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16 -



SM No. CMP5022450081

PROPOSAL AND CONTRACT DOCUMENTS

FOR THE CONSTRUCTION OF

16

Mill & Overlay approximately 9 miles on SR 22 from SR 463 to the Beginning of the 5 Lane Section, known as State Project No. MP-5022-45(008) / 307477301 in Madison County.

Project Completion: 95 Working Days

(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

SECTION 900

OF THE CURRENT

2017 STANDARD SPECIFICATIONS

FOR ROAD AND BRIDGE CONSTRUCTION

JACKSON, MISSISSIPPI

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
TABLE OF CONTENTS**

PROJECT: MP-5022-45(008)/307477301 - Madison

Section 901 - Advertisement

Section 904 - Notice to Bidders

#1	Governing Specification, w/ Supplement
#3	Final Cleanup
#9	Federal Bridge Formula
#13	Safety Edge
#113	Tack Coat
#296	Reduced Speed Limit Signs
#445	Mississippi Agent or Qualified Nonresident Agent
#446	Traffic on Milled Surface in Urban Areas
#516	Errata and Modifications to the 2017 Standard Specifications
#1225	Early Notice to Proceed
#1226	Material Storage Under Bridges
#1241	Fuel and Material Adjustments
#2206	MASH Compliant Devices
#2273	Mississippi Special Fuel Tax Law
#2278	Smoothness Tolerances
#2895	Exploratory Joint Cleanout
#2896	Super Silt Fence
#2954	Reflective Sheeting for Signs
#3117	Standard Drawings
#3511	Contract Time
#3512	Scope of Work
#3513	Construction Signs
#3514	Underground Utilities

Section 907 - Special Provisions

907-102-2	Bidding Requirements and Conditions
907-103-2	Award and Execution of Contract
907-105-1	Authority of the Engineer
907-108-4	Subletting of Contract
907-109-3	Measurement and Payment
907-619-5	Traffic Control for Construction Zones
907-619-6	Temporary Portable Rumble Strips
907-701-3	Hydraulic Cement
907-702-4	Bituminous Materials
907-703-1	Gradation
907-705-1	Stone Riprap
907-711-2	Plain Steel Wire
907-714-1	Miscellaneous Materials
907-720-2	Acceptance Procedure for Glass Beads
907-721-2	Materials for Signs
907-808-1	Joint Repair
907-823-7	Preformed Joint Seal

PROJECT: MP-5022-45(008)/307477301 - Madison

Section 905 - Proposal, Proposal Bid Items, Combination Bid Proposal
State Board of Contractors Requirement
State Certification Regarding Non-Collusion, Debarment and Suspensions
Section 902 - Contract Form
Section 903 - Contract Bond Forms

Progress Schedule

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

06/29/2021 03:05 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, July 27, 2021, from the Bid Express Service and shortly thereafter publicly read on the Sixth Floor for:

Mill & Overlay approximately 9 miles on SR 22 from SR 463 to the Beginning of the 5 Lane Section, known as State Project No. MP-5022-45(008) / 307477301 in Madison 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

SUPPLEMENT TO NOTICE TO BIDDERS NO. 1

DATE: 06/08/2021

SUBJECT: Governing Specifications

Change the web address at the end of the first paragraph to the following.

<https://shop.mdot.ms.gov/default.aspx?StoreIndex=1>

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.

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 7th 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

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

http://ops.fhwa.dot.gov/freight/sw/brdgcalc/calc_page.htm

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

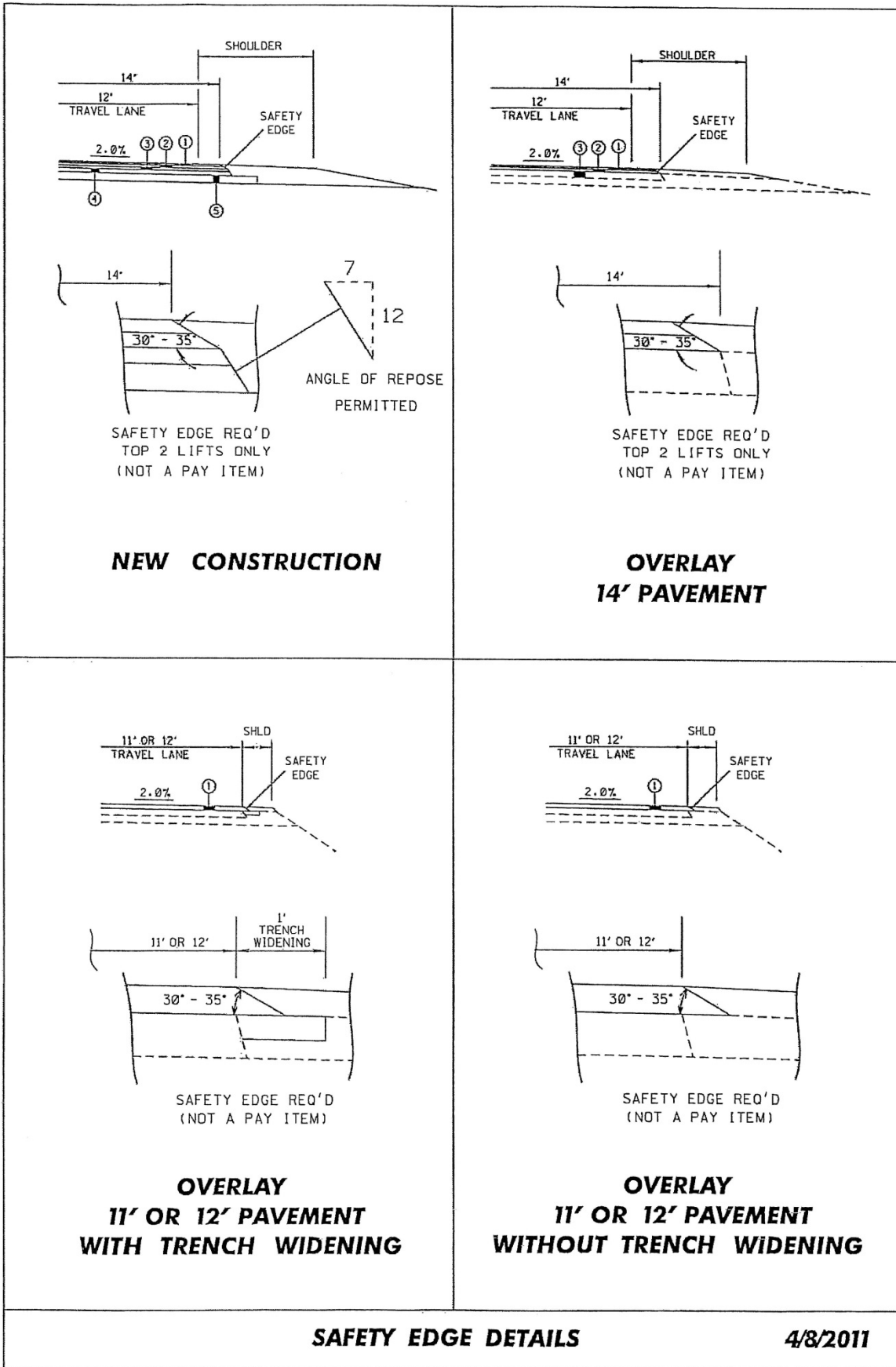
SECTION 904 - NOTICE TO BIDDERS NO. 13

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. 446

CODE: (SP)

DATE: 10/18/2017

SUBJECT: Traffic on Milled Surface in Urban Areas

Bidders are hereby advised that when the main lanes of a roadway are fine milled, traffic will be allowed to run on a milled surfaces for up to five (5) calendar days. The Contractor will be assessed a penalty of **\$5,000 per calendar day** afterwards until the milled surfaces are covered with the next lift of asphalt. It shall be the Contractor's responsibility to ensure that the milling operations do not commence until such time as forecasted weather conditions are suitable enough to allow the placement of the asphalt pavement after the milling operations.

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 “AASHTO” to “AASHTO’s LRFD”.
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. 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^{ths} 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. 2278

CODE: (SP)

DATE: 03/04/2020

SUBJECT: Smoothness Tolerances

Bidders are hereby advised that the smoothness tolerances for this project shall meet the requirements of a Category C project according to Subsection 403.03.2.1. Bidders are responsible for the collection of a preliminary smoothness profile prior to any work being performed.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2895

CODE: (SP)

DATE: 10/14/2020

SUBJECT: Exploratory Joint Cleanout

Bidders are hereby advised that work on this project shall consist of exploratory investigation of bridge joints to determine the appropriate level of repair and will include removal of any trash and debris (including, but not limited to, compacted dirt, vegetation and trash) located at any depth within the joint. Costs of this work will be absorbed in the cost of other items of work if further joint repair work is not required.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2896

CODE: (SP)

DATE: 10/16/2020

SUBJECT: Super Silt Fence

Bidders are hereby advised that Kengro Siltron SIL-M-36 may be used as a substitute material for pay item 234-C001, Super Silt Fence, in accordance with Subsection 234.03.1.2 of the Standard Specifications. In the event that the material fails to perform, the Department reserves the right to require Super Silt Fence be installed as per the Standard Drawing at no additional cost to the Department.

<https://www.kengro.com/products/siltron>

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)

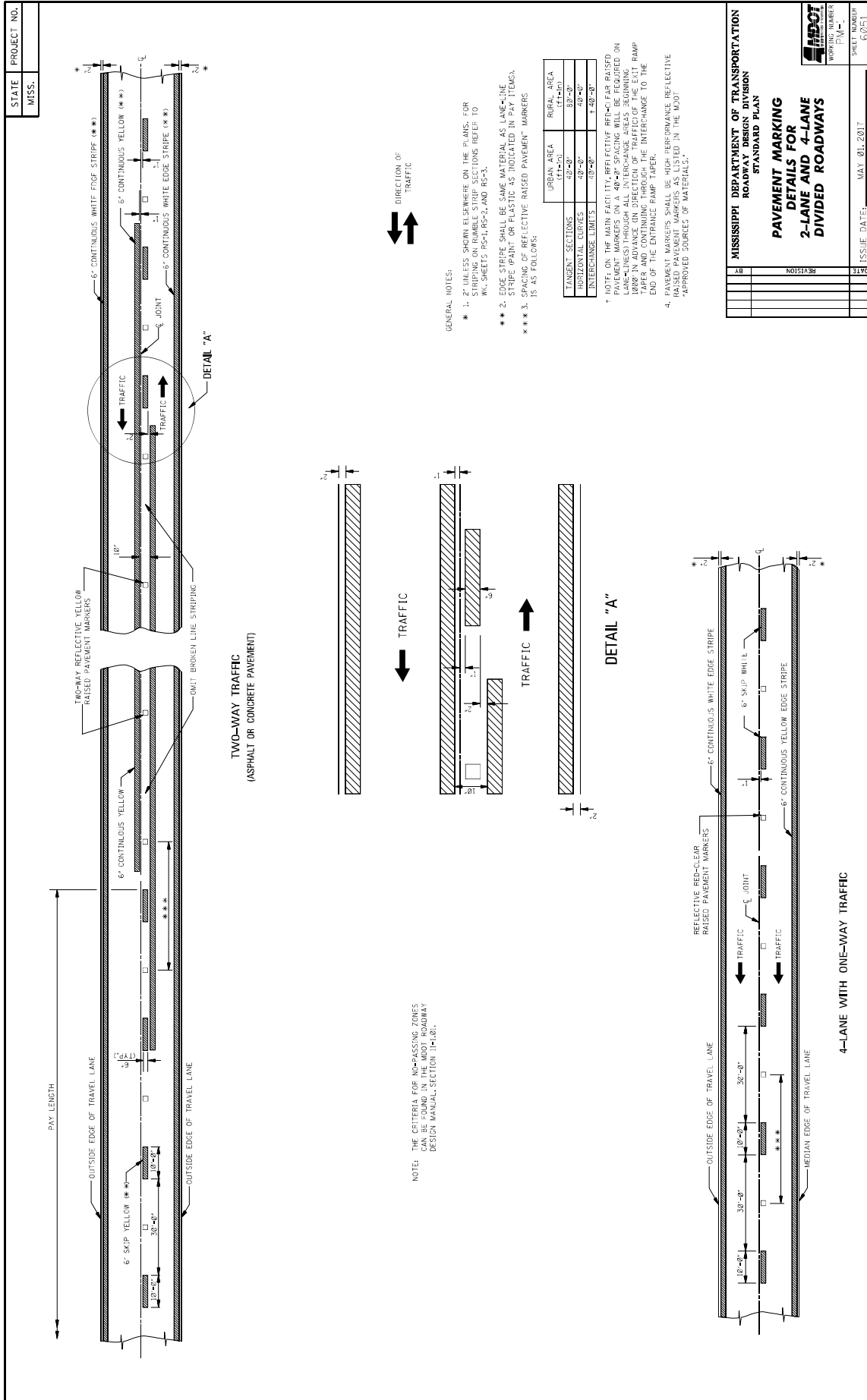
DATE: 02/23/2021

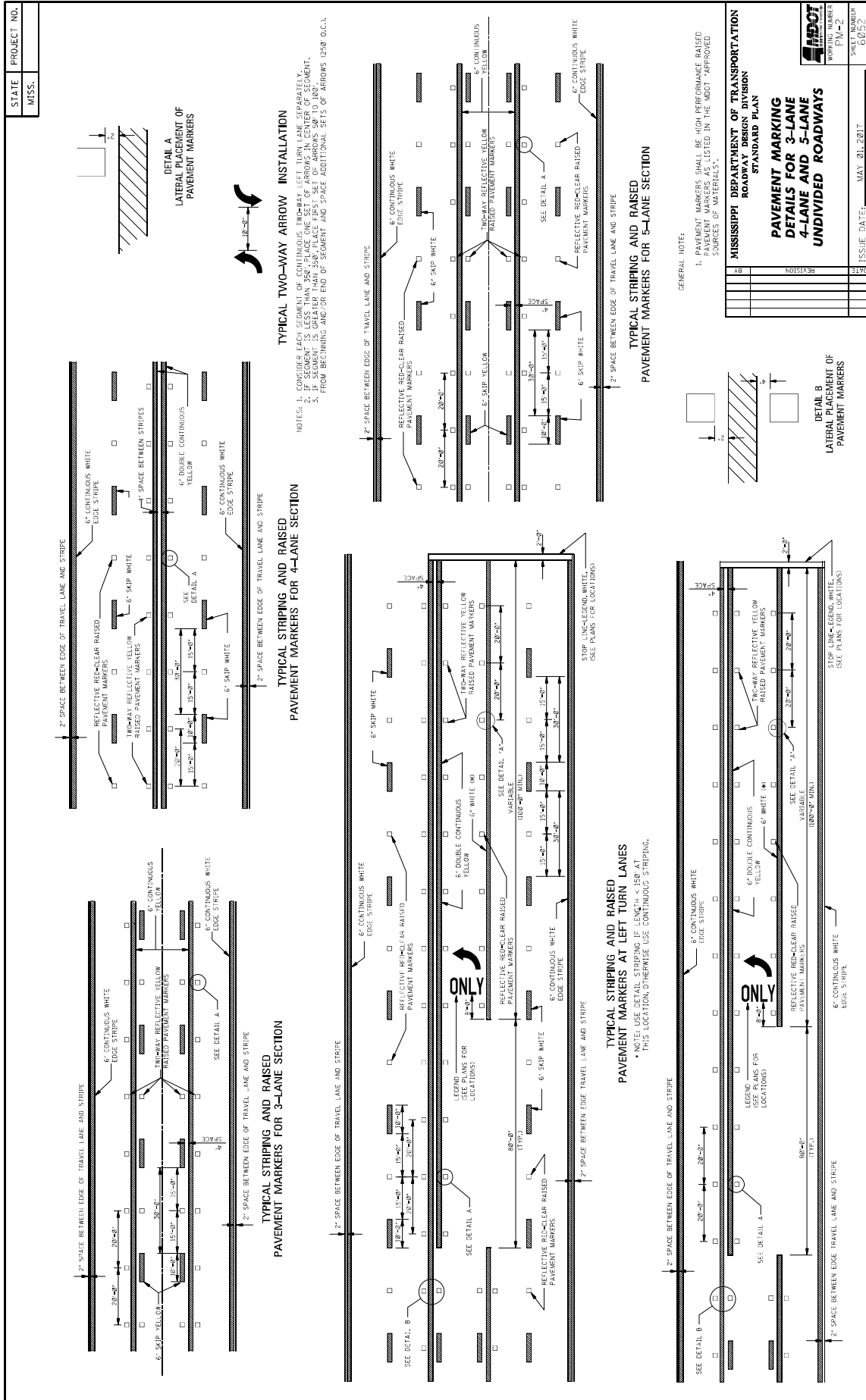
SUBJECT: Standard Drawings

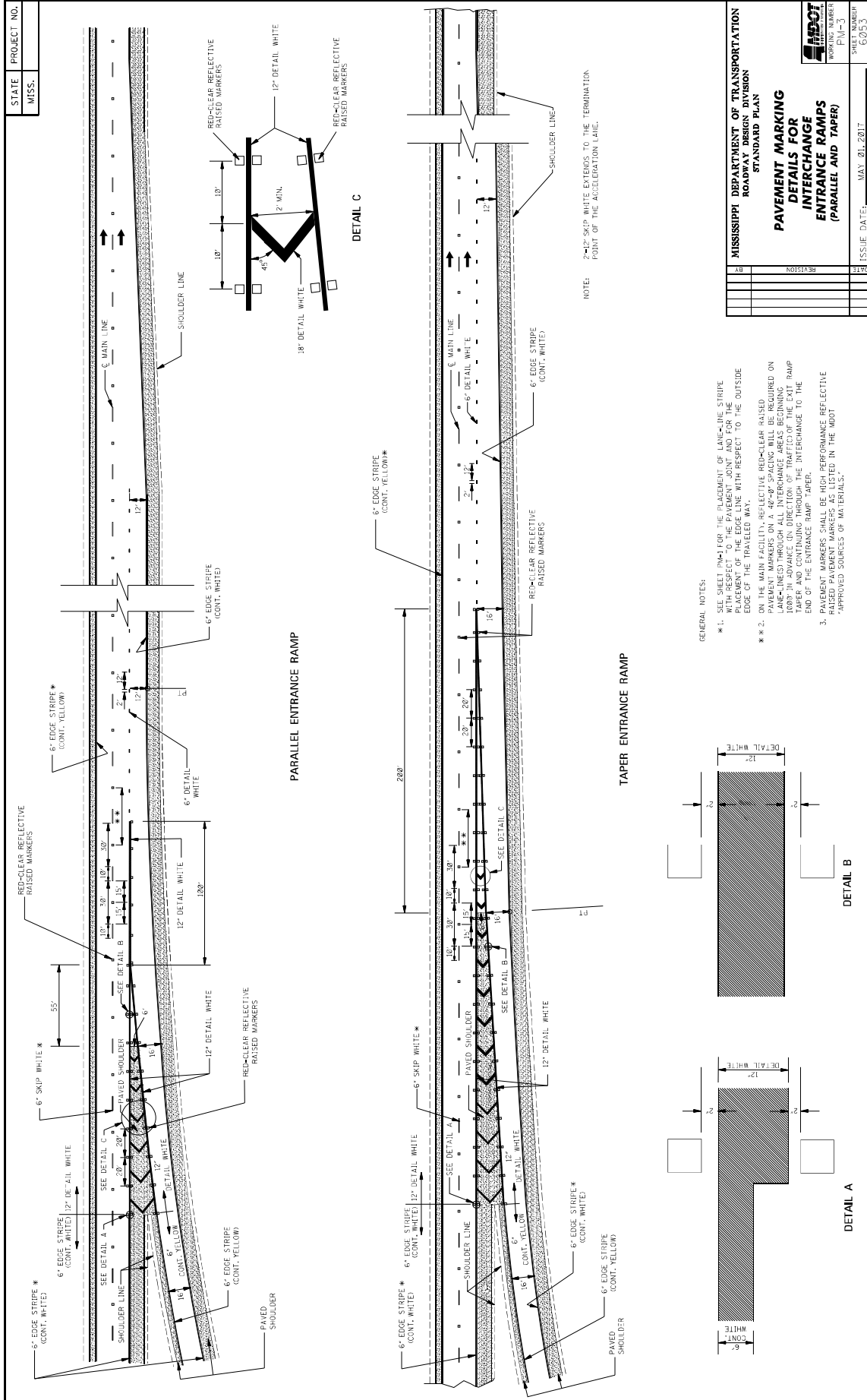
Standard Drawings attached hereto shall govern appropriate items of required work.

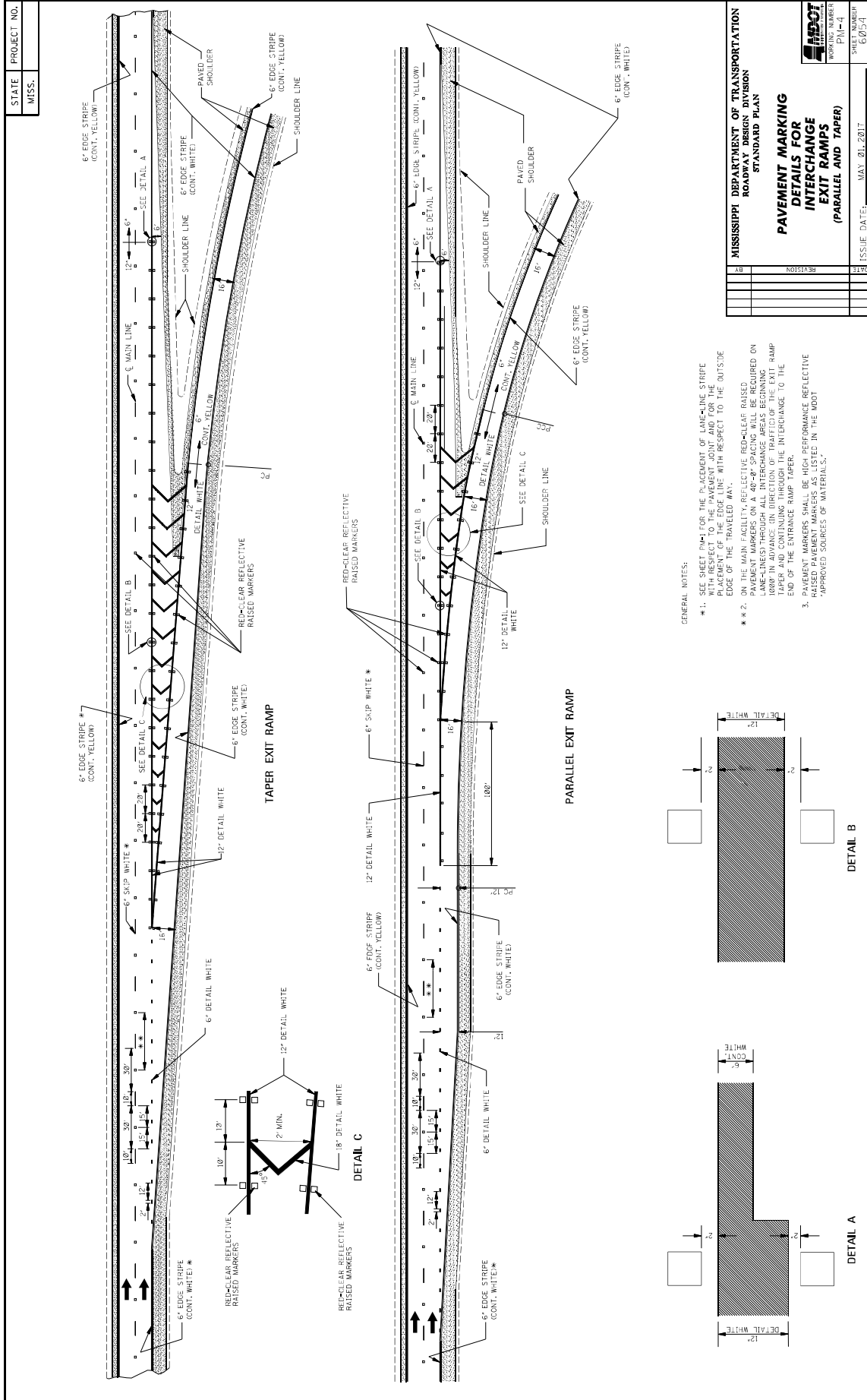
Larger copies of Standard Drawings may be purchased from:

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

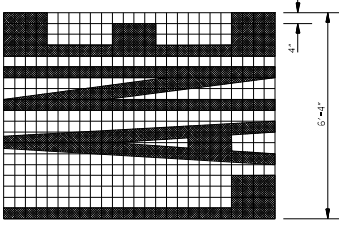






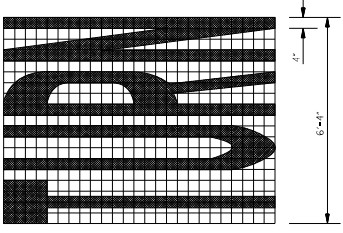


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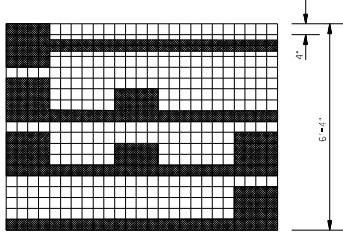
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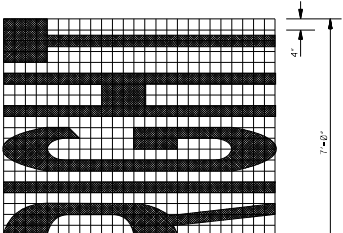
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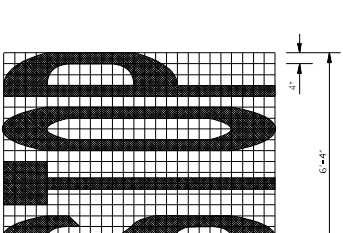
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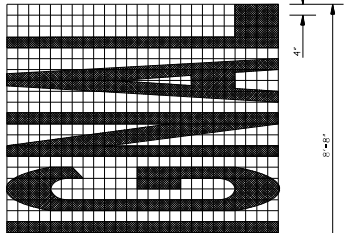
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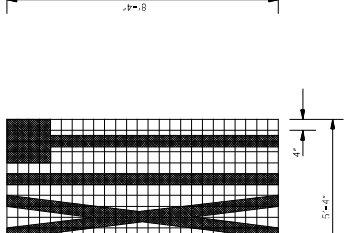
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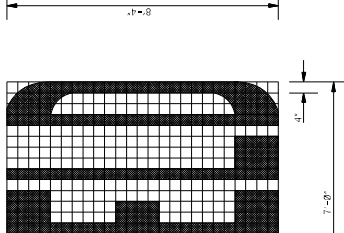
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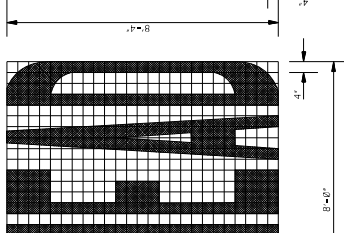
5'-4"

8'-4"



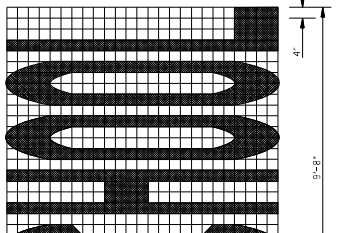
7'-0"

8'-4"



8'-0"

8'-4"



9'-8"

8'-4"

GENERAL NOTES:

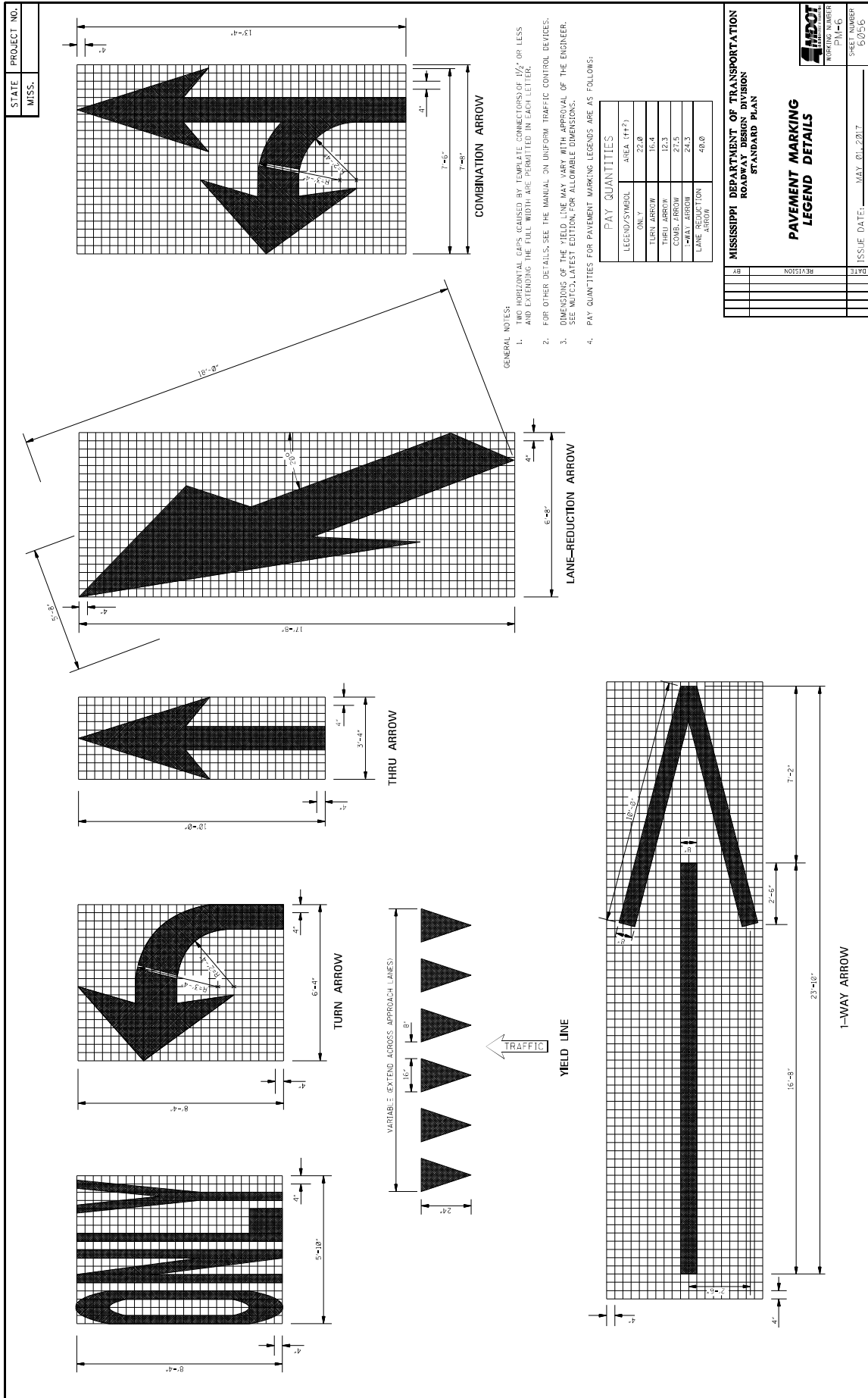
- TWO HORIZONTAL GAPS (CAUSED BY TEMPLATE CONNECTIONS) OF 1/4" SHALL BE SHOWN EXTENDING FULL WIDTH OF LETTERS.
- FOR OTHER DETAILS, SEE THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- PAY QUANTITIES FOR PAVEMENT MARKING LEGENDS ARE AS FOLLOWS:

LEGEND	AREA (SQ. YD.)
STOP	246.6
RIGHT	206.6
LEFT	195.5
TRAFFIC	227.2
YIELD	206.6
EXIT	185.5
SIGNAL	352.5
SCHOOL	352.5

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

**PAVEMENT MARKING
LEGEND DETAILS**

ISSUE DATE: MAY 01, 2017	SHEET NUMBER PM-5 6055
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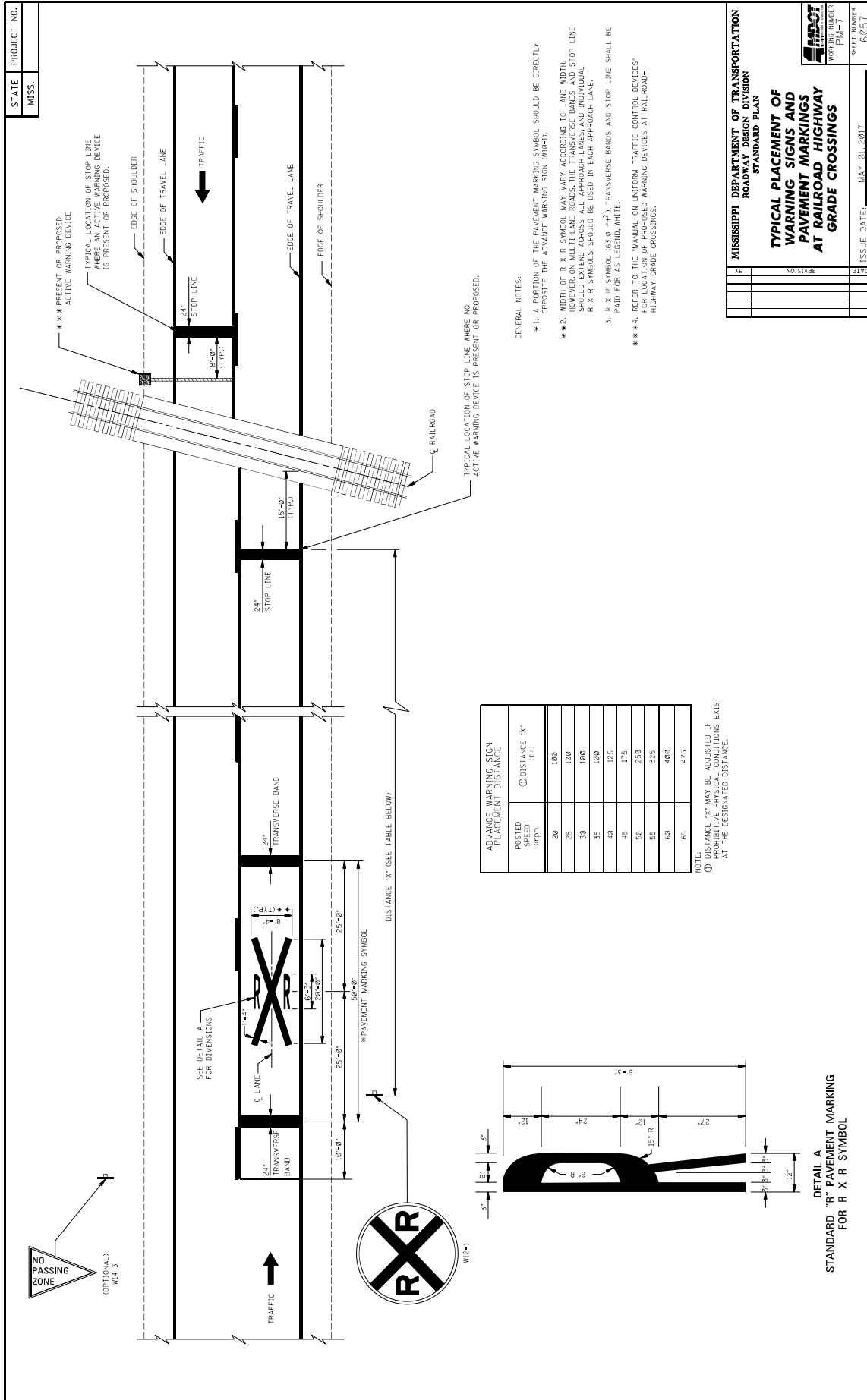


**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN**

**PAVEMENT MARKING
LEGEND DETAILS**

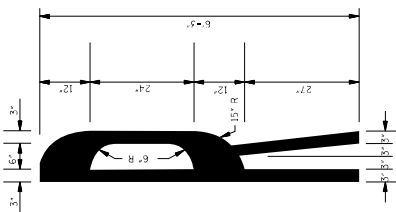
DATE	BY	REVISION	DATE	BY	REVISION	DATE	BY	REVISION

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



POSTED SPEED (mph)	① DISTANCE 'X' (ft)
20	100
25	100
30	100
35	100
40	125
45	175
50	250
55	325
60	400
65	475

NOTE: DISTANCE 'X' MAY BE SHORTER IF PROTECTIVE PHYSICAL CONDITIONS EXIST AT THE DESIGNATED DISTANCE.



