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08 -



SM No. CSP0045010201

# PROPOSAL AND CONTRACT DOCUMENTS

## FOR THE CONSTRUCTION OF

08

Mill & Overlay approximately 7 miles of SR 21 from Steele to Sebastopol, known as State Project No. SP-0045-01(020) / 109449301 in Scott County.

Project Completion: 74 Working Days

**(STATE DELEGATED)**

### NOTICE

**BIDDERS MUST COMPLETE AN ONLINE REQUEST  
FOR PERMISSION TO BID THIS PROJECT.**

Electronic addendum updates will be posted on [www.gomdot.com](http://www.gomdot.com)

# SECTION 900

## OF THE CURRENT 2017 STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION

JACKSON, MISSISSIPPI

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
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**PROJECT: SP-0045-01(020)/109449301 - Scott**

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

03/28/2024 11:40 AM

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

## SECTION 901 - ADVERTISEMENT

Electronic bids will be received by the Mississippi Transportation Commission at 10:00 o'clock A.M., Tuesday, April 23, 2024, from the Bid Express Service and shortly thereafter publicly read on the Sixth Floor for:

Mill & Overlay approximately 7 miles of SR 21 from Steele to Sebastopol, known as State Project No. SP-0045-01(020) / 109449301 in Scott County.

The attention of bidders is directed to the predetermined minimum wage rate set by the U. S. Department of Labor under the Fair Labor Standards Act.

The Mississippi Department of Transportation hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, sex, age, disability, religion or national origin in consideration for an award.

The specifications are on file in the offices of the Mississippi Department of Transportation.

Contractors may request permission to bid online at <http://shop.mdot.ms.gov> at no cost. Upon approval, Contractors shall be eligible to submit a bid using Bid Express at <http://bidx.com>. Specimen proposals may be viewed and downloaded online at no cost at <http://mdot.ms.gov> or purchased online at <http://shop.mdot.ms.gov> at a cost of Ten Dollars (\$10.00) per proposal plus a small convenience fee. Cash or checks will not be accepted as payment.

Bid bond, signed or countersigned by a Mississippi Agent or Qualified Nonresident Agent, with Power of Attorney attached, a Cashier's check or Certified Check for five (5%) percent of bid, payable to STATE OF MISSISSIPPI, must accompany each proposal.

The attention of bidders is directed to the provisions of Subsection 102.07 pertaining to irregular proposals and rejection of bids.

BRAD WHITE  
EXECUTIVE DIRECTOR

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SUPPLEMENT TO NOTICE TO BIDDERS NO. 1**

**DATE:** 06/08/2021

**SUBJECT:** Governing Specifications

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

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

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 - NOTICE TO BIDDERS NO. 1**

**CODE: (IS)**

**DATE: 03/01/2017**

**SUBJECT: Governing Specifications**

The current (2017) Edition of the Standard Specifications for Road and Bridge Construction adopted by the Mississippi Transportation Commission is made a part hereof fully and completely as if it were attached hereto, except where superseded by special provisions, or amended by revisions of the Specifications contained within this proposal. Copies of the specification book may be purchased from the MDOT Construction Division, or online at [shopmdot/default.aspx?StoreIndex=1](http://shopmdot/default.aspx?StoreIndex=1).

A reference in any contract document to controlling requirements in another portion of the contract documents shall be understood to apply equally to any revision or amendment thereof included in the contract.

In the event the plans or proposal contain references to the 2004 Edition of the Standard Specifications for Road and Bridge Construction, it is to be understood that such references shall mean the comparable provisions of the 2017 Edition of the Standard Specifications.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 3**

**CODE: (SP)**

**DATE: 01/17/2017**

**SUBJECT: Final Clean-Up**

Immediately prior to final inspection for release of maintenance, the Contractor shall pick up, load, transport and properly dispose of all litter from the entire highway right-of-way that is within the termini of the project.

Litter shall include, but not be limited to, solid wastes such a glass, paper products, tires, wood products, metal, synthetic materials and other miscellaneous debris.

Litter removal is considered incidental to other items of work and will not be measured for separate payment.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 13**

**CODE: (IS)**

**DATE: 03/01/2017**

**SUBJECT: Safety Edge**

Bidders are hereby advised that the Shoulder Wedge (Safety Edge) specified in Section 401, Asphalt Pavements, shall only apply to the top two (2) lifts of asphalt. Open Graded Friction Courses (OGFC) are not to be considered a lift as it pertains to safety edge. Attached is a drawing showing the safety edge. Note that the shoulder dimensions in the bottom two drawings will be less than three feet (3').





# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 - NOTICE TO BIDDERS NO. 113**

**CODE: (SP)**

**DATE: 04/18/2017**

**SUBJECT: Tack Coat**

Bidders are advised that in addition to the products listed on the Department's APL as referenced in Subsection 401.03.1.2 on page 256, the Contractor may use one of the following as a tack coat.

- CSS-1
- CSS-1h
- SS-1
- SS-1h

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 296**

**CODE: (SP)**

**DATE: 07/25/2017**

**SUBJECT: Reduced Speed Limit Signs**

Bidders are advised that when the plans or contract documents require the speed limit on a project to be reduced, the Contractor shall begin work within 48 hours of installing the reduced speed limit signs. Should the Contractor not start work or have no plans to start work within 48 hours of installing the signs, the reduced speed limit signs shall be covered and existing speed limit signs uncovered.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 445**

**CODE: (SP)**

**DATE: 10/10/2017**

**SUBJECT: Mississippi Agent or Qualified Nonresident Agent**

Bidders are hereby advised of the requirements of Subsections 102.08, 103.05.2, and 107.14.2.1 of the *2017 Standard Specifications for Road and Bridge Construction* as it refers to bonding agents. Proposal guaranties, bonds, and liability insurance policies must be signed by a **Mississippi Agent or Qualified Nonresident Agent.**

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 516

CODE: (IS)

DATE: 11/28/2017

SUBJECT: Errata and Modifications to the 2017 Standard Specifications

<u>Page</u>	<u>Subsection</u>	<u>Change</u>
16	102.06	In the seventh full paragraph, change “Engineer” to “Director.”
33	105.05.1	In the sixth sentence, change “Contract Administration Engineer” to “Contract Administration Director.”
34	105.05.2.1	In subparagraph 2, change “SWPPP, ECP” to “SWPPP and the ECP”
35	105.05.2.2	In subparagraphs 2, add “ and” to the end of the sentence. In subparagraph 3, remove “, and” and add “.”.
90	109.04.2	In the last paragraph of subparagraph (a), place a period “.” at the end of the sentence.
93	109.04.2	In the last paragraph of subparagraph (g), place a period “.” at the end of the sentence. Also, in the first paragraph of subparagraph (h), place a period “.” at the end of the sentence.
97	109.07	Under ADJUSTMENT CODE, subparagraph (A1), change “HMA mixture” to “Asphalt mixtures.”
98	109.11	In the third sentence, change “Engineer” to “Director.”
219	308.04	In the last sentence of the last paragraph, change “Contractor’s decision” to “Engineer’s decision.”
300	405.02.5.9	In the first sentence of the second paragraph, change “Hot Mix Asphalt” to “Asphalt Mixtures.”
502	630.01.1	In the first paragraph, change “AASHTO” to “AASHTO’s LRFD”.
636	646.05	Change “each” to “per each” for the pay item units of payment.
640	656.02.6.2	In item 7), change “down stream” to “downstream”.
688	630.03.2	Change the subsection number from “630.03.2” to “680.03.2.”

- |     |               |   |
|-----|---------------|---|
| 725 | 702.08.3      | In the second sentence of the first paragraph, change “hot-mix” to “asphalt.”                     |
| 954 | 804.02.13.1.6 | In the definition for “M” in the % Reduction formulas, change “paragraph 7.3” to “paragraph 5.3.” |

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 1225**

**CODE: (SP)**

**DATE: 11/13/2018**

**SUBJECT: Early Notice to Proceed**

Bidders are advised that if an early notice to proceed is allowed by the Department and the Contractor experiences problems or delays between the early notice to proceed date and the original notice to proceed date, this shall not be justification for any monetary compensation or an extension of contract time.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 1226

CODE: (IS)

DATE: 11/16/2018

SUBJECT: Material Storage Under Bridges

Bidders are advised that Subsection 106.08 of the Standard Specifications allows the Contractor to store materials and equipment on portions of the right-of-way. However, the Contractor will not be allowed to store or stockpile materials under bridges without written permission from the Project Engineer. The Contractor shall submit a detailed request of all proposed materials to be stored under bridges to the Engineer a minimum of 14 calendar days prior to anticipated storage. This detail shall include, but not limited to, bridge location, material type, material quantity, and duration of storage. The Project Engineer and any other needed Division will review this information and determine whether to grant approval. The Contractor shall not store any material under any bridge without written approval from the Project Engineer.



**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 1241**

**CODE: (IS)**

**DATE: 11/27/2018**

**SUBJECT: Fuel and Material Adjustments**

Bidder's attention is brought to the last paragraph of Subsection 109.07 of the Standard Specifications which states that no fuel or material adjustment will be made after the completion of contract time. Any fuels consumed or materials incorporated into the work during the monthly estimate period falling wholly after the expiration of contract time will not be subject a fuel or material adjustment.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 1963**

**CODE: (SP)**

**DATE: 9/23/2019**

**SUBJECT: Guardrail Pads**

Bidders are hereby advised that prior to construction of the guardrail pads, the Contractor shall coordinate with the guardrail Subcontractor to determine the guardrail pad dimensions necessary to meet MASH compliance.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 - NOTICE TO BIDDERS NO. 2206**

**CODE: (IS)**

**DATE: 01/14/2020**

**SUBJECT: MASH Compliant Devices**

Bidders are hereby advised that compliance associated with the requirements of meeting either the National Cooperative Highway Research Program (NCHRP) Report 350 or the Manual for Assessing Safety Hardware (MASH) for installations of certain traffic control devices and permanent safety hardware devices (guardrails, guardrail terminals, permanent portable barriers, cast-in-place barriers, all other permanent longitudinal barriers, crash cushions, cable barriers, cable barrier terminals, bridge rails, bridge rail transitions, all other terminals, sign supports, and all other breakaway hardware) as listed throughout the Standard Specifications and/or the Standard Drawings, or both, is now replaced with the requirements of meeting the 2016 version of MASH after December 31, 2019. This change applies to new permanent installations and to full replacements of existing installations.

At the preconstruction conference or prior to starting any work on the project, the Contractor shall submit a letter stating that the traffic control devices and permanent safety hardware devices as outlined within the paragraph above that are to be used on the project are certified to meet MASH 2016.

When a MASH 2016-compliant device does not exist for the new permanent installations and/or full replacement installations of permanent safety hardware devices, as listed above, a MASH 2009-compliant or a NCHRP 350-compliant device may be proposed by the Contractor for the project. A written request for such instances must be submitted by the Contractor either at the preconstruction conference or prior to starting any work on the project. The Contractor shall submit the following items to the Project Engineer: (1) a detailed list of the proposed devices and locations thereof; and (2) certification letters indicating that the proposed devices are compliant with either MASH 2009 or NCHRP 350.

When a MASH 2016-compliant device does not exist for the temporary work zone traffic control devices (Category 1, Category 2, and Category 3 devices), a MASH 2009-compliant or a NCHRP 350-compliant device may be proposed by the Contractor for the project. Temporary work zone traffic control devices (Category 1, Category 2, and Category 3 devices) that are MASH 2009-compliant or NCHRP 350-compliant that have been in use prior to December 31, 2019, and that have a remaining service life may be proposed for use throughout their normal service life on the project by the Contractor. For either of these scenarios for temporary work zone traffic control devices, a written request must be submitted by the Contractor either at the preconstruction conference or prior to starting any work on the project. The Contractor shall submit the following items to the Project Engineer: (1) a detailed list of the proposed devices and locations thereof; and (2) certification letters indicating that the proposed devices are compliant with either MASH 2009 or NCHRP 350.

Work will only be allowed to proceed after the Department has granted written concurrence(s) with the proposed request(s) as listed above.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 2273**

**CODE: (SP)**

**DATE: 02/12/2020**

**SUBJECT: Mississippi Special Fuel Tax Law**

Bidder's attention is brought to the second paragraph of Subsection 107.02 of the Standard Specifications which states that all Contractors and Subcontractors must comply with all requirements contained in the Mississippi Special Fuel Tax Law, Section 27-55-501, *et seq.* Attached are two Fact Sheets provided by the Mississippi Department of Revenue (MDOR) with additional information.

## Gasoline and Dyed Diesel Used for Non-Highway Purposes

*Mississippi provides a reduced rate for gasoline and dyed diesel used for non-highway purposes. The reduced rates are 6.44 cents per gallon and 5.75 cents per gallon of gasoline or dyed diesel. These fuels are generally taxed at 18 cents per gallon if for on road use.*

### Gasoline Used for Non-Highway Purposes

You may be entitled to a refund of 11.56 cents per gallon (making this an equivalent to a tax rate of 6.44 cents per gallon) if you desire to purchase gasoline to be used off road. The gasoline must be used for agricultural, maritime, industrial, manufacturing, domestic or non-highway purposes only.

Examples of non-highway include gasoline used in boats, golf carts, machinery used for manufacturing or farm equipment used exclusively in plowing, planting or harvesting farm products.

### Refund Gasoline User

The refund is based on the amount of gallons used. Before a refund is issued, you are required to...

1. Obtain a refund gasoline user's permit and a certificate for refund booklet from the Department of Revenue;
2. Have a storage tank marked "REFUND GASOLINE"; and,
3. Purchase the gasoline from someone who holds a refund gasoline dealer's permit.

No refund will be allowed for gasoline used in motor vehicles owned or operated by a government entity or used in Mississippi government contracts.

### Refund Gasoline Dealer

You must obtain a refund gasoline dealer's permit from the Department of Revenue before selling refund gasoline. At no time should the gasoline be delivered to a tank that is not properly marked. The gasoline must be dyed a distinctive mahogany color at the time of delivery.

The Department of Revenue may waive the dye requirement if the dye may cause damage to the equipment. The refund gasoline user is required to obtain the waiver from the Department of Revenue.

### Dyed Diesel Used for Non-Highway Purposes

Unlike gasoline, you are not required to apply for a refund if you desire to purchase dyed diesel to be used off road. Mississippi provides a reduced rate of 5.75 cents per gallon on dyed diesel used off road. Diesel used on road is subjected to 18 cents per gallon. Dyed diesel used in motor vehicles owned or operated by a government entity or used in Mississippi government contracts will be subjected to 18 cents per gallon.

### Dyed Diesel Used on the Highway

Any person who purchases, receives, acquires or uses dyed diesel for highway use will be liable to pay 18 cents per gallon and subject to a penalty in the amount of \$1000.

### Identifying Dyed Diesel

Storage facilities for dyed diesel must be plainly marked "NONHIGHWAY DIESEL FUEL" or "NONHIGHWAY KEROSENE". Retailers are also required to mark all pumps or dispensing equipment.



## Special Fuel Used on Government Contracts

### State and Local Government Contracts

Special fuel purchased, acquired or used in performing contracts with the State of Mississippi, counties, municipalities or any political subdivision is taxed at a rate of 18 cents per gallon. Special fuel includes but is not limited to the following:

- Dyed diesel fuel;
- Kerosene;
- Undyed diesel fuel; and,
- Fuel oil.

State and local government contracts include construction, reconstruction and maintenance or repairs of projects such as roads, bridges, water systems, sewer systems, buildings, drainage canals and recreational facilities. The Department of Revenue may require contractors to remit the excise tax directly to the state in lieu of paying the tax to a distributor.

### Special Fuel Direct Pay Permit

Contractors that remit the excise tax to the state will be issued a Special Fuel Direct Pay Permit. This permit relieves the distributor from collecting the tax and requires the contractor to file a monthly special fuel return. The distributor should include the contractor’s permit number on all invoices that are related to tax-free sales.

The contractor is required to furnish a surety or cash bond guaranteeing the payment of the excise tax prior to receiving the Special Fuel Direct Pay Permit. The Department of Revenue may accept a contractors tax bond if the bond covers the excise tax levied on special fuel.

### Special Fuel Distributors

If the contractor does not have a Special Fuel Direct Pay Permit, distributors are required to collect the 18 cents excise tax and remit the tax to the Department of Revenue. The additional 12.25 cents levied on special fuel (excluding undyed diesel) should be reported on schedules 5F and 5G of the special fuel return.

### Environmental Protection Fee

Special fuel distributors are required to collect the environmental protection fee even if the contractor has a Special Fuel Direct Pay Permit. The fee is levied at 4/10<sup>ths</sup> of a cent per gallon. The fee is suspended or reinstated when the trust fund has exceeded or fallen below the obligatory balance.

### Penalties

Any person who knowingly and willfully purchases untaxed fuel for use in equipment utilized on a road or highway construction site in this state is guilty of a misdemeanor and, upon conviction, shall be fined not less than \$1,000 or more than \$100,000, or imprisoned in the county jail for not more than one year, or both.



## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

### SUPPLEMENT TO NOTICE TO BIDDERS NO. 2654

**DATE:**       **05/02/2020**

The goal is 6 percent for the Disadvantaged Business Enterprise. All Bidders are required to submit Form OCR-481 for all DBEs. Bidders are advised to check the bid tabulation link for this project on the MDOT website at:

[https://mdot.ms.gov/portal/current\\_letting](https://mdot.ms.gov/portal/current_letting)

Bid tabulations are usually posted by 3:00 pm on Letting Day.

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2654

CODE: (SP)

DATE: 05/02/2020

**SUBJECT: Disadvantaged Business Enterprises In Special Funded Projects**

The Department has developed a Disadvantaged Business Enterprise Program that is applicable to this contract and is made a part thereof by reference, except approvals and concurrences by the Federal Highway Administration is not applicable to this contract since it is not financed in whole or in part with Federal Funds.

Copies of the program may be obtained from:

Office of Civil Rights  
Mississippi Department of Transportation  
P. O. Box 1850  
Jackson, Mississippi 39215-1850

## **POLICY**

It is the policy of the Mississippi Department of Transportation to provide a level playing field, to foster equal opportunity in all contracts, to improve the flexibility of the DBE Program, to reduce the burdens on small businesses, and to achieve that amount of participation that would be obtained in a non-discriminatory market place. In doing so, it is the policy of MDOT that there will be no discrimination in the award and performance of these contracts on the basis of race, color, sex, or national origin.

## **ASSURANCES THAT CONTRACTORS MUST TAKE:**

MDOT will require that each contract which MDOT signs with a subrecipient or a Contractor, and each subcontract the Prime Contractor signs with a Subcontractor, includes the following assurances:

“The Contractor, subrecipient or Subcontractor shall not discriminate on the basis of race, color, sex or national origin in the performance of this contract. Failure by the Contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as MDOT deems appropriate.”

## **DEFINITIONS**

For purposes of this provision the following definitions will apply:

"Disadvantaged Business" means a small business concern: (a) which is at least 51 percent owned by one or more socially and economically disadvantaged individual(s) or in the case of any publicly owned business, at least 51 percent of the stock of which is owned by one or more socially



and economically disadvantaged individual(s); and (b) whose management and daily business operations are controlled by one or more of the socially and economically disadvantaged individual(s) who own it. It is important to note that the business owners themselves must control the operations of the business. Absentee ownership or title ownership by an individual who does not take an active role in controlling the business is not consistent with eligibility as a DBE under 49 CFR Part 26.71.

### **CONTRACTOR'S OBLIGATION**

The Contractor and all Subcontractors shall take all necessary and reasonable steps to ensure that DBE firms compete for and participate in the performance of a portion of the work in this contract and shall not discriminate on the basis of race, color, sex or national origin. Failure on the part of the Contractor to carry out the DBE requirements of this contract constitutes a breach of contract and after proper notification the Department may terminate the contract or take other appropriate action as determined by the Department.

When a contract has a zero percent (0%) DBE goal, the Contractor still has the responsibility to take all necessary and reasonable steps to ensure that DBE firms can compete for and participate in the performance of the work in the contract. In this case, all work performed by a certified DBE firm is considered to be a “race neutral” measure and the Department will receive DBE credit towards the overall State goals when the DBE firm is paid for their work. If the Prime Contractor is a certified DBE firm, the Department can receive DBE credit only for the work performed by the Prime Contractor’s work force or any work subcontracted to another DBE firm. Work performance by a non-DBE Subcontractor is not eligible for DBE credit.

### **CONTRACT GOAL**

The goal for participation by DBEs is established for this contract in the attached Supplement. The Contractor shall exercise all necessary and reasonable steps to ensure that participation is equal to or exceeds the contract goal.

If the percentage of the contract that is proposed for DBEs is 1% or greater, shall be so stated on the last bid sheet of the proposal.

All Bidders shall submit to the Office of Civil Rights Form OCR-481, signed by the Prime Contractor and the DBE Subcontractors, no later than the 3<sup>rd</sup> business day after opening of the bids.

Form OCR-481 is available on the MDOT website at [www.mdot.ms.gov](http://www.mdot.ms.gov) under the Civil Rights tab, or by calling 601-359-7466.

The OCR-481 Form must contain the following information:

The name and address of each certified DBE Contractor/Supplier;

The Reference Number, percent of work to be completed by the DBE subcontractor and the dollar amount of each item. If a portion of an item is subcontracted, a breakdown of that item

including quantities and unit price must be attached, detailing what part of the item the DBE firm is to perform and who will perform the remainder of the item.

If the DBE Commitment shown on the last bid sheet of the proposal, does not equal or exceed the contract goal, the bidder must submit, to MDOT Contract Administration Division prior to bid opening, information to satisfy the Department that adequate good faith efforts have been made to meet the contract goal.

Failure of the lowest bidder to furnish acceptable proof of good faith efforts, submitted to MDOT Contract Administration Division prior to bid opening, shall be just cause for rejection of the proposal. Award may then be made to the next lowest responsive bidder or the **project** may be re-advertised.

### **GOOD FAITH EFFORTS**

The following factors are illustrative of matters the Department will consider in judging whether or not the bidder has made adequate good faith effort to satisfy the contract goal.

- (1) Whether the bidder attended the pre-bid meeting that was scheduled by the Department to inform DBEs of subcontracting opportunities;
- (2) whether the bidder advertised in general circulation, trade association, and minority-focus media concerning the subcontracting opportunities;
- (3) whether the bidder provided written notice to a reasonable number of specific DBEs that their interest in the contract is being solicited;
- (4) whether the bidder followed up initial solicitations of interest by contacting DBEs to determine with certainty whether they were interested;
- (5) whether the bidder selected portions of the work to be performed by DBEs in order to increase the likelihood of meeting the contract goal;
- (6) whether the bidder provided interested DBEs with adequate information about the plans, specifications and requirements of the contract;
- (7) whether the bidder negotiated in good faith with interested DBEs and did not reject them as unqualified without sound reasons based on a thorough investigation of their capabilities; and
- (8) whether the bidder made efforts to assist interested DBEs in obtaining any required bonding or insurance.
- (9) whether the bidder has written notification to certified DBE Contractors soliciting subcontracting for items of work in the contract.
- (10) whether the bidder has a statement of why an agreement was not reached.

- (11) Proof of written notification to certified DBE Contractors by certified mail that their interest is solicited in subcontracting the work defaulted by the previous DBE or in subcontracting other items of work in the contract.

The bidder's execution of the signature portion of the proposal shall constitute execution of the following assurance:

The bidder hereby gives assurance that a good faith effort has been made to meet the contract goal for DBE participation for which this proposal is submitted.

### **DIRECTORY**

A list of “Certified DBE Contractors” which have been certified as such by the Mississippi Department of Transportation and other Unified Certification Partners (UPC) can be found on the Mississippi Department of Transportation website at [www.mdot.ms.gov](http://www.mdot.ms.gov). The DBE firm must be certified at the time the project is let and approved by MDOT to count towards meeting the DBE goal.

### **REPLACEMENT**

If a DBE Subcontractor cannot perform satisfactorily, and this causes the OCR-481 commitment to fall below the contract goal, the Contractor shall take all necessary reasonable steps to replace the DBE with another certified DBE Subcontractor or submit information to satisfy the Mississippi Department of Transportation that adequate good faith efforts have been made to replace the DBE. The good faith efforts outlined previously in this document still apply. The replacement DBE must be a DBE who was on the Department's list of "Certified DBE Contractors" when the job was let, and who is still active All DBE replacements must be approved by the Department.

Under no circumstances shall the Prime or any Subcontractor perform the DBE's work (as shown on the OCR-481) without prior written approval from the Department. See "Sanctions" at the end of this document for penalties for performing DBE's work.

When a Contractor proposes to substitute/replace/terminate a DBE that was originally named on the OCR-481, the Contractor must obtain a release, in writing, from the named DBE explaining why the DBE Subcontractor cannot perform the work. A copy of the original DBE's release must be attached to the Contractor's written request to substitute/replace/terminate along with appropriate subcontract forms for the substitute/replacement/terminated Subcontractor, all of which must be submitted to the DBE Coordinator and approved, in advance, by MDOT.

### **PREBID MEETING**

A pre-bid meeting will be held in the Commission Room on the 1<sup>st</sup> floor of the MDOT Administration Building in Jackson at 2:00 P.M. on the day preceding the date of the bid opening.

This meeting is to inform DBE firms of subcontracting and material supply opportunities. Attendance at this meeting is considered of prime importance in demonstrating good faith effort to meet the contract goal.

### **PARTICIPATION / DBE CREDIT**

Participation shall be counted toward meeting the goal in this contract as follows:

- (1) If the Prime Contractor is a certified DBE firm, only the value of the work actually performed by the DBE Prime can be counted towards the project goal, along with any work subcontracted to a certified DBE firm.
- (2) If the Prime Contractor is not a DBE, the work subcontracted to a certified DBE Contractor will be counted toward the goal.
- (3) The Contractor may count toward the goal a portion of the total dollar value of a contract with a joint venture eligible under the standards of this provision equal to the percentage of the DBE partner in the joint venture. The joint venture must submit a Joint Venture Eligibility Form provided by the Mississippi Department of Transportation.
- (4) Expenditures to DBEs that perform a commercially useful function may be counted toward the goal. A business is considered to perform a commercially useful function when it is responsible for the execution of a distinct element of the work and carries out its responsibilities by actually performing, managing, and supervising the work involved.
- (5) The Contractor may count 100% of the expenditures for materials and supplies obtained from certified DBE suppliers and manufacturers that produce goods from raw materials or substantially alters them for resale provided the suppliers and manufacturers assume the actual and contractual responsibility for the provision of the materials and supplies. The Contractor may count 60 percent of the expenditures to suppliers that are not manufacturers, provided the supplier performs a commercially useful function in the supply process. Within 30 days after receipt of the materials, the Prime Contractor shall furnish to the DBE Coordinator invoices from the certified supplier to verify the DBE goal.
- (6) Any work that a certified DBE firm subcontracts or sub-subcontracts to a non-DBE firm will not count towards the DBE goal
- (7) Only the dollars actually paid to the DBE firm may be counted towards the DBE goal.

### **AWARD**

Award of this contract to the low bidder will be contingent upon the following condition:

- (1) **All Bidders** must submit to the Office of Civil Rights for approval, Form OCR-481 (DBE Commitment) no later than the 3<sup>rd</sup> business day after opening of the bids, or submit information with the bid proposal to satisfy the Department and that adequate good faith

efforts have been made to meet the contract goal. For answers to questions regarding Form OCR-481, contact the MDOT Office of Civil Rights at (601) 359-7466.

- (2) Bidder must include OCR-485 information with their bid proposal listing all firms that submitted quotes for material supplies or items to be subcontracted. OCR-485 information must be signed and included with the bid proposal. If the OCR-485 information is not included as part of bid proposal, your bid will be deemed irregular.

Prior to the start of any work, the bidder must notify the Project Engineer, in writing, of the name of the designated "DBE Liaison Officer" for this project. This notification must be posted on the bulletin board at the project site.

### **DEFAULT**

If the contract goal established by MDOT in this proposal is 1% or greater, it must be met to fulfill the terms of the contract. The Contractor may list DBE Subcontractors and items that exceed MDOT's contract goal, but should unforeseen problems arise that would prevent a DBE from completing its total commitment percentage, the Contractor will meet the terms of the contract as long as it meets or exceeds MDOT's Contract Goal. For additional information, refer to "Replacement" section of this Notice.

### **DBE REPORTS**

- (1) OCR-481: Refer to "CONTRACT GOAL" section of this Notice to Bidders for information regarding this form.
- (2) OCR-482: At the conclusion of the project the Contractor will submit to the Project Engineer for verification of quantities and further handling Form OCR-482 whereby the Contractor certifies to the amounts of payments made to each Contractor/Supplier. The Project Engineer shall submit the completed Form OCR-482 to the DBE Coordinator (Office of Civil Rights). Final acceptance of the project is dependent upon Contract Administration Division's receipt of completed Form OCR-482 which they will receive from the Office of Civil Rights.
- (3) OCR-483: The Project Engineer/Inspector will complete Form OCR-483, the Commercially Useful Function (CUF) Performance Report, in accordance with MDOT S.O.P. No. OCR-03-05-02-483. Evaluations reported on this form are used to determine whether or not the DBE firm is performing a CUF. The Prime Contractor should take corrective action when the report contains any negative evaluations. DBE credit may be disallowed and/or other sanctions imposed if it is determined the DBE firm is not performing a CUF. This form should also be completed and returned to the DBE Coordinator (Office of Civil Rights).
- (4) OCR-484: Each month, the Prime Contractor will submit to the Project Engineer OCR-484 that certifies payments to all Subcontractors and shows all firms even if

the Prime Contractor has paid no monies to the firm during that estimate period (negative report). The Project Engineer will attach the form to the monthly estimate before forwarding to the Contract Administration Division for further processing. Failure of the Contractor to submit the OCR-484 will result in the estimate not being processed and paid.

- (5) OCR-485: Bidder must submit **signed form with bid proposal** of all firms that submitted quotes for material supplies or items to be subcontracted. If the OCR-485 information is not included as part of bid proposal, your bid will be deemed irregular.
- (6) OCR-487: Only used by Prime Contractors that are certified DBE firms. This form is used in determining the exact percentage of DBE credit for the specified project. **The low Bidder** should **return this form** to MDOT with the OCR-481 form, or can also be returned with the Permission to Subcontract Forms (CAD-720, CAD-725 and CAD-521).

DBE Forms, can be obtained from the Office of Civil Rights Division, MDOT Administration Building, 401 North West Street, Jackson, MS, or at [www.mdot.ms.gov](http://www.mdot.ms.gov) under the Civil Rights tab.

**SANCTIONS**

The Department has the option to enforce any of the following penalties for failure of the Prime Contractor to fulfill the DBE goal as stated on the OCR-481 form or any violations of the DBE program guidelines:

- (1) Disallow credit towards the DBE goal
- (2) Withhold progress estimate payments
- (3) Deduct from the final estimate or recover an amount equal to the unmet portion of the DBE goal which may include additional monetary penalties as outlined below based on the number of offenses and the severity of the violation as determined by MDOT.

Offense #1	10% of unmet portion of goal	or	\$5,000 lump sum payment	or	Both
Offense #2	20% of unmet portion of goal	or	\$10,000 lump sum payment	or	Both
Offense #3	40% of unmet portion of goal	or	\$20,000 lump sum payment	or	\$20,000 lump sum payment and debarment

- (4) Debar the Contractor involved from bidding on Mississippi Department of Transportation projects **for a period of up to 12 months after notification by certified email.**

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2954

CODE: (IS)

DATE: 12/01/2020

SUBJECT: Reflective Sheeting for Signs

Bidders are hereby advised that the retroreflective sign sheeting used for signs on this project shall be as listed below and shall meet the requirements of Subsection 721.06.

### Temporary Construction Signs

Temporary traffic control (orange) sign sheeting shall be a minimum Type IX Fluorescent Orange sheeting as shown in Special Provision 907-721.

### Permanent Signs

Permanent signs, except signs on traffic signal poles/mast arms, shall be as follows:

- Brown background sheeting on guide signs shall be a minimum Type VIII sheeting,
- Green and blue background sheeting on guide signs shall be a minimum Type IX sheeting, and
- All white, yellow, red, fluorescent yellow, and fluorescent yellow/green sheeting shall be Type XI sheeting.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 3318**

**CODE: (SP)**

**DATE: 04/29/2021**

**SUBJECT: DBE Pre-Bid Meeting**

Due to the COVID-19 pandemic and the Department not allowing visitors in the Administration Building at this time, the DBE Pre-Bid Meeting referenced on Pages 4 & 5 of Notice to Bidders No. 2654 will be held by **video conference only**. The meeting will be held at 2:00 P.M. on the day preceding the date of the bid opening using Zoom video conferencing software. Anyone interested in participating can download Zoom and connect to the meeting at the below link.

<https://zoom.us/j/5548736403?pwd=SDh5S2hQSE5pNG5FOEkzR3NsUnBYQT09>

Password (if prompted): 272147

For those unable to participate via Zoom, the below teleconference number may be used instead.

1-888-227-7517

Conference Code: 404496



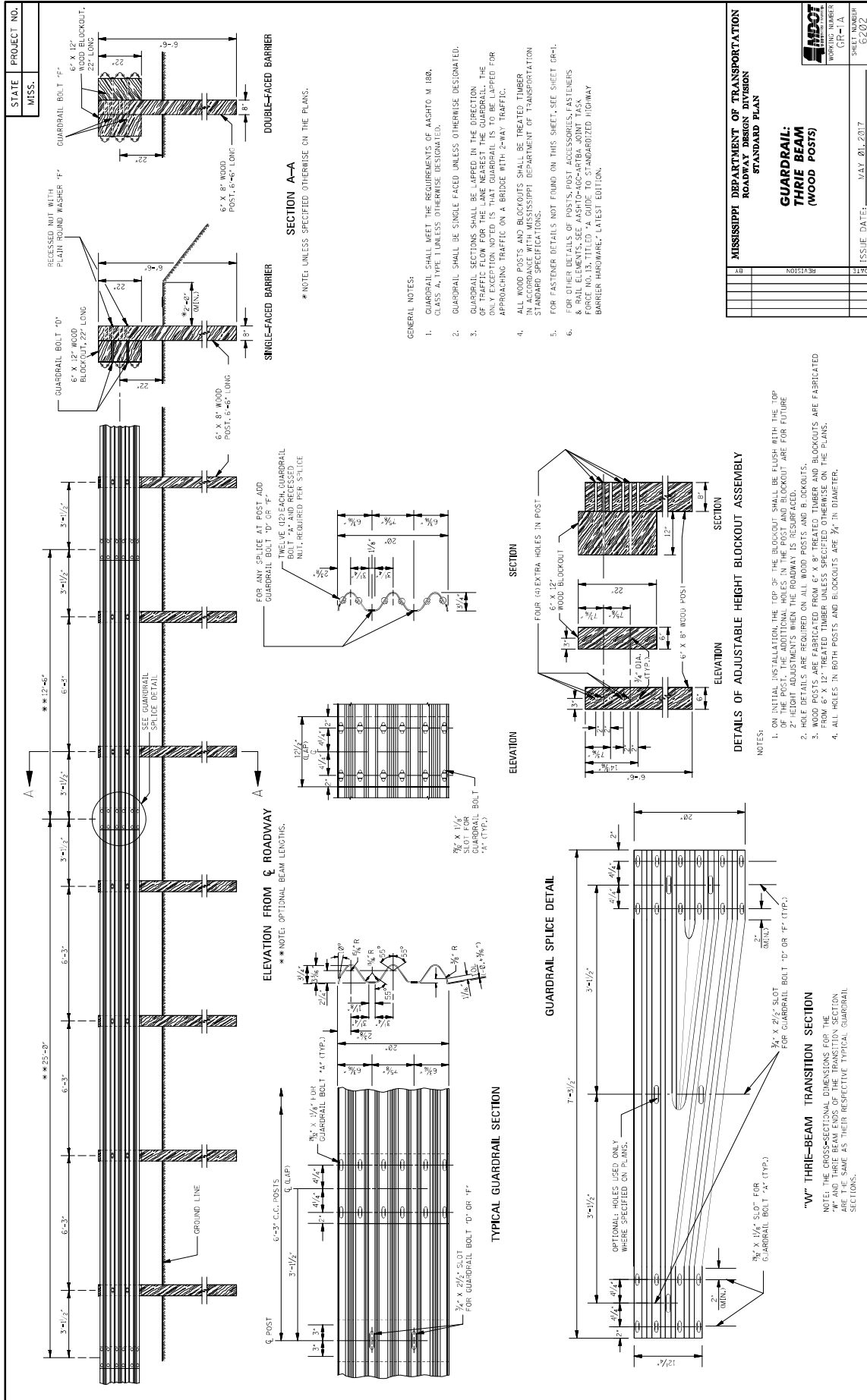
**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

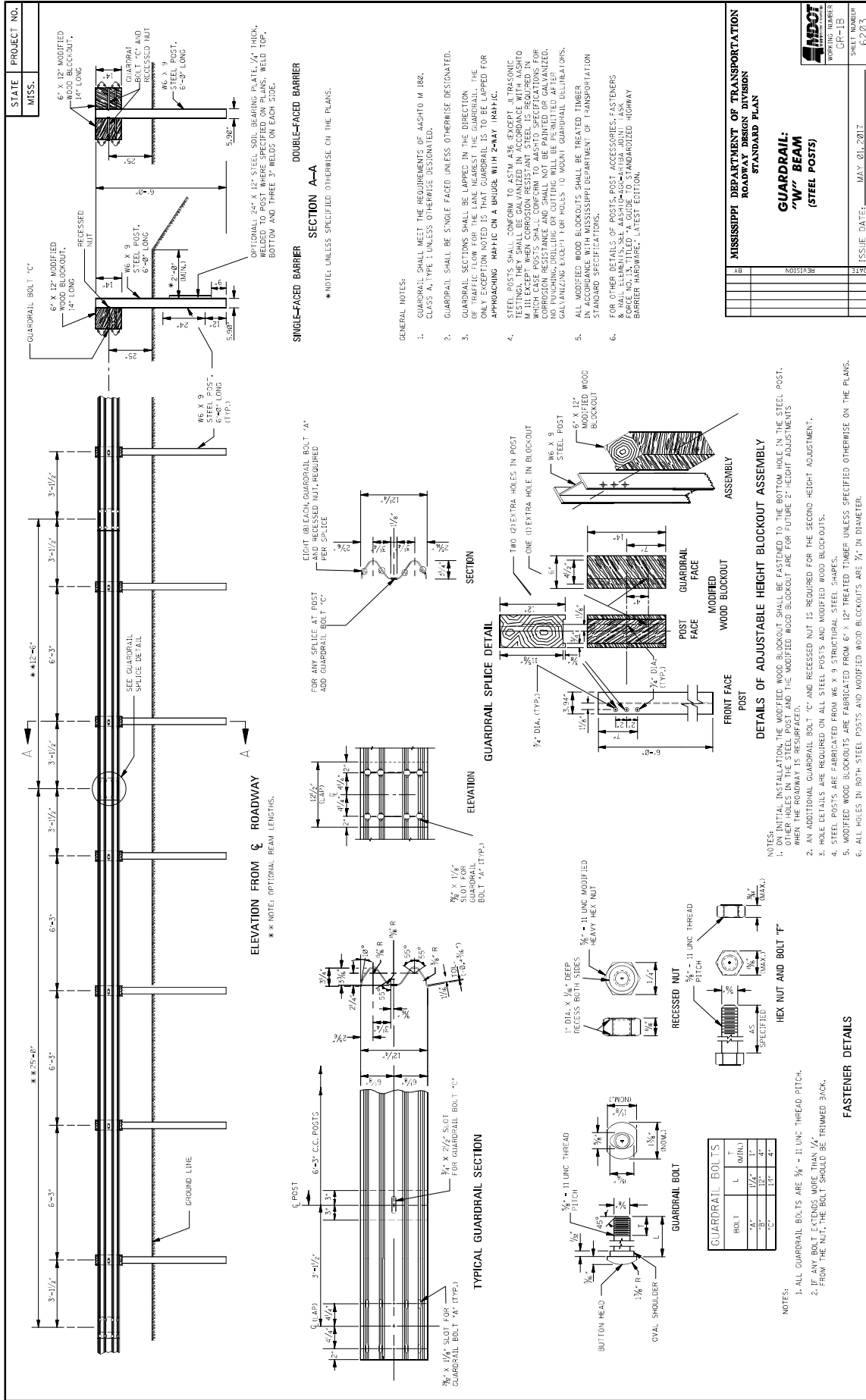
| **SUPPLEMENT TO NOTICE TO BIDDERS NO. 3599**

| **DATE: 08/11/2021**

| After the last drawing on page 33, add the following.







DATE	REVISION

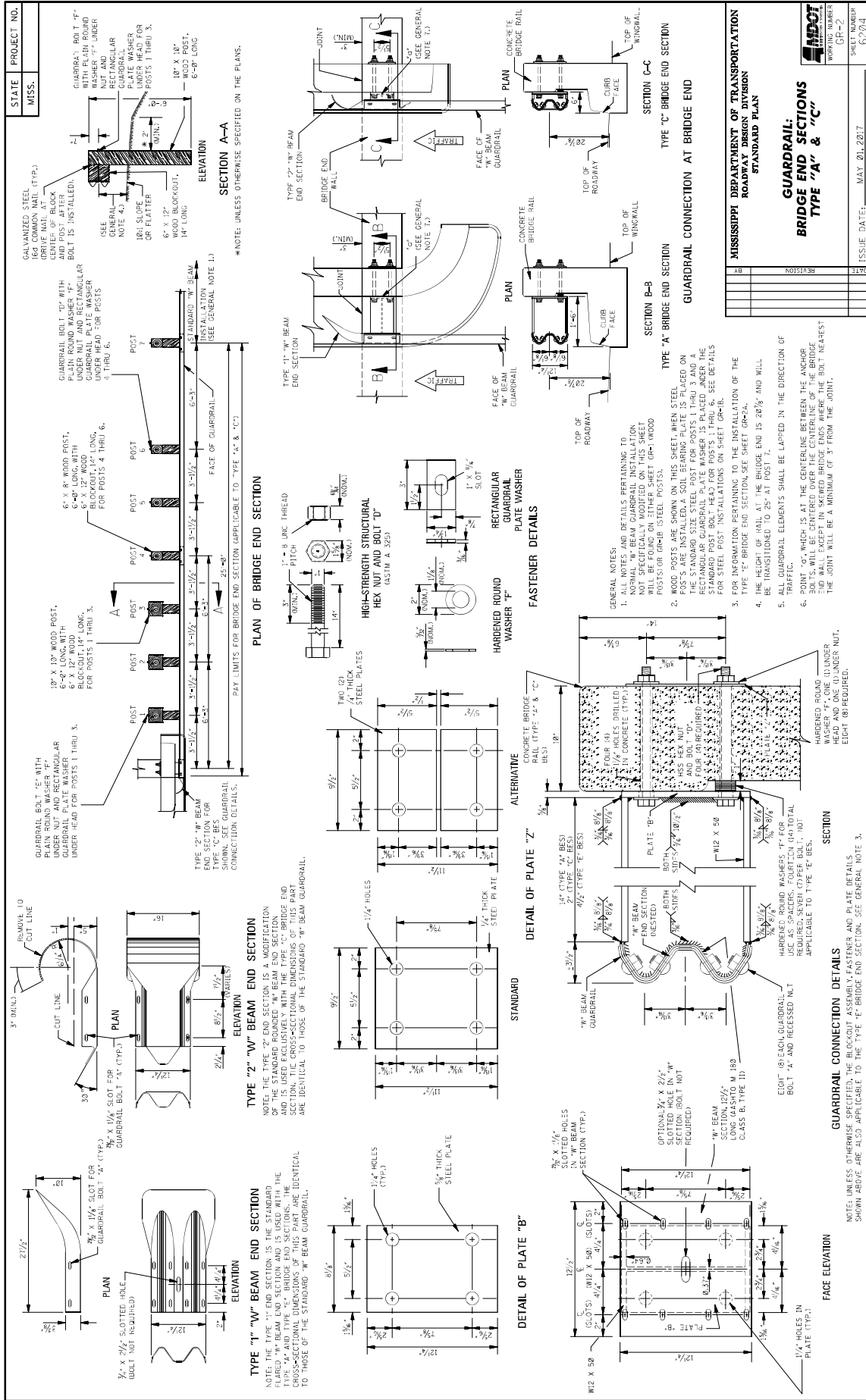
**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

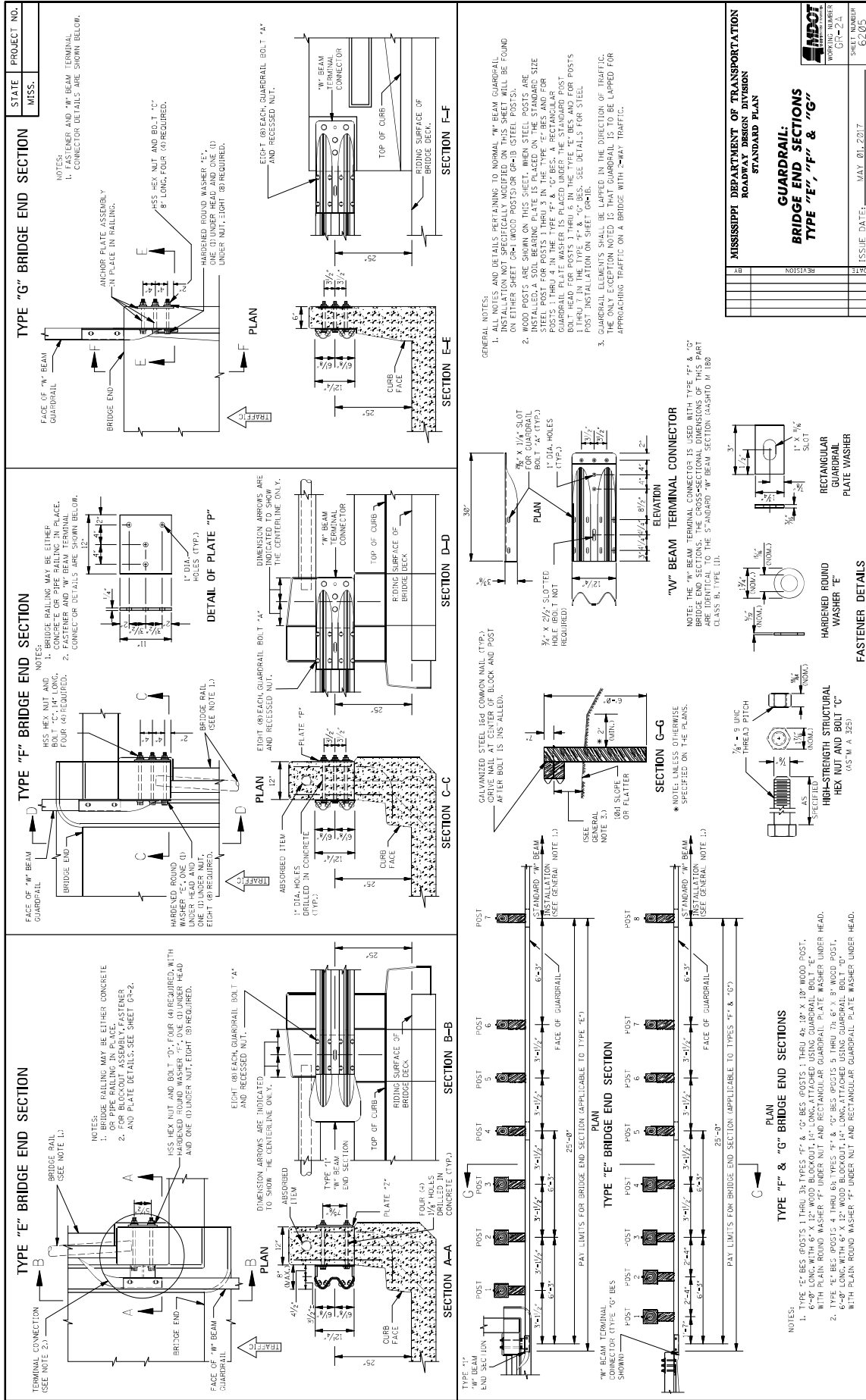
**GUARDRAIL:**  
"W" BEAM  
(STEEL POSTS)

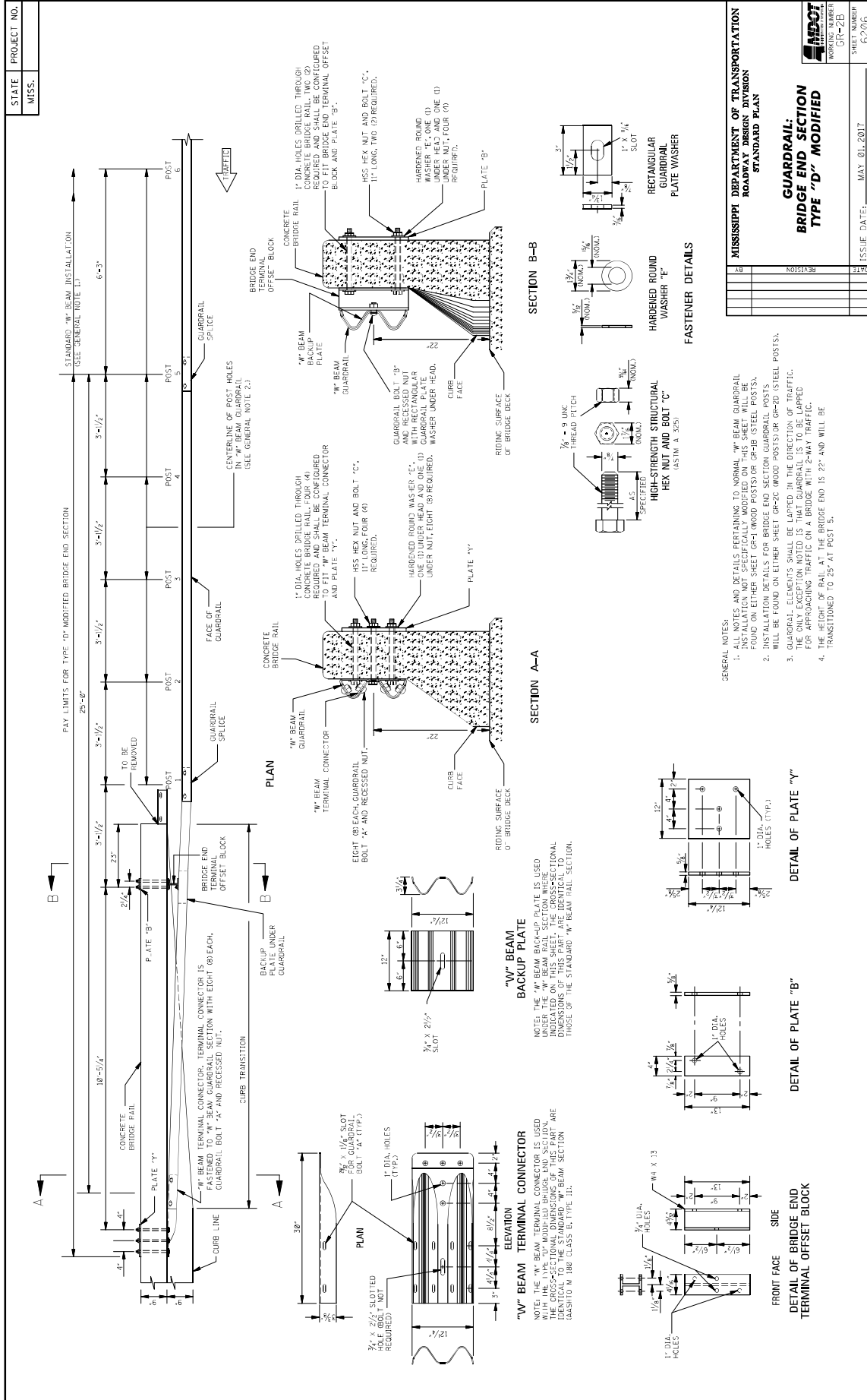
**WORKING NUMBER**  
GH-15

**SHEET NUMBER**  
6283

**ISSUE DATE:** MAY 01, 2011







MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
DATE	REVISION
ISSUE DATE:	MAY 01, 2017
SHEET NUMBER	GT-2B
WORKING NUMBER	02-06

**GUARDRAIL:  
BRIDGE END SECTION  
TYPE "D" MODIFIED**

STATE	MISS.
PROJECT NO.	

