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SM No. CSP0379000011

# PROPOSAL AND CONTRACT DOCUMENTS

## FOR THE CONSTRUCTION OF

18

Overlay approximately 12 miles on SR 503 from SR 528 to the Newton County Line, known as State Project No. SP-0379-00(001) / 108661301 in Jasper County.

Project Completion: Flexible

**(STATE DELEGATED)**

### NOTICE

**BIDDERS MUST COMPLETE AN ONLINE REQUEST  
FOR PERMISSION TO BID THIS PROJECT.**

Electronic addendum updates will be posted on [www.gomdot.com](http://www.gomdot.com)

# SECTION 900

## OF THE CURRENT 2017 STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION

JACKSON, MISSISSIPPI

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
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**PROJECT: SP-0379-00(001)/108661301 - Jasper**

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05/26/2021 02:56 PM

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

## SECTION 901 - ADVERTISEMENT

Electronic bids will be received by the Mississippi Transportation Commission at 10:00 o'clock A.M., Tuesday, June 22, 2021, from the Bid Express Service and shortly thereafter publicly read on the Sixth Floor for:

Overlay approximately 12 miles on SR 503 from SR 528 to the Newton County Line, known as State Project No. SP-0379-00(001) / 108661301 in Jasper County.

The attention of bidders is directed to the predetermined minimum wage rate set by the U. S. Department of Labor under the Fair Labor Standards Act.

The Mississippi Department of Transportation hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, sex, age, disability, religion or national origin in consideration for an award.

The specifications are on file in the offices of the Mississippi Department of Transportation.

Contractors may request permission to bid online at <http://shopmdot.ms.gov> at no cost. Upon approval, Contractors shall be eligible to submit a bid using Bid Express at <http://bidx.com>. Specimen proposals may be viewed and downloaded online at no cost at <http://mdot.ms.gov> or purchased online at <http://shopmdot.ms.gov> at a cost of Ten Dollars (\$10.00) per proposal plus a small convenience fee. Cash or checks will not be accepted as payment.

Bid bond, signed or countersigned by a Mississippi Agent or Qualified Nonresident Agent, with Power of Attorney attached, a Cashier's check or Certified Check for five (5%) percent of bid, payable to STATE OF MISSISSIPPI, must accompany each proposal.

The attention of bidders is directed to the provisions of Subsection 102.07 pertaining to irregular proposals and rejection of bids.

JEFFREY C. ALTMAN  
ACTING EXECUTIVE DIRECTOR



# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 - NOTICE TO BIDDERS NO. 1**

**CODE: (IS)**

**DATE: 03/01/2017**

**SUBJECT: Governing Specifications**

The current (2017) Edition of the Standard Specifications for Road and Bridge Construction adopted by the Mississippi Transportation Commission is made a part hereof fully and completely as if it were attached hereto, except where superseded by special provisions, or amended by revisions of the Specifications contained within this proposal. Copies of the specification book may be purchased from the MDOT Construction Division, or online at [shopmdot/default.aspx?StoreIndex=1](http://shopmdot/default.aspx?StoreIndex=1).

A reference in any contract document to controlling requirements in another portion of the contract documents shall be understood to apply equally to any revision or amendment thereof included in the contract.

In the event the plans or proposal contain references to the 2004 Edition of the Standard Specifications for Road and Bridge Construction, it is to be understood that such references shall mean the comparable provisions of the 2017 Edition of the Standard Specifications.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 3**

**CODE: (SP)**

**DATE: 01/17/2017**

**SUBJECT: Final Clean-Up**

Immediately prior to final inspection for release of maintenance, the Contractor shall pick up, load, transport and properly dispose of all litter from the entire highway right-of-way that is within the termini of the project.

Litter shall include, but not be limited to, solid wastes such a glass, paper products, tires, wood products, metal, synthetic materials and other miscellaneous debris.

Litter removal is considered incidental to other items of work and will not be measured for separate payment.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 9**

**CODE: (IS)**

**DATE: 03/01/2017**

**SUBJECT: Federal Bridge Formula**

Bidders are hereby advised that the latest revision of Federal Highway Administration Publication No. FHWA-HOP-06-105, **BRIDGE FORMULA WEIGHTS**, dated August 2006, is made a part of this contract when applicable.

Prior to the preconstruction conference, the Contractor shall advise the Engineer, in writing, what materials, if any, will be delivered to the jobsite via Interstate route(s).

Copies of the **BRIDGE FORMULA WEIGHTS** publication may be obtained by contacting:

Federal Highway Administration  
400 7<sup>th</sup> Street, SW  
Washington, DC 20590  
(202) 366-2212

or

[http://www.ops.fhwa.dot.gov/Freight/publications/brdg\\_frm\\_wgths/bridge\\_formula\\_all\\_rev.pdf](http://www.ops.fhwa.dot.gov/Freight/publications/brdg_frm_wgths/bridge_formula_all_rev.pdf)

An on line **BRIDGE FORMULA WEIGHTS CALCULATOR** is available at

[http://ops.fhwa.dot.gov/freight/sw/brdgcalc/calc\\_page.htm](http://ops.fhwa.dot.gov/freight/sw/brdgcalc/calc_page.htm)

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 13**

**CODE: (IS)**

**DATE: 03/01/2017**

**SUBJECT: Safety Edge**

Bidders are hereby advised that the Shoulder Wedge (Safety Edge) specified in Section 401, Asphalt Pavements, shall only apply to the top two (2) lifts of asphalt. Open Graded Friction Courses (OGFC) are not to be considered a lift as it pertains to safety edge. Attached is a drawing showing the safety edge. Note that the shoulder dimensions in the bottom two drawings will be less than three feet (3').



# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 - NOTICE TO BIDDERS NO. 113**

**CODE: (SP)**

**DATE: 04/18/2017**

**SUBJECT: Tack Coat**

Bidders are advised that in addition to the products listed on the Department's APL as referenced in Subsection 401.03.1.2 on page 256, the Contractor may use one of the following as a tack coat.

- CSS-1
- CSS-1h
- SS-1
- SS-1h

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 296**

**CODE: (SP)**

**DATE: 07/25/2017**

**SUBJECT: Reduced Speed Limit Signs**

Bidders are advised that when the plans or contract documents require the speed limit on a project to be reduced, the Contractor shall begin work within 48 hours of installing the reduced speed limit signs. Should the Contractor not start work or have no plans to start work within 48 hours of installing the signs, the reduced speed limit signs shall be covered and existing speed limit signs uncovered.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 445**

**CODE: (SP)**

**DATE: 10/10/2017**

**SUBJECT: Mississippi Agent or Qualified Nonresident Agent**

Bidders are hereby advised of the requirements of Subsections 102.08, 103.05.2, and 107.14.2.1 of the *2017 Standard Specifications for Road and Bridge Construction* as it refers to bonding agents. Proposal guaranties, bonds, and liability insurance policies must be signed by a **Mississippi Agent or Qualified Nonresident Agent.**



## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 516

CODE: (IS)

DATE: 11/28/2017

SUBJECT: Errata and Modifications to the 2017 Standard Specifications

<u>Page</u>	<u>Subsection</u>	<u>Change</u>
16	102.06	In the seventh full paragraph, change “Engineer” to “Director.”
33	105.05.1	In the sixth sentence, change “Contract Administration Engineer” to “Contract Administration Director.”
34	105.05.2.1	In subparagraph 2, change “SWPPP, ECP” to “SWPPP and the ECP”
35	105.05.2.2	In subparagraphs 2, add “ and” to the end of the sentence. In subparagraph 3, remove “, and” and add “.”.
90	109.04.2	In the last paragraph of subparagraph (a), place a period “.” at the end of the sentence.
93	109.04.2	In the last paragraph of subparagraph (g), place a period “.” at the end of the sentence. Also, in the first paragraph of subparagraph (h), place a period “.” at the end of the sentence.
97	109.07	Under ADJUSTMENT CODE, subparagraph (A1), change “HMA mixture” to “Asphalt mixtures.”
98	109.11	In the third sentence, change “Engineer” to “Director.”
219	308.04	In the last sentence of the last paragraph, change “Contractor’s decision” to “Engineer’s decision.”
300	405.02.5.9	In the first sentence of the second paragraph, change “Hot Mix Asphalt” to “Asphalt Mixtures.”
502	630.01.1	In the first paragraph, change “ <u>AASHTO</u> ” to “ <u>AASHTO’s LRFD</u> ”.
636	646.05	Change “each” to “per each” for the pay item units of payment.
640	656.02.6.2	In item 7), change “down stream” to “downstream”.
688	630.03.2	Change the subsection number from “630.03.2” to “680.03.2.”

725      702.08.3      In the second sentence of the first paragraph, change “hot-mix” to “asphalt.”

954      804.02.13.1.6      In the definition for “M” in the % Reduction formulas, change “paragraph 7.3” to “paragraph 5.3.”

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 1225**

**CODE: (SP)**

**DATE: 11/13/2018**

**SUBJECT: Early Notice to Proceed**

Bidders are advised that if an early notice to proceed is allowed by the Department and the Contractor experiences problems or delays between the early notice to proceed date and the original notice to proceed date, this shall not be justification for any monetary compensation or an extension of contract time.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 1226**

**CODE: (IS)**

**DATE: 11/16/2018**

**SUBJECT: Material Storage Under Bridges**

Bidders are advised that Subsection 106.08 of the Standard Specifications allows the Contractor to store materials and equipment on portions of the right-of-way. However, the Contractor will not be allowed to store or stockpile materials under bridges without written permission from the Project Engineer. The Contractor shall submit a detailed request of all proposed materials to be stored under bridges to the Engineer a minimum of 14 calendar days prior to anticipated storage. This detail shall include, but not limited to, bridge location, material type, material quantity, and duration of storage. The Project Engineer and any other needed Division will review this information and determine whether to grant approval. The Contractor shall not store any material under any bridge without written approval from the Project Engineer.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 1241**

**CODE: (IS)**

**DATE: 11/27/2018**

**SUBJECT: Fuel and Material Adjustments**

Bidder's attention is brought to the last paragraph of Subsection 109.07 of the Standard Specifications which states that no fuel or material adjustment will be made after the completion of contract time. Any fuels consumed or materials incorporated into the work during the monthly estimate period falling wholly after the expiration of contract time will not be subject a fuel or material adjustment.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 1963**

**CODE: (SP)**

**DATE: 9/23/2019**

**SUBJECT: Guardrail Pads**

Bidders are hereby advised that prior to construction of the guardrail pads, the Contractor shall coordinate with the guardrail Subcontractor to determine the guardrail pad dimensions necessary to meet MASH compliance.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 - NOTICE TO BIDDERS NO. 2206**

**CODE: (IS)**

**DATE: 01/14/2020**

**SUBJECT: MASH Compliant Devices**

Bidders are hereby advised that compliance associated with the requirements of meeting either the National Cooperative Highway Research Program (NCHRP) Report 350 or the Manual for Assessing Safety Hardware (MASH) for installations of certain traffic control devices and permanent safety hardware devices (guardrails, guardrail terminals, permanent portable barriers, cast-in-place barriers, all other permanent longitudinal barriers, crash cushions, cable barriers, cable barrier terminals, bridge rails, bridge rail transitions, all other terminals, sign supports, and all other breakaway hardware) as listed throughout the Standard Specifications and/or the Standard Drawings, or both, is now replaced with the requirements of meeting the 2016 version of MASH after December 31, 2019. This change applies to new permanent installations and to full replacements of existing installations.

At the preconstruction conference or prior to starting any work on the project, the Contractor shall submit a letter stating that the traffic control devices and permanent safety hardware devices as outlined within the paragraph above that are to be used on the project are certified to meet MASH 2016.

When a MASH 2016-compliant device does not exist for the new permanent installations and/or full replacement installations of permanent safety hardware devices, as listed above, a MASH 2009-compliant or a NCHRP 350-compliant device may be proposed by the Contractor for the project. A written request for such instances must be submitted by the Contractor either at the preconstruction conference or prior to starting any work on the project. The Contractor shall submit the following items to the Project Engineer: (1) a detailed list of the proposed devices and locations thereof; and (2) certification letters indicating that the proposed devices are compliant with either MASH 2009 or NCHRP 350.

When a MASH 2016-compliant device does not exist for the temporary work zone traffic control devices (Category 1, Category 2, and Category 3 devices), a MASH 2009-compliant or a NCHRP 350-compliant device may be proposed by the Contractor for the project. Temporary work zone traffic control devices (Category 1, Category 2, and Category 3 devices) that are MASH 2009-compliant or NCHRP 350-compliant that have been in use prior to December 31, 2019, and that have a remaining service life may be proposed for use throughout their normal service life on the project by the Contractor. For either of these scenarios for temporary work zone traffic control devices, a written request must be submitted by the Contractor either at the preconstruction conference or prior to starting any work on the project. The Contractor shall submit the following items to the Project Engineer: (1) a detailed list of the proposed devices and locations thereof; and (2) certification letters indicating that the proposed devices are compliant with either MASH 2009 or NCHRP 350.

Work will only be allowed to proceed after the Department has granted written concurrence(s) with the proposed request(s) as listed above.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 2273**

**CODE: (SP)**

**DATE: 02/12/2020**

**SUBJECT: Mississippi Special Fuel Tax Law**

Bidder's attention is brought to the second paragraph of Subsection 107.02 of the Standard Specifications which states that all Contractors and Subcontractors must comply with all requirements contained in the Mississippi Special Fuel Tax Law, Section 27-55-501, *et seq.* Attached are two Fact Sheets provided by the Mississippi Department of Revenue (MDOR) with additional information.



## Gasoline and Dyed Diesel Used for Non-Highway Purposes

*Mississippi provides a reduced rate for gasoline and dyed diesel used for non-highway purposes. The reduced rates are 6.44 cents per gallon and 5.75 cents per gallon of gasoline or dyed diesel. These fuels are generally taxed at 18 cents per gallon if for on road use.*

### Gasoline Used for Non-Highway Purposes

You may be entitled to a refund of 11.56 cents per gallon (making this an equivalent to a tax rate of 6.44 cents per gallon) if you desire to purchase gasoline to be used off road. The gasoline must be used for agricultural, maritime, industrial, manufacturing, domestic or non-highway purposes only.

Examples of non-highway include gasoline used in boats, golf carts, machinery used for manufacturing or farm equipment used exclusively in plowing, planting or harvesting farm products.

### Refund Gasoline User

The refund is based on the amount of gallons used. Before a refund is issued, you are required to...

1. Obtain a refund gasoline user's permit and a certificate for refund booklet from the Department of Revenue;
2. Have a storage tank marked "REFUND GASOLINE"; and,
3. Purchase the gasoline from someone who holds a refund gasoline dealer's permit.

No refund will be allowed for gasoline used in motor vehicles owned or operated by a government entity or used in Mississippi government contracts.

### Refund Gasoline Dealer

You must obtain a refund gasoline dealer's permit from the Department of Revenue before selling refund gasoline. At no time should the gasoline be delivered to a tank that is not properly marked. The gasoline must be dyed a distinctive mahogany color at the time of delivery.

The Department of Revenue may waive the dye requirement if the dye may cause damage to the equipment. The refund gasoline user is required to obtain the waiver from the Department of Revenue.

### Dyed Diesel Used for Non-Highway Purposes

Unlike gasoline, you are not required to apply for a refund if you desire to purchase dyed diesel to be used off road. Mississippi provides a reduced rate of 5.75 cents per gallon on dyed diesel used off road. Diesel used on road is subjected to 18 cents per gallon. Dyed diesel used in motor vehicles owned or operated by a government entity or used in Mississippi government contracts will be subjected to 18 cents per gallon.

### Dyed Diesel Used on the Highway

Any person who purchases, receives, acquires or uses dyed diesel for highway use will be liable to pay 18 cents per gallon and subject to a penalty in the amount of \$1000.

### Identifying Dyed Diesel

Storage facilities for dyed diesel must be plainly marked "NONHIGHWAY DIESEL FUEL" or "NONHIGHWAY KEROSENE". Retailers are also required to mark all pumps or dispensing equipment.



## Special Fuel Used on Government Contracts

### State and Local Government Contracts

Special fuel purchased, acquired or used in performing contracts with the State of Mississippi, counties, municipalities or any political subdivision is taxed at a rate of 18 cents per gallon. Special fuel includes but is not limited to the following:

- Dyed diesel fuel;
- Kerosene;
- Undyed diesel fuel; and,
- Fuel oil.

State and local government contracts include construction, reconstruction and maintenance or repairs of projects such as roads, bridges, water systems, sewer systems, buildings, drainage canals and recreational facilities. The Department of Revenue may require contractors to remit the excise tax directly to the state in lieu of paying the tax to a distributor.

### Special Fuel Direct Pay Permit

Contractors that remit the excise tax to the state will be issued a Special Fuel Direct Pay Permit. This permit relieves the distributor from collecting the tax and requires the contractor to file a monthly special fuel return. The distributor should include the contractor’s permit number on all invoices that are related to tax-free sales.

The contractor is required to furnish a surety or cash bond guaranteeing the payment of the excise tax prior to receiving the Special Fuel Direct Pay Permit. The Department of Revenue may accept a contractors tax bond if the bond covers the excise tax levied on special fuel.

### Special Fuel Distributors

If the contractor does not have a Special Fuel Direct Pay Permit, distributors are required to collect the 18 cents excise tax and remit the tax to the Department of Revenue. The additional 12.25 cents levied on special fuel (excluding undyed diesel) should be reported on schedules 5F and 5G of the special fuel return.

### Environmental Protection Fee

Special fuel distributors are required to collect the environmental protection fee even if the contractor has a Special Fuel Direct Pay Permit. The fee is levied at 4/10<sup>ths</sup> of a cent per gallon. The fee is suspended or reinstated when the trust fund has exceeded or fallen below the obligatory balance.

### Penalties

Any person who knowingly and willfully purchases untaxed fuel for use in equipment utilized on a road or highway construction site in this state is guilty of a misdemeanor and, upon conviction, shall be fined not less than \$1,000 or more than \$100,000, or imprisoned in the county jail for not more than one year, or both.



**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904- NOTICE TO BIDDERS NO. 2365**

**CODE: (SP)**

**DATE: 03/23/2020**

**SUBJECT: Special Project Signs**

Bidders are advised that this project will require Special Project Signs. The signs and posts will be State Furnished and Contractor will only be required to install, maintain, and remove the signs. The signs shall be erected prior to beginning any construction and remain in place for the duration of the project. The signs shall be installed near the beginning and end of the project at locations approved by the Engineer. The signs will remain the property of the Department at the end of the project. All costs for special project signs should be included in the bid price for pay item 618-A: Maintenance of Traffic.



**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904- NOTICE TO BIDDERS NO. 2397**

**CODE: (SP)**

**DATE: 03/24/2020**

**SUBJECT: Smoothness Tolerances for Ultra-Thin Asphalt Pavement**

Bidders are hereby advised that the smoothness tolerances for ultra-thin asphalt pavement on this project shall meet the requirements of a Category C project in accordance with Subsection 403.03.2.1. There will be no final surface requirements or corrective action based for the short continuous interval. Bidders are responsible for the collection of a preliminary smoothness profile prior to any work being performed.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

### SUPPLEMENT TO NOTICE TO BIDDERS NO. 2654

**DATE:**       **05/02/2020**

The goal is 5 percent for the Disadvantaged Business Enterprise. All Bidders are required to submit Form OCR-481 for all DBEs. Bidders are advised to check the bid tabulation link for this project on the MDOT website at:

[https://mdot.ms.gov/portal/current\\_letting](https://mdot.ms.gov/portal/current_letting)

Bid tabulations are usually posted by 3:00 pm on Letting Day.

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2654

CODE: (SP)

DATE: 05/02/2020

**SUBJECT: Disadvantaged Business Enterprises In Special Funded Projects**

The Department has developed a Disadvantaged Business Enterprise Program that is applicable to this contract and is made a part thereof by reference, except approvals and concurrences by the Federal Highway Administration is not applicable to this contract since it is not financed in whole or in part with Federal Funds.

Copies of the program may be obtained from:

Office of Civil Rights  
Mississippi Department of Transportation  
P. O. Box 1850  
Jackson, Mississippi 39215-1850

## **POLICY**

It is the policy of the Mississippi Department of Transportation to provide a level playing field, to foster equal opportunity in all contracts, to improve the flexibility of the DBE Program, to reduce the burdens on small businesses, and to achieve that amount of participation that would be obtained in a non-discriminatory market place. In doing so, it is the policy of MDOT that there will be no discrimination in the award and performance of these contracts on the basis of race, color, sex, or national origin.

## **ASSURANCES THAT CONTRACTORS MUST TAKE:**

MDOT will require that each contract which MDOT signs with a subrecipient or a Contractor, and each subcontract the Prime Contractor signs with a Subcontractor, includes the following assurances:

“The Contractor, subrecipient or Subcontractor shall not discriminate on the basis of race, color, sex or national origin in the performance of this contract. Failure by the Contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as MDOT deems appropriate.”

## **DEFINITIONS**

For purposes of this provision the following definitions will apply:

"Disadvantaged Business" means a small business concern: (a) which is at least 51 percent owned by one or more socially and economically disadvantaged individual(s) or in the case of any publicly owned business, at least 51 percent of the stock of which is owned by one or more socially

and economically disadvantaged individual(s); and (b) whose management and daily business operations are controlled by one or more of the socially and economically disadvantaged individual(s) who own it. It is important to note that the business owners themselves must control the operations of the business. Absentee ownership or title ownership by an individual who does not take an active role in controlling the business is not consistent with eligibility as a DBE under 49 CFR Part 26.71.

### **CONTRACTOR'S OBLIGATION**

The Contractor and all Subcontractors shall take all necessary and reasonable steps to ensure that DBE firms compete for and participate in the performance of a portion of the work in this contract and shall not discriminate on the basis of race, color, sex or national origin. Failure on the part of the Contractor to carry out the DBE requirements of this contract constitutes a breach of contract and after proper notification the Department may terminate the contract or take other appropriate action as determined by the Department.

When a contract has a zero percent (0%) DBE goal, the Contractor still has the responsibility to take all necessary and reasonable steps to ensure that DBE firms can compete for and participate in the performance of the work in the contract. In this case, all work performed by a certified DBE firm is considered to be a “race neutral” measure and the Department will receive DBE credit towards the overall State goals when the DBE firm is paid for their work. If the Prime Contractor is a certified DBE firm, the Department can receive DBE credit only for the work performed by the Prime Contractor’s work force or any work subcontracted to another DBE firm. Work performance by a non-DBE Subcontractor is not eligible for DBE credit.

### **CONTRACT GOAL**

The goal for participation by DBEs is established for this contract in the attached Supplement. The Contractor shall exercise all necessary and reasonable steps to ensure that participation is equal to or exceeds the contract goal.

If the percentage of the contract that is proposed for DBEs is 1% or greater, shall be so stated on the last bid sheet of the proposal.

All Bidders shall submit to the Office of Civil Rights Form OCR-481, signed by the Prime Contractor and the DBE Subcontractors, no later than the 3<sup>rd</sup> business day after opening of the bids.

Form OCR-481 is available on the MDOT website at [www.mdot.ms.gov](http://www.mdot.ms.gov) under the Civil Rights tab, or by calling 601-359-7466.

The OCR-481 Form must contain the following information:

The name and address of each certified DBE Contractor/Supplier;

The Reference Number, percent of work to be completed by the DBE subcontractor and the dollar amount of each item. If a portion of an item is subcontracted, a breakdown of that item



including quantities and unit price must be attached, detailing what part of the item the DBE firm is to perform and who will perform the remainder of the item.

If the DBE Commitment shown on the last bid sheet of the proposal, does not equal or exceed the contract goal, the bidder must submit, to MDOT Contract Administration Division prior to bid opening, information to satisfy the Department that adequate good faith efforts have been made to meet the contract goal.

Failure of the lowest bidder to furnish acceptable proof of good faith efforts, submitted to MDOT Contract Administration Division prior to bid opening, shall be just cause for rejection of the proposal. Award may then be made to the next lowest responsive bidder or the **project** may be re-advertised.

### **GOOD FAITH EFFORTS**

The following factors are illustrative of matters the Department will consider in judging whether or not the bidder has made adequate good faith effort to satisfy the contract goal.

- (1) Whether the bidder attended the pre-bid meeting that was scheduled by the Department to inform DBEs of subcontracting opportunities;
- (2) whether the bidder advertised in general circulation, trade association, and minority-focus media concerning the subcontracting opportunities;
- (3) whether the bidder provided written notice to a reasonable number of specific DBEs that their interest in the contract is being solicited;
- (4) whether the bidder followed up initial solicitations of interest by contacting DBEs to determine with certainty whether they were interested;
- (5) whether the bidder selected portions of the work to be performed by DBEs in order to increase the likelihood of meeting the contract goal;
- (6) whether the bidder provided interested DBEs with adequate information about the plans, specifications and requirements of the contract;
- (7) whether the bidder negotiated in good faith with interested DBEs and did not reject them as unqualified without sound reasons based on a thorough investigation of their capabilities; and
- (8) whether the bidder made efforts to assist interested DBEs in obtaining any required bonding or insurance.
- (9) whether the bidder has written notification to certified DBE Contractors soliciting subcontracting for items of work in the contract.
- (10) whether the bidder has a statement of why an agreement was not reached.

- (11) Proof of written notification to certified DBE Contractors by certified mail that their interest is solicited in subcontracting the work defaulted by the previous DBE or in subcontracting other items of work in the contract.

The bidder's execution of the signature portion of the proposal shall constitute execution of the following assurance:

The bidder hereby gives assurance that a good faith effort has been made to meet the contract goal for DBE participation for which this proposal is submitted.

### **DIRECTORY**

A list of “Certified DBE Contractors” which have been certified as such by the Mississippi Department of Transportation and other Unified Certification Partners (UPC) can be found on the Mississippi Department of Transportation website at [www.mdot.ms.gov](http://www.mdot.ms.gov). The DBE firm must be certified at the time the project is let and approved by MDOT to count towards meeting the DBE goal.

### **REPLACEMENT**

If a DBE Subcontractor cannot perform satisfactorily, and this causes the OCR-481 commitment to fall below the contract goal, the Contractor shall take all necessary reasonable steps to replace the DBE with another certified DBE Subcontractor or submit information to satisfy the Mississippi Department of Transportation that adequate good faith efforts have been made to replace the DBE. The good faith efforts outlined previously in this document still apply. The replacement DBE must be a DBE who was on the Department's list of "Certified DBE Contractors" when the job was let, and who is still active All DBE replacements must be approved by the Department.

Under no circumstances shall the Prime or any Subcontractor perform the DBE's work (as shown on the OCR-481) without prior written approval from the Department. See "Sanctions" at the end of this document for penalties for performing DBE's work.

When a Contractor proposes to substitute/replace/terminate a DBE that was originally named on the OCR-481, the Contractor must obtain a release, in writing, from the named DBE explaining why the DBE Subcontractor cannot perform the work. A copy of the original DBE's release must be attached to the Contractor's written request to substitute/replace/terminate along with appropriate subcontract forms for the substitute/replacement/terminated Subcontractor, all of which must be submitted to the DBE Coordinator and approved, in advance, by MDOT.

### **PREBID MEETING**

A pre-bid meeting will be held in the Commission Room on the 1<sup>st</sup> floor of the MDOT Administration Building in Jackson at 2:00 P.M. on the day preceding the date of the bid opening.

This meeting is to inform DBE firms of subcontracting and material supply opportunities. Attendance at this meeting is considered of prime importance in demonstrating good faith effort to meet the contract goal.

**PARTICIPATION / DBE CREDIT**

Participation shall be counted toward meeting the goal in this contract as follows:

- (1) If the Prime Contractor is a certified DBE firm, only the value of the work actually performed by the DBE Prime can be counted towards the project goal, along with any work subcontracted to a certified DBE firm.
- (2) If the Prime Contractor is not a DBE, the work subcontracted to a certified DBE Contractor will be counted toward the goal.
- (3) The Contractor may count toward the goal a portion of the total dollar value of a contract with a joint venture eligible under the standards of this provision equal to the percentage of the DBE partner in the joint venture. The joint venture must submit a Joint Venture Eligibility Form provided by the Mississippi Department of Transportation.
- (4) Expenditures to DBEs that perform a commercially useful function may be counted toward the goal. A business is considered to perform a commercially useful function when it is responsible for the execution of a distinct element of the work and carries out its responsibilities by actually performing, managing, and supervising the work involved.
- (5) The Contractor may count 100% of the expenditures for materials and supplies obtained from certified DBE suppliers and manufacturers that produce goods from raw materials or substantially alters them for resale provided the suppliers and manufacturers assume the actual and contractual responsibility for the provision of the materials and supplies. The Contractor may count 60 percent of the expenditures to suppliers that are not manufacturers, provided the supplier performs a commercially useful function in the supply process. Within 30 days after receipt of the materials, the Prime Contractor shall furnish to the DBE Coordinator invoices from the certified supplier to verify the DBE goal.
- (6) Any work that a certified DBE firm subcontracts or sub-subcontracts to a non-DBE firm will not count towards the DBE goal
- (7) Only the dollars actually paid to the DBE firm may be counted towards the DBE goal.

**AWARD**

Award of this contract to the low bidder will be contingent upon the following condition:

- (1) **All Bidders** must submit to the Office of Civil Rights for approval, Form OCR-481 (DBE Commitment) no later than the 3<sup>rd</sup> business day after opening of the bids, or submit information with the bid proposal to satisfy the Department and that adequate good faith

efforts have been made to meet the contract goal. For answers to questions regarding Form OCR-481, contact the MDOT Office of Civil Rights at (601) 359-7466.

- (2) Bidder must include OCR-485 information with their bid proposal listing all firms that submitted quotes for material supplies or items to be subcontracted. OCR-485 information must be signed and included with the bid proposal. If the OCR-485 information is not included as part of bid proposal, your bid will be deemed irregular.

Prior to the start of any work, the bidder must notify the Project Engineer, in writing, of the name of the designated "DBE Liaison Officer" for this project. This notification must be posted on the bulletin board at the project site.

### **DEFAULT**

If the contract goal established by MDOT in this proposal is 1% or greater, it must be met to fulfill the terms of the contract. The Contractor may list DBE Subcontractors and items that exceed MDOT's contract goal, but should unforeseen problems arise that would prevent a DBE from completing its total commitment percentage, the Contractor will meet the terms of the contract as long as it meets or exceeds MDOT's Contract Goal. For additional information, refer to "Replacement" section of this Notice.

### **DBE REPORTS**

- (1) OCR-481: Refer to "CONTRACT GOAL" section of this Notice to Bidders for information regarding this form.
- (2) OCR-482: At the conclusion of the project the Contractor will submit to the Project Engineer for verification of quantities and further handling Form OCR-482 whereby the Contractor certifies to the amounts of payments made to each Contractor/Supplier. The Project Engineer shall submit the completed Form OCR-482 to the DBE Coordinator (Office of Civil Rights). Final acceptance of the project is dependent upon Contract Administration Division's receipt of completed Form OCR-482 which they will receive from the Office of Civil Rights.
- (3) OCR-483: The Project Engineer/Inspector will complete Form OCR-483, the Commercially Useful Function (CUF) Performance Report, in accordance with MDOT S.O.P. No. OCR-03-05-02-483. Evaluations reported on this form are used to determine whether or not the DBE firm is performing a CUF. The Prime Contractor should take corrective action when the report contains any negative evaluations. DBE credit may be disallowed and/or other sanctions imposed if it is determined the DBE firm is not performing a CUF. This form should also be completed and returned to the DBE Coordinator (Office of Civil Rights).
- (4) OCR-484: Each month, the Prime Contractor will submit to the Project Engineer OCR-484 that certifies payments to all Subcontractors and shows all firms even if

the Prime Contractor has paid no monies to the firm during that estimate period (negative report). The Project Engineer will attach the form to the monthly estimate before forwarding to the Contract Administration Division for further processing. Failure of the Contractor to submit the OCR-484 will result in the estimate not being processed and paid.

- (5) OCR-485: Bidder must submit **signed form with bid proposal** of all firms that submitted quotes for material supplies or items to be subcontracted. If the OCR-485 information is not included as part of bid proposal, your bid will be deemed irregular.
- (6) OCR-487: Only used by Prime Contractors that are certified DBE firms. This form is used in determining the exact percentage of DBE credit for the specified project. **The low Bidder** should **return this form** to MDOT with the OCR-481 form, or can also be returned with the Permission to Subcontract Forms (CAD-720, CAD-725 and CAD-521).

DBE Forms, can be obtained from the Office of Civil Rights Division, MDOT Administration Building, 401 North West Street, Jackson, MS, or at [www.mdot.ms.gov](http://www.mdot.ms.gov) under the Civil Rights tab.

**SANCTIONS**

The Department has the option to enforce any of the following penalties for failure of the Prime Contractor to fulfill the DBE goal as stated on the OCR-481 form or any violations of the DBE program guidelines:

- (1) Disallow credit towards the DBE goal
- (2) Withhold progress estimate payments
- (3) Deduct from the final estimate or recover an amount equal to the unmet portion of the DBE goal which may include additional monetary penalties as outlined below based on the number of offenses and the severity of the violation as determined by MDOT.

Offense #1	10% of unmet portion of goal	or	\$5,000 lump sum payment	or	Both
Offense #2	20% of unmet portion of goal	or	\$10,000 lump sum payment	or	Both
Offense #3	40% of unmet portion of goal	or	\$20,000 lump sum payment	or	\$20,000 lump sum payment and debarment

- (4) Debar the Contractor involved from bidding on Mississippi Department of Transportation projects **for a period of up to 12 months after notification by certified email.**

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2954

CODE: (SP)

DATE: 12/01/2020

SUBJECT: Reflective Sheeting for Signs

Bidders are hereby advised that the retroreflective sign sheeting used for signs on this project shall be as listed below and shall meet the requirements of Subsection 721.06.