DETAIL A
STANDARD "R" PAVEMENT MARKING
FOR R X R SYMBOL

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 (65.0 - 75.0) 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.

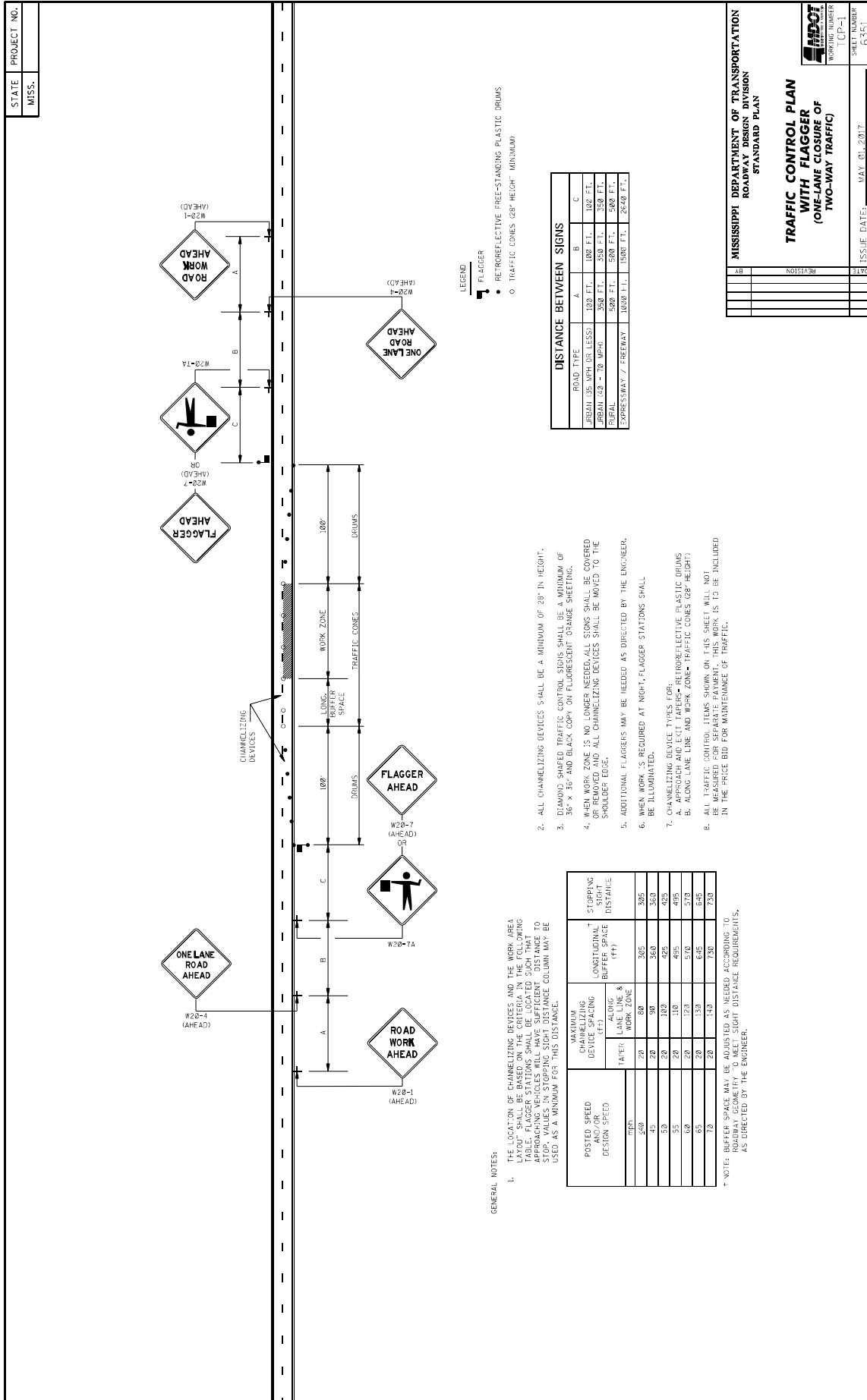
STATE PROJECT NO.
MISS.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

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

WORKING NUMBER: P10-7
SHEET NUMBER: 60511

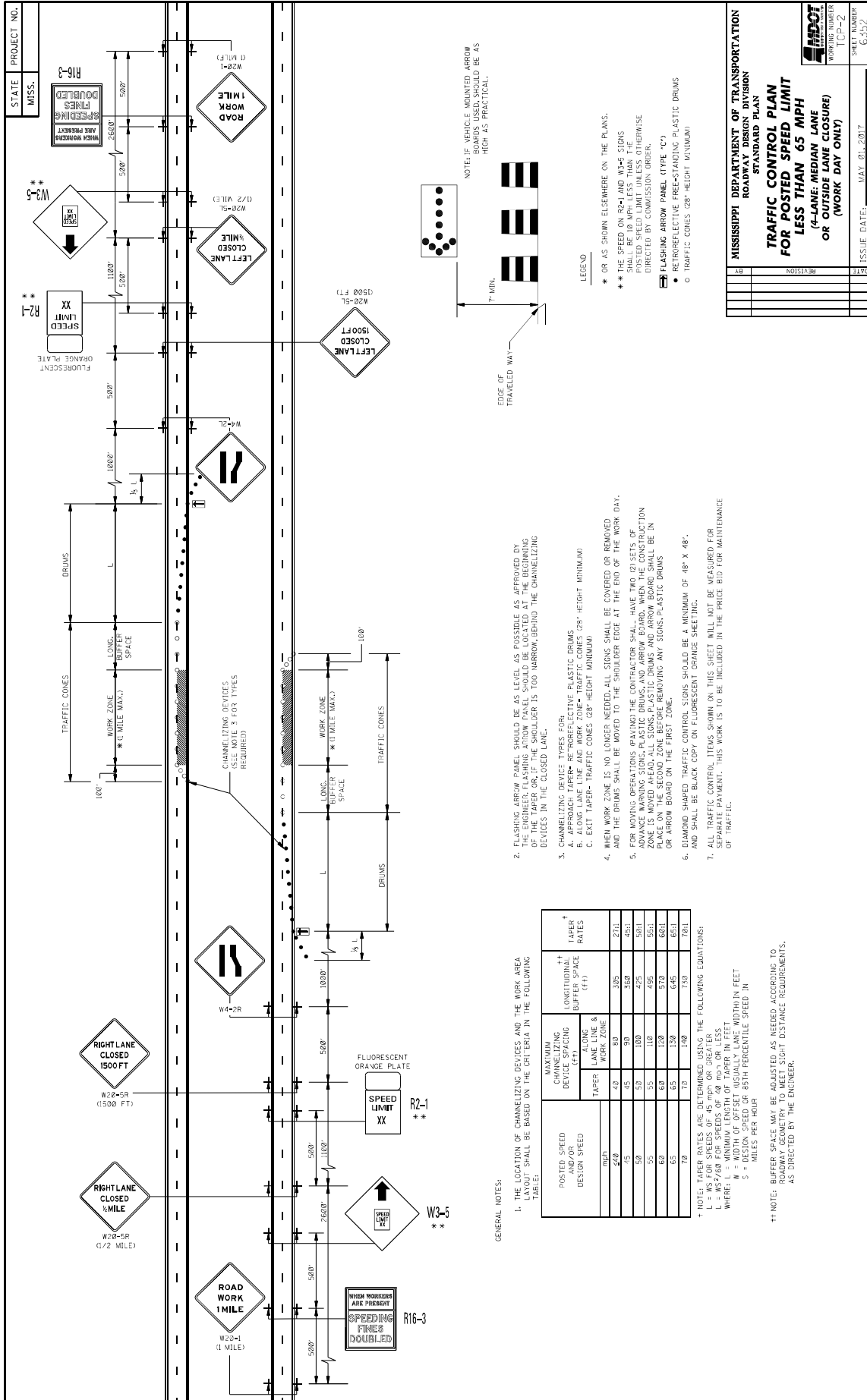
ISSUE DATE: MAY 01, 2017

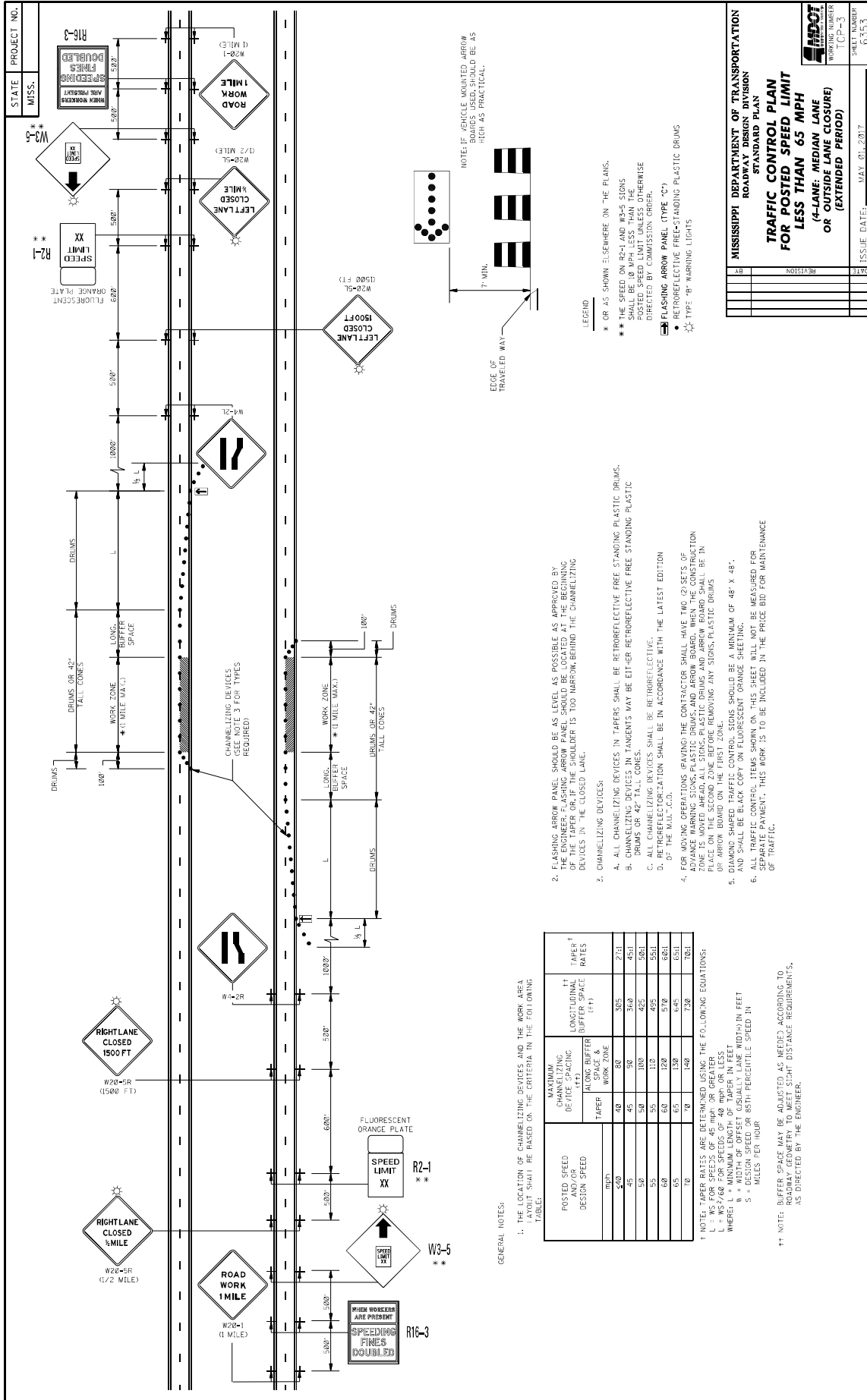


MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

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

WORKING NUMBER: [CP-1]
 SHEET NUMBER: 6351
 ISSUE DATE: MAY 01, 2017





GENERAL NOTES:

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

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

- 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 SPACE SHOULD BE 100 FEET BEHIND 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 (STONES, PLASTIC DRUMS AND ARROW BOARD). THE CONSTRUCTION ZONE IS MOVED AHEAD ALL SIGNS, PLASTIC DRUMS AND ARROW BOARD SHALL BE IN PLACE ON THE SECOND ZONE BEFORE REMOVING ANY SIGNS, PLASTIC DRUMS OR ARROW BOARD ON THE FIRST ZONE.
- 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

W3-5

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)

ROAD WORK 1/2 MILE
W26-5R (1/2 MILE)

LEFT LANE CLOSED 1/2 MILE
W26-5L (1/2 MILE)

LEFT LANE CLOSED 1500 FT
W26-5L (1500 FT)

DRUMS OR 42" TALL CONES

WORK ZONE

LONG. BUFFER SPACE

CHANNELIZING DEVICES (SEE NOTE 3 FOR TYPES REQUIRED)

DRUMS OR 42" TALL CONES

EDGE OF TRAVELED WAY

7' MIN.

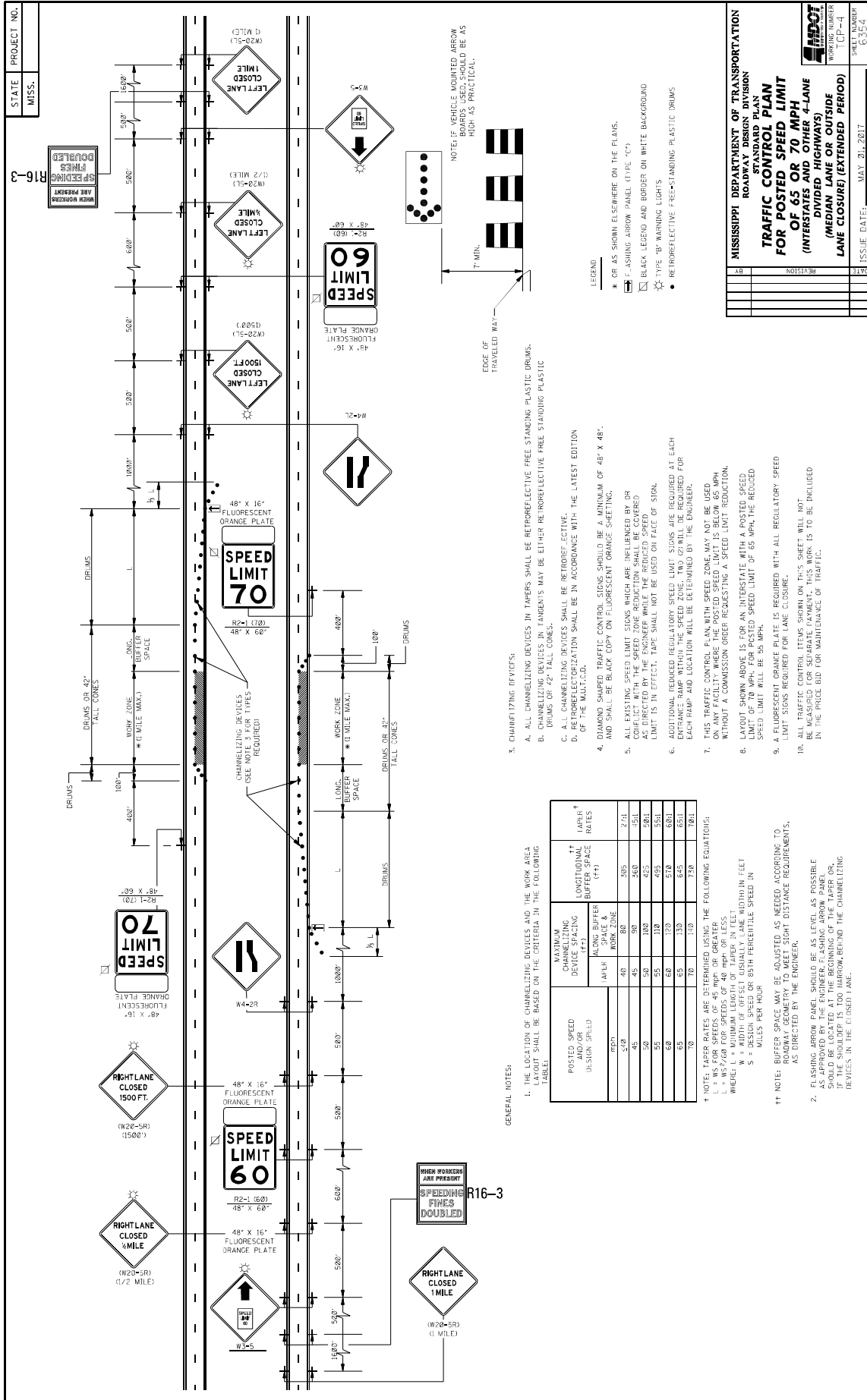
NOTE: IF VEHICLE MOUNTED ARROW BOARDS USED, SHOULD BE AS HIGH AS PRACTICAL.

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
TCP-3

SHEET NUMBER
6253



STATE PROJECT NO. MISS. R16-3

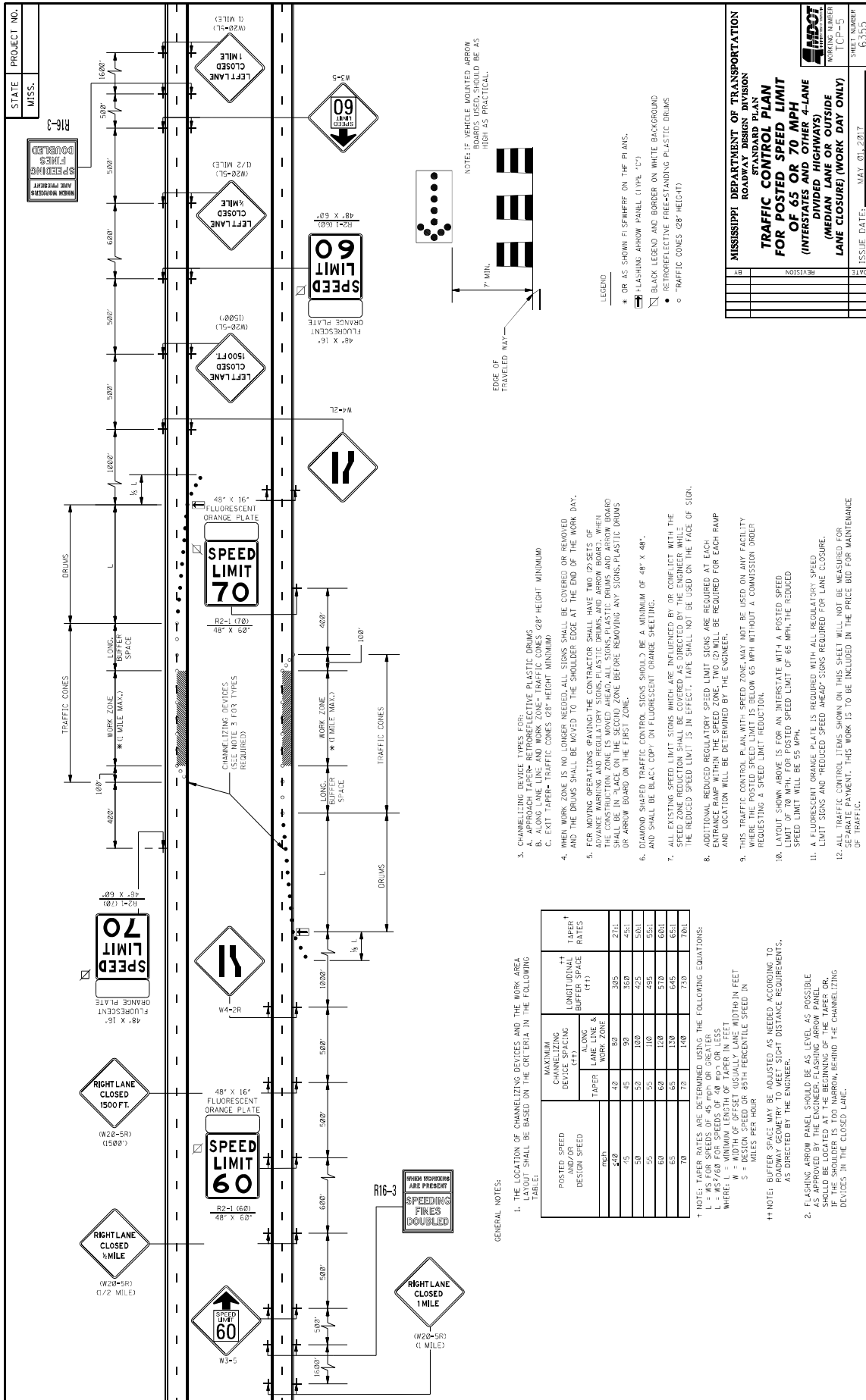
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
TRAFFIC CONTROL PLAN
FOR POSTED SPEED LIMIT
OF 65 OR 70 MPH
(INTERSTATES AND OTHER 4-LANE
DIVIDED HIGHWAYS)
(MEDIUM LANE OR OUTSIDE
LANE CLOSED (EXTENDED PERIOD))

ISSUE DATE: MAY 20, 2012

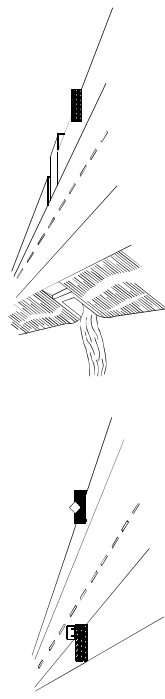
WORKING NUMBER: CP-44
SHEET NUMBER: 63554

- GENERAL NOTES:
- THE LOCATION OF CHANNELIZING DEVICES AND THE WORK AREA LIMITS SHALL BE BASED ON THE CRITERIA IN THE FOLLOWING TABLE:
- | POSTED SPEED
(DESIGN SPEED)
MPH | MAXIMUM
CHANNELIZING
DEVICE SPACING | | LONGITUDINAL
BUFFER SPACE
(FT) | TAPER
RATES |
|---------------------------------------|---|--------|--------------------------------------|----------------|
| | 1/2 LANE
SPACE &
WORK ZONE | 1 LANE | | |
| 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:
 T = WS²/60 FOR SPEEDS OF 45 MPH OR GREATER
 L = WS²/60 FOR SPEEDS OF 40 MPH OR LESS
 WHERE: L = MINIMUM BUFFER SPACE (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.
- 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.

- CHANNELIZING DEVICES:
 - ALL CHANNELIZING DEVICES IN TAPERS SHALL BE RETROREFLECTIVE FREE STANDING PLASTIC DRUMS.
 - CHANNELIZING DEVICES IN TANGENTS MAY BE EITHER RETROREFLECTIVE FREE STANDING PLASTIC DRUMS OR 42" TALL CONES.
 - ALL CHANNELIZING DEVICES SHALL BE RETROREFLECTIVE.
 - RETROREFLECTIVIZATION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MUTCD-6A.
- DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHOULD BE A MINIMUM OF 48" X 48" AND SHALL BE BLACK COPY ON FLUORESCENT ORANGE SHEETING.
- ALL EXISTING SPEED LIMIT SIGNS WHICH ARE INFLUENCED BY OR CONFLICT WITH THE SPEED ZONE REDUCTION SHALL BE COVERED WITH A BLACK LEGEND AND BORDER ON WHITE BACKGROUND.
- ADDITIONAL REQUIRED REGULATORY SPEED LIMIT SIGNS ARE REQUIRED AT EACH ENTRANCE RAMP AND LEGALION WILL BE DETERMINED BY THE ENGINEER.
- 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.
- 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.
- A FLUORESCENT ORANGE PLATE IS REQUIRED WITH ALL REGULATORY SPEED LIMIT SIGNS REQUIRED FOR LANE CLOSURE.
- 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.			

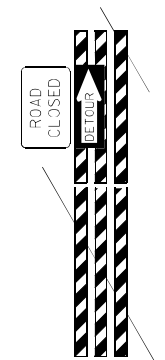


WING BARRICADES

1. WING BARRICADES ARE TYPE II BARRICADES ERECTED ON THE SHOULDER OF A ROADWAY OR RESTRICTED ROADWAY. WING BARRICADES MAY BE USED AS A WARNING FOR THE ADVANCE WARNING SIGNS OR FLASHERS.

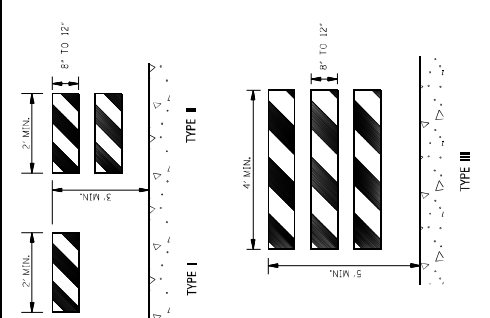
2. WING BARRICADES SHOULD BE USED:

- IN ADVANCE OF A CONSTRUCTION PROJECT EVEN WHEN NO PART OF THE ROADWAY IS ACTUALLY CLOSED.
- IN ADVANCE OF ALL BRIDGE OR CULVERT WIDENING OPERATIONS.



BARRICADE CHARACTERISTICS

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



STANDARD BARRICADES

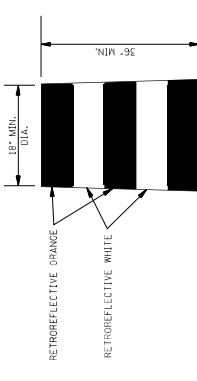
1. THE MARKING FOR BARRICADE RAILS SHALL BE ORANGE AND WHITE (SLOPING DOWNWARD AT AN ANGLE OF 45° IN THE DIRECTION OF TRAFFIC IS TO PASS).

2. RAIL STRIPE SHALL BE 6 INCHES EXCEPT THAT 4-INCH WIDE STRIPES MAY BE USED IF RAIL LENGTHS ARE LESS THAN 36 INCHES.

3. DO NOT PLACE SANDBAGS OR OTHER DEVICES TO PROVIDE MASS ON THE BOTTOM RAIL THAT WILL BLOCK VIEW OR RAIL FACE.

4. FOR ADDITIONAL INFORMATION OR DETAILS, SEE METHOD, LATEST EDITION.

5. BARRICADES ARE CLASSIFIED BY FHWA AS CATEGORY II. MANY ZONE DEVICES WHICH REQUIRE SUCCESSFULLY CRASH TESTED. A LIST OF CRASHWORTHY BARRICADES AND OTHER CATEGORY II DEVICES CAN BE FOUND ON FHWA'S WEBSITE: http://safety.fhwa.dot.gov/roadway_dept/pafety_guidance/road_hardware/cat2.cfm

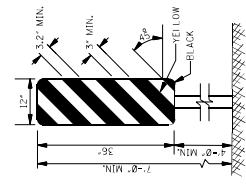


PLASTIC DRUM STRIPING DETAIL

1. PLASTIC DRUMS SHALL BE ON END AND USED AS AN EXPEDIENT METHOD FOR TRAFFIC CHANNELIZATION. THE COLOR AND MARKING OF DRUMS SHALL BE CONSISTENT WITH MARKING STRIPES. THE PREFERRED COLOR OF DRUMS WITH MARKING STRIPES SHALL BE RETROREFLECTIVE. HORIZONTAL, CIRCUMFERENTIAL STRIPES (2 ORANGE & 2 WHITE) 6" WIDE.

2. DRUMS SHOULD NEVER BE PLACED IN THE ROADWAY WITHOUT WARNING SIGNS.

3. WHERE PRACTICAL PLASTIC DRUMS SHOULD BE PLACED NO CLOSER THAN 3'-0" FROM THE EDGE OF TRAVELED LANE.

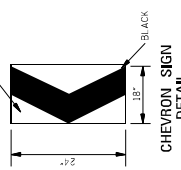


TYPE 3 OBJECT MARKER (OM-3R)

1. TYPE 3 OBJECT MARKERS SHALL BE USED AT ALL EXPOSED BRIDGE ABUTMENTS AND AT OTHER LOCATIONS AS DETERMINED NECESSARY BY THE ENGINEER.

2. THE OM-3R IS SIMILAR EXCEPT THE STRIPES SLOPE DOWNWARD FROM THE UPPER LEFT SIDE TO THE LOWER RIGHT SIDE AND SHALL BE PLACED ON THE LEFT SIDE OF THE OBJECT.

3. THE INSIDE EDGE OF THE MARKER SHALL BE IN LINE WITH THE INNER EDGE OF THE OBSTRUCTION.



CHEVRON SIGN DETAIL

1. A CHEVRON SIGN CONSISTS OF A BLACK CHEVRON TYPE MARKING ON AN ORANGE BACKGROUND AND SHALL POINT IN THE DIRECTION OF TRAFFIC FLOW.

2. THE CHEVRON SIGN SHALL BE MOUNTED ON CRASHWORTHY SUPPORT.

3. CHEVRON SIGNS MAY BE USED TO SUPPLEMENT OTHER STANDARD DEVICES WHERE ONE OR MORE LANES ARE CLOSED FOR CONSTRUCTION OR MAINTENANCE. THEY SHOULD BE PLACED APPROXIMATELY 2'-0" BEHIND THE LANE TRANSITION STRIPE.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
ROADWAY DESIGN DIVISION	
STANDARD PLAN	
HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS	
WORKING NUMBER ICP-5	SHEET NUMBER 03300
ISSUE DATE: MAY 2012	

<p>MOBILE OPERATIONS ON MULTILANE ROAD</p>	<p>MOBILE OPERATIONS ON TWO-LANE ROAD</p>
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MOBILE OPERATIONS ON MULTILANE ROAD

NOTES FOR MULTILANE LANE OPERATION:

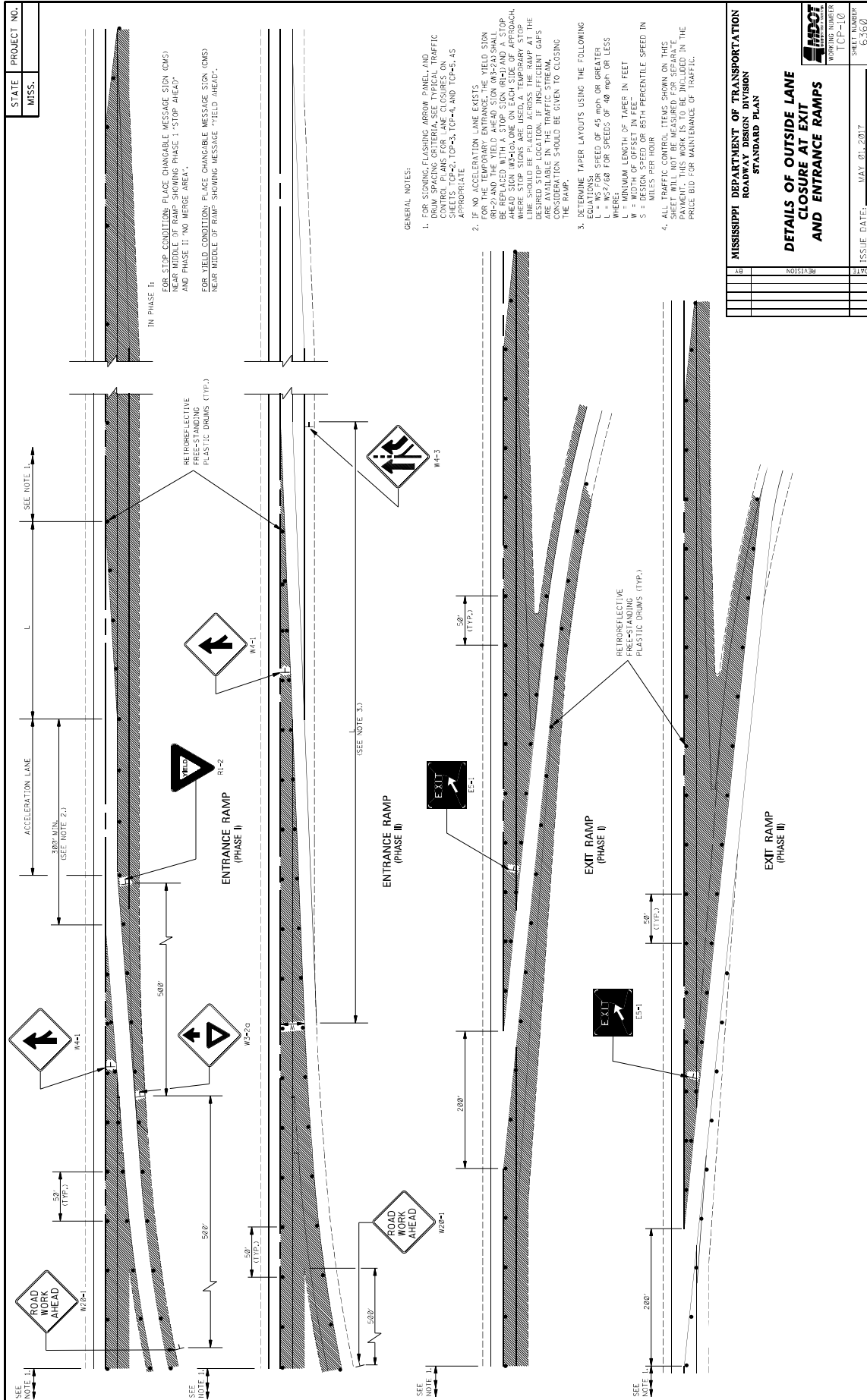
- VEHICLES USED FOR THESE OPERATIONS SHOULD BE MADE HIGHLY VISIBLE WITH APPROPRIATE EQUIPMENT, SUCH AS FLASHING LIGHTS, ROTATING BEACONS, FLASCS, SIGNS, OR ARROW PANELS.
- SHADOW VEHICLE 2 SHOULD BE EQUIPPED WITH AN ARROW PANEL AND TRUCK MOUNTED ATTENUATOR (TMA), AN APPROPRIATE LANE CLOSURE SIGN SHOULD BE PLACED IN FRONT OF SHADOW VEHICLE 2 SO AS NOT TO OBSCURE THE ARROW PANEL.
- SHADOW VEHICLE 1 SHOULD BE EQUIPPED WITH AN ARROW PANEL AND TRUCK MOUNTED ATTENUATOR (TMA).
- SHADOW VEHICLE 2 SHOULD TRAVEL AT A VARYING DISTANCE FROM THE WORK OPERATION SO AS TO PROVIDE ADEQUATE SIGHT DISTANCE FOR TRAFFIC APPROACHING FROM THE REAR.
- WHEN ADEQUATE SHOULDER WIDTH IS NOT AVAILABLE, SHADOW VEHICLE 2 SHOULD BE ELIMINATED.
- ON HIGH-SPEED ROADWAYS, A THIRD SHADOW VEHICLE SHOULD BE USED (i.e., VEHICLE 3 ON THE SHOULDER OF PRACTICALLY, VEHICLE 2 IN THE CLOSED LANE, AND VEHICLE 1 IN THE CLOSED LANE).
- ARROW PANELS SHALL BE AS A MINIMUM TYPE B, 60" X 30" IN ACCORDANCE WITH THE CRITERIA PRESENTED IN THE MUTCD.
- WORK SHOULD NORMALLY BE DONE DURING OFF-PEAK HOURS.
- VEHICLE-MOUNTED SIGNS SHOULD BE MOUNTED WITH THE BOTTOM OF THE SIGN LOCATED AT A MINIMUM HEIGHT OF 48" ABOVE THE PAVEMENT AND SHALL NOT BE OBSCURED BY EQUIPMENT OR MATERIALS. SIGN LEGENDS SHALL BE COVERED OR TURNED FROM VIEW WHEN WORK IS NOT IN PROGRESS.
- 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.