DATE	
SHEET NUMBER	GT-ZC
ISSUE DATE	MAY 01, 2017

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

**GUARDRAIL:  
BRIDGE END SECTION  
TYPE "H"  
(WOOD POSTS)**

**GENERAL NOTES:**

1. ALL DIMENSIONS AND DETAILS PERTAINING TO NORMAL "W" BEAM GUARDRAIL INSTALLATION NOT SPECIFICALLY MODIFIED ON THIS SHEET WILL BE FOUND ON SHEET GP-1 (WOOD POSTS).
2. THE HEIGHT OF RAIL AT THE BRIDGE END IS 21" AND WILL BE TRANSFERRED TO GP-2 (WOOD POSTS).
3. GUARDRAILS SHALL BE IN THE DIRECTION OF TRAFFIC. THE ONLY EXCEPTION NOTED IS THAT GUARDRAIL IS TO BE APPLIED FOR APPROACHING TRAFFIC ON A BRIDGE WITH 2-WAY TRAFFIC.

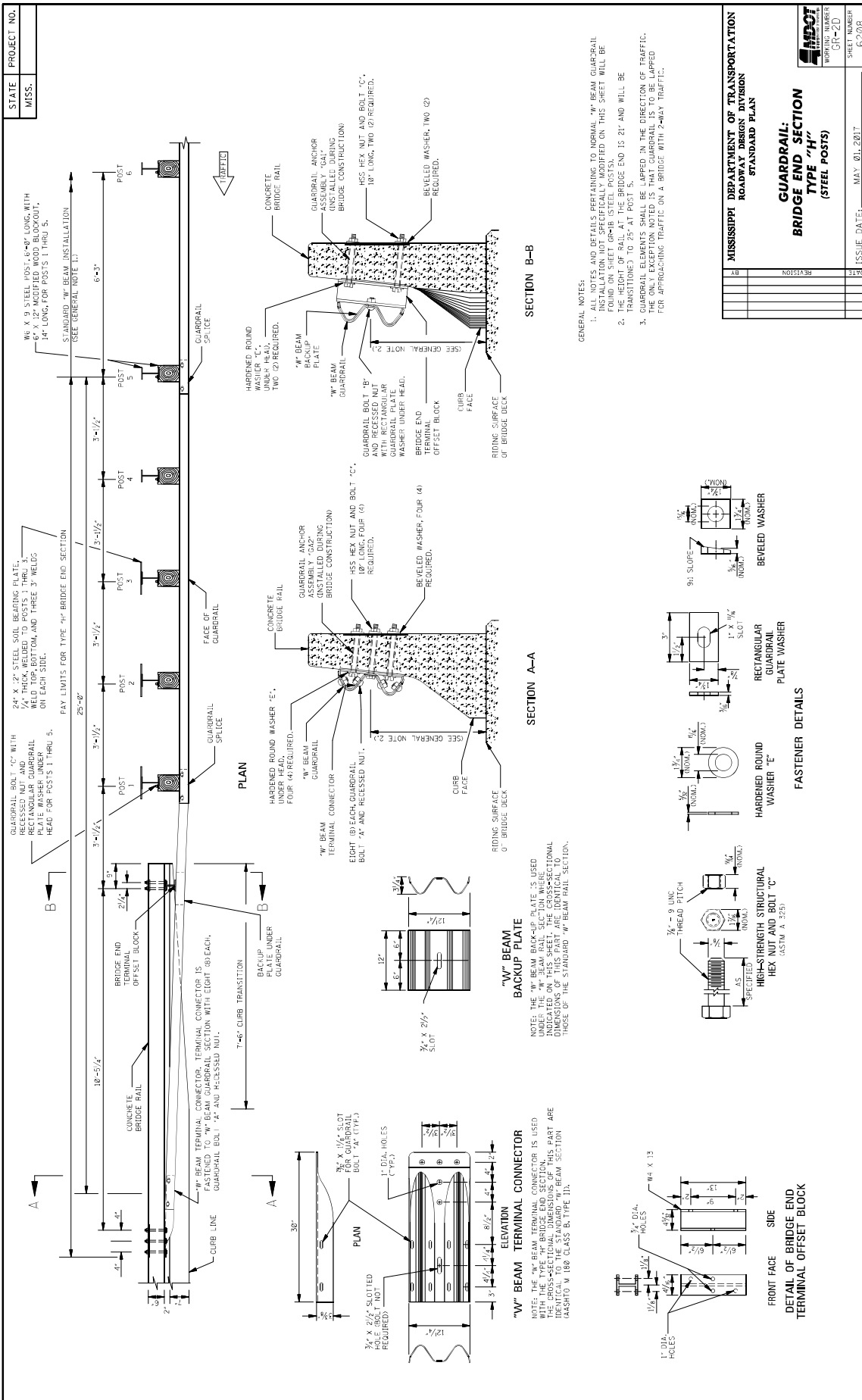
**FASTENER DETAILS:**

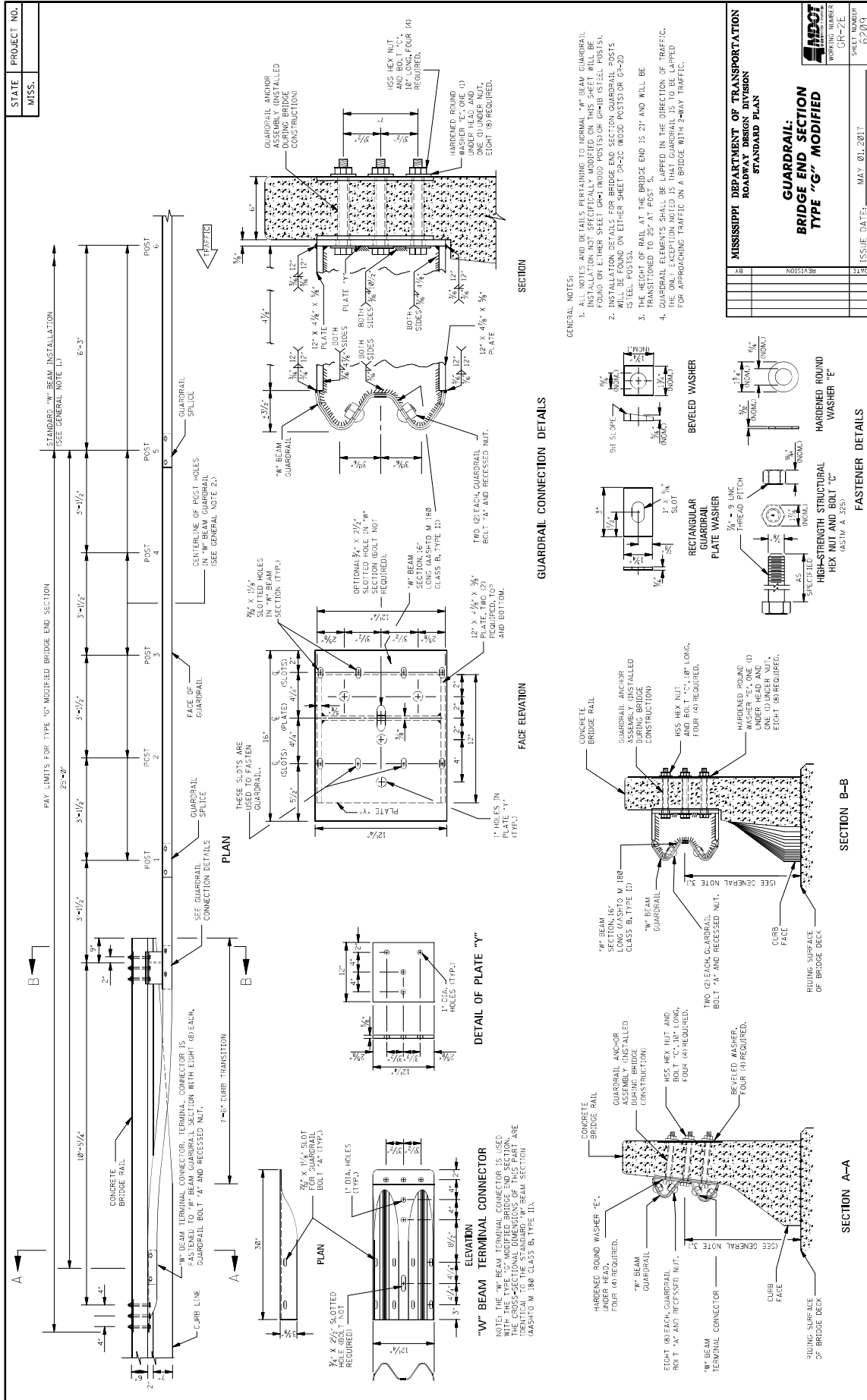
- 1. HIGH-STRENGTH STRUCTURAL HEX NUT AND BOLT "C" (ASTM A 325)
- 2. RECTANGULAR GUARDRAIL PLATE WASHER
- 3. BEVELED WASHER

**"W" BEAM TERMINAL CONNECTOR**  
NOTE: THE "W" BEAM TERMINAL CONNECTOR IS USED WITH THE TYPE "H" BRIDGE END SECTION. THE CROSS-SECTIONAL DIMENSIONS OF THIS PART ARE IDENTICAL TO THE STANDARD "W" BEAM SECTION AS SHOWN IN 180 CLASS B, TYPE III.

**"W" BEAM BACKUP PLATE**  
NOTE: THE "W" BEAM BACKUP PLATE IS USED UNDER THE "W" BEAM RAIL SECTION WHERE INDICATED ON THIS SHEET. THE CROSS-SECTIONAL DIMENSIONS OF THIS PART ARE IDENTICAL TO THOSE OF THE STANDARD "W" BEAM RAIL SECTION.

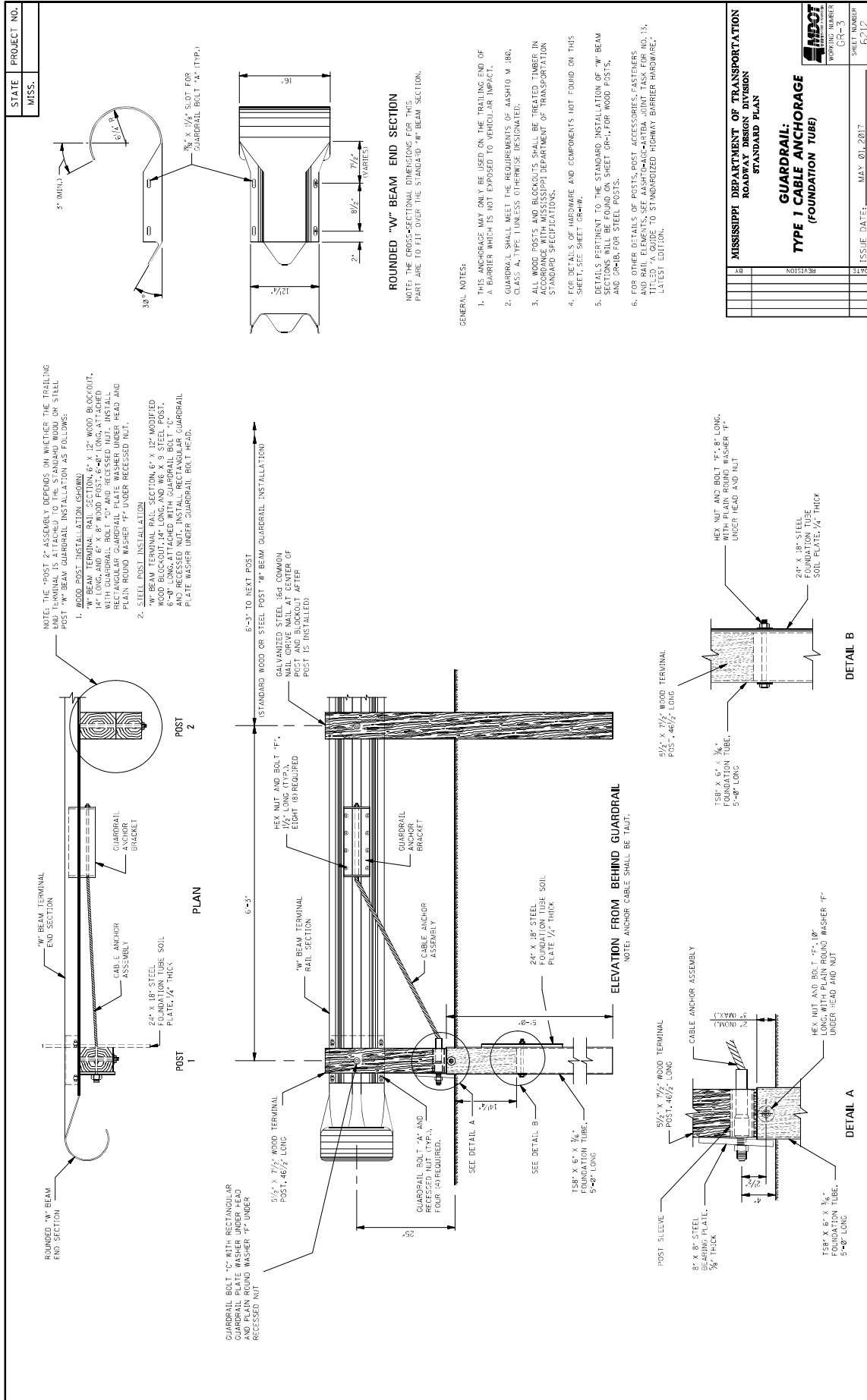




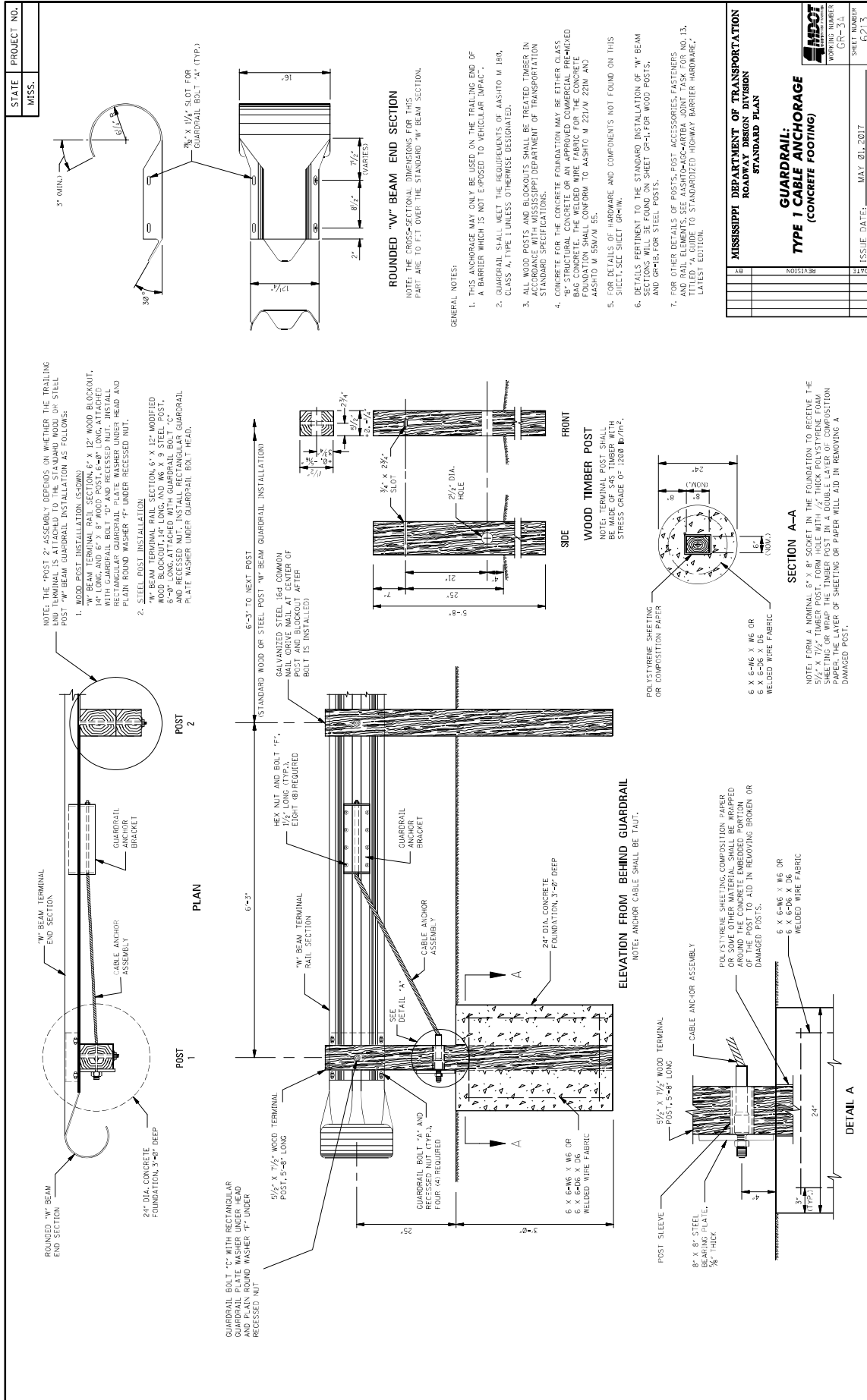


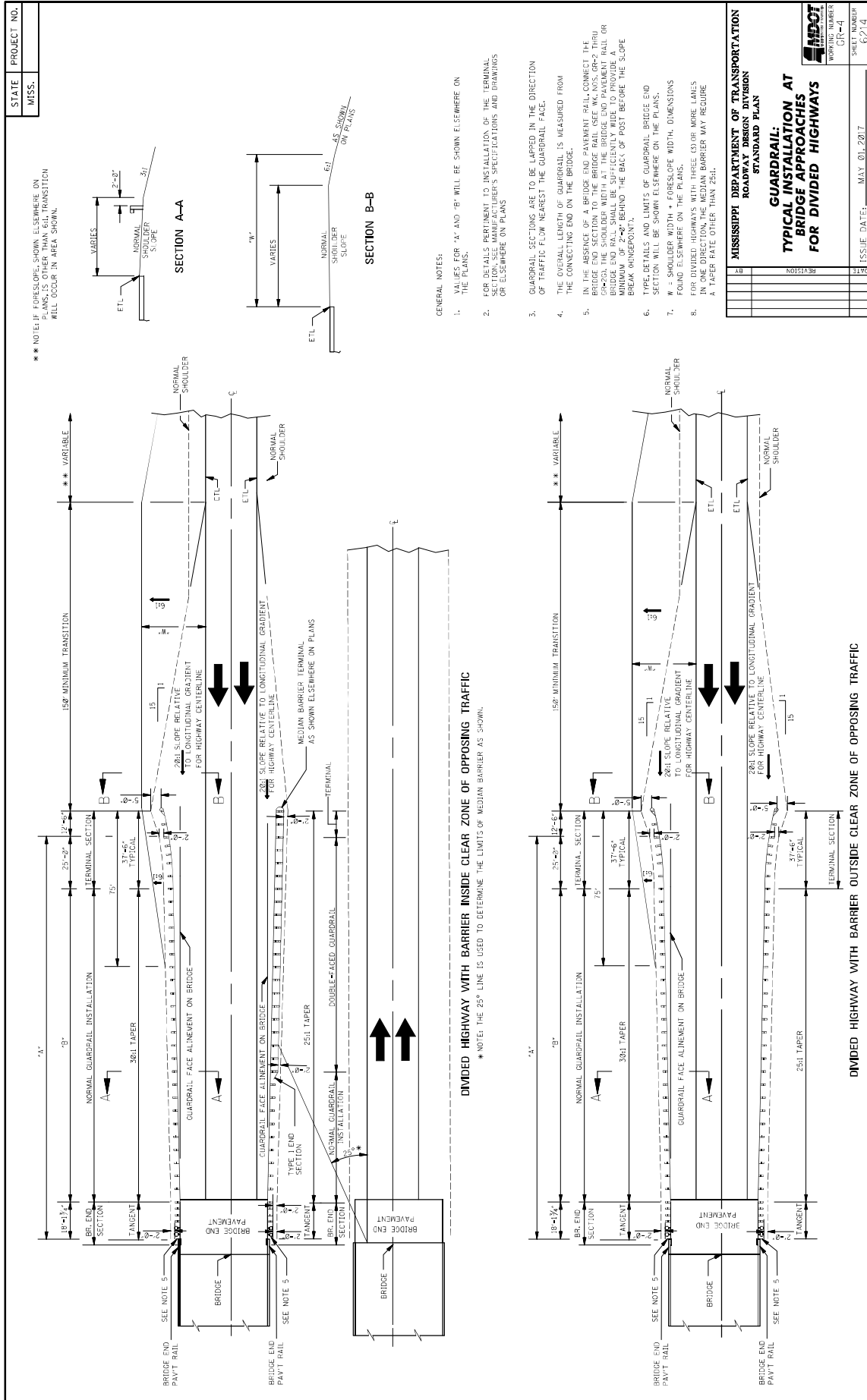






<b>MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN</b>	
<b>GUARDRAIL: TYPE 1 CABLE ANCHORAGE (FOUNDATION TUBE)</b>	SHEET NUMBER GR-5 8212
ISSUE DATE: MAY 01, 2017	DATE
REVISION	BY



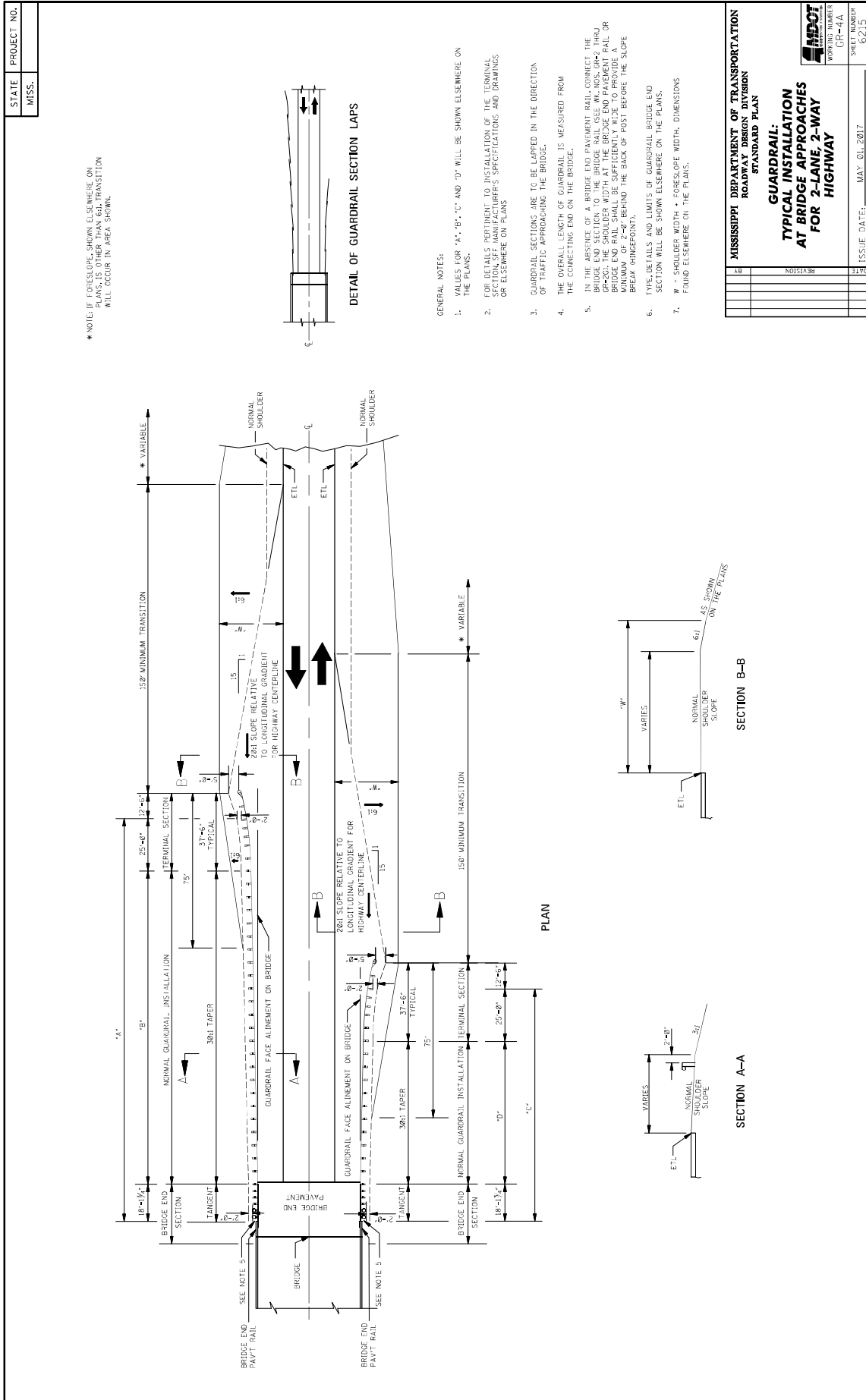


\*\* NOTE: IF FORESLOPE, SHOWN ELSEWHERE ON PLANS, IS OTHER THAN 6:1, TRANSITION WILL OCCUR IN AREA SHOWN.

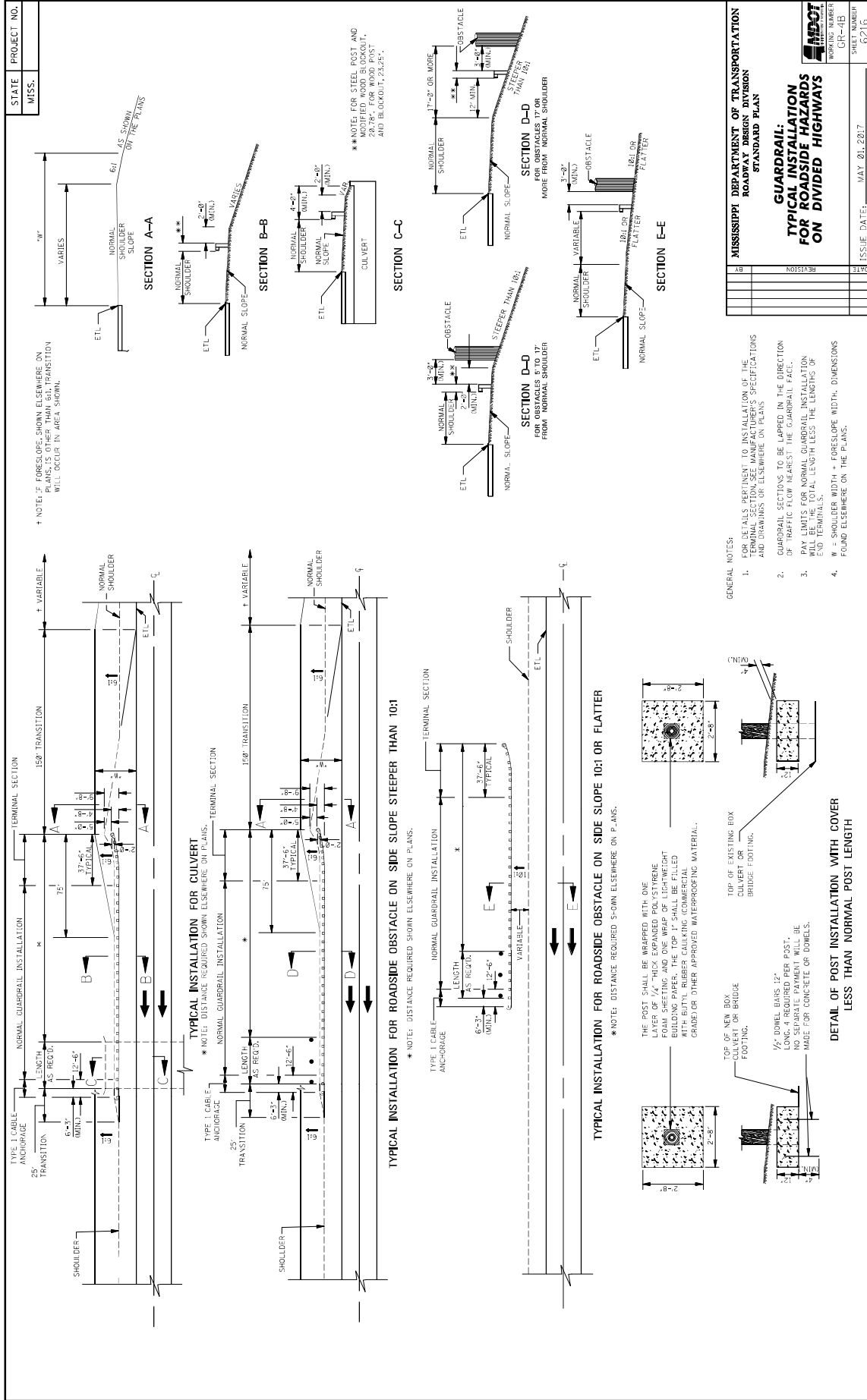
GENERAL NOTES:

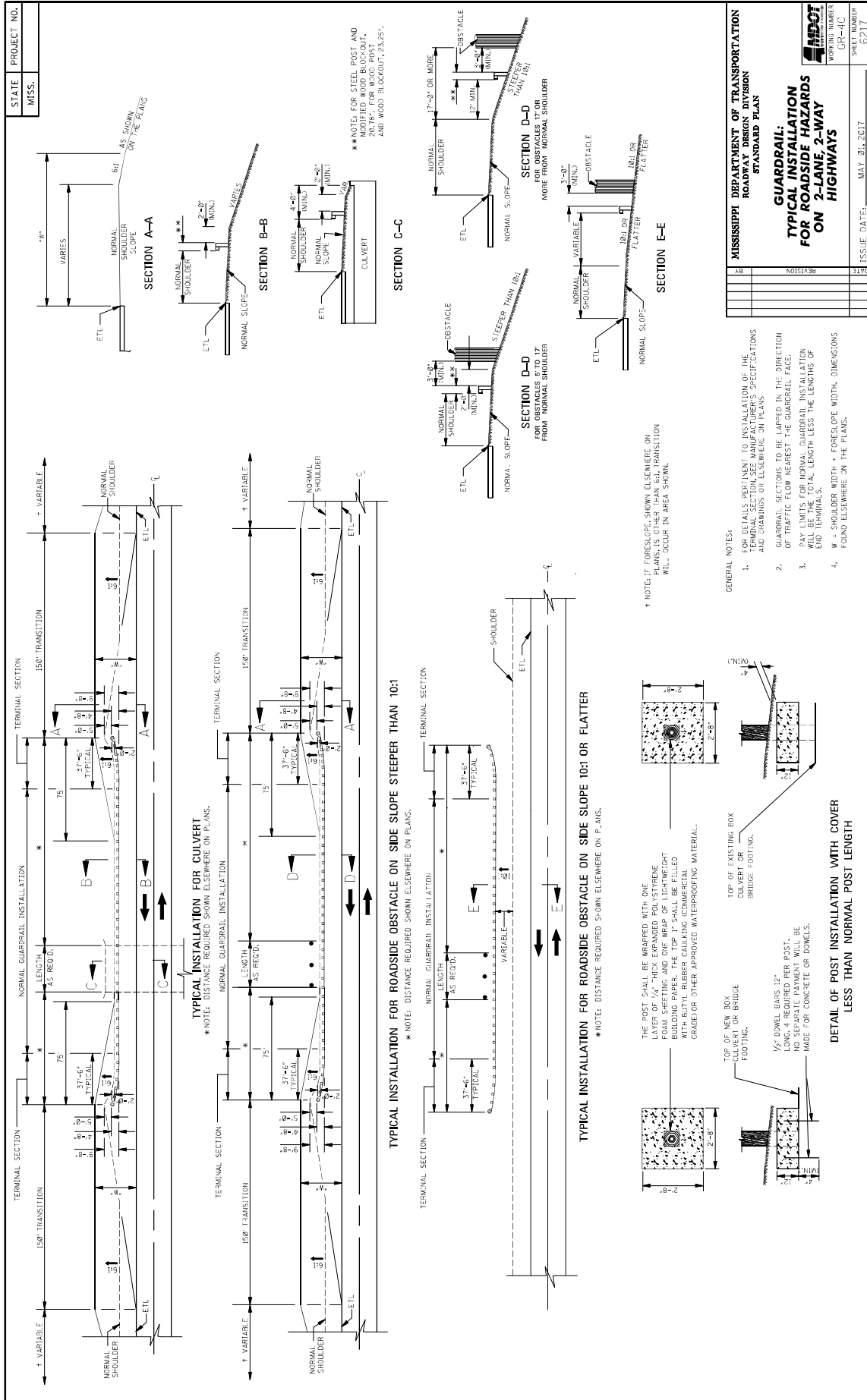
- VALUES FOR 'X' AND 'B' WILL BE SHOWN ELSEWHERE ON THE PLANS.
- FOR DETAILS PERTINENT TO INSTALLATION OF THE TERMINAL SECTION, SEE MANUFACTURER'S SPECIFICATIONS AND DRAWINGS OR ELSEWHERE ON PLANS.
- GUARDRAIL SECTIONS ARE TO BE LAPPED IN THE DIRECTION OF TRAFFIC FLOW NEAREST THE GUARDRAIL FACE.
- THE OVERALL LENGTH OF GUARDRAIL IS MEASURED FROM THE CONNECTING END ON THE BRIDGE.
- IN THE ABSENCE OF A BRIDGE END PAVEMENT RAIL, CONNECT THE BRIDGE END SECTION TO THE BRIDGE RAIL (SEE W.C. NO. 100-2) THRU THE SHOULDER WIDTH AT THE BRIDGE END PAVEMENT RAIL OR BRIDGE END RAIL. SHALL BE SUFFICIENTLY WIDE TO PROVIDE A BREAK HINGEPONT BEHIND THE BACK OF POST BEFORE THE SCOPE.
- TYPE DETAILS AND LIMITS OF GUARDRAIL BRIDGE END SECTION WILL BE SHOWN ELSEWHERE ON THE PLANS.
- 'W' IS SHOULDER WIDTH & FORESLOPE WIDTH, DIMENSIONS FOUND ELSEWHERE ON THE PLANS.
- FOR DIVIDED HIGHWAYS WITH THREE (3) OR MORE LANES IN ONE DIRECTION, THE MEDIAN BARRIER MAY REQUIRE A TAPER RATE OTHER THAN 25:1.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
<b>TYPICAL INSTALLATION AT BRIDGE APPROACHES FOR DIVIDED HIGHWAYS</b>	
DATE	ISSUE DATE: MAY 01, 2017
REVISION	WORKING NUMBER CR-4
	SHEET NUMBER 6214



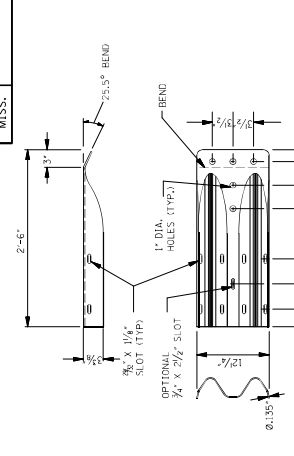




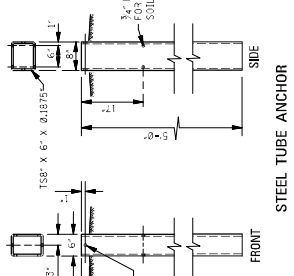


MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
<b>GUARDRAIL: TYPICAL INSTALLATION FOR ROADSIDE HAZARDS ON 2-LANE, 2-WAY HIGHWAYS</b>	
SHEET NUMBER GH-11C	ISSUE DATE: MAY 20, 2017

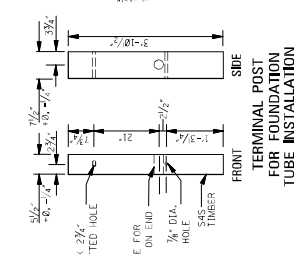
STATE MISS.	PROJECT NO.			
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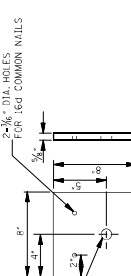
**"W" BEAM TERMINAL CONNECTOR PLATE**  
NOTES:  
1. THE "W" BEAM TERMINAL CONNECTOR IS TO BE AASHTO M 188 CORRUGATED SHEET STEEL, CLASS B, TYPE I.  
2. SPUR BOLT SLOTS MAY ALSO BE ORIENTED AT 50° TO THE PLATE INSTEAD OF 8° AS SHOWN.



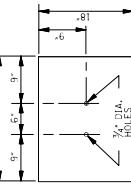
**STEEL TUBE ANCHOR**  
NOTE: TERMINAL POST SHOULD BE ABLE TO FIT INSIDE TUBE. THE ACTUAL INSIDE DIMENSIONS OF THIS GALVANIZED TUBE CANNOT BE LESS THAN 7/8" X 5/8".



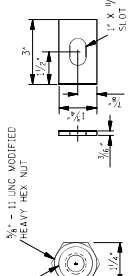
**TERMINAL POST FOR FOUNDATION TUBE INSTALLATION**  
NOTE: TERMINAL POST SHALL BE MADE OF S&S TIMBER WITH 2 STRESS GRADE OF 2000 LBS/IN<sup>2</sup>.



