

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> 11/5/2021 </u>	ADDENDUM NO. <u> </u>	DATED <u> </u>
ADDENDUM NO. <u> </u>	DATED <u> </u>	ADDENDUM NO. <u> </u>	DATED <u> </u>
ADDENDUM NO. <u> </u>	DATED <u> </u>	ADDENDUM NO. <u> </u>	DATED <u> </u>

Number	Description
1	Revised/Added Plan Sheet No.2, 29-39, 6052, 6055-6056, 6352-6353, 6358-6360, 6362, 6364-6366, and 6419.

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
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_____	Secretary	Address
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_____	Treasurer	Address
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The following is my (our) itemized proposal.

NH-0007-01(094)/ 108204301000 & NH-9039-00(001)/ 108204302000

Alcorn County(ies)

Revised 01/26/2016

REVISION	DATE	WKG. NO.	SH. NO.

DESCRIPTION OF SHEET

TITLE SHEET

DETAILED INDEX & GENERAL NOTES (1)

DETAILED INDEX & GENERAL NOTES

TYPICAL SECTION SHEETS (10)

- TYPICAL SECTION - MILL AND OVERLAY
- TYPICAL SECTION - MILL AND OVERLAY
- TYPICAL SECTION - MILL AND OVERLAY
- TYPICAL SECTION - MILL AND OVERLAY
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- TYPICAL SECTION - MILL AND OVERLAY
- TYPICAL SECTION - MILL AND OVERLAY
- TYPICAL SECTION - MILL AND OVERLAY
- TYPICAL SECTION - BIGOUT

QUANTITY SHEETS (2)

- SUMMARY OF QUANTITIES
- SUMMARY OF QUANTITIES
- SUMMARY OF QUANTITIES
- SUMMARY OF QUANTITIES

SPECIAL DESIGN SHEETS (22)

- DETAIL OF CONSTRUCTION SIGNING
- DETAIL OF CONSTRUCTION SIGNING
- DETAIL OF CONSTRUCTION SIGNING
- DETAIL OF CONSTRUCTION SIGNING
- DETAIL OF CONSTRUCTION SIGNING
- DETAIL OF CONSTRUCTION SIGNING
- DETAIL OF CONSTRUCTION SIGNING
- DETAIL OF CONSTRUCTION SIGNING
- TRAFFIC CONTROL PHASE I
- TRAFFIC CONTROL PHASE II
- TRAFFIC CONTROL PHASE III
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL
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- TRAFFIC SIGNAL

STANDARD DRAWINGS - ROADWAY SHEETS (13)

- PAVEMENT MARKING DETAILS FOR 3-LANE 4-LANE AND 5-LANE UNDIVIDED ROADWAYS
- PAVEMENT MARKING LEGEND DETAILS
- PAVEMENT MARKING LEGEND DETAILS
- TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT LESS THAN 65 MPH
- TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT 65 MPH
- HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS
- TRAFFIC CONTROL PLAN MOBILE OPERATIONS MULTILANE ROADS AND TWO-LANE ROADS
- DETAILS OF OUTSIDE LANE CLOSURE AT EXIT AND ENTRANCE RAMP
- TRAFFIC CONTROL PLANS UNEVEN PAVEMENT DETAILS
- TEMPORARY STRIPING FOR TRAFFIC CONTROL 4-LANE AND 5-LANE UNDIVIDED ROADWAYS
- LOCATION OF R16-3 SIGNS (SPEEDING FINES DOUBLED)
- TRAFFIC CONTROL DETAILS DRUM PLACEMENT AND SHOULDER CLOSURE
- DRIVEWAYS, CURB & GUTTER, & SIDEWALK

GENERAL NOTES:

- (1) THE LOCATION AND SPACING OF SIGNS SHOWN ON THE TRAFFIC CONTROL PLANS ARE APPROXIMATE AND MAY BE ADJUSTED AS NECESSARY TO FIT FIELD CONDITIONS.
- (2) ALL TRAFFIC CONTROL DEVICES ON THIS PROJECT SHALL COMPLY WITH PART VI OF THE MUTCD (LATEST EDITION).
- (3) ALL PLASTIC DRUMS SHALL HAVE A BALLASTING COLLAR MADE FROM RECYCLED TRUCK TIRES OR OTHER SUITABLE MATERIAL.
- (4) THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXISTING STRUCTURES SUCH AS BUT NOT LIMITED TO, PIPES, UTILITY LINES, ETC. AND FOR REPAIRING ANY STRUCTURES DAMAGED DURING THE LIFE OF THE CONTRACT. NO PAYMENT OR REPAIR AS DIRECTED BY THE ENGINEER FOR ANY STRUCTURES DAMAGED DURING THE LIFE OF THE CONTRACT. NO PAYMENT WILL BE MADE FOR REPLACEMENT OR REPAIR OF DAMAGED ITEMS.
- (5) FLUORESCENT ORANGE SHEETING SHALL BE USED ON ALL CONSTRUCTION AND TRAFFIC CONTROL SIGNS EXCEPT FOR THOSE DESIGNATED ON THE PLANS TO BE BLACK LEGEND AND BORDER ON WHITE BACKGROUND.
- (6) VEGETATIVE MATERIAL WILL BE REMOVED PRIOR TO PLACEMENT OF GRANULAR MATERIAL. THE COST OF WHICH SHALL BE ABSORBED IN OTHER BID ITEMS.
- (7) ROADWAY 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.
- (8) REMOVAL OF RAISED PAVEMENT MARKERS THAT ARE IN CONFLICT WITH REQUIRED CONSTRUCTION IS NOT CONSIDERED A SEPARATE PAY ITEM. COST TO BE ABSORBED IN OTHER ITEMS BID.
- (9) 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.
- (10) TEMPORARY STRIPING SHALL CONFORM TO FINISHED STRIPE SPECIFICATIONS FOR ALIGNMENT, NEATNESS, AND STRAIGHTNESS.
- (11) ERECTION DATES ARE TO BE LEGIBLY WRITTEN IN BOLD BLACK MARKINGS ON THE BACK OF ALL PERMANENT SIGNS WITH A PERMANENT MARKING STICK THAT IS WATERPROOF, FADE RESISTANT, AND MARKS ON WET OR DRY SURFACES.
- (12) ALL APPENDIX TO THESE PLANS WILL BE POSTED TO WWW.MDOT.MS.GOV UNDER THE PROPOSAL ADDENDA COLUMN. BIDDERS ARE ADVISED THAT HARD COPIES OF ANY APPENDIX FOR THIS PROJECT WILL NOT BE MAILED. IT IS THE BIDDER'S RESPONSIBILITY TO CHECK AND SEE IF ANY APPENDIX HAVE BEEN POSTED FOR THIS PROJECT.
- (13) WHERE A PAPER JOINT IS REQUIRED, A TAPER SHALL BE PLACED ACCORDING TO SECTION 904-NOTICE TO BIDDERS TEMPORARY TRANSVERSE JOINT.
- (14) ALL CURB AND GUTTERS TO BE CLEANED OF ALL DEBRIS AND VEGETATION.
- (15) ANY REFERENCE TO NH-0007-01(094) 108204 / 301000 WILL ALSO REFER TO NH-9035-00(001) 108204 / 302000.

BY	DATE	REVISION

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 DETAILED INDEX & GENERAL NOTES
 PROJECT NO.: NH-0007-01(094)
 COUNTY: ALCORN
 WORKING NUMBER: D1-1
 SHEET NUMBER: 2
 FILE NAME: HWY_72_CORINTH.dwg
 DESIGN TEAM: []
 CHECKED: []

NO.	DATE	BY	REVISION

DATE	SHEET NO.	BY
10/25/21	1, 2, 9, 13, 16	RCE
11/4/21	29, 30, 31, 32, 33, 34, 35	DSP
	36, 37, 38, 39, 60, 62	
	60, 65, 60, 65, 63, 62, 63, 63	
	63, 68, 63, 69, 63, 60, 63, 62	

NO.	DATE	BY	REVISION

NO.	DATE	BY	REVISION

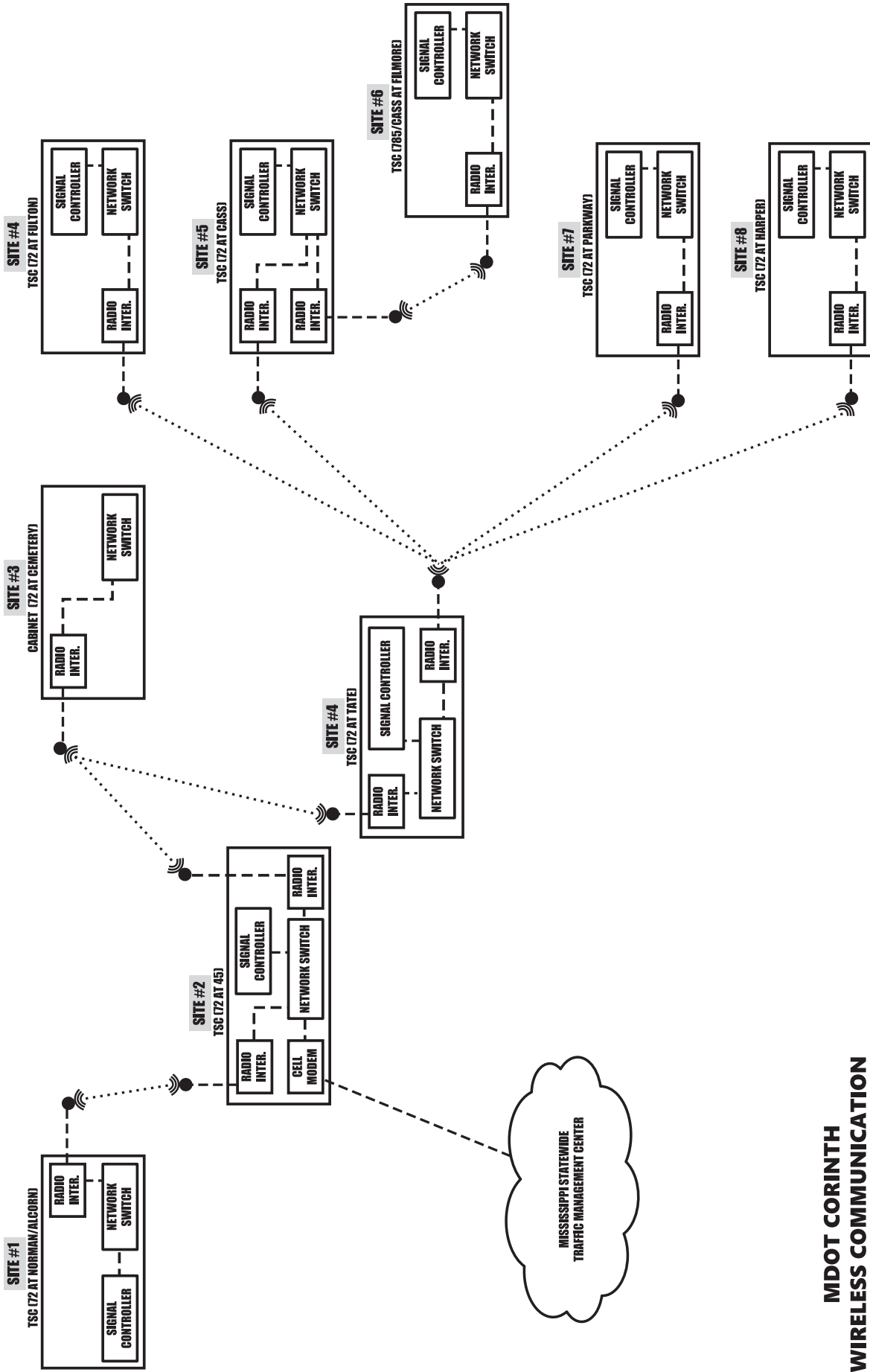
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NO.	DATE	BY	REVISION



**MDOT CORINTH
WIRELESS COMMUNICATION
SYSTEM DIAGRAM**



EXISTING SIGNAL CABINET MOUNTED DIRECTLY ON POLE
 IN EXISTING SIGNAL ENCLOSURE CABINET SUPPLY AND INSTALL:
 -DIN RAIL ON SPRING NUTS IN CABINET SIDE WALL CHANNELS
 -POWER INJECTOR, POWER SUPPLY, AND SURGE ARRESTOR ON DIN RAIL
 -SHIELDED CAT6 ETHERNET CABLING AND JUMPERS
 -NETWORK SWITCH

EXISTING WOOD SIGNAL POLE
 EXISTING CONDUIT AND WEATHERHEAD
 SUPPLY AND INSTALL:
 -QTY 1 - RADIO INTERCONNECT
 (TO - INTERSECTION 72 & 45 - AZIMUTH 90°)
 -BAND RADIO MOUNT DIRECTLY TO SIGNAL POLE USING ½" BANDING
 -BAND SURGE PROTECTOR MOUNT DIRECTLY TO SIGNAL POLE USING ½" BANDING
 -QTY 1-CAT6 CABLE FROM CABINET TO TOP OF POLE (45')



PAY ITEM NO.	DESCRIPTION	UNIT	PAGE QTY
907-662-D002	Radio Interconnect, Broadband, Short Range	EA	1
907-663-A001	Network Switch, Type A	EA	1
907-632-C001	Modify Existing Signal Cabinet Assembly	EA	1

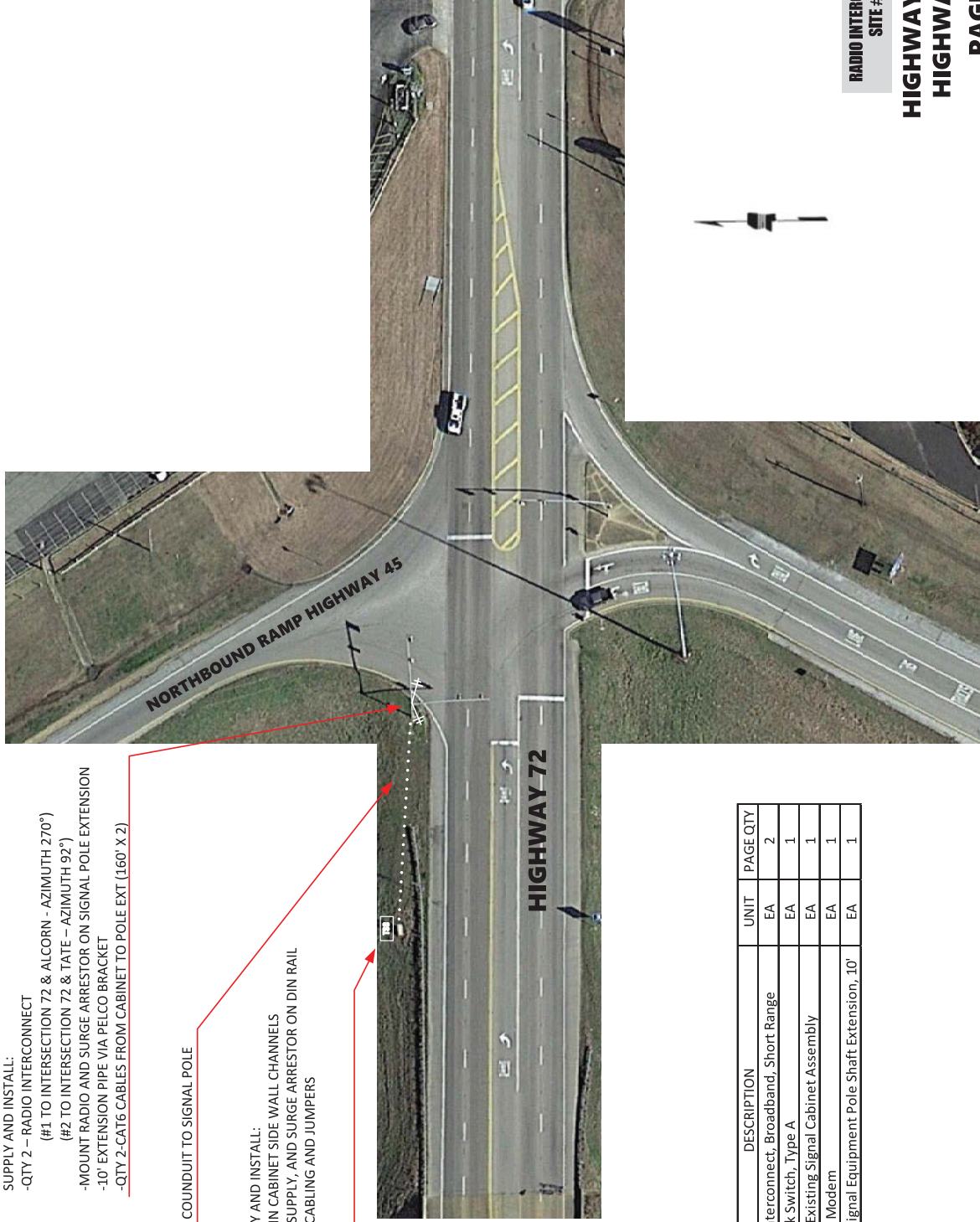
**RADIO INTERCONNECT
 SITE #1**

ADDENDUM

- EXISTING SIGNAL POLE
- SUPPLY AND INSTALL:
 - QTY 2 – RADIO INTERCONNECT (#1 TO INTERSECTION 72 & ALCORN – AZIMUTH 270°)
 - (#2 TO INTERSECTION 72 & TATE – AZIMUTH 92°)
 - MOUNT RADIO AND SURGE ARRESTOR ON SIGNAL POLE EXTENSION
 - 10' EXTENSION PIPE VIA PELCO BRACKET
 - QTY 2-CAT6 CABLES FROM CABINET TO POLE EXT (160' X 2)

