

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> 8/3/2020 </u>	ADDENDUM NO. <u> </u>	DATED <u> </u>
ADDENDUM NO. <u> </u>	DATED <u> </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 Notice To Bidder No. 2698; Revised Bid Sheets; Amendment 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
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The following is my (our) itemized proposal.
STP-0008-04(068) / 108421301000
Holmes County(ies)

Revised 01/26/2016

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 -NOTICE TO BIDDERS NO. 2698

CODE: (SP)

DATE: 07/07/2020

SUBJECT: Scope of Work

PROJECT: STP-0008-04(068) / 108421301 -- Holmes County

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

Minor changes in detail of design or construction procedure may be authorized by the Director of Structures, State Bridge Engineer provided such changes will not be cause for contract price adjustment. Work for which no pay item is provided will not be paid for directly and shall therefore be considered an absorbed item of work.

It shall be the responsibility of the Contractor to protect the existing structure from damage which might occur during construction. The Contractor shall replace or repair, as directed by the Engineer, any structures damaged by the Contractor's operations during the life of the contract. No payment will be made for replacement or repair of damaged items.

All details are based on the dimensions shown on the original plans for the existing structure. The Contractor shall be responsible for adjusting the elements of the new construction to ensure a proper fit with the existing structure. The Contractor shall verify all dimensions of the existing structure prior to beginning work.

During construction, care shall be exercised to ensure that no debris falls into the hydraulic crossing below the structure. All debris, including any material that has accumulated on the bridge caps, shall become the property of the Contractor and shall be removed from the construction site and disposed of properly.

Work on the project shall consist of the following bridge repairs on Bridge 239.5 (11600) on U.S. Highway 49 East over Abiaca Creek in Holmes County.

Scope of Work Bridge 239.5 (11600)

- Reset Rocker Bearings at End Bent No. 4
- Full depth deck repair at End Bent No. 1 & End Bent No. 4 per the attached standard drawings
- Repair End wall at End Bent No.1 & End Bent No. 4 per the attached standard drawings
- Reseal joints at End Bent No.1 & End Bent No. 4 per the attached standard drawings
- Clean caps at End Bent No.1 & End Bent No. 4

For additional information and details, see work related items below and on the attached Standard Drawings. Also included in this scope of work is a complete set of information (As-Built) plans for the existing bridge.

Reset Bearings:

Bearings at End Bent No. 4 on Bridge 239.5 (11600) shall be lubricated and reset to their original plumb position as shown in the information plans. Prior to removal of the hardware of the recessed bearings bolts, the threads of the recessed bolts shall be lubricated with penetrating oil. After the bearings are reset by relieving the load applied by the superstructure, the bearings shall be lubricated and worked until the rocker bearings swing freely. After the bearings are reset and hardware is re-installed, lubricant shall be applied to threads of the recessed bolts.

The Contractor shall provide adequate bracing and jacking arrangements as required to reset the bearings. The girder ends per bent shall only be raised to ¼" from their original position. Traffic shall be maintained on the bridge for the duration of the repair.

The Contractor shall employ the service of a Mississippi Registered Professional Engineer who is knowledgeable in the field of Bridge Design. A complete set of bracing and jacking arrangement plans along with design calculations shall be submitted to the Director of Structures, State Bridge Engineer through the Project Engineer for review prior to construction and shall bear the design engineer's seal.

Jacks shall be coupled to a common manifold. Jacking points shall be under the bottom flange of the girders at the bent and no jacking points will be allowed under any diaphragm or bay. After the girders at a bent are raised into position, temporary blocking shall be provided to secure the girder in this position while work is being performed. Temporary blocking points shall be under the bottom flange of the girder at the bent and no temporary blocking will be allowed under any diaphragm or bay.

Any damage to the bridge resulting from uneven or improper jacking shall be repaired by the Contractor at no additional cost to the State.

Payment for this work shall be made under Pay Items 907-824-PP: Bridge Repair, Reset Rocker Bearings.

Construction Phasing:

The construction of the end wall repair, removal of bridge deck, and new construction of bridge deck shall be done in accordance with the Construction Phasing Details as shown in the Standard Drawings.

Temporary precast concrete barriers shall be anchored to the bridge deck. The Contractor shall submit proposed anchor details, including design calculations stamped by a Mississippi registered Professional Engineer prior to beginning work to be approved by the Director of Structures, State Bridge Engineer. After removal of the temporary precast concrete barriers, all anchor holes shall be cleaned and filled with non-shrink "Sure-Grip Grout" (The Dayton Sure-Grip and Shore Co.), "Supreme Grout" (Gifford-Hill and Co., Inc.), or an approved equal, applied according to the

manufacturer's specifications.

Payment for this work shall be made under Pay Item No. 619-F1001: Precast Concrete Median Barrier, Precast and Pay Item No. 619-F2001: Remove and Reset Concrete Median Barrier, Precast.

End Wall Repair:

The end walls at End Bent No. 1 & 4 for Bridge 239.5 (11600) shall be repaired as shown in the Standard Drawings. The new end wall concrete shall conform to the specifications shown in the Standard Drawings. All work and materials associated with removal and repair of the end walls shall be paid for under Pay Item 907-824-PP008: Bridge Repair, End Wall Repair.

Joint Repair & Sealing

The joints at End Bent No. 1 & 4 shall be repaired and re-sealed in accordance with the details in the Standard Drawings and the notes below.

The removal of all existing joint material, joint preparation, saw cutting, and full depth removal of any debris that may be located inside the open joint, which may include but not be limited to, compacted dirt, rocks, and trash shall be considered absorbed in Pay Item No. 907-824-PP008: Bridge Repair, End Wall Repair and Pay Item No. 907-824-PP003: Bridge Repair, Removal of Bridge Deck.

After the existing joint material has been removed from the joint between the approach slab and end wall, the repair area is to be blasted clean to sound concrete, and is to be repaired as shown in the Standard Drawings. This work will be paid for under Pay Item No. 907-808-A002: Joint Repair with Epoxy. The approach slab shall then be saw cut as per the Joint Repair Standard Drawings. Saw cuts will be paid for under Pay Item 907-823-B001: Saw Cut, Type 1.

The joint shall then be sealed by using one of the three approved Manufacturers listed in Special Provision 907-823 and installed according to the Manufacturer's specifications. The installation of the preformed joint seal and other necessary work included in the Standard Drawings or as directed by the Engineer shall be paid for under Pay Item No. 907-823-A. If the bridge has an asphalt approach, the joint between the asphalt and concrete approach slab shall not be disturbed.

Bridge Deck Removal & Replacement

Approximately 2'-0"± of the bridge deck shall be removed in the locations detailed in the Standard Drawings to fully remove the existing joint armor at End Bents No. 1 & 4 on Bridge 239.5 (11600). All new concrete shall be high early strength bridge concrete that meets the details and specifications in the Standard Drawings and shall be class "AA".

Prior to removing the section of bridge deck, all slab reinforcement within the limits of the removal section shall be located by the Contractor. A 1-inch saw cut shall be made one foot from the gutter lines and across the bridge deck prior to concrete removal. Care shall be exercised to protect the existing reinforcement from damage. Any reinforcement damaged during the concrete removal shall be repaired by the Contractor by a method approved by the Director of Structures, State Bridge Engineer at no additional cost to the State. All reinforcement to remain in place shall be

blasted clean prior to pouring new concrete. Removal of concrete shall be done with a handheld chipping hammer no larger than 30 pounds. All existing concrete surfaces that will be in contact with new concrete shall be painted with epoxy binder specifically designed to bond new concrete to old. The epoxy binder shall be applied per the manufacturer's specifications. New epoxy binder shall be placed in one (1) lift.

The new bridge deck surface finish shall match that of the existing deck surface and be in accordance with Sections 501 of the Mississippi Standard Specifications for Road and Bridge Construction, 2017.

The cost of saw cutting around the removal area, removing concrete, cleaning existing reinforcement that is to remain, labor and any other items of work necessary to complete the full depth slab removal that is detailed in the standard drawings shall be paid for under Pay Item 907-824-PP003: Bridge Repair, Removal of Bridge Deck.

The cost of the epoxy binder, new concrete required, new reinforcement required, labor and any other items of work necessary to complete the new construction of the full depth bridge deck area to be replaced shall be paid under Pay Item 907-824-PP003: Bridge Repair, New Construction of Bridge Deck.

General Epoxy Repair

All epoxy repairs shall be performed in accordance with the details shown on the epoxy repair Standard Drawings and in accordance with the notes herein. Repair concrete spalled areas on the bridge as directed by the Project Engineer and the locations listed on the Epoxy Repair Standard Drawings using epoxy mortar. The Contractor shall determine the depth of reinforcement prior to any saw cutting. Spalled areas where pack rust has developed around or on reinforcement shall be blasted clean prior to repairing the spalled location. All areas of the bridge repaired with epoxy mortar shall be restored to the original dimensions as shown in the information plans, unless noted otherwise.

Materials:

1. Epoxy Resin: Resin shall be selected from the MDOT Approved Products List.
2. Silica Sand: The materials shall be bagged general purpose cleaning sand.
3. Epoxy Mortar Mix: The epoxy mortar mix shall consist of part liquid epoxy and part clean dry sand mixed in the ratio recommended by the Manufacturer.

Applications:

- a. A Representative of the Epoxy Manufacturer must be present for sufficient time to ensure that the Contractor is properly schooled in the use of the epoxy material.
- b. Prior to placement of the mortar mix, the prepared surface shall be lightly primed with neat epoxy.
- c. Acetone alcohol may be used to clean and lubricate trowels.
- d. Curing time shall be in accordance with the Manufacturer's recommendations.

All items of work related to epoxy repair shall be paid for under pay item 907-824-PP003: Bridge Repair, Epoxy Repair. Epoxy repair under this pay item is for general concrete spall repairs, and

shall be bid such that the item may be increased, decreased or eliminated as directed by the project engineer.

Cap Cleaning

The surface of all caps shall be cleaned to the satisfaction of the Project Engineer after all other work has been completed. All large debris shall be removed by hand. All other debris, including but not limited to dirt and rust, shall be removed by pressure washing the bent caps. The pressure washer shall be able to maintain 3,500 psi of pressure. This work will be paid under Pay Item 907-824-PP006: Bridge Repair, Cap Cleaning.

Traffic Control Plan


The Contractor shall erect and maintain construction signing and provide all signs and traffic handling devices necessary to safely maintain traffic around or through the work areas in accordance with the Traffic Control Plan. All traffic control devices for which there is no pay item are to be paid for under Pay Item No. 816-A001: Maintenance of Traffic.

STATE	MISS
PROJECT NO.	STP-0008-04(068)

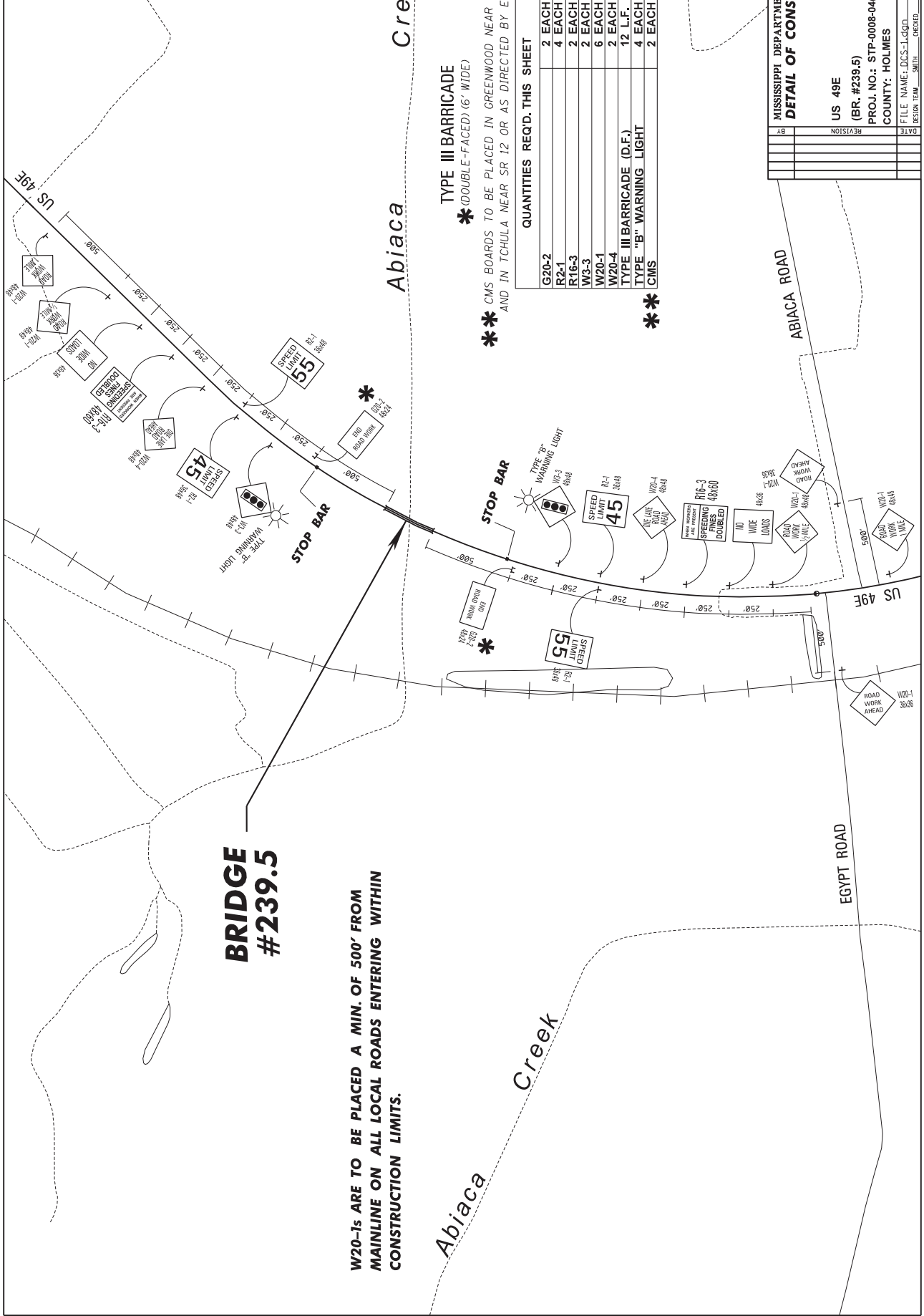
① CMS BOARDS TO BE PLACED IN GREENWOOD NEAR SR 82 AND IN TCHULA NEAR SR 12 OR AS DIRECTED BY ENGINEER.

SUMMARY OF QUANTITIES (SHEET 1)

PAY ITEM NO.	PAY ITEM	UNIT	HOLMES : 108421-301000	
			Prelim	Final
618-A001	Maintenance of Traffic	LS	1	
618-B001	Additional Construction Signs	SF	1	
619-A1002	Temporary Traffic Stripe, Continuous White	LF	2,160	
619-A2002	Temporary Traffic Stripe, Continuous Yellow	LF	2,800	
619-A6002	Temporary Traffic Stripe, Legend	LF	96	
907-619-E3001	Changeable Message Sign	EA	2	
619-F1001	Concrete Median Barrier, Precast	LF	940	
619-F2001	Remove and Reset Concrete Median Barrier, Precast	LF	940	
619-G7001	Warning Lights, Type "B"	EA	12	
619-G8001	Warning Lights, Type "C"	EA	13	
619-H2002	Traffic Signal, Portable, Type 2A	EA	2	
620-A001	Mobilization	LS	1	
626-C001	6" Thermoplastic Double Drop Edge Stripe, Continuous White	LF	3,640	
626-E002	6" Thermoplastic Double Drop Traffic Stripe, Continuous Yellow	LF	3,220	
907-808-A002	Joint Repair	LF	56	
907-823-A001	Preformed Joint Seal, Type I	LF	58	
907-823-A002	Preformed Joint Seal, Type II	LF	58	
907-823-B001	Saw Cut, Type I	LF	58	
907-824-PP003	Bridge Repair, New Construction of Bridge Deck	SF	104	
907-824-PP003	Bridge Repair, Removal of Bridge Deck	SF	104	
907-824-PP003	Bridge Repair, Epoxy Repair	SF	2	
907-824-PP006	Bridge Repair, Reset Rocker Bearing	EA	4	
907-824-PP006	Bridge Repair, Cap Cleaning	EA	2	
907-824-PP008	Bridge Repair, End Wall Repair	LF	52	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
SUMMARY OF QUANTITIES	
	Working Number SQ-1
PROJ NO: STP-0008-04(068)	Sheet Number 1
COUNTY: HOLMES	Design Team: SDDI
# FILENAME: SQ-1	Checked
Revision	Date

FMS CON: 1064217301000
 STATE PROJECT NO.
 MISS. STP-0008-04(068)



BRIDGE #239.5

W20-1s ARE TO BE PLACED A MIN. OF 500' FROM MAINLINE ON ALL LOCAL ROADS ENTERING WITHIN CONSTRUCTION LIMITS.

