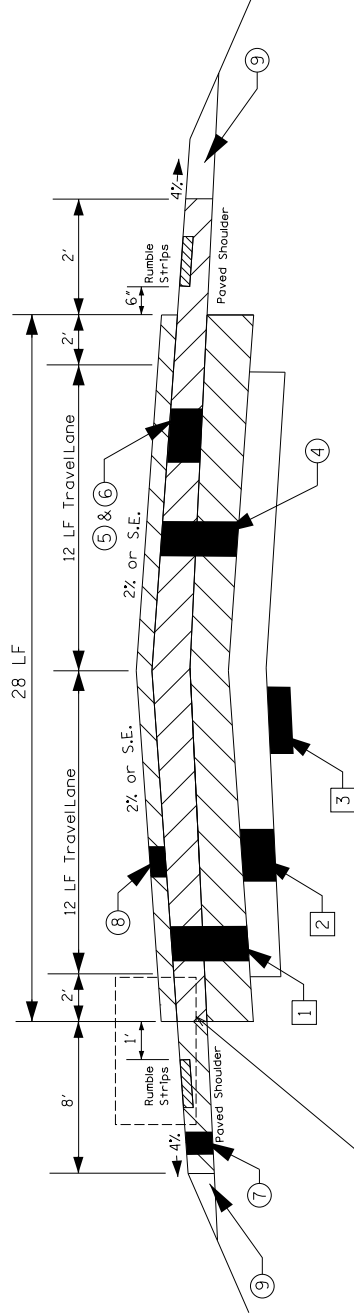
- 1 16"-19" Existing HMA per Cores
- 2 8" CRCP
- 3 6" Cement-Treated Granular Material

PROPOSED

- 4 Repair any Failed Areas in CRCP as Addressed in Scope of Work.
- 5 2" Milling (Correct to 2% Normal Crown or SE)
- 6 1 1/2" 9.5mm, SMA, Asphalt Pavement
- 7 1" Mill & 1/2" 9.5mm, ST, Asphalt Pavement
- 8 1" Overlay 9.5mm OGFC, Asphalt Pavement
- 9 Class 5 Group "C" Granular Material (As Directed)

- Notes:
- 1. Place Rumble Stripe per attached drawing.
 - 2. Any Drop-Offs shall be corrected or addressed as per TCP-SC.
 - 3. Contractor is Responsible for addressing / correcting any excessive Drop-Offs or Drainage Issues caused by Milling / Paving Operations.

I-20 - SCOTT COUNTY
 TYPICAL SECTION - MILL & OVERLAY
 STATIONS: 867+53 - 1282+13 WEST BOUND



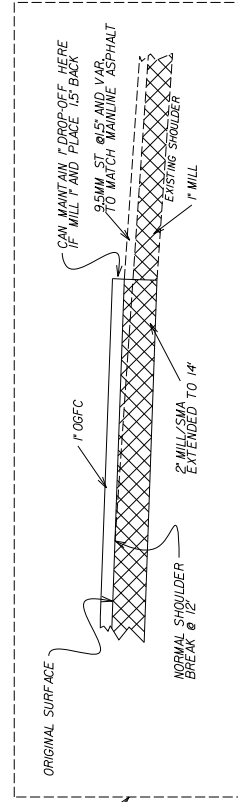
PROPOSED

- ④ Repair any Failed Areas in CRCP as Addressed in Scope of Work.
- ⑤ 2" Milling (Correct to 2% Normal Crown or SE)
- ⑥ 1/2" 9.5mm, SMA, Asphalt Pavement
- ⑦ 1" Mill & 1/2" 9.5mm, ST, Asphalt Pavement
- ⑧ 1" Overlay 9.5mm OGFC, Asphalt Pavement
- ⑨ Class 5 Group "C" Granular Material (As Directed)

EXISTING

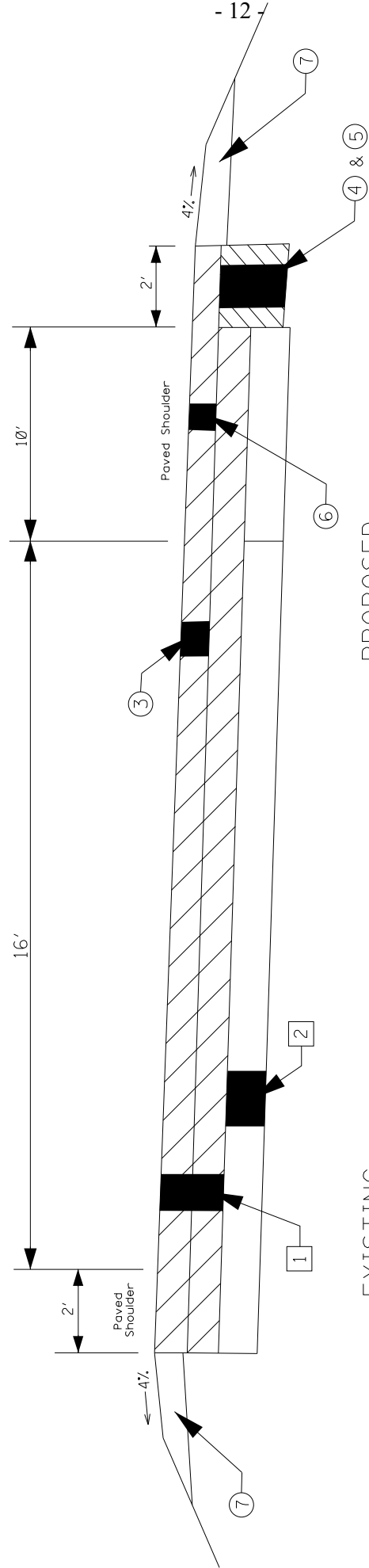
- ① 11"-12" Existing HMA per Cores
- ② 8" CRCP
- ③ 6" Cement-Treated Granular Material

x SEE BELOW x



- Notes:
1. Place Rumble Stripe per attached drawing.
 2. Any Drop-Offs shall be corrected or addressed as per TCP-SC.
 3. Contractor is Responsible for addressing / correcting any excessive Drop-Offs or Drainage Issues caused by Milling / Paving operations.

I-20 - SCOTT COUNTY TYPICAL SECTION - TRENCH WIDENING INTERCHANGE RAMPS



EXISTING

- 1 4 1/2" Existing HMA Thickness based on Core Evaluation
- 2 3" Granular Material

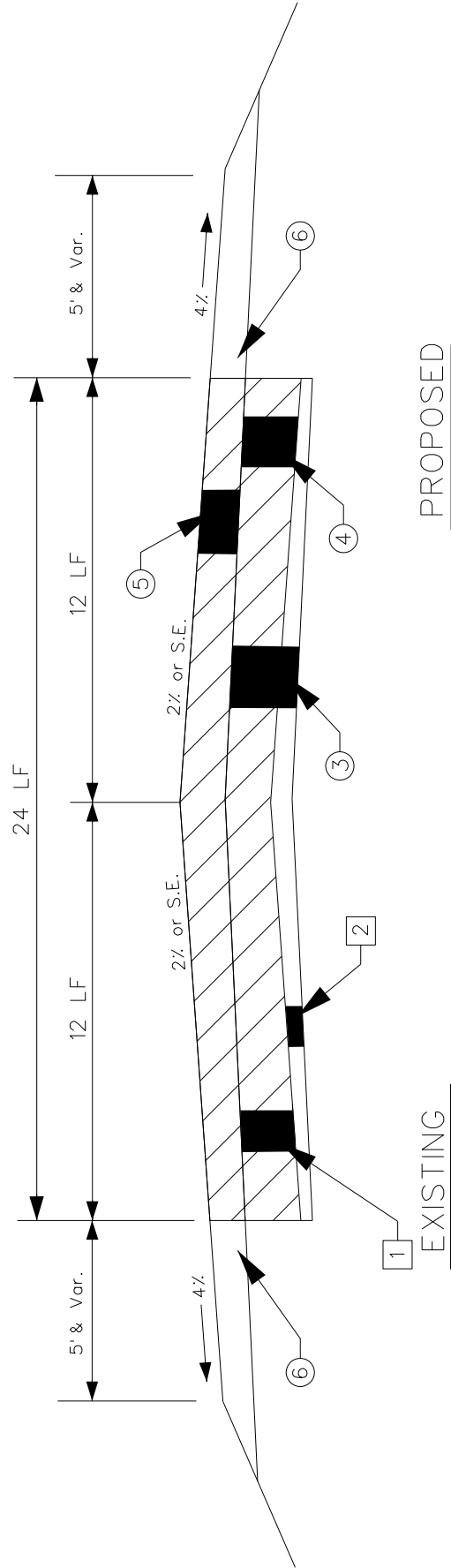
PROPOSED

- 3 2" Milling (Correct to Super Elevation)
- 4 Blade Existing Shoulder Material Back 2' and to a Depth of 6" and use Bladed Shoulder Material to Bring Shoulder Material to Grade after Widening.
- 5 6" 19mm, HT, Trench Widening, (2 Lifts @ 3")
- 6 1 1/2" 9.5mm, HT, Asphalt Pavement
- 7 Class 5 Group "C" Granular Material (As Directed)

* This will be used only as needed to supplement the existing shoulder material that was bladed back from the pavement edge in the trench widening procedure.