### Temporary Construction Signs

Temporary traffic control (orange) sign sheeting shall be a minimum Type IX Fluorescent Orange sheeting as shown in Special Provision 907-721.

### Permanent Signs

Permanent signs, except signs on traffic signal poles/mast arms, shall be as follows:

- Brown background sheeting on guide signs shall be a minimum Type VIII sheeting,
- Green and blue background sheeting on guide signs shall be a minimum Type IX sheeting, and
- All white, yellow, red, fluorescent yellow, and fluorescent yellow/green sheeting shall be Type XI sheeting.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 – NOTICE TO BIDDERS NO. 3117**

**CODE: (SP)**

**DATE: 02/23/2021**

**SUBJECT: Standard Drawings**

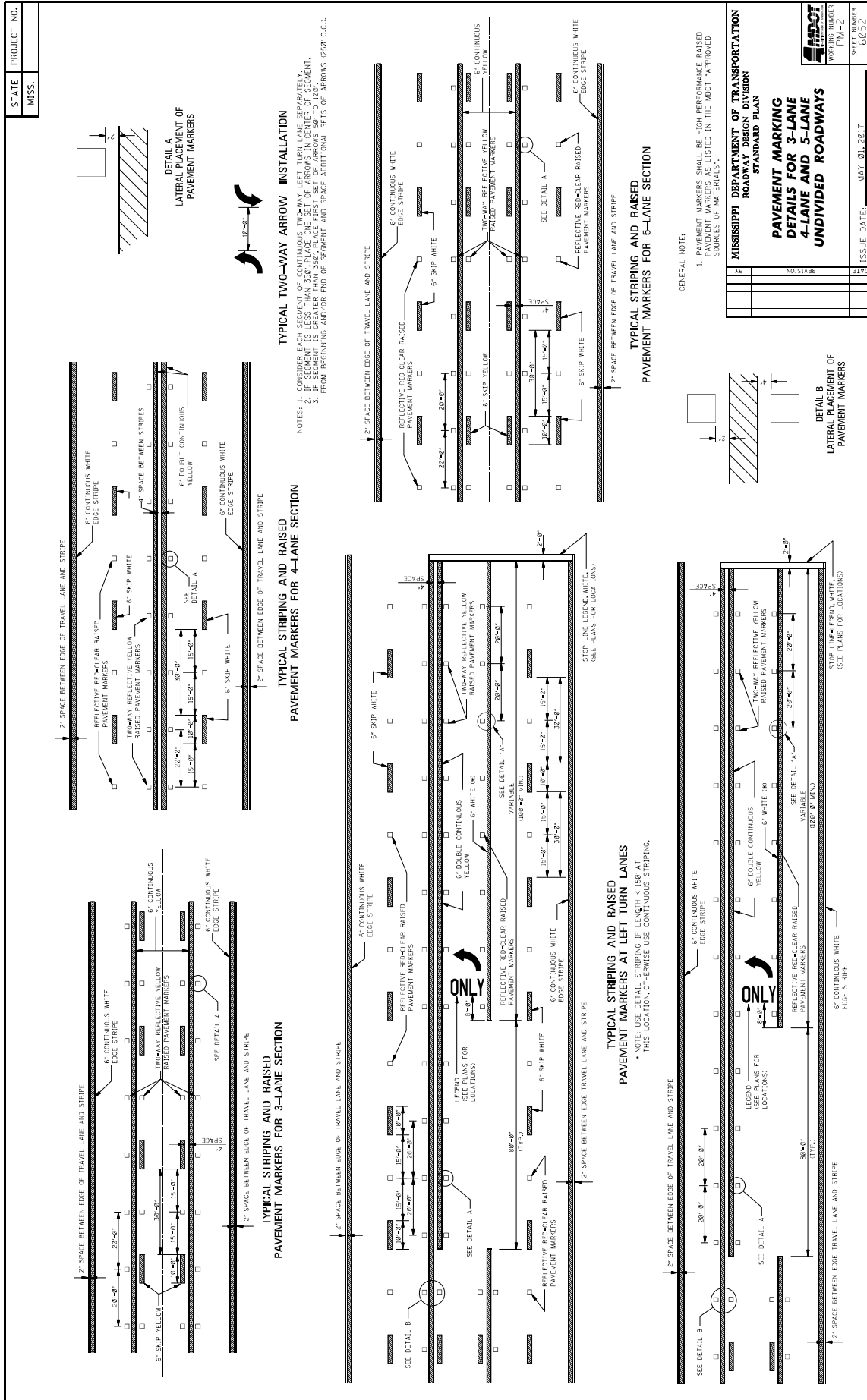
Standard Drawings attached hereto shall govern appropriate items of required work.

Larger copies of Standard Drawings may be purchased from:

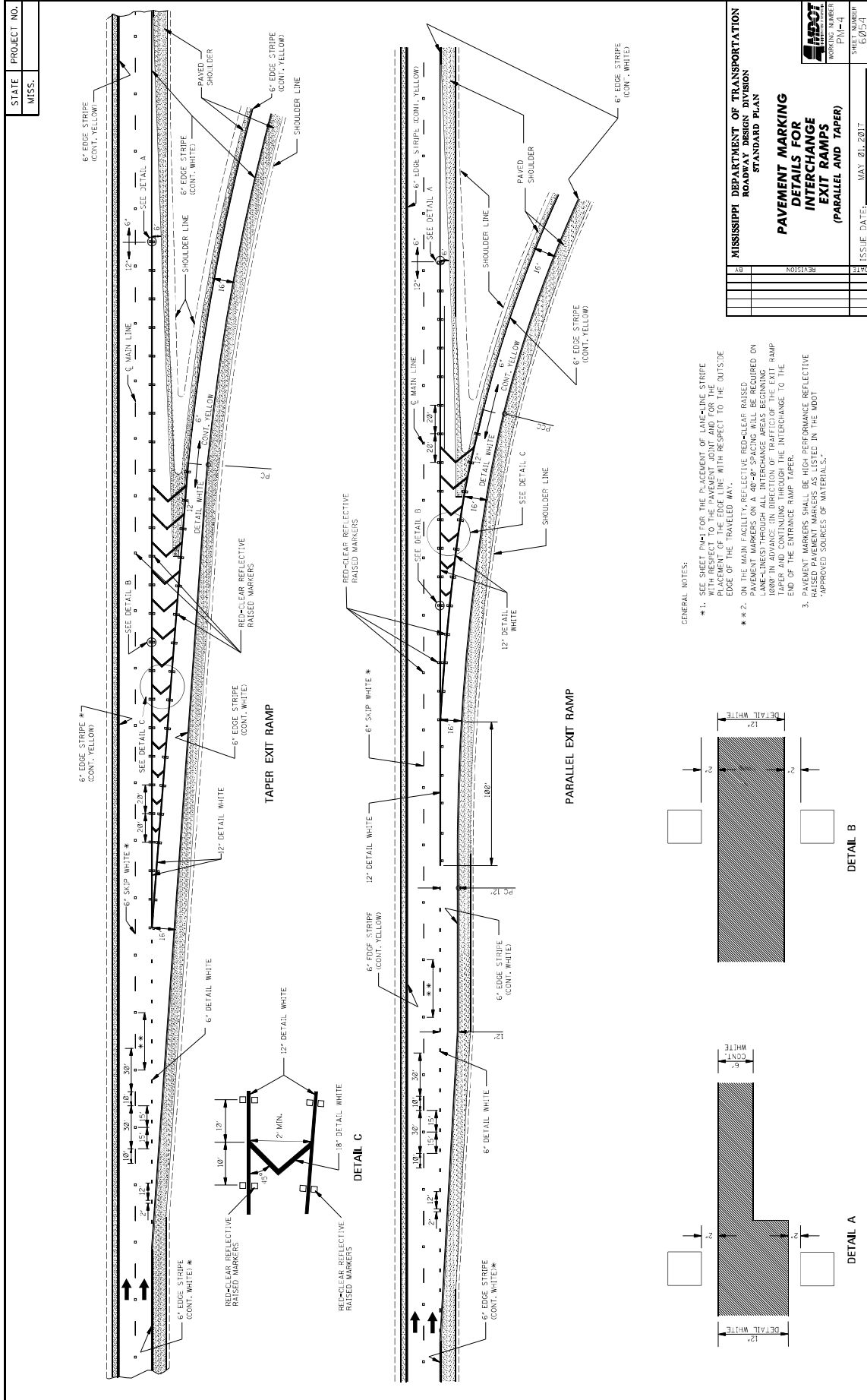
MDOT Plans Print Shop  
MDOT Shop Complex, Building C, Room 114  
2567 North West Street  
P.O. Box 1850  
Jackson, MS 39215-1850  
Telephone: (601) 359-7460  
or FAX: (601) 359-7461  
or e-mail: [plans@mdot.state.ms.us](mailto:plans@mdot.state.ms.us)







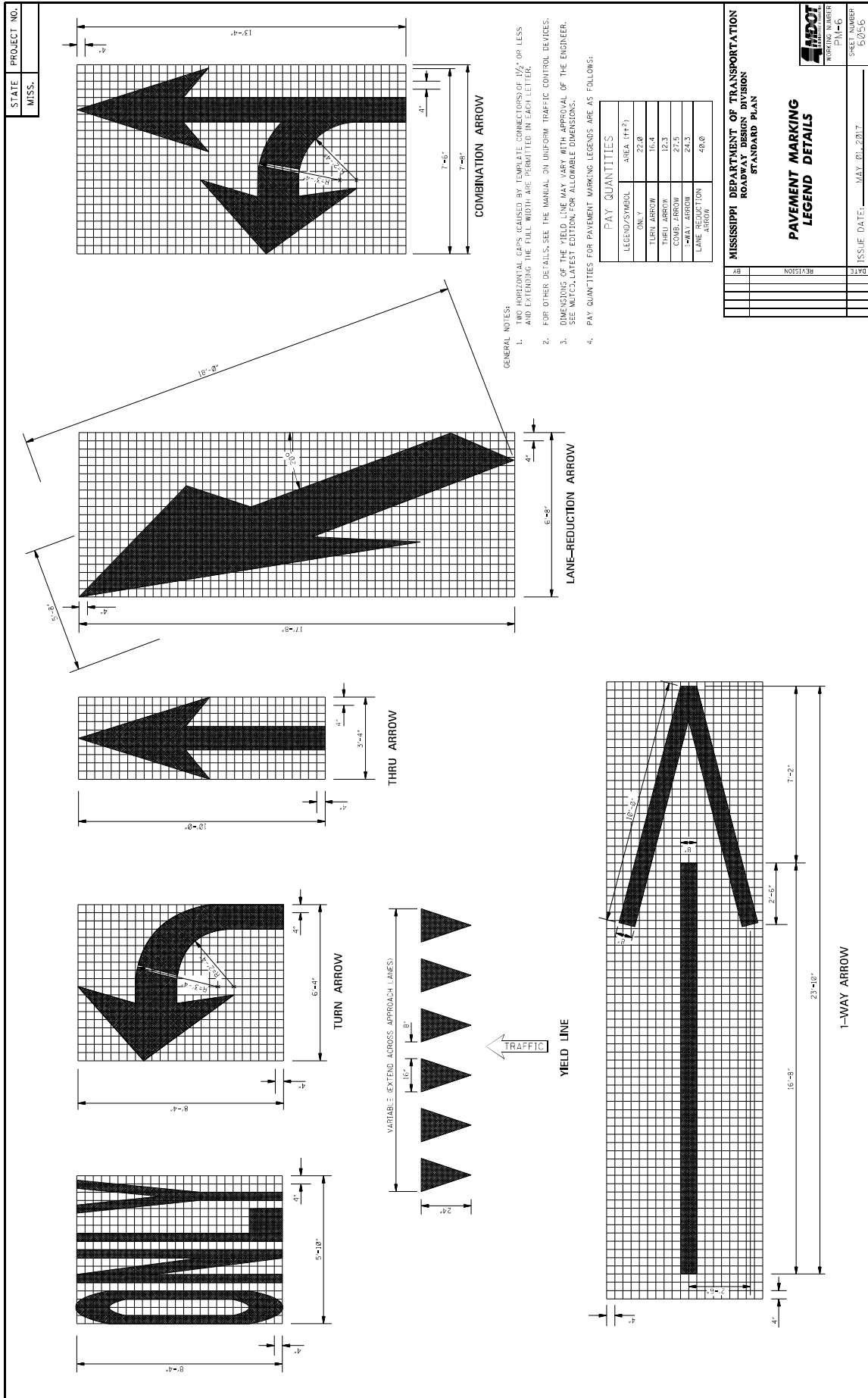




<b>MISSISSIPPI DEPARTMENT OF TRANSPORTATION</b>	
<b>ROADWAY DESIGN DIVISION</b>	
<b>STANDARD PLAN</b>	
<b>PAVEMENT MARKING</b>	
<b>DETAILS FOR</b>	
<b>INTERCHANGE</b>	
<b>EXIT RAMPS</b>	
<b>(PARALLEL AND TAPER)</b>	
SHEET NUMBER	ISSUE DATE: MAY 01, 2017
PL-4	
WORKING NUMBER	
67294	

- GENERAL NOTES:
- \* 1. SEE SHEET PAV-1 FOR THE PLACEMENT OF LANE-LINE STRIPE WITH RESPECT TO THE PAVEMENT JOINT AND FOR THE PLACE OF THE EDGE STRIPE WITH RESPECT TO THE OUTSIDE EDGE OF THE PAVED SHOULDER.
  - \*\* 2. RAISED PAVEMENT MARKERS (REFLECTIVE BEAD-BLE BLENDED PAVEMENT MARKERS ON A 40-60" SPACING) WILL BE REQUIRED ON 1000' IN ADVANCE IN DIRECTION OF TRAFFIC OF THE EXIT RAMP TAPER AND CONTINUING THROUGH THE INTERCHANGE TO THE END OF THE ENTRANCE RAMP TAPER.
  3. RAISED PAVEMENT MARKERS BE HIGH PERFORMANCE REFLECTIVE "APPROVED SOURCES OF MATERIALS."



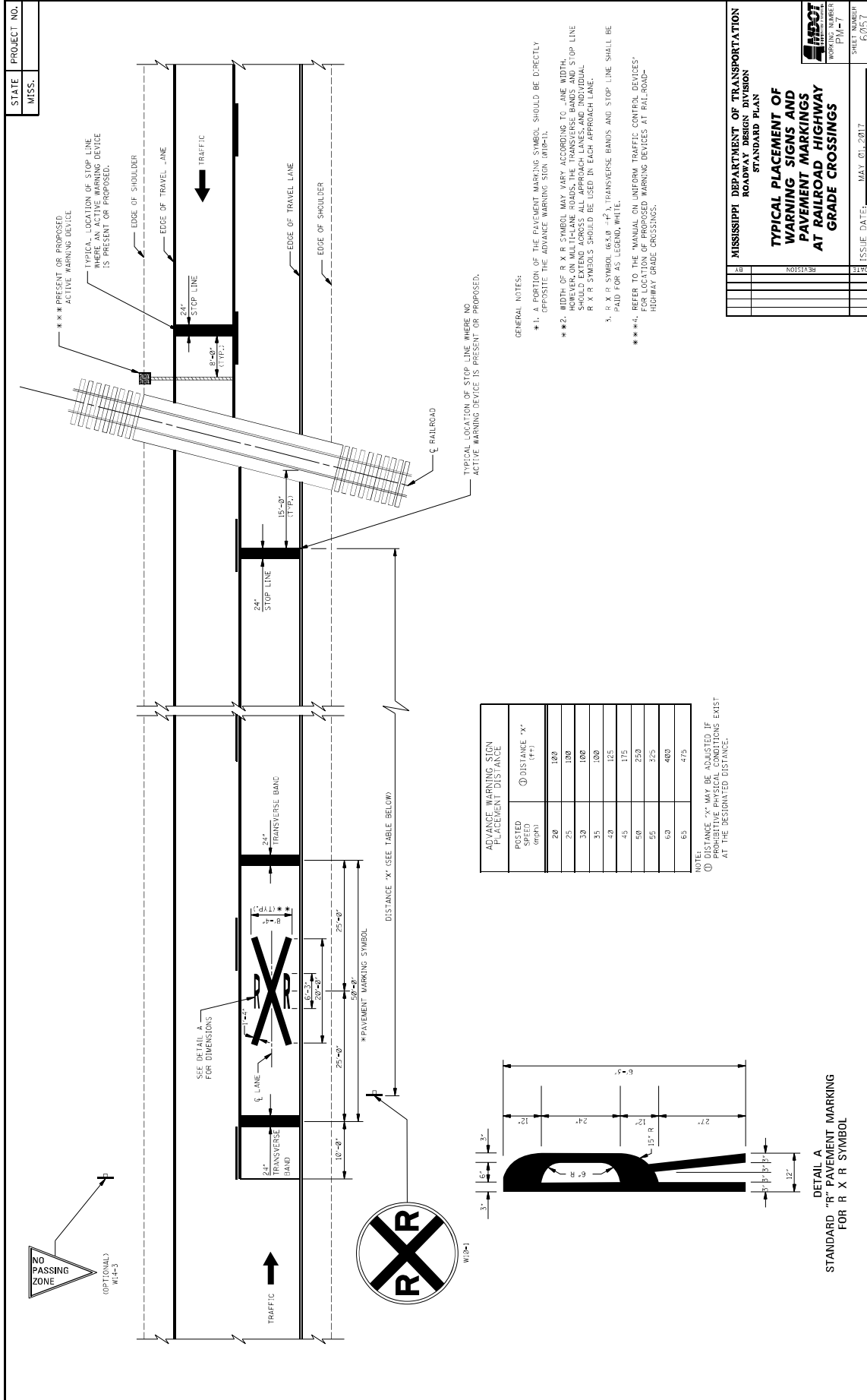


**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

**PAVEMENT MARKING  
LEGEND DETAILS**

DATE	BY	REVISION	DATE	BY	REVISION	DATE	BY	REVISION

SHEET NUMBER: P11-6  
 TOTAL SHEETS: 60/56  
 ISSUE DATE: MAY 01, 2017



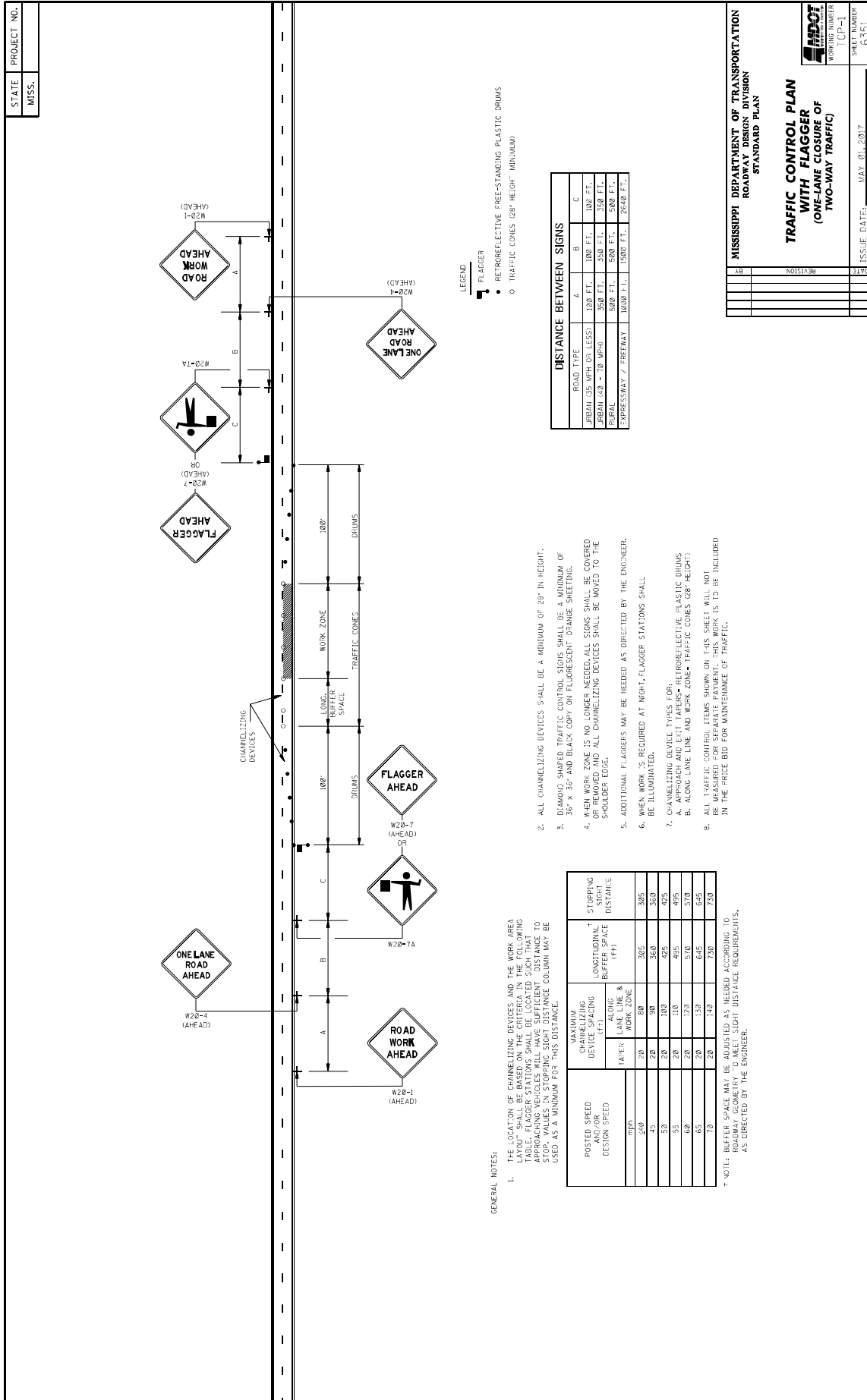
- GENERAL NOTES:
- \* 1. A PORTION OF THE PAVEMENT MARKING SYMBOL SHOULD BE DIRECTLY OPPOSITE THE ADVANCE WARNING SIGN (W14-3).
  - \*\* 2. WIDTH OF R X R SYMBOL MAY VARY ACCORDING TO LANE WIDTH. SYMBOL SHOULD EXTEND ACROSS ALL APPROACH LANES AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.
  - 3. R X R SYMBOL (65 X 8 - 1/2") TRANSVERSE BANDS AND STOP LINE SHALL BE PAID FOR AS LEGEND WHITE.
  - \*\*\* 4. REFER TO THE MANUAL ON URBAN TRAFFIC CONTROL DEVICES FOR LOCATION OF PROPOSED WARNING DEVICES AT RAILROAD-HIGHWAY GRADE CROSSINGS.

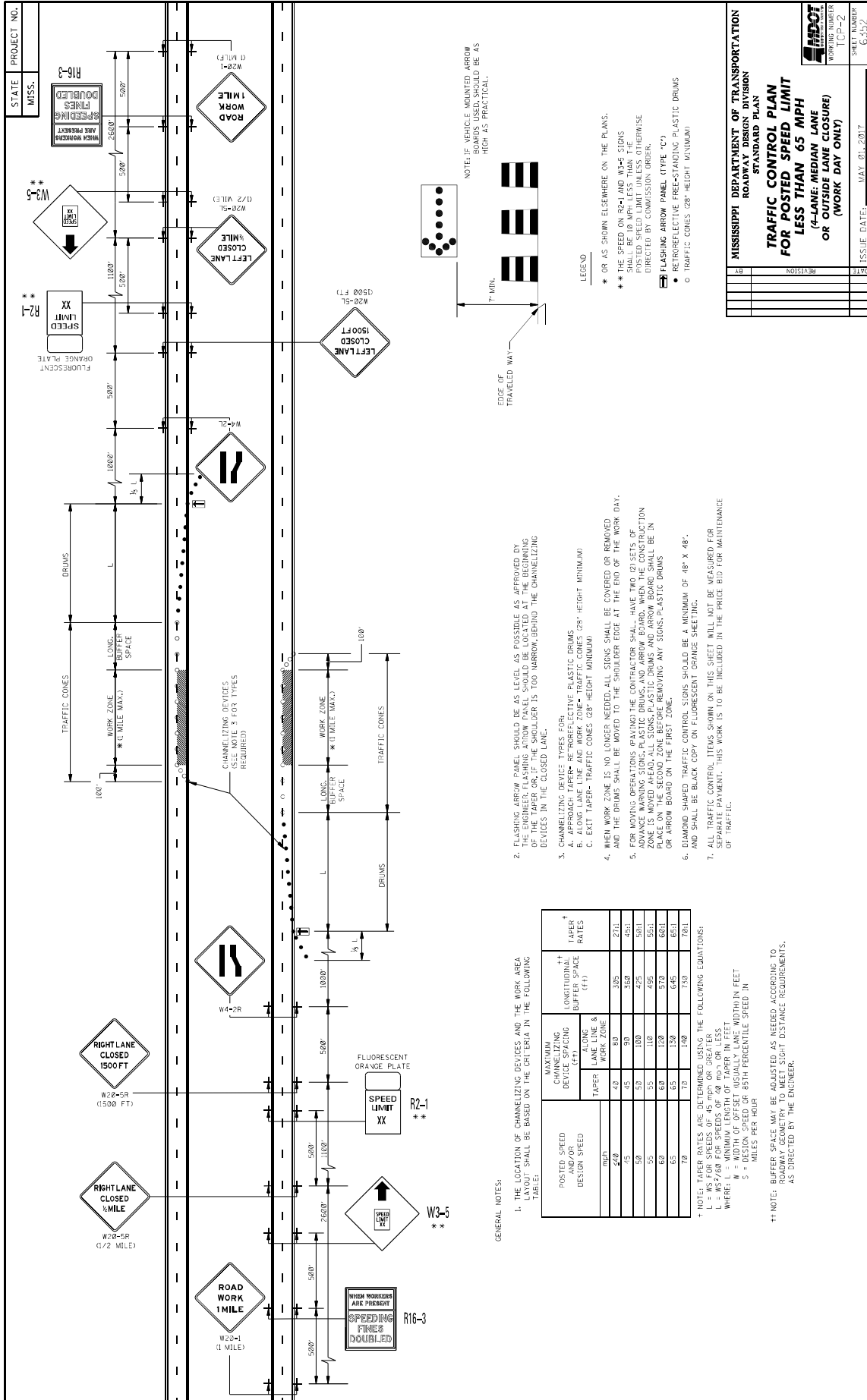
**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

**TYPICAL PLACEMENT OF  
WARNING SIGNS AND  
PAVEMENT MARKINGS  
AT RAILROAD HIGHWAY  
GRADE CROSSINGS**

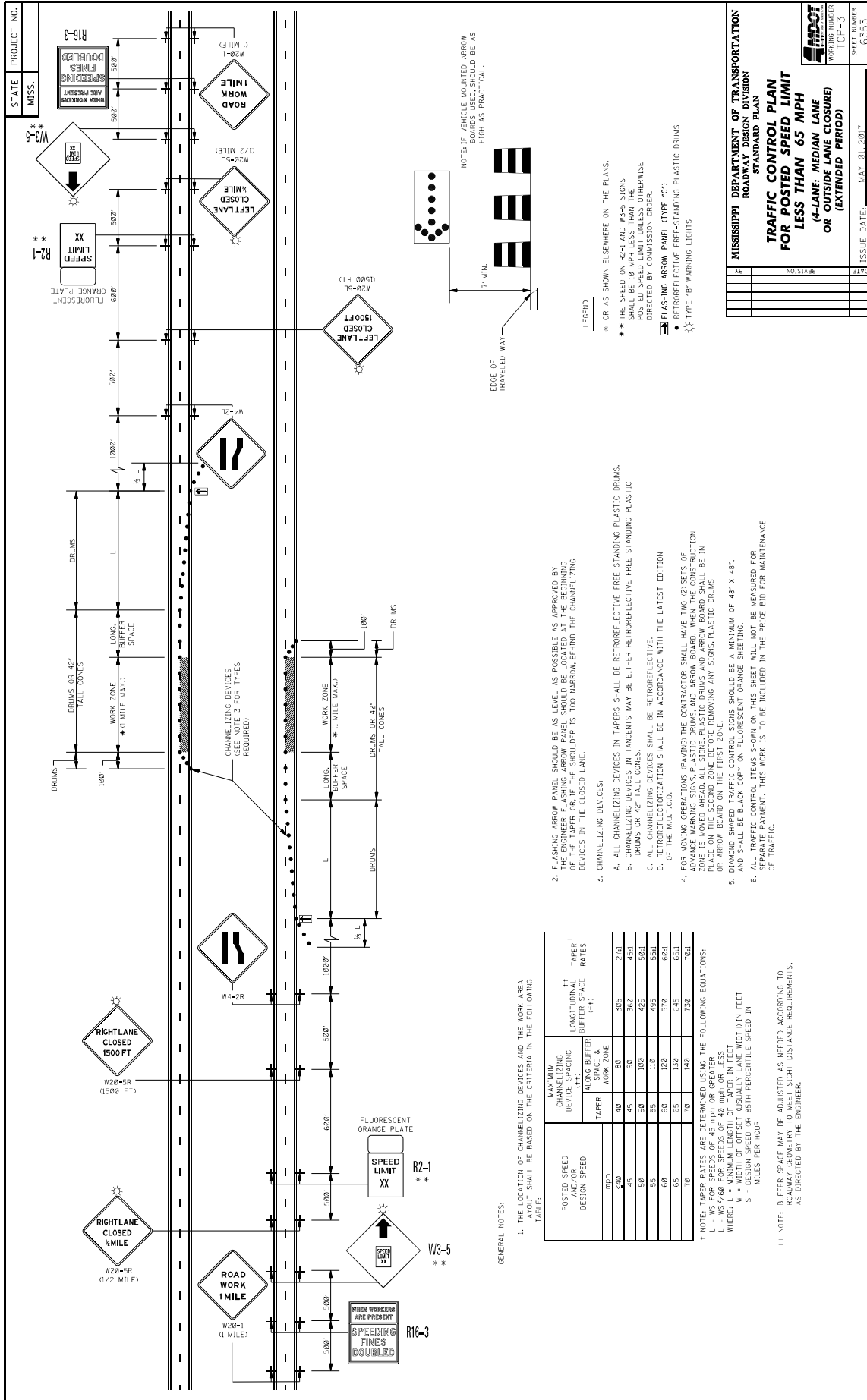
WORKING NUMBER: P10-17  
 SHEET NUMBER: 60531

DATE	ISSUE DATE: MAY 01, 2017
REVISION	









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

POSTED SPEED DESIGN SPEED	MAXIMUM CHANNELIZING DEVICE SPACING (FT)		LONGITUDINAL BUFFER SPACE (FT)†	TAPER RATES
	ALONG BUFFER	WORK ZONE		
10	40	80	305	2:1
20	45	90	360	4:1
30	50	100	425	5:1
35	55	110	495	5:1
40	60	120	570	6:1
45	65	130	645	6:1
50	70	140	730	7:1

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

GENERAL NOTES:

- 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 WORK ZONE. BUFFER SHOULD BE 100' AHEAD OF THE CHANNELIZING DEVICES IN THE CLOSED LANE.
- CHANNELIZING DEVICES:
  - ALL CHANNELIZING DEVICES IN TAPERS SHALL BE RETROREFLECTIVE FREE STANDING PLASTIC DRUMS.
  - DRUMS OR 42" TALL CONES.
  - ALL CHANNELIZING DEVICES SHALL BE RETROREFLECTIVE.
  - RETROREFLECTORIZATION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE M.I.T.C.O.A.
- FOR WORKING DRUMS, TAPERS THE CONTRACTOR SHALL HAVE TWO (2) FEET OF CHANNELIZING DEVICES (STANDING PLASTIC DRUMS AND ARROW BOARD). THE CONSTRUCTION ZONE IS MOVED AHEAD ALL STANDING PLASTIC DRUMS AND ARROW BOARD SHALL BE IN PLACE ON THE SECOND ZONE BEFORE REMOVING ANY STANDING PLASTIC DRUMS OR ARROW BOARD ON THE FIRST ZONE.
- ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

- LEGEND
- \* OR AS SHOWN ELSEWHERE ON THE PLANS.
  - \*\* THE SPEED ON R2-1 AND R2-5 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

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

WORKERS ARE PRESENT SPEEDING FINES DOUBLED R16-3

WHEN WORKERS ARE PRESENT SPEEDING FINES DOUBLED R16-3

RIGHT LANE CLOSED 1/2 MILE W26-5R (1/2 MILE)

RIGHT LANE CLOSED 1500 FT W26-5R (1500 FT)

ROAD WORK 1 MILE W20-1 (1 MILE)

LEFT LANE CLOSED 1/2 MILE W20-5L (1/2 MILE)

LEFT LANE CLOSED 1500 FT W20-5L (1500 FT)

DRUMS OR 42" TALL CONES

WORK ZONE \* (1 MILE MAX.)

LONG. BUFFER SPACE

CHANNELIZING DEVICES (SEE NOTE 3 FOR TYPES REQUIRED)

EDGE OF TRAVELED WAY

7' MIN.