Abiaca Creek

Abiaca Creek

TYPE III BARRICADE (DOUBLE-FACED) (6' WIDE)

** CMS BOARDS TO BE PLACED IN GREENWOOD NEAR SR 82 AND IN TCHULA NEAR SR 12 OR AS DIRECTED BY ENGINEER. **

QUANTITIES REQ'D. THIS SHEET

G20-2	2 EACH
R2-1	4 EACH
R16-3	2 EACH
W3-3	2 EACH
W20-1	6 EACH
W20-4	2 EACH
TYPE III BARRICADE (D.F.)	12 L.F.
TYPE "B" WARNING LIGHT	4 EACH
CMS	2 EACH

Notice to Bidders No. _____

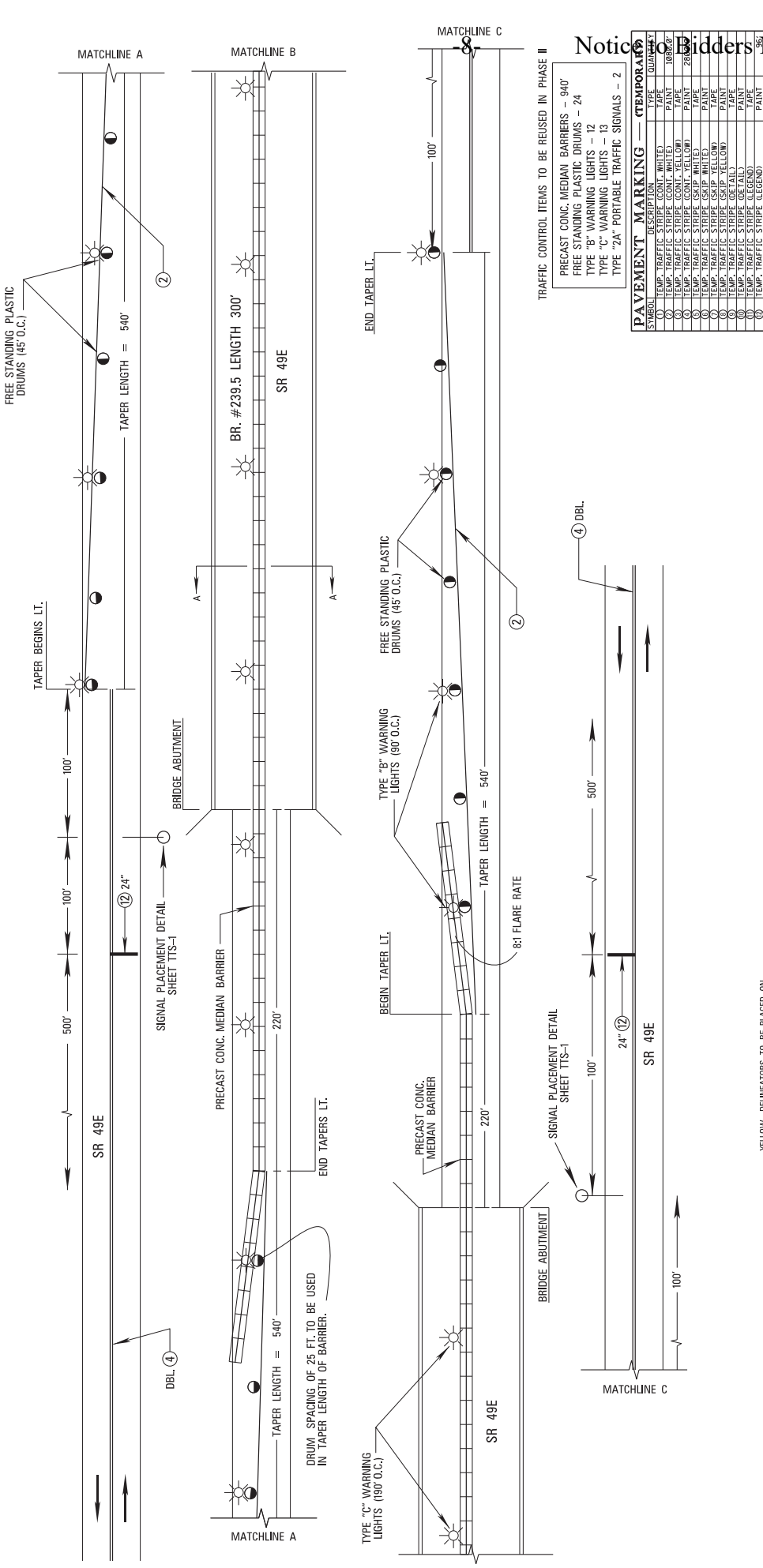
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
DETAIL OF CONSTRUCTION SIGNING

BY: _____ DATE: _____
 REVISION: _____

US 49E
 (BR. #239.5)
 PROJ. NO.: STP-0008-04(068)
 COUNTY: HOLMES
 FILE NAME: DCS-1.000
 DESIGN TEAM: SMITH CHECKED: _____ DATE: _____

REGISTRATION
 PROFESSIONAL ENGINEER
 LICENSE NO. 10000
 DCS-1
 SHEET NUMBER
 2

FMS CON: 1064217301000
 PROJECT NO.
 STATE MISS. STP-0008-04(068)



TRAFFIC CONTROL ITEMS TO BE REUSED IN PHASE II
 PRECAST CONC. MEDIAN BARRIERS - 940'
 FREE STANDING PLASTIC DRUMS - 24
 TYPE "B" WARNING LIGHTS - 12
 TYPE "C" WARNING LIGHTS - 13
 TYPE "2A" PORTABLE TRAFFIC SIGNALS - 2

PAVEMENT MARKING - (TEMPORARY)

SYMBOL	DESCRIPTION	TYPE	DURATION
(1)	TEMP. TRAFFIC STRIPE (CONT. WHITE)	TAPE	180 DAYS
(2)	TEMP. TRAFFIC STRIPE (CONT. YELLOW)	TAPE	180 DAYS
(3)	TEMP. TRAFFIC STRIPE (CONT. YELLOW)	PAINT	28 DAYS
(4)	TEMP. TRAFFIC STRIPE (SKIP WHITE)	PAINT	28 DAYS
(5)	TEMP. TRAFFIC STRIPE (SKIP YELLOW)	PAINT	28 DAYS
(6)	TEMP. TRAFFIC STRIPE (SKIP YELLOW)	TAPE	180 DAYS
(7)	TEMP. TRAFFIC STRIPE (LEGEND)	TAPE	180 DAYS
(8)	TEMP. TRAFFIC STRIPE (LEGEND)	PAINT	28 DAYS

NOT TO SCALE

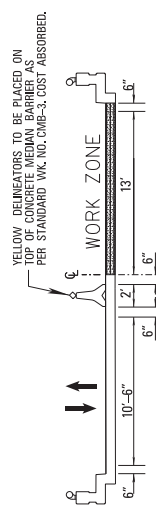
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL PLANS
 SR 49E (BRIDGE 239.5)
 PHASE I

PROJ. NO.: STP-0008-04(068)
 COUNTY: HOLMES

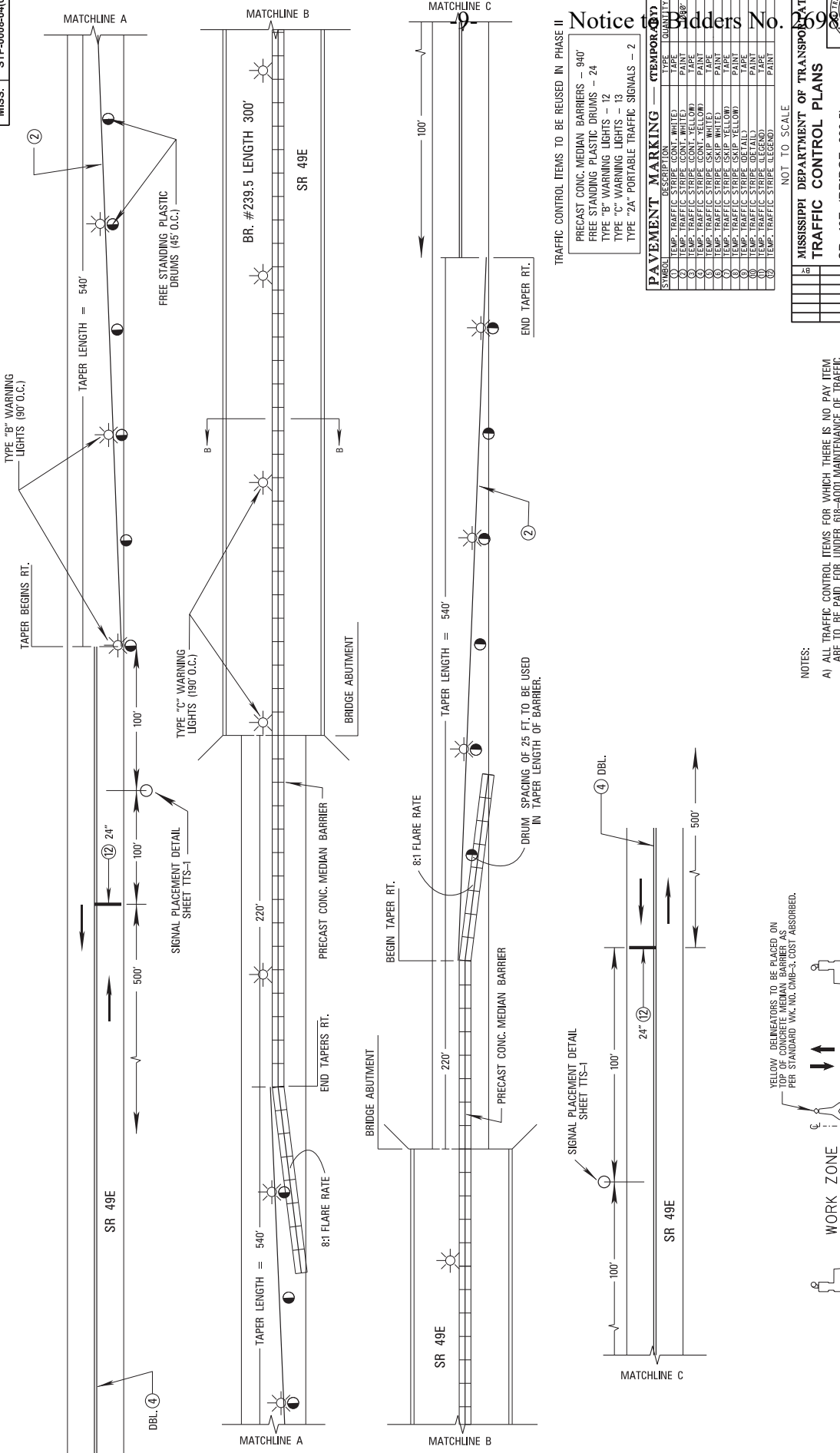
FILE NAME: IC-1.DWG
 DESIGN TEAM: SMITH
 CHECKED: _____
 DATE: _____

DATE: _____
 REVISION: _____
 DRAWING NUMBER: IC-1
 SHEET NUMBER: 3

- NOTES:
- A) ALL TRAFFIC CONTROL ITEMS FOR WHICH THERE IS NO PAY ITEM ARE TO BE PAID FOR UNDER 618-AD01 MAINTENANCE OF TRAFFIC LANE CLOSURE OPERATIONS.
 - B) SEE TCP-6 AND TCP-9 FOR SIGN LAYOUT DURING LANE CLOSURE OPERATIONS.
 - C) TYPE "B" WARNING LIGHTS TO BE PLACED ON PLASTIC DRUMS IN THE TRAFFIC TAPER (LIGHTS SPACED @ 90' O.C.).
 - D) TYPE "C" WARNING LIGHTS TO BE PLACED ON PRECAST CONCRETE MEDIAN BARRIER (LIGHTS SPACED @ 180' O.C.).



SECTION "A" - "A"



TRAFFIC CONTROL ITEMS TO BE REUSED IN PHASE II

- PRECAST CONC. MEDIAN BARRIERS - 940'
- FREE STANDING PLASTIC DRUMS - 24
- TYPE "B" WARNING LIGHTS - 12
- TYPE "C" WARNING LIGHTS - 13
- TYPE "A" PORTABLE TRAFFIC SIGNALS - 2

PAVEMENT MARKING — (TEMPORARY)

SYMBOL	DESCRIPTION	TYPE	QUANTITY
(1)	TEMP. TRAFFIC STRIPE (CONC.) WHITE	PAINT	
(2)	TEMP. TRAFFIC STRIPE (CONC.) YELLOW	PAINT	
(3)	TEMP. TRAFFIC STRIPE (CONC.) YELLOW	PAINT	
(4)	TEMP. TRAFFIC STRIPE (CONC.) YELLOW	PAINT	
(5)	TEMP. TRAFFIC STRIPE (CONC.) WHITE	PAINT	
(6)	TEMP. TRAFFIC STRIPE (SKIP YELLOW)	PAINT	
(7)	TEMP. TRAFFIC STRIPE (SKIP YELLOW)	PAINT	
(8)	TEMP. TRAFFIC STRIPE (SKIP YELLOW)	PAINT	
(9)	TEMP. TRAFFIC STRIPE (SKIP YELLOW)	PAINT	
(10)	TEMP. TRAFFIC STRIPE (SKIP YELLOW)	PAINT	
(11)	TEMP. TRAFFIC STRIPE (SKIP YELLOW)	PAINT	
(12)	TEMP. TRAFFIC STRIPE (SKIP YELLOW)	PAINT	
(13)	TEMP. TRAFFIC STRIPE (SKIP YELLOW)	PAINT	
(14)	TEMP. TRAFFIC STRIPE (SKIP YELLOW)	PAINT	
(15)	TEMP. TRAFFIC STRIPE (SKIP YELLOW)	PAINT	
(16)	TEMP. TRAFFIC STRIPE (SKIP YELLOW)	PAINT	
(17)	TEMP. TRAFFIC STRIPE (SKIP YELLOW)	PAINT	
(18)	TEMP. TRAFFIC STRIPE (SKIP YELLOW)	PAINT	
(19)	TEMP. TRAFFIC STRIPE (SKIP YELLOW)	PAINT	
(20)	TEMP. TRAFFIC STRIPE (SKIP YELLOW)	PAINT	
(21)	TEMP. TRAFFIC STRIPE (SKIP YELLOW)	PAINT	
(22)	TEMP. TRAFFIC STRIPE (SKIP YELLOW)	PAINT	
(23)	TEMP. TRAFFIC STRIPE (SKIP YELLOW)	PAINT	
(24)	TEMP. TRAFFIC STRIPE (SKIP YELLOW)	PAINT	
(25)	TEMP. TRAFFIC STRIPE (SKIP YELLOW)	PAINT	
(26)	TEMP. TRAFFIC STRIPE (SKIP YELLOW)	PAINT	
(27)	TEMP. TRAFFIC STRIPE (SKIP YELLOW)	PAINT	
(28)	TEMP. TRAFFIC STRIPE (SKIP YELLOW)	PAINT	
(29)	TEMP. TRAFFIC STRIPE (SKIP YELLOW)	PAINT	
(30)	TEMP. TRAFFIC STRIPE (SKIP YELLOW)	PAINT	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 TRAFFIC CONTROL PLANS
 SR 49E (BRIDGE 239.5)
 PHASE II

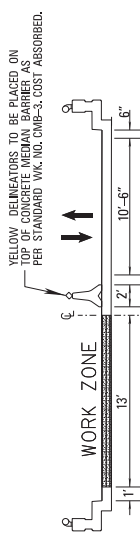
NOT TO SCALE

PROJ. NO.: STP-0008-04(068)
 COUNTY: HOLMES

FILE NAME: TC-1.DWG
 DESIGN TEAM: SMITH
 CHECKED: _____
 DATE: _____

- NOTES:
- A) ALL TRAFFIC CONTROL ITEMS FOR WHICH THERE IS NO PAY ITEM ARE TO BE PAID FOR UNDER 618-4001 MAINTENANCE OF TRAFFIC.
 - B) SEE TCP-6 AND TCP-9 FOR SIGN LAYOUT DURING LANE CLOSURE OPERATIONS.
 - C) TYPE "B" WARNING LIGHTS TO BE PLACED ON PLASTIC DRUMS IN THE TRAFFIC TAPER (LIGHTS SPACED @ 90' O.C.).
 - D) TYPE "C" WARNING LIGHTS TO BE PLACED ON PRECAST CONCRETE MEDIAN BARRIER (LIGHTS SPACED @ 190' O.C.).