I-20 - SCOTT COUNTY TYPICAL SECTION - EXIT 96-CROSSING ROUTE

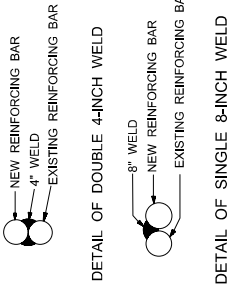
STATIONS: 10+00 - 15+56
18+51 - 23+35



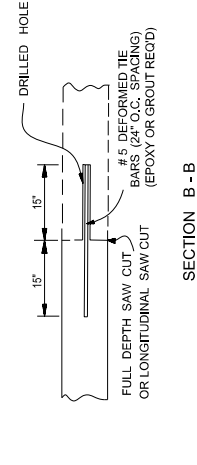
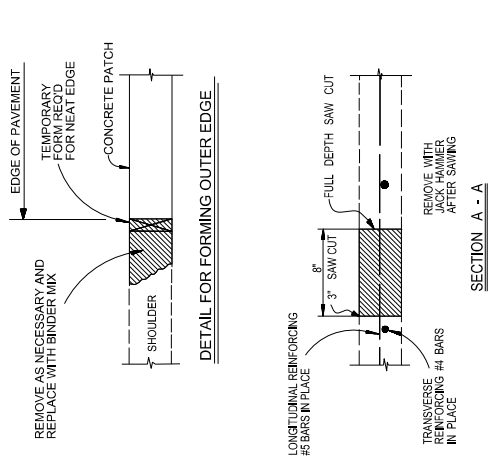
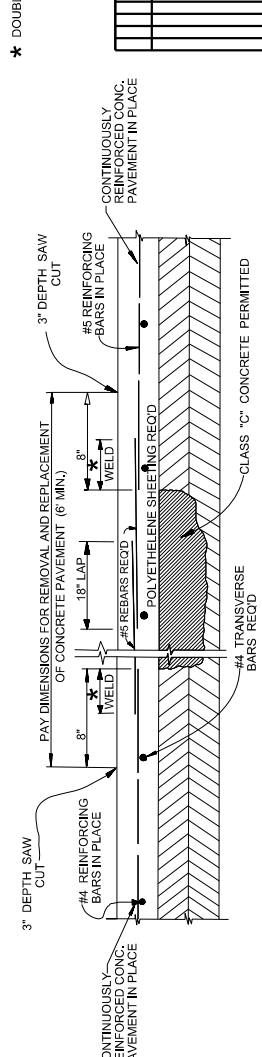
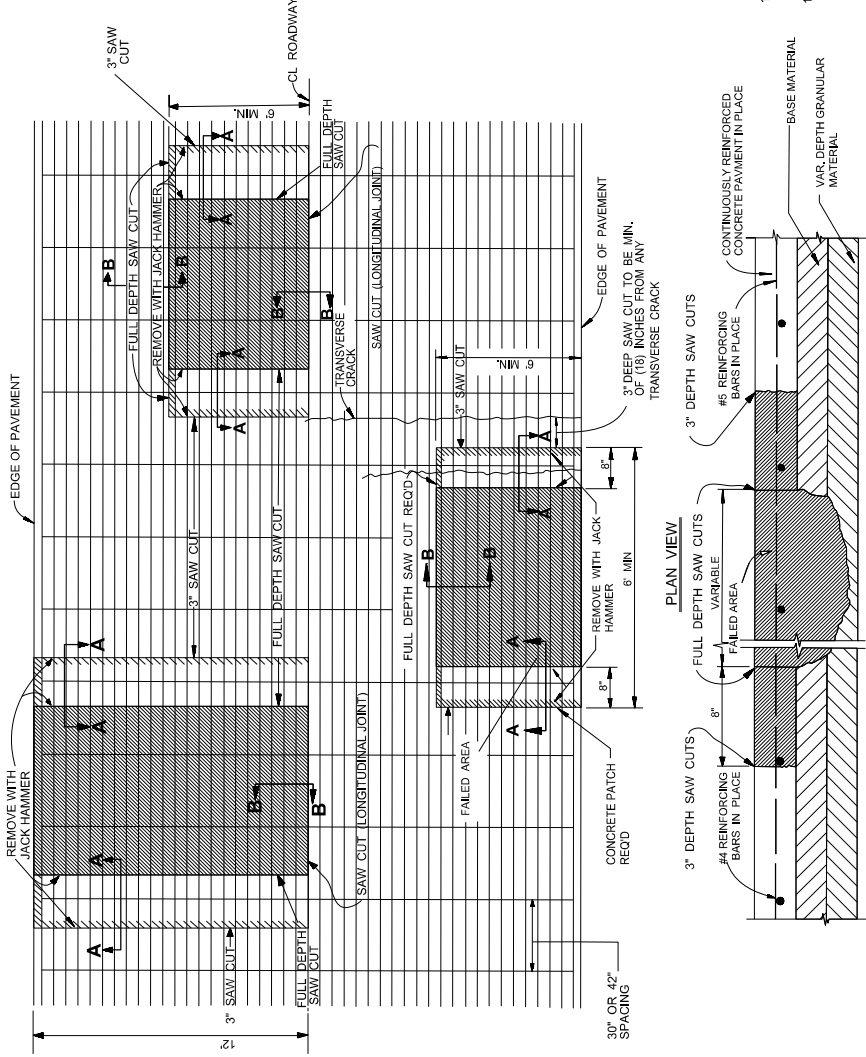
- 1 2 1/2"-3" HMA
- 2 Granular Material

- 3 Excess Excavation 9"
- 4 6" 19mm, ST, Asphalt Pavement (1@6")
- 5 6" 12.5mm, MT, Asphalt Pavement. (2@3")
- 6 Class 5 Group "C" Granular Material (As Directed)

Notes:
Remove existing HMA and underlying granular material at the interchange from E.O.M. to E.O.M. to a depth of 12" and replace with 6" 19mm, ST, Asphalt Pavement (1@6") and 6" 12.5mm, MT, Asphalt Pavement (2@3").



- GENERAL NOTES**
1. REMOVE EXISTING MATERIALS TO DIMENSIONS DETERMINED BY THE ENGINEER.
 2. REMOVAL OF ASPHALT PATCHES AND CONCRETE PAVEMENT WILL BE PAID FOR UNDER THE APPROPRIATE PAY ITEM.
 3. REINFORCING BARS TO BE FIELD CUT AS DIRECTED BY THE ENGINEER. COST OF REQUIRED REINFORCING BARS TO BE INCLUDED IN THE BID PRICE OF THE CONCRETE PAVEMENT (BASE REPAIR).
 4. REMOVAL OF FAILED BASE (PAY AS REMOVAL OF CEMENT TREATED BASE - S.V.I.) BACKFILL WITH CLASS "C" CONCRETE (BASE REPAIR).
 5. PAVEMENT EDGE ADJACENT TO SHOULDER SHALL BE FORMED.
 6. SEE SHEET NO. 102 FOR DETAILS NOT SHOWN.
 7. POLYETHYLENE SHEETING SHALL BE TWO (2) LAYERS OF 8 MIL THICKNESS, (ABSORBED ITEM).
 8. REINFORCING BARS WILL BE SUPPORTED AS SHOWN ON SHEET NO. 102.
 9. ALL SAW CUTS (3" DEPTH, FULL DEPTH, AND LONGITUDINAL JOINT) WILL BE PAID FOR UNDER APPROPRIATE PAY ITEMS.
 10. #5 DEFORMED TIE BARS (30 IN. LONG @ 24 IN. O.C. SPACING) WILL BE PAID FOR UNDER APPROPRIATE PAY ITEM.
 11. THE TRANSVERSE BARS IN THE REPAIR AREA WILL BE SPACED ON 42" CENTERS REGARDLESS OF THE EXISTING SPACING OF THE TRANSVERSE STEEL.