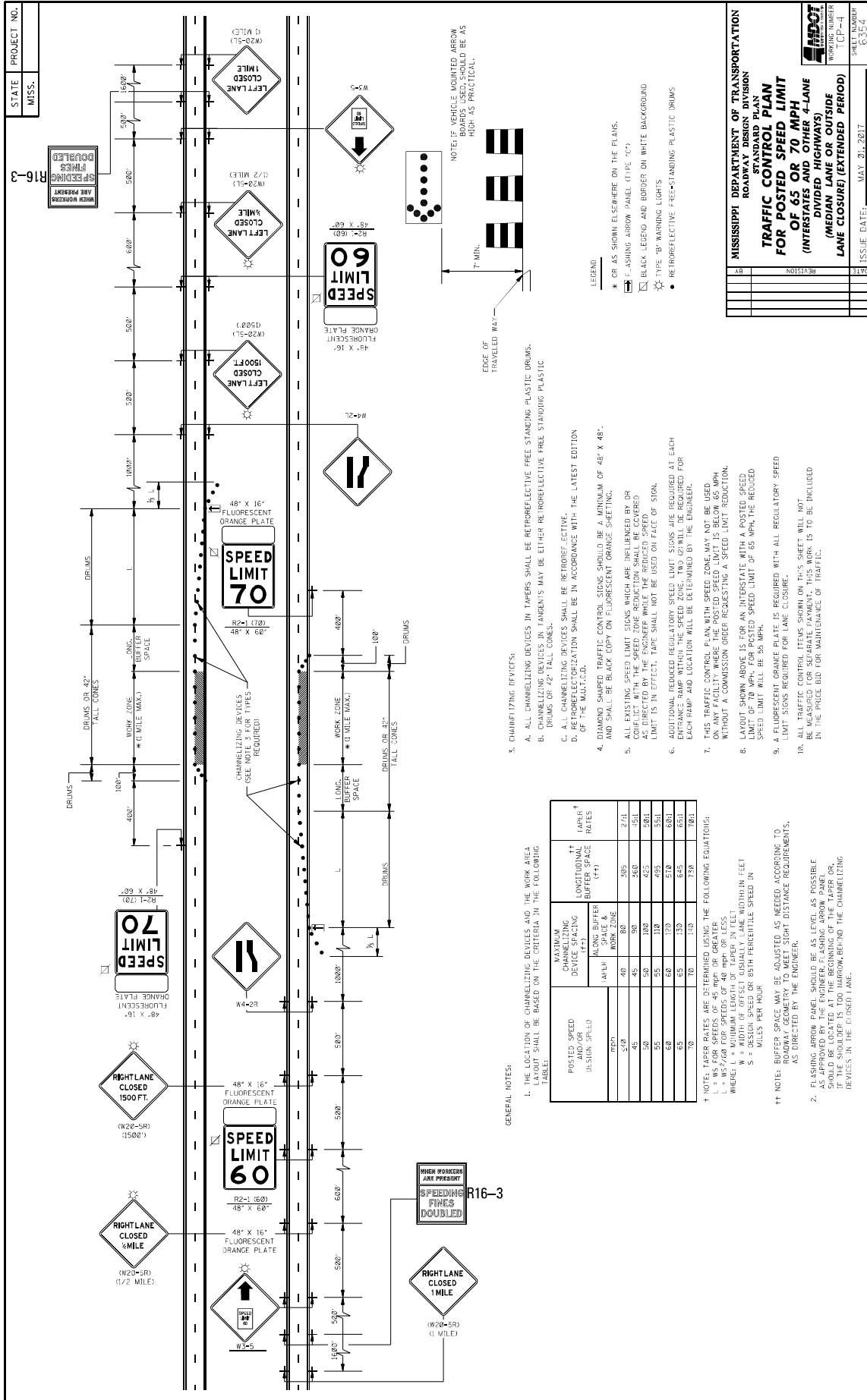
NOTE: IF VEHICLE MOUNTED ARROW BOARDS USED, SHOULD BE AS HIGH AS PRACTICAL.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
 ROADWAY DESIGN DIVISION  
 STANDARD PLAN  
**TRAFFIC CONTROL PLAN  
 FOR POSTED SPEED LIMIT  
 LESS THAN 65 MPH  
 (4-LANE, MEDIAN LANE  
 OR OUTSIDE LANE CLOSURE  
 (EXTENDED PERIOD))**

ISSUE DATE: MAY 01, 2017

WORKING NUMBER TDP-3

SHEET NUMBER 6253

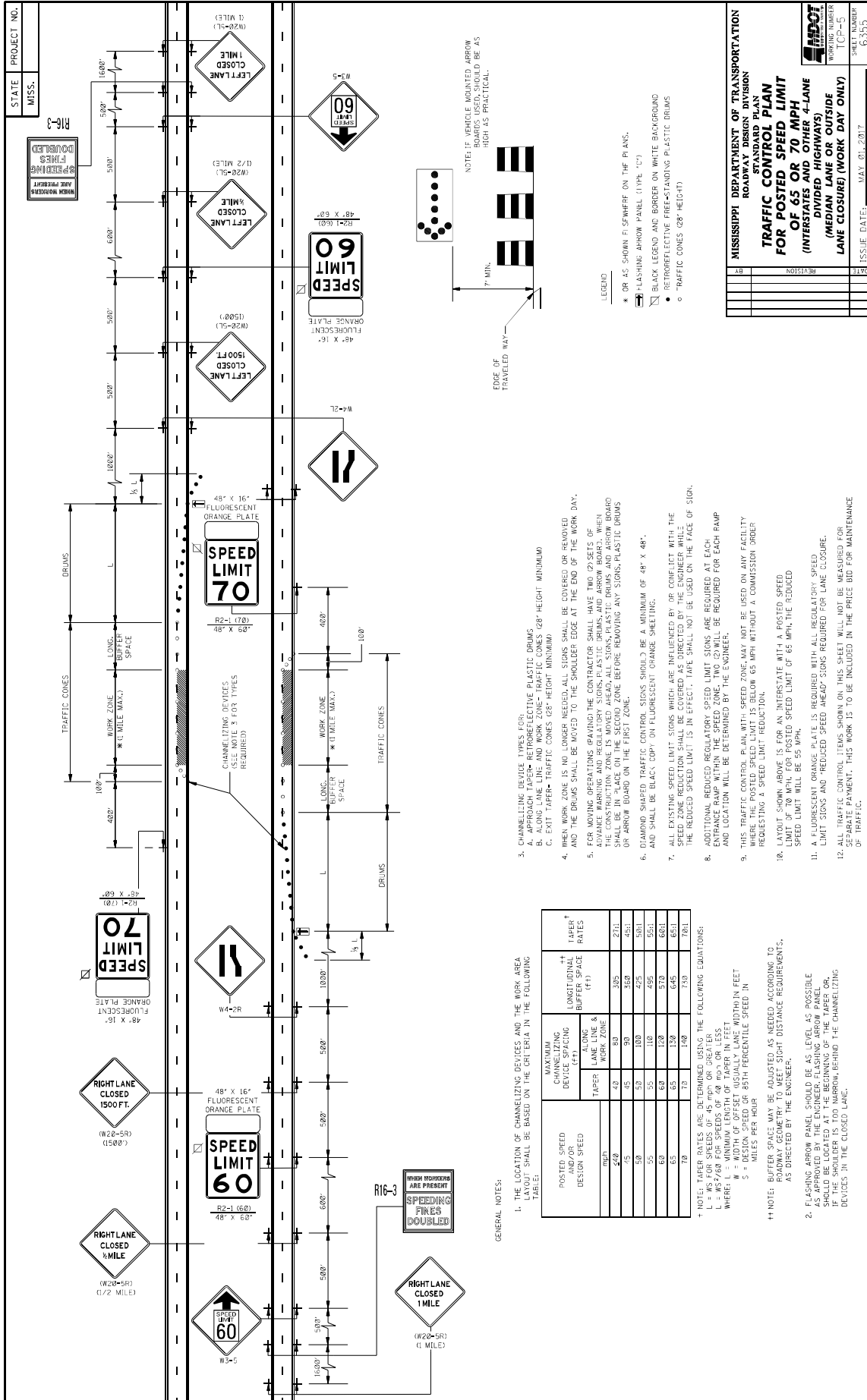


STATE PROJECT NO.  
MISS. R16-3

WHEN WORKERS ARE PRESENT  
SPEEDING FINES DOUBLED

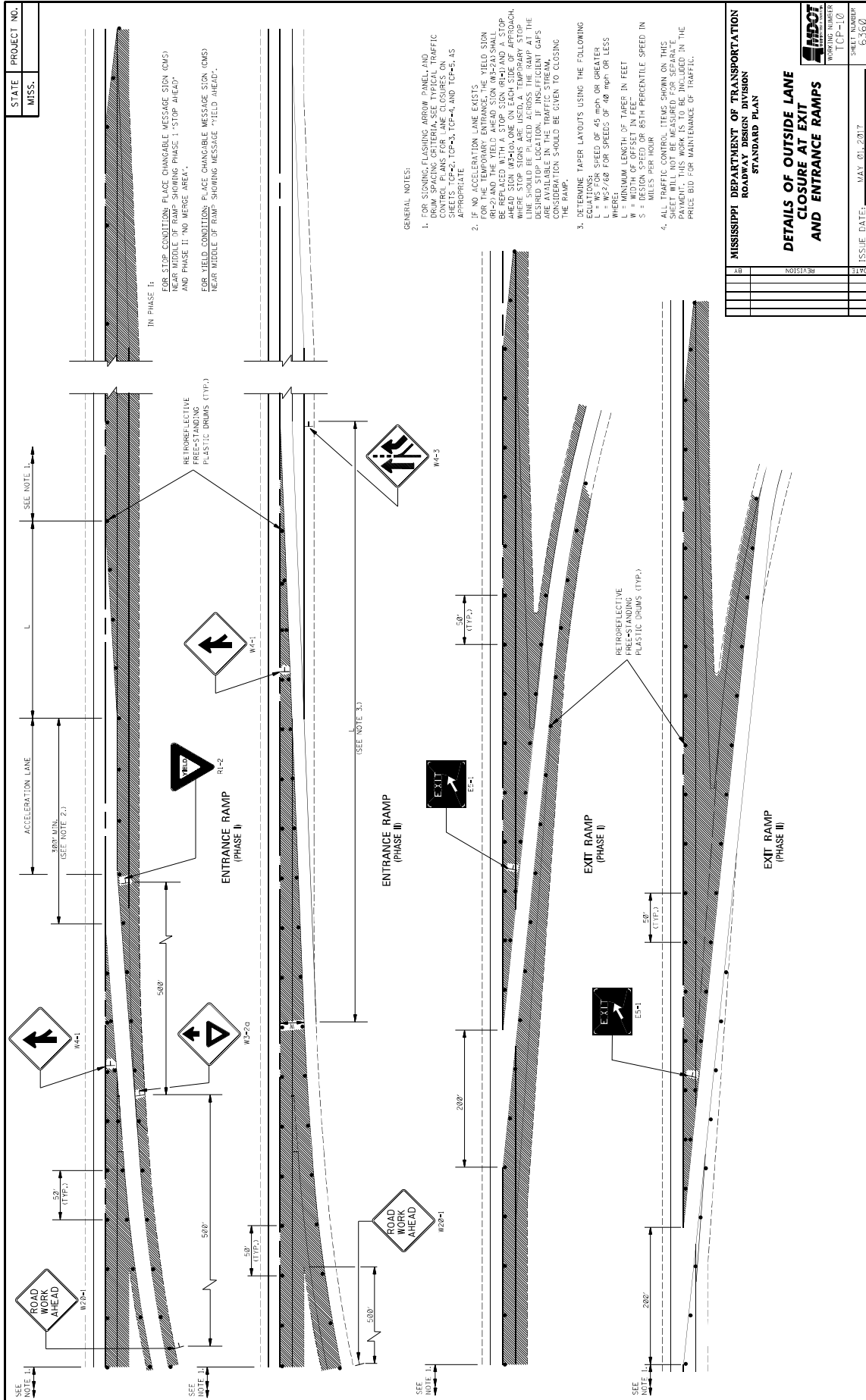
MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
TRAFFIC CONTROL PLAN  
FOR POSTED SPEED LIMIT  
OF 65 OR 70 MPH  
(INTERSTATES AND OTHER 4-LANE  
DIVIDED HIGHWAYS)  
(MEDIUM LANE OR OUTSIDE  
LANE CLOSED (EXTENDED PERIOD))  
ISSUE DATE: MAY 20, 2012  
SHEET NUMBER  
CP-44  
63554

- GENERAL NOTES:
1. THE LOCATION OF CHANNELIZING DEVICES AND THE WORK AREA LIMITS SHALL BE BASED ON THE CRITERIA IN THE FOLLOWING TABLE:
- | POSTED SPEED AND/OR DESIGN SPEED (MPH) | MAXIMUM CHANNELIZING DEVICE SPACING (FEET) |                  | LONGITUDINAL BUFFER SPACE (FT) | TAPER RATES |
|--|--|------------------|--------------------------------|-------------|
|  | ALFK                                       | ALFK & WORK ZONE |                                |             |
| 50                                     | 40   | 80               | 300                            | 2/1         |
| 45                                     | 40   | 80               | 300                            | 2/1         |
| 40                                     | 40   | 80               | 300                            | 2/1         |
| 35                                     | 40   | 80               | 300                            | 2/1         |
| 30                                     | 40   | 80               | 300                            | 2/1         |
| 25                                     | 40   | 80               | 300                            | 2/1         |
| 20                                     | 40   | 80               | 300                            | 2/1         |
| 15                                     | 40   | 80               | 300                            | 2/1         |
| 10                                     | 40   | 80               | 300                            | 2/1         |
- † NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:  
 † L = WS<sup>2</sup>/600 FOR SPEEDS OF 45 MPH OR GREATER  
 † L = WS<sup>2</sup>/400 FOR SPEEDS OF 40 MPH OR LESS  
 WHERE: L = MINIMUM TAPER LENGTH IN FEET  
 W = WIDTH OF TAPER IN FEET  
 S = DESIGN 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.
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 AT THE END OF THE TAPER. CHANNELIZING DEVICES IN THE CLOSED LANE.
3. CHANNELIZING DEVICES:
    - A. ALL CHANNELIZING DEVICES IN TAPERS SHALL BE RETROREFLECTIVE FREE STANDING PLASTIC DRUMS.
    - B. CHANNELIZING DEVICES IN TANGENTS MAY BE EITHER RETROREFLECTIVE FREE STANDING PLASTIC DRUMS OR 42" TALL CONES.
    - C. ALL CHANNELIZING DEVICES SHALL BE RETROREFLECTIVE.
    - D. RETROREFLECTIVIZATION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MUTCD-608.
  4. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHOULD BE A MINIMUM OF 48" X 48" AND SHALL BE BLACK COPY ON FLOURESCENT ORANGE SHEETING.
  5. ALL EXISTING SPEED LIMIT SIGNS WHICH ARE INFLUENCED BY OR CONFLICT WITH THE SPEED ZONE REDUCTION SHALL BE COVERED WITH RETROREFLECTIVE TAPE. TAPE SHALL NOT BE USED ON FACE OF SIGN.
  6. ADDITIONAL REQUIRED REGULATORY SPEED LIMIT SIGNS ARE REQUIRED AT EACH ENTRANCE RAMP AND LOCALITY WILL BE DETERMINED BY THE ENGINEER.
  7. THIS TRAFFIC CONTROL PLAN WITH SPEED ZONE MAY NOT BE USED ON ANY FACILITY WHERE THE POSTED SPEED LIMIT IS BELOW 65 MPH WITHOUT A COMMISSION ORDER REQUESTING A SPEED LIMIT REDUCTION.
  8. LAYOUT SHOWN ABOVE IS FOR AN INTERSTATE WITH A POSTED SPEED LIMIT OF 70 MPH FOR PASTED SPEED LIMIT OF 65 MPH. THE REDUCED SPEED LIMIT WILL BE 55 MPH.
  9. A FLOURESCENT ORANGE PLATE IS REQUIRED WITH ALL REGULATORY SPEED LIMIT SIGNS REQUIRED FOR LANE CLOSURE.
  10. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.









STATE PROJECT NO.  
MISS.

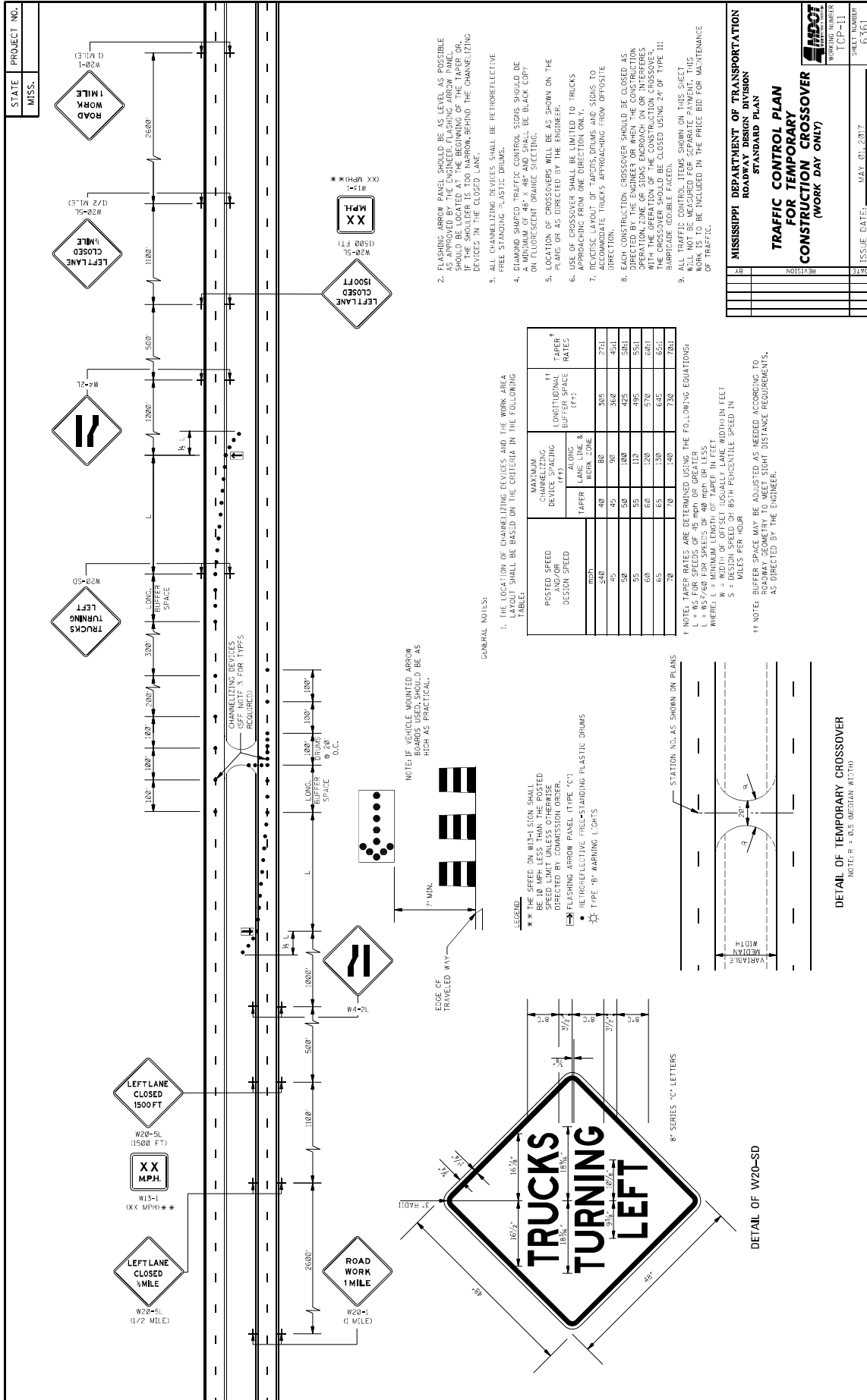
MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

**DETAILS OF OUTSIDE LANE CLOSURE AT EXIT AND ENTRANCE RAMP**

ISSUE DATE: MAY 01, 2017

WORKING NUMBER: TCP-110  
SHEET NUMBER: 6360

DATE	REVISION

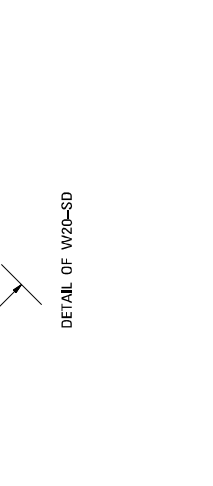
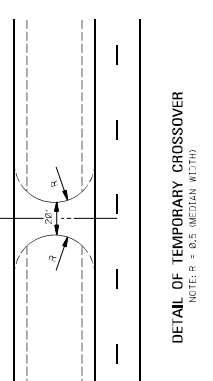
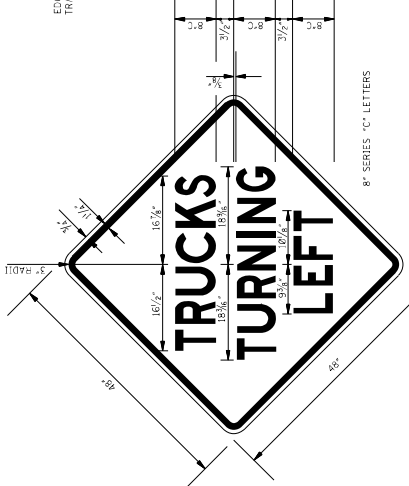
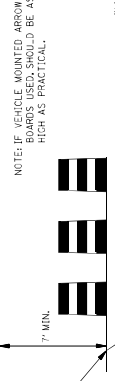


1. THE LOCATION OF CHANNELIZING DEVICES AND THE WORK AREA TAPER SHALL BE BASED ON THE CRITERIA IN THE FOLLOWING TABLE:
2. FLASHING ARROW PANELS SHOULD BE AS LEVEL AS POSSIBLE AS APPROVED BY THE ENGINEER. FLASHING ARROW PANELS SHOULD BE LOCATED AT THE BEGINNING OF THE TAPER OR, IF THE SHOULDER IS TOO NARROW, BEHIND THE CHANNELIZING DEVICES IN THE CLOSED LANE.
3. ALL CHANNELIZING DEVICES SHALL BE RETROREFLECTIVE FREE STANDING PLASTIC DRUMS.
4. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHOULD BE BLACK COPY ON FLUORESCENT ORANGE SUCTING.
5. LOCATION OF CROSSOVERS WILL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
6. USE OF CROSSOVERS SHALL BE LIMITED TO TRUCKS APPROACHING FROM ONE DIRECTION ONLY.
7. REVERSE LAYOUT OF TAPERS, DRUMS AND SIGNS TO ACCOMMODATE TRUCKS APPROACHING FROM OPPOSITE DIRECTION.
8. EACH CONSTRUCTION CROSSOVER SHOULD BE CLOSED AS EARLY AS POSSIBLE AND REMAIN CLOSED THROUGH THE OPERATION ZONE OF SIGNS ENOUGH ON OR INTERFERE WITH THE OPERATION OF THE CONSTRUCTION CROSSOVER. THE CROSSOVER SHOULD BE CLOSED USING 24" OF TYPE III RETROREFLECTIVE PLASTIC DRUMS PER END.
9. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

POSTED SPEED DESIGN SPEED	MAXIMUM CHANNELIZING DEVICE SPACING	LONGITUDINAL BUFFER SPACE (FT)	TAPER RATES
45	49	82	305
50	45	90	368
55	50	100	425
60	55	110	485
65	60	120	570
70	65	130	645
75	70	140	730

NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:  
 $L = 1.47 S U$   
 $L = \text{MINIMUM LENGTH OF TAPER IN FEET}$   
 $S = \text{DESIGN SPEED IN MPH}$   
 $U = \text{DESIGN SPEED IN MPH}$   
 WHERE: L = MINIMUM LENGTH OF TAPER IN FEET  
 W = WIDTH OF OFFSET USUALLY LANE WIDTH IN FEET  
 S = DESIGN SPEED IN MPH  
 U = 85TH PERCENTILE SPEED IN MPH

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

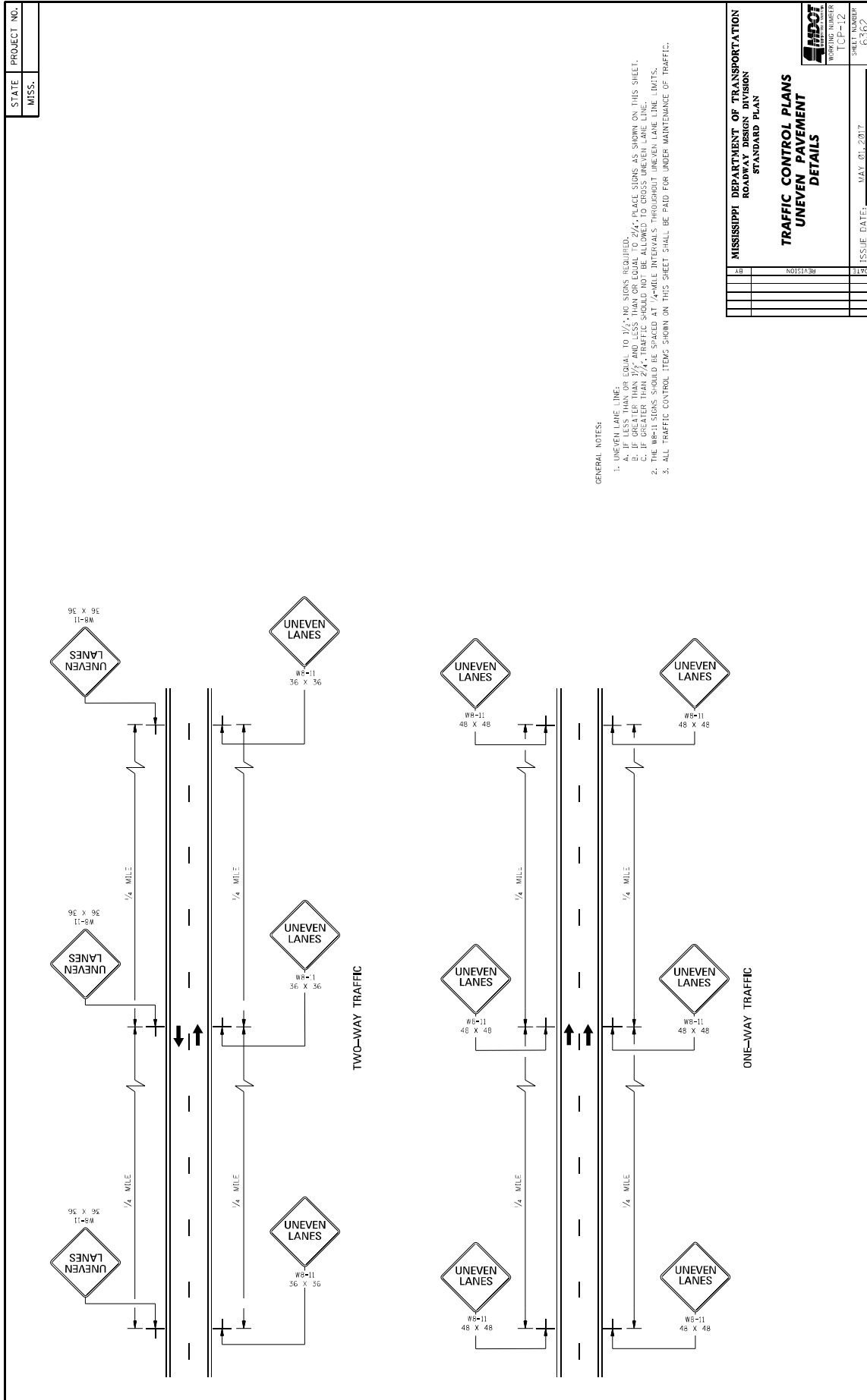


STATE PROJECT NO. MISS.

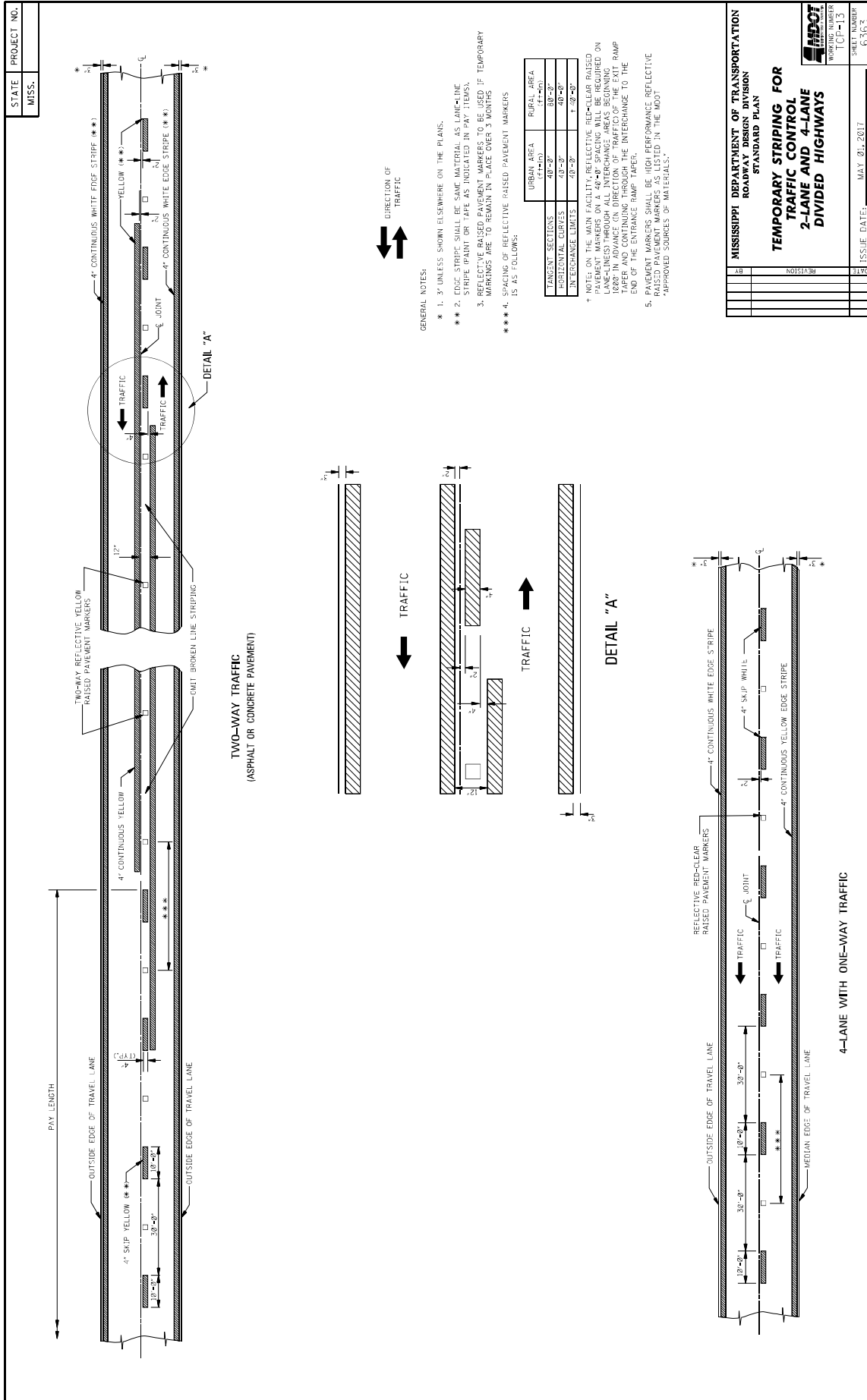
MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
 ROADWAY DESIGN DIVISION  
 STANDARD PLAN  
**TRAFFIC CONTROL PLAN  
 FOR TEMPORARY  
 CONSTRUCTION CROSSOVER  
 (WORK DAY ONLY)**

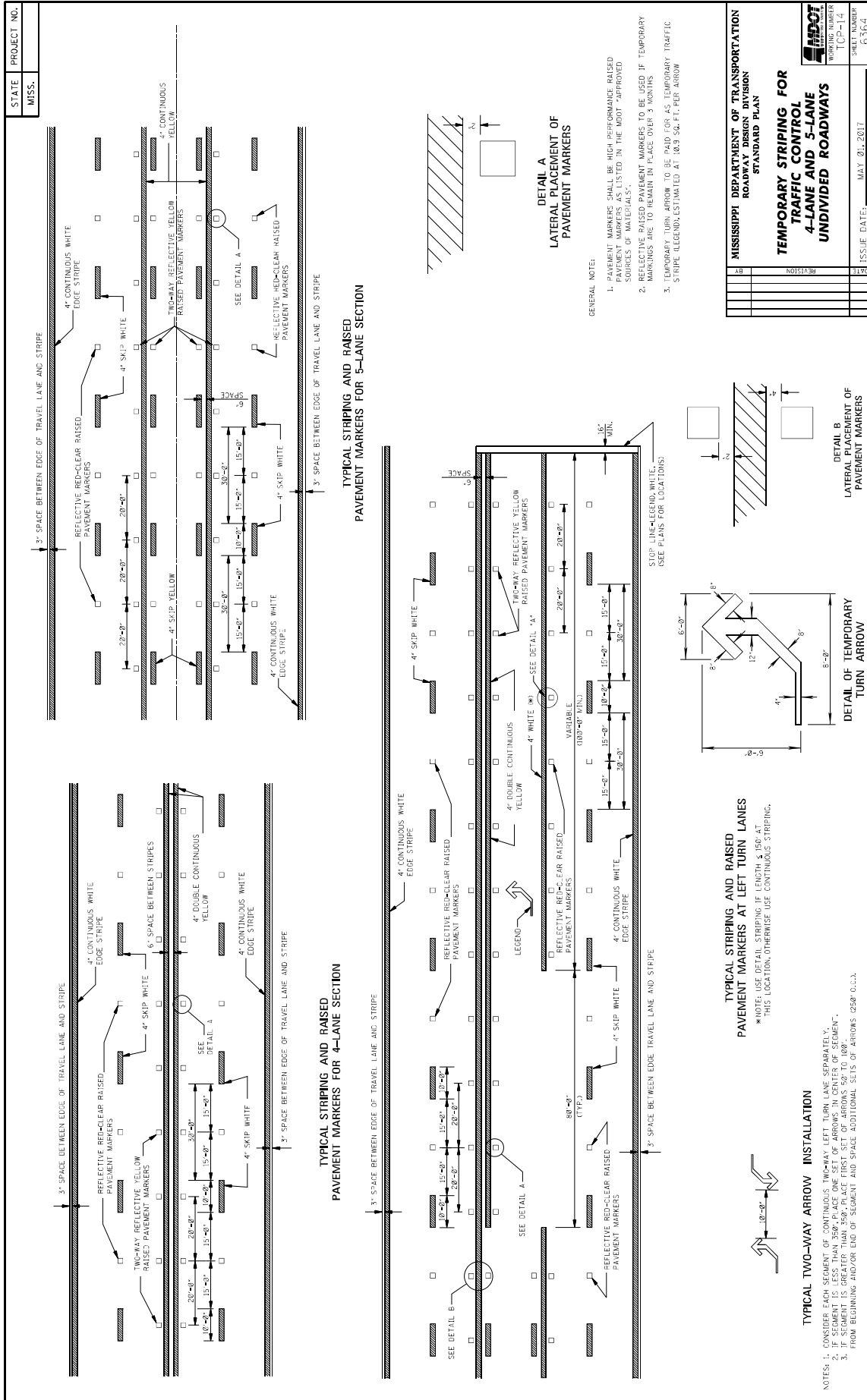
WORKING NUMBER: TSP-11  
 SHEET NUMBER: 6361

