

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> 2/17/2021 </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. 3041; SP 907-109-2 replaces SP 907-109-1; Revised Bid Items; 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

The following is my (our) itemized proposal.

NH-0002-03(094)/ 108175301000
Lauderdale County(ies)

Revised 01/26/2016

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
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PROJECT: NH-0002-03(094)/108175301 - Lauderdale

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

02/17/2021 12:50 PM

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3041

CODE: (SP)

DATE: 01/12/2021

SUBJECT: Scope of Work

PROJECT: NH-0002-03(094) / 108175301 – Lauderdale County

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

Work on the project shall consist of the following:

Mill and overlay approximately 10.7 miles of US 45 beginning at pavement change at Station 441+16, Cotton Gin Road, and ending at Station 149+47, which is the pavement change at the Lauderdale and Kemper County Line.

Equations:

Northbound: 894+00BK - 28+78AH

Southbound: 28+54 BK - 894+00AH

Mainline of the existing roadway shall be milled 2” and variable. Subsequent to milling, 2” of 12.5-mm, HT, Polymer Modified, asphalt shall be placed. Intersecting roads and crossovers are to be milled 2” and inlayed with 2” of 12.5-mm, HT, asphalt.

Several areas within the project limits where the asphalt is badly deteriorated, shall require extra depth milling and extra depth asphalt prior to mainline milling and paving. These areas shall be milled to a depth of 5” and variable. Subsequent to the extra depth milling, 3” and variable of 12.5-mm HT asphalt, with a maximum of 3-inch lifts, shall be placed prior to the surface lift being applied. See attached table for location and limits of Extra Depth Milling.

Prior to placement of the asphalt, the shoulders shall be bladed to provide a suitable area for paving. The cost of which shall be included in the price bid for other items. 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, foreslopes, or other adjacent areas as directed by the Engineer and will be an absorbed item.

The bridge end pavement at the north end of bridge # 89.7B has been overlaid with asphalt. The joint at this location will require sawing and sealing. See attached Table for location and quantities.

Guardrail Replacement:

Guardrails shall be replaced at the locations shown on the attached table. Removal of guardrail shall consist of removal of bridge end section, w-beam/thrie beam, terminal end section, posts, and all other appurtenances. All guardrail removed shall be replaced the same day and prior to reopening the adjacent lane of traffic. Voids created by the removal of posts, concrete anchors, footings, etc. shall be backfilled and tamped in accordance with Section 203 of the Standard Specifications. Asphalt shall be extended under the guard rail and two feet (2') behind guard rail post as per the attached detail. The area to be paved shall be bladed to accommodate 2" of 12.5-mm, HT, asphalt. Pavement around guardrail posts is to be blocked out in accordance with the attached drawing. The excavated material shall be retained and used to raise the existing shoulder to match the new pavement elevation. The cost of blading shall be an absorbed item and shall be included in the price of other items bid. Material which cannot be placed and blended in adjacent areas and deemed to be excess excavation by the Engineer shall be removed under pay item 203-G: Excess Excavation. Object markers at bridge approaches and other locations shall be replaced as shown in the attached table. Removal of object markers shall be absorbed in the cost of other items bid. All guard rails, including rail, terminal end sections, bridge end sections, posts and other appurtenances, will become property of the Contractor.

General Notes:

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

Milling:

Traffic will be allowed to travel on the milled surface for seven (7) days. Traffic will be allowed to run on all milled local roads for seven (7) days, unless otherwise stated. Approved mix designs must be on hand prior to milling. Milling operations shall not commence until such time that, in the opinion of the Engineer, weather conditions have been consistently suitable enough to allow the placement of the asphalt pavement after the milling operations.

The reclaimed asphalt pavement (RAP) material removed by the milling operation shall become the property of the Contractor.

Where milling is required, the Contractor shall provide outlets in the existing shoulders at sufficient intervals to prevent pooling or standing water on the milled surface; the cost of which shall be absorbed in other items bid.

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.

Milling operations shall be performed in accordance with the contract documents and the MDOT Standard Specifications. Variable width and length transitions may be required for ties at ramps, local roads, project limits.

Milling of driveway pads shall be conducted in a manner to prevent gouging or otherwise affecting the roadway pavement structure and slope.

Paving:

Work shall be conducted and coordinated in a manner to prevent a longitudinal joint of more than 2¼” where traffic is expected to cross. Adjacent lanes and shoulders shall be brought up to grade as required to prevent drop-offs and as specified in Subsection 618.03.3. Payment for milling, leveling, and granular shoulder work will be made using the appropriate pay items. “Uneven Lanes” signs shall be used as required and as shown on the MDOT Standard Drawings.

Crossovers, as well as publicly maintained roads and streets, shall be paved to the existing right-of-way and in accordance with the attached drawings.

Privately owned entrances shall be paved to the shoulder line per the included typical drawing unless otherwise directed. Pad dimensions shall match the existing lengths and widths unless otherwise directed. Pads shall be shaped horizontally and vertically to prevent excessive drop-offs. Any new driveway pads deemed necessary by the Engineer shall be placed according to specifications. See attached driveway pad detail drawing.

Granular Shoulder Material:

Any material excavated from the existing shoulder during pavement widening operations or as a result of shoulder blading shall be used on 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. Existing material shall be used before any new granular material will be placed. Material which cannot be suitably placed in adjacent areas and deemed to be excess excavation by the Engineer shall be removed from the project site. Payment for removal of excess material will be made using pay item 203-G: Excess Excavation.

Granular material (Size 1 Stabilizer) shall be provided around driveway pads as directed to prevent shoulder drop-offs and shall be placed in a timely manner. Drop-offs exceeding 2½” shall be corrected within two (2) calendar days of the placement of the pad. Stabilizer aggregate shall be used as directed by the Engineer.

Where applicable, the existing shoulders are to be raised to match the new pavement elevation by placing variable depth Granular Material, Crushed Stone. Placement of the granular material on the finished asphalt course shall not be permitted. The existing shoulder shall be scarified to allow incorporation of the new shoulder material. The material shall be bladed, rolled, and compacted to a finished slope of four percent (4%) in normal crown sections. 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%) in normal crown sections. The cost of blading shall be an absorbed item and shall be included in the price of other items bid. Crushed concrete will not be allowed where crushed stone is used for shoulder material.

Temporary and Permanent Pavement Markings:

Temporary traffic stripe will be required immediately after the milling and/or required overlay and prior to opening area to traffic. Temporary stripe is to be placed in the same location and

configuration as the permanent stripe except that it may be offset as required for milling and paving operations. If temporary stripe is offset, the Contractor shall conduct operations in a manner to insure the final temporary stripe is placed at the required location of the permanent stripe. If removal of temporary offset stripe is required in order to achieve the correct location and alignment of permanent stripe, the cost of removal will be absorbed in other items bid. Placing double temporary centerline will not be allowed.

Temporary striping shall conform to finished stripe specifications for alignment, neatness, and straightness.

The use of short strips of traffic tape will not be allowed unless approved by the Engineer.

All permanent striping shall be double drop thermoplastic, 90-mil thickness, unless otherwise specified in Subsection 626.03.1.2. Edge lines will be placed to accommodate the lane widths shown on the attached applicable typical sections unless prevented by field conditions.