EXISTING CONDUIT TO SIGNAL POLE

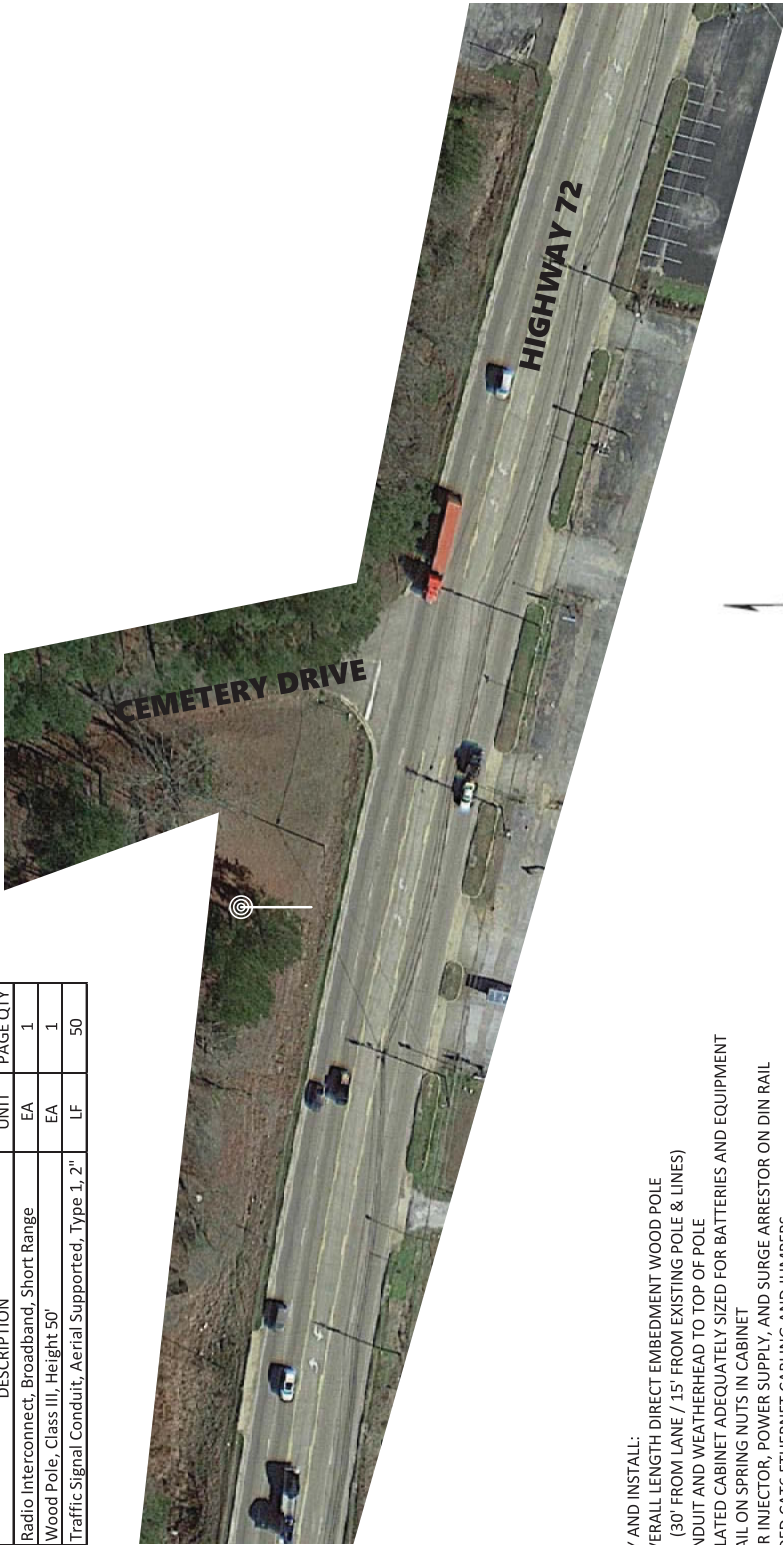
- IN EXISTING CABINET SUPPLY AND INSTALL:
 - DIN RAIL ON SPRING NUTS IN CABINET SIDE WALL CHANNELS
 - POWER INJECTOR, POWER SUPPLY, AND SURGE ARRESTOR ON DIN RAIL
 - SHIELDED CAT6 ETHERNET CABLING AND JUMPERS
 - CELLULAR MODEM
 - NETWORK SWITCH



PAY ITEM NO.	DESCRIPTION	UNIT	PAGE QTY
907-662-D002	Radio Interconnect, Broadband, Short Range	EA	2
907-663-A001	Network Switch, Type A	EA	1
907-632-C001	Modify Existing Signal Cabinet Assembly	EA	1
907-663-C001	Cellular Modem	EA	1
907-634-B001	Traffic Signal Equipment Pole Shaft Extension, 10'	EA	1

**RADIO INTERCONNECT
SITE #2**

PAY ITEM NO.	DESCRIPTION	UNIT	PAGE QTY
907-662-D002	Radio Interconnect, Broadband, Short Range	EA	1
907-631-I001	Wood Pole, Class III, Height 50'	EA	1
907-637-F005	Traffic Signal Conduit, Aerial Supported, Type 1, 2"	LF	50



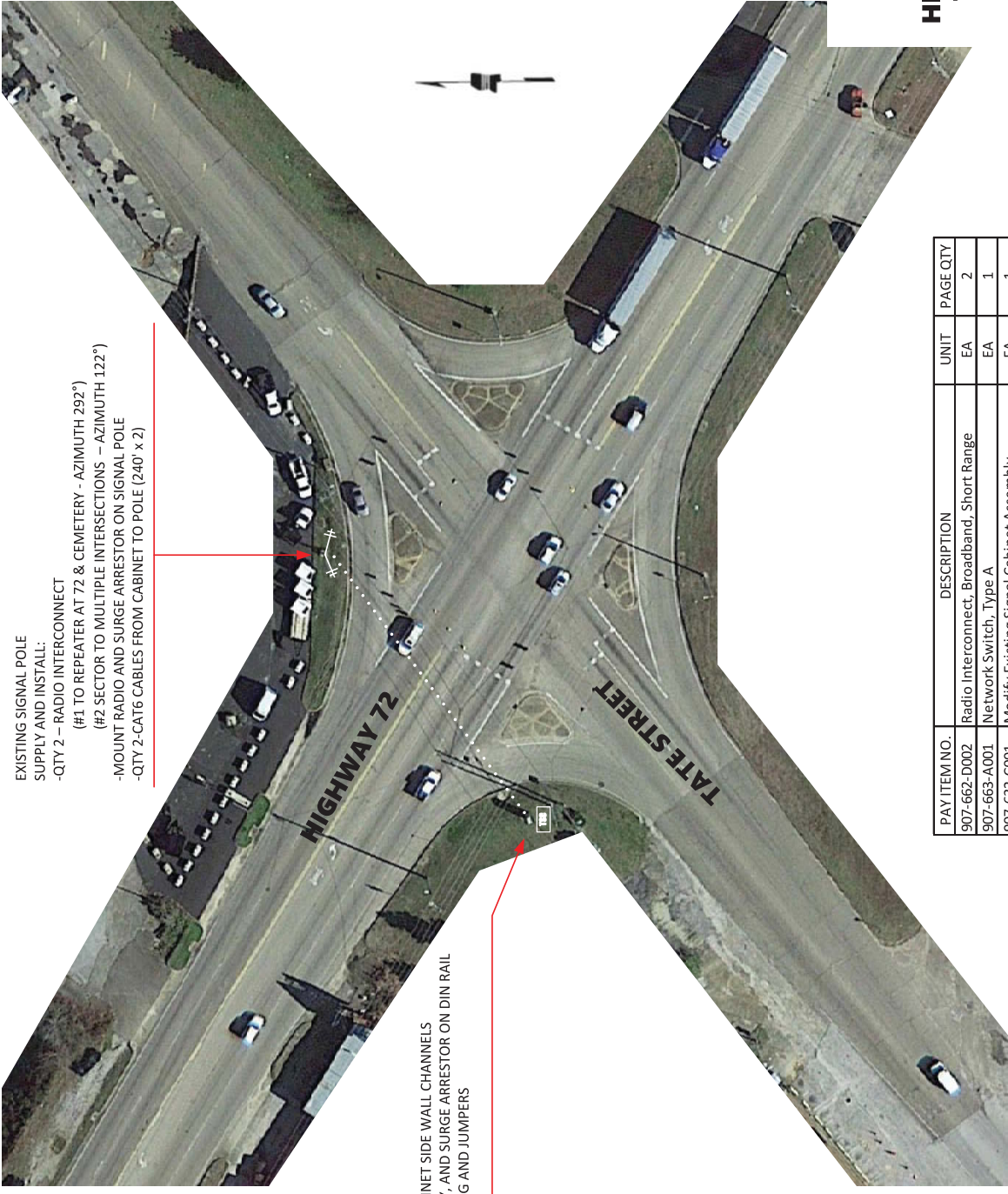
- SUPPLY AND INSTALL:
- 50' OVERALL LENGTH DIRECT EMBEDMENT WOOD POLE (30' FROM LANE / 15' FROM EXISTING POLE & LINES)
 - 2" CONDUIT AND WEATHERHEAD TO TOP OF POLE
 - VENTILATED CABINET ADEQUATELY SIZED FOR BATTERIES AND EQUIPMENT
 - DIN RAIL ON SPRING NUTS IN CABINET
 - POWER INJECTOR, POWER SUPPLY, AND SURGE ARRESTOR ON DIN RAIL
 - SHIELDED CAT6 ETHERNET CABLING AND JUMPERS
 - QTY 1 – RADIO INTERCONNECT (REPEATER FOR INTERSECTIONS: 72 & 45 / 72 & TATE)
 - BAND RADIO MOUNT DIRECTLY TO TOP OF WOOD POLE USING 1/2" BANDING
 - BAND SURGE ARRESTOR MOUNT DIRECTLY TO TOP OF WOOD POLE USING 1/2" BANDING
 - QTY 1-CAT6 CABLE FROM CABINET TO TOP OF POLE (60')
 - 10' GROUND ROD WITH #4 BARE COPPER RUN TIED INTO CABINET AND UP TO EQUIPMENT AT TOP OF WOOD POLE
 - 170W SOLAR PANEL MOUNTED 25FT AGL ON WOOD POLE
 - 24VDC MPPT SOLAR CHARGE CONTROLLER
 - 200Ah 24VDC LITHIUM LIFEPO4 BATTERY
 - ALL NECESSARY WIRING AND CABLING FOR A FULLY FUNCTIONING SYSTEM WITH 1 WEEK OF BATTERY RESERVE

**RADIO INTERCONNECT
SITE #3**

**HIGHWAY 72 AT
CEMETERY DRIVE**

PAGE 4 #32

ADDENDUM



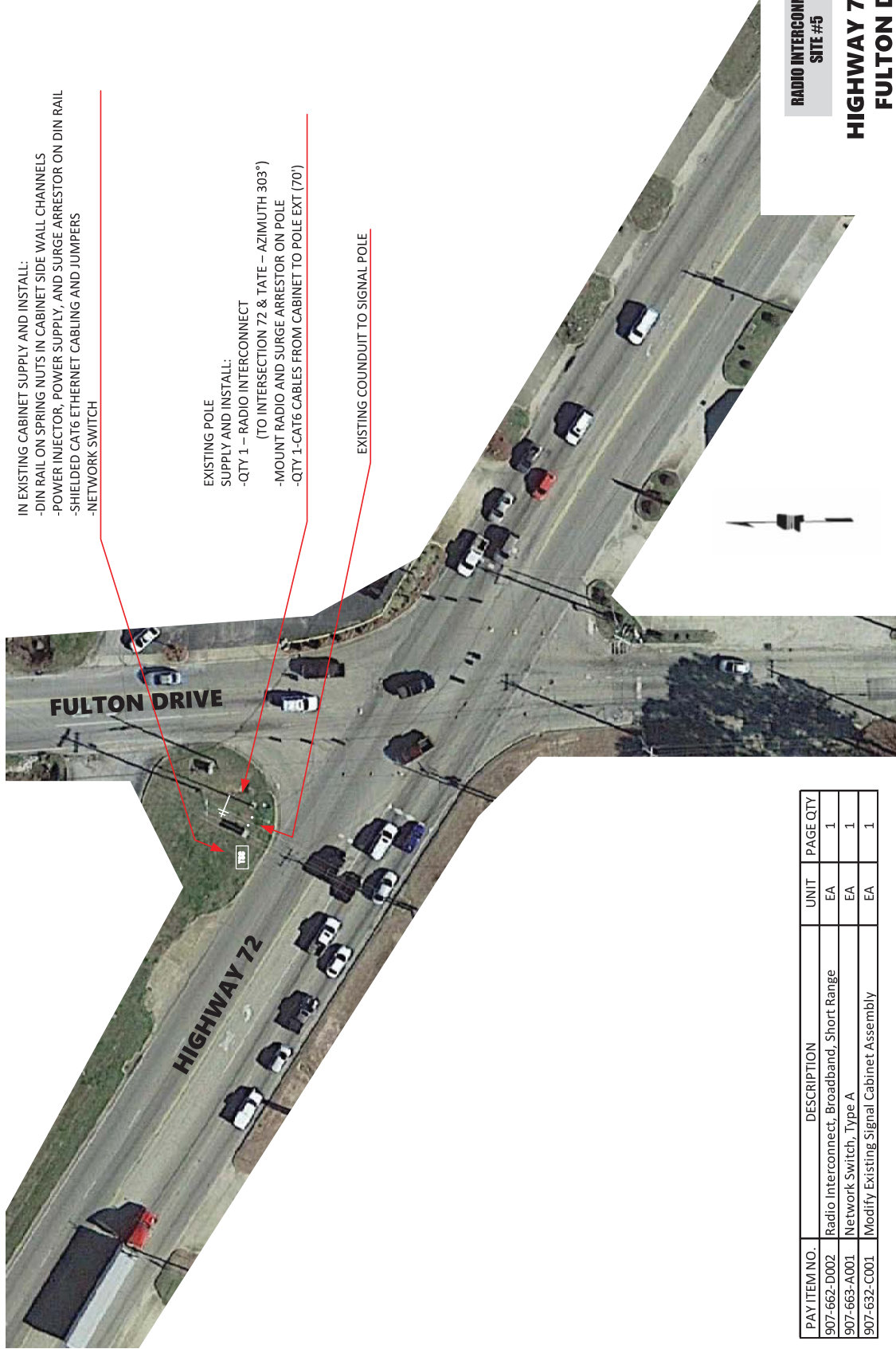
EXISTING SIGNAL POLE
 SUPPLY AND INSTALL:
 -QTY 2 – RADIO INTERCONNECT
 (#1 TO REPEATER AT 72 & CEMETERY - AZIMUTH 292°)
 (#2 SECTOR TO MULTIPLE INTERSECTIONS - AZIMUTH 122°)
 -MOUNT RADIO AND SURGE ARRESTOR ON SIGNAL POLE
 -QTY 2-CAT6 CABLES FROM CABINET TO POLE (240' x 2)