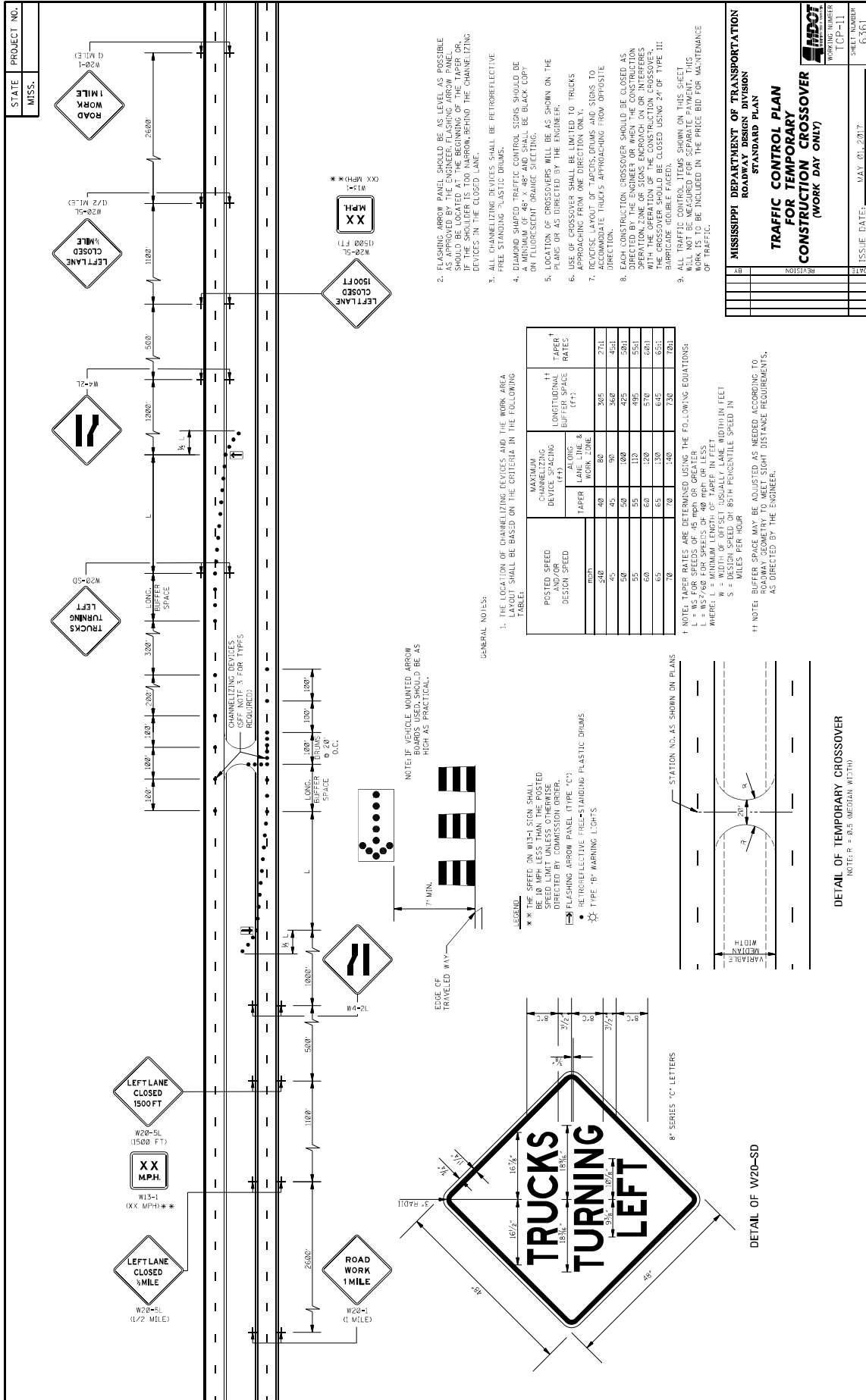
MOBILE OPERATIONS ON TWO-LANE ROAD

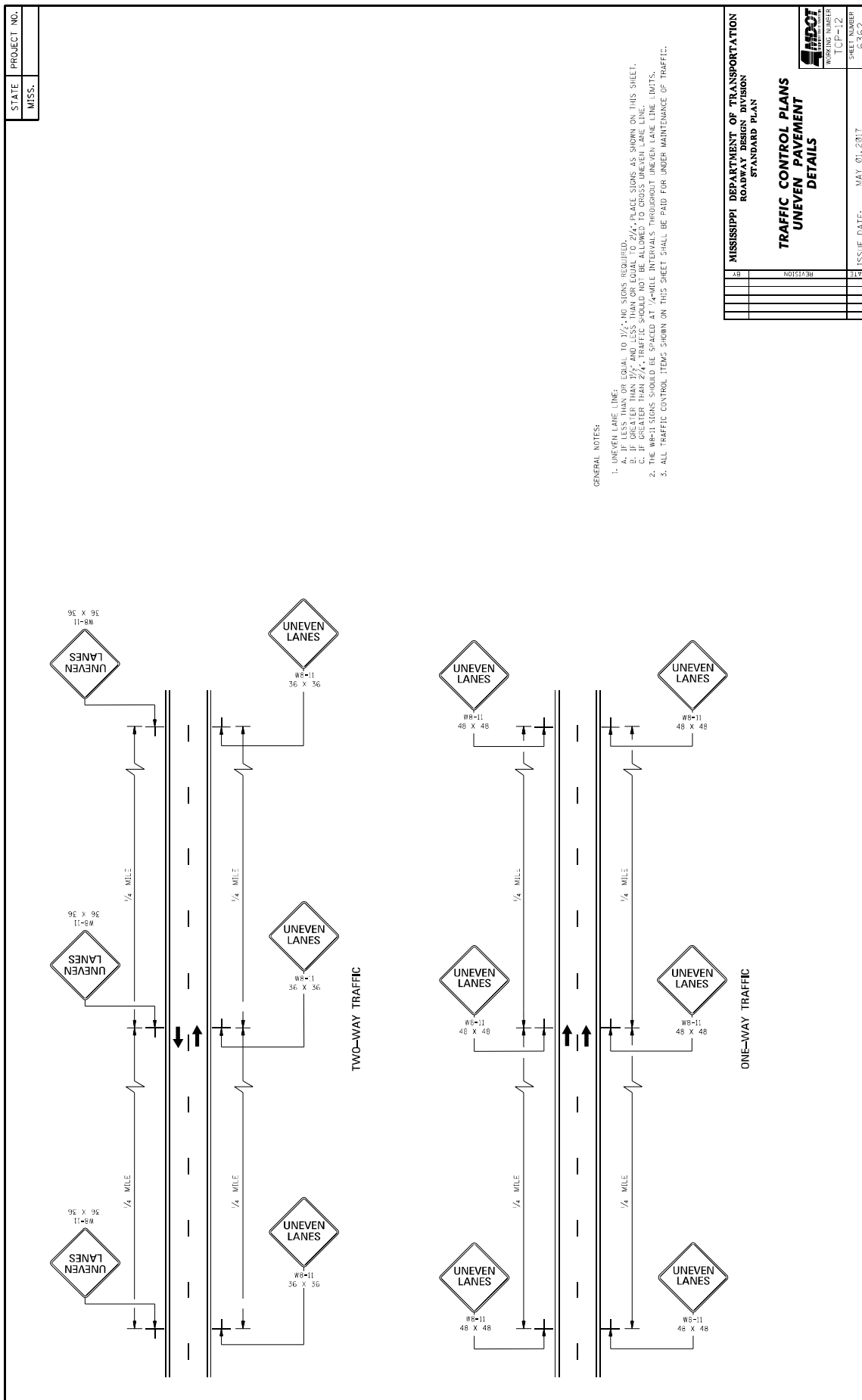
NOTES FOR TWO-LANE OPERATION:

- WHERE PRACTICAL AND WHEN NEEDED, THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS. IF THIS CAN NOT BE DONE FREQUENTLY AS AN ALTERNATIVE, A "DO NOT PASS" SIGN MAY BE PLACED ON THE REAR OF THE VEHICLE BLOCKING THE LANE.
- THE DISTANCE BETWEEN THE WORK AND SHADOW VEHICLES MAY VARY ACCORDING TO TERRAIN, PAINT DRYING TIME, AND OTHER FACTORS. SHADOW VEHICLES ARE USED TO WARN TRAFFIC OF THE OPERATION AHEAD. WHENEVER ADEQUATE SIGHT DISTANCE IS NOT AVAILABLE, SHADOW VEHICLES SHOULD BE USED. SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. THE SHADOW VEHICLE SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
- ADDITIONAL SHADOW VEHICLES TO WARN AND REDUCE THE SPEED OF ONCOMING OR OPPOSING TRAFFIC MAY BE USED. POLICE PATROL CARS MAY BE USED FOR THIS PURPOSE.
- A TRUCK-MOUNTED ATTENUATOR (TMA) SHOULD BE USED ON THE SHADOW VEHICLE AND MAY BE USED ON THE WORK VEHICLE.
- THE WORK VEHICLE SHALL BE EQUIPPED WITH BEACONS AND THE SHADOW VEHICLE SHALL BE EQUIPPED WITH BEACONS AND LIGHTS. THE SHADOW VEHICLE LIGHTS MOUNTED ON THE REAR, ADJACENT TO THE SIGN, SHADOW AND WORK VEHICLES SHALL DISPLAY FLASHING OR ROTATING BEACONS BOTH FORWARD AND TO THE REAR.
- VEHICLE-MOUNTED SIGNS SHOULD BE MOUNTED WITH THE BOTTOM OF THE SIGN LOCATED AT A MINIMUM HEIGHT OF 48" ABOVE THE PAVEMENT AND SHALL NOT BE OBSCURED BY EQUIPMENT OR MATERIALS. SIGN LEGENDS SHALL BE COVERED OR TURNED FROM VIEW WHEN WORK IS NOT IN PROGRESS.
- ARROW BOARD TO BE USED IN CAUTION MODE.
- 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.

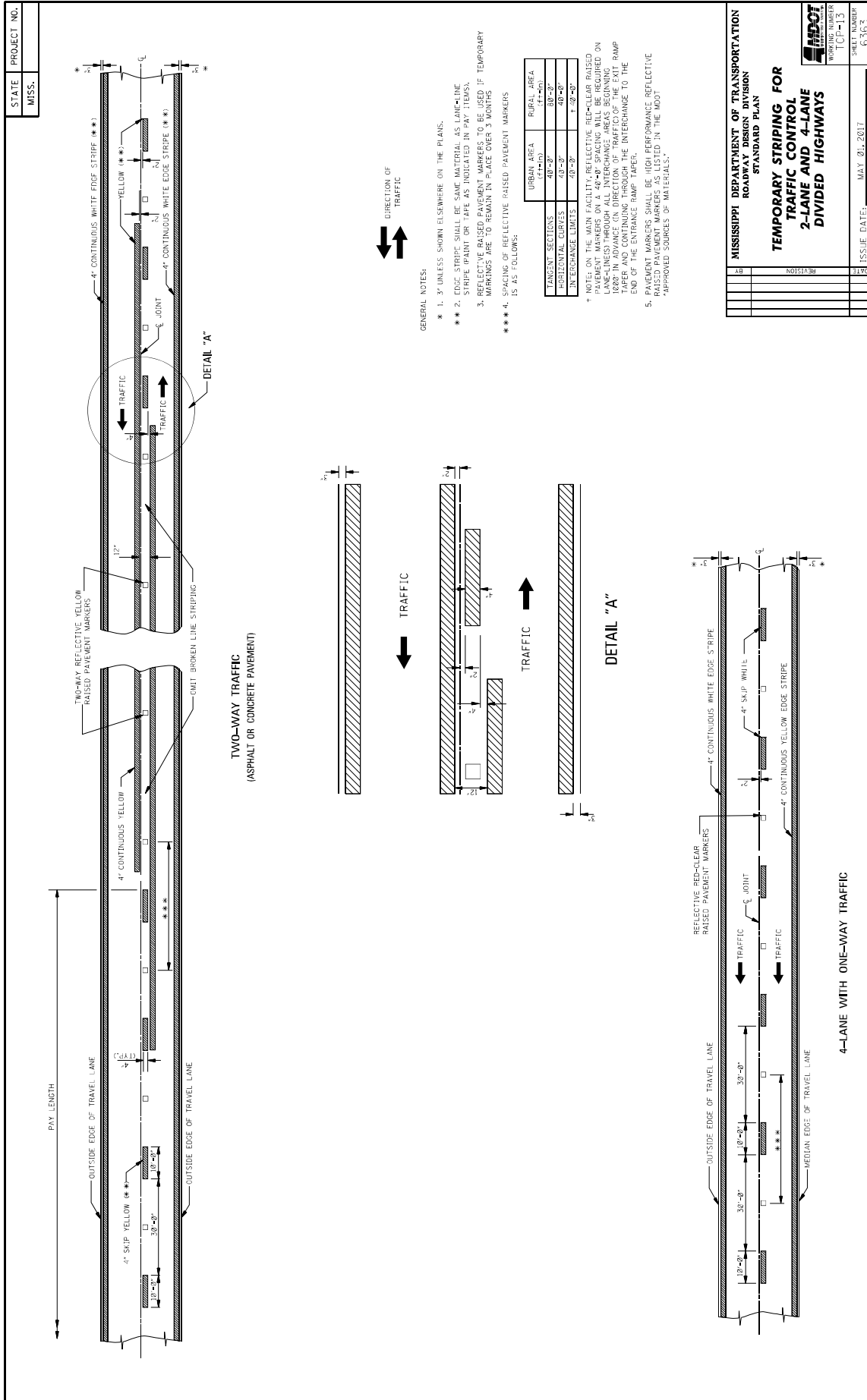
<p>MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN</p> <p>TRAFFIC CONTROL PLAN MOBILE OPERATIONS MULTILANE ROADS TWO-LANE ROADS</p>	<p>WORKING NUMBER TCP-9</p> <p>SHEET NUMBER 6353</p> <p>ISSUE DATE: MAY 01, 2017</p>
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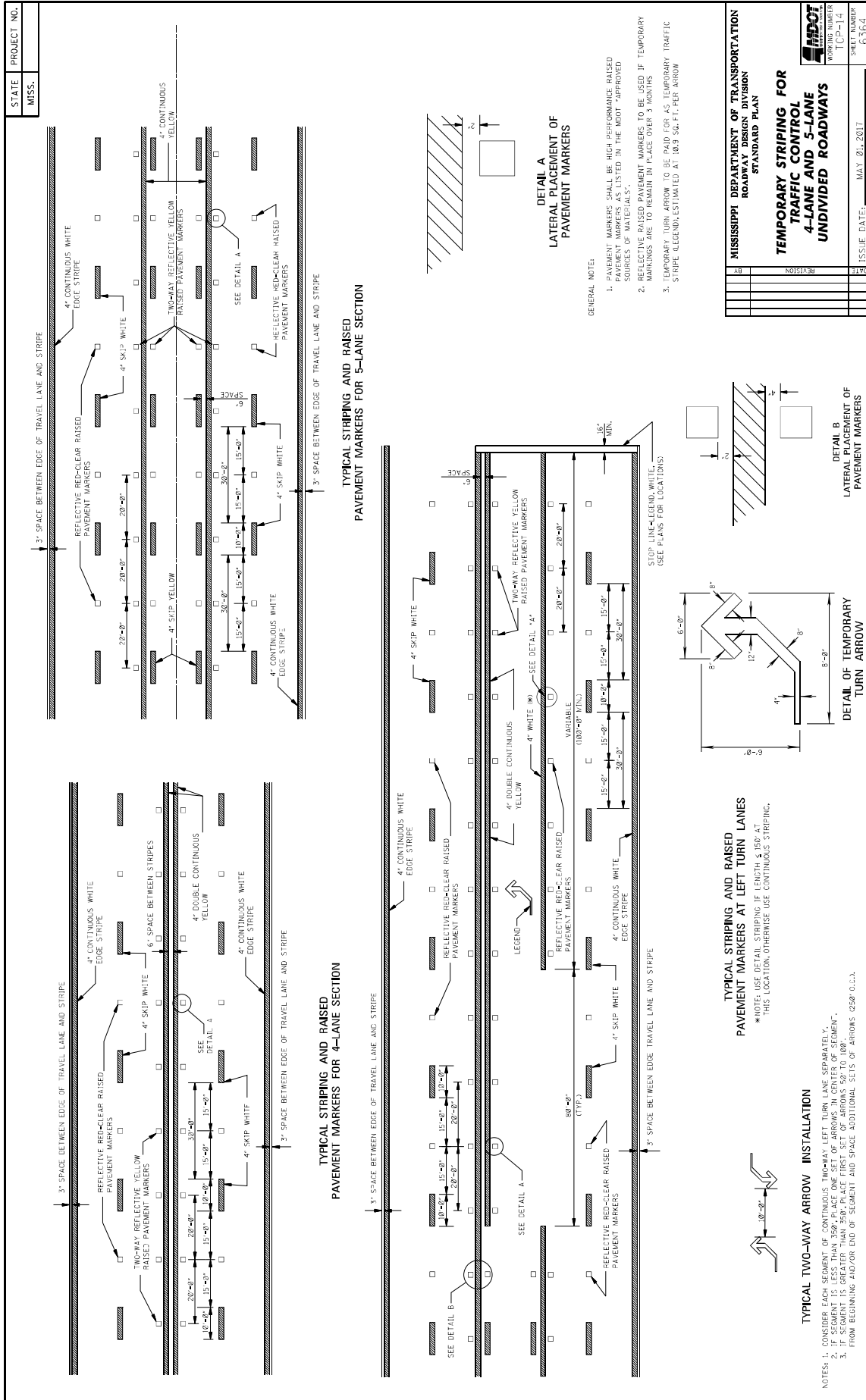


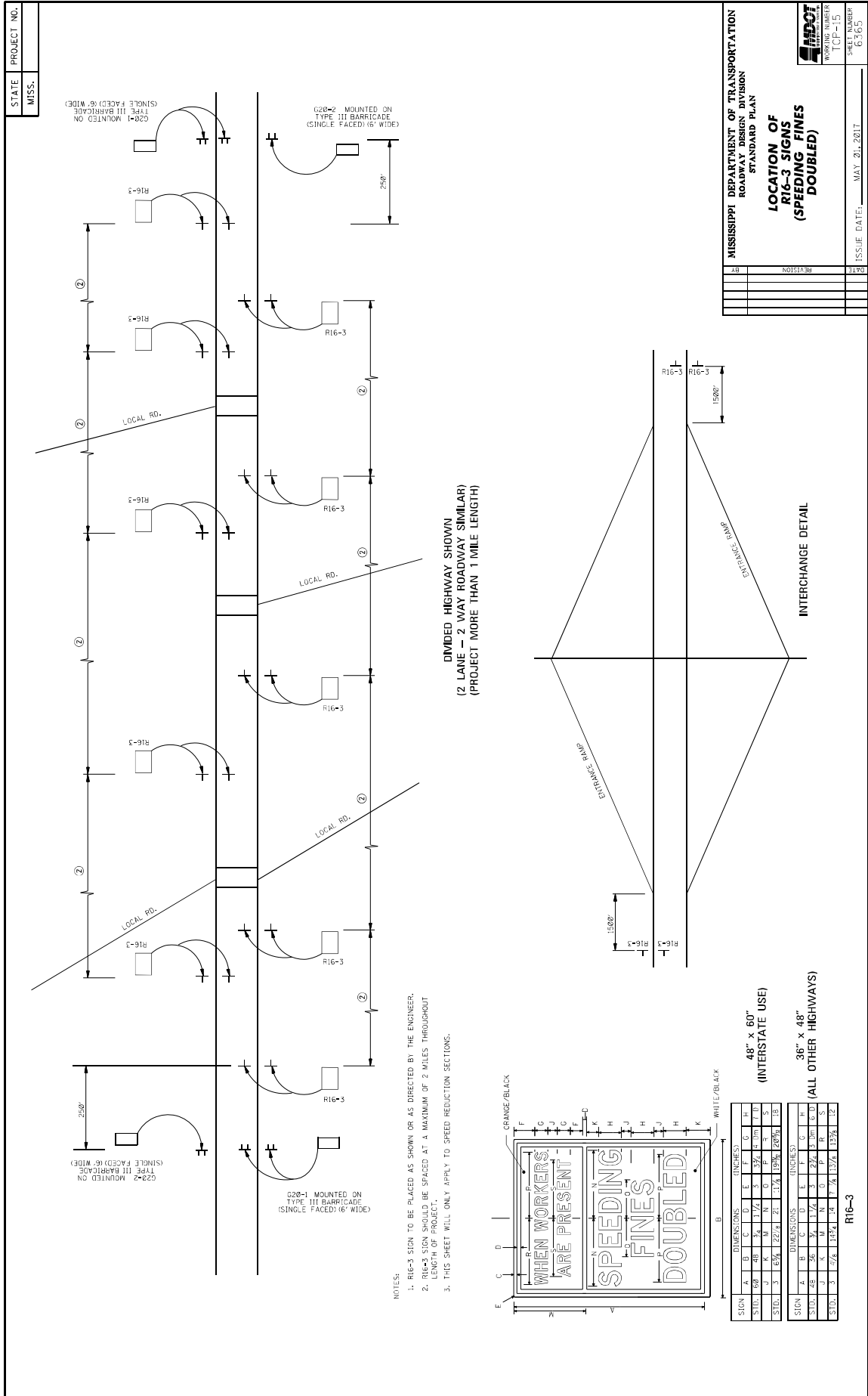




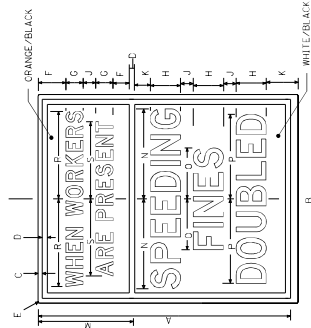
MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
TRAFFIC CONTROL PLANS UNEVEN PAVEMENT DETAILS	
WORKING NUMBER TCP-12	SHEET NUMBER 6262
ISSUE DATE: MAY 01, 2017	
REVISION	DATE







- 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		DIMENSIONS (INCHES)									
A	B	C	D	E	F	G	H	I	J	K	L
STDL	6-00	48	36	1-1/2	5	5-1/2	4	1-1/2	1-1/2	1-1/2	1-1/2
STDL	3	1-5/8	1-22/32	1-2	1-1/4	1-3/4	1-23/32	1-1/2	1-1/4	1-1/4	1-1/2
SIGN		DIMENSIONS (INCHES)									
A	B	C	D	E	F	G	H	I	J	K	L
STDL	3	30	24	1-1/2	4	4-1/2	3	1-1/2	1-1/2	1-1/2	1-1/2
STDL	3	9/16	1-1/4	1-1/4	1-1/4	1-3/4	1-13/16	1-1/4	1-1/4	1-1/4	1-1/2

48" x 60"
(INTERSTATE USE)

36" x 48"
(ALL OTHER HIGHWAYS)

R16-3

STATE PROJECT NO.
MISS.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

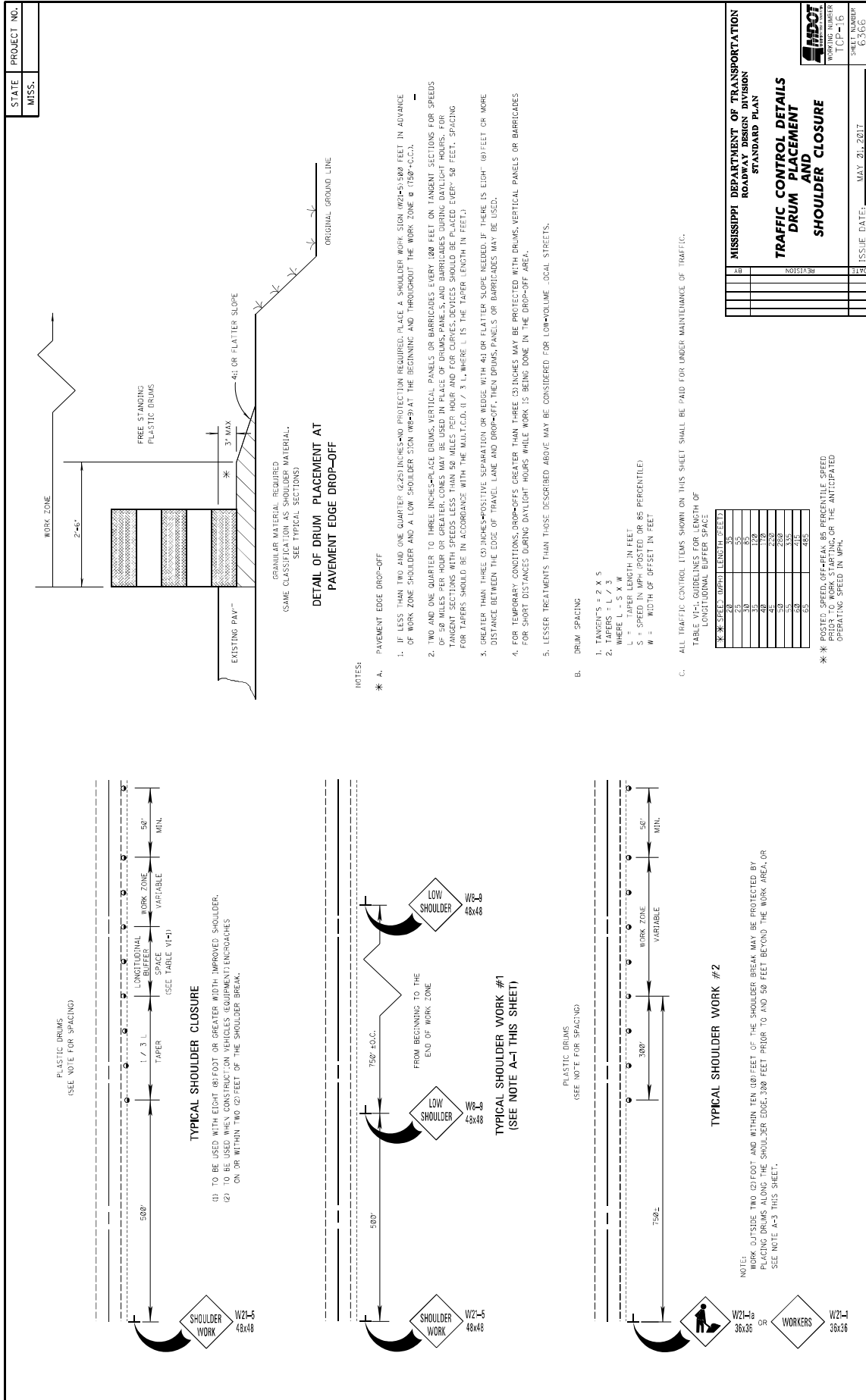
LOCATION OF R16-3 SIGNS (SPEEDING FINES DOUBLED)

ISSUE DATE: MAY 20, 2017

WORKING NUMBER ICF-15

SHEET NUMBER 63-663

DATE	BY	REVISION



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 STANDARD PLAN

**TRAFFIC CONTROL DETAILS
 DRUM PLACEMENT
 SHOULDER CLOSURE**

WORKING NUMBER
 TCF-16

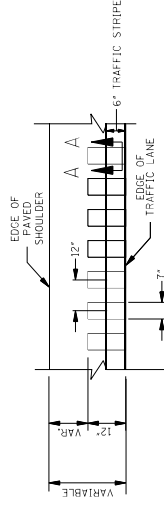
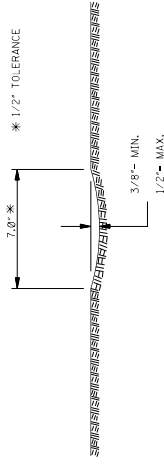
SHEET NUMBER
 63/66

ISSUE DATE: MAY 20, 2017

NO.	REVISION

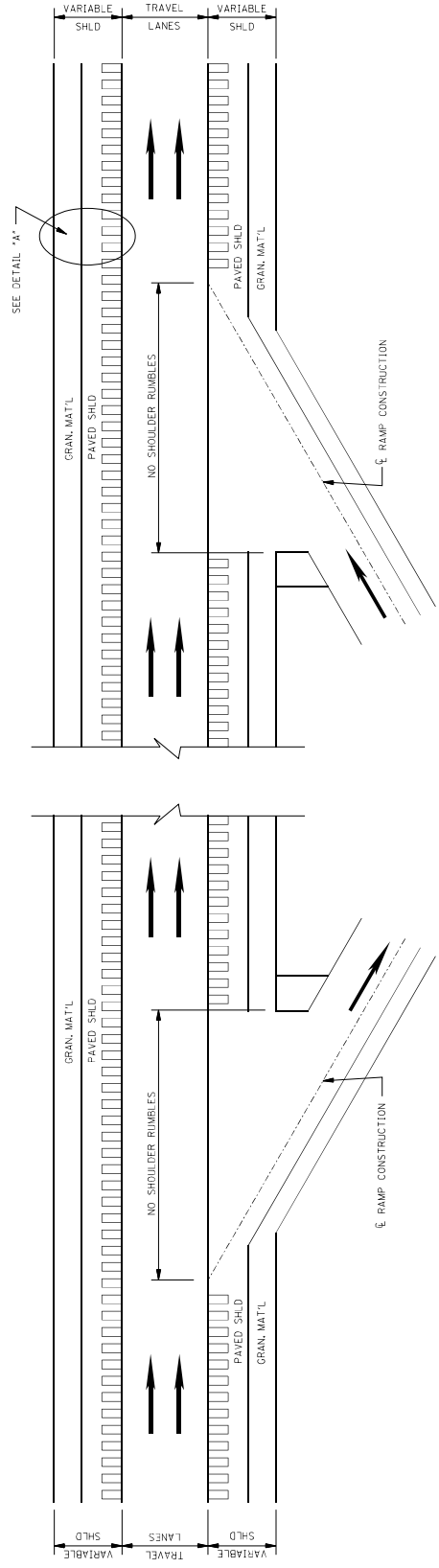
GENERAL NOTES

- GROUND-IN RUMBLE STRIPES SHALL BE APPLIED TO ALL PAVED SHOULDERS AND ALL PAVED SHOULDERS ON THIS PROJECT.
- GROUND-IN RUMBLE STRIPES SHALL BE APPLIED TO ALL PAVED SHOULDERS ON ROADWAYS WITH OTHER INTERSECTIONS IN NORMAL SHOULDER WIDTH AS DIRECTED BY THE ENGINEER.
- COST TO BE PAID FOR USING APPROPRIATE PAY ITEMS.
- GROUND-IN RUMBLE STRIPES SHALL BE APPLIED TO:
 - MAINLINE
 - INTERSECTING ROADWAY IF OVERLAP OR RECONSTRUCTED BEYOND NORMAL MAINLINE R.O.W.
 - ANY ROADWAY WITH EXISTING RUMBLE STRIPES PRIOR TO CONSTRUCTION.



SECTION "A-A"

DETAIL "A"



PLAN

NOT TO SCALE

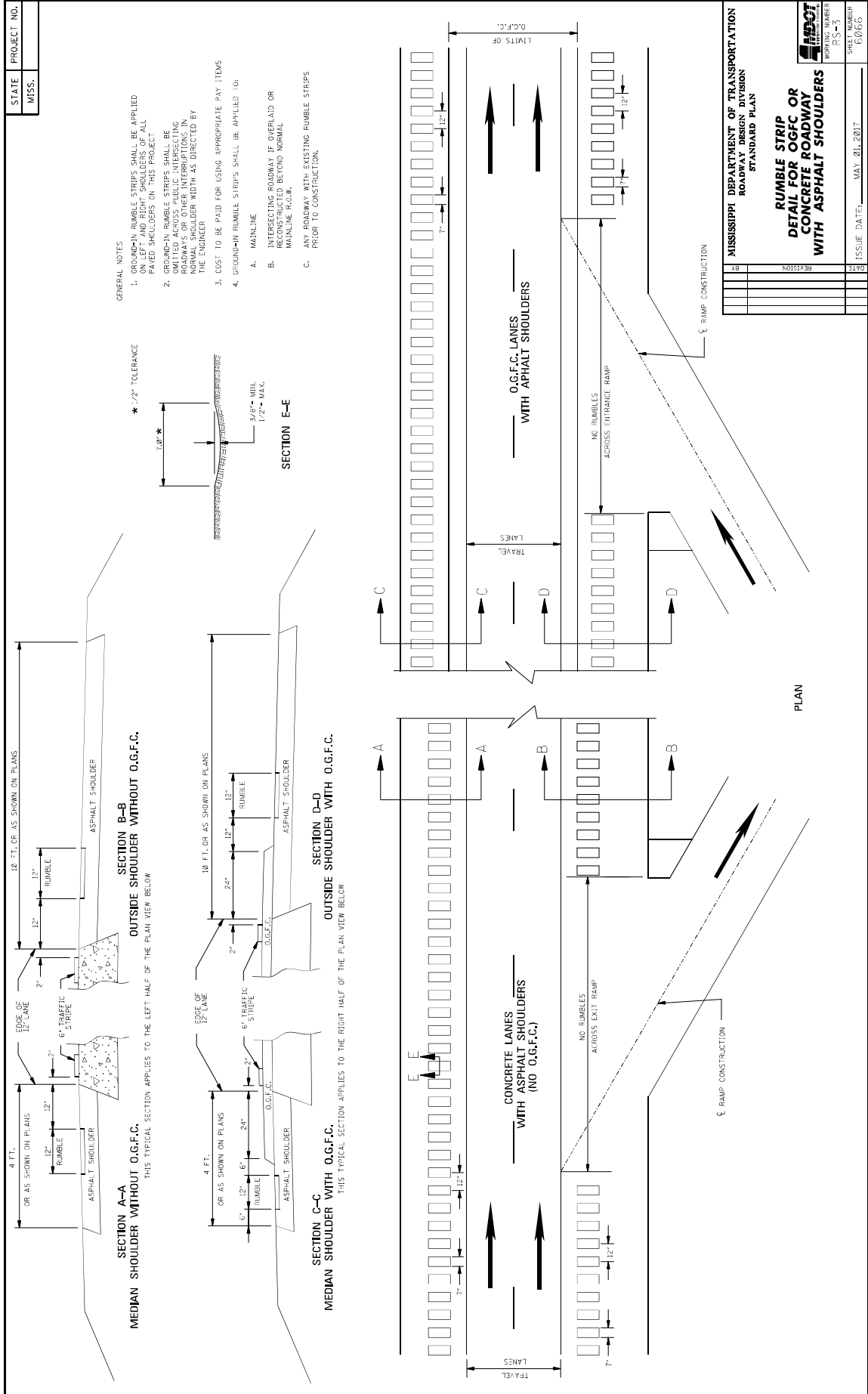
DETAILS OF RUMBLE STRIPS

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

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

DATE	REVISION
	50R
DATE	REVISION
	50R

ISSUE DATE: AUGUST 01, 2017



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3511

CODE: (SP)

DATE: 6/22/2021

SUBJECT: Contract Time

PROJECT: MP-5022-45(008) / 307477/301 -- Madison 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 August 10, 2021 and the date for Notice to Proceed / Beginning of Contract Time will be September 9, 2021.

Should the Contractor request a Notice to Proceed earlier than September 9, 2021 and it is agreeable with the Department for an early Notice to Proceed, the requested date will become the new Notice to Proceed date. Regardless of whether or not an early Notice to Proceed is granted, contract time will start at the original Notice to Proceed date.

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

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3512

CODE: (SP)

DATE: 06/10/2021

SUBJECT: Scope of Work

PROJECT: MP-5022-45(008) / 307477/301 -- Madison 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 inlaying/overlaying approximately 9.0 miles of existing asphalt pavement on SR 22 in Madison County from the intersection at SR 463/SR 22, BOP Sta. 0+00 to the Beginning of the 5 lane in Canton, Madison County (EOP Sta. 489+60). (Equation: 3+85BK/0+00AH) This equation is located at the pavement joint 385ft East of the intersection of SR 463/SR 22 due to the addition of a turn lane modification.

According to data from MDOT Pavement Management, the existing pavement on SR 22 consists of approximately 6" to 8" of asphalt pavement over variable depth topping, which was originally constructed in 1952, with 2% cross slope, with 11 to 12-foot lanes and 1 to 2-foot & variable gravel shoulders. The most recent overlay was completed in 2007.

PROJECT-WIDE WORK

Station 0+00 (BOP) to Station 489+60 (EOP)

Prior to beginning the overlay operations, any failed areas in the existing pavement shall be removed full depth (variable due to underlying structure) and repaired with 12.5-mm, MT, asphalt. A table showing, but not limited to, exact locations of the failed areas is attached. Other repairs may be necessary as field conditions require and as directed by the Engineer. Payment for removal of failed areas shall be made under pay item 202-B: Removal of Asphalt Pavement, Failed Areas. Payment for failed area repairs shall be made under pay item 403-B: 12.5-mm, MT, Asphalt Pavement, Leveling. Payment for saw cutting of failed areas shall be paid under pay item 503-C: Saw Cut, Full Depth. Milling full depth shall also be an acceptable means of removing failed areas.