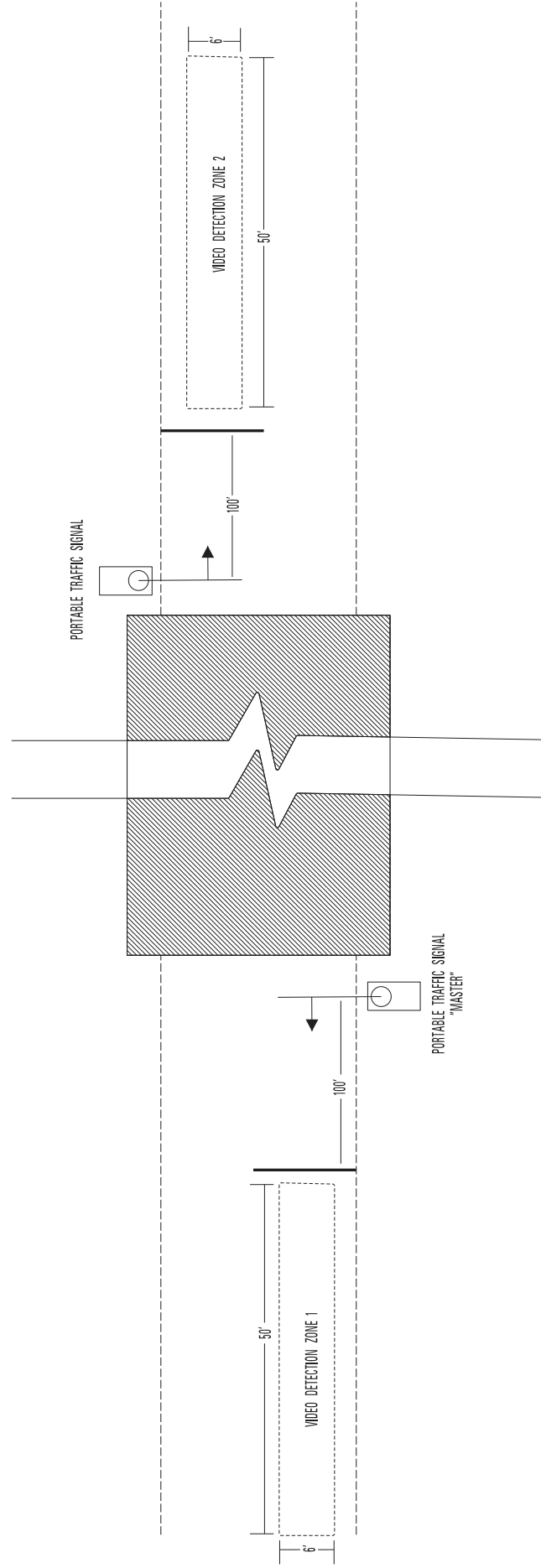
SECTION "B"-"B"



FMS CON: 1064217301000
 STATE PROJECT NO.
 MISS. STP-0008-04(068)

NOTE:

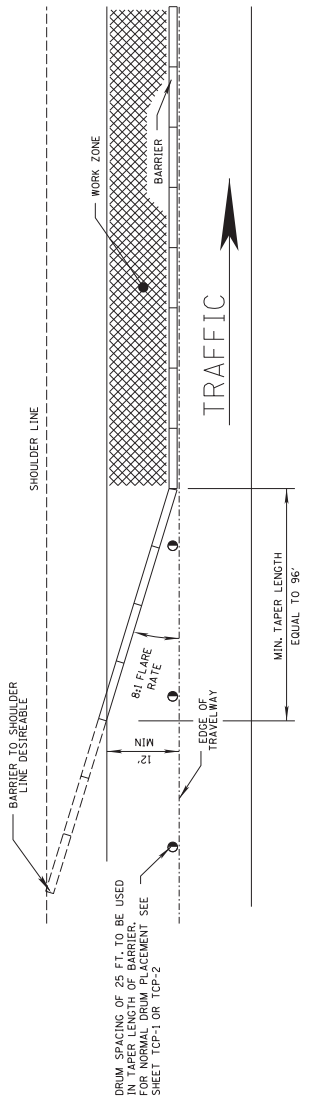
1. ALL TRAFFIC CONTROL DEVICES SHALL COMPLY WITH MUTCD (LATEST EDITION).
2. ALL SIGNALS AND TIMINGS SHALL BE COORDINATED THROUGH PRETIMED SIGNAL ACTUATION.
3. CONTRACTOR TO NOTIFY SIGNAL ENGINEER IN TRAFFIC ENGINEERING DIVISION TO BE PRESENT DURING PROGRAMMING. AMANDA CLARK (601) 359-1454
4. VIDEO DETECTION SHALL BE USED IN CONJUNCTION WITH PORTABLE TRAFFIC SIGNALS AND SHALL BE COST ABSORBED UNDER PAY ITEM 907-619-H2002.
5. SIGNALS SHALL COMMUNICATE WITH ONE ANOTHER TO ENSURE NO CONFLICT BETWEEN THEM.
6. DRAWING DEPICTS ONLY ONE PHASE OF CONSTRUCTION, BUT IT IS APPLICABLE FOR ALL PHASES.



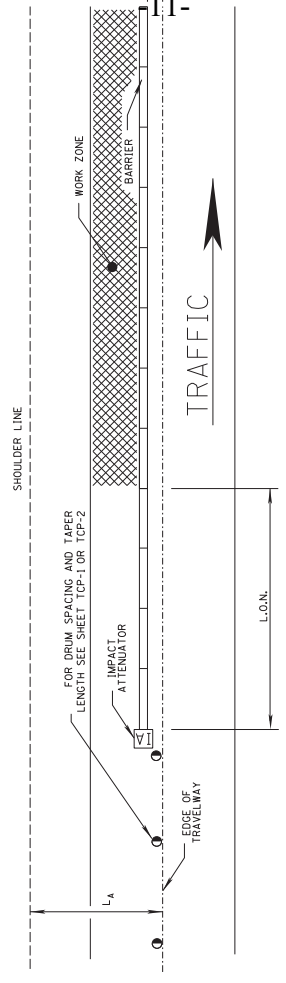
NOT TO SCALE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TEMPORARY TRAFFIC SIGNAL INSTALLATION	REVISION
PROJ. NO.: STP-0008-04(068)	DATE
COUNTY: HOLMES	BY
FILE NAME: IC-1.dwg	DESIGN TEAM
SHEET NUMBER	SMITH
CHECKED	DATE
5	

WORK ZONE



DETAIL OF POSITIVE BARRIER WITH TAPER



DETAIL OF POSITIVE BARRIER WITH IMPACT ATTENUATOR

NOTES:

1. LENGTH OF NEED, L.O.N. = $\frac{L_1(L_1 + L_2)}{L_A}$

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

GENERAL NOTES:

- ALL TRAFFIC CONTROL ITEMS FOR WHICH THERE IS NO PAY ITEM ARE TO BE PAID FOR UNDER 618-A001 MAINTENANCE OF TRAFFIC CONTROL PLANS.
- FOR DETAILS OF DRUM PLACEMENT SEE OTHER TRAFFIC CONTROL PLANS.

DESIGN SPEED (mph)	RUNOUT LENGTH - (L _R) GIVEN TRAFFIC VOLUME (ADT) (ft)	
	OVER 10,000 veh/day	UNDER 10,000 veh/day
70	360	290
60	300	250
50	230	190
40	160	130
30	110	90

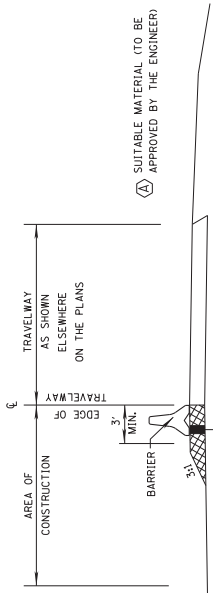
2. RUNOUT LENGTH (L_R) IS TO BE DETERMINED USING THE FOLLOWING TABLE:

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

PROJ. NO.: STP-0008-04(068)
 COUNTY: HOLMES
 FILE NAME: SDICP-C.DGN
 DESIGN TEAM: SMITH
 CHECKED: _____
 DATE: _____

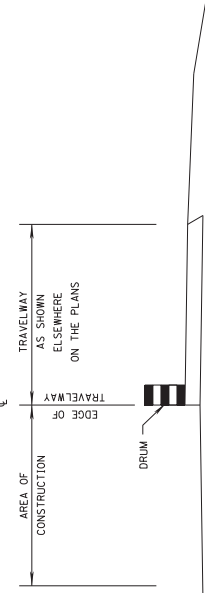
NO. OF REVISIONS: _____
 NO. OF SHEETS: 6
 SHEET NUMBER: 6

Notice to Bidder No. 259



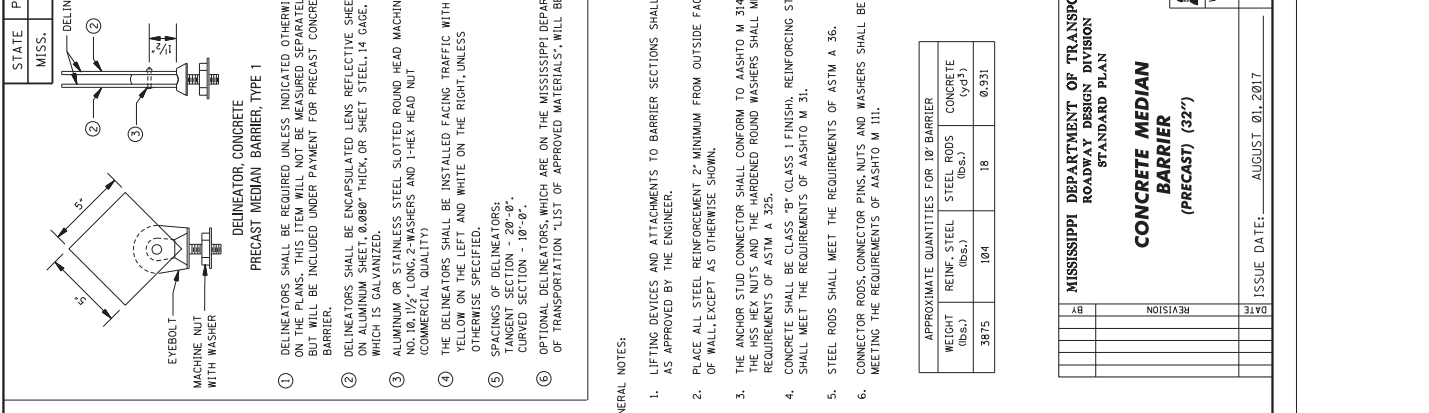
ELEVATION VIEW FOR POSITIVE BARRIER

- NOTES:
- 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.
 - MATERIAL USED TO SUPPORT POSITIVE BARRIER MUST BE AT SAME ELEVATION AS PAVEMENT IN ADJACENT TRAVELWAY.
 - DELINEATORS REQUIRED ON ALL NON-REFLECTIVE BARRIER, AS SHOWN ON WORKING NO. CMB-3.



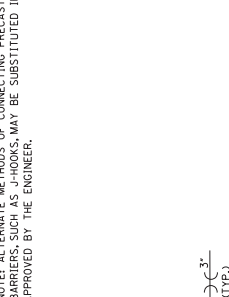
ELEVATION VIEW FOR DRUM

- NOTES:
- 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, STONE OR OTHER APPROVED MATERIAL TO AVOID OVERNIGHT DROP-OFFS.
 - LANE CLOSURES WITH OPEN PUNCH OUT AREAS MAY NOT BE LEFT UNATTENDED WHEN DRUMS ARE BEING USED FOR LANE CLOSURE.



ANCHOR STUD CONNECTOR DETAILS

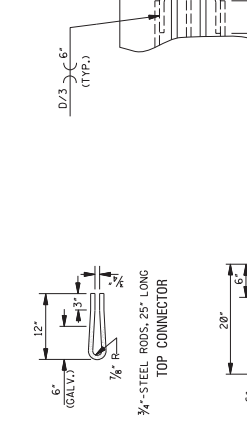
NOTE: ALTERNATE METHODS OF CONNECTING PRECAST BARRIERS SUCH AS CHOOKS MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.



PRECAST CONCRETE MEDIAN BARRIER

ELEVATION

PLAN



BAR AND ROD DETAILS

NOTE: WHERE STEEL ROD GALVANIZATION IS SHOWN ABOVE, GALVANIZE AFTER BENDING.

W: 3 #4 BARS
R: 1 #6 BARS
S: 2 #6 BARS

W: 9'-6"
R: 9'-0"
S: 8'-0"

BARS "W", "R" & "S"

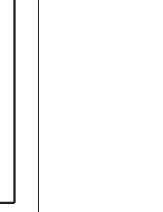
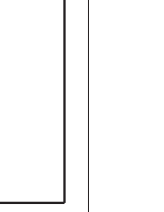
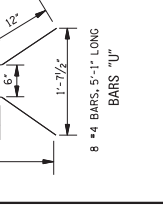
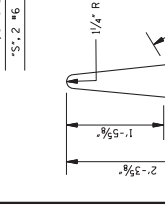
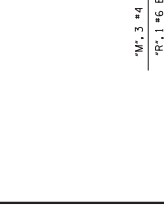
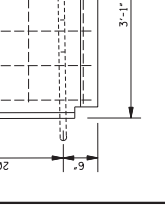
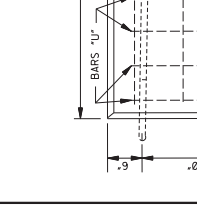
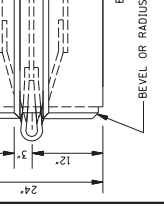
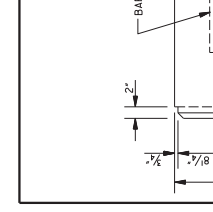
BARS "L"
8 #4 BARS, 5'-1" LONG

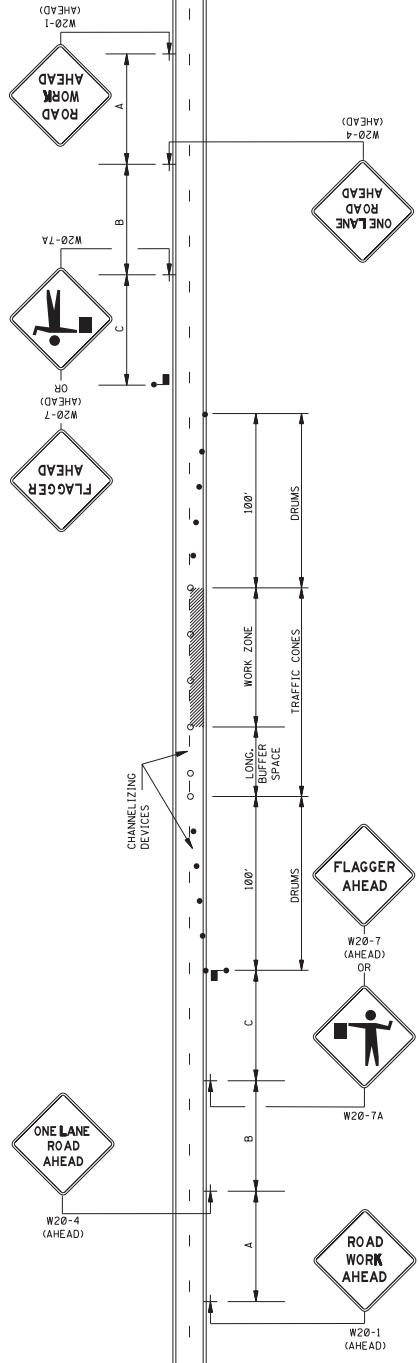
BARS "U"2 #4 STEEL RODS, 25" LONG

TOP CONNECTOR

BOTTOM CONNECTOR

2 #4 STEEL RODS, 3'-6" LONG





LEGEND
 FLAGGER
 RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS
 TRAFFIC CONES (28" HEIGHT MINIMUM)

DISTANCE BETWEEN SIGNS

ROAD TYPE	A	B	C
URBAN (35 MPH OR LESS)	100 FT.	100 FT.	100 FT.
URBAN (40 - 70 MPH)	350 FT.	350 FT.	350 FT.
RURAL	500 FT.	500 FT.	500 FT.
EXPRESSWAY / FREEWAY	1000 FT.	1500 FT.	2640 FT.

