

SECTION 905 -- PROPOSAL (CONTINUED)

I (We) hereby certify by digital signature and electronic submission via Bid Express of the Section 905 proposal below, that all certifications, disclosures and affidavits incorporated herein are deemed to be duly executed in the aggregate, fully enforceable and binding upon delivery of the bid proposal. I (We) further acknowledge that this certification shall not extend to the bid bond or alternate security which must be separately executed for the benefit of the Commission. This signature does not cure deficiencies in any required certifications, disclosures and/or affidavits. I (We) also acknowledge the right of the Commission to require full and final execution on any certification, disclosure or affidavit contained in the proposal at the Commission's election upon award. Failure to so execute at the Commission's request within the time allowed in the Standard Specifications for execution of all contract documents will result in forfeiture of the bid bond or alternate security.

Bidder acknowledges receipt of and has added to and made a part of the proposal and contract documents the following addendum (addenda):

ADDENDUM NO. <u> 1 </u>	DATED <u> 9/21/2021 </u>	ADDENDUM NO. _____	DATED _____
ADDENDUM NO. _____	DATED _____	ADDENDUM NO. _____	DATED _____
ADDENDUM NO. _____	DATED _____	ADDENDUM NO. _____	DATED _____

Number	Description
1	Revised Table of Contents; Revised Notice to Bidder No. 3602; Added Form--OCR-485; Amendment EBSx Download Required.

TOTAL ADDENDA: 1
(Must agree with total addenda issued prior to opening of bids)

Respectfully Submitted,

DATE _____

Contractor

BY _____
Signature

TITLE _____

ADDRESS _____

CITY, STATE, ZIP _____

PHONE _____

FAX _____

E-MAIL _____

(To be filled in if a corporation)

Our corporation is chartered under the Laws of the State of _____ and the names, titles and business addresses of the executives are as follows:

_____ President	_____ Address
_____ Secretary	_____ Address
_____ Treasurer	_____ Address

The following is my (our) itemized proposal.

SP-8627-00(001)/ 108886301000

Marion County(ies)

Revised 01/26/2016

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
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PROJECT: SP-8627-00(001)/108886301 - Marion

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

09/21/2021 11:05 AM

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 – NOTICE TO BIDDERS NO. 3602

CODE: (SP)

DATE: 08/10/2021

SUBJECT: Scope of Work

PROJECT: SP-8627-00(001) / 108886301 -- Marion 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.”

The work to be accomplished using the pay items and corresponding specifications set forth in the contract is to overlay the following section of highway in Marion County.

<u>Route</u>	<u>Length</u> (Mile)	<u>Width</u> (Feet)	<u>Top Lift</u>	<u>Thickness</u> (Inches)	<u>Level Lift *</u>	<u>Thickness</u>
SR 198	3.6	30' & var.	9.5-mm, ST	1.5”	9.5-mm, ST	0.75”

* See Note 3 for leveling requirements

Typical section TS-1 addresses requirements for SR 198.

Work on the Project shall consist of the following:

1. The Contractor shall erect and maintain construction signing, provide all signs, set up night time lane closures (if needed), and traffic handling devices in accordance with the Traffic Control Plan. The cost for this work is to be included in the price bid for pay item 618-A: Maintenance of Traffic. All traffic control devices on this project should comply with the latest version of the MUTCD. Fluorescent orange sheeting shall be used on all construction and traffic control signs except for those designated in the standards to be black legend and border on white background.
2. The Contractor shall fine mill at the following locations:

<u>ROUTE</u>	<u>LOCATION</u>	<u>LENGTH</u>	<u>REMARKS</u>
198	BOP to EOP	Entire Project	1.5” Depth

Local Roads
High School Avenue
MS 13
Park Avenue / Eagle Day
Old Hwy 44
Sumrall Road

- Clearview Road**
- Briarwood Road**
- Pineridge Road (LT & RT)**
- Hasselwoods Drive**
- Woodlawn Drive**
- W. Lakeview Drive**
- Driveway Pads (As Directed)**

3. The Contractor shall be required to place leveling as directed by the Engineer in areas where raveling has developed in milled surfaces due to exposure to traffic.
4. The Contractor shall place top lifts of asphalt on the roadway left and right of the centerline from BOP to EOP as shown on TS-1 on SR 198. The finished cross-slope is to be 2% in tangent sections and match the existing super elevation rate in horizontal curves.

Asphalt surface shall be placed on the local roads and driveway aprons as shown below:

<u>Location</u>	<u>Lift thickness</u>
High School Avenue	1.50"
MS 13	1.50"
Park Avenue / Eagle Day	1.50"
Old Hwy 44	1.50"
Sumrall Road	1.50"
Clearview Road	1.50"
Briarwood Road	1.50"
Pineridge Road (LT & RT)	1.50"
Hasselwoods Drive	1.50"
Woodlawn Drive	1.50"
West Lakeview Drive	1.50"
Driveway Pads (As Directed)	1.50"

Driveway aprons shall be paved 10' wide as per the attached drawing and as directed by the Engineer. All local roads shall be paved to the normal right of way line or as directed by the Engineer.

Note: The Contractor shall be responsible for traffic control while MDOT personnel conduct density testing on the asphalt. The cost shall be included in the price in the bid price for pay item 618-A: Maintenance of Traffic.

5. The Contractor shall place granular material on the shoulders to raise the existing shoulders to the new grade, bladed, shaped, and compacted to a minimum slope of 4%. Granular material will not be allowed to be placed directly on the top lift of asphalt, but must be placed directly on the gravel shoulder by means of a road widener machine approved by the Project Engineer. Light blading or mowing of the shoulders will be required prior to placement of the granular material.

6. The Contractor shall place rumble strips in the locations indicated in the typical sections on sheet TS-1.
7. The Contractor shall place all permanent pavement markings, including stripe and raised pavement markers, throughout the project as required by the Standard Drawings or as directed by the Engineer.
8. The Contractor shall perform the following traffic signal work. For additional details see sheets TSI-1 and TSI-2 as well as notes on sheet SQ-1.
 - At SR 198 @ High School Avenue, the Contractor shall:
 - Replace all of the existing signal heads with new heads.
 - Replace the existing traffic signal controller with a new controller.
 - Add stop bar radar vehicle detection for each approach.
 - Re-phase/modify the existing traffic signal cabinet to match the phasing diagram.
 - At SR 198 @ Sumrall Road, the Contractor shall:
 - Replace existing traffic signal heads with new heads, add new FYA heads and accompanying R10-12 signs, and relocate existing heads.
 - Replace the existing traffic signal controller and malfunction management unit with new ones.
 - Add stop bar radar vehicle detection for each approach.
 - Re-phase/modify the existing traffic signal cabinet to accommodate the use of FYA heads and match the phasing diagram.
 - Remove the existing pedestal pole on the NE corner.

An asphalt taper shall be placed at the temporary joints caused by the milling or overlay in order to provide for the safe movement of traffic. The taper shall be three feet (3') in length per one inch of depth and will be an absorbed item.

Temporary striping shall be required after milling and overlaying operations. Temporary striping shall be placed in the same locations and layout as permanent stripe. All centerline, lane lines, edge lines, and no passing stripes that have been removed during the day's operations shall be replaced with temporary stripe before work is discontinued for the day or as soon thereafter as weather conditions will permit, except that:

- Temporary edge lines on projects requiring shoulders constructed of granular material may be delayed for a period not to exceed three (3) days.

All asphalt and concrete curbs along local roads from BOP to EOP shall be painted (two applications) with white traffic paint and traffic beads as shown on sheet DCIS-1; such costs shall be included in other items bid.

It shall be the responsibility of the Contractor to protect the roadway and all existing structures, such as bridges, culverts, signs, and curbs, from damage occurring as a result of the Contractor's operations. Damages to existing structures caused by the Contractor's operations shall be repaired or replaced at no cost to the State.

Incidental work such as removing vegetation, shaping and compaction of shoulders, removing excess asphalt material, project clean-up, and other incidental work necessary to complete the project will not be measured for separate payment. Such costs shall be included in the price of other items bid.

It is the Contractor's responsibility to insure the drainage of surface water from milled areas. Where applicable, existing shoulder material is to remain in place to be incorporated into final sloping of the shoulders. Temporary wedges (paper joints) of full lane width asphalt shall be placed by the Contractor immediately after the fine milling process to allow the safe transition of traffic. These wedges shall be maintained in a satisfactory condition by the Contractor until the permanent asphalt is placed. The cost to be absorbed in other items bid.


STATE	MISS	PROJECT NO.
		SP-8627-00(001)

SUMMARY OF QUANTITIES (SHEET 1)

PAY ITEM NO.	PAY ITEM	UNIT	MARION : 108886-301000	
			Prelim	Final
304-A011	Granular Material, LVM, Class 9, Group C	CY	181	
403-A015	9.5-mm, ST, Asphalt Pavement	TON	5,870	
403-B012	9.5-mm, ST, Asphalt Pavement, Leveling	TON	100	
406-D001	Fine Milling of Bituminous Pavement, All Depths	SY	71,207	
407-A001	Asphalt for Tack Coat	GAL	5,337	
413-E001	Sawing and Sealing Transverse Joints in Asphalt Pavement	LF	5,918	
423-A001	Rumble Strips, Ground In	MI	3	
618-A001	Maintenance of Traffic	LS	1	
618-B001	Additional Construction Signs	SF	1	
619-A1001	Temporary Traffic Stripes, Continuous White	MI	14	
619-A2001	Temporary Traffic Stripes, Continuous Yellow	MI	14	
619-A5001	Temporary Traffic Stripes, Detail	LF	8,627	
619-A6001	Temporary Traffic Stripes, Legend	SF	801	
619-A6002	Temporary Traffic Stripes, Legend	LF	2,686	
907-619-B001	Temporary Portable Rumble Strips	LF	66	
620-A001	Mobilization	LS	1	
626-C002	6" Thermoplastic Double Drop Edge Stripe, Continuous White	MI	7	
626-E001	6" Thermoplastic Double Drop Traffic Stripe, Continuous Yellow	MI	7	
626-G002	Thermoplastic Detail Stripe, White	LF	6,797	
626-G003	Thermoplastic Detail Stripe, Yellow	LF	1,830	
626-H004	Thermoplastic Legend, White	SF	801	
626-H005	Thermoplastic Legend, White	LF	2,686	
627-K001	Red-Clear Reflective High Performance Raised Markers	EA	35	
627-L001	Two-Way Yellow Reflective High Performance Raised Markers	EA	760	
627-P001	Two-Way Blue Reflective High Performance Raised Markers	EA	21	
630-F006	Delineators, Guard Rail, White	EA	36	
907-632-C001	Modify Existing Traffic Signal Cabinet Assembly	EA	2	1
907-632-D001	Solid State Traffic Actuated Controller, Type 1	EA	2	3
907-632-G001	Malfunction Management Unit	EA	1	6
635-A059	Traffic Signal Head, Type 1	EA	14	5
635-A065	Traffic Signal Head, Type 2 FYA	EA	4	5
907-636-C007	Electric Cable, Aerial Supported, IMSA 20-1, AWG 14, 5 Conductor	LF	800	4
907-637-C028	Traffic Signal Conduit, Underground, Type 4, 2"	LF	50	4
907-637-D002	Traffic Signal Conduit, Underground Drilled or Jacked, Rolled Pipe, 2"	LF	540	2
907-641-A002	Signal Stop Bar Radar Vehicle Detection Sensor, Type 2	EA	8	8
907-641-D001	Radar Vehicle Detection Cable	LF	1,100	
647-A001	Removal of Existing Traffic Signal Equipment	LS	1	7

- ① COVERS ALL RE-PHASING/MODIFICATION OF THE EXISTING TRAFFIC SIGNAL CABINETS, AND INCIDENTAL MATERIALS INCLUDING BUT NOT LIMITED TO: NEW LOAD SWITCHES, LIGHTING ARRESTORS, RE-TERMINATION OF FIELD WIRING, ETC. NECESSARY TO ACCOMPLISH THE WORK ILLUSTRATED IN THE PLANS. ONLY TO BE USED AS DIRECTED BY THE PROJECT ENGINEER IF THE EXISTING CONDUIT IS DETERMINED TO BE UNSALVAGEABLE.
- ② CONTACT TRAFFIC ENGINEERING SO THAT THE TIMINGS FROM THE OLD CONTROLLERS CAN BE SWAPPED AND ADJUSTED FOR PHASING CHANGES INTO THE NEW CONTROLLERS.
- ③ TO BE RUN TO NEW FYA HEADS FROM CABINET.
- ④ MINIMUM VERTICAL CLEARANCE OF 18' +/- 1' SHALL BE MAINTAINED ON ALL TRAFFIC SIGNAL HEADS. HEADS SHALL BE ADJUSTED SO THAT THE RED SECTION INDICATIONS ARE APPROXIMATELY THE SAME HEIGHT. SEE TSD-3C AND TSD-12, (COST ABSORBED)
- ⑤ LOCATED AT MS 44/SUMRALL RD. SHALL BE FYA COMPATIBLE.
- ⑥ CONTROLLERS, MMU'S, AND RADARS TO BE SALVAGED TO MIDOT. INCLUDES REMOVAL OF PEDESTAL POLE AND BASE NEAR SIGNAL CABINET.
- ⑦ RADARS SHALL BE MOUNTED AS PER MANUFACTURER'S RECOMMENDATIONS.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES



Working Number: SQ-1
 Sheet Number: 2

PROJ NO: SP-8627-00(001)
 COUNTY: MARION

FILENAME: SQ-1
 Design Team

Checked: _____ Date: _____

SIGNS REQUIRED
(CONT'D)