IN EXISTING CABINET
 SUPPLY AND INSTALL:
 -DIN RAIL ON SPRING NUTS IN CABINET SIDE WALL CHANNELS
 -POWER INJECTOR, POWER SUPPLY, AND SURGE ARRESTOR ON DIN RAIL
 -SHIELDED CAT6 ETHERNET CABLING AND JUMPERS
 -NETWORK SWITCH

**RADIO INTERCONNECT
 SITE #4**

**HIGHWAY 72 AT
 TATE STREET
 PAGE 5 #33**

PAY ITEM NO.	DESCRIPTION	UNIT	PAGE QTY
907-662-D002	Radio Interconnect, Broadband, Short Range	EA	2
907-663-A001	Network Switch, Type A	EA	1
907-632-C001	Modify Existing Signal Cabinet Assembly	EA	1



IN EXISTING CABINET SUPPLY AND INSTALL:
 -DIN RAIL ON SPRING NUTS IN CABINET SIDE WALL CHANNELS
 -POWER INJECTOR, POWER SUPPLY, AND SURGE ARRESTOR ON DIN RAIL
 -SHIELDED CAT6 ETHERNET CABLING AND JUMPERS
 -NETWORK SWITCH

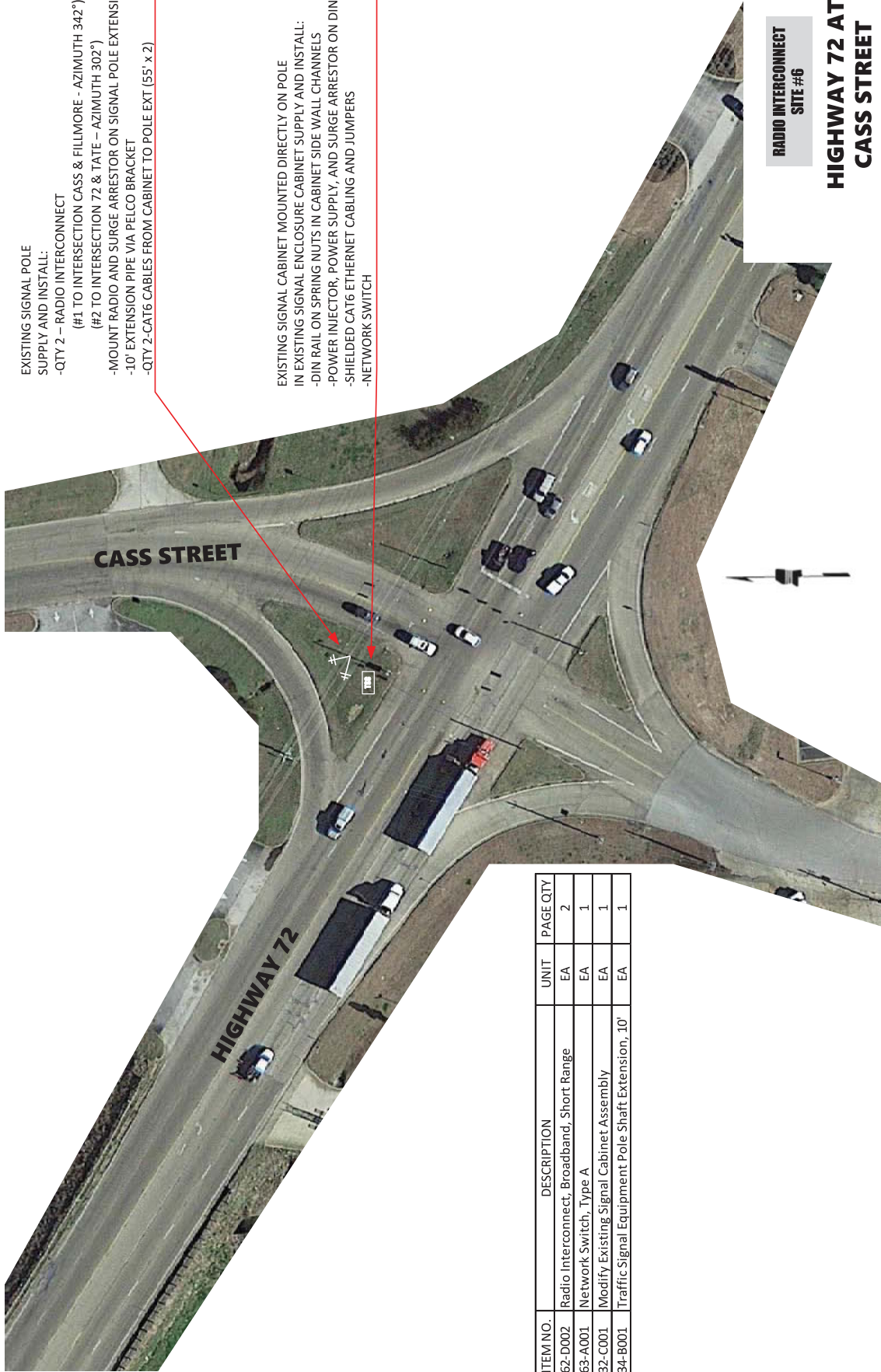
EXISTING POLE
 SUPPLY AND INSTALL:
 -QTY 1 – RADIO INTERCONNECT
 (TO INTERSECTION 72 & TATE – AZIMUTH 303°)
 -MOUNT RADIO AND SURGE ARRESTOR ON POLE
 -QTY 1-CAT6 CABLES FROM CABINET TO POLE EXT (70')

EXISTING CONDUIT TO SIGNAL POLE

**RADIO INTERCONNECT
 SITE #5**

**HIGHWAY 72 AT
 FULTON DR**

PAY ITEM NO.	DESCRIPTION	UNIT	PAGE QTY
907-662-D002	Radio Interconnect, Broadband, Short Range	EA	1
907-663-A001	Network Switch, Type A	EA	1
907-632-C001	Modify Existing Signal Cabinet Assembly	EA	1



EXISTING SIGNAL POLE
SUPPLY AND INSTALL:

- QTY 2 - RADIO INTERCONNECT
(#1 TO INTERSECTION CASS & FILLMORE - AZIMUTH 342°)
(#2 TO INTERSECTION 72 & TATE - AZIMUTH 302°)
- MOUNT RADIO AND SURGE ARRESTOR ON SIGNAL POLE EXTENSION
- 10' EXTENSION PIPE VIA PELCO BRACKET
- QTY 2-CAT6 CABLES FROM CABINET TO POLE EXT (55' x 2)

EXISTING SIGNAL CABINET MOUNTED DIRECTLY ON POLE

- IN EXISTING SIGNAL ENCLOSURE CABINET SUPPLY AND INSTALL:
- DIN RAIL ON SPRING NUTS IN CABINET SIDE WALL CHANNELS
- POWER INJECTOR, POWER SUPPLY, AND SURGE ARRESTOR ON DIN RAIL
- SHIELDED CAT6 ETHERNET CABLING AND JUMPERS
- NETWORK SWITCH

PAY ITEM NO.	DESCRIPTION	UNIT	PAGE QTY
907-662-D002	Radio Interconnect, Broadband, Short Range	EA	2
907-663-A001	Network Switch, Type A	EA	1
907-632-C001	Modify Existing Signal Cabinet Assembly	EA	1
907-634-B001	Traffic Signal Equipment Pole Shaft Extension, 10'	EA	1

**RADIO INTERCONNECT
SITE #6**

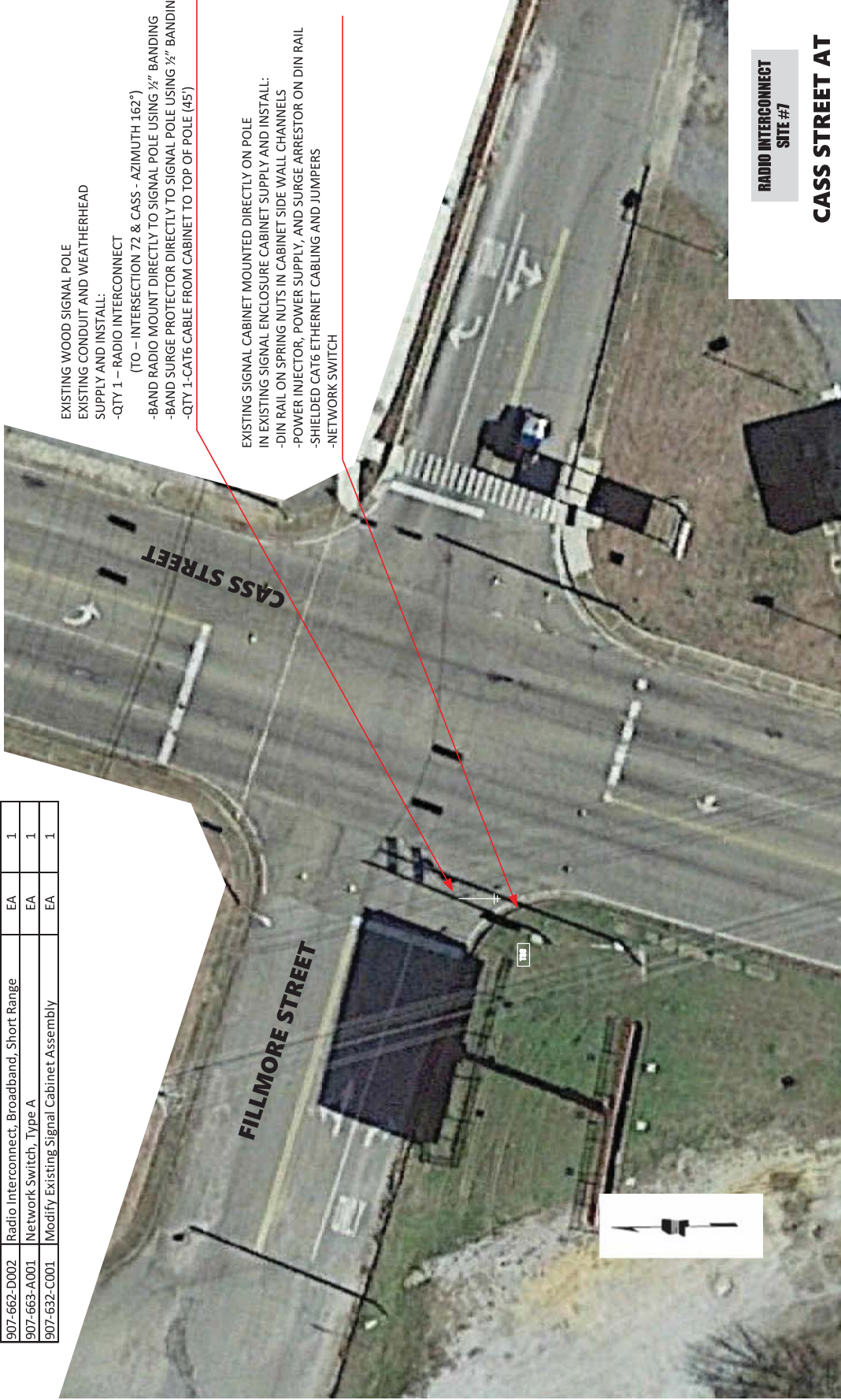
**HIGHWAY 72 AT
CASS STREET**

PAGE 7 #35

PAY ITEM NO.	DESCRIPTION	UNIT	PAGE QTY
907-662-D002	Radio Interconnect, Broadband, Short Range	EA	1
907-663-A001	Network Switch, Type A	EA	1
907-632-C001	Modify Existing Signal Cabinet Assembly	EA	1

EXISTING WOOD SIGNAL POLE
 EXISTING CONDUIT AND WEATHERHEAD
 SUPPLY AND INSTALL:
 -QTY 1 – RADIO INTERCONNECT
 (TO – INTERSECTION 72 & CASS - AZIMUTH 162°)
 -BAND RADIO MOUNT DIRECTLY TO SIGNAL POLE USING ½" BANDING
 -BAND SURGE PROTECTOR DIRECTLY TO SIGNAL POLE USING ½" BANDING
 -QTY 1-CAT6 CABLE FROM CABINET TO TOP OF POLE (45')

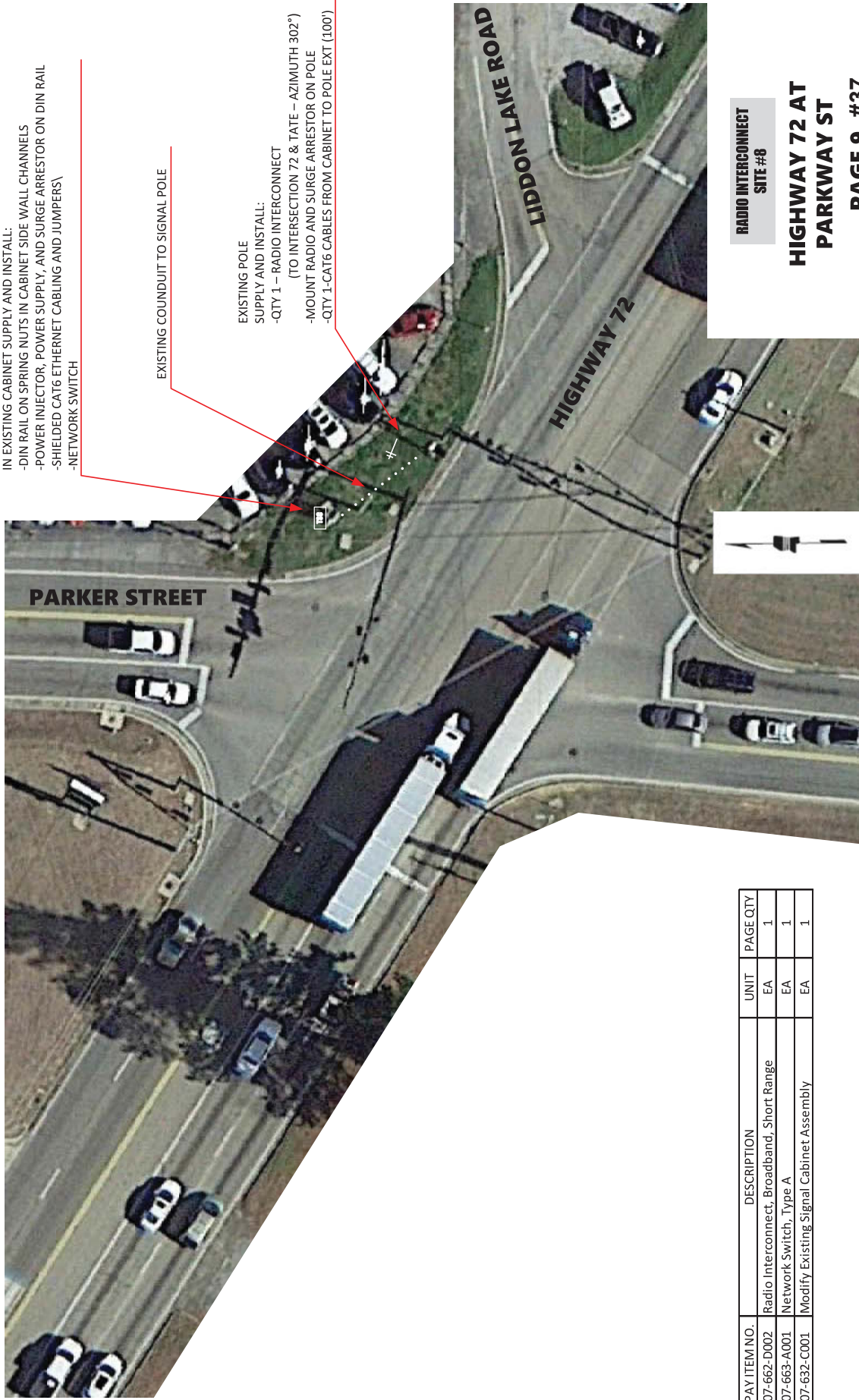
EXISTING SIGNAL CABINET MOUNTED DIRECTLY ON POLE
 IN EXISTING SIGNAL ENCLOSURE CABINET SUPPLY AND INSTALL:
 -DIN RAIL ON SPRING NUTS IN CABINET SIDE WALL CHANNELS
 -POWER INJECTOR, POWER SUPPLY, AND SURGE ARRESTOR ON DIN RAIL
 -SHIELDED CAT6 ETHERNET CABLING AND JUMPERS
 -NETWORK SWITCH



