

**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>  5/19/2021  </u>	ADDENDUM NO. _____	DATED _____
ADDENDUM NO. _____	DATED _____	ADDENDUM NO. _____	DATED _____
ADDENDUM NO. _____	DATED _____	ADDENDUM NO. _____	DATED _____

Number	Description
1	Revised Notice to Bidder No. 3303; 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.

MP-5015-51(021)/ 307480301000  
Newton County(ies)

Revised 01/26/2016

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3303

CODE: (SP)

DATE: 04/15/2021

SUBJECT: Scope of Work

PROJECT: MP-5015-51(021) / 307480301 – Newton 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”.

Work on this project shall consist of the following:

Mill and overlay approximately 7.5 miles of SR 15 from the pavement change south of Decatur (Station 10+00) to Henry Mack Smith Road (Station 408+38). Details of specific work are mentioned in the following sections.

## **SR 15 from Station 10+00 to Station 75+58**

The Contractor shall mill 1½” of existing asphalt including turn lanes, county roads, and driveway pads; then overlay with an average depth of 2” using 12.5-mm, MT, asphalt. Where curb is present, asphalt shall be placed at 1½” on the outside edge to tie into curb line. The center turn lane in this section shall be milled in a manner to preserve the 2% crown in the tangent sections. Existing traffic loops shall be replaced with radar detection system at the intersection of SR 15 and West Broad Street according to the attached table.

At approximate Station 60+20 RRL, a 36” x 23” concrete class A III arch pipe and a 36”x 23” concrete arch pipe flared end section shall be removed and replaced prior to the start of milling and paving operations. Borrow material, Class B-15, shall be used to restore original shoulder grade after pipe is placed and rip-rap shall be placed at the outflow of the flared end section as directed by the Engineer. Class B minor structures concrete shall be used to pour a concrete collar around pipe junction and a toe wall at the end of the FES. All site grading and grassing needed in this area shall be absorbed in the removal and replacement of said pipe. The existing pipe shall become the property of the Contractor and removed from the project.

## **SR 15 from Station 75+58 to Station 81+30**

The Contractor shall mill 1½” of existing asphalt including county roads, and driveway pads; then overlay with an average depth of 2” using 12.5-mm, MT, asphalt. Rumble strips shall be placed up to the 45 mph sign just north of Decatur.

## **SR 15 Station 81+30 to Station 408+38**

Failed JRCP joints, listed in the attached table, shall be repaired full depth using 12.5-mm, MT, Leveling, asphalt. A minimum 3-inch width on either side of joint (6’ total width) removal of existing asphalt overlaid concrete shall be required. Repair of the existing pavement widening,

also listed in the attached table, shall be required full depth and replaced using 12.5-mm, MT, Leveling, asphalt. The top 1½” of existing asphalt on mainline shall be milled and overlay with 2” and variable of 12.5-mm, MT, asphalt. The joints in the asphalt over JRCP shall be sawed and sealed. The Contractor shall be responsible for identifying PCC joint locations. Guardrail listed in the attached table shall be replaced according to the attached standards. The guardrail located at Station 197+00 RT & LT shall be installed using the long-span two-way layout system in the attached details. Rumble strips shall be placed through the entire section.

Between approximate Station 337+25 & 341+75 RT lane, the existing ditch erosion shall be repaired with borrow excavation Class B-15 (See attached detail). In areas where the existing back slope has eroded into a shear face, material shall be cut back to a slope as directed by the Engineer before borrow material is added. Once the ditch is at a suitable ditch grade, 300-lb rip rap shall be used to plate the ditch line. Care shall be taken such that at no point does the rip rap at the top of foreslope stand above the shoulder elevation. Rip rap at this point shall be recessed into the shoulder. MS 811 shall be contacted to mark existing utilities in this area prior to repair. All site grading and grassing needed in this area shall be absorbed in other items bid.

## **GENERAL NOTES**

### **Milling**

Milling/paving shall not begin until an **approved** asphalt mix design has been received, nor until such time that, in the opinion of the Engineer, weather conditions have been consistently suitable enough to allow placement of the asphalt pavement after the milling operations.

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. Super-Elevation 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, and project limits.

Milling of driveway pads shall be conducted in a manner to prevent gouging or otherwise affecting the roadway pavement structure and slope. Milling of driveway pads shall not be performed in simultaneous path with main line 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 thirty (30) days, unless otherwise stated. This allowance is for the contractor's convenience and any damage sustained by the roadway structure due to the allowed period will be repaired at no cost to the State. 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

**Paving**

Prior to mainline milling and paving operations, failed areas in the existing pavement shall be removed and backfilled with 12.5-mm, MT, Leveling, asphalt as per the attached typical sections and details. Asphalt shall be placed in multiple lifts with a maximum lift thickness of 2.5". Any granular/chemically treated/stone/etc. base or subgrade material deemed unsuitable by the Engineer shall be removed as directed and backfilled with 12.5-mm, MT, Leveling, asphalt. Payment for the excavation of the granular base and subgrade will be made using pay item 203-G: Excess Excavation. A list of the failed areas is shown in the attached tables. Pavement repairs shall be completed as a continuous operation in order to minimize traffic impacts. Lane closures shall remain in place until the failed area has been completely repaired. Lane closures shall not be left unattended.

Payment for saw cuts on failed areas will be made using the appropriate pay items. If milling techniques are used, the area will not require saw cuts but care should be exercised in order to create a neat removal line and to prevent damage to the adjacent pavement structure. If saw cuts are used in conjunction with milling, payment will be made using the appropriate items. Payment will not be made for saw cuts not performed.

Publicly maintained roads and streets should 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.

**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. 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 (crushed stone) 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.

Where applicable, the existing shoulders shall 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 will be an absorbed item and shall be included in the price of other items bid. Crushed concrete will not be allowed.

**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 shall 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 will 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.

**Guardrail**

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 re-opening 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 three inches (3") of asphalt. The elevation of the finished surface of the asphalt pavement shall provide for the required MASH guardrail height (see Standard Drawings). Pavement around guardrail posts

shall 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 will be an absorbed item and shall be included in the price of pay 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.

The asphalt guardrail pad shall be removed or milled and repaved prior to the placement of the new guardrail. Removal of the guardrail pad shall be paid for using the milling pay item. Guardrail posts shall not be completely surrounded by pavement (asphalt or concrete). The area surrounding the posts shall be treated as shown on the attached drawing. The work required to treat the guardrail post area will not be measured for separate payment and shall be absorbed in the cost of other items bid.

Guardrail lengths are based on terminal end length of 37.5'. If terminal of length other than this is used, an adjustment in w-beam length may be required.

### **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. 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. The removal of damaged signs and posts, if necessary, shall be absorbed into other items bid. All existing signs which are to be removed as a part of this project that are not in conflict with construction shall remain in place until new signs are installed unless noted or directed otherwise by the project Engineer.

### **Radar Detection Systems**

All existing vehicle loop assemblies in the attached table shall replace existing EPAC Controllers with new controllers. The existing EPAC controllers shall be salvaged and delivered to MDOT Signal Shop (601-359-1454). Contractor shall be responsible for transferring existing controller data to the new controllers. Radar units shall be mounted per manufacturer recommendations. Removal of existing loop assemblies shall be absorbed into other items bid. Contractor shall be responsible for setting up all new signal controllers and detection units to communicate with MDOT Network via existing network switch in each signal cabinet. MDOT shall provide the IP addresses. The Contractor may remove existing detection loop cable, if necessary. Cable quantities may be adjusted based on radar locations per manufacturer recommendations.

### **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 to 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.

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.

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.

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

**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 shall be included in the prices for other items bid.

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

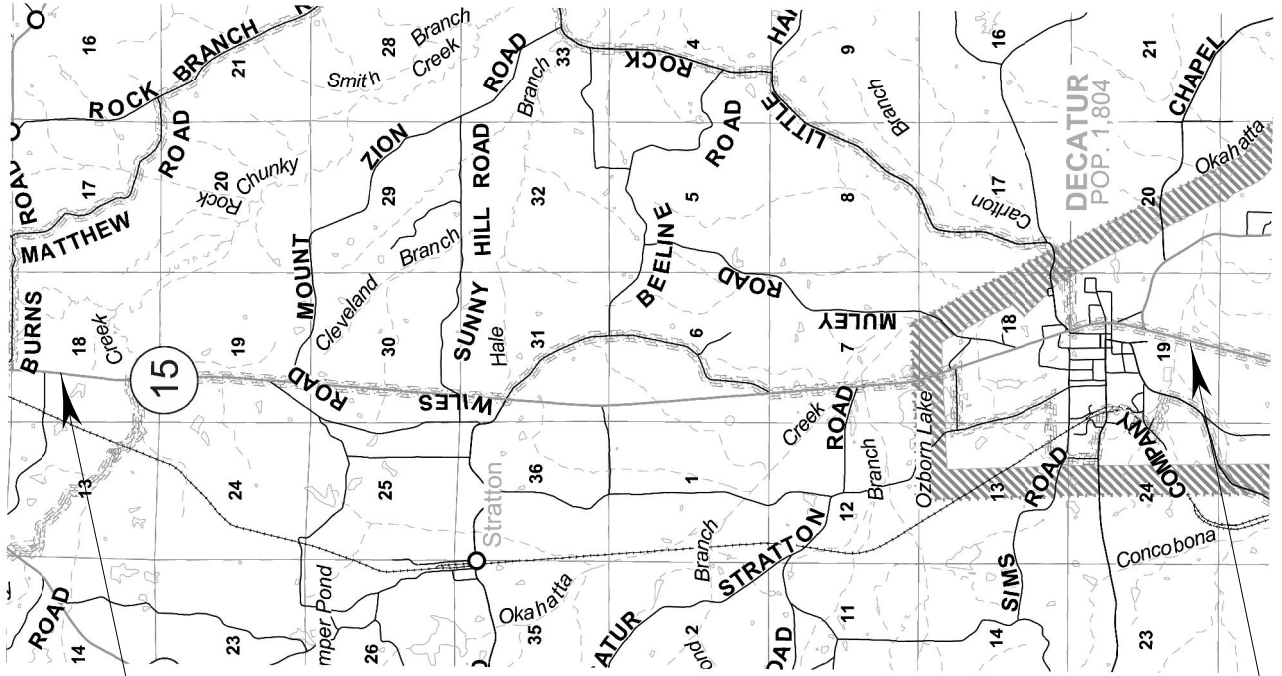
Temporary portable rumble strips paid for under pay item 907-619-B shall be used in accordance with detail shown. These rumble strips shall be retained by the department upon completion of the project. The rumble strips shall be delivered to the MDOT Newton Maintenance Yard, 7759 Highway 80, Newton, MS, 39345. It is responsibility of the Contractor to coordinate the delivery with MDOT Maintenance personnel Jay Franklin at 601-946-7820.

