

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> 11/16/2022 </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 Table of Contents; Revised NTB Nos. 4656 & 4657; Added NTB No. 4703; Revised Progress Schedule; 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.

MP-5043-61(011)/ 307913301000

Rankin County(ies)

Revised 01/26/2016

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
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PROJECT: MP-5043-61(011)/307913301 - Rankin

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

11/16/2022 12:15 PM

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 4656

CODE: (SP)

DATE: 11/16/2022

SUBJECT: Contract Time

PROJECT: MP-5043-61(011) / 307913301 -- Rankin County

The completion of work to be performed by the Contractor for this project will not be a specified date but shall be when all allowable working days are assessed, or any extension thereto as provided in Subsection 108.06. It is anticipated that the Notice of Award will be issued no later than **December 13, 2022**.

The Contractor shall request a Notice to Proceed/Beginning of Contract Time date between the dates of **March 16, 2023 and May 11, 2023**.

Should the Contractor request a Notice to Proceed earlier than **March 16, 2023**, and it is agreeable with the Department for an early Notice to Proceed, the requested date will become the new Notice to Proceed and Beginning of Contract Time date.

Should the Contractor not request a Notice to Proceed by **May 11, 2023**, the date for the Notice to Proceed and Beginning of Contract Time will be **May 11, 2023**.

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

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

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 4657

CODE: (SP)

DATE: 11/16/2022

SUBJECT: Scope of Work

PROJECT: MP-5043-61(011) / 307913301 -- Rankin County

The contract documents do not include an official set of construction plans but may, by reference, include some Standard Drawings when so specified in a Notice to Bidders entitled, "Standard Drawings".

Work on the project shall consist of the following:

Station 8+93 (BOP) to Station 164+43 (BOP)

Work in this area shall consist of milling the existing pavement to a depth of 1½" and variable and placing 2" and variable of 12.5-mm, MT asphalt as per the attached details. All local roads shall be milled to a depth of 1½" and inlayed with 2" and variable of 12.5-mm, MT asphalt. Failed areas (see attached table for locations) shall be saw cut to full depth, removed, and replaced with 12.5-mm, MT, Leveling asphalt. Existing guardrail that no longer meets the standard specifications shall be removed and replaced (see attached table for locations) according to the applicable standard drawings. Undersealing shall be performed at the bridge ends of Bridges 159.7, 159.8 and 159.9 to fill any voids under the pavement. Permanent signs in this area that are in poor condition shall be replaced as per the attached table and applicable standard drawings.

Shoulders throughout the project are significantly higher than the existing asphalt pavement. Shoulders shall be graded to 4% (as directed by the Engineer) to the shoulders edge as shown on the typical sections. No extra compensation will be made for blading shoulders.

Prior to milling and paving operations, edge drains shall be placed according to the attached detail and standard specifications. Before the edge drains are installed, the drainage ditches on the east and west sides of SR 43 from Station 8+93 to Station 16+88 shall be site graded. All sediment located in the existing paved ditches shall be removed and paid for under pay item 203-G: Excess Excavation. Once the material has been removed, the remaining sections shall be graded to properly drain as directed by the Engineer. All site grading operations shall be included in other items bid.

At Station 126+80 on the left lane shoulder, 300-lb rip rap shall be placed on the fore slope and drainage ditch as directed by the Engineer to address erosion issues. The existing undermined paved ditch shall be removed prior to re-placement and geotextile for rip rap shall be placed under all areas addressed. See attached details for location. This work shall be performed prior to all milling and paving operations

General Notes

Milling

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

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

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

Milling and paving operations shall be performed such that a -2% slope from centerline is provided in normal crown roadway sections. Superelevation through curves shall be maintained as it currently exists or improved as directed. Where slope correction is required, correction shall be made by milling, paving, or combination thereof as directed by the Engineer. Milling correction: Mill outside edge of pavement to a depth of 1½" on a 2% slope towards the centerline. Paving Correction: Mill to depth of 1½" on existing slope and 2¼" and variable on centerline and 1½" on outside edge. Combination Method: Combination of both methods as directed by the Engineer to achieve the desired slope. In super elevated areas where correct SE exist, milling will transition to thickness through curves. Where correct SE does not exist, milling will transition at curves to correct SE as directed by the Engineer.

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

Milling of driveway pads shall be conducted in a manner to prevent gouging or otherwise affecting the roadway pavement structure and slope. Milling of driveway pads shall not be performed in simultaneous path with main line milling.

Traffic will be allowed to travel on the milled surface for five (5) days. Traffic will be allowed to run on all milled local roads for 30 days unless otherwise stated. This allowance is for the Contractor's convenience, and thus, the Contractor is responsible for any pavement failures or damage sustained during this period. Approved mix designs shall be on hand prior to milling. Milling operations will not commence until such time that, in the opinion of the Engineer, weather conditions have been consistently suitable enough to allow the placement of the asphalt pavement after the milling operations.

Paving

Prior to mainline milling and paving operations, failed areas in the existing pavement shall be removed and backfilled with 12.5-mm, MT, Leveling asphalt as per the attached typical sections and details. Asphalt shall be placed in multiple lifts with a maximum lift thickness of 3". Any granular/chemically treated/stone/etc. base or subgrade material deemed unsuitable by the

Engineer shall be removed as directed and backfilled with 12.5-mm, MT, Leveling asphalt. Payment for the excavation of the granular base and subgrade will be made using pay item 203-G: Excess Excavation. A list of the failed areas is shown in the attached tables. Pavement repairs shall be completed as a continuous operation in order to minimize traffic impacts. Lane closures shall remain in place until the failed area has been completely repaired. Lane closures may not be left unattended.

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

Publicly maintained roads and streets shall be paved to the existing right-of-way and in accordance with the attached drawings.

Privately owned entrances shall be paved to the shoulder line per the included typical drawing unless otherwise directed. Pad dimensions shall match the existing lengths and widths unless otherwise directed. Pads shall be shaped horizontally and vertically to prevent excessive drop-offs. Any new driveway pads deemed necessary by the Engineer shall be placed according to specifications.

Granular Shoulder Material

Any material excavated from the existing shoulder during pavement widening operations or as a result of shoulder blading shall be used on the existing shoulder to match the new pavement elevation and any surplus material shall be spread along the edge of the shoulders, fore slopes, or other adjacent areas as directed by the Engineer, and will be an absorbed item. Material which cannot be suitably placed in adjacent areas and deemed to be excess excavation by the Engineer shall be removed from the project site. Payment for removal of excess material will be made using pay item 203-G: Excess Excavation.

Granular material (crushed stone) shall be provided around driveway pads as directed to prevent shoulder drop-offs and shall be placed in a timely manner. Drop-offs exceeding 2½" shall be corrected within two (2) calendar days of the placement of the pad.

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

Temporary and Permanent Pavement Markings

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

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

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

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

Permanent raised pavement markers shall be installed on mainline and local public roads after completion of all paving operations.

Edge drain detail stripe shall be placed at the location of edge drain outlets as shown in the attached details, tables, and as directed by the Engineer.

Transverse stop sign rumble strips (rumble bars) shall be placed in accordance with the attached detail and at the locations listed in the attached table.

Guardrail

Guardrails shall be replaced at the locations shown on the attached table. Removal of guardrail shall consist of removal of bridge end section, w-beam/thrie beam, terminal end section, posts, and all other appurtenances. All guardrail removed shall be replaced the same day and prior to reopening the adjacent lane of traffic. Existing guardrail pads shall be milled to a depth of 1½" and replaced with 2" of 12.5-mm, MT asphalt. Voids created by the removal of posts, concrete anchors, footings, etc. shall be backfilled and tamped in accordance with Section 203 of the Standard Specifications.

Asphalt shall be extended under the guard rail and two feet (2') behind guard rail post as per the attached detail. The area to be paved shall be bladed to accommodate 3" of asphalt pavement. The elevation of the finished surface of the asphalt pavement shall provide for the required MASH guardrail height (see Standard Drawings). The excavated material shall be retained and used to raise the existing shoulder to match the new pavement elevation. The cost of blading shall be included in the price of other pay items bid. Material which cannot be placed and blended in adjacent areas and deemed to be excess excavation by the Engineer shall be removed under pay item 203-G: Excess Excavation.

Guardrail lengths are based on terminal end length of 37.5'. If terminal of length other than this is used, an adjustment in w-beam length may be required.

Permanent Signs

Permanent signs as listed on the attached tables shall be replaced. Unless otherwise listed in the attached tables, existing posts, anchors, angles/bars, and other components shall be reused. The Contractor shall use new bolts, screws, washers, nuts, etc. of the required sizes in the installation of signs. If required as part of the sign replacement activities, all post, pipe, and I-beam lengths in these plans are estimated. Post lengths for all signs shall be verified in the field by the Contractor prior to fabrication. Installation dates shall be clearly written in bold black markings on the back bottom half of all signs with a permanent marking stick that is waterproof, fade resistant, and marks on wet or dry surfaces. The removal of damaged signs and posts (if necessary) shall be included in the price of other items bid. Installation dates shall be clearly written in bold black markings on the back bottom half of all signs with a permanent marking stick that is waterproof, fade resistant and marks on wet or dry surfaces. All existing signs which are to be removed as a part of this project that are not in conflict with construction shall remain in place until new signs are installed unless noted or directed otherwise by the Project Engineer.

Traffic Control

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

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

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

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

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

Temporary portable rumble strips, paid for under pay item 907-649-B, shall be used in accordance with detail shown. These rumble strips shall be retained by the department upon completion of the project. The retained material shall be delivered to the MDOT Newton Maintenance Yard, 7759 Highway 80, Newton, MS. It is responsibility of the Contractor to coordinate the delivery with MDOT Maintenance personnel Jay Franklin at 601-946-7820.

Miscellaneous Notes

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

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

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

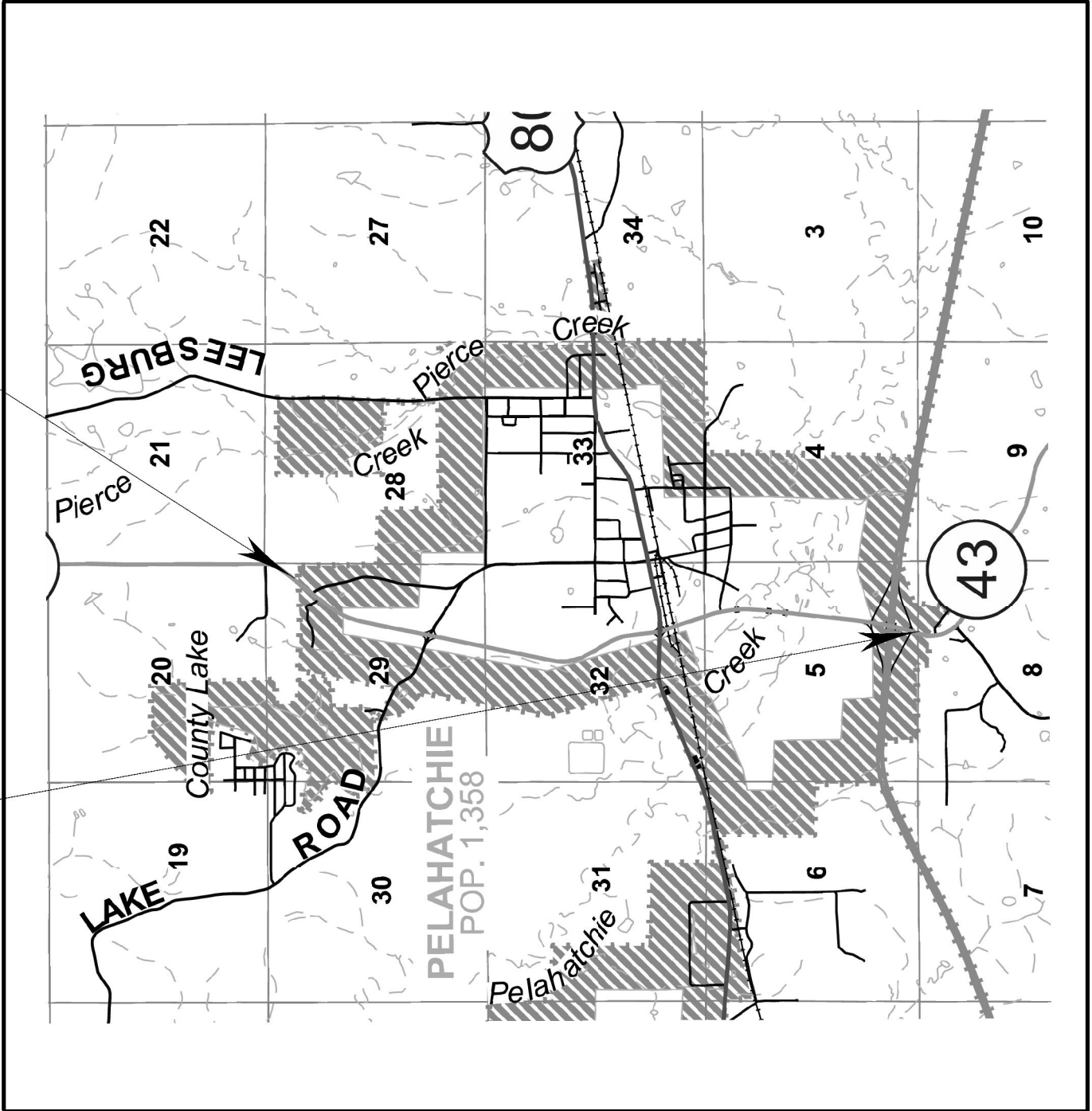
Incidental work such as removing vegetation, shaping and compacting shoulders, removing and resetting signs and/or mailboxes, removing excess asphalt material, project clean-up, and other items of incidental work necessary to complete the project will not be measured for separate payment and will be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