- GENERAL NOTES:
1. THE LOCATION OF CHANNELIZING DEVICES AND THE WORK AREA LAYOUT SHALL BE BASED ON THE CRITERIA IN THE FOLLOWING TABLE. FLAGGER STATIONS SHALL BE LOCATED SUCH THAT APPROACH AND EXIT TAPPERS ARE LOCATED TO THE STOPPING DISTANCE. STOPPING DISTANCE COLUMN MAY BE USED AS A MINIMUM FOR THIS DISTANCE.
 2. ALL CHANNELIZING DEVICES SHALL BE A MINIMUM OF 28" IN HEIGHT.
 3. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHALL BE A MINIMUM OF 36" X 36" AND BLACK COPY ON FLOURESCENT ORANGE SHEETING.
 4. WHEN WORK ZONE IS NO LONGER NEEDED, ALL SIGNS SHALL BE COVERED OR REMOVED AND ALL CHANNELIZING DEVICES SHALL BE MOVED TO THE SHOULDER EDGE.
 5. ADDITIONAL FLAGGERS MAY BE NEEDED AS DIRECTED BY THE ENGINEER.
 6. WHEN WORK IS REQUIRED AT NIGHT, FLAGGER STATIONS SHALL BE ILLUMINATED.
 7. CHANNELIZING DEVICE TYPES FOR APPROACH AND EXIT TAPPERS:
 - A. ALONG LANE LINE AND WORK ZONE- TRAFFIC CONES (28" HEIGHT)
 - B. CHANNELIZING DEVICE TYPES FOR APPROACH AND EXIT TAPPERS:
 - ALONG LANE LINE AND WORK ZONE- TRAFFIC CONES (28" HEIGHT)
 8. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

POSTED SPEED AND/OR DESIGN SPEED	MAXIMUM CHANNELIZING DEVICES (ft)		LONGITUDINAL BUFFER SPACE (ft)	STOPPING SIGHT DISTANCE
	TAPER	ALONG LANE LINE & WORK ZONE		
25	20	50	55	155
30	20	60	85	200
35	20	70	120	250
40	20	80	170	305
45	20	90	220	360
50	20	100	280	425
55	20	110	335	495
60	20	120	415	570
65	20	130	485	645

* NOTE: BUFFER SPACE MAY BE ADJUSTED AS NEEDED ACCORDING TO ROADWAY GEOMETRY TO MEET SIGHT DISTANCE REQUIREMENTS, AS DIRECTED BY THE ENGINEER.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 STANDARD PLAN

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

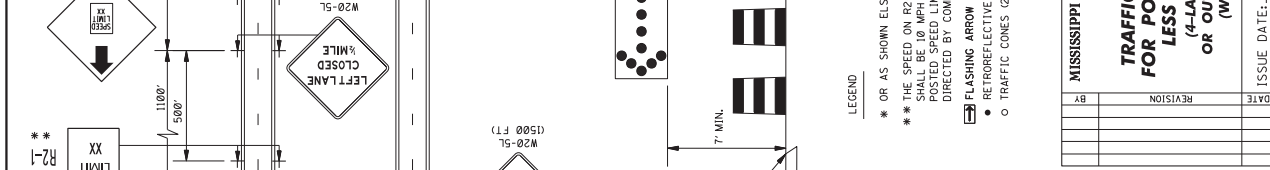
ISSUE DATE: AUGUST 01, 2017

PROJECT NUMBER: 6351

REVISION:

BY	REVISION	DATE





NOTE: IF VEHICLE MOUNTED ARROW BOARDS USED, SHOULD BE AS HIGH AS PRACTICAL.

LEGEND
 * OR AS SHOWN ELSEWHERE ON THE PLANS.
 ** THE SPEED ON R2-1 AND W3-5 SIGNS SHALL BE 10 MPH LESS THAN THE POSTED SPEED LIMIT UNLESS OTHERWISE DIRECTED BY COMMISSION ORDER.
 [Symbol] FLASHING ARROW PANEL (TYPE "C")
 • RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS
 ○ TRAFFIC CONES (28" HEIGHT MINIMUM)

2. FLASHING ARROW PANEL SHOULD BE AS LEVEL AS POSSIBLE AS APPROVED BY THE ENGINEER. FLASHING ARROW PANEL SHOULD BE LOCATED AT THE BEGINNING OF THE TAPER OR, IF THE SHOULDER IS TOO NARROW, BEHIND THE CHANNELIZING DEVICES IN THE CLOSED LANE.

3. CHANNELIZING DEVICE TYPES FOR:
 A. ALONG LANE LINE AND WORK ZONE- TRAFFIC CONES (28" HEIGHT MINIMUM)
 B. EXIT TAPER- TRAFFIC CONES (28" HEIGHT MINIMUM)
 C. WHEN WORK ZONE IS NO LONGER NEEDED, ALL SIGNS SHALL BE COVERED OR REMOVED AND THE DRUMS SHALL BE MOVED TO THE SHOULDER EDGE AT THE END OF THE WORK DAY.

4. FOR MOVING OPERATIONS (PAVING) THE CONTRACTOR SHALL HAVE TWO (2) SETS OF ADVANCE WARNING SIGNS, PLASTIC DRUMS, AND ARROW BOARD. WHEN THE CONSTRUCTION ZONE IS MOVED AHEAD, ALL SIGNS, PLASTIC DRUMS AND ARROW BOARD SHALL BE IN PLACE ON THE SECOND ZONE BEFORE REMOVING ANY SIGNS, PLASTIC DRUMS OR ARROW BOARD ON THE FIRST ZONE.

5. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHOULD BE A MINIMUM OF 48" X 48", AND SHALL BE BLACK COPY ON FLUORESCENT ORANGE SHEETING.

6. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

POSTED SPEED AND/OR DESIGN SPEED	MAXIMUM CHANNELIZING DEVICE SPACING (ft)		LONGITUDINAL BUFFER SPACE (ft)	TAPER RATES
	TAPER ALONG LANE LINE & WORK ZONE	ALONG LANE LINE		
40	40	80	395	27:1
45	45	90	360	45:1
50	50	100	425	50:1
55	55	110	495	55:1
60	60	120	570	60:1
65	65	130	645	65:1
70	70	140	730	70:1

† NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
 L = WS FOR SPEEDS OF 45 mph OR GREATER
 L = WS²/60 FOR SPEEDS OF 40 mph OR LESS
 WHERE: L = MINIMUM LENGTH OF TAPER IN FEET
 W = WIDTH OF OFFSET USUALLY LANE WIDTH IN FEET
 S = SPEED OR 85TH PERCENTILE SPEED IN MILES PER HOUR

†† NOTE: BUFFER SPACE MAY BE ADJUSTED AS NEEDED ACCORDING TO ROADWAY GEOMETRY TO MEET SIGHT DISTANCE REQUIREMENTS, AS DIRECTED BY THE ENGINEER.

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

POSTED SPEED AND/OR DESIGN SPEED	MAXIMUM CHANNELIZING DEVICE SPACING (ft)	LONGITUDINAL BUFFER SPACE (ft)	TAPER RATES
40	40	395	27:1
45	45	360	45:1
50	50	425	50:1
55	55	495	55:1
60	60	570	60:1
65	65	645	65:1
70	70	730	70:1

† NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
 L = WS FOR SPEEDS OF 45 mph OR GREATER
 L = WS²/60 FOR SPEEDS OF 40 mph OR LESS
 WHERE: L = MINIMUM LENGTH OF TAPER IN FEET
 W = WIDTH OF OFFSET USUALLY LANE WIDTH IN FEET
 S = SPEED OR 85TH PERCENTILE SPEED IN MILES PER HOUR

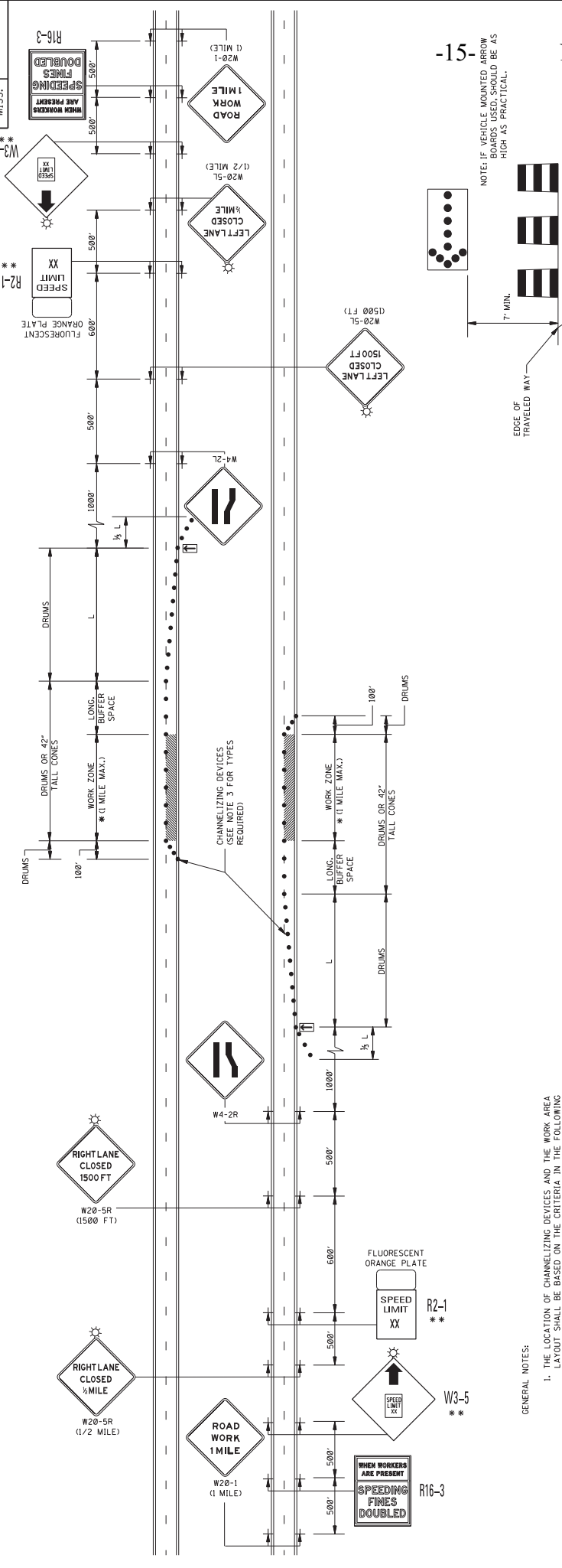
†† NOTE: BUFFER SPACE MAY BE ADJUSTED AS NEEDED ACCORDING TO ROADWAY GEOMETRY TO MEET SIGHT DISTANCE REQUIREMENTS, AS DIRECTED BY THE ENGINEER.

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

POSTED SPEED AND/OR DESIGN SPEED	MAXIMUM CHANNELIZING DEVICE SPACING (ft)	LONGITUDINAL BUFFER SPACE (ft)	TAPER RATES
40	40	395	27:1
45	45	360	45:1
50	50	425	50:1
55	55	495	55:1
60	60	570	60:1
65	65	645	65:1
70	70	730	70:1

† NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
 L = WS FOR SPEEDS OF 45 mph OR GREATER
 L = WS²/60 FOR SPEEDS OF 40 mph OR LESS
 WHERE: L = MINIMUM LENGTH OF TAPER IN FEET
 W = WIDTH OF OFFSET USUALLY LANE WIDTH IN FEET
 S = SPEED OR 85TH PERCENTILE SPEED IN MILES PER HOUR

†† NOTE: BUFFER SPACE MAY BE ADJUSTED AS NEEDED ACCORDING TO ROADWAY GEOMETRY TO MEET SIGHT DISTANCE REQUIREMENTS, AS DIRECTED BY THE ENGINEER.



POSTED SPEED AND/OR DESIGN SPEED mph	MAXIMUM CHANNELIZING DEVICE SPACING (FT)		LONGITUDINAL BUFFER SPACE (FT)	TAPER †	TAPER †† RATES
	ALONG BUFFER SPACE & WORK ZONE	WORK ZONE			
<40	40	80	305	27:1	
45	45	90	360	45:1	
50	50	100	425	50:1	
55	55	110	495	55:1	
60	60	120	570	60:1	
65	65	130	645	65:1	
70	70	140	730	70:1	

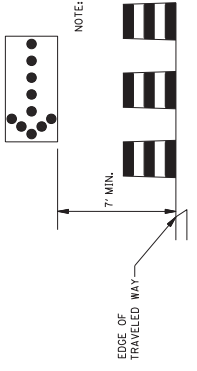
† NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
 $L = W \sqrt{S}$ FOR SPEEDS OF 40 MPH OR LESS
 $L = W \sqrt{60}$ FOR SPEEDS OF 40 MPH OR LESS
 WHERE: L = MINIMUM LENGTH OF TAPER IN FEET
 W = WIDTH OF OFFSET USUALLY LANE WIDTH IN FEET
 S = DESIGN SPEED OR 85TH PERCENTILE SPEED IN MILES PER HOUR

†† NOTE: BUFFER SPACE MAY BE ADJUSTED AS NEEDED ACCORDING TO THE SHORT DISTANCE REQUIREMENTS, AS DIRECTED BY THE ENGINEER.

GENERAL NOTES:

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

- FLASHING ARROW PANEL SHOULD BE AS LEVEL AS POSSIBLE AS APPROVED BY THE ENGINEER. FLASHING ARROW PANEL SHOULD BE LOCATED AT THE BEGINNING OF THE TAPER OR, IF THE SHOULDER IS TOO NARROW, BEHIND THE CHANNELIZING DEVICES IN THE CLOSED LANE.
- CHANNELIZING DEVICES:
 - ALL CHANNELIZING DEVICES IN TAPERS SHALL BE RETROREFLECTIVE FREE STANDING PLASTIC DRUMS.
 - CHANNELIZING DEVICES IN TANGENTS MAY BE EITHER RETROREFLECTIVE FREE STANDING PLASTIC DRUMS OR 42" TALL CONES.
 - ALL CHANNELIZING DEVICES SHALL BE RETROREFLECTIVE.
 - RETROREFLECTORIZATION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE M.U.T.C.D.
- FOR MOVING OPERATIONS (PAVING) THE CONTRACTOR SHALL HAVE TWO (2) SETS OF ADVANCE WARNING SIGNS, PLASTIC DRUMS, AND ARROW BOARD. WHEN THE CONSTRUCTION OPERATION IS COMPLETED, THE ADVANCE WARNING SIGNS, PLASTIC DRUMS, AND ARROW BOARD ON THE SECOND ZONE BEFORE REMOVING ANY SIGNS, PLASTIC DRUMS OR ARROW BOARD ON THE FIRST ZONE.
- DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHOULD BE A MINIMUM OF 48" x 48". ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.