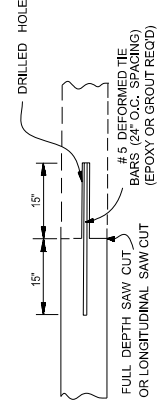
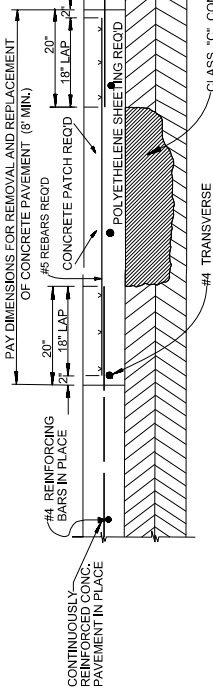
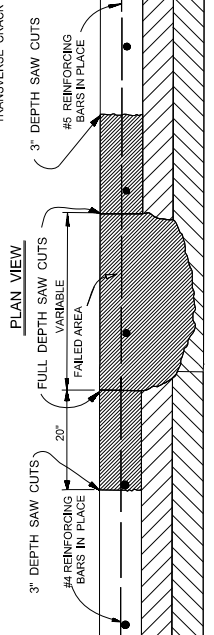
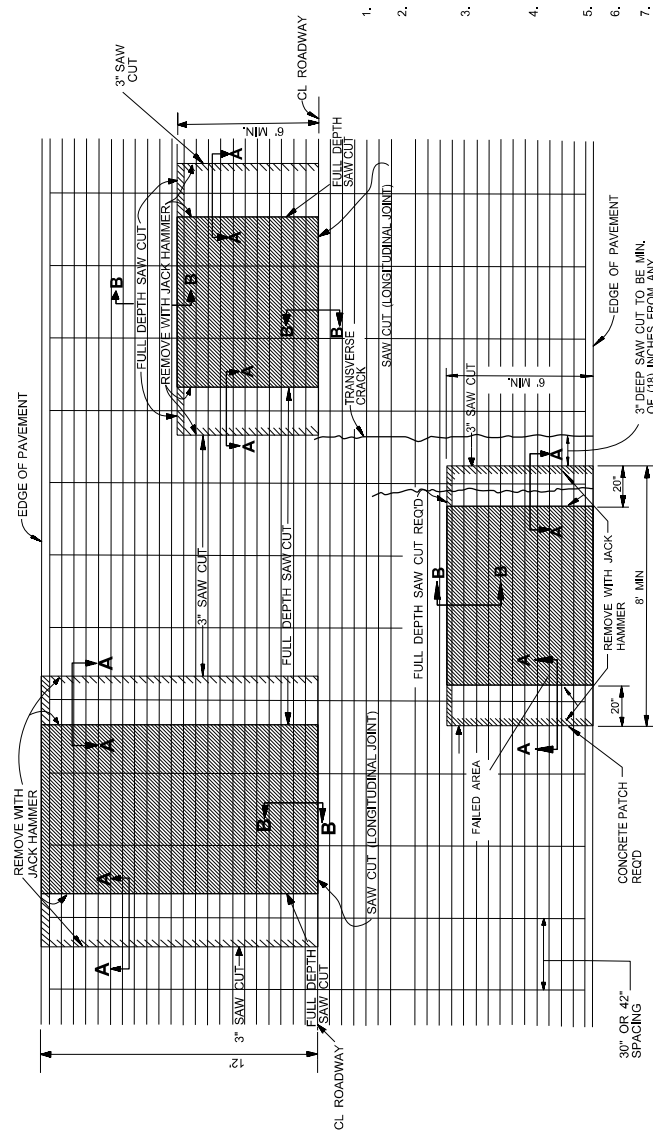
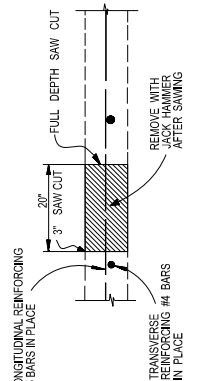
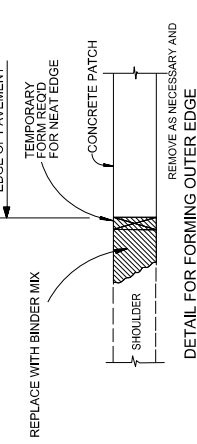


Notice to Bidders No. 22-11-C

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
TYPICAL CRC PAVEMENT REPAIR (OPTIONAL WELDING METHOD)

BY	REVISION

PROJECT NO. :
COUNTY :
WORKS NUMBER
SHEET NUMBER
FILE NAME :
DESIGN TEAM
CHECKED
DATE 12/12/08



- GENERAL NOTES**
- REMOVE EXISTING MATERIALS TO DIMENSIONS DETERMINED BY THE ENGINEER.
 - REMOVAL OF ASPHALT PATCHES AND CONCRETE PAVEMENT WILL BE PAID FOR UNDER THE APPROPRIATE PAY ITEM.
 - REINFORCING BARS TO BE FIELD CUT AS DIRECTED BY THE ENGINEER. ALL REINFORCING BARS TO BE FIELD CUT SHALL BE INCLUDED IN THE BID PRICE OF THE CONCRETE PAVEMENT.
 - REMOVAL OF FAILED BASE (PAY AS REMOVAL OF CEMENT TREATED BASE - S.Y.), BACKFILL WITH CLASS "C" CONCRETE (BASE REPAIR).
 - PAVEMENT EDGE ADJACENT TO SHOULDER SHALL BE REFORMED.
 - SEE SHEET NO. 102 FOR DETAILS NOT SHOWN.
 - POLYETHYLENE SHEETING SHALL BE TWO (2) LAYERS OF 8 MIL. THICKNESS. (ABSORBED ITEM).
 - REINFORCING BARS WILL BE SUPPORTED AS SHOWN ON SHEET NO. 102.
 - ALL SAW CUTS (3" DEPTH, FULL DEPTH, AND LONGITUDINAL JOINT) WILL BE PAID FOR UNDER APPROPRIATE PAY ITEMS.
 - #5 DEFORMED TIE BARS (30 IN. LONG, @ 24 IN. O.C. SPACING) WILL BE PAID FOR UNDER APPROPRIATE PAY ITEM.
 - THE TRANSVERSE BARS IN THE REPAIR AREA WILL BE SPACED ON 12" CENTERS REGARDLESS OF THE EXISTING SPACING OF THE TRANSVERSE STEEL.

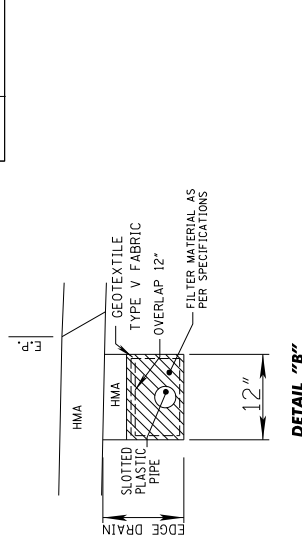
Notice to Bidders No. 2446 - C

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
TYPICAL CRC PAVEMENT REPAIR

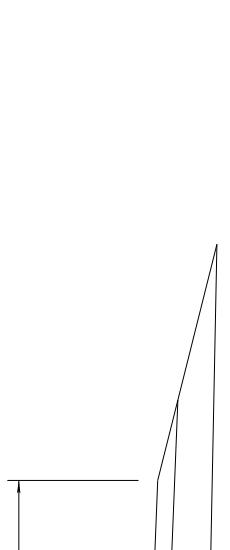
BY	REVISION
DATE	DESCRIPTION

PROJECT NO.:
COUNTY:
FILE NAME:
DESIGN TEAM: DATED: DATE

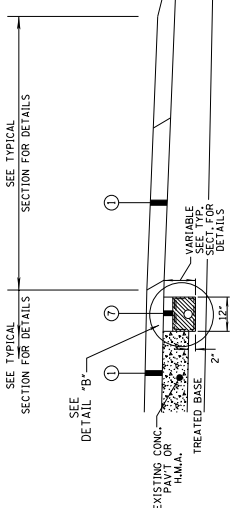
WORKSHEET NUMBER: 104-IB
SHEET NUMBER: 1



DETAIL "A"



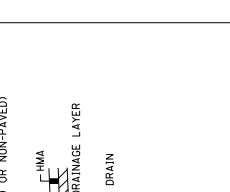
DETAIL "B"



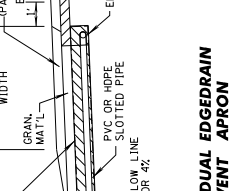
EDGE DRAIN ADDED TO EXISTING FACILITY



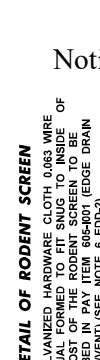
OPEN SHOULDER DETAIL



OPEN SHOULDER WITH PAVED SHOULDER DETAIL



CURBED FACILITY DETAIL



DETAIL OF RODENT SCREEN

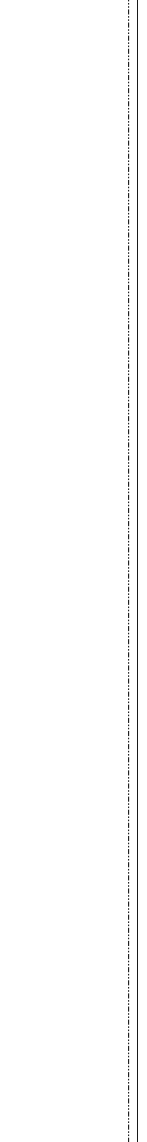
NOTES:
 URBAN EDGE DRAIN OUTLETS TO TIE INTO INLETS. ALL COSTS SHALL BE COVERED UNDER OUTLET/PAVEMENT PAY ITEMS.
 EDGE DRAINS SHALL BE REQUIRED ONLY ON THE LOW SIDE OF SUPERELEVATION.
 .365 C.Y. CLASS 'C' CONCRETE REQUIRED FOR 5' X 3' APRON.
 FOR MORE DETAILS SEE SHEET EDD-2

- ① ASPHALT
- ② DRAINABLE LAYER
- ③ LEA GRANULAR OR CRUSHED AGGREGATE
- ④ CHEMICALLY TREATED SUB-GRADE
- ⑤ SHOULDER GRANULAR
- ⑥ UNTREATED GRANULAR
- ⑦ 3" ASPHALT

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
EDGE DRAIN DETAIL
 CONSTRUCTION
 PROJ. NO.:
 COUNTY:
 FILE NAME: EDD-1.dgn
 DESIGN TEAM
 CHECKED
 DATE 2/20/2021