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

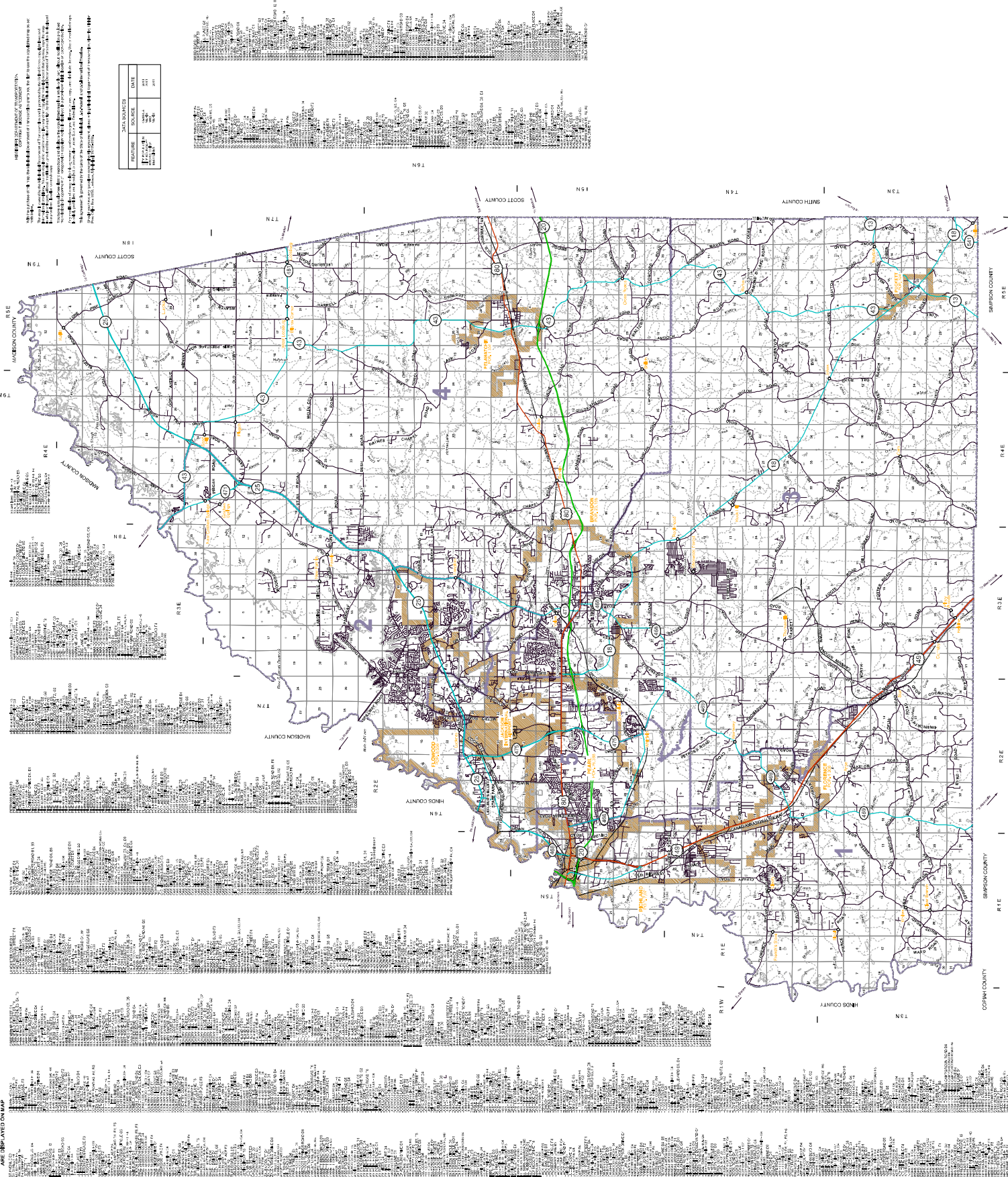
There is a railroad crossing located on SR 43 at Station 66+00 just south of HWY 80. The Contractor will be required to comply with all applicable Railway-Highway Provisions.

RANKIN COUNTY
MP-5043-61(011) 307913/301000
(SR 43 from South of I-20 to Pelahatchie City Limits)

BOP STA. 8+93 ————— **EOP STA. 164+43**



NOTAL BOUNDARIES BY INDEX



THE MISSISSIPPI DEPARTMENT OF TRANSPORTATION, MISSISSIPPI DEPARTMENT OF REVENUE, MISSISSIPPI DEPARTMENT OF LAND AND FORESTRY, MISSISSIPPI DEPARTMENT OF AGRICULTURE, MISSISSIPPI DEPARTMENT OF EDUCATION, MISSISSIPPI DEPARTMENT OF HEALTH, MISSISSIPPI DEPARTMENT OF SOCIAL SECURITY, MISSISSIPPI DEPARTMENT OF COMMUNITY DEVELOPMENT, MISSISSIPPI DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES, MISSISSIPPI DEPARTMENT OF GENERAL INVESTIGATION, MISSISSIPPI DEPARTMENT OF LABOR, MISSISSIPPI DEPARTMENT OF PUBLIC SAFETY, MISSISSIPPI DEPARTMENT OF REVENUE, MISSISSIPPI DEPARTMENT OF TRANSPORTATION, MISSISSIPPI DEPARTMENT OF LAND AND FORESTRY, MISSISSIPPI DEPARTMENT OF AGRICULTURE, MISSISSIPPI DEPARTMENT OF EDUCATION, MISSISSIPPI DEPARTMENT OF HEALTH, MISSISSIPPI DEPARTMENT OF SOCIAL SECURITY, MISSISSIPPI DEPARTMENT OF COMMUNITY DEVELOPMENT, MISSISSIPPI DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES, MISSISSIPPI DEPARTMENT OF GENERAL INVESTIGATION, MISSISSIPPI DEPARTMENT OF LABOR, MISSISSIPPI DEPARTMENT OF PUBLIC SAFETY.

SYMBOL	NAME	DATE
[Symbol]	[Name]	[Date]
[Symbol]	[Name]	[Date]
[Symbol]	[Name]	[Date]
[Symbol]	[Name]	[Date]
[Symbol]	[Name]	[Date]

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[Grid of township and range coordinates]

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Notice of Public Hearing

G. 5557-02

LEGEND

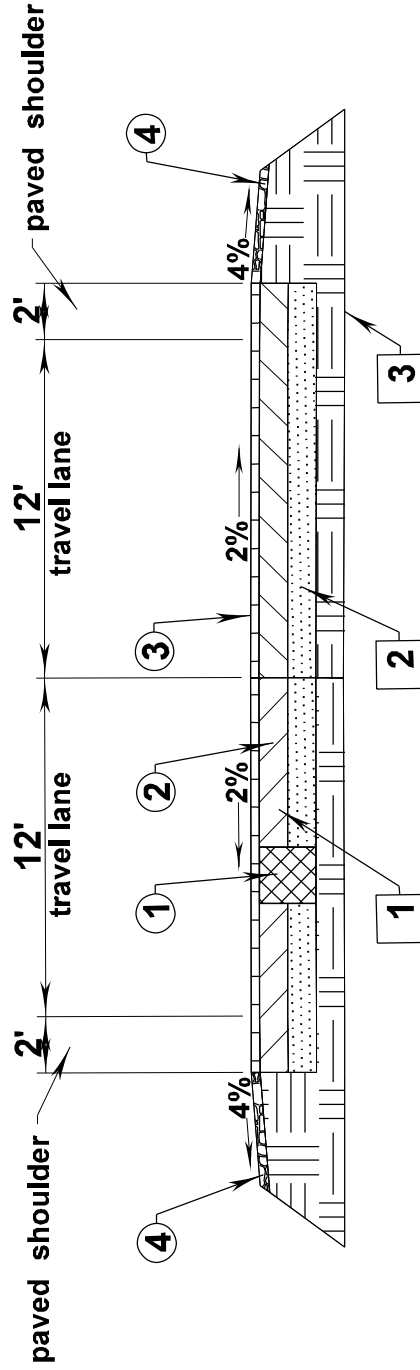
- STATE HIGHWAYS
- FEDERAL HIGHWAYS
- INTERSTATE HIGHWAYS
- COUNTY BOUNDARY
- RAILROADS
- SUPERVISOR DISTRICT
- NATIONAL PARKS
- NATIONAL FOREST
- INTERNATIONAL AIRPORT
- AIRPORT
- GENERAL-HIGHWAY MAP
- LOCAL COUNTIES
- CHEZ BOUCHE
- UNINCORPORATED PLACES
- WATERWAYS
- WATER
- WETLANDS
- UNINCORPORATED PLACES
- WETLANDS

RANKIN COUNTY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
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RANKIN COUNTY
MP-5043-61(011) 307913/301000
(SR43 from S of I-20 to Pelahatchie City Limits)
BOP STA. 8+93 - EOP STA. 164+43



1 Existing 5" and variable asphalt pavement.

2 8" of cement-treated base.

3 8" of granular material.