Rumble stripe will be placed throughout the project limits in accordance with the attached details and MDOT Standard Drawings.

Traffic Control:

The Contractor shall erect and maintain construction signing and provide all signs and traffic control devices necessary to safely maintain traffic around and through the work areas in accordance with the Traffic Control Plan and the MUTCD. The cost is to be included in the price bid for pay item 618-A: Maintenance of Traffic. Fluorescent orange sheeting shall be used on all construction and traffic control signs except those designated in the plans to be black legend and border on white background.

Standard roadside construction signs, barricades, etc. shall be placed in accordance with the attached tables, drawings, and as directed by the Engineer. W20-1 signs shall be placed on all public road approaches as shown or as directed. Payment for standard roadside construction signs, barricades, etc. will be made using the appropriate pay items.

Temporary asphalt joints (aka paper joints) shall be employed at all locations requiring traffic to traverse an uneven, transverse, pavement joint. Paper joints shall be a minimum of nine feet (9') in length and for the full width of the milled/paved surface. At no time will sand, dirt, or milling be used as a substitute for treated paper.

Permanent Signs:

Permanent signs as listed on the attached tables shall be replaced. Unless otherwise listed in the attached tables, existing posts, anchors, angles/bars, and other components shall be reused. The Contractor shall use new bolts, screws, washers, nuts, etc. of the required sizes in the installation of signs. If required as part of the sign replacement activities, all post, pipe, and I-beam lengths in these plans are estimated. Post lengths for all signs shall be verified in the field by the Contractor prior to fabrication. Where there are "BRIDGE MAY ICE BEFORE ROAD" signs, both signs shall be removed, but only signs shown in the attached table shall be replaced. Installation dates

shall be clearly written in bold black markings on the back bottom half off all signs with a permanent marking stick that is waterproof, fade resistant, and marks on wet or dry surfaces.

Miscellaneous Notes:

It shall be the responsibility of the Contractor to protect existing structures such as pipes, inlets, aprons, bridges, etc. from damage which might occur during construction. The Contractor shall replace or repair, as directed by the Engineer, any structures damaged by the Contractor during the life of the contract. No payment will be made for replacement or repair of damaged items.

Any signs that are in conflict with construction of this project shall be removed and relocated by the Contractor as directed by the Engineer. The cost of which shall be absorbed in other items bid.

Removal of existing raised pavement markers is to be included in the prices of other items bid.

Existing curb at Station 795+00 right of the right lane shall be removed and backfilled with existing material in conjunction with this project. Removal shall be paid under pay item 202-B: Removal of Bituminous Curb.

Ground-In rumble strips will be required on the left and right pavement edge per attached special drawing.

Median cross-over delineators shall be placed at all median cross-overs. Prior to placement, existing delineators shall be removed. All costs associated with removal of the existing delineators shall be included in the price of other items bid.

Existing raised pavement markers shall be removed prior to beginning the overlay operation. No separate measurement will be made for marker removal. The cost shall be included in the price of other items bid.

Prior to opening area to traffic, temporary stripe, either paint or tape, shall be required immediately after milling or overlaying operations. Separate payment will be made for temporary traffic stripe under the appropriate bid schedule pay items. Temporary stripe shall be placed in the same location and layout as permanent stripe.

All permanent striping will be thermoplastic. High performance raised pavement markers will be place at 80-foot intervals in tangents and 40-foot intervals in curves and as required at entrance/exit ramps. High performance raised pavement markers will be placed at intersecting local roads per the attached drawing.

On a daily basis, The Contractor shall 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 shall be included in the prices of other items bid. Failure of the Contractor to remove the 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.

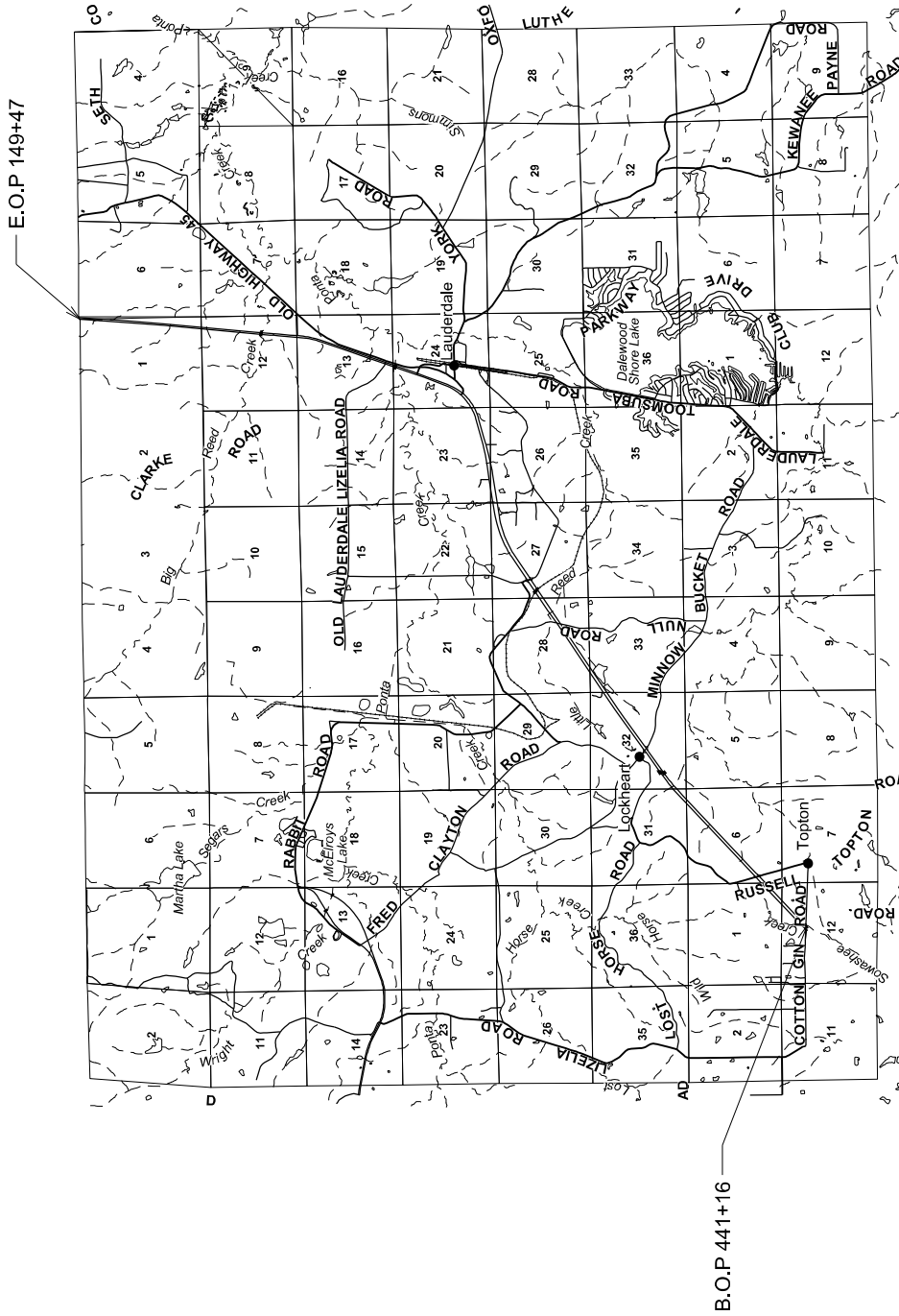
Incidental work such as removing vegetation, removing and resetting signs, shaping and compacting shoulders, removing excess asphalt material, project clean-up, and other incidental work necessary to complete the work will not be measured for separate payment and will be considered included in the prices of other items bid.