LEGEND

- * OR AS SHOWN ELSEWHERE ON THE PLANS.
- ** THE SPEED ON R2-1 AND W3-5 SIGNS SHALL BE 10 MPH LESS THAN THE POSTED SPEED LIMIT UNLESS OTHERWISE DIRECTED BY COMMISSION ORDER.
- ◻ FLASHING ARROW PANEL (TYPE "C")
- RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS
- ⊙ TYPE "B" WARNING LIGHTS

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 STANDARD PLAN

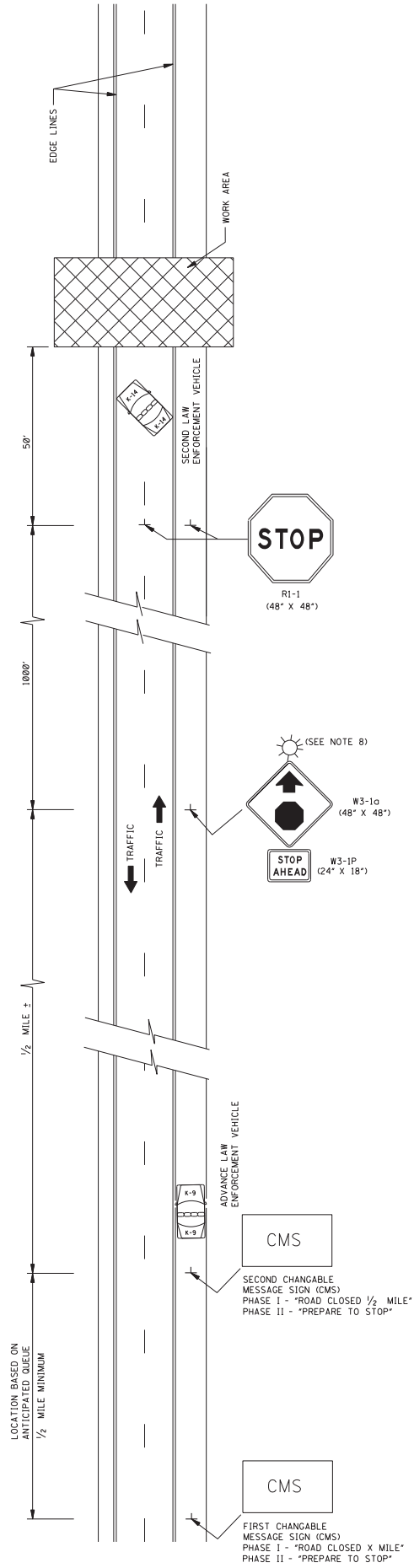
**TRAFFIC CONTROL PLAN
 FOR POSTED SPEED LIMIT
 LESS THAN 65 MPH
 (4-LANE: MEDIUM LANE
 OR OUTSIDE LANE CLOSURE)
 (EXTENDED PERIOD)**

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 STANDARD PLAN

ISSUE DATE: AUGUST 01, 2017

PROJECT NUMBER: 6353

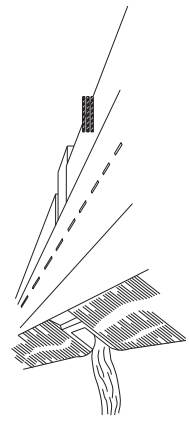
DATE	REVISION	BY



GENERAL NOTES:

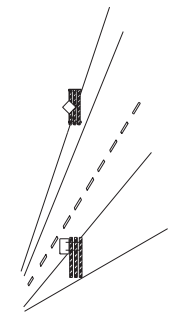
- THIS TYPE OF HIGHWAY CLOSURE SHOULD ONLY BE USED FOR CONSTRUCTION OPERATIONS THAT WILL BE COMPLETED WITHIN 30 MINUTES. AFTER THE HIGHWAY HAS BEEN CLOSED AND REOPENED VIA THE CONTRACT DOCUMENTS, ALL SIGNS SHOULD BE REMOVED OR REPOSITIONED WITHIN 30 MINUTES. SHORT DURATION CLOSURE, EXCEPT WITH THE APPROVAL OF THE ENGINEER.
- AT LEAST TWO LAW ENFORCEMENT OFFICERS AND TWO LAW ENFORCEMENT VEHICLES SHOULD BE PROVIDED ON EACH APPROACH TO THE CLOSURE. EACH LAW ENFORCEMENT VEHICLE SHOULD HAVE A ROOF MOUNTED FLASHING BLUE LIGHT OR LIGHT BAR.
- RESTRICTIONS ON ROAD CLOSURES ARE SPECIFIED IN THE CONTRACT DOCUMENT.
- THE ADVANCE LAW ENFORCEMENT VEHICLE SHOULD BE MOVED BACK AS REQUIRED BY THE QUEUING OF STOPPED VEHICLES.
- IF QUEUE EXCEEDS THE FIRST CHANGABLE MESSAGE SIGN (CMS) AT ANY TIME DURING A CLOSURE, THE TRAFFIC CONTROL PLAN SHOULD BE ADJUSTED AS NECESSARY, WITH APPROVAL OF THE ENGINEER.
- TRAFFIC CONTROL FOR THE CLOSURE SHOULD BE ACCOMPLISHED IN THE FOLLOWING ORDER:
 - FIRST CHANGABLE MESSAGE SIGN (CMS)
 - SECOND CHANGABLE MESSAGE SIGN (CMS)
 - ADVANCE LAW ENFORCEMENT VEHICLE, LIGHTS AND FLASHERS ON.
 - "W3-1a (48" X 48") AND "W3-1P (24" X 18") SIGNS ERECTED.
 - "R1-1 (48" X 48") SIGNS ERECTED TO STOP TRAFFIC. THE ORDER OF ERECTION SHOULD BE IN THE FOLLOWING ORDER: RIGHT SHOULDER THEN CENTER.
 - SECOND LAW ENFORCEMENT VEHICLE, LIGHTS AND FLASHERS ON.
- TRAFFIC CONTROL SHOULD BE REMOVED IN THE FOLLOWING ORDER:
 - WITH TRAFFIC STOPPED REMOVE THE "R1-1 SHOULDER IN THE FOLLOWING ORDER: CENTER THEN SIGN ON THE RIGHT SHOULDER. SECOND LAW ENFORCEMENT VEHICLE LEADS TRAFFIC THROUGH WORK AREA.
 - AFTER ALL STOPPED VEHICLES HAVE STARTED MOVING, THE "W3-1a (48" X 48") AND "W3-1P (24" X 18") SIGNS SHOULD BE REMOVED. THESE SIGNS MAY BE COVERED IF RE-USE IS IMMINENT.
 - AFTER ALL VEHICLES HAVE RESUMED APPROXIMATELY NORMAL SPEED, THE CHANGABLE MESSAGE SIGNS TURNED OFF.
- UNILLUMINATED SECTIONS OF HIGHWAYS SHOULD NOT BE CLOSED DURING HOURS OF DARKNESS EXCEPT FOR EMERGENCIES OR WITH THE APPROVAL OF THE ENGINEER. IF DARKNESS OCCURS DURING HOURS OF DARKNESS, A TYPE B HIGH INTENSITY FLASHING BARRICADE WARNING LIGHT SHALL BE USED ON EACH W3-1a SIGN.
- IF AN ENTRANCE RAMP IS LOCATED BETWEEN THE SECOND CMS AND R1-1, THE CMS, SIGNS SHOULD ALSO BE ERECTED ON THE RAMP SHOULDER.
- THE ABOVE DURATION WILL APPLY TO EACH APPROACH TO THE CLOSURE.
- ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC, INCLUDING SECURING LAW ENFORCEMENT SERVICES.

DATE	BY	REVISION



WING BARRICADES

- WING BARRICADES ARE TYPE III BARRICADES ERECTED ON THE SHOULDER ON ONE OR BOTH SIDES OF THE PAVEMENT TO GIVE THE SENSATION OF A NARROWING OR RESTRICTED ROADWAY. WING BARRICADES MAY BE USED AS A MOUNTING FOR THE ADVANCE WARNING SIGNS OR FLASHERS.
 - IN ADVANCE OF A CONSTRUCTION PROJECT EVEN WHEN NO PART OF THE ROADWAY IS ACTUALLY CLOSED.
 - IN ADVANCE OF ALL BRIDGE OR CULVERT WIDENING OPERATIONS.

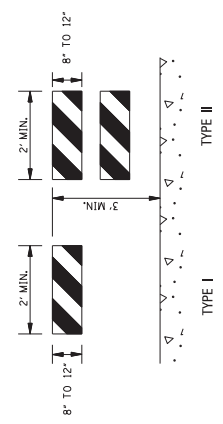


BARRICADE CLOSING A ROAD

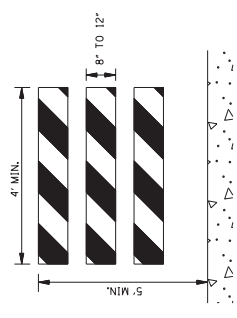
BARRICADE CHARACTERISTICS

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

- * 1. FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED.
- ** 2. BARRICADES INTENDED FOR USE ON EXPRESSWAYS, FREEWAYS AND OTHER HIGH SPEED ROADWAYS SHALL HAVE A MINIMUM OF 270 IN² OF REFLECTIVE AREA FACING TRAFFIC.



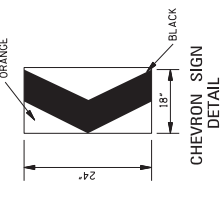
TYPE I



TYPE II

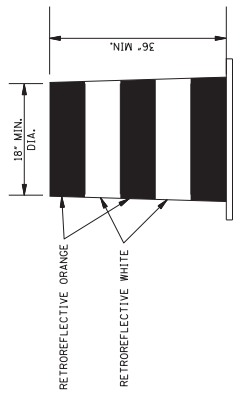
STANDARD BARRICADES

- THE MARKING FOR BARRICADE RAILS SHALL BE ORANGE AND WHITE (SLOPING DOWNWARD AT AN ANGLE OF 45° IN THE DIRECTION TRAFFIC IS TO PASS).
- RAIL STRIPE SHOULD BE 6 INCHES EXCEPT THAT 4-INCH WIDE STRIPES MAY BE USED IF RAIL LENGTHS ARE LESS THAN 36 INCHES.
- DO NOT PLACE SANDBAGS OR OTHER DEVICES TO PROVIDE MASS ON THE BOTTOM RAIL THAT WILL BLOCK VIEW OR RAIL FACE.
- FOR ADDITIONAL INFORMATION OR DETAILS: SEE MUTCD, LATEST EDITION.
- BARRICADES ARE CLASSIFIED BY FHWA AS CATEGORY II WORK ZONE DEVICES WHICH REQUIRE CRASHWORTHINESS ACCEPTANCE LETTERS. TO DATE, 2-IN THICK TIMBER RAILS HAVE NOT BEEN SUCCESSFULLY CRASH TESTED. A LIST OF CRASHWORTHY BARRICADES AND OTHER CATEGORY II DEVICES CAN BE FOUND ON FHWA'S WEBSITE: http://safety.fhwa.dot.gov/roadway_dept/policy/guide/road_hardware/cat2.cfm



CHEVRON SIGN DETAIL

- A CHEVRON SIGN CONSISTS OF A BLACK CHEVRON TYPE MARKING ON AN ORANGE BACKGROUND AND SHALL POINT IN THE DIRECTION OF TRAFFIC FLOW.
- THE CHEVRON SIGN SHALL BE MOUNTED ON CRASHWORTHY SUPPORT.
- CHEVRON SIGNS MAY BE USED TO SUPPLEMENT OTHER STANDARD DEVICES WHERE ONE OR MORE LANES ARE CLOSED FOR CONSTRUCTION OR MAINTENANCE. THEY SHOULD BE PLACED APPROXIMATELY 2'-0" BEHIND THE LANE TRANSITION STRIPE.



PLASTIC DRUM STRIPING DETAIL

- PLASTIC DRUMS SHALL BE ON END AND USED AS AN EXPEDIENT METHOD FOR CONSISTENT STRIPING OF ROADWAYS. PLASTIC DRUMS SHALL BE PLACED ON ROADWAYS IN ACCORDANCE WITH MARKING STANDARDS FOR BARRICADE. THE PREDOMINANT COLOR ON PLASTIC DRUMS SHALL BE ORANGE WITH FOUR (4) RETROREFLECTIVE, HORIZONTAL, CIRCUMFERENTIAL STRIPES (2 ORANGE & 2 WHITE) 6" WIDE.
- DRUMS SHOULD NEVER BE PLACED IN THE ROADWAY WITHOUT WARNING SIGNS.
- WHERE PRACTICAL PLASTIC DRUMS SHOULD BE PLACED NO CLOSER THAN 10' FROM THE EDGE OF TRAVELED LANE.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS

REVISION: _____

DATE: _____

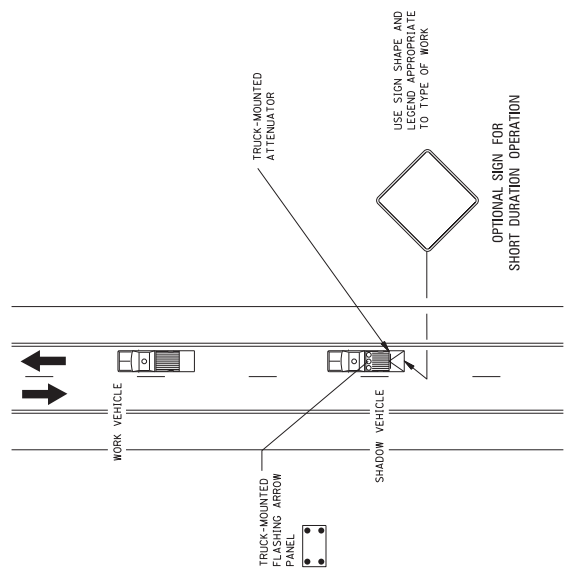
ISSUE DATE: AUGUST 01, 2017

PROJECT NUMBER: _____

PLAN NUMBER: _____

SCALE: _____

MOBILE OPERATIONS ON TWO-LANE ROAD

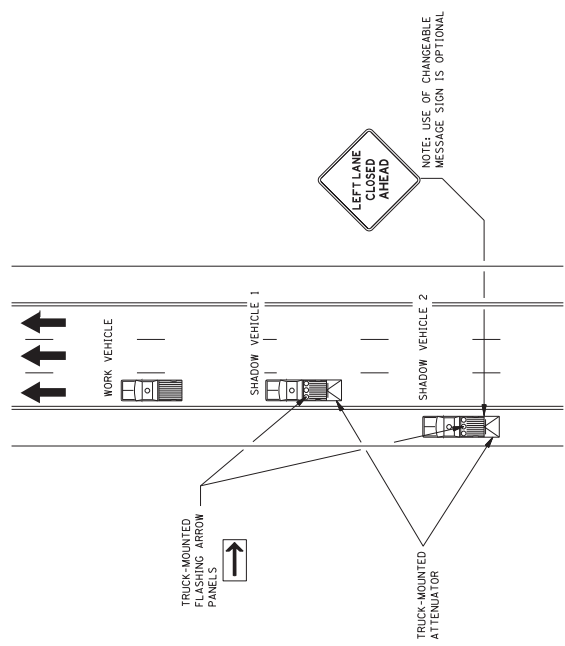


MOBILE OPERATIONS ON TWO-LANE ROAD

NOTES FOR TWO-LANE OPERATION:

1. THESE PRACTICAL AND WHEN NEEDED, THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS. IF THIS CAN NOT BE DONE FREQUENTLY, AS AN ALTERNATIVE, A "DO NOT PASS" SIGN MAY BE PLACED ON THE REAR OF THE VEHICLE BLOCKING THE LANE.
2. THE DISTANCE BETWEEN THE WORK AND SHADOW VEHICLES MAY VARY ACCORDING TO THE TYPE OF OPERATION. SHADOW VEHICLES SHOULD BE USED TO WARN TRAFFIC OF THE OPERATION AHEAD, WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR. THE SHADOW VEHICLE SHOULD MAINTAIN THE MINIMUM DISTANCE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. THE SHADOW VEHICLE SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
3. ADDITIONAL SHADOW VEHICLES TO WARN AND REDUCE THE SPEED OF ONCOMING OR OPPOSING TRAFFIC MAY BE USED. POLICE PATROL CARS MAY BE USED FOR THIS PURPOSE.
4. A TRUCK-MOUNTED ATTENUATOR (TMA) SHOULD BE USED ON THE SHADOW VEHICLE AND MAY BE USED ON THE WORK VEHICLE.
5. THE WORK VEHICLE SHALL BE EQUIPPED WITH BEACONS, AND THE SHADOW VEHICLES SHALL BE EQUIPPED WITH TWO HIGH-INTENSITY FLASHING LIGHTS MOUNTED ON THE REAR, ADJACENT TO THE SIGN. SHADOW AND WORK VEHICLES SHALL DISPLAY FLASHING OR ROTATING BEACONS BOTH FORWARD AND TO THE REAR.
6. VEHICLE-MOUNTED SIGNS SHOULD BE MOUNTED WITH THE BOTTOM OF THE SIGN LOCATED AT A MINIMUM HEIGHT OF 48" ABOVE THE PAVEMENT AND SHALL NOT BE OBTURED BY EQUIPMENT OR SUPPLIES. SIGN LEGENDS SHALL BE COVERED OR TURNED FROM VIEW WHEN WORK IS NOT IN PROGRESS.
7. ARROW BOARD TO BE USED IN CAUTION MODE.
8. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