4 - proposed asphalt

- failed area

- existing asphalt

- cement treated base

- crushed stone

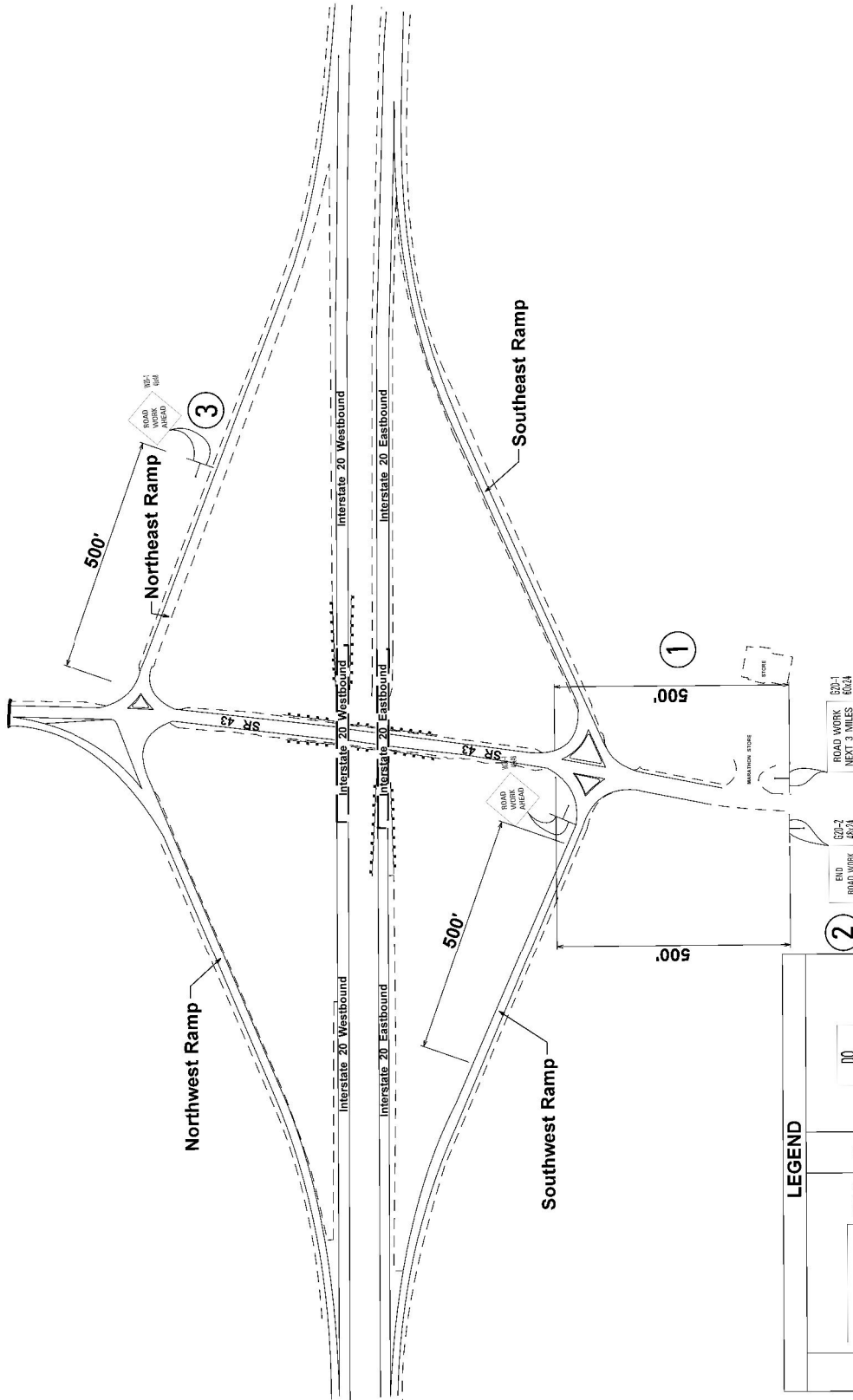
1 Repair failed areas full depth with 12.5mm, Mix, MT Leveling

2 Mill existing asphalt pavement a depth of 1½"

3 Overlay with 2" and variable 12.5mm, Mix, MT.

4 Shoulders shall be cut to 4% where applicable (or as directed by the Engineer) crushed stone shall be placed in area where insufficient suitable material is present to reestablish shoulder to new asphalt grade.

RANKIN COUNTY
MP-5043-61(011) 307913/301000
(detail construction sign schedule #1)



LEGEND		
①	ROAD WORK NEXT MILES G20-1 60x24	DO NOT PASS R4-1 24x30
②	END ROAD WORK G20-2 48x24	PASS WITH CARE R4-2 24x30
③	ROAD WORK AHEAD W20-1 48x48	NO PASSING ZONE W14-3 36x48x48

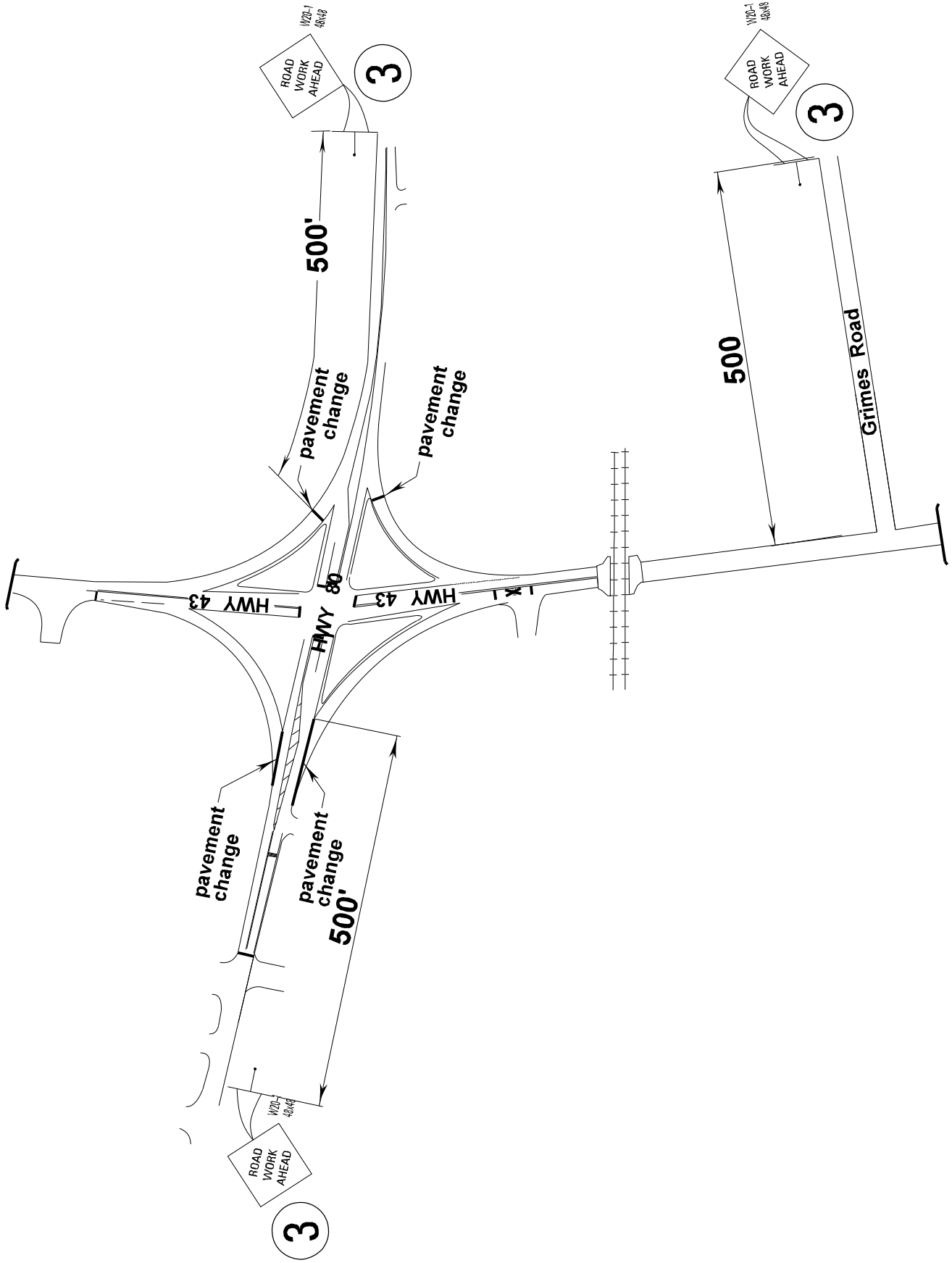
NOTES:

- ONE (1) W20-1 "ROAD WORK AHEAD" SIGN IS REQUIRED AT EACH LOCAL ROAD, STREET, OR HIGHWAY ENTERING THE PROJECT.
- G20-1 AND G20-2 SIGNS MOUNTED ON TYPE III DOUBLE FACED BARRICADE.
- R4-1 "DO NOT PASS", R4-2 "PASS WITH CARE", AND W14-3 "NO PASSING ZONE" signs are required in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) if No. Passing zone as 1000 ft or more. Install additional "DO NOT PASS" signs on maximum spacing of 750 ft.
- FIELD CONDITIONS MAY REQUIRE SOME SIGNS ON THIS DETAIL TO BE ADJUSTED.
- THE ABOVE SHOWN ITEMS WILL BE PAID UNDER THE APPROPRIATE PAY ITEMS.

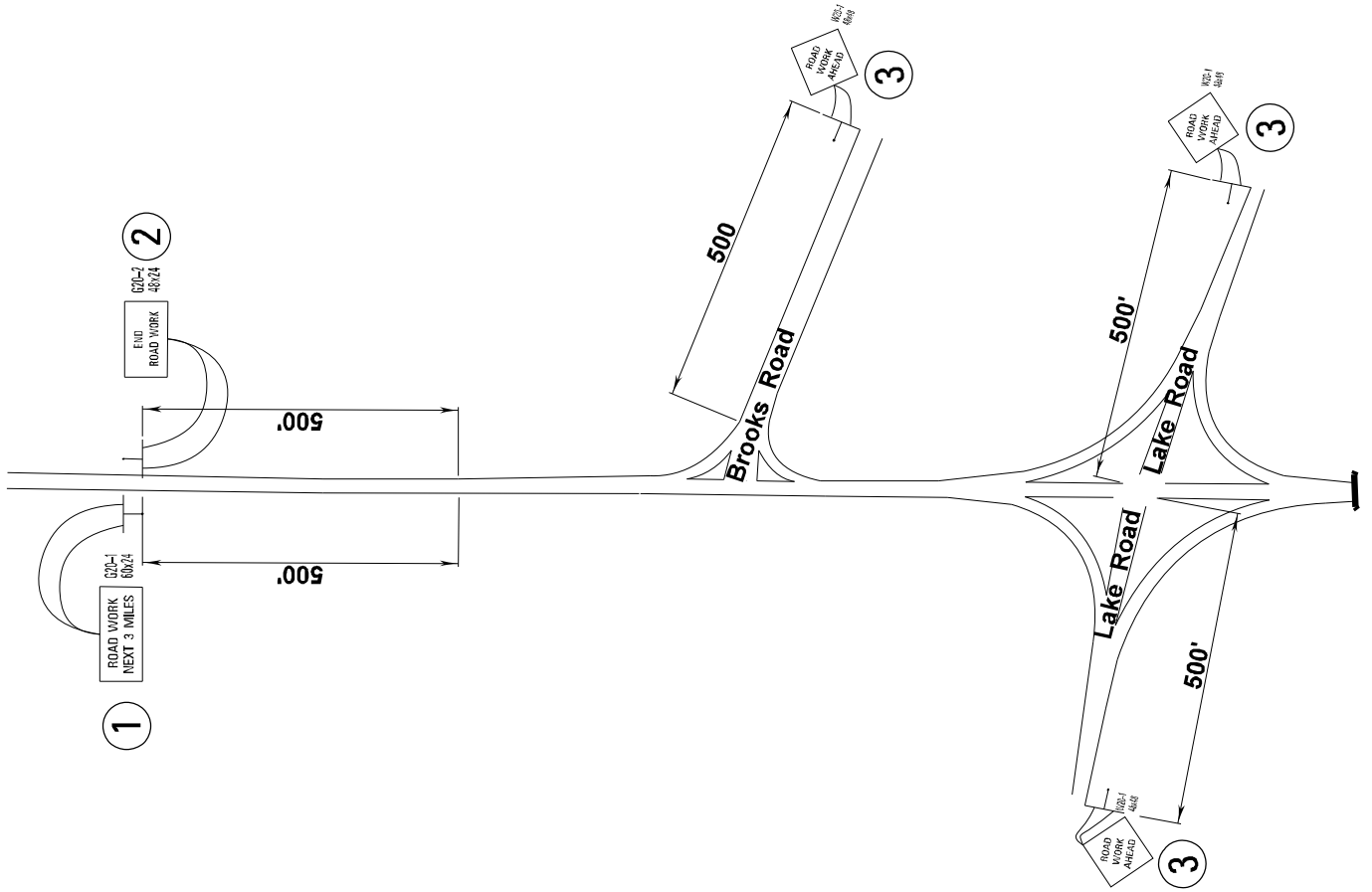
*** Traffic Control Signs Required**

- G20-1 Road Work Next 3 Miles 2
- G20-2 End Road Work Ahead 2
- G20-1 Barricades 2
- G20-2 Barricades 2
- R4-1 Do Not Pass 18
- R4-2 Pass With Care 8
- W14-3 No Passing Zone 10
- W20-1 Road Work Ahead 7