**RADIO INTERCONNECT
 SITE #7**

**CASS STREET AT
 FILLMORE STREET**

PAGE 8 #36



IN EXISTING CABINET SUPPLY AND INSTALL:
 -DIN RAIL ON SPRING NUTS IN CABINET SIDE WALL CHANNELS
 -POWER INJECTOR, POWER SUPPLY, AND SURGE ARRESTOR ON DIN RAIL
 -SHIELDED CAT6 ETHERNET CABLING AND JUMPERS
 -NETWORK SWITCH

EXISTING COUNDUIT TO SIGNAL POLE

EXISTING POLE
 SUPPLY AND INSTALL:
 -QTY 1 – RADIO INTERCONNECT
 (TO INTERSECTION 72 & TATE – AZIMUTH 302°)
 -MOUNT RADIO AND SURGE ARRESTOR ON POLE
 -QTY 1-CAT6 CABLES FROM CABINET TO POLE EXT (100')

**RADIO INTERCONNECT
 SITE #8**

**HIGHWAY 72 AT
 PARKWAY ST**

PAY ITEM NO.	DESCRIPTION	UNIT	PAGE QTY
907-662-D002	Radio Interconnect, Broadband, Short Range	EA	1
907-663-A001	Network Switch, Type A	EA	1
907-632-C001	Modify Existing Signal Cabinet Assembly	EA	1

PAY ITEM NO.	DESCRIPTION	UNIT	PAGE QTY
907-662-D002	Radio Interconnect, Broadband, Short Range	EA	1
907-663-A001	Network Switch, Type A	EA	1
907-632-C001	Modify Existing Signal Cabinet Assembly	EA	1



EXISTING COUNDUIT TO SIGNAL POLE

- IN EXISTING CABINET SUPPLY AND INSTALL:
- DIN RAIL ON SPRING NUTS IN CABINET SIDE WALL CHANNELS
- POWER INJECTOR, POWER SUPPLY, AND SURGE ARRESTOR ON DIN RAIL
- SHIELDED CAT6 ETHERNET CABLING AND JUMPERS
- NETWORK SWITCH

EXISTING POLE SUPPLY AND INSTALL:

- QTY 1 – RADIO INTERCONNECT (TO INTERSECTION 72 & TATE – AZIMUTH 303°)
- MOUNT RADIO AND SURGE ARRESTOR ON POLE
- QTY 1-CAT6 CABLES FROM CABINET TO POLE (100')

**RADIO INTERCONNECT
SITE #9**

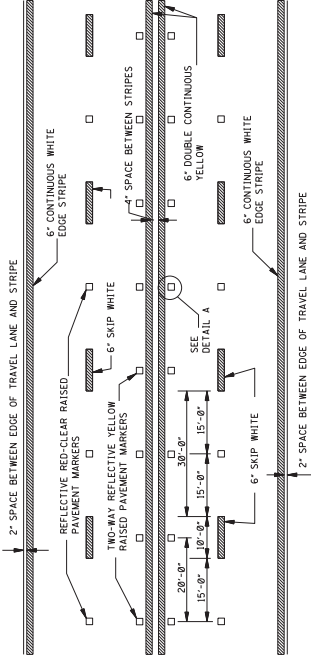
**HIGHWAY 72 AT
HARPER ROAD**

PAGE 10 #38

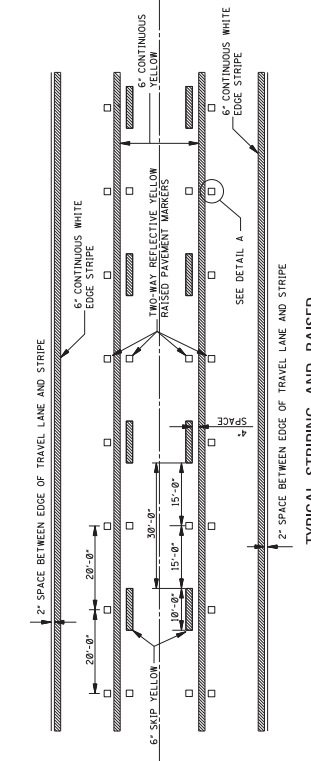
PAY ITEM NO.	PAY ITEM	UNIT	TOTAL QTY	PART NUMBER
907-662-D002	Radio Interconnect, Broadband, Short Range	EA	11	HPIRU02
907-662-D002	Radio Interconnect, Broadband, Short Range	EA	1	HPIBU02
907-631-1001	Wood Pole, Class III, Height 50'	EA	1	
907-637-F005	Traffic Signal Conduit, Aerial Supported, Type 1, 2"	LF	50	
907-663-A001	Network Switch, Type A	EA	8	
907-634-B001	Traffic Signal Equipment Pole Shaft Extension, 10'	EA	2	
907-663-C001	Cellular Modem	EA	1	
907-632-C001	Modify Existing Signal Cabinet Assembly	EA	8	

BROADBAND RADIO KIT –
 PRECISION EQUIPMENT HPIRU02 OR COMPATIBLE INCLUDES:
 -INTEGRATED RADIO, ANTENNA, & MOUNT
 -DIN MOUNT GIGABIT POWER INJECTOR
 -DIN MOUNT GIGABIT SURGE ARRESTOR
 -TUBULAR OUTDOOR GIGABIT SURGE ARRESTOR
 -POLE MOUNT GIGABIT POE OUTDOOR SURGE ARRESTOR
 -UP TO 100 METERS OF CABLING
 -RJ45 MOD PLUGS FOR CABLING
 -GROUNDING STRAPS
 -CABINET DIN RAIL & SPRING NUTS
 -ALL STAINLESS HARDWARE

SOLAR POWERED BROADBAND RADIO KIT –
 PRECISION EQUIPMENT HPIBU02 OR COMPATIBLE INCLUDES:
 -LITHIUM SOLAR POWER INTEGRATED RADIO SYSTEM CONTROLLER
 -SOLAR PANELS, BATTERIES, AND INTEGRATED CABINET
 -INTEGRATED RADIO, ANTENNA, & MOUNT
 -DIN MOUNT GIGABIT POWER INJECTOR
 -DIN MOUNT GIGABIT SURGE ARRESTOR
 -TUBULAR OUTDOOR GIGABIT SURGE ARRESTOR
 -POLE MOUNT GIGABIT POE OUTDOOR SURGE ARRESTOR
 -UP TO 100 METERS OF CABLING
 -RJ45 MOD PLUGS FOR CABLING
 -GROUNDING STRAPS
 -CABINET DIN RAIL & SPRING NUTS
 -ALL STAINLESS HARDWARE



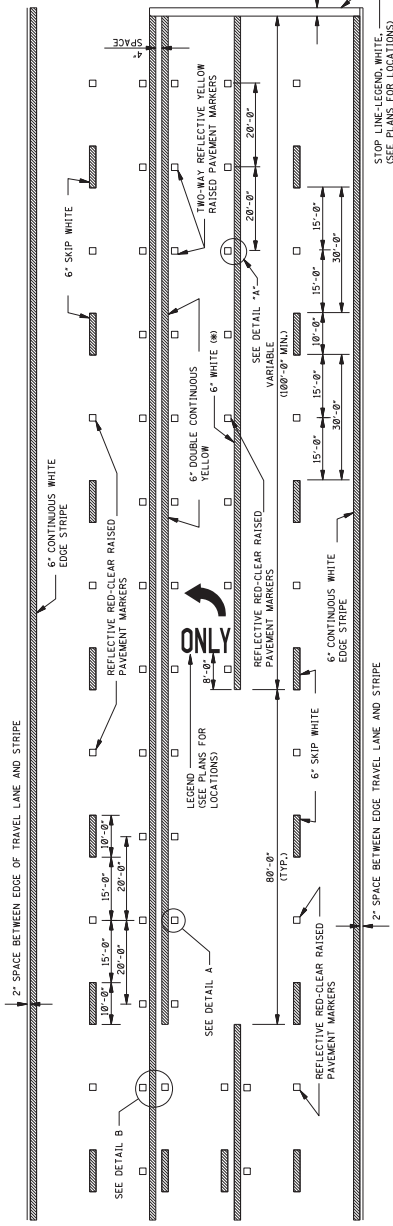
TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 4-LANE SECTION



TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 3-LANE SECTION

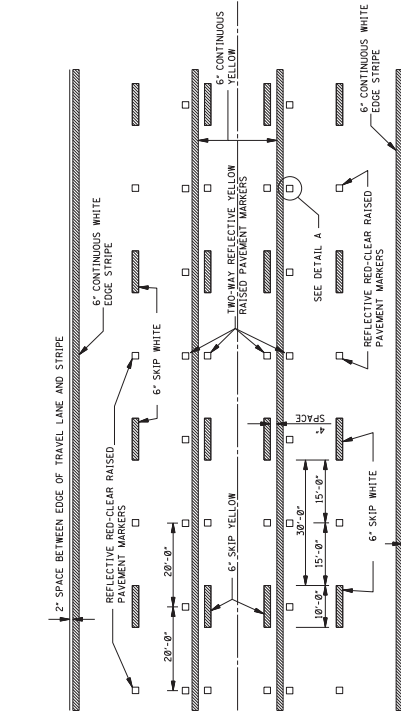
TYPICAL TWO-WAY ARROW INSTALLATION

NOTES: 1. CONSIDER EACH SEGMENT OF CONTINUOUS TWO-WAY LEFT TURN LANE SEPARATELY. 2. TWO-WAY ARROWS SHALL BE PLACED AT THE BEGINNING AND END OF EACH SEGMENT. 3. IF SEGMENT IS GREATER THAN 350', PLACE FIRST SET OF ARROWS 50' TO 100' FROM BEGINNING AND/OR END OF SEGMENT AND SPACE ADDITIONAL SETS OF ARROWS (250' O.C.).

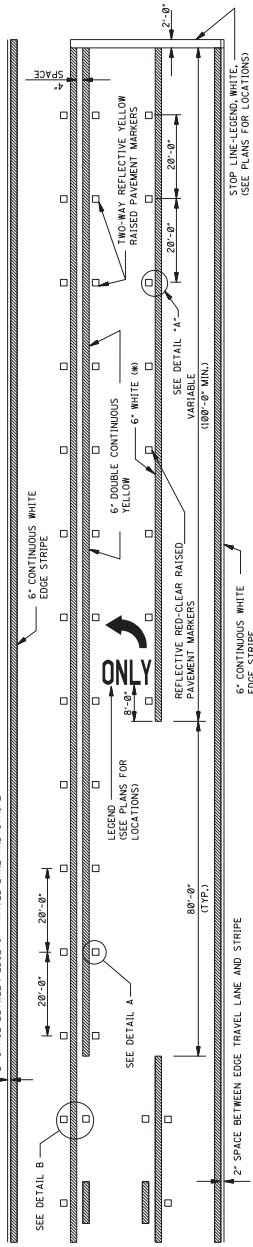


TYPICAL STRIPING AND RAISED PAVEMENT MARKERS AT LEFT TURN LANES

* NOTE: USE DETAIL STRIPING IF LENGTH < 150' AT THIS LOCATION, OTHERWISE USE CONTINUOUS STRIPING.

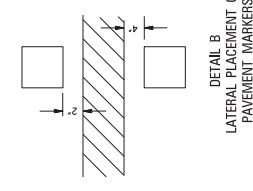


TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 5-LANE SECTION



TYPICAL STRIPING AND RAISED PAVEMENT MARKERS AT LEFT TURN LANES

* NOTE: USE DETAIL STRIPING IF LENGTH < 150' AT THIS LOCATION, OTHERWISE USE CONTINUOUS STRIPING.



DETAIL B LATERAL PLACEMENT OF PAVEMENT MARKERS

GENERAL NOTE:
1. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE RAISED PAVEMENT MARKERS AS LISTED IN THE MOOT *APPROVED SOURCES OF MATERIALS*.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

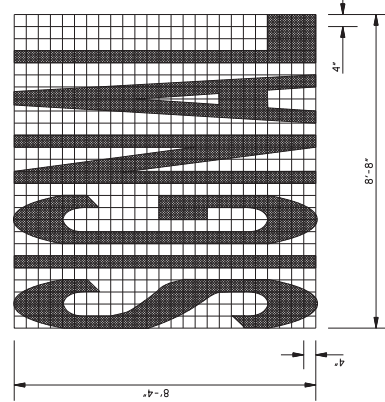
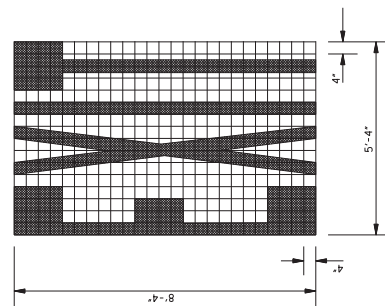
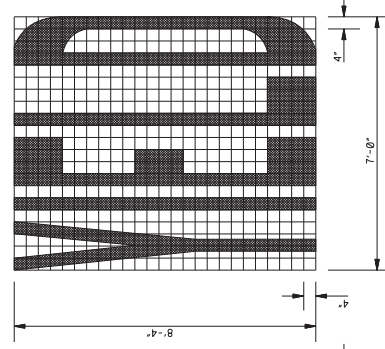
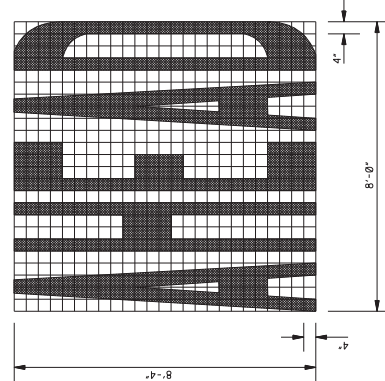
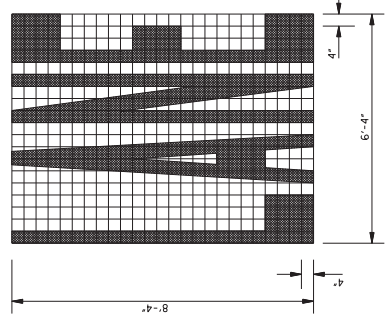
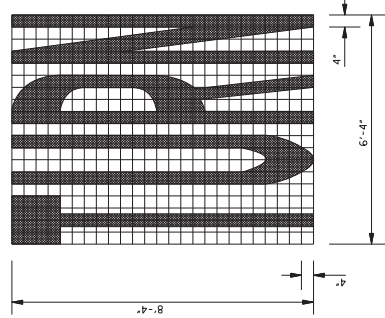
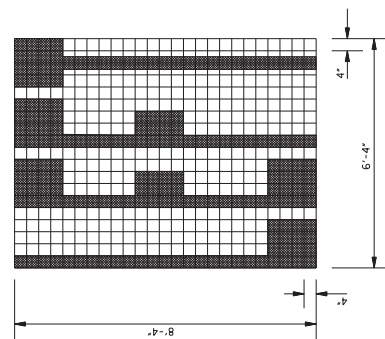
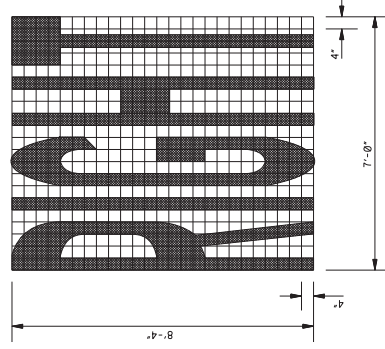
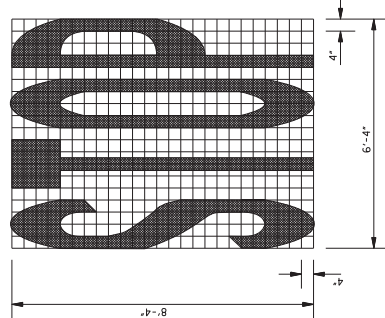
PAVEMENT MARKING DETAILS FOR 3-LANE 4-LANE AND 5-LANE UNDIVIDED ROADWAYS

BY	REVISION

WORKING NUMBER: PM-2
SHEET NUMBER: 6052
ISSUE DATE: AUGUST 01, 2017

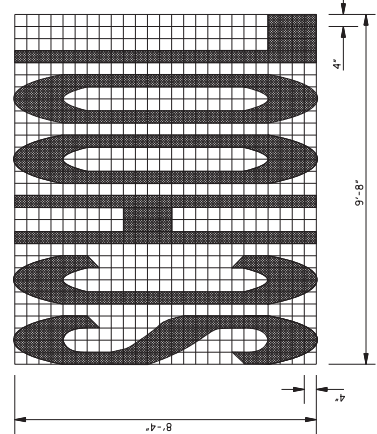
ADDENDUM

STATE PROJECT NO.
MISS.