MOBILE OPERATIONS ON MULTILANE ROAD



MOBILE OPERATIONS ON MULTILANE ROAD

NOTES FOR MULTILANE LANE OPERATION:

1. VEHICLES USED FOR THESE OPERATIONS SHOULD BE MADE HIGHLY VISIBLE WITH APPROPRIATE EQUIPMENT, SUCH AS FLASHING LIGHTS, ROTATING BEACONS, FLAGS, SIGNS, OR ARROW PANELS.
2. SHADOW VEHICLE 2 SHOULD BE EQUIPPED WITH AN ARROW PANEL AND TRUCK MOUNTED ATTENUATOR (TMA), AN APPROPRIATE LANE CLOSURE SIGN SHOULD BE PLACED ON SHADOW VEHICLE 2 SO AS NOT TO OBTURE THE ARROW PANEL.
3. SHADOW VEHICLE 1 SHOULD BE EQUIPPED WITH AN ARROW PANEL AND TRUCK-MOUNTED ATTENUATOR (TMA).
4. SHADOW VEHICLE 2 SHOULD TRAVEL AT A VARYING DISTANCE FROM THE WORK OPERATION SO AS TO PROVIDE ADEQUATE SIGHT DISTANCE FOR TRAFFIC APPROACHING FROM THE REAR.
5. WHEN ADEQUATE SHOULDER WIDTH IS NOT AVAILABLE, SHADOW VEHICLE 2 SHOULD BE ELIMINATED.
6. ON HIGH-SPEED ROADWAYS, A THIRD SHADOW VEHICLE SHOULD BE USED (i.e., VEHICLE 3 ON THE SHOULDER IF PRACTICAL), VEHICLE 2 IN THE CLOSED LANE, AND VEHICLE 1 IN THE CLOSED LANE.
7. ARROW PANELS SHALL BE AS A MINIMUM TYPE B, 60" X 30" IN ACCORDANCE WITH THE CRITERIA PRESENTED IN THE MUTCD.
8. WORK SHOULD NORMALLY BE DONE DURING OFF-PEAK HOURS.
9. VEHICLE-MOUNTED SIGNS SHOULD BE MOUNTED WITH THE BOTTOM OF THE SIGN LOCATED AT A MINIMUM HEIGHT OF 48" ABOVE THE PAVEMENT AND SHALL NOT BE OBTURED BY EQUIPMENT OR SUPPLIES. SIGN LEGENDS SHALL BE COVERED OR TURNED FROM VIEW WHEN WORK IS NOT IN PROGRESS.
10. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

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

REVISION	DATE	BY

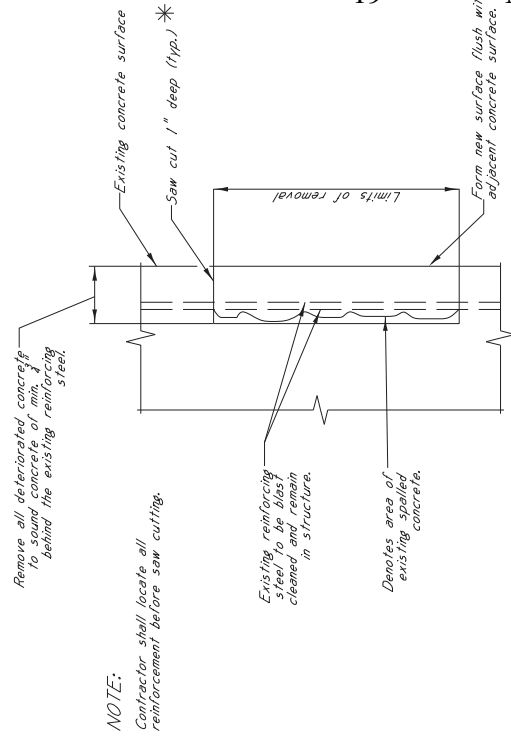
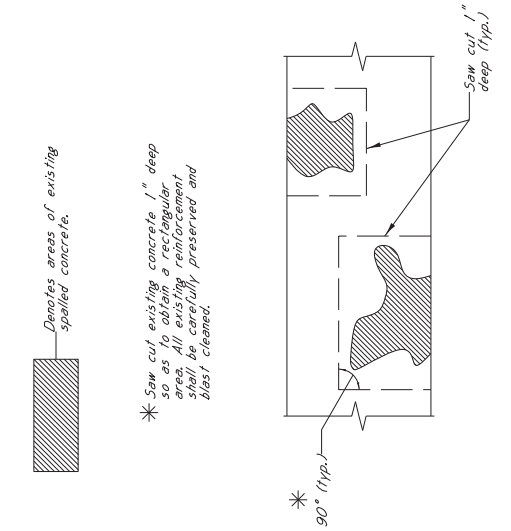
ISSUE DATE: AUGUST 01, 2017

PROJECT NUMBER: 6359

PLAN NUMBER: TCC-9

Epoxy Mortar Repair Notes:

1. Repair concrete spalled areas on the bridge as directed by the Project Engineer using epoxy mortar.
2. Repair all concrete spalled areas listed on this page and as shown on the drawings.
3. Repair any additional concrete spalled areas not listed on this page as directed by the Project Engineer.
4. The Contractor shall determine the depth of reinforcement prior to any saw cutting.
5. Spalled areas where pack rust has developed around or on steel reinforcement shall be blasted clean. Hammers used for removal shall be limited to 30 lbs.
6. All areas of the bridge repaired with epoxy mortar shall be restored to the original dimensions and details as shown in the information plans, unless noted otherwise.
7. Materials:
 - a. Epoxy Resin: Resin shall be selected from the MDOT approved list.
 - b. Silica Sand: Silica sand material shall be bagged general purpose blast cleaning sand.
 - c. Epoxy Mortar Mix: Epoxy mortar mix shall consist of part liquid epoxy and part clean, dry sand mixed in the ratio recommended by the manufacturer.
8. Application: representative of the epoxy manufacturer must be present for sufficient time to ensure the Contractor is properly schooled in the use of the epoxy materials.
 - a. Epoxy mortar shall be in accordance with manufacturer's recommendations.
 - b. Prior to placement of the mortar mix the prepared surface shall be lightly primed with neat epoxy.
 - c. Curing time shall be in accordance with manufacturer's recommendations.
9. The cleaning exposed reinforcement steel, patching material, labor and any miscellaneous materials necessary to complete the repairs as shown shall be paid for on a square feet basis as Bridge Repair, Epoxy Repair. This item shall be bid such that this item may be increased, decreased, or eliminated as directed by the Project Engineer.

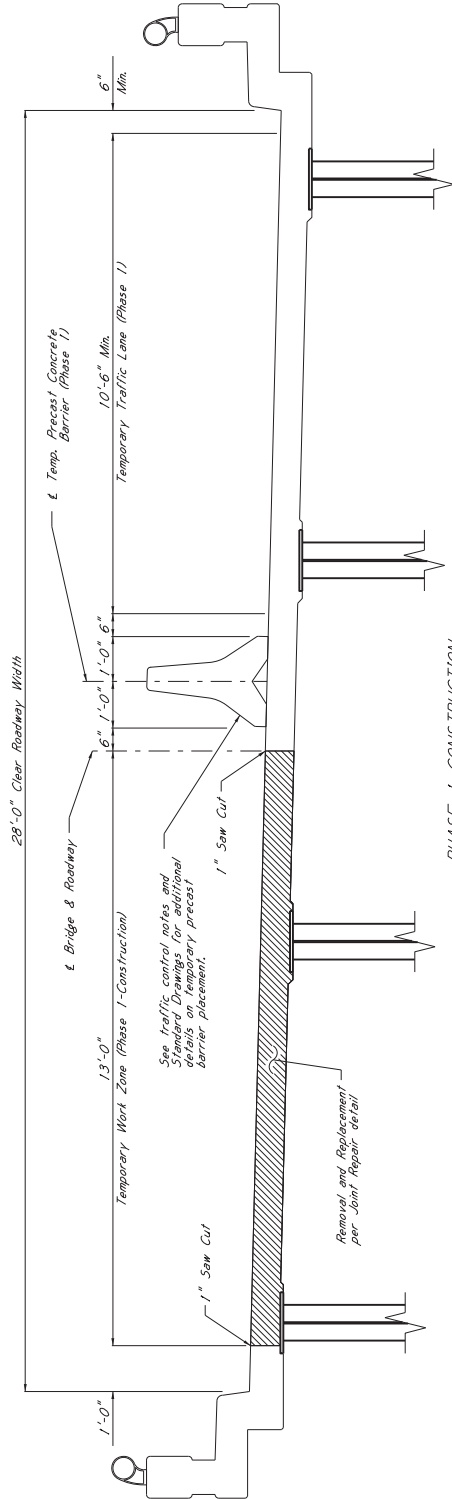


SPALL REPAIR DETAILS

Details above are for spalled areas where rebar is exposed.

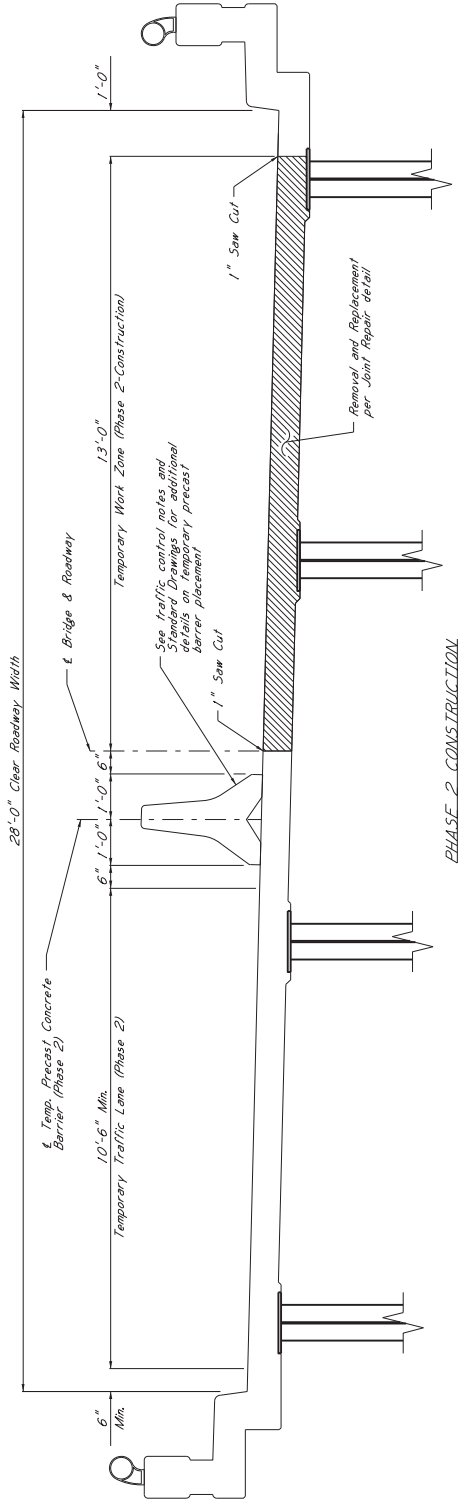
Locations To Be Repaired:

End Bent No. 4 wing wall on the north end of the bridge
Paving Overhang at End Bent No. 4 on the east edge of the bridge



PHASE 1 CONSTRUCTION

Showing Bridge Deck Typical Section and Median Barrier Placement
At End Bent No. 1, End Bent No. 4 Similar by Orientation



PHASE 2 CONSTRUCTION

Showing Bridge Deck Typical Section and Median Barrier Placement
At End Bent No. 1, End Bent No. 4 Similar by Orientation

NOTES ON ASSOCIATED ITEMS OF WORK:

- 907-823-8001 SAW CUT, TYPE I
Description: The Saw Cut Depth Shall Be Equivalent To The Installation Depth Required By The Manufacturer's Specifications. The Saw Cut Type Shall Be The Same As The Preformed Joint Seal Selected.
- 907-823-4001 PREFORMED JOINT SEAL, TYPE I
907-823-4002 PREFORMED JOINT SEAL, TYPE II
Description: The Manufacturer's Required Joint Preparation, The Joint Free Of Debris With Compressed Air And Placement Of The New Preformed Joint Seal.
- 907-808-A002 JOINT REPAIR WITH EPDMY
Description: Shall Include The Work Necessary To Repair Joints In Preparation For The Placement Of New Expansion Material, As Designed In The Detail Drawings Provided. Epoxy Mortar Seal Also Be Included Under This Item Of Work. Removal Of Existing Silicone Sealed, Compression, And AC Sealed Joint Repairs Shall Be In Accordance With The Applicable Provisions Of Section 808 Of The Specifications And Any Other Sections Specified Therein.
- 907-824-PP003 BRIDGE REPAIR NEW CONSTRUCTION OF BRIDGE DECK
Description: Shall Include The Work Necessary To Remove And Replace The Bridge Deck, As Designed In The Detail Drawings Provided. The Specified Full Depth Of Bridge Deck Shall Be Removed Along The Entire Width. Contract Unit Price Along The Length Of The Bridge Deck.

Damage Caused To Other Elements Of The Structure Or Roadway While Completing This Item Of Work Shall Be Repaired By The Contractor At No Cost To The Department.

Prior To Placing New Concrete, All Concrete Surfaces That Will Be In Contact With The New Concrete Shall Be Painted With An Approved Epoxy Binder Designed To Bond New Concrete To Old.

New Concrete Shall Be High Early Strength Bridge Concrete, As Follows:
The concrete mixture design shall be furnished by the Contractor for approval by the Materials Division. Mixture design parameters are as follows:
Required Strength: 2500 psi prior to releasing to traffic
Total Air Content: 3-6 %
Maximum Slump: 6 inches
Non-chloride based accelerator may be used if the ambient temperature is 50°F or less, but shall not be used if the ambient temperature is greater than 50°F. Synthetic structural fibers shall be used. The Contractor shall select a manufacturer from MDOT's Approved Products List, and the manufacturer's recommendations shall be followed for the dosage rate.
Curing is to be continuous until 2500 psi is attained. Traffic is to be diverted from the repair area until this value is reached. The Contractor may use the Maturity Method per Section 907-808 to estimate the concrete strength. However, final acceptance of the replace concrete shall be determined by eight concrete test cylinders, which shall be cured in a container near the concrete placement. Two cylinders are to be tested at 3, 16, and 28 day intervals. The two remaining cylinders shall be used to determine the 28-day compressive strength of the concrete.

The Removal Of Existing Expansion Material Shall Be Considered An Existing Item Of 907-824-PP003 Bridge Repair, Removal Of Bridge Deck. Refer To The Corresponding Joint Repair Detail Sheet For Additional Details On The Associated Items Of Work.

GENERAL NOTES:

- Specifications, Mississippi Standard Specifications For Road And Bridge Construction, 200 Edition, Shall Apply.
- Approval Of The Director Of Structures, State Bridge Engineer, Must Be Obtained Prior To Design Or Construction Procedure. Any Changes To Detail Or Contract Price Adjustment Will Not Be Cause For Contract Price Adjustment. Work For Which No Pay Item Is Provided In The Proposal Will Be Paid For Correctly And Shall Therefore Be Considered An Associated Item Of Work.

*** 1" SAWCUT NOTES:**

All 1" Sawcuts Shall Be Considered An Associated Item Of Work. The Contractor Shall Be Responsible For Making The Sawcut Before Making Any Sawcuts. The Depth Of The Sawcut Shall Be No More Than 1/2" From The Top Surface. The Sawcut Shall Be Repaired To The Satisfaction Of The Engineer At No Cost To The State.