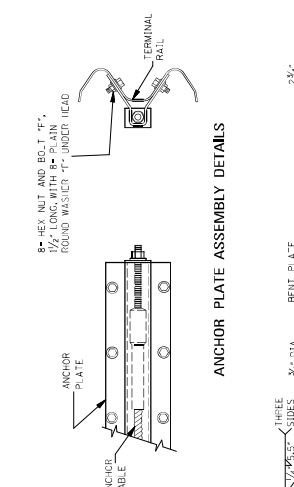
**BEARING PLATE**  
2-3/8" DIA. HOLES FOR 100 COMMON NAILS



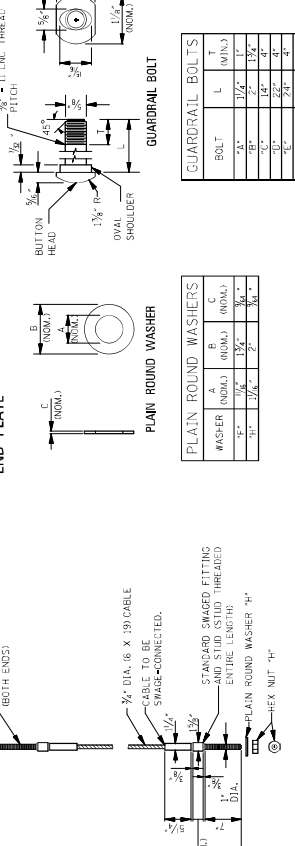
**SOIL PLATE**  
NOTE: 2 REQUIRED  
1/4" THICK PLATE  
3/4" DIA. HOLES



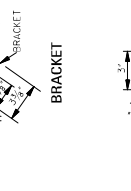
**GUARDRAIL BOLT**  
1/2" DIA. X 1/4" DEEP RECESS BOTH SIDES  
3/8" - 11 UNC MODIFIED HEAVY-HEX NUT



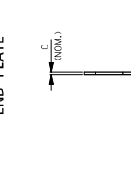
**ANCHOR PLATE ASSEMBLY DETAILS**  
8" - HEX NUT AND BOLT 1/2" LONG WITH 8" PLAIN ROUND WASHER 1" UNDER HEAD



**CABLE ANCHOR ASSEMBLY**  
1" - 8 UNC THREAD PITCH (BOTH ENDS)  
CABLE TO BE STURDILY SHOCK-CONNECTED.  
STANDARD SWAGED FITTING AND STUD (STUD THREADED ENTIRE LENGTH)  
PLAIN ROUND WASHER "H"  
HEX NUT "H"

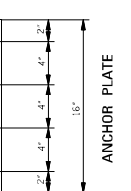


**END PLATE**  
1/4" DIA. HOLE




**PLAIN ROUND WASHER**


PLAIN ROUND WASHER	A (INCH)	B (INCH)	C (INCH)
1/4"	1/2"	1/2"	3/8"
3/8"	3/4"	3/4"	1/2"
1/2"	1"	1"	3/4"
3/4"	1 1/4"	1 1/4"	1"
1"	1 3/4"	1 3/4"	1 1/4"
1 1/4"	2"	2"	1 3/4"
1 3/4"	2 1/4"	2 1/4"	2"
2"	2 3/4"	2 3/4"	2 1/4"
2 1/4"	3"	3"	2 1/2"
2 3/4"	3 1/4"	3 1/4"	2 3/4"
3"	3 1/2"	3 1/2"	3"



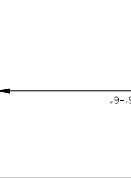
**SHELF ANGLE BRACKET**  
3/4" X 1" SLOTTED HOLE




**BREAKAWAY TERMINAL POST SLEEVE**




**RECTANGULAR GUARDRAIL PLATE WASHER**  
1 1/2" - 8 UNC THREAD PITCH



**HEX NUT AND BOLT "H"**  
1 1/2" - 8 UNC THREAD PITCH  
SPECIFIED



**GUARDRAIL BOLT**  
1/2" DIA. X 1/4" DEEP RECESS BOTH SIDES  
3/8" - 11 UNC MODIFIED HEAVY-HEX NUT



**PLAIN ROUND WASHER**

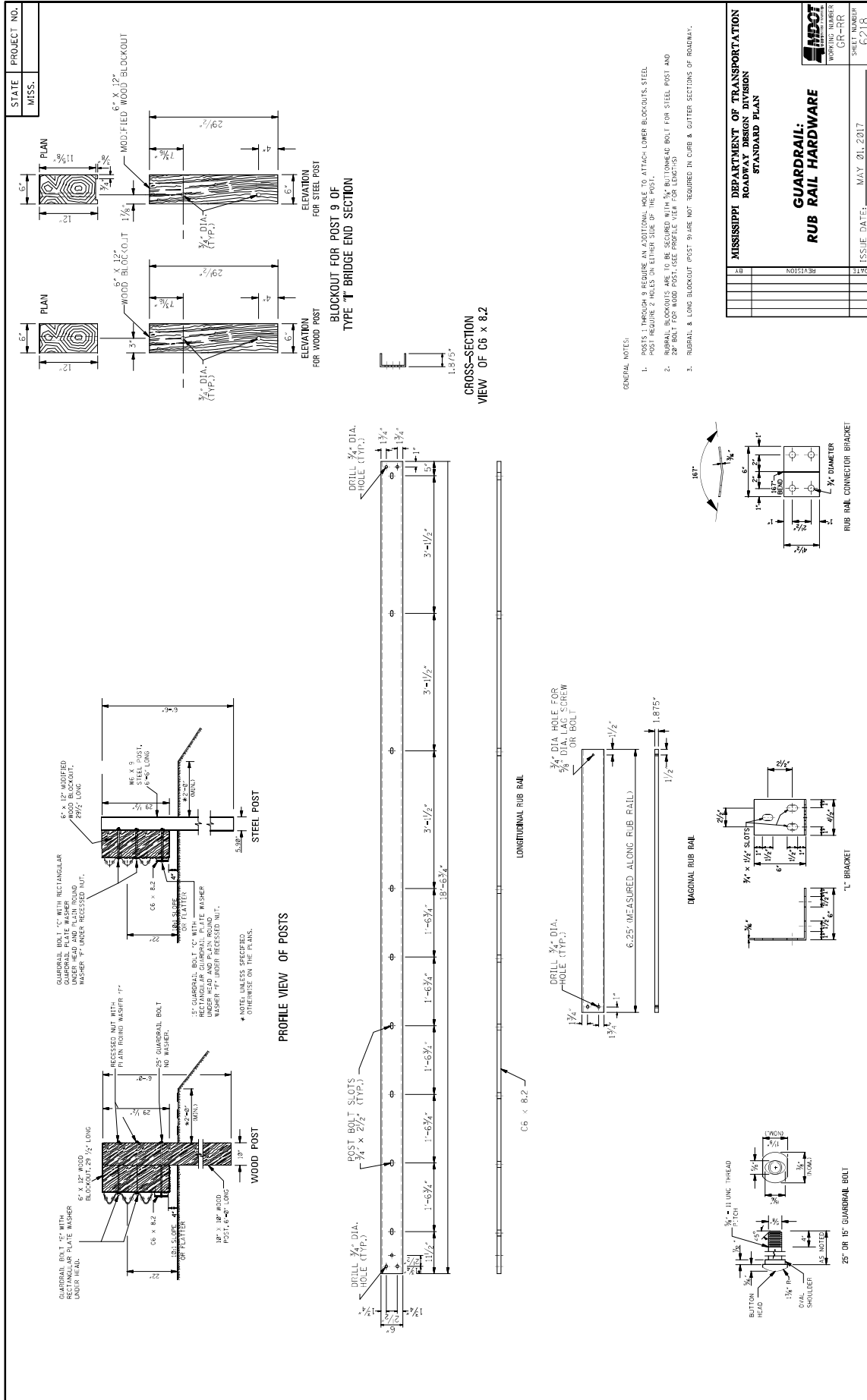
PLAIN ROUND WASHER	A (INCH)	B (INCH)	C (INCH)
1/4"	1/2"	1/2"	3/8"
3/8"	3/4"	3/4"	1/2"
1/2"	1"	1"	3/4"
3/4"	1 1/4"	1 1/4"	1"
1"	1 3/4"	1 3/4"	1 1/4"
1 1/4"	2"	2"	1 3/4"
1 3/4"	2 1/4"	2 1/4"	2"
2"	2 3/4"	2 3/4"	2 1/4"
2 1/4"	3"	3"	2 1/2"
2 3/4"	3 1/4"	3 1/4"	2 3/4"
3"	3 1/2"	3 1/2"	3"

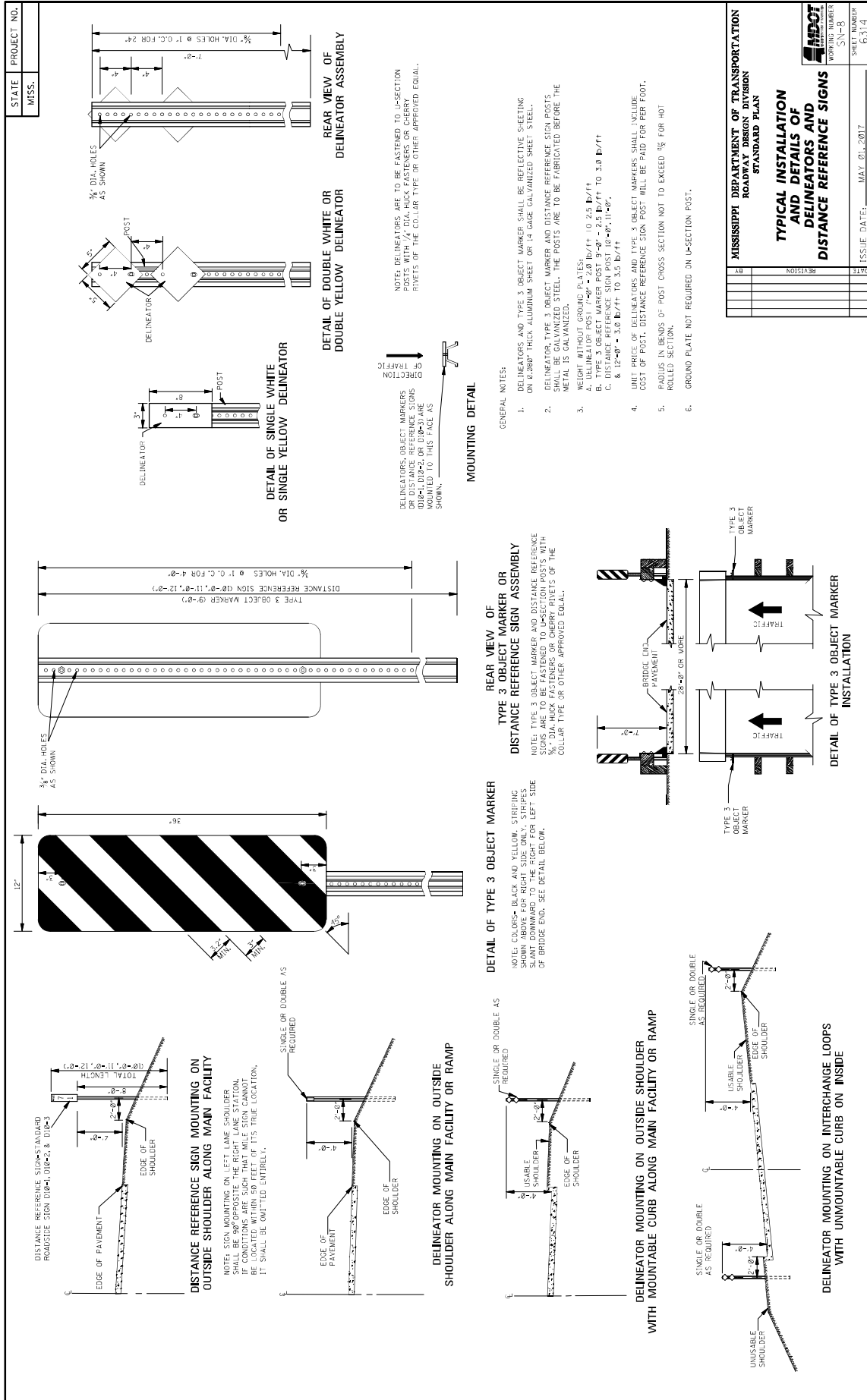
**FASTENER DETAILS**

NOTES:  
1. ALL GUARDRAIL BOLTS ARE 3/8" - 11 UNC.  
2. IF ANY BOLT EXTENDS MORE THAN 1/4" FROM THE NUT, THE BOLT SHOULD BE TRIMMED BACK.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
**STANDARD PLAN**  
**GUARDRAIL MISCELLANEOUS HARDWARE**

ISSUE DATE: MAY 01, 2017  
SHEET NUMBER 0221  
WORKING NUMBER GP-HH





**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 – NOTICE TO BIDDERS NO. 3599**

**CODE: (SP)**

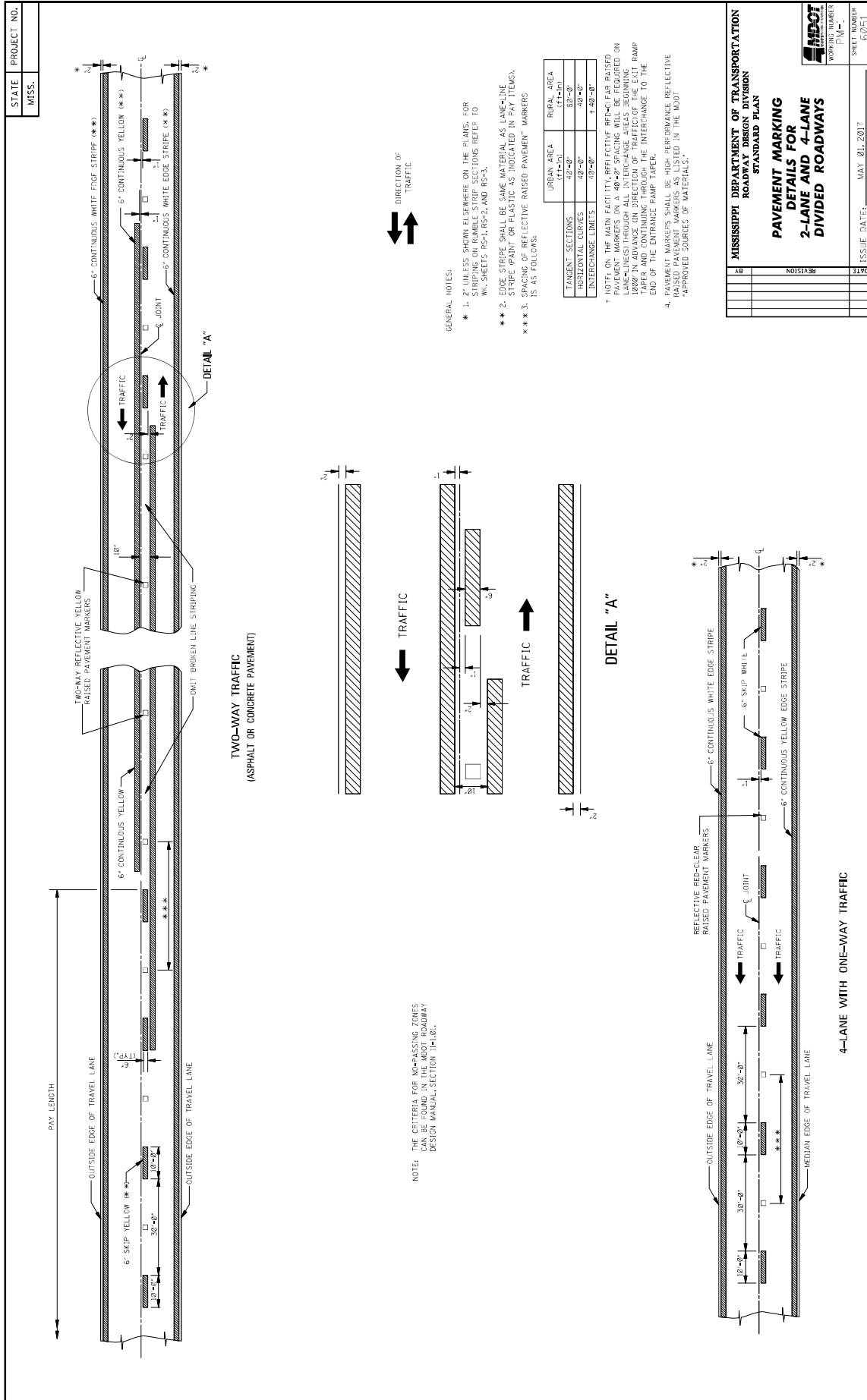
**DATE: 08/11/2021**

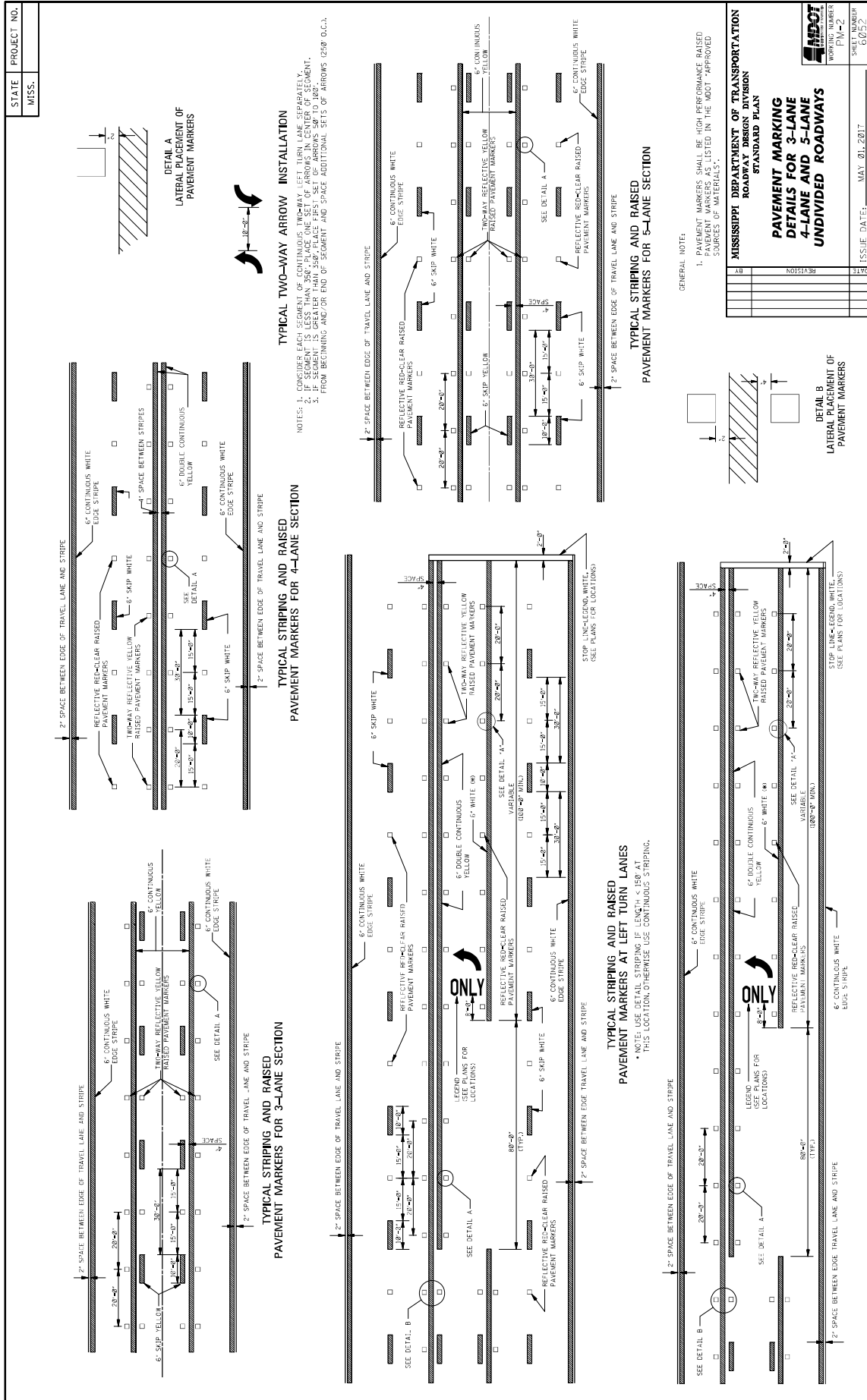
**SUBJECT: Standard Drawings**

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

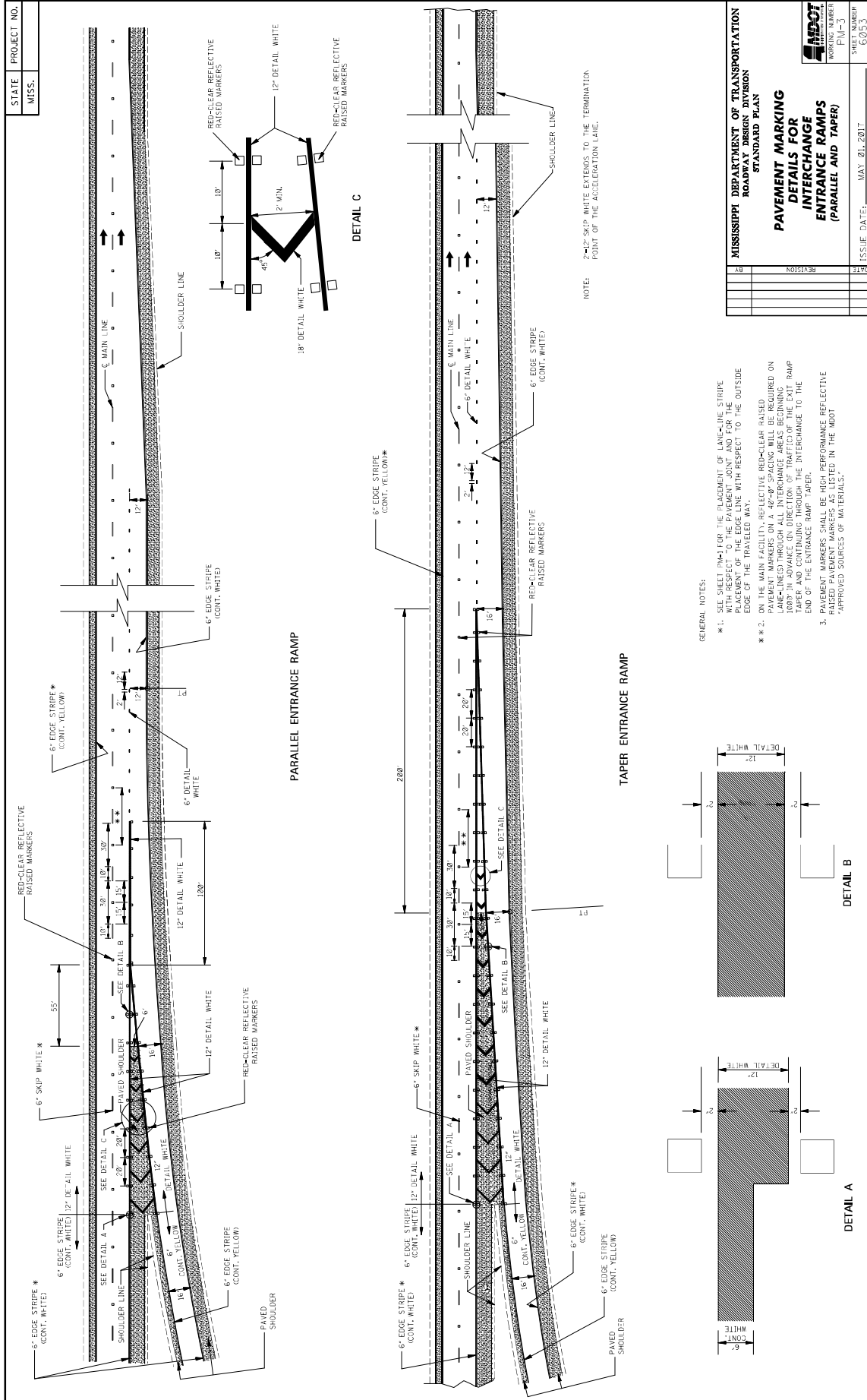
Larger copies of Standard Drawings may be purchased from:

MDOT Plans Print Shop  
MDOT Shop Complex, Building C, Room 114  
2567 North West Street  
P.O. Box 1850  
Jackson, MS 39215-1850  
Telephone: (601) 359-7460  
or FAX: (601) 359-7461  
or e-mail: [plans@mdot.state.ms.us](mailto:plans@mdot.state.ms.us)

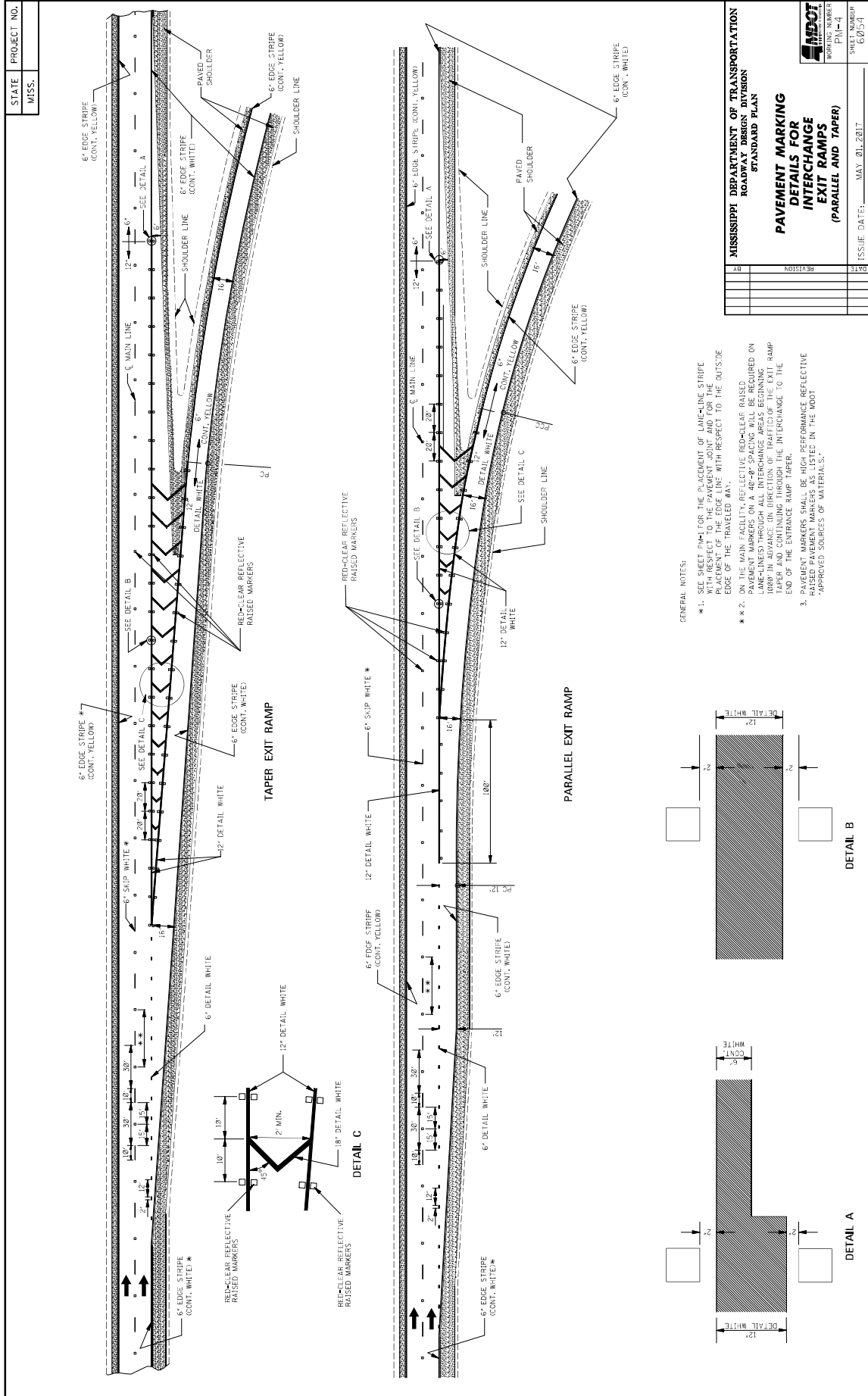








STATE PROJECT NO.  
MISS.



- GENERAL NOTES:
- SEE SHEET P1-1 FOR THE PLACEMENT OF LANE-LINE STRIPE WITH RESPECT TO THE PAVEMENT JOINT AND FOR THE PLACE OF THE PAVED SHOULDER WITH RESPECT TO THE OUTSIDE EDGE OF THE PAVED MARKING. RED-CLEAR RAISED PAVEMENT MARKERS ON A 40'-6" SPACING WILL BE REQUIRED ON LANE-LINES THROUGH ALL INTERCHANGE AREAS BEGINNING 1000' IN ADVANCE IN DIRECTION OF TRAFFIC OF THE EXIT RAMP TAPER AND CONTINUING THROUGH THE INTERCHANGE TO THE END OF THE ENTRANCE RAMP TAPER.
  - RAISED PAVEMENT MARKERS BE HIGH PERFORMANCE REFLECTIVE 'APPROVED SOURCES OF MATERIALS.'

MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
<b>PAVEMENT MARKING DETAILS FOR INTERCHANGE EXIT RAMPS (PARALLEL AND TAPER)</b>	
WORKING NUMBER P1-4	SHEET NUMBER 62/2-4
DATE	ISSUE DATE: MAY 01, 2017
BY	REVISION

STATE MISS.	PROJECT NO.										
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STOP

RIGHT

AHEAD

SCHOOL

LEFT

YIELD

TRAFFIC

SIGNAL

PAVEMENT MARKING LEGEND

**GENERAL NOTES:**

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

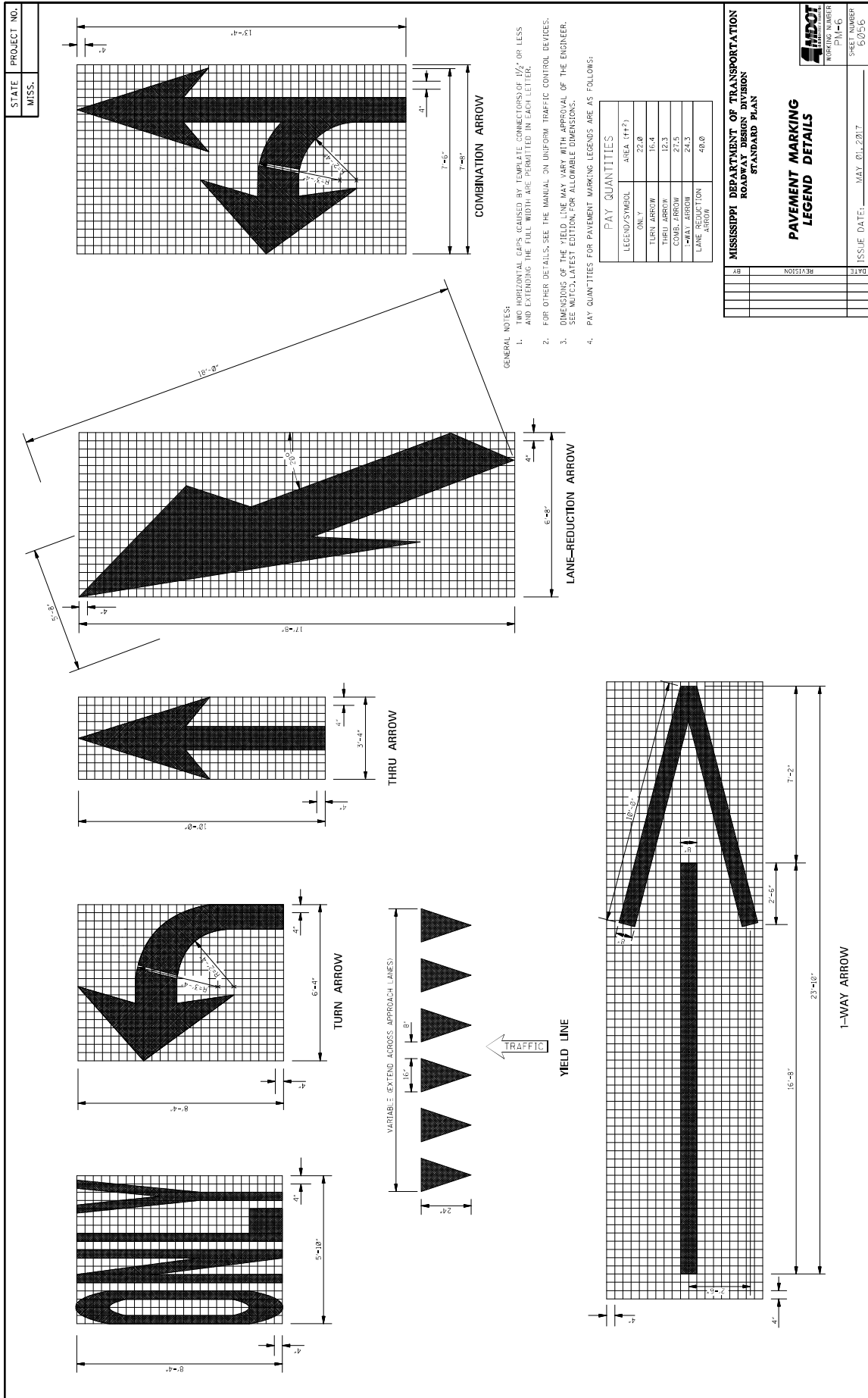
LEGEND	AREA (sq ft)
STOP	24.6
RIGHT	28.6
LEFT	19.5
YIELD	22.2
AHEAD	32.4
YIELD	26.8
EXIT	18.5
SIGNAL	32.5
SCHOOL	35.2

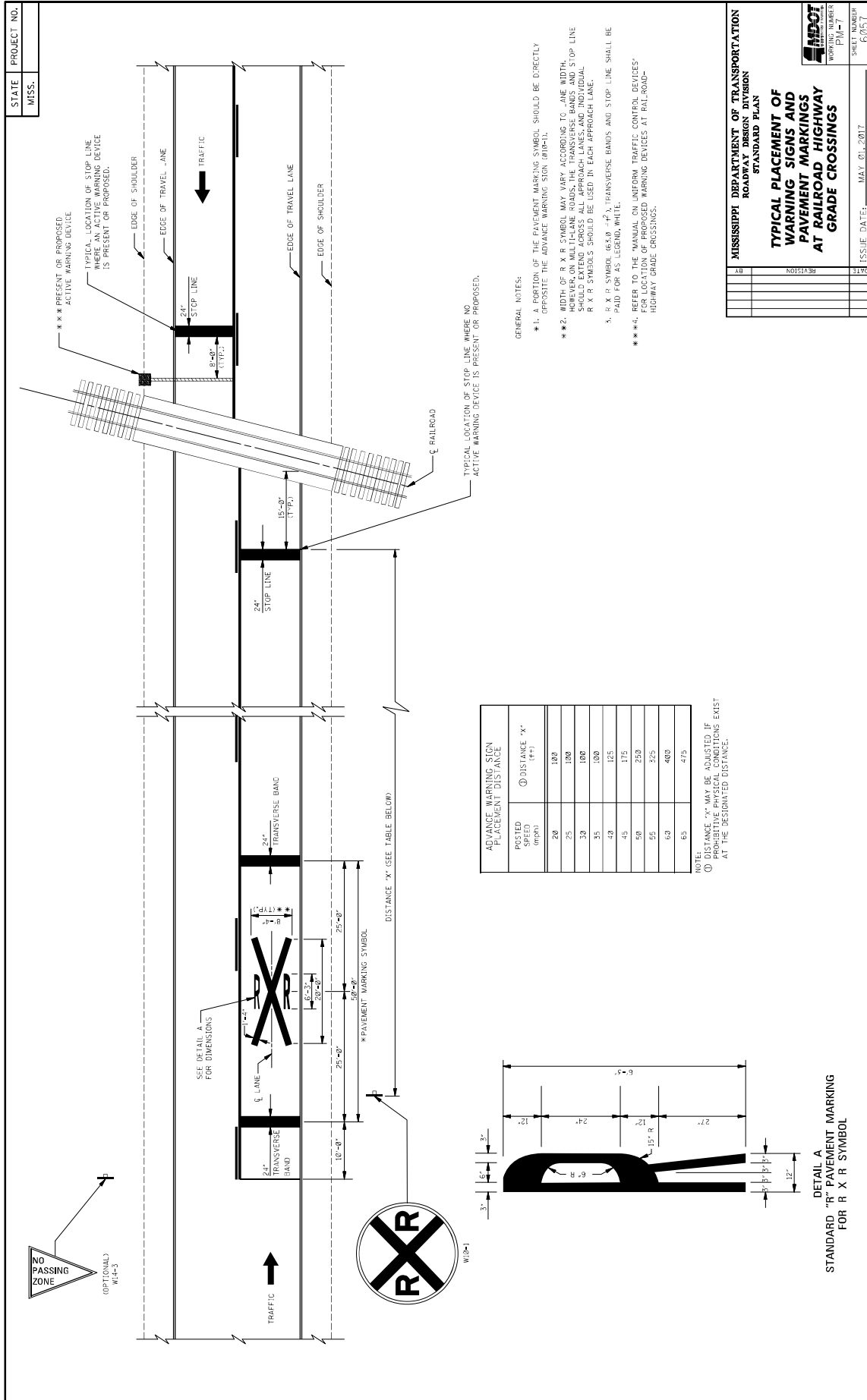
  

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN**

**PAVEMENT MARKING  
LEGEND DETAILS**

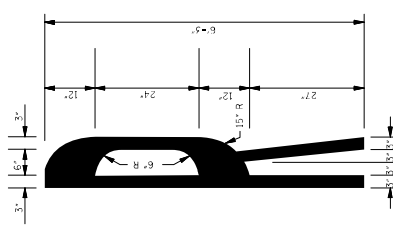
DATE	ISSUE DATE: MAY 01, 2017
BY	
REVISION	





POSTED SPEED (mph)	ADVANCE WARNING SIGN PLACEMENT DISTANCE (X)
20	100
25	100
30	100
35	100
40	125
45	175
50	250
55	325
60	400
65	475

NOTE: DISTANCE 'X' MAY BE ADJUSTED IF PROHIBITIVE PHYSICAL CONDITIONS EXIST AT THE DESIGNATED DISTANCE.



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

STATE PROJECT NO.  
MISS.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

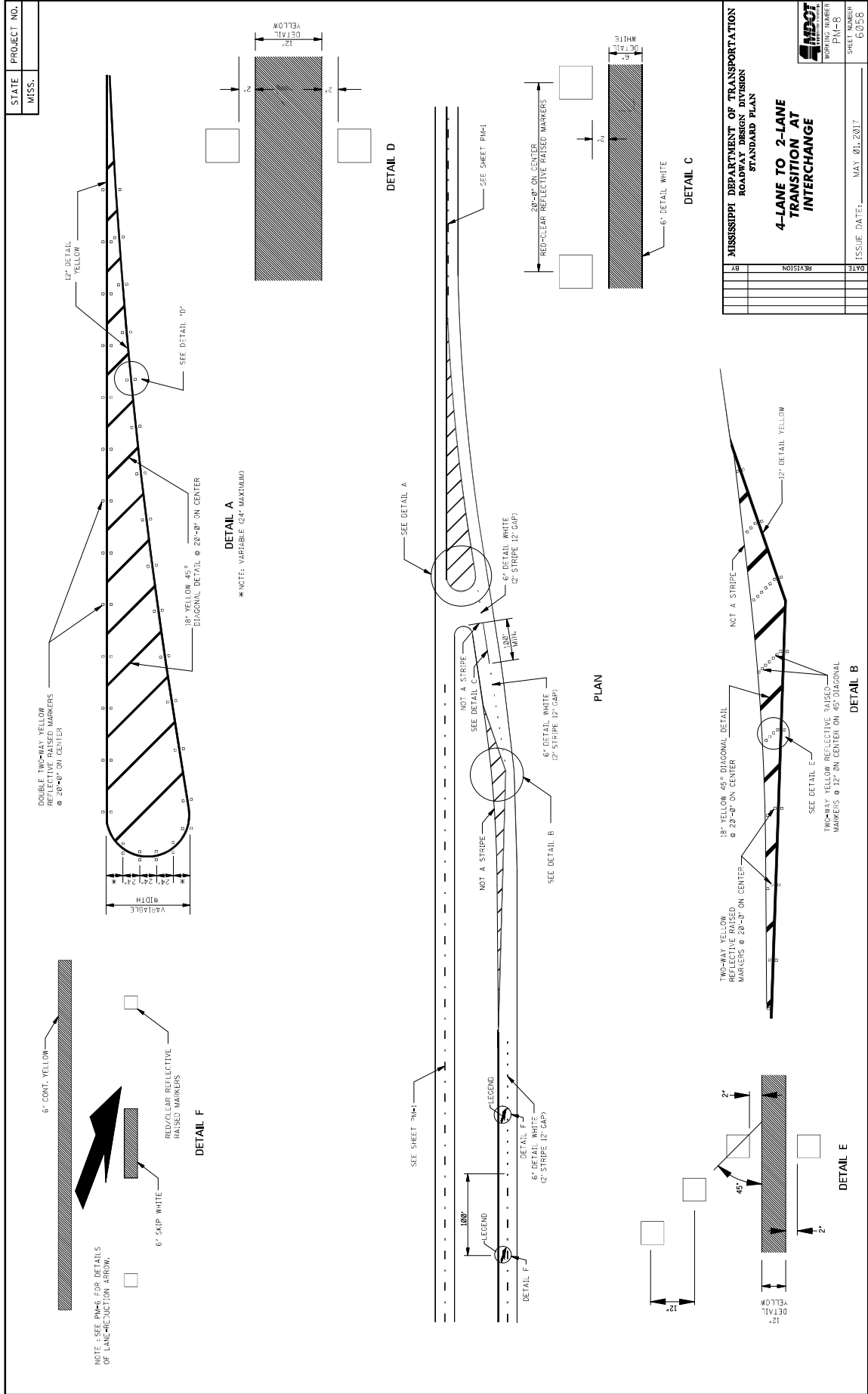
**TYPICAL PLACEMENT OF WARNING SIGNS AND PAVEMENT MARKINGS AT RAILROAD HIGHWAY GRADE CROSSINGS**

MDOT  
WORKING NUMBER  
P10-7

SHEET NUMBER  
60511

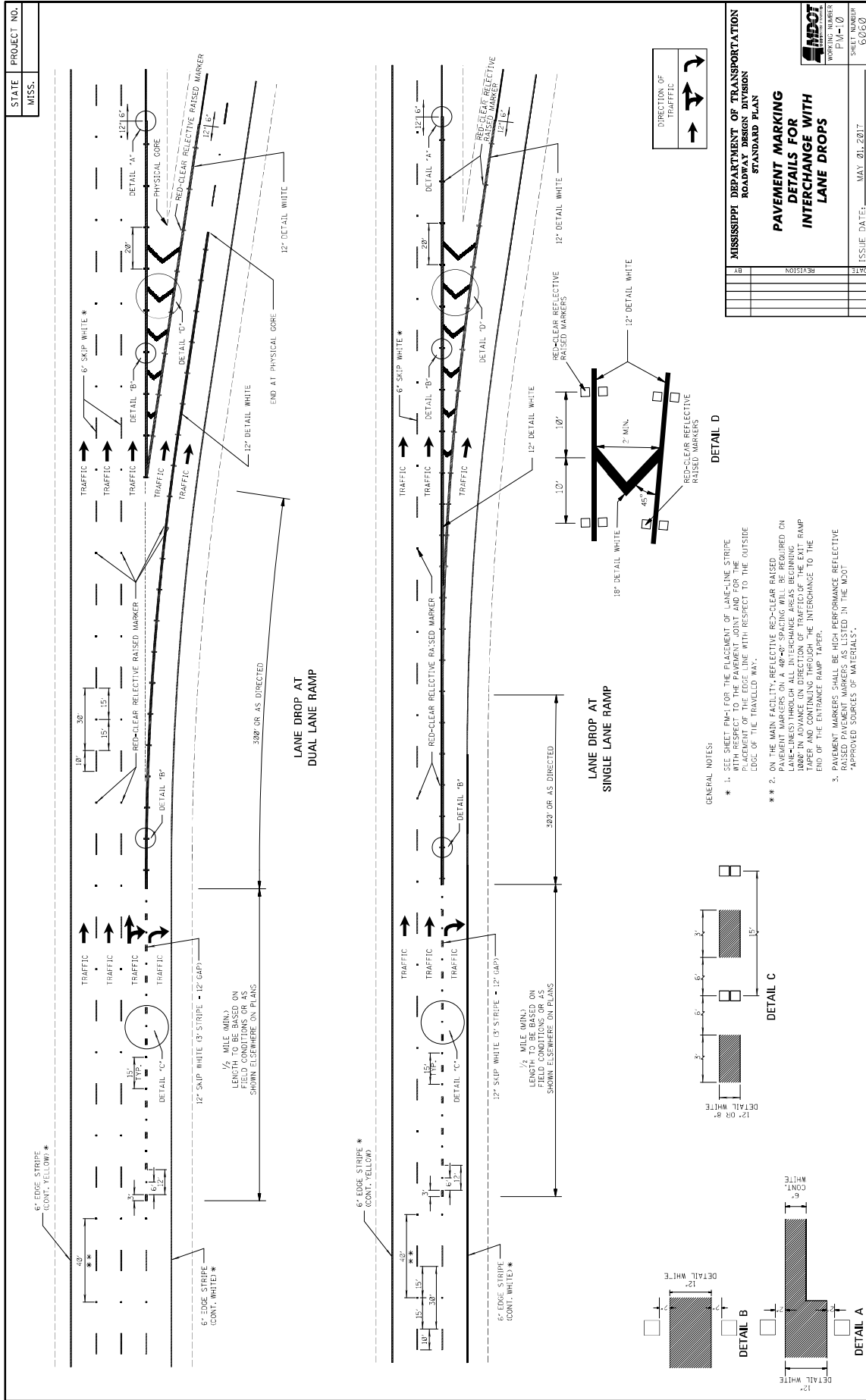
ISSUE DATE: MAY 01, 2017

- GENERAL NOTES:
- \*1. A PORTION OF THE PAVEMENT MARKING SYMBOL SHOULD BE DIRECTLY OPPOSITE THE ADVANCE WARNING SIGN (R11-1).
  - \*\*2. WIDTH OF R X R SYMBOL MAY VARY ACCORDING TO LANE WIDTH. SYMBOL SHOULD EXTEND ACROSS ALL APPROACH LANES AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.
  - 3. R X R SYMBOL (65.0 - 75.0) TRANSVERSE BANDS AND STOP LINE SHALL BE PAID FOR AS LEGEND WHITE.
  - \*\*\*4. REFER TO THE MANUAL ON URBAN TRAFFIC CONTROL DEVICES FOR LOCATION OF PROPOSED WARNING DEVICES AT RAILROAD-HIGHWAY GRADE CROSSINGS.



MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	<b>4-LANE TO 2-LANE TRANSITION AT INTERCHANGE</b>	SHEET NUMBER PM-B 6026
DATE	REVISION	ISSUE DATE: MAY 01, 2017

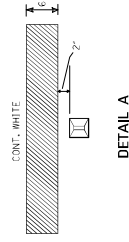
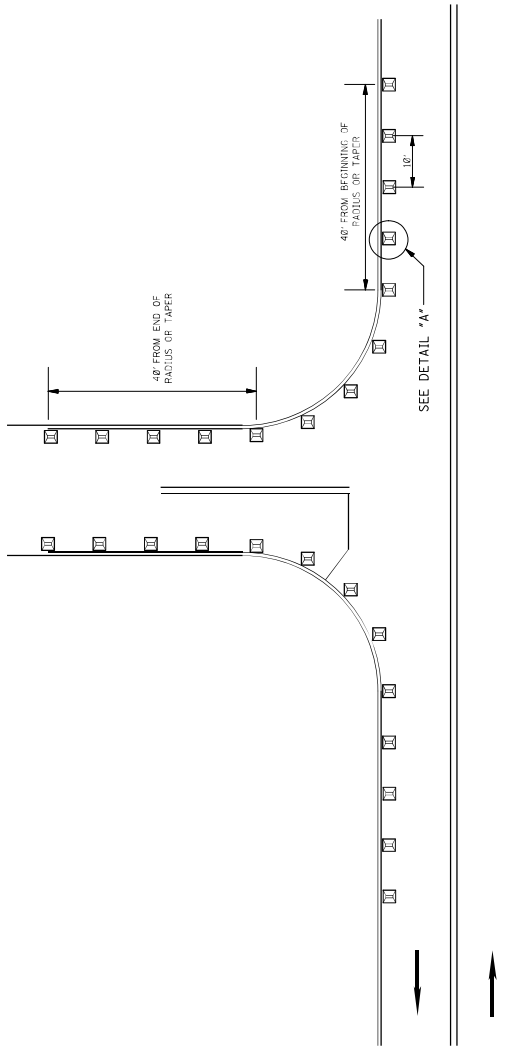






STATE	PROJECT NO.
MISS.	

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



GENERAL NOTES:

1. MARKERS SHALL BE FLACCO EVERY 10' FEET.
2. MARKERS SHALL BE VISIBLE FROM THE TRAVELING MOTORIST ON STATE DESIGNATED HIGHWAYS.
3. MARKERS SHALL BE HIGH PERFORMANCE TWO-WAY CLEAR.
4. FIVE (5) MARKERS SHALL BE PLACED ALONG MAINLINE EDGE STRIPE.
5. MARKERS ON COUNTY ROADS SHALL CONTINUE DOWN THE MAINLINE EDGE STRIPE A DISTANCE OF 40' FEET.
6. MARKERS SHALL NOT BE ROTATED WHEN BEING PLACED ALONG RADIUS AND TANGENT SECTION OF LOCAL ROAD.
7. MARKERS SHALL BE INSTALLED AT SIMPLE AND CHANNELIZED INTERSECTIONS TO THE LIMITS SHOWN ABOVE.

