

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 – NOTICE TO BIDDERS NO. 3173

CODE: (SP)

DATE: 03/08/2021

SUBJECT: Scope of Work

PROJECT: NH-0026-01(083) / 108605301 -- Lauderdale County

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

Work on the project shall consist of the following.

The Contractor shall mill and overlay approximately 4 miles of existing asphalt and composite pavement on Highway 11/19, Meridian city limits, Lauderdale County beginning from pavement change approximately 0.25 miles south of I20/59 (BOP station 0+00) to approximately 0.2 miles north of the Walmart entrance to the bridge (24.4A & B) apron on Highway 19 (EOP station 114+93 NB and 114+79 SB).

The existing 60 to 64-foot wide asphalt pavement and the divided 28-foot wide asphalt pavement shall be milled two inches (2") and inlay with 2" of 12.5-mm, MT, asphalt. Any drop offs or drainage issues caused during milling and paving operations shall be corrected by the Contractor. Drop-offs shall be addressed as per Standard Drawing TCP-SC. Traffic will not be allowed to run on milled surfaces more than five (5) consecutive days.

General Notes

Milling

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

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

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

Milling and paving operations shall be performed such that a -2% slope from centerline is provided in normal crown roadway sections. Superelevation through curves shall be maintained as it currently exists or improved as directed.

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

Milling of driveway pads shall be conducted in a manner to prevent gouging or otherwise affecting the roadway pavement structure and slope. Traffic will be allowed to travel on the milled surface for five (5) days. Traffic will be allowed to run on all milled local roads for five (5) days, unless otherwise stated.

Paving

Prior to mainline milling and paving operations, failed areas in the existing pavement shall be removed and backfilled with 12.5-mm, MT, Leveling asphalt as per the attached typical sections and details. If traditional excavation methods are used, the removal area shall first be saw cut full depth to create a neat line and prevent damage to the adjacent pavement structure. Payment for saw cuts will be made using pay item 503-C: Saw Cut, Full Depth. 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 damage to the adjacent pavement structure. If saw cuts are used in conjunction with milling, payment will be made using pay item 503-C: Saw Cut, Full Depth. Payment will not be made for saw cuts not performed. Asphalt shall be placed in multiple lifts with a maximum lift thickness of two and a half inches (2 ½ "). Any granular/chemically treated/stone/etc. base or subgrade material deemed unsuitable by the Engineer shall be removed as directed and backfilled with 12.5-mm, MT, Leveling asphalt. Payment for the excavation of the granular base and subgrade will be made using pay item 203-G: Excess Excavation. A list of the failed areas is shown in the attached tables. Pavement repairs shall be completed as a continuous operation in order to minimize traffic impacts. Lane closures shall remain in place until the failed area has been completely repaired. Lane closures may not be left unattended except as allowed by the Engineer on multilane projects.

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

Publicly maintained roads and streets should be paved to the existing right-of-way and in accordance with the attached drawings. Privately owned entrances shall be paved to the shoulder line per the included typical drawing unless otherwise directed. Pad dimensions shall match the existing lengths and widths unless otherwise directed. Pads shall be shaped horizontally and vertically to prevent excessive drop-offs. Any new driveway pads deemed necessary by the Engineer shall be placed according to specifications.

Granular Shoulder Material

Any material excavated from the existing shoulder during pavement widening operations or as a result of shoulder blading shall be used on the existing shoulder to match the new pavement elevation and any surplus material shall be spread along the edge of the shoulders, fore slopes, or

other adjacent areas as directed by the Engineer and will be an absorbed item. Material which cannot be suitably placed in adjacent areas and deemed to be excess excavation by the Engineer shall be removed from the project site. Payment for removal of excess material will be made using pay item: 203-G: Excess Excavation.

Granular Material, Crushed Stone shall be provided around driveway pads as directed to prevent shoulder drop-offs and shall be placed in a timely manner. Drop-offs exceeding 2¼" shall be corrected within two (2) calendar days of the placement of the pad.

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

Temporary and Permanent Pavement Markings

Temporary traffic stripe will be required immediately after the milling and/or required overlay and prior to opening area to traffic. Temporary stripe is to be placed in the same location and configuration as the permanent stripe except that it may be offset as required for milling and paving operations. If temporary stripe is offset, the Contractor shall conduct operations in a manner to insure the final temporary stripe is placed at the required location of the permanent stripe. If removal of temporary offset stripe is required in order to achieve the correct location and alignment of permanent stripe, the cost of removal will not be measured for payment. Placement of double temporary centerline will not be allowed.

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

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

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

Permanent pavement markers shall be placed in accordance with the attached drawings and Standard Drawings.

Guardrail

Guardrails shall be replaced at the locations shown on the attached table. Removal of guardrail shall consist of removal of bridge end section, w-beam/thrie beam, terminal end section, posts, and all other appurtenances. All guardrail removed shall be replaced the same day and prior to

reopening the adjacent lane of traffic. Voids created by the removal of posts, concrete anchors, footings, etc. shall be backfilled and tamped in accordance with Section 203 of the Standard Specifications. Asphalt is to be extended under the guard rail and two feet (2') behind the guard rail post as per the attached detail. The area to be paved shall be bladed to accommodate 2" of 12.5-mm, MT, asphalt. The excavated material shall be retained and used to raise the existing shoulder to match the new pavement elevation. The cost of blading will be an absorbed item and shall be included in the price of other items bid. Material which cannot be placed and blended in adjacent areas and deemed to be excess excavation by the Engineer shall be removed under Pay Item: 203-G: Excess Excavation. Object markers at bridge approaches are to be replaced as shown in the attached table. Removal of object markers shall be absorbed in the cost of other items bid.

Guardrail on Hwy 19 North at box 23.9 shall be removed and replaced with guardrail items shown on the attached table. Borrow material will be used to build a guard rail pad to accommodate the addition of the new guardrail. Rip rap and sediment stone shall be placed on the lower side for erosion control purposes. Upon completion of the work and establishment of permanent vegetation, the rip rap and sediment control stone may be removed and used to armor the slope. Grassing of any disturbed areas will be required, and is to be included in the prices for other items bid. Placement of rip rap, sediment stone, and borrow material will be paid for using the following pay items: 249-A001 Riprap for Erosion Control, 815-F002 Sediment Control Stone, and 203-EX041 Borrow Excavation, AH, LVM, Class B9-6.

All removed guard rails, including rail, terminal end sections, bridge end sections, posts and other appurtenances, will become the property of MDOT and shall be delivered by the Contractor to the Newton District Maintenance Headquarters. The Contractor shall coordinate the delivery of these items with MDOT (Jay Franklin at 601-946-7820 or 601-683-3341) 24 hours in advance of delivery.

Permanent Signs

Permanent signs as listed on the attached tables shall be replaced. Unless otherwise listed in the attached tables, existing posts, anchors, angles/bars, and other components shall be reused. The Contractor shall use new bolts, screws, washers, nuts, etc. of the required sizes in the installation of signs. If required as part of the sign replacement activities, all post, pipe, and I-beam lengths in these plans are estimated quantities. Post lengths for all signs shall be verified in the field by the Contractor prior to fabrication. Installation dates shall be clearly written in bold black markings on the back bottom half off all signs with a permanent marking stick that is waterproof, fade resistant, and marks on wet or dry surfaces.

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

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 shall be included in the price of other items bid. Failure of the Contractor to remove the debris as prescribed herein shall be just cause for withholding the monthly progress estimate payment or suspending active operations until the debris is satisfactorily removed by the Contractor.

Temporary asphalt joints (aka paper joints) shall be employed at all locations requiring traffic to traverse an uneven, transverse, pavement joint. Paper joints shall be a minimum of nine feet (9') in length and for the full width of the milled/paved surface. Paper joints for 1-inch OGFC joints shall be a minimum of three feet (3') in length. Paper joints shall be adequately maintained.

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

Prior to opening a lane to traffic, all existing material shall be bladed back to the edge of pavement. All existing shoulder material shall be used prior to the placement of granular material, crushed stone. As per Subsection 618.03.3 of the Standard Specifications, the Contractor shall be required to place granular material on the shoulder at any time a differential of two and one-quarter inches (2¼") or more exist between the present pavement edge and shoulder grade. This condition may exist prior to preliminary leveling, after the placement of the preliminary leveling, after the placement of the surface course. In locations where a 2¼-inch differential exist between the pavement edge and the shoulder material, and along a section which lies outside a work zone delineated with traffic control devices such as drums, this condition shall be corrected by the placement of the shoulder material to correct the differential.