RANKIN COUNTY
MP-5043-61(011) 307913/301000
(detail construction sign schedule #2)



RANKIN COUNTY
MP-5043-61(011) 307913/301000
(detail construction sign schedule #3)



STATION	SIGN NUMBER	Sign thickness (in.)	Sign Height ft	Sign Width ft	AREA (sf)	PIPE POSTS (lf)				U POST (lf)		(7/16" x 2-1/2") BARS 3.72 lbs/lf	Class "B" Conc (cy)	REMARKS
						3"	3-1/2"	4"	5"	2 lb/ft	3 lb/ft			
						3"	3-1/2"	4"	5"	2 lb/ft	3 lb/ft			
52+47	S1-1	0.08	3	3	9									School Advance
58+83	M1-4	0.08	2	2	4									US 80
58+99	W8-13	0.125	3	3	9									Bridge Ices Before Road
59+98	S1-1	0.08	3	3	9									School Advance
60+57	W10-2	0.08	3	3	9									HWY-Rail Grade crossing
69+64	R1-1	0.125	4	4	16									Stop
62+02	W3-1	0.125	4	4	16									Stop ahead symbol
84+96	W1-2R	0.125	2.5	2.5	6.25									right curve
137+73	R2-1	0.08	2.5	2	5									speed limit 55
Brooks ave E	R1-2	0.125	3	3	9									yield
Brooks ave E	R10-7	0.08	2.5	2.5	6.250									Do Not Enter
Brooks ave E	R5-1	0.08	3	3	9.000									Do Not Enter
163+10	W1-2L	0.125	2.5	2.5	6.25									left curve
Total this sheet =						113.750	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

*Signs attached to pipe post shall be mounted on the existing post and footing, removal of existing signs shall be absorbed in other items bid.

Guardrail Quantities																
Station 1	Station 2	LOCATION (L/T/RT)	W-BEAM		THIRIE BEAM		FLARED		TANGENT		TYPE "D" MOD	DELINEATORS		Type 3 Object Markers (EA)	GUARDRAIL REMOVAL (LF)	REMARKS
			(LF)	(LF)	TRANS. SECT. (LF)	THIRIE BEAM (LF)	TERMINAL END SECT. (EA)	TERMINAL END SECT. (EA)	WHITE (EA)	YELLOW (EA)						
11+00	14+38	RL	282.5						2			11			337.5	
10+90	14+15	LL	250						2			11			325	
36+08	38+21	RL	150						1	1		7	1		212.5	
37+06	38+19	LL	50						1	1		4	1		112.5	
39+08	42+21	RL	262.5							2		9	2		312.5	
39+08	42+21	LL	262.5							2		9	2		312.5	
43+09	44+09	RL	37.5						1	1		4	1		100	
43+09	45+22	LL	150						1	1		7	1		212.5	
47+90	49+90	RL	137.5						1	1		6	1		200	
48+90	49+90	LL	37.5						1	1		4	1		100	
50+89	52+02	RL	50						1	1		4	1		112.5	
52+96	55+09	LL	150						1	1		7	1		212.5	
			1800	0	0	0	0	0	12	12	12	82	0	12	2550	
			L.F.	EA.	LF.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	LF.	

* REMOVAL OF ALL GUARDRAIL (BRIDGE END SECTIONS, W-BEAM, TYPE-I CABLE ANCHORAGE, TERMINAL END SECTIONS, ETC.) WILL BE PAID UNDER PAY ITEM 202-B REMOVAL OF GUARD RAIL.
 * REMOVAL OF GUARDRAIL DELINEATORS ARE CONSIDERED INCIDENTAL TO THE REMOVAL OF GUARDRAIL AND WILL NOT BE MEASURED AS A SEPARATE PAY ITEM.
 * ALL GUARDRAIL REMOVED ITEMS (METAL RAIL AND METAL POSTS, WOODEN POSTS, ALL BLOCKOUTS, CONCRETE ANCHORS, ETC.) WILL BE THE PROPERTY OF THE CONTRACTOR.
 * TOTAL GUARDRAIL LENGTH IS BASED ON A TERMINAL END SECTION OF A DIFFERENT LENGTH IS USED, THE LENGTH OF THE W-BEAM MAY HAVE TO BE ADJUSTED.

619-D2001 Standard Roadside Construction Signs (10 Sq. Ft. or More) 307913/301000						
STATION	LOCATION	DESCRIPTION	QUANTITY	UNIT	REMARKS	
3+00	RT	G20-1 (Road Work Next 4 Miles)	10	SF	500' West Of BOP	
	RT	W20-1	16	SF	500' East of NE 120 Ramp Pavement Change	
	RT	W20-1	16	SF	500' West of SW 120 Ramp Pavement Change	
	RT	W20-1	16	SF	500' East Grimes St	
	RT	W20-1	16	SF	500' East of US 80 Pavement Change	
	RT	W20-1	16	SF	500' East Lake Rd	
	LT	W20-1	16	SF	500' West Lake Rd	
	LT	W20-1	16	SF	500' West of US 80 Pavement Change	
	RT	W20-1	16	SF	500' East Brooks Ave	
164+43	LT	G20-1 (Road Work Next 4 Miles)	10	SF	500' East of EOP	
		Total	148	SF		

619-D1001 Standard Roadside Construction Signs (Less than 10 Sq. Ft.) 307913/301000					
Station	Location	Description	Quantity	Unit	Remarks
8+93	RT	W14-3	5.56	SF	
8+93	LT	R4-1	5	SF	
16+25	LT	R4-1	5	SF	
16+43	RT	R4-1	5	SF	
23+60	RT	R4-2	5	SF	
23+75	LT	W14-3	5.56	SF	
37+00	RT	W14-3	5.56	SF	
44+50	RT	R4-1	5	SF	
46+40	LT	R4-2	5	SF	
52+00	RT	R4-1	5	SF	
57+00	LT	R4-1	5	SF	
59+50	RT	R4-1	5	SF	
64+50	LT	R4-1	5	SF	
67+00	RT	R4-1	5	SF	
72+00	LT	R4-1	5	SF	
73+00	RT	R4-2	5	SF	
79+50	LT	W14-3	5.56	SF	
82+50	RT	W14-3	5.56	SF	
88+50	RT	R4-1	5	SF	
93+60	LT	R4-2	5	SF	
94+75	RT	R4-2	5	SF	
98+40	LT	R4-1	5	SF	

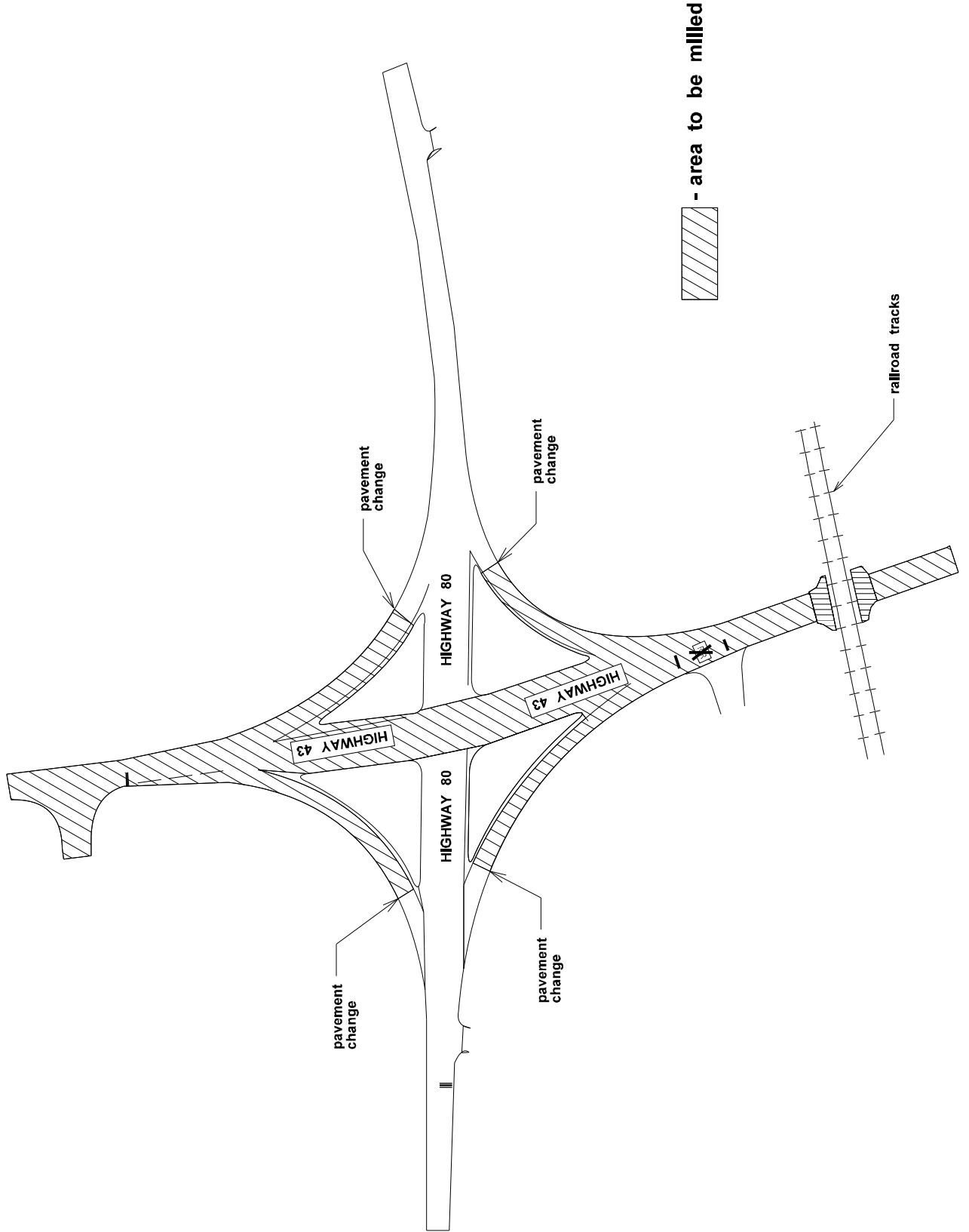
619-D1001 Standard Roadside Construction Signs (Less than 10 Sq. Ft.) 307913/301000						
Station	Location	Description	Quantity	Unit	Remarks	
103+40	LT	W14-3	5.56	SF		
118+75	RT	W14-3	5.56	SF		
123+75	RT	R4-1	5	SF		
128+80	LT	R4-2	5	SF		
129+00	RT	R4-2	5	SF		
134+50	LT	R4-1	5	SF		
139+50	LT	W14-3	5.56	SF		
139+50	RT	W14-3	5.56	SF		
147+00	RT	R4-1	5	SF		
149+00	LT	R4-2	5	SF		
154+50	RT	R4-1	5	SF		
156+93	LT	R4-1	5	SF		
164+43	LT	W14-3	5.56	SF		
164+43	RT	R4-1	5	SF		
	LT	G20-2	8	SF	500' South of BOP	
	RT	G20-2	8	SF	500' North of EOP	
	RT	G20-2	8	SF	500' East of US 80 Pavement Change	
	LT	G20-2	8	SF	500' West of US 80 Pavement Change	
	LT	G20-2	5.56	SF	500' South of BOP	
		TOTAL	223.16			
619-G4005 Barricades, Type III, Double Faced 307913/301000						
Location	Station	Description	Quantity	Unit	Description	
8+93	RT	500' South of BOP	6	LF	Mounted on G20-1	
8+93	LT	500' South of BOP	6	LF	Mounted on G20-2	
164+43	RT	500' North of EOP	6	LF	Mounted on G20-1	
164+43	LT	500' North of EOP	6	LF	Mounted on G20-2	
		TOTAL	24	LF		

Removal of Asphalt Failed Areas, All Depths										
Location	STA	to	STA	Length (ft)	Width (ft)	Saw Cuts (ft)	Area (SY)	Estimated Asphalt Req. (TONS)	Estimated Excess	REMARKS
RT	1000		1006	6	12	36	8	2.7		
RT	1259		1269	10	24	68	26.67	9		
				Totals		104	34.67	11.7	0	

*QUANTITIES WERE ROUNDED ON ESTIMATE QUANTITIES TO BE USED AS DIRECTED BY THE ENGINEER.