1008 APR04 CONVE (1.5)MAY04
 ROADWAY DESIGN (10/2010)
 MISSISSIPPI DEPARTMENT OF TRANSPORTATION



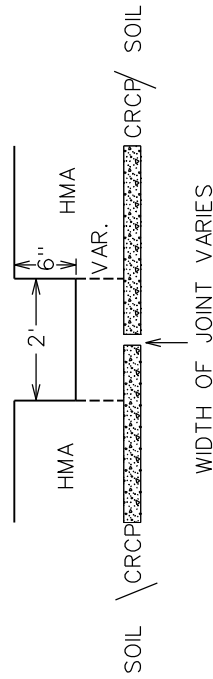
DETAIL OF DUAL EDGEDRAIN OUTLET APRON



DETAIL OF EDGEDRAIN OUTLET APRON

STATE	PROJECT NO.
MISS.	HM-0026-020801

LONGITUDINAL JOINT REPAIR

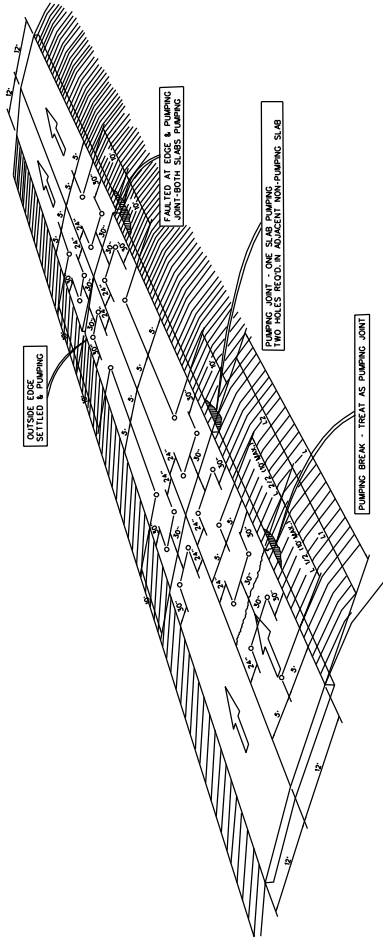


Prior to mill/overlay of the lanes, where condition of existing HMA surface course indicates underlying problems with the CRCP, and joints at the edge of pavement joints at the centerline of the CRCP, and joints at the edge of pavement between the CRCP and soilcement treated shoulder by pressure grouting. Subsequent to pressure grouting, mill and replace HMA over the joint to a maximum depth of 6". After milling and prior to replacement, if there is any remaining depth of HMA over the joint, repair any failed HMA by removing all loose/broken pieces. Replacement of milled area and any repair area to be made with HMA, 19mm Mix, HT, back to existing finish grade

NOTE: REFER TO PRESSURE GROUTING DETAIL SHEET.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
LONGITUDINAL JOINT REPAIR	
WORKING NUMBER	CR-1
SHEET NUMBER	1
COUNTY: SCOTT	DESIGN TEAM
FILENAME:	CHECKED:
DATE:	DATE:

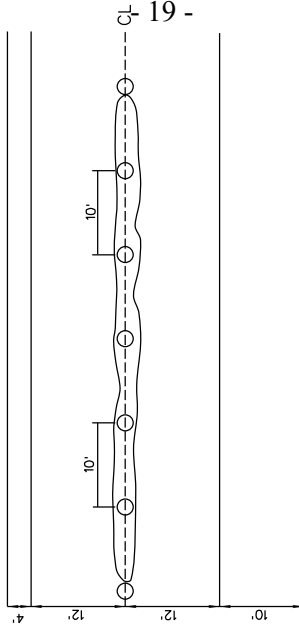
DETAIL FOR FAULTED OR UNSTABLE SLAB STABILIZATION



NOTES:

- DO NOT LOCATE HOLES WITHIN 18" OF JOINT, BREAK OR PAVEMENT EDGE. ADDITIONAL HOLES MAY BE REQUIRED IF THE SLAB IS BROKEN. KNOWN CAVITY LOCATIONS SHOULD TAKE PRECEDENCE IN LOCATING HOLES.
- THE ABOVE HOLE LOCATIONS FOR THE CONDITIONS CITED ARE TO BE PERFORMED IN THE INITIAL GROUTING OPERATION.
- THE DIMENSIONS & LOCATIONS SHOWN ARE TYPICAL. THE EXACT DIMENSIONS & LOCATIONS MAY VARY DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER.

DETAIL FOR LONGITUDINAL JOINT STABILIZATION
(CRCP ONLY)



NOTE: HOLES TO BE LOCATED @ 10' OR AS DIRECTED WITHIN THE LIMITS OF THE CENTERLINE JOINT SEPARATION.

Notice to Bidders No. 2014-6 -- Co

MISSISSIPPI DEPARTMENT OF TRANSPORTATION		WORKING NUMBER
PRESSURE GROUTING		PCG-1
DATE	REVISION	SHEET NUMBER
COUNTY: SCOTT	DATE	
FILENAME:	DESIGN TEAM	

*** HOLES ARE FOR CENTERLINE AND EDGE OF PAVEMENT ONLY. ALL OTHER HOLES SHOWN ON THE ABOVE DRAWING SHALL BE EXCLUDED.

IM-0020-02(095)/107829-301000							
Edge Drain Installation							
Beginning Station	Ending Station	Location	Length (FT)	605-H001 Edge Drain (LF)	605-I001 Edge Drain Outlets/Vents (LF)	605-J001 Edge Drain & Edge Drain Outlet/Vents Inspection (LF)	221-A001 Concrete Paved Ditch (CY)
927+19	927+54	WB Outside Shoulder	35	54	8.0	62.0	0.73
1000+15	1000+74	WB Outside Shoulder	59	78	8.0	86.0	0.73
1110+07	1110+59	WB Outside Shoulder	52	71	8.0	79.0	0.73
1221+48	1221+75	EB Outside Shoulder	27	46	8.0	54.0	0.73
Totals:				249	32	281	3

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

IM-0020-02(095)/107829-301000									
Failed Areas and Pressure Grout									
Beginning Station	Ending Station	Location	Length (FT)	Width (FT)	Area (SF)	202-B009 Removal of Asphalt, Failed Areas (SY)	403-A004 19-mm, HT, Asphalt Pavement (Tons)	512-A001 Holes (EACH)	512-B002 Cement Pressure Grout Slurry, Type 6 (POUNDS)
881+73	884+00	RT RT LN	227	2	454	50.4	17.0	24	227
885+17	892+44	RT RT LN	727	2	1454	161.6	54.5	74	727
955+20	961+00	RT RT LN	580	2	1160	128.9	43.5	59	580
1012+44	1012+62	RT RT LN	18	2	36	4.0	1.4	3	18
1028+72	1033+00	RT RT LN	428	2	856	95.1	32.1	44	428
1125+27	1125+48	LT RT LN	21	4	84	9.3	3.2	3	21
1126+00	1128+00	RL CL	200	2	400	44.4	15.0	21	200
1134+00	1134+75	RL CL	75	2	150	16.7	5.6	9	75
1146+13	1149+20	RT RT LN	307	2	614	68.2	23.0	32	307
1193+50	1202+00	RL CL	850	2	1700	188.9	63.8	86	850
1197+35	1202+00	RT RT LN	465	2	930	103.3	34.9	48	465
1199+10	1202+05	LT RT LN	295	2	590	65.6	22.1	31	295
1222+00	1223+00	RT RT LN	100	2	200	22.2	7.5	11	100
900+10	901+35	LT LT LN	125	2	250	27.8	9.4	14	125
925+00	926+16	RT LT LN	116	6	696	77.3	26.1	NA	NA
935+25	935+95	LT LT LN	70	12	840	93.3	31.5	NA	NA
939+30	939+90	LT LT LN	60	2	120	13.3	4.5	7	60
942+00	943+87	LT LT LN	187	2	374	41.6	14.0	20	187
966+00	966+65	LT LT LN	65	2	130	14.4	4.9	8	65
968+30	969+70	LT LT LN	140	2	280	31.1	10.5	15	140
983+00	990+38	LT LT LN	738	2	1476	164.0	55.4	75	738
1020+50	1021+50	LT LT LN	100	2	200	22.2	7.5	11	100
1022+50	1024+30	LT LT LN	180	2	360	40.0	13.5	19	180
1027+00	1027+65	LT LT LN	65	2	130	14.4	4.9	8	65
1030+00	1033+00	LT LT LN	300	2	600	66.7	22.5	31	300
1063+00	1064+00	LT LT LN	100	2	200	22.2	7.5	11	100
1108+00	1110+40	LT LT LN	240	2	480	53.3	18.0	25	240
1121+20	1123+20	LT LT LN	200	2	400	44.4	15.0	21	200
1126+90	1132+30	LT LT LN	540	2	1080	120.0	40.5	55	540
1144+00	1150+28	LT LT LN	628	2	1256	139.6	47.1	64	628
1169+00	1169+93	LT LT LN	93	2	186	20.7	7.0	10	93
1173+00	1179+78	LT LT LN	678	2	1356	150.7	50.9	69	678
1180+35	1182+75	LT LT LN	240	2	480	53.3	18.0	25	240
1193+60	1195+70	LT LT LN	210	2	420	46.7	15.8	22	210
1233+78	1236+25	LT LT LN	247	3	741	82.3	27.8	26	247
1261+00	1263+23	LT LT LN	223	2	446	49.6	16.7	23	223
1265+56	1269+70	LT LT LN	414	2	828	92.0	31.1	42	414
1271+09	1272+05	LT LT LN	96	2	192	21.3	7.2	11	96
Totals:					22,149	2,461	831	1,052	10,162
Additional Quantities To Be Used As Directed By The Engineer:					Totals:	4,430	492	166	2,032