Throughout the life of the project and until the partial or full maintenance release, all dead or dying trees within the ROW as identified by the Project Engineer shall be cut and removed from the mowing areas. The initial pass of tree cutting/removal shall be prior to the milling/overlay portion of the project and at the locations shown in the attached table. If additional trees are discovered after the overlay has been completed, the Contractor shall cut the trees as directed by the Engineer and shall take precautions to prevent damage to the roadway, stripe, guardrails, and other structures. If the tree is located in the non-mowing area, the stump shall not be left more than 1 foot above the ground line. The cut tree (trunk, top, and limbs) may be pushed into the adjacent wooded area of the ROW. If the tree is located in an open area of the ROW and would cause an unsightly view, it shall be removed from the ROW or moved into a wooded area on the project designated by the Engineer. The stumps of such trees shall be cut off flush with the ground line. No separate payment will be made for transporting or removing trees. The Contractor shall coordinate the activities with local utilities if any trees pose danger to utility lines. Appropriate traffic control shall be used for all tree cutting and disposal operations.

It is the Contractor's responsibility to contact MS 811 anytime that excavation is taking place that may affect Utilities.

Prior to Final Inspection all bridges and curb & gutter are to be swept clean of debris.

NH-0002-03(094) / 108175301
 Lauderdale County
 Hwy 45 from Cotton Gin Rd to Kemper County Line

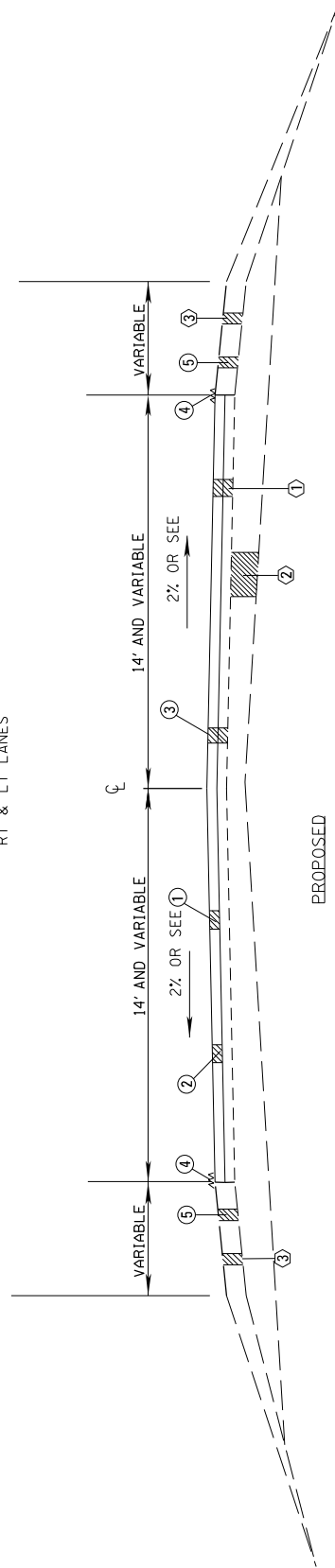


NORTHBOUND EQUATION
 894+00BK = 28+78AH

SOUTHBOUND EQUATION
 28+54BK = 894+00AH

TYPICAL SECTION

MAINLINE
 STA. 441+16(BOP) TO STA. 149+47(EOP)
 RT & LT LANES



PROPOSED

- ① 2" & VAR. DEPTH FINE MILLING RECD
- ② 2" DEPTH ASPHALT RECD (ST), 12.5 mm MIX. HT. POLYMER MODIFIED
- ③ REPAIR FAILED AREAS BY EXTRA DEPTH MILLING AND PLACING 12.5MM HT. ASPHALT PAVEMENT
- ④ GROUND IN RUMBLE STRIP AS PER ATTACHED STANDARD DRAWING
- ⑤ CRUSHED STONE AS NEEDED

EXISTING

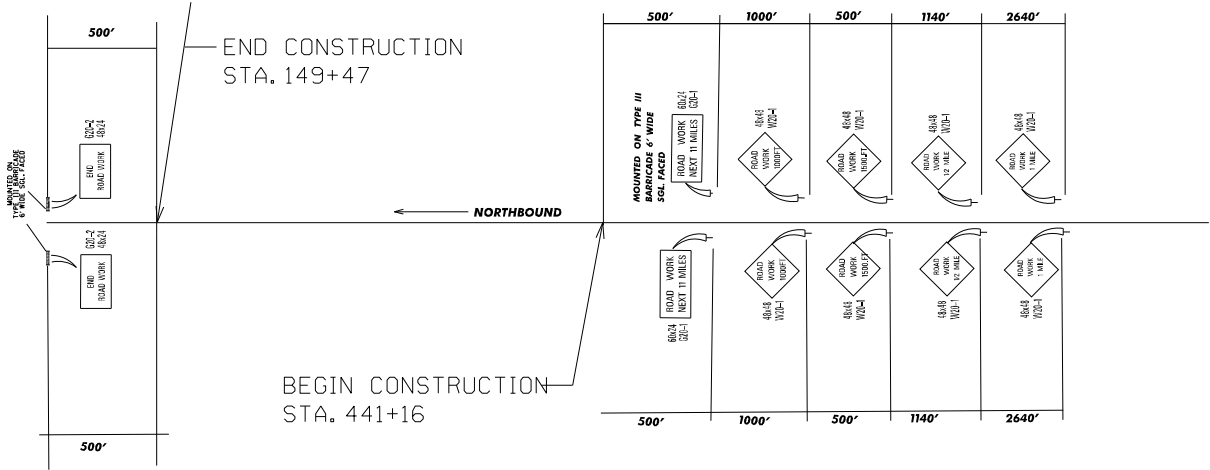
- ① 11"-17" & VARIABLE HMA
- ② 6" OF LIME TREATED SUBGRADE ON 9" OF UNTREATED GRANULAR MATERIAL
- ③ 4" & VARIABLE GRANULAR MATERIAL IN PLACE

SAFETY EDGE REQ'D TOP 2 LIFTS ONLY
 (NOT A PAY ITEM)