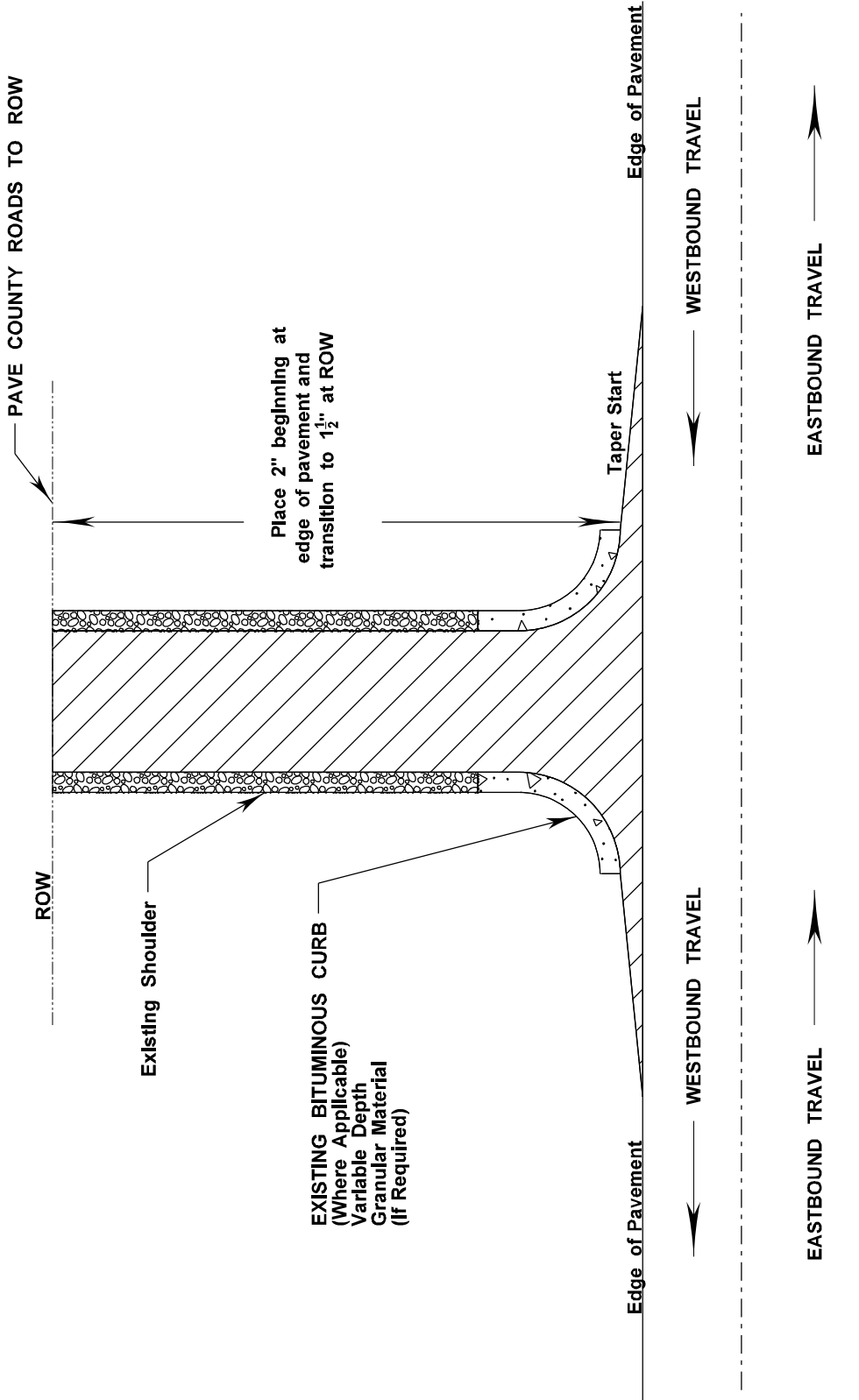
Edge Drain Installation					
Beginning Station	Ending Station	Location	605-H001 Edge Drain (LF)	605-I001 Edge Drain Outlets/Vents (LF)	221-A001 Concrete Paved Ditch (CY)
09+50	14+00	Northbound	450	48.0	1.45
10+00	13+50	Southbound	350	36.0	1.09
Totals:			800	84	3
Note: Locations and Measurements are Approximate and may Vary With Field Conditions					
According to the standard specifications the edge drain unit price shall be full compensation for all items necessary to complete the work. This includes, but not limited to, all labor, materials, tools, equipment and incidentals including saw cuts, trenching, disposing of trenched material, granular material and bituminous pavement mixture.					

RANKIN COUNTY
MP-5043-61(011) 307913/301000
(milling detail at railroad)




RANKIN COUNTY
MP-5043-61(011) 307913301000

MILLING AND PAVING DETAIL
COUNTY ROADS WITH CURB AND GUTTER



NOTES:

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

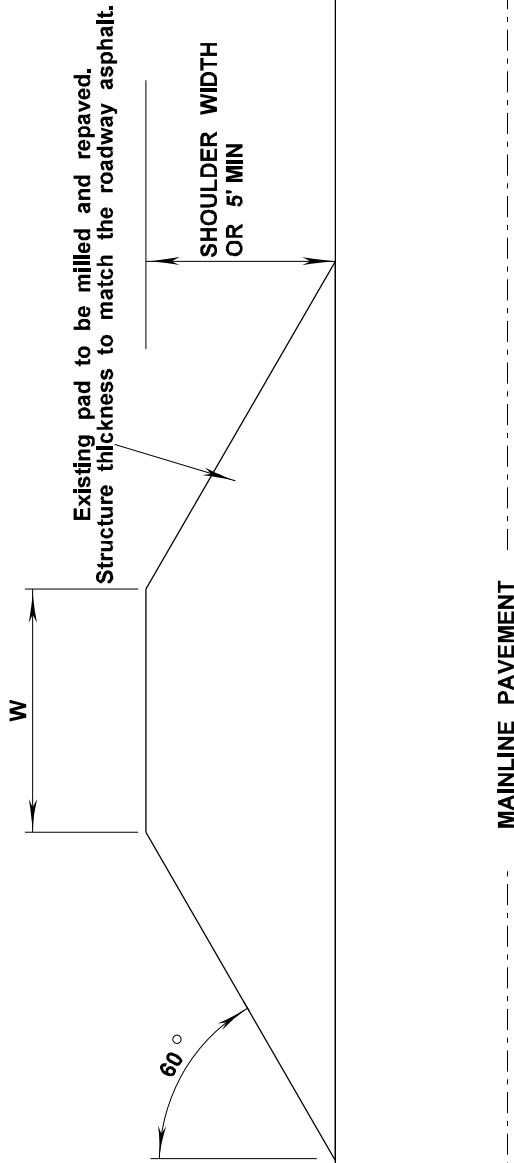
Milling & Paving area - 

Locations

- Grimes Street
- Lake Road
- Brooks Street

RANKIN COUNTY
MP-5043-61(011) 307913/301000

DRIVEWAY PAD DETAIL

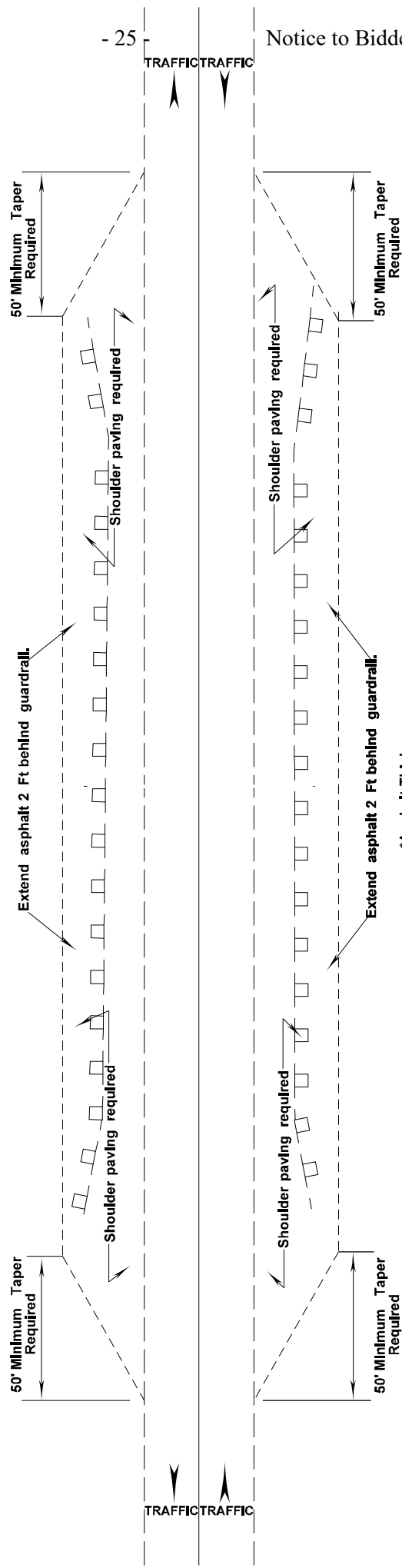


W = 16' MAX RESIDENTIAL
W = 30'-50' COMMERCIAL

NOTE:

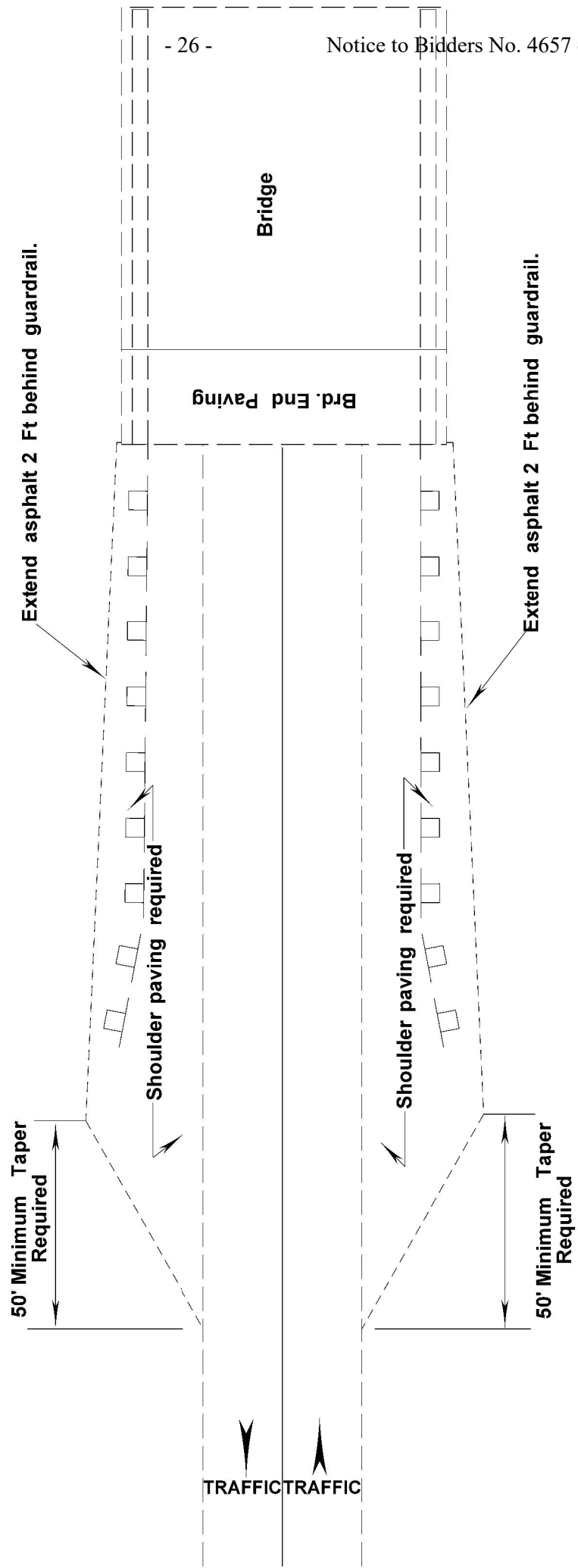
THE ASPHALT ON THE EXISTING DRIVEWAY/RAMP PADS ARE TO REMAIN IN THEIR CURRENT SIZE AND LOCATION AND MILLED/OVERLAID. IF, IN THE OPINION OF THE ENGINEER, A PAD SHOULD BE MODIFIED OR REPLACED, PAYMENT WILL BE MADE FOR THE WORK USING THE APPROPRIATE PAY ITEMS. GRANULAR MATERIAL SHOULD BE PLACED AROUND THE PADS AS REQUIRED.

RANKIN COUNTY
MP-5043-61(011) 307913/301000
TYPICAL DETAIL OF ADDITIONAL SHOULDER PAVING
REQUIRED AT GUARDRAIL LOCATIONS



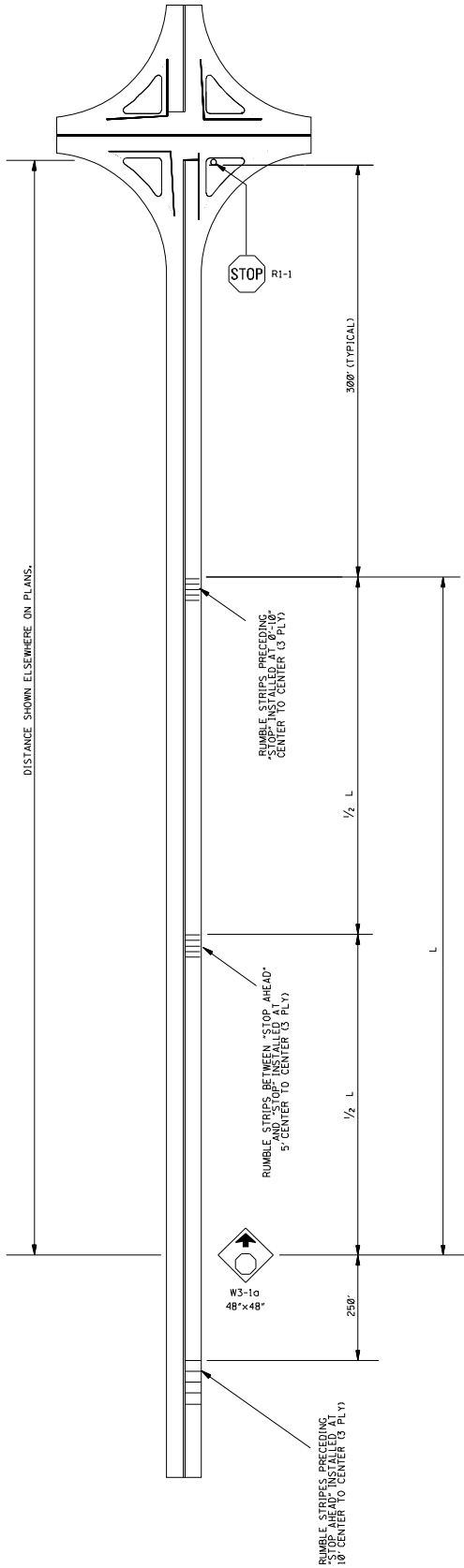
*Asphalt Thickness
 See scope of work for additional details

RANKIN COUNTY
MP-5043-61(011) 307913/301000
DETAIL OF ADDITIONAL SHOULDER PAVING
REQUIRED AT GUARDRAIL LOCATIONS



*Asphalt Thickness
See scope of work for additional details

FMS CON: 307913201000
 STATE PROJECT NO.
 MISS. MP-5043-61(011)



- NOTES:
 INSTALL RUMBLE STRIPS AS SHOWN:
1. ONE SET OF RUMBLE STRIPS APPROXIMATELY 250 FT. FROM "STOP AHEAD".
 2. ONE SET OF RUMBLE STRIPS APPROXIMATELY 300 FT. FROM "STOP".
 3. ONE SET OF RUMBLE STRIPS APPROXIMATELY HALFWAY BETWEEN FIRST AND LAST SET.
 4. RUMBLE STRIPS TO BE THERMOPLASTIC (120 MIL/EACH, 360 MIL TOTAL).
 5. FIVE RUMBLE STRIPS PER SET MINIMUM.
 6. INSTALLATION MAY VARY DUE TO TERRAIN.
 7. SIGNS SHOULD BE 48" FOR CHANNELIZED INTERSECTION, 36" FOR NON-CHANNELIZED INTERSECTION.

NOT TO SCALE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

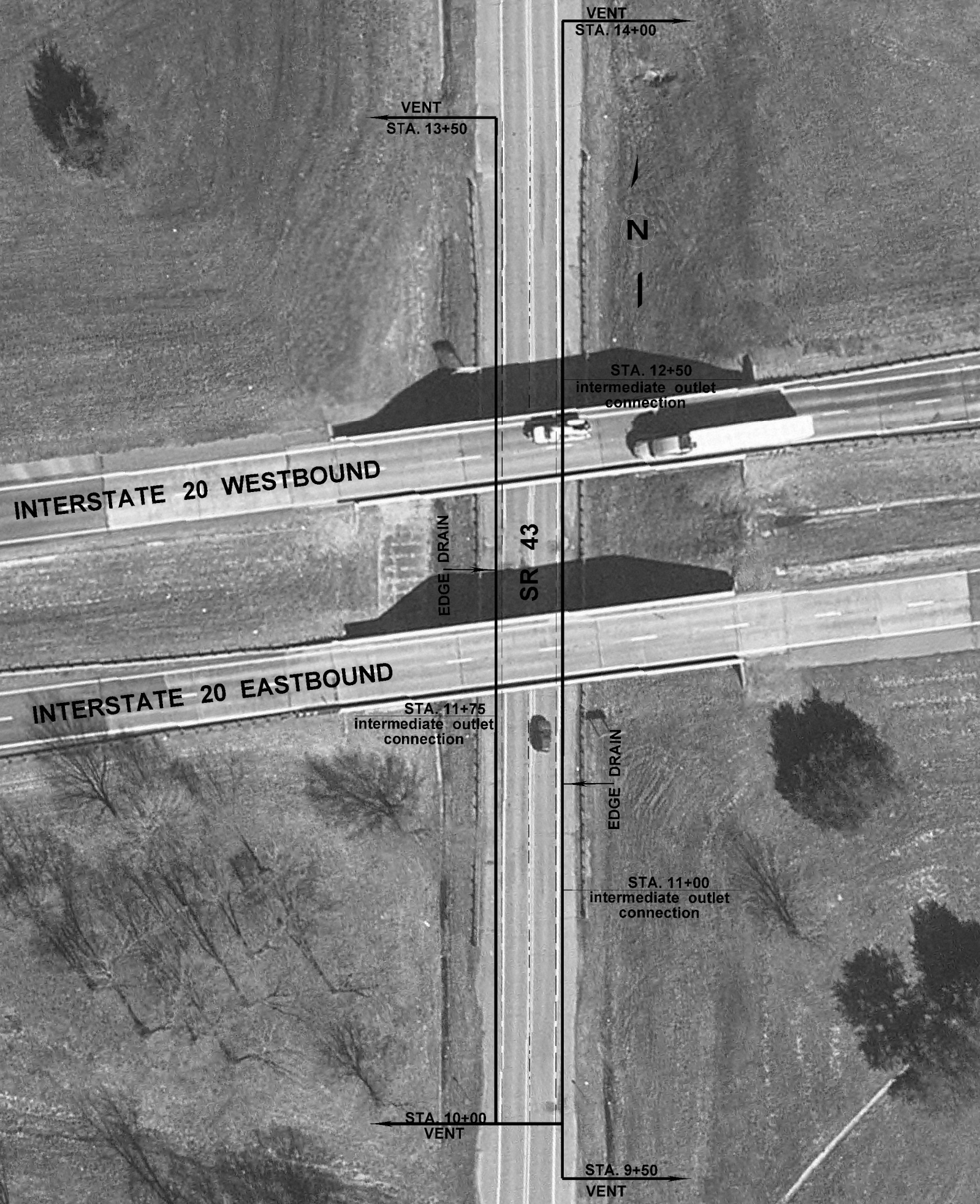
STOP SIGN RUMBLES

PROJ. NO.: MP-5043-61(011)
 COUNTY: RANKIN
 FILENAME: DWG6.dwg

DESIGN TEAM: UPDATE
 CHECKED: UPDATE
 DATE: 05/27

DATE	REVISION


DESIGN NUMBER: SPSSR-1
 SHEET NUMBER: 1
 \$PG\$



Untitled Map

Write a description for your map.

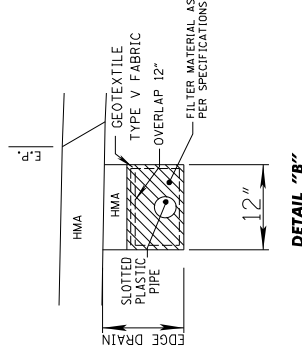
Legend

 Polygon Measure

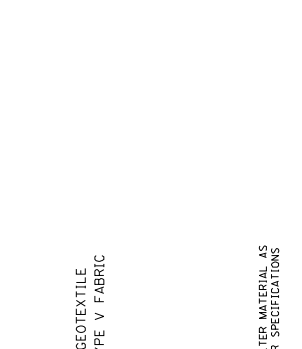


100 ft

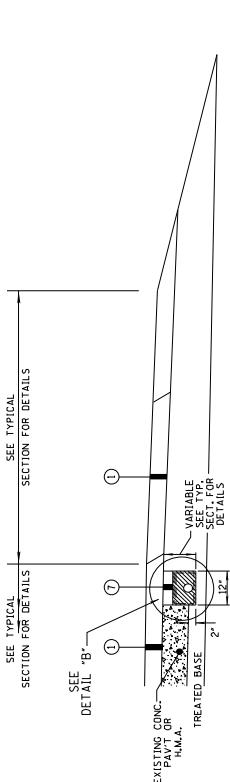




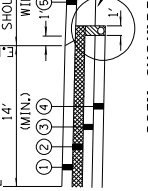
DETAIL "A"



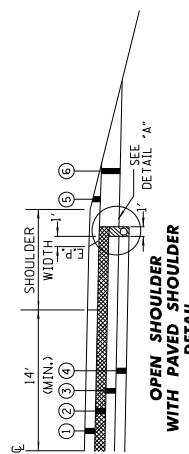
DETAIL "B"