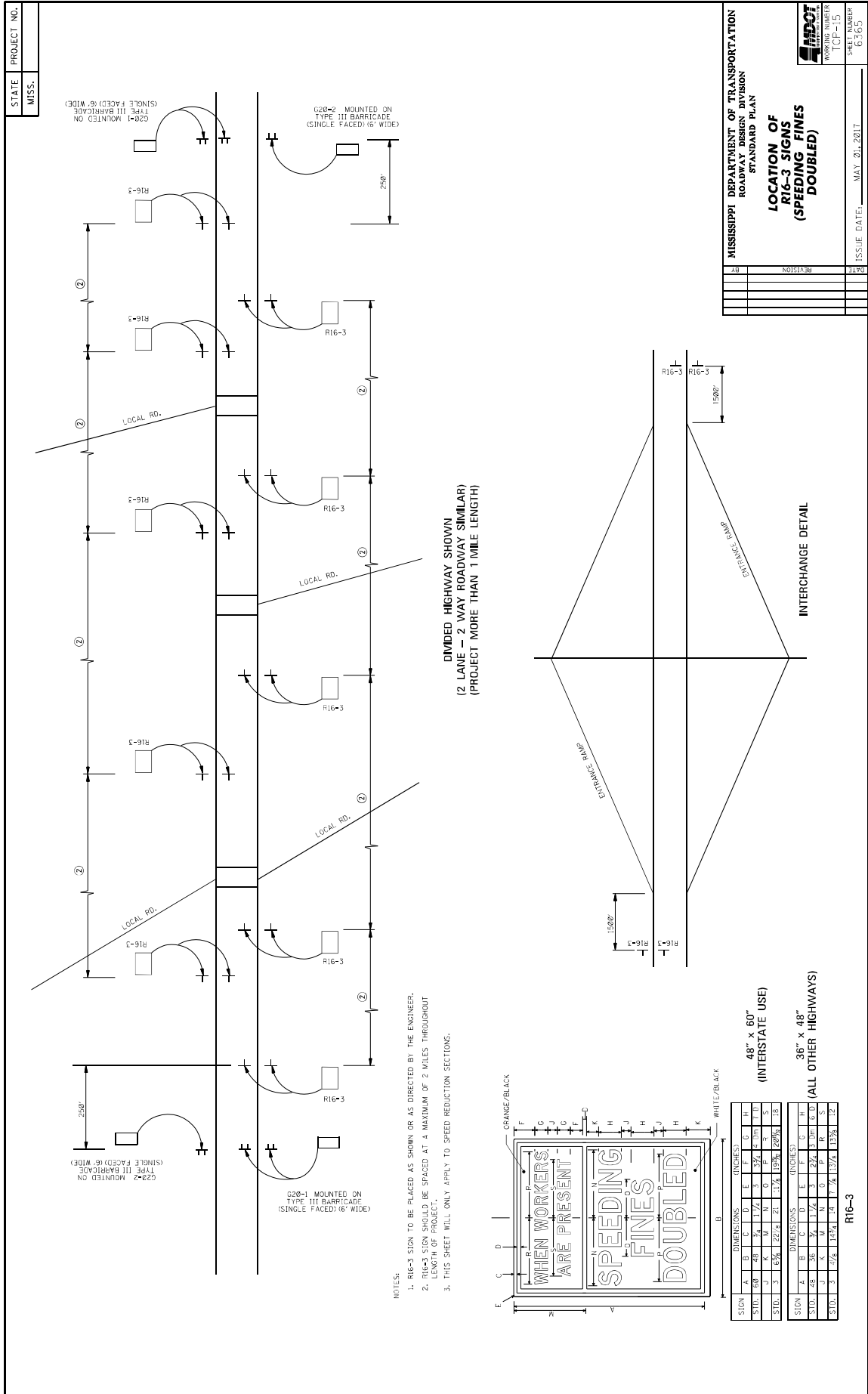
ISSUE DATE: MAY 01, 2017











STATE PROJECT NO.  
MISS.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN  
**LOCATION OF R16-3 SIGNS (SPEEDING FINES DOUBLED)**

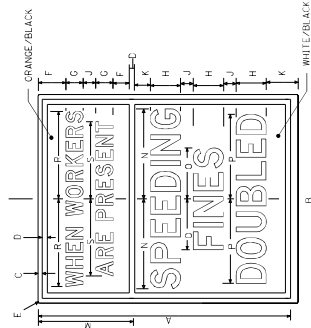
REVISION  
DATE

ISSUE DATE: MAY 21, 2017  
DRAWN BY: ICF-15  
CHECKED BY: G-163

**DIVIDED HIGHWAY SHOWN  
(2 LANE - 2 WAY ROADWAY SIMILAR)  
(PROJECT MORE THAN 1 MILE LENGTH)**

**INTERCHANGE DETAIL**

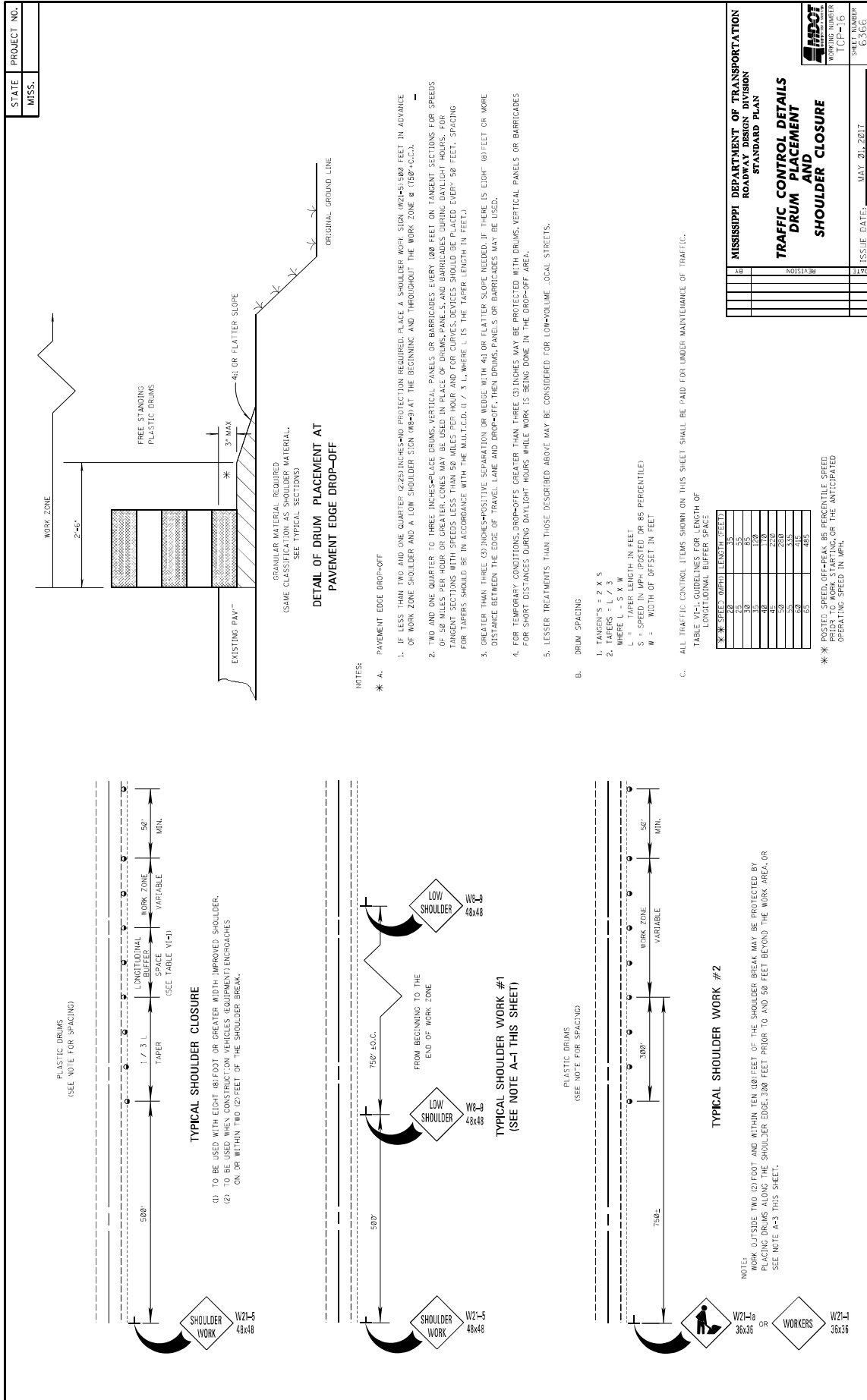
- NOTES:
1. R16-3 SIGN TO BE PLACED AS SHOWN OR AS DIRECTED BY THE ENGINEER.
  2. R16-3 SIGN SHOULD BE SPACED AT A MAXIMUM OF 2 MILES THROUGHOUT LENGTH OF PROJECT.
  3. THIS SHEET WILL ONLY APPLY TO SPEED REDUCTION SECTIONS.



SIGN	A	B	C	D	E	F	G	H
48" x 60" (INTERSTATE USE)	60	48	3	1 1/2	5	5 1/2	4	1 1/2
36" x 48" (ALL OTHER HIGHWAYS)	48	36	2 1/2	1 1/4	4	4 1/4	3 1/4	1 1/4

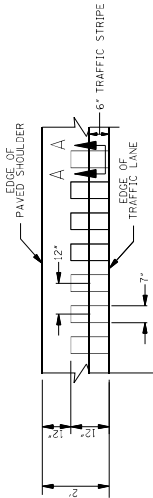
  

SIGN	A	B	C	D	E	F	G	H
48" x 60" (INTERSTATE USE)	60	48	3	1 1/2	5	5 1/2	4	1 1/2
36" x 48" (ALL OTHER HIGHWAYS)	48	36	2 1/2	1 1/4	4	4 1/4	3 1/4	1 1/4

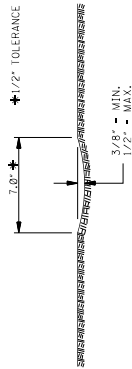


GENERAL NOTES

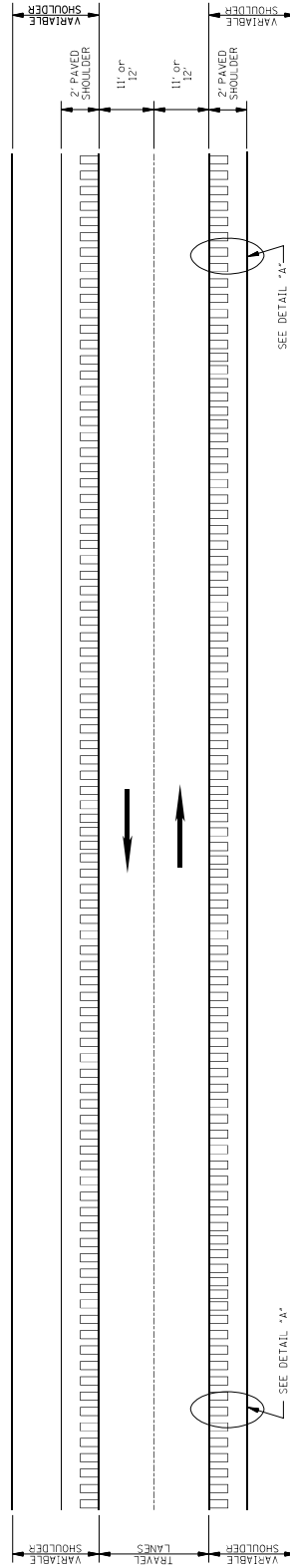
1. GROUND-IN RUMBLE STRIPES SHALL BE APPLIED TO ALL PAVED SHOULDERS OF ALL PAVED SHOULDERS ON THIS PROJECT.
2. GROUND-IN RUMBLE STRIPES SHALL BE APPLIED TO ALL EXISTING AND NEW ROADS, INCLUDING OTHER INTERSECTIONS IN NORMAL SHOULDER WIDTH AS DIRECTED BY THE ENGINEER.
3. COST TO BE PAID FOR USING APPROPRIATE PAY ITEMS.
4. GROUND-IN RUMBLE STRIPES SHALL BE APPLIED TO:
  - A. MAINLINE
  - B. INTERSECTING ROADWAY IF OVERLAP OR RECONSTRUCTED BEYOND NORMAL MAINLINE R.O.W.
  - C. ANY ROADWAY WITH EXISTING RUMBLE STRIPES PRIOR TO CONSTRUCTION.
5. DO NOT USE WHERE TRAVEL LANE IS LESS THAN 11' WIDE.



SECTION "A-A"



SECTION "A-A"



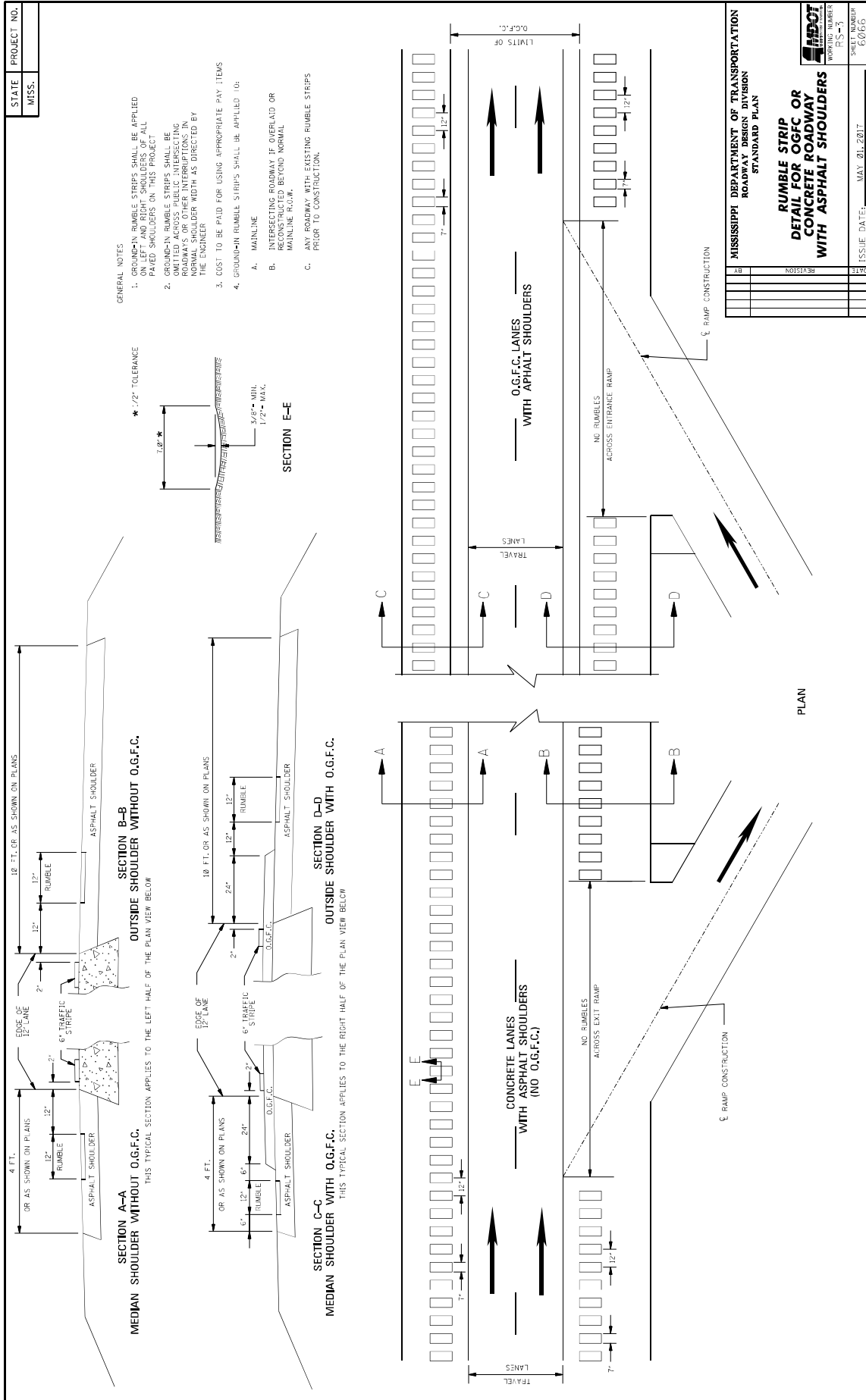
PLAN

NOT TO SCALE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
ROADWAY DESIGN DIVISION	
STANDARD PLAN	
DATE	ISSUE DATE: AUGUST 01, 2017
BY	
DESIGNED STRIPE LOCATION	
REVISION	
DRG NUMBER	RS-1
PROJECT NUMBER	6064

**RUMBLE STRIPES  
2-LANE HIGHWAYS  
(ASPHALT LANES,  
2-FT ASPHALT SHOULDERS)**





**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 3333**

**CODE: (SP)**

**DATE: 5/9/2021**

**SUBJECT: Contract Time**

**PROJECT: SP-0379-00(001) / 108661301 -- Jasper County**

The completion of work to be performed by the Contractor for this project will not be a specified date but shall be when all allowable working days are assessed, or any extension thereto as provided in Subsection 108.06. It is anticipated that the Notice of Award will be issued no later than **July 13, 2021**.

The Contractor shall request a Notice to Proceed/Beginning of Contract Time date between the dates **August 12, 2021 and November 12, 2021**.

Should the Contractor request a Notice to Proceed earlier than **August 12, 2021** and it is agreeable with the Department for an early Notice to Proceed, the requested date will become the new Notice to Proceed and Beginning of Contract Time date.

Should the Contractor not request a Notice to Proceed by **November 12, 2021**, the date for the Notice to Proceed and Beginning of Contract Time will be **November 12, 2021**.

All requests for an early Notice to Proceed shall be sent to the Project Engineer who will forward it to the Contract Administration Division.

**70** Working Days have been allowed for the completion of work on this project.

The progress schedule for this project shows the Notice to Proceed and Beginning of Contract Time starting at the latest possible date. If the Contractor requests a Notice to Proceed earlier than this date, the Contractor shall submit a revised progress schedule showing the work beginning at the new Notice to Proceed and Beginning of Contract Time date.



**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 3334**

**CODE: (SP)**

**DATE: 04/13/2021**

**SUBJECT: Scope of Work**

**PROJECT: SP-0379-00(001) / 108661301 -- Jasper 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 the project shall consist of the following:

**OVERLAY SR 503**  
**FROM SR 528 TO THE NEWTON COUNTY LINE**

(A) Prior to the overlay, centerline alignment shall be determined by the Contractor by measuring the existing roadway at 500-foot intervals in tangent sections and 100-foot intervals in horizontal curves. The existing shoulders shall be clipped and surplus material shall be spread along the edge of the shoulders, fore slopes, or other adjacent areas as directed by the Project Engineer, and will be an absorbed item.

(B) The Contractor shall cold mill a depth of  $\frac{3}{4}$ " and variable on SR 503 at all the transitions including E.O.P., B.O.P., bridge approaches, and all tie-ins. A list of all areas to be milled on this project are shown in Table 2 and on the Typical Sections. Cross slope of the travel lanes shall be maintained and/or corrected to 2% during cold milling operations using an approved cold milling machine as per Subsection 406.03.1 in the Standard Specifications. No milled area shall remain open for more than five (5) days. All milled material shall become property of the Contractor.

(C) SR 503 shall be overlaid from SR 528 to the Newton County Line with  $\frac{3}{4}$ " of Ultra-Thin asphalt surface course (Approximately 12,561 Tons). Density requirements shall be rolled to refusal as per Subsection 411.02.4.4 in the Standard Specifications. Prior to the surface course, any failed areas on the main facility shall be removed and repaired by backfilling with 3" and variable of 19-mm, ST, asphalt as directed by the Project Engineer (Approximately 205 Tons). Removal areas will be marked by MDOT personnel and include but are not limited to areas included in Table 1. Although it is anticipated the removal areas listed in Table 1 may be removed by milling, the Contractor shall be prepared to remove the area by other methods at no additional cost or time and should be bid accordingly in the pay item for Removal of Pavement. After the removal areas have been completed, a leveling course of  $\frac{3}{4}$ " & variable of Ultra-Thin asphalt shall be required from SR 528 to SR 18 in specified areas as per Table 3 or as directed by the Project Engineer. From SR 18 to the Newton County Line, the Contractor shall place  $\frac{3}{4}$ " of Ultra-Thin asphalt as a leveling course along the entire roadway as per Table 3 or as directed by the Project Engineer (Approximately 4925 Tons). The leveling and surface courses will meet smoothness tolerances for maximum deviation from a 10-foot straight edge as stated in Subsection 403.03.2 of the Standard Specifications. Publicly maintained

roads or streets shall be surfaced to the existing R.O.W. and privately owned entrances shall be surfaced a distance of 2' and variable from edge of pavement (Approximately 578 tons). Extending the asphalt paver gate to pave the 2' on privately own entrances will not be allowed while mainline paving operations are conducted. Any site grading at local roads or drives will not be measured for separate payment but will be considered an absorbed item. Existing cross slopes of 2% in tangent sections or proper superelevation rates in curves shall be maintained. In sections with cross slopes that are less than 2% in tangents or less than the proper superelevation rate in curves, cross slopes shall be improved by placing a leveling lift prior to the surface lift until the proper slope or superelevation rate is achieved. If water stands when project is complete, the Contractor shall correct at no additional cost to the State. See Typical Sections for asphalt structural requirements.

(D) The existing shoulders shall be raised to match the new pavement elevation by placing 1½" and variable depth crushed stone/concrete on the shoulders. Placement of the crushed material on the finished surface course shall not be permitted. The material shall be bladed, rolled and compacted to a finished slope of 4% where practical. Shoulders with existing adequate shoulder material in place shall be bladed to a slope of 4%; the cost of which shall be included in the prices of other items bid.

(E) Temporary striping shall conform to finished stripe specifications for alignment, neatness, reflectivity, and straightness. Permanent pavement markings on asphalt pavement shall be hot thermoplastic. Edge lines will be placed so as to maintain the original lane width. On all bridges and concrete sections, the old traffic stripe shall be removed and replaced with either 6" Inverted Profile Thermoplastic Traffic Stripe or 6" High Performance Cold Plastic Stripe. Special care should be taken for the placement of thermoplastic detail stripe along the edge of pavement at turn-outs on all local roads and along tapers where detail stripe is required as per Typical PMD-1.

(F) If pavement section marking tape is encountered on this project, it shall be located prior to overlaying and placed back in the same location after paving operations have ceased. The section marking shall be 8-inch high performance cold plastic detail stripe and shall be four feet (4') in length. The marking shall be centered across the centerline stripe. The cost of this item of work shall be absorbed in other bid items.

(G) Regardless of the spacing shown on sheet PM-1, raised pavement markers shall be placed on 40-foot intervals in both tangent sections and curve sections. Any removal of existing raised pavement markers or rumble bars shall be considered an absorbed item. Only flexible adhesive shall be allowed for placement of raised pavement markers meeting the requirements of Subsection 720.03.7.7 of the Standard Specifications.

(H) The Contractor shall erect and maintain construction signing, and provide all signs and traffic handling devices in addition to signs required by standard drawings in accordance with Manual Uniform Traffic Control Devices (MUTCD). The cost of this item of work shall be included in the price bid for pay item 618-A: Maintenance of Traffic).

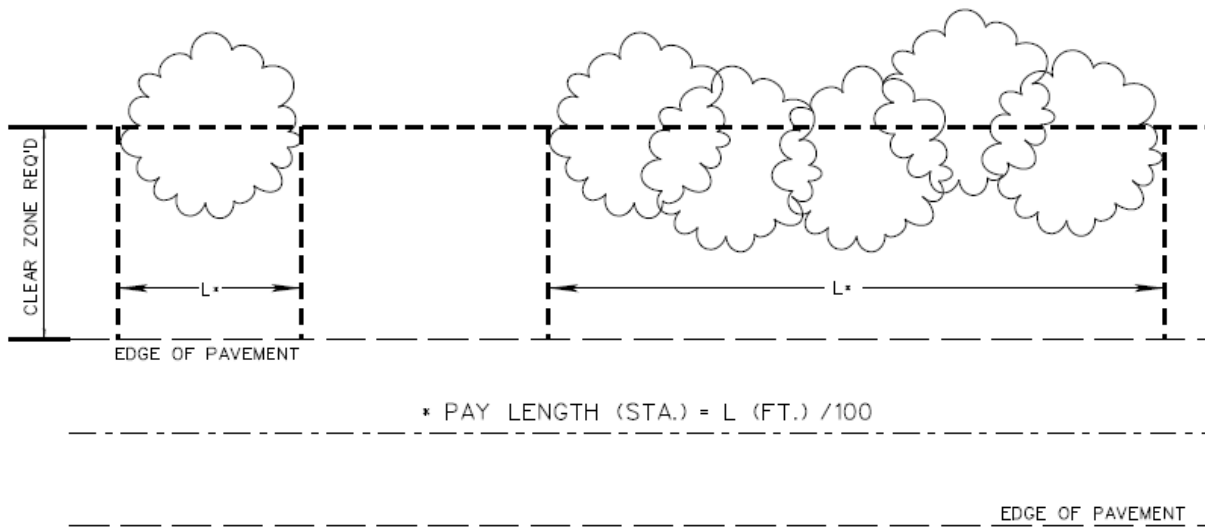
(I) Incidental work such as removing vegetation, shaping and compaction of shoulder, removing excess asphalt material, project clean-up, and other incidental work necessary to complete the project will not be measured for separate payment, but will be included in other bid items, and must be performed during the operating hours for this project.

(J) Guard rail pad areas shall be constructed by removing all existing guard rail and asphalt, then regraded using crushed material, then placing 2¼” of 19-mm, ST, asphalt, and then placing ¾” of Ultra-thin asphalt. Refer to Standard Drawing GR-4A for guard rail and pad area typical installation. The removal of bridge end sections will be paid under pay item 202-B: Removal of Guard Rail, Including Rails, Posts and Terminal Ends. Removed guardrail shall become the property of the Contractor.

(K) Replacement of signs and/or posts shall be require on this project. Replacement of signs shall be paid for under pay item 630-A: Standard Roadside Signs, Sheet Aluminum, 0.125" Thickness and pay item 630-C: Steel U-Section Posts, 3.0 lb/ft. See Table 4 for a list of signs and posts to be replaced. No payments will be made for the removal of signs and or posts. Such costs shall be absorbed in other items bid.

**Clearing**

1. Random clearing shall be performed within the specified clearing limits, including vegetation overhanging the edge of the clearing limits. Overhanging vegetation shall be trimmed to a minimum height of thirty (30) feet above the ground elevation at the edge of the clearing limits. It is the intent of this Contract for the vegetation, with the exception of any merchantable timber that the Contractor desires, to be mulched onsite and left in place. Mulched material shall be spread such that no more than four inches (4”) in depth of material is placed in any location. This work shall be paid for under pay item 201-D: Random Clearing, per Station. Each side of the roadway will be measured separately. Clearing within two feet (2’) of fences, utilities, and other obstructions as directed by the Engineer within the ROW is to be omitted in order to avoid damages. The clearing limits are thirty feet (30’) on each side of roadway centerline within the limits of the project.



PAY DETAIL FOR RANDOM CLEARING

**31**

MAINTENANCE MAP

**JASPER**

MISSISSIPPI

Revised 07 / 30 / 2014

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PLANNING DIVISION

IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

TRANSVERSE MERCATOR PROJECTION,

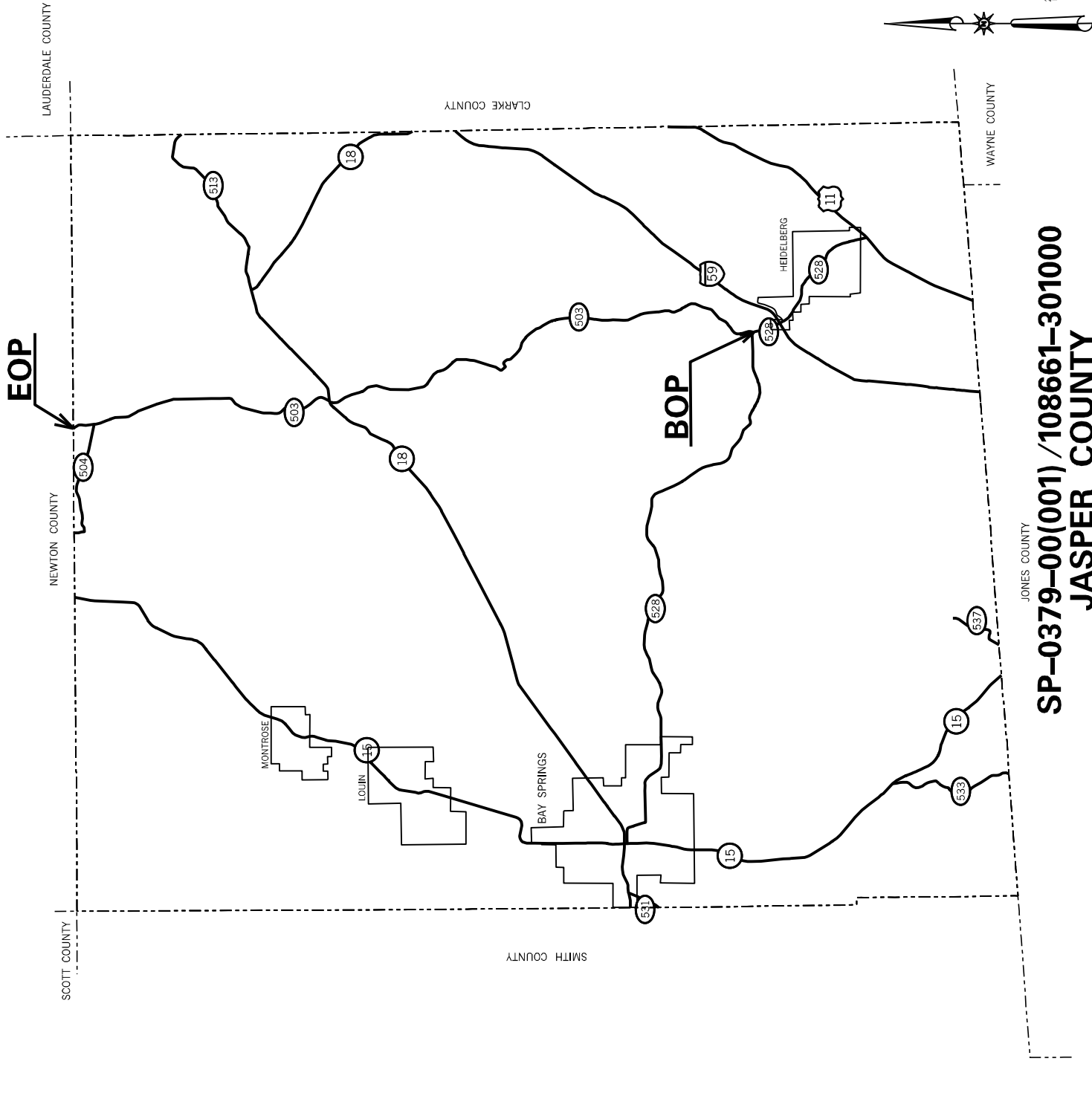
STATE PLANE COORDINATE SYSTEM 1983

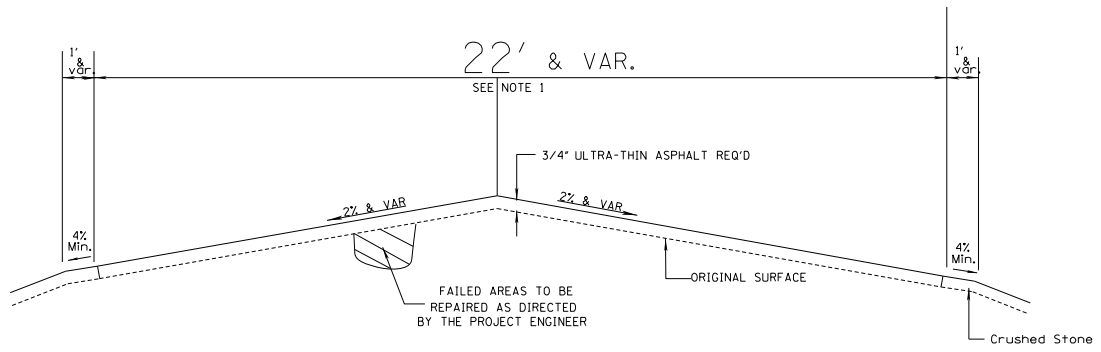
SCALE IN KILOMETERS

SCALE IN MILES



**SP-0379-00(001) / 108661-301000**  
**JASPER COUNTY**

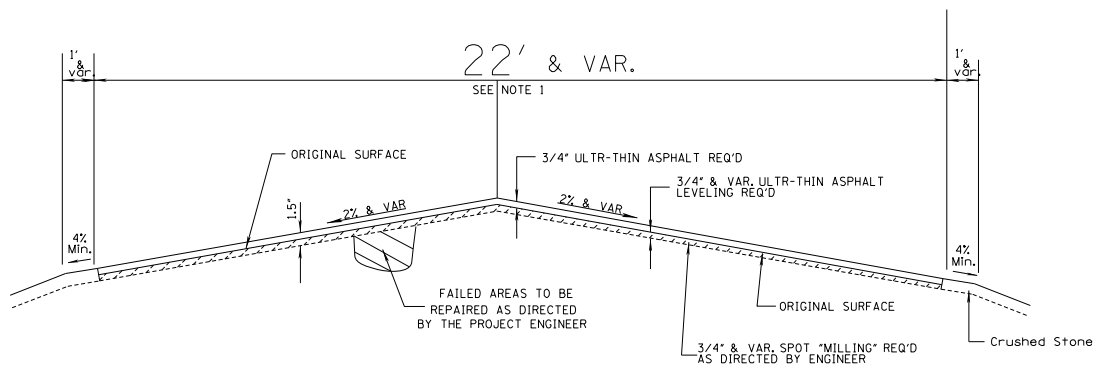




STATION 10+00 TO 691+67  
FROM SR 528 TO SR 18

NOTES:

(1) TRUE CENTERLINE PAVEMENT ALIGNMENT SHALL BE DETERMINED BY THE CONTRACTOR BY MEASURING THE EXISTING ROADWAY AT 500ft. INTERVALS IN TANGENT SECTIONS, AND 100ft. INTERVALS IN HORIZONTAL CURVES.