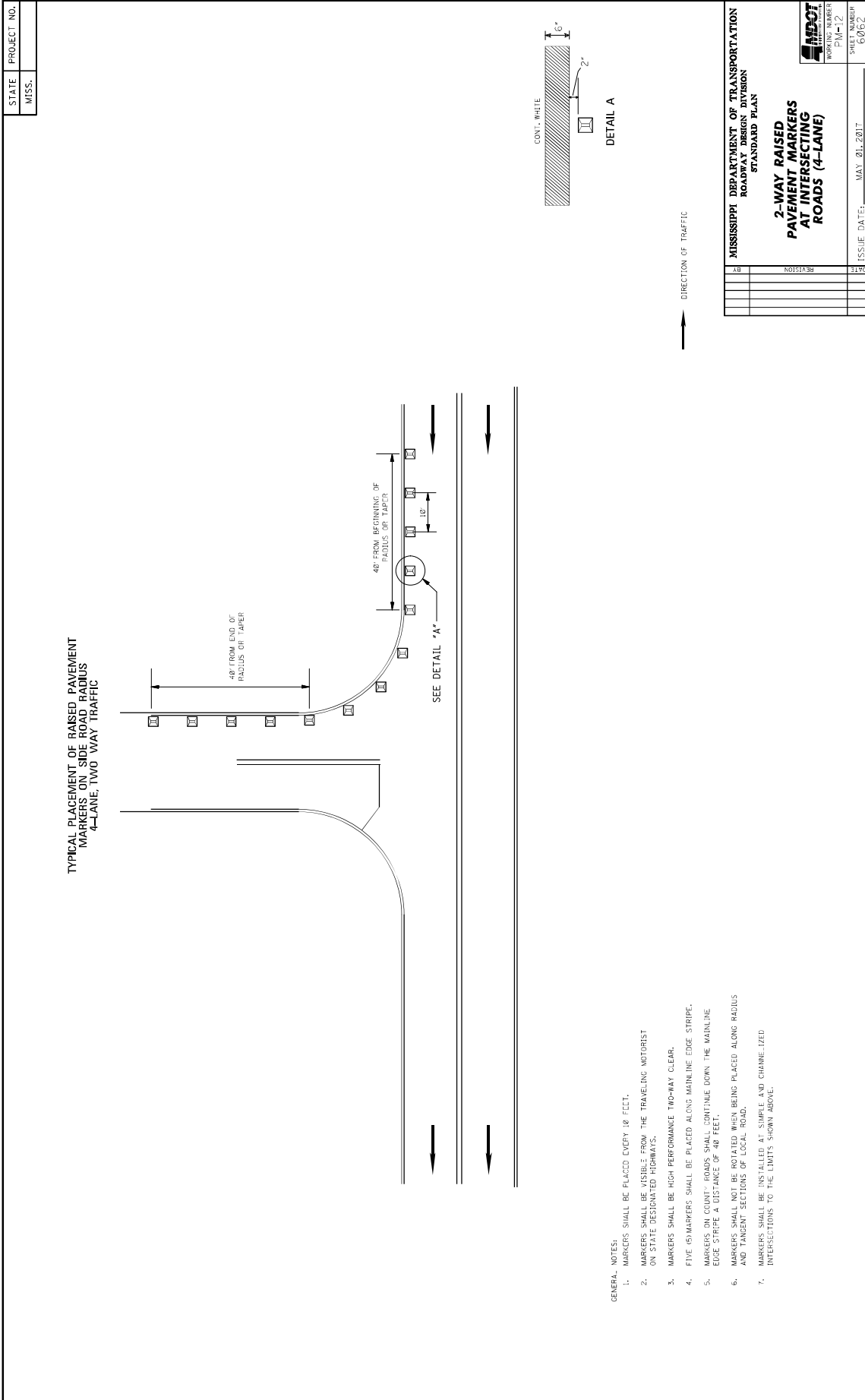
MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

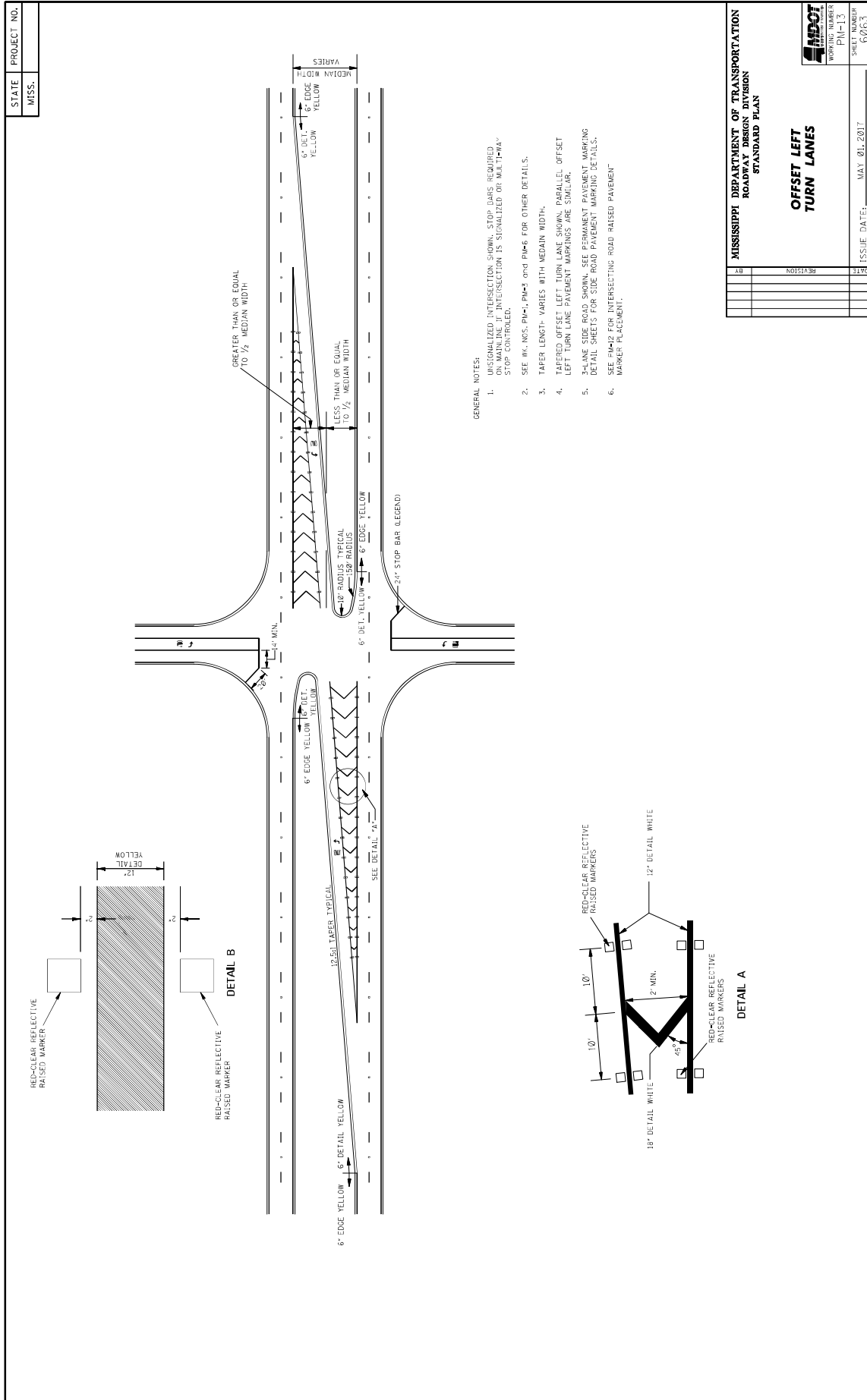
**2-WAY RAISED PAVEMENT MARKERS AT INTERSECTING ROADS (2-LANE)**

DATE	BY	REVISION

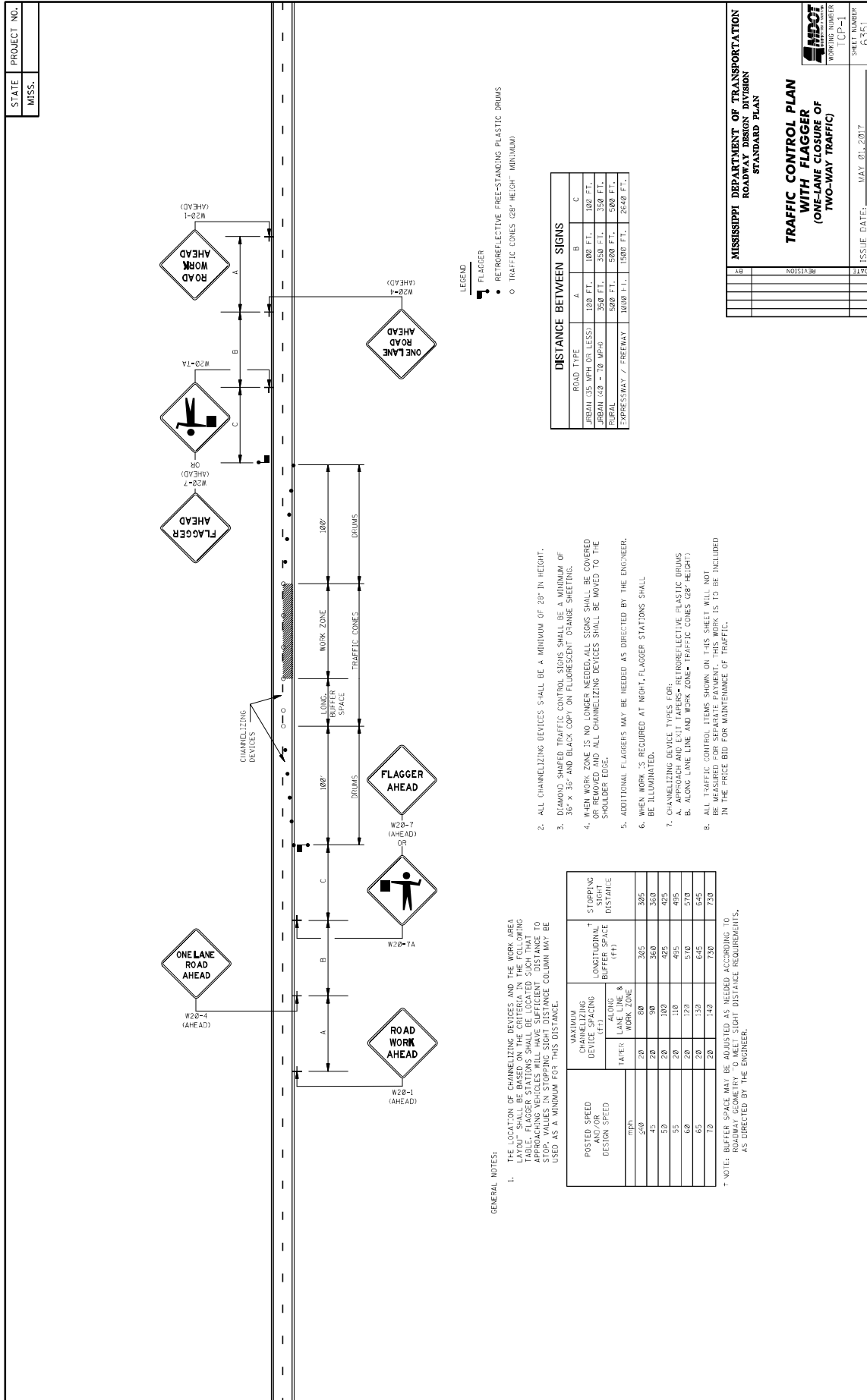
ISSUE DATE: MAY 01, 2017

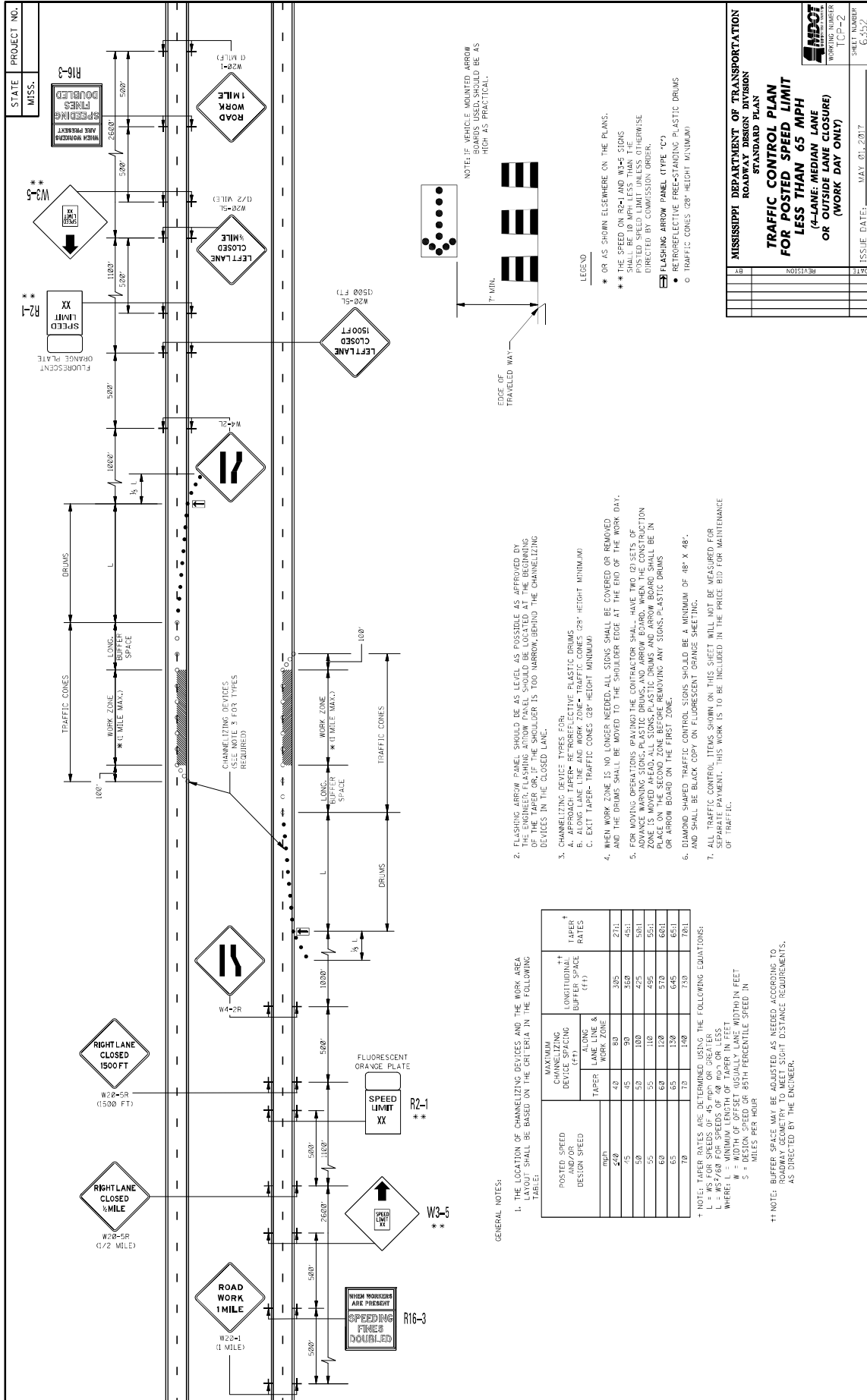
WORKING NUMBER: P-111  
SHEET NUMBER: 09/01

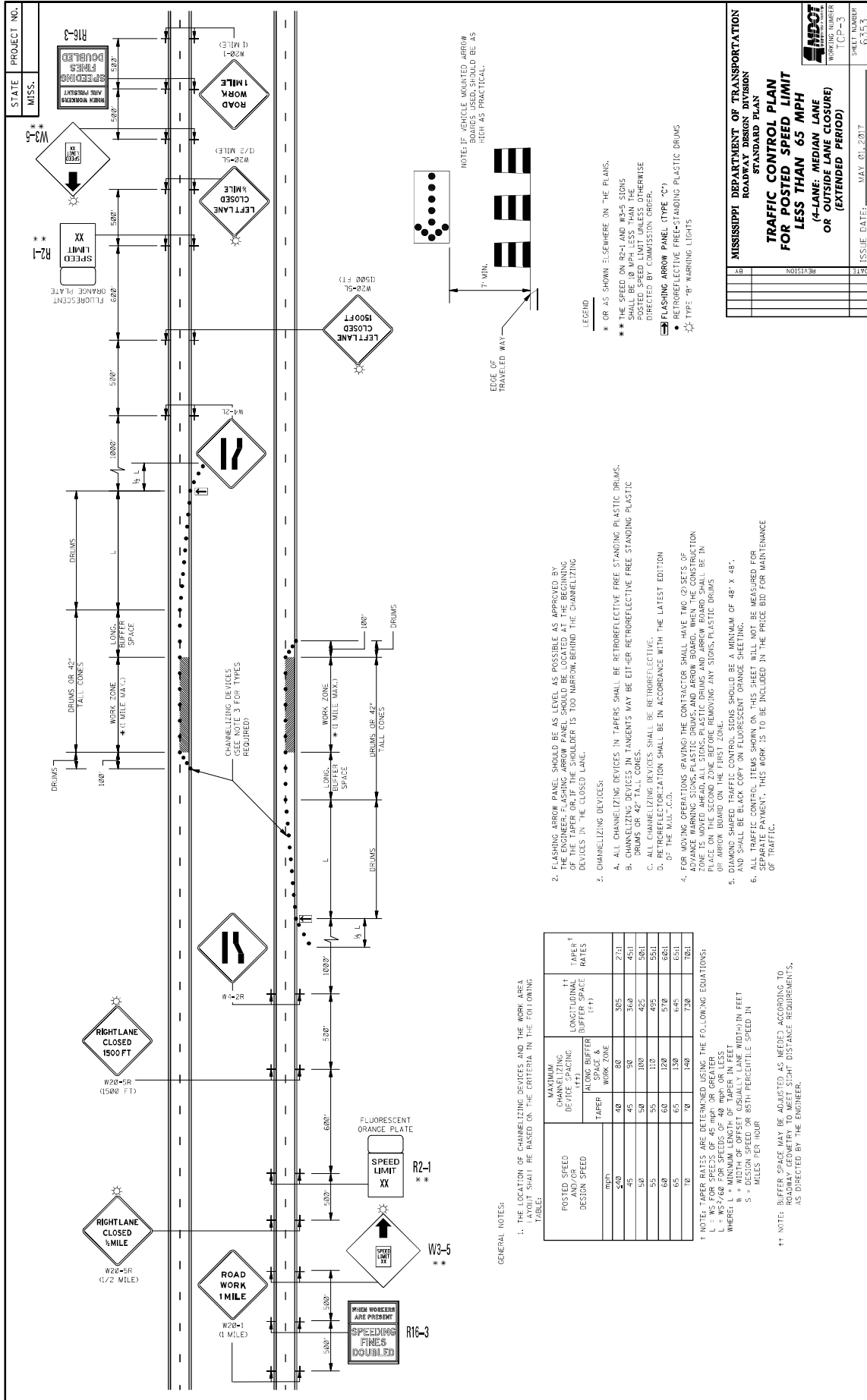


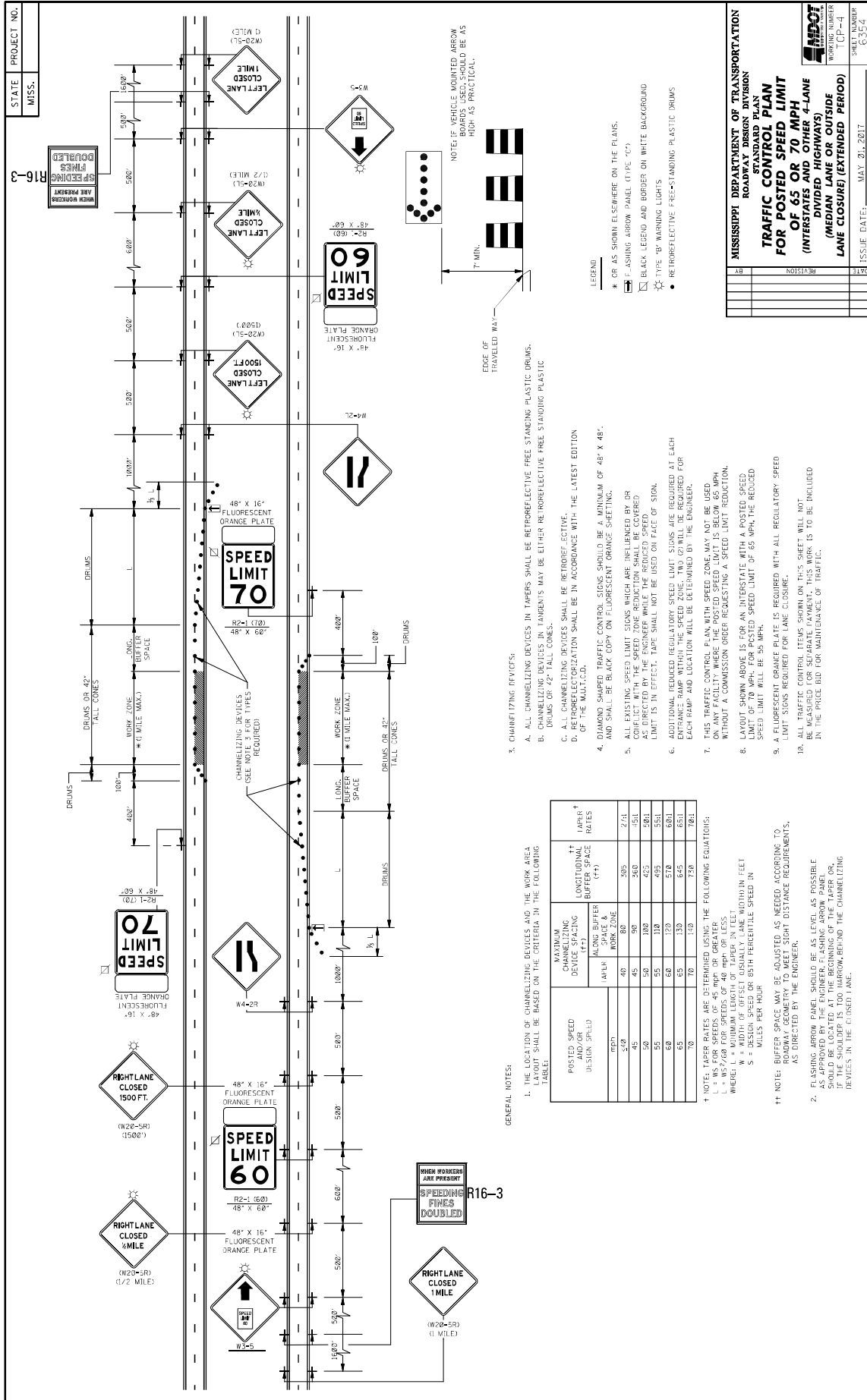


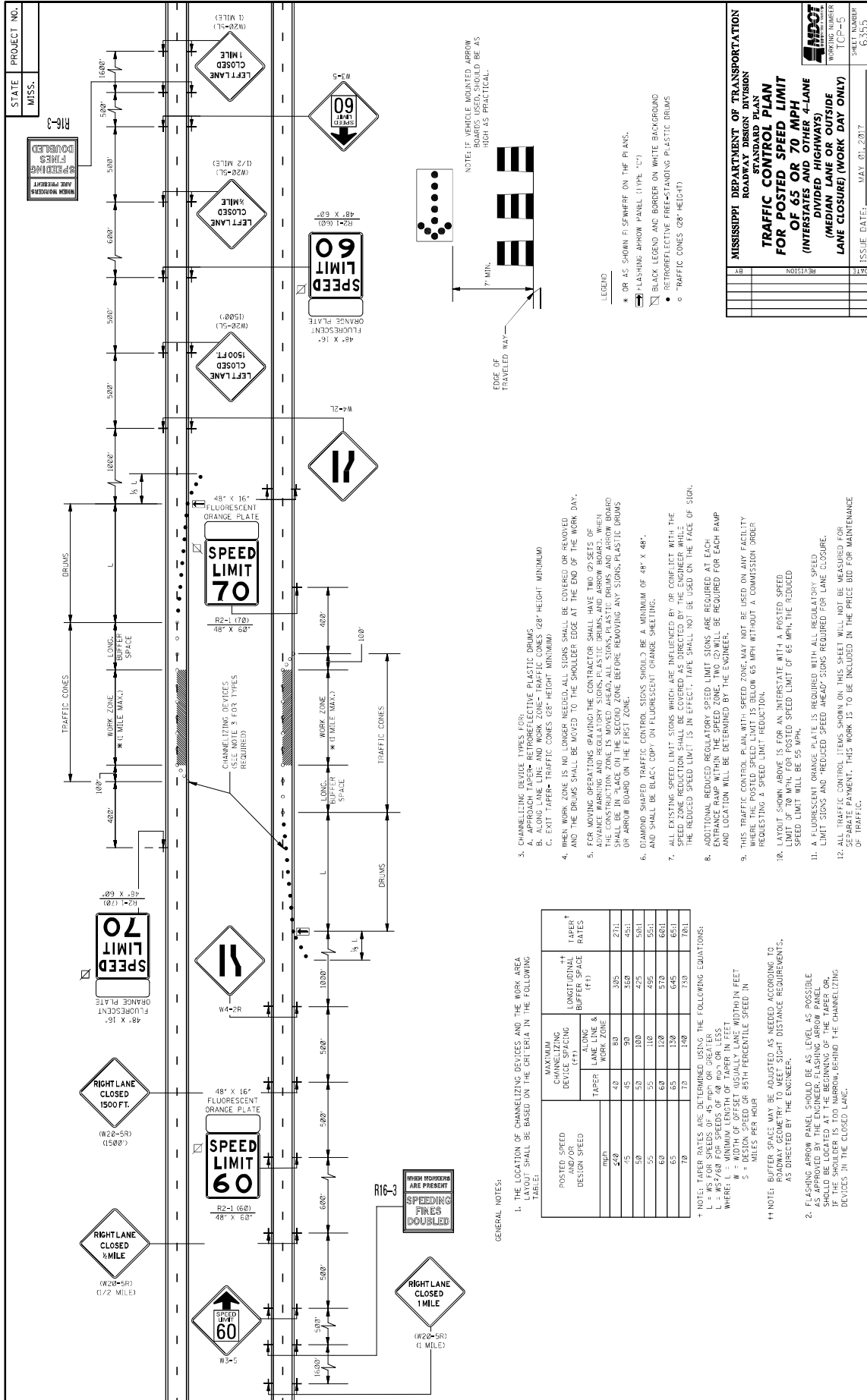
<b>MISSISSIPPI DEPARTMENT OF TRANSPORTATION</b>	
<b>ROADWAY DESIGN DIVISION</b>	
<b>STANDARD PLAN</b>	
<b>OFFSET LEFT TURN LANES</b>	
DATE	ISSUE DATE: MAY 01, 2017
BY	SHEET NUMBER 0263
REVISION	WORKING NUMBER PM-13







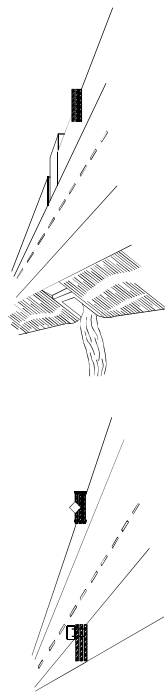






STATE PROJECT NO.  
 MISS.

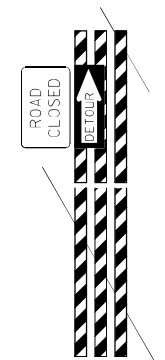


**WING BARRICADES**

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

2. WING BARRICADES SHOULD BE USED:

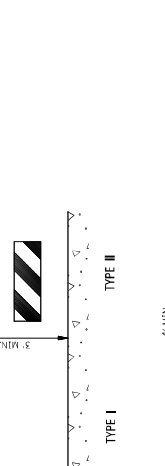
- IN ADVANCE OF A CONSTRUCTION PROJECT EVEN WHEN NO PART OF THE ROADWAY IS ACTUALLY CLOSED.
- IN ADVANCE OF ALL BRIDGE OR CULVERT WIDENING OPERATIONS.



**BARRICADE CHARACTERISTICS**

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

**BARRICADE CLOSING A ROAD**



**STANDARD BARRICADES**

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

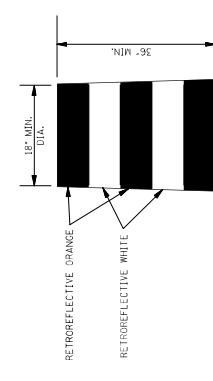
2. RAIL STRIPE SHALL BE 6 INCHES EXCEPT THAT 4-INCH WIDE STRIPES MAY BE USED IF RAIL LENGTHS ARE LESS THAN 36 INCHES.

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

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

5. BARRICADES ARE CLASSIFIED BY FHWA AS CATEGORY II WHEN THEY REQUIRE SUPPORT. CATEGORY I BARRICADES ARE THOSE WHICH REQUIRE NO SUPPORT. A LIST OF CRASHWORTHY BARRICADES AND OTHER CATEGORY II DEVICES CAN BE FOUND ON FHWA'S WEBSITE: [https://safety.fhwa.dot.gov/roadway\\_dept/pafety\\_guidance/road\\_hardware/cat2.cfm](https://safety.fhwa.dot.gov/roadway_dept/pafety_guidance/road_hardware/cat2.cfm)

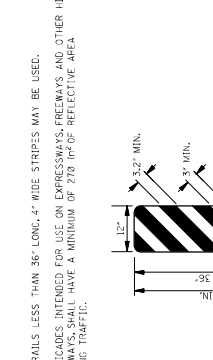


**PLASTIC DRUM STRIPPING DETAIL**

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

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

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

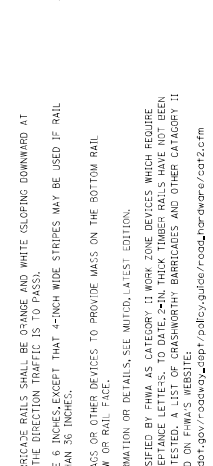


**TYPE 3 OBJECT MARKER (OM-3R)**

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

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

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



**CHEVRON SIGN DETAIL**

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

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

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

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**  
 ROADWAY DESIGN DIVISION  
 STANDARD PLAN  
**HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS**

WORKING NUMBER: TSP-5  
 SHEET NUMBER: 03500  
 ISSUE DATE: MAY 2012

REVISION  
 DATE

STATE	PROJECT NO.	
MISS.		

### MOBILE OPERATIONS ON MULTILANE ROAD

**MOBILE OPERATIONS ON MULTILANE ROAD**

### MOBILE OPERATIONS ON TWO-LANE ROAD

**MOBILE OPERATIONS ON TWO-LANE ROAD**

**NOTES FOR MULTILANE LANE OPERATION:**

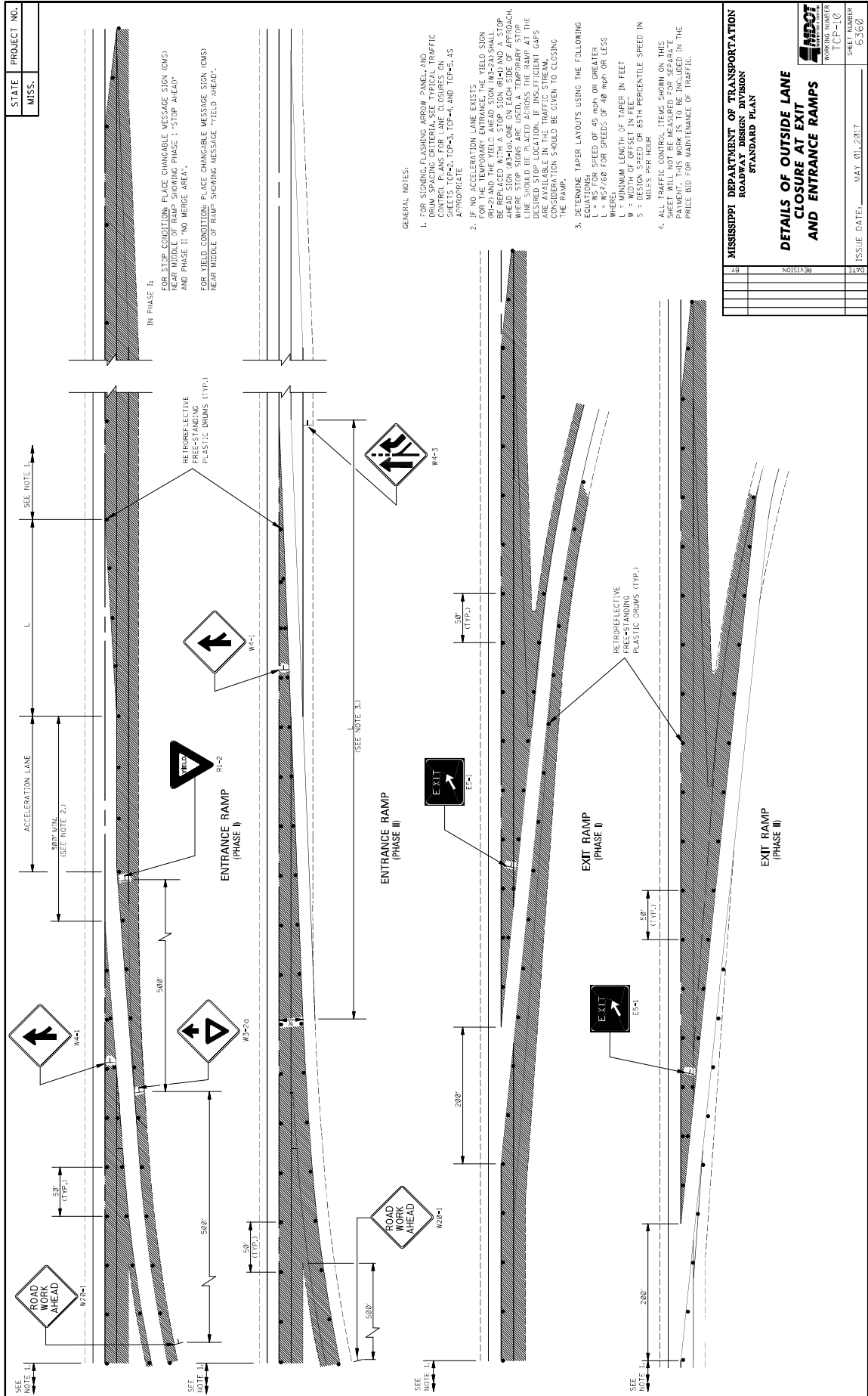
- VEHICLES USED FOR THESE OPERATIONS SHOULD BE MADE HIGHLY VISIBLE WITH APPROPRIATE EQUIPMENT, SUCH AS FLASHING LIGHTS, ROTATING BEACONS, FLAS, SIGNS, OR ARROW PANELS.
- SHADOW VEHICLE 2 SHOULD BE EQUIPPED WITH AN ARROW PANEL AND TRUCK MOUNTED ATTENUATOR (TMA), AN APPROPRIATE LANE CLOSURE SIGN SHOULD 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 OF PRACTICALLY, VEHICLE 2 IN THE CLOSED LANE, AND VEHICLE 1 IN THE CLOSED LANE).
- ARROW PANELS SHALL BE AS A MINIMUM TYPE B, 60" X 36" 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 STRUCTURES. SIGN LEGENDS SHALL BE COVERED OR TURNED FROM VIEW WHEN WORK IS NOT IN PROGRESS.
- ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

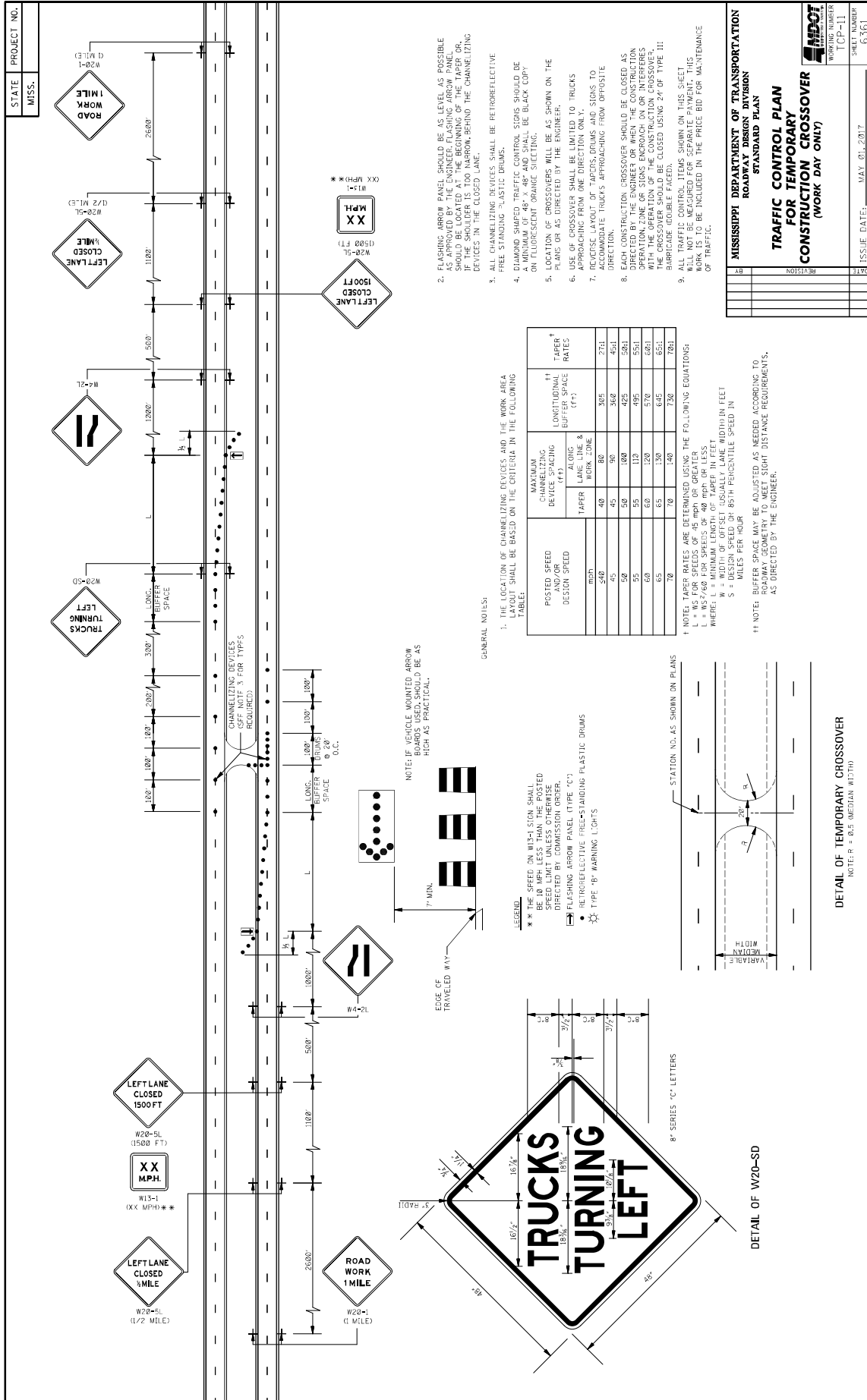
**NOTES FOR TWO-LANE OPERATION:**

- WHERE PRACTICAL AND WHEN NEEDED, THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS. IF THIS CAN NOT BE DONE FREQUENTLY AS AN ALTERNATIVE, A "DO NOT PASS" SIGN MAY BE PLACED ON THE REAR OF THE VEHICLE BLOCKING THE LANE.
- THE DISTANCE BETWEEN THE WORK AND SHADOW VEHICLES MAY VARY ACCORDING TO TERRAIN, PAINT DRYING TIME, AND OTHER FACTORS. SHADOW VEHICLES ARE USED TO WARN TRAFFIC OF THE OPERATION AHEAD, WHENEVER ADEQUATE SIGNAGE IS NOT AVAILABLE. SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. THE SHADOW VEHICLE SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
- ADDITIONAL SHADOW VEHICLES TO WARN AND REDUCE THE SPEED OF ONCOMING OR OPPOSING TRAFFIC MAY BE USED. POLICE PATROL CARS MAY BE USED FOR THIS PURPOSE.
- A TRUCK-MOUNTED ATTENUATOR (TMA) SHOULD BE USED ON THE SHADOW VEHICLE AND MAY BE USED ON THE WORK VEHICLE.
- THE WORK VEHICLE SHALL BE EQUIPPED WITH BEACONS AND THE SHADOW VEHICLE SHALL BE EQUIPPED WITH BEACONS. TRUCK-MOUNTED 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 STRUCTURES. SIGN LEGENDS SHALL BE COVERED OR TURNED FROM VIEW WHEN WORK IS NOT IN PROGRESS.
- ARROW BOARD TO BE USED IN CAUTION MODE.
- ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

<b>MISSISSIPPI DEPARTMENT OF TRANSPORTATION</b>	
<b>ROADWAY DESIGN DIVISION</b>	
<b>STANDARD PLAN</b>	
<b>TRAFFIC CONTROL PLAN</b>	
<b>MOBILE OPERATIONS</b>	
<b>MULTILANE ROADS</b>	
<b>TWO-LANE ROADS</b>	
ISSUE DATE:	MAY 01, 2017
SHEET NUMBER	6359
WORKING NUMBER	TCP-9





STATE PROJECT NO.  
MISS.

ROAD WORK 1 MILE  
W20-1 (1 MILE)

LEFT LANE CLOSED 1/2 MILE  
W20-5L (1/2 MILE)

LEFT LANE CLOSED 1 MILE  
W20-5L (1 MILE)

TRUCKS TURNING LEFT  
W4-2L

LEFT LANE CLOSED 1500 FT  
W20-5L (1500 FT)

XX MPH  
W13-1 (XX MPH) \*\*

LEFT LANE CLOSED 1/2 MILE  
W20-5L (1/2 MILE)

ROAD WORK 1/2 MILE  
W20-1 (1/2 MILE)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN  
TRAFFIC CONTROL PLAN  
FOR TEMPORARY  
CONSTRUCTION CROSSOVER  
(WORK DAY ONLY)

WORKING NUMBER  
TCP-11

SHEET NUMBER  
6361

ISSUE DATE: MAY 01, 2017

1. THE LOCATION OF CHANNELIZING DEVICES AND THE WORK AREA TAPER SHALL BE BASED ON THE CRITERIA IN THE FOLLOWING TABLE:
2. FLASHING ARROW PANELS SHOULD BE AS LEVEL AS POSSIBLE AS APPROVED BY THE ENGINEER. FLASHING ARROW PANELS 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. ALL CHANNELIZING DEVICES SHALL BE RETROREFLECTIVE FREE STANDING PLASTIC DRUMS.
4. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHOULD BE BLACK COPY ON FLUORESCENT ORANGE SUCTING.
5. LOCATION OF CROSSOVERS WILL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
6. USE OF CROSSOVERS SHALL BE LIMITED TO TRUCKS APPROACHING FROM ONE DIRECTION ONLY.
7. REVERSE LAYOUT OF TAPERS, DRUMS AND SIGNS TO ACCOMMODATE TRUCKS APPROACHING FROM OPPOSITE DIRECTION.
8. EACH CONSTRUCTION CROSSOVER SHOULD BE CLOSED AS EARLY AS POSSIBLE AND OPENED AS SOON AS POSSIBLE TO PREVENT INTERFERENCE WITH THE OPERATION OF THE CONSTRUCTION CROSSOVER.
9. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

POSTED SPEED AND/OR DESIGN SPEED	MAXIMUM CHANNELIZING DEVICE SPACING (FT)	LONGITUDINAL BUFFER SPACE (FT)	TAPER RATES
50	40	80	305
55	45	90	368
60	50	100	425
65	55	110	495
70	60	120	570
75	65	130	645
80	70	140	730

NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:  
 $L = 1.47 S W$   
 $L = \text{MINIMUM LENGTH OF TAPER IN FEET}$   
 $W = \text{WIDTH OF OFFSET USUALLY LANE WIDTH IN FEET}$   
 $S = \text{DESIGN SPEED IN MILES PER HOUR}$   
 $S = 85\text{TH PERCENTILE SPEED IN MILES PER HOUR}$

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

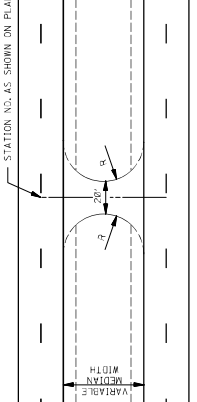
GENERAL NOTES:  
 1. THE LOCATION OF CHANNELIZING DEVICES AND THE WORK AREA TAPER SHALL BE BASED ON THE CRITERIA IN THE FOLLOWING TABLE:

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

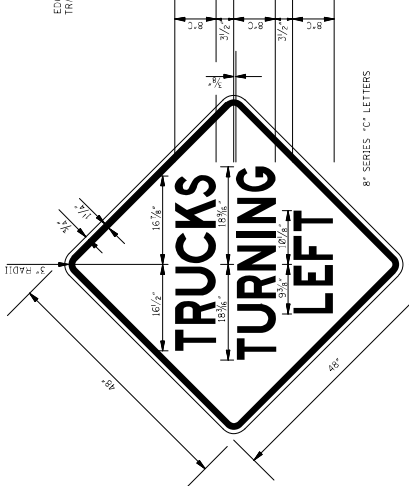
7' MIN.

EDGE OF TRAVELED WAY

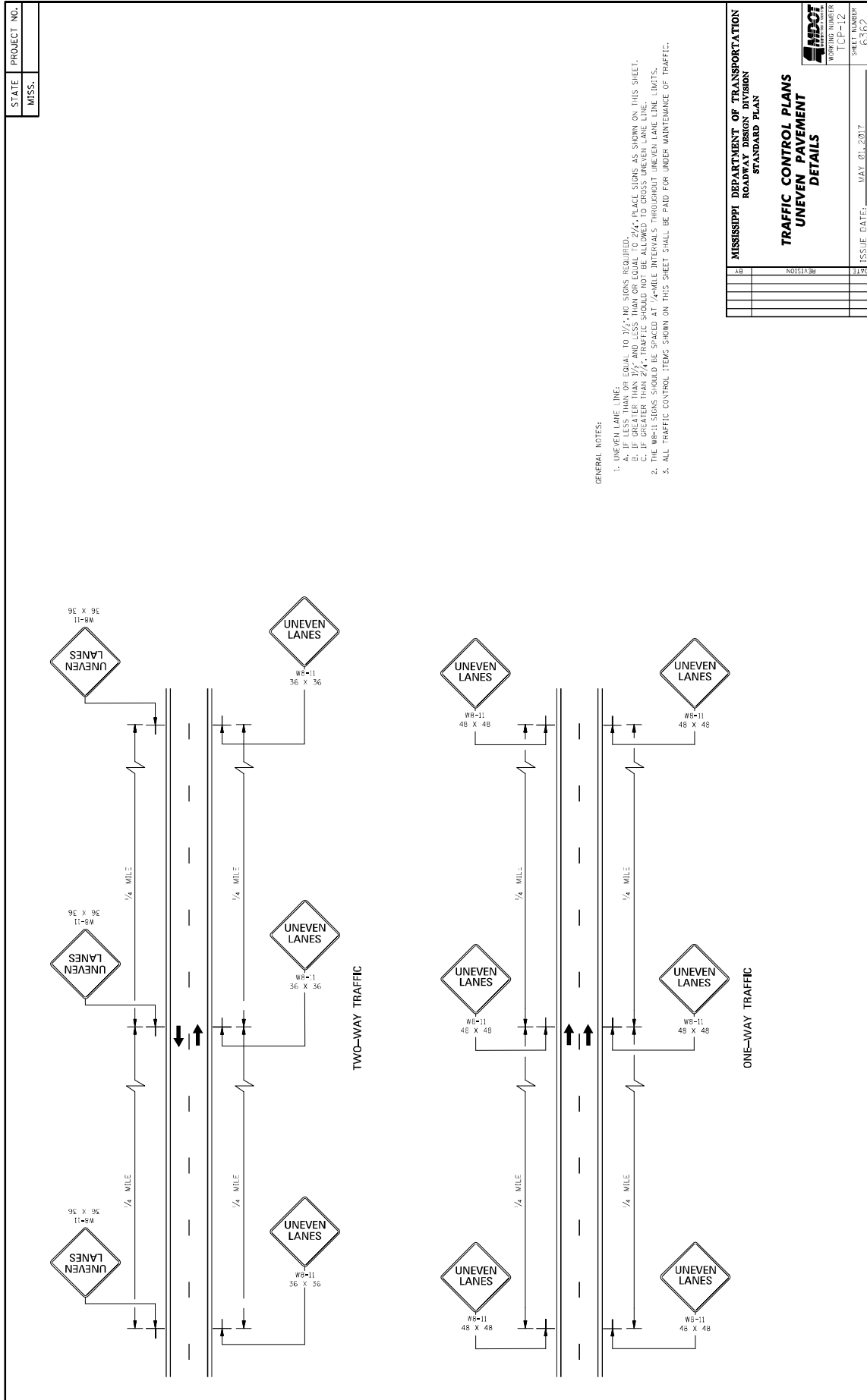
NOTE: IF VEHICLE MOUNTED ARROW BOARDS USED, SHOULD BE AS HIGH AS PRACTICAL.