*** REMOVAL OF BRIDGE DECK:**

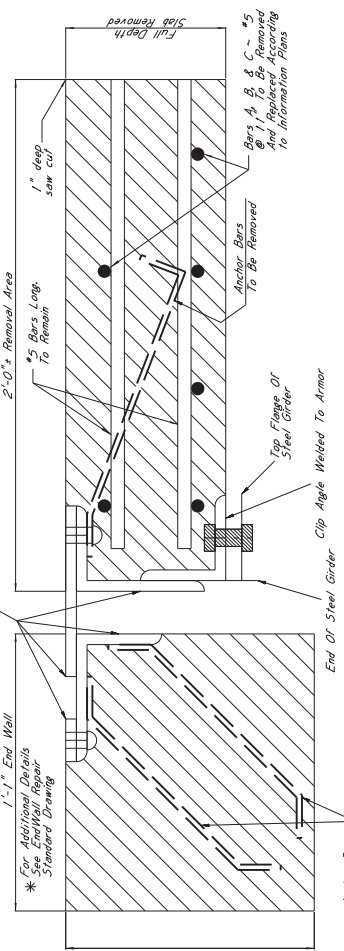
Removal Of Bridge Deck To Be Performed By Using Hammers, No Larger Than 30 Pounds, Paid For Under Pay Item No. 907-824-PP003, Bridge Repair, Removal Of Bridge Deck.

*** NOTE:**

Removal Of Existing Joint Material Will Be Considered An Associated Item Of Enwall Repair And Removal Of Bridge Deck.

*** PERMISSIBLE TRANSVERSE REINFORCEMENT LAP SPLICE:**

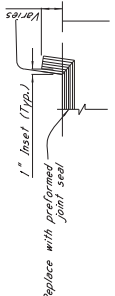
* s ~ 1'-1"



TYPICAL SECTION AT EXISTING JOINT
Showing Existing Expansion Device To Be Removed And Replaced With Preformed Joint Seal

Sawcut Depth & Limits of Joint Preparation Varies (Per Manufacturer's Specifications)

Anchor Bars To Be Removed
* Enwall removal per Repair Standard Drawings



*** PART ELEVATION AT END OF SPAN**

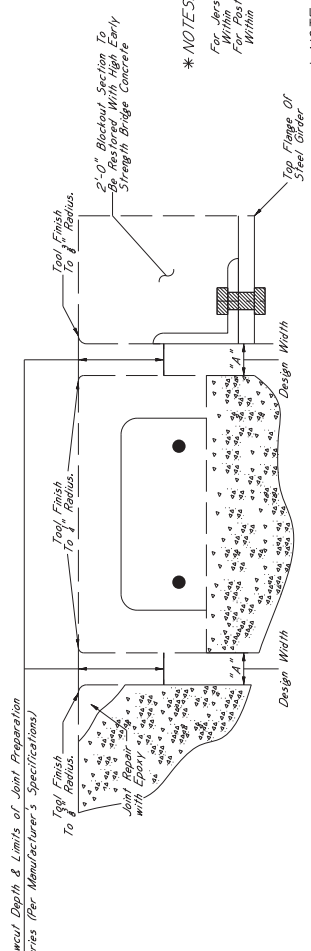
For Jersey Slab Barriergs, The Minimum Required Vertical Joint Seal Dimension For Post And Beam Barriergs, The Minimum Required Vertical Joint Seal Dimension Within The Barrierg Is 6".

*** NOTES:**

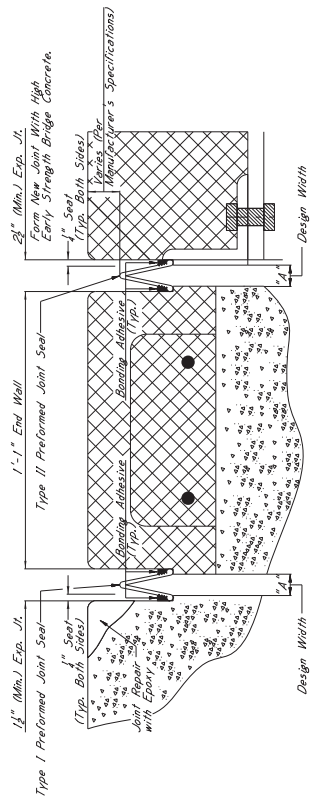
Design Width "A" Is Defined As The Actual Measured Joint Width.

*** NOTE:**

Design Width "A" Is Defined As The Actual Measured Joint Width.



TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL
Showing Limits Of Joint Preparation For Application Of New Joint Seal Materials



TYPICAL SECTION AT SAWCUT & JOINT REPAIR
Showing Sealed Joint After Saw Cut And Application Of Joint Seal Material

Joint Seal Be Sealed At Their Design Widths. Dimension "A" Which Is Defined As Seal Provided On Both Sides Of The Joint. The Preformed Joint Seal Shall Be Used For Design Widths Less Than 2". Preformed Joint Seal, Type I Shall Be Used For Design Widths Greater Than Or Equal To 2" With The Maximum Design Width Of Expansion Material Shall Be Required As Directed By The Director Of Structures, State Bridge Engineer. It Is The Contractor's Responsibility To Ensure That The Size Of Expansion Material Is Appropriate For The Width Of The Joint.

STATE	PROJECT NO.
MISS.	

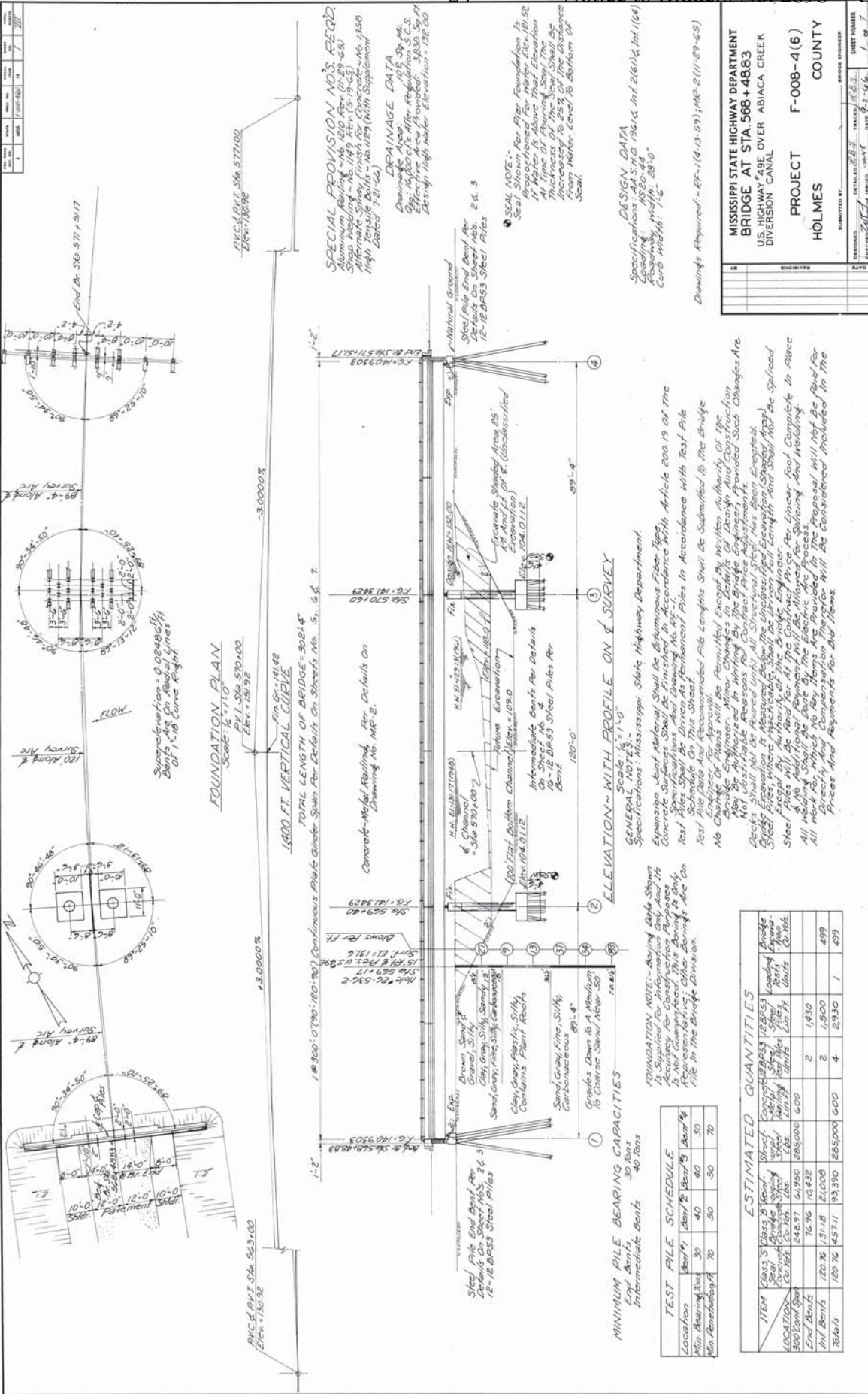
11600

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

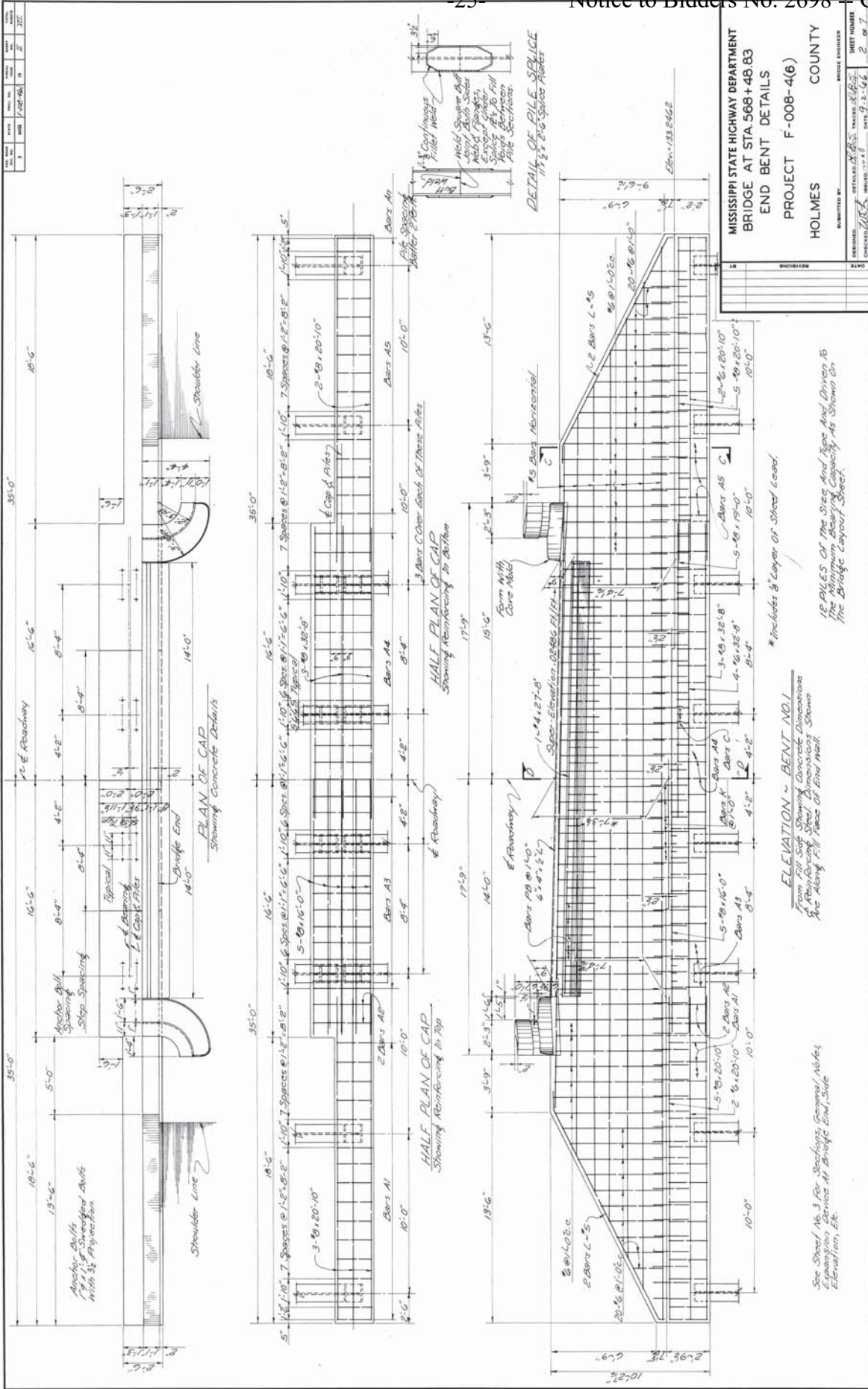
NO
SUMMARY OF QUANTITY
NOR
RECAP SHEETS

FORMED	REPAVED	TRAISED	DATE
CHECKED	DESIGNED		

WORKING NUMBER
SHEET NUMBER



FOR INFORMATION ONLY: PROJECT NO. BR-0008-04(068)

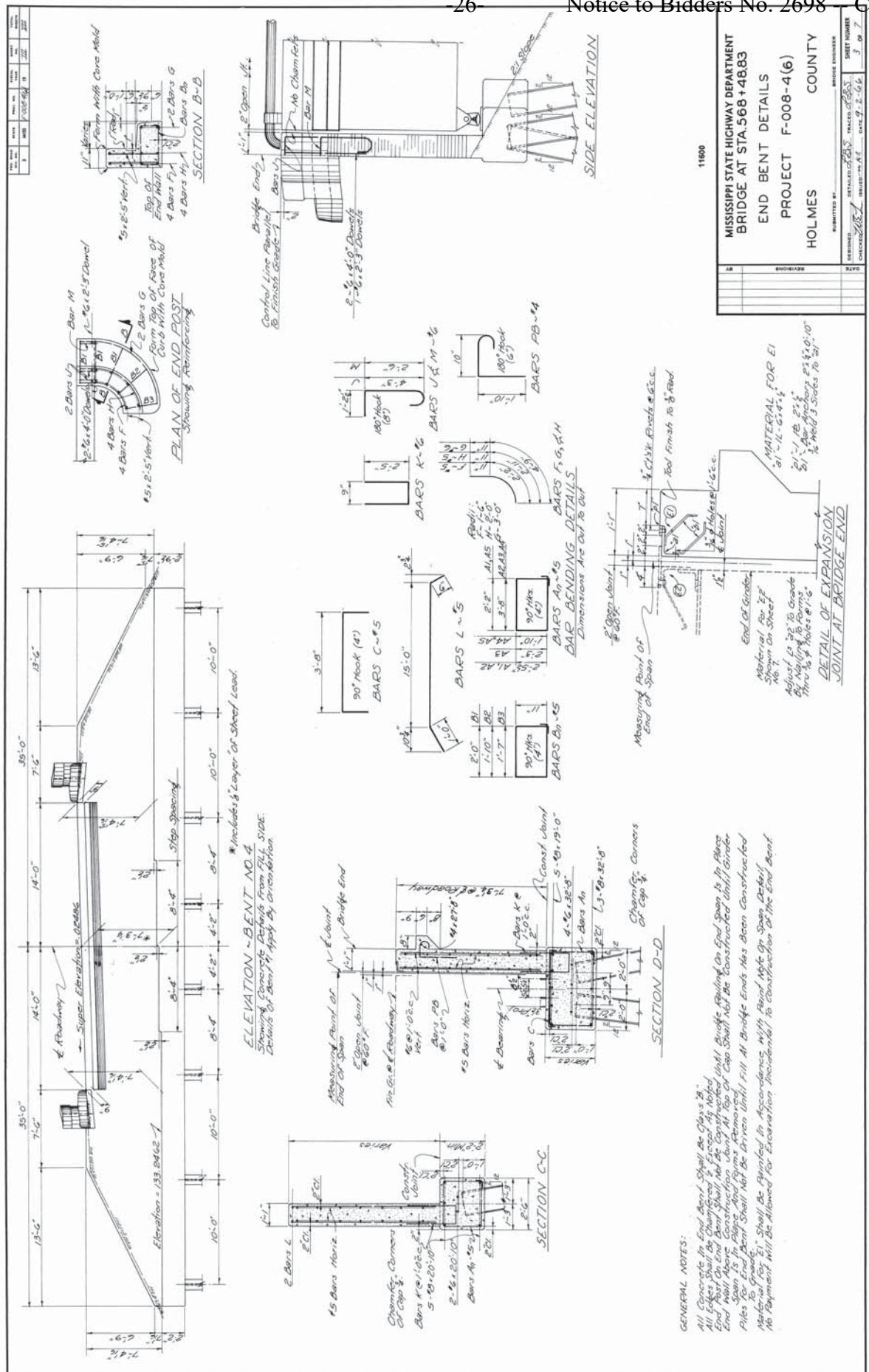


PROJECT NO.	F-008-4(6)
COUNTY	HOLMES
BRIDGE NO.	AT STA 568 + 48.83
DEPARTMENT	MISSISSIPPI STATE HIGHWAY DEPARTMENT
DATE	9-2-66
SCALE	AS SHOWN
SHEET NUMBER	2 OF 7

* Includes 8" Layer of Slab Lead.
 18 PILES OF THE SIZE AND TYPE AND DRIVEN TO THE MINIMUM BEARING CAPACITY AS SHOWN ON THE BRIDGE LAYOUT SHEET.