SIGN NO.	SIZE	QUAN. REQ'D.	TOTAL SIGN AREA SQ. FT.	REMARKS
G20 - 1	60" X 24"	10.00	20	NO. OF VEHICLES
G20 - 2	48" X 24"	8.00	72	END ROAD WORK
G20 - 4	36" X 18"	4.50		FLOR. CAR FOLLOW
M1 - 1	24" X 24"	4.00		1 OR 2 DIGIT
M1 - 1	30" X 24"	5.00		3 DIGIT
M1 - 4	24" X 24"	4.00		1 OR 2 DIGIT
M1 - 4	30" X 24"	5.00		3 DIGIT
M1 - 5	24" X 24"	4.00		1 OR 2 DIGIT
M1 - 5	30" X 24"	5.00		3 DIGIT
M3 - 1	24" X 12"	2.00		NON-TOUCH DIGIT REF. MARKER
M3 - 1	30" X 12"	3.13		TOUCH DIGIT REF. MARKER
M3 - 2	24" X 12"	2.00		NON-TOUCH DIGIT REF. MARKER
M3 - 2	30" X 12"	3.13		TOUCH DIGIT REF. MARKER
M3 - 3	24" X 12"	2.00		NON-TOUCH DIGIT REF. MARKER
M3 - 3	30" X 12"	3.13		TOUCH DIGIT REF. MARKER
M3 - 4	24" X 12"	2.00		NON-TOUCH DIGIT REF. MARKER
M3 - 4	30" X 12"	3.13		TOUCH DIGIT REF. MARKER
M4 - 8	24" X 12"	2.00		NON-TOUCH DIGIT REF. MARKER
M4 - 8	30" X 12"	3.13		TOUCH DIGIT REF. MARKER
M4 - 9	48" X 36"	12.00		DETOUR
M4 - 9L	48" X 36"	12.00		DETOUR
M4 - 9B	48" X 36"	12.00		DETOUR
M4 - 9SL	48" X 36"	12.00		DETOUR
M4 - 9R	48" X 36"	12.00		DETOUR
M4 - 9RB	48" X 36"	12.00		DETOUR
M4 - 10L	48" X 18"	6.00		DETOUR
M4 - 10R	48" X 18"	6.00		DETOUR
M4 - 5	24" X 12"	2.00		TO
M5 - 1L	21" X 15"	2.19		
M5 - 1R	21" X 15"	2.19		
M5 - 2L	21" X 15"	2.19		
M5 - 2R	21" X 15"	2.19		
M6 - 1L	21" X 15"	2.19		
M6 - 1R	21" X 15"	2.19		
M6 - 2L	21" X 15"	2.19		
M6 - 2R	21" X 15"	2.19		
M6 - 3	21" X 15"	2.19		
R1 - 1	36" OCTAGON	7.46		STOP
R1 - 1	48" OCTAGON	13.25		
R1 - 2	48" X 48"	6.93		
R1 - 2	60" X 60"	10.83		YIELD

SIGNS REQUIRED
(CONT'D)

SIGN NO.	SIZE	QUAN. REQ'D.	TOTAL SIGN AREA SQ. FT.	REMARKS
R1 - 3	18" X 9"	1.13		3-WAY, 4 WAY ETC.
R1 - 3	24" X 12"	2.00		
R2 - 1	24" X 30"	5.00		SPEED LIMIT
R2 - 1	36" X 48"	12.00		
R3 - 1	48" X 60"	20.00		
R3 - 1	36" X 36"	9.00		
R3 - 2	48" X 48"	16.00		
R3 - 2	36" X 36"	9.00		
R3 - 4	48" X 48"	16.00		
R3 - 4	36" X 36"	9.00		
R3 - 5L	30" X 36"	7.50		
R3 - 5R	30" X 36"	7.50		
R3 - 6L	30" X 36"	7.50		
R3 - 6R	30" X 36"	7.50		
R3 - 7L	30" X 30"	6.25		LEFT LANE TURN (S) LEFT
R3 - 7R	30" X 30"	6.25		RIGHT LANE TURN RIGHT
R4 - 1	24" X 30"	5.00	2	DO NOT PASS
R4 - 1	48" X 60"	20.00		
R4 - 2	24" X 30"	5.00		PASS WITH CARE
R4 - 2	48" X 60"	20.00		
R4 - 7	48" X 60"	20.00		
R4 - 8	48" X 60"	20.00		
R5 - 1	48" X 48"	16.00		DO NOT ENTER
R5 - 10	42" X 30"	8.75		WRONG WAY
R6 - 1L	36" X 12"	3.00		ONE WAY
R6 - 1R	36" X 12"	3.00		ONE WAY
R6 - 2L	24" X 30"	5.00		ONE WAY
R6 - 2R	24" X 30"	5.00		ONE WAY
R11 - 2	48" X 30"	10.00		ROAD CLOSED
R11 - 3G	60" X 30"	12.50		ROAD CLOSED
R11 - 3B	60" X 30"	12.50		ROAD CLOSED
R11 - 4	60" X 30"	12.50		ROAD CLOSED
R12 - 1	36" X 48"	12.00		WEIGHT LIMIT
R16 - 3	36" X 48"	12.00		WEIGHT LIMIT
R16 - 3	48" X 60"	20.00		WEIGHT LIMIT
W1 - 1L	48" X 48"	16.00		
W1 - 1R	48" X 48"	16.00		
W1 - 2L	48" X 48"	16.00		
W1 - 2R	48" X 48"	16.00		
W1 - 3L	48" X 48"	16.00		
W1 - 3R	48" X 48"	16.00		
W1 - 4L	48" X 48"	16.00		
W1 - 4R	48" X 48"	16.00		
W1 - 5L	48" X 48"	16.00		
W1 - 5R	48" X 48"	16.00		
W1 - 6L	48" X 24"	8.00		
W1 - 6R	60" X 30"	12.50		
W1 - 6R	48" X 24"	8.00		
W1 - 7	60" X 30"	12.50		
W1 - 7	48" X 24"	8.00		

SIGNS REQUIRED
(CONT'D)

SIGN NO.	SIZE	QUAN. REQ'D.	TOTAL SIGN AREA SQ. FT.	REMARKS
W1 - 7	60" X 30"	12.50		
W1 - 8L	18" X 24"	3.00		
W1 - 8R	36" X 48"	12.00		
W1 - 8R	18" X 24"	3.00		
W1 - 9L	36" X 48"	12.00		
W1 - 9R	48" X 48"	16.00		
W3 - 10	48" X 48"	16.00		
W3 - 20	48" X 48"	16.00		
W3 - 3	48" X 48"	16.00		
W3 - 5	48" X 48"	16.00		
W4 - 1L	48" X 48"	16.00		
W4 - 1R	48" X 48"	16.00		
W4 - 2L	48" X 48"	16.00		
W4 - 2R	48" X 48"	16.00		
W5 - 10	48" X 48"	16.00		
W6 - 1	48" X 48"	16.00		
W6 - 2	48" X 48"	16.00		
W6 - 3	48" X 48"	16.00		
W8 - 1	48" X 48"	16.00		
W8 - 4	48" X 48"	16.00		
W8 - 6	48" X 48"	16.00		
W8 - 7	48" X 48"	16.00		
W8 - 9	48" X 48"	16.00		
W8 - 11	36" X 36"	9.00		
W8 - 12	48" X 48"	16.00		
W10 - 1	36" DIA.	7.07		
W10 - 1	48" DIA.	12.56		
W13 - 1	24" X 24"	4.00		
W14 - 3	48" X 48"	5.56	2	
W14 - 3	48" X 48"	9.89		
W16-2	24" X 18"	3.00		
W19 - 2	48" X 48"	16.00		
W20 - 1	48" X 48"	16.00	48	
W20 - 1	36" X 36"	9.00		
W20 - 2	48" X 48"	16.00		
W20 - 3	48" X 48"	16.00		
W20 - 4	48" X 48"	16.00		
W20 - 4B	48" X 48"	16.00		
W20 - 5L	48" X 48"	16.00		
W20 - 5R	48" X 48"	16.00		
W20 - 70	48" X 48"	16.00		
W21 - 1	36" X 36"	9.00		
W21 - 10	36" X 36"	9.00		

SIGNS REQUIRED
(CONT'D)

SIGN NO.	SIZE	QUAN. REQ'D.	TOTAL SIGN AREA SQ. FT.	REMARKS
W21 - 2	36" X 36"	9.00		
W21 - 3	48" X 48"	16.00		
W21 - 5	48" X 48"	16.00		
W21 - 6	36" X 36"	9.00		
W24 - 1L	48" X 48"	16.00		
W24 - 1R	48" X 48"	16.00		
W24 - 1BL	48" X 48"	16.00		
W24 - 1BR	48" X 48"	16.00		
VP - 1L	12" X 36"	3.00		
VP - 1R	12" X 36"	3.00		
OM - 3L	12" X 36"	3.00		
OM - 3R	12" X 36"	3.00		
TOTAL SIGN AREA	LESS THAN 10 SQ. FT.		64 SQ. FT.	
TOTAL SIGN AREA	10 SQ. FT. OR MORE		732 SQ. FT.	

NOTES

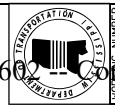
- INTERSTATE ROUTE MARKER
 - UNITED STATES ROUTE MARKER
 - STATE ROUTE MARKER
 - COLORS OF CARDINAL DIRECTION MARKERS AND DIRECTIONS SHALL BE APPROPRIATE TO MATCH ACCOMPANYING ROUTE MARKERS.
 - BLACK STRIPES ON YELLOW BACKGROUND
 - INTERSTATE USE ONLY
 - TOP OF SIGN - BLACK LETTERING ON ORANGE BACKGROUND
 - BOTTOM OF SIGN - BLACK LETTERING ON WHITE BACKGROUND
- THE BACKGROUND OF ALL WARNING SIGNS ("W" SERIES) EXCEPT W10-1 SHALL BE ORANGE. THE W10-1 BACKGROUND SHALL BE YELLOW IN ALL CASES.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ESTIMATED QUANTITIES
FOR
TRAFFIC CONTROL SIGNS
SR 44
PROJ. NO.: SP-8627-00(001)
COUNTY: MARION
FILE NAME: ICPQ-1.DWG
DESIGN TEAM
DATE: 08-26-13

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ESTIMATED QUANTITIES
FOR
TRAFFIC CONTROL SIGNS
SR 44
PROJ. NO.: SP-8627-00(001)
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MISSISSIPPI DEPARTMENT OF TRANSPORTATION
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MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ESTIMATED QUANTITIES
FOR
TRAFFIC CONTROL SIGNS
SR 44
PROJ. NO.: SP-8627-00(001)
COUNTY: MARION
FILE NAME: ICPQ-1.DWG
DESIGN TEAM
DATE: 08-26-13



SIGN LEGEND	
①	G20-1 (60"x24") NEXT 4 MILES MOUNTED ON TYPE III BARRICADE (6 FT. WIDE) (DOUBLE FACED)
②	W20-1 (48"x48") 500 FT. AHEAD MOUNTED ON TYPE III BARRICADE (6 FT. WIDE)
③	G20-2 (48"x24") SINGLE FACE MOUNTED ON END CONST.
④	W20-1 (48"x48") (DOUBLE FACED) 500 FT. AHEAD MOUNTED ON TYPE III BARRICADE (6 FT. WIDE)
⑤	G20-2 (48"x24") END CONST. MOUNTED ON TYPE III BARRICADE (6 FT. WIDE) (SINGLE FACED)

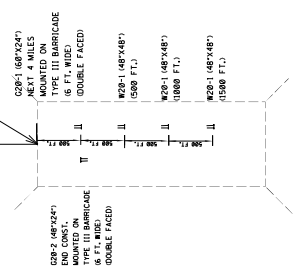
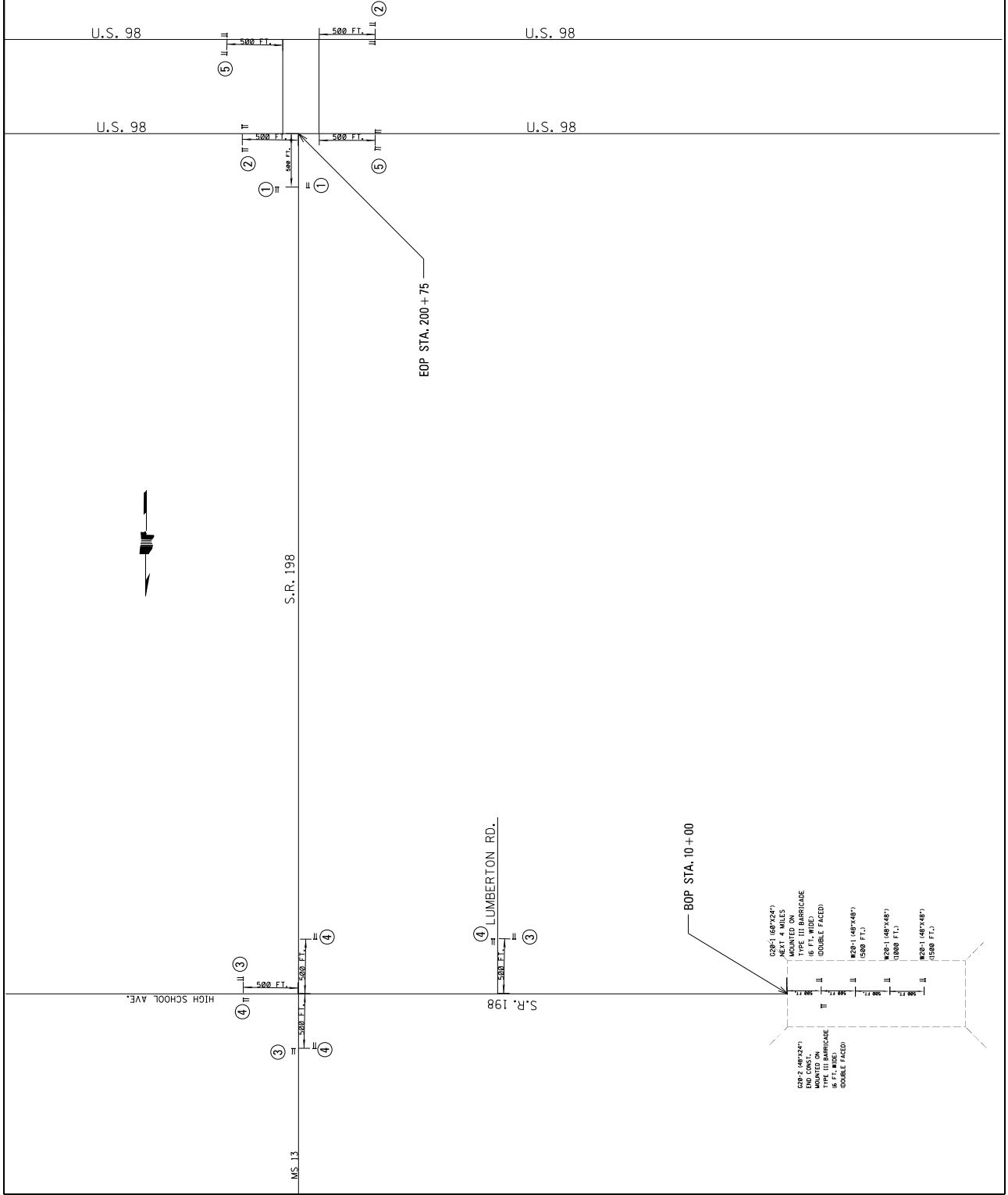
NOTE: W20-1 (48"x48") WILL BE REQ'D
 ON ALL LOCAL ROADS.