STATION 691+67 TO 1136+59  
FROM SR 18 TO NEWTON CL

NOTES:

(1) TRUE CENTERLINE PAVEMENT ALIGNMENT SHALL BE DETERMINED BY THE CONTRACTOR BY MEASURING THE EXISTING ROADWAY AT 500ft. INTERVALS IN TANGENT SECTIONS, AND 100ft. INTERVALS IN HORIZONTAL CURVES.



**TABLE 2**

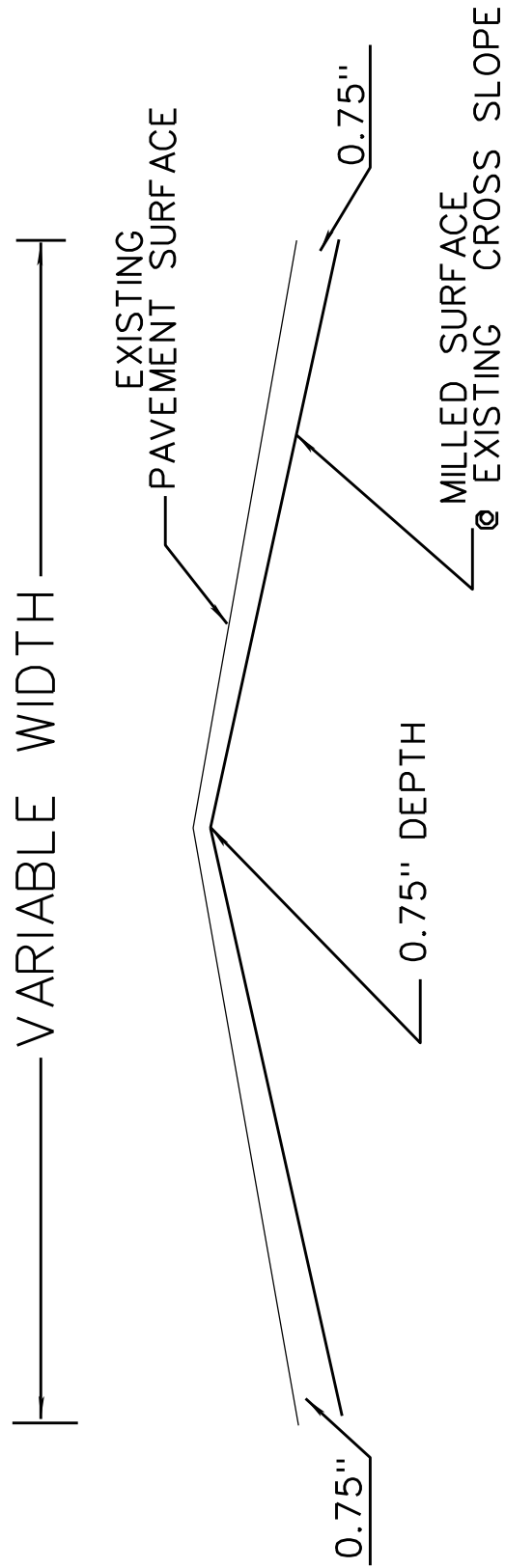
<b>MILLING</b>					
<b>LOCATION</b>	<b>BEGIN STATION</b>	<b>END STATION</b>	<b>WIDTH</b>	<b>LENGTH</b>	<b>Square Yard</b>
<b>BOP</b>					222.000
<b>NB &amp; SB</b>	338+75	339+65	22	90	220.000
<b>End State Maint. &amp; Begin State Maint.</b>			22	100	244.444
<b>NB &amp; SB</b>	480+10	492+60	22	1250	3055.556
<b>BRDG NO. 12.1</b>	547+20	548+80	22	160	391.111
<b>SB</b>	559+72	560+12	11	40	48.889
<b>SB</b>	567+14	567+34	11	20	24.444
<b>503 Sth @ 18</b>					167.000
<b>503 Nth @ 18</b>					111.000
<b>NB</b>	692+89	694+55	11	166	202.889
<b>SB</b>	693+52	694+64	11	112	136.889
<b>NB &amp; SB</b>	735+80	740+00	22	420	1026.667
<b>NB</b>	741+52	747+75	11	623	761.444
<b>SB</b>	741+52	747+05	11	553	675.889
<b>NB &amp; SB</b>	766+24	768+86	22	262	640.444
<b>NB &amp; SB</b>	778+37	785+22	22	685	1674.444
<b>NB &amp; SB</b>	814+74	819+02	22	428	1046.222
<b>BRDG NO. 18.1</b>	855+25		22	100	244.444
<b>BRDG NO. 20.8</b>	995+98		22	100	244.444
<b>BRDG NO. 21.7</b>	1044+17		22	100	244.444
<b>BRDG NO. 22.0</b>	1057+91		22	100	244.444
<b>EOP</b>	1136+09	1136+59	22	50	122.222
<b>TOTAL MILLING, SY</b>					<b>11749.330</b>



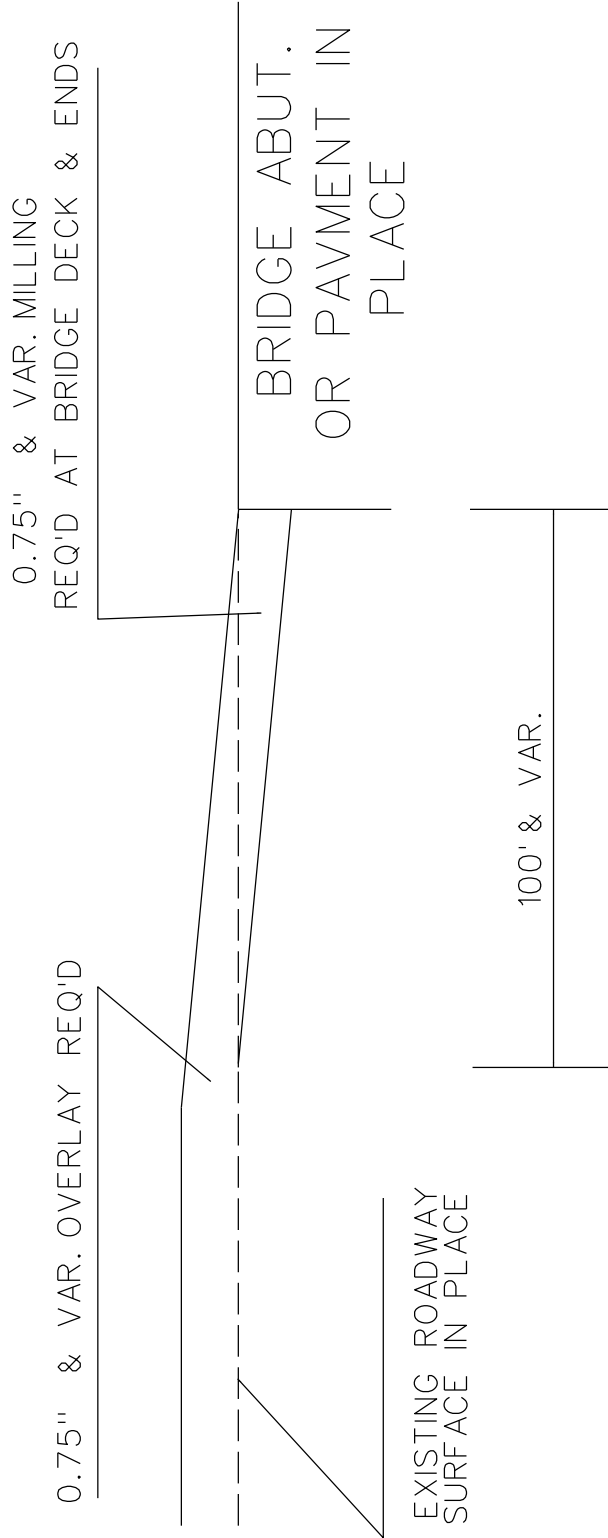


TABLE 4											
ROAD SIGNS											
Stock No. & Description	Support Type	County Log Mile	Latitude	Longitude	Route Direction	Sign Face Direction	MUTCD	Height in Inches	Width in Inches	Sign Less than 10	U-POST LENGTH
7473 - BRIDGE ICES BEFORE ROAD	U-Post	12.272	32.0726134	-89.0486687	S	N	W8-13	36	36	9	14
7499 - CHEVRON ALIGNMENT (Left or Right)	U-Post	9.142	32.0331662	-89.0386336	S	N	OM-3L	12	36	N/A	N/A
7523 - Right Curve	U-Post	14.06	32.0635353	-89.0422723	S	N	W1-2R	36	36	9	14
7523 - Right Curve	U-Post	13.406	32.0887601	-89.0466814	S	N	W1-2R	36	36	9	14
7524 - RIGHT CURVE	U-Post	22.094	32.2072394	-89.0632994	S	N	W1-2R	36	36	9	14
7524 - RIGHT CURVE	U-Post	18.391	32.1552384	-89.0529841	S	N	W1-2R	36	36	9	14
8220 - TYPE 3 OBJECT MARKER (Patch Only) (Left of Rdway)	U-Post	19.116	32.165743	-89.0530481	S	S	OM-3L	12	36	N/A	N/A
8222 - TYPE 3 OBJECT MARKER (Left of Roadway)	U-Post	18.488	32.1566143	-89.0529625	S	S	OM-3L	12	36	N/A	N/A
8222 - TYPE 3 OBJECT MARKER (Left of Roadway)	U-Post	18.909	32.1626959	-89.0530642	S	S	OM-3L	12	36	N/A	N/A
8222 - TYPE 3 OBJECT MARKER (Left of Roadway)	U-Post	19.378	32.1694942	-89.0530912	S	S	OM-3L	12	36	N/A	N/A
8222 - TYPE 3 OBJECT MARKER (Left of Roadway)	U-Post	21.274	32.1959731	-89.0598711	S	S	OM-3L	12	36	N/A	N/A
8222 - TYPE 3 OBJECT MARKER (Left of Roadway)	U-Post	18.038	32.1510752	-89.0558966	N	S	OM-3L	12	36	N/A	N/A
8222 - TYPE 3 OBJECT MARKER (Left of Roadway)	U-Post	1.739	31.9394349	-89.0074011	N	S	OM-3L	12	36	N/A	N/A
8222 - TYPE 3 OBJECT MARKER (Left of Roadway)	U-Post	18.909	32.1626986	-89.0529656	N	N	OM-3L	12	36	N/A	N/A
8222 - TYPE 3 OBJECT MARKER (Left of Roadway)	U-Post	19.109	32.1655694	-89.0529359	N	N	OM-3L	12	36	N/A	N/A
8225 - TYPE 3 OBJECT MARKER (Right of Roadway)	U-Post	20.536	32.1859643	-89.0555056	S	S	OM-3R	12	36	N/A	N/A
8225 - TYPE 3 OBJECT MARKER (Right of Roadway)	U-Post	22.272	32.2096553	-89.0643636	S	S	OM-3R	12	36	N/A	N/A
8225 - TYPE 3 OBJECT MARKER (Right of Roadway)	U-Post	20.53	32.1859222	-89.0555094	N	N	OM-3R	12	36	N/A	N/A
8225 - TYPE 3 OBJECT MARKER (Right of Roadway)	U-Post	12.174	32.07123	-89.0483109	N	S	OM-3R	12	36	N/A	N/A
8539 - School Bus Stop Ahead	U-Post	31.9780379	-89.0133105	-89.0133105	S	N	S3-1	36	36	9	14
8550 - SIDE ROAD (Left or Right Depends on Orientation)	U-Post	18.978	32.1636681	-89.0530826	S	N	W2-2	36	36	9	14
8675 - Stop	U-Post	4.892	31.983103	-89.013224	S	W	R1-1	36	36	9	14
8676 - Stop	U-Post	0.021	31.9194017	-89.0199454	S	N	R1-1	36	36	9	14
8684 - Stop Ahead	U-Post	0.325	31.9237015	-89.0203745	S	N	W3-1	36	36	9	14
8690 - STOP AHEAD	U-Post	3.422	31.9622267	-89.0113244	S	W	W3-1	36	36	9	14
8690 - STOP AHEAD	U-Post	6.529	32.0063365	-89.0146843	S	W	W3-1	36	36	9	14
8690 - STOP AHEAD	U-Post	10.758	32.0560533	-89.0339699	N	E	W3-1	36	36	9	14
8690 - STOP AHEAD	U-Post	13.745	32.0949004	-89.0465769	N	E	W3-1	36	36	9	14
8690 - STOP AHEAD	U-Post	2.183	31.9452546	-89.0039602	N	S	W3-1	36	36	9	14
8691 - STOP AHEAD	U-Post	21.173	32.1950339	-89.058475	N	E	W3-2	36	36	9	14
8692 - STOP AHEAD	U-Post	23.222	32.2240764	-89.0657343	N	E	W3-3	36	36	9	14
8693 - STOP AHEAD	U-Post	4.448	31.9765779	-89.0148896	S	W	W3-4	36	36	9	14
8690 - STOP AHEAD	U-Post	4.974	31.9842572	-89.014217	S	W	W3-1	36	36	9	14
8690 - STOP AHEAD	U-Post	21.28	32.195007	-89.0623025	S	W	W3-1	36	36	9	14
8774 - Unlawful To Pass	U-Post	21.824	32.2034909	-89.0626332	S	N		24	24	4	13

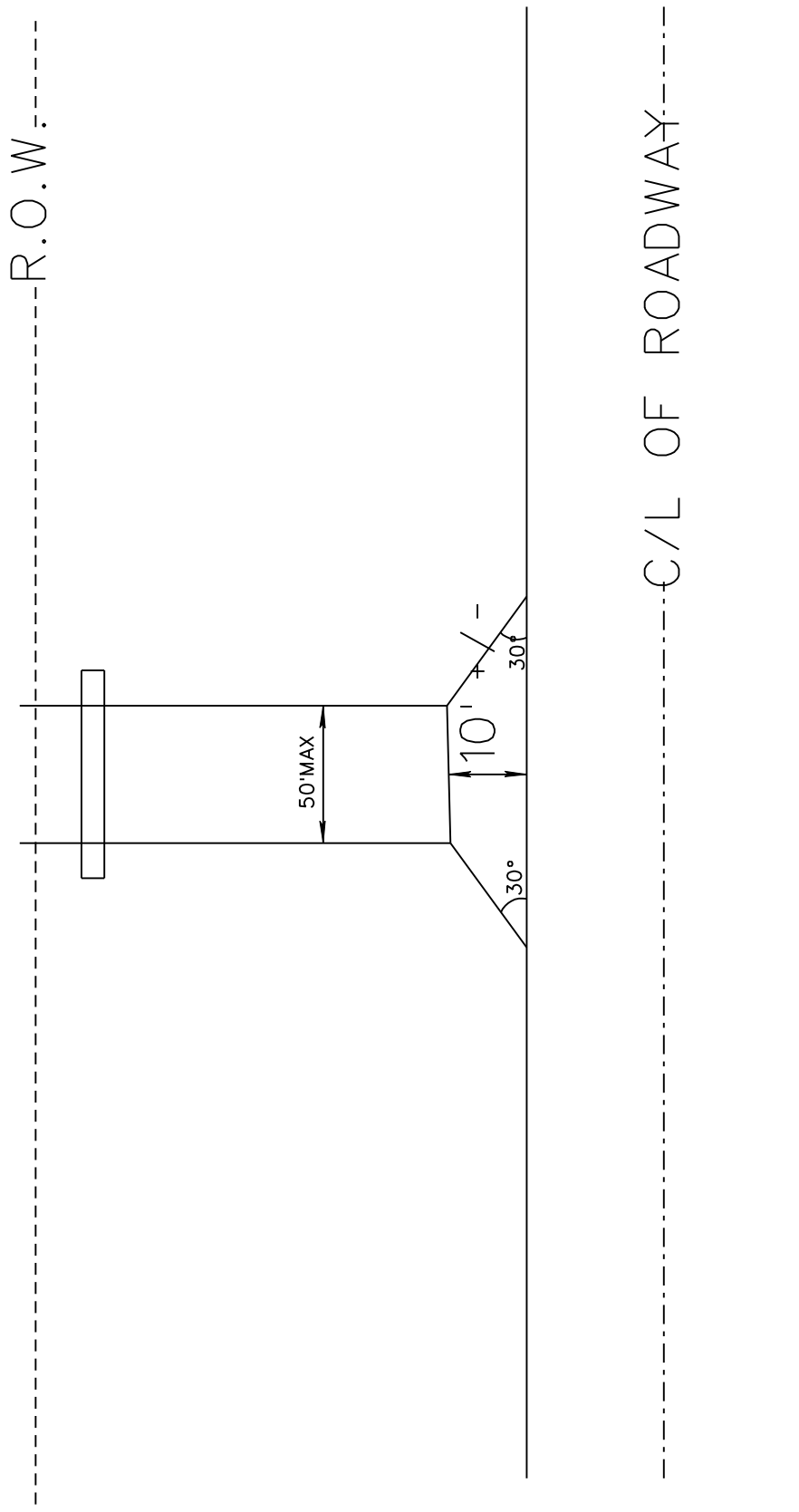
# TYPICAL MILLING DIAGRAM



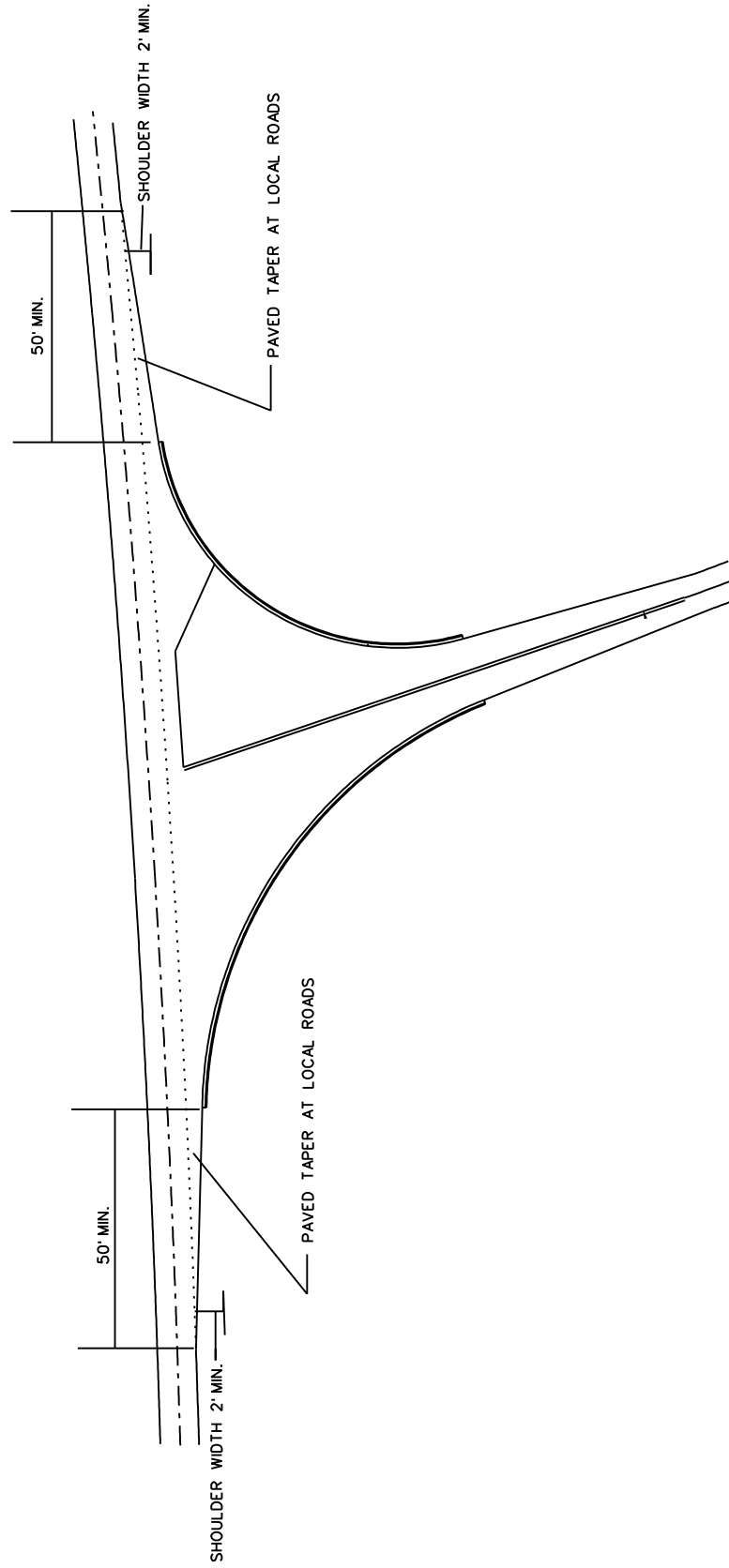
# TYPICAL MILLED TRANSITION AT BRIDGE ABUT. OR PAVEMENT IN PLACE

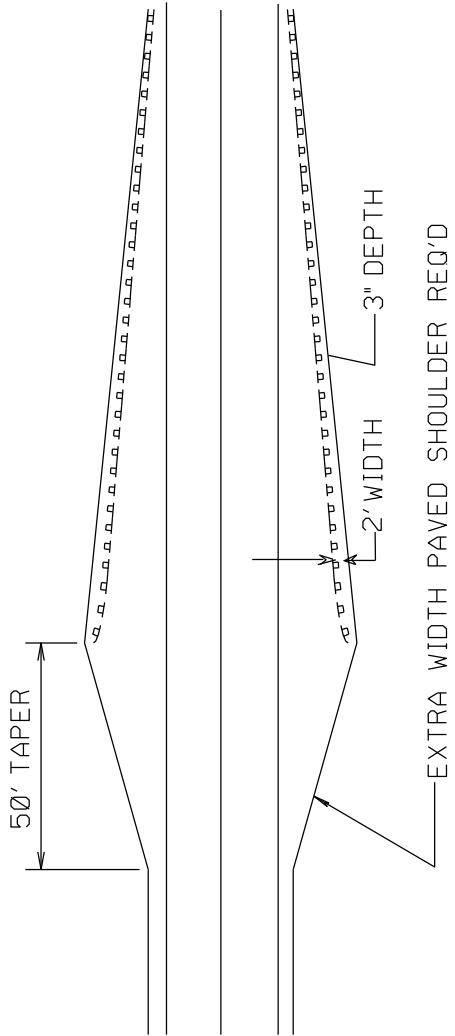


PRIVATE DRIVEWAY DETAIL



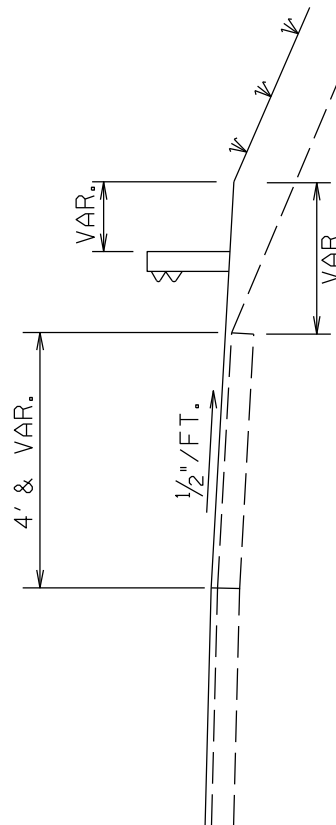
# TYPICAL FOR PAVED TAPER AT LOCAL ROADS





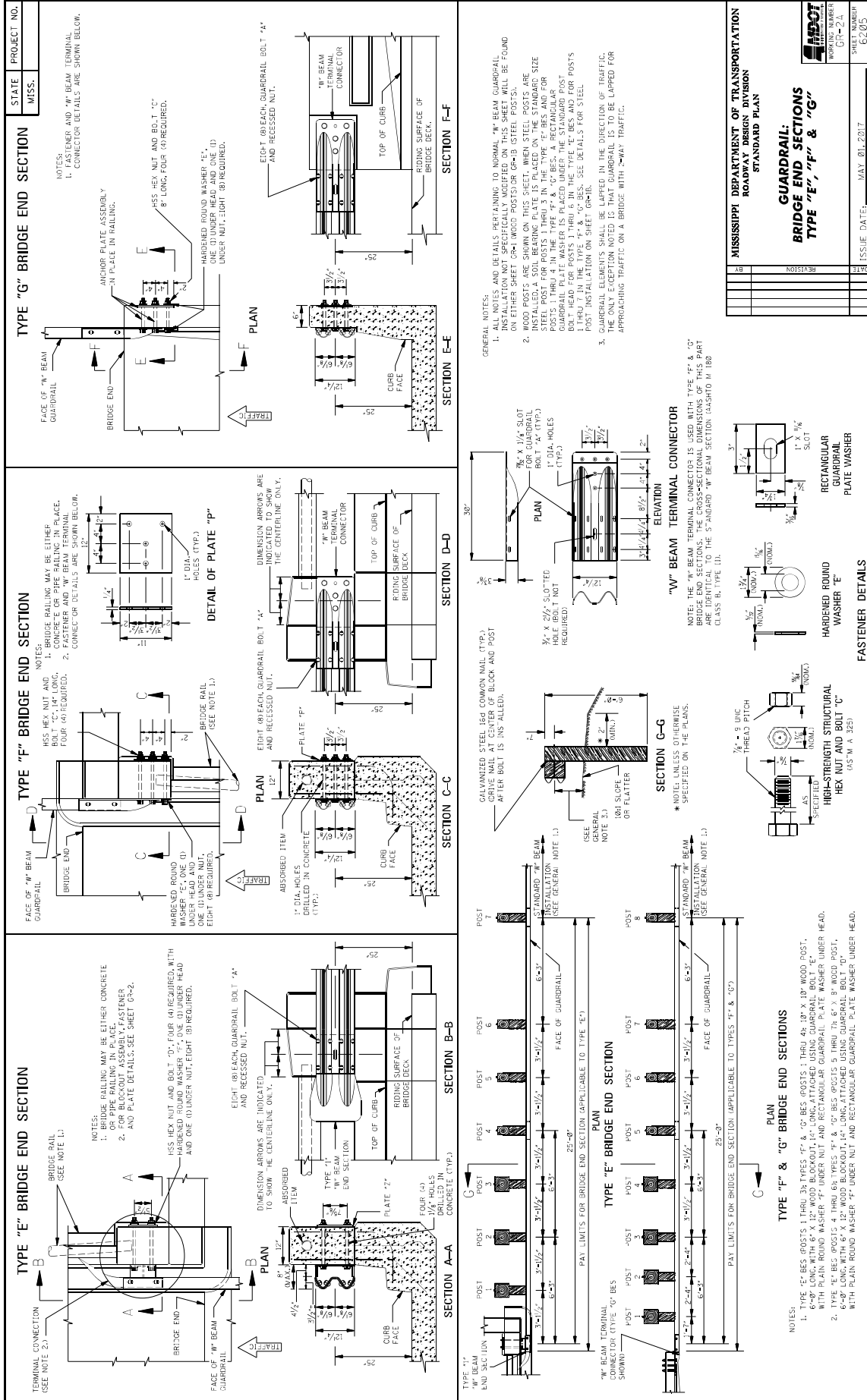
DETAIL OF INSTALLATION OF EXTRA WIDTH  
PAVED SHOULDERS AT BRIDGES

1. 3" AND VAR. DEPTH 9.5MM ASPHALT PAVEMENT REQ'D



TYPICAL SECTION  
DETAILS OF PAVED SHOULDERS AT  
BRIDGE GUARD RAIL INSTALLATIONS

BOTH SIDES



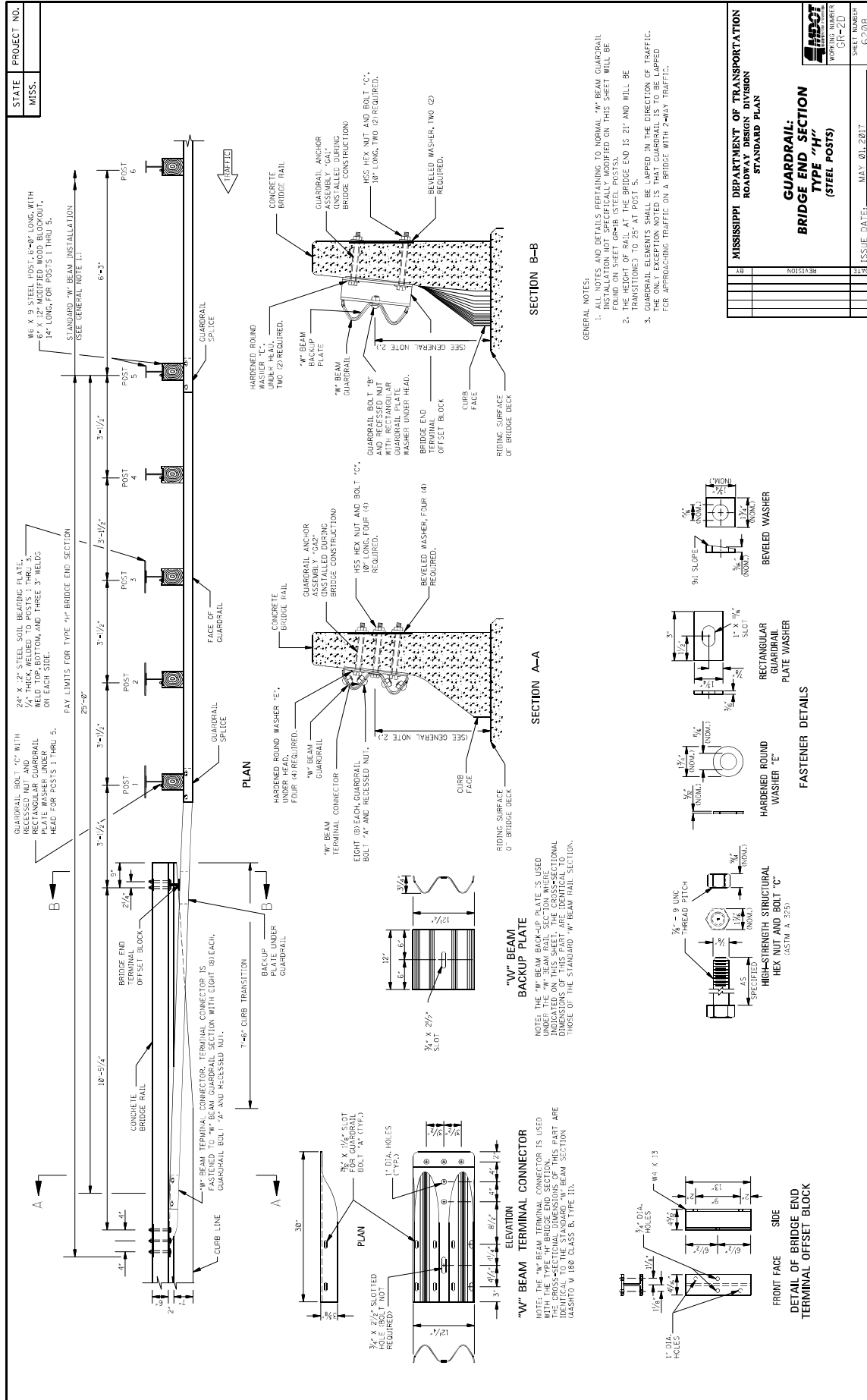
STATE		MISS.
PROJECT NO.		
SECTION		
SHEET NUMBER		GT-24
SHEET NUMBER		62.05
ISSUE DATE:		MAY 01, 2017