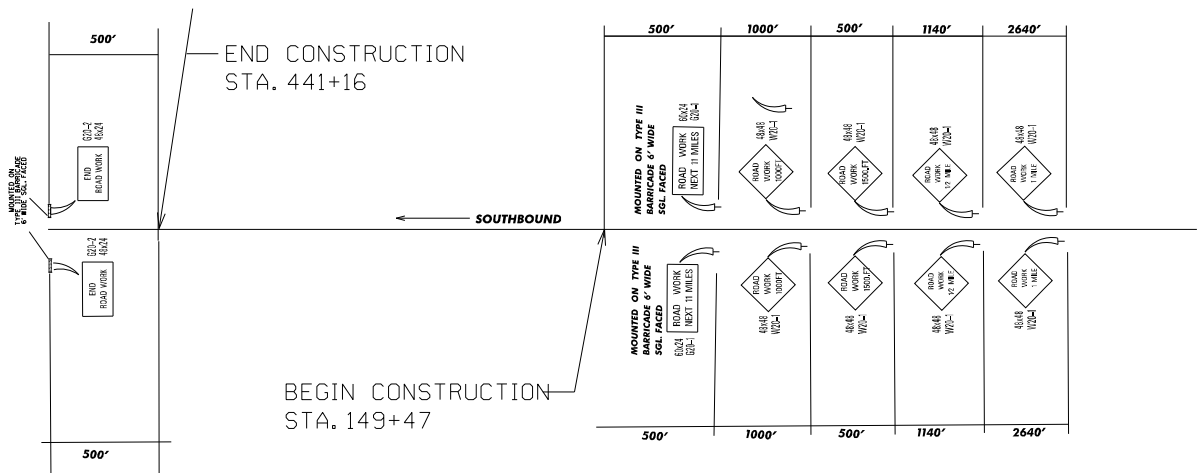
NORTHBOUND EQUATION 28+78AH
 894+00BK = 28+78AH

SOUTHBOUND EQUATION 28+54BK = 894+00AH

DETAIL OF CONSTRUCTION SIGNING NORTH BOUND NH-0002-03(094) / 108175 301000



DETAIL OF CONSTRUCTION SIGNING SOUTH BOUND NH-0002-03(094) / 108175 301000



108175/301000						
HWY 45 FROM COTTON GIN RD. TO KEMPER CO. LINE						
CONSTRUCTION SIGNS						
Barricade	Sign	Deminsions	S.F.	Description	QTY.	L.F.
Type III		6'		Single Faced	8	48
	W20-1	48"x48"	16	Roadwork Ahead	15	240
	G20-1	60"x24"	10	Road Work Next 11 Miles	4	40
	W20-1	48"x48"	16	Road Work Next 500 FT	4	64
	W20-1	48"x48"	16	Road Work Next 1000 FT	4	64
	W20-1	48"x48"	16	Road Work Next 1500 FT	4	64
	W20-1	48"x48"	16	Road Work 1/2 Mile	4	64
	W20-1	48"x48"	16	Road Work 1 mile	4	64
	G20-2	48"x24"	8	End Road Work	4	32
	Total =				32	600
						48

LOCATION OF W20-1 ROADWORK AHEAD SIGNS		
SOUTHBOUND	EA	NORTHBOUND
Russell Tipton Rd.	1	Russell Tipton Rd.
Chip Pickering Rd.	1	Minnow Bucket Rd.
Ethal Clayton Rd.	1	Null Rd.
Beaver Pond Rd.	1	Lauderdale Rd.
		Thornton Rd. 723+50
		Old Hwy. 45
		Extention Rd.
Old Lauderdale Lizellia Rd.	1	Old Lauderdale Lizellia Rd.
		X-over, 45/Old 45 - 875+00
Clarke Rd.	1	

PROJECT NO. 108175/301000
 COUNTY: LAUDERDALE

STANDARD ROADSIDE SIGNS - 0.125" THICKNESS												
STATION	SIGN NUMBER	SIZE (in. x in.)	AREA (sf)	PIPE POSTS (lf)				U POST (lf)		7/16" x 2-1/2" BAR 3.72 lbs/lf	Class "B" Conc (cy)	REMARKS
				3"	3-1/2"	4"	5"	2 lb/ft	3 lb/ft			
662+75	R6 - 1L	36" X 12"	3.00							11.00		MEDIAN
590+55	R6 - 1L	36" X 12"	3.00							11.00		LT/LT/LN
611+50	R6 - 1L	36" X 12"	3.00							11.00		RT/RT/LN
611+50	R6 - 1L	36" X 12"	3.00							11.00		LT/LT/LN
632+50	R6 - 1L	36" X 12"	3.00							11.00		LT/LT/LN
652+50	R6 - 1L	36" X 12"	3.00									NULL ROAD
699+50	R6 - 1L	36" X 12"	3.00							11.00		LT/LT/LN
717+10	R6 - 1L	36" X 12"	3.00							11.00		LT/LT/LN
735+90	R6 - 1L	36" X 12"	3.00							11.00		LT/LT/LN
796+75	R6 - 1L	36" X 12"	3.00									OLD HWY 45 NORTH
61+00	R6 - 1L	36" X 12"	3.00							11.00		RT/RT/LN
78+60	R6 - 1L	36" X 12"	3.00							11.00		RT/RT/LN
56+50	W8 - 13	48" X 48"	16.00			15.47					0.13	LT/LT/LN
840+50	W8 - 13	48" X 48"	16.00			15.47					0.13	LT/LT/LN
681+90	W8 - 13	48" X 48"	16.00			15.47					0.13	LT/LT/LN
575+80	W2 - 1	36" X 36"	9.00									LT/LT/LN
570+00	R1 - 2	36"X36"X36"	3.90									MEDIAN
682+80	R5 - 1	36" X 36"	9.00							12.53		LAUDERDALE ROAD
662+75	R1 - 1	36" OCTAGON	6.25							13.67		MEDIAN
149+47	D3 - 2	66" X 24"										LT/LT/LN
771+60	D3-2	54" X 24"										RT/RT/LN
Total this sheet =			112.15	0.00	0.00	46.41	0.00	0.00	0.00	136.20	55.80	0.39

<p align="center">108175/301000 HWY 45 FROM COTTON GIN RD. TO KEMPER CO. LINE 12.5-MM HT, Asphalt PAVEMENT, Extra Depth Milling</p>						
Lane	Location	Dimintions	S.F.	Asph. Tack Coat (S.Y.)	Asph. Tack Coat (GAL.)	3" 12.5mm HT (TONS)
R/R	550+15 - 551+65	150X15	2,250.00	250.00	25.00	42.19
R/R	553+85 - 555+35	150X15	2,250.00	250.00	25.00	42.19
R/R	624+00 - 631+00	700X15	1,050.00	116.67	11.67	19.69
R/R	674+45 - 675+95	150X15	2,250.00	250.00	25.00	42.19
R/R	677+60 - 679+10	150X15	2,250.00	250.00	25.00	42.19
R/R	804+50 - 806+00	150X15	2,250.00	250.00	25.00	42.19
R/R	33+00 - 34+75	175X15	2,625.00	291.67	29.17	49.22
R/R	48+80 - 50+80	200X15	3,000.00	333.33	33.33	56.25
L/L	143+70 - 146+20	250X15	3,750.00	416.67	41.67	70.31
L/L	127+00 - 137+00	1000X15	15,000.00	1,666.67	166.67	281.25
L/L	115+00 - 122+00	700X15	10,500.00	1,166.67	116.67	196.88
L/L	103+00 - 110+00	700X15	10,500.00	1,166.67	116.67	196.88
L/L	49+20 - 52+70	350X15	5,250.00	583.33	58.33	98.44
L/L	43+75 - 46+95	320X15	4,800.00	533.33	53.33	90.00
L/L	536+00 - 540+00	400X15	6,000.00	666.67	66.67	112.50
L/L	480+00 - 493+00	1300X15	19,500.00	2,166.67	216.67	365.63
R/LN	Chip Pickering Rd	110X20	2,200.00	244.44	24.44	41.25
Total =			95,425.00	10,602.78	1,060.28	1,789.22