Miscellaneous Notes

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

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

Removal of existing raised pavement markers shall be included in the prices for other items bid.

Incidental work such as removing vegetation, shaping and compacting shoulders, removing and resetting signs and/or mailboxes, removing excess asphalt material, project clean-up, and other

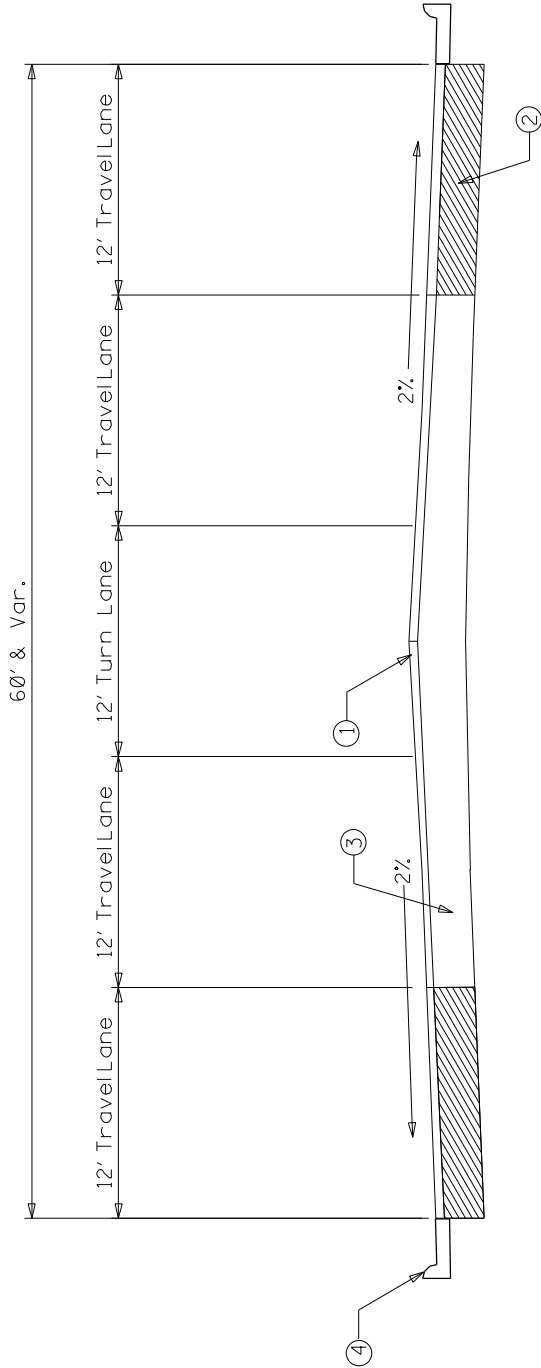
items of incidental work necessary to complete the project will not be measured for separate payment and such costs will be considered included in the price of other items bid.

There is a railroad crossing located at station 12+50 Arundel Road on Highway 11/19. The Contractor will be required to comply with all applicable Railway-Highway Provisions.

All traffic signals on project will be upgraded to the radar detection system (see attached table for locations/quantities).

NH-0026-01(083) / 108605301000
TYPICAL SECTION

BOP Station 0+00 to 82+92
(South of I-20/59 to Valley St.)
and 22+00 to 67+00 (MCC to North Hills Intersection)



Proposed

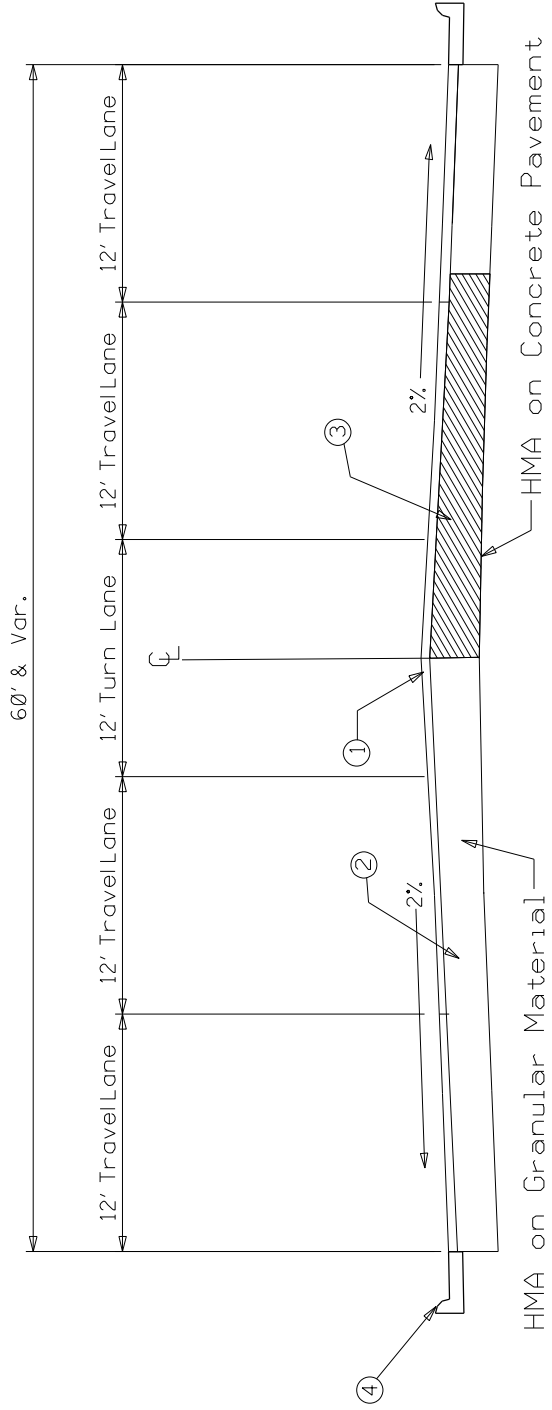
- ① Mill 2" and place (12.5mm), Mt, Asphalt Pavement @ 2 inches
- ② Failed areas to be removed full depth and back filled with HMA as directed

Existing

- ③ 12"-15" HMA on 8"-12" of Untreated Granular Material
- ④ Curb and Gutter

NH-0026-01(083) / 108605301000
TYPICAL SECTION

Station 82+92 to 87+54 & 8+87 to 22+00
Valley St. to Intersection at 8th St. and
8th St. Intersection to MCC
Equation: 10+00BK/0+00AH



Proposed

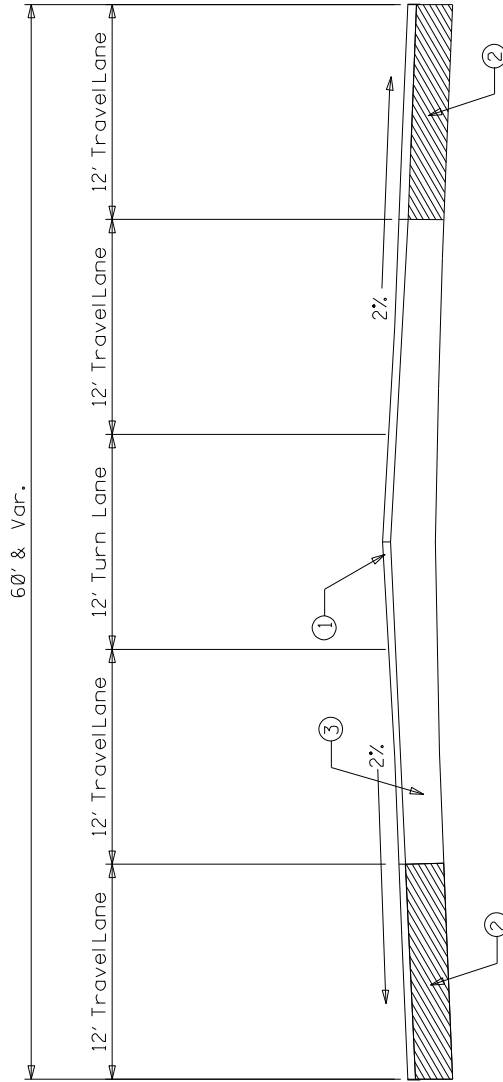
① Mill 2" and place (12.5mm), Mt, Asphalt Pavement @ 2 inches

Existing

- ② 8"-11" HMA on 8" of Granular Material or 6" of JRCP
- ③ 20' Reinforced Concrete Pavement
- ④ Curb and Gutter