Prior to the final inspection, bridges, islands, and areas with curb shall be swept/cleaned. Care shall be taken to prevent milled asphalt, asphalt debris, vegetative/granular debris, etc. from entering drainage structures or clogging other drainage ways. Disposal of material will not be measured for separate payments

Following the overlaying operation, the transverse joints in the pavement shall be sawed and sealed within seven (7) days. The details for sawing and sealing transverse joints for this section are in the Standard Specifications. The width of the sawing and sealing operation will be 14 feet on each side of centerline, unless otherwise directed by the Engineer, to prevent “sympathy cracking.” It shall be the responsibility of the Contractor to locate and mark all existing joints that are to be sawed and sealed prior to the milling operation. The Contractor shall notify the Department when this is to take place so that they can oversee the work and determine the width that each joint will be sawed and sealed.



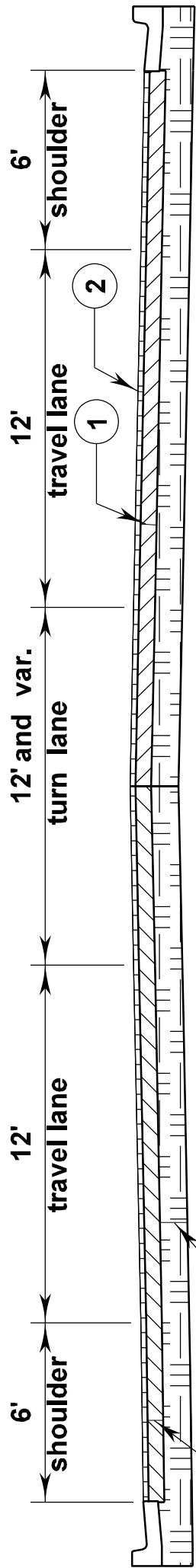
**NEWTON COUNTY**  
**MP-5015-51(021) 307480/301000**  
**SR 15 FROM DECATUR TO HENRY MACK SMITH RD**



**EOP 408+38**

**BOP 10+00**




**Typical Section 1  
Sta. 10+00 - Sta. 56+00**



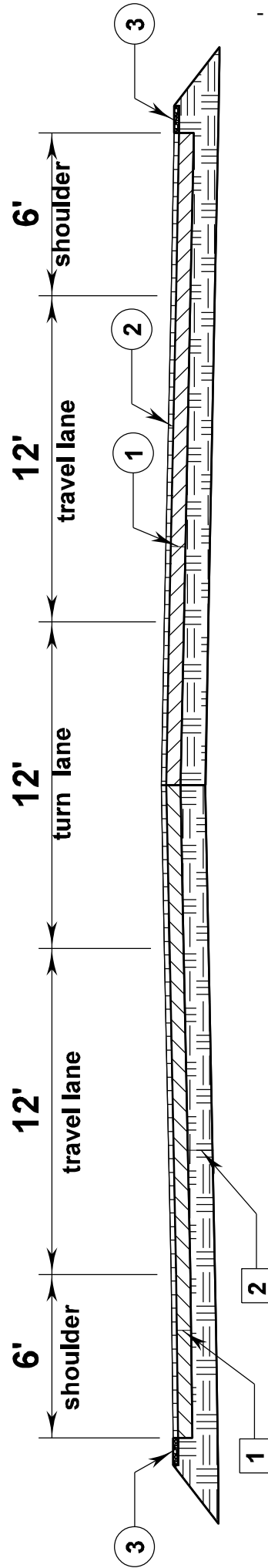
**PROPOSED**

- 1. Mill existing asphalt 1½" and variable.
- 2. Place 2" and variable 12.5mm, Mix, MT.  
- lift thickness to be adjusted on outside to match curb.

**EXISTING**

- 1. Existing 6½" and variable hot mix asphalt.
- 2. 11" granular material.
-  - proposed asphalt
-  - existing asphalt
-  - granular material

Typical Section 2  
Sta. 56+00 - Sta. 75+58



PROPOSED

1. Mill existing asphalt 1½" and variable.
2. Place 2" and variable 12.5mm, Mix, MT.
3. Place variable depth crushed stone to bring shoulders to grade.

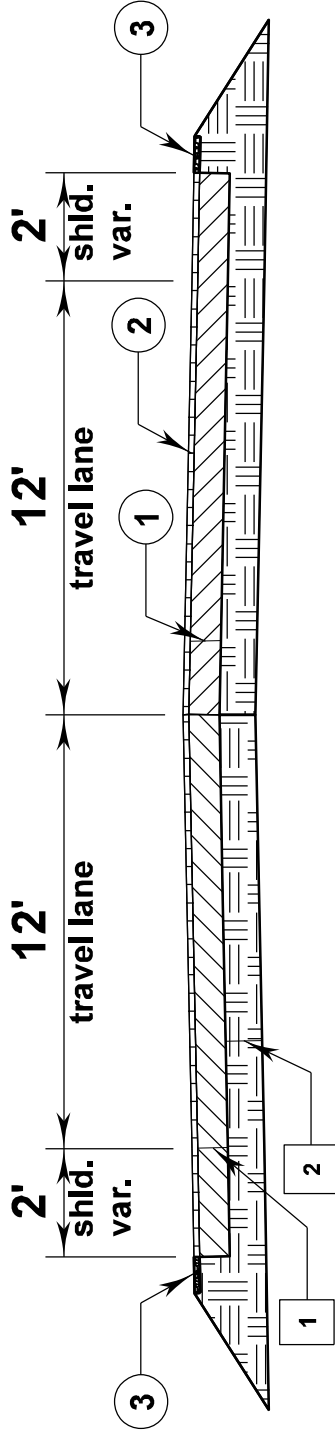
EXISTING

1. Existing 6½" and variable hot mix asphalt.

2. 11" granular material.

- proposed asphalt
- existing asphalt
- granular material
- crushed stone

**Typical Section 3**  
**Sta. 75+58 - Sta. 81+30**



EXISTING

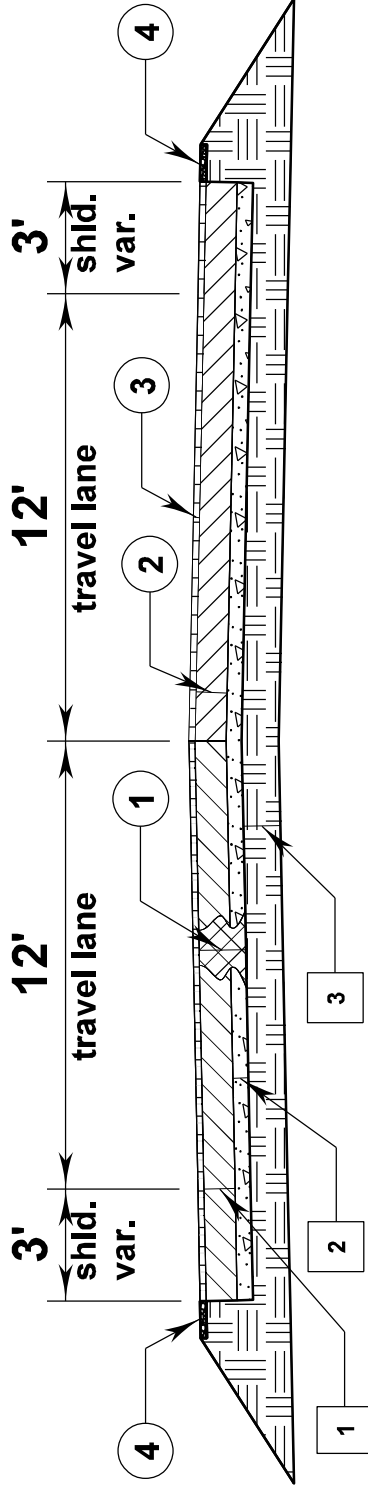
- 1. Existing 10" and variable hot mix asphalt.
- 2. 5" Granular material and variable.

- proposed asphalt
- existing asphalt
- granular material
- crushed stone

PROPOSED

- 1. Mill existing asphalt 1 1/2".
- 2. Place 2" and variable 12.5mm, Mix, MT.
- 3. Place variable depth crushed stone to bring shoulders to grade.

Typical Section 4  
Sta. 81+30 - Sta. 408+38



EXISTING

1. Existing 10" and variable hot mix asphalt.

2. 8" and variable JRC.P.

3. 12" clay gravel.

- proposed asphalt

- existing asphalt

- granular material

- failed area

- existing concrete

- crushed stone

PROPOSED

1. Repair failed areas full depth with 12.5mm, Mix, MT Leveling.

2. Mill existing asphalt 1 1/2".

3. Place 2" and variable 12.5mm, Mix, MT.

4. Place variable depth crushed stone to bring shoulders to grade.

Newton County  
MP-5015-51(021) 307480/301000

STANDARD ROADSIDE SIGNS - 0.080" THICKNESS									
STATION	SIGN NUMBER	SIZE (in. x in.)	AREA (sf)	PIPE POSTS (lf)			U POST (lf)		REMARKS
				3"	3-1/2"	4"	5"	2 lb/ft	
28+10	M2-1	21x15	2.15					12.00	RL, JCT
28+10	M1-5	30x24	5.00					12.00	RL, 503
28+10	SN7923	24x30	5.00					12.00	RL, Weight Limit
Brand St	W1-8	18x24	3.00					12.00	
Brand St	W1-8	18x24	3.00					12.00	
29+75	R3-9B	24x36	6.00					12.00	
Total this sheet =			24.150	0.00	0.00	0.00	0.00	0.00	72.00

- 13 -

\*Signs attached to pipe post shall be mounted on the existing post and footing, removal and/or reinstallation of existing signs shall be absorbed in other items bid.