- GENERAL NOTES:
- TWO HORIZONTAL GAPS, CAUSED BY THE LETTER 'A', SHALL BE PERMITTED OR LESS AND EXTENDING THE FULL WIDTH ARE PERMITTED IN EACH LETTER.
 - FOR OTHER DETAILS, SEE THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
 - PAY QUANTITIES FOR PAVEMENT MARKING LEGENDS ARE AS FOLLOWS:

LEGEND	AREA (SF)
STOP	24.6
RIGHT	28.6
LEFT	17.5
TURN	27.3
LANE	22.7
AHEAD	32.3
YIELD	26.8
EXIT	18.5
SIGNAL	32.5
SCHOOL	35.5



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

**PAVEMENT MARKING
LEGEND DETAILS**

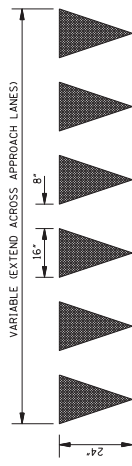
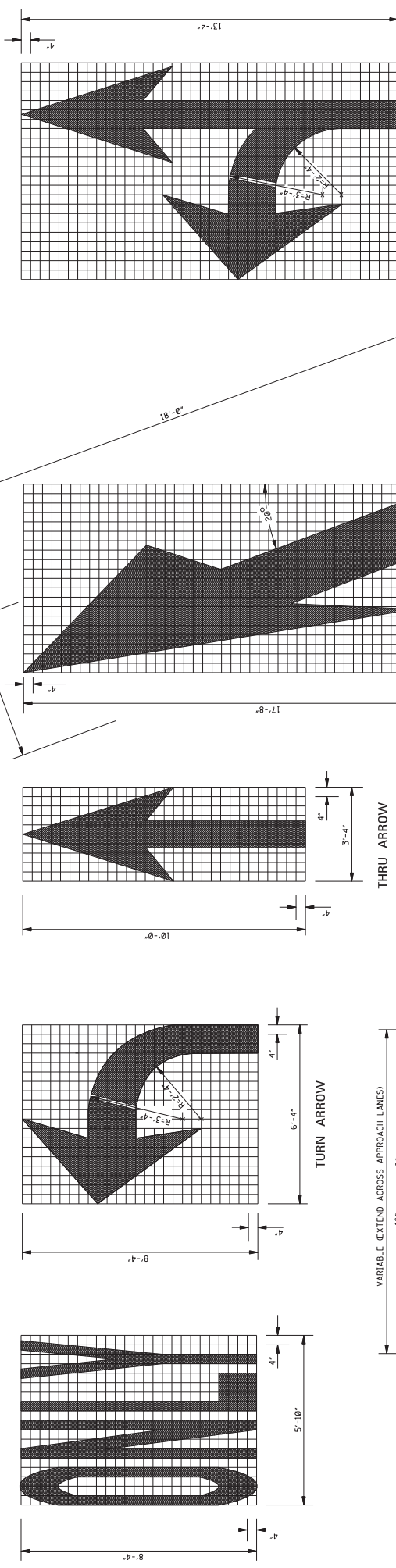
DATE	REVISION

ISSUE DATE: AUGUST 01, 2017

MDOT
WORKING NUMBER
PM-5
SHEET NUMBER
6055

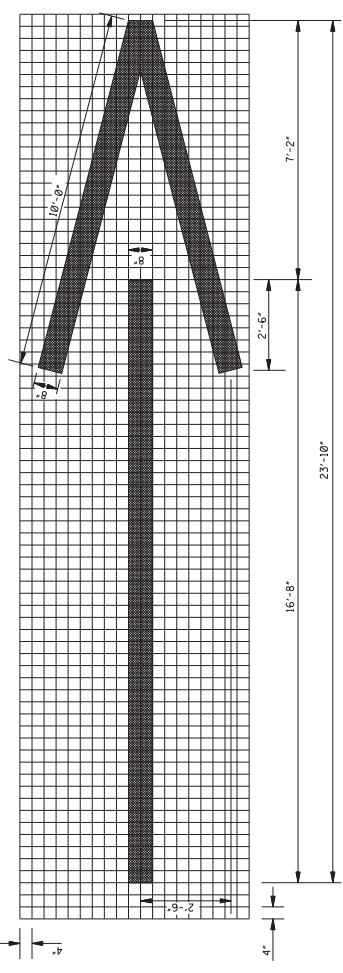
ADDENDUM

STATE PROJECT NO.
MISS.



- GENERAL NOTES:**
- TWO HORIZONTAL GAPS (CAUSED BY TEMPLATE CONNECTORS) OF 1/2" OR LESS AND EXTENDING THE FULL WIDTH ARE PERMITTED IN EACH LETTER.
 - FOR OTHER DETAILS, SEE THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
 - DIMENSIONS OF THE YIELD LINE MAY VARY WITH APPROVAL OF THE ENGINEER. SEE MUTCD, LATEST EDITION, FOR ALLOWABLE DIMENSIONS.
 - PAY QUANTITIES FOR PAVEMENT MARKING LEGENDS ARE AS FOLLOWS:

PAY QUANTITIES	
LEGEND/SYMBOL	AREA (ft ²)
ONLY	22.0
TURN ARROW	16.4
THRU ARROW	12.3
COMB. ARROW	27.5
1-WAY ARROW	24.3
LANE REDUCTION ARROW	40.0

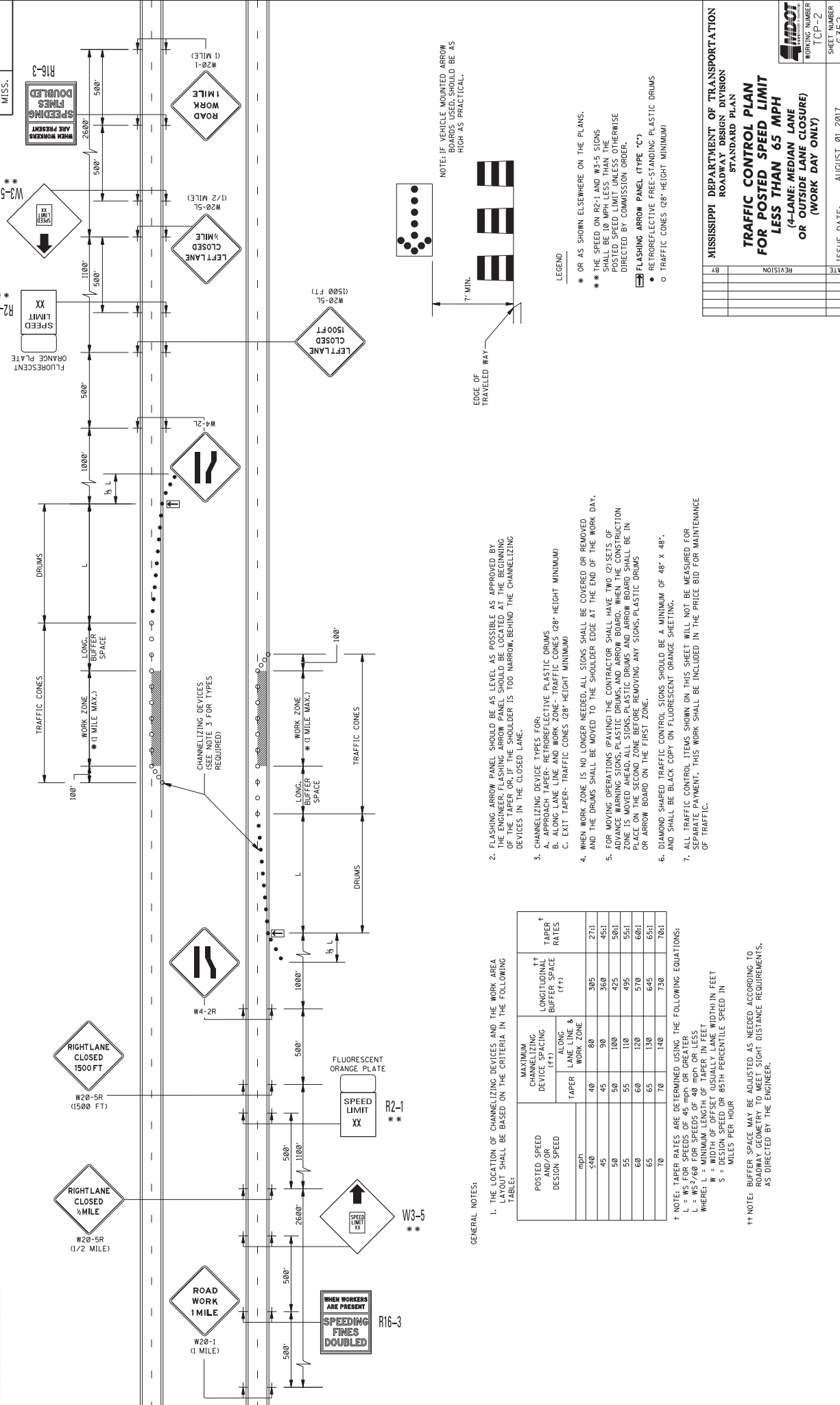


MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

PAVEMENT MARKING LEGEND DETAILS	
DATE	REVISION

ISSUE DATE: AUGUST 01, 2017

MDOT
WORKING NUMBER
PM-6
SHEET NUMBER
6056



GENERAL NOTES:

1. THE LOCATION OF CHANNELIZING DEVICES AND THE WORK AREA LIMIT SHALL BE BASED ON THE CRITERIA IN THE FOLLOWING TABLE.
2. FLASHING ARROW PANEL SHOULD BE AS LEVEL AS POSSIBLE AS APPROVED BY THE ENGINEER. FLASHING ARROW PANEL SHOULD BE LOCATED AT THE BEGINNING OF THE TAPER OR IF THE SHOULDER IS TOO NARROW, BEHIND THE CHANNELIZING DEVICES IN THE CLOSED LANE.
3. CHANNELIZING DEVICE TYPES FOR:
 - A. ALONG LANE LINE AND WORK ZONE- TRAFFIC CONES (28" HEIGHT MINIMUM)
 - B. EXIT TAPER- TRAFFIC CONES (28" HEIGHT MINIMUM)
 - C. WHEN WORK ZONE IS NO LONGER NEEDED, ALL SIGNS SHALL BE COVERED OR REMOVED AND THE DRUMS SHALL BE MOVED TO THE SHOULDER EDGE AT THE END OF THE WORK DAY.
4. FOR MOVING OPERATIONS (PAVING) THE CONTRACTOR SHALL HAVE TWO (2) SETS OF ADVANCE WARNING SIGNS, PLASTIC DRUMS, AND ARROW BOARD. WHEN THE CONSTRUCTION ZONE IS MOVED AHEAD, ALL SIGNS, PLASTIC DRUMS AND ARROW BOARD SHALL BE IN PLACE ON THE SECOND ZONE BEFORE REMOVING ANY SIGNS, PLASTIC DRUMS OR ARROW BOARD ON THE FIRST ZONE.
5. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHOULD BE A MINIMUM OF 48" X 48", AND SHALL BE BLACK COPY ON FLUORESCENT ORANGE SHEETING.
6. 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.

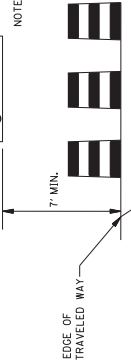
POSTED SPEED AND/OR DESIGN SPEED	MAXIMUM CHANNELIZING DEVICE SPACING (ft)		LONGITUDINAL BUFFER SPACE (ft)	TAPER RATES
	TAPER ALONG LANE LINE & WORK ZONE	ALONG LANE LINE & WORK ZONE		
40	40	80	395	27:1
45	45	90	360	45:1
50	50	100	425	50:1
55	55	110	495	55:1
60	60	120	570	60:1
65	65	130	645	65:1
70	70	140	730	70:1

† NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
 L = WS FOR SPEEDS OF 45 mph OR GREATER
 L = WS²/60 FOR SPEEDS OF 40 mph OR LESS
 WHERE: L = MINIMUM LENGTH OF TAPER IN FEET
 W = WIDTH OF OFFSET USUALLY LANE WIDTH IN FEET
 S = SPEED FOR 85TH PERCENTILE SPEED IN MILES PER HOUR

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

LEGEND

- * OR AS SHOWN ELSEWHERE ON THE PLANS.
- ** THE SPEED ON R2-1 AND W3-5 SIGNS SHALL BE 10 MPH LESS THAN THE POSTED SPEED LIMIT UNLESS OTHERWISE DIRECTED BY COMMISSION ORDER.
- ▭ FLASHING ARROW PANEL (TYPE "C")
- RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS
- TRAFFIC CONES (28" HEIGHT MINIMUM)



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 STANDARD PLAN

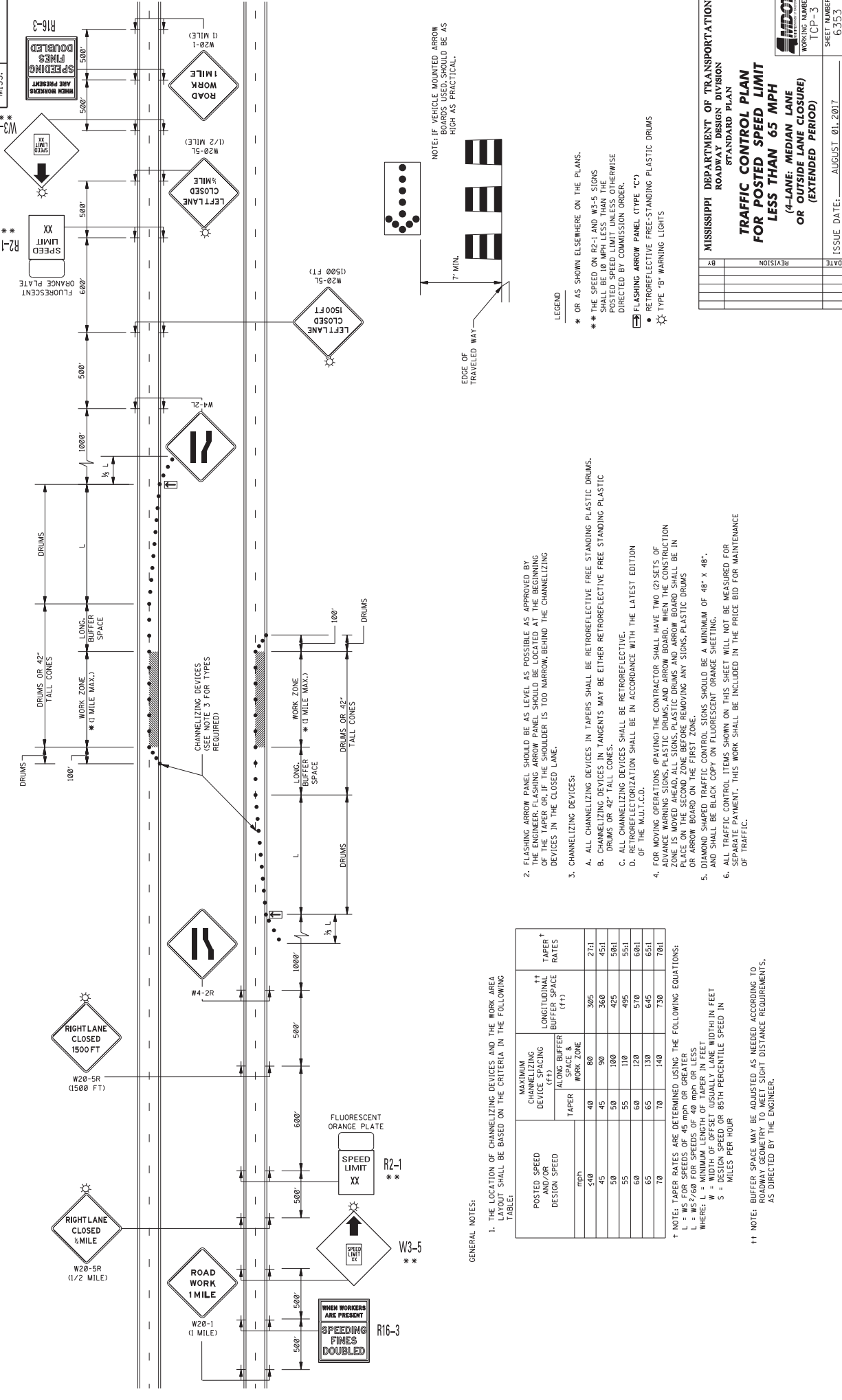
**TRAFFIC CONTROL PLAN
 FOR POSTED SPEED LIMIT
 LESS THAN 65 MPH
 (4-LANE: MEDIUM LANE
 OR OUTSIDE LANE CLOSURE)
 (WORK DAY ONLY)**

DATE	REVISION

ISSUE DATE: AUGUST 01, 2017
 SHEET NUMBER: 6352
 WORKING NUMBER: TCP-2

ADDENDUM

STATE PROJECT NO.
MISS.