If traditional excavation methods are used, the removal area shall first be saw cut full depth including concrete, where applicable, to create a neat line and prevent damage to the adjacent pavement structure. Payment for saw cuts will be made using the appropriate items. If milling techniques are used, the area will not require saw cuts but care should be exercised to create a neat removal line and to prevent damaged to the adjacent pavement structure. If saw cuts are used in conjunction with milling, payment will be made using the appropriate pay items. Payment will not be made for saw cuts that are not performed.

Milling and paving operations shall be performed such that a -2% slope from centerline is provided in normal crown roadway sections. Superelevation through curves shall be maintained as it currently exists or improved as directed. Some spot leveling may be required in areas where failure repairs are not justified, as directed by the Engineer. There will be no separate pay item for this leveling and it shall be paid under pay item 403-A: 9.5-mm, MT, Asphalt Pavement.

Pavement repairs shall be completed as a continuous operation in order to minimize traffic impacts. Lane closures shall remain in place until the failed area has been completely repaired. Lane closures may not be left unattended.

At station 0+00 to 3+85BK/0+00AH the existing gore area shall be converted (Re-stripped) to a new left turn lane at the SR 22 and SR 463 intersection per enclosed drawing. This area is to be milled to tie in with the existing curb and gutter section near SR 463 and paved as per mainline Inlay/Overlay.

Station 416+26 to Station 443+66

Trench widening will be required on existing widened shoulders that fail during the milling operation from station 416+26 to approximate station 443+66, to widen existing 12-foot lanes to 14 feet. No widening shall be necessary for previously expanded gore areas within this section. Widening shall consist of excavating five inches (5") in depth at edge of pavement by two feet (2') wide. Two (2) lifts @ 2½" of 12.5-mm, MT, Leveling Asphalt shall be placed. Payment for trench widening will be included in the price bid for pay item 403-B: 12.5-mm, MT, Leveling, asphalt.

GENERAL NOTES: These general notes are applicable to all sites.

Milling

Fine milling (1½") shall be performed from BOP Station 0+00 to EOP Station 489+60 in accordance with the attached drawings, and on all mainline tie-ins, driveway pads, county roads, asphalt curbs (per attached table), etc. Publicly maintained roads and streets should be milled sufficiently to tie in overlay at the existing right-of-way. Concrete curb and gutter sections should be milled sufficiently to tie in overlay. Intersecting roads shall be milled 1½" to End of State Maintenance, then replaced with 1½" of 9.5-mm, MT, asphalt. Payment for milling and asphalt will be under pay items 406-D: Fine Milling of Bituminous Pavement, All Depths, and 403-A: 9.5-mm, MT, Asphalt Pavement. Payment for the asphalt curb removal will be paid under pay item 202-B: Removal of Asphalt Curb.

Traffic will be allowed to run on the milled surface for a maximum of five (5) days. Any surface not covered before the allowable time will result in a fine for any full or partial day exceeding five (5) days. Should the Contractor elect to repair failed areas by means of milling, the failed area shall be sufficiently repaired to allow free flowing traffic prior to removing any lane closure as with any failed area repair. Fine milling operations will not commence until such time that, in the opinion of the Engineer, weather conditions have been consistently suitable enough to allow the placement of the asphalt pavement after the milling operations. Temporary pavement joints (paper joints) shall be at least three (3) paper-widths long and shall be used at all milled tie-ins and shall be adequately maintained. Approved mix designs must be on hand prior to milling.

Paving

Inlay/Overlay shall consist of 1½” of 9.5-mm, MT, asphalt from the BOP station 0+00 to the EOP station 489+60, maintaining a slope of 2% in tangent sections and holding thickness in curves. Payment for inlay/overlay will be under pay item 403-A: 9.5-mm, MT, Asphalt Pavement.

Privately owned entrances shall be paved to the shoulder line as per the included typical drawing. Pads shall be shaped horizontally and vertically to prevent excessive drop-offs. All residential pads exceeding a 2-inch drop off from the edge of pavement to the pad shall be corrected before the end of the day using paper joints to minimize damage to vehicles.

Shoulder Material

Where applicable, the existing shoulders shall be raised to match the new pavement elevation by placing variable depth granular material (crushed stone) on the existing shoulders. Placement of the granular material on the finished asphalt course shall not be permitted. The material shall be bladed, rolled, and compacted to a finished slope of four percent (4%). Placement of this material shall be performed to provide a uniform and compacted shoulder with a minimum depth and width of material placed. Shoulders with adequate shoulder material in place shall be bladed to a slope of four percent (4%). The cost of blading will be an absorbed item.

Contractor shall on a daily basis, pull shoulder material up to edge of asphalt to maintain 2” or less, drop off. Granular material (crushed stone) shall be provided around residential pads to prevent shoulder drop-offs as directed and shall be placed in a timely manner. Drop-offs exceeding two inches (2”) shall be corrected before end of day of placement of pad. Stabilizer aggregate shall be used for residential pads as directed by the Engineer.

Removal of the existing shoulder material shall be coincident with the milling/paving operation to prevent the possible ponding of water. No payment will be made for blading or removal of the existing shoulder material. Any material excavated from the existing shoulder shall be used to raise the existing shoulder to match the new pavement elevation and any surplus material shall be spread along the edge of the shoulders, fore slopes, or other adjacent areas as directed by the Engineer and will be an absorbed item. Material which cannot be placed in adjacent areas and deemed to be excess excavation by the Engineer shall be removed under pay item 203-G: Excess Excavation.

Temporary and Permanent Pavement Markings

Existing raised pavement markers shall be removed prior to beginning the overlay operation. No separate payment will be made for this removal and the cost shall be included in the price for other items bid.

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

At station 0+00 + 3+85BK/0+00AH the existing gore area shall be converted (Re-striped) to a new left turn lane per enclosed drawing.

All permanent striping will be thermoplastic double-drop. Edge lines shall be placed to accommodate the lane widths shown on the applicable typical sections unless prevented by field conditions. Thermoplastic pavement marking thickness shall be 90 mils for center lines, edge lines, lane lines, gore areas, turnouts, and county roads. All other thermoplastic pavement markings shall be 120 mils.

Permanent pavement markers shall be placed in accordance with the attached drawings and Standard Drawings. Two-way yellow markers shall be placed on two-way roads. Two-way clear markers shall be placed on county roads as shown on attached drawings.

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

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

Rumble stripe shall be placed from Station 0+00 BOP to beginning of the 4-lane section at station 489+60. Work shall be in accordance with standard specifications, per attached drawing, and as directed by the Engineer. Due to lack of shoulder in some locations, it may not be feasible to widen the roadway and place rumble stripe in all areas. Payment for rumble strips shall be made under pay item 423-A: Rumble Strips, Ground in.

Guardrail

The existing guard rail and terminal end sections shall be removed and replaced as directed. The new guard rail shall be placed in the same location as the existing railing and height shall meet the approved Departmental standards (Currently 25" to Center). **Any removed guardrail, concrete anchors, metal post, hardware, and wooden posts shall be disposed of by the Contractor** at no additional cost to the State. Guardrails shall be replaced at the locations shown on the attached table. Removal of guardrail shall consist of removal of bridge end section, w-beam/thrie beam, terminal end section, posts, and all other appurtenances. All guardrail removed shall be replaced the same day and prior to reopening the adjacent lane of traffic. Voids created by the removal of posts, concrete anchors, footings, etc. shall be backfilled and compacted in accordance with Section 203 of the Standard Specifications prior to placing the new asphalt pad. It shall be the responsibility of the Contractor to field verify the guardrail type and quantity. Guardrail lengths are based on terminal end length of 37.5'. If terminal of length other than this is used, an adjustment in w-beam length is required.

Removal of the guardrail pad shall be paid for using the milling pay item. Asphalt shall be extended under the guard rail and two feet (2') behind guard rail post as per the attached detail. The area to be paved shall be bladed to accommodate the 9.5-mm, MT, asphalt. The elevation of the finished surface of the asphalt pavement shall provide for the required MASH guardrail height (see Standard Drawings). Guardrail posts shall not be completely surrounded by pavement (asphalt or concrete). The area surrounding the posts shall be treated as shown on the attached drawing. The work required to treat the guardrail post area will not be measured for separate payment and should be absorbed in the cost of other items bid.

New guardrail installations shall be added at stations 143+04 (Lake Caroline Entrance) and 226+00 (Bellevue Drive) as a safety measure due to existing field conditions. Prior to guardrail installation at these areas, the shoulders shall be widened five feet (5') with borrow material, Class B9-6, and sufficiently placed and compacted to install the new guard rail. Also, the box culvert parapets at these locations shall be raised to conform to the included drawings. Reinforcing steel and/or dowels for the raising of the parapets shall be absorbed. Tables for estimated quantities and drawings are enclosed. Payment for the removal, replacement, and addition of guard rail and terminal end sections shall be made under the appropriate pay items for guard rail and terminal ends. The Department shall provide construction staking for the new guardrail pads. The Contractor shall provide erosion control and grassing per Departmental standards for the new guardrail pad construction. Payment for the erosion control measures will be under the appropriate pay item as set up for this project. Payment for borrow material shall be made under pay item 203-EX: Borrow Excavation, AH, FME, Class B9-6. Payment for raising the parapets shall be under pay item 601-B: Class "B" Structural Concrete, Minor Structures.

Temporary portable traffic signals may be used during the construction for the box culvert parapet extensions. The Contractor shall submit and have approved a traffic control and signal plan prior to commencing the work. Only one site requiring temporary portable traffic signals may be constructed at a time. The traffic signals must include radar detection as well as the other features mentioned in the specifications. Once the parapets have been completed, the signals may be moved to the other location.

Guard rail pads and shoulders shall be paved with 9.5-mm, MT, asphalt prior to placement of the new guard rail. Guardrail pads shall extend two feet (2') behind the guardrail post at all existing guardrail locations maintaining guardrail height requirements. Prior to placement of the guardrails and asphalt, 3" and variable depth of existing shoulder material shall be removed. Any excess material excavated from the existing shoulder shall be used to raise the existing shoulder to match the new pavement elevation and shall be spread along the edge of the shoulders, fore slopes, or other adjacent areas as directed by the Engineer and shall be considered an absorbed item.

Delineators will be required on all guardrails within the project. Existing guardrail delineators shall be removed and replaced. The cost of removal shall be included in the price of other items bid.

Permanent Signs

All permanent signs shall conform to the latest edition of the MUTCD.

Permanent signs and object markers that are in poor condition shall be replaced per enclosed chart. The cost for removing existing signs designated for replacement shall be included in the price of the other items bid. Object markers shall be installed at the new guardrail installations at stations 143+04 and 226+00. Payment for the Signs, U-Post, and Object Markers shall be made using pay items 630-A: Standard Roadside Signs, Sheet Aluminum, 0.125" Thickness, 630- C: Steel U-Section Post, 3.0 lb./ft., and 630-G: Type 3 Object Markers, OM-3R or OM-3L, Post Mounted. Removal of object markers and signs is not considered a separate pay item and all costs shall be absorbed in other items bid.

Two (2) additional permanent signs (W1-2L and W8-13) at 163+25 and 355+96, and six (6) object markers shall be replaced at stations 110+63, 238+00, and 457+37. Signs are included in the enclosed sign replacement chart for 0.125" Thickness Signs. No separate payment will be made for the removal of signs and U-post and shall be considered an absorbed item. Payment for the new signs and post shall be made under pay items 630-A: Standard Roadside Signs, Sheet Aluminum, 0.125" Thickness, and 630-C: Steel U-Section Post, 3.0 lb/ft.

All existing signs and supports removed under this project shall become the property of the Contractor and are not a separate pay item.

Voids created by the removal of, but not limited to, post shall be backfilled and tamped in accordance with Section 203; the cost of which will be absorbed in other items bid.

After the permanent signs have been installed, the Contractor shall submit to the Project Engineer a digital copy of a Excel spreadsheet with the following inventory data captured for each sign:

- Location of Sign (Latitude-Longitude GPS coordinates),
- *MUTCD* sign code, size, background and legend colors,
- Support Type (Post, Pipe, Square Post, or I-Beam),
- Number of supports,
- Date of Installation,
- Sign Face Direction,
- Route name or number,
- Direction of vehicle travel, and
- Legend if applicable.

Each sign shall be assigned a unique ID number and a Digital Photo of each sign shall be submitted in Bitmap Format. The photo filename shall correspond with the unique ID number.

Traffic Control

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

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

All traffic control devices on this project shall comply with Part VI of the MUTCD (Latest Edition). Roadside construction signs, barrels, etc. shall be placed in accordance with the attached drawings or as directed by the Engineer. All plastic drums shall have a collar made

from recycled truck tires or other suitable material. W20-1 signs shall be placed on all public road approaches as shown or as directed.

Temporary portable rumble strips shall be placed at locations shown on the traffic control plans, attached drawings, or as directed by the Engineer. The portable rumble strips shall be removed when the lane closures are removed, relocated when lane closures are relocated, or as directed by the Engineer. Prior to placement of the portable rumble strips, the roadway shall 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) portable rumble strips shall be arranged in an array and spaced on 15-foot centers. One array of three (3) strips shall be used in each lane and shall be regularly monitored and maintained to ensure they stay in place under traffic. Temporary portable rumble strips will be measured for payment by the linear foot only when a pay item is included in the contract. The quantity of temporary portable rumble strips will be the length approved by the Engineer to be in-place on the project at any one time. The cost for cleaning the roadway surface, installing the rumble strips, removal and replacement, and for all labor, equipment, tools, and incidentals necessary to complete the work shall be included in the unit price of other items bid.

Miscellaneous Notes

Some work may be required outside of the project limits. No additional compensation will be made for such work except as provided by specific pay items in the proposal.

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

Potholes that may exist shall be patched in a timely manner from the date of Notice to Proceed until the date of the Final Maintenance Release. Cracks of significant depth or depressions in the existing surface which, in the opinion of the Engineer, may cause reflection cracking shall be filled with asphalt pavement immediately prior to overlay operations. Patching of potholes shall be considered an absorbed item.

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

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

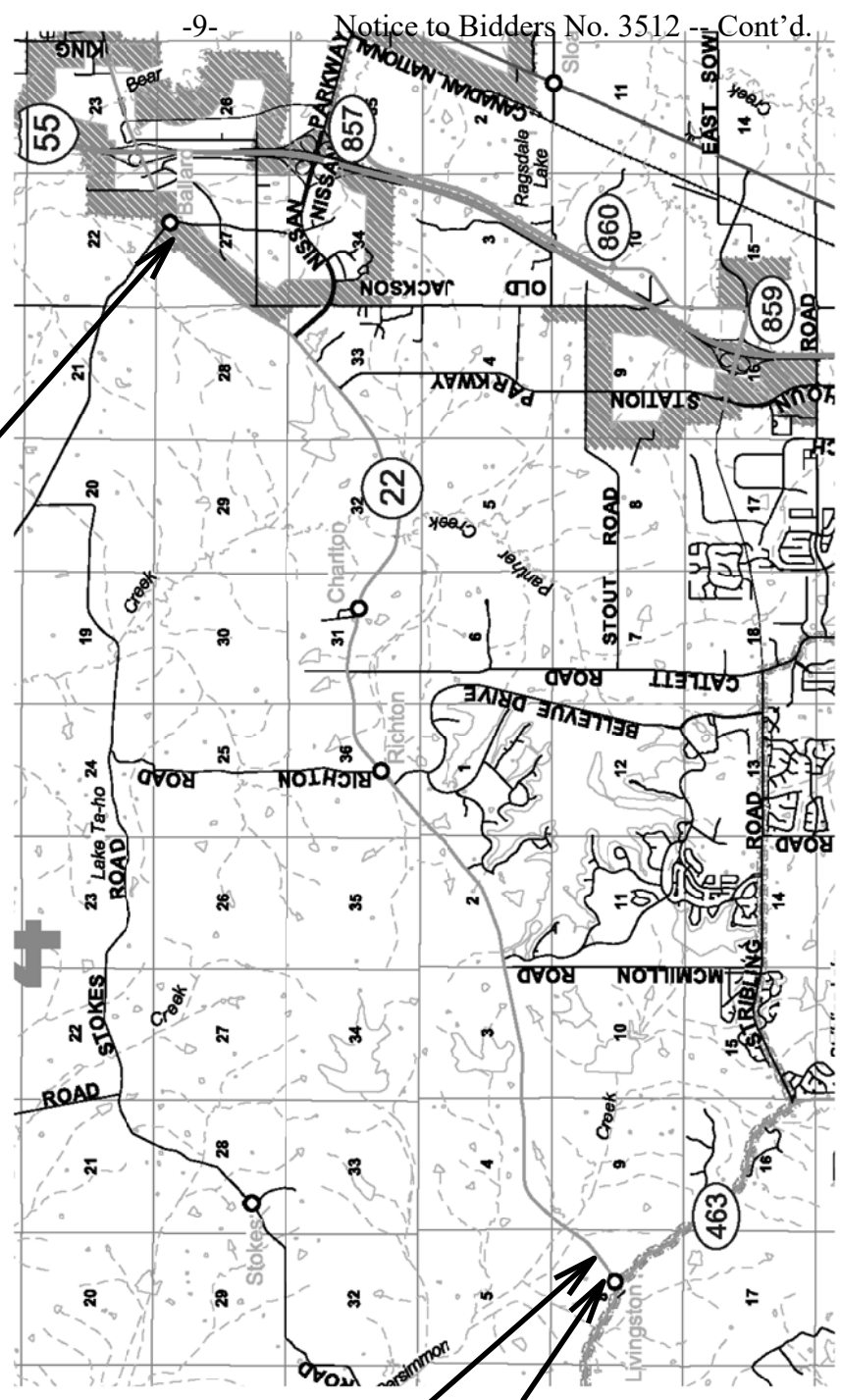
Prior to the final inspection, bridges, islands, and areas with curb shall be swept/cleaned. Care should be taken to prevent milled asphalt, asphalt debris, vegetative/granular debris, etc. from entering drainage structures or clogging other drainage ways. Disposal of material will not be measured for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

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

307477 / 301000 MADISON COUNTY

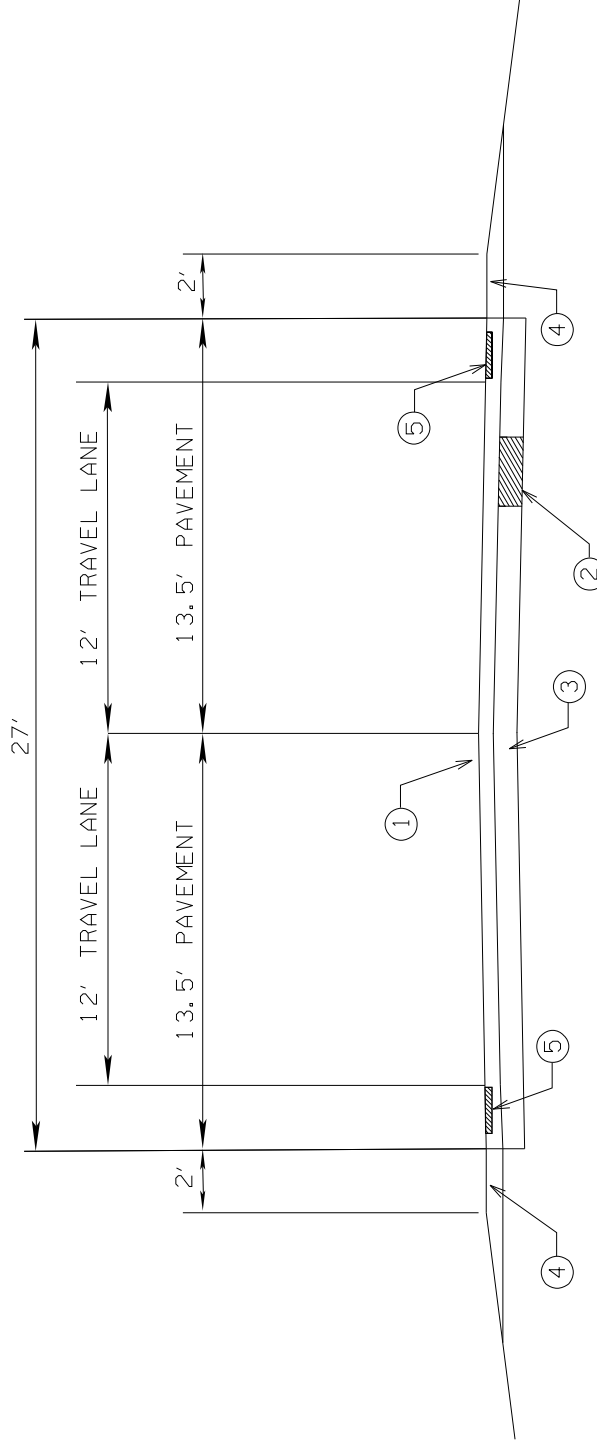
EOP 489+60

3+85BK / 0+00AH
BOP 0+00



**MADISON COUNTY
 TYPICAL SECTION
 SR 22 OVERLAY
 307477/301000**

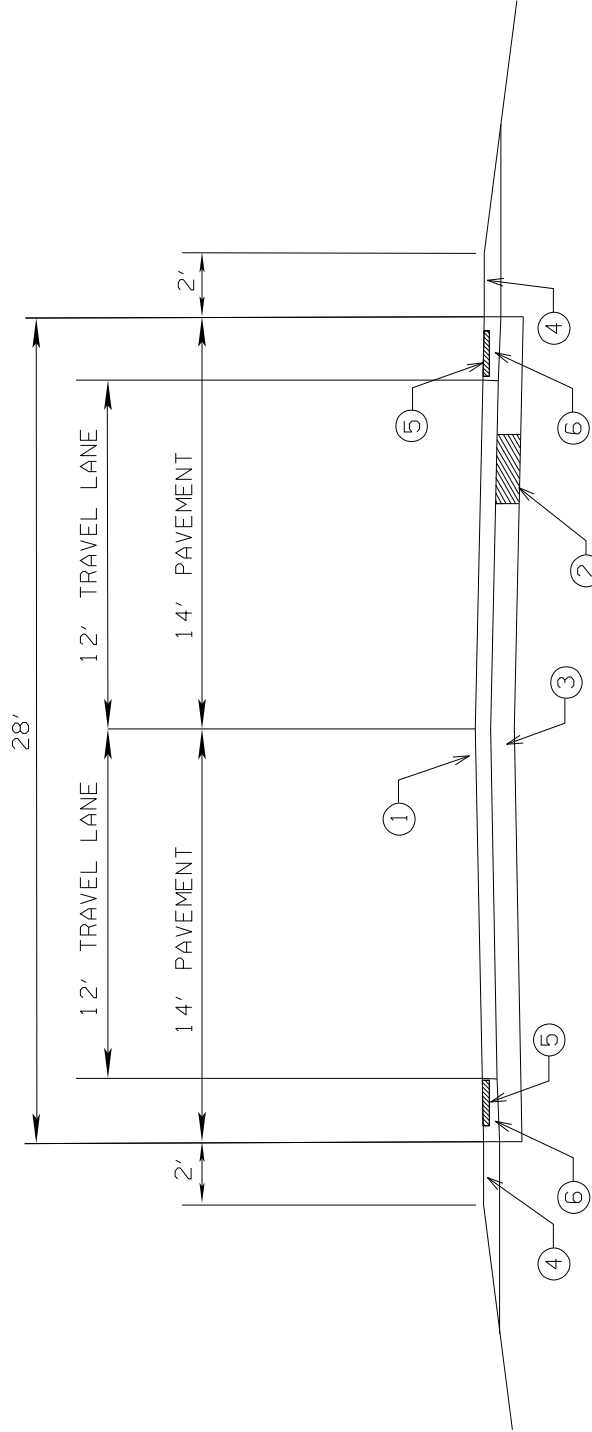
BOP 0+00 EOP 489+60



- ① Mill & Overlay 1.5" asphalt pavement 9.5mm,MT
- ② Failed areas to be removed and back filled with asphalt pavement 12.5mm Mix,MT Leveling as directed.
- ③ Existing Pavement Structure
- ④ 2' & Var. Crushed Stone As Required
- ⑤ Rumble Stripe Required

**MADISON COUNTY
TYPICAL SECTION
SR 22 OVERLAY
307477/301000**

416+26 to 443+66



- ① Mill & Overlay 1.5" asphalt pavement 9.5mm,MT
- ② Failed areas to be removed and back filled with asphalt pavement 12.5mm Mix,MT Leveling as directed.
- ③ Existing Pavement Structure
- ④ 2' & Var. Crushed Stone As Required
- ⑤ Rumble Stripe Required
- ⑥ From Sta. 416+26 to 443+66 in areas where shoulder failures are present before milling excavate 5" deep x 2' & variable wide @ edge of pavement. Place 5" Asphalt pavement 2 @ 2.5" 12.5mm,MT Leveling.

Failed Areas

Station	Lane	Width	L.F.
2+10 - 3+85	LT	12	175
4+85 - 5+75	LT	12	90
6+10 - 8+00	LT	12	190
11+30 - 12+30	LT	12	100
33+30 - 38+60	RT	12	530
62+40 - 63+90	LT	12	150
71+50 - 72+30	LT	12	80
75+60 - 76+80	RT	12	120
78+20 - 80+70	RT	12	250
105+50 - 106+68	LT	12	118
118+55 - 119+87	LT	12	132
134+92 - 137+98	RT	12	306
155+90 - 156+77	RT	12	87
167+48 - 167+80	RT	12	32
184+66 - 186+20	LT	12	154
236+90 - 238+50	LT	12	160
295+28 - 296+60	LT	12	132
298+38 - 298+88	LT	12	50
308+36 - 308+66	LT	12	30
330+90 - 331+58	LT	12	68
363+45 - 367+75	RT	12	430
370+15 - 370+70	RT	12	55
370+60 - 372+00	LT	12	185
371+40 - 373+00	RT	12	160
374+00 - 374+70	RT	12	70
391+50 - 392+50	LT	12	100
409+45 - 410+63	RT	12	118
413+20 - 413+78	LT	12	58
413+78 - 41430	RT	12	52
418+15 - 419+05	LT	12	90
418+00 - 419+30	RT	12	130
425+00 - 425+60	RT	12	60
436+50 - 437+40	RT	12	90
438+69 - 439+60	RT	12	91
484+82 - 486+21	LT	12	139

STATION	LOCATION (L/T/RT)	GUARDRAIL		FLARED TERMINAL END SECT. (EA)	TANGENT TERMINAL END SECT. (EA)	Cable Anchor TYPE I (EA)	BRIDGE END SECTION			DELINEATORS		Type 3 Object Markers (EA)	GUARDRAIL REMOVAL (LF)	REMARKS
		(W-BEAM) (LF)	THIRIE BEAM (LF)				TYPE "A" (EA)	TYPE "C" (EA)	TYPE "F" (EA)	SPEC. DESIGN BR END CONN. (EA)	WHITE (EA)			
18+72	RT	220		2	2					14		295		
18+72	LT	80		2	2					7		155		
23+60	RT	300		2	2					18		375		
23+60	LT	150		2	2					12		225		
143+04	RT	80		2	2		2			7			Lake Caroline	
143+04	LT	80		2	2		2			7			Lake Caroline	
226+00	RT	80		2	2		2			7			Bellevue Dr.	
226+00	LT	80		2	2		2			7			Bellevue Dr.	
334+88	RT	175		2	2			2		12		250	Bridge 38.4	
334+88	LT	155		2	2			2		11		230	Bridge 38.4	
349+75	RT	155		2	2			2		11		230	Bridge 38.7	
349+75	LT	165		2	2			2		12		240	Bridge 38.7	
TOTAL =		1720	0	0	24	0	8	0	0	0	8	125	2000	
		LF.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	LF.	

* REMOVAL OF ALL GUARDRAIL (BRIDGE END SECTIONS, W-BEAM, TYPE-I CABLE ANCHORAGE, TERMINAL END SECTIONS, ETC.) WILL BE PAID UNDER PAY ITEM 202-8 REMOVAL OF GUARD RAIL.

* REMOVAL OF GUARDRAIL DELINEATORS ARE CONSIDERED INCIDENTAL TO THE REMOVAL OF GUARDRAIL AND WILL NOT BE MEASURED AS A SEPARATE PAY ITEM.

* ALL GUARDRAIL (METAL RAIL AND METAL POSTS ONLY), WOODEN POSTS, ALL BLOCKOUTS, CONCRETE ANCHORS, ETC. WILL BE THE PROPERTY OF THE CONTRACTOR.

* TOTAL GUARDRAIL LENGTH IS BASED ON A TERMINAL END SECTION 37.5' LONG. IF A TERMINAL END SECTION OF A DIFFERENT LENGTH IS USED, THE LENGTH OF THE W-BEAM MAY HAVE TO BE ADJUSTED.

PROJECT NO. 307477-301000

COUNTY: Madison

STANDARD ROADSIDE SIGNS - 0.125" THICKNESS												
STATION	SIGN NUMBER	SIZE (in. x in.)	AREA (sf)	PIPE POSTS (lf)				U POST (lf)		(7/16" x 2-1/2") BARS 3.72 lbs/lf	Class "B" Conc (cy)	REMARKS
				3"	3-1/2"	4"	5"	2 lb/ft	3 lb/ft			
163+25	W1-2L	24 x 24	4.00						15.00			RT LN (Curve)
355+96	W8-13	24 x 24	4.00						15.00			LT LN (Bridge Ices)
Total this sheet =			8.00	0.00	0.00	0.00	0.00	0.00	30.00		0.00	

Removal Of Curb				
Station	Location	L.F.		Total L.F.
140+77	Lake Caroline	107		627
224+94	Bellvue Dr.	119		
276+56	Catlett Rd.	111		
301+83	Castens Dr.	54		
365+68	Lakeshire Pkwy	93		
449+49	Old Jackson Rd.	143		

CONSTRUCTION SIGNING DETAIL

SR 22

MADISON COUNTY

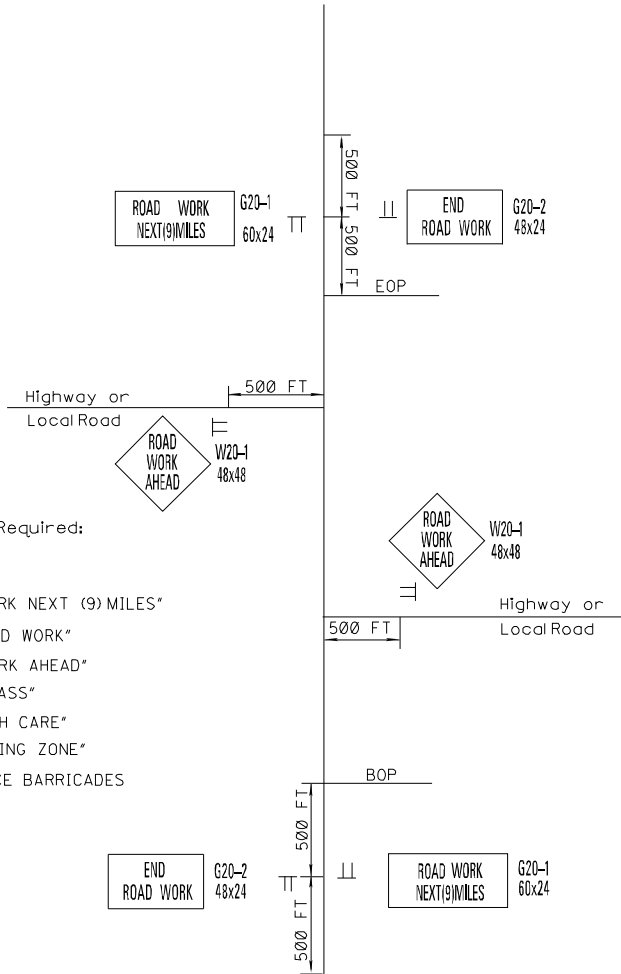
FROM SR 463 TO THE BEGINNING OF 5 LANES

307477/301000

ESTIMATED

Traffic Control Signs Required:

- 2 - G20-1 "ROAD WORK NEXT (9) MILES"
- 2 - G20-2 "END ROAD WORK"
- 24 - W20-1 "ROAD WORK AHEAD"
- 107 - R4-1 "DO NOT PASS"
- 17 - R4-2 "PASS WITH CARE"
- 19 - W14-3 "NO PASSING ZONE"
- 24 - TYPE III DBL. FACE BARRICADES



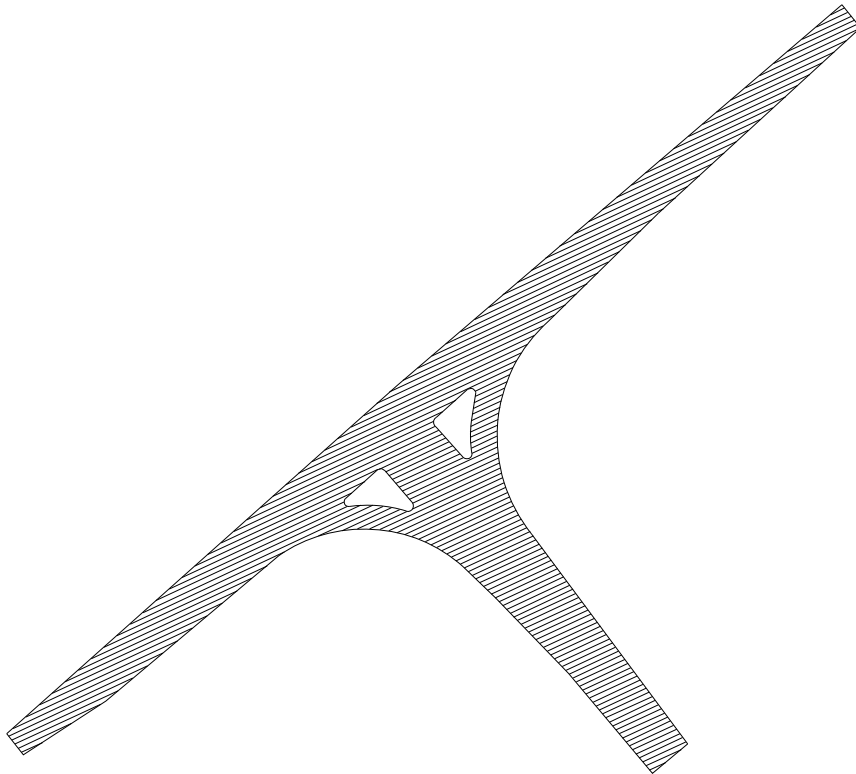
NOTES: One (1) W20-1 "ROAD WORK AHEAD" Sign is Required at each Local Road, Street or Highway Entering the Project.

G20-1 and G20-2 signs mounted on Type III Double Faced Barricade.

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 and as specified in the MUTCD. If No Passing zones are 1000 ft or more, install additional "DO NOT PASS" signs on maximum spacing of 750 ft.