STANDARD ROADSIDE SIGNS - 0.125" THICKNESS									
Newton County MP-5015-51(021) 307480/301000									
STATION	SIGN NUMBER	SIZE (in. x in.)	AREA (sf)	PIPE POSTS (lf)			U POST (lf)		REMARKS
				3"	3-1/2"	4"	5"	2 lb/ft	
25+50								12.00	Remove Turkey Creek, Reinstall North 15 on new post
61+50	S1-1	36x36	9.00					12.00	RL, School Crosswalk
243+00	W2-1	30x30	6.25					12.00	RL, Intersection
Brand St	R1-1	36x36	9.00					12.00	STOP Sign
Total this sheet =			24.25	0.00	0.00	0.00	0.00	0.00	36.00

Notice to Bidders No. 3303 -- Cont'd.

\*Signs attached to pipe post shall be mounted on the existing post and footing, removal and/or reinstallation of existing signs shall be absorbed in other items bid.

Newton County  
MP-5015-51(021) 307480/301000

Removal of Concrete Failed Areas w/ variable Depth Overlay																
Location	STA	Column1	Column2	Column4	Length (ft)	Width (ft)	Column5	Saw Cuts (ft)	Column6	Removal Area (SY)	Column7	Estimated Asphalt Req. (TONS)	Column8	Estimated Excess	Column9	REMARKS
RT & LT	139+25		Column2	Column4	6	20	Column5	46	Column6	13.333	Column7	11.250	Column8	2.22	Column9	Joint Repair
RT & LT	141+23		Column2	Column4	6	20	Column5	46	Column6	13.333	Column7	11.250	Column8	2.22	Column9	Joint Repair
RT & LT	143+33		Column2	Column4	10	20	Column5	50	Column6	22.222	Column7	18.750	Column8	3.70	Column9	Joint Repair
RT & LT	147+20		Column2	Column4	6	20	Column5	46	Column6	13.333	Column7	11.250	Column8	2.22	Column9	Joint Repair
RT & LT	149+00		Column2	Column4	6	20	Column5	46	Column6	13.333	Column7	11.250	Column8	2.22	Column9	Joint Repair
RT & LT	154+75		Column2	Column4	6	20	Column5	46	Column6	13.333	Column7	11.250	Column8	2.22	Column9	Joint Repair
RT & LT	156+25		Column2	Column4	6	20	Column5	46	Column6	13.333	Column7	11.250	Column8	2.22	Column9	Joint Repair
RT & LT	161+30		Column2	Column4	7	20	Column5	47	Column6	15.556	Column7	13.125	Column8	2.59	Column9	Joint Repair
RT & LT	163+75		Column2	Column4	6	20	Column5	46	Column6	13.333	Column7	11.250	Column8	2.22	Column9	Joint Repair
RT & LT	168+75		Column2	Column4	6	20	Column5	46	Column6	13.333	Column7	11.250	Column8	2.22	Column9	Joint Repair
RT & LT	173+65		Column2	Column4	6	20	Column5	46	Column6	13.333	Column7	11.250	Column8	2.22	Column9	Joint Repair
RT & LT	187+05		Column2	Column4	10	20	Column5	50	Column6	22.222	Column7	18.750	Column8	3.70	Column9	Joint Repair
RT & LT	188+85		Column2	Column4	7	20	Column5	47	Column6	15.556	Column7	13.125	Column8	2.59	Column9	Joint Repair
RT & LT	194+60		Column2	Column4	6	20	Column5	46	Column6	13.333	Column7	11.250	Column8	2.22	Column9	Joint Repair
RT	197+25		Column2	Column4	10	10	Column5	30	Column6	11.111	Column7	9.375	Column8	1.85	Column9	Joint Repair
RT & LT	203+75		Column2	Column4	6	20	Column5	46	Column6	13.333	Column7	11.250	Column8	2.22	Column9	Joint Repair
RT	212+50		Column2	Column4	9	10	Column5	29	Column6	10.000	Column7	8.438	Column8	1.67	Column9	Joint Repair
LT	212+50		Column2	Column4	6	10	Column5	26	Column6	6.667	Column7	5.625	Column8	1.11	Column9	Joint Repair
RT & LT	221+20		Column2	Column4	6	20	Column5	46	Column6	13.333	Column7	11.250	Column8	2.22	Column9	Joint Repair
RT & LT	233+22		Column2	Column4	8	20	Column5	48	Column6	17.778	Column7	15.000	Column8	2.96	Column9	Joint Repair
RT & LT	241+00		Column2	Column4	6	20	Column5	46	Column6	13.333	Column7	11.250	Column8	2.22	Column9	Joint Repair
RT & LT	248+45		Column2	Column4	6	20	Column5	46	Column6	13.333	Column7	11.250	Column8	2.22	Column9	Joint Repair
RT & LT	272+00		Column2	Column4	6	20	Column5	46	Column6	13.333	Column7	11.250	Column8	2.22	Column9	Joint Repair
RT & LT	277+28		Column2	Column4	6	20	Column5	46	Column6	13.333	Column7	11.250	Column8	2.22	Column9	Joint Repair
RT & LT	279+50		Column2	Column4	6	20	Column5	46	Column6	13.333	Column7	11.250	Column8	2.22	Column9	Joint Repair
RT & LT	307+75		Column2	Column4	6	20	Column5	46	Column6	13.333	Column7	11.250	Column8	2.22	Column9	Joint Repair
RT & LT	309+80		Column2	Column4	6	20	Column5	46	Column6	13.333	Column7	11.250	Column8	2.22	Column9	Joint Repair
RT & LT	312+20		Column2	Column4	6	20	Column5	46	Column6	13.333	Column7	11.250	Column8	2.22	Column9	Joint Repair
RT & LT	314+00		Column2	Column4	6	20	Column5	46	Column6	13.333	Column7	11.250	Column8	2.22	Column9	Joint Repair
RT & LT	330+65		Column2	Column4	6	20	Column5	46	Column6	13.333	Column7	11.250	Column8	2.22	Column9	Joint Repair
RT & LT	332+30		Column2	Column4	6	20	Column5	46	Column6	13.333	Column7	11.250	Column8	2.22	Column9	Joint Repair
RT & LT	337+50		Column2	Column4	6	20	Column5	46	Column6	13.333	Column7	11.250	Column8	2.22	Column9	Joint Repair
RT & LT	338+35		Column2	Column4	6	20	Column5	46	Column6	13.333	Column7	11.250	Column8	2.22	Column9	Joint Repair
RT & LT	342+25		Column2	Column4	7	20	Column5	47	Column6	15.556	Column7	13.125	Column8	2.59	Column9	Joint Repair
RT & LT	343+90		Column2	Column4	6	20	Column5	46	Column6	13.333	Column7	11.250	Column8	2.22	Column9	Joint Repair
RT & LT	347+50		Column2	Column4	8	20	Column5	48	Column6	17.778	Column7	15.000	Column8	2.96	Column9	Joint Repair
RT & LT	357+15		Column2	Column4	6	20	Column5	46	Column6	13.333	Column7	11.250	Column8	2.22	Column9	Joint Repair
RT & LT	364+75		Column2	Column4	6	20	Column5	46	Column6	13.333	Column7	11.250	Column8	2.22	Column9	Joint Repair
RT & LT	392+42		Column2	Column4	6	20	Column5	46	Column6	13.333	Column7	11.250	Column8	2.22	Column9	Joint Repair
<b>Totals</b>										<b>541.111</b>	<b>1756</b>	<b>456.563</b>	<b>90.185</b>			

Newton County  
MP-5015-51(021) 307480/301000

Removal of Asphalt Failed Areas, All Depths												
Location	STA	Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	REMARKS
				Length (ft)	Width (ft)	Saw Cuts (ft)	Area (SY)	Estimated Asphalt Req. (TONS)	Estimated Asphalt Req. (TONS)	Estimated Excess		
RT & LT	139+25			6	8	28	5.33	4.5	0.89		Joint Repair	
RT & LT	141+23			6	8	28	5.33	4.5	0.89		Joint Repair	
RT & LT	143+33			10	8	36	8.89	7.5	1.48		Joint Repair	
RT & LT	147+20			6	8	28	5.33	4.5	0.89		Joint Repair	
RT & LT	149+00			6	8	28	5.33	4.5	0.89		Joint Repair	
RT & LT	154+75			6	8	28	5.33	4.5	0.89		Joint Repair	
RT & LT	156+25			6	8	28	5.33	4.5	0.89		Joint Repair	
RT & LT	161+30			7	8	30	6.22	5.25	1.04		Joint Repair	
RT & LT	163+75			6	8	28	5.33	4.5	0.89		Joint Repair	
RT & LT	168+75			6	8	28	5.33	4.5	0.89		Joint Repair	
RT & LT	173+65			6	8	28	5.33	4.5	0.89		Joint Repair	
RT & LT	187+05			10	8	36	8.89	7.5	1.48		Joint Repair	
RT & LT	188+85			7	8	30	6.22	5.25	1.04		Joint Repair	
RT & LT	194+60			6	8	28	5.33	4.5	0.89		Joint Repair	
RT	197+25			10	4	28	4.44	3.75	0.74		Joint Repair	
RT & LT	203+75			6	8	28	5.33	4.5	0.89		Joint Repair	
RT	212+50			9	4	26	4.00	3.375	0.67		Joint Repair	
LT	212+50			6	4	20	2.67	2.25	0.44		Joint Repair	
RT & LT	221+20			6	8	28	5.33	4.5	0.89		Joint Repair	
RT & LT	233+22			8	8	32	7.11	6	1.19		Joint Repair	
RT & LT	241+00			6	8	28	5.33	4.5	0.89		Joint Repair	
RT & LT	248+45			6	8	28	5.33	4.5	0.89		Joint Repair	
RT & LT	272+00			6	8	28	5.33	4.5	0.89		Joint Repair	
RT & LT	277+28			6	8	28	5.33	4.5	0.89		Joint Repair	
RT & LT	279+50			6	8	28	5.33	4.5	0.89		Joint Repair	
RT & LT	307+75			6	8	28	5.33	4.5	0.89		Joint Repair	
RT & LT	309+80			6	8	28	5.33	4.5	0.89		Joint Repair	
RT & LT	312+20			6	8	28	5.33	4.5	0.89		Joint Repair	
RT & LT	314+00			6	8	28	5.33	4.5	0.89		Joint Repair	
RT & LT	330+65			6	8	28	5.33	4.5	0.89		Joint Repair	
RT & LT	332+30			6	8	28	5.33	4.5	0.89		Joint Repair	
RT & LT	337+50			6	8	28	5.33	4.5	0.89		Joint Repair	
RT & LT	338+35			6	8	28	5.33	4.5	0.89		Joint Repair	
RT & LT	342+25			7	8	30	6.22	5.3	1.04		Joint Repair	
RT & LT	343+90			6	8	28	5.33	4.5	0.89		Joint Repair	
RT & LT	347+50			8	8	32	7.11	6.0	1.19		Joint Repair	
RT & LT	357+15			6	8	28	5.33	4.5	0.89		Joint Repair	
RT & LT	364+75			6	8	28	5.33	4.5	0.89		Joint Repair	
RT & LT	392+42			6	8	28	5.33	4.5	0.89		Joint Repair	
LT,TWR	395+15			4	20	48	8.89	7.5	1.48		Trench Widening Repair	
LT,TWR	395+80			4	15	38	6.67	5.6	1.11		Trench Widening Repair	
LT,TWR	396+90			4	25	58	11.11	9.4	1.85		Trench Widening Repair	
RT ,TWR	399+25			4	25	58	11.11	9.4	1.85		Trench Widening Repair	
		<b>Totals</b>		<b>1314</b>	<b>254.222</b>	<b>214.500</b>	<b>42.370</b>					