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

IM-0020-02(095)/107829-301000									
Failed Shoulder Areas									
Beginning Station	Ending Station	Location	Length (FT)	Width (FT)	Area (SF)	202-B009 Removal of Asphalt, Failed Areas (SY)	403-A004 19-mm, HT, Asphalt Pavement (Tons)	503-C010 Saw Cut, Full Depth (LF)	
923+05	924+20	RT RT LN	115	7	805	89.4	30.2	129.0	
1034+00	1037+10	RT RT LN	310	2	620	68.9	23.3	314.0	
1037+76	1038+36	RT RT LN	60	3	180	20.0	6.8	66.0	
1088+33	1088+67	RT RT LN	34	2	68	7.6	2.6	38.0	
1088+69	1089+00	RT RT LN	31	5	155	17.2	5.8	41.0	
1161+66	1161+90	RT RT LN	24	10	240	26.7	9.0	44.0	
1168+40	1168+57	RT RT LN	17	8	136	15.1	5.1	33.0	
883+50	884+06	LT LT LN	56	10	560	62.2	21.0	76.0	
899+94	900+32	LT LT LN	38	5	190	21.1	7.1	48.0	
997+78	998+70	LT LT LN	92	3	276	30.7	10.4	98.0	
1015+73	1015+77	LT LT LN	4	10	40	4.4	1.5	24.0	
1025+00	1029+00	LT LT LN	400	2	800	88.9	30.0	404.0	
1036+68	1038+30	LT LT LN	162	2	324	36.0	12.2	166.0	
1192+90	1194+00	LT LT LN	110	5	550	61.1	20.6	120.0	
1225+15	1225+72	LT LT LN	57	4	228	25.3	8.6	65.0	
1245+40	1246+00	LT LT LN	60	4	240	26.7	9.0	68.0	
1272+00	1272+50	LT LT LN	50	4	200	22.2	7.5	58.0	
Totals:					5612	624	210	1792	
Additional Quantities To Be Used As Directed By The Engineer:					Totals:	561	62	21	179

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

IM-0020-02(095)/107829-301000						
Guardrail Pads						
Beginning Station	Ending Station	Location	Width (FT)	Length (FT)	Area (SF)	403-A001 12.5-mm, HT, Asphalt Pavement (TONS)
1006+28	1008+30	RT RT LN	7	202	1414	35.0
1115+06	1116+60	RT RT LN	4	154	616	15.2
1225+23	1226+72	RT RT LN	5	149	745	18.4
1275+85	1278+10	LT RT LN	5	225	1125	27.8
1276+06	1278+46	RT RT LN	7	240	1680	41.6
1113+48	1115+26	RT LT LN	7	178	1246	30.8
1114+00	1115+54	LT LT LN	5	154	770	19.1
1224+00	1225+95	RT LT LN	6	195	1170	29.0
1225+13	1226+72	LT LT LN	5	159	795	19.7
1272+96	1275+23	LT LT LN	7	227	1589	39.3
1273+40	1275+40	RT LT LN	7	200	1400	34.7
13+51	15+19	Overhead Bridge	8	168	1344	33.3
14+52	15+17	Overhead Bridge	7	65	422.5	10.5
18+89	19+53	Overhead Bridge	6	64	384	9.5
18+86	20+55	Overhead Bridge	6	169	1014	25.1
Totals:						389

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

IM-0020-02(095)/107829-301000											
Island Removal & Reconstruction											
Island No.	Area (SY)	202-B168 Removal of Island Pavement, All Types (SY)	503-C010 Saw Cut, Full Depth (LF)	202-B007 Removal of Asphalt Pavement, All Depths (SY)	203-G001 Excess Excavation, FM, AH (CY)	209-A005 Geotextile Stabilization, Type V, Non- Woven (SY)	6" Crushed Stone Base (TONS)	403-A006 19-mm, ST, Asphalt Pavement (TONS)	403-A004 19- mm, HT, Asphalt Pavement (TONS)	403-A001 12.5-mm, HT, Asphalt Pavement (TONS)	403-A013 9.5-mm, HT, Asphalt Pavement (TONS)
1	350	350	259	350	379.2	350	182	59	59	49	30
2	76	76	108	76	82.3	76	40	13	13	11	6
3	63	63	102	63	68.3	63	33	11	11	9	5
4	365	365	264	365	395.4	365	190	62	62	51	31
Totals:		854	733	854	925	854	444	144	144	120	72

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

IM-0020-02(095/107829-301000)													
I-20 Punch Out Repair													
Station	Location	Width (FT)	Length (FT)	Area (SF)	202-B062 Removal of Concrete Overlaid w/ Asphalt (SY)	202-B045 Removal of Cement Treated Base, All Depths (SY)	503-D001 Concrete for Base Repair (CY)	503-C010 Saw Cut Full Depth (LF)	503-B001 Saw Cut Longitudinal Joint (LF)	503-C004 Saw Cut, 3- Inch (LF)	503-E002 Tie Bars No. 5 Deformed Drilled and Epoxied or Grouted (EACH)	503-A001 8" And Variable Reinforced Cement Concrete Pavement, Broom Finish, (SY)	403-A004 19mm, HT Asphalt Mixture (TONS)
870+00	LT RT LN	6	12	72	10.7	-	-	34	6	24	3	10.7	11.4
883+09	LT RT LN	6	12	72	10.7	-	-	34	6	24	3	10.7	11.4
937+84	LT RT LN	6	12	72	10.7	-	-	34	6	24	3	10.7	11.4
958+84	LT RT LN	6	12	72	10.7	-	-	34	6	24	3	10.7	11.4
870+00	RT RT LN	6	12	72	10.7	-	-	34	6	24	3	10.7	11.4
997+92	RT RT LN	6	12	72	10.7	-	-	34	6	24	3	10.7	11.4
1004+50	RT RT LN	6	12	72	10.7	-	-	34	6	24	3	10.7	11.4
1007+35	RT RT LN	6	12	72	10.7	-	-	34	6	24	3	10.7	11.4
1026+15	RT RT LN	6	12	72	10.7	-	-	34	6	24	3	10.7	11.4
1033+06	RT RT LN	6	12	72	10.7	-	-	34	6	24	3	10.7	11.4
1219+67	RT RT LN	6	12	72	10.7	-	-	34	6	24	3	10.7	11.4
1245+03	RT RT LN	6	12	72	10.7	-	-	34	6	24	3	10.7	11.4
1215+66	RT LT LN	6	12	72	10.7	-	-	34	6	24	3	10.7	11.4
Totals:					139	13	15	442	78	312	39	139	148
Additional Quantities To Be Used As Directed By The Engineer:					35	3	4	111	20	78	30	35	37