NH-0026-01(083) / 108605301000
TYPICAL SECTION

Station 67+00 to 105+50
North Hills St. to Beginning of 4-Lane Section



Proposed

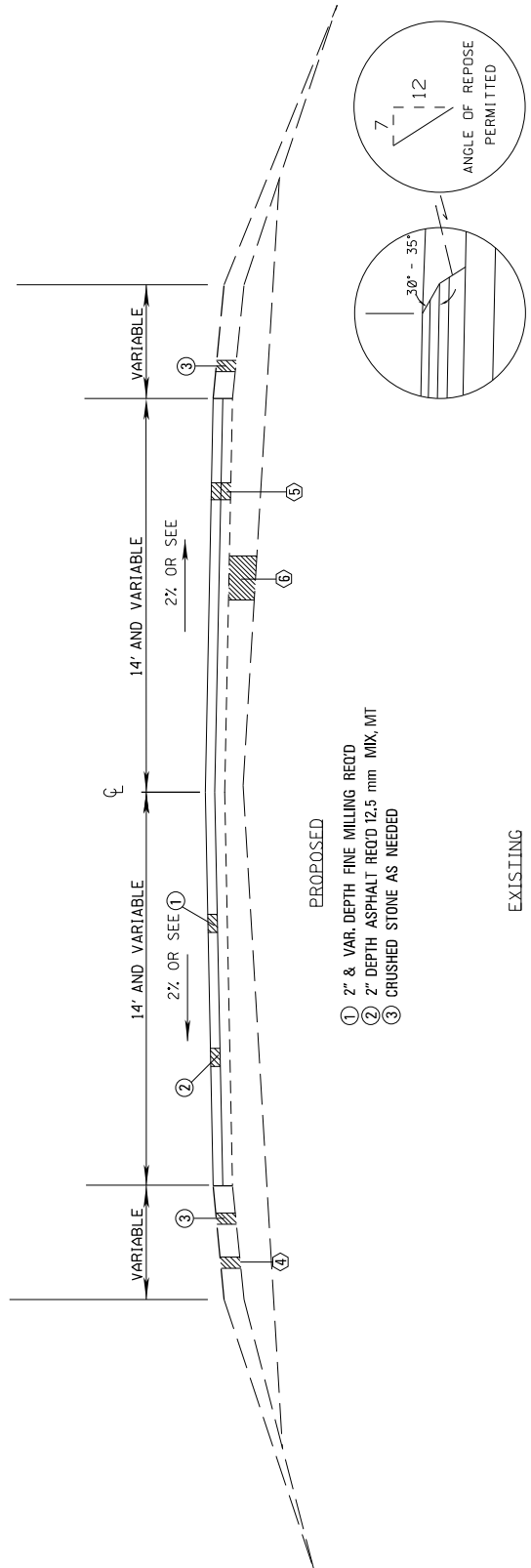
- ① Mill 2" and place (12.5mm), Mt, Asphalt Pavement @ 2 inches
- ② Failed areas to be removed full depth and back filled with HMA as directed

Existing

- ③ 11" and variable HMA on Untreated Granular Material

NH-0026-01(083) / 108605301000
TYPICAL SECTION

Station 105+50 TO 114+93 (EOP)
RT & LT LANES
MAINLINE

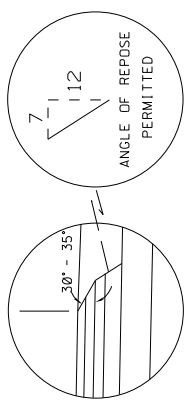


PROPOSED

- ① 2" & VAR. DEPTH FINE MILLING RECD
- ② 2" DEPTH ASPHALT RECD 12.5 mm MIX, MT
- ③ CRUSHED STONE AS NEEDED

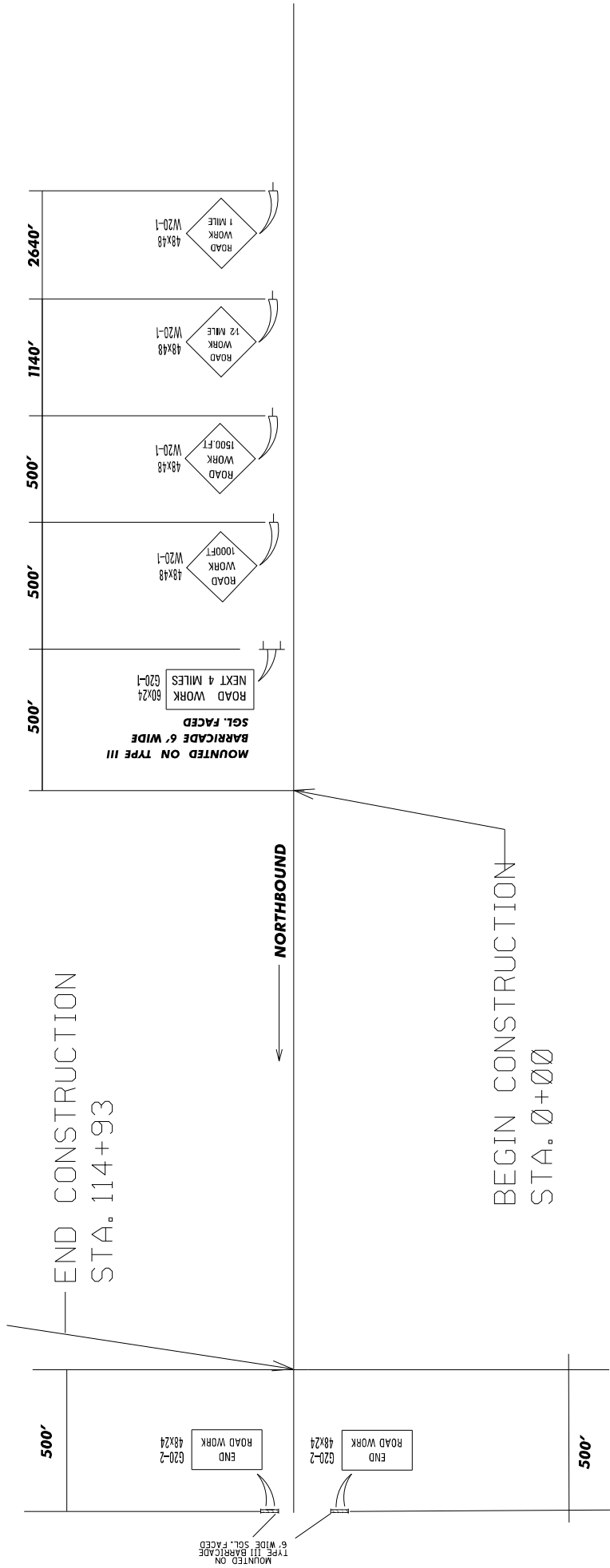
EXISTING

- ④ 4" & VARIABLE GRANULAR MATERIAL IN PLACE
- ⑤ 13" & VARIABLE HMA
- ⑥ 4" OF LIME TREATED SUBGRADE ON 9" OF UNTREATED GRANULAR MATERIAL



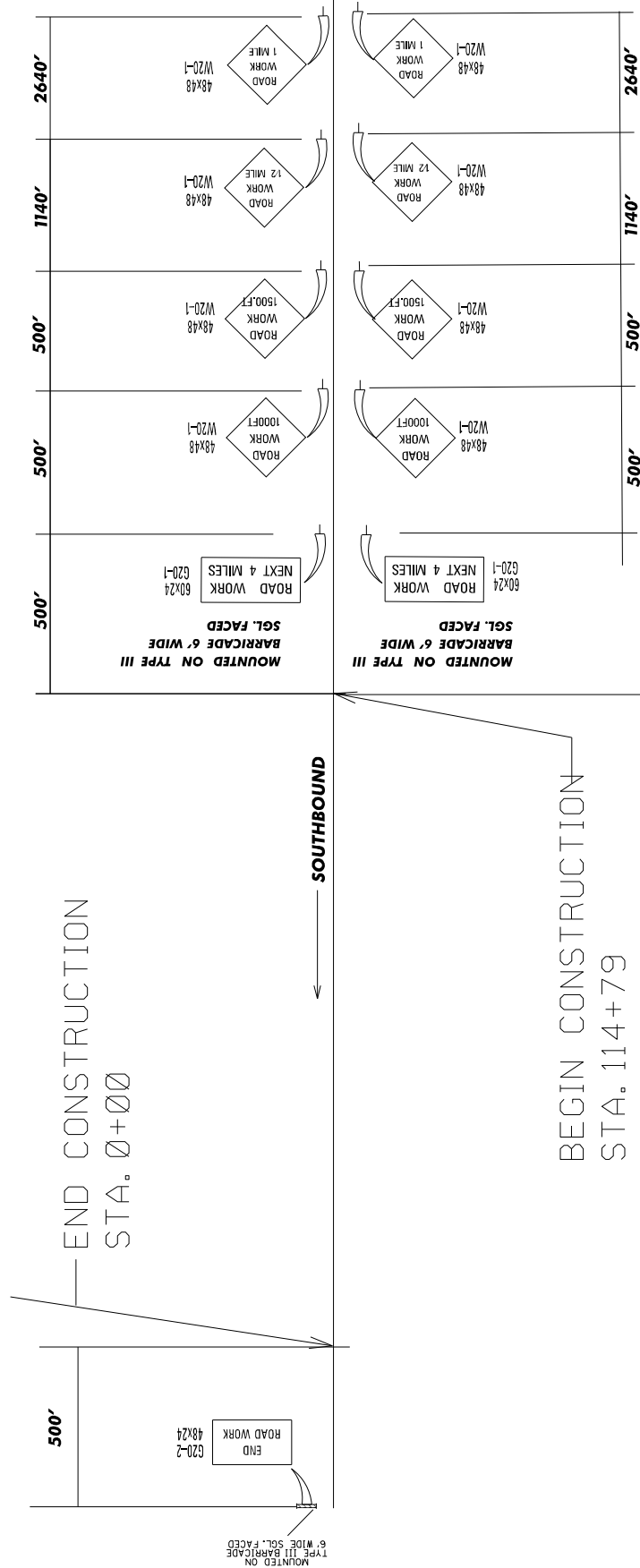
SAFETY EDGE REQ'D TOP 2 LIFTS ONLY
(NOT A PAY ITEM)