108175/301000

HWY 45 FROM COTTON GIN RD. TO KEMPER CO. LINE

GUARD RAIL

STATION	REMOVAL (LF)	Type "A" BRIDGE END SEC. (EA)	Type "D" Mod. BRIDGE END SEC. (EA)	Type "G" Mod. BRIDGE END SEC. (EA)	Type "H" St. Post BRIDGE END SEC. (EA)	W/BEAM (LF)	TERMINAL END (EA)	Single Yellow Delineators (EA)	Single White Delineators (EA)	Object Markers OM-3L (EA)	Object Markers OM-3R (EA)	LANE	LOCATION
551+65	230	1				150			7		1	R/R	Railroad Br.
551+65	230	1				150	1	7		1		L/R	Railroad Br.
675+95	230	1				150	1		7		1	R/R	Railroad Br.
675+95	230	1				150	1	7		1		L/R	Railroad Br.
835+25	230		1			150	1		7		1	R/R	Ponta Creek Br.
835+25	218		1			150	1	7		1		L/R	Ponta Creek Br.
47+10	216				1	150	1		7		1	R/R	Big Reed Creek Br.
47+10	216				1	150	1	7		1		L/R	Big Reed Creek Br.
49+00	216				1	150	1		7		1	L/L	Big Reed Creek Br.
49+00	216				1	150	1	7		1		R/L	Big Reed Creek Br.
837+05	230		1			150	1		7		1	L/L	Ponta Creek Br.
837+05	230		1			150	1	7		1		R/L	Ponta Creek Br.
677+01	230			1		150	1		7		1	L/L	Railroad Br.
677+01	230			1		150	1	7		1		R/L	Railroad Br.
555+73	230			1		150	1		7		1	L/L	Railroad Br.
555+73	230			1		150	1	7		1		R/L	Railroad Br.
Total =	3,612.00	4.00	4.00	4.00	4.00	2,400.00	15.00	56.00	56.00	8.00	8.00		

Cont'd.

108175/301000		
HWY 45 FROM COTTON GIN RD. TO KEMPER CO. LINE		
202-B REMOVAL OF BITUMINOUS CURB		
LOCATION	STATION	TOTAL (LF)
Intersection of Hwy 45 N. and Old Hwy 45 N., R/R	795+00	80
	TOTAL =	80

108175/301000		
HWY 45 FROM COTTON GIN RD. TO KEMPER CO. LINE		
Sawing And Sealing Of Transverse Joints In Asphalt Pavement		
LOCATION	STATION	TOTAL (LF)
N. End of Br. 89.7B, Just N. Of Lauderdale	837+25	30
	TOTAL =	30

108175/301000		
HWY 45 FROM COT. GIN RD. TO KEM. CO. LINE		
Crossover Delineators		
Station	Type I (EA)	Type II (EA)
441+16 - 823+35	80	
823+95		2
841+00 - 149+47	48	
Total =	128	2

108175/301000
HWY 45 FROM COTTON GIN RD. TO
KEMPER CO.

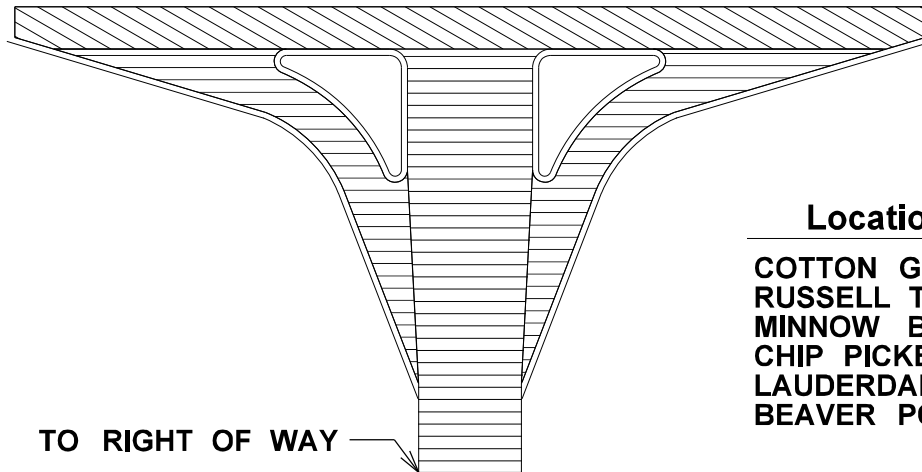
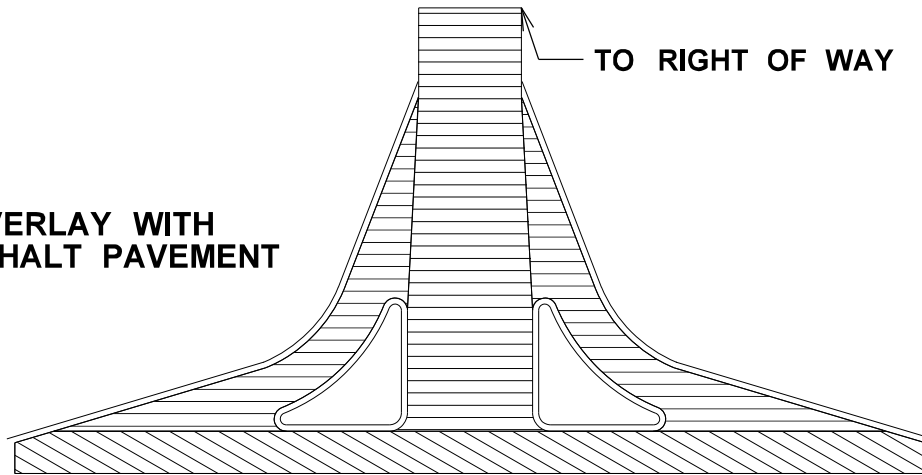
REMOVAL OF TREES GREATER THAN 10"

STATION	LOCATION	EACH
478+00	R/R/L	1
482+00	R/R/L	1
483+70	R/R/L	1
484+20	R/R/L	1
502+50	R/R/L	1
502+60	R/R/L	1
509+50	R/R/L	1
508+80	R/R/L	1
510+80	R/R/L	1
511+00	R/R/L	1
520+00	R/R/L	1
522+00	R/R/L	1
529+00	R/R/L	1
536+20	R/R/L	1
604+50	R/R/L	1
680+30	R/R/L	1
696+20	R/R/L	1
703+50	R/R/L	1
718+50	R/R/L	1
766+15	R/R/L	3
766+25	R/R/L	3
767+00	R/R/L	3
89+85	R/R/L	1
90+12	R/R/L	1
119+80	R/R/L	1
130+15	L/L/L	1
130+70	L/L/L	1
98+40	L/L/L	1
86+40	L/L/L	1
63+20	L/L/L	1
59+70	L/L/L	1
59+50	L/L/L	1
880+70	L/L/L	1
807+70	L/L/L	1
806+00	L/L/L	3
804+90	L/L/L	1
804+80	L/L/L	1