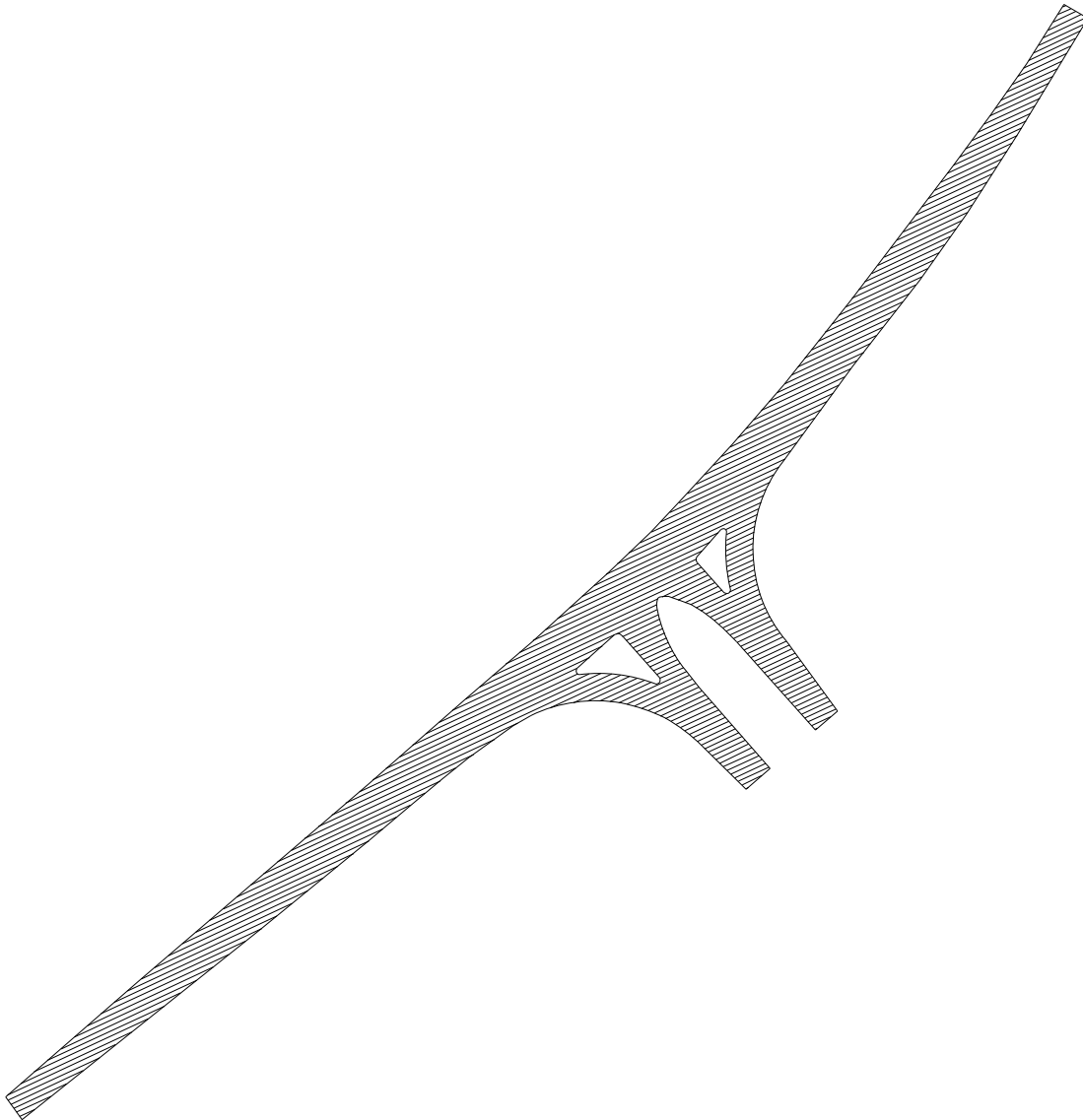
Payment for these signs will be under the appropriate pay item numbers in the summary of quantities

SR 22 OVERLAY
307477/301000
MADISON COUNTY
ASPHALT MILLING
400+40 - Calhoun Parkway



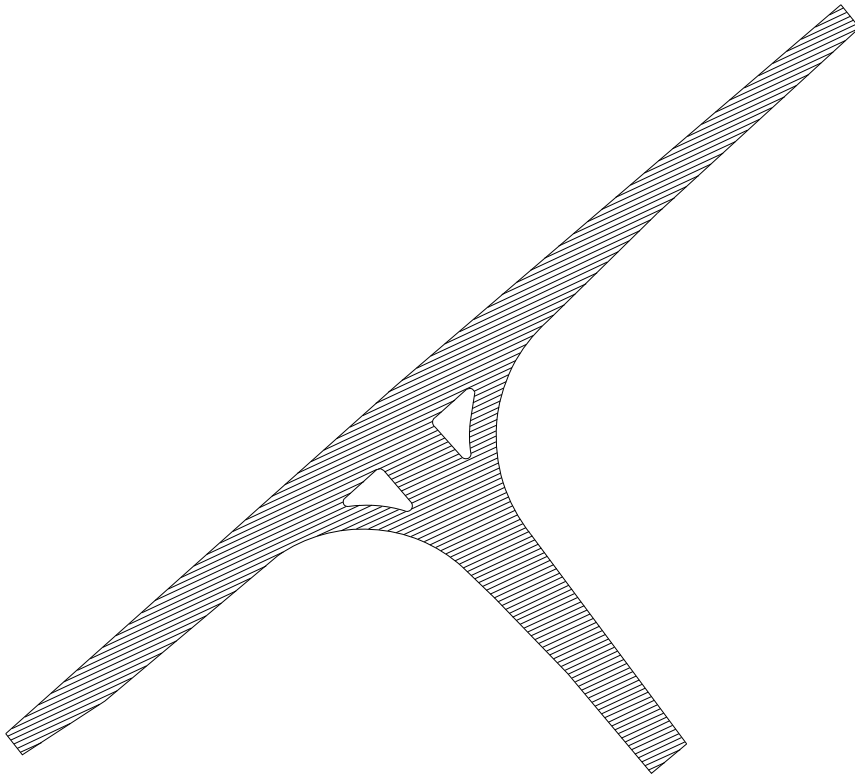
*Details for milling & overlay limits
@ intersection of SR 22 & Calhoun Parkway

SR 22 OVERLAY
307477/301000
MADISON COUNTY
ASPHALT MILLING
427+66 - Nissan Parkway



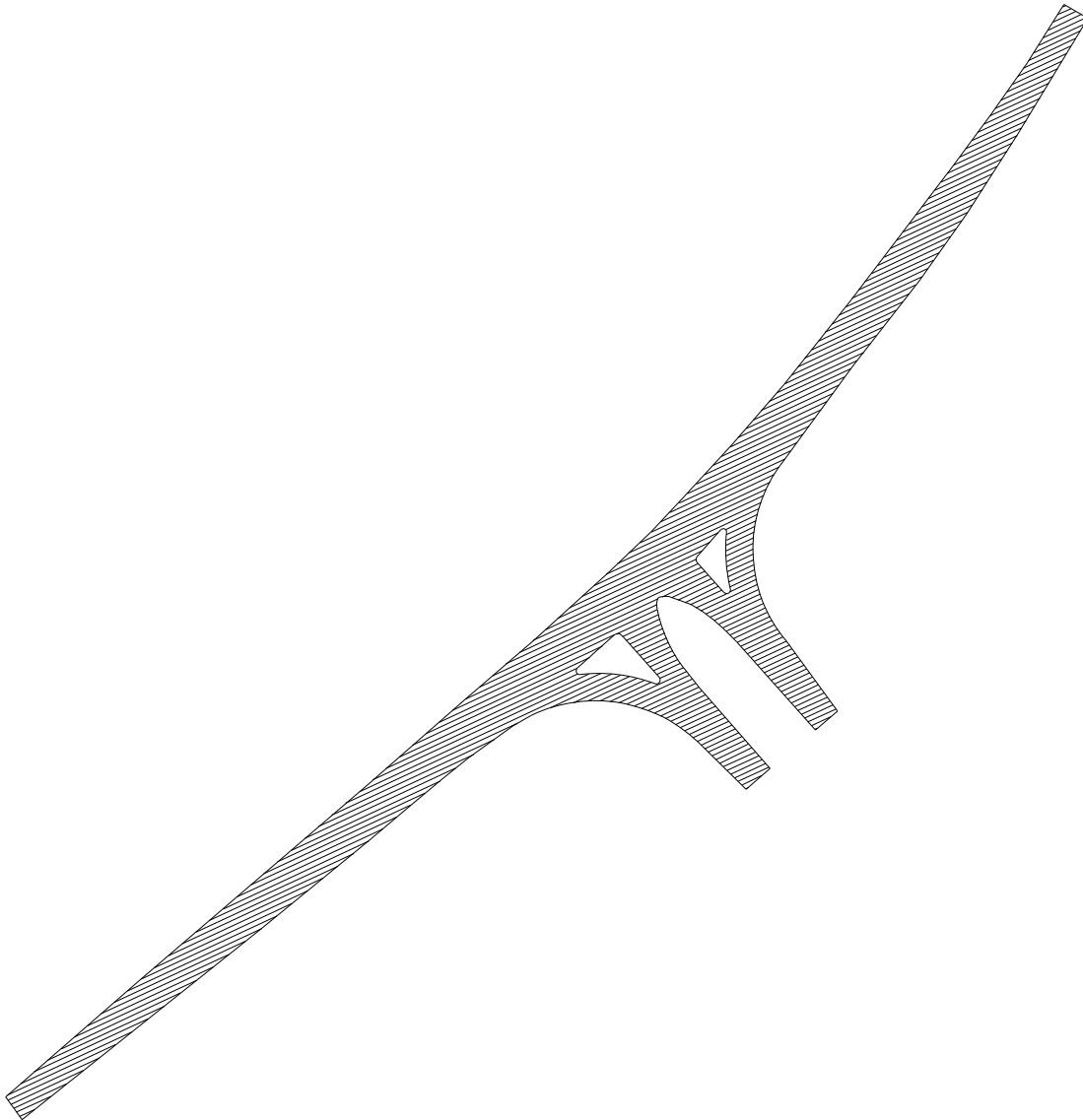
*Details for milling & overlay limits
@ intersection of SR 22 & Nissan Parkway

SR 22 OVERLAY
307477/301000
MADISON COUNTY
ASPHALT MILLING
400+40 - Calhoun Parkway



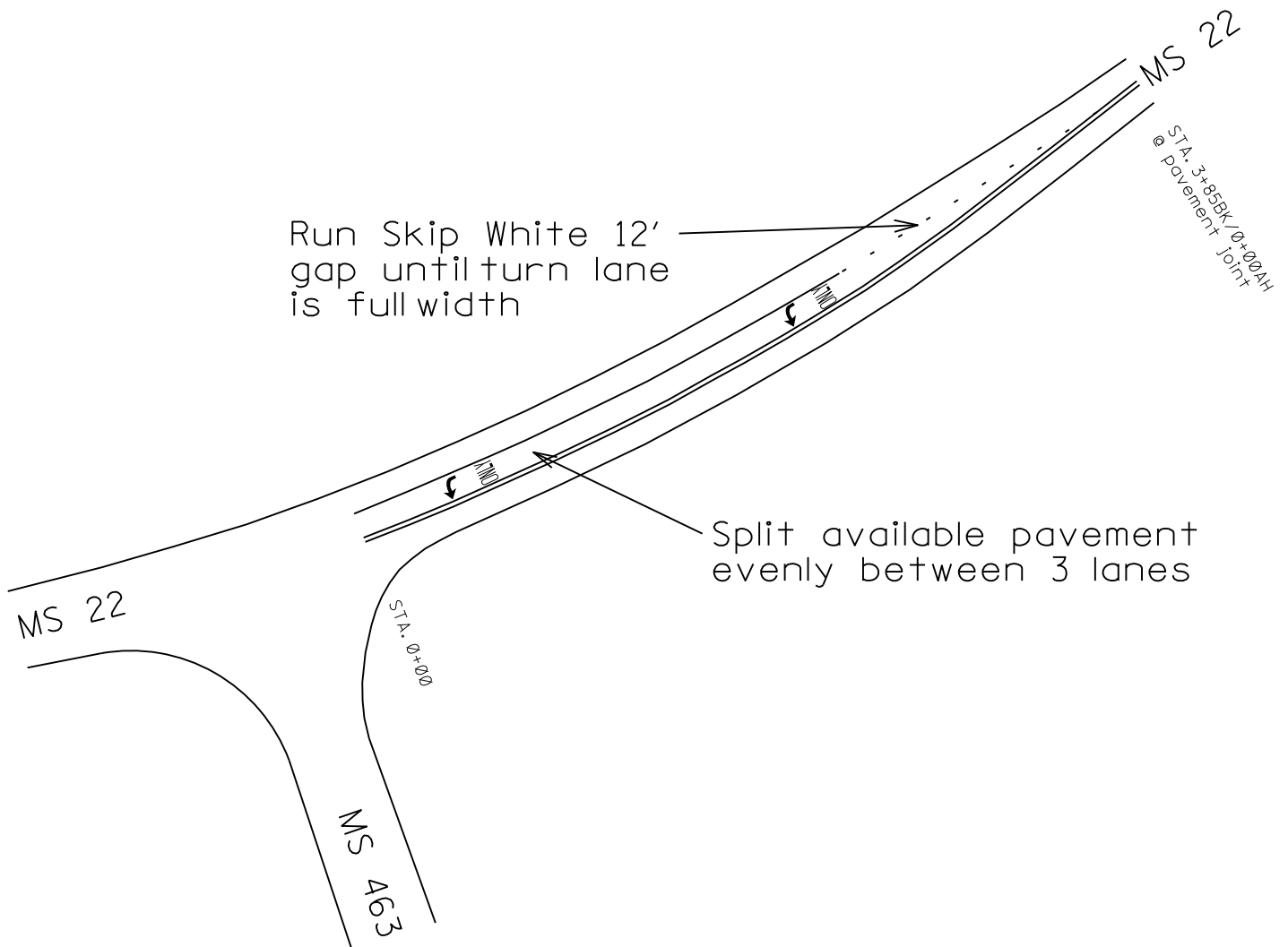
*Details for milling & overlay limits
@ intersection of SR 22 & Calhoun Parkway

SR 22 OVERLAY
307477/301000
MADISON COUNTY
ASPHALT MILLING
427+66 - Nissan Parkway



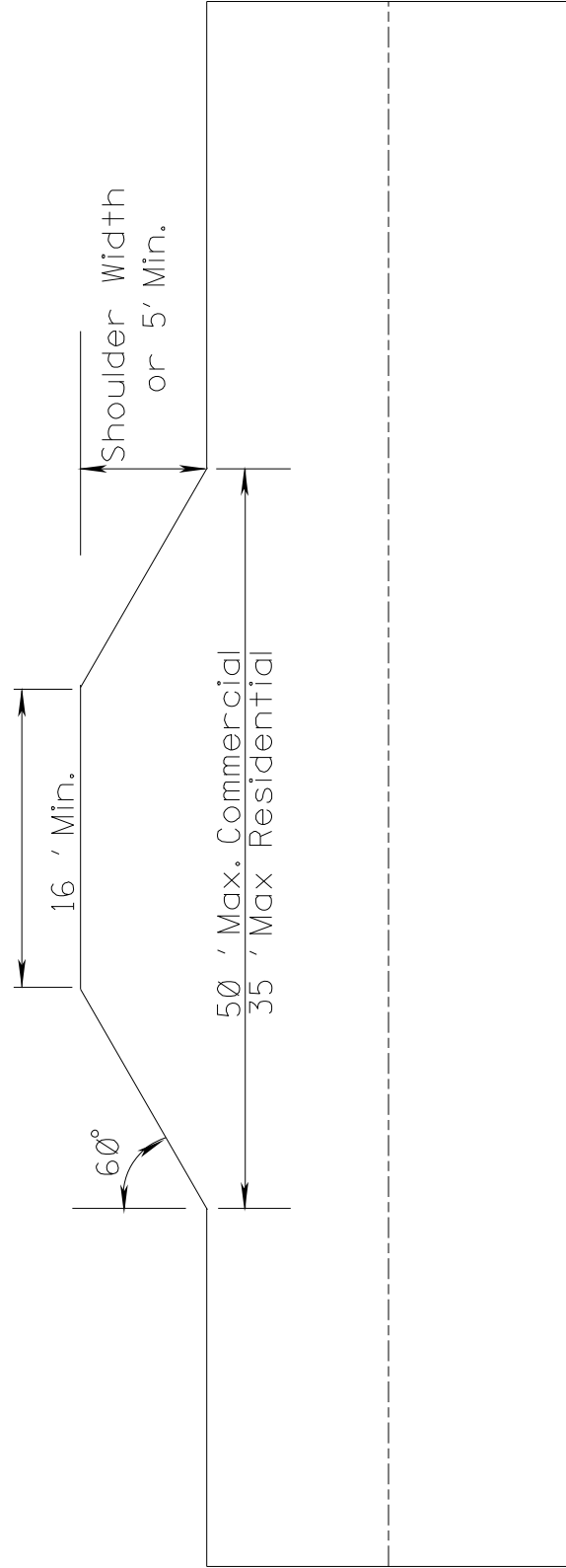
*Details for milling & overlay limits
@ intersection of SR 22 & Nissan Parkway

MS 22 & MS 463 INTERSECTION LEFT TURN LANE MADISON COUNTY 307477/301000



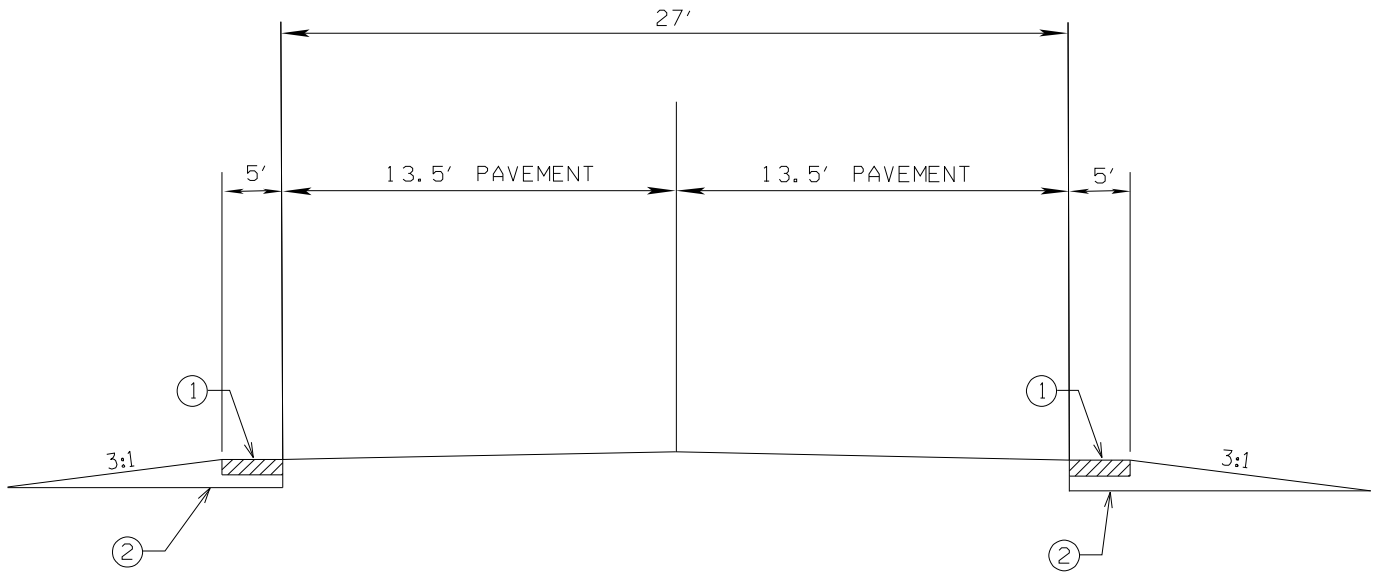
307477/301000
MADISON COUNTY
DRIVEWAY PAD DETAIL

TYPICAL RAMP / PAD DETAIL



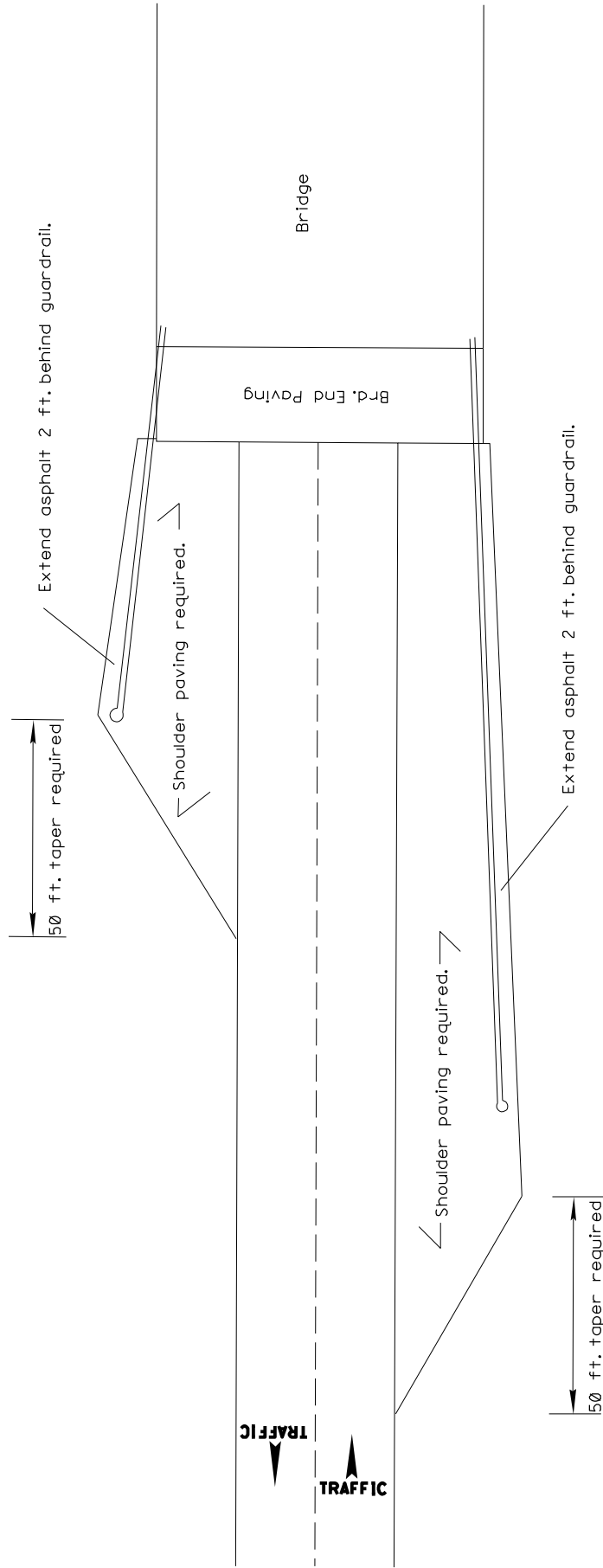
**MADISON COUNTY
GUARDRAIL TYPICAL SECTION
SR 22 OVERLAY
307477/301000**

143+04 - Lake Caroline
226+00 - Bellevue Drive



- ① 3" 12.5 MT Asphalt, Leveling
- ② 4' Borrow Material Class B9-6 for Guardrail Pad

Typical Section of Additional Shoulder Paving Required at Guardrail Locations



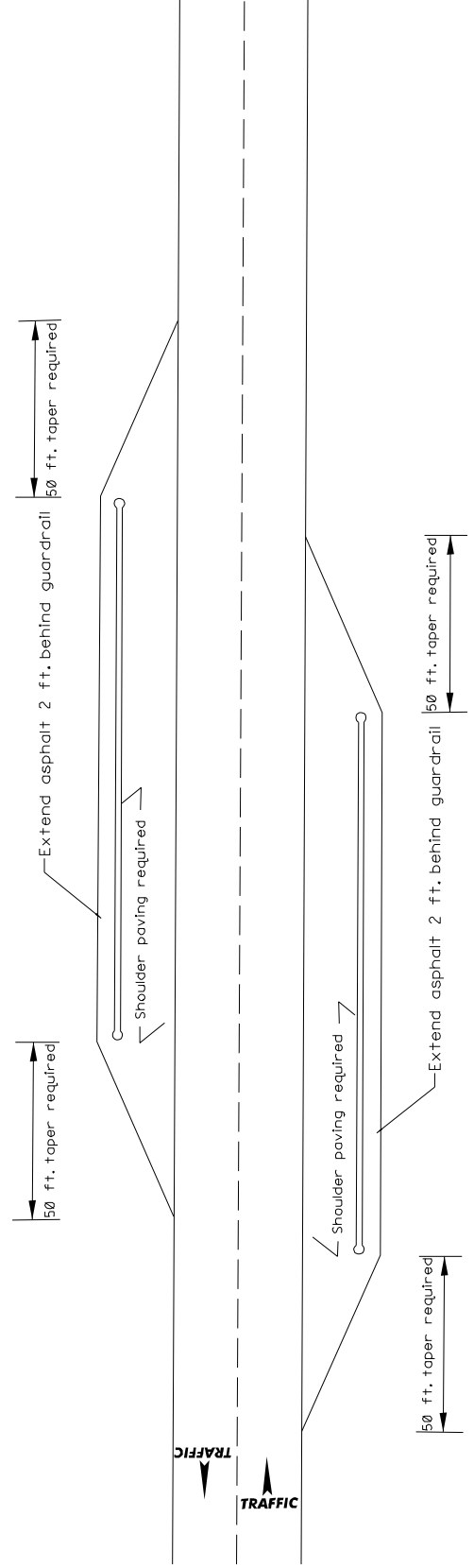
GUARDRAILS ARE TO BE REMOVED, THEN PAVED SHOULDERS ARE TO BE MILLED AND REPAVED AND NEW GUARDRAILS WILL BE INSTALLED

307477/301000
SR 22

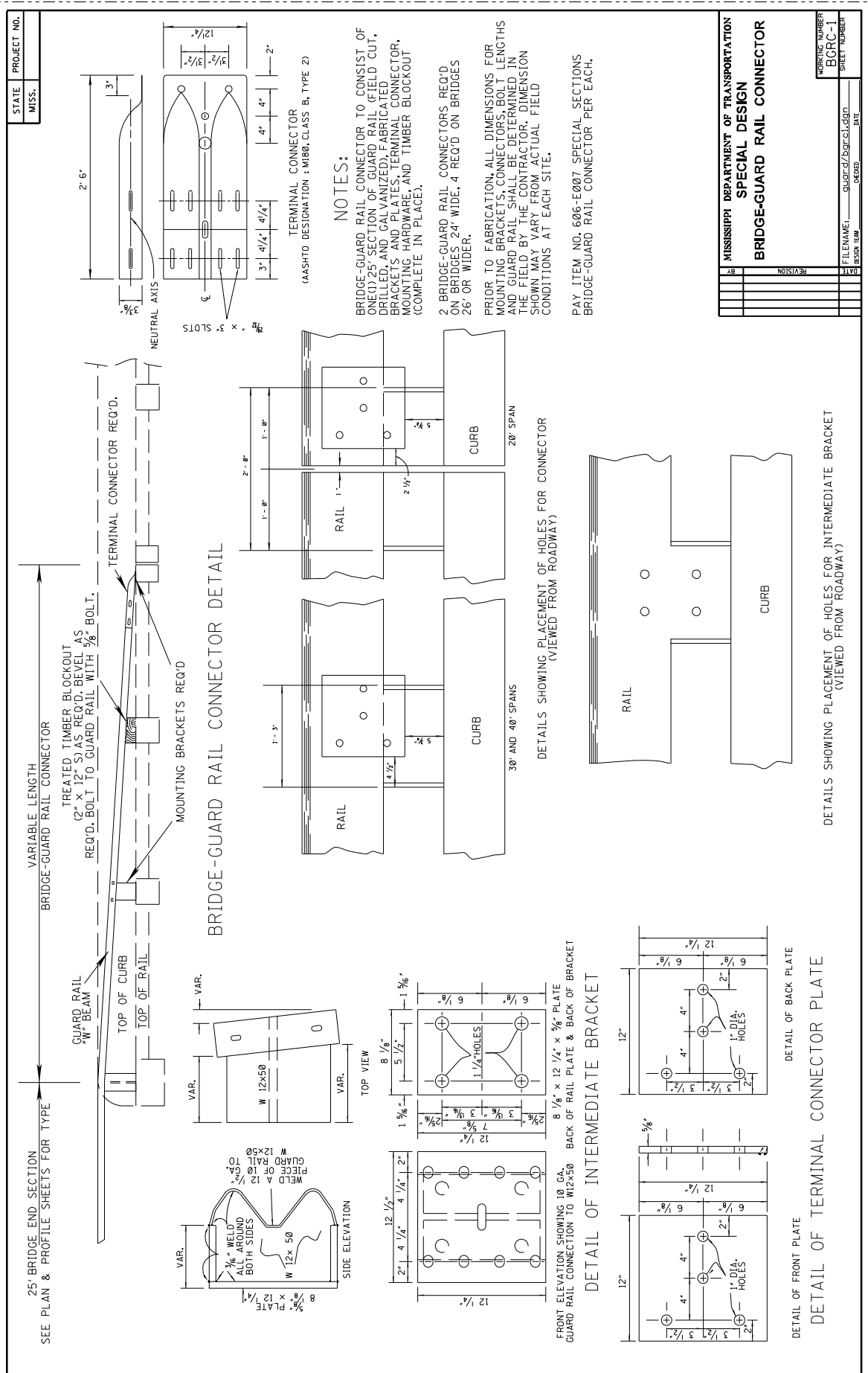
MADISON COUNTY

FROM SR 463 TO THE BEGINNING OF 5 LANES

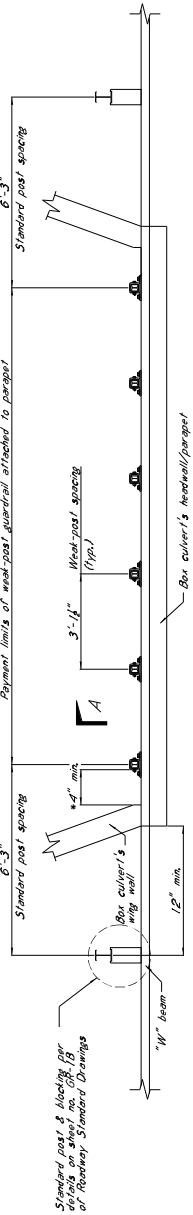
Typical Section of Additional Shoulder Paving
Required at Guardrail Locations



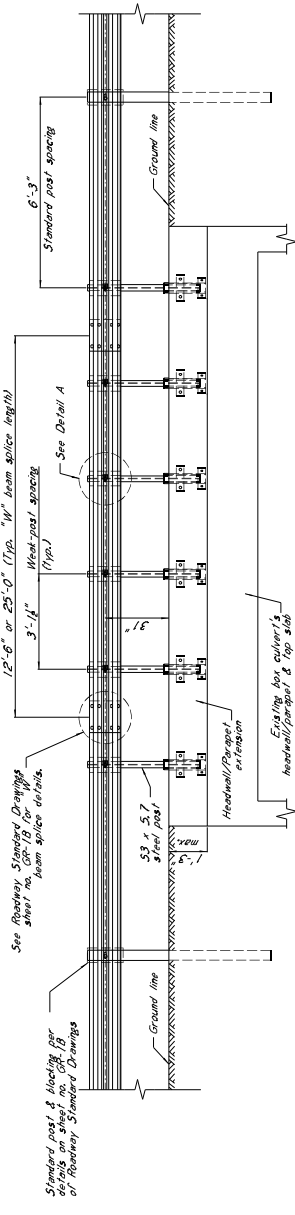
SR 22 MADISON COUNTY 307477/301000



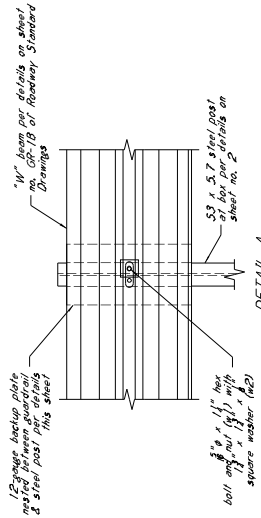
NOTE:
Min. barrier length requirements before first weak post is satisfied by sheet no. GR-4C of Roadway Standard Drawings



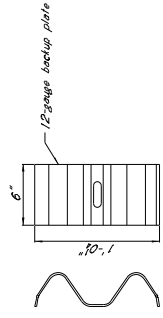
***NOTE:**
Outside edge of steel post socket assembly shall be located min. 4" from nearest edge of box culvert's wing walls



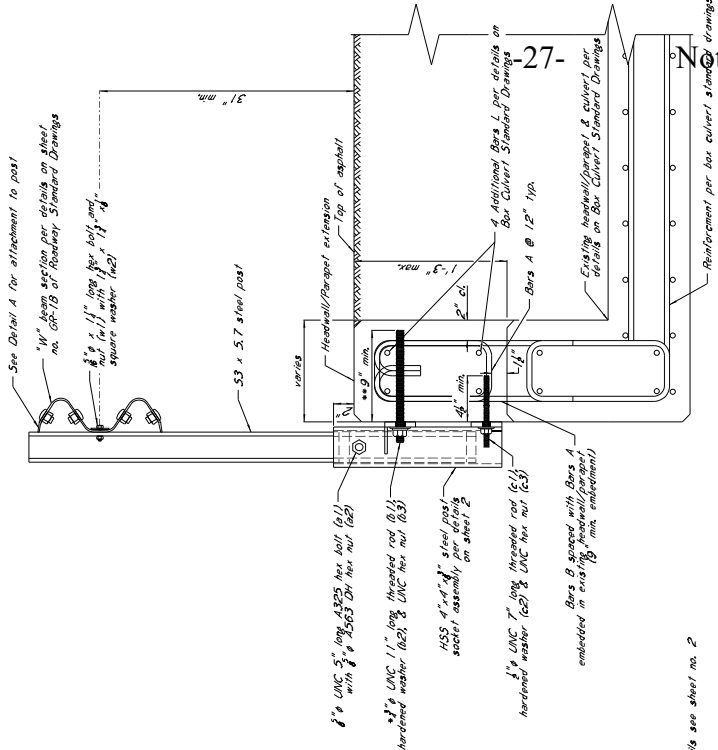
ELEVATION VIEW



DETAIL A



BACKUP PLATE (W)



SECTION A-A

NOTE:
Prior to construction, the Contractor shall verify the depth and location of existing reinforcement steel in the existing headwall/parapet before installing bars. Safety during construction is the responsibility of the Contractor. The Contractor shall be responsible for the location of the rebar in the existing headwall/parapet.

****NOTE:****
If headwall/parapet width is less than 10 inches, drill hole completely through headwall/parapet and use width of 4" long threaded rod with hardened washer (C2) & UNC hex nut (C2) on both sides of headwall/parapet.

NOTE:
For hardware, socket assembly & post details see sheet no. 2

GENERAL NOTES:

- This drawing should be used with sheet no. GR-1B of Roadway Standard Drawings for connecting guardrail to the outside edge of box culvert.
- This weak post guardrail utilizes side mount attachment to 1 1/2" x 3" max. threaded rod.
- Threaded rod system shall be one of the following products:
A. HIT #2 500-18 Epoxy Adhesive Anchor shall be manufactured by www.usa.hit.com
B. www.anchors.com
C. www.anchors.com manufactured by ITW Rammed/Red Head.
- Installation of the anchoring system shall be performed in accordance with the Manufacturer's recommendations.
- Time to cure of the adhesive shall be present for sufficient time to ensure that the Contractor is properly scheduled in the installation of the anchoring system.
- Post spacing shall be 3'-1 1/2" on centers along the box culvert parapet. Bolt holes shall be approximately centered between post spacing.
- Post anchor plates shall be ASTM A36 steel galvanized. All bolts, nuts, and washers shall be galvanized.
- Minimum barrier length requirements shall be satisfied by the evaluation has been documented in the Midwest Roadway Safety Regional Program research report no. 100-03-277-14 dated February 12, 2014.
- For new installation, the min. culvert parapet reinforcement shall be 4-#4 rebar at 12" max. spacing.
- See Roadway Standard Drawings for details.
- See Roadway Standard Drawings sheet no. GR-1B for guardrail details not shown on this sheet.