\* QUANTITIES TO BE USED AS DIRECTED BY THE ENGINEER.

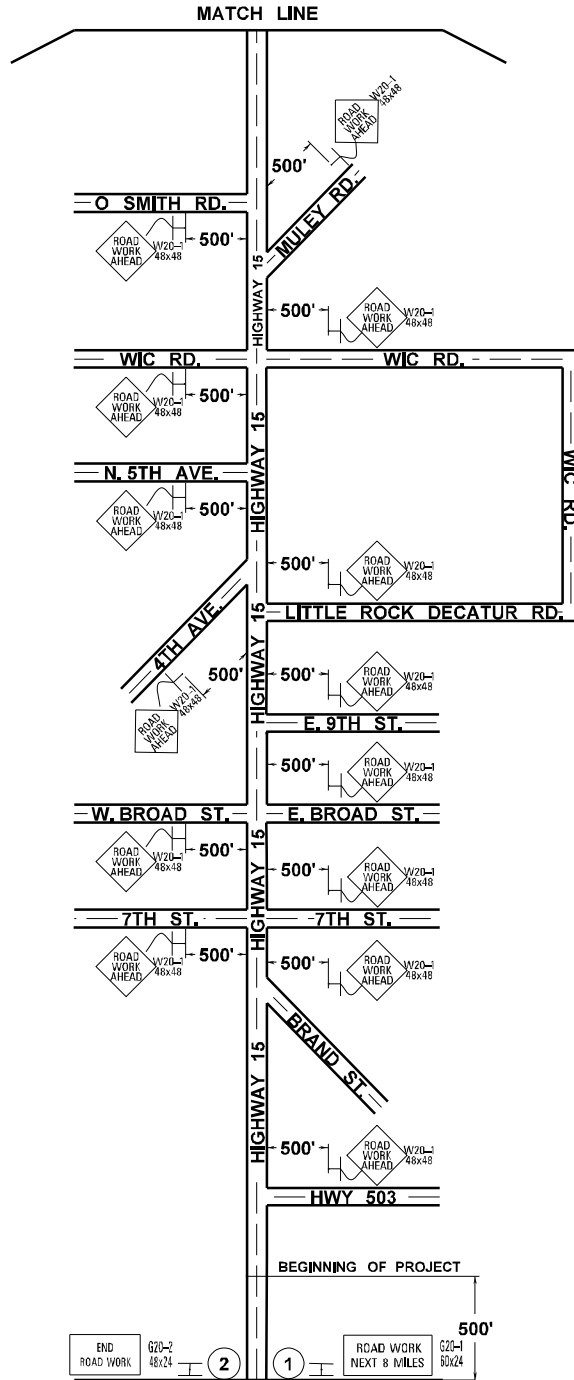


GUARD RAIL QUANTITIES													
GUARDRAIL		TERMINAL END SECTION		Cable Anchor TYPE I (EA)		BRIDGE END SECTION		DELINEATORS		REMOVAL ITEMS		REMARKS	
STATION	(W-BEAM) (LF)	END SECTION	TYPE "I" (EA)	TYPE "G" (EA)	TYPE "G" Modified (EA)	WHITE	YELLOW	Type 3 Object Markers OM-3R,3L	Type 3 Object Markers OM-3R,3L 2 Markers Per Post	GUARDRAIL			
123+29	162.5	1	1			8		1		221			RL
123+29	50	1	1			6		1		108.5			LL
124+71	37.5	1	1			6		1		112.5			RL
124+71	150	1	1			9		1		225			LL
197+00	137.5	2				7		1		196			LL
197+00	150	2				8		1		208.5			RL
292+00	137.5	2				8		1		212.5			LL
292+00	137.5	2				8		1		212.5			RL
344+50	50	2				7		1		125			LL
344+50	87.5	2				8		1		162.5			RL
350+60	137.5	2				8		1		212.5			LL
350+60	137.5	2				8		1		212.5			RL
372+28	162.5	1	1			10		1		221			RL
372+28	50	1	1			6		1		108.5			LL
373+70	50	1	1			6		1		108.5			RL
373+70	162.5	1	1			8		1		221			LL
<b>TOTAL =</b>	<b>1800</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>121</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>2868</b>			
	L.F.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	LF.			MP-5015-51(021)

\* ALL EXISTING TERMINAL END SECTIONS WERE MEASURED AT 37.5'. W-BEAM MAY HAVE TO BE ADJUSTED BASED OFF NEW TERMINAL END LENGTHS.  
 \* REMOVAL OF ALL GUARDRAIL (BRIDGE END SECTIONS, W-BEAM, TYPE I CABLE ANCHORAGE, TERMINAL END SECTIONS, ETC.) WILL BE PAID UNDER PAY ITEM 202-B REMOVAL OF GUARD RAIL.  
 \* REMOVAL OF GUARDRAIL DELINEATORS ARE CONSIDERED INCIDENTAL TO THE REMOVAL OF GUARDRAIL AND WILL NOT BE MEASURED AS A SEPARATE PAY ITEM.  
 \* REMOVAL OF OBJECT MARKERS WILL NOT BE MEASURED AS A SEPARATE PAY ITEM AS SHALL BE ABSORBED IN OTHER ITEMS

TRAFFIC SIGNAL RADAR DETECTION CHART								
Intersection	Detection Zone Location	Phase #	Detection Zone Size	STOPBAR Radar Units Required		Radar Cable (ft)	Existing Controller Type	Existing Pole Configuration
MS 15 at Broad St	NB Left Turn Lane	5	6'X50'		1	90	M34 Epac (New Controller Needed)	Steel Strain Pole - Spanwire
	NB Thru Lanes	2	6'X50'					
	SB Thru Lanes	6	6'X50'		1	50		
	EB Lanes	4	6'X50'		1	200		
	WB Lanes	4	6'X50'		1	50		
Total					4	390		

**CONSTRUCTION SIGN DETAIL**



SIGN LEGEND	
NUMBER	DESCRIPTION
1	ROAD WORK NEXT 8 MILES G20-1 60x24
2	END ROAD WORK G20-2 48x24
3	ROAD WORK AHEAD W20-1 46x48