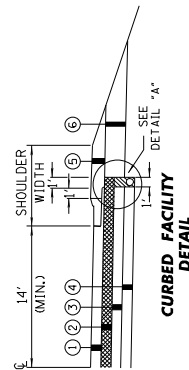
EDGE DRAIN ADDED TO EXISTING FACILITY



OPEN SHOULDER DETAIL



OPEN SHOULDER WITH PAVED SHOULDER DETAIL

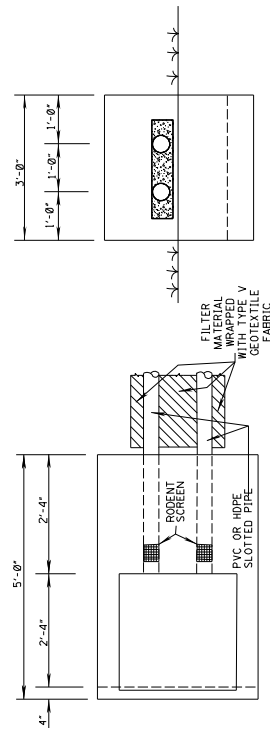


CURBED FACILITY DETAIL

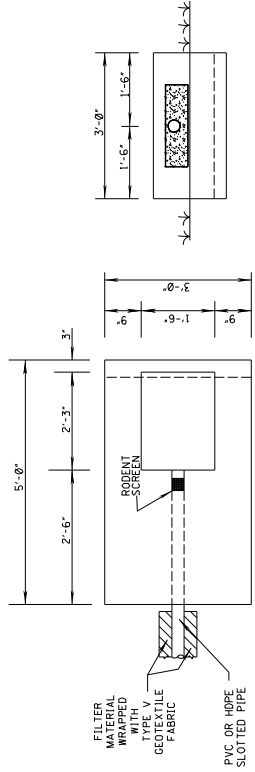
DETAIL OF RODENT SCREEN
 3/8 GALVANIZED HARDWARE CLOTH, 0.853 WIRE OR EQUAL FORMED TO FIT SAUG TO INSIDE OF PIPE. COST OF THE RODENT SCREEN TO BE ABSORBED IN PAY ITEM 605-001 (EDGE DRAIN OUTLET) (SEE NOTE 6 EDD-2)

NOTES:
 1. URBAN EDGE DRAIN OUTLETS TO TIE INTO INLETS. ALL COSTS SHALL BE COVERED UNDER OUTLETMENT PAY ITEMS.
 2. EDGE DRAINS SHALL BE REQUIRED ONLY ON THE LOW SIDE OF SUPERELEVATION.
 3. .363 C.Y. CLASS "C" CONCRETE REQUIRED FOR 5' x 3' APRON.
 4. FOR MORE DETAILS SEE SHEET EDD-2

- 1 ASPHALT
- 2 DRAINABLE LAYER
- 3 LEA GRANULAR OR CRUSHED AGGREGATE
- 4 CHEMICALLY TREATED SUB-GRADE
- 5 SHOULDER GRANULAR
- 6 UNTREATED GRANULAR
- 7 3" ASPHALT



DETAIL OF DUAL EDGEDRAIN OUTLET APRON

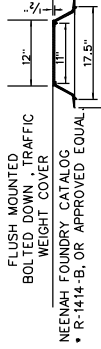


DETAIL OF EDGEDRAIN OUTLET APRON

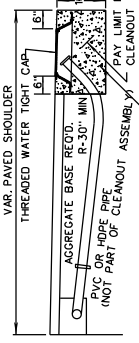
NOTES

- ① CLEANOUT ASSEMBLY TO BE USED WHEN BIDDING OR CONTRACTS ARE PERFORMED THROUGH NORMAL VENT & OUTLET INSTALLATIONS. MINIMUM DIMENSIONS ARE SHOWN FOR CLEANOUT ASSEMBLY. TRAFFIC WEIGHT COVER SHALL HAVE TWO SCREWS OR ONE SCREW AND RETAINING LUG. CLEANOUT ASSEMBLY TO BE INSTALLED AT THE DIRECTION OF THE ENGINEER. COST OF CASTING TO BE ABSORBED IN OTHER ITEMS
- ② DETAILS SHOWN ALSO APPLY TO DUAL OUTLET OR DUAL VENTING INSTALLATIONS.
- ③ PVC PIPE SHALL BE EITHER SCHEDULE 40 OR SCHEDULE 80 POLYVINYL CHLORIDE PLASTIC PIPE.
- ④ THE CONTRACT UNIT PRICES PAID FOR EDGE DRAIN AND EDGE DRAIN OUTLETS/VENTS SHALL BE FULL COMPENSATION FOR FURNISHING ALL LABOR, MATERIALS, TOOLS, EQUIPMENT, AND INCIDENTALS AND FOR DOING ALL THE WORK INVOLVED IN CONSTRUCTING EDGE DRAINS AND EDGE DRAIN OUTLETS/VENTS COMPLETE IN PLACE, INCLUDING WIRE MESH COVERS, PIPE AND PIPE FITTINGS, COUPLINGS, UNGRAINED PERMEABLE MATERIAL, BITUMINOUS PAVEMENT MIXTURE TRENCHING, DISPOSAL OF TRENCHED MATERIALS AND OTHER MISCELLANEOUS APPURTENANCES AS SHOWN ON THE PLANS AND AS SPECIFIED IN THE STANDARD SPECIFICATIONS AND IN THIS SPECIAL PROVISION.
- ⑤ 0.20 C.Y. CLASS "C" CONCRETE REQUIRED FOR CLEANOUT ASSEMBLY. TO BE PAID FOR AS PAVED DITCH
- ⑥ SMALL ANIMAL GUARDS SHALL BE REQUIRED ON ALL EXPOSED PIPE OPENINGS BY THE END OF THE WORK DAY INSTALLED. PAYMENTS ASSOCIATED WITH TEMPORARY GUARDS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EDGE DRAIN OUTLETS/VENTS
- ⑦ AN OUTLET OR VENT SHALL BE REQUIRED AT THE BEGINNING AND AT THE END OF EACH RUN OF EDGE DRAIN.
- ⑧ FOR MORE DETAILS SEE SHEET EDD-1
- ⑨ ALL FITTINGS AND JOINTS TO BE CONSTRUCTED WITH SMOOTH INTERIOR WALLS.
- ⑩ EDGE DRAIN MARKER IS REQUIRED AT ALL DRAIN OUTLETS & VENTS. THE MARKER SHALL BE MADE WITH A PREFORMED TYPE OF PLASTIC TRAFFIC TABLE. ALL TAPE TO BE WHITE, SELF ADHESIVE. MARKER TO BE 4" WIDE AND 16" LONG AND RISE TO MATCH THE CREST OF THE DRAIN. MARKER TO BE UNIFORM IN COLOR AND FINISH. THE COST OF MARKER TO BE ABSORBED IN OTHER ITEMS.

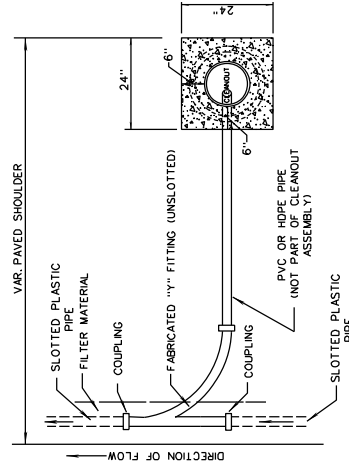
CLEANOUT ASSEMBLY DETAIL (SEE NOTE 1)



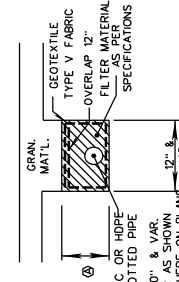
FLUSH MOUNTED
BOLTED DOWN, TRAFFIC
WEIGHT COVER
NEENAH FOUNDRY CATALOG
• R-1414-B, OR APPROVED EQUAL



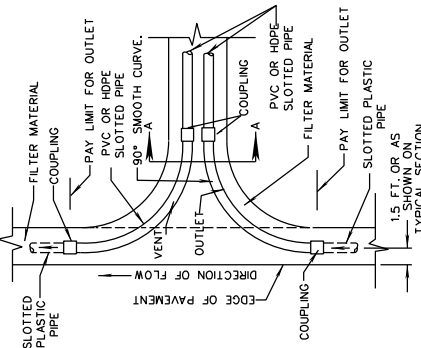
SECTION-CLEANOUT ASSEMBLY DETAIL



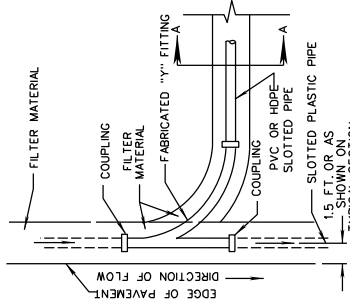
PLAN-CLEANOUT ASSEMBLY DETAIL



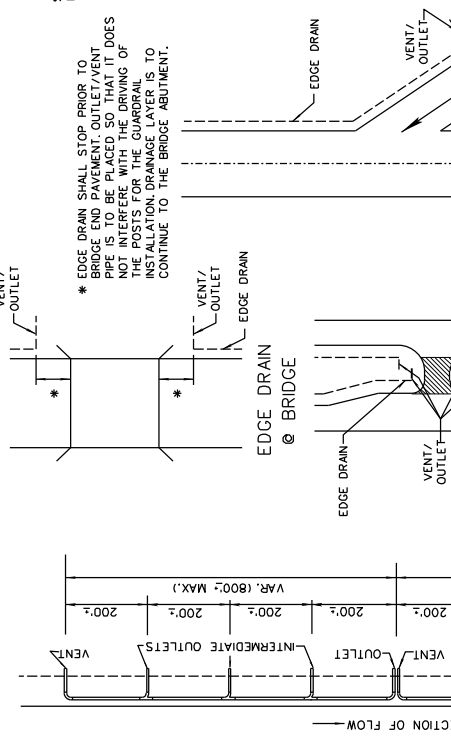
SECTION 'A-A'



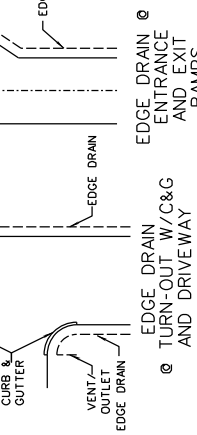
OUTLET AND VENT CONNECTION PLAN VIEW (SEE NOTE 2)



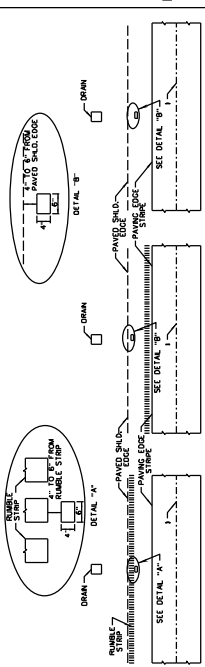
INTERMEDIATE OUTLET CONNECTION PLAN VIEW



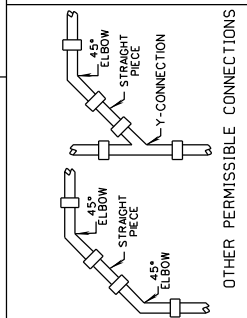
TYPICAL EDGE DRAIN INSTALLATION



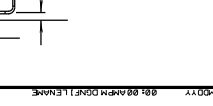
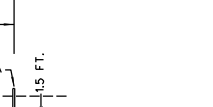
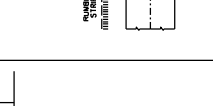
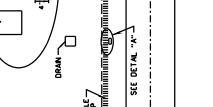
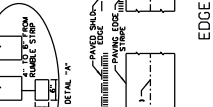
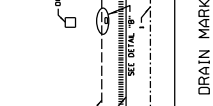
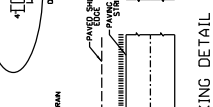
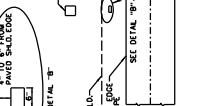
EDGE DRAIN @ TURN-OUT W/C&G AND DRIVEWAY