GENERAL NOTES:

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

POSTED SPEED AND/OR DESIGN SPEED	MAXIMUM CHANNELIZING DEVICE SPACING (FT)		LONGITUDINAL BUFFER SPACE (FT)	TAPER †
	ALONG BUFFER SPACE & WORK ZONE	WORK ZONE		
≤40	40	80	305	27:1
45	45	90	360	45:1
50	50	100	425	50:1
55	55	110	495	55:1
60	60	120	570	60:1
65	65	130	645	65:1
70	70	140	730	70:1

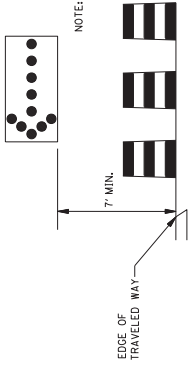
† NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
 $L = W \cdot S$ FOR SPEEDS OF 40 MPH OR LESS
 $L = W \cdot S^2 / 60$ FOR SPEEDS OF 40 MPH OR LESS
 WHERE: L = MINIMUM LENGTH OF TAPER IN FEET
 W = WIDTH OF OFFSET USUALLY LANE WIDTH IN FEET
 S = DESIGN SPEED OR 85TH PERCENTILE SPEED IN MILES PER HOUR

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

- FLASHING ARROW PANEL SHOULD BE AS LEVEL AS POSSIBLE AS APPROVED BY THE ENGINEER. FLASHING ARROW PANEL SHOULD BE LOCATED AT THE BEGINNING OF THE TAPER OR, IF THE SHOULDER IS TOO NARROW, BEHIND THE CHANNELIZING DEVICES IN THE CLOSED LANE.
- CHANNELIZING DEVICES:
 - ALL CHANNELIZING DEVICES IN TAPERS SHALL BE RETROREFLECTIVE FREE STANDING PLASTIC DRUMS.
 - CHANNELIZING DEVICES IN TANGENTS MAY BE EITHER RETROREFLECTIVE FREE STANDING PLASTIC DRUMS OR 42" TALL CONES.
 - ALL CHANNELIZING DEVICES SHALL BE RETROREFLECTIVE.
 - RETROREFLECTORIZATION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE M.U.T.C.D.
- FOR MOVING OPERATIONS (PAVING) THE CONTRACTOR SHALL HAVE TWO (2) SETS OF ADVANCE WARNING SIGNS, PLASTIC DRUMS, AND ARROW BOARD. WHEN THE CONSTRUCTION PLACEMENT OF THE SECOND ZONE BEFORE REMOVING ANY SIGNS, PLASTIC DRUMS OR ARROW BOARD ON THE FIRST ZONE.
- DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHOULD BE A MINIMUM OF 48" x 48". AND SHALL BE BLACK COPY ON FLUORESCENT ORANGE SHEETING.
- 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.

LEGEND

- * OR AS SHOWN ELSEWHERE ON THE PLANS.
- ** THE SPEED ON R2-1 AND W3-5 SIGNS SHALL BE 10 MPH LESS THAN THE POSTED SPEED LIMIT UNLESS OTHERWISE DIRECTED BY COMMISSION ORDER.
- ☐ FLASHING ARROW PANEL (TYPE "C")
- RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS
- ☼ TYPE "B" WARNING LIGHTS



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 STANDARD PLAN

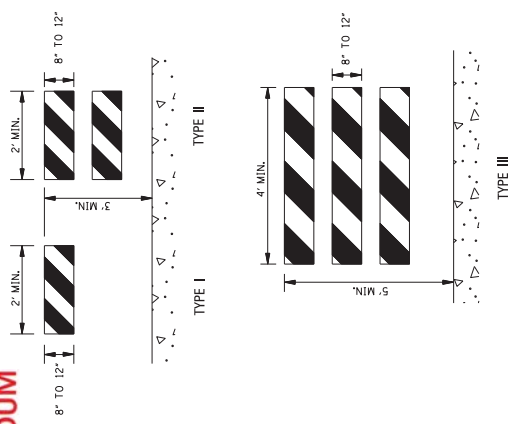
**TRAFFIC CONTROL PLAN
 FOR POSTED SPEED LIMIT
 LESS THAN 65 MPH
 (4-LANE: MEDIUM LANE
 OR OUTSIDE LANE CLOSURE)
 (EXTENDED PERIOD)**

DATE	REVISION	BY

ISSUE DATE: AUGUST 01, 2017
 SHEET NUMBER: 6353
 WORKING NUMBER: TCP-3

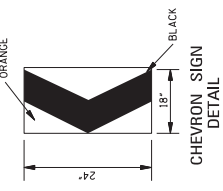
ADDENDUM

STATE PROJECT NO.
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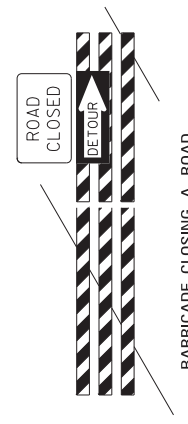


STANDARD BARRICADES

- THE MARKING FOR BARRICADE RAILS SHALL BE ORANGE AND WHITE (SLOPING DOWNWARD AT AN ANGLE OF 45° IN THE DIRECTION TRAFFIC IS TO PASS).
- RAIL STRIPE SHOULD BE 6 INCHES, EXCEPT THAT 4-INCH WIDE STRIPES MAY BE USED IF RAIL LENGTHS ARE LESS THAN 36 INCHES.
- DO NOT PLACE SANDBAGS OR OTHER DEVICES TO PROVIDE MASS ON THE BOTTOM RAIL THAT WILL BLOCK VIEW OR RAIL FACE.
- FOR ADDITIONAL INFORMATION OR DETAILS: SEE MUTCD, LATEST EDITION.
- BARRICADES ARE CLASSIFIED BY FHWA AS CATEGORY II WORK ZONE DEVICES WHICH REQUIRE CRASHWORTHINESS ACCEPTANCE LETTERS. TO DATE, 2-IN. THICK TIMBER RAILS HAVE NOT BEEN SUCCESSFULLY CRASH TESTED. A LIST OF CRASHWORTHY BARRICADES AND OTHER CATEGORY II DEVICES CAN BE FOUND ON FHWA'S WEBSITE: http://safety.fhwa.dot.gov/roadway_dept/policy/guide/road_hardware/cat2.cfm



- CHEVRON SIGN CONSISTS OF A BLACK CHEVRON TYPE MARKING ON AN ORANGE BACKGROUND AND SHALL POINT IN THE DIRECTION OF TRAFFIC FLOW.
- CHEVRON SIGN SHALL BE MOUNTED ON CRASHWORTHY SUPPORT.
- CHEVRON SIGNS MAY BE USED TO SUPPLEMENT OTHER STANDARD DEVICES WHERE ONE OR MORE LANES ARE CLOSED FOR CONSTRUCTION OR MAINTENANCE. THEY SHOULD BE PLACED APPROXIMATELY 2'-0" BEHIND THE LANE TRANSITION STRIPE.

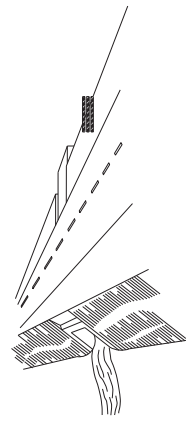


BARRICADE CLOSING A ROAD

BARRICADE CHARACTERISTICS

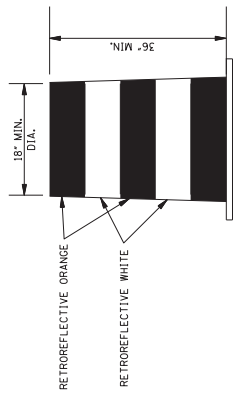
	I	II	III
WIDTH OF RAIL **	8" MIN. - 12" MAX.	8" MIN. - 12" MAX.	8" MIN. - 12" MAX.
LENGTH OF RAIL **	24" MIN.	24" MIN.	48" MIN.
WIDTH OF STRIPE *	6"	6"	6"
HEIGHT	36" MIN.	36" MIN.	60" MIN.
NUMBER OF FACTORIZED RAIL FACES	2 (ONE EACH DIRECTION)	4 (TWO EACH DIRECTION)	3 IF FACING TRAFFIC IN ONE DIRECTION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

- * 1. FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED.
- ** 2. BARRICADES INTENDED FOR USE ON EXPRESSWAYS, FREEWAYS AND OTHER HIGH SPEED ROADWAYS, SHALL HAVE A MINIMUM OF 270 IN² OF REFLECTIVE AREA FACING TRAFFIC.



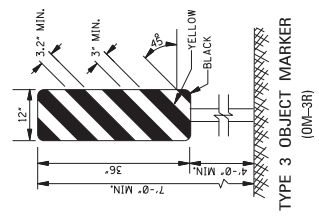
WING BARRICADES

- WING BARRICADES ARE TYPE III BARRICADES ERECTED ON THE SHOULDER ON ONE OR BOTH SIDES OF THE PAVEMENT TO GIVE THE SENSATION OF A NARROWING OR RESTRICTED ROADWAY. WING BARRICADES MAY BE USED AS A MOUNTING FOR THE ADVANCE WARNING SIGNS OR FLASHERS.
 - IN ADVANCE OF A CONSTRUCTION PROJECT EVEN WHEN NO PART OF THE ROADWAY IS ACTUALLY CLOSED.
 - IN ADVANCE OF ALL BRIDGE OR CULVERT WIDENING OPERATIONS.



PLASTIC DRUM STRIPING DETAIL

- PLASTIC DRUMS SHALL BE ON END AND USED AS AN EXPEDIENT METHOD FOR MARKING ROADWAYS. PLASTIC DRUMS SHALL BE CONFORMANT WITH MARKING STANDARDS FOR BARRICADE. THE PREDOMINANT COLOR ON DRUMS SHALL BE ORANGE WITH FOUR (4) RETROREFLECTIVE, HORIZONTAL, CIRCUMFERENTIAL STRIPES (2 ORANGE & 2 WHITE) 6" WIDE.
- DRUMS SHOULD NEVER BE PLACED IN THE ROADWAY WITHOUT WARNING SIGNS.
- WHERE PRACTICAL PLASTIC DRUMS SHOULD BE PLACED NO CLOSER THAN 3'-0" FROM THE EDGE OF TRAVELED LANE.



TYPE 3 OBJECT MARKER (OM-3R)

- TYPE 3 OBJECT MARKERS SHALL BE USED AT ALL EXPOSED BRIDGE ABUTMENTS AND AT OTHER LOCATIONS AS DEEMED NECESSARY BY THE ENGINEER.
- THE OM-3R IS SHOWN. THE OM-3L IS SIMILAR EXCEPT THE STRIPES SLOPE DOWNWARD FROM THE UPPER LEFT SIDE TO THE LOWER RIGHT SIDE AND SHALL BE PLACED ON THE LEFT SIDE OF THE OBJECT.
- THE INSIDE EDGE OF THE MARKER SHALL BE IN LINE WITH THE INNER EDGE OF THE OBSTRUCTION.

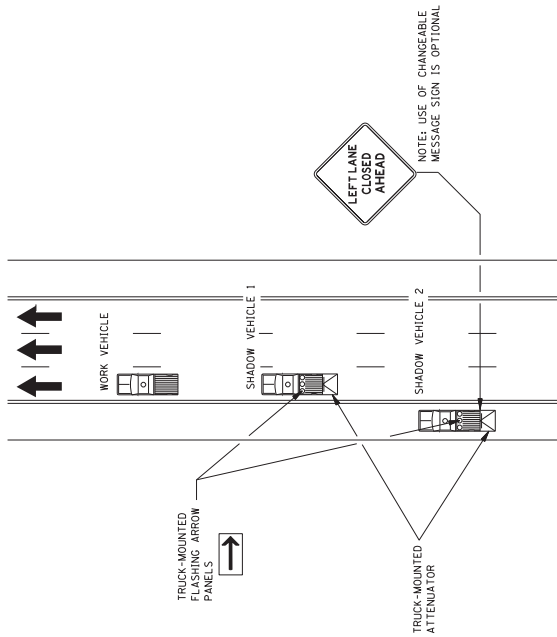
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS

WORKING NUMBER: TCP-8
SHEET NUMBER: 6358

ISSUE DATE: AUGUST 01, 2017

MOBILE OPERATIONS ON MULTILANE ROAD

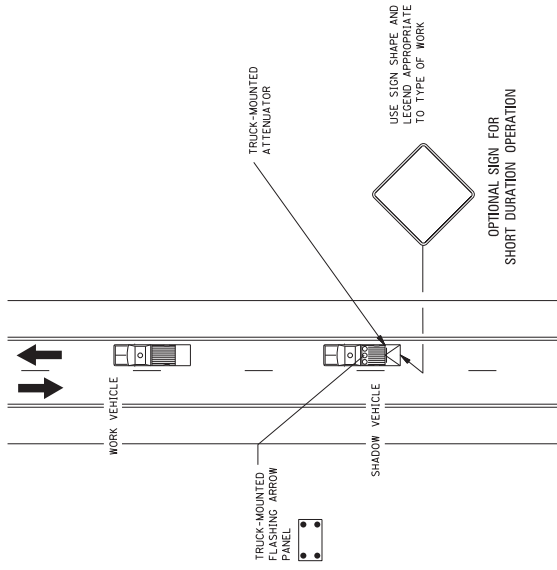


MOBILE OPERATIONS ON MULTILANE ROAD

NOTES FOR MULTILANE LANE OPERATION:

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

MOBILE OPERATIONS ON TWO-LANE ROAD



MOBILE OPERATIONS ON TWO-LANE ROAD

NOTES FOR TWO-LANE OPERATION:

- WHERE PRACTICAL AND WHEN NEEDED, THE WORK AND SHADOW VEHICLES SHOULD ROLL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS. IF THIS CAN NOT BE DONE FREQUENTLY, AS AN ALTERNATIVE, A "DO NOT PASS" SIGN MAY BE PLACED ON THE REAR OF THE VEHICLE BLOCKING THE LANE.
- THE DISTANCE BETWEEN THE WORK AND SHADOW VEHICLES MAY VARY ACCORDING TO THE TYPE OF WORK OPERATION. SHADOW VEHICLES SHOULD BE USED TO WARN TRAFFIC OF THE OPERATION AHEAD, WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR. THE SHADOW VEHICLE SHOULD MAINTAIN THE MINIMUM DISTANCE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. THE SHADOW VEHICLE SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
- ADDITIONAL SHADOW VEHICLES TO WARN AND REDUCE THE SPEED OF ONCOMING OR OPPOSING TRAFFIC MAY BE USED. POLICE PATROL CARS MAY BE USED FOR THIS PURPOSE.
- A TRUCK-MOUNTED ATTENUATOR (TMA) SHOULD BE USED ON THE SHADOW VEHICLE AND MAY BE USED ON THE WORK VEHICLE.
- THE WORK VEHICLE SHALL BE EQUIPPED WITH BEACONS, AND THE SHADOW VEHICLES SHALL BE EQUIPPED WITH TWO HIGH-INTENSITY FLASHING LIGHTS MOUNTED ON THE REAR, ADJACENT TO THE SIGN. SHADOW AND WORK VEHICLES SHALL DISPLAY FLASHING OR ROTATING BEACONS BOTH FORWARD AND TO THE REAR.
- VEHICLE-MOUNTED SIGNS SHOULD BE MOUNTED WITH THE BOTTOM OF THE SIGN LOCATED AT A MINIMUM HEIGHT OF 48" ABOVE THE PAVEMENT AND SHALL NOT BE OBSCURED BY EQUIPMENT OR SUPPLIES. SIGN LEGENDS SHALL BE COVERED OR TURNED FROM VIEW WHEN WORK IS NOT IN PROGRESS.
- ARROW BOARD TO BE USED IN CAUTION MODE.
- ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TRAFFIC CONTROL PLAN
MOBILE OPERATIONS
MULTILANE ROADS
AND
TWO-LANE ROADS