DETAIL OF CONSTRUCTION SIGNING NORTH BOUND NH-0026-01(083) / 108605 301000



DETAIL OF CONSTRUCTION SIGNING SOUTH BOUND

NH-0026-01(083) / 108605 301000



108605/301 Failed Area Repairs								
Location	Start Sta. #	Width	Length	S.F.	Removal (S.Y.)	Saw Cut Full Depth (L.F.)	Asph. Tack Coat (GAL.)	12.5mm MT Leveling (TONS)
Hwy 19 R/R/L	32+17	12	207	2,484.0	276.0	231.0	27.6	217.97
Hwy 19 R/R/L	42+22	12	137	1,644.0	182.7	161.0	18.3	144.26
Hwy 19 R/R/L	45+33	12	55	660.0	73.3	79.0	7.3	57.92
Hwy 19 L/L/L	104+10	12	65	780.0	86.7	89.0	8.7	68.45
Hwy 19 L/L/L	102+39	12	800	9,600.0	1,066.7	824.0	106.7	842.40
Hwy 19 L/L/L	75+30	12	65	780.0	86.7	89.0	8.7	68.45
Hwy 19 L/L/L	74+17	12	103	1,236.0	137.3	127.0	13.7	108.46
				-	-	-	-	-
				-	-	-	-	-
								-
Total					1,909.3	1,600.0	190.9	1,507.90

Hwy 11/19 108605/301

12.5-MM MT, Asphalt Pavement					12.5-MM MT, Asphalt Pavement					12.5-MM MT, Asphalt Pavement, Leveling								
Shoulders, Streets, Driveways & Misc.					Mainline					Repairs								
Description	S.F.	Milling (S.Y.)	Asph. Tack Coat (GAL)	12.5mm MT (TONS)	Location	S.F.	Milling (S.Y.)	Asph. Tack Coat (GAL)	12.5mm MT (TONS)	Location	Start Sta. #	Width	Length	S.F.	Removal (S.Y.)	Saw Cut Full Depth (L.F.)	Asph. Tack Coat (GAL)	12.5mm MT Leveling (TONS)
Hwy 11	80,934.3	8,992.7	899.3	1,013.70	Hwy 11	383,892.3	42,654.7	4,265.5	4,808.25	Hwy 19 R/R/L	32+17	12	207	2,484.0	276.0	231.0	27.6	217.97
Hwy 19	252,241.9	28,026.9	2,802.7	3,159.33	Hwy 19	707,287.2	78,587.5	7,858.7	8,858.77	Hwy 19 R/R/L	42+22	12	137	1,644.0	182.7	161.0	18.3	144.26
Guard Rail pads	22,960.0	2,551.1	255.1	287.57						Hwy 19 R/R/L	45+33	12	55	660.0	73.3	79.0	7.3	57.92
										Hwy 19 L/L/L	104+10	12	65	780.0	86.7	89.0	8.7	68.45
										Hwy 19 L/L/L	102+39	12	800	9,600.0	1,066.7	824.0	106.7	842.40
										Hwy 19 L/L/L	75+30	12	65	780.0	86.7	89.0	8.7	68.45
										Hwy 19 L/L/L	74+17	12	103	1,236.0	137.3	127.0	13.7	108.46
Total		39,570.7	3,957.1	4,460.61	Total		121,242.2	12,124.2	13,667.02	Total	Total				1,909.3	1,600.0	190.9	1,507.90

TOTAL MILLING (SY)	160,812.86
TOTAL 12.5 MM MT (TONS)	18,127.63
TOTAL 12.5 MM MT, LEVELING	1,507.90
TOTAL TACK FOR ASPHALT (GALS)	16,272.22

CITY STREETS AND MISC. AREAS HWY 11/19 108605/301							
LOCATION	LANE	STREET OR DESCRIPTION	STATION #	SF	SY (MILLING)	ASPHALT (TONS)	TACK (GALS)
HWY 11	RT/RT	ARUNDEL ST.	12+50	2412.90	268.10	30.22	26.81
HWY 11	RT/RT	1ST ST.	55+24	2588.40	287.60	32.42	28.76
HWY 11	RT/RT	2ND ST.	60+50	1660.50	184.50	20.80	18.45
HWY 11	RT/RT	5TH ST.	69+83	5688.90	632.10	71.25	63.21
HWY 11	RT/RT	ARTHUR ST.	74+73	2136.60	237.40	26.76	23.74
HWY 11	RT/RT	MANNING ST.	78+79	2500.20	277.80	31.32	27.78
HWY 11	RT/RT	VALLEY ST.	82+92	2120.40	235.60	26.56	23.56
HWY 11	RT/RT	TURN LANE	87+00	7199.10	799.90	90.17	79.99
HWY 11	LT/LT	TURN LANE	87+00	7400.70	822.30	92.69	82.23
HWY 11	LT/LT	VALLEY ST.	82+92	2148.30	238.70	26.91	23.87
HWY 11	LT/LT	MANNING ST.	78+79	1609.20	178.80	20.16	17.88
HWY 11	LT/LT	ARTHUR ST.	74+73	2567.70	285.30	32.16	28.53
HWY 11	LT/LT	PAULDING ST.	72+75	2777.40	308.60	34.79	30.86
HWY 11	LT/LT	5TH ST.	69+83	2574.00	286.00	32.24	28.60
HWY 11	LT/LT	1ST ST.	55+24	4530.60	503.40	56.75	50.34
HWY 11	LT/LT	1ST ST. DWP	55+24	212.40	23.60	2.66	2.36
HWY 11	LT/LT	TURN LANE	16+00	3204.00	356.00	40.13	35.60
HWY 11	LT/LT	"I" ST.	2+42	3267.00	363.00	40.92	36.30
HWY 19	RT/RT	49TH AVE	9+00	1104.30	122.70	13.83	12.27
HWY 19	RT/RT	COLLEGE PARK	2+00	3687.30	409.70	46.18	40.97
HWY 19	RT/RT	MCC ENTRANCE	13+00	2006.10	222.90	25.13	22.29
HWY 19	RT/RT	MCC ENTRANCE	16+25	6536.70	726.30	81.87	72.63
HWY 19	RT/RT	MCC ENTRANCE	19+25	2283.30	253.70	28.60	25.37
HWY 19	RT/RT	COLLEGE DRIVE	27+65	14238.90	1582.10	178.34	158.21
HWY 19	RT/RT	MSU ENTRANCE	38+00	5915.70	657.30	74.09	65.73
HWY 19	RT/RT	DRIVEWAY PAD	55+00	1894.50	210.50	23.73	21.05
HWY 19	RT/RT	DRIVEWAY PAD	56+00	7379.10	819.90	92.42	81.99
HWY 19	RT/RT	DRIVEWAY PAD	57+50	8752.50	972.50	109.63	97.25
HWY 19	RT/RT	20TH ST.	65+50	6397.20	710.80	80.12	71.08
HWY 19	RT/RT	DRIVEWAY PAD	80+76	1699.20	188.80	21.28	18.88
HWY 19	RT/RT	N. HILLS ST.	89+00	10340.10	1148.90	129.51	114.89
HWY 19	RT/RT	DRIVEWAY PAD	90+00	735.30	81.70	9.21	8.17
HWY 19	RT/RT	DRIVEWAY PAD	90+50	795.00	88.33	9.96	8.83
HWY 19	RT/RT	DRIVEWAY PAD	93+00	868.50	96.50	10.88	9.65
HWY 19	RT/RT	DRIVEWAY PAD	94+00	1131.30	125.70	14.17	12.57
HWY 19	RT/RT	DRIVEWAY PAD	94+50	577.80	64.20	7.24	6.42
HWY 19	RT/RT	67TH AVE LOOP	100+50	4767.60	529.73	59.71	52.97
HWY 19	RT/RT	WALMART DRIVE	105+00	6193.24	688.14	77.57	68.81
HWY 19	RT/RT	WALMART DRIVE	109+00	4210.24	467.80	52.73	46.78
HWY 19	LT/LT	DRIVEWAY PAD	113+00	665.00	73.89	8.33	7.39
HWY 19	LT/LT	DRIVEWAY PAD	107+00	1728.00	192.00	21.64	19.20
HWY 19	LT/LT	DRIVEWAY PAD	105+00	1448.00	160.89	18.14	16.09
HWY 19	LT/LT	DRIVEWAY PAD	102+40	464.00	51.56	5.81	5.16