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

MDOT PROJECT NO. IM-0020-02(095)/107829-301000

MILL AND OVERLAY I-20

GUARD RAIL REMOVAL AND INSTALLATION

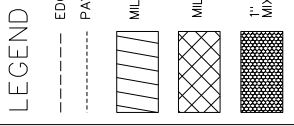
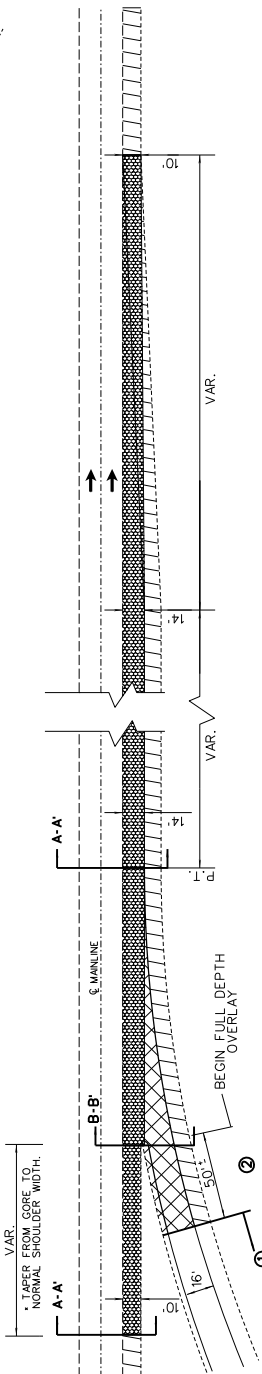
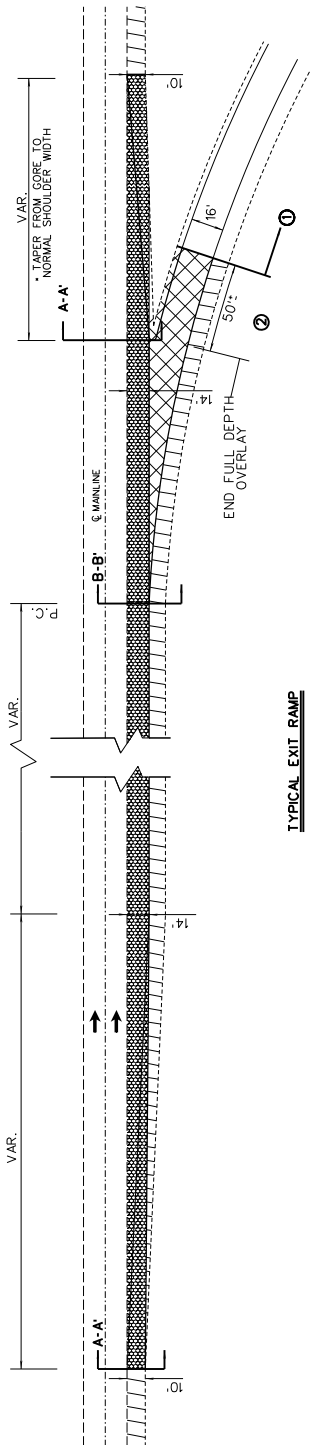
BEGINNING STATION	ENDING STATION	DIRECTION	LANE	REMOVAL BRIDGE END SECTION (EA)	REMOVAL OF GUARDRAIL INCLUDING RAILS, POSTS, AND TERMINAL ENDS (LF)	Removal of Guard Rail Cable Anchor, Including Post, Rail, Anchor & Hardware (EA)	TYPE "I" BRIDGE END (EA)	"W" BEAM (LF)	Guard Rail, Class A, Type 1, Thrie Beam, Metal Post (LF)	TERMINAL END SECTION, FLARED (EA)	Guard Rail, Cable Anchor, Type 1 (EA)	DELINEATORS (WHITE) (EA)	DELINEATORS (YELLOW) (EA)	OBJECT MARKERS	
														OM-3R (EA)	OM-3L (EA)
1005+80	1007+83	EAST BOUND	LT OF RT		196	1		159		1	1		7		
1006+28	1008+30	EAST BOUND	RT OF RT		186	1		149		1	1	7			
1115+06	1116+60	EAST BOUND	RT OF RT	1	132		1	94		1		5		1	1
1225+23	1226+72	EAST BOUND	RT OF RT	1	131		1	93		1		5		1	1
1278+46	1276+06	EAST BOUND	RT OF RT		232	1		195		1	1	8			
1275+85	1278+10	EAST BOUND	LT OF RT		220	1		183		1	1		8		
1275+23	1272+96	WEST BOUND	LT OF LT		314	1		288		1	1	7			
1275+40	1273+40	WEST BOUND	RT OF LT		194	1		168		1	1		7		
1226+72	1225+13	WEST BOUND	LT OF LT	1	114		1	76		1		6		1	1
1225+95	1224+00	WEST BOUND	RT OF LT		185	1		63	75	1	1		6		
1115+54	1114+00	WEST BOUND	LT OF LT	1	132		1	94		1		6		1	1
1115+26	1113+48	WEST BOUND	RT OF LT		168	1		63	61	1			6		
BRIDGE NUMBER															
94.5		VFW Overpass	LT & RT		768			618		4		24			
96.6		Lake Overpass			690			550		4					
TOTALS				4	3660	8	4	2793	136	20	7	68	34	4	4

* Removal of guardrails, including rails, posts, and terminal ends will be paid for under Pay Item No. 202-B158

STATE PROJECT NO.
MSS. M-0059-02(00)

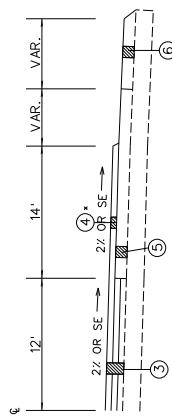
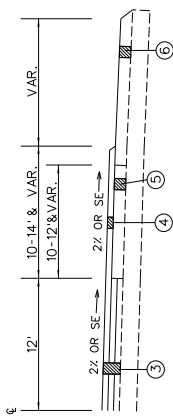


MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TYPICAL SECTION	
OGFC PAVING DETAILS AT INTERCHANGE RAMP	
WORKS NUMBER	(PROJECT NUMBER)
DATE	(COUNTY)
DESIGNER	FILE NAME: OGFC AT INTERCHANGE.DGN
CHECKED	REVISION TEAM
DATE	DATE



PAVING DETAILS

- ① MILL AND OVERLAY OR OVERLAY AS PER APPLICABLE TYPICAL SECTIONS
- ② MILL AND INLAY AS PER APPLICABLE TYPICAL SECTIONS
- ③ MANLINE ASPHALT OVERLAY AS PER APPLICABLE TYPICAL SECTION
- ④ 1" - OGFC MIX REQD (10'1")
- ⑤ PER TYPICAL SECTION
- ⑥ PER TYPICAL SECTION

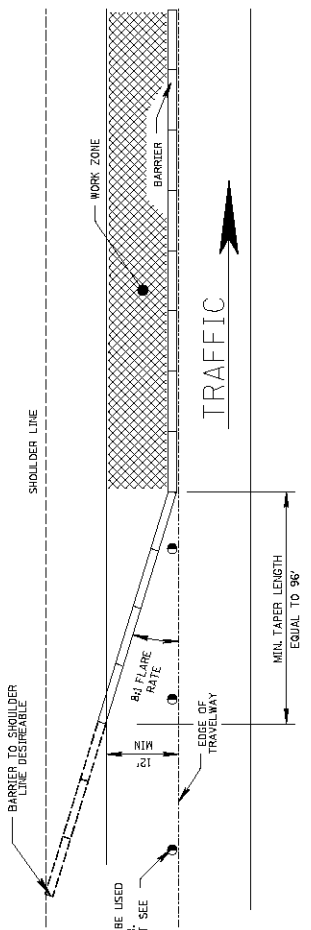


* COMPACT OUTER 2" OF OGFC TO 1/2" THICKNESS

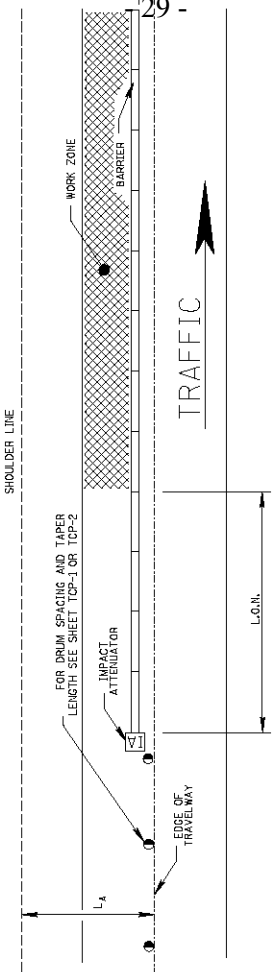
<u>Station</u>	<u>Left Edge</u>	<u>Slope</u>	<u>Centerline</u>	<u>Slope</u>	<u>Right Edge</u>
10+00	476.89	1.58%	477.08	1.67%	476.88
10+25	476.77	1.50%	476.95	-1.00%	477.07
10+50	476.73	0.58%	476.8	0.42%	476.75
10+75	476.91	0.67%	476.99	1.92%	476.76
11+00	477.01	1.58%	477.2	2.25%	476.93
11+25	477.2	1.75%	477.41	3.17%	477.03
11+50	477.45	2.50%	477.75	4.42%	477.22
11+75	477.73	3.67%	478.17	5.58%	477.5
12+00	478.09	4.00%	478.57	6.00%	477.85
12+25	478.52	3.50%	478.94	5.08%	478.33
12+50	479.12	2.58%	479.43	4.42%	478.9
12+75	479.75	2.25%	480.02	4.00%	479.54
13+00	480.54	0.83%	480.64	2.17%	480.38
13+25	481.23	2.17%	481.49	2.67%	481.17
13+50	481.9	2.42%	482.19	1.92%	481.96
13+75	482.57	2.67%	482.89	1.83%	482.67
14+00	483.21	2.00%	483.45	1.08%	483.32
14+25	483.87	0.92%	483.98	0.67%	483.9
14+50	484.46	0.67%	484.54	0.50%	484.48
14+75	485.03	0.92%	485.14	1.58%	484.95
15+00	485.47	1.58%	485.66	0.83%	485.56
15+25	485.78	2.00%	486.02	0.50%	485.96
15+50	486.12	1.58%	486.31	0.75%	486.22
15+56	486.24	1.17%	486.38	0.83%	486.28 *
18+51	486.32	0.50%	486.38	3.08%	486.01 **
18+75	485.96	1.42%	486.13	1.75%	485.92
19+00	485.58	1.75%	485.79	0.92%	485.68
19+25	485.13	1.25%	485.28	1.25%	485.13
19+50	484.52	1.42%	484.69	1.33%	484.53
19+75	483.83	1.42%	484	2.00%	483.76
20+00	483.09	1.42%	483.26	2.08%	483.01
20+25	482.25	2.08%	482.5	0.50%	482.44
20+50	481.44	2.33%	481.72	0.58%	481.65
20+75	480.69	1.75%	480.9	0.25%	480.87
21+00	479.87	1.83%	480.09	-0.17%	480.11
21+25	479.04	2.42%	479.33	0.08%	479.32
21+50	478.36	1.67%	478.56	0.83%	478.46
21+75	477.69	1.33%	477.85	1.25%	477.7
22+00	477.01	1.00%	477.13	0.67%	477.05
22+25	476.13	2.92%	476.48	1.25%	476.33
22+50	475.39	3.33%	475.79	1.17%	475.65
22+75	474.79	2.75%	475.12	0.58%	475.05
23+00	474.46	0.08%	474.47	0.42%	474.42
23+25	474.46	-4.42%	473.93	-0.42%	473.98