Notice to Bidder No. 2512

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WEAK-POST GUARDRAIL ATTACHMENT TO BOX CULVERT

BY	REVISION	DATE

PRELIMINARY
NOT FOR
CONSTRUCTION

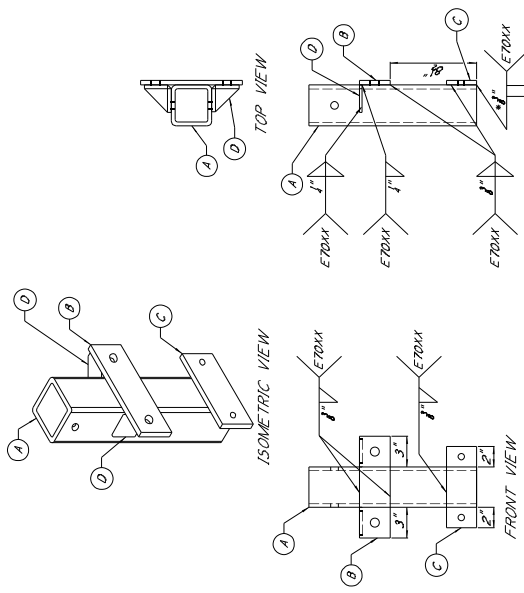
PROJECT NUMBER	WP/CA-1
SHEET NUMBER	2
DATE	
SCALE	
DESIGNER	
CHECKER	
DATE	
SCALE	
PROJECT NUMBER	
SHEET NUMBER	
DATE	
SCALE	
DESIGNER	
CHECKER	
DATE	
SCALE	

STATUS: CONCEPTUAL

BILL OF MATERIALS PER POST

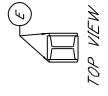
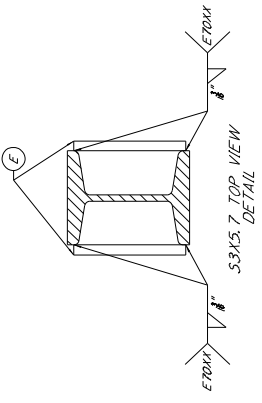
Item No.	Quantity (per post)	Description	Material Specification
POST	1	S3x5.7 by 3'-8" Long Steel Post	ASTM A995 Grade 50 Steel
A	1	4'-2" x 4" Square Tube	ASTM A500 Grade B Steel
B	1	10'-3" x 1/2" Top Mounting Plate	ASTM A572 Grade 50 Steel
C	1	8'-3" x 1/2" Bottom Mounting Plate	ASTM A572 Grade 50 Steel
D	2	3'-3" x 1/2" Top Plate Gusset	ASTM A572 Grade 50 Steel
E	4	2'-1" x 1/2" Post Stemnut	ASTM A36 Steel
a1	1	1/2" UNC, 5" Long Heavy Hex Bolt	ASTM A329 Type 1 Steel
a2	1	1/2" UNC Heavy Hex Nut	ASTM A563A Steel
b1	2	1/2" UNC, 17" Long Threaded Rod	ASTM A307 Grade C Steel
b2	2	1/2" Hardened Round Narrow Washer	ASTM F236 Steel
b3	2	1/2" UNC Heavy Hex Nut	ASTM A563A Steel
c1	2	1/2" UNC, 7" Long Threaded Rod	ASTM A307 Grade C Steel
c2	2	1/2" Hardened Round Washer	ASTM F236 Steel
c3	2	1/2" UNC Heavy Hex Nut	ASTM A563A Steel
w	1	1/2" Dia. Backup Plate	22-ALUM. AL5110D M180
w1	1	1/2" UNC, 17" Long Hex Bolt & Nut	ASTM A307 Steel
w2	1	17'-2 1/2" x 1/2" Square A36 Steel Washer	ASTM A36 Steel

NOTES:
 1. Materials shall be galvanized in accordance with ASTM F2329.
 2. After fabrication, the post and gasket assembly shall be hot dipped galvanized in accordance with ASTM A123.
 3. All dimensions are in feet and inches. Metric values are provided for informational purposes and shall conform to the AISC/AASHTO/AWS D1.1 structural steel code.

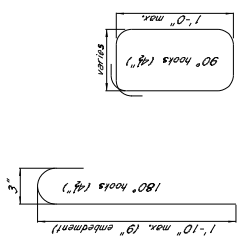


POST SOCKET ATTACHED TO HEADWALL

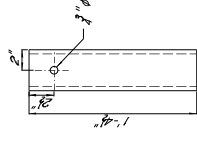
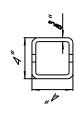
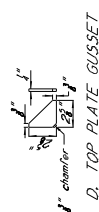
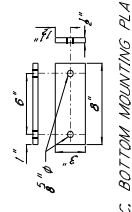
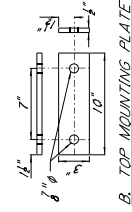
***NOTE:**
 Bottom mounting plate may be beveled to achieve proper weld depth.



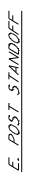
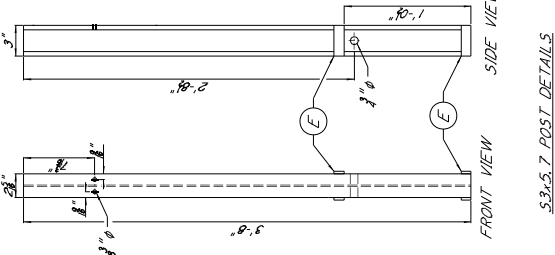
BARS A ~ #4 BARS B ~ #4



B. TOP MOUNTING PLATE



1'-4" x 3'-4"



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

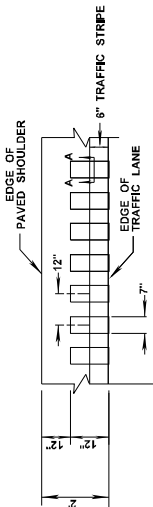
WEAK-POST GUARDRAIL ATTACHMENT TO BOX CULVERT DETAILS

BY	REVISION	DATE

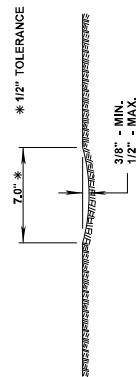
PRELIMINARY NOT FOR CONSTRUCTION

NO. 2512
 SHEET NO. 2 OF 2
 PROJECT NO. WPGA-2
 DATE 10/15/14
 DRAWN BY J. W. HARRIS
 CHECKED BY J. W. HARRIS
 SCALE DATE 10/15/14
 PROJECT NO. WPGA-2

STATE	PROJECT NO.
MISS.	

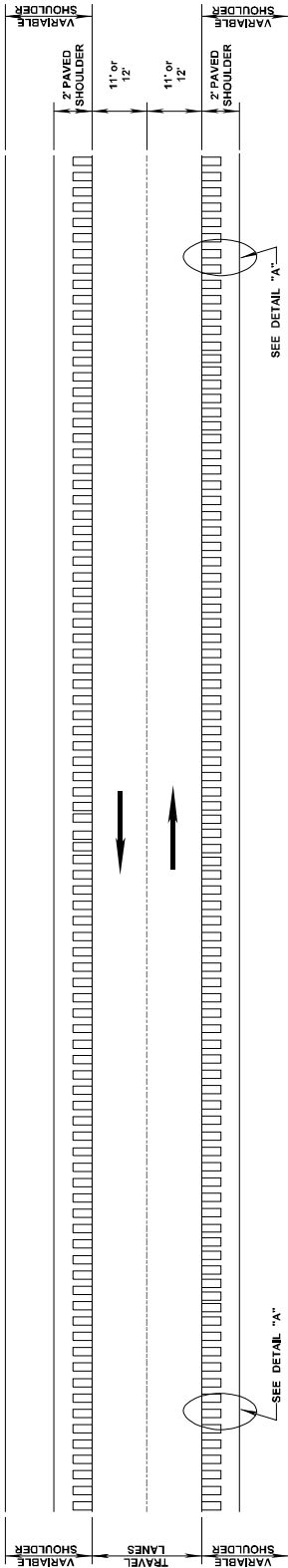


DETAIL "A"



SECTION "A-A"

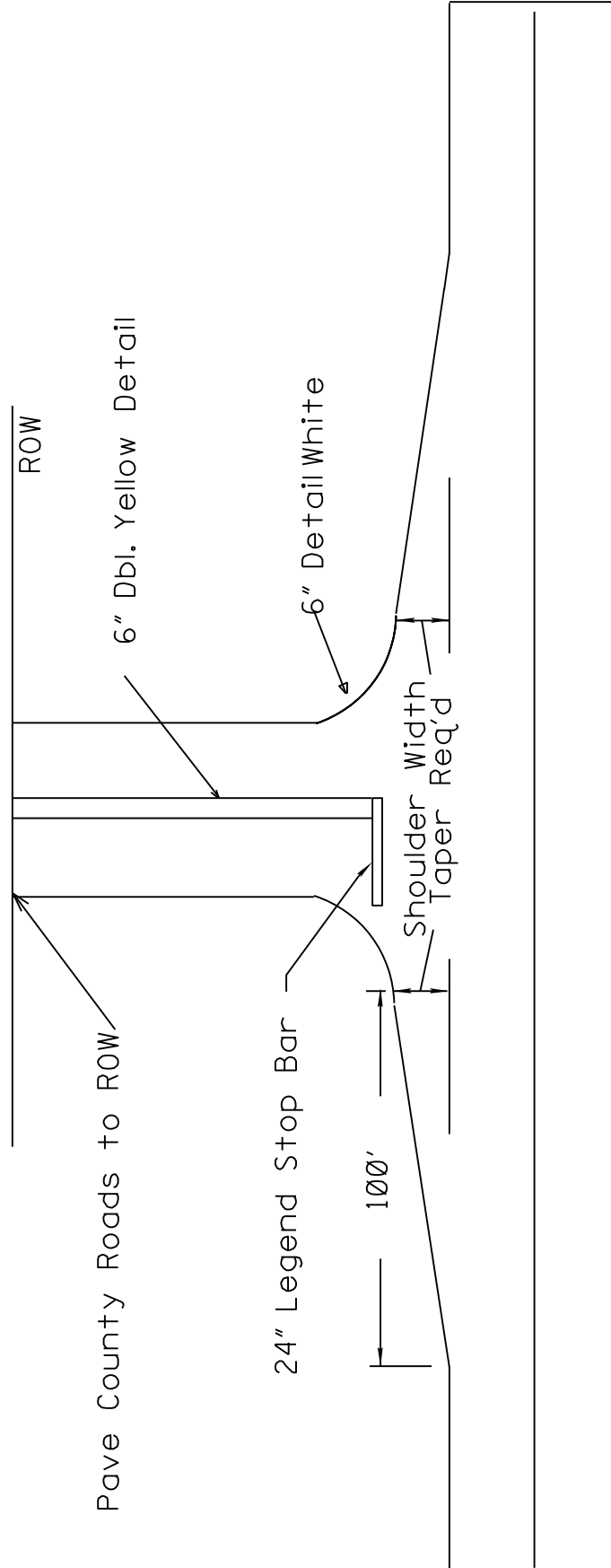
- GENERAL NOTES**
- GROUND-IN RUMBLE STRIPES SHALL BE APPLIED ON LEFT AND RIGHT SHOULDERS OF ALL PAVED SHOULDERS ON THIS PROJECT
 - GROUND-IN RUMBLE STRIPES SHALL BE OMITTED ACROSS PRINCIPAL INTERSECTING ROADWAYS OR OTHER INTERRUPTIONS IN NORMAL SHOULDER WIDTH AS DIRECTED BY THE ENGINEER
 - COST TO BE PAID FOR USING APPROPRIATE PAY ITEMS
 - GROUND-IN RUMBLE STRIPES SHALL BE APPLIED TO MAINLINE ONLY.
 - DO NOT USE WHERE TRAVEL LANE IS LESS THAN 11' WIDE.



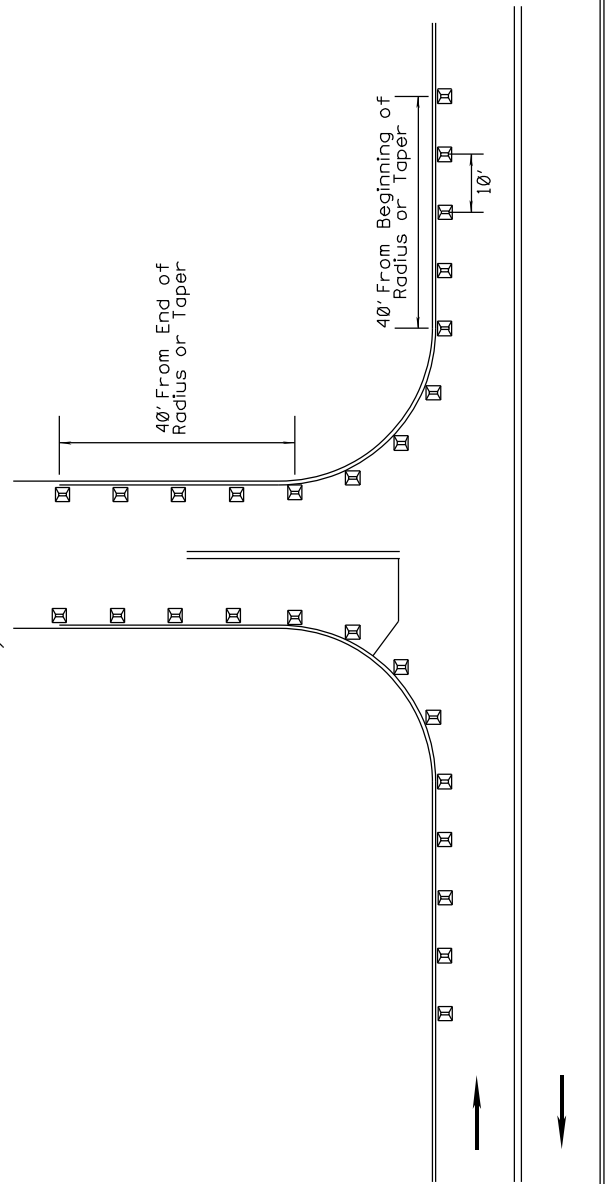
PLAN
NOT TO SCALE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
RUMBLE STRIPES	
2-LANE HIGHWAYS	
(ASPH. LANES, 2-FT ASPH. SHLD)	
PROJECT NO:	
COUNTY:	
DESIGN NUMBER	MS-1
SHEET NUMBER	1
DATE	05/07/14
DESIGN TEAM	S. FERRIS, CHECKED
DATE	05/07/14

Typical Section - County Roads

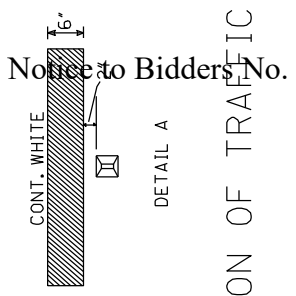


TYPICAL FOR RAISED PAVEMENT MARKERS PLACED ON SIDE ROAD RADIUS 2-LANE, 2-WAY TRAFFIC



83

-31-



DETAIL A

- NOTE 1: MARKERS SHALL BE PLACED EVERY 10 FEET.
- NOTE 2: MARKERS SHALL BE VISIBLE FROM THE TRAVELING MOTORIST ON STATE DESIGNATED HIGHWAYS.
- NOTE 3: MARKERS SHALL BE HIGH PERFORMANCE TWO WAY CLEAR.
- NOTE 4: FIVE (5) MARKERS SHALL BE PLACED ALONG MAINLINE EDGE STRIPE.
- NOTE 5: MARKERS FOR COUNTY ROADS SHALL CONTINUE DOWN THE EDGE STRIPE A DISTANCE OF 40 FEET.
- NOTE 6: MARKERS SHALL NOT BE ROTATED WHEN BEING PLACED ALONG RADIUS OF LOCAL ROAD.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
2-LANE, 2-WAY	PRELIMINARY
2-WAY CLEAR RAISED PAVEMENT MARKERS PLACED ON SIDE ROADS	NOT FOR CONSTRUCTION
PROJECT NO.: MP-7037-65(007)	DESIGN NUMBER
COUNTY: SMITH	CDRMSR-2
FILENAME: SP\SIDERDRPM.DGN	SHEET NUMBER
DESIGN TEAM	DATE
	\$-P-G\$

Notice to Bidders No. 3111

DIRECTION OF TRAFFIC

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3513

CODE: (SP)

DATE: 06/18/2019

SUBJECT: Temporary Construction Signs

PROJECT: MP-5022-45(008) / 307477/301 -- Madison County

Bidders are hereby advised of the following regarding the Temporary Construction Signs required:

Should the Bidders elect to install Temporary Construction Signs by first driving short u-channel sections and then bolting the longer, correct height u-channel sections to them, the Bidders are advised that these short sections shall be a minimum of five (5) feet from the ground level when driven and the splice must consist of a minimum of eighteen (18) inches of overlap with a total of four (4) bolts. Bidders are also advised that it is mandatory that these short sections be removed at the completion of the project.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3514

CODE: (SP)

DATE: 7/16/2019

SUBJECT: Underground Utilities

PROJECT: MP-5022-45(008) / 307477/301 -- Madison County

Bidders are hereby advised that utility lines owned and maintained by MDOT may be present within the project limits. These utilities are not located by Mississippi 811. It shall be the Contractor's responsibility to coordinate with MDOT to have the utility lines located and marked prior to beginning work. The Contractor shall give a minimum of three (3) working days of advance notice for locate requests. The contacts for MDOT utility lines are as follows:

Underground Power Lines:

Michael Lee – 601-683-3341 – mlee@mdot.ms.gov

Vince Herrington – 601-683-3341 – vherrington@mdot.ms.gov

Underground Communication Lines:

Kerby McFarland – 601-359-7450 – kmcfarland@mdot.ms.gov

Steven Newell – 601-359-7450 – snewell@mdot.ms.gov

Henry Lewis – 601-359-1454 – hlewis@mdot.ms.gov

Underground Signal Lines:

Amrik Singh – 601-359-1454 – asingh@mdot.ms.gov

Kenneth Welch – 601-359-1454 – kwelch@mdot.ms.gov

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. 907-619-5

CODE: (IS)

DATE: 01/17/2018

SUBJECT: Traffic Control for Construction Zones

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.

907-619.02.8--Traffic Signals and Flashers. Delete Subsection 619.02.8.1 on pages 452 thru 455, and substitute the following.

907-619.02.8.1-Portable Traffic Signals. Portable traffic signals shall be trailer or pedestal mounted units that provide for easy, legal transportation and quick setup and deployment. Each unit shall be self-contained. The types of portable traffic signals are as follows.

- Type 1 portable traffic signal shall include two signal heads per trailer with one signal head mounted on an overhead mast arm that can be extended over the travel lane, and the other signal head shall be mounted on the vertical upright of the trailer.
- Type 2 portable traffic signal shall include one signal head that is mounted on the vertical upright of the pedestal/cart or trailer. Pedestal/Cart mounted shall be designated as Type 2A and Trailer mounted shall be designated as Type 2B. Type 2 portable traffic signals shall be tested to MASH Standards or NCHRP Test Level 3 crash testing requirements by an accredited independent test facility, with supporting documentation available upon request.
- Type 3 portable traffic signal shall be the same as Type 1 mentioned above but with enhanced capabilities as mentioned in each applicable section below.

The portable traffic signals shall be MUTCD Compliant and utilize standard ITE signal heads, and adhere to the ITE Specifications and Standards for Vehicle Traffic Control Signal Heads, Light Emitting Diode (LED) Circular Signal Supplement. The units shall be battery powered with a solar charging system, and be equipped with an onboard battery charger capable of being used with a 120V AC power source. Portable traffic signals shall be able to communicate with other portable signals via 900 MHz or other accepted wireless communications. If wireless connectivity is not feasible, hardwired connectivity shall be an acceptable alternative, as approved by the Engineer. Portable Traffic Signals shall include all the major components listed below or be able to perform the functions of these components. The major components of the unit shall include, but are not limited to, the trailer or pedestal/cart, telescoping mast arm (on Type 1 and 3), signal head(s) and back plates, traffic signal controller with operating software, solar charging system with batteries, input and output devices, vehicle detection, flasher units, conflict monitor, relays,

communications system and other equipment required for the safe operation and installation of the unit.

907-619.02.8.1.1--Signal Heads. The signal heads and all applicable components of the portable traffic signal shall meet the physical display and operational requirements of conventional traffic signals as specific in the Manual on Uniform Traffic Control Devices (MUTCD). The signal heads shall be cast aluminum or polycarbonate and shall meet the requirements laid out in the Mississippi Standard Specification for traffic signal heads and associated MDOT material specifications for traffic signal heads. The signal heads shall accommodate standard 12-inch LED indications meeting the ITE Specification “Vehicle Traffic Control Signal Heads” and ITE Specifications and Standards for Vehicle Traffic Control Signal Heads, Light Emitting Diode (LED) Circular Signal Supplement.

For Type 1, Type 2 and Type 3 portable traffic signals, the signal heads shall have the ability to be rotated 180 degrees to face in the opposite direction and shall have the ability to rotate and lock in approximately 10 degree increments to position the signal head for the optimum visibility to motorists.

For Type 1 portable traffic signals, each unit shall contain two signal heads with one signal head mounted on an overhead mast arm that can be extended over the travel lane with a minimum clearance of 17 feet measured from the bottom of the signal head unit to the road surface. The lower signal head shall be mounted to the vertical upright of the trailer at a minimum height of eight feet (8') from the bottom of the signal head unit to the road surface.

For Type 2 portable traffic signals, the signal head shall be mounted to the vertical upright of the trailer at a minimum height of eight feet (8') from the bottom of the signal head unit to the road surface.

For Type 3 portable traffic signals, each unit shall be the same as Type 1 mentioned above but with enhanced capabilities as mentioned below.

907-619.02.8.1.2--Controller and Operating Requirements. The portable traffic signal (Types 1, 2, and 3) shall include a solid state Controller Unit (CU) that is in compliance with NEMA TS 5 Performance Standard. The CU shall have an easy to read front panel backlit display for viewing and programming the configuration settings and CU status. The CU shall be capable of operating the portable traffic signal system in a fixed time, traffic actuated or manual control mode. Multiple portable traffic signals shall have the capability to be interconnected to form a portable traffic signal system. Each portable traffic signal within a connected system shall have the capability to serve as either the master or remote signal. Each portable traffic signal shall include a Conflict Monitor Unit (CMU), or Malfunction Management Unit (MMU) to ensure phase conflicts do not exist during operation.

For Type 1 and Type 2 portable traffic signals, a minimum of five (5) automatic time-of-day timing plans within a 24-hour period should be available in fixed time mode. The CU should have the ability to control a minimum of four (4) traffic phases with programmable cycle time adjustments and user adjustable red, amber, minimum green and maximum green times. The CU shall have

the capability of programming green and red times from 1 to 999 seconds and yellow times up to 15 seconds in one-second increments. The CU shall also have the capability of facilitating standby modes of red, red flash and yellow flash.

For Type 3 portable traffic signals, a minimum of ten (10) automatic time-of-day timing plans within a 24-hour period should be available in fixed time mode. The CU should have the ability to control a minimum of 16 traffic phases with programmable cycle time adjustments and user adjustable red, amber, minimum green and maximum green times. The CU shall have the capability of programming green and red times from 1 to 999 seconds and yellow times up to 15 seconds in one-second increments. The CU shall also have the capability of facilitating standby modes of red, red flash and yellow flash.

The system shall also have the ability to operate in vehicle actuation mode when vehicle detection components are used. The operating system shall have the capability to allow the Portable Traffic Signal to be connected to and controlled by a standard NEMA controller.

The system shall have the capability to be controlled remotely using a hardwired or wireless remote. The wireless radio remote shall be capable of communicating at a clear line of site distance up to ¼ mile from the master.

The CU shall have the capability of interfacing with a Remote Monitoring System (RMS) capable of reporting signal location, battery voltage, and system faults. The RMS shall include a password-protected web site, viewable via an internet connection. In the event of a system fault, the RMS shall provide specific information concerning the cause of the system fault (example: "red lamp on signal number 1 out"). The RMS shall immediately contact previously designated individuals via SMS text messaging or email, upon a fault event.

The active timing program operating the PTS system shall be available and viewable through the RMS website at all times. The RMS shall maintain a history of the operating system in each signal including total operating hours, alerts, and the location of the PTS trailer.

907-619.02.8.1.3--Wireless Communications. The portable traffic signals shall communicate with other portable traffic signals within the signal system via license-free wireless 900 MHZ radio link communications as specified in Subsection 662.02.2 of the radio Interconnect System specification. The radio units shall maintain communications at a minimum distance of one (1) mile. The radio system shall conform to the applicable Federal Communications Commission requirements and all applicable state and local requirements.

The portable traffic signals shall be in direct communication at all times either by wireless or hardware connection to provide for the required conflict monitoring / malfunction management system.

907-619.02.8.1.4--Power Requirements. Each Portable Traffic Signal shall be equipped with a power source consisting of a solar collection array, solar controller and/or charging unit and batteries sufficient to operate the signal system. The number and size of batteries shall be sufficient to operate the Type 1 and Type 3 signals for a minimum of 30 days and Type 2A signals for

minimum of five (5) days, and Type 2B signals for minimum of 15 days without additional charging or assist from the solar array. An on-board battery charger shall be compatible with both the solar array and with a 120V AC power source.

For Type 1 signals, the solar panel array shall provide for a minimum of 440 watts of solar collection capability.

For Type 2A signals, the solar panel array shall provide for a minimum of 90 watts of solar collection capability.

For Type 2B signals, the solar panel array shall provide for a minimum of 110 watts of solar collection capability.

For Type 3 signals, the solar panel array shall provide for a minimum of 480 watts of solar collection capability and shall include a tilt and rotate system to optimally position the panels.

All instrumentation for the electrical system and battery compartment shall be contained in a lockable weatherproof enclosure. Solar panels shall be secured to the mounting brackets for theft prevention.

907-619.02.8.1.5--Trailer and Lift System. The trailer or pedestal/cart and all mounted components shall conform to the wind loading requirements as follows: 100 mph minimum for Type 1 portable traffic signals, 55 mph minimum for Type 2A portable traffic signals, 75 mph minimum for Type 2B portable traffic signals, and 90 mph minimum for Type 3 portable traffic signals as described in the AASHTO *Standard Specifications for Highway Signs, Luminaries and Traffic Signals*, as specified in the plans including all interims and updates. At the request of the Engineer, proof of conformance to these wind load ratings shall be verified by a third-party. No additional loose ballast shall be used to meet these wind load requirements. The trailer shall be made of structural steel and shall include four (4) leveling/stabilizer jacks capable of lifting the trailer a minimum of six inches (6”).

The trailer or pedestal shall be equipped with a mechanical, hydraulic or electric lift system sufficient for one person to be able to raise and lower the vertical upright and/or horizontal mast arm to and from the operating position.

For Type 1, 2B, and Type 3 signals, the trailer shall be equipped to provide legal and safe transport on the public highway system at speeds up to 55 mph.

All exterior metal surfaces, except signal heads and back plates, shall be powder-coat painted highway safety orange.

907-619.02.9--Impact Attenuators. Delete the sentence in the first paragraph of Subsection 619.02.9 on page 455, and substitute the following.

Impact attenuators must be listed on the Department's APL.

907-619.02.11--Snap-Back Delineators. Delete the sentence in the paragraph of Subsection 619.02.11 on page 456, and substitute the following.

Snap-back delineators shall be selected from the list of surface mounted flexible delineator posts as shown on the Department's APL.

907-619.02.14--Changeable Message Sign.

907-619.02.14.5--PCMS Controller and Storage Cabinets. Delete the fifth sentence in the first paragraph of Subsection 619.02.14.5 on pages 462 and 463, and substitute the following.

The controller cabinet shall be illuminated.

907-619.05--Basis of Payment. Add the following to the list of pay items ending on page 480.

907-619-E3: Changeable Message Sign ***** - per each

907-619-H2: Traffic Signal, Portable, Type ____ - per each

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.

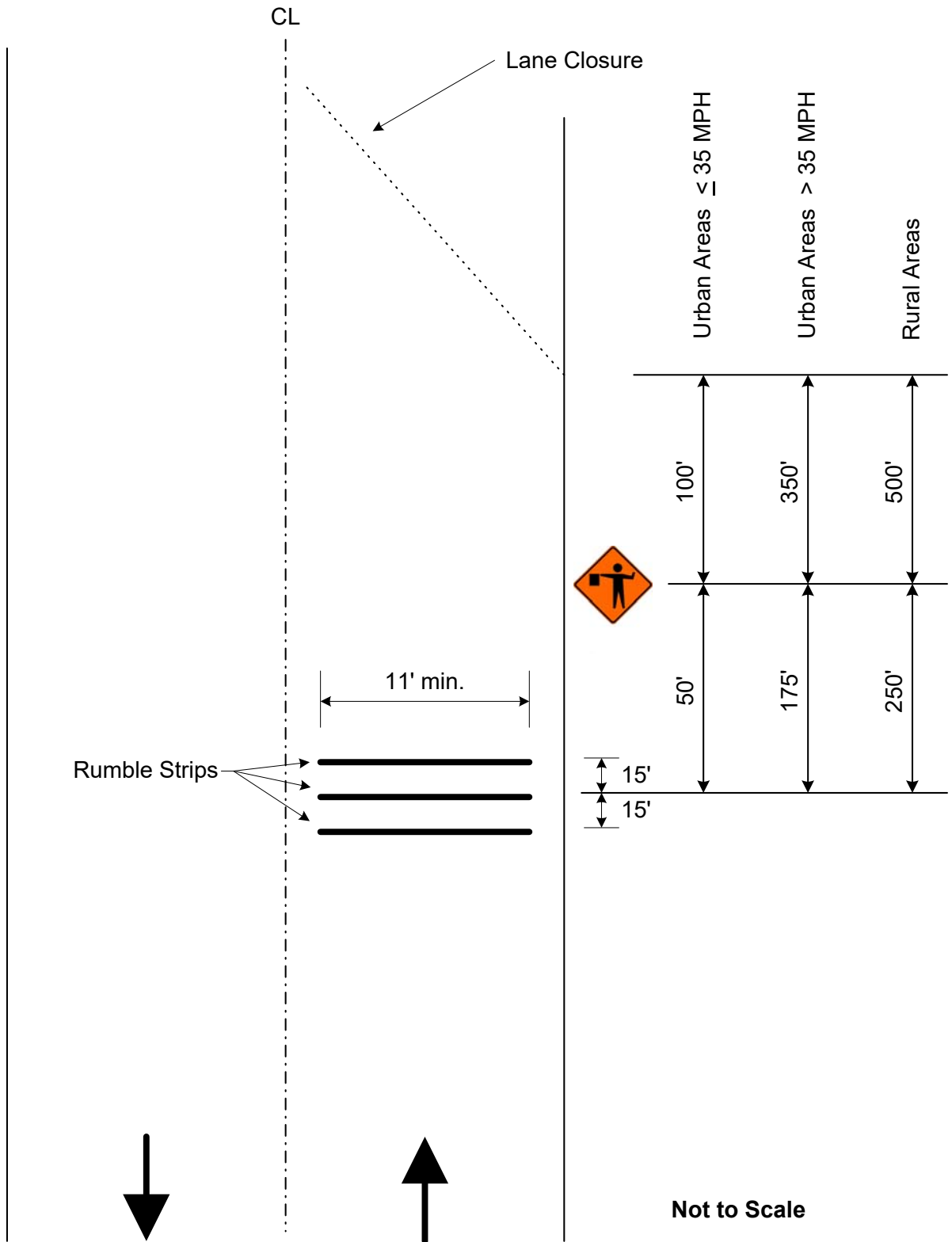
Temporary Portable Rumble Strips will be measured for payment by the linear foot only when a pay item for temporary portable rumble strips is included in the contract. Otherwise, temporary portable rumble strips will be included in the cost of pay item 618-A, Maintenance of Traffic. The quantity of temporary 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. 907-701-3

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 ₄) in soil, % by mass	Sulfate (SO ₄) 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 ^{**} 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 [*] 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 (C₃A) 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 IL – Portland-limestone cement
- Type IP – Portland-pozzolan cement
- Type IS – Portland blast-furnace slag cement

Blended cement Types IL, 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 Na₂O 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 IL 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 ₄) in soil, % by mass	Sulfate (SO ₄) 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
Test on Residue from Distillation					
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. 907-711-2

CODE: (IS)

DATE: 09/11/2018

SUBJECT: Plain Steel Wire

Section 711, Reinforcement and Wire Rope, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-711.02--Deformed and Plain Carbon-Steel Bars for Concrete Reinforcing.

907-711.02.3--Steel Welded and Non-Welded Wire Reinforcement, Plain and Deformed, for Concrete.

907-711.02.3.1--Plain Steel Wire. Delete the sentence in Subsection 711.02.3.1 on pages 780 and 781, and substitute the following.

Plain steel wire and plain steel welded wire shall conform to the requirements of AASHTO M 336.

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 ¹ , pounds per foot, Machine Direction	250	500	750	1500	2500	3500	AASHTO R69, ASTM D5262
Minimum Ultimate Tensile Strength ² , pounds per foot, Machine Direction	500	1000	1500	3000	5000	7000	ASTM D6637
Open Area, percent	70	70	50	50	50	50	Direct Measurement

¹ Minimum design criteria requirement.

² 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/ft²)
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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-808-1

CODE: (IS)

DATE: 11/01/2018

SUBJECT: Joint Repair

Section 808, Joint Repair, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-808.04--Method of Measurement. Delete the paragraph in Subsection 808.04 on page 1009, and substitute the following.

When a pay item is included in the plans, joint repair will be measured by the linear foot and mortar mix will be measured by the gallon. The volume of measurement for the epoxy/sand mortar mix will be determined from the summation of the volumes of the epoxy components and the volume of sand will not be measured for payment.

907-808.05--Basis of Payment. Delete the paragraph in Subsection 808.05 on page 1009, and substitute the following.

When a pay item is included in the plans, joint repair, measured as prescribed above, will be paid for at the contract unit price per linear foot, which price shall be full compensation for furnishing and placing all materials, labor, tools, equipment, and all incidentals necessary to complete the work.

When a pay item is included in the plans, mortar mix, measured as prescribed above, will be paid for at the contract unit price per gallon, which price shall be full compensation for furnishing all materials including sand and forming materials, and all incidentals necessary to complete the work. No payment will be made for the sand used in the epoxy mortar mix.

The price bid for each item of work shall include the cost of continuous maintenance of traffic and protective services as required by the Department's Traffic Control Plan. This shall include all required individual traffic control devices.

Payment will be made under:

907-808-A: Joint Repair - per linear foot

907-808-B: Mortar Mix - per gallon

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISIONS NO. 907-823-7

CODE: (SP)

DATE: 10/13/2020

SUBJECT: **Preformed Joint Seal**

Section 907-823, Preformed Joint Seal, is hereby added to and becomes a part of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as follows.

SECTION 907-823--PREFORMED JOINT SEAL

907-823.01--Description. This work consists of furnishing and installing preformed joint seals in accordance with these specifications and the details shown in the Plans or drawings provided.

907-823.02--Materials. The Contractor shall furnish a manufacturer's certification stating that the material used meets the requirements of this specification.

The preformed joint seal shall be one of the following, or an approved equal. The size of the seal, Type I or Type II, shall be determined based on the size of the joint opening, as detailed in the Plans or drawings provided. It is the Contractor's responsibility to ensure that the size selected is appropriate for the width of the joint. Type I shall be used for joint openings less than two inches (2"). Type II shall be used for joint openings greater than two inches (2"), with the maximum joint opening being two and one-half inches (2½"). In cases where the joint opening is greater than two and one-half inches (2½"), another type of expansion material shall be required as directed by the Director of Structures, State Bridge Engineer.

1. Silicoflex Joint Sealing System
Manufactured by R.J. Watson, Inc. in Alden, NY
www.rjwatson.com
2. Wabo@SPS Joint System
Manufactured by Watson Bowman Acme Corporation in Amherst, NY
www.wbacorp.com
3. Silspec SSS Silicone Strip Seal
Manufactured by SSI Commercial & Highway Construction Materials in Tulsa, OK
www.ssicm.com

907-823.03--Construction Methods. Preformed joint seals shall be installed in accordance with the manufacturer's recommendations. The material shall seal the deck surface, gutters, and curbs to prevent moisture or other contaminants from leaking through the joints. The joint seal shall be installed in such a manner that the top surface of the material is within the minimum and maximum depths below the roadway or bridge surface recommended by the manufacturer.

Saw cutting for the joint repair shall be accomplished by sawing at the locations and depth shown

on the joint repair detail sheets in the plans or in the contract documents. Saw cuts shall be as near vertical as possible at the saw line of the repair area. The saw cut depth shall be equivalent to the installation depth required by the manufacturer's specifications, and the type specified shall be the same as the type specified for preformed joint seal.

907-823.04--Method of Measurement. Preformed joint seal of the type specified will be measured in linear feet along the length of the centerline joint.

Saw cuts of the type specified will be measured by the linear foot along the length of the bridge deck on each side of the centerline joint.

907-823.05--Basis of Payment. Preformed joint seal, measured as prescribed above, will be paid for at the contract unit price per linear foot, which shall be full compensation for furnishing all labor, equipment, tools, materials, and incidentals necessary to complete the work.

Saw cuts, measured as prescribed above, will be paid for at the contract unit price per linear foot, which shall be full compensation for furnishing all labor, equipment, tools, materials, and incidentals necessary to complete the work.