804+75	L/L/L	1
804+50	L/L/L	1
802+85	L/L/L	1
800+80	L/L/L	1
800+70	L/L/L	1
800+00	L/L/L	1
798+70	L/L/L	3
706+55	L/L/L	1
693+90	L/R/L	1
742+50	L/R/L	1
731+35	R/L/L	1
708+15	R/L/L	1
TOTAL	ALL	*77
BID QUANTITY INCLUDES ADDITIONAL QUANTITIES TO BE USED AS DIRECTED BY THE ENGINEER		

LAUDERDALE COUNTY- US 45 TYPICAL MILLING PLAN FOR CHANNELIZED INTERSECTIONS

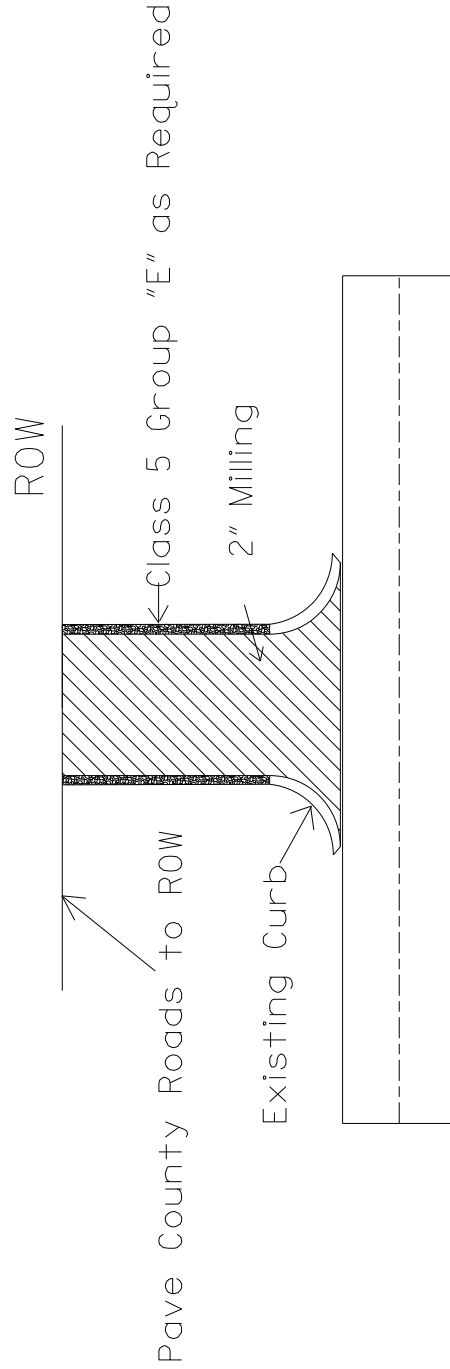
**MILL 2" AND OVERLAY WITH
2" 12.5MM, HT, ASPHALT PAVEMENT**




Locations

- COTTON GIN RD
- RUSSELL TOPTON RD
- MINNOW BUCKET RD
- CHIP PICKERING RD
- LAUDERDALE RD
- BEAVER POND RD

Milling and Paving Detail County Roads



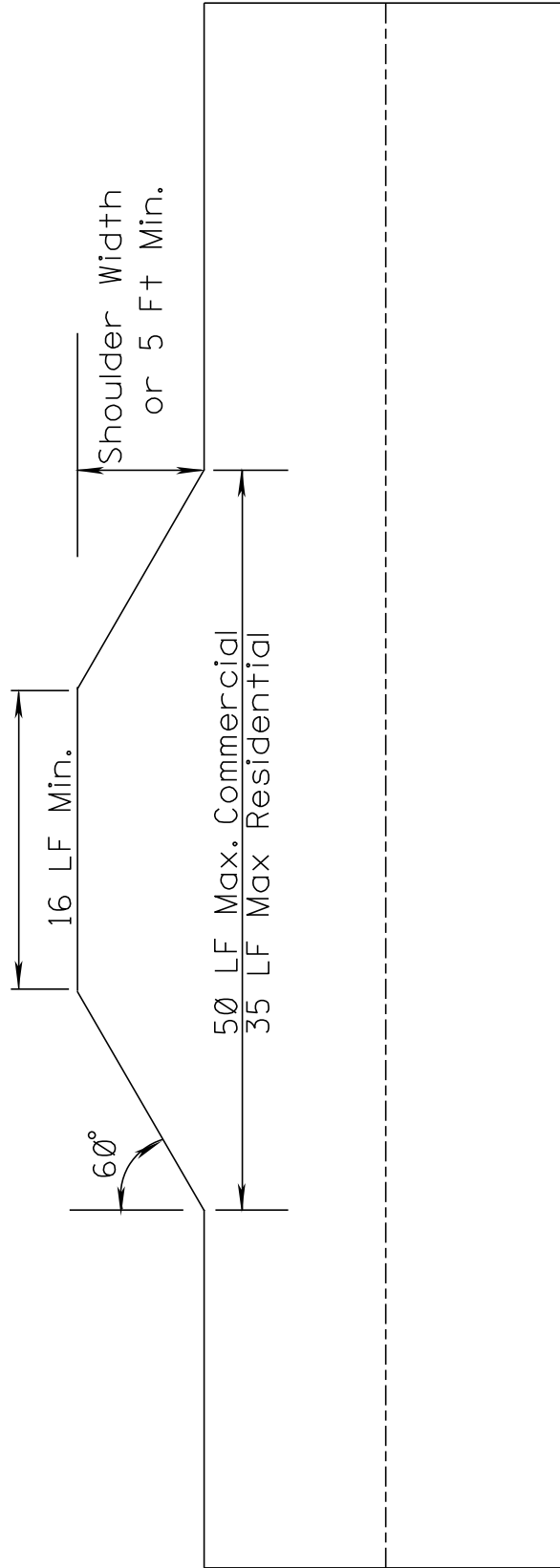
Notes:

- Mill limits of county/local roads at a depth of 2".
- Place 2" of 12.5mm, HT, Mixture to tie to mainline overlay.
- Milling/Paving area = 

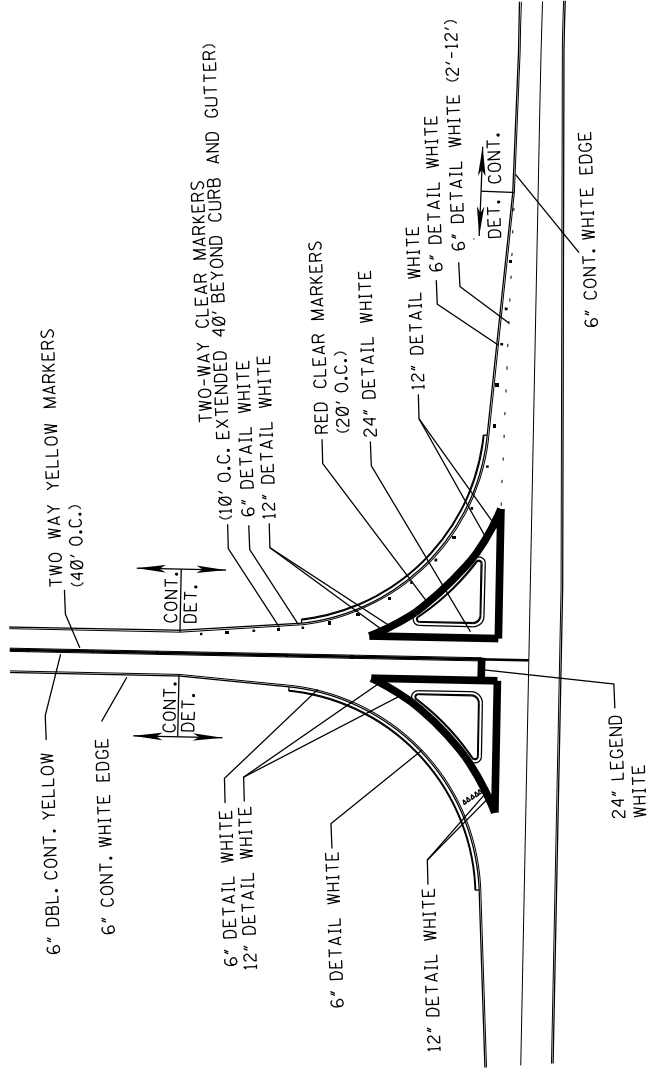
County Roads:

- NULL RD
- ETHEL CLAYTON RD
- OLD HWY 45
- EXTENSION RD
- OLD LAUDERDALE LIZELIA RD
- X-OVER FROM HWY 45 TO OLD 45, 875+00

TYPICAL RAMP/PAD DETAIL



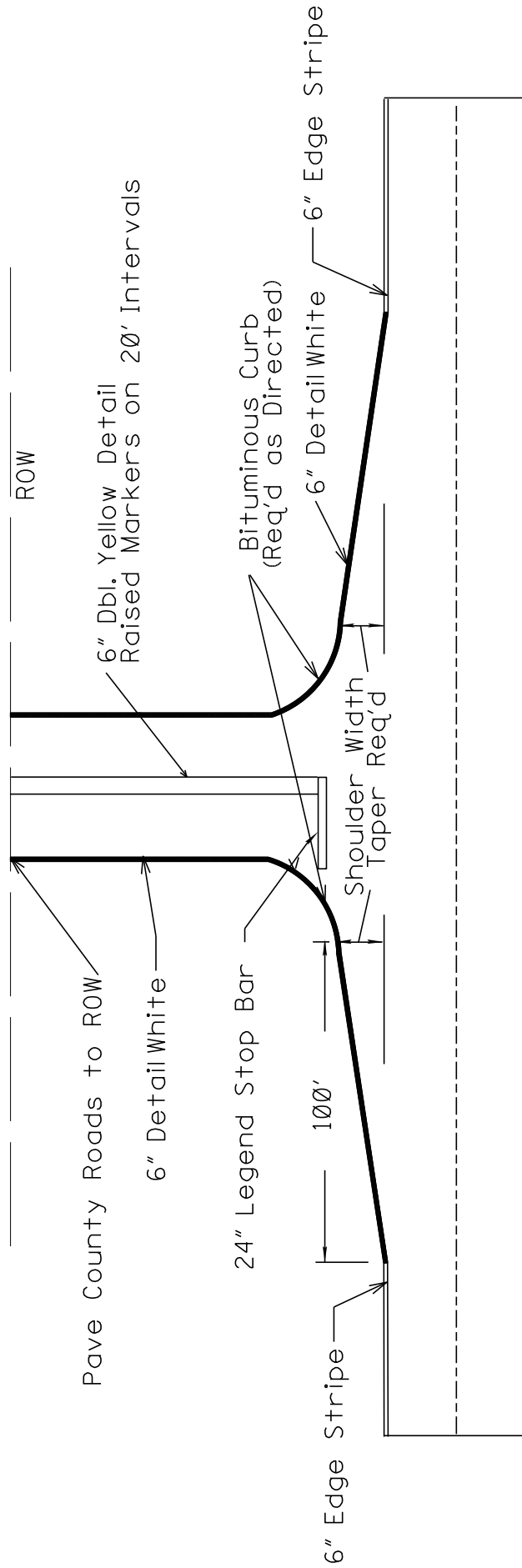
PAVEMENT MARKINGS FOR CHANNELIZED INTERSECTION



Locations

- Cotton Gin Rd
- Russel Topton Rd
- Minnow Bucket Rd
- Chip Pickering Rd
- Lauderdale Rd
- Beaver Pond Rd

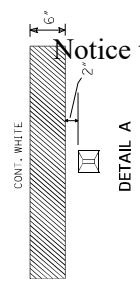
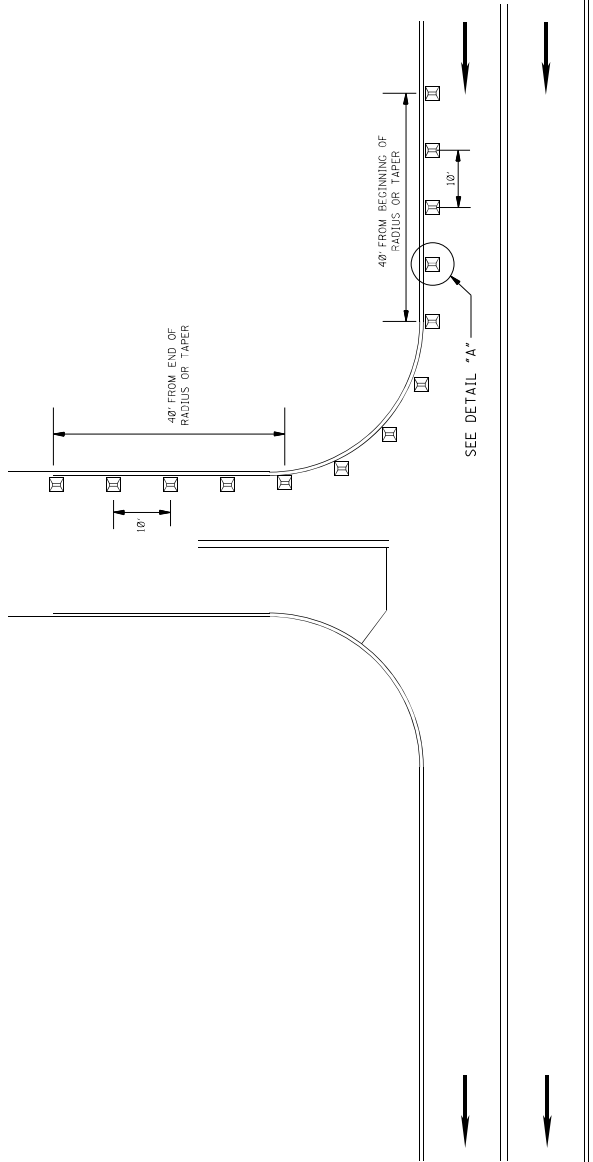
Typical Section - County Roads



*SEE ATTACHED SHEET FOR TWO-WAY CLEAR RPM DETAIL

STATE	PROJECT NO.
MISS.	