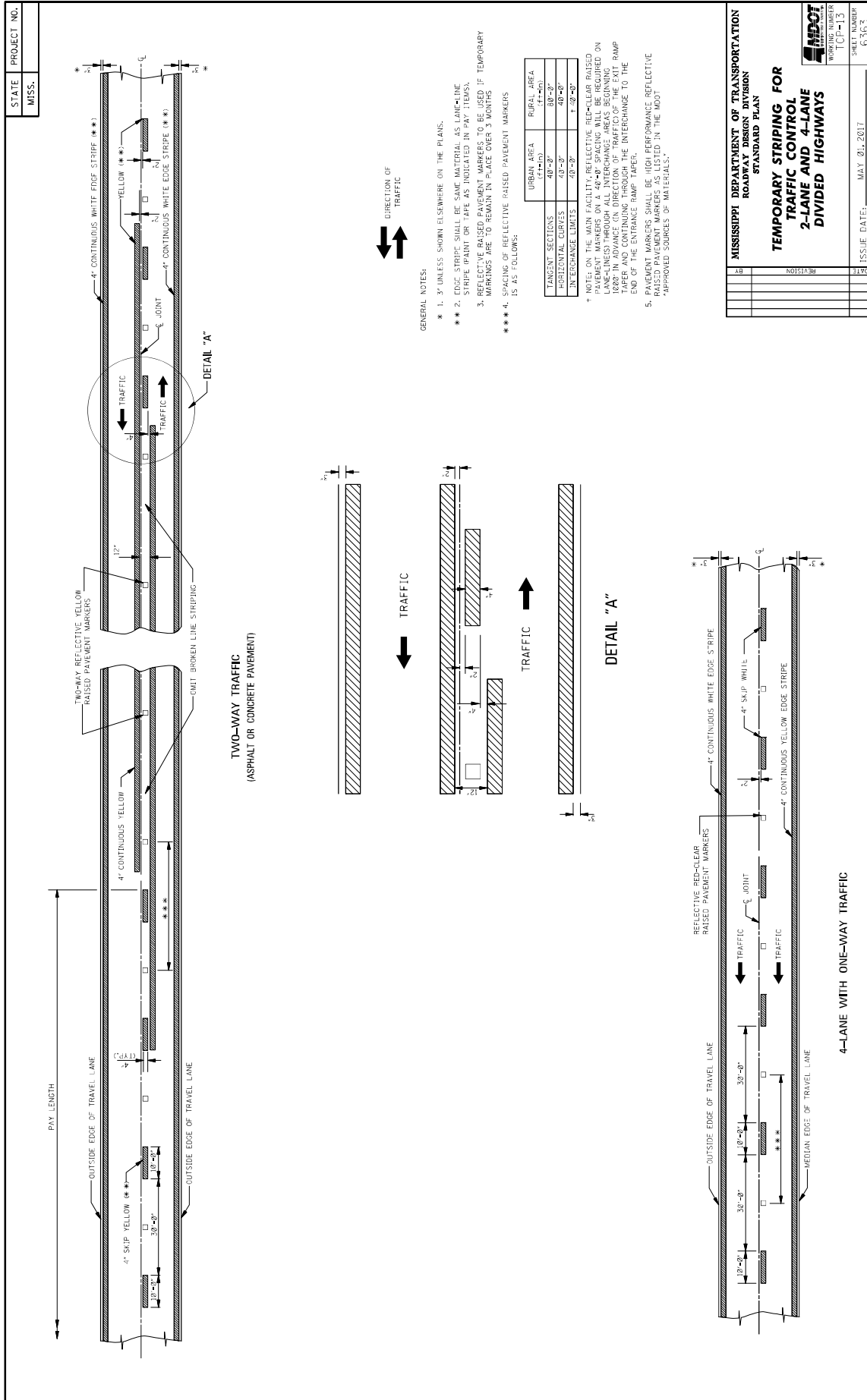


DETAIL OF TEMPORARY CROSSOVER  
 NOTE: P = 60' (MEDIAN) W/3710



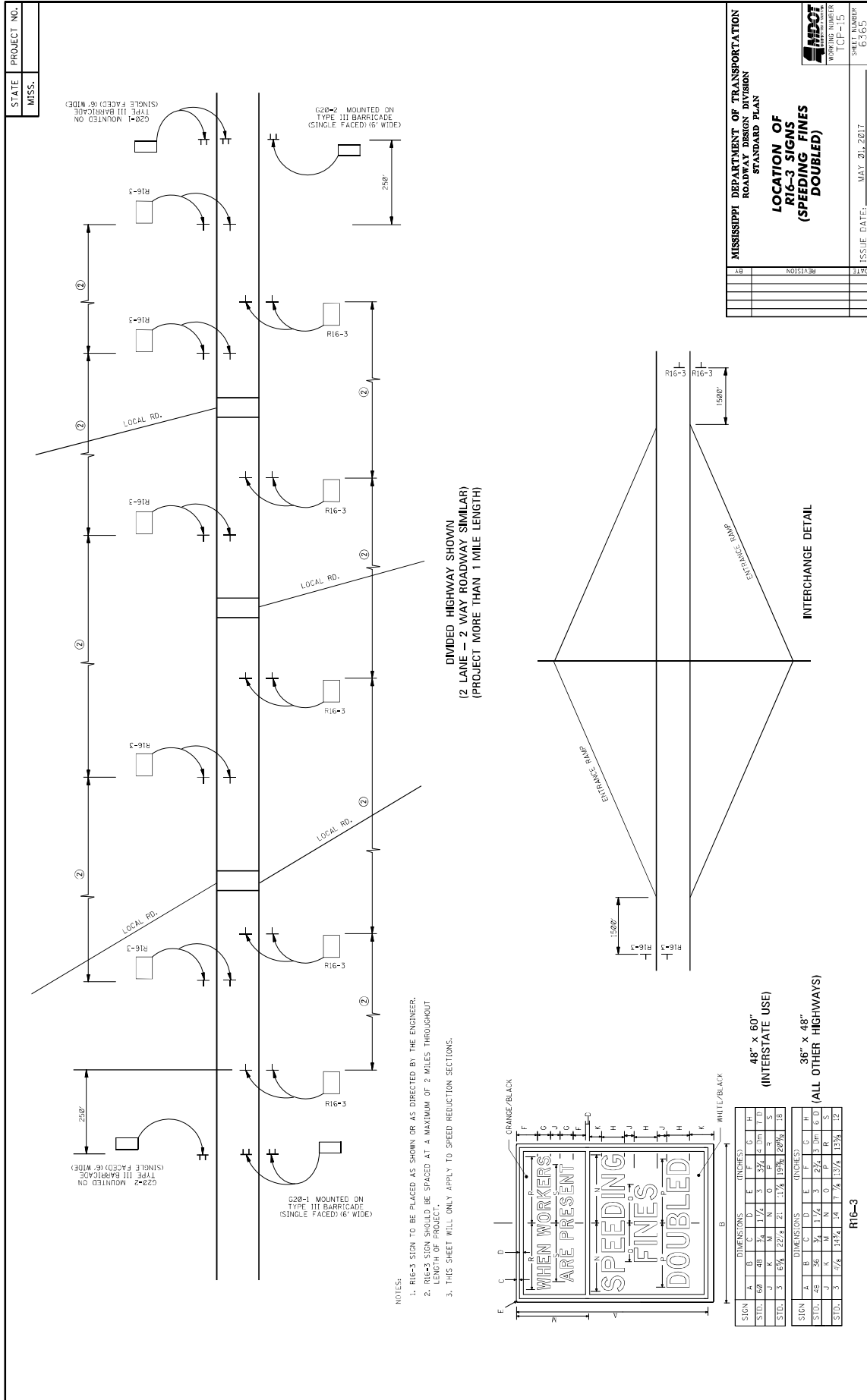
DETAIL OF W20-5D



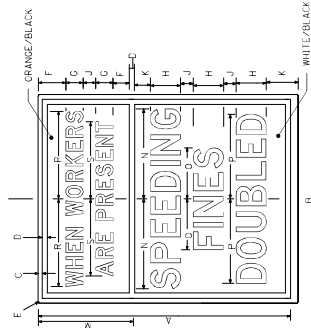


MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
TEMPORARY STRIPING FOR 2-LANE AND 4-LANE DIVIDED HIGHWAYS	
SHEET NUMBER	ISSUE DATE:
TCP-13	MAY 01, 2017
WORKING NUMBER	SHEET NUMBER
6363	6363





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



SIGN		DIMENSIONS (INCHES)											
A	B	C	D	E	F	G	H	I	J	K	L	M	N
STD.	6-00	48	36	1 1/4	5	3/4	4	3/16	1/2	3	1 1/2	1 3/4	2 1/2
STD.	3	1 5/8	1 1/2	2 1/4	1 1/4	1 3/8	2 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8

SIGN		DIMENSIONS (INCHES)											
A	B	C	D	E	F	G	H	I	J	K	L	M	N
STD.	3	36	24	1 1/2	3	3/4	4	3/16	1/2	3	1 1/2	1 3/4	2 1/2
STD.	3	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

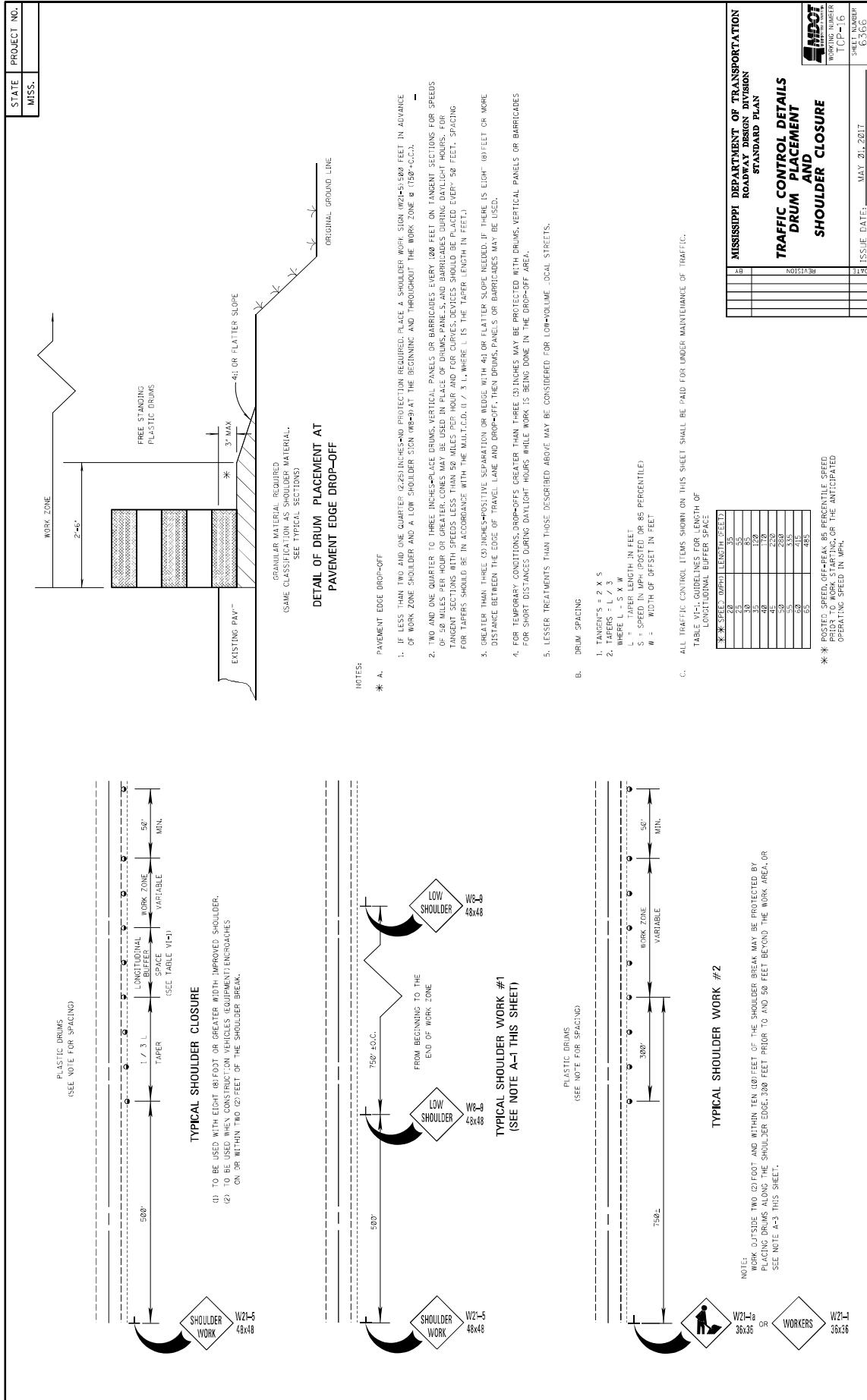
**LOCATION OF R16-3 SIGNS (SPEEDING FINES DOUBLED)**

ISSUE DATE: MAY 21, 2017

WORKING NUMBER: ICF-15

SHEET NUMBER: 6-163





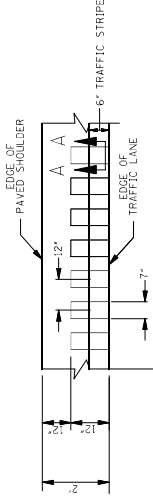
**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**  
**ROADWAY DESIGN DIVISION**  
**STANDARD PLAN**

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

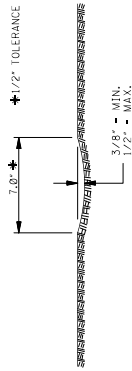
ISSUE DATE: MAY 20, 2017

GENERAL NOTES

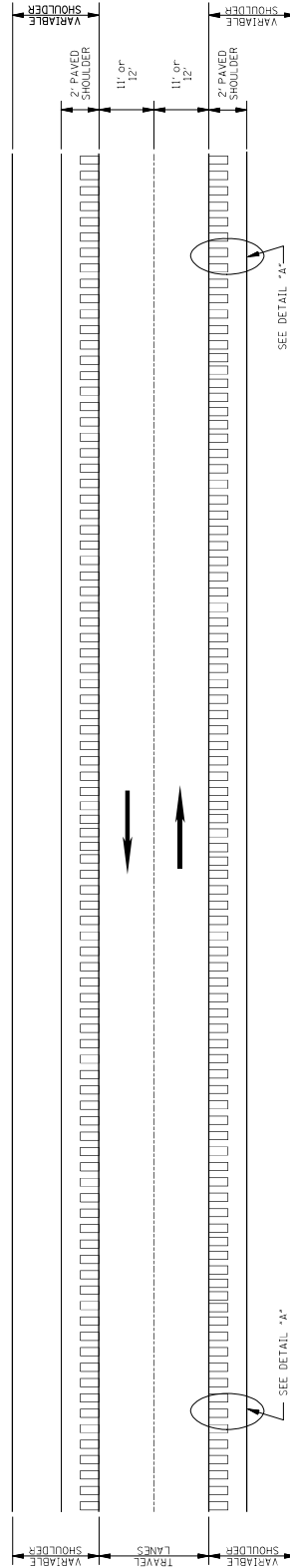
- GROUND-IN RUMBLE STRIPES SHALL BE APPLIED TO LEFT SHOULDER OF ALL PAVED SHOULDER ON THIS PROJECT
- GROUND-IN RUMBLE STRIPES SHALL BE APPLIED TO RIGHT SHOULDER OF ALL PAVED ROADS AND OTHER INTERSECTIONS IN NORMAL SHOULDER WIDTH AS DIRECTED BY THE ENGINEER
- COST TO BE PAID FOR USING APPROPRIATE PAY ITEMS
- GROUND-IN RUMBLE STRIPES SHALL BE APPLIED TO:
  - MAINLINE
  - INTERSECTING ROADWAY IF OVERLAP OR RECONSTRUCTED BEYOND NORMAL MAINLINE R.O.W.
  - ANY ROADWAY WITH EXISTING RUMBLE STRIPES PRIOR TO CONSTRUCTION.
- DO NOT USE WHERE TRAVEL LANE IS LESS THAN 11' WIDE.



DETAIL "A"



SECTION "A-A"



PLAN  
NOT TO SCALE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

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

DATE	REVISION	LOCATION

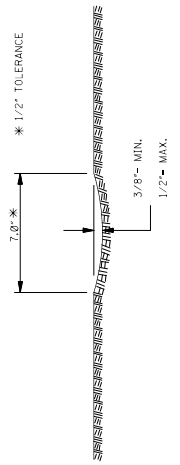
ISSUE DATE: AUGUST 01, 2017

PROJECT NUMBER: 6064

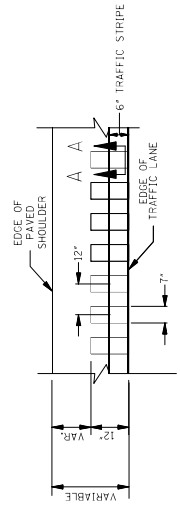
STATE	PROJECT NO.
MISS.	

GENERAL NOTES

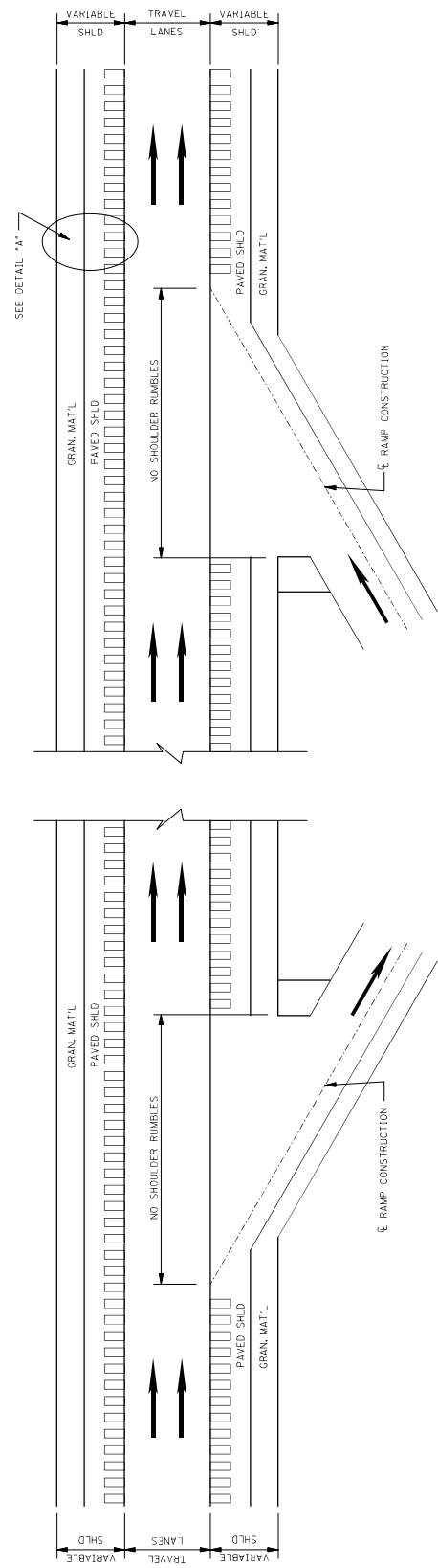
- GROUND-IN RUMBLE STRIPES SHALL BE APPLIED TO LEFT SHOULDER AND ALL PAVED SHOULDERS ON THIS PROJECT.
- GROUND-IN RUMBLE STRIPES SHALL BE APPLIED TO TRAFFIC LANE OF INTERSECTING ROADWAYS AND OTHER INTERSECTIONS IN NORMAL SHOULDER WIDTH AS DIRECTED BY THE ENGINEER.
- COST TO BE PAID FOR USING APPROPRIATE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



SECTION "A-A"



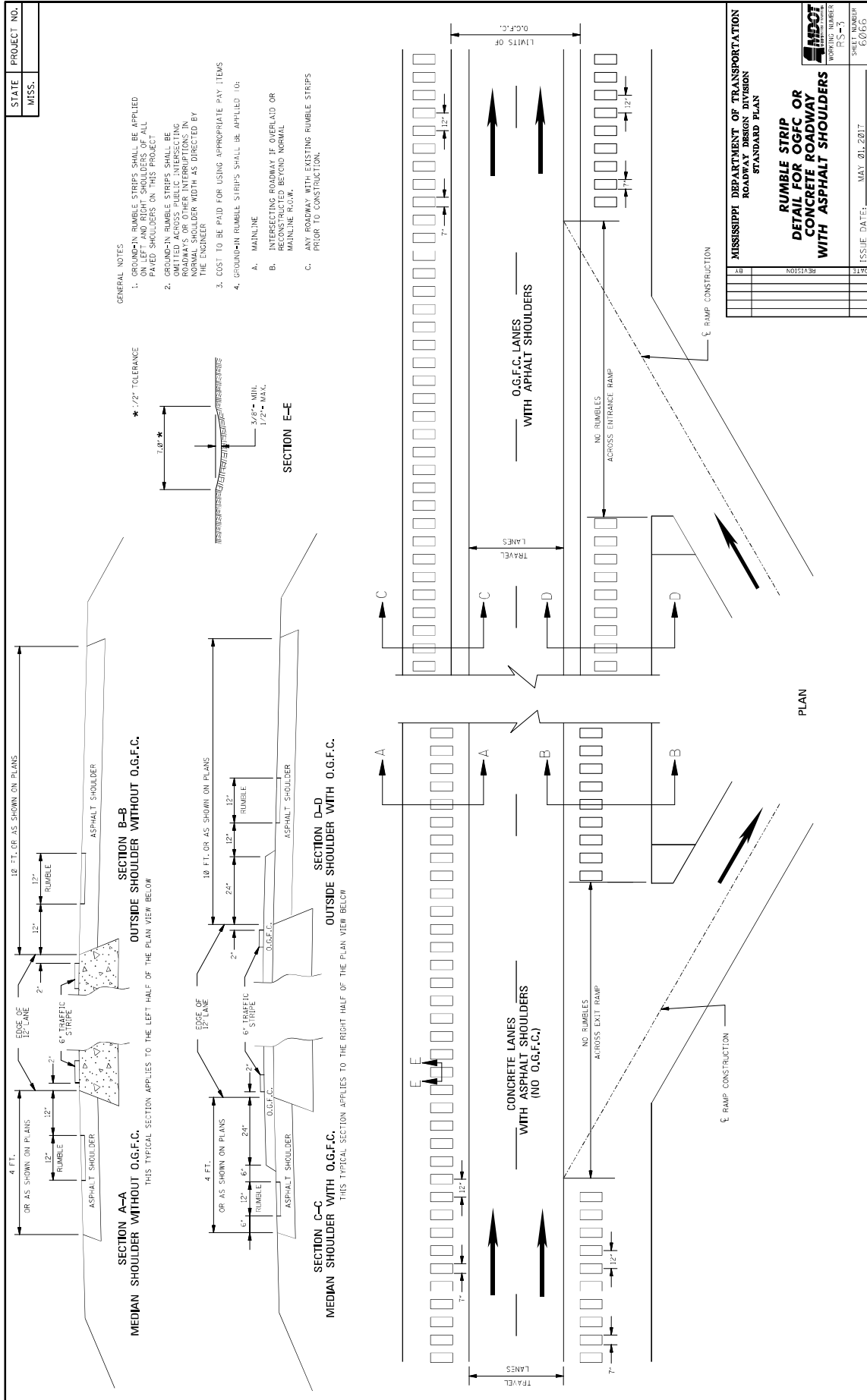
DETAIL "A"



PLAN  
NOT TO SCALE  
DETAILS OF  
RUMBLE STRIPES

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
ROADWAY DESIGN DIVISION	
STANDARD PLAN	
RUMBLE STRIPES	
4-LANE HIGHWAYS	
(ASPHALT LANES,	
2-FT OR WIDER,	
ASPHALT SHOULDERS)	
DATE	ISSUE DATE: AUGUST 01, 2017
REVISION	NUMBER
05R	6065





MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
<b>RUMBLE STRIP DETAIL FOR O.G.F.C. OR CONCRETE ROADWAY WITH ASPHALT SHOULDERS</b>	
SHEET NUMBER P.S.-5	ISSUE DATE: MAY 01, 2017
DRAWING NUMBER 62/066	

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 3676**

**CODE: (SP)**

**DATE: 09/21/2021**

**SUBJECT: Asphalt Gyrotory Compactor Internal Angle Calibration**

Bidders are advised that by March 1, 2022, all asphalt gyrotory compactors shall be calibrated to an internal angle of  $1.16^{\circ} \pm 0.02^{\circ}$ . This requirement will be reflected in updates made to MT-78, MT-80, and MT-83. This calibration requirement also extends to all QC/QA testing.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 - NOTICE TO BIDDERS NO. 4702**

**CODE: (SP)**

**DATE: 11/22/2022**

**SUBJECT: App for Traffic Control Reports**

Bidders are advised that the Department has created a smart phone App for completing and submitting traffic control reports (Form CSD-762) required on this project. The Contractor who monitors traffic control activities and completes traffic control reports will be required to download and use this App when completing and submitting traffic control reports. The reports will then be readily available to all persons who need access to the forms. The App is free and is available for downloading at the following location.

<https://extacctmgmt.mdot.state.ms.us/>

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 5086**

**CODE: (SP)**

**DATE: 05/02/2023**

**SUBJECT: Detail of Square Tube Sign Posts**

Bidders are advised that the following drawings shall be used in the manufacture and installation of square tube sign posts, unless otherwise directed by the Engineer.

FMS DOW

STATE	PROJECT NO.
MIBBL	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
**SIGN SUPPORT HARDWARE**  
**2 1/2" SQUARE POST**

PROJ. NO.:  
COUNTY:  
FILE # 155-1-0001  
DATE: MAY 2003

MISSISSIPPI TURNPIKE  
**TSS-1**  
SHEET NUMBER

**FLAT PANEL SIGN BRACE**

6061-T6 ALUMINUM ALLOY;  
7/16" DEPTH X 1/8" NOMINAL  
WALL THICKNESS. 3/8"  
HOLE CENTERED ALONG ENTIRE  
LENGTH OF THE BRACE. A  
MINIMUM OF TWO HORIZONTAL  
BRACES MUST BE USED.

**SIGN DRIVE RIVET W/WASHER**

3/8" ALUMINUM SHELL / STEEL CORE RIVET  
WITH 3/8" DRIVE WASHER. RIVET  
BETWEEN RIVETS SHOULD BE 1/2" WASHER  
MUST BE PRE-INSTALLED AND FIT INTO  
SIGN BRACE TO SECURE ALUMINUM SIGN  
BRACE TO SIGN POST. RIVETS MUST BE  
USED 3/16" GRIP RANGE ALUMINUM POST  
RIVETS (#46).

**EXTRUDED PANEL SIGN CLAMP**

MATERIALS: 1 1/4" WIDE X 1 1/8"  
TYPE 304, #20 FINISHED  
STAINLESS STEEL. RIVET  
INCLUDES STAINLESS STEEL  
3/8" X 1/2" CARRIAGE BOLT  
AND 3/8" X 1/2" PLANGED  
NUT. ONE (1) PLANGED  
NUT REQUIRED FOR EACH  
BRACE TO POST JUNCTION.

**FLAT PANEL SIGN CLAMP**

MATERIALS: 1 1/4" WIDE X 1 1/8"  
TYPE 304, #20 FINISHED  
STAINLESS STEEL. RIVET  
INCLUDES STAINLESS STEEL  
3/8" X 1/2" CARRIAGE BOLT  
AND 3/8" X 1/2" PLANGED  
NUT. ONE (1) PLANGED  
NUT REQUIRED FOR EACH  
BRACE TO POST JUNCTION.

**POST CAP**

MADE OF 10GA REGALVANIZED  
STEEL WITH AN ID CAPABLE OF  
FITTING OVER THE END OF A  
2 1/2" SQUARE POST. MUST BE  
WITHOUT ANY FASTENERS. A  
COAT ALUMINUM FRICTION FIT  
CAP MAY ALSO BE USED.

**SIGN POSTS**

2 3/16" 10ga 8" INSERT  
WHERE REQUIRED

10ga  
0.135"

2 3/16"

2 1/2"

Ø7/16"

1"

**example slip  
base assembly  
(detailed below)**

**2 1/2" SQUARE POST RECEIVER**

RECEIVER TO BE CAST  
FROM DUCTILE IRON  
CLASS 42  
GALVANIZED PER ASTM A153.

**POST LOCKING WEDGE**

LOCKING WEDGE FORGED  
FROM SAE 105 STEEL AND  
GALVANIZED PER ASTM A153.

**UNIBASE ANCHOR STUB**

3/8" UNIBASE ANCHOR  
A500 GRADE B TUBE  
WELDED TO A572  
GALVANIZED PER  
ASTM A153.

**SURFACE MOUNT BASE**

A572 SLIP PLATE WELDED TO A500 GRADE B TUBE  
WELDED TO A572 MOUNTING PLATE. GALVANIZED  
PER ASTM A153.

**SLIP PLATE DIMENSION**

RECEIVER TO BE CAST  
FROM DUCTILE IRON  
CLASS 42  
GALVANIZED PER ASTM A153.

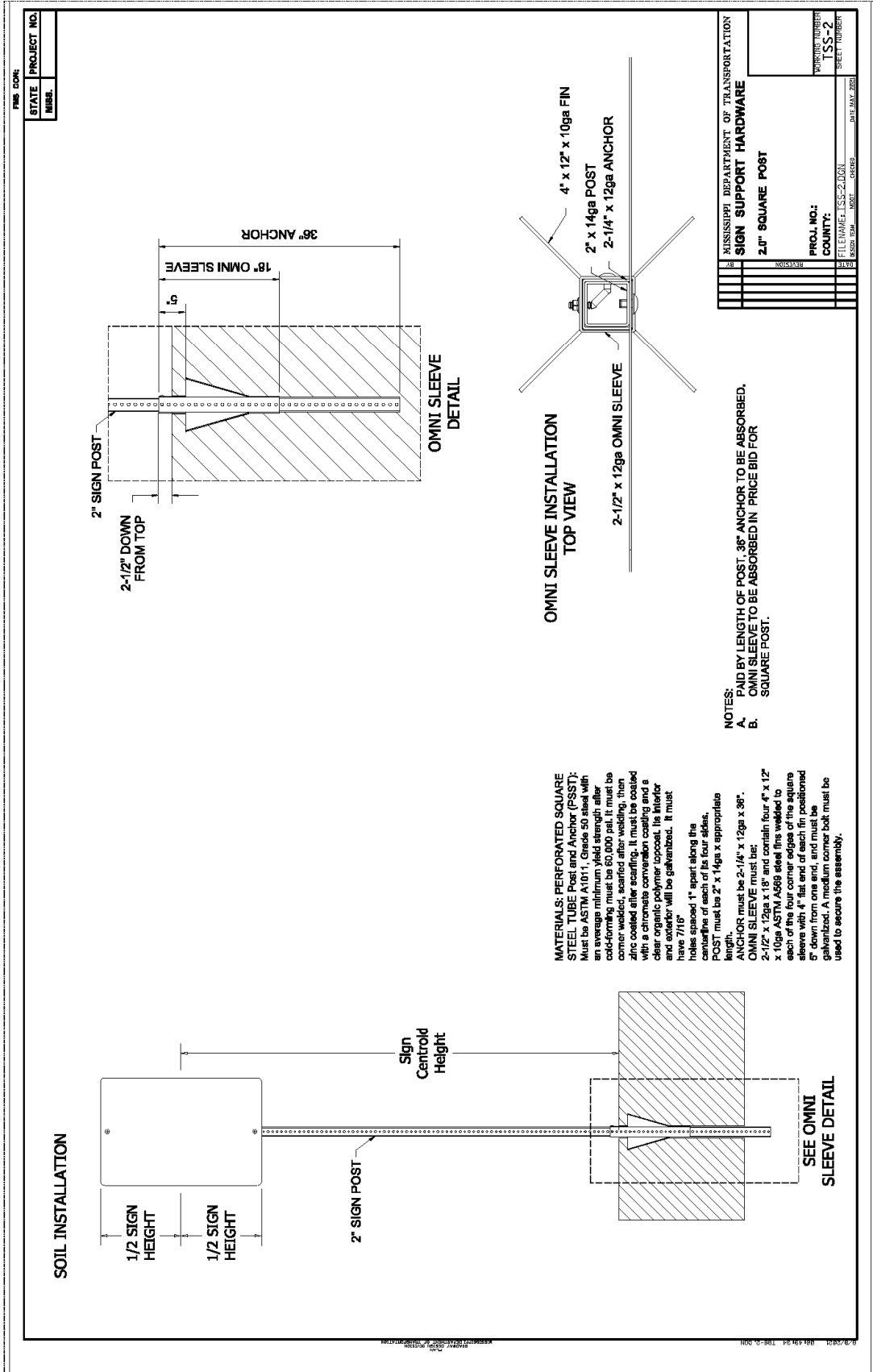
SIGN CENTROID	2-1/2" x 10ga POST	2-1/2" x 10ga & 2-3/16" x 10ga treated POST	Sign Bracing**
16'	24.82	43.46	18" maximum distance between braces
15'	26.48	46.36	18" maximum distance between braces
14'	28.38	49.66	18" maximum distance between braces
13'	30.56	53.48	18" maximum distance between braces
12'	33.10	57.94	18" maximum distance between braces
11'	36.12	63.20	18" maximum distance between braces

NOTE: Sign area is in square feet.  
\* based on two legs per sign  
\*\* Minimum of two braces per flat panel sign

SLIP BASE MATCH PLATE HARDWARE KIT

	10# 11.5" GRADE 8 STEEL WASHER (EACH SIGN)
	10# 11.5" GRADE 8 STEEL NUT (EACH SIGN)
	10# 11.5" GRADE 8 STEEL WASHER (EACH SIGN)
	10# 11.5" GRADE 8 STEEL NUT (EACH SIGN)





FMS CON:	STATE PROJECT NO.				
	MISS.				

### SIGN CLAMP KIT

min. depth is 54 in.  
min. db. is 1.8 in.

VARIES PER PLANS AND LOCATIONS

grade  
7" height to grade

### SIGN POSTS

8ga  
0.165"

4"

54"

### SIGN CLAMP KIT MATERIALS:

2" WIDE x 3/4" TYPE 304, A28 FINISHED STAINLESS STEEL BRACKET.  
INCLUDES 2 STAINLESS THREADED BOLTS AND SERRATED FLANGED NUTS. ONE CLAMP REQUIRED FOR EACH BRACE TO POST JUNCTION.

### SIGN POSTS MATERIALS:

STEEL CONFORMS TO ASTM A500, Grade C. MUST BE WELDED, SCARFED OUTSIDE AFTER WELDING, THEN ZINC FLOCCED AND EXTENDED AFTER SCARFING. MUST BE COATED WITH A CROMATE CONVERSION COATING & CLEAR ORGANIC POLYMER TOPCOAT. POST WEIGHT IS 6.1 LB/FT.

### UNIBASE ANCHOR STUB

1 1/2"

4 1/2"

4-1/2" x 5 1/2" x 7 GA UNIBASE ANCHOR AS90 GRADE B TUBE WELDED TO 1" THICK A572 SLIP PLATE GALVANIZED PER ASTM A563.

### POST ATTACHMENT HARDWARE KIT WILL CONSIST OF:

- (3) 5/8"-11 x 5-3/4" HEX BOLTS - A325
- (3) 5/8" x 1-3/4" AR400 WASHER
- (3) 5/8" x 1-3/8" AR400 WASHER
- (3) 5/8" HEX NUTS - A563DH

ALL NOT DIP GALVANIZED per ASTM A153 F2224.

NOTE: 1 POST ATTACHMENT HARDWARE KIT IS USED FOR SLIP BASE TOP POST RECEIVER.

TORQUE TO 100 FT-LBS.

### SLIP BASE ASSEMBLY

1 1/2"

2"

### 4" SQUARE POST RECEIVER

1 1/2"

4"

1 1/2" OMBIDIRECTIONAL SLIP BASE RECEIVER FOR 4" SQUARE POST. ALSO USE THE HARDWARE KIT TO 1" THICK A572 SLIP PLATE GALVANIZED PER ASTM A563.

### SLIP PLATE DIMENSION

13"

1 1/2"

min. depth is 54 in.  
min. db. is 1.8 in.

### 4" SQUARE POST RECEIVER

2"

4"

min. depth is 54 in.  
min. db. is 1.8 in.

### NOTES:

- A. CONCRETE FOOTING MUST BE A MINIMUM OF 18" DIAMETER x 54" DEEP.
- B. BRASS SHIMS MAY BE USED BETWEEN SLIP PLATES TO LEVEL THE UPPER SLIP PLANE.
- C. MAXIMUM SIGN AREA PER SIGN BRACKET TO POST JUNCTION IS 10FT<sup>2</sup>.

### MISSISSIPPI DEPARTMENT OF TRANSPORTATION

#### SIGN SUPPORT HARDWARE

4" SQUARE POST (SINGLE POST)

PROJ. NO.:  
COUNTY:

FILE NAME: JSS-3.DGN  
DATE: (DATE)  
DRAWN BY: (NAME)  
CHECKED BY: (NAME)

WORKING DRAWING  
TSS-3  
SHEET NUMBER



**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 5551**

**CODE: (IS)**

**DATE: 12/06/2023**

**SUBJECT: Federal Bridge Formula**

Bidders are hereby advised that the latest revision of Federal Highway Administration Publication No. FHWA-HOP-06-105, **BRIDGE FORMULA WEIGHTS**, dated August 2006, is made a part of this contract when applicable.

Prior to the preconstruction conference, the Contractor shall advise the Engineer, in writing, what materials, if any, will be delivered to the jobsite via Interstate route(s).

Copies of the **BRIDGE FORMULA WEIGHTS** publication may be obtained by contacting:

Federal Highway Administration  
400 7<sup>th</sup> Street, SW  
Washington, DC 20590  
(202) 366-2212

or

[https://ops.fhwa.dot.gov/freight/publications/brdg\\_frm\\_wghts/](https://ops.fhwa.dot.gov/freight/publications/brdg_frm_wghts/)

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 5702**

**CODE: (SP)**

**DATE: 03/15/2024**

**SUBJECT: Contract Time**

**PROJECT: SP-0045-01(020) / 109449301 -- Scott 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 May 14, 2024 and the date for Notice to Proceed / Beginning of Contract Time will be June 13, 2024

Should the Contractor request a Notice to Proceed earlier than June 13, 2024 and it is agreeable with the Department for an early Notice to Proceed, the requested date will become the new Notice to Proceed date. Regardless of whether or not an early Notice to Proceed is granted, contract time will start at the original Notice to Proceed date.

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

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

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904-NOTICE TO BIDDERS NO. 5703**

**CODE: (SP)**

**DATE: 02/27/2024**

**SUBJECT: Scope of Work**

**PROJECT: SP-0045-01(020) / 109449301 -- Scott 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 the Notice to Bidders entitled, "Standard Drawings".

## **Existing Pavement**

Pavement Management data shows that these sections were originally constructed in 1955 and consisted of ¾" DBST on 4" clay gravel granular material. Currently, the existing structure consists of 6¼" to approximately 7¾" asphalt over 4" clay gravel granular material, with 12' wide lanes (lanes widened from 11' to 13' in 2004) and 1' wide shoulders.

## **SR 21 from Steele to Sebastopol**

Work on this project shall consist of milling and overlaying approximately 6.9 miles of SR 21 in Scott County from Steele (Station 10+00) to Sebastopol (Station 373+41).

Failed areas of asphalt pavement listed in the attached table shall be repaired by removing the existing pavement full depth and replacing it in standard lifts of 12.5-mm, MT, Leveling asphalt. The top 2" and variable of existing asphalt on mainline shall be milled and overlaid with 2" and variable of 12.5-mm, MT, asphalt. Following paving operations and before the application of permanent stripe, a fog seal shall be applied from the north end of bridge 15.5 (Station 279+72) to the EOP (Station 373+41). See attached special provisions for details. Erosion surrounding the box culvert at Sta. 71+50 shall be graded as well as placing additional stone using the granular material, crushed stone pay item. All rills and gullies around box culvert shall be graded (cost absorbed) prior to application of crushed stone and then stone used to reestablish shoulder grade. Guardrail listed in the attached table shall be replaced according to the attached standards. Following paving operations, rumble strips shall be placed throughout the project according to the standard specifications or as directed by the Engineer. Permanent signs shall be replaced according to the attached tables and standard drawings or as directed by the Engineer. Additionally, two obsolete signs shall be removed at no additional cost to the State. See the attached table for details.

## **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 will 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 done in simultaneous path with main line milling.

Traffic will be allowed to travel on the mainline milled surface for three (3) days, and the Contractor will be assessed a penalty of \$5,000.00 per calendar day afterwards until the mainline milled surface is covered with the next lift of asphalt. Additionally, traffic will be allowed to run on all milled surfaces other than the mainline for 30 days unless otherwise stated, and the Contractor will be assessed a penalty of \$1,000.00 per calendar day afterwards until the non-mainline milled surface is covered with the next lift of asphalt. The additional allowance for the non-mainline milled surface is for the Contractor's convenience, and thus, the Contractor is responsible for any pavement failures or damage sustained during this period.

**Paving**

Per Subsection 401.02.3.2, the asphalt mix design shall be submitted to the Engineer at least 10 working days prior to its proposed use.

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.

The surface lift for failed area repair or concrete punchout repair shall have a maximum deviation of 3/8" as determined by a 10-foot straight edge. Any location that deviates more than this tolerance, as determined by the Engineer, shall be corrected at no additional cost to the State.

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

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

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

### **Granular Shoulder Material**

Where applicable, the existing shoulders shall be raised to match the new pavement elevation by placing variable depth granular material. The shoulders shall be graded and pulled up on a daily basis to eliminate drop-offs in excess of 2 1/4". Placement of the granular material on the finished asphalt course shall not be permitted. The existing shoulder shall be scarified to allow incorporation of the new shoulder material. The material shall be bladed, rolled, and compacted to a finished slope of four percent (4%) in normal crown sections. Placement of this material shall be performed to provide a uniform and compacted shoulder with a minimum depth and width of material placed. Shoulders with adequate shoulder material in place shall be bladed to a slope of four percent (4%) in normal crown sections. The cost of blading will be an absorbed item and is to be included in the price of other items bid. Crushed concrete will not be allowed.

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 2 1/4" shall be corrected within two (2) calendar days of the placement of the pad.

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.

**Temporary and Permanent Pavement Markings**

Temporary traffic stripe will be required immediately after the milling and/or required overlay and prior to opening area to traffic. Temporary stripe 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 ensure 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 absorbed in other items bid.

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

Rumble strips will be placed throughout the project limits in accordance with the attached details and Drawings.

Permanent raised pavement markers shall be installed on mainline and local public roads after completion of all paving operations. Two-way clear raised pavement markers shall be placed adjacent to the edge line at the same interval as the centerline markers. The two-way clear markers placed adjacent to the edge line shall have the inside edge of the marker offset 2" adjacent to the outside edge of the edge line.

Payment for edge stripe on local roads shall be made under pay item 626-G004: Thermoplastic Double Drop Detail Stripe, White when the length of said stripe is less than 150 feet when measured from the end of the radius. If the measured length is greater than 150 feet, then payment shall be made under pay item 626-B002: 6" Thermoplastic Double Drop Traffic Stripe, Continuous White.

Payment for centerline stripe on local roads shall be made under pay item 626-G005, Thermoplastic Double Drop Detail Stripe, Yellow when the length of said stripe is less than 150 feet when measured from the stop bar. If the measured length is greater than 150 feet, then payment shall be made under pay item 626-E001: 6" Thermoplastic Double Drop Traffic Stripe, Continuous Yellow. Centerline Stripe shall be omitted on local roads whose width is less than 20 feet.

The face of all existing undisturbed curbs shall be painted with at least two coats of white traffic paint with glass beads being required in the top coat. The cost associated with the painting of new or existing curb is to be included in other items bid.

Pavement section marking tape on this project shall be located prior to overlaying and placed back in the same location after paving operations have ceased. The section marking shall be 8-inch high performance cold plastic detail stripe and shall be four feet (4') in length. The marking shall be centered across the centerline stripe. The cost of this item shall be absorbed in other items bid.

The removal of traffic stripe pay item (202-B) shall be used for the removal of existing permanent stripe on bridges.

### **Guardrail**

Guardrail shall be replaced at the locations shown on the attached table. Removal of guardrail shall consist of removal of bridge end section, w-beam/thrie beam, terminal end section, posts, and all other appurtenances. All guardrail removed shall be replaced the same day and prior to reopening the adjacent lane of traffic. Voids created by the removal of posts, concrete anchors, footings, etc. shall be backfilled and compacted in accordance with Section 203 of the Standard Specifications.

The asphalt guardrail pad shall be milled and paved up to the face of the guardrail. The remaining asphalt guardrail pad behind the face of the guardrail shall be removed and shall be paid for using the milling pay item. The guardrail pad shall be reconstructed using crushed stone granular material and shall be a minimum of 4" in depth. If blading is required in order to meet the minimum depth, said blading shall be an absorbed item and the excavated material shall be retained and used to raise the existing shoulder to match the new pavement elevation. 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. Prior to the placement of the crushed stone, a soil sterilant shall be applied as per Subsection 616.03.2 and Geotextile Stabilization, Type V, Non-Woven shall be installed underneath the limits of the crushed stone. The installed guardrail shall meet all requirements in order to be MASH compliant.

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

All dimensions and spacings for bridge rail connectors shall be verified in the field by the Contractor prior to fabrication.

All existing guardrail will be retained by the Department. The retained material shall be delivered to the MDOT Newton Maintenance Yard, Highway 80 Newton, MS 39345. The Contractor is responsible for coordinating the delivery of the retained guardrail with Asst Maintenance Engineer Jay Franklin at 601-946-7820. Sufficient advance notice shall be given to ensure the MDOT is equipped to handle the delivery.

### **Permanent Signs**

Permanent signs 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 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 off all signs with a permanent marking stick that is waterproof, fade resistant, and marks on wet or dry surfaces. If existing sign posts or footings are to be replaced, the existing posts and footings shall be removed and the area backfilled and compacted in accordance with Section 203 of the Standard Specifications. Removal of sign, post, and footing and backfilling will be paid using the removal of sign pay item.

Object markers at bridge approaches and other locations shall be replaced as shown in the attached table. Removal of object markers shall be absorbed in the cost of other items bid

### **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-A001: 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 is to be included in the prices of items bid. Failure of the Contractor to remove the debris as prescribed herein shall be just cause for withholding the monthly progress estimate payment or suspending active operations until the debris is satisfactorily removed by the Contractor.

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

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

Temporary portable rumble strips, as described in Special Provision No. 907-619, shall be used in advance of each lane closure. Direct payment will not be made for this item and shall be considered included in pay item 618-A001: Maintenance of Traffic.

### **Miscellaneous Notes**

It shall be the responsibility of the Contractor to protect existing structures such as pipes, inlets, aprons, bridges, etc. from damage which might occur during construction. The Contractor shall

replace or repair, as directed by the Engineer, any structures damaged by the Contractor during the life of the contract. No payment will be made for replacement or repair of damaged items.

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

Removal of existing raised pavement markers is to 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 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.

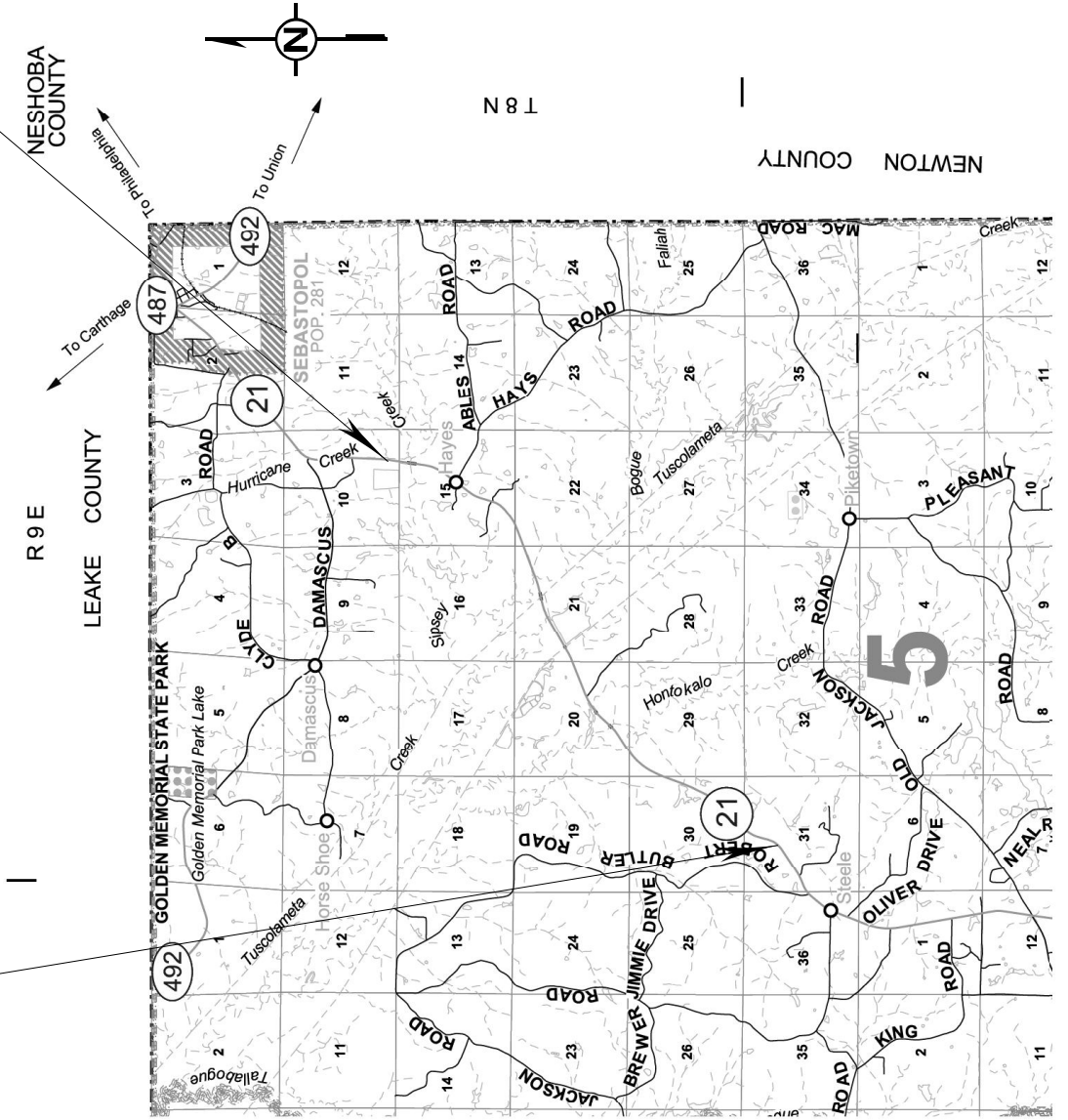
Following the overlaying operation, the transverse joints in the pavement shall be sawed and sealed within seven (7) days. The details for sawing and sealing transverse joints for this section are in the Standard Specifications. The width of the sawing and sealing operation will be 14' on each side of centerline, unless otherwise directed by the Engineer, to prevent "sympathy cracking." It is the responsibility of the Contractor to locate and mark all existing joints that are to be sawed and sealed prior to the milling operation. The Contractor shall notify the Department when this is to take place so that they can oversee the work and determine the width that each joint will be sawed and sealed.