Payment will be made under:

907-823-A: Preformed Joint Seal, Type ____ - per linear foot

907-823-B: Saw Cut, Type _____ - per linear foot

NOTES ON ASSOCIATED ITEMS OF WORK:

907-808-4002 JOINT REPAIR
 Description: Shall include the work necessary to repair joints in preparation for the placement of new expansion material. Preparation for the placement of new expansion material shall also be included under this item of work. Removal of existing silicone seal, compression and AC sealed joint materials will not be paid for directly and shall be considered as part of the preparation work. Removal of debris and any trash and debris (including but not limited to compacted dirt, vegetation and trash) located at any depth within the joint shall be included under this item of work. All other requirements shall be included under the preparation work. Preparation shall be in accordance with the provisions of Section 808 of the Specifications and any other sections specified therein.

Basis Of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint.

907-823-8002 JOINT REPAIR WITHOUT EPOXY
 Description: Shall include the work necessary to repair joints in preparation for the placement of new expansion material, as designated in the detail drawings. Removal of existing silicone seal, compression and AC sealed joint materials shall be included under this item of work. Removal of joint materials and any trash and debris (including but not limited to compacted dirt, vegetation and trash) located at any depth within the joint shall be included under this item of work. All other requirements shall be in accordance with the applicable provisions of Section 808 of the Specifications and any other sections specified therein.

Basis Of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint.

907-823-8001 SAW CUT, TYPE 1 & 907-823-8002 SAW CUT, TYPE II
 Description: The Saw Cut Depth Shall Be Equivalent To The Installation Depth Required By The Manufacturer's Specifications. The Saw Cut Type Shall Be The Same As The Preformed Joint Seal Selected.

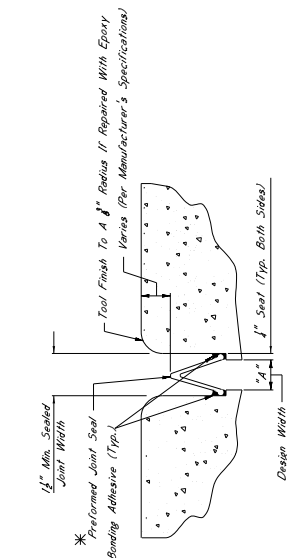
Basis Of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint. It Is The Contractor's Responsibility To Ensure That The Proper Depth Is Selected Based On The Manufacturer's Recommendations.

907-823-4001 PREFORMED JOINT SEAL, TYPE I
907-823-4002 PREFORMED JOINT SEAL, TYPE II
 Description: Shall include the manufacturer's required joint preparation including sandblasting both sides of the joint and blowing the joint free of debris with compressed air and placement of the new preformed joint seal.

Basis Of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Centerline Joint.

EPOXY MORTAR AND POLYMER CONCRETE NOTES:
 Either Epoxy Mortar Or Polymer Concrete May Be Used. Guidelines For Selection Of Materials Can Be Found In Section 808 of the Specifications.

- GENERAL NOTES:**
- Specifications: Mississippi Standard Specifications For Road And Bridge Construction, 2017.
 - Approval: All Work Shall Be Inspected And Approved By The Director Of Structures, State Bridge Engineer. Minor Changes To Detail Or Design Or Construction Procedure May Be Authorized By The Bridge Engineer Provided Such Changes Do Not Affect The Safety Or Structural Integrity Of The Work For Which No Pay Item Is Provided In The Proposal Will Not Be Paid For Directly And Shall Therefore Be Considered An Assorted Item Of Work.



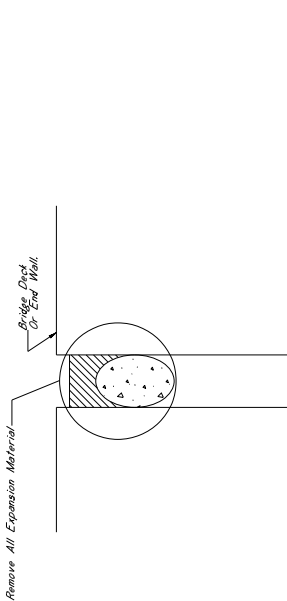
TYPICAL SECTION AT SAWCUT & SEALED JOINT
 Showing Sealed Joint After Sawcut

***NOTES:**
 1. The Preformed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:

- Silicoflex Joint Sealing System Manufactured By R.J. Watson, Inc. In Alden, NY www.rjwatson.com
- Melo SPS Joint Sealing System Manufactured By R.J. Watson, Inc. In Amherst, NY www.melosp.com
- Silseps SSS Silicone Strip Seal Manufactured By SSI Commercial & Highway Construction Materials www.ssi.com

2. For Estimating Purposes, The R.J. Watson Silicoflex Joint Sealing System Was Selected. However, Should Another Supplier Be Chosen, It Is The Contractor's Responsibility To Obtain The Manufacturer's Specifications For The Product. For Joint Preparation, Installation Depth And Width, Adhesive Sealing Times, And Any Variances Between The Specifications Provided By The Manufacturer, To Ensure That The Contractor Is Properly Schooled In Installation Of The Joint Material.

3. Joints Shall Be Sealed At Their Design Width, Dimension "A", Which Is Defined As The Actual Width Of The Joint Opening. This Width Does Not Account For The Sealant. The Sealant Shall Be Applied To The Joint Opening After The Sealant Has Been Used For Design Widths Less Than 2". Preformed Joint Seal Type II Shall Be Used For Design Widths Greater Than Or Equal To 2". Sealant Shall Be Applied To Expansion Material Seal Be Required As Directed By The Director Of Structures, State Bridge Engineer. It Is The Contractor's Responsibility To Ensure That The Size Selected Is Appropriate For The Width Of The Joint.



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

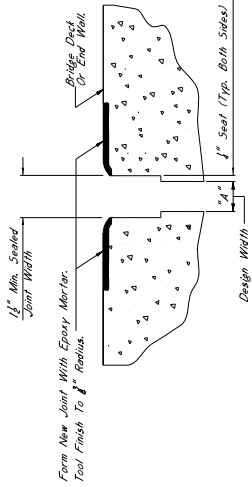
Remove All Expansion Material From Bridge Deck Or End Wall.

Design Width
 Limits Of Joint Preparation, Varies (Per Manufacturer's Specifications)

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

TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL AND SAWCUT

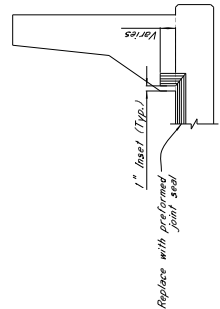
Showing Limits Of Joint Preparation For Application Of New Joint Seal Materials And Sawcut



TYPICAL SECTION AT SAWCUT & JOINT REPAIR
 Showing Area Where Repairs Are Made After Sawcut With Epoxy Mortar Or Approved Equivalent

***NOTES:**

For Jersey Slope Barrier, The Minimum Required Vertical Joint Seal Dimension Within The Barrier Is 3". The Minimum Required Vertical Joint Seal Dimension Within The Barrier Is 6".



ELEVATION AT END OF SPAN

NOTES ON ASSOCIATED ITEMS OF WORK:

JOINT REPAIR

Description: Shall include the work necessary to repair joints in preparation for the placement of new expansion material. Joint materials and any trash and debris (including but not limited to compacted dirt, vegetation and trash) located at any depth within the joint shall be included under this item of work. Epoxy mortar shall also be included under this item of work. Epoxy mortar shall be placed in accordance with the manufacturer's instructions. Epoxy mortar shall be placed in accordance with the manufacturer's instructions. Epoxy mortar shall be placed in accordance with the manufacturer's instructions.

Basis of Payment: The accepted quantities will be paid for in linear feet at the contract unit price along the length of the bridge deck on each side of the centerline joint.

JOINT REPAIR WITHOUT EPOXY

Description: Shall include the work necessary to repair joints in preparation for the placement of new expansion material. Joint materials and any trash and debris (including but not limited to compacted dirt, vegetation and trash) located at any depth within the joint shall be included under this item of work. Materials shall be included under this item of work. Removal of joint materials and any trash and debris (including but not limited to compacted dirt, vegetation and trash) located at any depth within the joint shall be included under this item of work. All other requirements shall be in accordance with the applicable provisions of Section 808 of the specifications and any other sections specified therein.

Basis of Payment: The accepted quantities will be paid for in linear feet at the contract unit price along the length of the bridge deck on each side of the centerline joint.

907-823-8001 SAW CUT, TYPE I & 907-823-8002 SAW CUT, TYPE II

Description: The saw cut depth shall be equivalent to the installation depth required by the manufacturer's specifications. The saw cut type shall be the same as the performer joint seal selected.

Basis of Payment: The accepted quantities will be paid for in linear feet at the contract unit price along the length of the bridge deck on each side of the centerline joint. The contractor shall be responsible for the cost of the saw cut.

907-823-4001 PREFORMED JOINT SEAL, TYPE I

Description: Shall include the manufacturer's required joint preparation including sandblasting both sides of the joint and blowing the joint. The contractor shall be responsible for the cost of the joint seal.

Basis of Payment: The accepted quantities will be paid for in linear feet at the contract unit price along the length of the centerline joint.

907-823-4002 PREFORMED JOINT SEAL, TYPE II

Description: Shall include the manufacturer's required joint preparation including sandblasting both sides of the joint and blowing the joint. The contractor shall be responsible for the cost of the joint seal.

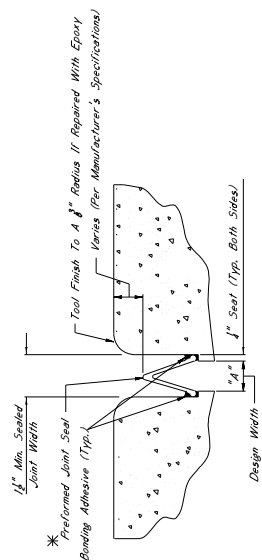
Basis of Payment: The accepted quantities will be paid for in linear feet at the contract unit price along the length of the centerline joint.

EPOXY MORTAR AND POLYMER CONCRETE NOTES:

- 1. Specifications for epoxy mortar and polymer concrete shall be in accordance with the manufacturer's specifications.
- 2. No change of plans will be permitted except by written approval of the Director of Structures, State Bridge Engineer. Any changes to design or construction procedures will be made for contract price adjustment.
- 3. Work for which no pay item is provided in the proposal will not be paid for directly and shall therefore be considered an absorbed item of work.

GENERAL NOTES:

- 1. Specifications for epoxy mortar and polymer concrete shall be in accordance with the manufacturer's specifications.
- 2. No change of plans will be permitted except by written approval of the Director of Structures, State Bridge Engineer. Any changes to design or construction procedures will be made for contract price adjustment.
- 3. Work for which no pay item is provided in the proposal will not be paid for directly and shall therefore be considered an absorbed item of work.

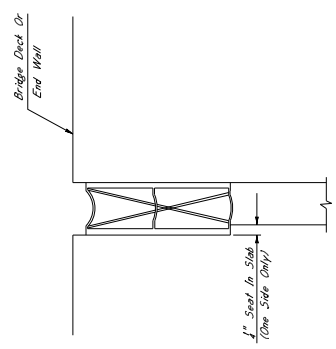


TYPICAL SECTION AT SAWCUT & SEALED JOINT

Showing Sealed Joint After Sawcut and Repair With Epoxy Mortar

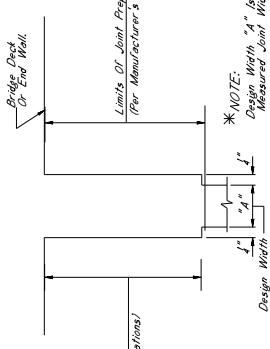
***NOTES:**

1. The Preformed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:
 - A. Silcoflex Joint Sealing System Manufactured By R.J. Watson, Inc. In Allen, NY www.rjwatson.com
 - B. Wicks SBS Joint Sealing System Manufactured By Wicks-Bowman Acme Corporation In Amherst, NY www.wbcorp.com
 - C. Silgoc SSS Silicone Strip Seal Manufactured By SSI Commercial & Highway Construction Materials www.ssi.com
2. For Estimating Purposes, The R.J. Watson Silcoflex Joint Sealing System Was Used. The Contractor Shall Be Responsible For Ensuring That The Manufacturer's Recommendations Are Followed For Joint Preparation, Installation Depth, and Widths, Adhesive, Sealing Times, and Cure Times. The Contractor Shall Be Responsible For Ensuring That The Joint Sealant Material Manufacturer's Recommendations Shall Be Followed For The Joint Sealant Material. To Ensure That The Contractor Is Properly Schooled In Installation Of The Joint Sealant Material.
3. Joints Shall Be Sealed At Their Design Widths, Dimension "A", Which Is Defined As The Actual Width Between The Sawcut. The Contractor Shall Be Responsible For Ensuring That The Manufacturer's Recommendations Are Followed For Joint Preparation, Installation Depth, and Widths, Adhesive, Sealing Times, and Cure Times. The Contractor Shall Be Responsible For Ensuring That The Joint Sealant Material Manufacturer's Recommendations Shall Be Followed For The Joint Sealant Material. To Ensure That The Contractor Is Properly Schooled In Installation Of The Joint Sealant Material.



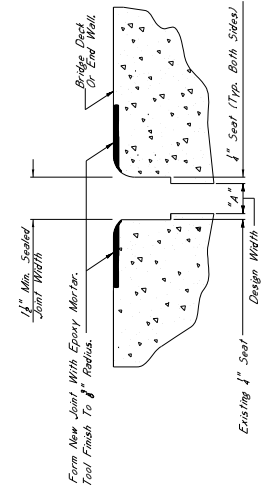
TYPICAL SECTION AT EXISTING JOINT

Showing Existing Expansion Device To Be Removed and Replaced With Preformed Joint Seal



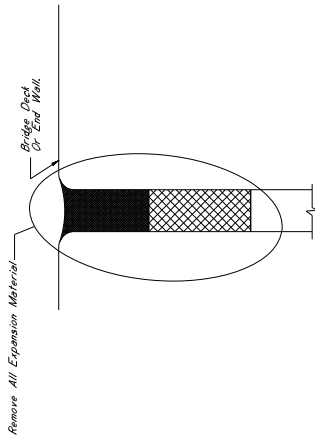
TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL AND SAWCUT

Showing Limits Of Joint Preparation For Application Of New Joint Seal Materials And Sawcut

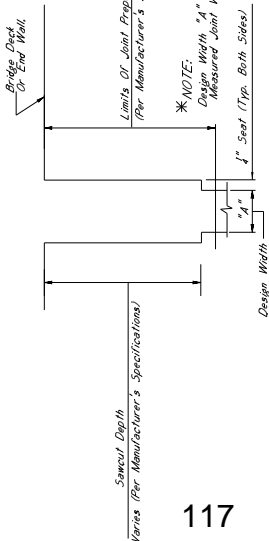


TYPICAL SECTION AT SAWCUT & JOINT REPAIR

Showing New Epoxy Mortar Or Approved Equivalent



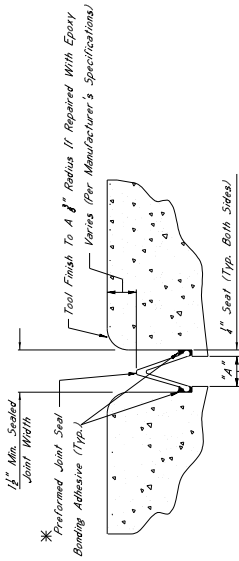
TYPICAL SECTION AT EXISTING JOINT
Showing Existing Expansion Material To Be Removed And Replaced With Preformed Joint Seal



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



TYPICAL SECTION AT SAWCUT & JOINT REPAIR
Showing Area Where Repairs Are Made After Sawsut With Epoxy Mortar Or Approved Equivalent

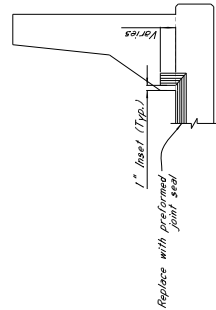


TYPICAL SECTION AT SAWCUT & SEALED JOINT
Showing Sealed Joint After Sawsut And Repair With Epoxy Mortar

*NOTES:
1. The Preformed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:

- A. Silcolite Joint Sealing System
www.silcolite.com
- B. Wicks SGS Joint System
Manufactured By Watson-Burman Acme Corporation In Amherst, NY
www.wbcorp.com
- C. Silgoe SSS Silicone Strip Seal
Manufactured By SSI Commercial & Highway Construction Materials
www.ssi.com

2. For Estimating Purposes, The RJ Watson Silcolite Joint Sealing System Was Responsible To Ensure That The Manufacturer's Recommendations Are Followed For Joint Preparation, Installation Details And Varnes, Adhesive, Sealing Times, And Cure Times. The Contractor Shall Be Responsible For Ensuring That The Manufacturer's Representative Shall Be Present At The Time Joint Sealing Begins To Ensure That The Contractor Is Properly Schooled In Installation Of The Joint Material.
3. Joints Shall Be Sealed At Their Design Widths, Dimension 'A', Which Is Defined As Seal Width On Both Sides Of The Joint. Preformed Joint Seal Type 'A' Shall Be Used For Design Widths Less Than 2". Preformed Joint Seal Type 'B' Shall Be Used For Design Widths Greater Than 2". The Minimum Required Vertical Joint Seal Dimension Shall Be 3". The Contractor Shall Be Responsible For Ensuring That The Design Of Structures, State Bridge Engineer, Is The Responsibility To Ensure That The Size Selected Is Appropriate For The Width Of The Joint.



ELEVATION AT END OF SPAN

NOTES ON ASSOCIATED ITEMS OF WORK:

907-808-4002 JOINT REPAIR

Description:

Shall Include The Work Necessary To Repair Joints In Preparation For The Placement Of New Expansion Material, As Designated In The Detail Drawings Provided. Epoxy Mortar Or Existing Silicone Sealed Compression, And A.C. Sealed Joint Materials Will Not Be Paid For Directly, And Shall Be Considered As Absorbed Under This Item Of Work. Removal Of Joint Materials Shall Be Included Under This Item Of Work. All Other Requirements Shall Be Included Under This Item Of Work. All Other Requirements Shall Be Included Under This Item Of Work. All Other Requirements Shall Be Included Under This Item Of Work. All Other Requirements Shall Be Included Under This Item Of Work.

Basis Of Payment:

The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint.

907-808-4003 JOINT REPAIR WITHOUT EPDM

Description:

Shall Include The Work Necessary To Repair Joints In Preparation For The Placement Of New Expansion Material, As Designated In The Detail Drawings Provided. Epoxy Mortar Materials Will Not Be Paid For Directly And Shall Be Considered As Absorbed Under This Item Of Work. Removal Of Joint Materials Shall Be Included Under This Item Of Work. All Other Requirements Shall Be Included Under This Item Of Work. All Other Requirements Shall Be Included Under This Item Of Work. All Other Requirements Shall Be Included Under This Item Of Work. All Other Requirements Shall Be Included Under This Item Of Work.

Basis Of Payment:

The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint.

907-823-8001 SAW CUT, TYPE I & 907-823-8002 SAW CUT, TYPE II

Description:

The Saw Cut Depth Shall Be Equivalent To The Installation Depth Required By The Manufacturer's Specifications. The Saw Cut Type Shall Be The Same As The Preformed Joint Seal Selected.

Basis Of Payment:

The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint. It Is The Contractor's Responsibility To Ensure That The Manufacturer's Recommendations Are Followed.

907-823-4001 PREFORMED JOINT SEAL, TYPE I

907-823-4002 PREFORMED JOINT SEAL, TYPE II

Description:

Shall Include The Manufacturer's Required Joint Preparation Including Sandblasting Both Sides Of The Joint And Blowing The Joint Free Of Debris With Compressed Air And Placement Of The New Preformed Joint Seal.

Basis Of Payment:

The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Centerline Joint.

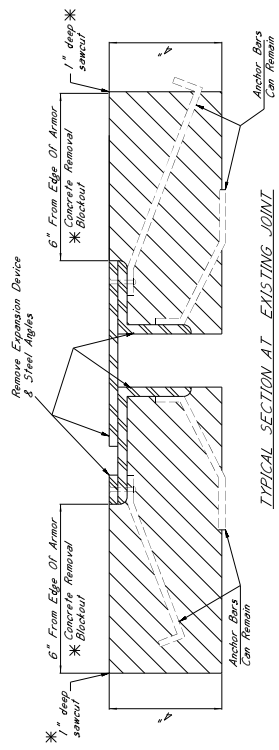
EPDM MORTAR AND POLYMER CONCRETE NOTES:
Either Epoxy Mortar Or Polymer Concrete May Be Used. Qualities And Materials Can Be Found In Section 608 of the Specifications.

GENERAL NOTES:

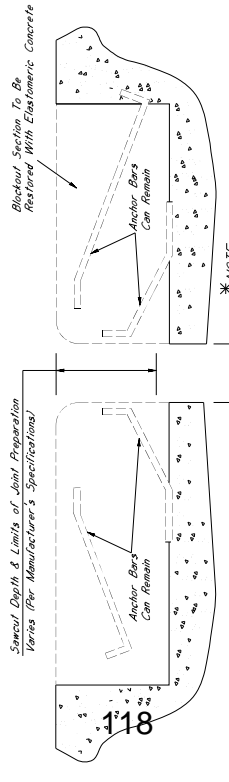
1. Specifications: Mississippi Standard Specifications For Road And Bridge Construction, 2011 Edition.
2. Approval: The Director Of Structures, State Bridge Engineer, May Be Authorized By The Bridge Engineer To Issue Such Changes To The Specifications For Which No Pay Item Is Provided In The Proposal Will Not Be Paid For Directly And Shall Therefore Be Considered An Absorbed Item of Work.

*** 1" SAWCUT NOTES:**
 All 1" Sawcuts Shall Be Considered An Absorbed Item of Work. The Contractor Shall Verify Depth of Reinforcing Steel Before Making Any Sawcuts. The Depth of The Reinforcing Steel Shall Be Repaired To The Satisfaction Of The Engineer At No Cost To The State.

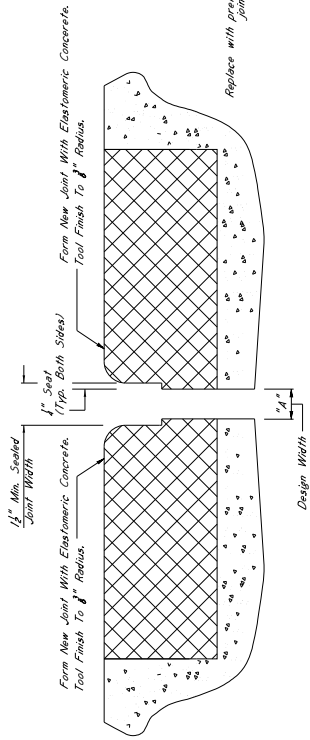
*** CONCRETE REMOVAL BLOCKOUT NOTES**
 Removal Of The Concrete Blockout Area Shall Be Considered An Absorbed Item Of Work Under Pay Item 202-B183. The Contractor Shall Use Hand Tools To Cut A Length Than 30" To Complete This Work.



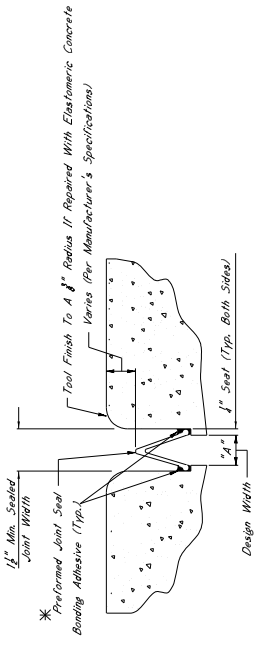
TYPICAL SECTION AT EXISTING JOINT
 Showing Existing Expansion Device To Be Removed And Replaced With Performed Joint Seal



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



TYPICAL SECTION AT SAWCUT & JOINT REPAIR
 Showing Area Where Repairs Are Made After Sawcut With Elastomeric Concrete



TYPICAL SECTION AT SAWCUT & SEALED JOINT
 Showing Sealed Joint After Sawcut And Repair With Elastomeric Concrete

*** NOTES:**
 1. The Performed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:

- A. Silcrete Joint Sealing System, Manufactured By R.J. Watson, Inc. In Alden, NY www.rjwatson.com
- B. Welo SFS Joint System, Manufactured By Watson Bowman Acme Corporation In Amherst, NY www.wbcorp.com
- C. Silcrete 555 Silicone Strip Seal, Manufactured By 551 Commercial & Highway Construction Materials www.551.com

2. For Existing Repairs, The R.J. Watson Silcrete Joint Sealing System May Be Used In Lieu Of The Manufacturer's Recommendations. The Contractor Shall Be Responsible To Ensure That The Manufacturer's Recommendations Are Followed For All Other Applications, Including Repairs To Existing Seals. The Contractor Shall Obtain A Manufacturer Representative Shall Be Present At The Time Joint Sealing Begins To Ensure That The Contractor Is Properly Trained In Installation Of The Joint Sealant.

3. Joints Shall Be Sealed At Their Design Width. Dimension "A", Which Is Defined As Seal Applied On Both Sides Of The Joint, Performed Joint Seal, Type I, Shall Be Used For Design Widths Less Than 2". For Design Widths Greater Than 2", Seal Type I Shall Be Used For Design Widths Up To 4". For Design Widths Greater Than 4", Seal Type II Shall Be Used. In Cases Where Design Widths Are Greater Than 2", Another Type Of Expansion Material Shall Be Required As Directed By The Director Of Structures, Provided It Is Suitable For The Joint. The Contractor Shall Be Responsible To Ensure That The Sealant Is Applied To The Width Of The Joint.

*** NOTES:**
 For Any Signs, Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Blockout Area For Post And Beam Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Barrier Is 6".

ELEVATION AT END OF SPAN

NOTES ON ASSOCIATED ITEMS OF WORK:
 202-B183 REMOVAL OF EXISTING JOINT MATERIAL

Description:
 Shall Include The Removal Of Material Associated With Armor, Sliding Plates and Meagings Provided. Removal As Designated In The Detail Drawings Provided. Removal Of The Concrete Blockout Area Shall Be Absorbed Under This Item Of Work. The Joint Seal Type Shall Not Be Included Under This Item Of Work. The Contractor Shall Be Responsible For The Engineer's Removal of Joint Material And Any Trash And Debris (Including But Not Limited To Compacted Dirt, Vegetation And Trash) Located At Any Depth Within The Joint Shall Be Included Under This Item Of Work.

Basis Of Payment:
 Removal of Armor and Sliding Plate Joint Material Will Be Paid For In Linear Feet At The Contract Unit Price For The Removal of Material From The Centerline Joint, While Removal of Meagings Joint Material Will Only Be Paid For As The Length Along The Centerline Of The Joint.

907-823-8001 SAW CUT, TYPE I & 907-823-8002 SAW CUT, TYPE II

Description:
 The Saw Cut Depth Shall Be Equivalent To The Installation Depth Required For The Manufacturer's Specifications, And The Type Shall Be The Same As The Performed Joint Seal Selected.

Basis of Payment:
 The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint.

907-823-4001 REFORMED JOINT SEAL, TYPE I
 907-823-4002 REFORMED JOINT SEAL, TYPE II

Description:
 Shall Include The Manufacturer's Required Joint Preparation Including Sandblasting Both Sides Of The Joint And Blowing The Joint Clean. The Contractor Shall Be Responsible For The Placement Of The New Performed Joint Seal.

Basis Of Payment:
 The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Centerline Joint.

ELASTOMERIC CONCRETE NOTES

907-824-9907 BRIDGE REPAIR ELASTOMERIC CONCRETE

Description:
 Elastomeric Concrete Shall Be One Of The Following Products, Installed According To The Manufacturer's Specifications:

- A. Poly-Ton Elastomeric Concrete, Manufactured By R.J. Watson, Inc. In Alden, NY www.rjwatson.com
- B. Welo-Crete II, Manufactured By Watson Bowman Acme Corporation In Amherst, NY www.wbcorp.com
- C. Silcrete Elastomeric Concrete, Manufactured By The G.S. Brown Company In North Baltimore, OH www.gsbrown.com

Basis of Payment:
 The Accepted Quantities Will Be Paid For In Cubic Yards At The Contract Unit Price.

GENERAL NOTES:

1. Specifications: Mississippi Standard Specifications For Road And Bridge Construction, 2017.
2. No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer. Any Change Of Plans, Specifications, Materials, Methods, Or Work May Be Authorized By The Bridge Engineer Provided Such Changes Will Not Be Cause For Contract Price Adjustment.
3. Work For Which No Pay Item Is Provided In The Proposal Will Be Considered An Absorbed Item of Work.

NOTES ON ASSOCIATED ITEMS OF WORK:

202-8169 REMOVAL OF EXISTING JOINT MATERIAL

Description: Shall include the removal of material associated with armor, sliding plate, and neoprene expansion joints, as designated in the detail drawings provided. Removal of material from other joint types shall not be included under this item of work unless otherwise directed by the Engineer. Removal of joint material and any trash, vegetation, and debris shall be included under this item of work. Joint shall be included under this item of work.

Basis of Payment:

Removal of armor and sliding plate joint material will be paid for in linear feet at the contract unit price along the length of the bridge deck on each side of the material which will be paid for as the length along the centerline of the joint.

907-823-8001 SAW CUT, TYPE I & 907-823-8002 SAW CUT, TYPE II

Description: The saw cut depth shall be equivalent to the installation depth required by the manufacturer's specifications. The saw cut type shall be the same as the preformed joint seal selected.

Basis of Payment:

The accepted quantities will be paid for in linear feet at the contract unit price along the length of the bridge deck on each side of the centerline of the joint.

907-823-4001 PREFORMED JOINT SEAL, TYPE I

907-823-4002 PREFORMED JOINT SEAL, TYPE II

Description: Shall include the manufacturer's required joint preparation including sandblasting both sides of the joint and blowing the joint free of debris with compressed air and placement of the new preformed joint seal.

Basis of Payment:

The accepted quantities will be paid for in linear feet at the contract unit price along the length of the centerline of the joint.

ELASTOMERIC CONCRETE REPAIR ELASTOMERIC CONCRETE

Description: Elastomeric concrete shall be one of the following products installed according to the manufacturer's specifications:

- A. Poly-Ton Elastomeric Concrete
Manufactured by R.J. Watson, Inc. in Alden, NY
www.rjwatson.com
- B. Wels-Crete II
Manufactured by Watson Bowman Acme Corporation in Amherst, NY
www.wbcorp.com
- C. Delscrete Elastomeric Concrete
Manufactured by The D.S. Brown Company in North Baltimore, OH
www.dsbrown.com

Basis of Payment:

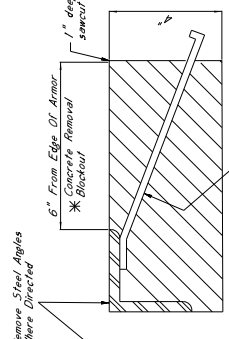
The accepted quantities will be paid for in cubic yards at the contract unit price.

GENERAL NOTES:

1. Specifications: Mississippi Standard Specifications For Road And Bridge Construction, 2017.
2. No change of items will be permitted except by written approval of the Engineer. All changes shall be made in accordance with the minimum changes to detail of design or construction procedure may be authorized by the bridge engineer provided such changes will not cause for contract price adjustment. Approval will not be paid for directly and shall therefore be considered an absorbed item of work.

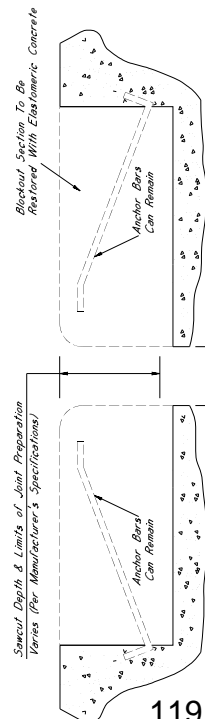
*** CONCRETE REMOVAL BLOCKOUT NOTES**

Removal of the concrete blockout area shall be considered an absorbed item of work. The contractor shall use a hammer No. 30 lbs to complete this work.



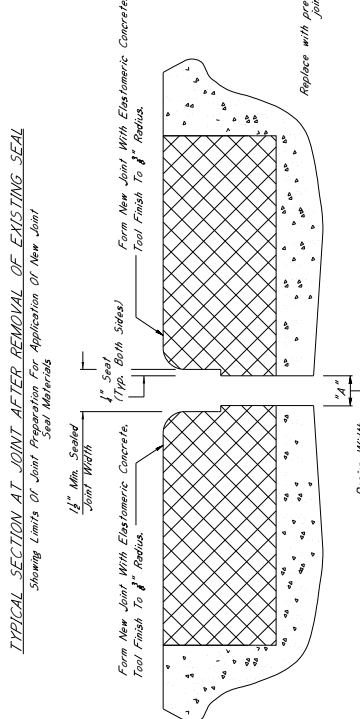
TYPICAL SECTION AT EXISTING JOINT

Showing Existing Existing Joint Seal For Removal And Replaced With Preformed Joint Seal



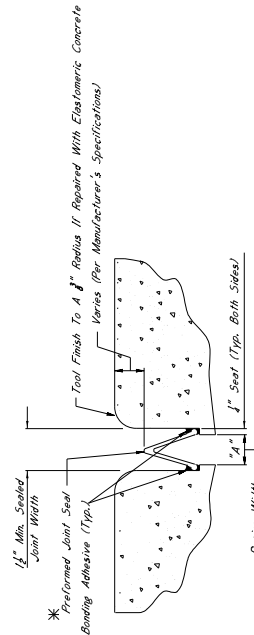
TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL

Showing Limits of Joint Preparation For Application of New Joint Seal Materials



TYPICAL SECTION AT SAWCUT & JOINT REPAIR

Showing Area Where Repairs Are Made After Sawcut With Elastomeric Concrete



TYPICAL SECTION AT SAWCUT & SEALED JOINT

Showing Sawcut Joint After Sawcut And Repair With Elastomeric Concrete

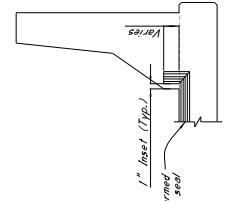
*** NOTES:**

1. The preformed joint seal shall be one of the following installed according to the manufacturer's specifications:
 - A. Silcoflex Joint Sealing System
Manufactured by R.J. Watson, Inc. in Alden, NY
www.rjwatson.com
 - B. Welo SP3 Joint Sealing System
Manufactured by Watson Bowman Acme Corporation in Amherst, NY
www.wbcorp.com
 - C. Silsecc 555 Silicone Strip Seal
Manufactured by SSI Commercial & Highway Construction Materials
www.ssi.com
2. For estimating purposes, the R.J. Watson Silcoflex Joint Sealing System was selected. However, should another supplier be chosen, it is the contractor's responsibility to ensure that the product is approved for use in the project. For joint preparation, installation depths and widths, adhesive setting times, and any other variances between the specifications provided by the manufacturer, to ensure that the contractor is properly schooled in installation of the joint material.
3. Joints shall be sealed at their design widths, dimension "A", which is defined as the actual width of the joint opening. This width does not account for the sealant. The sealant shall be applied to the joint opening. The sealant shall be used for design widths greater than or equal to 2" with the maximum design width of 6". For design widths less than 2", the preformed joint seal type "A" shall be used. The contractor shall be responsible for ensuring that the sealant is applied to the joint opening. The contractor's responsibility to ensure that the size selected is appropriate for the width of the joint.

*** NOTES:**

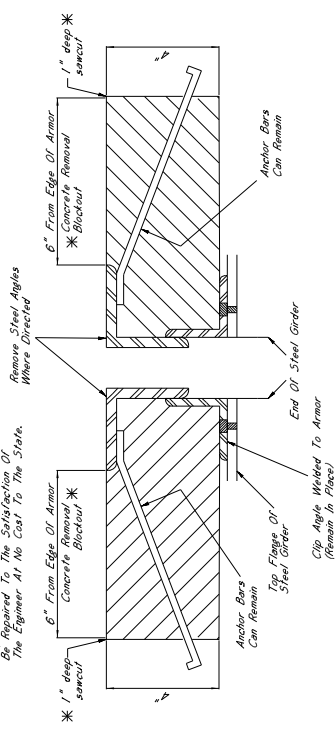
For Jersey Slab Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Barrier Is 6".