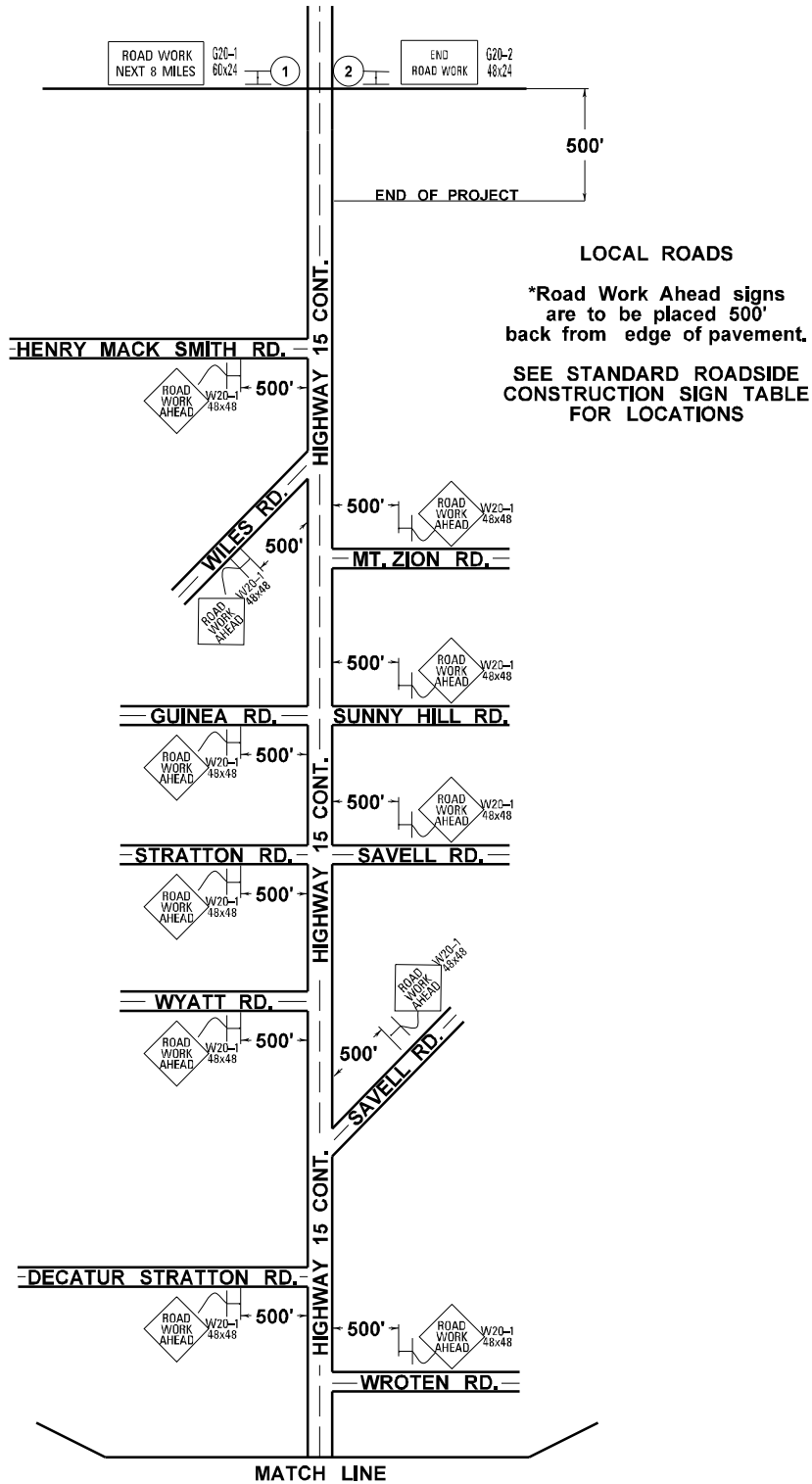
**TRAFFIC CONTROL SIGNS REQUIRED**

- 2 - G20-1 "ROAD WORK NEXT MILE"
- 2 - G20-2 "END ROAD WORK"
- 4 - TYPE III DOUBLE FACED BARRICADES
- 25 - W20-1 "ROAD WORK AHEAD"
- 63 - R4-1 "DO NOT PASS"
- 16 - R4-2 "PASS WITH CARE"
- 19 - W14-3 "NO PASSING ZONE"

**NOTES:**

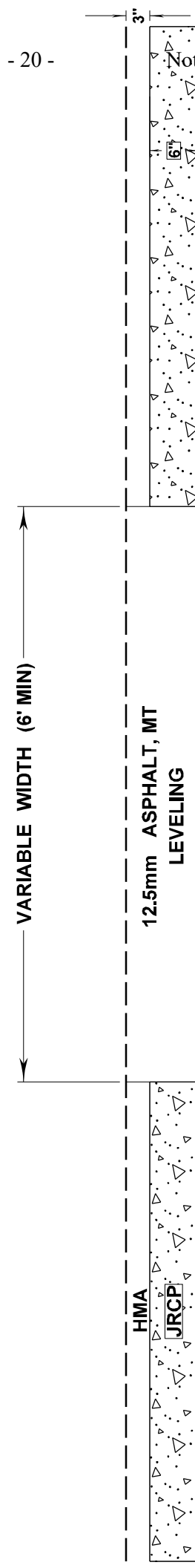
- ONE (1) W20-1 "ROAD WORK AHEAD SIGN IS REQUIRED AT EACH LOCAL ROAD, STREET, OR HIGHWAY ENTERING THE PROJECT.
- G20-1 AND G20-2 SIGNS MOUNTED ON TYPE III DOUBLE FACED BARRICADE.
- FIELD CONDITIONS MAY REQUIRE SOME SIGNS ON THIS DETAIL TO BE ADJUSTED.
- THE ABOVE SHOWN ITEMS WILL BE PAID UNDER THE APPROPRIATE PAY ITEMS.
- LOCAL ROADS
- \*ROAD WORK AHEAD SIGNS ARE TO BE PLACED 500' BACK FROM EDGE OF PAVEMENT.
- SEE STANDARD ROADSIDE CONSTRUCTION SIGN TABLE FOR LOCATIONS

CONSTRUCTION SIGN DETAIL



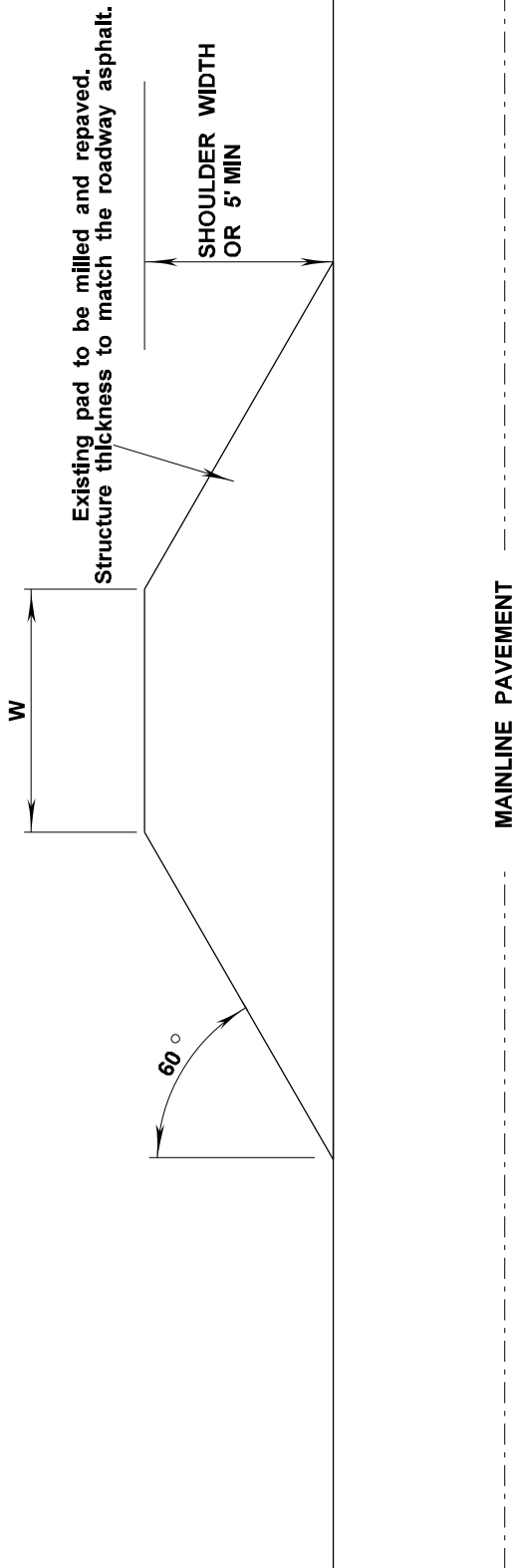
SIGN LEGEND	
NUMBER	DESCRIPTION
1	ROAD WORK NEXT 8 MILES G20-1 60x24
2	END ROAD WORK G20-2 48x24
3	ROAD WORK AHEAD W20-1 48x48

NEWTON  
MP-5015-51(021) 307480/301000  
CONCRETE PAVEMENT REPAIR DETAIL



NEWTON COUNTY  
MP-5015-51(021) 307480/301000

DRIVEWAY PAD DETAIL



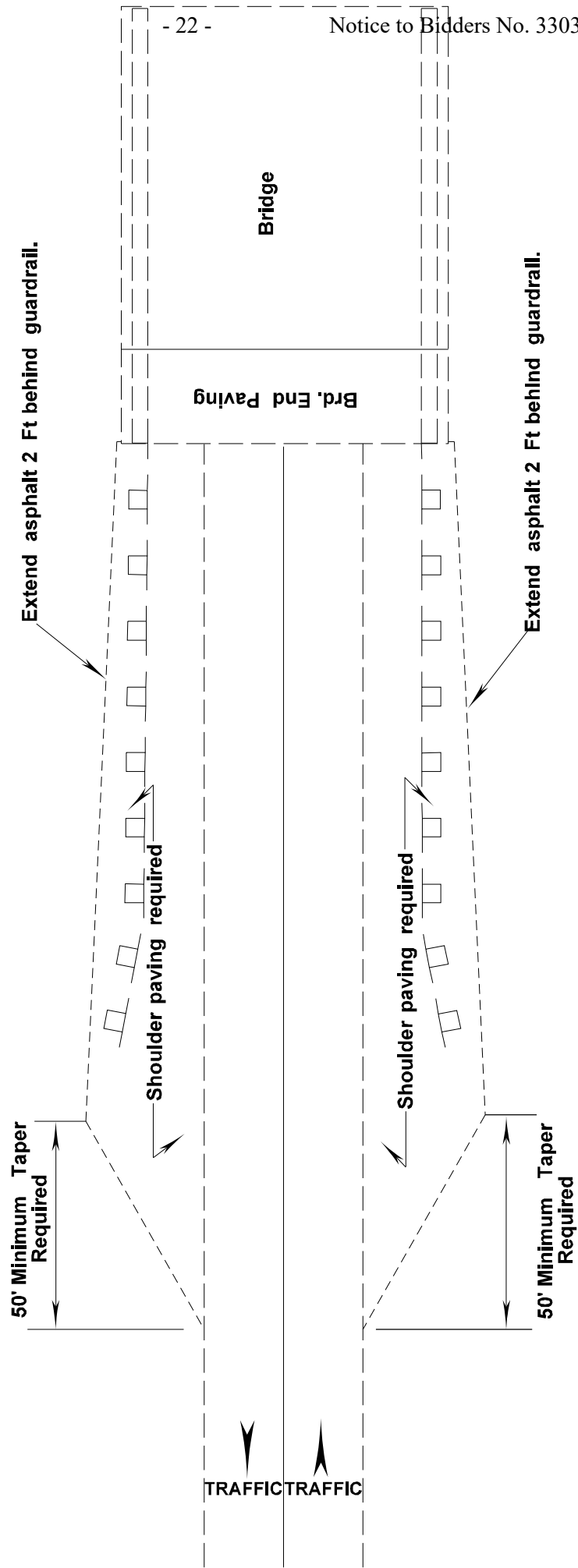
W = 16' MAX RESIDENTIAL  
W = 30'-50' COMMERCIAL

**NOTE:**

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

NEWTON COUNTY  
MP-5015-51(021) 307480/301000

TYPICAL DETAIL OF ADDITIONAL SHOULDER PAVING  
REQUIRED AT GUARDRAIL LOCATIONS



\*Asphalt Thickness  
See scope of work for additional details







CROSS SECTIONAL VIEW OF  
FILL LOCATION FROM  
STA. 337+25 to STA. 341+75 RL  
NOTE: WORK IN THIS AREA WILL BE DONE  
ACCORDING TO SCOPE OF WORK.