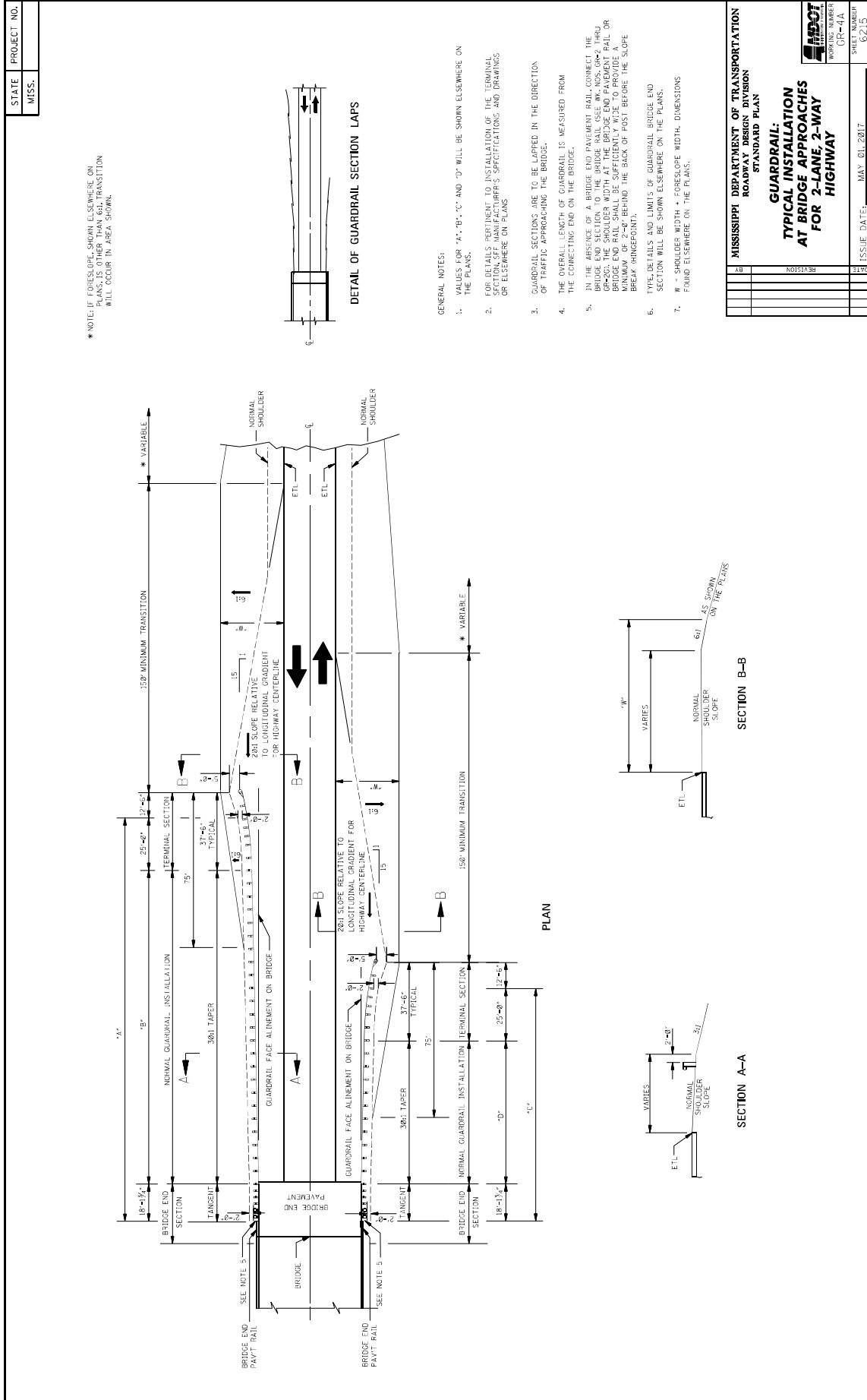
MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

**GUARDRAIL:  
BRIDGE END SECTIONS  
TYPE "E", "F" & "G"**



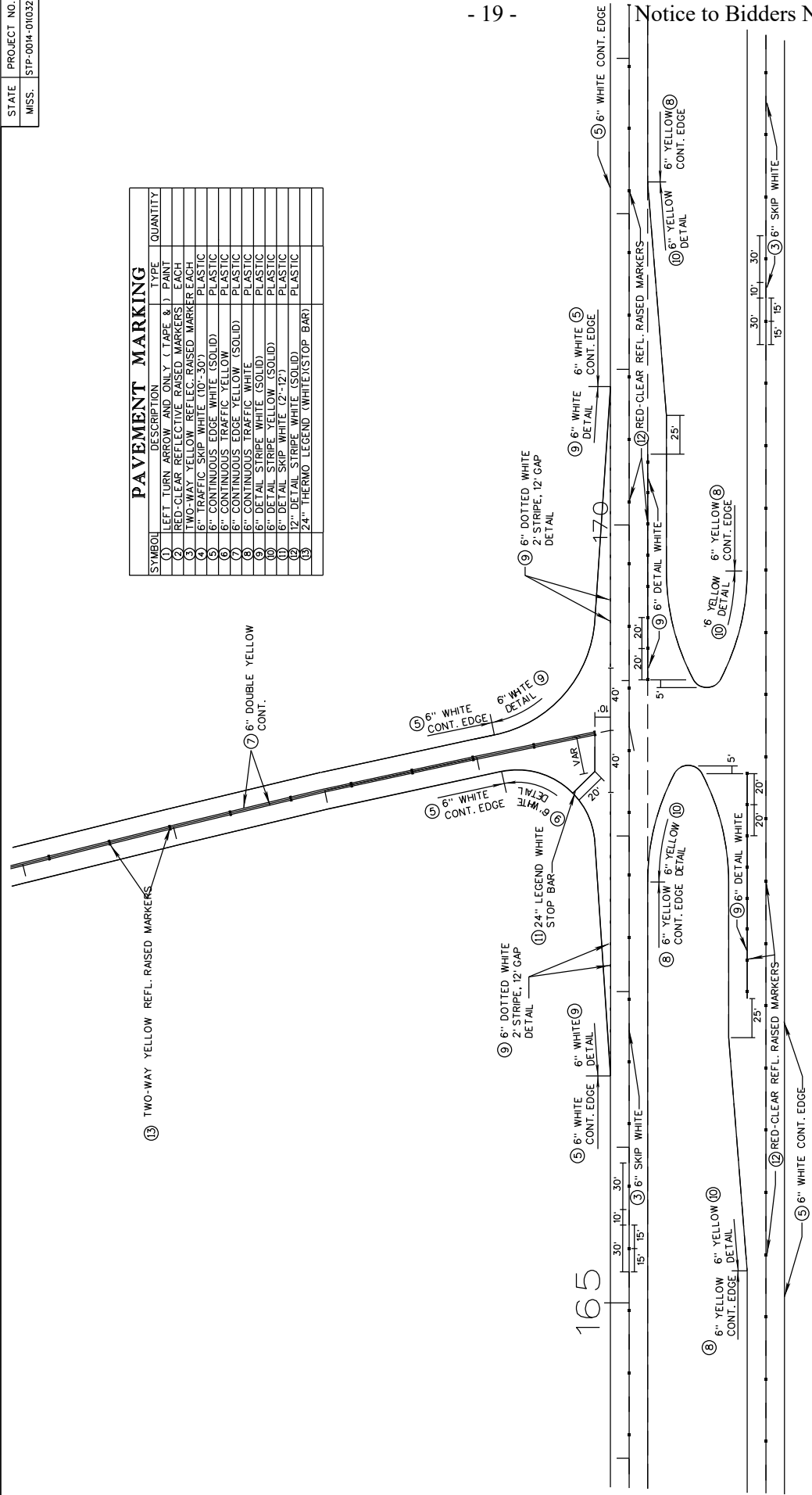






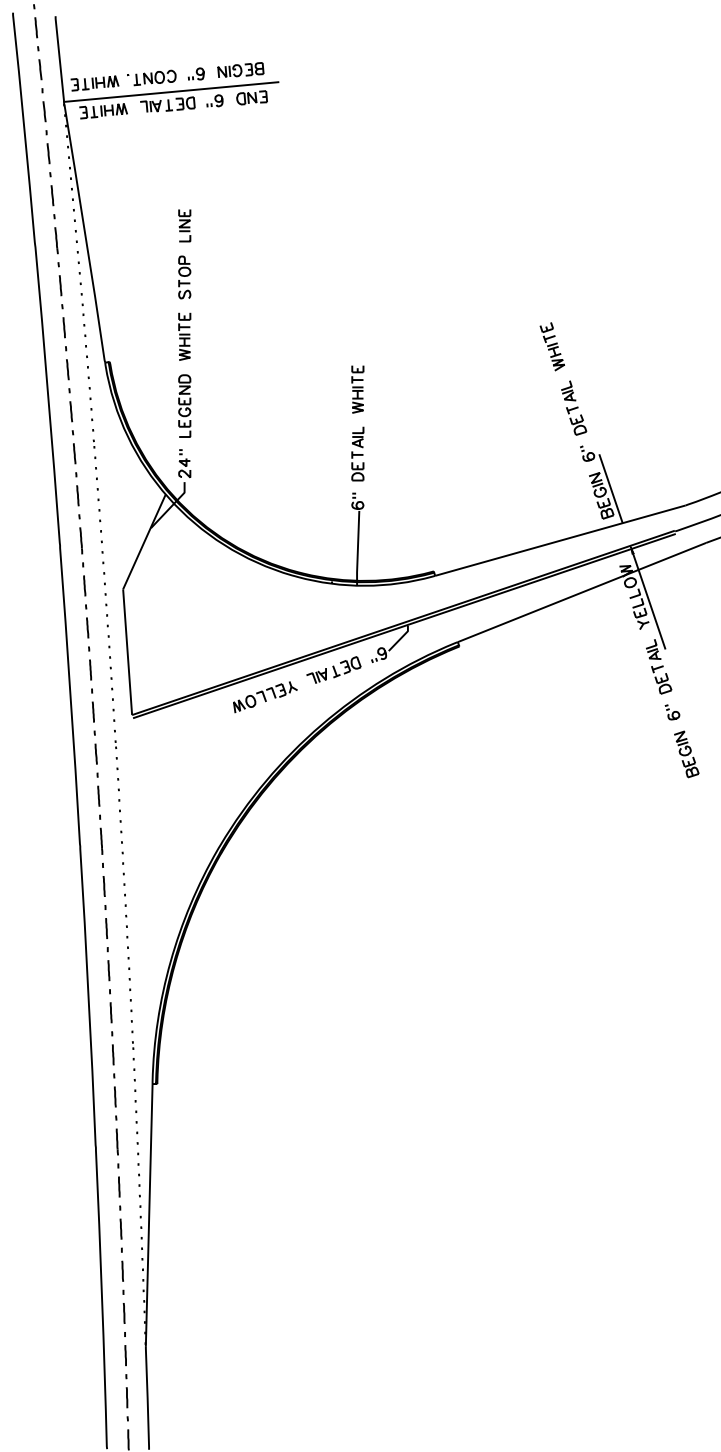
STATE	PROJECT NO.
MISS.	STP-004-01032

SYMBOL	DESCRIPTION	TYPE	QUANTITY
(1)	LEFT TURN ARROW AND ONLY (TAPE & ) PAINT		
(2)	RED-CLEAR REFLECTIVE RAISED MARKERS EACH		
(3)	TWO-WAY YELLOW REFLECTIVE RAISED MARKERS EACH		
(4)	6" TRAFFIC SKIP WHITE (10'-30') PLASTIC		
(5)	6" CONTINUOUS EDGE WHITE (SOLID) PLASTIC		
(6)	6" CONTINUOUS TRAFFIC YELLOW (SOLID) PLASTIC		
(7)	6" CONTINUOUS TRAFFIC WHITE (SOLID) PLASTIC		
(8)	6" DETAIL STRIPE WHITE (SOLID) PLASTIC		
(9)	6" DETAIL STRIPE YELLOW (SOLID) PLASTIC		
(10)	6" DETAIL STRIPE WHITE (2'-12') PLASTIC		
(11)	24" THERMO LEGEND (WHITE/STOP BAR)		
(12)	6" DOTTED WHITE 2' STRIPE, 12' GAP DETAIL		
(13)	6" WHITE CONT. EDGE DETAIL		
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MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
**DETAIL OF STRIPING**  
 LOCAL RD. @ STA. \_\_\_\_\_  
 PROJECT NO: \_\_\_\_\_  
 COUNTY: \_\_\_\_\_  
 FILE NAME: \_\_\_\_\_  
 REVISION: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_  
 DESIGNED: \_\_\_\_\_  
 DRAWN: \_\_\_\_\_  
 WORKING NUMBER: \_\_\_\_\_  
 SHEET NUMBER: \_\_\_\_\_  
 TOTAL SHEETS: \_\_\_\_\_

# TYPICAL STRIPING FOR SIMPLE INTERSECTION AT LOCAL ROADS





## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-102-2

CODE: (IS)

DATE: 11/22/2017

SUBJECT: **Bidding Requirements and Conditions**

Section 102, Bidding Requirements and Conditions, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-102.01--Prequalification of Bidders.** Delete the last sentence of the third paragraph of Subsection 102.01 on page 13, and substitute the following.

The Bidder's Certificate of Responsibility number must be on file with the Department's Contract Administration Division prior to request for permission to bid.

**907-102.02--Contents of Proposal Forms.** Delete the fourth paragraph in Subsection 102.02 on page 13, and substitute the following.

Prospective bidders must complete an online request for permission to be eligible to bid a project. Upon approval, the bidder will be authorized to submit a bid electronically using Bid Express at <http://bidx.com>.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-103-2

CODE: (SP)

DATE: 06/22/2017

SUBJECT: Award and Execution of Contract

Section 103, Award and Execution of Contract, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-103.01--Consideration of Proposal.** Delete the second and third paragraphs of Subsection 103.01 on page 19, and substitute the following.

**907-103.01.1--For Projects Constructed Without Federal Funds.** Resident Contractors actually domiciled in Mississippi are to be granted preference over nonresidents in awarding of Contracts financed 100% with State funds.

In consideration of proposals that are equal to or in excess of \$50,000 and financed 100% with State funds, a nonresident bidder domiciled in a state having laws granting preference to local Contractors will be considered for such contracts on the same basis as the nonresident bidder's state awards contracts to Mississippi Contractors bidding under similar circumstances. When a nonresident Contractor submits a bid equal to or in excess of \$50,000 on a contract financed 100% with State funds, a copy of the current laws from the state of domicile and an explanation thereof pertaining to treatment of nonresident Contractors shall be attached. If no preferential treatment is provided for Contractors in the state of domicile and contracts are awarded to the lowest responsible bidder, a statement to this effect shall be attached. Should the attachment not accompany the bid when submitted, the Contractor shall have 10 days following the opening of the bids to furnish the required information to the Contract Administration Director for attachment to the bid. Failure to provide the attachment within 10 days will result in the nonresident Contractor's bid being rejected and not considered for award. As used herein, the term "resident Contractor" includes a nonresident person, firm or corporation that has been qualified to do business in this State and has maintained a permanent full-time office in the State of Mississippi for two years prior to the submission of the bid, and the subsidiaries and affiliates of such a person, firm or corporation.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION NO. 907-105-1**

**CODE: (SP)**

**DATE: 05/07/2021**

**SUBJECT: Authority of the Engineer**

Section 105, Control of Work, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-105.1--Authority of the Engineer.** Delete the first sentence of the second paragraph of Subsection 105.01 on page 31, and substitute the following.

The Engineer has the right to suspend the work wholly or in part and to withhold payments because of the Contractor's failure to correct conditions unsafe for workmen or the general public, for failure to carry out provisions of the Contract, or for failure to carry out orders.



**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION NO. 907-108-4**

**CODE: (SP)**

**DATE: 10/07/2020**

**SUBJECT: Subletting of Contract**

Section 108, Prosecution and Progress, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-108.01--Subletting of Contract.**

**907-108.01.1--General.** Delete the third sentence of the tenth paragraph of Subsection 108.01.1 on the bottom of page 72.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-109-3

CODE: (SP)

DATE: 02/23/2021

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.

**907-109.04--Extra Work.**

**907-109.04.1--Supplemental Agreement.** Delete the second paragraph of Subsection 109.04.1 on page 90.

**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.

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-411-1

CODE: (IS)

DATE: 06/13/2018

SUBJECT: Material Transfer Equipment

Section 411, Ultra-Thin Asphalt Pavement, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-411.03--Construction Requirements.** After Subsection 411.03.10 on page 327, add the following.

**907-411.03.11--Material Transfer Equipment.** Excluding the areas mentioned below, the material transferred from the hauling unit shall be remixed prior to being placed in the paver hopper or insert by using an approved Materials Transfer Device. Information on approved devices can be obtained from the State Construction Engineer. Areas excluded from this requirement include: temporary work of short duration, detours, bridge replacement projects having less than 1,000 feet of pavement on each side of the structure, acceleration and deceleration lanes less than 1,000 feet in length, tapered sections, transition sections (for width), shoulders less than 10 feet in width, crossovers, ramps, side street returns and other areas designated by the Engineer.

**907-411.05--Basis of Payment.** Add the “907” prefix to the pay item listed on page 328.

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

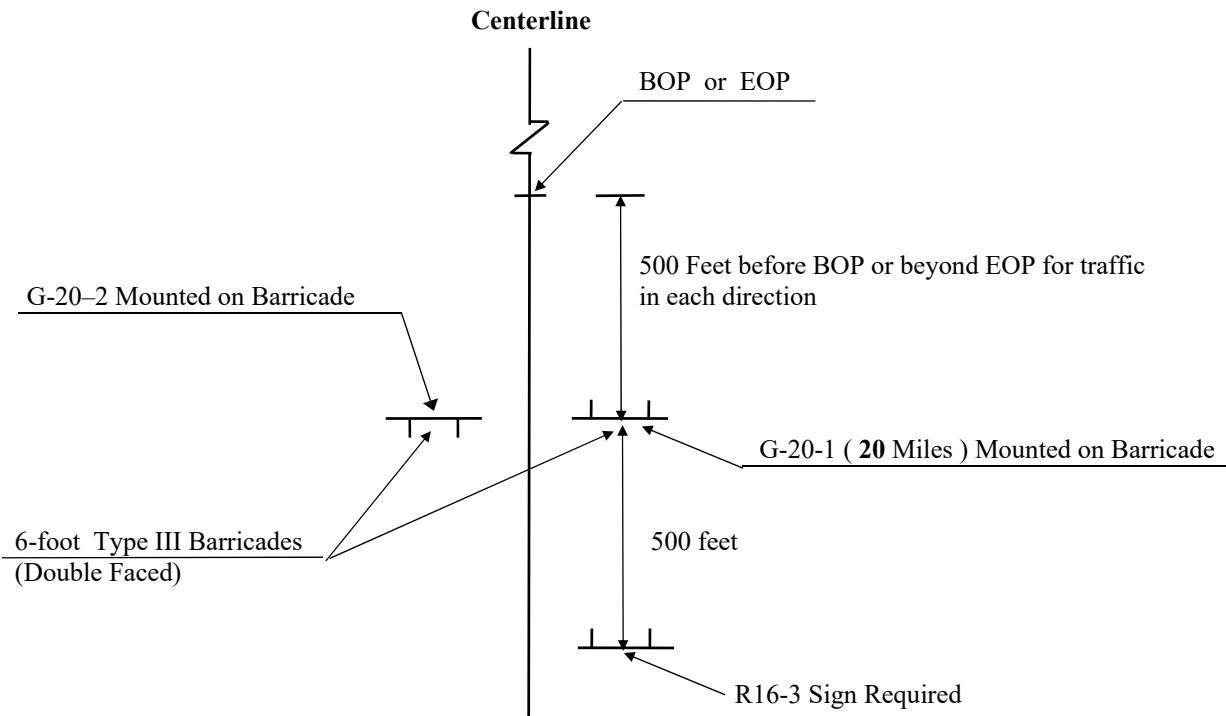
## SUPPLEMENT TO SPECIAL PROVISION NO. 907-618-4

**DATE:** 04/13/2021

**PROJECT:** SP-0379-00(001) / 108661301 -- Jasper County

After the first paragraph of Subsection 907-618.01.2 on page 1, add the following.

Additional traffic control devices will be required as follows.



### ADDITIONAL TRAFFIC CONTROL SIGNS REQUIRED:

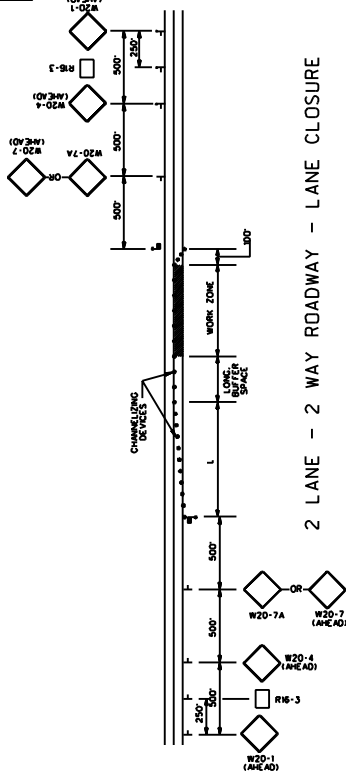
- 50 - W20-1 "AHEAD" signs required. One (1) W20-1 "AHEAD" sign is required at each local road or street entering the project.
- 43 - R4-1 "DO NOT PASS" signs required.
- 54 - R4-2 "PASS WITH CARE" signs required.
- 214 - W14-3 "NO PASSING ZONE" signs required.
- 4 - R16-3 "SPEEDING FINES DOUBLED" signs required.

R4-1 "DO NOT PASS", R4-2 "PASS WITH CARE", and W14-3 "NO PASSING ZONE" signs are required in accordance with Subsection 618.03.3, this drawing, and as specified in the Manual on Uniform Traffic Control Devices.

R16-3 signs shall be spaced in accordance with sheet titled "Location of R16-3 Signs".

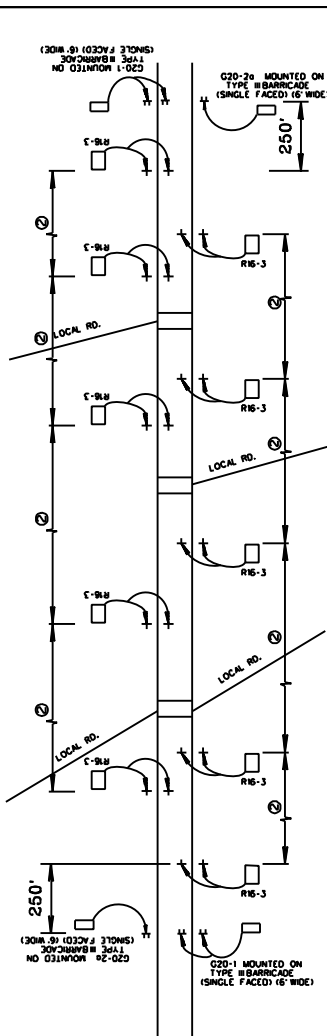
All construction signs and barricades shown on this page shall be included in the bid price for Pay Item 618-A, Maintenance of Traffic. Fluorescent orange sheeting shall be used on all construction and traffic control signs except for R16-3, R4-1 and R4-2 signs which shall be black legend and border on white background.

STATE PROJECT NO.  
MISS.

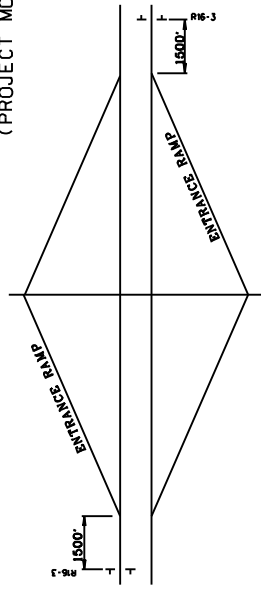


2 LANE - 2 WAY ROADWAY - LANE CLOSURE

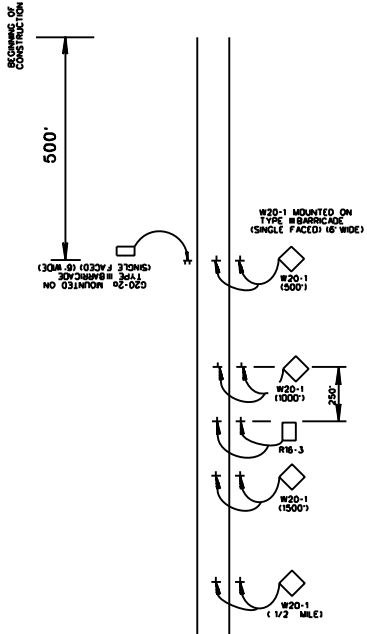
DIVIDED HIGHWAY  
(PROJECTS LESS THAN 1 MILE LENGTH)



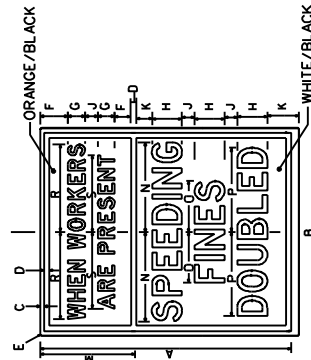
DIVIDED HIGHWAY SHOWN  
(2 LANE - 2 WAY ROADWAY SIMILAR)  
(PROJECT MORE THAN 1 MILE LENGTH)



INTERSTATE DETAIL



- NOTES
- 1. R16-3 SIGN TO BE PLACED AS SHOWN OR AS DIRECTED BY THE ENGINEER.
  - 2. R16-3 SIGN SHALL BE SPACED AT A MAXIMUM OF 2 MILES THROUGHOUT LENGTH OF PROJECT.



SIZE	A	B	C	D	E	F	G	H
STL. 60	48	36	1 1/4	3/4	1 1/4	1 1/4	1 1/4	1 1/4
STL. 72	60	48	1 1/4	3/4	1 1/4	1 1/4	1 1/4	1 1/4
STL. 84	72	60	1 1/4	3/4	1 1/4	1 1/4	1 1/4	1 1/4

SIZE	A	B	C	D	E	F	G	H
STL. 48	36	24	1/2	3/8	1/2	1/2	1/2	1/2
STL. 60	48	36	1/2	3/8	1/2	1/2	1/2	1/2
STL. 72	60	48	1/2	3/8	1/2	1/2	1/2	1/2

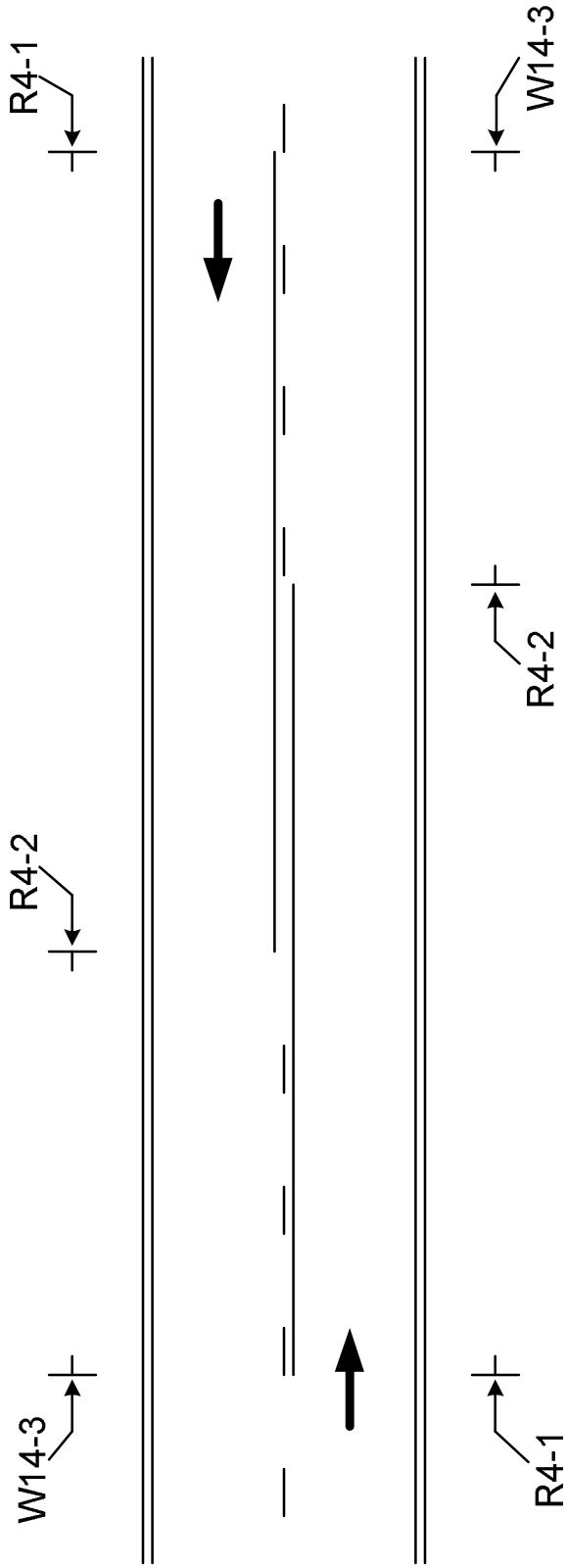
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

LOCATION OF R16-3 SIGNS

REVISION	BY	DATE

WORKING NUMBER: \_\_\_\_\_  
SHEET NUMBER: \_\_\_\_\_  
CHECKED: \_\_\_\_\_  
DATE: 02/28/09

FILENAME: SPEED\_SIGN\_DETAIL.DWG  
PROJECT: \_\_\_\_\_



The W14-3, No Passing Zone sign, shall be placed on the left side of the road at the beginning of each no passing zone.

The R4-1, Do Not Pass signs, shall be placed on the right side of the road at the beginning of the no passing zone. Additional R4-1 signs shall be placed right and left in increments of 750 to 1000 feet throughout the length of the no passing zone.

The R4-2, Pass With Care sign, shall be placed on the right side of the road at the end of the no passing zone.

The R4-1, R4-2 and W14-3 signs are to be used when standard pavement markings are not in place. The signs may also be used to emphasize pavement markings.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION NO. 907-618-4**

**CODE: (SP)**

**DATE: 02/01/2018**

**SUBJECT: Additional Signing Requirements**

Section 618, Maintenance of Traffic and Traffic Control Plan, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-618.01.2--Traffic Control Plan.** At the end of Subsection 618.01.2 on page 441, add the following:

For compliance with the traffic control plan, the Contractor will be required to install and maintain **traffic control devices** at various locations throughout the project. Payment for these **devices** will be included in the price bid for pay item no. 618-A, Maintenance of Traffic per lump sum.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-619-6

CODE: (SP)

DATE: 03/21/2018

SUBJECT: Temporary Portable Rumble Strips

Section 619, Traffic Control for Construction Zones, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-619.02--Materials.** After Subsection 619.02.15 on page 472, add the following.

**907-619.02.16--Temporary Portable Rumble Strips.** Temporary portable rumble strips shall be RoadQuake manufactured by PSS and meet the following requirements:

- capable of being installed without adhesives or bolts,
- have a minimum weight of 100 pounds,
- have a minimum overall length of 11 feet,
- have a minimum width of 12 inches, and
- have a maximum height of 3/4 inch.

Temporary portable rumble strips shall be installed in accordance with the attached details, or as directed by the Engineer.

**907-619.03--Construction Requirements.** After Subsection 619.03.11 on page 476, add the following.

**907-619.03.16--Temporary Portable Rumble Strips.** Temporary portable rumble strips shall be placed at locations shown on the traffic control plans, attached drawing, or as directed by the Engineer. The rumble strips shall be removed when lane closures are removed, relocated when lane closures are relocated, or as directed by the Engineer.

Prior to placement of the rumble strips, the roadway shall be cleaned to be free of dust, sand, and other materials that may cause slippage. The minimum roadway temperature at the time of installation shall be in accordance with manufacturer recommendations.

A minimum of three (3) temporary portable rumble strips shall be arranged in an array. The spacing of temporary portable rumble strips in each array shall be on 15-foot centers. One array of three (3) strips shall be used in each lane. The rumble strips shall be regularly monitored and maintained to ensure they stay in place under traffic.

**907-619.04--Method of Measurement.** At the end of Subsection 619.04 on page 478, add the following.



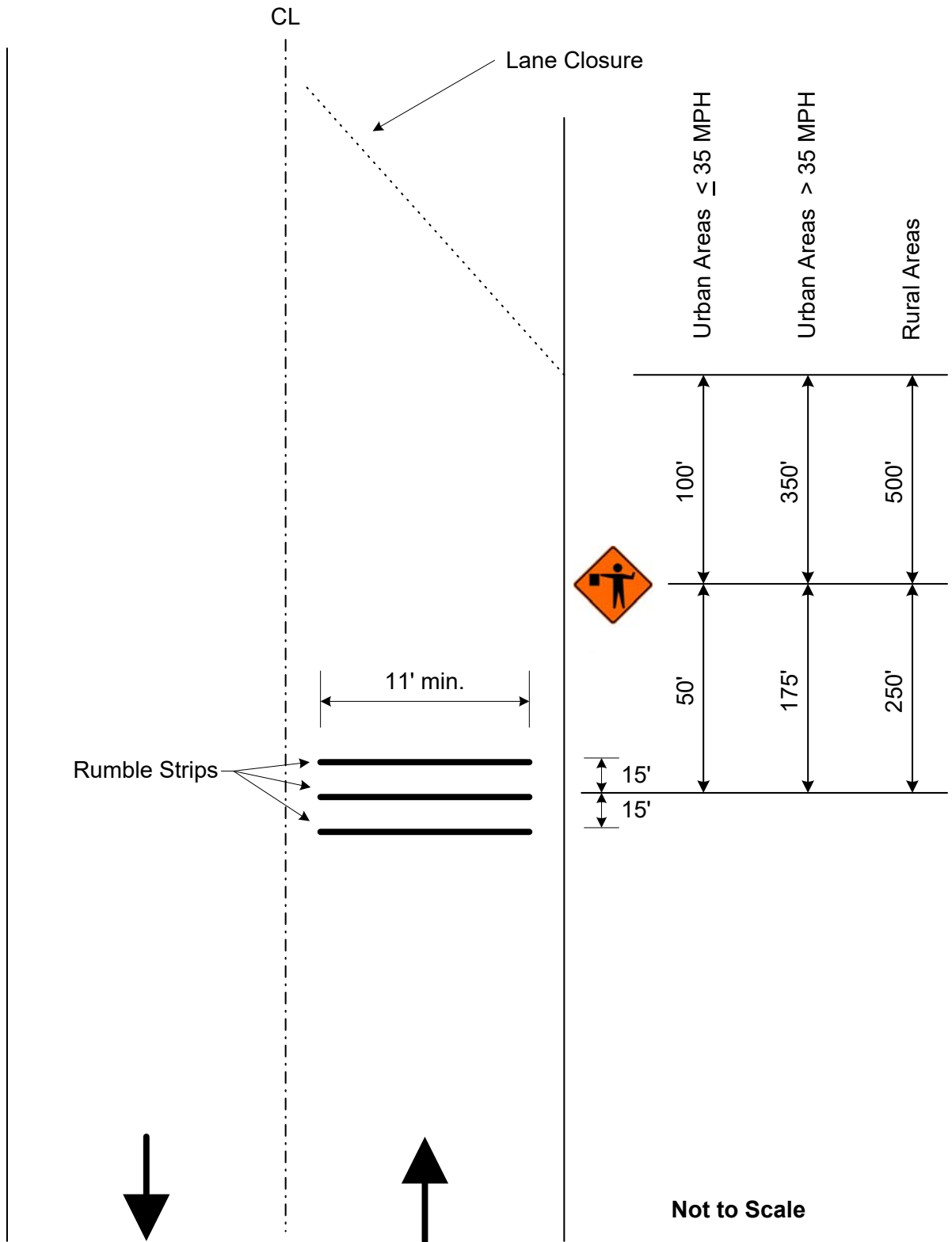
Temporary Portable Rumble Strips will be measured for payment by the linear foot only when a pay item for temporary portable rumble strips is included in the contract. Otherwise, temporary portable rumble strips will be included in the cost of pay item 618-A, Maintenance of Traffic. The quantity of temporary portable rumble strips will be the length of rumble strips approved by the Engineer to be in-place on the project at any one time.