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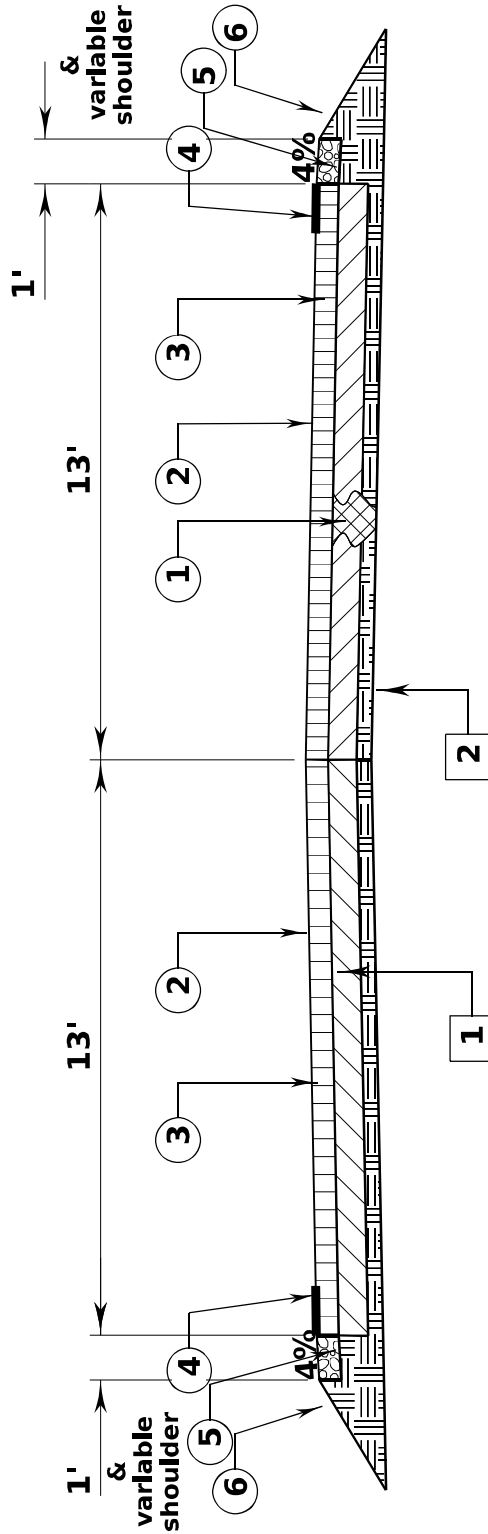
SCOTT COUNTY

BOP STA. 10+00

EOP STA. 373+41



**SCOTT COUNTY**  
**SP-0045-01(020)/ 109449-301000**  
**STA. 10+00 - STA. 373+41**



**EXISTING**

**1** 6-1/4" to 7-3/4" Asphalt Pavement.

**2** 4" granular material.



=proposed 2" asphalt



=crushed stone



=existing asphalt



=granular material

**—** =ground in rumble strip

**PROPOSED**

**1** Repair failed area full depth with 12.5mm, Mix, MT Levelling, Asphalt Pavement.

**2** Mill existing asphalt to a depth of 2" and variable.

**3** Place 2" and variable 12.5mm, Mix, MT Asphalt Pavement.

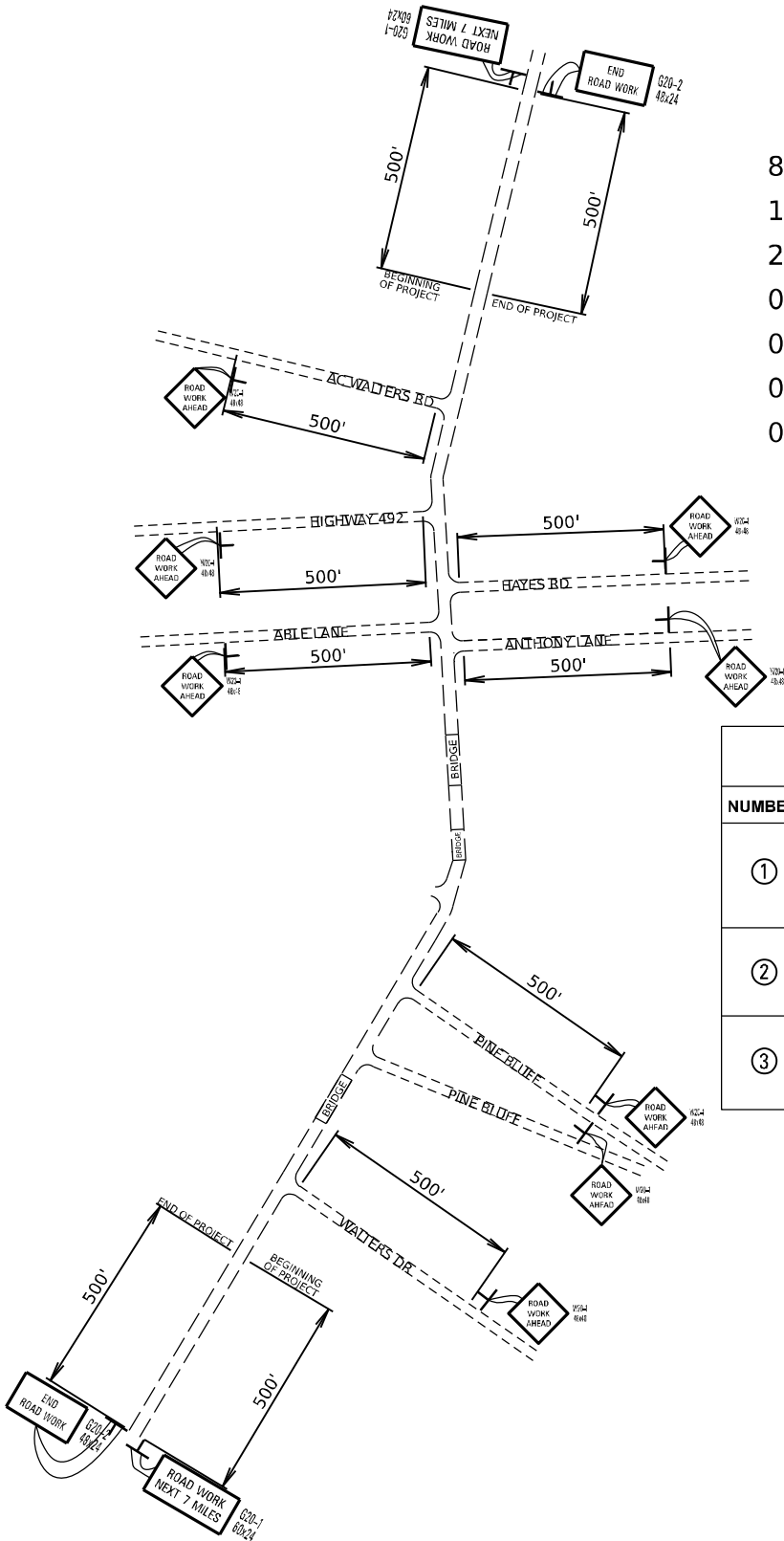
**4** Place ground in rumble strip.

**5** Place variable depth Crushed Stone to bring shoulders to grade.

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

**SCOTT COUNTY**  
**SP-0045-01(020) 109449-301000**  
**CONSTRUCTION SIGN DETAIL**

Notice to Bidders No. 5703 -- Cont'd.



- 80- DONOT PASS
- 10- NO PASSING ZONE
- 25- PASS WITH CARE
- 04- BARRICADES TYPE III, DOUBLE FACED
- 02- END ROAD WORK
- 02- ROAD WORK NEXT 7 MILES
- 08- ROAD WORK AHEAD

SIGN LEGEND			
NUMBER	DESCRIPTION	NUMBER	DESCRIPTION
①	ROAD WORK NEXT 7 MILES G20-1 60x24	④	DO NOT PASS R4-1 24x30
②	END ROAD WORK G20-2 48x24	⑤	PASS WITH CARE R4-2 48x60
③	ROAD WORK AHEAD W20-1 48x48	⑥	NO PASSING ZONE W14-3 36x48/48







PROJECT NO. 109449  
 COUNTY: Scott

Obsolete Signs Requiring Removal											
STATION	SIGN NUMBER	SIZE (in. x in.)	AREA (sf)	PIPE POSTS (lf)			U POST (lf)		(7/16" x 2-1/2") BARS 3.72 lbs/lf	Class "B" Conc (cy)	REMARKS
				3"	3-1/2"	4"	5"	2 lb/ft			
354+65		36x36	9.00								Watch For Turns
370+05		36x36	9.00								Watch For Turns
Total this sheet =			18.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

\*\* Removal includes sign and post (cost absorbed into other items bid)



109449  
Scott County

Guardrail Quantities																	
STATION	GUARDRAIL		FLARED			TANGENT		Cable		BRIDGE END SECTION				DELINEATORS		GUARDRAIL REMOVAL (LF)	Bridge Number
	LOCATION (L/RT)	(W-BEAM) (LF)	THIRIE BEAM TRANS. SECT. (LF)	THIRIE BEAM END SECT (EA)	TERMINAL END SECT (EA)	TERMINAL END SECT (EA)	TYPE "G" Modified" (EA)	TYPE "H" (EA)	TYPE "I" (EA)	SPEC. DESIGN BR END CONN. (EA)	WHITE (EA)	YELLOW (EA)	Type 3 Object Markers (EA)				
		62.5		1						1			5		118.75	12.3 (NW)	
		150		1						1			7		206.25	12.3 (NE)	
		150		1						1			7		206.25	12.3 (SW)	
		62.5		1						1			5		118.75	12.3 (SE)	
		62.5		1						1			5		118.75	12.6 (NW)	
		150		1						1			7		206.25	12.6 (NE)	
		150		1						1			7		206.25	12.6 (SW)	
		62.5		1						1			5		118.75	12.6 (SE)	
		50		1						1			4		112.5	13.2 (NW)	
		150		1						1			7		212.5	13.2 (NE)	
		150		1						1			7		212.5	13.2 (SW)	
		50		1						1			4		112.5	13.2 (SE)	
		50		1						1			4		112.5	13.7 (NW)	
		150		1						1			7		212.5	13.7 (NE)	
		150		1						1			7		212.5	13.7 (SW)	
		50		1						1			4		112.5	13.7 (SE)	
		50		1						1			4		112.5	15.5 (NW)	
		150		1						1			7		212.5	15.5 (NE)	
		150		1						1			7		212.5	15.5 (SW)	
		50		1						1			4		112.5	15.5 (SE)	
<b>TOTAL =</b>		<b>2050</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>8</b>	<b>114</b>	<b>0</b>	<b>3250</b>		
		L.F.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	LF.		

\* REMOVAL OF ALL GUARDRAIL (BRIDGE END SECTIONS, W-BEAM, TYPE-I CABLE ANCHORAGE, TERMINAL END SECTIONS, ETC.) WILL BE PAID UNDER PAY ITEM 202-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 (METAL RAIL AND METAL POSTS ONLY) WILL BE RETAINED BY MDOT - WOODEN POSTS, ALL BLOCKOUTS, CONCRETE ANCHORS, ETC. WILL BE THE PROPERTY OF THE CONTRACTOR  
 \* TOTAL GUARDRAIL LENGTH IS BASED ON A TERMINAL END SECTION 37.5' LONG. IF A TERMINAL END SECTION OF A DIFFERENT LENGTH IS USED, THE LENGTH OF THE W-BEAM MAY HAVE TO BE ADJUSTED.

Construction Signs Less Than 10 Square Feet						
Station	Location (L/R)	MUTCD Number	Description	Quantity	Unit	Remarks
5+00	L	G20-2	End Road Work	8	SF	
10+00	R	R4-1	Do Not Pass	5	SF	
10+00	L	W14-3	No Passing Zone	5.56	SF	
17+50	R	R4-1	Do Not Pass	5	SF	
25+00	R	R4-1	Do Not Pass	5	SF	
32+50	R	R4-1	Do Not Pass	5	SF	
40+00	R	R4-1	Do Not Pass	5	SF	
47+50	R	R4-1	Do Not Pass	5	SF	
55+00	R	R4-1	Do Not Pass	5	SF	
62+50	R	R4-1	Do Not Pass	5	SF	
70+00	R	R4-1	Do Not Pass	5	SF	
77+50	R	R4-1	Do Not Pass	5	SF	
85+00	R	R4-1	Do Not Pass	5	SF	
92+50	R	R4-1	Do Not Pass	5	SF	
100+00	R	R4-1	Do Not Pass	5	SF	
107+50	R	R4-1	Do Not Pass	5	SF	
115+00	R	R4-1	Do Not Pass	5	SF	
122+50	R	R4-1	Do Not Pass	5	SF	
130+00	R	R4-1	Do Not Pass	5	SF	
137+50	R	R4-1	Do Not Pass	5	SF	
145+00	R	R4-1	Do Not Pass	5	SF	
149+58	R	R4-2	Pass With Care	5	SF	
157+08	R	R4-2	Pass With Care	5	SF	
164+58	R	R4-2	Pass With Care	5	SF	
167+75	L	W14-3	No Passing Zone	5.56	SF	
167+75	R	R4-1	Do Not Pass	5	SF	
175+25	R	R4-1	Do Not Pass	5	SF	
182+75	R	R4-1	Do Not Pass	5	SF	
188+30	R	R4-2	Pass With Care	5	SF	
195+80	R	R4-2	Pass With Care	5	SF	
203+30	R	R4-2	Pass With Care	5	SF	
207+46	L	W14-3	No Passing Zone	5.56	SF	
207+46	R	R4-1	Do Not Pass	5	SF	
214+96	R	R4-1	Do Not Pass	5	SF	
222+46	R	R4-1	Do Not Pass	5	SF	
229+96	R	R4-1	Do Not Pass	5	SF	
237+46	R	R4-1	Do Not Pass	5	SF	
244+96	R	R4-1	Do Not Pass	5	SF	
252+46	R	R4-1	Do Not Pass	5	SF	
259+96	R	R4-1	Do Not Pass	5	SF	
267+80	R	R4-2	Pass With Care	5	SF	
275+30	R	R4-2	Pass With Care	5	SF	
282+80	R	R4-2	Pass With Care	5	SF	
290+30	R	R4-2	Pass With Care	5	SF	
293+47	L	W14-3	No Passing Zone	5.56	SF	

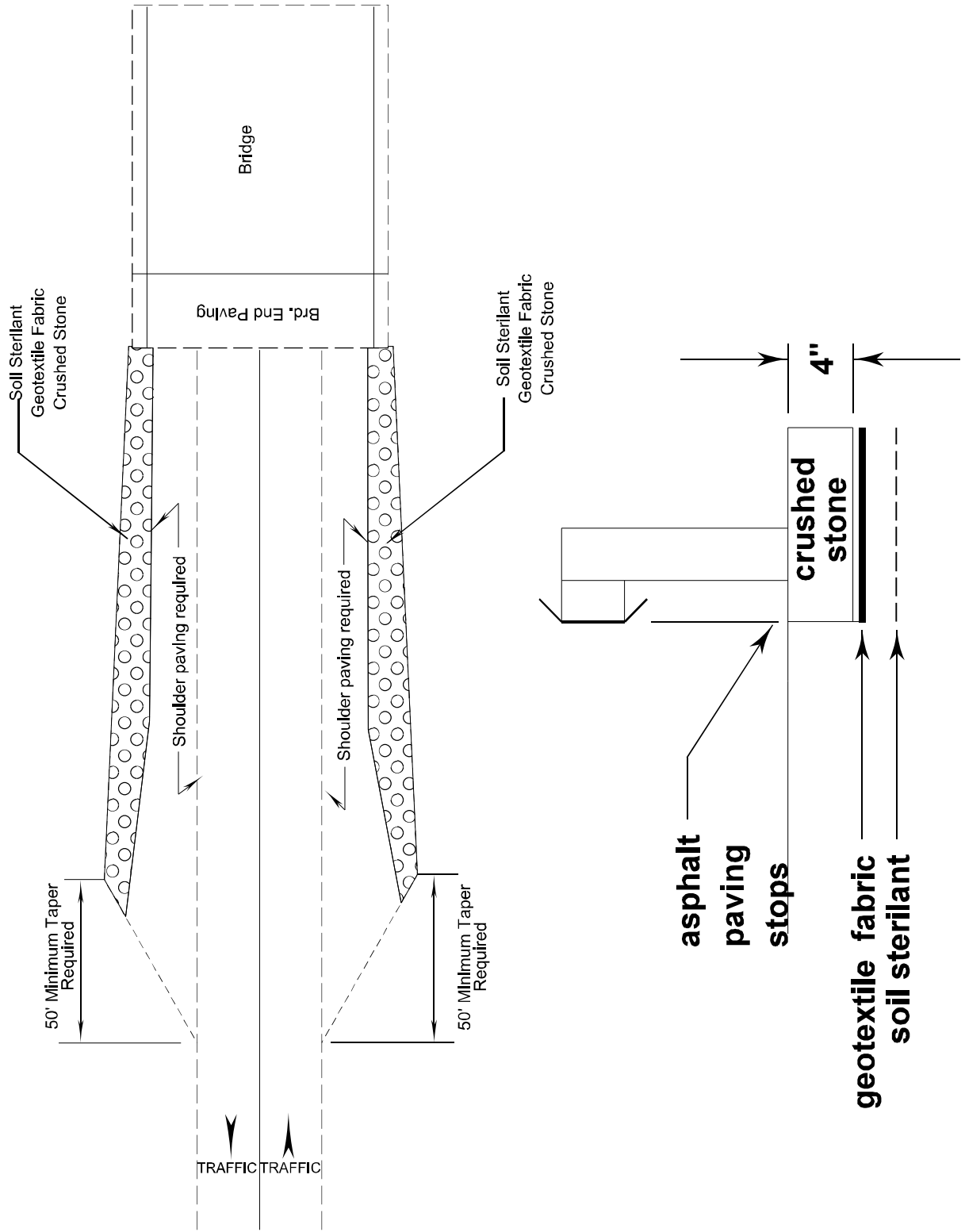
293+47	R	R4-1	Do Not Pass	5	SF	
300+97	R	R4-1	Do Not Pass	5	SF	
308+47	R	R4-1	Do Not Pass	5	SF	
315+97	R	R4-1	Do Not Pass	5	SF	
323+47	R	R4-1	Do Not Pass	5	SF	
327+87	R	R4-2	Pass With Care	5	SF	
335+37	R	R4-2	Pass With Care	5	SF	
342+87	R	R4-2	Pass With Care	5	SF	
345+51	L	W14-3	No Passing Zone	5.56	SF	
345+51	R	R4-1	Do Not Pass	5	SF	
353+01	R	R4-1	Do Not Pass	5	SF	
360+51	R	R4-1	Do Not Pass	5	SF	
368+01	R	R4-1	Do Not Pass	5	SF	
373+41	R	W14-3	No Passing Zone	5.56	SF	
373+41	L	R4-1	Do Not Pass	5	SF	
365+91	L	R4-1	Do Not Pass	5	SF	
358+41	L	R4-1	Do Not Pass	5	SF	
350+91	L	R4-1	Do Not Pass	5	SF	
345+51	L	R4-2	Pass With Care	5	SF	
338+05	R	W14-3	No Passing Zone	5.56	SF	
338+05	L	R4-1	Do Not Pass	5	SF	
330+55	L	R4-1	Do Not Pass	5	SF	
323+05	L	R4-1	Do Not Pass	5	SF	
315+55	L	R4-1	Do Not Pass	5	SF	
308+05	L	R4-1	Do Not Pass	5	SF	
304+48	L	R4-2	Pass With Care	5	SF	
378+41	R	G20-2	End Road Work	8	SF	
296+98	L	R4-2	Pass With Care	5	SF	
289+48	L	R4-2	Pass With Care	5	SF	
281+98	L	R4-2	Pass With Care	5	SF	
279+80	R	W14-3	No Passing Zone	5.56	SF	
279+80	L	R4-1	Do Not Pass	5	SF	
272+30	L	R4-1	Do Not Pass	5	SF	
264+80	L	R4-1	Do Not Pass	5	SF	
257+30	L	R4-1	Do Not Pass	5	SF	
249+80	L	R4-1	Do Not Pass	5	SF	
242+30	L	R4-1	Do Not Pass	5	SF	
234+80	L	R4-1	Do Not Pass	5	SF	
227+30	L	R4-1	Do Not Pass	5	SF	
219+80	L	R4-1	Do Not Pass	5	SF	
214+00	L	R4-2	Pass With Care	5	SF	
206+50	L	R4-2	Pass With Care	5	SF	
199+00	L	R4-2	Pass With Care	5	SF	
196+70	R	W14-3	No Passing Zone	5.56	SF	
196+70	L	R4-1	Do Not Pass	5	SF	
189+20	L	R4-1	Do Not Pass	5	SF	
181+70	L	R4-1	Do Not Pass	5	SF	

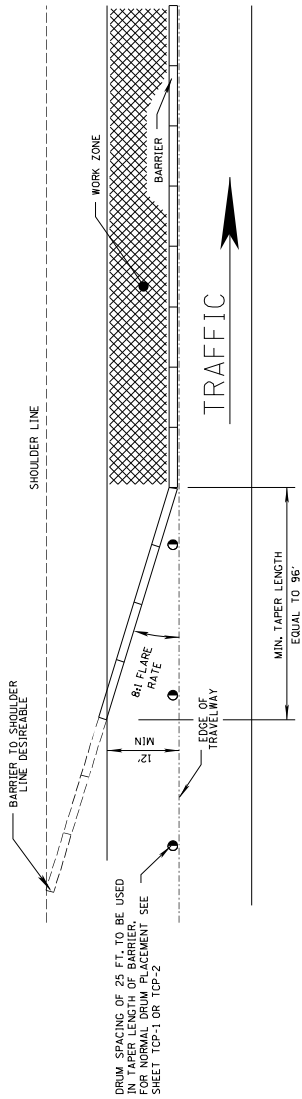
178+19	L	R4-2	Pass With Care	5	SF	
170+69	L	R4-2	Pass With Care	5	SF	
163+19	L	R4-2	Pass With Care	5	SF	
155+69	L	R4-2	Pass With Care	5	SF	
154+29	R	W14-3	No Passing Zone	5.56	SF	
154+29	L	R4-1	Do Not Pass	5	SF	
146+79	L	R4-1	Do Not Pass	5	SF	
139+29	L	R4-1	Do Not Pass	5	SF	
131+79	L	R4-1	Do Not Pass	5	SF	
124+29	L	R4-1	Do Not Pass	5	SF	
116+79	L	R4-1	Do Not Pass	5	SF	
109+29	L	R4-1	Do Not Pass	5	SF	
101+79	L	R4-1	Do Not Pass	5	SF	
94+29	L	R4-1	Do Not Pass	5	SF	
86+79	L	R4-1	Do Not Pass	5	SF	
79+29	L	R4-1	Do Not Pass	5	SF	
71+79	L	R4-1	Do Not Pass	5	SF	
64+29	L	R4-1	Do Not Pass	5	SF	
56+79	L	R4-1	Do Not Pass	5	SF	
49+29	L	R4-1	Do Not Pass	5	SF	
41+79	L	R4-1	Do Not Pass	5	SF	
34+29	L	R4-1	Do Not Pass	5	SF	
26+79	L	R4-1	Do Not Pass	5	SF	
19+29	L	R4-1	Do Not Pass	5	SF	
11+79	L	R4-1	Do Not Pass	5	SF	
Totals				596.6		

Construction Signs 10 Square Feet or More					
Location	MUTCD Number	Description	Quantity	Unit	Remarks
Walters Dr	W20-1	Road Work Ahead	16	SF	
Pine Bluff Rd	W20-1	Road Work Ahead	16	SF	
Pine Bluff Rd	W20-1	Road Work Ahead	16	SF	
Anthony Ln	W20-1	Road Work Ahead	16	SF	
Able Ln	W20-1	Road Work Ahead	16	SF	
Hays Rd	W20-1	Road Work Ahead	16	SF	
492	W20-1	Road Work Ahead	16	SF	
A C Walters Rd	W20-1	Road Work Ahead	16	SF	
Totals			128	SF	
Barricades, Type III, Double Faced					
Station			Quantity	Unit	Remarks
5+00			6	LF	Mounted on G20-1
5+00			6	LF	Mounted on G20-2
378+41			6	LF	Mounted on G20-1
378+41			6	LF	Mounted on G20-2
Total			24	LF	

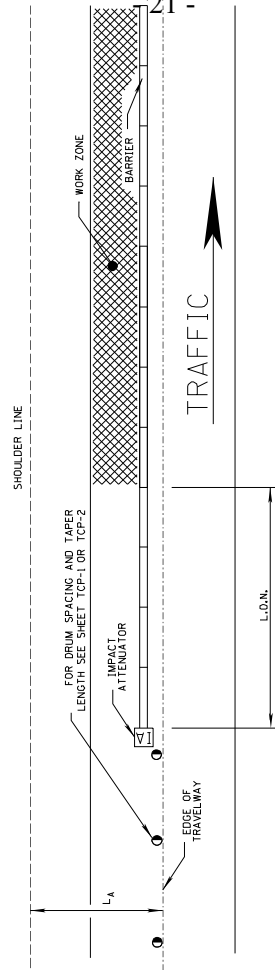


**SCOTT COUNTY**  
**SP-0045-01(020)/109449-301000**





DETAIL OF POSITIVE BARRIER WITH TAPER



DETAIL OF POSITIVE BARRIER WITH IMPACT ATTENUATOR

NOTES:

1. LENGTH OF NEED, L.O.N. =  $\frac{L_1 \cdot L_2}{L_1}$

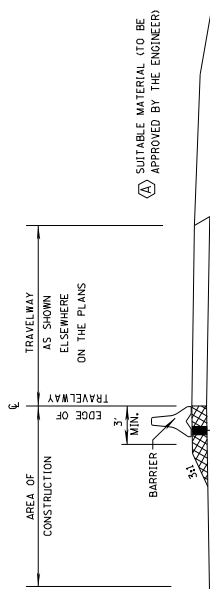
WHERE:  $L_1$  = LATERAL EXTENT OF THE AREA OF CONCERN  
 $L_2$  = LATERAL OFFSET FROM EDGE OF TRAVELED WAY TO BARRIER.

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.

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

DESIGN SPEED (mph)	OVER 10,000 veh/day	5,000-10,000 veh/day	1,000-5,000 veh/day	UNDER 1,000 veh/day
70	360	330	290	250
60	300	250	210	200
50	230	190	160	150
40	160	130	110	100
30	110	90	80	70



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. OMB-3.



ELEVATION VIEW FOR DRUM

NOTES:

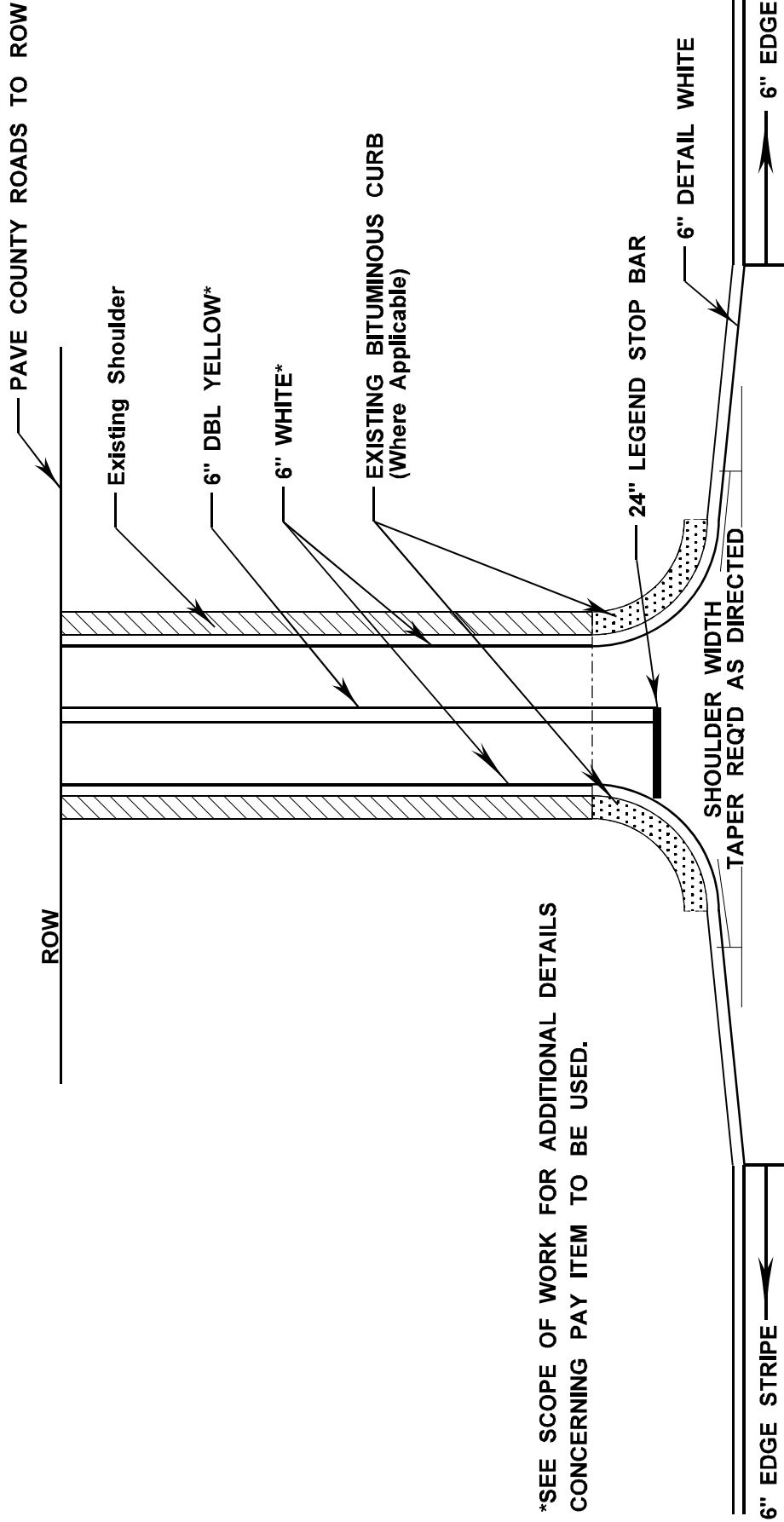
1. WHILE WORK IS BEING PERFORMED WITHIN THE LANE CLOSURE DROP-OFFS MUST BE PROTECTED WITH DRUMS, ETC. IN EMERGENCIES EXCAVATED SECTION MAY BE BACKFILLED WITH GRANULAR MATERIAL TO AVOID OVERNIGHT DROP-OFFS.
2. LANE CLOSURES WITH OPEN PUNCH OUT AREAS MAY NOT BE LEFT UNATTENDED WHEN DRUMS ARE BEING USED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

Notice to Bidders No. 570

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
**LANE CLOSURE DETAILS FOR GREATER THAN 3 INCH DROPOFF**  
 PROJECT NO.: UPDATE  
 COUNTY: UPDATE  
 DRAWING NUMBER: SDTCPC-ADDGN  
 SHEET NUMBER: 113  
 DATE: \_\_\_\_\_  
 DESIGNER: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 \$PG\$

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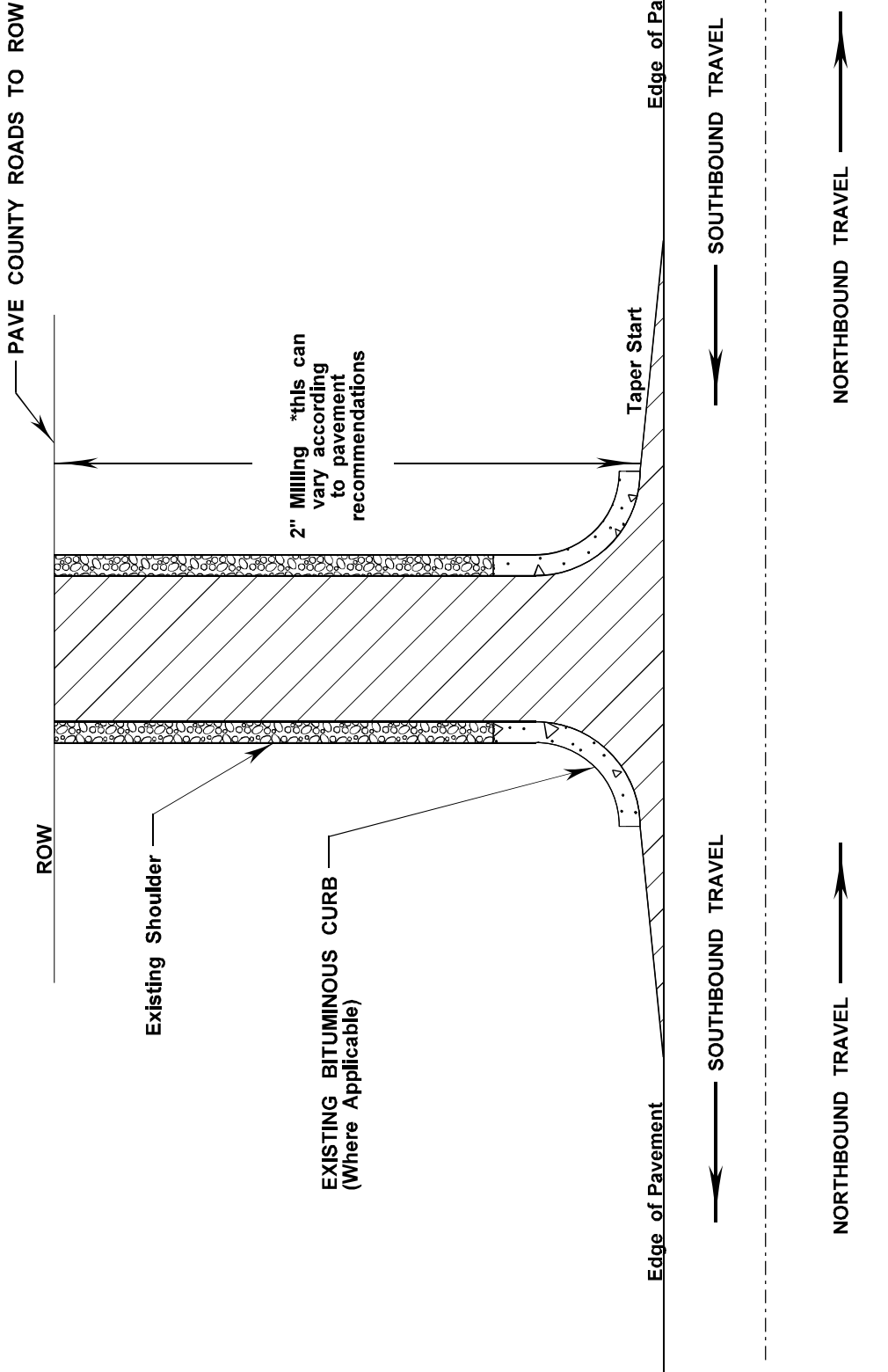
STRIPE DETAIL - COUNTY ROADS



\*SEE SCOPE OF WORK FOR ADDITIONAL DETAILS  
CONCERNING PAY ITEM TO BE USED.

NOTE: CENTERLINE STRIPE SHALL BE OMITTED ON LOCAL ROADS WHOSE WIDTH IS LESS THAN 20 FEET.

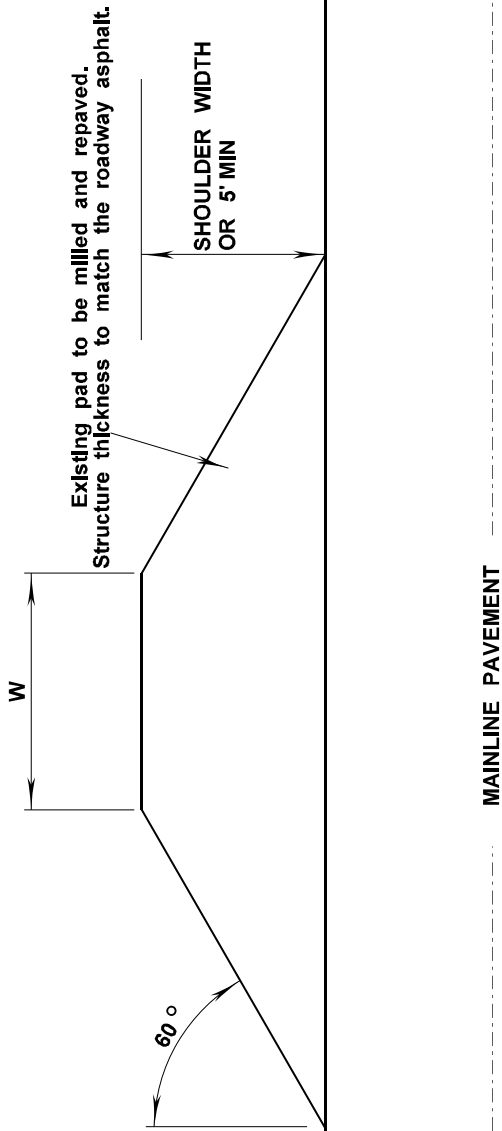
MILLING AND PAVING DETAIL  
COUNTY ROADS WITH CURB AND GUTTER



- LOCATIONS.
- PINE BLUFF ROAD SOUTH
  - ABEL LANE
  - HAYS ROAD
  - HIGHWAY 492
  - A C WALTERS ROAD

SP-0045-01(020) 109449-301000  
SCOTT COUNTY

DRIVEWAY PAD DETAIL

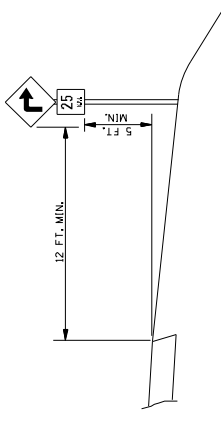


W = 16' MAX RESIDENTIAL  
W = 30'-50' COMMERCIAL

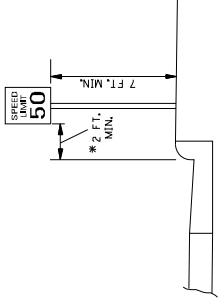
**NOTE:**

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.

WARNING SIGN WITH ADVISORY SPEED PLAQUE IN RURAL AREA

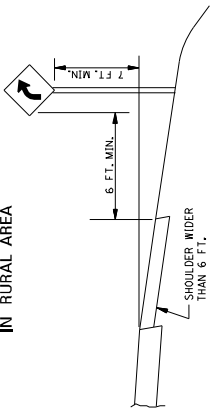


ROADSIDE SIGN IN BUSINESS, COMMERCIAL, OR RESIDENTIAL AREA

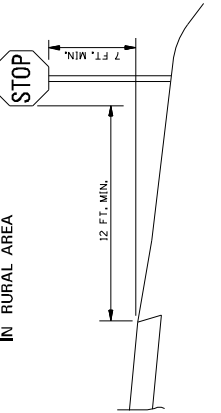


\* THE 2 FT. MINIMUM OFFSET APPLIES ONLY TO STANDARD SIGNS MOUNTED ON U-POSTS. ALL STANDARD SIGNS MOUNTED ON PIPE WILL BE OFFSET A MINIMUM OF 4 FT. RAMP DESTINATION SIGNS WILL BE OFFSET 4 FT. FROM THE SHOULDERS.

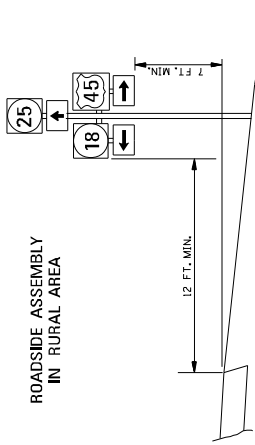
ROADSIDE SIGN IN RURAL AREA



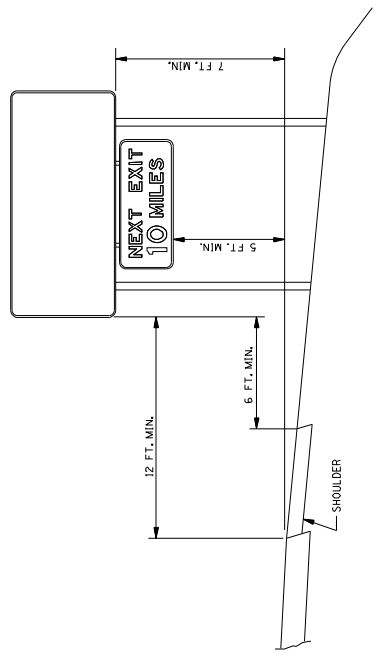
ROADSIDE SIGN IN RURAL AREA



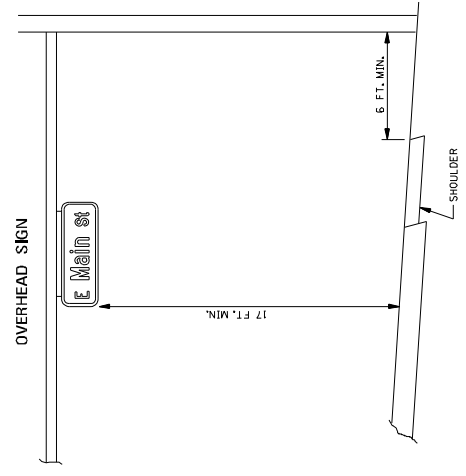
ROADSIDE ASSEMBLY IN RURAL AREA



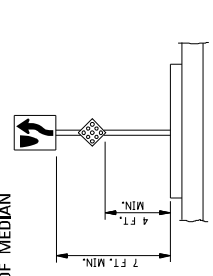
INTERSTATE OR FREEWAY SIGN WITH SECONDARY SIGN



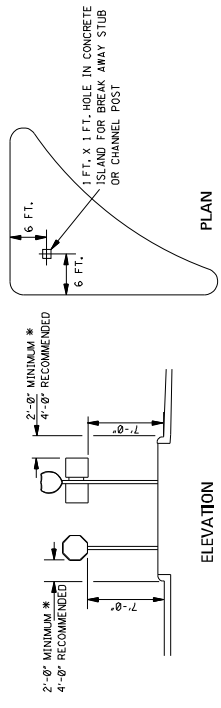
OVERHEAD SIGN



SIGN ON NOSE OF MEDIAN



SIGNS IN ISLANDS OR BEHIND CURB USING U-POSTS OR PIPE POSTS



ELEVATION



PLAN



GENERAL NOTES:  
1. SEE SECTION 24-19 OF THE MUTCD FOR REDUCED LATERAL OFFSET DISTANCES THAT MAY BE USED IN THE CLEAR ZONE OF RAMP ENDS, INTERCHANGES, AND OTHER SPECIAL AREAS WHERE SIDEWALK WIDTH IS LIMITED OR WHERE EXISTING POLES ARE CLOSE TO THE CURB. SIGNS SHALL BE LOCATED OUTSIDE THE CLEAR ZONE UNLESS PLACED ON A BREAKAWAY OR YIELDING SUPPORT.

\* THE 2 FT. MINIMUM OFFSET APPLIES ONLY TO STANDARD SIGNS MOUNTED ON U-POSTS. ALL STANDARD SIGNS MOUNTED ON PIPE WILL BE OFFSET 4 FT. FROM THE SHOULDERS.

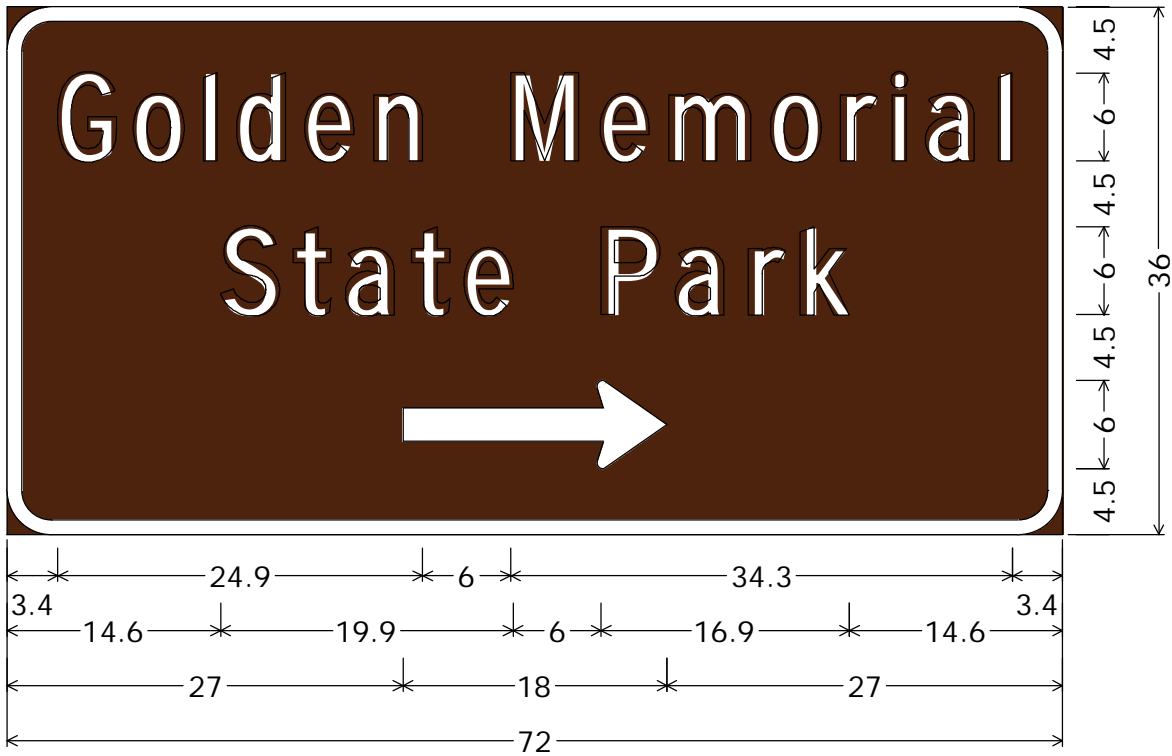
MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

**STANDARD SIGN ASSEMBLY AND INSTALLATION**

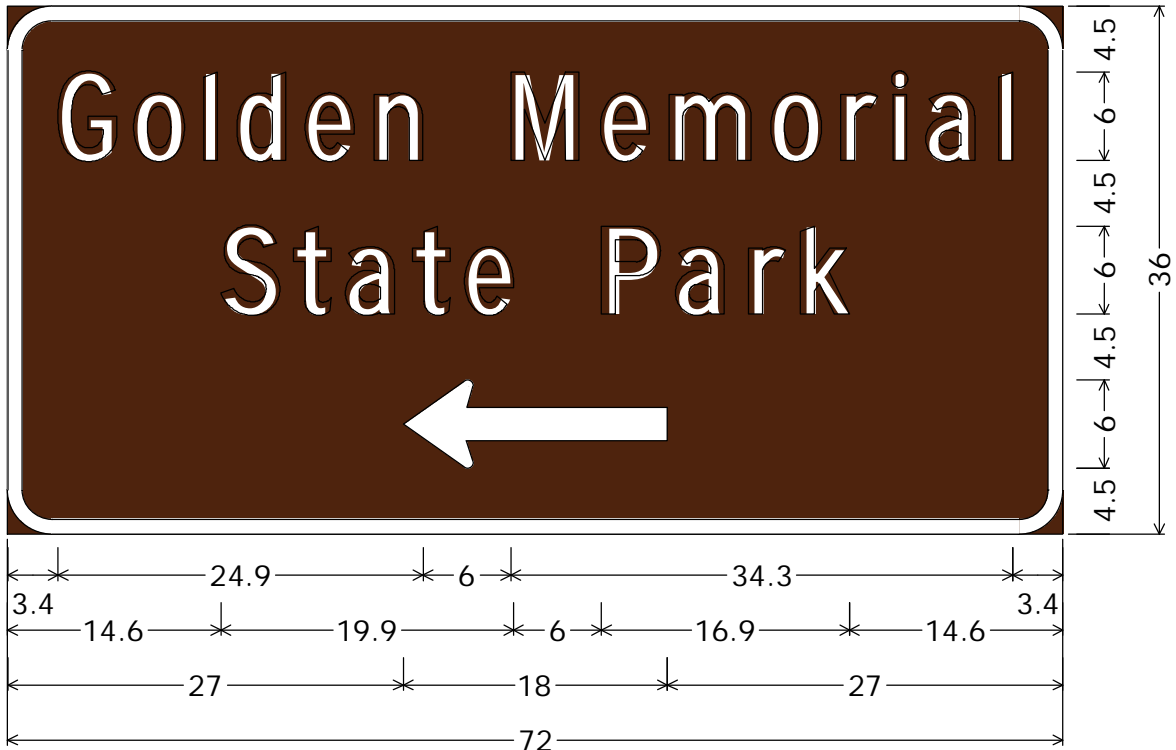
ISSUE DATE: AUGUST 01, 2017

PROJECT NUMBER: 6306

DATE	REVISION



3.0" Radius, 1.0" Border, White on, Brown;  
 "Golden Memorial", D 84% spacing; "State Park", D 84% spacing;  
 Standard Arrow Custom 18.0" X 6.0" 0°;



3.0" Radius, 1.0" Border, White on, Brown;  
 "Golden Memorial", D 84% spacing; "State Park", D 84% spacing;  
 Standard Arrow Custom 18.0" X 6.0" 180°;

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 5704**

**CODE: (SP)**

**DATE: 3/4/2024**

**SUBJECT: Temporary Construction Signs**

**PROJECT: SP-0045-01(020) / 109449301 – Scott County**

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

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



## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 - NOTICE TO BIDDERS NO. 5705**

**CODE: (SP)**

**DATE: 3/4/2024**

**SUBJECT: Underground Utilities**

**PROJECT: SP-0045-01(020) / 109449301 - Scott County**

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

Additionally, it shall be the Contractor's responsibility to maintain the utility markings and have the ability to survey the marked utilities and re-establish said utility markings as needed. The Department shall only be responsible for locating and marking the utilities once per Contract.