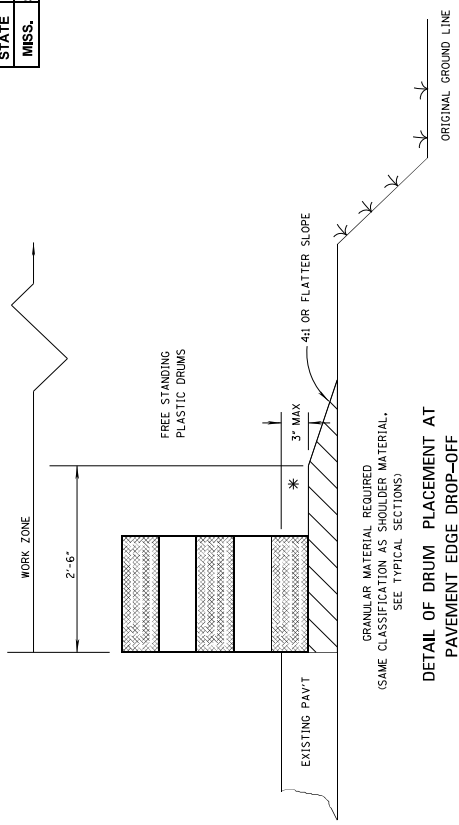
REVISION	
DATE	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 DETAIL OF CONSTRUCTION
 SIGNING
 S.R. 198

PROJ. NO.: SP-8627-00(001)
 COUNTY: MARION

FILE NAME: SR_198.dwg
 DESIGN TEAM: _____
 DATE: _____





GRANULAR MATERIAL REQUIRED
 (SAME CLASSIFICATION AS SHOULDER MATERIAL,
 SEE TYPICAL SECTIONS)

**DETAIL OF DRUM PLACEMENT AT
 PAVEMENT EDGE DROP-OFF**

NOTES:

- * A. PAVEMENT EDGE DROP-OFF
- 1. IF LESS THAN TWO AND ONE QUARTER (2.25) INCHES-NO PROTECTION REQUIRED. PLACE A SHOULDER WORK SIGN (W21-5) 500 FEET IN ADVANCE OF WORK ZONE SHOULDER AND A LOW SHOULDER SIGN (W8-9) AT THE BEGINNING AND THROUGHOUT THE WORK ZONE @ (1 MILE ±0.C.).
- 2. TWO AND ONE QUARTER TO THREE INCHES-PLACE DRUMS, VERTICAL PANELS OR BARRICADES EVERY 100 FEET ON TANGENT SECTIONS, FOR SPEEDS OF 50 MILES PER HOUR OR GREATER. CONES MAY BE USED IN PLACE OF DRUMS, PANELS, AND BARRICADES DURING DAYLIGHT HOURS. FOR TANGENT SECTIONS WITH SPEEDS LESS THAN 50 MILES PER HOUR AND FOR CURVES, DEVICES SHOULD BE PLACED EVERY 50 FEET. TAPER LENGTH FOR TAPERS SHOULD BE IN ACCORDANCE WITH THE MULTIC.D. (1 / 3 L, WHERE L IS THE TAPER LENGTH IN FEET).
- 3. GREATER THAN THREE (3) INCHES-POSITIVE SEPARATION OR WEDGE WITH 4:1 OR FLATTER SLOPE NEEDED. IF THERE IS EIGHT (8) FEET OR MORE DISTANCE BETWEEN THE EDGE OF TRAVEL LANE AND DROP-OFF, THEN DRUMS, PANELS OR BARRICADES MAY BE USED.
- 4. FOR TEMPORARY CONDITIONS, DROP-OFFS GREATER THAN THREE (3) INCHES MAY BE PROTECTED WITH DRUMS, VERTICAL PANELS OR BARRICADES FOR SHORT DISTANCES DURING DAYLIGHT HOURS WHILE WORK IS BEING DONE IN THE DROP-OFF AREA.
- 5. LESSER TREATMENTS THAN THOSE DESCRIBED ABOVE MAY BE CONSIDERED FOR LOW-VOLUME LOCAL STREETS.

B. DRUM SPACING

- 1. TANGENTS = 2 X S
- 2. TAPERS = L / 3
- WHERE L = S X W
- L = TAPER LENGTH IN FEET
- S = SPEED IN MPH (POSTED OR 85 PERCENTILE)
- W = WIDTH OF OFFSET IN FEET

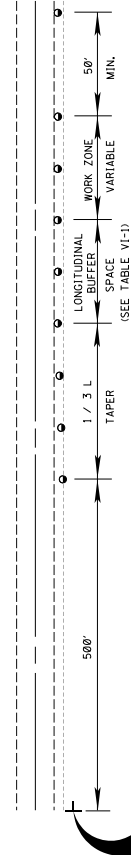
C. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER MAINTENANCE OF TRAFFIC.

TABLE VI-1. GUIDELINES FOR LENGTH OF LONGITUDINAL BUFFER SPACE

* SPEED (MPH)	LENGTH (FEET)
25	55
30	65
35	75
40	85
45	100
50	120
55	140
60	160
65	180

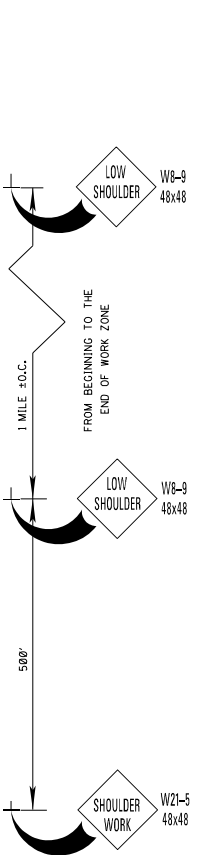
** POSTED SPEED, OFF-PEAK 85 PERCENTILE SPEED
 PRIOR TO WORK STARTING, OR THE ANTICIPATED
 OPERATING SPEED IN MPH.

**PLASTIC DRUMS
 (SEE NOTE FOR SPACING)**



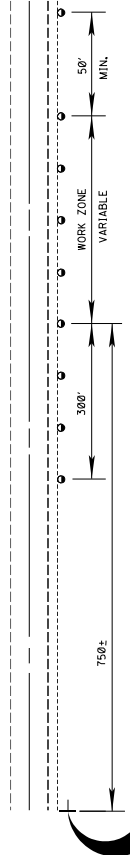
TYPICAL SHOULDER CLOSURE

- (1) TO BE USED WITH EIGHT (8) FOOT OR GREATER WIDTH IMPROVED SHOULDER.
- (2) TO BE USED WHEN CONSTRUCTION VEHICLES (EQUIPMENT) ENCRUSCHES ON OR WITHIN TWO (2) FEET OF THE SHOULDER BREAK.



**TYPICAL SHOULDER WORK #1
 (SEE NOTE A-1 THIS SHEET)**

**PLASTIC DRUMS
 (SEE NOTE FOR SPACING)**



TYPICAL SHOULDER WORK #2

NOTE:
 WORK OUTSIDE TWO (2) FOOT AND WITHIN TEN (10) FEET OF THE SHOULDER BREAK MAY BE PROTECTED BY
 PLACING DRUMS ALONG THE SHOULDER EDGE, 300 FEET PRIOR TO AND 50 FEET BEYOND THE WORK AREA, OR
 SEE NOTE A-3 THIS SHEET.


MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL DETAILS
 DRUM PLACEMENT AND
 SHOULDER CLOSURE**

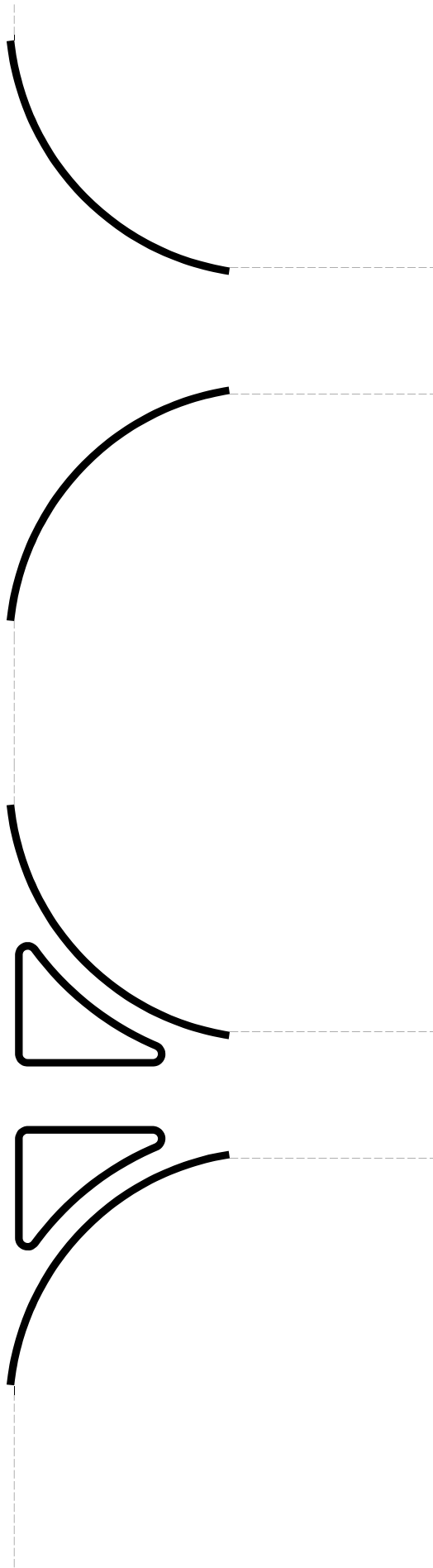
PROJECT NUMBER: SP-8627-00(001)
 COUNTY: MARION

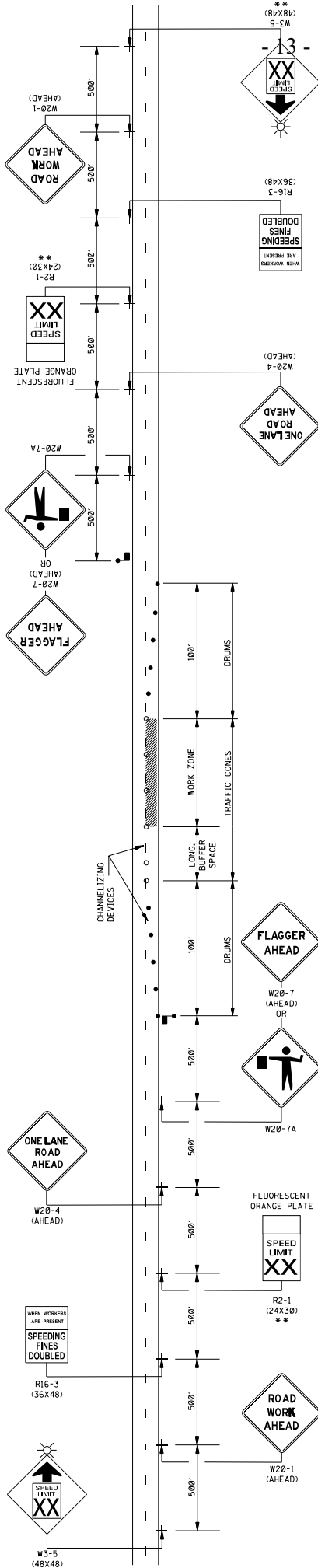
DATE: _____
 DESIGNED BY: _____
 CHECKED BY: _____

FMS CON: 108866701000
 STATE PROJECT NO.
 MISS. SP-8627-00(001)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
	
DETAIL FOR CURB AND ISLAND STRIPING	
PROJECT NUMBER	SP-8627-00(001)
COUNTY	MARION
FILE NAME	SD-2.CDD
DESIGN NUMBER	8
DESIGN TEAM	
DATE	
BY	
REVISION	

** ALL ASPHALT AND CONCRETE CURBS ALONG RAMPS, LOCAL ROADS, ETC. FROM B.O.P. TO E.O.P. SHALL BE PAINTED (TWO APPLICATIONS) WITH WHITE TRAFFIC PAINT AND TRAFFIC BEADS; COST TO BE ABSORBED IN OTHER PAY ITEMS.