Remarks: * Beginning of Bridge

** Ending of Bridge



DETAIL OF POSITIVE BARRIER WITH TAPER



DETAIL OF POSITIVE BARRIER WITH IMPACT ATTENUATOR

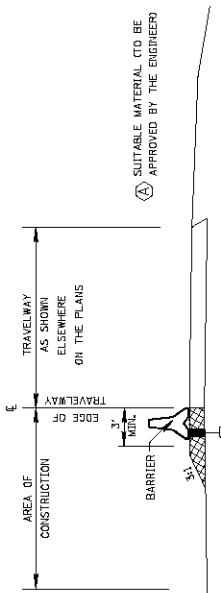
NOTES:
 1. LENGTH OF NEED, L.O.M. = $\frac{L_1 L_2}{L_1 + L_2}$

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

2. RUNDOUT LENGTH (L_R) IS TO BE DETERMINED USING THE FOLLOWING TABLE:

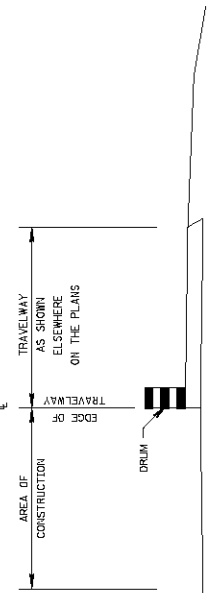
DESIGN SPEED (MPH)	OVER 10,000 VEH/DCY	5,000-10,000 VEH/DCY	1,000-5,000 VEH/DCY	UNDER 1,000 VEH/DCY
70	360	330	250	250
60	300	250	210	200
50	230	190	150	150
40	160	130	110	100
30	110	90	80	70

ELEVATION VIEW FOR POSITIVE BARRIER



NOTES:
 1. POSITIVE BARRIER IS REQ'D 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 SECTIONS MAY BE BACKFILLED WITH GRANULAR MATERIAL, STONE OR OTHER APPROVED 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.

Notice to Bidders No. 2146 -- Co

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
LANE CLOSURE DETAILS FOR GREATER THAN 3 INCH DROPOFF
 PROJECT NUMBER: _____
 COUNTY: UPDATE
 FILE NAME: SDTCP-C
 SHEET NUMBER: _____
 DESIGN TEAM: UPDATE
 CHECKED: _____
 DATE: UPDATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2148

CODE: (SP)

DATE: 02/12/2020

SUBJECT: Crossing Route Reconstruction

PROJECT: IM-0020-02(095) / 107829301 -- Scott County

Bidders are hereby advised that it is the desire of MDOT to accomplish the pavement reconstruction along the crossing route at Exit 96 in the shortest duration possible. **The crossing route reconstruction shall be the first item of work on the project.** This work may coincide with other operations on the project however the crossing route reconstruction shall start first and continue until completed. MDOT will allow the Contractor to work 24 hours per day and 7 days per week to accomplish this goal. Any portion of the roadway not completed and opened to traffic shall be manned with proper traffic control such that 2-way traffic flow may be maintained. Lighting plans for night work as described in Section 680 will be required should the Contractor work after dark. The Contractor may also employ temporary traffic signals. These items should be listed and described in the required Traffic Control Plan and Sequence of Operations described in the scope of work. Separate payment will not be made for any portable construction lighting or temporary traffic signals.

"General Decision Number: MS20200113 01/24/2020

Superseded General Decision Number: MS20190113

State: Mississippi

Construction Type: Highway

County: Scott County in Mississippi.

HIGHWAY CONSTRUCTION PROJECTS

Note: Under Executive Order (EO) 13658, an hourly minimum wage of \$10.80 for calendar year 2020 applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2015. If this contract is covered by the EO, the contractor must pay all workers in any classification listed on this wage determination at least \$10.80 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in calendar year 2020. If this contract is covered by the EO and a classification considered necessary for performance of work on the contract does not appear on this wage determination, the contractor must pay workers in that classification at least the wage rate determined through the conformance process set forth in 29 CFR 5.5(a)(1)(ii) (or the EO minimum wage rate, if it is higher than the conformed wage rate). The EO minimum wage rate will be adjusted annually. Please note that this EO applies to the above-mentioned types of contracts entered into by the federal government that are subject to the Davis-Bacon Act itself, but it does not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(2)-(60). Additional information on contractor requirements and worker protections under the EO is available at www.dol.gov/whd/govcontracts.

Modification Number	Publication Date
0	01/03/2020
1	01/24/2020

* ELEC0917-006 12/01/2019

	Rates	Fringes
ELECTRICIAN.....	\$ 27.15	9.69

SUMS2010-036 08/04/2014		

	Rates	Fringes
CARPENTER (Form Work Only).....	\$ 12.85	0.00
CARPENTER, Excludes Form Work....	\$ 14.21	0.00
CEMENT MASON/CONCRETE FINISHER...	\$ 13.49	0.00
HIGHWAY/PARKING LOT STRIPING: Truck Driver (Line Striping Truck).....	\$ 12.26	0.00
INSTALLER - GUARDRAIL.....	\$ 11.68	0.00

INSTALLER - SIGN.....	\$ 12.01	0.00
IRONWORKER, REINFORCING.....	\$ 15.28	0.00
LABORER: Asphalt, Includes Raker, Shoveler, Spreader and Distributor.....	\$ 11.00	0.00
LABORER: Common or General.....	\$ 10.85	0.00
LABORER: Flagger.....	\$ 10.33	0.00
LABORER: Grade Checker.....	\$ 12.67	0.00
LABORER: Mason Tender - Cement/Concrete.....	\$ 11.30	0.00
LABORER: Pipelayer.....	\$ 12.27	0.00
LABORER: Laborer-Cones/ Barricades/Barrels - Setter/Mover/Sweeper.....	\$ 11.23	0.00
OPERATOR: Asphalt Spreader.....	\$ 15.33	0.00
OPERATOR: Backhoe/Excavator/Trackhoe.....	\$ 14.50	0.00
OPERATOR: Broom/Sweeper.....	\$ 10.17	0.00
OPERATOR: Bulldozer.....	\$ 16.50	0.00
OPERATOR: Concrete Saw.....	\$ 14.37	0.00
OPERATOR: Crane.....	\$ 18.35	0.00
OPERATOR: Distributor.....	\$ 11.56	0.00
OPERATOR: Drill.....	\$ 19.22	0.00
OPERATOR: Grader/Blade.....	\$ 15.16	0.00
OPERATOR: Loader.....	\$ 14.31	0.00
OPERATOR: Mechanic.....	\$ 15.41	0.00
OPERATOR: Milling Machine.....	\$ 14.96	0.00
OPERATOR: Mixer.....	\$ 12.42	0.00
OPERATOR: Oiler.....	\$ 13.05	0.00
OPERATOR: Paver (Asphalt, Aggregate, and Concrete).....	\$ 12.75	0.00
OPERATOR: Piledriver.....	\$ 15.13	0.00
OPERATOR: Roller (All Types)....	\$ 12.78	0.00
OPERATOR: Scraper.....	\$ 12.63	0.00
OPERATOR: Tractor.....	\$ 11.02	0.00
OPERATOR: Trencher.....	\$ 13.75	0.00

SURVEYOR (Staking, Marking and Brush Clearing).....	\$ 12.34	0.00
TRUCK DRIVER: Flatbed Truck.....	\$ 13.29	0.00
TRUCK DRIVER: Lowboy Truck.....	\$ 13.09	0.00
TRUCK DRIVER: Mechanic.....	\$ 12.30	0.00
TRUCK DRIVER: Off the Road Truck.....	\$ 12.31	0.00
TRUCK DRIVER: Water Truck.....	\$ 9.63	0.00
TRUCK DRIVER: Dump Truck (All Types).....	\$ 12.48	0.00
TRUCK DRIVER: Semi/Trailer Truck.....	\$ 12.50	0.00

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at www.dol.gov/whd/govcontracts.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (ii)).

The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of ""identifiers"" that indicate whether the particular rate is a union rate (current union negotiated rate for local), a survey rate (weighted average rate) or a union average rate (weighted union average rate).

Union Rate Identifiers

A four letter classification abbreviation identifier enclosed

in dotted lines beginning with characters other than ""SU"" or ""UAVG"" denotes that the union classification and rate were prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union which prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate changes in the collective bargaining agreement (CBA) governing this classification and rate.