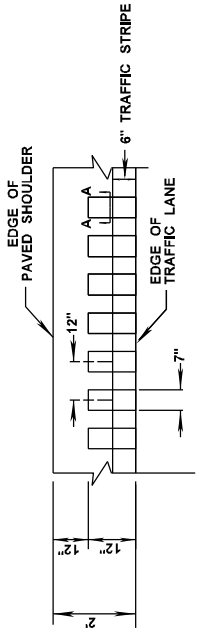
POT St.G. 343+02.817

POT St.G. 337+20.000

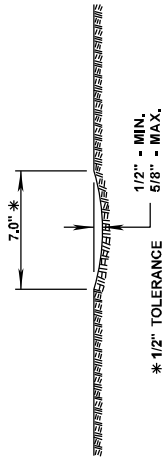
NEWTON COUNTY  
MP-5015-51(021) 307480/301000  
DITCH AREA FILL

340

**NEWTON COUNTY**  
**MP-5015-51(021) 307480/301000**



**DETAIL "A"**



**SECTION "A-A"**

**GENERAL NOTES**

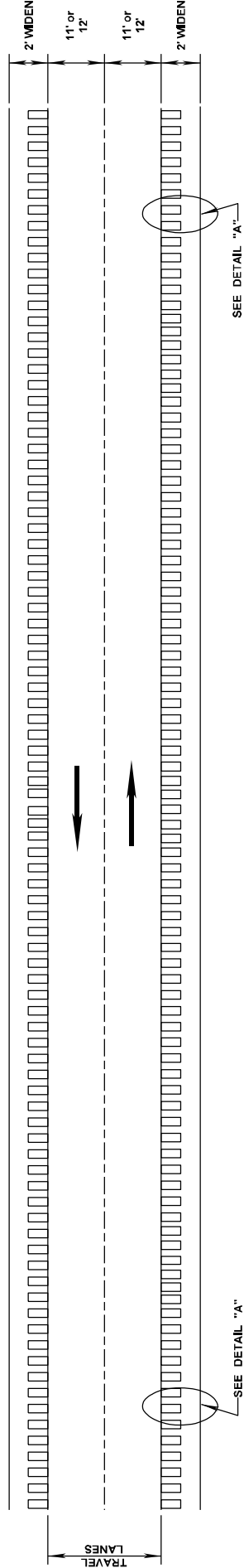
1. GROUND-IN RUMBLE STRIPES SHALL BE APPLIED ON LEFT AND RIGHT SHOULDERS OF ALL PAVED SHOULDERS ON THIS PROJECT

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

3. COST TO BE PAID FOR USING APPROPRIATE PAY ITEMS

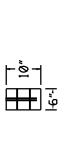
4. GROUND-IN RUMBLE STRIPES SHALL BE APPLIED TO MAINLINE ONLY.

5. DO NOT USE WHERE TRAVEL LANE IS LESS THAN 11' WIDE.

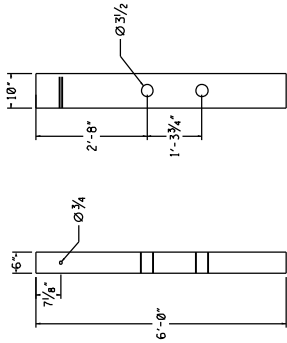


**PLAN**  
 NOT TO SCALE

**NEWTON COUNTY**  
**MP-5015-51 (021) 307480/301000**  
**SR15 FROM DECATUR TO HENRY MACK SMITH RD**



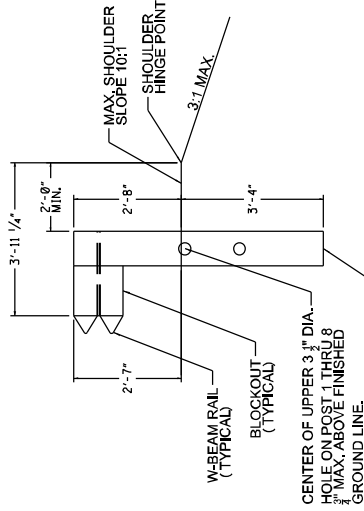
**PLAN VIEW**



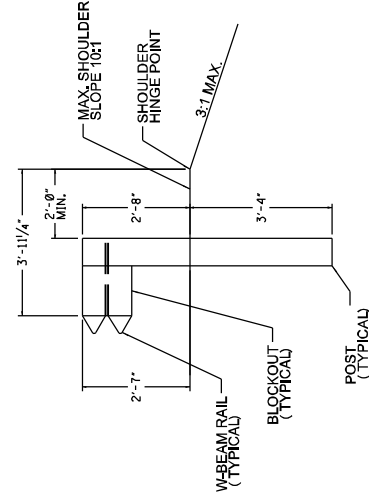
**FRONT VIEW**

**SIDE VIEW**

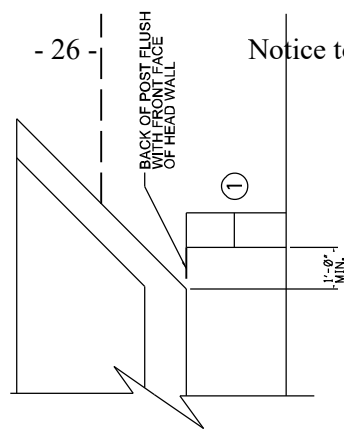
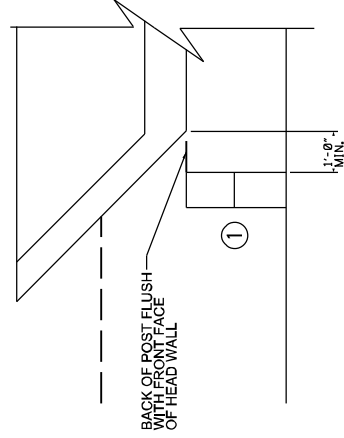
**CRT WOOD POST**



**SECTION B-B**  
**POST NO. 1-3**  
 SEE OTHER DETAILS

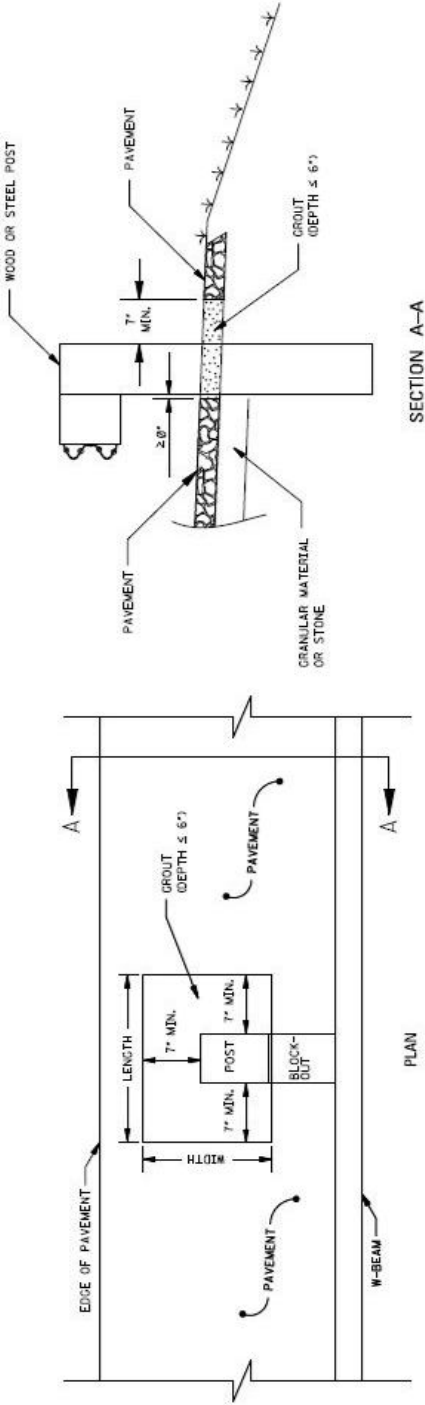


**SECTION A-A**  
**POST NO. 4-8**  
 SEE OTHER DEALS



**POST PLACEMENT DETAIL**

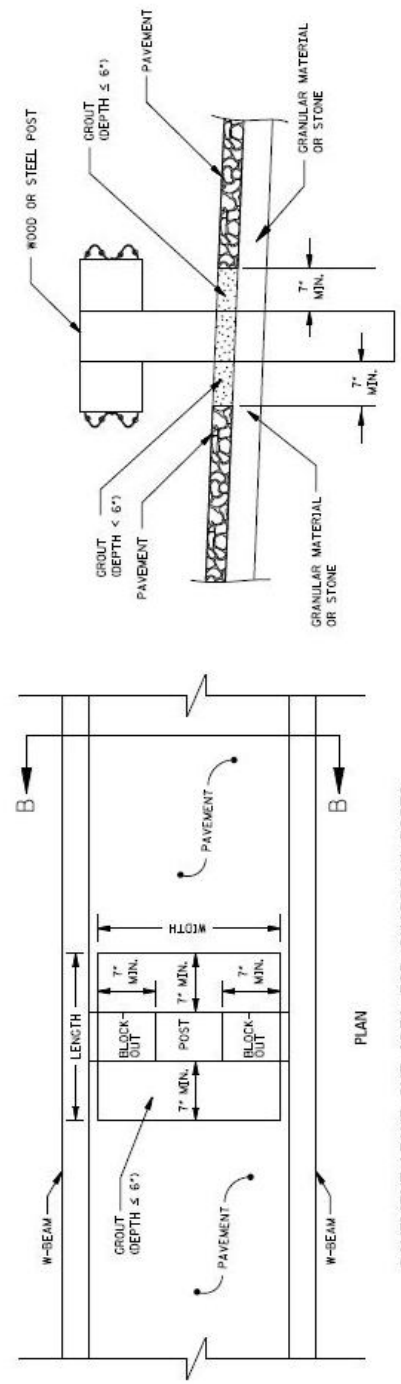
NEWTON COUNTY  
 MP-5015-51(021) 307480/301000  
**Guardrail Post Installation in Paved Areas**