- GENERAL NOTES:
1. THE LOCATION OF CHANNELIZING DEVICES AND THE WORK AREA LAYOUT SHALL BE BASED ON THE CRITERIA IN THE FOLLOWING TABLE. FLAGGER STATIONS SHALL BE OCCUPIED SUCH THAT TABLED DISTANCES ARE MAINTAINED. STOPPING DISTANCE TO STOP VALUES IN STOPPING SIGHT DISTANCE COLUMN MAY BE USED AS A MINIMUM FOR THIS DISTANCE.
 2. ALL CHANNELIZING DEVICES SHALL BE A MINIMUM OF 28" IN HEIGHT.
 3. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHALL BE A MINIMUM OF 36" x 36" AND BLACK COPY ON FLUORESCENT ORANGE SHEETING.
 4. WHEN WORK IS NO LONGER NEEDED, ALL SIGNS SHALL BE COVERED OR REMOVED AND ALL CHANNELIZING DEVICES SHALL BE MOVED TO THE SHOULDER EDGE.
 5. ADDITIONAL FLAGGERS MAY BE NEEDED AS DIRECTED BY THE ENGINEER.
 6. WHEN WORK IS REQUIRED AT NIGHT, FLAGGER STATIONS SHALL BE ILLUMINATED.
 7. CHANNELIZING DEVICE TYPES FOR:
 - A. APPROACH AND EXIT TAPERS: RETROREFLECTIVE PLASTIC DRUMS
 - B. ALONG LANE LINE AND WORK ZONE: TRAFFIC CONES (28" HEIGHT)
 8. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

POSTED SPEED AND/OR DESIGN SPEED	MAXIMUM CHANNELIZING DEVICE SPACING (FT.)	LONGITUDINAL BUFFER SPACE (FT.)		STOPPING SIGHT DISTANCE
		TAPER ALONG LANE LINE & WORK ZONE	WORK ZONE	
25	20	50	55	155
30	20	60	85	200
35	20	70	120	250
40	20	80	170	305
45	20	90	220	360
50	20	100	280	425
55	20	110	335	495
60	20	120	415	570
65	20	130	485	645

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

ROAD TYPE	A	B	C
URBAN (35 MPH OR LESS)	100 FT.	100 FT.	100 FT.
URBAN (40 - 70 MPH)	350 FT.	350 FT.	350 FT.
RURAL	500 FT.	500 FT.	500 FT.
EXPRESSWAY / FREEWAY	1000 FT.	1500 FT.	2640 FT.

Notice to Bidders No. 336

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

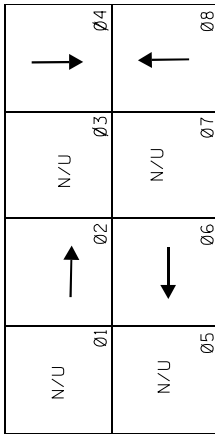
TRAFFIC CONTROL PLAN WITH FLAGGER (ONE-LANE CLOSURE OF TWO-WAY TRAFFIC)

PROJ. NO.: SP-8627-00(001)
 COUNTY: MARION

WORKING NUMBER: SDTCP-1
 SHEET NUMBER: 9

DATE: _____
 DESIGNED BY: _____
 CHECKED BY: _____

SIGNAL PHASING



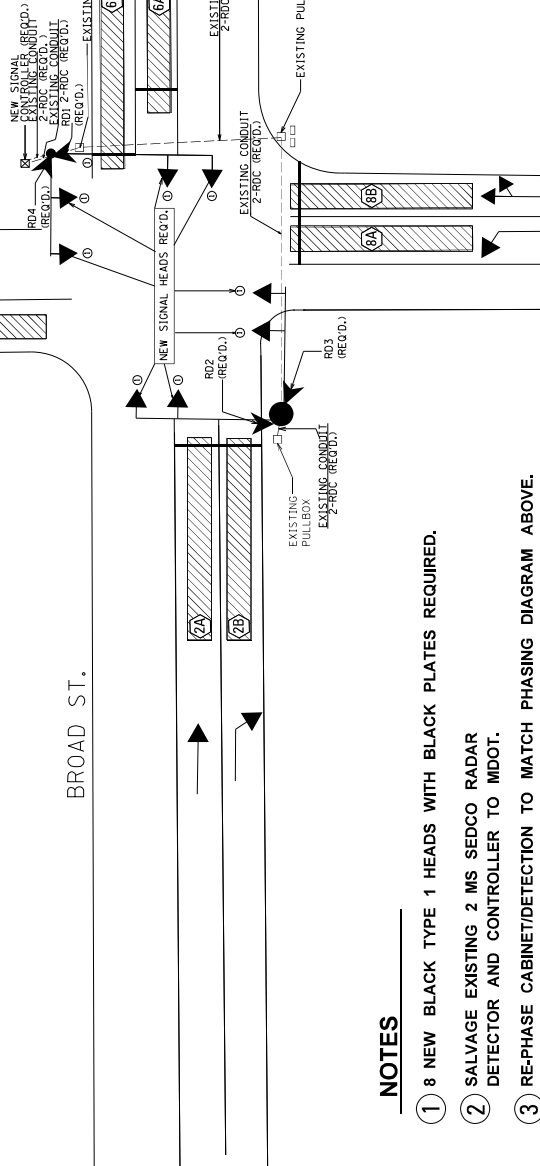
FLASH SEQUENCE
 YELL: Ø2 & Ø6
 RED: Ø4 & Ø8

DETECTION CHART

NUMBER	SIZE	DETECTOR
2A	6' X 50'	R02
2B	6' X 50'	R02
4	6' X 50'	R04
6A	6' X 50'	R01
6B	6' X 50'	R01
8A	6' X 50'	R03
8B	6' X 50'	R03

HIGH SCHOOL AVE.

BROAD ST.



NOTES

- 1 8 NEW BLACK TYPE 1 HEADS WITH BLACK PLATES REQUIRED.
- 2 SALVAGE EXISTING 2 MS SEDCO RADAR DETECTOR AND CONTROLLER TO MDOT.
- 3 RE-PHASE CABINET/DETECTION TO MATCH PHASING DIAGRAM ABOVE. (PAY ITEM 907-632-C001)

PAY ITEM NO.	DESCRIPTION	QUANTITY
907-632-0080	TRAFFIC SIGNAL CABINET ASSEMBLY	1
907-632-0081	SOLID STATE TRAFFIC ACTUATED CONTROLLER	1
635-4059	TRAFFIC SIGNAL HEAD, TYPE 1	8
907-637-0028	TRAFFIC SIGNAL CONDUIT, UNDERGROUND, TYPE 4, 2"	18
907-637-0092	TRAFFIC SIGNAL CONDUIT UNDERGROUND DRILLED OR JACKED	270
907-641-0002	TRAFFIC SIGNAL BAR RADAR VEHICLE DETECTION SENSOR, TYPE 2	4
907-641-0080	SIGNAL SLOPE BAR RADAR VEHICLE DETECTION CABLE	450

NOT TO SCALE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL IMPROVEMENTS
 @ MS 198 &
 HIGH SCHOOL AVE.

PROJ. NO.: SP-8627-00(001)
 COUNTY: MARION

DESIGN NUMBER: TSP-1
 SHEET NUMBER: 10

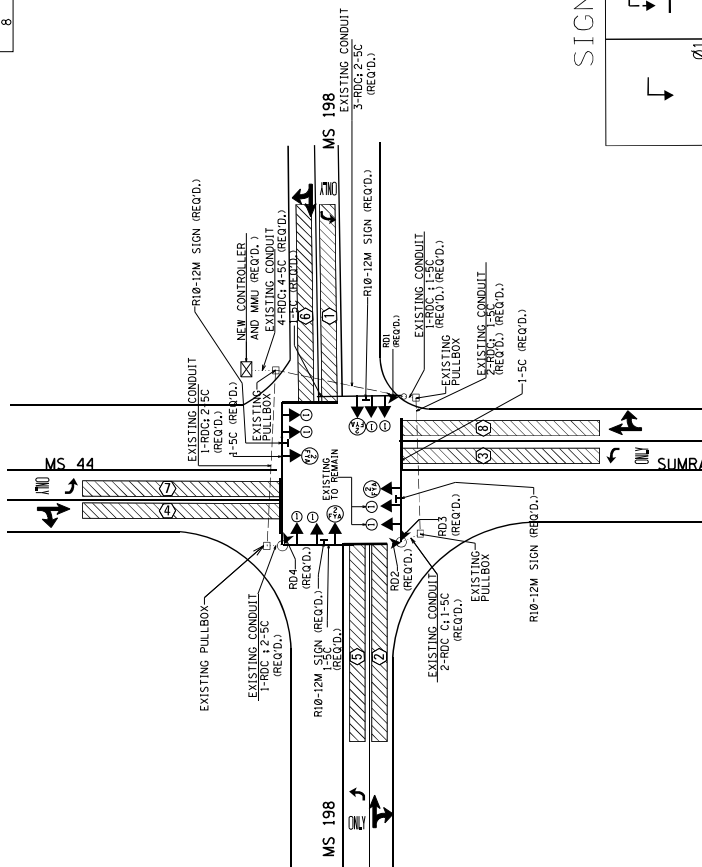
DATE: _____

DETECTION CHART

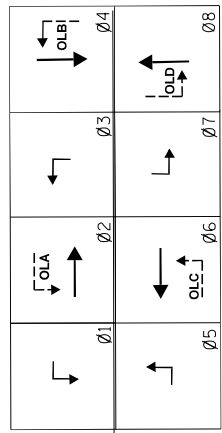
NUMBER	SIZE	DETECTOR
1	6' X 50'	RD1
2	6' X 50'	RD2
3	6' X 50'	RD3
4	6' X 50'	RD4
5	6' X 50'	RD2
6	6' X 50'	RD1
7	6' X 50'	RD4
8	6' X 50'	RD3

NOTES

- 6 NEW BLACK TYPE 1 AND 4 NEW BLACK TYPE 2 FYA HEADS WITH BACKPLATES REQ'D. ADJUST LOCATIONS OF 2 EXISTING BLACK TYPE 1 HEADS FOR SB MOVEMENT.
- SALVAGE EXISTING MS SEDCO RADAR DETECTOR, CONTROLLER, AND MMU TO MDOT. REMOVE PED POLE ON NE CORNER. (647-A001)
- RE-PHASE CABINET/DETECTION TO ACCOMMODATE FYA AND MATCH PHASING DIAGRAM ABOVE. (PAY ITEM 907-632-C001)



SIGNAL PHASING



FLASHING OPERATION - YELLOW 02 & 06
 REQ'D: 04, 08, OLA, OLB, OLC, OLD
 N=Fl, Ø1, & Ø5, Ø3, & Ø7

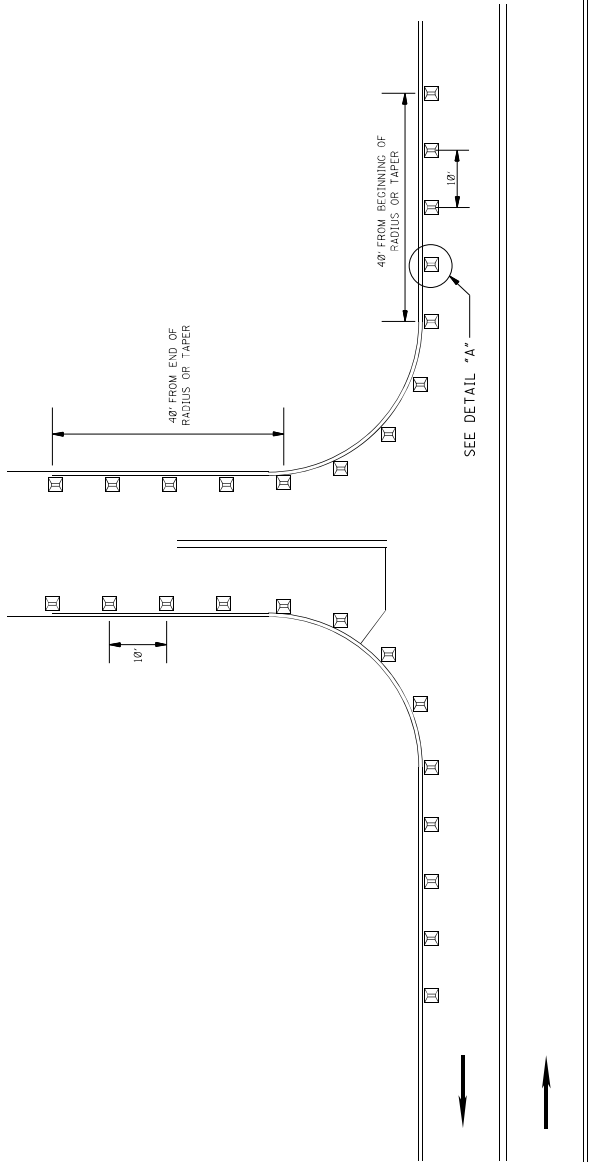
OLA	OLB	OLC	OLD	RED
02	04	06	08	3.0
01	03	05	07	3.0

PAY ITEM NO.	PAY ITEM	QUANTITY
907-632-C001	MODIFY EXISTING TRAFFIC SIGNAL CABINET ASSEMBLY	1
907-632-C001	TRAFFIC SIGNAL MANAGEMENT UNIT	1
907-632-D001	SOLID STATE TRAFFIC ACTUATED CONTROLLER, TYPE 1	1
907-632-D002	TRAFFIC SIGNAL HEAD, TYPE 2 FYA	6
907-635-C007	ELECTRIC CABLE, AERIAL SUPPORTED, INSA 28-L AWG 14S CONDUCTOR	800
907-637-C028	TRAFFIC SIGNAL CONDUIT, UNDERGROUND, TYPE 4, 2"	40
907-637-D002	TRAFFIC SIGNAL CONDUIT, UNDERGROUND DRILLED OR JACKED,	270
907-641-A002	SIGNAL STOP BAR RADAR VEHICLE DETECTION SENSOR, TYPE 2	4
907-641-D001	RADAR VEHICLE DETECTION CABLE	650