CITY STREETS AND MISC. AREAS HWY 11/19 108605/301							
LOCATION	LANE	STREET OR DESCRIPTION	STATION #	SF	SY (MILLING)	ASPHALT (TONS)	TACK (GALS)
HWY 19	LT/LT	DRIVEWAY PAD	99+50	427.60	47.51	5.36	4.75
HWY 19	LT/LT	DRIVEWAY PAD	97+00	1750.50	194.50	21.93	19.45
HWY 19	LT/LT	DRIVEWAY PAD	95+75	1750.50	194.50	21.93	19.45
HWY 19	LT/LT	DRIVEWAY PAD	92+70	1750.50	194.50	21.93	19.45
HWY 19	LT/LT	DRIVEWAY PAD	91+33	1750.50	194.50	21.93	19.45
HWY 19	LT/LT	DRIVEWAY PAD	90+46	1750.50	194.50	21.93	19.45
HWY 19	LT/LT	DRIVEWAY PAD	93+51	711.00	79.00	8.91	7.90
HWY 19	LT/LT	N. HILLS ST.	89+00	1951.20	216.80	24.44	21.68
HWY 19	LT/LT	DRIVEWAY PAD	87+63	560.70	62.30	7.02	6.23
HWY 19	LT/LT	DRIVEWAY PAD	84+45	379.80	42.20	4.76	4.22
HWY 19	LT/LT	DRIVEWAY PAD	75+75	449.10	49.90	5.62	4.99
HWY 19	LT/LT	DRIVEWAY PAD	68+77	450.90	50.10	5.65	5.01
HWY 19	LT/LT	20TH ST.	65+50	9445.50	1049.50	118.30	104.95
HWY 19	LT/LT	65TH AVE	56+00	12719.00	1413.22	159.31	141.32
HWY 19	LT/LT	DRIVEWAY PAD	41+50	126.90	14.10	1.59	1.41
HWY 19	LT/LT	DRIVEWAY PAD	41+00	396.00	44.00	4.96	4.40
HWY 19	LT/LT	OLD 8TH ST.	27+65	15579.90	1731.10	195.14	173.11
HWY 19	LT/LT	DRIVEWAY PAD	25+50	1890.90	210.10	23.68	21.01
HWY 19	LT/LT	OLD HWY 80	15+00	28823.00	3202.56	361.01	320.26
HWY 19	LT/LT	53RD AVE	12+56	10962.00	1218.00	137.30	121.80
HWY 19	LT/LT	51ST AVE	5+00	1933.20	214.80	24.21	21.48
HWY 19	LT/LT	49TH AVE	9+00	1677.60	186.40	21.01	18.64

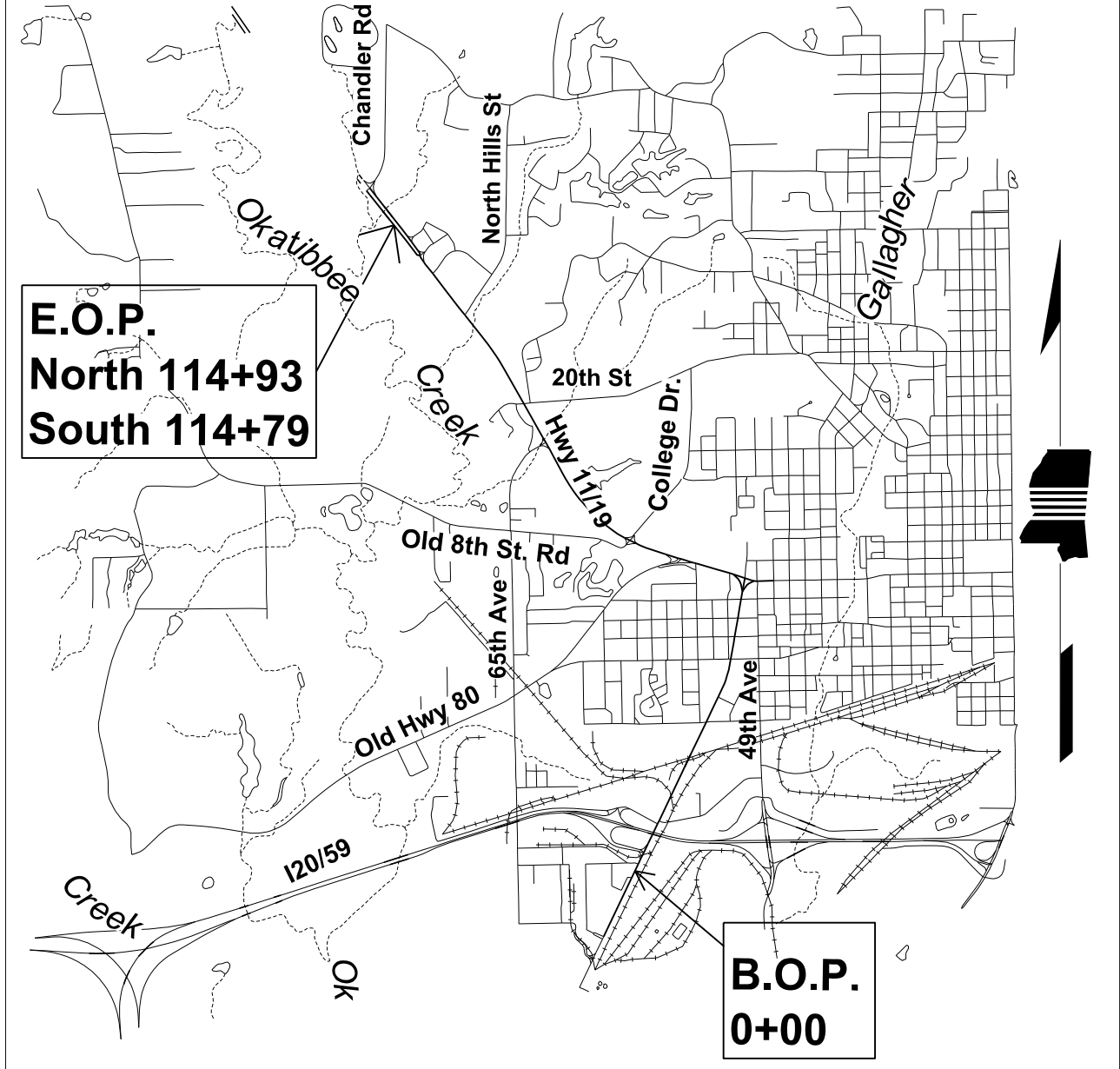
TRAFFIC SIGNAL RADAR DETECTION CHART									
Intersection	Detection Zone Location	Phase #	Detection Zone Size	STOPBAR Radar Units Required	Advance Radar Units	Radar Cable (ft)	Existing Controller Type	Existing Pole Configuration	Notes
MS 19 at 5th Street	MS 19 NB Left Turn Lane	2	6'X50'	1		120	EPAC300 (Need New Controller)	Steel Strain Spanwire	
	MS 19 NB Thru Lanes		6'X100'						
	MS 19 SB Left Turn Lane	2	6'X50'	1		50			
	MS 19 SB Thru Lanes		6'X100'						
	EB Left Turn/Thru Lanes	4	6'X50'	1		50			
	WB Left Turn/Thru	4	6'X50'	1		170			
MS 19 at 8th Street	8th St WB Left Turn Lane	5	6'X50'	1		230	EPAC300 (Need New Controller)	Steel Strain Spanwire	
	8th St WB Thru Lanes	2	6'X100'						
	8th St EB Left Turn Lane	1	6'X50'	1		50			
	8th St EB Thru Lanes	6	6'X100'						
	MS 19 NB Left Turn Lanes	7	6'X50'	1		50			
	MS 19 NB Thru Lane	4	6'X50'						
	SB Left Turn Lane	3	6'X50'	1		140			
	SB Thru Lane	8	6'X50'						
MS 19 at Old Hwy 80 W	MS 19 WB Left Turn Lanes	5	6'X50'	1		160	EPAC300 (Need New Controller)	Steel Strain Spanwire	Replace existing pedestrain heads and pushbuttons with new Type 6 Heads and APS pushbuttons. Use existing power cable.
	MS 19 WB Thru Lanes	2	6'X100'						
	MS 19 EB Left Turn Lane	1	6'X50'	1		130			
	MS 19 EB Thru Lanes	6	6'X100'						
	NB Left Turn & Thru Lane	4	6'X50'	1		230			
	SB Left Turn & Thru Lanes	4	6'X50'	1		50			
MS 19 at College Dr	MS 19 WB Left Turn Lane	1	6'X50'	1		160	EPAC300 (Need New Controller)	Steel Strain Spanwire	Add Phase 5 and replace existing Type 1 signal head with Type 7 & R10-12 sign. Use existing 7-conductor cable. All cabinet modifications to be paid under 635-A078.
	MS 19 WB Thru Lanes	6	6'X100'						
	MS 19 EB Left Turn Lane	5 (new)	6'X50'	1		240			
	MS 19 EB Thru Lanes	2	6'X100'						
	NB Left Turn & Thru Lanes	4	6'X50'	1		50			
	SB Left Turn & Thru Lanes	4	6'X50'	1		160			
MS 19 at 65th Ave	MS 19 NB Left Turn Lane	5	6'X50'	1		40	M50 FIO Firmware (Need New Controller)	Steel Strain Spanwire	
	MS 19 NB Thru Lanes	2	6'X100'						
	MS 19 SB Left Turn Lane	1	6'X50'	1		200			
	MS 19 SB Thru Lanes	6	6'X100'						
	EB Left Turn & Thru Lanes	4	6'X50'	1		130			
	WB Left Turn & Thru Lanes	3	6'X50'	1		40			
MS 19 at Semmes Road	MS 19 NB Left Turn Lane	2	6'X50'	1		130	EPAC300 (Need New Controller)	Steel Strain Spanwire	
	MS 19 NB Thru Lanes		6'X100'						
	MS 19 SB Left Turn Lane	1	6'X50'	1		200			
	MS 19 SB Thru Lanes	6	6'X100'						
	EB Left Turn & Thru Lanes	4	6'X50'	1		200			
	WB Left Turn & Thru Lanes	8	6'X50'	1		130			
MS 19 at North Hill Road	MS 19 NB Left Turn Lane	2	6'X50'	1		55	M60 Controller	Steel Strain Spanwire	
	MS 19 NB Thru Lanes		6'X100'						
	MS 19 SB Left Turn Lane	6	6'X50'	1		270			
	MS 19 SB Thru Lanes		6'X100'						
	EB Left Turn & Thru Lanes	4	6'X50'	1		140			
	WB Left Turn & Thru Lanes	3	6'X50'	1		180			
MS 19 at Walmart	SB Left Turn Lane	1	6'X50'	1		90	Existing M34 Controller (New Controller Required)	Mast Arm Poles	
		6			1	190			
		2			1	90			
		3	6'X50'	1		185			
		4	6'X50'	1		330			
Total				31	2	4640			