Survey Rate Identifiers

Classifications listed under the ""SU"" identifier indicate that no one rate prevailed for this classification in the survey and the published rate is derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010 08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage determination. 08/29/2014 indicates the survey completion date for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

- * an existing published wage determination
- * a survey underlying a wage determination

- * a Wage and Hour Division letter setting forth a position on a wage determination matter
- * a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
 Wage and Hour Division
 U.S. Department of Labor
 200 Constitution Avenue, N.W.
 Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
 U.S. Department of Labor
 200 Constitution Avenue, N.W.
 Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
 U.S. Department of Labor
 200 Constitution Avenue, N.W.
 Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

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END OF GENERAL DECISION"

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-402-2

CODE: (SP)

DATE: 01/28/2020

SUBJECT: Open Graded Friction Course (OGFC)

Section 907-402, Open Graded Friction Course (OGFC), of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-402.02--Materials.

907-402.02.7--Acceptance Procedure for OGFC Pavement Smoothness. After the paragraph in Subsection 402.02.7 on page 274, add the following.

When the contract requires the OGFC to be placed on a milled surface, a smoothness tolerances shall be applied to the milled surface prior to placement of the final OGFC riding surface. A high speed inertial profiling system meeting the applicable requirements of Subsection 401.02.6.9 shall be used. The MRI shall be measured by an average over a continuous 528 foot interval. Payment will be made as follows.

Mean Roughness Index inches / mile	Contract Price Adjustment Percent of OGFC Unit Bid Price
Less than or equal to 80	100
80.1 to 90.0	90
Greater than 90.1	Corrective Action Required

The final riding surface for the OGFC will not be subject to any smoothness requirements other than all transverse joints in or abutting the OGFC shall meet a tolerance of 1/8" or less when checked using a 10-foot straight edge, unless directed by the Engineer.

Correction Action. In the event surface correction is needed on the milled surface, it shall be accomplished by further work on the milled surface such that the long fixed interval MRI is reduced to 90 inches / mile at no additional cost to the State.

907-402.05--Basis of Payment. Add the following to the list of the pay items on page 281.

907-402-A: Open Graded Friction Course, $\frac{*}{\text{Mixture}}$ - per ton

907-402-B: Bituminous Tack Coat - per gallon

Mill & Overlay approximately 8 miles of I-20 from EB Rest Area to Newton County Line, known as Federal Aid Project No. IM-0020-02(095) / 107829301 in Scott County.

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
Roadway Items					
0010	202-B007		7,461	Square Yard	Removal of Asphalt Pavement, All Depths
0020	202-B009		3,639	Square Yard	Removal of Asphalt Pavement, Failed Areas
0030	202-B045		16	Square Yard	Removal of Cement Treated Base, All Depths
0040	202-B069		174	Square Yard	Removal of Concrete Pavement w/ Variable Depth Overlay
0050	202-B138		4	Each	Removal of Guard Rail Bridge End Section
0060	202-B144		8	Each	Removal of Guard Rail Cable Anchor, Including Post, Rail, Anchor & Hardware
0070	202-B158		3,660	Linear Feet	Removal of Guard Rail, Including Rails, Posts and Terminal Ends
0080	202-B168		854	Square Yard	Removal of Island Pavement, All Types
0090	202-B240		1,525	Linear Feet	Removal of Traffic Stripe
0100	203-G001	(E)	3,300	Cubic Yard	Excess Excavation, FM, AH
0110	209-A005		854	Square Yard	Geotextile Stabilization, Type V, Non-Woven
0120	216-A001		10	Square Yard	Solid Sodding
0130	221-A001	(S)	5	Cubic Yard	Concrete Paved Ditch
0140	304-A004	(GY)	3,978	Cubic Yard	Granular Material, LVM, Class 5, Group C
0170	403-A001	(BA1)	1,000	Ton	12.5-mm, HT, Asphalt Pavement
0180	403-A004	(BA1)	1,650	Ton	19-mm, HT, Asphalt Pavement
0190	403-A006	(BA1)	1,250	Ton	19-mm, ST, Asphalt Pavement
0200	403-A013	(BA1)	3,200	Ton	9.5-mm, HT, Asphalt Pavement
0210	403-A015	(BA1)	6,950	Ton	9.5-mm, ST, Asphalt Pavement
0220	403-C001	(BA1)	650	Ton	19-mm, HT, Asphalt Pavement, Trench Widening
0230	403-S002		84,480	Linear Feet	Joint Sealant
0232	403-A002	(BA1)	1,100	Ton	12.5-mm, MT, Asphalt Pavement
0240	405-A002	(BA1)	25,950	Ton	Stone Matrix Asphalt, 9.5 mm Mixture
0250	406-D001		389,000	Square Yard	Fine Milling of Bituminous Pavement, All Depths
0260	407-A001	(A2)	39,500	Gallon	Asphalt for Tack Coat
0270	423-A001		32	Mile	Rumble Strips, Ground In
0280	503-A001	(C)	174	Square Yard	8" and Variable Continuously Reinforced Concrete Pavement, Broom Finish
0290	503-B001		98	Linear Feet	Saw Cut, Longitudinal Joints
0300	503-C004		390	Linear Feet	Saw Cut, 3-inch
0310	503-C010		3,257	Linear Feet	Saw Cut, Full Depth
0320	503-D001		19	Cubic Yard	Concrete for Base Repair
0330	503-E002		69	Each	Tie Bars, No. 5 Deformed Drilled and Epoxied or Grouted

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
0340	512-A001		1,262	Each	Holes
0350	512-B002		12,194	Pounds	Cement Pressure Grout Slurry, Type 6
0360	605-H001	(S)	249	Linear Feet	Edge Drain
0370	605-I001	(S)	32	Linear Feet	Edge Drain Outlets/Vents
0380	605-J001	(S)	281	Linear Feet	Edge Drain & Edge Drain Outlet/Vent Inspection
0390	606-B003		2,793	Linear Feet	Guard Rail, Class A, Type 1, 'W' Beam, Metal Post
0400	606-B011		136	Linear Feet	Guard Rail, Class A, Type 1, Thrie Beam, Metal Post
0410	606-B013		40	Linear Feet	Guard Rail, Class A, Type 1, Thrie Beam, Transition Section
0420	606-C001		7	Each	Guard Rail, Cable Anchor Type 1, Metal Post
0430	606-D023		4	Each	Guard Rail, Bridge End Section, Type I, Metal Post
0440	606-E005		20	Each	Guard Rail, Terminal End Section, Flared
0450	618-A001		1	Lump Sum	Maintenance of Traffic
0460	619-A1001		48	Mile	Temporary Traffic Stripe, Continuous White
0470	619-A2001		48	Mile	Temporary Traffic Stripe, Continuous Yellow
0480	619-A3001		48	Mile	Temporary Traffic Stripe, Skip White
0490	619-A5001		47,000	Linear Feet	Temporary Traffic Stripe, Detail
0500	619-A6001		300	Square Feet	Temporary Traffic Stripe, Legend
0510	619-D1001		64	Square Feet	Standard Roadside Construction Signs, Less than 10 Square Feet
0520	619-D2001		232	Square Feet	Standard Roadside Construction Signs, 10 Square Feet or More
0530	619-D3001		1	Each	Remove and Reset Signs, All Sizes
0540	619-G4001		48	Linear Feet	Barricades, Type III, Double Faced
0550	619-G4005		48	Linear Feet	Barricades, Type III, Single Faced
0560	620-A001		1	Lump Sum	Mobilization
0570	626-A001		17	Mile	6" Thermoplastic Double Drop Traffic Stripe, Skip White
0580	626-B002		20	Mile	6" Thermoplastic Double Drop Traffic Stripe, Continuous White
0590	626-E001		18	Mile	6" Thermoplastic Double Drop Traffic Stripe, Continuous Yellow
0600	626-G004		21,000	Linear Feet	Thermoplastic Double Drop Detail Stripe, White
0610	626-G005		2,500	Linear Feet	Thermoplastic Double Drop Detail Stripe, Yellow
0620	626-H001		150	Square Feet	Thermoplastic Double Drop Legend, White
0630	627-J001		150	Each	Two-Way Clear Reflective High Performance Raised Markers
0640	627-K001		3,900	Each	Red-Clear Reflective High Performance Raised Markers
0650	627-L001		150	Each	Two-Way Yellow Reflective High Performance Raised Markers
0660	630-F006		85	Each	Delineators, Guard Rail, White
0670	630-F007		40	Each	Delineators, Guard Rail, Yellow

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
0680	630-G003		4	Each	Type 3 Object Markers, OM-3L, Post Mounted
0690	630-G007		4	Each	Type 3 Object Markers, OM-3R, Post Mounted
0692	907-402-A002	(BA1)	12,900	Ton	Open Graded Friction Course, 9.5-mm Mixture
0694	907-402-B001	(A3)	36,800	Gallon	Bituminous Tack Coat
0700	907-619-E3001		4	Each	Changeable Message Sign
0710	907-906001		720	Hours	Trainees [\$5.00]
ALTERNATE GROUP AA NUMBER 1					
0720	304-F001	(GT)	444	Ton	3/4" and Down Crushed Stone Base
ALTERNATE GROUP AA NUMBER 2					
0730	304-F002	(GT)	444	Ton	Size 610 Crushed Stone Base
ALTERNATE GROUP AA NUMBER 3					
0740	304-F003	(GT)	444	Ton	Size 825B Crushed Stone Base