ELEVATION - BENT NO. 1
 From Full Size Showing Concrete Dimensions of Reinforcing Steel Dimensions Shown Are Along Face of End Wall.

See Sheet No. 3 for Stationing, Grades, Notes and Elevation, etc.



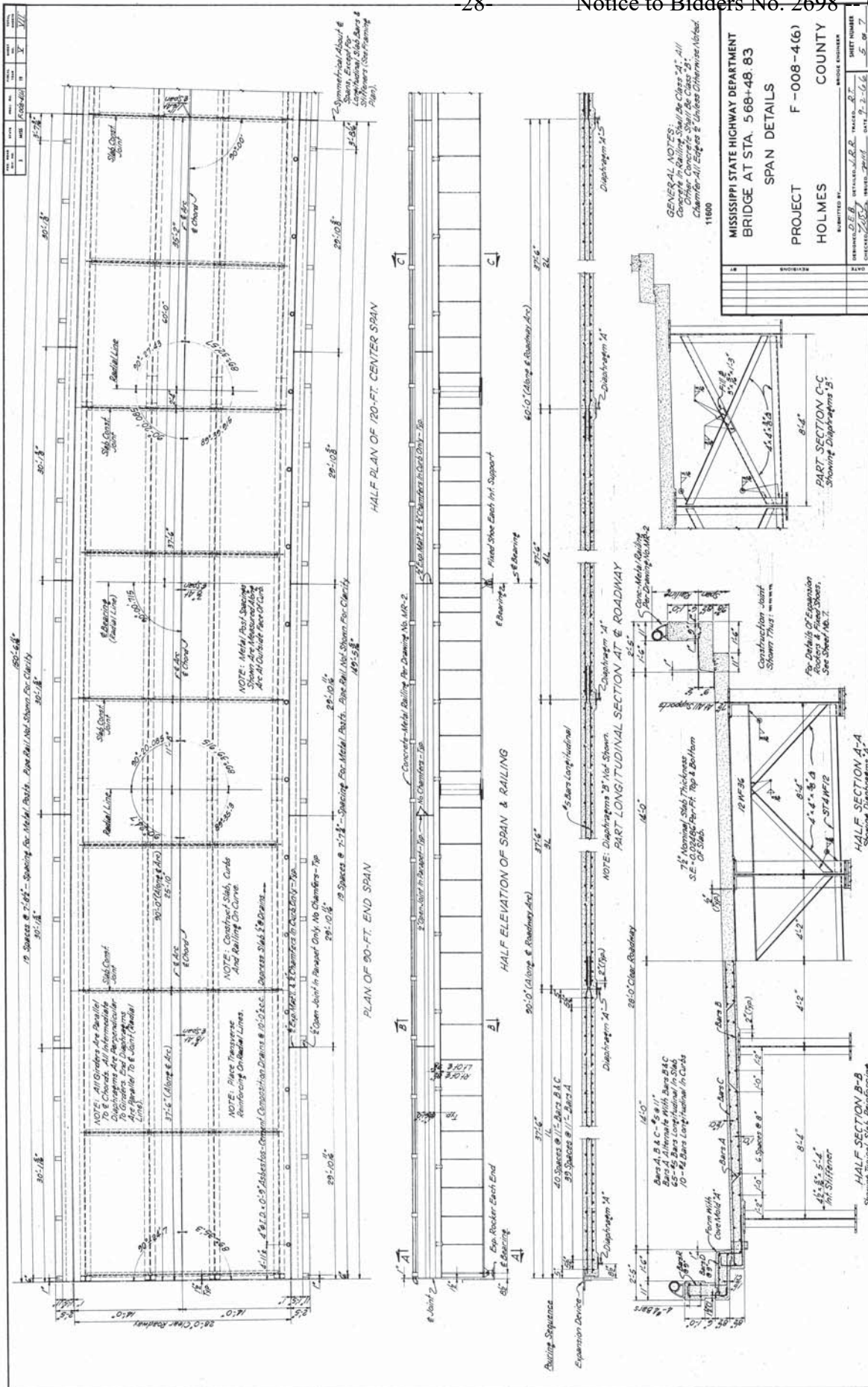
11800
MISSISSIPPI STATE HIGHWAY DEPARTMENT
BRIDGE AT STA. 568 + 48.83
END BENT DETAILS
PROJECT F-008-4(6)
HOLMES COUNTY

DATE: 9-2-66
SHEET NUMBER: 3 OF 7

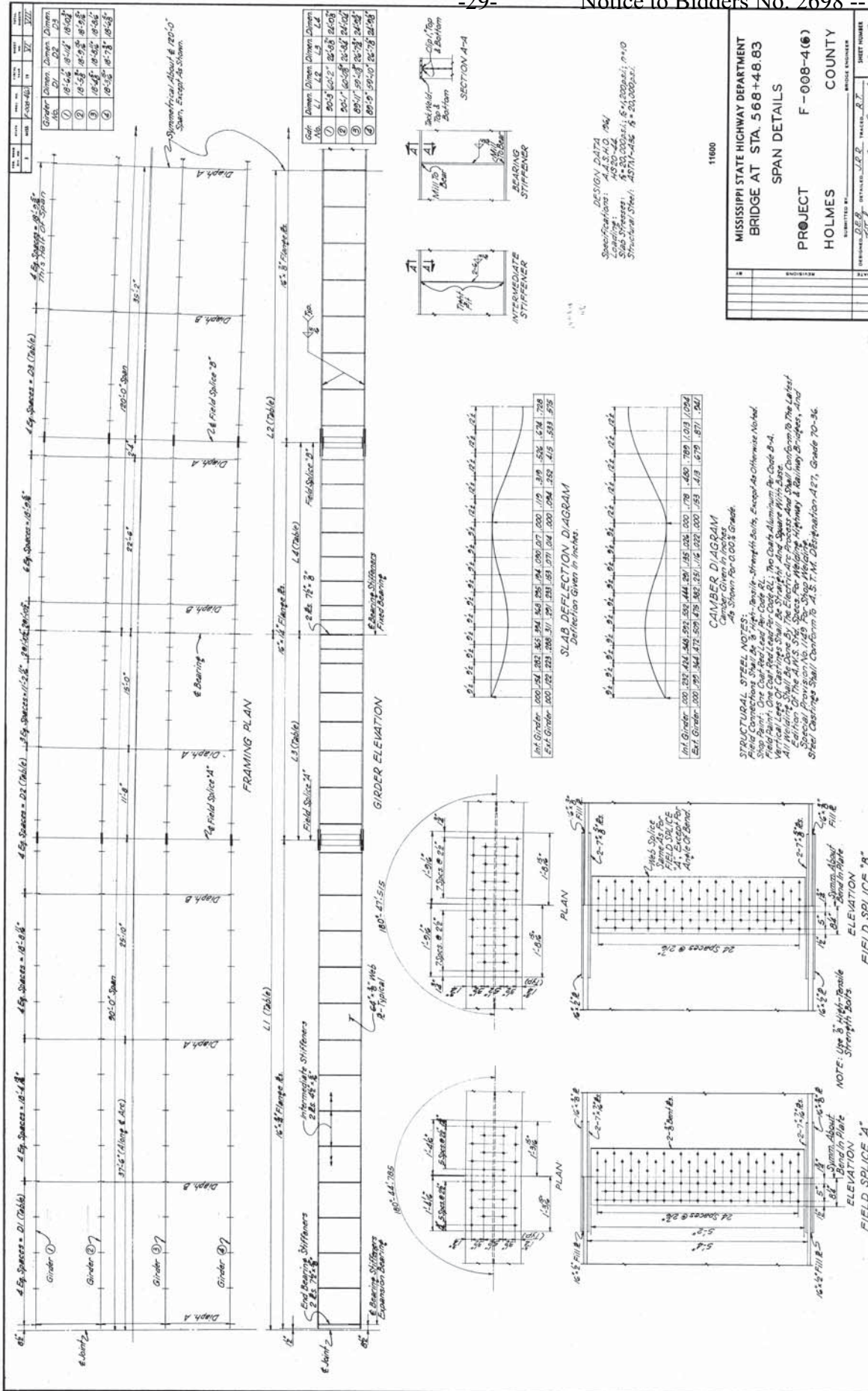
FOR INFORMATION ONLY: PROJECT NO. BR-0008-04(068)

SHEET NO. 11600 DATE 7-2-66 DRAWN BY J.E. BROWN CHECKED BY J.E. BROWN APPROVED BY J.E. BROWN	<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <h3 style="text-align: center;">DETAIL OF FILE SPLICE</h3> <p style="font-size: small;">11/8" x 2/8" Splice Plates</p> </div> <div style="width: 40%;"> <h3 style="text-align: center;">BAR BENDING DETAILS</h3> <p style="font-size: x-small;">Dimensions Are Out To Out.</p> </div> <div style="width: 30%;"> <h3 style="text-align: center;">FOOTING PLAN</h3> <p style="font-size: x-small;">GENERAL NOTES: 1. All Concrete Shall Be Class 24. 2. All Rebar Shall Be Class 30. 3. Steel Concrete Shall Be Class 30. 4. 5/8" Dia. Steel Plates Shall Be Class 30. 5. 1/2" Thick Steel Plates Shall Be Class 30.</p> </div> </div>
<h3 style="text-align: center;">HALF PLAN OF CAP</h3> <p style="font-size: x-small;">Showing Concrete Dimensions</p>	<h3 style="text-align: center;">ELEVATION</h3> <p style="font-size: x-small;">PILE NOTE: Piles Shall Be The Size & Type & Drive to The Minimum Bearing Capacity Shown On The Bridge Layout Sheet</p>
<h3 style="text-align: center;">HALF PLAN OF CAP</h3> <p style="font-size: x-small;">Showing Reinforcing Steel In Top</p>	<h3 style="text-align: center;">END ELEVATION</h3>

FOR INFORMATION ONLY: PROJECT NO. BR-0008-04(068)

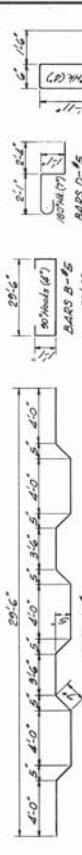
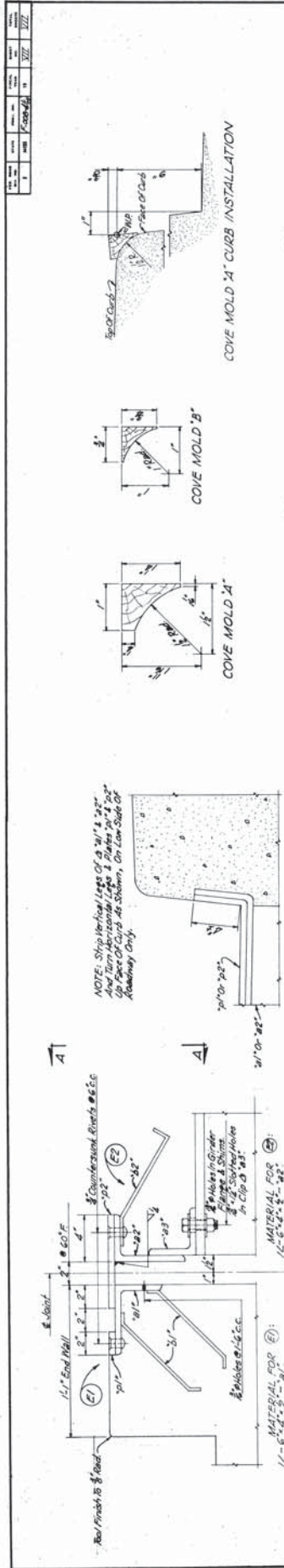


FOR INFORMATION ONLY: PROJECT NO. BR-0008-04(068)



FOR INFORMATION ONLY: PROJECT NO. BR-0008-04(068)

MISSISSIPPI STATE HIGHWAY DEPARTMENT
 BRIDGE AT STA. 568+48.83
 SPAN DETAILS
 PROJECT F-008-4(6)
 HOLMES COUNTY
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 DATE: 7-3-54
 SHEET NUMBER: 6 OF 7



11600			
MISSISSIPPI STATE HIGHWAY DEPARTMENT	BRIDGE AT STA. 568+48.83		
SPAN	DETAILS		
PROJECT F-008-4(6)	COUNTY		
HOLMES	HOLMES		
PREPARED BY: D.L.B.	REVIEWED BY: J.R.R.	TRACED BY: R.T.	SHEET NUMBER
CHECKED BY: J.L.H.	DATE: 9-2-56		7 OF 7

FOR INFORMATION ONLY: PROJECT NO. BR-0008-04(068)

Bridge Repair on US 49 East Over Abiachia Creek (Bridge No. 239.5), known as Federal Aid Project No. STP-0008-04(068) / 108421301 in Holmes County.

Line no.	Item Code	Adj Code	Quantity	Units	Description[Fixed Unit Price]
Roadway Items					
0010	618-A001		1	Lump Sum	Maintenance of Traffic
0020	618-B001		1	Square Feet	Additional Construction Signs (\$10.00)
0030	619-A1002		2,160	Linear Feet	Temporary Traffic Stripe, Continuous White
0040	619-A2002		2,800	Linear Feet	Temporary Traffic Stripe, Continuous Yellow
0050	619-A6002		96	Linear Feet	Temporary Traffic Stripe, Legend
0060	619-F1001		940	Linear Feet	Concrete Median Barrier, Precast
0070	619-F2001		940	Linear Feet	Remove and Reset Concrete Median Barrier, Precast
0080	619-G7001		12	Each	Warning Lights, Type "B"
0090	619-G8001		13	Each	Warning Lights, Type "C"
0100	620-A001		1	Lump Sum	Mobilization
0110	626-C001		3,640	Linear Feet	6" Thermoplastic Double Drop Edge Stripe, Continuous White
0120	626-E002		3,220	Linear Feet	6" Thermoplastic Double Drop Traffic Stripe, Continuous Yellow
0130	907-619-E3001		2	Each	Changeable Message Sign
0140	907-619-H2002		2	Each	Traffic Signal, Portable, Type 2A
Bridge Items					
0150	907-808-A002	(S)	56	Linear Feet	Joint Repair
0160	907-823-A001		58	Linear Feet	Preformed Joint Seal, Type I
0170	907-823-A002		58	Linear Feet	Preformed Joint Seal, Type II
0180	907-823-B001		58	Linear Feet	Saw Cut, Type I
0190	907-824-PP003		2	Square Feet	Bridge Repair, Epoxy Repair
0200	907-824-PP003		104	Square Feet	Bridge Repair, New Construction of Bridge Deck
0210	907-824-PP003		104	Square Feet	Bridge Repair, Removal of Bridge Deck
0220	907-824-PP006		2	Each	Bridge Repair, Cap Cleaning
0230	907-824-PP006		4	Each	Bridge Repair, Reset Rocker Bearing
0240	907-824-PP008		52	Linear Feet	Bridge Repair, End Wall Repair