EDGE DRAIN MARKING DETAIL



OTHER PERMISSIBLE CONNECTIONS



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAIL OF EDGE DRAINS

PRECEDENCE: MINOR

NOT FOR CONSTRUCTION

WORK NUMBER: EDD-2

SHEET NUMBER: 1-1

PROJECT: PROJECT NO. 46

COUNTY: COUNTY UPDATE

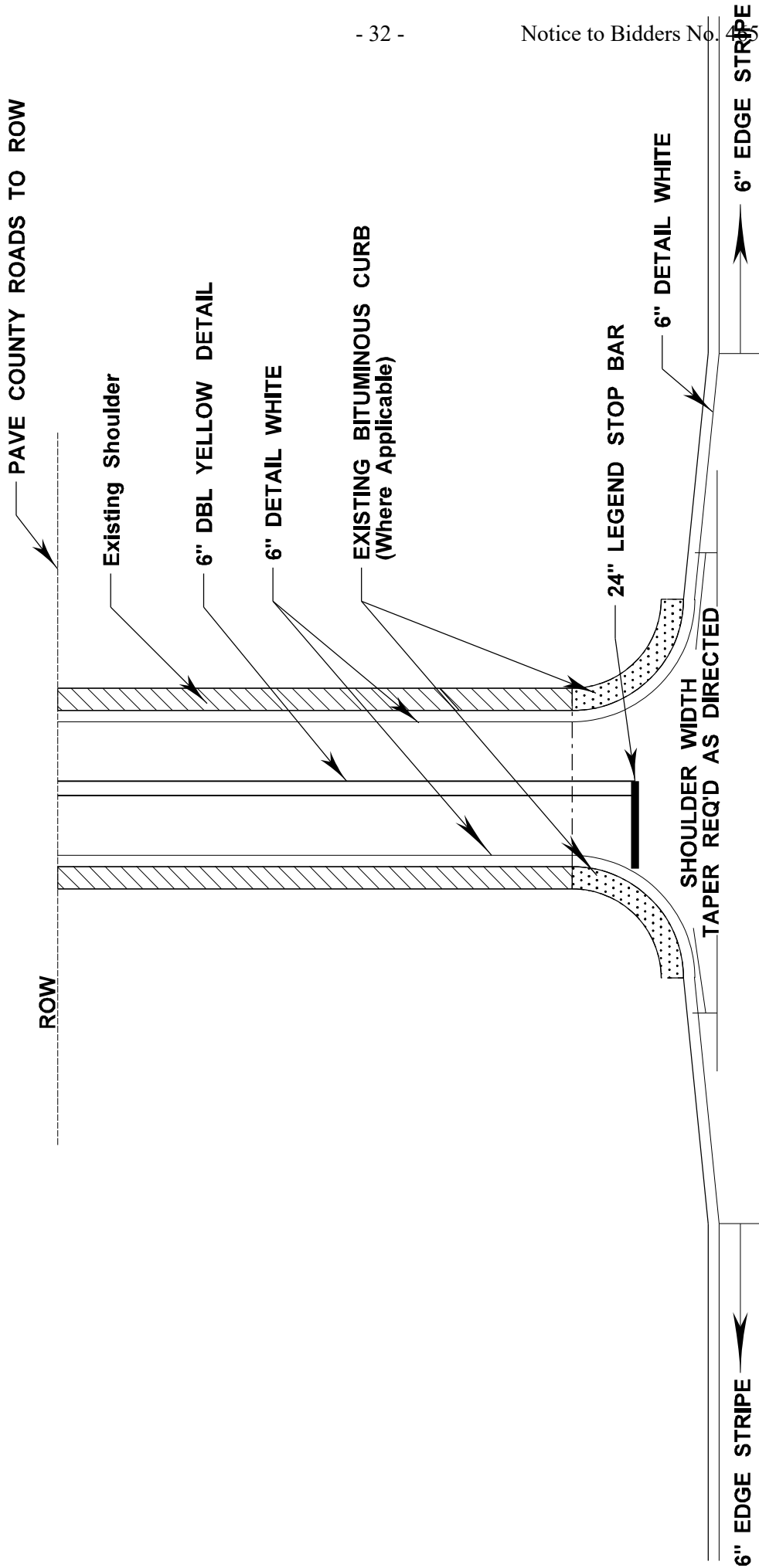
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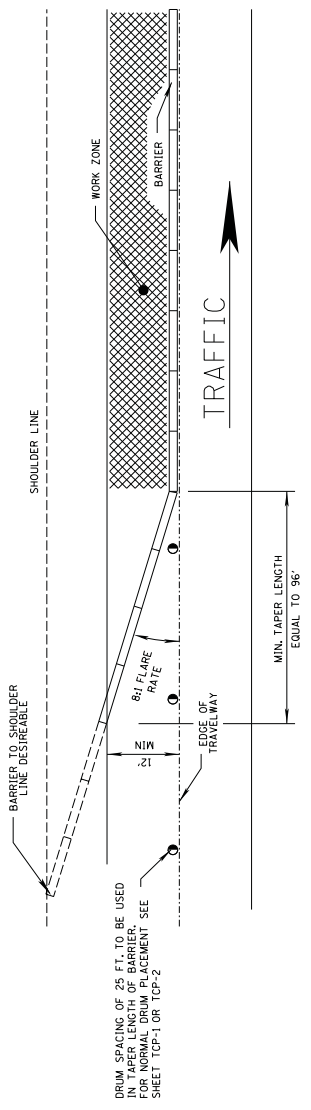
DESIGN TEAM: UPDATE CHECKED: UPDATE DATE: UPDATE

SCALE: \$PG\$

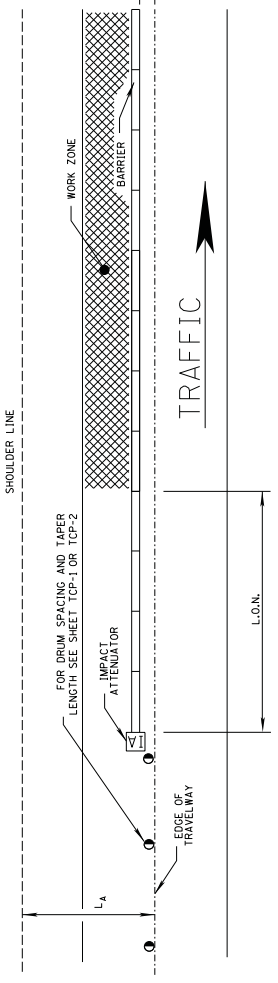
RANKIN COUNTY
MP-5043-61(011) 30913/301000

STRIPE DETAIL - COUNTY ROADS





DETAIL OF POSITIVE BARRIER WITH TAPER



DETAIL OF POSITIVE BARRIER WITH IMPACT ATTENUATOR

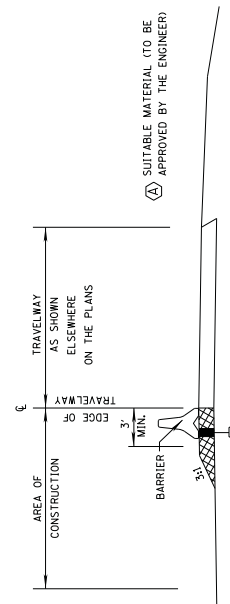
- NOTES:
1. LENGTH OF NEED, L.O.N. = $\frac{L_1^2 + L_2^2}{L_1}$

WHERE: L_1 = LATERAL EXTENT OF THE AREA OF CONCERN
 L_2 = RUNOUT LENGTH
 L_2 = LATERAL OFFSET FROM EDGE OF TRAVELED WAY TO BARRIER.

- GENERAL NOTES:
1. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER OTHER BID ITEMS.
 2. FOR DETAILS OF DRUM PLACEMENT SEE OTHER TRAFFIC CONTROL PLANS.

DESIGN SPEED (mph)	RUNOUT LENGTH (L_2) GIVEN TRAFFIC VOLUME (ADT) (vfp)		
	OVER 10,000 vfp/day	5,000-10,000 vfp/day	1,000-5,000 vfp/day
70	360	330	290
60	300	250	200
50	230	190	160
40	160	130	110
30	110	90	80
			70

2. RUNOUT LENGTH (L_2) IS TO BE DETERMINED USING THE FOLLOWING TABLE:



ELEVATION VIEW FOR POSITIVE BARRIER

- NOTES:
1. POSITIVE BARRIER IS REQUIRED IN THE AREA OF OPEN PUNCH OUTS THAT ARE WITHIN SIX (6) FEET OF THE TRAVELWAY WHENEVER ACTUAL REPAIR WORK IS NOT BEING PERFORMED WITHIN THE LANE CLOSURE.
 2. MATERIAL USED TO SUPPORT POSITIVE BARRIER MUST BE AT SAME ELEVATION AS PAVEMENT IN ADJACENT TRAVELWAY.
 3. DELINEATORS REQUIRED ON ALL NON-REFLECTIVE BARRIER, AS SHOWN ON WORKING NO. CMB-3.



ELEVATION VIEW FOR DRUM

- NOTES:
1. WHILE WORK IS BEING PERFORMED WITHIN THE LANE CLOSURE DROP-OFFS MUST BE PROTECTED WITH DRUMS, ETC. IN EMERGENCIES EXCAVATED SECTION MAY BE BACKFILLED WITH GRANULAR MATERIAL TO AVOID OVERNIGHT DROP-OFFS.
 2. LANE CLOSURES WITH OPEN PUNCH OUT AREAS MAY NOT BE LEFT UNATTENDED WHEN DRUMS ARE BEING USED FOR LANE CLOSURE.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
LANE CLOSURE DETAILS FOR GREATER THAN 3 INCH DROPOFF

PRELIMINARY NOT FOR CONSTRUCTION
 WORKING NUMBER SDTCP-Q
 SHEET NUMBER

PROJ. NO.: UPDATE
 COUNTY: UPDATE

FILE NAME: SDTCP-C.DGN
 DESIGN TEAM: UPDATE
 CHECKED: UPDATE
 DATE: UPDATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 4703

CODE: (SP)

DATE: 11/16/2022

SUBJECT: Lane Closure Restrictions

PROJECT: MP-5043-61(011) / 307913301 – Rankin County

Bidders are hereby advised of the following lane closure restrictions and additional work requirements:

Unless otherwise noted herein or specific written permission is allowed by the Engineer, the following conditions apply for work from I-20 to US 80 along with all the intersections within these limits. These conditions will be in effect throughout the life of the project.

No Lane Closures allowed for any reason:

- **Daily from 7:00 AM to 8:00 AM Monday through Friday**
- **Daily from 2:00 PM to 6:00 PM Monday through Friday**

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

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

PROGRESS SCHEDULE

WORK PHASE		LINE NUMBERS		JAN		FEB		MAR		APR		MAY		JUNE		JULY		AUGUST		SEPTEMBER		OCTOBER		NOV		DEC		172		
NO.	DESCRIPTION	10-40, 60, 130-140, 180, 240-270	370-440, 480	50, 80-120, 450-470	70, 150-170	190-230, 280-360																							WORKING DAYS PER YEAR	
1	Miscellaneous																													
2	Milling and Pavement																													
3	Guardrail & Granular Material																													
4	Pavement Markings																													
	LET: 11/22/2022																													
	NOA: 12/13/2022																													
	NTP/BCT: Flexible																													
	W.D.: 49																													
ANTICIPATED WORKING DAYS PER MONTH																														
MONTH		JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOV	DEC																	
MONTH		6	7	11	15	19	20	21	21	20	16	11	5	5	6	7	11	15	19	20	16	11	5						172	

NOTE: THE ANTICIPATED WORKING DAYS SHOWN ON THIS SCHEDULE ARE FOR INFORMATIONAL PURPOSES ONLY.
THE ACTUAL WORKING DAY TOTAL AS ASSESSED BY THE PROJECT ENGINEER ON FORM CSD-765 SHALL GOVERN.