** NOT TO SCALE **

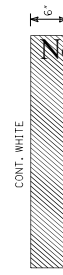
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 TRAFFIC SIGNAL IMPROVEMENTS
 @ MS 44 & SUMRALL RD.
 PROJ. NO.: SP-8627-00(001)
 COUNTY: MARION
 DESIGN NUMBER: TSL-2
 SHEET NUMBER: 11
 DATE: _____
 FILE NAME: T:\office\gdd

TYPICAL PLACEMENT OF RAISED PAVEMENT MARKERS ON SIDE ROAD RADIUS 2-LANE, TWO WAY TRAFFIC



GENERAL NOTES:

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

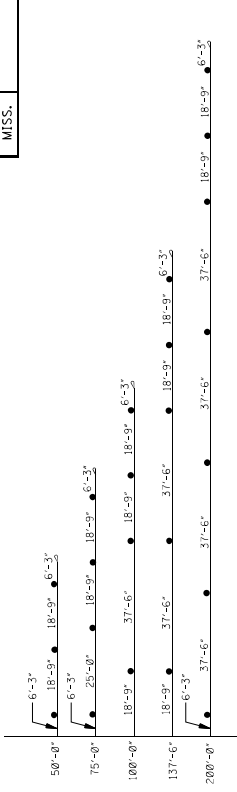


DETAIL A

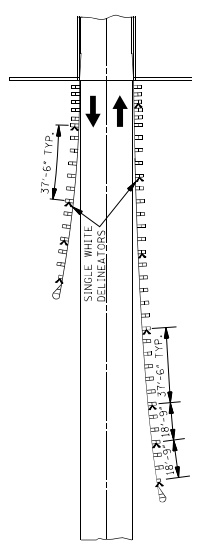
↑
DIRECTION OF TRAFFIC

MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
DATE	ISSUE DATE: AUGUST 01, 2017
BY	
REVISION	

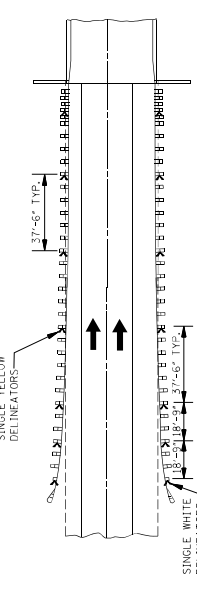
2-WAY RAISED PAVEMENT MARKERS AT INTERSECTING ROADS (2-LANE)



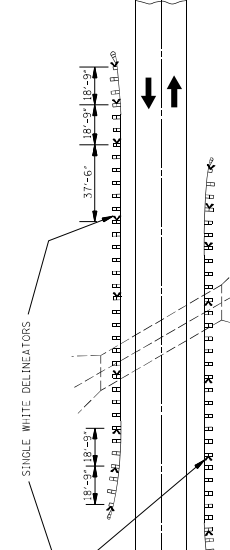
GRAPHIC SHOWING SPACINGS OF GUARDRAIL DELINEATORS AT SOME COMMONLY USED BRIDGE APPROACHES



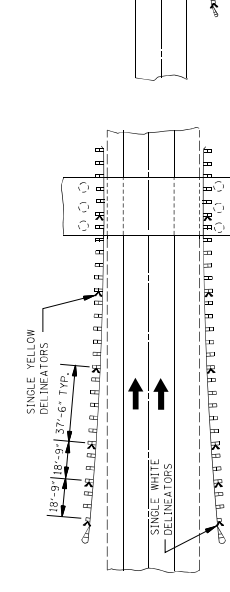
BRIDGE APPROACH INSTALLATION (TWO-WAY TRAFFIC)



BRIDGE APPROACH INSTALLATION (ONE-WAY TRAFFIC)



ROADSIDE OBSTACLE INSTALLATION—LENGTH 250' OR LESS (TWO-WAY TRAFFIC)



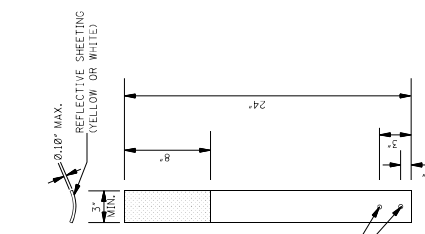
ROADSIDE OBSTACLE INSTALLATION—LENGTH 250' OR LESS (ONE-WAY TRAFFIC)

EMBANKMENT OR ROADSIDE OBSTACLE INSTALLATION—LENGTH GREATER THAN 250' (ONE-WAY TRAFFIC)

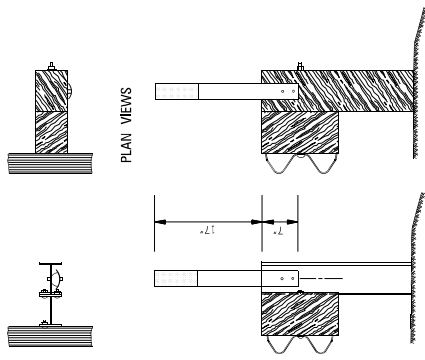
NOTE: ONE-WAY TRAFFIC SHOWN. DELINEATOR SPACING FOR TWO-WAY TRAFFIC SIMILAR. DELINEATOR COLOR WILL BE THE SAME AS THE ADJACENT PAVEMENT EDGE MARKING. THE FIRST THREE (3) MARKERS WILL FACE TRAFFIC IN OFF LANE FOR TWO-WAY TRAFFIC AS SHOWN IN DRAWING FOR OBSTACLE INSTALLATION FOR TWO-WAY TRAFFIC.

GENERAL NOTES:

1. THE UNIT PRICE OF DELINEATOR INCLUDES: COST(S) OF DELINEATOR FACE(S), POST, HARDWARE AND INSTALLATION.
2. DELINEATOR FACE WILL BE ENCAPSULATED LENS REFLECTIVE SHEETING.
3. DELINEATORS FOR GUARDRAIL SHALL BE MOUNTED ON FLEXIBLE POSTS AS FOLLOWS: THE DELINEATOR POSTS WILL BE FROM THE DEPARTMENT'S "APPROVED SOURCE OF MATERIALS" AND WILL BE FASTENED TO GUARDRAIL POST IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION.



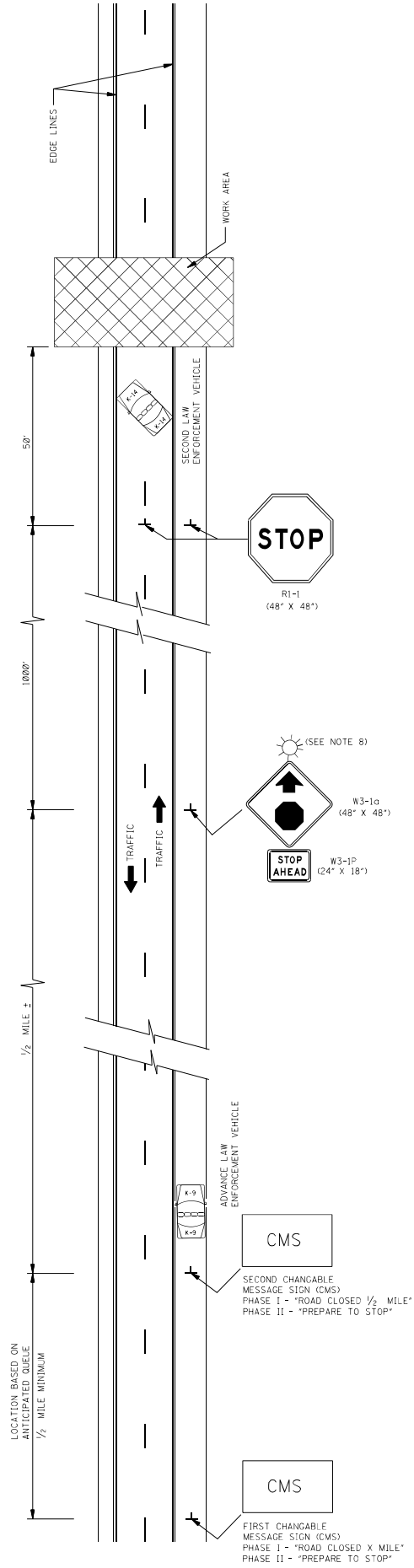
DETAIL OF FLEXIBLE GUARDRAIL DELINEATOR



TYPICAL FLEXIBLE POST DELINEATOR GUARDRAIL INSTALLATION

MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
BY	REVISION
DATE	ISSUE DATE: AUGUST 01, 2017

TYPICAL GUARDRAIL DELINEATION



GENERAL NOTES:

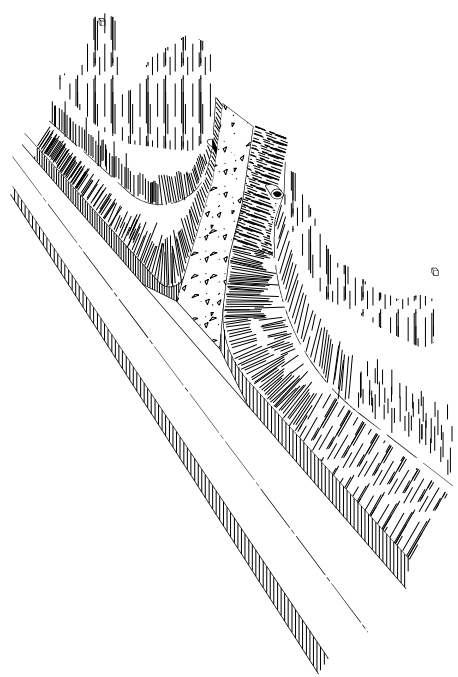
- THIS TYPE OF HIGHWAY CLOSURE SHOULD ONLY BE USED FOR CONSTRUCTION OPERATIONS. THE CLOSURE SHOULD BE SET UP AND EXCEED 30 MINUTES, AFTER THE HIGHWAY HAS BEEN CLOSED AND REOPENED VIA THE CONTRACT DOCUMENTS. THE CLOSURE SHOULD BE REMOVED 30 MINUTES BEFORE ANOTHER SHORT DURATION CLOSURE, EXCEPT WITH THE APPROVAL OF THE ENGINEER.
- AT LEAST TWO LAW ENFORCEMENT OFFICERS AND TWO LAW ENFORCEMENT VEHICLES SHOULD BE PROVIDED ON EACH APPROACH TO THE CLOSURE. EACH LAW ENFORCEMENT VEHICLE SHOULD HAVE A ROOF MOUNTED FLASHING BLUE LIGHT OR LIGHT BAR.
- RESTRICTIONS ON ROAD CLOSURES ARE SPECIFIED IN THE CONTRACT DOCUMENT.
- THE ADVANCE LAW ENFORCEMENT VEHICLE SHOULD BE MOVED BACK AS REQUIRED BY THE QUEUING OF STOPPED VEHICLES.
- IF QUEUE EXCEEDS THE FIRST CHANGABLE MESSAGE SIGN (CMS) AT ANY TIME DURING A CLOSURE, THE TRAFFIC CONTROL PLAN SHOULD BE ADJUSTED AS NECESSARY, WITH APPROVAL OF THE ENGINEER.
- TRAFFIC CONTROL FOR THE CLOSURE SHOULD BE ACCOMPLISHED IN THE FOLLOWING ORDER:
 - FIRST CHANGABLE MESSAGE SIGN (CMS)
 - SECOND CHANGABLE MESSAGE SIGN (CMS)
 - ADVANCE LAW ENFORCEMENT VEHICLE, LIGHTS AND FLASHERS ON.
 - "W3-1Q (48" X 48") AND "W3-1P (24" X 18") SIGNS ERECTED.
 - "R1-1 (48" X 48") SIGNS ERECTED TO STOP TRAFFIC. THE ORDER OF ERECTION SHOULD BE IN THE FOLLOWING ORDER: RIGHT SHOULDER THEN CENTER.
 - SECOND LAW ENFORCEMENT VEHICLE, LIGHTS AND FLASHERS ON.
- TRAFFIC STOPPED REMOVE THE "R1-1" SHOULDER IN THE FOLLOWING ORDER: CENTER THEN SIGN ON THE RIGHT SHOULDER. SECOND LAW ENFORCEMENT VEHICLE LEADS TRAFFIC THROUGH WORK AREA.
 - WITH TRAFFIC STOPPED REMOVE THE "R1-1" SHOULDER IN THE FOLLOWING ORDER: CENTER THEN SIGN ON THE RIGHT SHOULDER. SECOND LAW ENFORCEMENT VEHICLE LEADS TRAFFIC THROUGH WORK AREA.
 - AFTER ALL STOPPED VEHICLES HAVE STARTED MOVING THE "W3-1Q (48" X 48") AND "W3-1P (24" X 18") SIGNS SHOULD BE REMOVED. THESE SIGNS MAY BE COVERED IF RE-USE IS IMMINENT.
 - AFTER ALL VEHICLES HAVE RESUMED APPROXIMATELY NORMAL SPEED, THE CHANGABLE MESSAGE SIGNS TURNED OFF.
- UNILLUMINATED SECTIONS OF HIGHWAYS SHOULD NOT BE CLOSED DURING HOURS OF DARKNESS EXCEPT FOR EMERGENCIES OR WITH THE APPROVAL OF THE ENGINEER. IF DARKNESS OCCURS DURING HOURS OF DARKNESS A TYPE B HIGH INTENSITY FLASHING BARRICADE WARNING LIGHT SHALL BE USED ON EACH W3-1Q SIGN.
- IF AN ENTRANCE RAMP IS LOCATED BETWEEN THE SECOND CMS AND R1-1, THE CMS, SIGNS SHOULD ALSO BE ERECTED ON THE RAMP SHOULDER.
- THE ABOVE DURATION WILL APPLY TO EACH APPROACH TO THE CLOSURE.
- ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC, INCLUDING SECURING LAW ENFORCEMENT SERVICES.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