The contacts for MDOT utility lines are as follows:

**Underground Power Lines:**

Michael Lee – 601-683-3341 – [mlee@mdot.ms.gov](mailto:mlee@mdot.ms.gov)

Billy Coward – 601-683-3341 – [bcoward@mdot.ms.gov](mailto:bcoward@mdot.ms.gov)

**Underground Communication Lines:**

Kerby McFarland – 601-359-7450 – [kmcfarland@mdot.ms.gov](mailto:kmcfarland@mdot.ms.gov)

Steven Newell – 601-359-7450 – [snewell@mdot.ms.gov](mailto:snewell@mdot.ms.gov)

Henry Lewis – 601-359-1454 – [hlewis@mdot.ms.gov](mailto:hlewis@mdot.ms.gov)

**Underground Signal Lines:**

Amrik Singh – 601-359-1454 – [asingh@mdot.ms.gov](mailto:asingh@mdot.ms.gov)

Kenneth Welch – 601-359-1454 – [kwelch@mdot.ms.gov](mailto:kwelch@mdot.ms.gov)

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-101-1

CODE: (IS)

DATE: 07/20/2023

SUBJECT: Definitions and Terms

Section 101, Definitions and Terms, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-101.01--Abbreviations.** After the abbreviation API on page 1, add the following.

APL Approved Products List

Replace the abbreviation for AWPA on page 1 with the following.

AWPA American Wood Protection Association

**907-101.02--Definitions.** Delete the sentence after the list of holidays in Subsection 101.02 on page 6 under **holidays, legal**, and substitute the following.

When a legal holiday falls on a Saturday or Sunday, the succeeding Monday, or as proclaimed by the Governor, will be observed as a legal holiday.

Delete the definition for Notice to Proceed in Subsection 101.02 on page 8, and substitute the following.

**Notice to Proceed** - Written notice to the Contractor to proceed with the contract work.

Delete the definition for “Plans” in Subsection 101.02 on page 8, and substitute the following.

**plans** - The approved plans, profiles, typical cross-sections, working drawings and supplemental drawings, or exact reproduction thereof, that show the location, character, dimensions, and details of the work to be done. The plans may also include electronic files, referred to on the plans as Electronic Files Identified as Plans, which may include engineering models, spreadsheets, CADD files or other electronic files used to convey design intent. When the contract does not have an official set of plans, reference to the plans shall mean the contract documents.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-102-2

CODE: (IS)

DATE: 11/22/2017

SUBJECT: **Bidding Requirements and Conditions**

Section 102, Bidding Requirements and Conditions, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-102.01--Prequalification of Bidders.** Delete the last sentence of the third paragraph of Subsection 102.01 on page 13, and substitute the following.

The Bidder's Certificate of Responsibility number must be on file with the Department's Contract Administration Division prior to request for permission to bid.

**907-102.02--Contents of Proposal Forms.** Delete the fourth paragraph in Subsection 102.02 on page 13, and substitute the following.

Prospective bidders must complete an online request for permission to be eligible to bid a project. Upon approval, the bidder will be authorized to submit a bid electronically using Bid Express at <http://bidx.com>.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-103-2

CODE: (SP)

DATE: 06/22/2017

SUBJECT: Award and Execution of Contract

Section 103, Award and Execution of Contract, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-103.01--Consideration of Proposal.** Delete the second and third paragraphs of Subsection 103.01 on page 19, and substitute the following.

**907-103.01.1--For Projects Constructed Without Federal Funds.** Resident Contractors actually domiciled in Mississippi are to be granted preference over nonresidents in awarding of Contracts financed 100% with State funds.

In consideration of proposals that are equal to or in excess of \$50,000 and financed 100% with State funds, a nonresident bidder domiciled in a state having laws granting preference to local Contractors will be considered for such contracts on the same basis as the nonresident bidder's state awards contracts to Mississippi Contractors bidding under similar circumstances. When a nonresident Contractor submits a bid equal to or in excess of \$50,000 on a contract financed 100% with State funds, a copy of the current laws from the state of domicile and an explanation thereof pertaining to treatment of nonresident Contractors shall be attached. If no preferential treatment is provided for Contractors in the state of domicile and contracts are awarded to the lowest responsible bidder, a statement to this effect shall be attached. Should the attachment not accompany the bid when submitted, the Contractor shall have 10 days following the opening of the bids to furnish the required information to the Contract Administration Director for attachment to the bid. Failure to provide the attachment within 10 days will result in the nonresident Contractor's bid being rejected and not considered for award. As used herein, the term "resident Contractor" includes a nonresident person, firm or corporation that has been qualified to do business in this State and has maintained a permanent full-time office in the State of Mississippi for two years prior to the submission of the bid, and the subsidiaries and affiliates of such a person, firm or corporation.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-105-2

CODE: (IS)

DATE: 07/20/2023

SUBJECT: Control of Work

Section 105, Control of Work, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-105.01--Authority of the Engineer.** Delete the first sentence of the second paragraph of Subsection 105.01 on page 31, and substitute the following.

The Engineer has the right to suspend the work wholly or in part and to withhold payments because of the Contractor's failure to correct conditions unsafe for workmen or the general public, for failure to carry out provisions of the Contract, or for failure to carry out orders.

**907-105.02--Plans and Working Drawings.** Delete the first paragraph of Subsection 105.02 on page 31, and substitute the following.

After the contract is executed by the Executive Director, the Contractor will receive, free of charge, two bound copies of the proposal and contract documents (one executed and one blank) two full scale copies of the plans, five half-scale copies of the Plans, and Electronic Files Identified as Plans. The Contractor shall have one copy of the proposal and contract documents and one half-scale copy of the plans available at all times during work activity on the project.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION NO. 907-108-4**

**CODE: (SP)**

**DATE: 10/07/2020**

**SUBJECT: Subletting of Contract**

Section 108, Prosecution and Progress, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-108.01--Subletting of Contract.**

**907-108.01.1--General.** Delete the third sentence of the tenth paragraph of Subsection 108.01.1 on the bottom of page 72.

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-109-5

CODE: (IS)

DATE: 11/14/2023

SUBJECT: Measurement and Payment

Section 109, Measurement and Payment, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-109.01--Measurement of Quantities.** Delete the sixth full paragraph of Subsection 109.01 on page 88, and substitute the following.

If appropriate based on the specific circumstances of the project, the Contractor may request that material specified to be measured by the cubic yard or ton be converted to the other measure. The Contractor must submit this request to the Engineer. The Engineer will provide an approval or denial in writing. The decision is in the sole discretion of the Engineer. If approved, factors for this conversion will be determined by the District Materials Engineer and agreed to by the Contractor. The conversion of the materials along with the conversion factor will be incorporated into the Contract by supplemental agreement. The supplemental agreement must be executed before such method of measurement is used.

**907-109.04--Extra Work.**

**907-109.04.1--Supplemental Agreement.** Delete the second paragraph of Subsection 109.04.1 on page 90.

**907-109.04.2--Force Account Agreement.** Delete the last sentence of subparagraph (c) in Subsection 109.04.2 on page 91, and substitute the following.

An amount will be added equal to fifteen percent (15%) of the sum thereof, excluding sales tax.

Delete subparagraph (d) in Subsection 109.04.2 on pages 91 & 92, and substitute the following.

- (d) **Equipment.** Equipment used for force account work shall be of sufficient size and type necessary to perform the required work in an economic and expeditious manner. The Contractor must provide the manufacturer, make, model, year, type of fuel and other necessary information to determine proper hourly payment rates. Subject to advance approval of the Engineer, actual transportation cost for a distance of not more than 200 miles will be reimbursed for equipment not already on the project.

For equipment authorized by the Engineer for use on the force account work, the Engineer will use the equipment rental rates from the “*Rental Rate Blue Book*” as published on the Equipment Watch website [www.equipmentwatch.com](http://www.equipmentwatch.com) for the time period the force account work is authorized to determine payment to the Contractor. The maximum allowable rates

are determined as follows:

1. The hourly equipment rate will equal the FHWA total hourly rate. This rate takes into account adjustment factors for age and region.
2. The hourly estimated operating costs have been included in the FHWA total hourly rate.
3. The idle and standby rates shall be as listed in the "*Rental Rate Blue Book*" as reported by *Equipment Watch*.
4. These rates include the basic machine plus any necessary attachments.

Standby rates shall apply when equipment is not in operation and is approved by the Engineer to standby for later use to complete the work. Idle rates shall apply to equipment located on the project and the engine is burning fuel but no ground engaging or other components are actively engaged in meaningful work. In general, idle or standby rates shall apply when equipment is not in use, but will be needed again to complete the work and the cost of moving the equipment will exceed the accumulated standby cost. If the idle standby cost should exceed the equipment moving cost to or from the work site, the Contractor will be entitled to the moving cost only. Idle or standby rates will be used under the following conditions:

1. The equipment is totally dedicated to the force account work and not used intermittently on other work.
2. Idle or standby cost will be considered only after equipment has been operated on force account work.
3. The sum of idle or standby time and operating time shall not exceed eight (8) hours per day or 40 hours in a week.
4. Idle or standby payment will not apply to days not normally considered to be work days such as holidays, weekends, or days of inclement weather when no other work is taking place.

The Department will not pay for idle or standby time when equipment is inoperable, for time spent repairing equipment, or for the time elapsed after the Engineer has advised the Contractor that the equipment is no longer needed. The Department will determine if it will be more cost effective to pay standby time on approved equipment on site or for multiple mobilizations.

If equipment is needed, which is not included in the *Rental Rate Blue Book* as reported by *Equipment Watch*, the Department and Contractor will agree upon reasonable rental rates in writing before the equipment is used.

All equipment shall be subject to approval from day to day in accordance with the requirements of Subsection 108.05.

**907-109.06--Partial Payment.**

**907-109.06.2--Advancement on Materials.**

Delete the next to last paragraph of Subsection 109.06.2 on page 95, and substitute the following.



Materials for which an advanced payment has been allowed must be paid for by the Contractor within 30 days of the estimate on which the advanced payment was first allowed and proof of said payment must be verified by the supplier. If proof of payment is not furnished within the allowable 30 days, the advanced payment will be deducted on subsequent current estimates until such time that proof of payment is furnished.

**907-109.07--Changes in Material Costs.** After the fifth paragraph of Subsection 109.07 on page 96, change the web address to the following.

[https://mdot.ms.gov/portal/current\\_letting](https://mdot.ms.gov/portal/current_letting)

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION NO. 907-413-2**

**CODE: (SP)**

**DATE: 05/09/2023**

**SUBJECT: Cleaning and Sealing Joints and Cracks**

Section 413, Cleaning and Sealing Joints and Cracks, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-413.03--Construction Requirements.**

**907-413.03.3--Sawing and Sealing Transverse Joints in Asphalt Pavement.**

**907-413.03.3.4--Sealing.** Delete the last sentence of the last paragraph of Subsection 413.03.3.4 on page 333, and substitute the following.

Poured joint sealing material shall only be placed when the air temperature is within the limits specified by the manufacturer.

**907-413.05--Basis of Payment.** Delete the last pay item listed on page 336, and substitute the following.

907-413-E: Sawing and Sealing Transverse Joints in Asphalt Pavement - per linear foot

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-414-1

CODE: (SP)

DATE: 05/02/2017

SUBJECT: Polymer Modified Asphalt Rejuvenating Scrub Seal

Section 907-414, Scrub Seal, is hereby added to and made a part of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as follows.

### **SECTION 907-414 -- POLYMER MODIFIED ASPHALT REJUVENATING SCRUB SEAL**

**907-414.01--Description.** This work shall consist of, but not be limited to, furnishing all labor, materials, equipment and transportation for the application of a polymer modified asphalt rejuvenating scrub seal. All ingredients shall be properly proportioned, mixed, and spread on the paved surface in accordance with this Specification and as directed by the Engineer.

#### **907-414.02--Materials.**

**907-414.02.1--Aggregate.** Unless otherwise noted, the aggregate material shall be one of the seal aggregate cover materials listed in and meeting the requirements of Subsection 703.14 of the Standard Specifications.

**907-414.02.2--Asphalt Emulsion for Scrub Seal.** The asphalt emulsion for scrub seal shall meet the requirements of the following table and shall be composed of a polymer modifier, a petroleum based rejuvenating agent, and asphalt.

Test on Emulsion	Method	Specification	
		(min)	(max)
Viscosity @77 (SFS)	AASHTO T 59	50	350
Residue, w% <sup>(1)</sup>	AASHTO T 59	60	-
Storage Stability, 24 h, %	AASHTO T 59	-	1.0
Sieve, w%	AASHTO T 59		0.1
Oil distillate, w%	AASHTO T 59		0.5
<b>Test on Residue<sup>(1)</sup></b>			
Viscosity @ 140°F, P	AASHTO T 202	-	3000
Penetration @ 4°C (39.2°F), 200 g, 60 sec	AASHTO T 59	30	-
<b>Test on Polymer Modifier</b>			
Swelling in rejuvenating agent, %; 48 hours exposure @ 104°F	ASTM D 471 <sup>(2)</sup> Modified	-	40% intact film
<b>Test on Rejuvenating Agent</b>			
Flash point, COC, °F	AASHTO T 48	380	-
Viscosity @ 140°F, CST	AASHTO T 201	50	175
Saturate, % by weight	ASTM D 2007	-	30
Asphaltenes	ASTM D 2007	-	1.0
Test on Residue			
Weight Change, %			6.5
Viscosity Ratio			3

- (1) Exception to AASHTO T59: Bring the temperature on the lower thermometer slowly to 350°F plus or minus 10°F. Maintain at this temperature for 20 minutes. Complete total distillation in 60 plus or minus 5 minutes from first application of heat.
- (2) Polymer Modifier Testing: Suitable substrate for film formation shall be polyethylene boards, silicone rubber sheeting, glass, or any substrate which produces a cured film of uniform cross-section. Polymer film shall be prepared from latex as follows:

Resistance to Swelling: Polymer films shall be formed by using a 50 mil drawdown bar and drawing down 50 mils of the latex on polyethylene boards. Films shall be cured for 14 days at 75°F and 50% humidity. Samples for resistance to swelling in rejuvenating agent shall be 1" by 2" rectangles cut from the cured film. Cut at least 3 specimens for each sample to be tested for swelling. Fill 3- 8 oz ointment tins with at least a ½" deep of rejuvenating agent. Swelling samples shall be weighed and then placed in the ointment tins on top of the rejuvenating agent. Then, add at least another ½" deep of rejuvenating agent over each of the latex samples. The ointment tins shall be covered and placed in an oven at 104°F for the specified 48 hours +/- 15 minutes. The ointment tins are allowed to cool to 75°F and then the latex films are removed from the tins. Unabsorbed rejuvenating agent is removed from the intact latex film by scraping with a rubber policeman and blotting with paper towels. If the latex film does not remain intact during removal from the tins or while removing the unabsorbed rejuvenating agent the sample shall be rejected. After the rejuvenating agent is removed from the samples they are then weighed. Percent swelling is reported as weight increase of the polymer film; report mass increase as a percent by weight of the original latex film mass upon exposure of films to the rejuvenating agent.

When a fog seal is required, the asphalt emulsion shall meet the requirements of Subsection 702.07.

**907-414.02.2.1--Certification and Acceptance.** The Emulsion supplier shall submit a certification that the polymer modified rejuvenating emulsion meets the requirements of the specification. The certification shall be submitted to the Engineer prior to starting the work. The Engineer will sample the polymer modified rejuvenating emulsion according to Department procedures. Final acceptance of the emulsion for scrub seal will be based on the Manufacturer's Certification and testing conducted by the Department.

**907-414.03--Construction Requirements.** The attached sign drawings shall be used during scrub seal operations. Prior to any sealing operation, the rectangular "Loose Rock" signs shall be installed and remain in place until all sealing operations are complete. Prior to any daily sealing operation, the portable "Loose Rock" signs shall be installed in accordance with the attached drawings. Portable signs shall be installed and remain in place on a daily basis in the active sealing area. Payment for signs shown on the sign detail drawings shall be made under pay item no. 618-A, Maintenance of Traffic.

**907-414.03.1--Preparation.** The work shall be done in the following order: Prepare the pavement surface; apply the asphalt emulsion for scrub seal and scrub the applied emulsion with a scrub broom as specified herein; apply the aggregate, roll the aggregate, broom the aggregate with a secondary broom when specified; and sweep up and dispose of excess aggregate. Excess aggregate shall be removed from the project unless otherwise approved by the Engineer.

Prior to the scrub seal operation, the Contractor shall remove any and all vegetation within the limits of the scrub seal installation. The use of herbicides will be allowed at the discretion of the Engineer.

If used, the herbicide shall be applied at least 10 days prior to the scrub seal operation, or as directed by the manufacturer of the approved herbicide. The application of the herbicide shall be performed in accordance with all applicable regulations. Any and all fines or clean-up costs for unlawful misuse or discarding of herbicides shall be the sole responsibility of the Contractor. Mixtures and spread rates for the herbicides shall be determined by the manufacturer's specifications. Wash down of equipment or discarding of herbicides shall not enter catch basins or positive drainage facilities.

Prior to the scrub seal operation, the Contractor shall remove all existing thermoplastic striping, thermoplastic legends and raised pavement markers within the scrub seal limits. Removal shall be performed to the satisfaction of the Engineer.

Prior to the scrub seal operation, all drain inlet covers, monument covers, and all other utility covers shall be protected from the Contractor's scrub seal operations by applying a sheet of plastic over the exposed facilities, or other methods approved by the Engineer. All traces of plastic, residual emulsion and aggregate shall be removed from covered objects after the application of the scrub seal and/or prior to final inspection of the project.

Immediately prior to the scrub sealing operations, the Contractor shall sweep the entire pavement surface.

**907-414.03.2--Application.** The scrub seal shall be applied from edge of pavement to edge of pavement. The edges of the scrub seal application shall be maintained in a neat and uniform line. Scrub seal shall not be applied on concrete gutters or pads unless directed by the Engineer.

The application of the asphalt emulsion for scrub seal shall be applied only when the ambient and pavement temperatures are above 70°F.

The asphalt emulsion for scrub seal shall be applied with a distributor truck at the following target rates. The actual emulsion application rate shall be determined from the surface demands and aggregate used. Any adjustments of the application rate shall be approved by the Engineer, and manufacturer’s representative if necessary.

The optimum application rate of bituminous material is dependent on the chosen seal aggregate gradation as well as the condition of the pavement in which the bituminous surface treatment is to be applied. The application rate of the bituminous material may be adjusted by the Engineer based on field conditions at the time of construction. Following are target application rates for bituminous material.

<b>Seal Aggregate Gradation</b>	<b>Bituminous Material</b>	<b>Target Application Rate (gal/yd<sup>2</sup>)</b>	<b>Tolerance</b>
Size No. 7	Emulsified Asphalt	0.33	+0.03
Size No. 8 or 89	Emulsified Asphalt	0.30	+0.03

Note: Emulsified Asphalt shall not be diluted. A sample of emulsified asphalt should be obtained from the Contractor’s distributor on the first day of production and thereafter at a frequency not to exceed 1 sample per 50,000 gallons. Because the time between sampling of the emulsified asphalt and the testing of the material can affect the test results, samples should be sent to the MDOT Central Lab for testing as soon as possible.

The asphalt emulsion for scrub seal temperature when applied shall be a minimum of 140° to 180°F. For smaller areas, the emulsion may be applied with a wand. The emulsion shall be immediately broomed to fill cracks and voids. The emulsion scrub broom shall be as described below.

Immediately following the application of the emulsion to the road surface, the material shall be scrubbed with a scrub broom for the purpose of forcing the emulsion into the existing surface and distributing the emulsion evenly over variable road surface contours.

The application of the asphalt emulsion for scrub seal and scrub broom operation shall cease 40 feet prior to the end of the application. The remaining asphalt emulsion for scrub seal shall be dragged out by the scrub broom, and the remaining emulsified material required to complete the pass shall be applied only by the distributor truck, at the specified rate.

Immediately following the scrubbing of emulsion, aggregate shall be applied at the following application rates.

Size 7 Slag, Stone, Gravel or Expanded Clay	= 0.30 ±0.02 ft <sup>3</sup> / yd <sup>2</sup>
Size 8 Expanded Clay	= 0.25 ±0.02 ft <sup>3</sup> / yd <sup>2</sup>
Size 89 Slag, Stone, or Gravel	= 0.25 ±0.02 ft <sup>3</sup> / yd <sup>2</sup>

The actual aggregate application rate shall be as required by the surface demands and the emulsion used. The rate shall be adjusted, within the specified limit, up or down so that no “bleed through” occurs during rolling.

During the first day of production and at least once a week thereafter, the application rate of the aggregate shall be verified by the Department to assure that the appropriate application rate of the aggregate is applied. The rate can be verified by placing a tarp of at least 1.0 yd<sup>2</sup> area on the roadway surface. After allowing the aggregate spreader to pass over the tarp, the aggregate on the tarp should be collected and weighed to determine the weight of aggregate. The measured weight should then be compared to the target weight calculated using the following formula.

$$W = 0.85(G_{sb})(U_w)(R)(A)(e)$$

Where:

- W = target weight of aggregate in lbs.
- G<sub>sb</sub> = bulk specific gravity of aggregate
- U<sub>w</sub> = Unit weight of water at 70°F = 62.3 lbs./ft<sup>3</sup>
- R = target application rate in ft<sup>3</sup>/yd<sup>2</sup>
- A = area of tarp in yd<sup>2</sup>
- e = air voids in loose aggregate = 0.4

G<sub>sb</sub> for gravel = 2.650

G<sub>sb</sub> for limestone = 2.700

Note: Bulk specific gravities of expanded clay and steel slag should be obtained from the seal aggregate supplier.

Upon determining the target weight, it should be compared to the actual measured weight. If the difference in the target weight and the actual measured weight is over 2.5 pounds, the aggregate distributor should be adjusted such that the spread rate is within the above tolerance. The above procedure shall be repeated until the spread rate is within the allowable tolerance.

If at any point during production, excessive aggregate is noted, the aggregate application rate should be verified and the spread rate adjusted. The intent is to minimize the amount of excess aggregate. Excess aggregate removed from the roadway surface after brooming shall be removed from the job site and should not be reused in the aggregate operation.

The dry aggregate shall be spread uniformly to cover the bituminous material with the quantity of mineral aggregate specified by the Engineer. All deficient areas shall be covered by additional material. All excess cover material shall be removed from the surface and stockpiled or used as directed.

A minimum of two self-propelled pneumatic-tired rollers shall be used for the required rolling of the aggregate. The pneumatic-tired rollers shall be in good working condition and actively rolling at all times during the scrub seal operation. The pneumatic-tired rollers shall be minimum 5-ton rollers. The pneumatic-tired rollers shall be operated in such a manner to prevent the dislodging of newly applied aggregate.

If specified, a fog seal will be placed at a rate of 0.11 gallons per square yard, or as directed by the Project Engineer. The fog seal shall not be placed until after final brooming.

**907-414.03.3--Stockpile Sites.** Sites for stockpiles of materials shall be grubbed and cleaned prior to storing the aggregates, and the ground shall be firm, smooth, and well drained.

**907-414.03.4--Equipment.** The following equipment shall be used for the scrub-seal operations.

- A. **Asphalt Distributor.** The asphalt distributor for application of the emulsion shall have a full circulation spray bar that is adjustable to at least sixteen feet (16') wide in two (2) feet increments and capable of heating and circulating the emulsion simultaneously. It must have computerized rate control for adjusting and controlling the application from the cab within 0.01 gallons per square yard increments. The distributor shall also be equipped with a volume measuring device and a thermometer for measuring the emulsion temperature in the tank.
- B. **Scrub Broom.** A scrub broom as described herein shall be used to scrub the emulsion after application. The scrub broom frame shall be constructed of metal. The scrub broom shall be attached to and pulled by the distributor truck. The scrub broom must be equipped with a means of raising and lowering the scrub broom at desired points. It shall be towable in the elevated position to the next area of construction. The weight of the broom assembly shall be such that it does not squeegee the emulsion off the roadway surface.

The main body of the scrub broom shall have a frame size as shown in the drawing at the end of this special provision. The nearest and furthest members, paralleling the back of the distributor truck, and diagonal members shall be equipped with street brooms. The leading member and the trailing member shall have broom heads angled at 10 to 15 degrees off the centerline of the supporting member. The diagonal members shall have broom heads attached in line with the centerline of the supporting member. Each individual street broom attached to the scrub broom assembly shall be 3.5 inches wide x 6.5 inches high x 16 inches long and have stiff nylon bristles. Bristle height is to be maintained at a minimum of five inches (5"). The scrub broom shall be equipped with hinged wing assemblies attached to the main body not to exceed 4.5 feet per side, with diagonals and equipped with street brooms. The purpose of the maximum rigid frame width and the hinged wing extensions is not only for maximum width of 16 feet but to maintain the scrubbing process evenly as contours and cross-sections change across the existing road surface.

- C. **Aggregate Spreader.** A self-propelled aggregate spreader with front discharge that can evenly distribute aggregate.



- D. Roller. A minimum of two (2) pneumatic rollers weighing at least five (5) tons each.
- E. Power Broom. Two (2) mechanically powered kick-brooms or vacuum type brooms.

**907-414.03.5--Opening to Traffic.** Unless otherwise advised, the Contractor’s operations shall be schedule such that all lanes of traffic are open to the traveling public at the end of each day. Considering time needed for curing and preparation prior to opening traffic, the Contractor should not apply bituminous material two (2) hours before dusk, or longer, to allow sufficient time for bonding of the aggregates.

After the scrub seal has been rolled and the bituminous material has cured a minimum of one (1) hour, or longer if necessary to sufficiently hold the aggregate in place, the Contractor shall perform an initial brooming operation consisting of lightly sweeping excess aggregate material from the surface. After the initial brooming has been completed, public traffic will be allowed on the roadway.

Immediately the next morning, a final brooming shall be performed to remove any remaining excess aggregate material from the previous day’s seal operation.

**907-414.04--Method of Measurement.** Scrub seal shall be measured by the square yard.

Accepted quantities for asphalt for fog seal will be measured by the gallon as prescribed in Subsection 109.01. Unless otherwise specified, distributor tank measurement will be used. The volume of material over five percent (5%) above the quantity ordered for each shot will be deducted from measured quantities, except that 15 percent will be allowed for irregular areas where hand spraying is necessary.

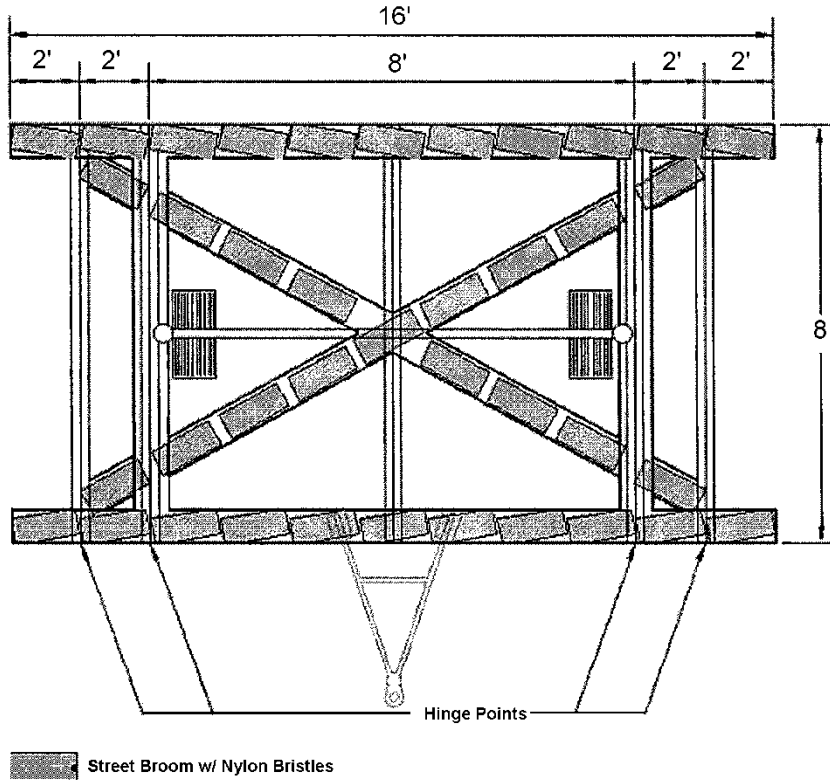
**907-414.05--Basis of Payment.** Scrub seal, measured as prescribed above, will be paid for at the contract bid price per square yard, which shall be full compensation for furnishing all labor, materials, equipment, temporary markers, vegetation removal, cleaning of the surface, pre-sweeping, post-sweeping, doing all the work involved in mixing, applying and protecting the polymer modified asphaltic rejuvenating scrub seal, and all incidentals necessary to complete the work.

Asphalt for fog seal will be paid for at the contract unit price per gallon, which shall be full compensation for furnishing all labor, materials, equipment, applying and protecting the fog seal, and all incidentals necessary to complete the work.

Payment will be made under:

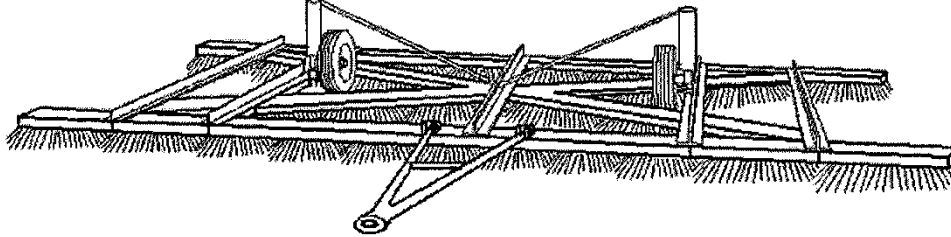
907-414-A: Scrub Seal - per square yard

907-414-B: Asphalt for Fog Seal - per gallon

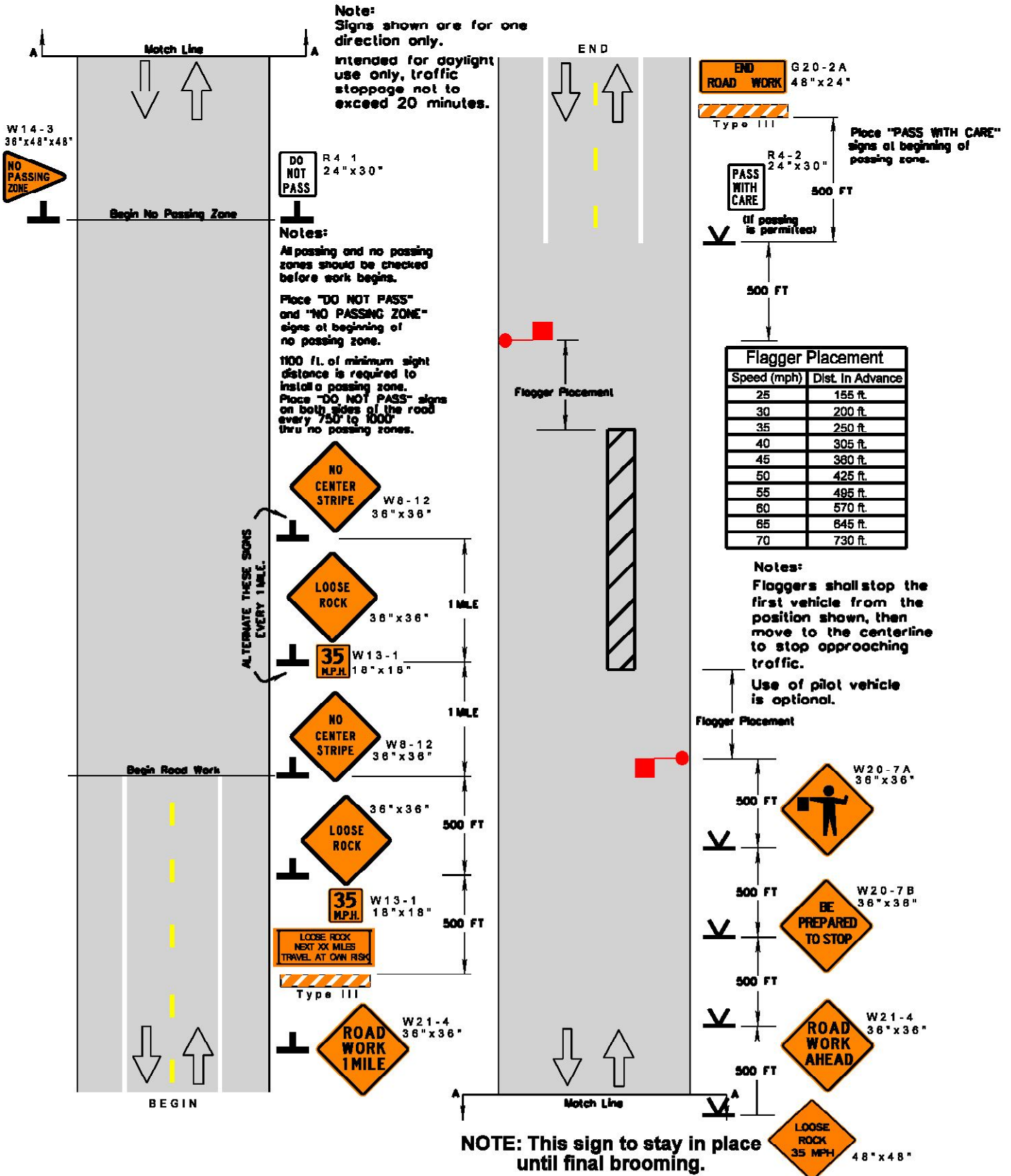


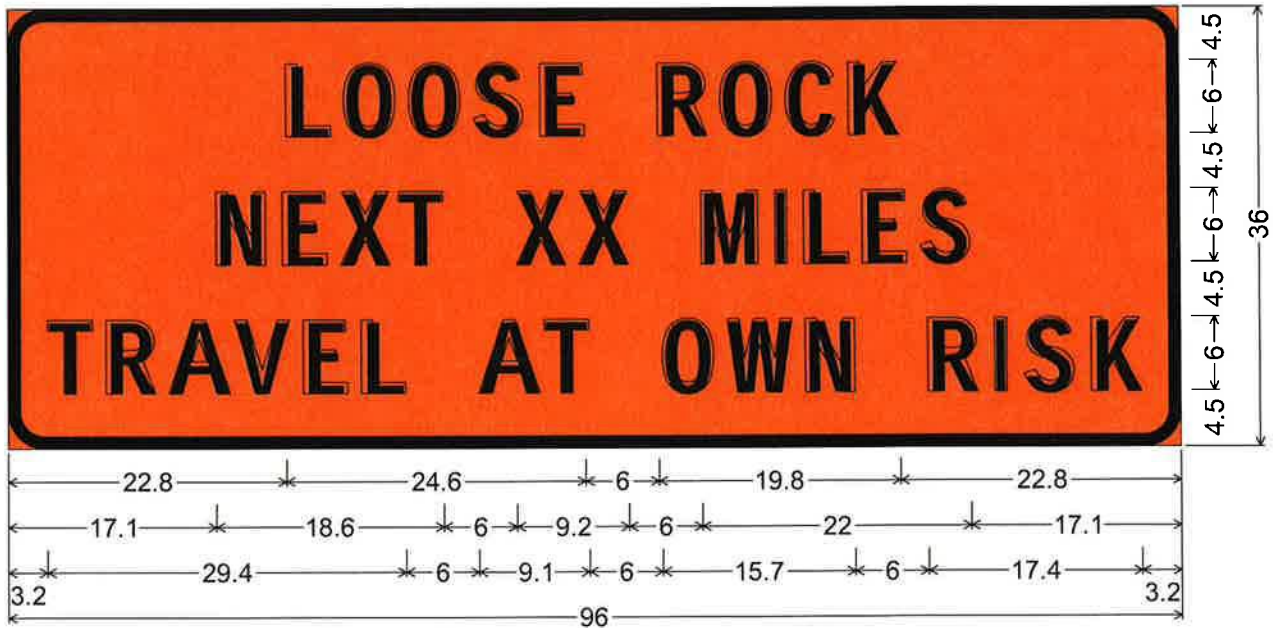
Lift For Wheels (Typical)

Note: Wheels are up and the broom is in the scrub position.



### Scrub Broom



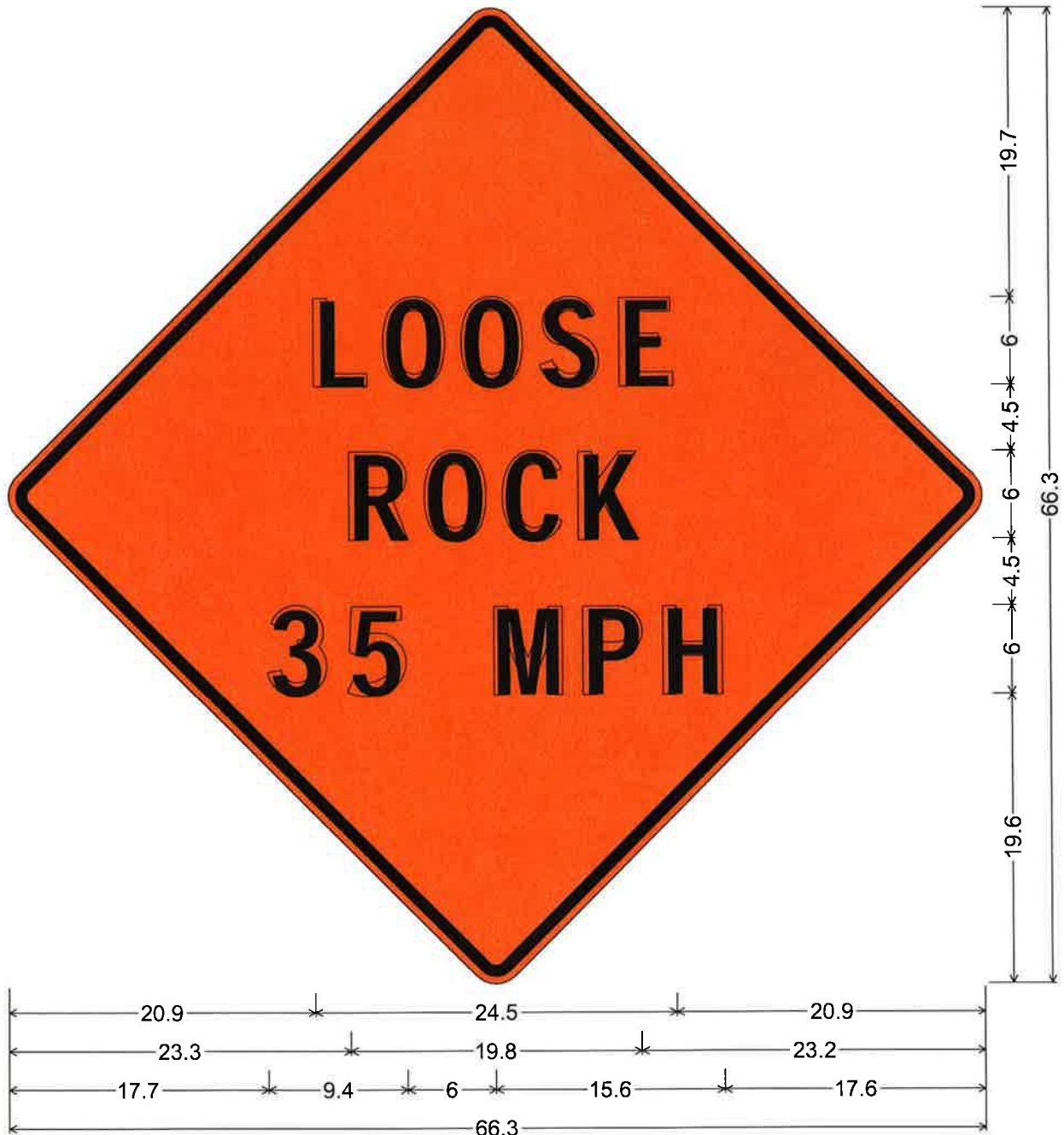


3.0" Radius, 1.0" Border, Black on Orange;

"LOOSE ROCK" D; "NEXT XX MILES" D; "TRAVEL AT OWN RISK" D;

Table of letter and object lefts.

<b>L</b>	<b>O</b>	<b>O</b>	<b>S</b>	<b>E</b>	<b>R</b>	<b>O</b>	<b>C</b>	<b>K</b>						
22.8	27.6	33.0	38.3	43.7	53.4	58.5	63.9	69.0						
<b>N</b>	<b>E</b>	<b>X</b>	<b>T</b>	<b>X</b>	<b>X</b>	<b>M</b>	<b>I</b>	<b>L</b>	<b>E</b>	<b>S</b>				
17.1	22.5	27.3	32.1	41.7	46.9	56.9	63.0	65.3	70.1	74.9				
<b>T</b>	<b>R</b>	<b>A</b>	<b>V</b>	<b>E</b>	<b>L</b>	<b>A</b>	<b>T</b>	<b>O</b>	<b>W</b>	<b>N</b>	<b>R</b>	<b>I</b>	<b>S</b>	<b>K</b>
3.2	8.0	13.2	18.6	24.2	29.0	38.6	44.0	53.7	59.0	65.4	75.4	80.9	83.2	88.6



48.0" across sides 1.9" Radius, 0.8" Border, 0.5" Indent, Black on Orange;

"LOOSE" D; "ROCK" D; "35 MPH" D;

Table of letter and object lefts.

<b>L</b>	<b>O</b>	<b>O</b>	<b>S</b>	<b>E</b>
20.9	25.7	31.0	36.4	41.8
<b>R</b>	<b>O</b>	<b>C</b>	<b>K</b>	
23.3	28.4	33.8	38.9	
<b>3</b>	<b>5</b>	<b>M</b>	<b>P</b>	<b>H</b>
17.7	23.1	33.1	39.2	44.6

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-619-6

CODE: (SP)

DATE: 03/21/2018

SUBJECT: Temporary Portable Rumble Strips

Section 619, Traffic Control for Construction Zones, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-619.02--Materials.** After Subsection 619.02.15 on page 472, add the following.

**907-619.02.16--Temporary Portable Rumble Strips.** Temporary portable rumble strips shall be RoadQuake manufactured by PSS and meet the following requirements:

- capable of being installed without adhesives or bolts,
- have a minimum weight of 100 pounds,
- have a minimum overall length of 11 feet,
- have a minimum width of 12 inches, and
- have a maximum height of 3/4 inch.

Temporary portable rumble strips shall be installed in accordance with the attached details, or as directed by the Engineer.

**907-619.03--Construction Requirements.** After Subsection 619.03.11 on page 476, add the following.

**907-619.03.16--Temporary Portable Rumble Strips.** Temporary portable rumble strips shall be placed at locations shown on the traffic control plans, attached drawing, or as directed by the Engineer. The rumble strips shall be removed when lane closures are removed, relocated when lane closures are relocated, or as directed by the Engineer.

Prior to placement of the rumble strips, the roadway shall be cleaned to be free of dust, sand, and other materials that may cause slippage. The minimum roadway temperature at the time of installation shall be in accordance with manufacturer recommendations.

A minimum of three (3) temporary portable rumble strips shall be arranged in an array. The spacing of temporary portable rumble strips in each array shall be on 15-foot centers. One array of three (3) strips shall be used in each lane. The rumble strips shall be regularly monitored and maintained to ensure they stay in place under traffic.

**907-619.04--Method of Measurement.** At the end of Subsection 619.04 on page 478, add the following.

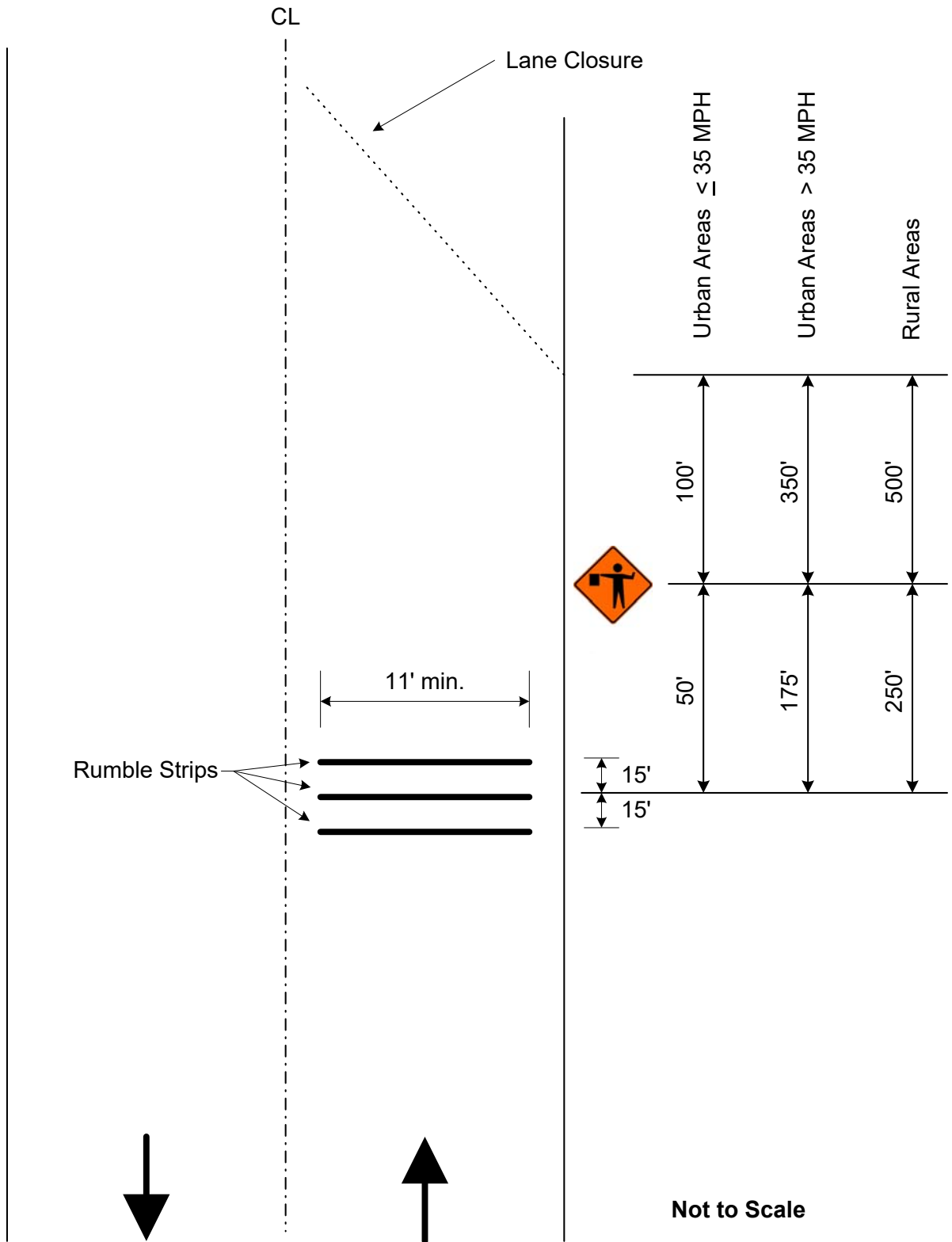
Temporary Portable Rumble Strips will be measured for payment by the linear foot only when a pay item for temporary portable rumble strips is included in the contract. Otherwise, temporary portable rumble strips will be included in the cost of pay item 618-A, Maintenance of Traffic. The quantity of temporary portable rumble strips will be the length of rumble strips approved by the Engineer to be in-place on the project at any one time.