PAY ITEM NO.	PAY ITEM	UNIT	QUANTITY	Notes
907-632-D001	Solid State Traffic Actuated Controller, Type 1	EA	7	#1 Replace existing EPAC Controllers with new controllers. Existing EPAC controllers to be salvaged to MDOT Signal Shop (601-359-1493). Contractor shall be responsible for transferring existing controller signal timings and communication data to the new controllers.
635-A076	Traffic Signal Heads, Type 6 LED	EA	2	
635-A078	Traffic Signal Heads, Type 7 LED	EA	1	#2 Add Phase 5 for EB left turn movement at the intersection for MS 19 at College Dr. Replace Type 1 signal head serving thru lane with Type 7 with R10-12 sign. New Type 7 signal must be aligned with lane line between the left and thru lane.
907-641-A002	Signal Stop Bar Radar Vehicle Detection Sensor, Type 2	EA	31	#3 Radar units shall be mounted per manufacturer recommendations.
907-641-B002	Signal Advance Radar Vehicle Detection Sensor, Type 2	EA	2	#3 Radar units shall be mounted per manufacturer recommendations.
907-641-D001	Radar Vehicle Detection Cable	LF	4640	#4 Contractor may remove existing detection loop cable, if necessary. Cable quantities may be adjusted based on radar locations per manufacturer recommendations
907-645-B001	Accessibe Pedestrian Detection Assembly	EA	2	#5 Pedestrian Pushbuttons shall be APS and shall be black in color. Use existing 5-conductor cable to tie Type 6 Pedestrian Head and Pushbuttons

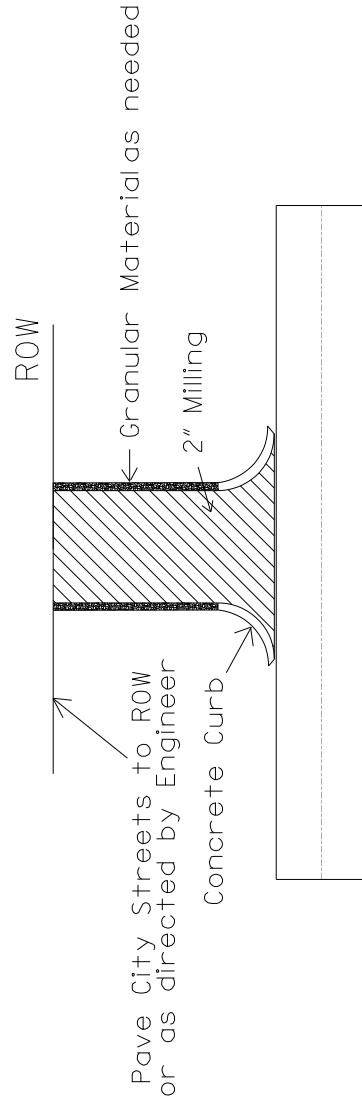
108605/301 SNAP BACK DELINEATORS	
LOCATION	COMPLETE DELINEATOR 619-F4001
OLD HWY 80	14
TOTAL	14

Lauderdale County NH-0026-01(083) 108605-301

Hwy 11 & 19 In Meridian City Limits



Milling and Paving Detail City Streets



Notes:

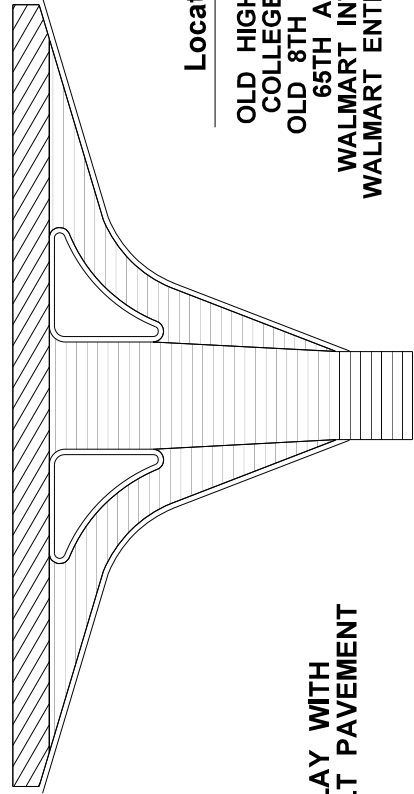
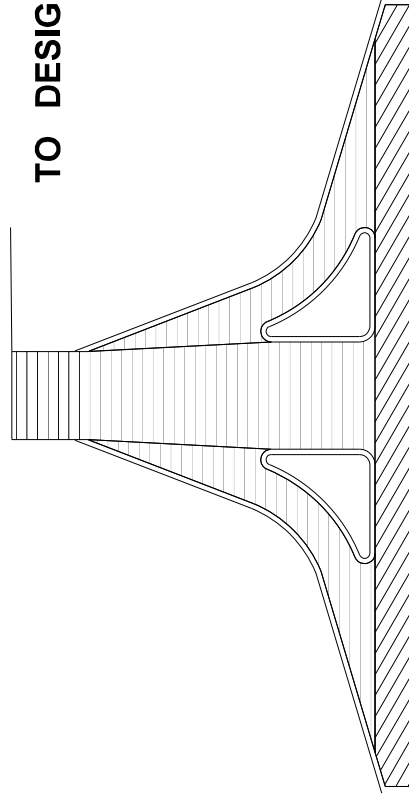
-Mill limits of City Streets at a depth of 2\".