ELEVATION AT END OF SPAN

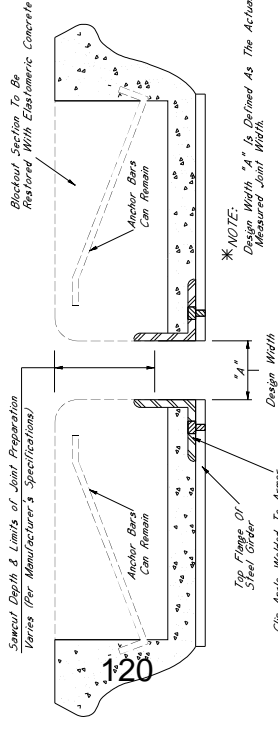


*** CONCRETE REMOVAL BLOCKOUT NOTES**

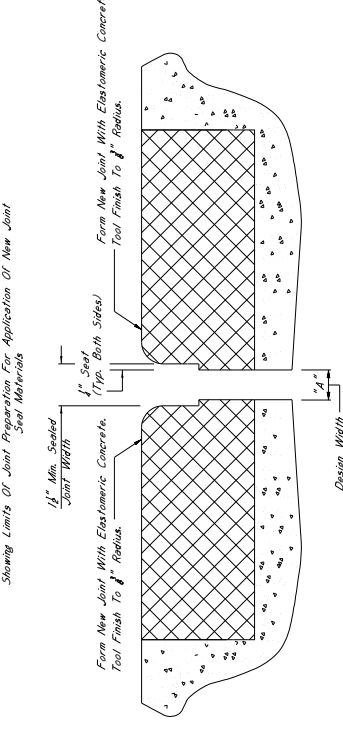
Removal Of The Concrete Blockout Area Shall Be Considered An Absorbed Item Of Work Under Pay Item 202-8169. The Contractor Shall Be Responsible For Removing The Concrete Blockout Area To A Depth Of Not Less Than 30 Lbs To Complete This Work.



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



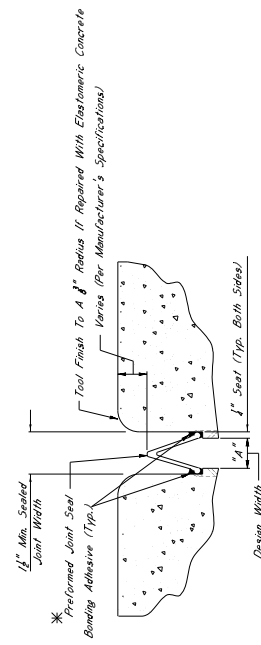
TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL
Showing Limits Of Joint Preparation For Application Of New Joint Seal Materials



TYPICAL SECTION AT SAWCUT & JOINT REPAIR
Showing Area Where Repairs Are Made After Sawcut With Elastomeric Concrete

*** 1" SAWCUT NOTES**

All 1" Sawcuts Shall Be Considered An Absorbed Item of Work. The Contractor Shall Verify Depth Of Reinforcing Steel Prior To Sawcutting. The Depth Of Sawcutting Shall Be No More Than The Depth Of The Reinforcing Steel. Any Damage To Reinforcing Steel Shall Be Repaired To The Satisfaction Of The Engineer At No Cost To The State.



TYPICAL SECTION AT SAWCUT & SEALED JOINT
Showing Sealed Joint After Sawcut And Repair With Elastomeric Concrete

*** NOTES:**

- The Preformed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:
 - A. Silcoflex Joint Sealing System Manufactured By R.J. Watson, Inc. In Alden, NY www.rjwatson.com
 - B. Wale SP3 Joint System Manufactured By Watson Bowman Acme Corporation In Amherst, NY www.watson-bowman.com
 - C. Sigaic 355 Silicone Strip Seal Manufactured By SSI Commercial & Highway Construction Materials www.ssi.com
- For Estimating Purposes, The R.J. Watson Silicone Joint Sealing System Was Selected. However, Should Another Supplier Be Chosen, It Is The Contractor's Responsibility To Ensure That The Manufacturer's Recommendations Are Followed. Any Other Variance Between The Specifications Provided By The Manufacturer, A Manufacturer Representative, Shall Be Present At The Time Joint Sealing Begins. Material That The Contractor Is Properly Sealed In Installation Of The Joint.
- Joints Shall Be Sealed At Their Design Widths, Dimension "A", Which Is Defined As The Actual Width Of The Joint Opening. This Width Does Not Account For The Seal Returned On Both Sides Of The Joint. Preformed Joint Seal, If Used, Shall Be Installed On Both Sides Of The Joint. The Seal Shall Be Installed On The Side For Design Widths Greater Than Or Equal To 2" With The Maximum Design Width Being 2". In Cases Where Design Widths Are Greater Than 2", Another Type Of Seal Shall Be Selected. The Contractor Shall Be Responsible For The Selection Of The Seal Selected Is Appropriate For The Width Of The Joint.

*** NOTES:**

For Heavy Slope Bearings, The Minimum Required Vertical Joint Seal Dimension Within The Area Of The Bearings For Foot And Beam Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Barrier Is 6".

ELEVATION AT END OF SPAN

NOTES ON ASSOCIATED ITEMS OF WORK:

- 202-8169 REMOVAL OF EXISTING JOINT MATERIAL**
Description: Shall Include The Removal Of Material Associated With Armor, Sliding Plates, And Neoprene Expansion Joints, As Well As The Concrete Blockout Area. The Contractor Shall Be Responsible For Removing The Concrete Blockout Area. The Concrete Blockout Area Shall Be Absorbed Under This Item Of Work. Other Joint Types Shall Not Be Included Under This Item Of Work Unless Otherwise Directed By The Engineer. The Contractor Shall Be Responsible For Removing All Debris, Including But Not Limited To, Concrete, Vegetation And Trash, Located At Any Depth Within The Joint. The Contractor Shall Be Responsible For Removing The Removal Of Armor And Sliding Plate Joint Material Will Be Paid For In Linear Feet At The Contract Unit Price Of The Contract Unit Price For The Saw Cut Type Shall Be The Same As The Preformed Joint Seal Selected. Material Will Only Be Paid For As The Length Along The Centerline Of The Joint.
- 907-823-8001 SAW CUT, TYPE I & 907-823-8002 SAW CUT, TYPE II**
Description: The Saw Cut Depth Shall Be Equivalent To The Installation Depth Required By The Manufacturer's Specifications. The Saw Cut Type Shall Be The Same As The Preformed Joint Seal Selected. The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint.
- 907-823-4001 PREFORMED JOINT SEAL, TYPE I**
Description: Shall Include The Manufacturer's Required Joint Preparation Including Sandblasting Both Sides Of The Joint And Blowing The Joint Area Of Debris With Compressed Air And Placement Of The New Preformed Joint Seal.
- 907-823-4002 PREFORMED JOINT SEAL, TYPE II**
Description: The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Centerline Joint.
- ELASTOMERIC CONCRETE NOTES**
Description: Elastomeric Concrete Shall Be One Of The Following Products, Installed According To The Manufacturer's Specifications:
A. Poly-Top Elastomeric Concrete Manufactured By R.J. Watson, Inc. In Alden, NY www.rjwatson.com
B. Wale-Crete II Manufactured By Watson Bowman Acme Corporation In Amherst, NY www.watson-bowman.com
C. Detele Elastomeric Concrete Manufactured By The U.S. Green Company In North Baltimore, OH www.usgreen.com
- Basis of Payment: The Accepted Quantities Will Be Paid For In Cubic Yards At The Contract Unit Price.

GENERAL NOTES:

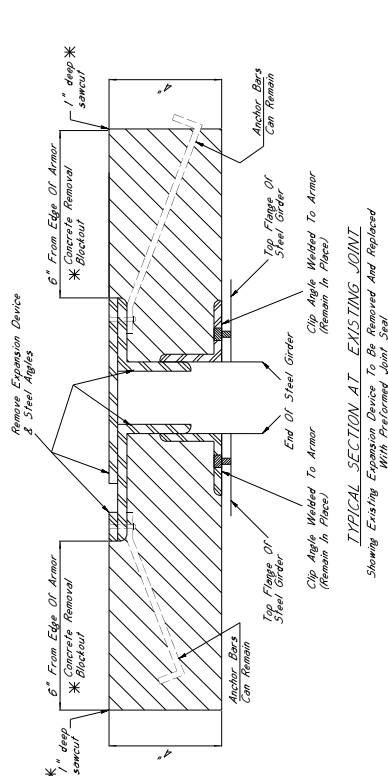
- Specifications: Massachusetts Standard Specifications For Road And Bridge Construction, 2017.
- No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer.
- Work For Which No Pay Item Is Provided In The Proposal Will Be Considered An Absorbed Item of Work.

*** 1" SAWCUT NOTES:**

1. All 1" sawcuts shall be considered in accordance with the specifications. The contractor shall verify depth of reinforcing steel before making any sawcuts. The depth of the sawcut shall be no less than 1 1/2" from the top of the concrete. Any damage to reinforcing steel shall be repaired to the satisfaction of the Engineer at no cost to the State.

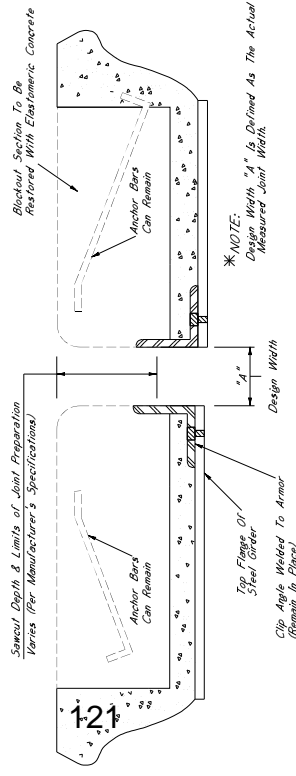
*** CONCRETE REMOVAL BLOCKOUT NOTES**

1. All 1" sawcuts shall be considered in accordance with the specifications. The contractor shall verify depth of reinforcing steel before making any sawcuts. The depth of the sawcut shall be no less than 1 1/2" from the top of the concrete. Any damage to reinforcing steel shall be repaired to the satisfaction of the Engineer at no cost to the State.



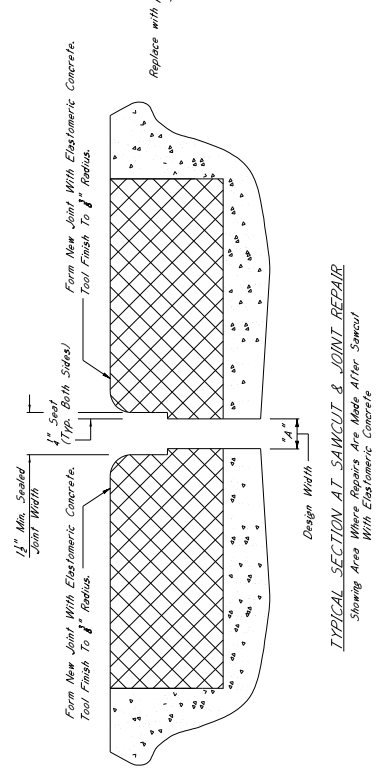
TYPICAL SECTION AT EXISTING JOINT

Showing Existing Expansion Device To Be Removed And Replaced With Preformed Joint Seal



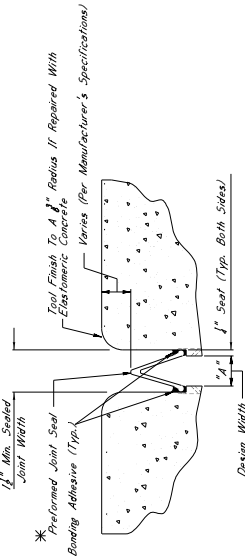
TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL

Showing Limits Of Joint Preparation For Application Of New Joint Seal Materials



TYPICAL SECTION AT SAWCUT & JOINT REPAIR

Showing Area Where Repairs Are Made After Sawcut



TYPICAL SECTION AT SAWCUT & SEALED JOINT

Showing Sealed Joint After Sawcut And Repair With Elastomeric Concrete

*** NOTES:**

1. The Preformed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:

- A. Silcoflex Joint Sealing System Manufactured By Watson Bowman Acme Corporation In Amherst, NY www.watson.com
- B. Welo SPS Joint System Manufactured By Watson Bowman Acme Corporation In Amherst, NY www.watson.com
- C. Silogac SSS Silicone Strip Seal Manufactured By SSI Commercial & Highway Construction Materials www.ssi.com

2. For Estimating Purposes, The R.J. Watson Silcoflex Joint Sealing System Was Used For Joint Preparation, Installation, Sealing, And Finishing. The Manufacturer's Recommendations Are Followed To Ensure That The Contractor Is Properly Schooled In Installation Of The Joint Material.

3. Joints Shall Be Sealed At Their Design Widths, Dimension "A", Which Is Defined As Seal Prepared On Both Sides Of The Joint. The Preformed Joint Seal Type I Shall Be Used For Design Widths Less Than 2". Preformed Joint Seal Type II Shall Be Used For Design Widths Greater Than 2". Design Widths Are Greater Than Design Widths. Expansion Material Shall Be Required As Directed By The Director Of Structures, Subject To The Responsibility To Ensure That The Width Of The Joint.

*** NOTES:**

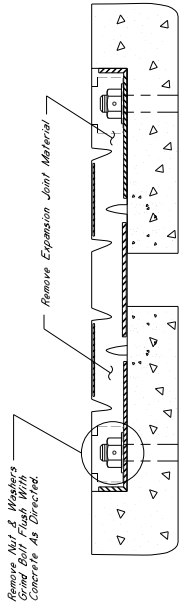
1. For Overlay, Slope Barriers, The Minimum Required Vertical Joint Seal Dimension For Post And Beam Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Barrier is 6".

NOTES ON ASSOCIATED ITEMS OF WORK:

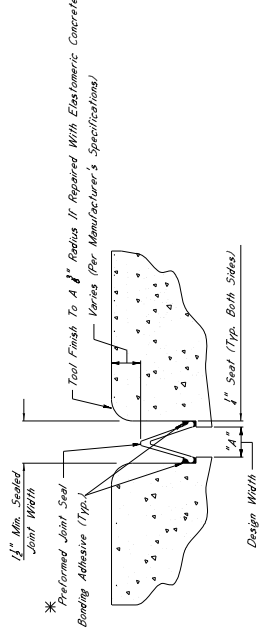
- 202-9169 **REMOVAL OF EXISTING JOINT MATERIAL**
Description: Shall Include The Removal Of Material Associated With Armor, Sliding Plates, And Negreene Expansion Joints, As Designated In The Detail Drawings Provided. Removal Of Item Of Work, Which Other Joint Types Shall Not Be Included Under This Item Of Work Unless Otherwise Directed By The Engineer. Removal Of Joint Material And Any Trash, Vegetation, And Debris Located At Any Depth Within The Joint Shall Be Included Under This Item Of Work.
Basis Of Payment: Removal Of Armor And Sliding Plates Joint Material Will Be Paid For In Linear Feet Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint, While Removal Of Negreene Joint Material Will Only Be Paid For As The Length Along The Centerline Of The Joint.
- 907-823-9001 **SAW CUT, TYPE I & 907-823-9002 SAW CUT, TYPE II**
Description: The Saw Cut Depth Shall Be Equivalent To The Installation Depth Of The Joint Seal. The Saw Cut Length Shall Be The Same As The Preformed Joint Seal Selected.
Basis Of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At Each Side Of The Centerline Joint.
- 907-823-4001 **PREFORMED JOINT SEAL, TYPE I**
907-823-4002 **PREFORMED JOINT SEAL, TYPE II**
Description: Shall Include The Manufacturer's Required Joint Preparation From The Joint Preparation To The Placement Of The New Preformed Joint Seal.
Basis Of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At Each Side Of The Centerline Joint.
The Contract Unit Price Along The Length Of The Concrete Joint.
- ELASTOMERIC CONCRETE NOTES**
907-824-9007 **BRIDGE REPAIR, ELASTOMERIC CONCRETE**
Description: Elastomeric Concrete Shall Be One Of The Following Products, Installed According To The Manufacturer's Specifications:
A. Poly-Ton Elastomeric Concrete, Inc. In Alden, NY www.polyton.com
B. WeloCrete II By Watson Bowman Acme Corporation In Amherst, NY www.watcorp.com
C. Dytrete Elastomeric Concrete Manufactured By The U.S. Brown Company In North Bellmills, OH www.usbrown.com

GENERAL NOTES:

- 1. Specifications: Massachusetts Standard Specifications For Road And Bridge Construction, 2017.
- 2. No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer. Any Change To The Specifications Shall Be Made In Accordance With The Contract Price Adjustment Provisions. Such Changes Will Not Be Cause For Contract Price Adjustment. Work For Which No Item Is Provided In The Proposal Will Be Considered An Absorbed Item Of Work.



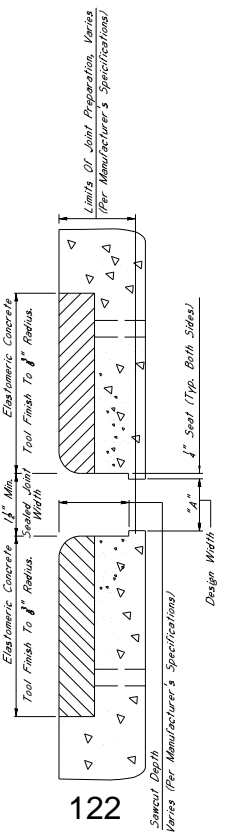
TYPICAL SECTION AT EXISTING JOINT
Showing Existing Expansion Device To Be Removed and Replaced With Preformed Joint Seal



TYPICAL SECTION AT SAWCUT & SEALED JOINT
Showing Sawcut Joint After Sawcut and Repair With Elastomeric Concrete

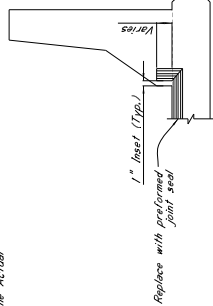
*NOTES:

- The Preformed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:
 - SilicoFlex Joint Sealing System Manufactured By R.J. Watson, Inc. In Aloha, NY www.rjwatson.com
 - Wells 395 Joint Sealing System Manufactured By Watson Bowman Acme Corporation In Amherst, NY www.wbcorp.com
 - Silgaps SSS Silicone Strip Seal Manufactured By SSI Commercial & Highway Construction Materials www.ssi.com
- For Estimating Purposes, The R.J. Watson SilicoFlex Joint Sealing System Was Selected. However, Should Another Supplier Be Chosen, It Is The Contractor's Responsibility To Verify That The Selected System Meets The Requirements For Joint Preparation, Installation Details And Methods, Adhesive Setting Times, And Any Other Parameters Between The Specifications Provided By The Manufacturer, To Ensure That The Contractor Is Properly Schooled In Installation Of The Joint Material.
- Joints Shall Be Sealed At Their Design Widths, Dimension "A", Which Is Defined As The Actual Width Of The Joint Opening. This Width Does Not Account For The Expansion Of The Sealant. The Sealant Shall Be Applied To The Joint Surface For Design Widths Greater Than Or Equal To 2". With The Minimum Design Width Of Expansion Material Shall Be Provided As Directed By The Director Of Structures, State Bridge Engineer. It Is The Contractor's Responsibility To Ensure That The Size Selected Is Appropriate For The Width Of The Joint.



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

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



ELEVATION AT END OF SPAN

*NOTES:

- For Jersey Shape Barriers, The Minimum Required Vertical Joint Seal Dimension Will Be 1.5" Above The Barrier.
- For Wall Shape Barriers, The Minimum Required Vertical Joint Seal Dimension Will Be 1.5" Above The Barrier.

NOTES ON ASSOCIATED ITEMS OF WORK:

202-0169 REMOVAL OF EXISTING JOINT MATERIAL
Description:
Shall Include The Removal Of Material Associated With Armor, Siding Plugs, And Nonpre-Expansion Joints, As Designated In The Detail Drawings. Preformed Joints, Other Than Sawcuts, Shall Be Removed In Accordance With The Work Unless Otherwise Directed By The Engineer. Removal Of Joint Material And Any Trash And Debris (Including But Not Limited To, Compacted Dirt, Gravel, Etc.) Shall Be Included Under This Item Of Work. The Joint Shall Be Included Under This Item Of Work.

Basis Of Payment:
Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck On Each Side Of The Expansion Joint. Material Will Only Be Paid For As The Length Along The Centerline Of The Joint.

907-823-0001 SAW CUT, TYPE I & 907-823-0002 SAW CUT, TYPE II
Description:
The Saw Cut Depth Shall Be Equivalent To The Installation Depth Required By The Manufacturer's Specifications. The Saw Cut Type Shall Be The Same As The Preformed Joint Seal Selected.

Basis Of Payment:
The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint.

907-823-0001 PREFORMED JOINT SEAL, TYPE I
907-823-0002 PREFORMED JOINT SEAL, TYPE II
Description:
Shall Include The Manufacturer's Required Joint Preparation Including Sandblasting Both Sides Of The Joint And Blowing The Joint Free Of Debris With Compressed Air And Placement Of The New Preformed Joint Seal

Basis Of Payment:
The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Centerline Joint.

ELASTOMERIC CONCRETE NOTES
907-824-0007 BRIDGE REPAIR ELASTOMERIC CONCRETE
Description:
Elastomeric Concrete Shall Be One Of The Following Products, Installed According To The Manufacturer's Specifications.

- Pol-Ton Elastomeric Concrete Manufactured By R.J. Watson, Inc. In Aloha, NY www.rjwatson.com
- WellsCrete II Manufactured By Watson Bowman Acme Corporation In Amherst, NY www.wbcorp.com
- Delcrete Elastomeric Concrete Manufactured By The D.S. Brown Company In North Baltimore, OH www.dsbrown.com

Basis Of Payment:
The Accepted Quantities Will Be Paid For In Cubic Yards At The Contract Unit Price.

GENERAL NOTES:

- See Watson (Mississippi) Standard Specifications For Road And Bridge Construction 2017.
- No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer. Minor Changes To Detail Drawings, Construction Procedures, Materials, Or Methods, Shall Be Permitted Provided Such Changes Will Not Be Cause For Contract Price Adjustment. Work For Which No Pay Item Is Provided In The Proposal Will Not Be Paid For Directly And Shall Therefore Be Considered An Absorbed Item Of Work.

NOTES ON ASSOCIATED ITEMS OF WORK:

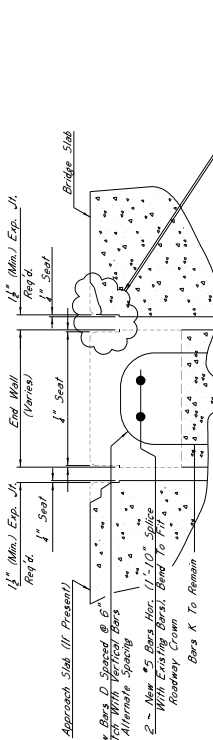
- 907-824-PP008 BRIDGE REPAIR, ENDWALL REPAIR**
- Description: Shall include the Work Necessary To Remove And Replace The Damaged Concrete On The End Wall Of The Bridge Deck, To Remove The Existing Epoxy Under Coating Limiting The Repair To The Damaged Section, The Specified Depth Of Endwall Shall Be Removed Along The Entire Width Of The Bridge Deck.
- Basis of Payment: The Associated Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Width Of The Bridge Deck.
- Damage Caused To Other Elements Of The Structure Or Roadway While Completing Work Of Work Shall Be Repaired By The Contractor At No Cost To The Department.
- Prior To Placing New Concrete, All Concrete Surfaces That Will Be In Contact With The New Concrete Shall Be Painted With An Approved Epoxy Under Coating To Bond New Concrete To Old.
- New Concrete Shall Be High Early Strength Bridge Concrete, As Follows:
- The concrete mixture design shall be furnished by the Contractor for approval by the Materials Division. Mixture design parameters are as follows:
- Required Strength: 5000 psi
 Maximum Slump: 6 inches
- Non-chloride based accelerator may be used if the ambient temperature is 50°F or less, but shall not be used if the ambient temperature is greater than 50°F. Synthetic structural fibers shall be used. The Contractor shall select a manufacturer from ADOT's Approved Products List, and the manufacturer's recommendations shall be followed for the dosage rate.
- Curing to be continuous until 2500 psi is attained. Traffic is to be diverted from the repair area until this value is reached. The Contractor may use the Ministry of Transportation 207 subject to the contractor's approval. However, final acceptance of the in-place concrete shall be determined using eight concrete test cylinders, which shall be cured in a container next to the concrete placement. Two cylinders are to be tested at 8, 16, and 24-hour intervals. The remaining cylinders shall be used to determine the 28-day compressive strength of the concrete.
- The Removal Of Existing Expansion Material May Require Any Number Of Vite Pay Associated With The Removal Of Existing Expansion Material. The Contractor Shall Submit Corresponding Joint Repair Detail Sheet For Additional Details On The Associated Items Of Work.

GENERAL NOTES:

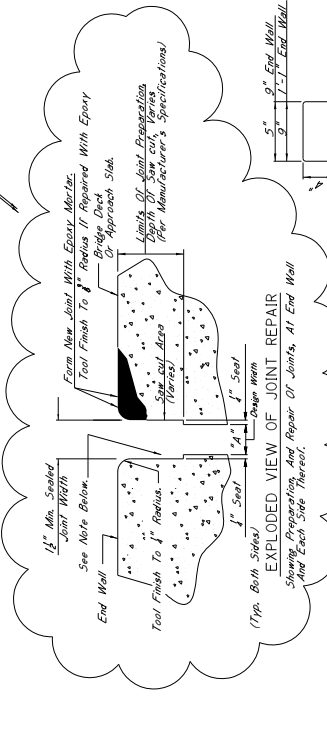
1. No Change Of Plans Will Be Permitted Except By Writing. All Changes To Detail Of Design Construction Shall Be Authorized By The Bridge Engineer Provided Such Changes Will Not Be Caused For Contract Price Adjustment. Changes Will Not Be Paid For Directly And Shall Therefore Be Considered An Absorbed Item Of Work.
2. And Bridge Construction 2017.
3. Approved Changes To Detail Of Design Construction May Be Authorized By The Bridge Engineer Provided Such Changes Will Not Be Caused For Contract Price Adjustment. Changes Will Not Be Paid For Directly And Shall Therefore Be Considered An Absorbed Item Of Work.

REMOVAL OF EXISTING JOINT MATERIAL

- 907-808-A002 JOINT REPAIR WITHOUT EPOXY
 907-808-A003 JOINT REPAIR WITH EPOXY
 907-823-A001 PREFORMED JOINT SEAL, TYPE I
 907-823-A002 PREFORMED JOINT SEAL, TYPE II



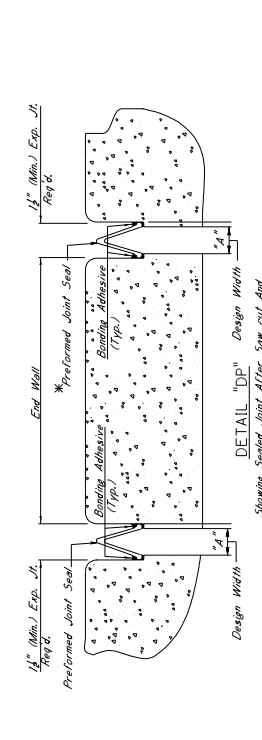
DETAIL "D"
 Showing Repair Details Of End Wall, Reinforcing Steel And Expansion Joint Formation.



EXPLODED VIEW OF JOINT REPAIR
 Showing Preparation And Repair Of Joints, At End Wall And Each Side Thereof.

*NOTE: Vertical Faces Of End Wall To Be Sealed With Sealant For Manufacturer's Specification. See Detail Above On This Sheet.

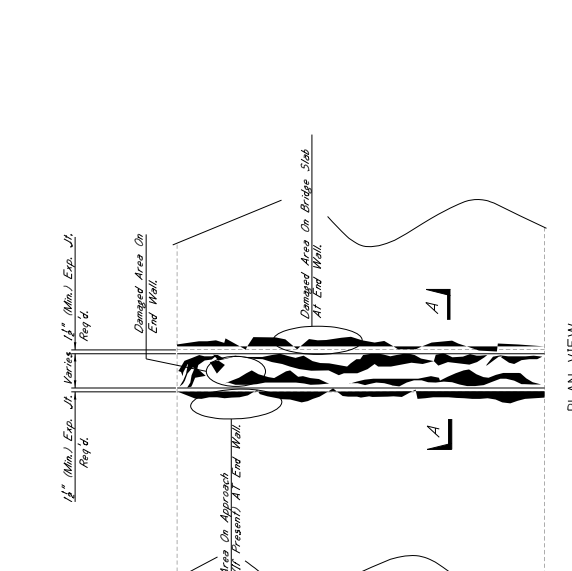
*NOTE: Design Width 'A' Is Defined As The Actual Measured Joint Width.



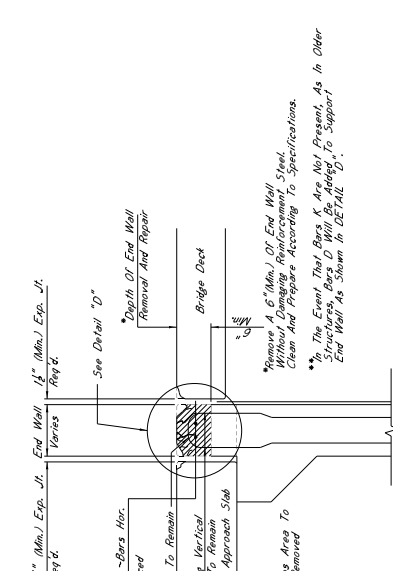
DETAIL "D"
 Showing Joint After Saw cut And Repair With Epoxy Under

*NOTE: For Estimating Purposes, The RJ Wilson Silicoflex Joint Sealing System Was Used For Joint Preparation, Installation Details And Widths, Adhesive Sealing Times, And Manufacturer Representative Shall Be Present At The Time Joint Sealing Begins To Ensure That The Contractor Is Properly Trained In Installation Of The Joint Material.

3. Joints Shall Be Sealed At Their Design Widths, Dimension 'A', Which Is Defined As Seal Provided On Both Sides Of The Preformed Joint Seal. Type I Seal Shall Be Used For Design Widths Less Than 2\"/>



PLAN VIEW
 Showing Existing Damaged Areas On And Around End Wall.



ELEVATION (SECTION A-A)
 Showing Details Of Removal Of Damaged End Wall.

*NOTES:

1. The Preformed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:
 - A. Silicoflex Joint Sealing System Manufactured By RJ Wilson, Inc. www.rjwilson.com
 - B. Wicks SSS Joint Sealer Manufactured By Wicks-Bowman Acme Corporation www.wicksorp.com
 - C. Slogee SSS Silicone Strip Seal Manufactured By SSI Commercial & Highway Construction Materials www.ssi.com

*In The Event That Bars K Are Not Present, As In Older Structures, Bars D Will Be Added To Support End Wall As Shown In DETAIL "D".

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.

Mill & Overlay approximately 9 miles on SR 22 from SR 463 to the Beginning of the 5 Lane Section, known as State Project No. MP-5022-45 (008) / 307477301 in Madison County.

Line no.	Item Code	Adj Code	Quantity	Units	Description[Fixed Unit Price]
Roadway Items					
0010	202-B003		627	Linear Feet	Removal of Asphalt Curb
0020	202-B009		6,376	Square Yard	Removal of Asphalt Pavement, Failed Areas
0030	202-B158		2,000	Linear Feet	Removal of Guard Rail, Including Rails, Posts and Terminal Ends
0040	202-B240		736	Linear Feet	Removal of Traffic Stripe
0050	203-EX021	(E)	917	Cubic Yard	Borrow Excavation, AH, FME, Class B9-6
0060	203-G001	(E)	50	Cubic Yard	Excess Excavation, FM, AH
0070	217-A001		400	Square Yard	Ditch Liner
0080	225-A001		1	Acre	Grassing
0090	225-B001		2	Ton	Agricultural Limestone
0100	225-C001		2	Ton	Mulch, Vegetative Mulch
0110	226-A001		1	Acre	Temporary Grassing
0120	234-C001		1,500	Linear Feet	Super Silt Fence
0130	237-A002		1,500	Linear Feet	Wattles, 20"
0140	304-D002	(GT)	2,052	Ton	Granular Material, Crushed Stone
0150	310-B001	(GT)	10	Ton	Size I Stabilizer Aggregate, Coarse
0160	403-A014	(BA1)	14,393	Ton	9.5-mm, MT, Asphalt Pavement
0170	403-B002	(BA1)	11,510	Ton	12.5-mm, MT, Asphalt Pavement, Leveling
0180	406-D001		181,074	Square Yard	Fine Milling of Bituminous Pavement, All Depths
0190	407-A001	(A2)	14,083	Gallon	Asphalt for Tack Coat
0200	423-A001		18	Mile	Rumble Strips, Ground In
0210	503-C010		5,622	Linear Feet	Saw Cut, Full Depth
0220	601-B001	(S)	3	Cubic Yard	Class "B" Structural Concrete, Minor Structures
0230	606-B009		1,720	Linear Feet	Guard Rail, Class A, Type 1, Metal Post
0240	606-D005		8	Each	Guard Rail, Bridge End Section, Type A
0250	606-E007		24	Each	Guard Rail, Terminal End Section, Non-Flared
0260	606-G002		8	Each	Special Sections, Guard Rail Bridge End Connector
0270	618-A001		1	Lump Sum	Maintenance of Traffic
0280	619-A1001		57	Mile	Temporary Traffic Stripe, Continuous White
0290	619-A2001		42	Mile	Temporary Traffic Stripe, Continuous Yellow
0300	619-A4002		12	Mile	Temporary Traffic Stripe, Skip Yellow
0310	619-A5001		86,160	Linear Feet	Temporary Traffic Stripe, Detail
0320	619-A6001		422	Square Feet	Temporary Traffic Stripe, Legend
0330	619-A6002		3,312	Linear Feet	Temporary Traffic Stripe, Legend
0340	619-D1001		737	Square Feet	Standard Roadside Construction Signs, Less than 10 Square Feet
0350	619-D2001		404	Square Feet	Standard Roadside Construction Signs, 10 Square Feet or More

Line no.	Item Code	Adj Code	Quantity	Units	Description Fixed Unit Price
0360	619-G4001		24	Linear Feet	Barricades, Type III, Double Faced
0370	620-A001		1	Lump Sum	Mobilization
0380	626-B002		19	Mile	6" Thermoplastic Double Drop Traffic Stripe, Continuous White
0390	626-D001		4	Mile	6" Thermoplastic Double Drop Traffic Stripe, Skip Yellow
0400	626-E001		14	Mile	6" Thermoplastic Double Drop Traffic Stripe, Continuous Yellow
0410	626-G004		10,500	Linear Feet	Thermoplastic Double Drop Detail Stripe, White
0420	626-G005		18,220	Linear Feet	Thermoplastic Double Drop Detail Stripe, Yellow
0430	626-H001		422	Square Feet	Thermoplastic Double Drop Legend, White
0440	626-H002		1,656	Linear Feet	Thermoplastic Double Drop Legend, White
0450	627-J001		371	Each	Two-Way Clear Reflective High Performance Raised Markers
0460	627-K001		160	Each	Red-Clear Reflective High Performance Raised Markers
0470	627-L001		1,520	Each	Two-Way Yellow Reflective High Performance Raised Markers
0480	630-A003		8	Square Feet	Standard Roadside Signs, Sheet Aluminum, 0.125" Thickness
0490	630-C003		198	Linear Feet	Steel U-Section Posts, 3.0 lb/ft
0500	630-F006		125	Each	Delineators, Guard Rail, White
0510	630-G005		14	Each	Type 3 Object Markers, OM-3R or OM-3L, Post Mounted
0520	907-619-B001		132	Linear Feet	Temporary Portable Rumble Strips
0530	907-619-H2001		3	Each	Traffic Signal, Portable, Type 1
0540	907-808-A002	(S)	200	Linear Feet	Joint Repair
0550	907-823-A001		100	Linear Feet	Preformed Joint Seal, Type I
0560	907-823-B001		200	Linear Feet	Saw Cut, Type I

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. **MP-5022-45(008)/ 307477301000**

in **Madison** _____ 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 MP-5022-45(008)/ 307477301000

LOCATED IN THE COUNTY(IES) OF Madison

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: MP-5022-45(008)/307477301000

LOCATED IN THE COUNTY(IES) OF: Madison

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 **Mill & Overlay approximately 9 miles on SR 22 from SR 463 to the Beginning of the 5 Lane Section, known as State Project No. MP-5022-45(008) / 307477301 in Madison 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