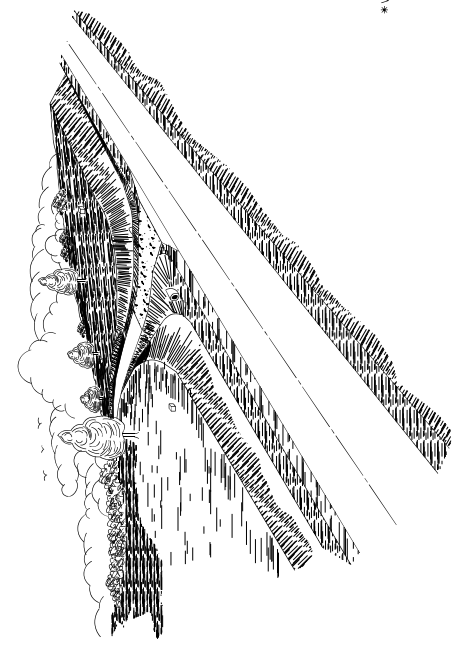
**SHORT DURATION
CLOSING OF TWO-LANE
TWO-WAY HIGHWAYS**

PROJECT NUMBER: 63356
ISSUE DATE: AUGUST 01, 2017

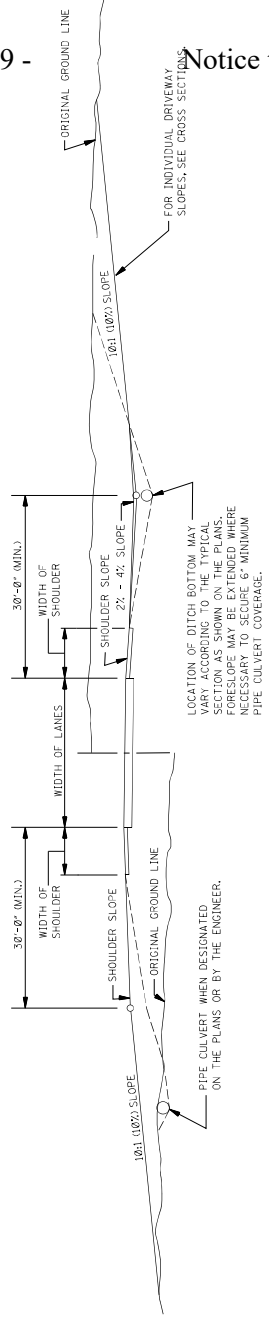
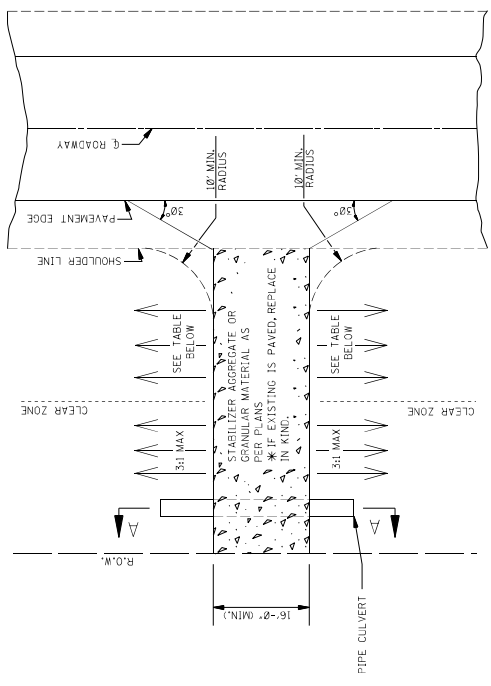
DATE	BY	REVISION



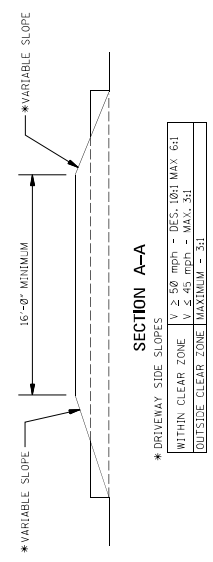
RAMP IN FILL SECTION



RAMP IN CUT SECTION



TYPICAL SECTION AT RAMP



SECTION A-A

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

RURAL DRIVEWAYS

DATE	ISSUE DATE: AUGUST 01, 2017
BY	REVISION

DRAWING NUMBER: RD-1
 SHEET NUMBER: 64/03

TRAFFIC SIGNAL GENERAL NOTES

14. TRAFFIC SIGNAL CABINETS AND CONTROLLERS SHALL BE WIRED TO PROVIDE FOR ALL PHASES INCLUDING FUTURE PHASES IN ACCORDANCE WITH THE PHASE SEQUENCE DIAGRAM.
15. ALL TRAFFIC SIGNAL CONTROLLERS SHALL ETHERNET READY, AND COMPATIBLE WITH MDOT'S EXISTING TRAFFIC SIGNAL MANAGEMENT SOFTWARE. ALL TRAFFIC SIGNAL CONTROLLER FIRMWARE SHALL BE CAPABLE OF DELAYING THE ONSET OF THE FLASHING YELLOW ARROW. ALL MMUS SHALL BE ETHERNET READY, 16 CHANNEL, AND CAPABLE OF RUNNING 12 DIFFERENT MODES OF FLASHING YELLOW ARROW OPERATION. THE CONTRACTOR SHALL COORDINATE WITH MDOT FOR IP ADDRESSES ON ALL NETWORKABLE DEVICES. DEVICES INCLUDE BUT NOT LIMITED TO: CONTROLLER, MMU WITH SDLC CABLE (CONFLICT MONITOR), AND DETECTION TRAFFIC SIGNAL CONTROLLER CABINET SHALL HAVE A 16 LOAD BAY FACILITY, REAR ACCESS DOOR, LAPTOP TRAY, AND DUAL POSITION INTERNAL LED LIGHTING. ALL TRAFFIC SIGNAL CONTROLLER CABINETS SHALL HAVE A 5 POSITION CARD RACK AND ONE 175 WATT MINIMUM POWER SUPPLY AND 4 AVAILABLE SLOT CABLES OTHERWISE NOTED ON PLANS. SEE 907-6332.02.6.1.

16. FOR PROTECTED/PERMITTED LEFT TURN PHASING USING TYPE 2 FYA TRAFFIC SIGNAL HEADS, OPERATION SHALL BE AS FOLLOWS: THE PROTECTED PHASE OF THIS OPERATION SHALL DISPLAY A SOLID GREEN ARROW, FOLLOWED BY A SOLID YELLOW ARROW, AND ENDING WITH A SOLID RED ARROW. THE PERMITTED PORTION OF THIS OPERATION SHALL START WITH A FLASHING YELLOW ARROW, FOLLOWED BY A SOLID YELLOW ARROW, AND ENDING WITH A SOLID RED ARROW. THERE SHALL BE A DELAY (AS DIRECTED BY THE ENGINEER) BETWEEN THE END OF THE PROTECTED PORTION OF THIS OPERATION AND THE BEGINNING OF THE PERMITTED PORTION OF THIS OPERATION. DURING THIS DELAY, THE OPPOSING PHASE TRAFFIC HEADS ARE CAPABLE OF DISPLAYING A GREEN BALL. SIGNAL CONTROLLER WITH FIRMWARE NECESSARY TO ACCOMPLISH THIS DELAY SHALL BE PROVIDED.

17. POLES AND FOUNDATIONS OF EXISTING SIGNAL INSTALLATION REMOVALS SHALL BE CUT OFF 6" BELOW GROUND, REMOVED AND AREA RESTORED TO MATCH ADJACENT SURFACE AS DIRECTED BY THE ENGINEER.
18. ALL REMOVED EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BECOME THE PROPERTY OF THE CONTRACTOR, UNLESS SPECIFIC ITEMS ARE NOTED IN THE PLANS TO BE SALVAGED AS DIRECTED BY THE ENGINEER.

19. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ELECTRICAL SERVICE FROM THE POWER COMPANY SERVICE POINT TO THE POWER SERVICE PEDESTAL FOR SPAN WIRE INSTALLATION. POWER SHALL RUN FROM THE POWER COMPANY SERVICE POINT NEAREST TO THE SIGNAL POLE NEAREST THE CONTROLLER. THE SERVICE SHALL THEN RUN TO THE CONTROLLER AS SHOWN ON THE PLANS. FOR MAST ARM INSTALLATION, POWER SHALL RUN FROM THE POWER COMPANY SERVICE POINT UNDERGROUND DIRECTLY TO THE POWER SERVICE PEDESTAL, THEN TO THE CONTROLLER CABINET, AS SHOWN ON THE PLANS. A DISCONNECT SHALL BE INSTALLED AT THE POWER COMPANY SERVICE POINT FOR MAST ARM INSTALLATIONS.

20. POWER SERVICE METER SHALL NOT BE MOUNTED ON THE CONTROLLER CABINET OR MAST ARM POLE SHAFTS. A SEPARATE POWER SERVICE PEDESTAL FOR MOUNTING THESE ITEMS IS REQUIRED. (SEE TSD-6 & TSD-7). BLACK CONDUCTORS SHALL BE USED FOR ALL LINE (HOT) WIRES AND WHITE CONDUCTORS SHALL BE USED FOR ALL NEUTRAL WIRES.

21. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAKE THE NECESSARY ARRANGEMENTS WITH THE LOCAL POWER COMPANY TO PROVIDE THE POWER SUPPLY ASSEMBLY FOR ANY NEW INSTALLATION. THE CONTRACTOR SHALL PAY FOR, AT NO COST TO THE DEPARTMENT, ALL POSITS, HOOK-UP CHARGES, OR OTHER SERVICE FEES REQUIRED BY THE POWER COMPANY FOR THE ESTABLISHMENT OF NEW SERVICE. THE COST OF ALL SUCH FEES SHALL BE CONSIDERED INCIDENTAL AND ABSORBED WITHIN EXISTING PAY ITEMS. THE MONTHLY SERVICE BILL FOR THE NEW POWER SERVICE INSTALLATION, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO SWAP THE ELECTRICAL SERVICE ACCOUNT OVER TO THE DEPARTMENT OR LOCAL AGENCY. WHEN ELECTRIC POWER SERVICE EXISTS AND IS USED FOR THE OPERATION OF AN EXISTING SYSTEM, THE MONTHLY SERVICE FEES SHALL CONTINUE TO BE PAID BY THE DEPARTMENT OR THE LOCAL AGENCY. IF THE EXISTING POWER SERVICE IS INTENDED FOR USE WITH A NEW SIGNAL SYSTEM, THEN ANY SERVICE CHARGE FEES

1. POLES, SIGNAL HEADS, EQUIPMENT BOXES, PULLBOXES AND CONDUIT LOCATIONS MAY BE VARIED SLIGHTLY TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. HOWEVER, SIGNAL HEAD OR POLE LOCATIONS SHALL BE WITHIN REQUIREMENTS OUTLINED IN THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND HIGHWAY DESIGN AND OPERATIONAL PRACTICES RELATED TO HIGHWAY SAFETY.
2. THE CONTRACTOR SHALL PROVIDE MAST ARM POLE DESIGN CERTIFICATION AND CALCULATIONS AS OUTLINED IN SECTION 722.02 OF STANDARD SPECIFICATIONS. DESIGN STANDARD FOR MAST ARMS POLES SHALL BE 2013 AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS. USE FATIGUE CATEGORY II, USE 50 YEAR DESIGN SERVICE LIFE AND DO NOT CONSIDER GALLING OR TRUCK-INDUCED GUSTS, WIND AND ICE LOADS VARIABLE BASED UPON MAPS IN THE 2013 AASHTO SPECIFICATION. USE UPSWEPT MAST ARMS UNLESS OTHERWISE NOTED ON PLANS. SEE TSD 3.

3. DETERMINATION OF REQUIRED SIZES, LENGTHS AND GAUGES OF TYPE I - XI STEEL POLES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR IN ACCORDANCE WITH THE PLANS AND SECTION 722.02 OF THE STANDARD SPECIFICATIONS, UNLESS OTHERWISE SPECIFIED IN PLANS OR SPECIFICATIONS.
4. TRAFFIC SIGNAL MAST ARM POLES SHALL BE HOT DIPPED GALVANIZED WITH FINISH APPROVED BY THE ENGINEER.
5. TRAFFIC SIGNAL MAST ARMS REQUIRING LUMINAIRES ARE DESIGNATED BY (L). ALL LUMINAIRES SHALL BE LED UNLESS OTHERWISE NOTED ON PLANS.

6. STAINLESS STEEL TAG ATTACHED TO THE POLE SHAFT USING 3/16 INCH STAINLESS STEEL POP RIVETS WITH PROPERTIES AND INFORMATION AS FOLLOWS:
 - MINIMUM 1/4 INCH THICKNESS
 - MANUFACTURER NAME
 - MONTH / YEAR OF MANUFACTURE
 - UNIQUE IDENTIFYING NUMBER FOR FUTURE MANUFACTURER REFERENCE
 - EXTERNAL PROJECT NUMBER FROM THE PLANS COVER SHEET (EXAMPLE: STP-XXXX-XX...)
 TAG TO BE INSTALLED ON SHAFT SIDE OPPOSITE THE MAINLINE HIGHWAY AND LOCATED APPROXIMATELY 48 INCHES ABOVE THE TOP OF BASE PLATE.

7. THE TOP OF THE STRAIN POLE FOUNDATION SHALL BE 6" ABOVE THE GROUND. THE CONTRACTOR SHALL PROVIDE POLES OF SUFFICIENT LENGTH PLUS 2 FEET TO PROVIDE REQUIRED VERTICAL CLEARANCE OF THE TRAFFIC SIGNAL HEADS WITHOUT EXTENDING THE FOUNDATION ABOVE THE GROUND LINE OF THE POINT WHERE THE POLE IS LOCATED. EVEN THOUGH THIS MAY BE BELOW THE FINISHED GRADE OF THE ROADWAY.