TYPICAL PLACEMENT OF RAISED PAVEMENT MARKERS ON SIDE ROAD RADIUS 4-LANE, TWO WAY TRAFFIC



DIRECTION OF TRAFFIC

GENERAL NOTES:

1. MARKERS SHALL BE VISIBLE FROM THE TRAVELING MOTORIST ON STATE DESIGNATED HIGHWAYS.
2. MARKERS SHALL BE HIGH PERFORMANCE TWO-WAY CLEAR.
3. MARKERS SHALL NOT BE ROTATED WHEN BEING PLACED ALONG RADIUS AND TANGENT SECTIONS OF LOCAL ROAD.
4. MARKERS SHALL BE INSTALLED AT SIMPLE AND CHANNELIZED INTERSECTIONS TO THE LIMITS SHOWN ABOVE.

Mississippi Department of Transportation
ROADWAY DESIGN DIVISION
STANDARD PLAN

2-WAY RAISED PAVEMENT MARKERS AT INTERSECTING ROADS (4-LANE)

REVISION	DATE	BY

ISSUE DATE: AUGUST 01, 2017

PROJECT NUMBER: 3041

PLAN NUMBER: 6062

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

| SPECIAL PROVISION NO. 907-109-2

CODE: (SP)

| DATE: 01/20/2021

SUBJECT: Measurement and Payment

Section 109, Measurement and Payment, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-109.01--Measurement of Quantities. Delete the sixth full paragraph of Subsection 109.01 on page 88, and substitute the following.

If appropriate based on the specific circumstances of the project, the Contractor may request that material specified to be measured by the cubic yard or ton be converted to the other measure. The Contractor must submit this request to the Engineer. The Engineer will provide an approval or denial in writing. The decision is in the sole discretion of the Engineer. If approved, factors for this conversion will be determined by the District Materials Engineer and agreed to by the Contractor. The conversion of the materials along with the conversion factor will be incorporated into the Contract by supplemental agreement. The supplemental agreement must be executed before such method of measurement is used.

907-109.06--Partial Payment.

907-109.06.2--Advancement on Materials. Delete the next to last paragraph of Subsection 109.06.2 on page 95, and substitute the following.

Materials for which an advanced payment has been allowed must be paid for by the Contractor within 30 days of the estimate on which the advanced payment was first allowed and proof of said payment must be verified by the supplier. If proof of payment is not furnished within the allowable 30 days, the advanced payment will be deducted on subsequent current estimates until such time that proof of payment is furnished.

Mill & Overlay approximately 11 miles of US 45 from Cotton Gin Road to the Kemper County Line, known as Federal Aid Project No. NH-0002-03(094) / 108175301 in Lauderdale County.

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
Roadway Items					
0010	202-B014		80	Linear Feet	Removal of Bituminous Curb
0020	202-B158		3,612	Linear Feet	Removal of Guard Rail, Including Rails, Posts and Terminal Ends
0030	202-B213		18	Each	Removal of Sign
0040	202-B215		5	Each	Removal of Sign Including Post & Footing
0050	202-B240		3,904	Linear Feet	Removal of Traffic Stripe
0060	202-B264		77	Each	Removal of Trees Greater Than 10"
0070	203-G002	(E)	50	Cubic Yard	Excess Excavation, LVM, AH
0080	304-D002	(GT)	2,449	Ton	Granular Material, Crushed Stone
0090	310-B001	(GT)	100	Ton	Size I Stabilizer Aggregate, Coarse
0100	403-A001	(BA1)	9,862	Ton	12.5-mm, HT, Asphalt Pavement
0110	403-D001	(BA1)	39,548	Ton	12.5-mm, HT, Asphalt Pavement, Polymer Modified
0120	406-D001		445,924	Square Yard	Fine Milling of Bituminous Pavement, All Depths
0130	407-A001	(A2)	35,154	Gallon	Asphalt for Tack Coat
0140	413-E001		30	Linear Feet	Sawing and Sealing Transverse Joints in Asphalt Pavement
0150	423-A001		37	Mile	Rumble Strips, Ground In
0160	601-A001	(S)	1	Cubic Yard	Class "B" Structural Concrete
0170	606-B003		2,400	Linear Feet	Guard Rail, Class A, Type 1, 'W' Beam, Metal Post
0180	606-D005		4	Each	Guard Rail, Bridge End Section, Type A
0190	606-D012		4	Each	Guard Rail, Bridge End Section, Type D Modified
0200	606-D018		4	Each	Guard Rail, Bridge End Section, Type G, Modified
0210	606-D020		4	Each	Guard Rail, Bridge End Section, Type H, Metal Post
0220	606-E001		15	Each	Guard Rail, Terminal End Section
0230	618-A001		1	Lump Sum	Maintenance of Traffic
0240	619-A1001		42	Mile	Temporary Traffic Stripe, Continuous White
0250	619-A2001		35	Mile	Temporary Traffic Stripe, Continuous Yellow
0260	619-A3001		44	Mile	Temporary Traffic Stripe, Skip White
0270	619-A5001		18,548	Linear Feet	Temporary Traffic Stripe, Detail
0280	619-A6002		3,340	Linear Feet	Temporary Traffic Stripe, Legend
0290	619-D1001		32	Square Feet	Standard Roadside Construction Signs, Less than 10 Square Feet
0300	619-D2001		600	Square Feet	Standard Roadside Construction Signs, 10 Square Feet or More
0310	619-G4005		48	Linear Feet	Barricades, Type III, Single Faced
0320	620-A001		1	Lump Sum	Mobilization

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
0330	626-A001		22	Mile	6" Thermoplastic Double Drop Traffic Stripe, Skip White
0340	626-C002		21	Mile	6" Thermoplastic Double Drop Edge Stripe, Continuous White
0350	626-E001		17	Mile	6" Thermoplastic Double Drop Traffic Stripe, Continuous Yellow
0360	626-G004		26,345	Linear Feet	Thermoplastic Double Drop Detail Stripe, White
0370	626-G005		33,287	Linear Feet	Thermoplastic Double Drop Detail Stripe, Yellow
0380	626-H001		912	Square Feet	Thermoplastic Double Drop Legend, White
0390	626-H002		1,670	Linear Feet	Thermoplastic Double Drop Legend, White
0400	627-J001		615	Each	Two-Way Clear Reflective High Performance Raised Markers
0410	627-K001		2,500	Each	Red-Clear Reflective High Performance Raised Markers
0420	627-L001		278	Each	Two-Way Yellow Reflective High Performance Raised Markers
0430	630-A001		6	Square Feet	Standard Roadside Signs, Sheet Aluminum, 0.080" Thickness
0440	630-A003		113	Square Feet	Standard Roadside Signs, Sheet Aluminum, 0.125" Thickness
0450	630-C003		137	Linear Feet	Steel U-Section Posts, 3.0 lb/ft
0460	630-E004		56	Pounds	Structural Steel Angles & Bars, 7/16" x 2 1/2" Flat Bar
0470	630-F002		128	Each	Delineators, Flexible Post Mounted, Crossover, Type I, Yellow
0480	630-F003		2	Each	Delineators, Flexible Post Mounted, Crossover, Type II
0490	630-F006		56	Each	Delineators, Guard Rail, White
0500	630-F007		56	Each	Delineators, Guard Rail, Yellow
0510	630-G003		8	Each	Type 3 Object Markers, OM-3L, Post Mounted
0520	630-G007		8	Each	Type 3 Object Markers, OM-3R, Post Mounted
0530	630-K003		47	Linear Feet	Welded & Seamless Steel Pipe Posts, 4"