**907-619.05--Basis of Payment.** After the fifth paragraph of Subsection 619.05 on page 478, add the following.

Temporary Portable Rumble Strips measured as prescribed above, will be paid for at the contract unit price per linear foot, which price shall be full compensation for cleaning the roadway surface, installing the rumble strips, maintenance and repair of the strips, cleaning and resetting of the strips, removal and replacement, and for all labor, equipment, tools, and incidentals necessary to complete the work.

After the last pay item listed on page 480, add the following.

907-619-B: Temporary Portable Rumble Strips - per linear foot



**Detail of Temporary Portable Rumble Strips**

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-624-1

CODE: (SP)

DATE: 01/17/2017

SUBJECT: Inverted Profile Thermoplastic Traffic Stripe

Section 907-624, Inverted Profile Thermoplastic Traffic Stripe, is hereby added to and made part of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as follows.

**907-624.01--Description.** Inverted profile thermoplastic pavement markings consists of furnishing materials and placing inverted profile thermoplastic pavement markings in reasonably close conformity with these specifications and the details shown on the plans or established.

Inverted profile thermoplastic pavement markings, high contract, shall consist of furnishing materials and placing inverted profile thermoplastic pavement markings over a black thermoplastic pavement marking in order to enhance the marking's visibility.

**907-624.02--Materials.**

**907-624.02.1--General.** The inverted profile thermoplastic marking material shall consist of an alkyd/maleic or hydrocarbon based formulation. The material shall be so manufactured as to be applied to the pavement in a molten form, with internal and surface application of glass spheres, and upon cooling to normal pavement temperature, shall produce an adherent, reflectorized pavement marking of specified thickness and width, capable of resisting deformation.

Materials shall be obtained from approved sources as listed on the Department's "List of Approved Sources" for Inverted Profile Thermoplastic Pavement Marking Materials. The material shall not scorch, break down, discolor, or deteriorate when held at the application temperature for four hours or when reheated four times to the application temperature. Temperature-vs-viscosity characteristics of the plastic material shall remain constant when reheated four times, and shall be the same from batch to batch.

The thermoplastic material shall be a product especially compounded for pavement markings. The pavement markings shall maintain their original dimension and shall not smear or spread under normal traffic at temperatures below 140°F. The markings shall have a uniform cross section. Pigment shall be evenly dispersed throughout its thickness. The exposed surface shall be free from tack and shall not be slippery when wet. The material shall not lift from pavement in freezing weather. Cold ductility of the material shall be such as to permit normal movement with the pavement surface without chipping or cracking.

Black thermoplastic compound for the placement of inverted profile thermoplastic pavement markings, high contract, shall consist of a hydrocarbon or alkyd/maleic based formulation.

The manufacturers of the thermoplastic compound, glass beads and epoxy primer sealer shall furnish to the Engineer three copies of certified test reports showing results of all tests specified herein and shall further certify that the materials meet all requirements. The Contractor shall provide the warranty as specified herein to the Engineer.

**907-624.02.2--Inverted Profile Thermoplastic Material.** The thermoplastic material shall consist of homogeneously mixed pigments, fillers, resins and glass beads, and shall be available in both white and yellow. The material shall be free from all skins, dirt, and foreign objects. Materials shall conform to AASHTO M 249 with the following modifications:

**907-624.02.2.1--Intermixed Glass Beads.** The thermoplastic material shall contain a minimum of 40 percent Class H glass beads by weight. Class H glass beads shall meet the requirements of ASTM D 1155, and shall be coated with an adhesion promoting coating which shall also provide moisture resistance as tested by AASHTO M 247, Section 4.4.2. Class H beads shall have a minimum of 70 percent true spheres and the +20 sieve shall be tested visually.

The gradation of the Class H beads shall meet the following:

<b><u>U. S. Standard Sieve</u></b>	<b><u>% Passing</u></b>
12	100
14	95 - 100
16	80 - 100
18	30 - 100
20	15 - 100
30	10 - 100
50	0 - 50
100	0 - 5

**907-624.02.2.2--Binder Content.** The binder content of the thermoplastic material shall be 19 percent minimum.

**907-624.02.2.3--Titanium Dioxide.** The titanium dioxide shall meet ASTM D 476, Type II, Rutile grade - 10 percent minimum titanium content.

**907-624.02.2.4--Yellow Pigment.** The yellow pigment for the yellow thermoplastic material shall be five (5) percent minimum.

**907-624.02.2.5--Specific Gravity.** The specific gravity of the thermoplastic pavement marking material shall not exceed 2.35.

**907-624.02.2.6--Flow Characteristics.**

**907-624.02.2.6.1--Flowability.** After heating the thermoplastic material for four (4) hours ±5 minutes at 425 ±3°F and testing flowability, the white thermoplastic shall have a maximum percent residue of 22 percent and the yellow thermoplastic shall have a maximum residue of 24 percent.

**907-624.02.2.6.2--Flow Resistance.** The material shall exhibit a maximum flow of 10%. The material's ability to form ribs on the markings shall be evaluated by casting a disc of material approximately 3.5 inches wide by 1.0 inch long by and 0.60 inch deep. After the material is cooled to ambient temperature, measure the exact height. The material shall then be stored at 190°F for four (4) hours. After the material is cooled to ambient temperature, re-measure the exact height and express the flow resistance as a flow percentage.

**907-624.02.2.7--Reflectivity.** The initial reflectance for the in-place marking shall have a minimum reflectance value of 450 mcd/ft<sup>2</sup> for white and 350 mcd/ft<sup>2</sup> for yellow, when measured with a MiroLux Ultra 30 retroreflectometer, or approved equal.

**907-624.02.2.8--Wet Reflectivity.** The initial reflectance for the in-place marking when wet shall have a minimum reflectance value of 200 mcd/ft<sup>2</sup> for white and 175 mcd/ft<sup>2</sup> for yellow, when measured with an approved retroreflectometer. The stripe shall be wetted utilizing a pump type sprayer for five (5) seconds. After 30 seconds, place the retroreflectometer on the stripe and measure the reflectance.

**907-624.02.2.9--Inverted Profile.** The thermoplastic pavement marking material shall be applied to have individual profiles having a minimum height of 0.140 inches with the recessed inverted profiles having a thickness of 0.025 to 0.050 inches. The profiles shall be well defined, spaced approximately one (1) inch apart, and not excessively run back together.

**907-624.02.3--Black Pavement Marking Material for High Contrast Inverted Profile Pavement Markings.**

**907-624.02.3.1--General.** In the molten state, the material shall not give off fumes that are toxic or otherwise injurious to persons or property. The manufacturer shall provide material safety data sheets for the product.

The temperature versus viscosity characteristic of the plastic material shall remain constant and the material shall not deteriorate in any manner during three reheating processes. There shall be no obvious change in color of the material as a result of up to three reheatings, or in maintaining the material at application temperature up to an aggregate time of four (4) hours, or from batch to batch. The maximum elapsed time after application at which normal traffic will leave no impression or imprint on the new stripe shall be 30 seconds when the air and road surface temperature is approximately 68 ±5°F. The applied stripe shall remain free from tack and shall not lift from the pavement under normal traffic conditions within a road temperature range of -20°F to 150°F. The stripe shall maintain its original dimensions and placement. Cold ductility of the material shall be such as to permit normal dimensional distortion as a result of tire impact within the temperature range specified.

The material shall provide a stripe that has a uniform thickness throughout its cross section.

**907-624.02.3.2--Binder.** The binder shall be hydrocarbon or alkyd/maleic based. The binder shall consist of a homogeneous mixture of pigment, fillers, resins, waxes and plasticizers. The total

binder content shall be well distributed throughout the compound. The binder shall be free from all foreign objects or ingredients that would cause bleeding, staining or discoloration. The binder shall be 19 percent minimum by weight of the thermoplastic compound.

**907-624.02.3.3--Pigment.** The pigment used for black pavement marking compound shall be as required and shall be uniformly distributed throughout the marking compound.

**907-624.02.3.4--Filler.** The filler to be incorporated with the resins shall be a white calcium carbonate, silica or any approved substitute.

**907-624.02.3.5--Specific Gravity.** The specific gravity of the marking compound shall not exceed 2.0.

**907-624.02.3.6--Softening Point.** After heating the marking compound for 4 hours  $\pm 5$  minutes at  $375 \pm 3^\circ\text{F}$  and testing in accordance with ASTM E 28, the material shall have a minimum softening point of  $180^\circ\text{F}$  as measured by the ring and ball method.

**907-624.02.3.7--Tensile Bond Strength.** After heating the marking compound for 4 hours  $\pm 5$  minutes at  $375 \pm 3^\circ\text{F}$ , the tensile bond strength shall exceed 180 psi when tested in accordance with ASTM D 4806. The material shall be applied to unprimed, sandblasted Portland cement concrete block at a thickness of 0.0625-inch and at a temperature of  $375 \pm 3^\circ\text{F}$ . The test shall be conducted at room temperature.

**907-624.02.3.8--Impact Resistance.** After heating the marking compound for 4 hours  $\pm 5$  minutes at  $375 \pm 3^\circ\text{F}$ , the impact resistance shall be a minimum of 50 inch-pounds minimum when tested in accordance with ASTM D 2794. No cracks or bond loss shall occur when a 0.0625-inch thick film drawdown is made at  $375 \pm 3^\circ\text{F}$  on an unprimed sandblasted Portland cement concrete block. The sample is tested with a male indenter 5/8-inch and no female Die at room temperature.

**907-624.02.3.9--Identification.** Each package of material shall be stenciled with the manufacturer's name, the type of material and specification number, the month and year the material was packaged and lot number. The letters and numbers used in the stencils shall be a minimum of 1/2 inch in height.

**907-624.02.3.10--Packaging.** The material shall be packaged in suitable containers that will not adhere to the product during shipment and storage. The container of pavement marking material shall weigh approximately 50 lbs. Each container shall designate the color, type of resin, type of application and user information. The label shall warn the user that the material shall be heated in the range of  $350^\circ$  to  $425^\circ\text{F}$ .

**907-624.02.3.11--Storage Life.** The material shall meet the requirements of this specification for a period of one year. The material must also meet uniformly with no evidence of skins or unmelted particles for this one-year period. The manufacturer shall replace any material not meeting the above requirements.

**907-624.02.3.12--Certifications.** The material manufacturer shall furnish a certified copy of material test reports to the Engineer.

**907-624.02.4--Drop-On Glass Beads.** Drop-on glass beads shall be separated into two (2) classes, as follows:

**907-624.02.4.1--Class G Glass Beads.** Class G glass beads shall be coated with an adhesion promoting coating which shall also provide moisture resistance as tested by AASHTO M 247, Section 4.4.2 and shall exhibit the following characteristics:

- **Color and Clarity:** The glass beads shall be colorless and clear, and shall be free of carbon residues.
- **Index of Refraction:** minimum 1.50
- **Roundness:** The glass beads shall have a minimum of 80% true spheres per screen for the two highest sieve quantities, determined visually, and a maximum of 3% angular particles per sieve, determined visually. The remaining sieves shall have a minimum of 75% true spheres, determined visually per aspect ratio using microfiche reader.
- **Air Inclusions:** 10% maximum
- **Specific Gravity:** The specific gravity of the glass beads shall be a minimum of 2.50.
- **Gradation:** The gradation of Class G glass beads shall be as follows:

<u>U. S. Standard Sieve</u>	<u>% Passing</u>
12	100
14	100 - 95
16	100 - 80
18	100 - 20
20	90 - 20
30	100 - 50
Pan	100 - 90

All Class G glass beads shall be coated with an adhesion promoting coating.

**907-624.02.4.2--Class H Glass Beads.** Class H glass beads shall meet the requirements of ASTM D 1155, and shall be coated with an adhesion promoting coating which shall also provide moisture resistance as tested by AASHTO M 247, Section 4.4.2. Class H beads shall have a minimum of 70 percent true spheres and the +20 sieve shall be tested visually.

The gradation of the Class H beads shall meet the following:

<u>U. S. Standard Sieve</u>	<u>% Passing</u>
16	99 - 100
20	75 - 100
30	55 - 95
50	10 - 35
100	0 - 5

**907-624.03--Construction Requirements.**

**907-624.03.1--Equipment.** The application equipment shall be specifically designed for placing thermoplastic material in a hot molten state on the pavement surface utilizing a pressure type application method. The thermoplastic stripe shall be formed by a die that is allowed to drag along in proximity with the pavement surface. The die is pulled forward by a special linkage that will allow it to automatically level itself as to float and remain parallel with the pavement surface. The traffic stripe shall be formed by reason that the hot thermoplastic material is forced under pressure through four sides to the die onto the pavement surface. The top of the die shall be enclosed and provide entry means for the hot molten thermoplastic material to enter the die cavity. The bottom of the die shall contain a movable door that is remote controlled so as to start or stop the flow of thermoplastic material onto the pavement surface. When the movable door is open, thermoplastic material can flow through the die and will apply a thermoplastic stripe that will be formed rearward of the advancing die. The pavement surface shall be at the bottom of the die enclosure. Thermoplastic material shall be fed to the die under pressure through flexible oil-jacketed stainless steel hoses. The thermoplastic material must be either pumped or fed from a pressure vessel to the die under pressure in order to obtain the proper adhesion with the pavement surface.

The system shall consist of a low pressure drop-on type glass bead gun, (bead coat #1). The thermoplastic die shall be oil-jacketed on four (4) sides and is formed from a single solid block of steel. The glass bead gun shall dispense glass beads onto the hot thermoplastic stripe from a height of approximately one (1) inch above the pavement surface. The point at which the glass beads strike the surface of the stripe shall be approximately three inches (3”) behind the strike point of the thermoplastic material itself. This reflective bead coat #1 shall utilize Class G glass beads as specified herein, and shall provide a surface coating of 50 percent of the thermoplastic stripe surface. Of this 50 percent stripe coverage, at least 50 percent of the beads shall be embedded to a depth of 60 percent of their diameter.

A second curtain coater, low pressure drop-on type glass bead gun capable of applying a continuous sheet or ribbon of glass beads, shall follow at an interval of approximately 10 inches behind the first bead gun. This second glass bead gun shall apply bead coat #2 which will form a continuous drop-on coat of Class H glass beads immediately in front of the profiling device. This second curtain of glass beads shall have a low impact speed so that they are not forced into the stripe under pressure.

A special rotatable wheel profiling device shall be located approximately eight (8) inches behind bead gun #2. This rotatable wheel device shall be approximately seven (7) inches in diameter and shall have a plurality of spaced projections located around its circumference. The profiling device shall be wider than the stripe being applied in order that the stripe shall be adequately covered. The projections on the rotatable profiling device shall have an angular profiling surface set at an angle to the pavement surface. The rotatable profile device shall be mounted with an automatic leveling device to the same carriage assembly as the thermoplastic gun. This is required so that a traffic stripe of accurate and uniform definition can be obtained. The inverted profile grooves shall be pressed into the hot molten thermoplastic stripe within one (1) second of the thermoplastic material application in order to insure proper bead adhesion to the stripe. Using rollers to place grooves in the traffic stripe utilizing a separate vehicle or grooves that are not pressed within one



(1) second of the thermoplastic material application will not be allowed. To insure that no thermoplastic material adheres to the wheel as it rotates and profiles the stripe, a small air atomizer water jet shall apply a thin mist coat of water to the rotatable profile wheel. It is the intent of this specification that a minimum amount of water be used and that no water puddles greater than ¼ inch in diameter be allowed to accumulate on the pavement surface in proximity to the freshly placed stripe. Excess water on the pavement surface can cause bond failure of the thermoplastic material.

All parts of the thermoplastic holding tank including manifolds, hoses, pipes, dies, etc., shall be oil-jacketed to insure accurate temperature control. The thermoplastic material shall be preheated in kettles designed specifically for that purpose. Each kettle of preheated thermoplastic material shall be properly mixed and heated to the correct application temperature. The preheated material shall then be fed to the thermoplastic gun for application.

The striping machine shall contain enough glass beads and water to apply one full kettle of thermoplastic material.

**907-624.03.2--Cleaning of Pavement Surface.** Immediately before application, the areas to receive markings shall be cleaned thoroughly using equipment capable of cleaning without damaging the pavement surface. This will include, but not be limited to, all vegetation, loose soil, oils, and other debris. On areas of pavement cured with compound, the membrane shall be removed completely by "shot" blasting, sand blasting or other approved method. Striping shall follow as closely as practical after the pavement surface has been cleaned.

**907-624.03.3--Application Over Existing Striping.** Where shown on the plans or directed by the Engineer, the existing traffic stripe shall be removed by grinding or sandblasting. When placing inverted profile thermoplastic pavement markings on existing pavement that has more than one light coat (pavement not showing through stripe) of striping material, the existing stripe shall be removed to the point that 80 percent of the pavement surface is visible.

Removal of existing stripe will be paid for as a separate item of work.

Where unsatisfactory striping performed by the Contractor must be removed and replaced in accordance with these specifications, the Contractor shall use the removal method described above. No payment will be made for removal or replacement of the Contractor's unsatisfactory striping.

**907-624.03.4--Surface Conditions.** When placing inverted profile thermoplastic pavement markings, no striping shall be permitted when the pavement surface temperature is less than 60°F. A non-contact infrared pyrometer shall be furnished by the Contractor for use by the Engineer for verification of the temperature. Striping shall not be performed when there is moisture on the pavement surface or when winds exceed 12 mph. When unseen moisture is suspected to be present, a moisture test shall be performed. The test shall be as follows:

- 1) Place a piece of roofing felt on the pavement surface.
- 2) Pour 0.5 gallon of thermoplastic material at application temperature onto the paper.

- 3) After two (2) minutes, lift the paper and inspect to see if moisture has been drawn from the pavement.
- 4) If moisture is present, striping is not to begin until the surface is moist free.

Documentation of weather and pavement conditions shall be recorded as part of completing the MDOT Inverted Profile Thermoplastic Pavement Marking Inspectors Report.

**907-624.03.5--Application.** Prior to the placement of pavement markings, the Contractor shall furnish the Engineer three copies of the manufacturer's warranty stating that the manufacturer will guarantee the pavement marking to meet the requirements of this specification.

The thermoplastic material shall be preheated and thoroughly mixed. The application temperature of the thermoplastic material shall be between 400°F and 430°F. A digital thermometer complete with a 24-inch probe shall be furnished by the Contractor for use by the Engineer for verification of the temperature.

When measured at the highest point of the profile, the cold thickness of the in-place thermoplastic stripe shall be a minimum of 0.140 inch for Inverted Profile Thermoplastic Pavement Markings. The thickness of the thermoplastic material in the bottom of the profiles shall range from 0.025 to 0.050 inch. The individual profiles shall be located transversely across the stripe at intervals of approximately one (1) inch. The bottoms of these intervals shall be between 3/32 inch and 5/16 inch wide. In order to drain water and to reflect light, it is normal for the top surface of the inverted profiles to be irregular. The application rate of thermoplastic material for Inverted Profile Thermoplastic Pavement Markings shall be a minimum of 2700± pounds per mile for a continuous 6-inch stripe.

The application rate for Class G glass beads (bead coat #1) shall be 300± pounds per mile for 6-inch continuous stripe.

The application rate for Class H glass beads (bead coat #2) shall be 300± pounds per mile for 6-inch continuous stripe.

The thickness of the striping materials shall be verified periodically (at least every 1320 feet) and any thickness more than five (5) percent under the designated thickness shall be reworked. A consistent, uncorrected under-run will not be allowed and the Contractor will be required to install the specified minimum thickness of 0.140 inch. A wet thickness gauge and cold thickness gauge shall be furnished by the Contractor for use by the Engineer for the verification of film thickness.

When striping over existing painted stripe (one light coat), on old oxidized asphalt, on all concrete surfaces or on asphalt surfaces when ambient temperatures are below 70°F, a two component epoxy primer sealer shall be used and installed as recommended in writing by the thermoplastic material manufacturer. The epoxy primer sealer shall be EX255/EX256 as manufactured by Crown Paint Company of Oklahoma City, Oklahoma, or approved equal. The Contractor shall furnish certification of compatibility of the epoxy primer sealer to be used with the thermoplastic material supplied. If an alternate epoxy primer sealer to the EX255/EX256 is used, the Contractor

shall furnish a mill analysis and proof of adequate performance of the alternate epoxy primer sealer when used with thermoplastic pavement markings.

**907-624.03.6--Inverted Profile Thermoplastic Traffic Stripe, High Contrast.** Before applying the black pavement marking material, the Contractor shall remove any dirt, glaze, grease or any other material that would reduce the adhesion of the thermoplastic to the pavement.

The pavement marking material shall be installed in a molten state by the spray method at a minimum temperature of 350°F and a maximum temperature of 425°F. Scorching or discoloration of material shall be cause for rejection by the Engineer. The machinery shall be constructed so that all mixing and conveying parts, up to and including the thermoplastic gun, maintain the material in the molten state.

The pavement marking materials shall not be applied when air and pavement surface temperatures are below 60°F or when the surface of the pavement contains any evidence of moisture.

The pavement marking material shall be applied at a thickness of not less than 0.040-inch.

The equipment used to install hot applied pavement marking material shall provide continuous mixing and agitation of the material while maintaining a minimum temperature exceeding 400°F. A strainer shall be in place between the main material reservoir and the gun to prevent accumulation and clogging. The equipment shall be constructed for easy accessibility to parts requiring cleaning and maintenance.

After the black thermoplastic pavement markings are applied, inverted profile thermoplastic markings shall be placed over the black thermoplastic pavement markings in accordance with the specifications and to the dimensions and details shown on the plans or established.

**907-624.03.7--Warranty.** The manufacturer shall warrant that the inverted profile thermoplastic markings will meet the minimum performance level of 150 mcd/fc/sq. ft. dry and 75 mcd/fc/sq. ft. wet for a period of 48 months from the date of final inspection when exposed to normal roadway conditions regardless of the average daily traffic. Failure to meet this requirement will result in the total replacement of the portion of the stripe shown to be below these minimums. All costs of labor, material and other incidentals necessary for the replacement of unacceptable pavement markings shall be at no additional costs to the State.

Compliance will be determined by an average brightness reading over a minimum zone marking length of 300 linear feet, using an approved reflectometer. The zone of measurement referred to includes centerline stripe, edge lines and skip lines.

<b>Performance Requirements:</b>	<b>White</b>		<b>Yellow</b>	
	<b><u>Dry</u></b>	<b><u>Wet</u></b>	<b><u>Dry</u></b>	<b><u>Wet</u></b>
Initial Reflectivity, mcd/fc/sq. ft.	450	200	350	175
48-Month Retained Reflectivity	150	75	150	75

The measurement procedure for this warranty will entail a visual night inspection by a manufacturer representative and a MDOT representative to identify areas of the installation, which appear to be below the specified minimum, warranted reflectance value. All reflectance measurements for dry conditions shall be made on a clean dry surface at a minimum temperature of 40°F. All reflectance measurements for wet conditions shall be made using the setting conditions of Subsection 907-624.02.2.8 at a minimum temperature of 40°F.

Measurement intervals for installations with areas less than, or equal to, three (3) miles shall be at a minimum of three (3) check points for each zone. These check points should include the start point, approximate mid-point and the end point.

Measurement intervals for installations with areas greater than three (3) miles shall be at a minimum of three (3) check points, one at the start point, one at the end point and additional measurements spaced at 3-mile intervals between the start and end points of the area in question.

The number of measurements at each check point for each zone will be as follows:

- (A) Skip Lines: Eighteen (18) measurements, distributed over six (6) skip lines, shall be made at each check point.
- (B) Center Lines and/or Edge Lines: Eighteen (18) measurements shall be made over 300 linear feet of continuous stripe.

When taking reflectivity measurements, the value of the measurement shall be determined by averaging three measurements; one at the left edge of the stripe, one at the center of the stripe and one at the right edge of the stripe.

In addition, the reflectance values measured at each check point shall be averaged by zone to determine conformance to the minimum warranted reflective values.

**907-624.04--Method of Measurement.** Inverted profile thermoplastic traffic stripe of the type specified will be measured by the mile or by the linear foot, as indicated, from end-to-end of individual stripes. In the case of skip lines the measurement will include skips. The length used to measure centerline and edge stripes will be the horizontal length computed along the stationed control line. Inverted profile thermoplastic detail traffic stripe will be measured by the linear foot from end-to-end of individual stripes. Measurements will be made along the surface of each stripe and will exclude skip intervals where skips are specified. Stripes more than six (6) inches in width will be converted to equivalent lengths of six-inch widths.

**907-624.05--Basis of Payment.** Inverted profile thermoplastic traffic stripe, measured as prescribed above, will be paid for at the contract unit price per mile or linear foot, as applicable, which shall be full compensation for completing the work.

Payment will be made under:

907-624-A:	6" Inverted Profile Thermoplastic Traffic Stripe, Skip White *	- per linear foot or mile
907-624-B:	6" Inverted Profile Thermoplastic Traffic Stripe, Continuous White *	- per linear foot or mile
907-624-C:	6" Inverted Profile Thermoplastic Traffic Stripe, Skip Yellow *	- per linear foot or mile
907-624-D:	6" Inverted Profile Thermoplastic Traffic Stripe, Continuous Yellow *	- per linear foot or mile
907-624-E:	Inverted Profile Thermoplastic Detail Traffic Stripe, <u>Color</u> *	- per linear foot

\* High Contrast may be specified

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-701-3

CODE: (SP)

DATE: 05/04/2021

SUBJECT: Hydraulic Cement

Section 701, Hydraulic Cement, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-701.01--General.** In the first sentence of the second paragraph of Subsection 701.01 on page 718, change “mills” to “plants.”

In the second sentence of the sixth paragraph of Subsection 701.01 on pages 718 and 719, change “shall” to “will.”

**907-701.02--Portland Cement.**

**907-701.02.1-General.**

**907-701.02.1.2--Alkali Content.** Delete the sentence in Subsection 701.02.1.2 on page 719, and substitute the following.

When used in portland cement concrete, the total alkali contribution from all cement types in this Subsection shall not exceed 4.0 lb. per cubic yard of concrete calculated as follows:

$$\text{lb alkali per cu Yd} = \frac{(\text{lb cement per cu Yd}) \times (\% \text{Na}_2\text{O equivalent in cement})}{100}$$

In the above calculation, the maximum cement alkali content reported on the cement mill certificate shall be used. An example calculation can be found in the Department’s *Concrete Field Manual*.

**907-701.02.2--Replacement by Other Cementitious Materials.** Delete the paragraph in Subsection 701.02.2 on page 719, and substitute the following.

The maximum replacement of cement by weight is 25% for fly ash or 50% for ground granulated blast furnace slag (GGBFS). Replacement contents below 20% for fly ash or 45% for GGBFS may be used, but will not be given any special considerations, such as the maximum acceptance temperature for portland cement concrete containing pozzolans in Subsection 804.02.13.1.5. Special considerations shall only apply for replacement of cement by fly ash or GGBFS.

Delete Subsection 701.02.2.1 on pages 719 and 720, and substitute the following.

**907-701.02.2.1--Portland Cement Concrete Exposed to Soluble Sulfate Conditions or Seawater.**

When portland cement concrete is exposed to moderate or severe soluble sulfate conditions, or to seawater, cement types and replacement of cement by Class F fly ash or GGBFS shall be as follows in Table 1. Class C fly ash shall not be used as a replacement for cement in any of the sulfate exposure conditions listed in Table 1.

**Table 1- Cementitious Materials for Soluble Sulfate Conditions or Seawater**

Sulfate Exposure	Water-soluble sulfate (SO <sub>4</sub> ) in soil, % by mass	Sulfate (SO <sub>4</sub> ) in water, ppm	Cementitious material required
Moderate and Seawater	0.10 - 0.20	150 - 1,500	Type I cement with one of the following replacements of cement by weight: 24.5 - 25.0% Class F fly ash, or 49.5 - 50.0% GGBFS or Type II <sup>**</sup> cement
Severe	0.20 - 2.00	1,500 - 10,000	Type I cement with a replacement by weight of 49.5 - 50.0% GGBFS, or Type II <sup>*</sup> cement with one of the following replacements of cement by weight: 24.5 - 25.0% Class F fly ash, or 49.5 - 50.0% GGBFS

\* Type III cement conforming to AASHTO M85 with a maximum 8% tricalcium aluminate (C<sub>3</sub>A) may be used in lieu of Type II cement as allowed in Subsection 701.02.1; this cement is given the designation “Type III(MS).”

\*\* Class F fly ash or GGBFS may be added as a replacement for cement as allowed in Subsection 907-701.02.2.

Delete Subsection 701.02.2.2 on page 720, and substitute the following.

**907-701.02.2.2--Portland Cement for Soil Stabilization Exposed to Soluble Sulfate Conditions or Seawater.** When portland cement for use in soil stabilization is exposed to moderate or severe soluble sulfate conditions, or to seawater, cement types and replacement of cement by Class F fly ash or GGBFS shall meet the requirements of Subsection 701.02.2.1.

**907-701.04--Blended Hydraulic Cement.**

**907-701.04.1--General.** Delete Subsection 701.04.1.1 on page 720, and substitute the following.

**907-701.04.1.1--Types of Blended Hydraulic Cement.** Blended hydraulic cements (blended cements) shall be of the following types and conform to AASHTO M 240:

- Type II – Portland-limestone cement
- Type IP – Portland-pozzolan cement
- Type IS – Portland blast-furnace slag cement

Blended cement Types II, IP, and IS meeting the “MS” sulfate resistance requirement listed in AASHTO M 240, Table 3 shall have the “(MS)” suffix added to the type designation.

**907-701.04.1.2--Alkali Content.** Delete the sentence in Subsection 701.04.1.2 on page 720, and substitute the following.

All blended cement types shall be made with clinker that would result in cement meeting the requirements of Subsection 701.02.1.2 when used in the production of AASHTO M 85, Type I or Type II cement.

The blended cement manufacturer shall include the percent equivalent alkalis as Na<sub>2</sub>O on their cement mill reports.

When calculating the total alkali contribution with blended cements, use the equivalent alkali content of the base portland cement. An example calculation for cases where blended cements are used can be found in the Department’s *Concrete Field Manual*.

**907-701.04.2--Replacement by Other Cementitious Materials.** Delete the paragraph in Subsection 701.04.2 on page 720, and substitute the following.

The maximum replacement of blended cement Type II by weight is 35% for fly ash or 50% for GGBFS. Replacement contents below 20% for fly ash or 45% for GGBFS may be used, but will not be given any special considerations, such as the maximum acceptance temperature for blended cement concrete containing pozzolans in Subsection 804.02.13.1.5. Special considerations shall only apply for replacement of blended cement by fly ash or GGBFS.

No additional cementitious materials, such as portland cement, blended cement, fly ash, GGBFS, or others, shall be added to or as a replacement for blended cement Types IP and IS.

Delete Subsection 701.04.2.1 on pages 720 and 721, and substitute the following.

**907-701.04.2.1--Blended Cement Concrete Exposed to Soluble Sulfate Conditions or Seawater.** When blended cement concrete is exposed to moderate or severe soluble sulfate conditions, or to seawater, cement types and replacement of cement by Class F fly ash or GGBFS shall be as follows in Table 2. Class C fly ash shall not be used as a replacement for cement in any of the sulfate exposure conditions listed in Table 2.



**Table 2- Cementitious Materials for Soluble Sulfate Conditions or Seawater**

Sulfate Exposure	Water-soluble sulfate (SO <sub>4</sub> ) in soil, % by mass	Sulfate (SO <sub>4</sub> ) in water, ppm	Cementitious material required
Moderate and Seawater	0.10 - 0.20	150 - 1,500	Type IL (MS) * cement, Type IL cement with one of the following replacements of cement by weight: 24.5 - 35.0% Class F fly ash, or 49.5 - 50.0% GGBFS, Type IP (MS) cement, or Type IS (MS) cement
Severe	0.20 - 2.00	1,500 - 10,000	Type IL cement with a replacement of cement by weight of 49.5 - 50.0% GGBFS, or Type IL (MS) cement with one of following replacements of cement by weight: 24.5 - 35.0% Class F fly ash, or 49.5 - 50.0% GGBFS

\* Class F fly ash or GGBFS may be added as a replacement for cement as allowed in Subsection 907-701.04.2.