8. ALL STRAIN POLES AT AN INTERSECTION SHALL BE THE SAME DIAMETER AND UTILIZE THE SAME BOLT CIRCLE SPACING.
9. POLE FOUNDATIONS AND BASE MOUNTED CABINET FOUNDATIONS, GRADE SHALL BE ESTABLISHED TO ±3" OF EDGE OF PAVEMENT ELEVATION UNLESS APPROVED BY SIGNAL PROJECT ENGINEER.

10. TRAFFIC SIGNAL HEADS SHALL BE BLACK IN COLOR UNLESS OTHERWISE NOTED ON PLANS WITH BLACK BACK PLATES
11. PEDESTRIAN HEADS SHALL BE BLACK IN COLOR UNLESS OTHERWISE NOTED ON PLANS.

12. PEDESTRIAN PUSHBUTTONS SHALL BE EITHER STANDARD PUSHBUTTONS OR APS (ACCESSIBLE PEDESTRIAN SYSTEM) STYLE AS NOTED ON PLANS. SIGNS TO BE INCLUDED IN PAY ITEM FOR PEDESTRIAN PUSHBUTTONS AT NO ADDITIONAL COST. SIDE OF POLE LOCATIONS OF PUSHBUTTONS MAY BE FIELD ADJUSTED. PUSHBUTTON HARDWARE SHALL BE BLACK IN COLOR UNLESS OTHERWISE NOTED ON PLANS.

13. FIELD DRILL AND TAP EXISTING POLES WHERE PEDESTRIAN SIGNALS AND PUSHBUTTONS ARE REQUIRED ON PLANS. (ABSORBED ITEM).

Notice to Bidders No. 360



MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TRAFFIC SIGNAL GENERAL NOTES	
PROJECT NUMBER	SP-8627-00(001)
COUNTY	MARION
FILE NAME	Final TSDs_3.6.2019.dgn
DATE	2/28/19
DESIGN TEAM	CREATED
DATE	2/28/19
REVISION	
BY	

22. WHEN CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TEMPORARY SIGNALS TO ACCOMMODATE ROADWAY CONSTRUCTION, IT SHALL BE PAID FOR UNDER PAY ITEM 1619-H1, TRAFFIC SIGNAL, LUMP SUM, UNLESS OTHERWISE NOTED ON PLANS.
23. VEHICLE LOOP ASSEMBLIES SHALL BE INSTALLED IN THE TOP LAYER OF BINDER OR EXISTING SURFACE BEFORE THE FINAL SURFACE COURSE IS APPLIED (BASED ON 2" FINAL LIFT MAXIMUM).

24. WHEN RADAR, VIDEO, OR MULTI-SENSOR DETECTION IS USED, THE SYSTEM MAY REQUIRE BOTH STOP BAR AND ADVANCE DETECTION. TSI PLANS SHOW A GENERIC LAYOUT FOR DETECTION; DETECTOR MAY BE RELOCATED PER MANUFACTURER'S RECOMMENDATIONS. THERE SHALL BE NO EXTRA PAY FOR MOVING OF DETECTORS OTHER THAN CABLE LENGTHS. MANUFACTURER TO HAVE FACTORY REP ON SITE DURING INSTALLATIONS UNLESS CERTIFIED BY THE MANUFACTURER. DETECTION CABLE WILL BE MEASURED BY THE LINEAR FOOT, MEASURED HORIZONTALLY ALONG THE CONDUIT, MESSENGER CABLE OR MAST ARM AND VERTICALLY ALONG THE POLE. DETECTION CABLE FOR CAMERAS, THE POWER AND VIDEO CABLE MAY BE IN THE SAME JACKET.
25. ALL DETECTION UNITS SHALL BE NETWORKABLE DEVICES AND BE ON THE MDOT NETWORK IF NOTED ON PLANS.

26. MESSENGER CABLE AND OTHER SUPPORTING DEVICES WHERE REQUIRED SHALL BE ABSORBED IN THE PAY ITEMS FOR SIGNAL CABLE.

27. THE CONTRACTOR SHALL STAKE THE LOCATION OF EACH POLE FOUNDATION AND NOTIFY THE PROJECT ENGINEER FOR CONCURRENCE IN THE LOCATION BEFORE PROCEEDING WITH THE PURCHASE OF THE POLE.

28. THE CONTRACTOR SHALL BE REQUIRED TO ADEQUATELY AND COMPLETELY COVER TRAFFIC SIGNAL HEADS DURING TIMES THAT THEY ARE NOT IN OPERATION WITH A DURABLE, OUTDOOR-HARDENED MATERIAL THAT CONTRASTS WITH THE COLOR OF THE HEAD THAT CLEARLY DESIGNATES THAT THE SIGNAL IS NOT IN "STOP AND GO" MODE. HEAD CLEARS ARE TO BE APPROVED BY THE ENGINEER.

29. A NEW TRAFFIC SIGNAL INSTALLATION SHALL BE PUT IN FLASH OPERATION FOR A PERIOD OF THREE (3) TO SEVEN (7) DAYS PRIOR TO THE ACTIVATION OF THE SIGNALS "STOP AND GO" OPERATION. ACTIVATION OF NEW TRAFFIC SIGNALS SHALL BE DURING A MID-WEEK WEEKDAY (TUESDAY - THURSDAY) DURING A NON-PEAK TIME AND SHALL BE COORDINATED WITH THE ENGINEER. UPON INITIAL INSPECTION AND ACCEPTANCE TESTING OF THE NEW TRAFFIC SIGNAL INSTALLATION, THE CONTRACTOR SHALL REQUEST THE START OF THE 30 DAY BURN-IN PERIOD TO COMMENCE, AS OUTLINED IN SUBSECTION 631.03.4 OF THIS SPECIFICATION. ANY NOTED DEFICIENCIES FOUND WITHIN THAT 30 DAY PERIOD SHALL BE CORRECTED TO THE SATISFACTION OF THE ENGINEER. THE 30 DAY BURN-IN PERIOD MUST COMMENCE WITHIN THE CONTRACT TIME, AND BEFORE SUBSTANTIAL COMPLETION OF THE PROJECT IS GRANTED.

30. CONTRACTOR IS RESPONSIBLE FOR SCHEDULING FINAL INSPECTION MEETING WITH DISTRICT OFFICE, PROJECT OFFICE AND TRAFFIC ENGINEERING FOR SIGNAL PORTION OF THE PROJECT.

WIND SPEEDS AND ICING REGION MAP

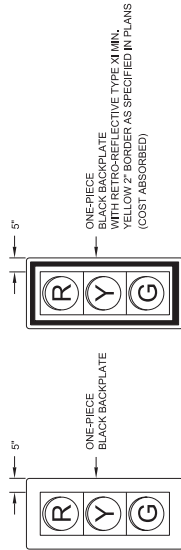
TYPE 1	TYPE 2	TYPE 2 FYA	TYPE 2B FYA	TYPE 3	TYPE 4	TYPE 6	TYPE 7	TYPE H

SIGNAL PLAN LEGEND

- SIGNAL HEAD REQUIRED / TYPE
- PEDESTRIAN HEAD REQUIRED
- EXISTING SIGNAL HEAD
- SIGN
- VEHICLE LOOP DETECTOR
- QUADRAPOLE VEHICLE LOOP DETECTOR
- VEHICLE LOOP DETECTOR NUMBER
- WIRELESS MAGNETOMETER SENSOR
- BASE MOUNTED CABINET FOR SIGNAL CONTROLLER
- POLE MOUNTED CABINET FOR SIGNAL CONTROLLER
- EXISTING POLE
- POLE REQUIRED
- NEW PEDESTAL POLE
- MAST ARM POLE REQUIRED
- EXISTING PULLBOX
- EXISTING PULLBOX (TYPE SPECIFIED ON PLAN SHEETS)
- ADVISORY SIGN (TYPE SPECIFIED ON PLAN SHEETS)
- VIDEO DETECTOR (RD)
- VIDEO DETECTOR (VD)
- MULTI-SENSOR DETECTOR (MS)
- OPTICAL DETECTOR UNIT
- CONDUIT
- ROLL PIPE
- LUMINAIRE
- DECORATIVE LUMINAIRE
- GROUND MOUNTED PEDESTAL SERVICE PANEL
- RADIO INTERCONNECT ANTENNA
- TWO-WAY WIRELESS ANTENNA
- WIRELESS REPEATER
- PTZ / FKED CAMERA
- PUSH BUTTON
- SHIELDED CABLE
- POWER CABLE
- LUMINAIRE POWER CABLE
- OPTICAL DETECTOR CABLE
- NUMBER OF CONDUCTORS
- INTERCONNECT CABLE
- RADIO COMMUNICATIONS CABLE
- FIBER OPTIC CABLE (72 SM)
- FIBER DROP CABLE (12 SM)
- DETECTION CABLE
- STOP BAR DETECTION ZONE
- ADVANCED DETECTION ZONE

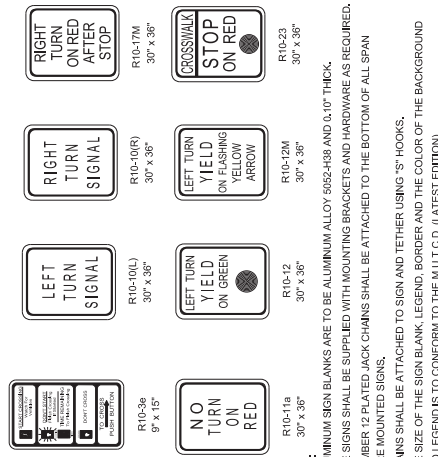
- NOTES:
- ALL SIGNAL HEADS SHALL BE BLACK IN COLOR UNLESS OTHERWISE NOTED ON THE PLANS.
 - ALL SIGNAL HEADS SHALL BE L.E.D. LENSES UNLESS OTHERWISE NOTED ON THE PLANS. TYPE "A" SIGNAL HEAD IS TO BE GEOMETRICALLY PROGRAMMED VIA LOUVERS.
 - LETTER "R" ON HEAD TYPES MEANS RIGHT TURN ARROWS.
 - TYPE 6 SIGNAL SYMBOL NUMBERS SHALL BE FULLY ILLUMINATED (NO OUTLINE SYMBOLS ALLOWED). THERE IS A SEPARATE PAY ITEM FOR PEDESTRIAN PUSHBUTTON. PEDESTRIAN PUSHBUTTON SHALL BE FURNISHED WITH R10-36 SIGN. (COST ABSORBED).
 - ALL FYA SIGNAL HEAD SHALL BE FURNISHED WITH R10-12M SIGN.
 - WHEN NOTED ON PLANS, TYPE 4 & 5 SIGNAL HEADS SHALL BE FURNISHED WITH R10-23 SIGN WHEN INDICATED ON PLANS. TYPE H SIGNAL HEAD SHALL BE FURNISHED WITH R10-23 SIGN WHEN INDICATED ON PLANS.
 - COST OF SIGNAL SIGNS, MOUNTING BRACKETS, HARDWARE, AND LABOR SHALL BE COST ABSORBED.
 - FOR SPAN WIRE INSTALLATION, THE HOUSING FOR THE RED INDICATION OF A TYPE 7 HEAD, SHALL BE ALUMINUM.

DETAIL OF TRAFFIC SIGNAL WITH BACKPLATE



NOTE: ALL SIGNAL HEADS SHALL INCLUDE BACKPLATES AND VESORS UNLESS OTHERWISE NOTED ON TRAFFIC SIGNAL INSTALLATION SHEETS.

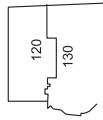
DETAIL OF TYPICAL TRAFFIC SIGNAL SIGNS



COUNTY	BASIC WIND SPEED MPH	ICE LOADING RECD
Jefferson Davis	110	NO
JONES	110	NO
KEMPER	100	NO
LAFAYETTE	90	YES
LAMAR	120	NO
LAUDERDALE	110	NO
LAWRENCE	110	NO
LEE	90	NO
LEE	100	YES
LEFLORE	90	YES
LINCOLN	100	NO
LOWNDES	90	YES
MADISON	100	NO
MARION	110	NO
MARSHALL	90	YES
MONROE	90	YES
MONTGOMERY	90	YES
NESHOBA	100	NO
NEWTON	100	NO
NOXUBEE	100	YES
OKTIBBEHA	90	YES
PANOLA	90	YES
Pearl River	130	NO
PERRY	120	NO
PIKE	110	NO
PONTOTOC	90	YES
PRENTISS	90	YES
QUITMAN	90	YES
RANKIN	100	NO
SCOTT	100	NO
SHARKEY	90	NO
SIMPSON	100	NO
SMITH	100	NO
STONE	130	NO
SUNFLOWER	90	YES
TALLAHATCHIE	90	YES
TATE	90	YES
TIPPAH	90	YES
TISHOMINGO	90	YES
TUNICA	90	YES
UNION	90	YES
WARREN	110	NO
WALTHALL	110	NO
WARREN	90	YES
WASHINGTON	90	YES
WAYNE	110	NO
WEBSTER	90	NO
WILKINSON	100	YES
WINSTON	100	NO
YALOBUSHA	90	YES
YAZOO	90	NO