-Place 2\" of 12.5mm, MT, Mixture to tie to mainline overlay.

-Milling/Paving area = 

**LAUDERDALE COUNTY - HWY 11/19
TYPICAL MILLING PLAN FOR
CHANNELIZED INTERSECTIONS**

**MILL/OVERLAY TO ROW
OR
TO DESIGNATED POINT**

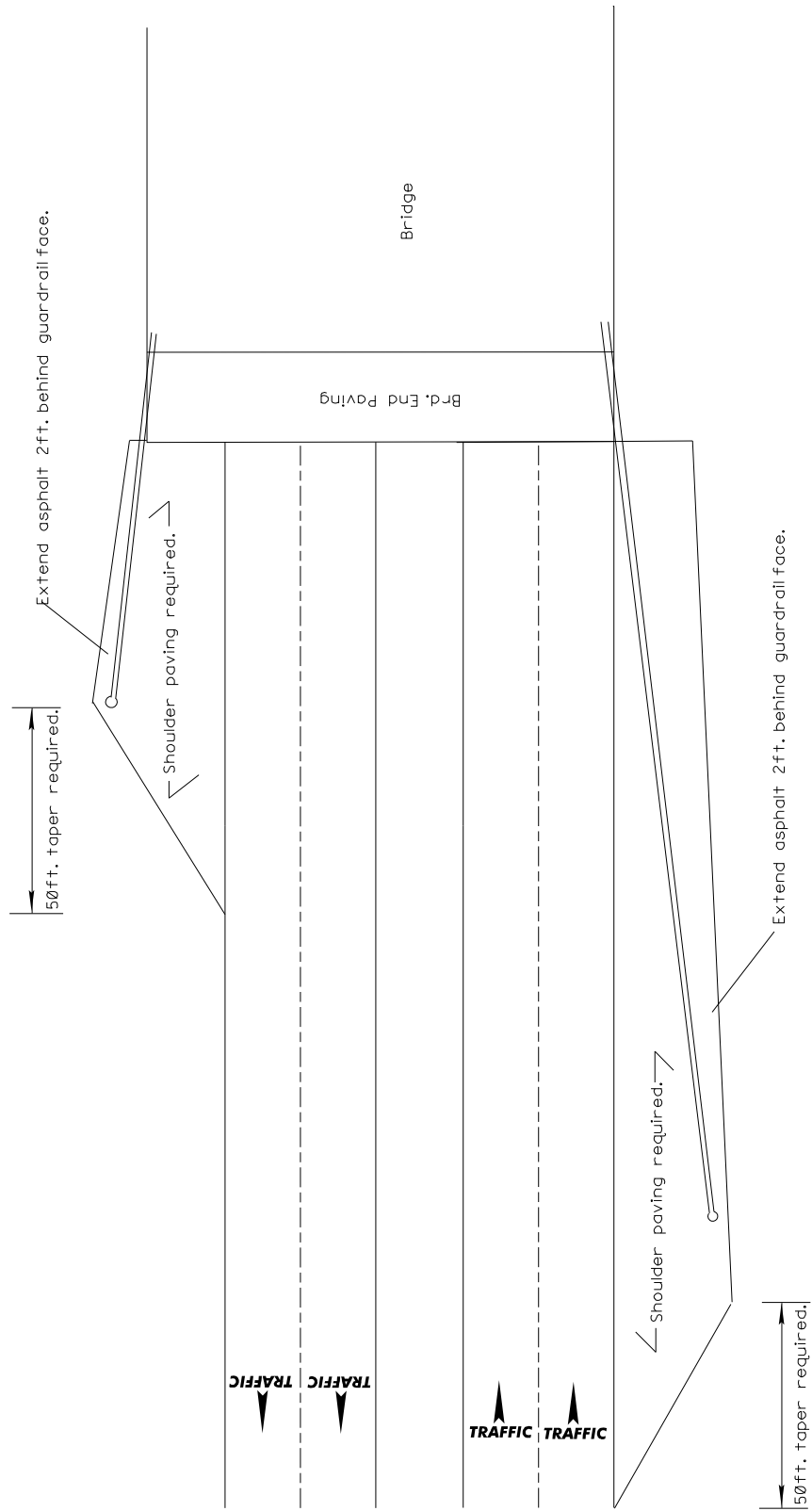


Locations

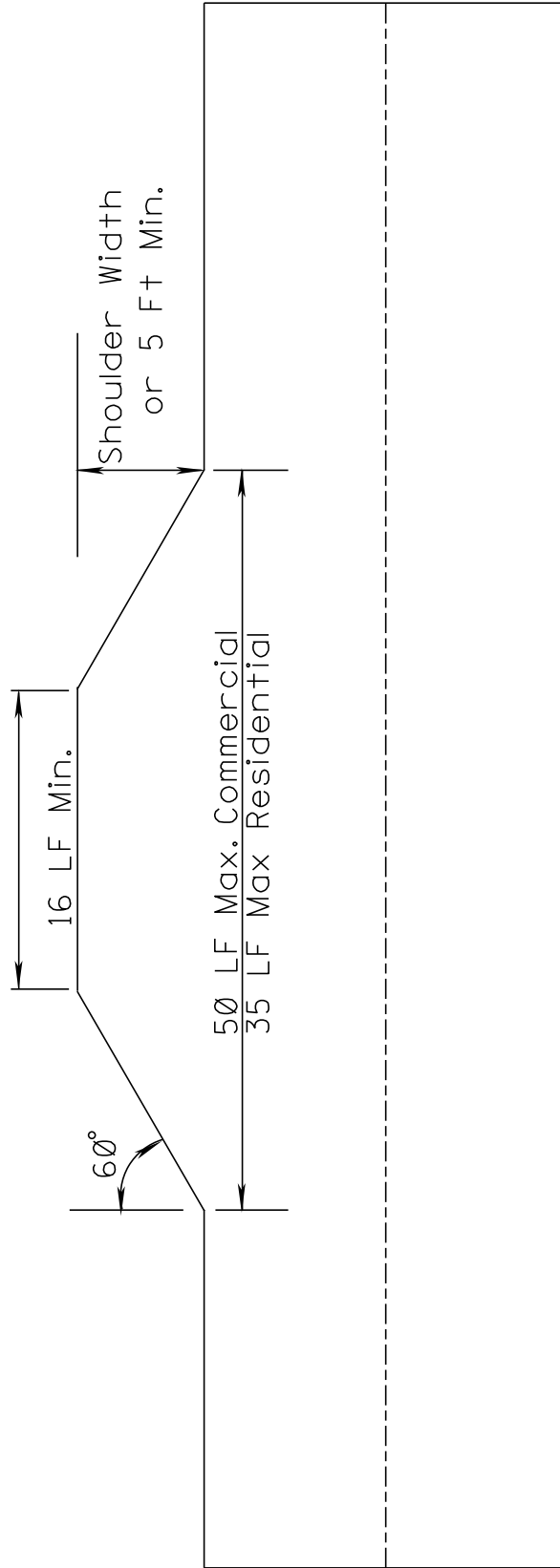
- OLD HIGHWAY 80
- COLLEGE DRIVE
- OLD 8TH ST. ROAD
- 65TH AVENUE
- WALMART INTERSECTION
- WALMART ENTER/EXIT DRIVE