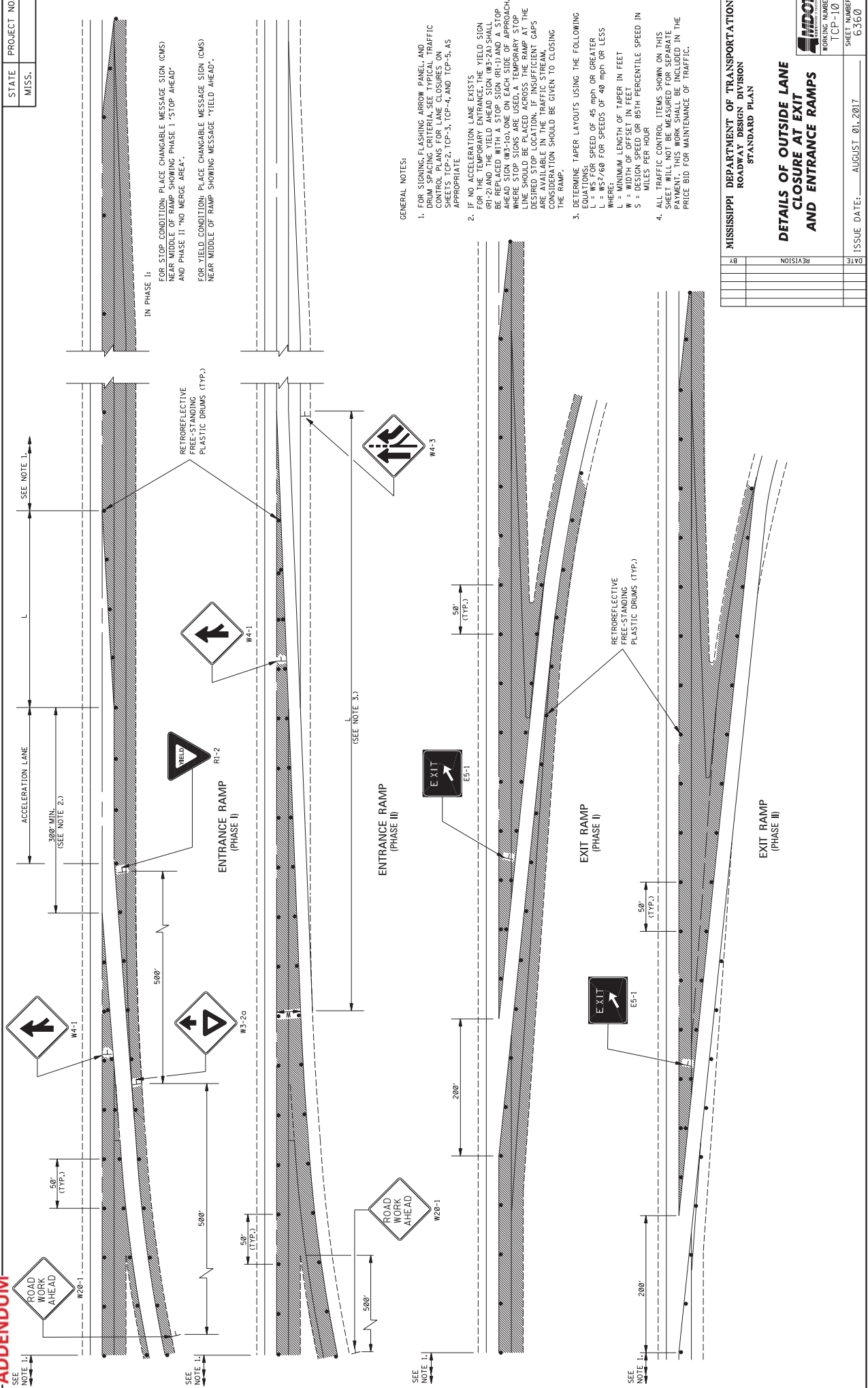
WORKING NUMBER: TCP-9
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DATE	BY	REVISION

ADDENDUM

STATE PROJECT NO.
MISS.



IN PHASE I:

FOR STOP CONDITIONS: PLACE CHANGEABLE MESSAGE SIGN (CMS) NEAR MIDDLE OF RAMP SHOWING PHASE I "STOP AHEAD" AND PHASE II "NO MERGE AREA".

FOR YIELD CONDITIONS: PLACE CHANGEABLE MESSAGE SIGN (CMS) NEAR MIDDLE OF RAMP SHOWING MESSAGE "YIELD AHEAD".

GENERAL NOTES:

1. FOR SIGNING FLASHING ARROW PANEL AND DRUM SPACING CRITERIA, SEE TYPICAL TRAFFIC CONTROL PLANS FOR LANE CLOSURES ON SHEETS TCP-2, TCP-3, TCP-4, AND TCP-5, AS APPROPRIATE.
2. IF NO ACCELERATION LANE EXISTS FOR THE TEMPORARY ENTRANCE, THE YIELD SIGN (R1-2) SHOULD BE REPLACED WITH A STOP SIGN (R1-3) AND A STOP AHEAD SIGN (W3-10), ONE ON EACH SIDE OF APPROACH, WHERE STOP SIGNS ARE USED. A TEMPORARY STOP LINE SHOULD BE PLACED ACROSS THE RAMP AT THE DESIRED STOP LOCATION. THE TRAFFIC SIGNALS SHOULD BE PLACED AT THE TRAFFIC SIGNAL LOCATIONS. CONSIDERATION SHOULD BE GIVEN TO CLOSING THE RAMP.
3. DETERMINE TAPER LAYOUTS USING THE FOLLOWING EQUATIONS:
 $L = WS$ FOR SPEED OF 45 mph OR GREATER
 $L = WS^2/60$ FOR SPEEDS OF 40 mph OR LESS
 WHERE:
 L = MINIMUM LENGTH OF TAPER IN FEET
 W = WIDTH OF OFFSET IN FEET
 S = DESIGN SPEED OR 85TH PERCENTILE SPEED IN MILES PER HOUR
4. 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.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

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

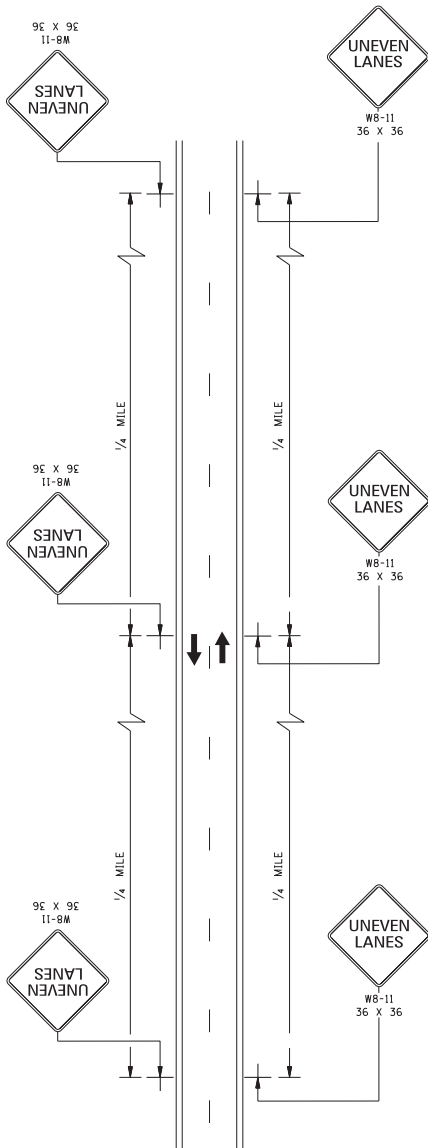
MDOT
WORKING NUMBER
TCP-10
SHEET NUMBER
6360

DATE	REVISION	BY

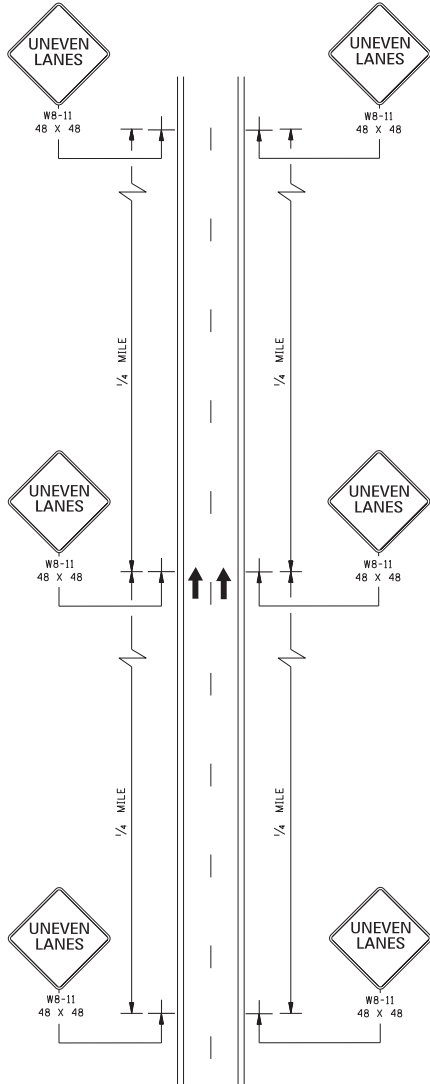
ISSUE DATE: AUGUST 01, 2017

ADDENDUM

STATE PROJECT NO.
MISS.



TWO-WAY TRAFFIC



ONE-WAY TRAFFIC

GENERAL NOTES:

1. UNEVEN LANE LINE:
A. IF THE DISTANCE BETWEEN SIGNS IS EQUAL TO 1/4 MILE, NO SIGNS ARE REQUIRED.
B. IF THE DISTANCE BETWEEN SIGNS IS GREATER THAN 1/4 MILE AND LESS THAN OR EQUAL TO 2/4 MILE, PLACE SIGNS AS SHOWN ON THIS SHEET.
C. IF THE DISTANCE BETWEEN SIGNS IS GREATER THAN 2/4 MILE, TRAFFIC SHOULD NOT BE ALLOWED TO CROSS UNEVEN LANE LINE.
2. THE WB-11 SIGNS SHOULD BE SPACED AT 1/4-MILE INTERVALS THROUGHOUT UNEVEN LANE LINE LIMITS.
3. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER MAINTENANCE OF TRAFFIC.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

**TRAFFIC CONTROL PLANS
UNEVEN PAVEMENT
DETAILS**

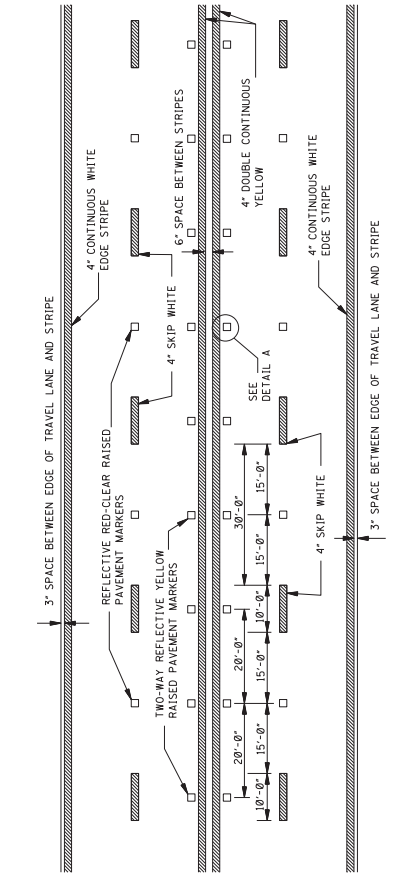
DATE	REVISION

ISSUE DATE: AUGUST 01, 2017

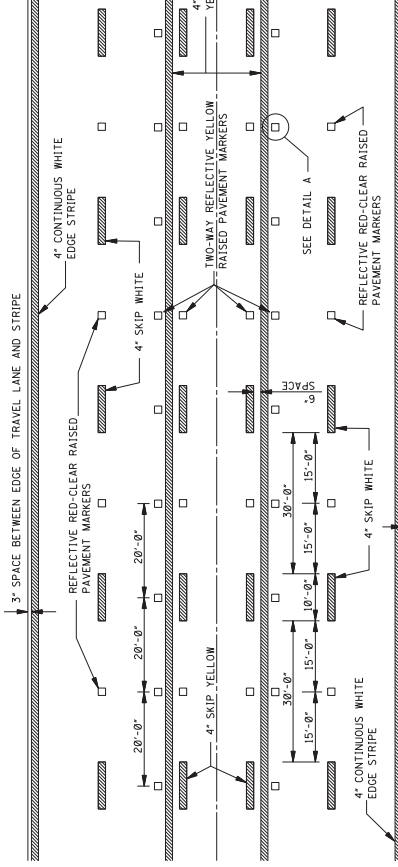
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ADDENDUM

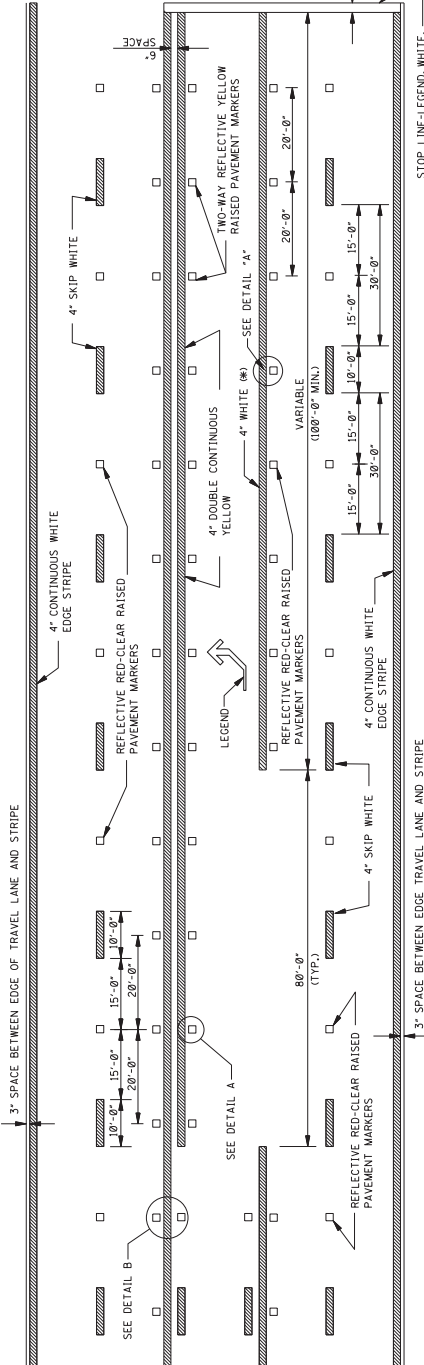
STATE PROJECT NO.
MISS.



TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 4-LANE SECTION



TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 5-LANE SECTION



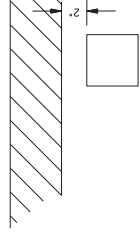
TYPICAL STRIPING AND RAISED PAVEMENT MARKERS AT LEFT TURN LANES

*NOTE: USE DETAIL STRIPING IF LENGTH $\leq 150'$ AT THIS LOCATION, OTHERWISE USE CONTINUOUS STRIPING.