2009/2013 AASHTO WIND LOAD LIST BY COUNTY

COUNTY	BASIC WIND SPEED MPH	ICE LOADING RECD
ADAMS	100	NO
ALCORN	90	YES
AMITE	110	NO
ATTALA	100	YES
BENTON	90	YES
BOLIVAR	90	YES
CALHOUN	90	YES
CARROLL	90	YES
CHICKASAW	90	YES
CHOCTAW	90	YES
CLAIBORNE	100	NO
CLARKE	110	NO
CLAY	90	YES
COAHOMA	90	YES
COPIAH	90	NO
COVINGTON	110	NO
DESOLO	90	YES
FOREST	120	NO
FRANKLIN	100	NO
GEORGE	130	NO
GREENE	120	NO
GREENADA	90	YES
HANCOCK	140	NO
HARRISON	140	NO
HINDS	100	NO
HOLMES	90	YES
HUMPHREYS	90	YES
ISSAQUENA	90	NO
ITAWAMBA	90	YES
JACKSON	140	NO
JASPER	110	NO
JEFFERSON	100	NO



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL HEADS, TRAFFIC SIGNAL SIGNS AND WIND SPEEDS

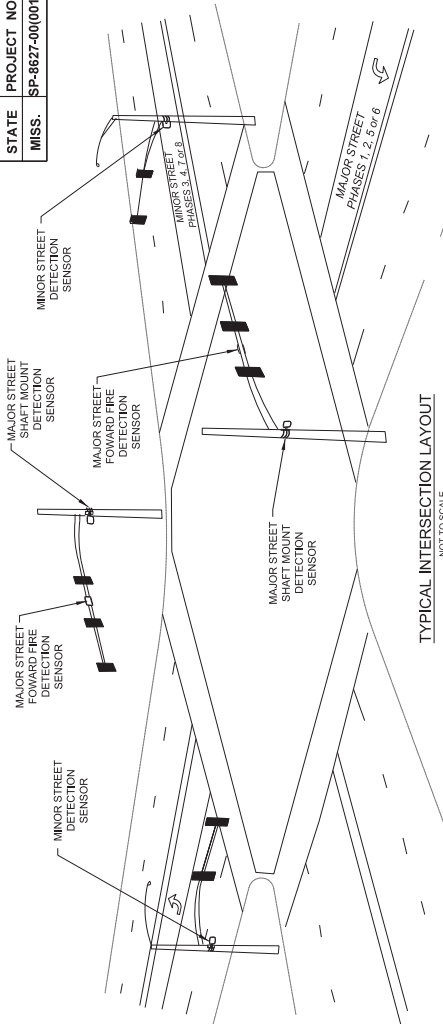
PROJ. NO.: SP-8627-00(001)
COUNTY: MARION

DATE: 2/28/2019
DESIGN TEAM: ETRIA

FILE NAME: ETRIA\TSDs_3.8.2019.dgn

DATE: 2/28/2019
DESIGN TEAM: ETRIA





TYPICAL INTERSECTION LAYOUT
 NOT TO SCALE

NOTE: SENSORS LOCATION TO ADJUSTED AS PER MANUFACTURERS RECOMMENDATIONS.

GENERAL NOTES:
 1. THIS DETAIL SHEET IS GENERIC. SIGNAL RADAR VEHICLE DETECTION (SRVD) SHALL BE INSTALLED AT LOCATIONS USING MOUNTING HARDWARE AS PER MANUFACTURERS RECOMMENDATIONS.

2. SIGNAL RADAR VEHICLE DETECTION (SRVD) SHALL PROVIDE TRAFFIC PARAMETERS NECESSARY TO THE TRAFFIC SIGNAL CONTROLLER OPERATION FOR VEHICLE DETECTION. DETECTION SHALL EITHER BE STOP BAR OR ADVANCED. ALL SIGNAL RADAR VEHICLE DETECTION SHALL BE SUPPLIED FROM THE SAME MANUFACTURER PER CONSTRUCTION PROJECT.

3. TYPE 1 SRVD SHALL BE USED FOR BASIC VEHICLE DETECTION AT SIGNAL INTERSECTIONS. TYPE 2 SRVD SHALL HAVE ALL OF THE FUNCTIONALITY OF THE TYPE 1 SRVD WITH ADDITIONAL FEATURES OF UTILIZING A MATRIX OF RADAR SIGNALS FOR TWO-DIMENSIONAL COVERAGE AND SHALL TRACK VEHICLES THROUGH EACH TYPE OF DETECTION'S SPECIFIED AREA OF COVERAGE. THE TYPE 2 SRVD SHALL REPORT REAL-TIME DETECTION OF BOTH MOVING AND STOPPED VEHICLES.

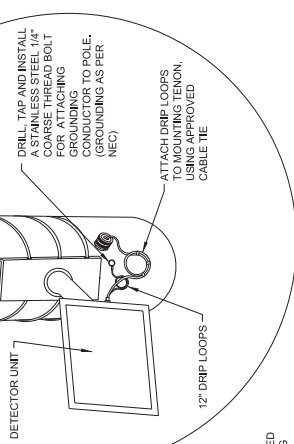
4. THE SRVD STOP BAR MICROWAVE SHALL OPERATE IN THE 24.0 TO 24.25 GHZ FREQUENCY BAND. THE ADVANCE RADAR HAS THE OPTION TO EITHER BE IN THE 24 GHZ BAND OR IN THE 10.5 GHZ BAND. NEITHER STOP BAR NOR ADVANCED RADAR SHALL INTERFERE WITH ANY EXISTING OR PROPOSED TRAFFIC SIGNALS. THE SRVD SHALL BE INSTALLED AT LOCATIONS WHERE THERE IS NO CONFLICT WITH DETECTION. THE CONTRACTOR SHALL MOVE AND SPACE THE SRVD TO AVOID INTERFERENCE WITH DETECTION. THE CONTRACTOR SHALL MOVE AND SPACE THE SRVD TO AVOID INTERFERENCE WITH DETECTION.

5. THE RADAR UNITS SHALL OPERATE IN ALL WEATHER CONDITIONS AND COMPLY WITH THE APPLICABLE STANDARDS STATED IN THE NEMA TS 2-2000 STANDARD FOR SHOCK, VIBRATION, AND TEMPERATURE. ALL UNITS SHALL BE RATED FOR UP TO 95% RELATIVE HUMIDITY, NON-CONDENSING.

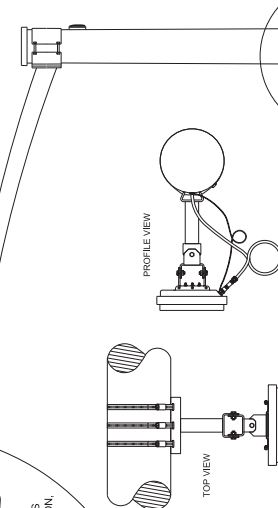
6. THE RADAR UNITS SHALL BE FCC CERTIFIED UNDER CFR 47, PART 15.

7. ALL BOLTS, NUTS AND WASHERS SHALL BE 304 OR 316 STAINLESS STEEL UNLESS NOTED OTHERWISE.

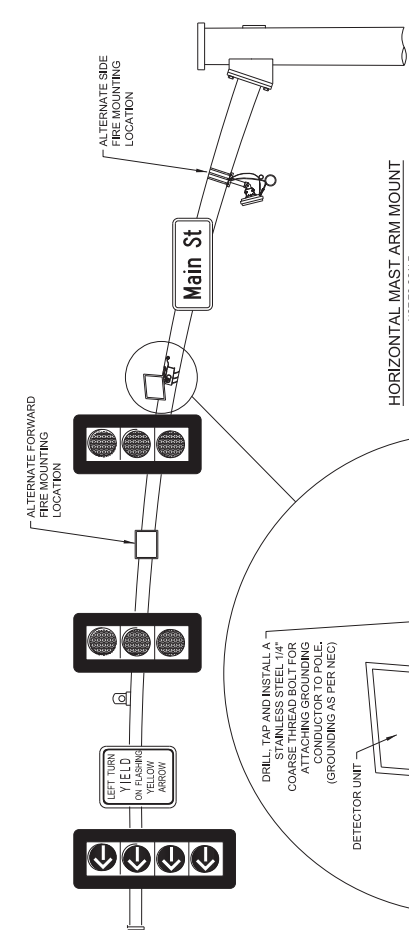
8. ALL DETECTION UNITS SHALL BE NETWORKABLE DEVICES AND BE ON THE MDT NETWORK IF NOTED ON PLANS.



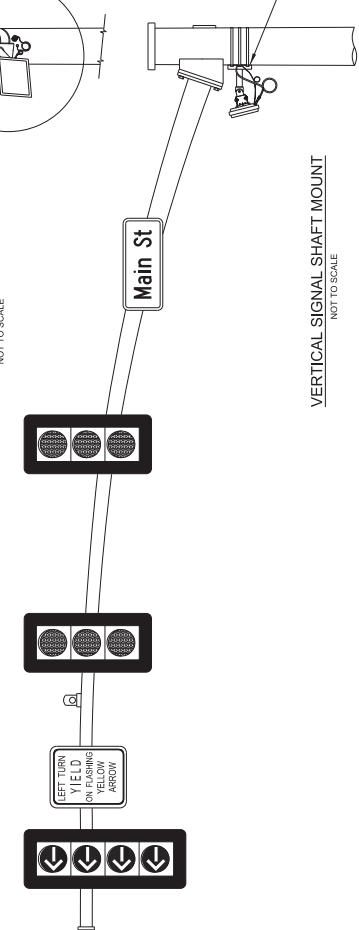
DETECTOR UNIT
 NOT TO SCALE



SENSOR MOUNTING BRACKET DETAILS
 NOT TO SCALE



HORIZONTAL MAST ARM MOUNT
 NOT TO SCALE



VERTICAL SIGNAL SHAFT MOUNT
 NOT TO SCALE

Notice to Bidders No. 360

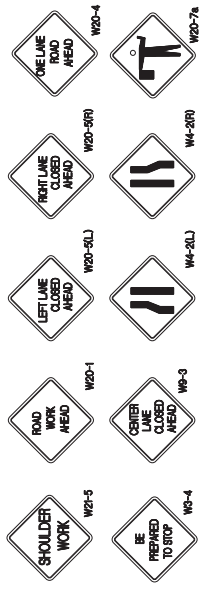
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
SRVD RADAR INSTALLATION FOR TRAFFIC SIGNALS
 PROJECT NO.: SP-8627-00(001)
 COUNTY: MARION
 FILE NAME: FinalITSDs_3.8.2019.dgn
 DATE: 2019.08.06

DATE	REVISION	BY

DESIGN TEAM: _____
 CHECKED: _____
 DATE: 2019.08.06

TRANSPORTATION LETTERS
 MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 PROJECT NUMBER: SP-8627-00(001)
 SHEET NUMBER: 53
 OF 54

SIGN LEGEND



- GENERAL NOTES:**
1. ADDITIONAL ADVANCE WARNING SIGNS MAY BE NECESSARY. ANY ADDITIONAL SIGNS SHOULD BE INCLUDED UNDER PAY ITEM 618-A, MAINTENANCE OF TRAFFIC.
 2. POST MOUNTED SIGNS SHALL HAVE A 7" MINIMUM MOUNTING HEIGHT.
 3. PAYMENT FOR ALL SIGNS, CONES, DRUMS, CONCRETE BARRIERS, STEEL PLATES AND OTHER MATERIALS, BARRICADES, LABOR AND INCIDENTALS REQUIRED TO IMPLEMENT THE TRAFFIC CONTROL PLAN SHALL BE INCLUDED UNDER PAY ITEM 618-A, MAINTENANCE OF TRAFFIC.
 4. APPROACH SIDE TRAFFIC CONTROL TO BE USED WHEN WORK OCCURS ON EITHER THE APPROACH SIDE OR THE FAR SIDE OF THE INTERSECTION. FAR SIDE TRAFFIC CONTROL IS NOT NEEDED WHEN WORK IS CONFINED TO THE APPROACH SIDE ONLY.
 5. FOR A DIVIDED HIGHWAY SITUATION, A SECOND SET OF ADVANCE WARNING SIGNS SHALL BE ERECTED IN MEDIUM AREA (8' MIN. MEDIUM WIDTH REQUIRED).

- LEGEND**
- DRUMS (30" MAXIMUM SPACING) - CONES SHALL BE NARROW PROFILE WITH A MINIMUM HEIGHT OF 28 INCHES AND A MINIMUM WEIGHT OF TEN (10) POUNDS. CONES USED IN SPEED ZONES EQUAL TO OR GREATER THAN 45 MPH SHALL BE NARROW PROFILE WITH A MINIMUM HEIGHT OF 28 INCHES AND A MINIMUM WEIGHT OF FIFTEEN (15) POUNDS. ALL CONES SHALL BE APPROVED BY THE ENGINEER PRIOR TO USE.

SIGNS - SEE SIGN LEGEND MIN. SIZE 48" x 48", BLACK ON ORANGE BACKGROUND

FLAGGER WITH PADDLE - 18" STOP/SLOW PADDLES ACCEPTED AS PROPER TRAFFIC CONTROL DEVICES SHALL BE USED. HAND HELD FLAGS SHALL NOT BE FOR FLAGGING OPERATION.

WORK AREA **WORK AREA**

BUFFER AREA **BUFFER AREA**

- CONSIDERED MINIMUM DISTANCE - ENGINEER TO DETERMINE APPROPRIATE SPACING IN THE FIELD
- ** SPEED LIMIT BUFFER TAPER LENGTH (Feet)

M.P.H.	FEET	(Per 12 Lane Shift)
20	90	
25	115	
30	135	
35	150	
40	180	
45	200	
50	250	
55	300	
60	350	
65	400	
70	450	
75	500	
80	550	
85	600	
90	650	
95	700	
100	750	

Notice to Bidders No. 360

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN (TYPICAL SIGNAL INSTALLATION)

WORKING NUMBER: **TS-D-10**

PROJECT NUMBER: **SP-8627-00(001)**

COUNTY: **MARION**

FILE NAME: **J_Ehral.TSDs_3.8.2019.dgn**

DATE: **03/14/2019**

DESIGN TEAM: **CH2M HILL**

CHECKED: **5**