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

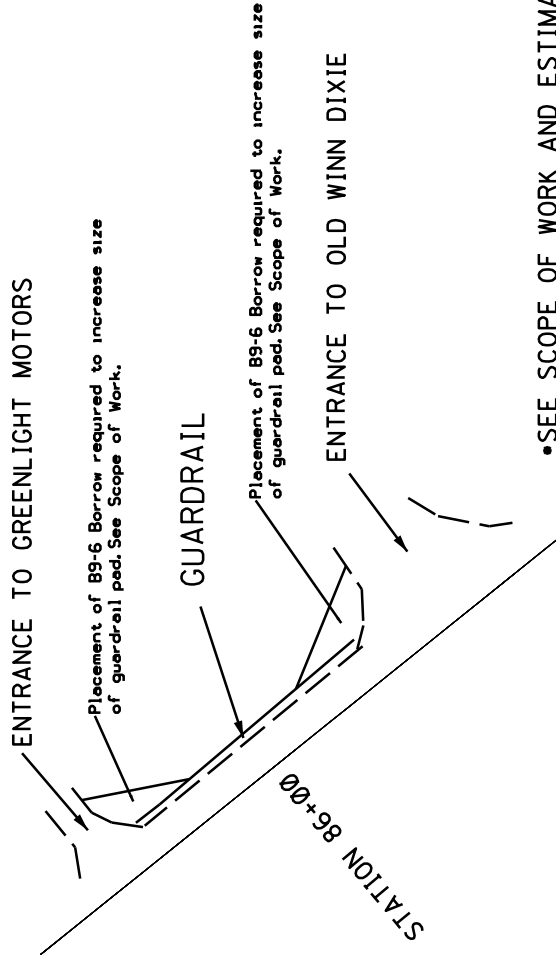
Typical Section of Additional Shoulder Paving Required at Guardrail Locations



TYPICAL RAMP/PAD DETAIL

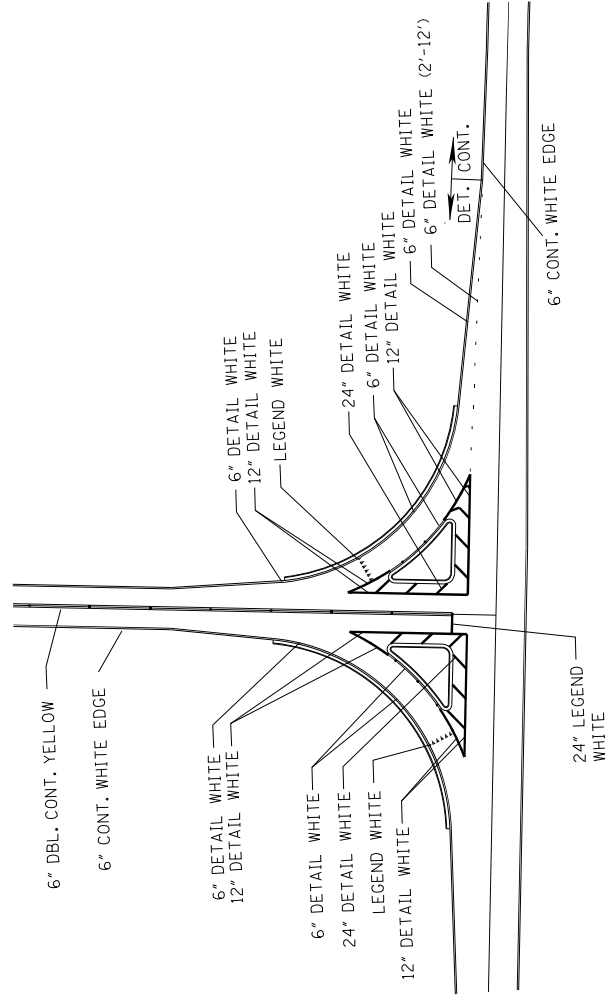


PROJECT: 108605-301000
GUARDRAIL INSTALLATION
Box 23.9



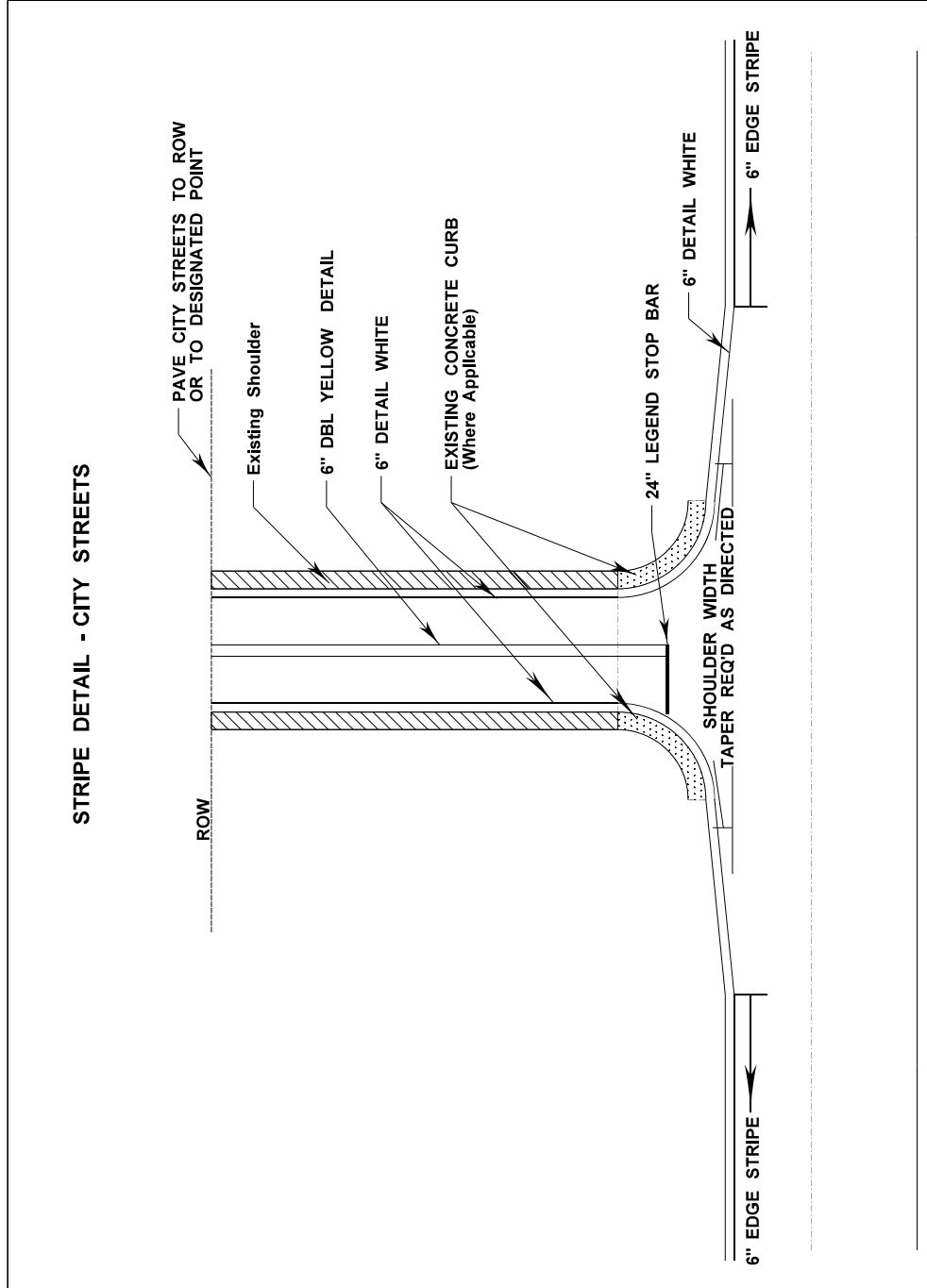
• SEE SCOPE OF WORK AND ESTIMATED QUANTITIES FOR ADDITIONAL INFORMATION.

PAVEMENT MARKINGS FOR CHANNELIZED INTERSECTION
CITY STREETS WITH LIGHTING



Locations

- COLLEGE DRIVE
- 65TH AVENUE
- OLD 8TH STREET
- OLD HWY 80
- 53RD AVENUE
- WALMART INTERSECTION
- WALMART ENTER/EXIT



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3212

CODE: (SP)

DATE: 9/17/2021

SUBJECT: Lane Closure Restrictions

PROJECT: NH-0026-01(083) / 108605301 -- Lauderdale County

Bidders are hereby advised that lane closure restrictions on the above project shall be as follows:

Monday through Friday – Lane closures will NOT be allowed between the hours of 6:30 AM to 8:00 AM only.

No exceptions to the above restrictions will be allowed unless specifically approved by the Project Engineer.

Also, no lane closures will be permitted on the following holidays or the day preceding them: New Year's Day, Memorial Day, Easter, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. In the event that one the above mentioned holidays falls during the weekend or on a Monday, no lane closures will be allowed during that weekend or the Friday immediately preceding that holiday. In addition, no lane closures will be allowed the Friday, Saturday, and Sunday following Thanksgiving.

If the lane closure restriction listed above is violated, the Contractor will be charged a fee of **\$500.00** for each full or partial five minute period until the roadway is back in compliance with the lane closure restriction requirement.

For the purposes of this contract, official time shall be the announced time available at the Jackson area telephone number (601) 355-9311.