SECTION A-A

PAVEMENT LEAVE-OUT AREA FOR GUARDRAIL POSTS  
 SINGLE-FACED GUARDRAIL

POST	MIN. PAV'T LEAVE-OUT AREA	
	SINGLE-FACED LENGTH (IN.)	DOUBLE-FACED LENGTH (IN.)
6" x 8" WOOD	28	28
6" x 8" WOOD	28	28
10" x 18" WOOD	24	24
#6 x 3 STEEL	18	18



SECTION B-B

PAVEMENT LEAVE-OUT AREA FOR GUARDRAIL POSTS  
 DOUBLE-FACED GUARDRAIL

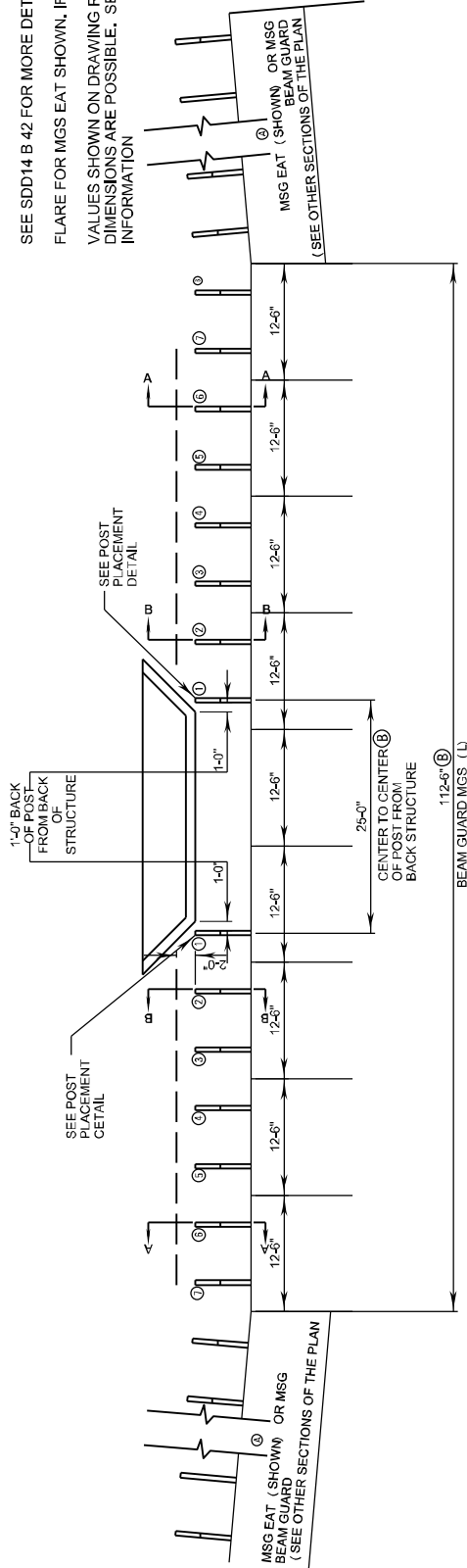
GENERAL NOTES

1. GUARDRAIL POSTS SHALL NOT BE COMPLETELY SURROUNDED BY PAVEMENT. THE AREA BEHIND AND LATERAL OF THE POST SHALL HAVE A MINIMUM 7" CLEARANCE FROM THE PAVEMENT. THIS AREA SHALL BE FILLED WITH A LOW STRENGTH GROUT WITH A MAXIMUM 28 DAY COMPRESSIVE STRENGTH OF 120 PSI.
2. GROUT SHALL BE INSTALLED AT A DEPTH EQUAL TO THE SURROUNDING PAVEMENT UP TO A MAXIMUM OF 6". IF SURROUNDING PAVEMENT IS GREATER THAN 6", THE DIFFERENCE SHALL BE FILLED IN WITH SHOULDER GRANULAR MATERIAL.
3. COST OF GROUT SHALL BE ABSORBED IN THE COST OF OTHER ITEMS BID.
4. PAVEMENT LEAVE-OUT AREAS ARE REQUIRED FOR STEEL AND WOOD POSTS.
5. STANDARD EMBEDMENT DEPTHS STILL APPLY, MEASURED FROM THE TOP OF THE PROJECTED PAVEMENT SURFACE.

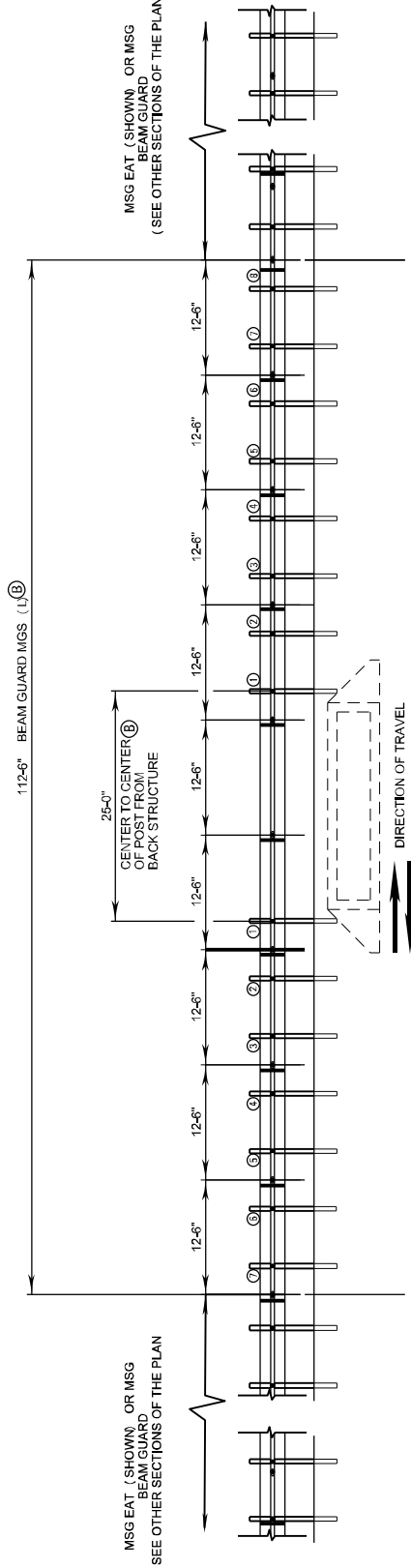
NEWTON COUNTY-HIGHWAY 15  
 MP-5015-51 ( 021) 307480/301000  
 ( SR15 From Decatur to Henry Mack Smith Road)

GENERAL NOTES

POSTS 1 THROUGH 3 ARE CRT POSTS. ALL OTHER POSTS SHALL BE WOOD OR STEEL. SEE SDD14 B 42 FOR MORE DETAILS.  
 FLARE FOR MGS EAT SHOWN, IF INSTALLING MGS NO FLARE NEEDED.  
 VALUES SHOWN ON DRAWING REPRESENT THE MAXIMUM LENGTH. SHORTER DIMENSIONS ARE POSSIBLE. SEE OTHER SECTION OF PLAN FOR MORE INFORMATION.



PLAN VIEW

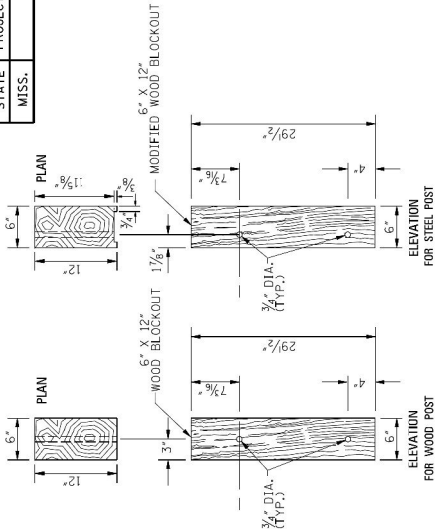


ELEVATION VIEW



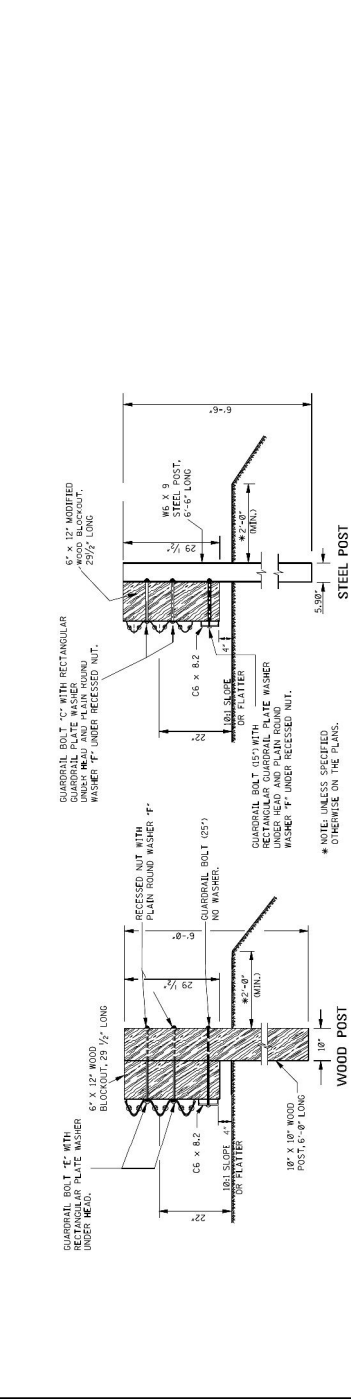
# NEWTON COUNTY MP-5015-51(021) 307480/301000

STATE	PROJECT NO.
MISS.	