TYPICAL TWO-WAY ARROW INSTALLATION

1. CONSIDER EACH SEGMENT OF CONTINUOUS TWO-WAY LEFT TURN LANE SEPARATELY.
2. IF SEGMENT IS LESS THAN 350', PLACE ONE SET OF ARROWS IN CENTER OF SEGMENT.
3. FROM BEGINNING AND/OR END OF SEGMENT, ADDITIONAL SETS OF ARROWS @ 250' O.C.



DETAIL A
LATERAL PLACEMENT OF PAVEMENT MARKERS

GENERAL NOTE:

1. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE RAISED PAVEMENT MARKERS AS LISTED IN THE MDOT "APPROVED SOURCES OF MATERIALS".
2. REFLECTIVE RAISED PAVEMENT MARKERS TO BE USED IF TEMPORARY MARKINGS ARE TO REMAIN IN PLACE OVER 3 MONTHS.
3. TEMPORARY TURN ARROW TO BE PAID FOR AS TEMPORARY TRAFFIC STRIPE (LEGEND), ESTIMATED AT 10.9 SQ. FT. PER ARROW.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
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STANDARD PLAN

TEMPORARY STRIPING FOR TRAFFIC CONTROL 4-LANE AND 5-LANE UNDIVIDED ROADWAYS

MSDOT
WORKING NUMBER
TCP-14
SHEET NUMBER
6364

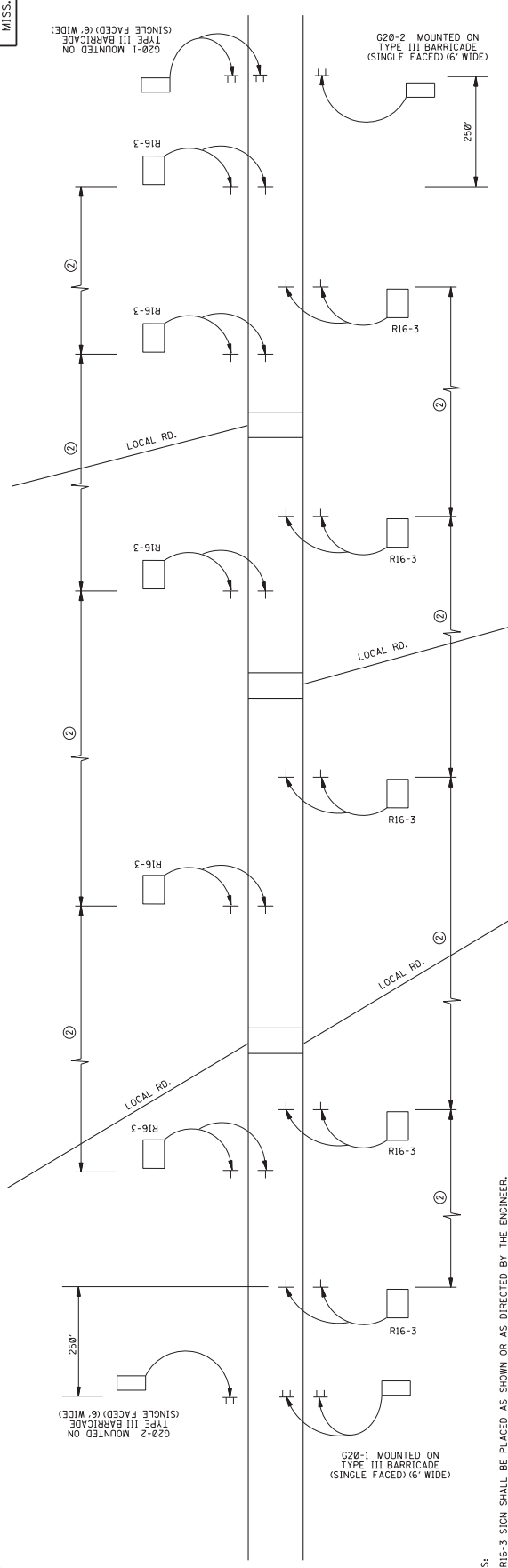
ISSUE DATE: AUGUST 01, 2017

DETAIL B
LATERAL PLACEMENT OF PAVEMENT MARKERS

ADDENDUM

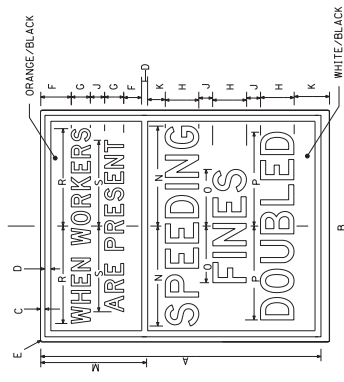
STATE MISS. PROJECT NO.

MISS. PROJECT NO.



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

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



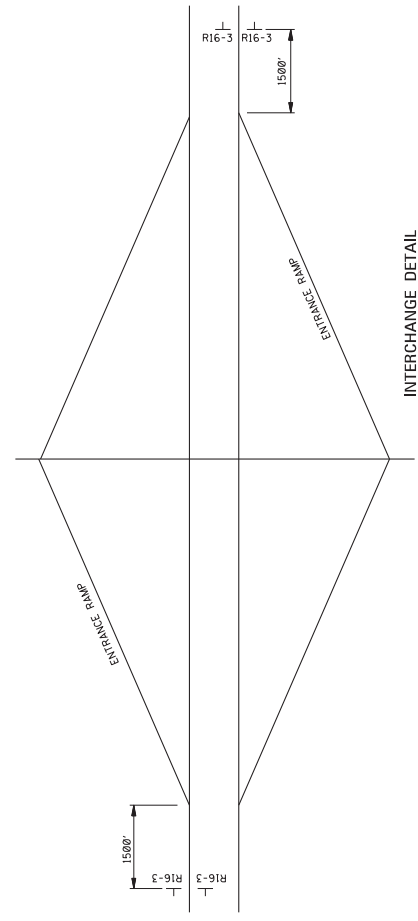
SIGN	A	B	C	D	E	F	G	H
STD.	60	48	3/4	1 1/4	3	3 3/4	4	6
	J	K	M	N	O	P	R	S
STD.	3	6 5/8	1 22/8	2 1/8	1 7/8	1 9/8	2 20/8	1 8

SIGN	A	B	C	D	E	F	G	H
STD.	48	36	3/4	1 1/4	3	2 3/4	3	6
	J	K	M	N	O	P	R	S
STD.	3	4 7/8	1 4 3/4	1 7/8	1 3/8	1 13/8	1 13/8	1 12

48" x 60"
(INTERSTATE USE)

36" x 48"
(ALL OTHER HIGHWAYS)

R16-3



INTERCHANGE DETAIL

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

LOCATION OF R16-3 SIGNS (SPEEDING FINES DOUBLED)

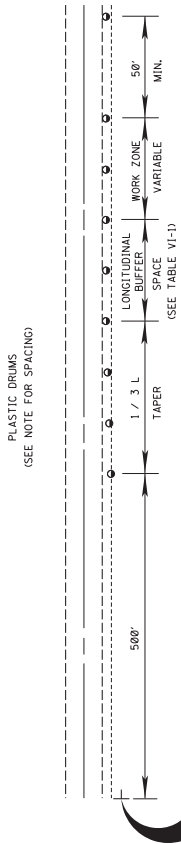
BY	REVISION

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6365

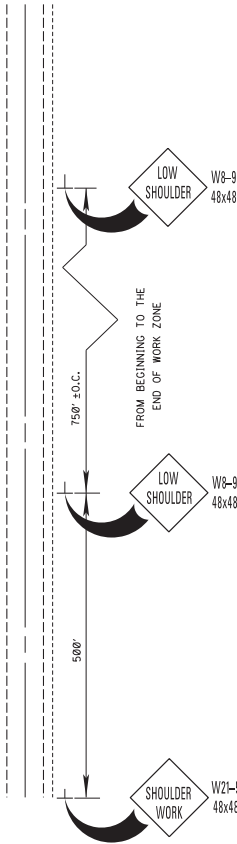


ADDENDUM

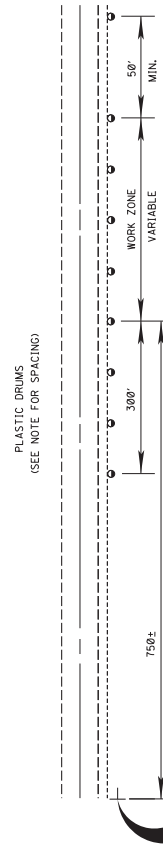


TYPICAL SHOULDER CLOSURE

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

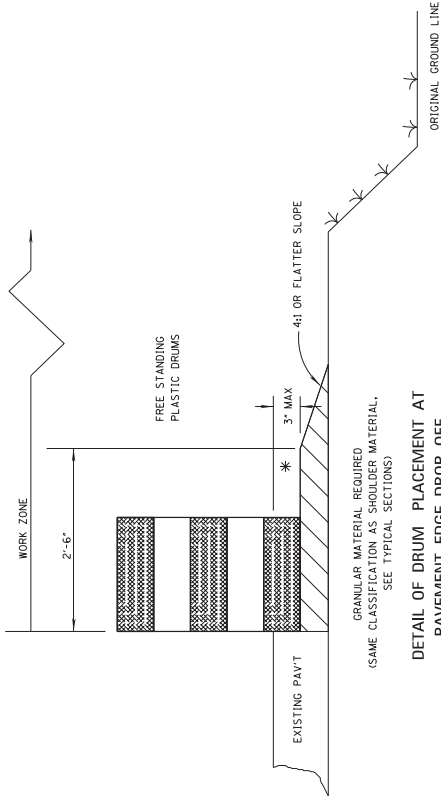


TYPICAL SHOULDER WORK #1
(SEE NOTE A-1 THIS SHEET)



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.



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 @ (750'±0.5').
 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. SPACING FOR TAPERS SHOULD BE IN ACCORDANCE WITH THE M.U.T.C.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 = L / 3
 - 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

POSTED SPEED (MPH)	LENGTH (FEET)
20	35
25	55
30	75
35	100
40	120
45	150
50	200
55	250
60	300
65	415
85	485

* * * POSTED SPEED, OFF-PEAK 85 PERCENTILE SPEED (OR MAINTENANCE OF TRAFFIC), OR THE ANTICIPATED OPERATING SPEED IN MPH.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

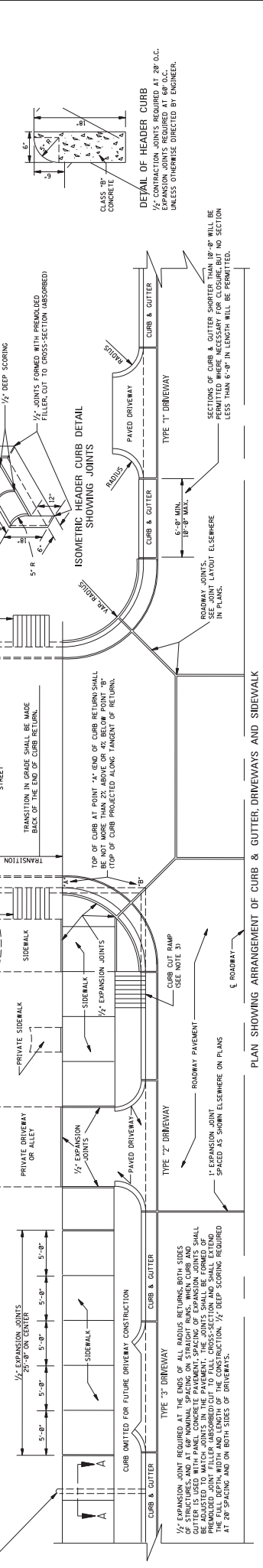
**TRAFFIC CONTROL DETAILS
DRUM PLACEMENT
AND
SHOULDER CLOSURE**

BY	REVISION	DATE

ISSUE DATE: AUGUST 01, 2017
SHEET NUMBER 63/66

ADDENDUM

4" PVC DRAIN PIPE PLACED WHERE DESIGNATED FOR THE PIPE SHALL BE MADE ON A SEPARATE BASIS.



NOTE: DRIVEWAY REINFORCEMENT SHALL BE 6 X 6 - 1/2" X 8" X 8" OR 6 X 6 - 1/2" X 8" X 8" D.I.A. WIRE MESH WHERE REQUIRED.

TRANSITION IN GRADE SHALL BE MADE BACK OF THE END OF CURB RETURN.

TOP OF CURB AT POINT 1/2" END OF CURB RETURN SHALL BE NOT MORE THAN 2" ABOVE OR 4" BELOW POINT 1/2". (TOP OF CURB PROJECTED ALONG TANGENT OF RETURN.)

1/2" EXPANSION JOINTS 25'-0" ON CENTER

5'-0" SIDEWALK

5'-0" DRIVEWAY

5'-0" DRIVEWAY

5'-0" DRIVEWAY

5'-0" DRIVEWAY

5'-0" DRIVEWAY

1/2" EXPANSION JOINTS

1/2" EXPANSION JOINTS

1/2" EXPANSION JOINTS

1/2" EXPANSION JOINTS

1/2" EXPANSION JOINTS

PRIVATE DRIVEWAY ON VALLEY

PRIVATE DRIVEWAY ON VALLEY

PRIVATE DRIVEWAY ON VALLEY

PRIVATE DRIVEWAY ON VALLEY

PRIVATE DRIVEWAY ON VALLEY

ROADWAY JOINTS

ROADWAY JOINTS

ROADWAY JOINTS

ROADWAY JOINTS

ROADWAY JOINTS

SECTION A-A

SECTION B-B

SECTION C-C

SECTION D-D

SECTION E-E

PLAN OF CONCRETE DRIVEWAY

TYPE "1" DRIVEWAY

TYPE "2" DRIVEWAY

TYPE "3" DRIVEWAY

PLAN OF CONCRETE DRIVEWAY ACROSS SIDEWALK AREA

TYPE "1" DRIVEWAY

TYPE "2" DRIVEWAY

TYPE "3" DRIVEWAY

DETAIL OF COMBINATION CURB & GUTTER

TYPE "1"

TYPE "2"

TYPE "3A"

TYPE "3B"

PERMISSIBLE DRIVEWAY CONSTRUCTION METHOD FOR SLIP-FORM PLACEMENT OF CURB & GUTTER

GENERAL NOTES:

1. TRANSVERSE CONTRACTION JOINTS ARE REQUIRED AT 20' ON CENTER FOR ALL CONCRETE DRIVEWAYS THAT EXTEND PAST THE END OF THE CURB RETURN. A 1/2" DEEP EXPANSION JOINT IS REQUIRED AT THE END OF THE CURB RETURN AND AT 60' ON CENTER THROUGHOUT DRIVEWAYS EXCEEDING 20' IN WIDTH.
2. SEE W. NOS. CR-1, CR-2, CR-3 & CR-4 FOR DETAILS OF CURB-CUT RAMPS.
3. MAXIMUM 2% CROSS-SLOPE ON SIDEWALKS.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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STANDARD PLAN

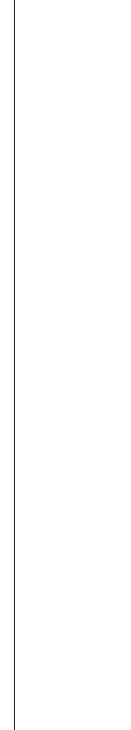
DRIVEWAYS, CURB & GUTTER, & SIDEWALK

DATE	REVISION

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6419

WORKING NUMBER SD-1



DETAIL OF COMBINATION CURB & GUTTER

TYPE "1"

TYPE "2"

TYPE "3A"

TYPE "3B"

DETAIL OF VALLEY GUTTER

TYPE "1"

TYPE "2"

TYPE "3A"

TYPE "3B"

PERMISSIBLE DRIVEWAY CONSTRUCTION METHOD FOR FUTURE DRIVEWAY CONSTRUCTION

NOTE: THIS TYPE CONSTRUCTION SHALL BE USED WHERE DESIGNATED ELSEWHERE ON PLANS OR BY THE ENGINEER.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

ROADWAY DESIGN DIVISION

STANDARD PLAN

DRIVEWAYS, CURB & GUTTER, & SIDEWALK

DATE	REVISION

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6419

WORKING NUMBER SD-1