Delete Subsection 701.04.2.2 on page 721, and substitute the following.

**907-701.04.2.2--Blended Cement for Soil Stabilization Exposed to Soluble Sulfate Conditions or Seawater.** When blended cement for use in soil stabilization is exposed to moderate or severe soluble sulfate conditions, or to seawater, cement types and replacement of cement by Class F fly ash or GGBFS shall meet the requirements of Subsection 701.04.2.1.

Delete Subsection 701.04.3 on page 721.

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SPECIAL PROVISION NO. 907-702-4**

**CODE: (IS)**

**DATE: 09/11/2018**

**SUBJECT: Bituminous Materials**

Section 702, Bituminous Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-702.04--Sampling.** Delete the sentence in Subsection 702.04 on page 722, and substitute the following.

Sampling of bituminous materials shall be as set out in AASHTO R 66.

**907-702.07--Emulsified Asphalt.** Delete the last sentence in Subsection 702.07 on page 724, and substitute the following.

Asphalt for fog seal shall conform to the requirements of Subsection 907-702.12, Table V.

**907-702.12--Tables.** Delete Table V in Subsection 702.12 on page 729, and substitute the following.

**TABLE V  
SPECIFICATION FOR FOG SEAL**

Test Requirements	LD-7		CHPF-1		Test Method
	Min.	Max.	Min.	Max.	
Viscosity, Saybolt Furol, @ 25°C, Sec.	10	100	-	100	AASHTO T 72
Storage Stability Test, 24 hr, %	-	1	-	1	AASHTO T 59
Settlement, 5 day, %	-	5	-	-	AASHTO T 59
Oil Distillate, %	-	1	-	-	AASHTO T 59
Sieve Test, % *	-	0.3	-	0.1	AASHTO T 59
Residue by Distillation, %	40	-	40	-	AASHTO T 59
<b>Test on Residue from Distillation</b>					
Penetration @ 25°C, 100g, 5 sec	-	20	40	90	AASHTO T 49
Softening Point, °C	65	-	-	-	ASTM D 36
Solubility in trichloroethylene, %	97.5	-	-	-	AASHTO T 44
Elastic Recovery @ 25°C, %	-	-	40	-	AASHTO T 301
Original DSR @ 82° (G*/Sinδ, 10 rad/sec)	1	-	-	-	AASHTO T 111

\* The Sieve Test result is tested for reporting purposes only and may be waived if no application problems are present in the field.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION NO. 907-703-1**

**CODE: (IS)**

**DATE: 06/13/2018**

**SUBJECT: Gradation**

Section 703, Aggregates, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-703.03--Course Aggregates for Hydraulic Cement Concrete.**

**907-703.03.2--Detail Requirements.**

**907-703.03.2.4--Gradation.** In the table in Subsection 703.03.2.4 on page 734, add 100 for the percent passing by weight on the 1½-inch sieve for Size No. 67 aggregates.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION NO. 907-705-1**

**CODE: (IS)**

**DATE: 06/13/2018**

**SUBJECT: Stone Riprap**

Section 705, Stone Blanket Protection and Filter Blanket Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-705.04--Stone Riprap.** Delete the last sentence of the first paragraph of Subsection 705.04 on page 750, and substitute the following.

Quality requirements for rock to be furnished under these specifications will come from a pre-approved source and be visually approved prior to use.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-707-2

CODE: (IS)

DATE: 06/05/2019

SUBJECT: Joint Materials

Section 707, Joint Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-707.02.3--Wood.** Delete paragraph (b) of Subsection 707.02.3 on page 755, and substitute the following:

- (b) Dimensions shall be as shown on the plans. Dimensions shown on the plans are “dressed” sizes in accordance with Table 3 of the American Softwood Lumber Standard, SP-20. At the discretion of the Engineer, a 3/4-inch dressed board may be used in lieu of a 1-inch dressed board. A tolerance of plus or minus 1/16 inch thickness and plus or minus 1/8 inch width will be permitted. For slip-form paving a tolerance of minus 1/4 inch on each end in length will be permitted.

**907-707.06--Flexible Plastic Gasket for Joining Conduit.** Delete the third paragraph of Subsection 707.06 on page 756, and substitute the following.

The Department may require the performance test described in ASTM C 990.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-714-1

CODE: (SP)

DATE: 05/25/2021

SUBJECT: Miscellaneous Materials

Section 714, Miscellaneous Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

### **907-714.01--Water.**

**907-714.01.1--General.** Delete the last sentence of the second paragraph in Subsection 714.01.1 on page 794.

**907-714.01.2--Water for Use in Concrete.** Delete Subsection 714.01.2 on page 794, and substitute the following:

Water from municipal sources is permitted be used as mixing water in concrete, mortar, and grout without Department testing. Water from non-municipal water sources used in mixing of concrete, mortar, and grout which does not meet the requirements in Subsection 714.01.1 shall be tested for conformance as required in AASHTO M157, Table 1 and Table 2.

**907-714.01.3--Water for Use in Chemically Stabilized Based.** Delete the first sentence of first paragraph in Subsection 714.01.3 on page 794, and substitute the following:

Water used in the construction of bases that contain cement, lime, or other chemical additive shall be as set out in Subsection 714.01.1. Water from municipal sources is permitted to be used without testing for conformance to the requirements below. If water is not from a municipal source, it shall not contain impurities in excess of the following limits:

Delete Subsection 714.01.6 on page 795, and substitute the following.

### **907-714.01.6--Blank.**

Delete Subsection 714.15 on pages 816 and 817 and substitute the following.

### **907-714.15--Geogrids.**

**907-714.15.1--General.** A geogrid is defined as a geosynthetic formed by a regular network of connected elements with apertures greater than 0.25 inch to allow interlocking with surrounding soil, rock, and other surrounding materials to function primarily as reinforcement.

Geogrid shall be manufactured from an expanded strain hardened monolithic polymer sheet

composed of one or more synthetic polymers and shall be mildew resistant and inert to biological degradation and naturally encountered chemicals, alkalis and acids. The geogrid shall contain stabilizers and/or inhibitors, or a resistance finish or covering to make it resistant to deterioration from direct sunlight, ultraviolet rays, and heat.

Geogrid manufacturers shall participate in and be in compliance with the American Association of State Highway Transportation Officials (AASHTO) National Transportation Product Evaluation Program's (NTPEP) Geosynthetics audit program. Geogrid shall meet the requirements of Table II for the application and type shown on the plans and shall be selected from the Department's Approved Lists.

**907-714.15.1.1--Geogrid for Retaining Walls and Reinforced Soil Slopes.** Geogrid for retaining walls and reinforced soil slopes shall be creep tested in accordance with AASHTO R69 and meet Long Term Design Load, Minimum Ultimate Tensile Strength, and open area criteria listed in Table II. Manufacturers shall perform at least one long-term creep test for no less than 10,000 hours in accordance to ASTM D 5262 for each polymer or composition of polymers from which the geogrid is produced. The long-term design load that shall be reported for design use, shall be that load at which no more than 10% strain occurs over a 100-year design life of the geogrid, as calculated in accordance with AASHTO R69. Long-term design loads shall be reported unfactored, and the AASHTO strength reduction factors (Durability and Installation, and safety factors) will be considered by the Department's Geotechnical Branch on a site specific design basis.

**907-714.15.1.2--Geogrid for Subgrade Stabilization.** Geogrid for subgrade stabilization shall meet Minimum Ultimate Tensile Strength and open area criteria listed in Table II.

**907-714.15.2--Marking, Shipment, and Storage.** Each roll or container of geogrid shall be visibly labeled with the name of the manufacturer, trade name of the product, lot number, and quantity of material. In addition, each roll or container shall be clearly tagged to show the type designation that corresponds to that required by the plans. During shipment and storage the geogrid shall be protected from direct sunlight, and temperatures above 120°F or below 0°F. The geogrid shall either be wrapped and maintained in a heavy duty protective covering or stored in a safe enclosed area to protect from damage during prolonged storage.

**907-714.15.3--Manufacturer Certification.** The Contractor shall furnish the Engineer three copies of the manufacturer's certified test reports indicating that the geogrid furnished conforms to the requirements of the specifications and is of the same composition as the originally approved by the Department.

**907-714.15.4--Acceptance Sampling and Testing.** Final acceptance of each shipment will be based upon results of tests performed by the Department on verification samples submitted from the project, as compared to the manufacturer's certified test reports. The Engineer will select one roll or container at random from each shipment for sampling. As sample extending full width of the randomly selected roll or container and being at least five (5) square yards in area will be obtained and submitted by the Engineer. All material samples shall be provided at no cost to the State.

**TABLE II  
GEOGRIDS**

Physical Properties	Type Designation						Test Method
	I	II	III	IV	V	VI	
Long Term Design Load <sup>1</sup> , pounds per foot, Machine Direction	250	500	750	1500	2500	3500	AASHTO R69, ASTM D5262
Minimum Ultimate Tensile Strength <sup>2</sup> , pounds per foot, Machine Direction	500	1000	1500	3000	5000	7000	ASTM D6637
Open Area, percent	70	70	50	50	50	50	Direct Measurement

<sup>1</sup> Minimum design criteria requirement.

<sup>2</sup> Minimum Average Roll Value (MARV).



**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION NO. 907-720-2**

**CODE: (IS)**

**DATE: 09/11/2018**

**SUBJECT: Acceptance Procedure for Glass Beads**

Section 720, Pavement Marking Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-720.01--Glass Beads.**

**907-720.01.4--Acceptance Procedures.** Delete the last sentence of the paragraph in Subsection 720.01.4 on page 841, and substitute the following.

Acceptance sampling and testing of glass beads will be in accordance with the Department's Materials Division Inspection, Testing, and Certification Manual, Section 2.9.2 -- Glass Beads.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION NO. 907-721-2**

**CODE: (IS)**

**DATE: 01/08/2020**

**SUBJECT: Materials for Signing**

Section 721, Materials for Signing, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-721.06--Reflective Sheeting.**

**907-721.06.2--Performance Requirements.** Delete Table 4 and Table 5 in Subsection 721.06.2 on pages 860 & 861, and substitute the following.

**MINIMUM COEFFICIENTS OF RETROREFLECTION  
Candela per foot candle per square foot (cd/ft<sup>2</sup>)  
Per ASTM Designation D4956**

**TABLE 4  
Type IX Sheeting**

Observation Angle	Entrance Angle	White	Yellow	Green	Red	Blue	Fluorescent Yellow/Green	Fluorescent Yellow	Fluorescent Orange
0.2°	-4.0°	380	285	38	76	17	300	230	115
0.2°	+30.0°	215	162	22	43	10	170	130	65
0.5°	-4.0°	240	180	24	48	11	190	145	72
0.5°	+30.0°	135	100	14	27	6.0	110	81	41
1.0°	-4.0°	80	60	8.0	16	3.6	64	48	24
1.0°	+30.0°	45	34	4.5	9.0	2.0	36	27	14

**TABLE 5  
Type XI Sheeting**

Observation Angle	Entrance Angle	White	Yellow	Green	Red	Blue	Brown	Fluorescent Yellow/Green	Fluorescent Yellow	Fluorescent Orange
0.2°	-4.0°	580	435	58	87	26	17	460	350	175
0.2°	+30.0°	220	165	22	33	10	7.0	180	130	66
0.5°	-4.0°	420	315	42	63	19	13	340	250	125
0.5°	+30.0°	150	110	15	23	7.0	5.0	120	90	45
1.0°	-4.0°	120	90	12	18	5.0	4.0	96	72	36
1.0°	+30.0°	45	34	5.0	7.0	2.0	1.0	36	27	14

# SECTION 905 - PROPOSAL

Date \_\_\_\_\_

Mississippi Transportation Commission  
Jackson, Mississippi

Sirs: The following proposal is made on behalf of \_\_\_\_\_  
\_\_\_\_\_ of \_\_\_\_\_

for constructing the following designated project(s) within the time(s) hereinafter specified.

The plans are composed of drawings and blue prints on file in the offices of the Mississippi Department of Transportation, Jackson, Mississippi.

The Specifications are the current Standard Specifications of the Mississippi Department of Transportation approved by the Federal Highway Administration, except where superseded or amended by the plans, Special Provisions and Notice(s) to Bidders attached hereto and made a part thereof.

I (We) certify that I (we) possess a copy of said Standard and any Supplemental Specifications.

Evidence of my (our) authority to submit the Proposal is hereby furnished. The proposal is made without collusion on the part of any person, firm or corporation. I (We) certify that I (we) have carefully examined the Plans, the Specifications, including the Special Provisions and Notice(s) to Bidders, herein, and have personally examined the site of the work. On the basis of the Specifications, Special Provisions, Notice(s) to Bidders, and Plans, I (we) propose to furnish all necessary machinery, tools, apparatus and other means of construction and do all the work and furnish all the materials in the manner specified. I (We) understand that the quantities mentioned herein are approximate only and are subject to either increase or decrease, and hereby propose to perform any increased or decreased quantities of work at the unit prices bid, in accordance with the above.

I (We) acknowledge that this proposal will be found irregular and/or non-responsive unless a certified check, cashier's check, or Proposal Guaranty Bond in the amount as required in the Advertisement (or, by law) is submitted electronically with the proposal or is delivered to the Contract Administration Engineer prior to the bid opening time specified in the advertisement.

**INSTRUCTION TO BIDDERS: Alternate and Optional Items on Bid Schedule.**

1. Two or more items entered opposite a single unit quantity WITHOUT DEFINITE DESIGNATION AS "ALTERNATE ITEMS" are considered as "OPTIONAL ITEMS". Bidders may or may not indicate on bids the Optional Item proposed to be furnished or performed WITHOUT PREJUDICE IN REGARD TO IRREGULARITY OF BIDS.
2. Items classified on the bid schedule as "ALTERNATE ITEMS" and/or "ALTERNATE TYPES OF CONSTRUCTION" must be preselected and indicated on bids. However, "Alternate Types of Construction" may include Optional Items to be treated as set out in Paragraph 1, above.
3. Optional items not preselected and indicated on the bid schedule MUST be designated in accordance with Subsection 102.06 prior to or at the time of execution of the contract.
4. Optional and Alternate items designated must be used throughout the project.

I (We) further propose to perform all "force account or extra work" that may be required of me (us) on the basis provided in the Specifications and to give such work my (our) personal attention in order to see that it is economically performed.

I (We) further propose to execute the attached contract agreement (Section 902) as soon as the work is awarded to me (us), and to begin and complete the work within the time limit(s) provided for in the Specifications and Advertisement. I (We) also propose to execute the attached contract bond (Section 903) in an amount not less than one hundred (100) percent of the total of my (our) part, but also to guarantee the excellence of both workmanship and materials until the work is finally accepted.

I (We) shall submit electronically with our proposal or deliver prior to the bid opening time a certified check, cashier's check or bid bond for **five percent (5%) of total bid** and hereby agree that in case of my (our) failure to execute the contract and furnish bond within Ten (10) days after notice of award, the amount of this check (bid bond) will be forfeited to the State of Mississippi as liquidated damages arising out of my (our) failure to execute the contract as proposed. It is understood that in case I am (we are) not awarded the work, the check will be returned as provided in the Specifications.

**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.

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.

Overlay approximately 12 miles on SR 503 from SR 528 to the Newton County Line, known as State Project No. SP-0379-00(001) / 108661301 in Jasper County.

Line no.	Item Code	Adj Code	Quantity	Units	Description[Fixed Unit Price]
<b>Roadway Items</b>					
0010	201-D001		283	Station	Random Clearing
0020	202-B158		1,422	Linear Feet	Removal of Guard Rail, Including Rails, Posts and Terminal Ends
0030	202-B188		1,174	Square Yard	Removal of Pavement, All Types and Depths
0040	202-B240		1,580	Linear Feet	Removal of Traffic Stripe
0050	403-A006	(BA1)	439	Ton	19-mm, ST, Asphalt Pavement
0060	406-A002		11,750	Square Yard	Cold Milling of Bituminous Pavement, All Depths
0070	407-A001	(A2)	42,248	Gallon	Asphalt for Tack Coat
0080	606-B003		100	Linear Feet	Guard Rail, Class A, Type 1, 'W' Beam, Metal Post
0090	606-D012		4	Each	Guard Rail, Bridge End Section, Type D Modified
0100	606-D017		16	Each	Guard Rail, Bridge End Section, Type G
0110	606-E005		20	Each	Guard Rail, Terminal End Section, Flared
0120	618-A001		1	Lump Sum	Maintenance of Traffic
0130	618-B001		1	Square Feet	Additional Construction Signs (\$10.00)
0140	619-A1001		59	Mile	Temporary Traffic Stripe, Continuous White
0150	619-A2001		50	Mile	Temporary Traffic Stripe, Continuous Yellow
0160	619-A4002		10	Mile	Temporary Traffic Stripe, Skip Yellow
0170	619-A5001		7,127	Linear Feet	Temporary Traffic Stripe, Detail
0180	619-A6002		2,168	Linear Feet	Temporary Traffic Stripe, Legend
0190	620-A001		1	Lump Sum	Mobilization
0200	626-C002		43	Mile	6" Thermoplastic Double Drop Edge Stripe, Continuous White
0210	626-D003		9	Mile	6" Thermoplastic Traffic Stripe, Skip Yellow
0220	626-E004		35	Mile	6" Thermoplastic Traffic Stripe, Continuous Yellow
0230	626-G002		3,358	Linear Feet	Thermoplastic Detail Stripe, White
0240	626-G003		2,440	Linear Feet	Thermoplastic Detail Stripe, Yellow
0250	626-H005		2,168	Linear Feet	Thermoplastic Legend, White
0260	627-J001		680	Each	Two-Way Clear Reflective High Performance Raised Markers
0270	627-L001		2,986	Each	Two-Way Yellow Reflective High Performance Raised Markers
0280	630-A003		184	Square Feet	Standard Roadside Signs, Sheet Aluminum, 0.125" Thickness
0290	630-C003		293	Linear Feet	Steel U-Section Posts, 3.0 lb/ft
0300	630-F006		60	Each	Delineators, Guard Rail, White
0310	630-G005		32	Each	Type 3 Object Markers, OM-3R or OM-3L, Post Mounted
0320	907-411-A001	(BA1)	18,064	Ton	Ultra Thin Asphalt Pavement
0330	907-619-B001		66	Linear Feet	Temporary Portable Rumble Strips
<b>ALTERNATE GROUP AA NUMBER 1</b>					
0340	304-D001	(GT)	5,751	Ton	Granular Material, Crushed Concrete
<b>ALTERNATE GROUP AA NUMBER 2</b>					

Line no.	Item Code	Adj Code	Quantity	Units	Description	Fixed Unit Price
0350	304-F002	(GT)	5,751	Ton	Size 610 Crushed Stone Base	
<b>ALTERNATE GROUP AA NUMBER 3</b>						
0360	304-F003	(GT)	5,751	Ton	Size 825B Crushed Stone Base	
<b>ALTERNATE GROUP BB NUMBER 1</b>						
0370	907-624-B002		800	Linear Feet	6" Inverted Profile Thermoplastic Traffic Stripe, Continuous White	
0380	907-624-C001		20	Linear Feet	6" Inverted Profile Thermoplastic Traffic Stripe, Skip Yellow	
0390	907-624-D002		760	Linear Feet	6" Inverted Profile Thermoplastic Traffic Stripe, Continuous Yellow	
<b>ALTERNATE GROUP BB NUMBER 2</b>						
0400	628-H001		800	Linear Feet	6" High Performance Cold Plastic Traffic Stripe, Continuous White	
0410	628-I002		20	Linear Feet	6" High Performance Cold Plastic Traffic Stripe, Skip Yellow	
0420	628-J001		760	Linear Feet	6" High Performance Cold Plastic Traffic Stripe, Continuous Yellow	

SECTION 905 - COMBINATION BID PROPOSAL (Continued)

**CONDITIONS FOR COMBINATION BID**

If a bidder elects to submit a combined bid for two or more of the contracts listed for this month's letting, the bidder must complete and execute these sheets of the proposal in each of the individual proposals to constitute a combination bid. In addition to this requirement, each individual contract shall be completed, executed and submitted in the usual specified manner.

Failure to execute this Combination Bid Proposal in each of the contracts combined will be just cause for each proposal to be received and evaluated as a separate bid.

It is understood that the Mississippi Transportation Commission not only reserves the right to reject any and all proposals, but also the right to award contracts upon the basis of lowest separate bids or combination bids most advantageous to the State.

It is further understood and agreed that the Combination Bid Proposal is for comparison of bids only and that each contract shall operate in every respect as a separate contract in accordance with its proposal and contract documents.

I (We) agree to complete each contract on or before its specified completion date.

\*\*\*\*\*

**COMBINATION BID PROPOSAL**

This proposal is tendered as one part of a Combination Bid Proposal utilizing option \_\_\_\* of Subsection 102.11 on the following contracts:

\* Option to be shown as either (a), (b), or (c).

	<u>Project No.</u>	<u>County</u>	<u>Project No.</u>	<u>County</u>
1.	_____	_____	6.	_____
2.	_____	_____	7.	_____
3.	_____	_____	8.	_____
4.	_____	_____	9.	_____
5.	_____	_____	10.	_____

(a) If Combination A has been selected, your Combination Bid is complete.

(b) If Combination B has been selected, then complete the following page.

SECTION 905 - COMBINATION BID PROPOSAL (Continued)

Project Number	Pay Item Number	Unit	Unit Price Reduction	Total Item Reduction	Total Contract Reduction
1.					
2.					
3.					
4.					
5.					
6.					
7.					
8.					

For Informational Purposes Only



SECTION 905 - COMBINATION BID PROPOSAL (Continued)

Project Number	Pay Item Number	Unit	Unit Price Reduction	Total Item Reduction	Total Contract Reduction
9.					
10.					

(c) If Combination C has been selected, then initial and complete ONE of the following.

\_\_\_\_\_ I (We) desire to be awarded work not to exceed a total monetary value of \$ \_\_\_\_\_.

\_\_\_\_\_ I (We) desire to be awarded work not to exceed \_\_\_\_\_ number of contracts.



TO: EXECUTIVE DIRECTOR, MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
JACKSON, MISSISSIPPI

**CERTIFICATE**

If awarded this contract, I (we) contemplate that portions of the contract will be sublet. I (we) certify that those subcontracts which are equal to or in excess of fifty thousand dollars (\$50,000.00) will be in accordance with regulations promulgated and adopted by the Mississippi State Board of Contractors on September 8, 2011.

I (we) agree that this notification of intent DOES NOT constitute APPROVAL of the subcontracts.

_____	_____
(Individual or Firm)	(Address)
_____	_____
(Individual or Firm)	(Address)
_____	_____
(Individual or Firm)	(Address)
_____	_____
(Individual or Firm)	(Address)

NOTE: Failure to complete the above DOES NOT preclude subsequent subcontracts. Subsequent subcontracts, if any, equal to or in excess of fifty thousand dollars (\$50,000.00) will be in accordance with regulations promulgated and adopted by the Mississippi State Board of Contractors on September 8, 2011.

Contractor \_\_\_\_\_

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**  
**CERTIFICATION**

I, \_\_\_\_\_,  
(Name of person signing bid)

individually, and in my capacity as \_\_\_\_\_ of  
(Title of person signing bid)

\_\_\_\_\_  
(Name of Firm, partnership, or Corporation)

do hereby certify under penalty of perjury under the laws of the United States and the State of Mississippi

that \_\_\_\_\_, Bidder  
(Name of Firm, Partnership, or Corporation)

on Project No. **SP-0379-00(001)/ 108661301000**

in **Jasper** \_\_\_\_\_ County(ies), Mississippi, has not either directly or indirectly entered into any agreement, participated in any collusion; or otherwise taken any action in restraint of free competitive bidding in connection with this contract; nor have any of its corporate officers or principal owners.

Except as noted hereafter, it is further certified that said legal entity and its corporate officers, principal owners, managers, auditors and others in a position of administering federal funds are not currently under suspension, debarment, voluntary exclusion or determination of ineligibility; nor have a debarment pending; nor been suspended, debarred, voluntarily excluded or determined ineligible within the past three years by the Mississippi Transportation Commission, the State of Mississippi, any other State or a federal agency; nor been indicted, convicted or had a civil judgment rendered by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past three years.

Do exceptions exist and are made a part thereof?      Yes / No

Any exceptions shall address to whom it applies, initiating agency and dates of such action.

Note: Exceptions will not necessarily result in denial of award but will be considered in determining bidder responsibility. Providing false information may result in criminal prosecution or administrative sanctions.

All of the foregoing is true and correct.

(1/2016 S)

SECTION 902

CONTRACT FOR SP-0379-00(001)/ 108661301000

LOCATED IN THE COUNTY(IES) OF Jasper

STATE OF MISSISSIPPI,  
COUNTY OF HINDS

This contract entered into by and between the Mississippi Transportation Commission on one hand, and the undersigned contractor, on the other witnesseth;

That, in consideration of the payment by the Mississippi Transportation Commission of the prices set out in the proposal hereto attached, to the undersigned contractor, such payment to be made in the manner and at the time of times specified in the specifications and the special provisions, if any, the undersigned contractor hereby agrees to accept the prices stated in the proposal in full compensation for the furnishing of all materials and equipment and the executing of all the work contemplated in this contract.

It is understood and agreed that the advertising according to law, the Advertisement, the instructions to bidders, the proposal for the contract, the specifications, the revisions of the specifications, the special provisions, and also the plans for the work herein contemplated, said plans showing more particularly the details of the work to be done, shall be held to be, and are hereby made a part of this contract by specific reference thereto and with like effect as if each and all of said instruments had been set out fully herein in words and figures.

It is further agreed that for the same consideration the undersigned contractor shall be responsible for all loss or damage arising out of the nature of the work aforesaid; or from the action of the elements and unforeseen obstructions or difficulties which may be encountered in the prosecution of the same and for all risks of every description connected with the work, exceptions being those specifically set out in the contract; and for faithfully completing the whole work in good and workmanlike manner according to the approved Plans, Specifications, Special Provisions, Notice(s) to Bidders and requirements of the Mississippi Department of Transportation.

It is further agreed that the work shall be done under the direct supervision and to the complete satisfaction of the Executive Director of the Mississippi Department of Transportation, or his authorized representatives, and when Federal Funds are involved subject to inspection at all times and approval by the Federal Highway Administration, or its agents as the case may be, or the agents of any other Agency whose funds are involved in accordance with those Acts of the Legislature of the State of Mississippi approved by the Governor and such rules and regulations issued pursuant thereto by the Mississippi Transportation Commission and the authorized Federal Agencies.

The Contractor agrees that all labor as outlined in the Special Provisions may be secured from list furnished by

It is agreed and understood that each and every provision of law and clause required by law to be inserted in this contract shall be deemed to be inserted herein and this contract shall be read and enforced as though it were included herein, and, if through mere mistake or otherwise any such provision is not inserted, then upon the application of either party hereto, the contract shall forthwith be physically amended to make such insertion.

The Contractor agrees that he has read each and every clause of this Contract, and fully understands the meaning of same and that he will comply with all the terms, covenants and agreements therein set forth.

Witness our signatures this the \_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

\_\_\_\_\_  
Contractor(s)

By \_\_\_\_\_

MISSISSIPPI TRANSPORTATION COMMISSION

Title \_\_\_\_\_

By \_\_\_\_\_

Signed and sealed in the presence of:  
(names and addresses of witnesses)

Executive Director

\_\_\_\_\_

Secretary to the Commission

Award authorized by the Mississippi Transportation Commission in session on the \_\_\_ day of \_\_\_\_\_, \_\_\_\_\_, Minute Book No. \_\_\_\_\_, Page No. \_\_\_\_\_.

Revised 8/06/2003

**SECTION 903**  
**PERFORMANCE AND PAYMENT BOND**

CONTRACT BOND FOR: SP-0379-00(001)/108661301000

LOCATED IN THE COUNTY(IES) OF: Jasper

STATE OF MISSISSIPPI,  
COUNTY OF HINDS

Know all men by these presents: that we, \_\_\_\_\_  
(Contractor)  
\_\_\_\_\_ Principal, a \_\_\_\_\_

residing at \_\_\_\_\_ in the State of \_\_\_\_\_

and \_\_\_\_\_

(Surety)  
residing at \_\_\_\_\_ in the State of \_\_\_\_\_,

authorized to do business in the State of Mississippi, under the laws thereof, as surety, effective as of the contract date shown below, are held and firmly bound unto the State of Mississippi in the sum of \_\_\_\_\_

\_\_\_\_\_ Dollars, lawful money of the United States of America, to be paid to it for which payment well and truly to be made, we bind ourselves, our heirs, administrators, successors, or assigns jointly and severally by these presents.

The conditions of this bond are such, that whereas the said \_\_\_\_\_

\_\_\_\_\_ principal, has (have) entered into a contract with the Mississippi Transportation Commission, bearing the date of \_\_\_\_\_ day of \_\_\_\_\_ A.D. \_\_\_\_\_ hereto annexed, for the construction of certain projects(s) in the State of Mississippi as mentioned in said contract in accordance with the Contract Documents therefor, on file in the offices of the Mississippi Department of Transportation, Jackson, Mississippi.

Now therefore, if the above bounden \_\_\_\_\_ in all things shall stand to and abide by and well and truly observe, do keep and perform all and singular the terms, covenants, conditions, guarantees and agreements in said contract, contained on his (their) part to be observed, done, kept and performed and each of them, at the time and in the manner and form and furnish all of the material and equipment specified in said contract in strict accordance with the terms of said contract which said plans, specifications and special provisions are included in and form a part of said contract and shall maintain the said work contemplated until its final completion and acceptance as specified in Subsection 109.11 of the approved specifications, and save harmless said Mississippi Transportation Commission from any loss or damage arising out of or occasioned by the negligence, wrongful or criminal act, overcharge, fraud, or any other loss or damage whatsoever, on the part of said principal (s), his (their) agents, servants, or employees in the performance of said work or in any manner connected therewith, and shall be liable and responsible in a civil action instituted by the State at the instance of the Mississippi Transportation Commission or any officer of the State authorized in such cases, for double any amount in money or property, the State may lose or be overcharged or otherwise defrauded of, by reason of wrongful or criminal act, if any, of the Contractor(s), his (their) agents or employees, and shall promptly pay the said agents, servants and employees and all persons furnishing labor, material, equipment or supplies therefor, including premiums incurred, for Surety Bonds, Liability Insurance, and Workmen's Compensation Insurance; with the additional obligation that such Contractor shall promptly make payment of all taxes, licenses, assessments, contributions, damages,

any liquidated damages which may arise prior to any termination of said principal's contract, any liquidated damages which may arise after termination of the said principal's contract due to default on the part of said principal, penalties and interest thereon, when and as the same may be due this state, or any county, municipality, board, department, commission or political subdivision: in the course of the performance of said work and in accordance with Sections 31-5-51 et seq. Mississippi Code of 1972, and other State statutes applicable thereto, and shall carry out to the letter and to the satisfaction of the Executive Director of the Mississippi Department of Transportation, all, each and every one of the stipulations, obligations, conditions, covenants and agreements and terms of said contract in accordance with the terms thereof and all of the expense and cost and attorney's fee that may be incurred in the enforcement of the performance of said contract, or in the enforcement of the conditions and obligations of this bond, then this obligation shall be null and void, otherwise to be and remain in full force and virtue.

_____	_____
(Contractors) Principal	Surety
By _____	By _____
	(Signature) Attorney in Fact
	Address _____
	_____
Title _____	_____
(Contractor's Seal)	(Printed) MS Agent
	_____
	(Signature) MS Agent
	Address _____
	_____
	_____
	(Surety Seal)
	_____
	Mississippi Insurance ID Number



# BID BOND

KNOW ALL MEN BY THESE PRESENTS, that we \_\_\_\_\_  
Contractor

\_\_\_\_\_  
Address

\_\_\_\_\_  
City, State ZIP

As principal, hereinafter called the Principal, and \_\_\_\_\_  
Surety

a corporation duly organized under the laws of the state of \_\_\_\_\_

as Surety, hereinafter called the Surety, are held and firmly bound unto State of Mississippi, Jackson, Mississippi

As Obligee, hereinafter called Obligee, in the sum of **Five Per Cent (5%) of Amount Bid**

Dollars(\$ \_\_\_\_\_ )

for the payment of which sum will and truly to be made, the said Principal and said Surety, bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has submitted a bid for **Overlay approximately 12 miles on SR 503 from SR 528 to the Newton County Line, known as State Project No. SP-0379-00(001) / 108661301 in Jasper County.**

NOW THEREFORE, the condition of this obligation is such that if the aforesaid Principal shall be awarded the contract, the said Principal will, within the time required, enter into a formal contract and give a good and sufficient bond to secure the performance of the terms and conditions of the contract, then this obligation to be void; otherwise the Principal and Surety will pay unto the Obligee the difference in money between the amount of the bid of the said Principal and the amount for which the Obligee legally contracts with another party to perform the work if the latter amount be in excess of the former, but in no event shall liability hereunder exceed the penal sum hereof.

Signed and sealed this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_

\_\_\_\_\_  
(Principal) (Seal)

\_\_\_\_\_  
(Witness) (Name) By: \_\_\_\_\_ (Title)

\_\_\_\_\_  
(Surety) (Seal)

\_\_\_\_\_  
(Witness) (Attorney-in-Fact) By: \_\_\_\_\_

\_\_\_\_\_  
(MS Agent)

\_\_\_\_\_  
Mississippi Insurance ID Number