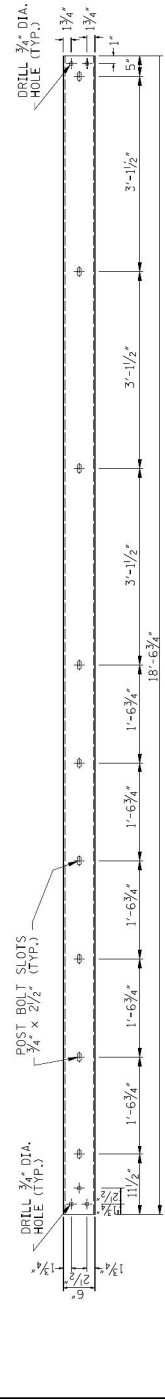


BLOCKOUT FOR POST 9 OF  
TYPE "1" BRIDGE END SECTION

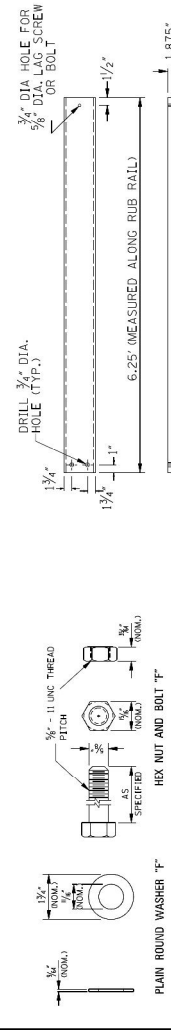
CROSS-SECTION  
VIEW OF C6 X 8.2



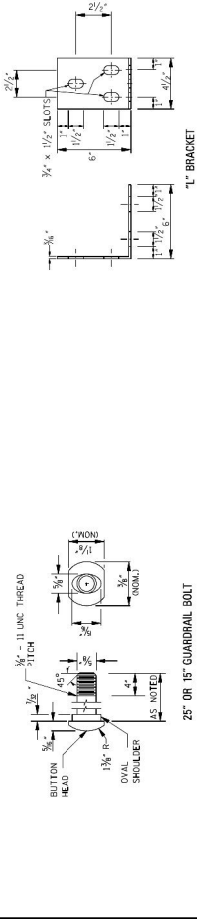
PROFILE VIEW OF POSTS



LONGITUDINAL RUB RAIL



DIAGONAL RUB RAIL



25" OR 15" GUARDRAIL BOLT

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

**GUARDRAIL:  
RUB RAIL HARDWARE**

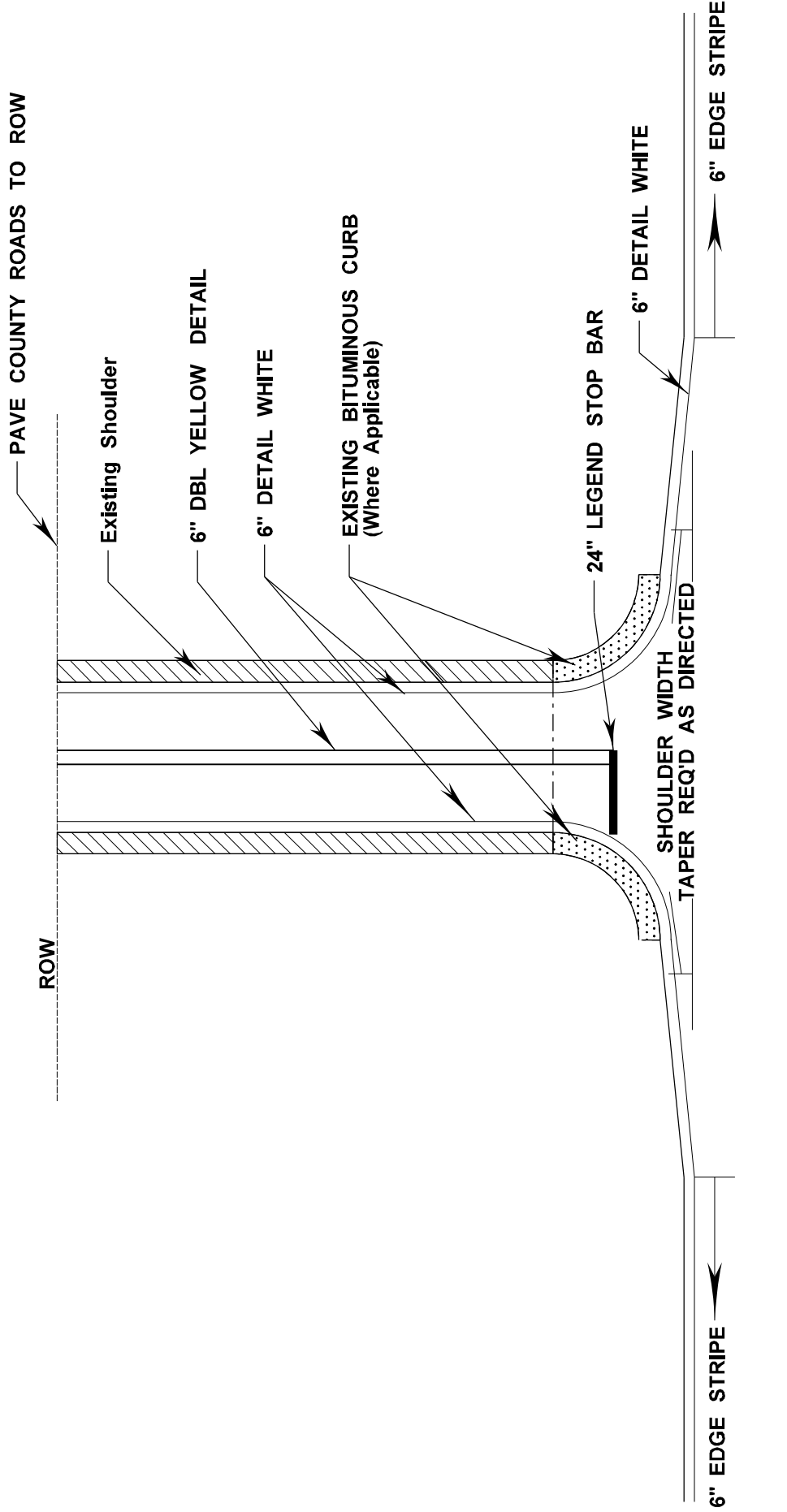
WORKING NUMBER: GR-RR  
SHEET NUMBER: 6218  
ISSUE DATE: AUGUST 01, 2017



STATE PROJECT NO. \_\_\_\_\_

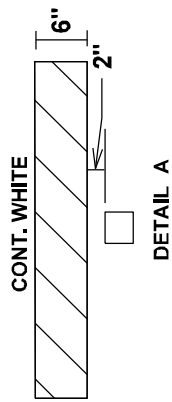
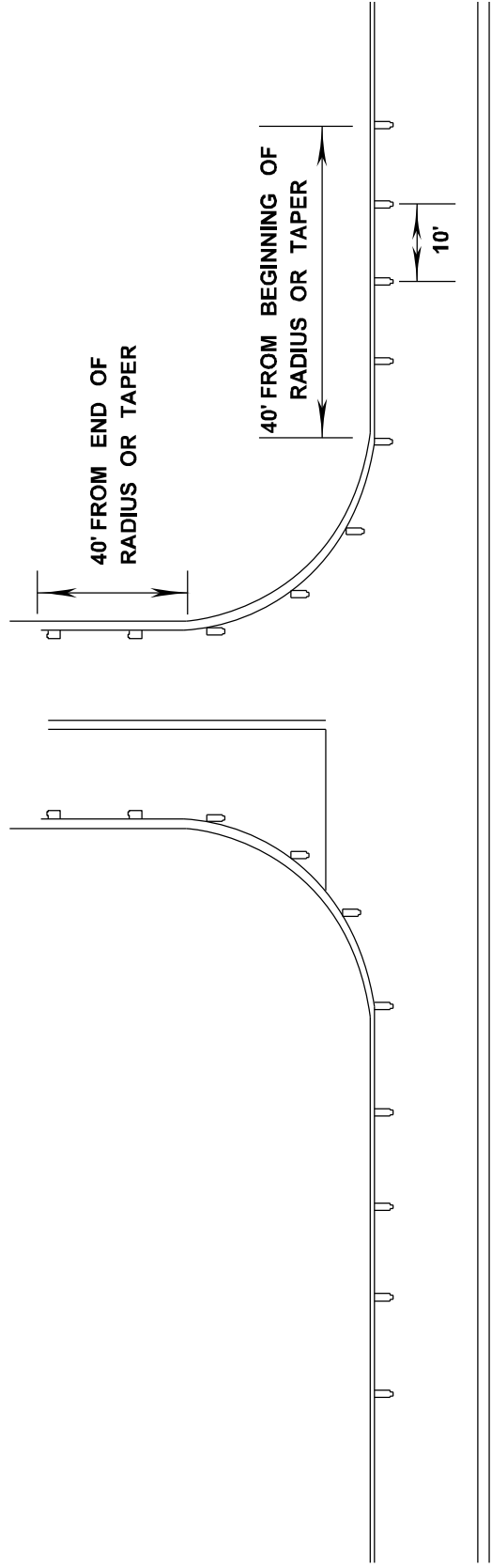
REVISION	DATE

**NEWTON COUNTY**  
**MP-5015-51(021) 307480/301000**  
**STRIPE DETAIL - COUNTY ROADS**





TYPICAL FOR RAISED PAVEMENT MARKERS  
PLACED ON SIDE ROAD RADIUS



- NOTE 1. MARKERS SHALL BE PLACED EVERY 10 FEET.
- NOTE 2. MARKERS SHALL BE VISIBLE FROM THE TRAVELING MOTORIST ON STATE DESIGNATED HIGHWAYS.
- NOTE 3. MARKERS SHALL BE HIGH PERFORMANCE TWO WAY CLEAR.
- NOTE 4. FIVE (5) MARKERS SHALL BE PLACED ALONG MAINLINE EDGE STRIPE.
- NOTE 5. MARKERS FOR COUNTY ROADS SHALL CONTINUE DOWN THE EDGE STRIPE A DISTANCE OF 40 FEET.