**907-619.05--Basis of Payment.** After the fifth paragraph of Subsection 619.05 on page 478, add the following.

Temporary Portable Rumble Strips measured as prescribed above, will be paid for at the contract unit price per linear foot, which price shall be full compensation for cleaning the roadway surface, installing the rumble strips, maintenance and repair of the strips, cleaning and resetting of the strips, removal and replacement, and for all labor, equipment, tools, and incidentals necessary to complete the work.

After the last pay item listed on page 480, add the following.

907-619-B: Temporary Portable Rumble Strips - per linear foot



**Detail of Temporary Portable Rumble Strips**



# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-701-3

CODE: (IS)

DATE: 05/04/2021

SUBJECT: Hydraulic Cement

Section 701, Hydraulic Cement, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-701.01--General.** In the first sentence of the second paragraph of Subsection 701.01 on page 718, change “mills” to “plants.”

In the second sentence of the sixth paragraph of Subsection 701.01 on pages 718 and 719, change “shall” to “will.”

**907-701.02--Portland Cement.**

**907-701.02.1-General.**

**907-701.02.1.2--Alkali Content.** Delete the sentence in Subsection 701.02.1.2 on page 719, and substitute the following.

When used in portland cement concrete, the total alkali contribution from all cement types in this Subsection shall not exceed 4.0 lb. per cubic yard of concrete calculated as follows:

$$\text{lb alkali per cu Yd} = \frac{(\text{lb cement per cu Yd}) \times (\% \text{Na}_2\text{O equivalent in cement})}{100}$$

In the above calculation, the maximum cement alkali content reported on the cement mill certificate shall be used. An example calculation can be found in the Department’s *Concrete Field Manual*.

**907-701.02.2--Replacement by Other Cementitious Materials.** Delete the paragraph in Subsection 701.02.2 on page 719, and substitute the following.

The maximum replacement of cement by weight is 25% for fly ash or 50% for ground granulated blast furnace slag (GGBFS). Replacement contents below 20% for fly ash or 45% for GGBFS may be used, but will not be given any special considerations, such as the maximum acceptance temperature for portland cement concrete containing pozzolans in Subsection 804.02.13.1.5. Special considerations shall only apply for replacement of cement by fly ash or GGBFS.

Delete Subsection 701.02.2.1 on pages 719 and 720, and substitute the following.

**907-701.02.2.1--Portland Cement Concrete Exposed to Soluble Sulfate Conditions or Seawater.**

When portland cement concrete is exposed to moderate or severe soluble sulfate conditions, or to seawater, cement types and replacement of cement by Class F fly ash or GGBFS shall be as follows in Table 1. Class C fly ash shall not be used as a replacement for cement in any of the sulfate exposure conditions listed in Table 1.

**Table 1- Cementitious Materials for Soluble Sulfate Conditions or Seawater**

Sulfate Exposure	Water-soluble sulfate (SO <sub>4</sub> ) in soil, % by mass	Sulfate (SO <sub>4</sub> ) in water, ppm	Cementitious material required
Moderate and Seawater	0.10 - 0.20	150 - 1,500	Type I cement with one of the following replacements of cement by weight: 24.5 - 25.0% Class F fly ash, or 49.5 - 50.0% GGBFS or Type II <sup>**</sup> cement
Severe	0.20 - 2.00	1,500 - 10,000	Type I cement with a replacement by weight of 49.5 - 50.0% GGBFS, or Type II <sup>*</sup> cement with one of the following replacements of cement by weight: 24.5 - 25.0% Class F fly ash, or 49.5 - 50.0% GGBFS

\* Type III cement conforming to AASHTO M85 with a maximum 8% tricalcium aluminate (C<sub>3</sub>A) may be used in lieu of Type II cement as allowed in Subsection 701.02.1; this cement is given the designation "Type III(MS)."

\*\* Class F fly ash or GGBFS may be added as a replacement for cement as allowed in Subsection 907-701.02.2.

Delete Subsection 701.02.2.2 on page 720, and substitute the following.

**907-701.02.2.2--Portland Cement for Soil Stabilization Exposed to Soluble Sulfate Conditions or Seawater.** When portland cement for use in soil stabilization is exposed to moderate or severe soluble sulfate conditions, or to seawater, cement types and replacement of cement by Class F fly ash or GGBFS shall meet the requirements of Subsection 701.02.2.1.

**907-701.04--Blended Hydraulic Cement.**

**907-701.04.1--General.** Delete Subsection 701.04.1.1 on page 720, and substitute the following.

**907-701.04.1.1--Types of Blended Hydraulic Cement.** Blended hydraulic cements (blended cements) shall be of the following types and conform to AASHTO M 240:

- Type IL – Portland-limestone cement
- Type IP – Portland-pozzolan cement
- Type IS – Portland blast-furnace slag cement

Blended cement Types IL, IP, and IS meeting the “MS” sulfate resistance requirement listed in AASHTO M 240, Table 3 shall have the “(MS)” suffix added to the type designation.

**907-701.04.1.2--Alkali Content.** Delete the sentence in Subsection 701.04.1.2 on page 720, and substitute the following.

All blended cement types shall be made with clinker that would result in cement meeting the requirements of Subsection 701.02.1.2 when used in the production of AASHTO M 85, Type I or Type II cement.

The blended cement manufacturer shall include the percent equivalent alkalis as Na<sub>2</sub>O on their cement mill reports.

When calculating the total alkali contribution with blended cements, use the equivalent alkali content of the base portland cement. An example calculation for cases where blended cements are used can be found in the Department’s *Concrete Field Manual*.

**907-701.04.2--Replacement by Other Cementitious Materials.** Delete the paragraph in Subsection 701.04.2 on page 720, and substitute the following.

The maximum replacement of blended cement Type IL by weight is 35% for fly ash or 50% for GGBFS. Replacement contents below 20% for fly ash or 45% for GGBFS may be used, but will not be given any special considerations, such as the maximum acceptance temperature for blended cement concrete containing pozzolans in Subsection 804.02.13.1.5. Special considerations shall only apply for replacement of blended cement by fly ash or GGBFS.

No additional cementitious materials, such as portland cement, blended cement, fly ash, GGBFS, or others, shall be added to or as a replacement for blended cement Types IP and IS.

Delete Subsection 701.04.2.1 on pages 720 and 721, and substitute the following.

**907-701.04.2.1--Blended Cement Concrete Exposed to Soluble Sulfate Conditions or Seawater.** When blended cement concrete is exposed to moderate or severe soluble sulfate conditions, or to seawater, cement types and replacement of cement by Class F fly ash or GGBFS shall be as follows in Table 2. Class C fly ash shall not be used as a replacement for cement in any of the sulfate exposure conditions listed in Table 2.

**Table 2- Cementitious Materials for Soluble Sulfate Conditions or Seawater**

Sulfate Exposure	Water-soluble sulfate (SO <sub>4</sub> ) in soil, % by mass	Sulfate (SO <sub>4</sub> ) in water, ppm	Cementitious material required
Moderate and Seawater	0.10 - 0.20	150 - 1,500	Type IL (MS) * cement, Type IL cement with one of the following replacements of cement by weight: 24.5 - 35.0% Class F fly ash, or 49.5 - 50.0% GGBFS, Type IP (MS) cement, or Type IS (MS) cement
Severe	0.20 - 2.00	1,500 - 10,000	Type IL cement with a replacement of cement by weight of 49.5 - 50.0% GGBFS, or Type IL (MS) cement with one of following replacements of cement by weight: 24.5 - 35.0% Class F fly ash, or 49.5 - 50.0% GGBFS

\* Class F fly ash or GGBFS may be added as a replacement for cement as allowed in Subsection 907-701.04.2.

Delete Subsection 701.04.2.2 on page 721, and substitute the following.

**907-701.04.2.2--Blended Cement for Soil Stabilization Exposed to Soluble Sulfate Conditions or Seawater.** When blended cement for use in soil stabilization is exposed to moderate or severe soluble sulfate conditions, or to seawater, cement types and replacement of cement by Class F fly ash or GGBFS shall meet the requirements of Subsection 701.04.2.1.

Delete Subsection 701.04.3 on page 721.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION NO. 907-702-4**

**CODE: (IS)**

**DATE: 09/11/2018**

**SUBJECT: Bituminous Materials**

Section 702, Bituminous Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-702.04--Sampling.** Delete the sentence in Subsection 702.04 on page 722, and substitute the following.

Sampling of bituminous materials shall be as set out in AASHTO R 66.

**907-702.07--Emulsified Asphalt.** Delete the last sentence in Subsection 702.07 on page 724, and substitute the following.

Asphalt for fog seal shall conform to the requirements of Subsection 907-702.12, Table V.

**907-702.12--Tables.** Delete Table V in Subsection 702.12 on page 729, and substitute the following.

**TABLE V  
SPECIFICATION FOR FOG SEAL**

Test Requirements	LD-7		CHPF-1		Test Method
	Min.	Max.	Min.	Max.	
Viscosity, Saybolt Furol, @ 25°C, Sec.	10	100	-	100	AASHTO T 72
Storage Stability Test, 24 hr, %	-	1	-	1	AASHTO T 59
Settlement, 5 day, %	-	5	-	-	AASHTO T 59
Oil Distillate, %	-	1	-	-	AASHTO T 59
Sieve Test, % *	-	0.3	-	0.1	AASHTO T 59
Residue by Distillation, %	40	-	40	-	AASHTO T 59
<b>Test on Residue from Distillation</b>					
Penetration @ 25°C, 100g, 5 sec	-	20	40	90	AASHTO T 49
Softening Point, °C	65	-	-	-	ASTM D 36
Solubility in trichloroethylene, %	97.5	-	-	-	AASHTO T 44
Elastic Recovery @ 25°C, %	-	-	40	-	AASHTO T 301
Original DSR @ 82° (G*/Sinδ, 10 rad/sec)	1	-	-	-	AASHTO T 111

\* The Sieve Test result is tested for reporting purposes only and may be waived if no application problems are present in the field.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION NO. 907-703-2**

**CODE: (SP)**

**DATE: 11/29/2022**

**SUBJECT: Gradation**

Section 703, Aggregates, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-703.03--Coarse Aggregates for Hydraulic Cement Concrete.**

**907-703.03.2--Detail Requirements.**

**907-703.03.2.4--Gradation.** In the table in Subsection 703.03.2.4 on page 734, add 100 for the percent passing by weight on the 1½-inch sieve for Size No. 67 aggregates.

Delete Note 2 under the table in Subsection 703.03.2.4 on page 734, and substitute the following.

Note <sup>2</sup> – 100 percent shall pass the 1-inch sieve for Size 67 used in Class F and Class FX concrete.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION NO. 907-705-1**

**CODE: (IS)**

**DATE: 06/13/2018**

**SUBJECT: Stone Riprap**

Section 705, Stone Blanket Protection and Filter Blanket Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-705.04--Stone Riprap.** Delete the last sentence of the first paragraph of Subsection 705.04 on page 750, and substitute the following.

Quality requirements for rock to be furnished under these specifications will come from a pre-approved source and be visually approved prior to use.

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-707-3

CODE: (IS)

DATE: 10/27/2021

SUBJECT: Joint Materials

Section 707, Joint Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

## 907-707.02--Joint Filler.

907-707.02.2--Preformed Sponge, Rubber, Cork and Closed-Cell Polypropylene Foam Joint Fillers for concrete Paving and Structural Constructions. Delete the two paragraphs of Subsection 707.02.2 on page 755, and substitute the following.

Preformed joint filler shall conform to AASHTO M 153 for sponge, rubber, and cork and tested according to ASTM D545. The type required will be indicated on the plans.

Closed-cell polypropylene foam shall conform to the requirements in ASTM D8139 and tested in accordance with ASTM D545.

907-707.02.3--Wood. Delete paragraph (b) of Subsection 707.02.3 on page 755, and substitute the following:

- (b) Dimensions shall be as shown on the plans. Dimensions shown on the plans are “dressed” sizes in accordance with Table 3 of the American Softwood Lumber Standard, SP-20. At the discretion of the Engineer, a 3/4-inch dressed board may be used in lieu of a 1-inch dressed board. A tolerance of plus or minus 1/16 inch thickness and plus or minus 1/8 inch width will be permitted. For slip-form paving a tolerance of minus 1/4 inch on each end in length will be permitted.

907-707.06--Flexible Plastic Gasket for Joining Conduit. Delete the third paragraph of Subsection 707.06 on page 756, and substitute the following.

The Department may require the performance test described in ASTM C 990.



**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION NO. 907-711-2**

**CODE: (IS)**

**DATE: 09/11/2018**

**SUBJECT: Plain Steel Wire**

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

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

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

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

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

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-712-1

CODE: (SP)

DATE: 12/07/2021

SUBJECT: Fence and Guardrail

Section 712, Fence and Guardrail, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-712.01--General.** After the sentence in Subsection 712.01 on page 785, add the following.

All materials' inspection, testing, and certification will be performed in accordance with the requirements of the current version of the Department's *Materials Division Inspection, Testing, and Certification Manual*.

Delete Subsections 712.02 and 712.03 on page 785, and substitute the following.

**907-712.02--Barbed Wire.** Barbed wire shall conform to the requirements of AASHTO M 280. In the coastal counties of Hancock, Harrison, and Jackson, either Coating Type Z Class 3 or Coating Type A shall be furnished. In all other areas of the State, either Coating Type Z Class 1, Coating Type Z Class 3, Coating Type ZA Class 60, or Coating Type A shall be furnished.

**907-712.03--Metallic-Coated, Steel Woven Wire Fence Fabric.** Woven wire fencing (i.e., "hog wire") shall conform to the requirements of AASHTO M 279. In the coastal counties of Hancock, Harrison, and Jackson, either Coating Type Z Class 3 or Coating Type A shall be furnished. In all other areas of the State, either Coating Type Z Class 1, Coating Type Z Class 3, Coating Type ZA Class 60, or Coating Type A shall be furnished.

**907-712.04--Chain Link Fence.** Delete Subsections 712.04.1 thru 712.04.7 on pages 785 & 786, and substitute the following.

**907-712.04.1--Fabric.** In the coastal counties of Hancock, Harrison, and Jackson, either Type I Class D, Type II, Type III, or Type IV fabrics shall be furnished. In all other areas of the State, either Type I Class C, Type I Class D, Type II, Type III, or Type IV fabrics shall be furnished.

**907-712.04.2--Tie Wire.** Tie wire shall be of the same material as the fencing wire being used, shall be of good commercial quality, and shall meet the requirements of AASHTO M 181. Either Type I, Type II, Type III, or Type IV tie wire shall be furnished.

**907-712.04.3--Tension Wire.** Tension wire shall be of the same material as the fencing wire being used, shall be of good commercial quality, and shall meet the requirements of AASHTO M 181. In the coastal counties of Hancock, Harrison, and Jackson, either Type I Class 3, Type II, Type III, or Type IV tension shall be furnished. In all other areas of the State, either Type II, Type III, Type IV, or Type I Classes 1, 2, or 3 tension wires shall be furnished.

**907-712.04.4--Posts Rails, Gate Frames, and Expansion Sleeves.** Posts, rails, gate frames, and expansion sleeves shall conform to the requirements for posts in Subsection 712.05.2, unless otherwise designated in the contract.

**907-712.04.5--Miscellaneous Fittings and Hardware.** Miscellaneous fittings and hardware shall conform to the requirements of Subsection 712.16.

**907-712.05--Fence Posts and Braces.**

**907-712.05.1--Treated Timber Posts and Braces.**

**907-712.05.1.1--General.** Delete the third, fourth, fifth, and sixth paragraphs of Subsection 712.05.1.1 on page 787, and substitute the following.

All wood posts and braces shall be treated in accordance with Subsections 718.03 and 718.04.

**907-712.05.1.2--Round Posts.** Delete the last sentence of the last paragraph of Subsection 712.05.1.2 on page 788.

**907-712.05.1.3--Sawed Posts.** Delete the last sentence of the paragraph of Subsection 712.05.1.3 on page 788.

**907-712.05.1.4--Sawed Braces.** Delete the last sentence of the paragraph of Subsection 712.05.1.4 on page 788.

Delete Subsection 712.05.2 on page 788, and substitute the following.

**907-712.05.2--Metal Posts.**

**907-712.05.2.1--Round Steel Pipe.** Round steel pipe shall meet the requirements of AASHTO M 181, either Grade 1 (i.e., meeting the requirements in ASTM F 1083) or Grade 2 (i.e., meeting the requirements of ASTM F 1043).

Round steel pipe shall be sized in accordance with NPS (nominal pipe size) designations as shown on Plans, and not according to the outer or inner pipe diameter.

**907-712.05.2.2--Steel Fence Post and Assemblies, Hot-Wrought.** Steel posts with the following section shapes, Tee, channel or U, and Y-Bar shall meet the requirements of AASHTO M 281, galvanized in accordance with the requirements of AASHTO M 111, unless otherwise specified in the contract. Acceptance of these steel posts shall be by certification from the manufacturer, producer, supplier, or fabricator, as applicable.

**907-712.05.2.3--Blank.**

**907-712.05.2.4--Steel H-Beam Posts.** Steel H-Beam posts shall be produced from structural quality weldable steel having a minimum yield strength of 45,000 psi and shall be galvanized in accordance with ASTM A 123. Steel H-Beam line posts shall be 2.250 inches by 1.625 inches and shall weigh 3.43 pounds per foot. A tolerance of plus or minus 5.0 percent is allowed for

weight per foot. A tolerance of plus or minus 1.0 percent is allowed for dimensions.

**907-712.05.2.5--Aluminum-Alloy Posts and Assemblies.** Round aluminum-alloy posts shall meet the requirements of ASTM B 241, Alloy 6061, T6. Aluminum-Alloy H-Beam posts shall meet the requirements of ASTM B 221, Alloy 6061, T6.

**907-712.05.2.6--Formed Steel Section Posts.** Formed steel section posts, "C" sections, shall be formed from sheet steel conforming to ASTM A 1011, Grade 45, and shall be galvanized in accordance with ASTM A 123.

**907-712.06--Guard and Guardrail Posts.**

**907-712.06.2--Treated Wood Posts.**

**907-712.06.2.1--Square Posts.** Delete the paragraph in Subsection 712.06.2.1 on page 789, and substitute the following.

All square posts shall be inspected for conformance with Section 712.05, except that the posts may be rough and shall be within  $\pm 3/8$ " of the dimensions shown on the plans.

**907-712.06.2.2--Round Posts.** Delete the paragraph in Subsection 712.06.2.2 on page 789, and substitute the following.

All round posts shall be inspected for conformance with Section 712.05, except that the posts shall be of the shape and dimensions shown on the plans.

**907-712.06.5--Treated Wood Blocks for Use with Metal Guardrail Posts.** Delete the paragraphs of Subsection 712.06.5 on pages 789 & 790, and substitute the following.

Treated wood blocks for use with metal guardrail posts shall be within  $\pm 3/8$ " of the size and dimensions shown on the plans, except that a minus tolerance shall not be allowed for the slotted width in which the metal post must fit.

Delete Subsection 712.16 on page 791, and substitute the following.

**907-712.16--Hardware.** All ferrous metal hardware for fencing such as bolts, nuts, washers, and metal straps shall be as specified on the plans and galvanizing shall not be less than 1.0 ounce per square foot of uncoated area. Aluminum coated hardware shall be coated with aluminum meeting the requirements of AASHTO M 181 for aluminum coating and at the rate of not less than 0.4 ounces per square foot of uncoated area.

Aluminum alloy hardware shall conform to the requirements of ASTM B 221 for extruded aluminum alloy 6063, T6. The finished members shall be of uniform quality.

Aluminum-zinc coated hardware shall be coated with an aluminum-zinc alloy meeting the chemical requirements and weight of coating specified for aluminum-zinc alloy coated metal gates.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-714-3

CODE: (SP)

DATE: 08/31/2021

SUBJECT: Miscellaneous Materials

Section 714, Miscellaneous Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-714.01--Water.**

**907-714.01.1--General.** Delete the last sentence of the second paragraph in Subsection 714.01.1 on page 794.

**907-714.01.2--Water for Use in Concrete.** Delete Subsection 714.01.2 on page 794, and substitute the following:

Water from municipal sources is permitted be used as mixing water in concrete, mortar, and grout without Department testing. Water from non-municipal water sources used in mixing of concrete, mortar, and grout which does not meet the requirements in Subsection 714.01.1 shall be tested for conformance as required in AASHTO M157, Table 1 and Table 2.

**907-714.01.3--Water for Use in Chemically Stabilized Based.** Delete the first sentence of first paragraph in Subsection 714.01.3 on page 794, and substitute the following:

Water used in the construction of bases that contain cement, lime, or other chemical additive shall be as set out in Subsection 714.01.1. Water from municipal sources is permitted to be used without testing for conformance to the requirements below. If water is not from a municipal source, it shall not contain impurities in excess of the following limits:

Delete Subsection 714.01.6 on page 795, and substitute the following.

**907-714.01.6--Blank.**

**907-714.05--Fly Ash.**

**907-714.05.1--General.** Delete the first sentence of the fifth paragraph in Subsection 714.05.1 on page 797.

**907-714.13--Geotextiles.**

**907-714.13.11--Tables.** Delete Table 1 in Subsection 714.13.11 on page 813, and substitute the following.

**Table 1 - Geotextiles**

Type Designation	I <sup>1</sup> Sediment Control	II <sup>1</sup> Control	III Drainage	IV Paving	V Separation & Drainage		VI Separation, Stabilization & Reinforcement		VIII High Strength	IX High Strength	Test Method
					Woven	Non-Woven	Woven	Non-Woven			
Grab Strength (lb)	50	90	110	90	200	280	180	450	280	280	ASTM D 4632
Elongation (%)	----	50% max @ 45 lb	20% min	50% min @ break	50% min	50% max	50% min	50% max	50% min	50% min	ASTM D 4632
Seam Strength (lb)	----	----	70	----	180	240	160	400	240	240	ASTM D 4632
Puncture Strength (lb)	----	----	40	----	80	110	75	180	115	115	ASTM D 6241
Trapezoidal Tear (lb)	----	----	40	----	80	100	70	150	100	100	ASTM D 4533
Asphalt Retention (gal/yd <sup>2</sup> )	----	----	----	0.2	----	----	----	----	----	----	ASTM D 6140
Permittivity (sec <sup>-1</sup> ) min	0.05	0.05	0.5	----	0.2	0.2	0.2	0.2	0.2	0.2	ASTM D 4491
AOS Woven (mm) max	0.60	0.60	0.6	----	0.6	0.43	----	0.43	----	----	ASTM D 4751
AOS Non-Woven (mm) max	0.84	0.84	0.43	----	0.43	----	0.43	----	0.43	0.43	----
Tensile Strength after UV (% Retained)	70% @ 500 hr	70% @ 500 hr	50% @ 500 hr	----	50% @ 500 hr	50% @ 500 hr	50% @ 500 hr	50% @ 500 hr	50% @ 500 hr	50% @ 500 hr	ASTM D 4355
Melting Point °(F)	----	----	----	325	----	----	----	----	----	----	ASTM D 276
Minimum Ultimate Tensile Strength <sup>3</sup> (lb/in)	----	----	----	----	----	----	----	----	660	2000	ASTM D 4595

Notes: 1 - All property values, with the exception of apparent opening size (AOS), represent minimum average roll values in the weakest principal direction. Values for AOS represent the maximum average roll values, 2 - Values not identified in this table should meet manufacturer certification for the use and application, 3 - Machine direction

Delete Subsection 714.15 on pages 816 and 817 and substitute the following.

**907-714.15--Geogrids.**

**907-714.15.1--General.** A geogrid is defined as a geosynthetic formed by a regular network of connected elements with apertures greater than 0.25 inch to allow interlocking with surrounding soil, rock, and other surrounding materials to function primarily as reinforcement.

Geogrid shall be manufactured from an expanded strain hardened monolithic polymer sheet composed of one or more synthetic polymers and shall be mildew resistant and inert to biological degradation and naturally encountered chemicals, alkalis and acids. The geogrid shall contain stabilizers and/or inhibitors, or a resistance finish or covering to make it resistant to deterioration from direct sunlight, ultraviolet rays, and heat.

Geogrid manufacturers shall participate in and be in compliance with the American Association of State Highway Transportation Officials (AASHTO) National Transportation Product Evaluation Program's (NTPEP) Geosynthetics audit program. Geogrid shall meet the requirements of Table II for the application and type shown on the plans and shall be selected from the Department's Approved Lists.

**907-714.15.1.1--Geogrid for Retaining Walls and Reinforced Soil Slopes.** Geogrid for retaining walls and reinforced soil slopes shall be creep tested in accordance with AASHTO R69 and meet Long Term Design Load, Minimum Ultimate Tensile Strength, and open area criteria listed in Table II. Manufacturers shall perform at least one long-term creep test for no less than 10,000 hours in accordance to ASTM D 5262 for each polymer or composition of polymers from which the geogrid is produced. The long-term design load that shall be reported for design use, shall be that load at which no more than 10% strain occurs over a 100-year design life of the geogrid, as calculated in accordance with AASHTO R69. Long-term design loads shall be reported unfactored, and the AASHTO strength reduction factors (Durability and Installation, and safety factors) will be considered by the Department's Geotechnical Branch on a site specific design basis.

**907-714.15.1.2--Geogrid for Subgrade Stabilization.** Geogrid for subgrade stabilization shall meet Minimum Ultimate Tensile Strength and open area criteria listed in Table II.

**907-714.15.2--Marking, Shipment, and Storage.** Each roll or container of geogrid shall be visibly labeled with the name of the manufacturer, trade name of the product, lot number, and quantity of material. In addition, each roll or container shall be clearly tagged to show the type designation that corresponds to that required by the plans. During shipment and storage the geogrid shall be protected from direct sunlight, and temperatures above 120°F or below 0°F. The geogrid shall either be wrapped and maintained in a heavy duty protective covering or stored in a safe enclosed area to protect from damage during prolonged storage.

**907-714.15.3--Manufacturer Certification.** The Contractor shall furnish the Engineer three copies of the manufacturer's certified test reports indicating that the geogrid furnished conforms to the requirements of the specifications and is of the same composition as the originally approved

by the Department.

**907-714.15.4--Acceptance Sampling and Testing.** Final acceptance of each shipment will be based upon results of tests performed by the Department on verification samples submitted from the project, as compared to the manufacturer's certified test reports. The Engineer will select one roll or container at random from each shipment for sampling. As sample extending full width of the randomly selected roll or container and being at least five (5) square yards in area will be obtained and submitted by the Engineer. All material samples shall be provided at no cost to the State.

**TABLE II  
GEOGRIDS**

Physical Properties	Type Designation						Test Method
	I	II	III	IV	V	VI	
Long Term Design Load <sup>1</sup> , pounds per foot, Machine Direction	250	500	750	1500	2500	3500	AASHTO R69, ASTM D5262
Minimum Ultimate Tensile Strength <sup>2</sup> , pounds per foot, Machine Direction	500	1000	1500	3000	5000	7000	ASTM D6637
Open Area, percent	70	70	50	50	50	50	Direct Measurement

<sup>1</sup> Minimum design criteria requirement.

<sup>2</sup> Minimum Average Roll Value (MARV).



## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-718-1

CODE: (SP)

DATE: 12/07/2021

SUBJECT: Timber and Dimension Lumber

Section 718, Timber and Dimension Lumber, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

Delete the Subsections in Section 718 on pages 836 thru 838, and substitute the following.

**907-718.01--General.** All timber and dimension lumber shall be Southern pine and shall conform in all respects to applicable requirements of AASHTO M 168. The Department reserves the right to sample and to test all materials at any time; all inspection, testing, and certification of materials will be performed in accordance with the requirements of the current version of the Department's *Materials Division Inspection, Testing, and Certification Manual*.

Timber and dimension lumber shall be furnished in the sizes shown on the plans or as specified. Unless otherwise specified, timber and dimension lumber shall be No. 1, or better, graded according to the latest American Lumber Standards.

Only one type of preservative shall be used for the treatment of materials for any one class of construction on a project, unless otherwise specified.

Where treated timber and dimensional lumber is to be used in non-highway construction or use, such as decking, handrails in walking trails, or in any manner where general public exposure by touch is possible, the treatment requirements will be as per project plans and/or approved by the State Materials Engineer.

**907-718.02--Untreated Timber and Dimension Lumber.** Untreated timber and dimension lumber shall conform to the requirements of AASHTO M 168.

**907-718.03--Treated Timber and Dimension Lumber.** Timber and dimension lumber to be treated shall meet the requirements herein specified and shall be treated as specified. Treated timber or dimensional lumber will not be accepted for use unless it has been inspected by an authorized representative of the Department and found to be satisfactory after treatment.

**907-718.03.1--Blank.**

**907-718.03.2--Treatment.**

**907-718.03.2.1--General.** All materials shall be treated in accordance with AASHTO M 133 unless otherwise directed by the Environmental Protection Agency (EPA).

**907-718.03.2.2--Blank.**

**907-718.03.2.3--Inspection.** Treated timber and dimension lumber shall be inspected by an authorized representative of the Department before being incorporated into the work. Treatment reports shall be provided to the Department for each lot of material supplied.

**907-718.03.3--Blank.**

**907-718.03.4--Storage of Treated Material.** All material treated for stock shall be stacked as compactly as possible on a well-drained surface. Material shall be supported on sills spaced as necessary, not to exceed 10 foot intervals and shall have at least one foot of air space beneath the stacks.

All materials treated with preservatives for use in buildings and applications where painting is required shall be dried after treatment. The treated wood shall be dried in accordance with American Lumber Standards.

**907-718.04--Preservative.** Preservatives shall be as specified in AASHTO M 133 unless otherwise directed by the Environmental Protection Agency (EPA).

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION NO. 907-720-2**

**CODE: (IS)**

**DATE: 09/11/2018**

**SUBJECT: Acceptance Procedure for Glass Beads**

Section 720, Pavement Marking Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-720.01--Glass Beads.**

**907-720.01.4--Acceptance Procedures.** Delete the last sentence of the paragraph in Subsection 720.01.4 on page 841, and substitute the following.

Acceptance sampling and testing of glass beads will be in accordance with the Department's Materials Division Inspection, Testing, and Certification Manual, Section 2.9.2 -- Glass Beads.

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SPECIAL PROVISION NO. 907-721-4**

**CODE: (IS)**

**DATE: 04/19/2022**

**SUBJECT: Materials for Signing**

Section 721, Materials for Signing, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-721.06--Reflective Sheeting.**

**907-721.06.2--Performance Requirements.** Delete Table 4 and Table 5 in Subsection 721.06.2 on pages 860 & 861, and substitute the following.

**MINIMUM COEFFICIENTS OF RETROREFLECTION  
Candela per foot candle per square foot (cd/ft<sup>2</sup>)  
Per ASTM Designation D4956**

**TABLE 4  
Type IX Sheeting**

Observation Angle	Entrance Angle	White	Yellow	Green	Red	Blue	Fluorescent Yellow/Green	Fluorescent Yellow	Fluorescent Orange
0.2°	-4.0°	380	285	38	76	17	300	230	115
0.2°	+30.0°	215	162	22	43	10	170	130	65
0.5°	-4.0°	240	180	24	48	11	190	145	72
0.5°	+30.0°	135	100	14	27	6.0	110	81	41
1.0°	-4.0°	80	60	8.0	16	3.6	64	48	24
1.0°	+30.0°	45	34	4.5	9.0	2.0	36	27	14

**TABLE 5  
Type XI Sheeting**

Observation Angle	Entrance Angle	White	Yellow	Green	Red	Blue	Brown	Fluorescent Yellow/Green	Fluorescent Yellow	Fluorescent Orange
0.2°	-4.0°	580	435	58	87	26	17	460	350	175
0.2°	+30.0°	220	165	22	33	10	7.0	180	130	66
0.5°	-4.0°	420	315	42	63	19	13	340	250	125
0.5°	+30.0°	150	110	15	23	7.0	5.0	120	90	45
1.0°	-4.0°	120	90	12	18	5.0	4.0	96	72	36
1.0°	+30.0°	45	34	5.0	7.0	2.0	1.0	36	27	14

After Subsection 721.10 on page 864, add the following.

**907-721.11--Digital Applied Printing.** The following addresses the requirements for digitally printed finished retroreflective traffic control signs on flat sheet aluminum and digitally printed traffic sign faces intended to be applied to a sign substrate.

**907-721.11.1--Digitally Printed Ink Systems.** Traffic signs must be produced using components, and processes that comply with the retroreflective sheeting manufacturer’s recommendations.

Digital printed ink systems used to print traffic signs must meet and comply with daytime and nighttime chromaticity (color standards) as recognized in ASTM D4956 “Standard Specification for Retroreflective Sheeting for Traffic Control.”

Digital printed ink systems must meet 70% of the initial retroreflectivity specifications of each respective reflective film color as found in ASTM D4956 “Standard Specification for Retroreflective Sheeting for Traffic Control.”

Prior to fabrication and preferably at the preconstruction meeting, the Contractor shall advise the Project Engineer in writing as to which signs on the project will be digitally printed and which ones will be screen printed. The Contractor shall submit to the Project Engineer certifications for all digitally printed signs, which will be forwarded to the State Traffic Engineer for review.

**907-721.11.2--Protective Overlay Film.** Permanent traffic signs printed with digital ink systems will be fabricated with a full sign protective overlay film designed to provide a smooth surface needed for retroreflectivity, and to protect the sign from fading and UV degradation. The overlamine shall comply with the retroreflective sheeting manufacturer’s recommendations to ensure proper adhesion and transparency and will also meet the reflective film durability as identified in Table 1.

**Table 1  
Retroreflective Film Minimum Durability Requirements**

<b>ASTM D4956 Type</b>	<b>Full Sign Replacement Term (years)</b>	<b>Sheeting Replacement Term (years)</b>
IV	7	10
VIII	7	10
IX	7	12
XI	7	12

Temporary signs used in work zones printed with black ink only will not require a protective overlay film as long as the finished sign is warranted for a minimum outdoor durability of three years by the sheeting manufacturer.

**907-721.11.3--Inspection.** During fabrication, the Contractor shall provide sufficient testing and quality control throughout fabrication to insure good workmanship. Once the material has been received, it may be subject to random testing to ensure compliance with all requirements. If any test samples do not conform to the requirements, the entire order may be returned at the vendor’s expense.

**907-721.11.4--Traffic Sign Performance Warranty Provisions.** Based on the ASTM Type of sheeting specified, traffic control signs shall be warranted for the duration shown in Table 1. The Contractor shall supply a copy of the warranty document with complete details of terms and conditions upon request of the Department.

**907-721.11.5--Certified Digital Sign Fabricator.** Sign fabricators using digital imaging methods to produce regulated traffic signs must be certified by the reflective sheeting manufacturer whose materials are used to produce the delivered signs.

Certified sign fabricators must undergo an audit process by the sheeting manufacturer to ensure they have the proper equipment, manufacturing capabilities, manufacturing application processes and the materials required to fulfill the sheeting manufacturer's warranty obligations. Sign fabricators must recertify annually with reflective sheeting manufacturers or utilize a 3<sup>rd</sup> party certifier approved by the reflective sheeting manufacturer.

The Contractor shall submit proof of Sign Fabricator Certification as issued by the retroreflective sign sheeting manufacturer to the Project Engineer upon delivery of the signs, or with the Shop Drawings.

# SECTION 905 - PROPOSAL

Date \_\_\_\_\_

Mississippi Transportation Commission  
Jackson, Mississippi

Sirs: The following proposal is made on behalf of \_\_\_\_\_  
\_\_\_\_\_ of \_\_\_\_\_  
\_\_\_\_\_

for constructing the following designated project(s) within the time(s) hereinafter specified.

The plans are composed of drawings and blue prints on file in the offices of the Mississippi Department of Transportation, Jackson, Mississippi.

The Specifications are the current Standard Specifications of the Mississippi Department of Transportation approved by the Federal Highway Administration, except where superseded or amended by the plans, Special Provisions and Notice(s) to Bidders attached hereto and made a part thereof.

I (We) certify that I (we) possess a copy of said Standard and any Supplemental Specifications.

Evidence of my (our) authority to submit the Proposal is hereby furnished. The proposal is made without collusion on the part of any person, firm or corporation. I (We) certify that I (we) have carefully examined the Plans, the Specifications, including the Special Provisions and Notice(s) to Bidders, herein, and have personally examined the site of the work. On the basis of the Specifications, Special Provisions, Notice(s) to Bidders, and Plans, I (we) propose to furnish all necessary machinery, tools, apparatus and other means of construction and do all the work and furnish all the materials in the manner specified. I (We) understand that the quantities mentioned herein are approximate only and are subject to either increase or decrease, and hereby propose to perform any increased or decreased quantities of work at the unit prices bid, in accordance with the above.

I (We) acknowledge that this proposal will be found irregular and/or non-responsive unless a certified check, cashier's check, or Proposal Guaranty Bond in the amount as required in the Advertisement (or, by law) is submitted electronically with the proposal or is delivered to the Contract Administration Engineer prior to the bid opening time specified in the advertisement.

**INSTRUCTION TO BIDDERS: Alternate and Optional Items on Bid Schedule.**

1. Two or more items entered opposite a single unit quantity WITHOUT DEFINITE DESIGNATION AS "ALTERNATE ITEMS" are considered as "OPTIONAL ITEMS". Bidders may or may not indicate on bids the Optional Item proposed to be furnished or performed WITHOUT PREJUDICE IN REGARD TO IRREGULARITY OF BIDS.
2. Items classified on the bid schedule as "ALTERNATE ITEMS" and/or "ALTERNATE TYPES OF CONSTRUCTION" must be preselected and indicated on bids. However, "Alternate Types of Construction" may include Optional Items to be treated as set out in Paragraph 1, above.
3. Optional items not preselected and indicated on the bid schedule MUST be designated in accordance with Subsection 102.06 prior to or at the time of execution of the contract.
4. Optional and Alternate items designated must be used throughout the project.

I (We) further propose to perform all "force account or extra work" that may be required of me (us) on the basis provided in the Specifications and to give such work my (our) personal attention in order to see that it is economically performed.

I (We) further propose to execute the attached contract agreement (Section 902) as soon as the work is awarded to me (us), and to begin and complete the work within the time limit(s) provided for in the Specifications and Advertisement. I (We) also propose to execute the attached contract bond (Section 903) in an amount not less than one hundred (100) percent of the total of my (our) part, but also to guarantee the excellence of both workmanship and materials until the work is finally accepted.

I (We) shall submit electronically with our proposal or deliver prior to the bid opening time a certified check, cashier's check or bid bond for **five percent (5%) of total bid** and hereby agree that in case of my (our) failure to execute the contract and furnish bond within Ten (10) days after notice of award, the amount of this check (bid bond) will be forfeited to the State of Mississippi as liquidated damages arising out of my (our) failure to execute the contract as proposed. It is understood that in case I am (we are) not awarded the work, the check will be returned as provided in the Specifications.

**SECTION 905 -- PROPOSAL (CONTINUED)**

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

Respectfully Submitted,

DATE \_\_\_\_\_

\_\_\_\_\_  
Contractor

BY \_\_\_\_\_  
Signature

TITLE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY, STATE, ZIP \_\_\_\_\_

PHONE \_\_\_\_\_

FAX \_\_\_\_\_

E-MAIL \_\_\_\_\_

(To be filled in if a corporation)

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

\_\_\_\_\_  
President Address

\_\_\_\_\_  
Secretary Address

\_\_\_\_\_  
Treasurer Address

The following is my (our) itemized proposal.



Mill & Overlay approximately 7 miles of SR 21 from Steele to Sebastopol, known as State Project No. SP-0045-01(020) / 109449301 in Scott County.

Line no.	Item Code	Adj Code	Quantity	Units	Description[Fixed Unit Price]
<b>Roadway Items</b>					
0010	202-B007		1,240	Square Yard	Removal of Asphalt Pavement, All Depths
0020	202-B158		3,250	Linear Feet	Removal of Guard Rail, Including Rails, Posts and Terminal Ends
0030	202-B215		2	Each	Removal of Sign Including Post & Footing
0040	202-B240		5,142	Linear Feet	Removal of Traffic Stripe
0050	203-G002	(E)	70	Cubic Yard	Excess Excavation, LVM, AH
0060	304-D002	(GT)	1,761	Ton	Granular Material, Crushed Stone
0070	403-A002	(BA1)	12,963	Ton	12.5-mm, MT, Asphalt Pavement
0080	403-B002	(BA1)	490	Ton	12.5-mm, MT, Asphalt Pavement, Leveling
0090	406-D001		114,995	Square Yard	Fine Milling of Bituminous Pavement, All Depths
0100	407-A001	(A2)	9,200	Gallon	Asphalt for Tack Coat
0110	423-A001		14	Mile	Rumble Strips, Ground In
0120	503-C010		1,694	Linear Feet	Saw Cut, Full Depth
0130	606-B003		2,050	Linear Feet	Guard Rail, Class A, Type 1, 'W' Beam, Metal Post
0140	606-D018		4	Each	Guard Rail, Bridge End Section, Type G, Modified
0150	606-D019		8	Each	Guard Rail, Bridge End Section, Type H
0160	606-D023		8	Each	Guard Rail, Bridge End Section, Type I, Metal Post
0170	606-E005		20	Each	Guard Rail, Terminal End Section, Flared
0180	618-A001		1	Lump Sum	Maintenance of Traffic
0190	619-A1001		27	Mile	Temporary Traffic Stripe, Continuous White
0200	619-A2001		33	Mile	Temporary Traffic Stripe, Continuous Yellow
0210	619-A4002		6	Mile	Temporary Traffic Stripe, Skip Yellow
0220	619-A5001		3,612	Linear Feet	Temporary Traffic Stripe, Detail
0230	619-A6002		1,000	Linear Feet	Temporary Traffic Stripe, Legend
0240	619-D1001		597	Square Feet	Standard Roadside Construction Signs, Less than 10 Square Feet
0250	619-D2001		128	Square Feet	Standard Roadside Construction Signs, 10 Square Feet or More
0260	619-F3001		114	Each	Delineators, Guard Rail, White
0270	619-G4001		24	Linear Feet	Barricades, Type III, Double Faced
0280	620-A001		1	Lump Sum	Mobilization
0290	626-B002		14	Mile	6" Thermoplastic Double Drop Traffic Stripe, Continuous White
0300	626-D001		2	Mile	6" Thermoplastic Double Drop Traffic Stripe, Skip Yellow
0310	626-E001		11	Mile	6" Thermoplastic Double Drop Traffic Stripe, Continuous Yellow
0320	626-G004		1,326	Linear Feet	Thermoplastic Double Drop Detail Stripe, White
0330	626-G005		480	Linear Feet	Thermoplastic Double Drop Detail Stripe, Yellow
0340	626-H002		500	Linear Feet	Thermoplastic Double Drop Legend, White
0350	627-J001		1,371	Each	Two-Way Clear Reflective High Performance Raised Markers

<b>Line no.</b>	<b>Item Code</b>	<b>Adj Code</b>	<b>Quantity</b>	<b>Units</b>	<b>Description[Fixed Unit Price]</b>
0360	627-L001		625	Each	Two-Way Yellow Reflective High Performance Raised Markers
0370	630-A001		127	Square Feet	Standard Roadside Signs, Sheet Aluminum, 0.080" Thickness
0380	630-A003		45	Square Feet	Standard Roadside Signs, Sheet Aluminum, 0.125" Thickness
0390	630-C005		39	Linear Feet	Square Tube Posts, 2.0 lb/ft
0400	630-G005		20	Each	Type 3 Object Markers, OM-3R or OM-3L, Post Mounted
0410	630-G006		2	Each	Type 3 Object Markers, OM-3R or OM-3L, 2 Markers Per Post, Post Mounted
0420	907-413-E001		64	Linear Feet	Sawing and Sealing Transverse Joints in Asphalt Pavement
0430	907-414-B001	(A2)	3,485	Gallon	Asphalt for Fog Seal

SECTION 905 - COMBINATION BID PROPOSAL (Continued)

**CONDITIONS FOR COMBINATION BID**

If a bidder elects to submit a combined bid for two or more of the contracts listed for this month's letting, the bidder must complete and execute these sheets of the proposal in each of the individual proposals to constitute a combination bid. In addition to this requirement, each individual contract shall be completed, executed and submitted in the usual specified manner.

Failure to execute this Combination Bid Proposal in each of the contracts combined will be just cause for each proposal to be received and evaluated as a separate bid.

It is understood that the Mississippi Transportation Commission not only reserves the right to reject any and all proposals, but also the right to award contracts upon the basis of lowest separate bids or combination bids most advantageous to the State.

It is further understood and agreed that the Combination Bid Proposal is for comparison of bids only and that each contract shall operate in every respect as a separate contract in accordance with its proposal and contract documents.

I (We) agree to complete each contract on or before its specified completion date.

\*\*\*\*\*

**COMBINATION BID PROPOSAL**

This proposal is tendered as one part of a Combination Bid Proposal utilizing option \_\_\_\* of Subsection 102.11 on the following contracts:

\* Option to be shown as either (a), (b), or (c).

	<u>Project No.</u>	<u>County</u>	<u>Project No.</u>	<u>County</u>
1.	_____	_____	6.	_____
2.	_____	_____	7.	_____
3.	_____	_____	8.	_____
4.	_____	_____	9.	_____
5.	_____	_____	10.	_____

(a) If Combination A has been selected, your Combination Bid is complete.

(b) If Combination B has been selected, then complete the following page.

SECTION 905 - COMBINATION BID PROPOSAL (Continued)

Project Number	Pay Item Number	Unit	Unit Price Reduction	Total Item Reduction	Total Contract Reduction
1.					
2.					
3.					
4.					
5.					
6.					
7.					
8.					

For Informational Purposes Only

SECTION 905 - COMBINATION BID PROPOSAL (Continued)

Project Number	Pay Item Number	Unit	Unit Price Reduction	Total Item Reduction	Total Contract Reduction
9.					
10.					

(c) If Combination C has been selected, then initial and complete ONE of the following.

\_\_\_\_\_ I (We) desire to be awarded work not to exceed a total monetary value of \$ \_\_\_\_\_.

\_\_\_\_\_ I (We) desire to be awarded work not to exceed \_\_\_\_\_ number of contracts.



TO: EXECUTIVE DIRECTOR, MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
JACKSON, MISSISSIPPI

**CERTIFICATE**

If awarded this contract, I (we) contemplate that portions of the contract will be sublet. I (we) certify that those subcontracts which are equal to or in excess of fifty thousand dollars (\$50,000.00) will be in accordance with regulations promulgated and adopted by the Mississippi State Board of Contractors on September 8, 2011.

I (we) agree that this notification of intent DOES NOT constitute APPROVAL of the subcontracts.

_____	_____
(Individual or Firm)	(Address)
_____	_____
(Individual or Firm)	(Address)
_____	_____
(Individual or Firm)	(Address)
_____	_____
(Individual or Firm)	(Address)

NOTE: Failure to complete the above DOES NOT preclude subsequent subcontracts. Subsequent subcontracts, if any, equal to or in excess of fifty thousand dollars (\$50,000.00) will be in accordance with regulations promulgated and adopted by the Mississippi State Board of Contractors on September 8, 2011.

Contractor \_\_\_\_\_

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**  
**CERTIFICATION**

I, \_\_\_\_\_,  
(Name of person signing bid)

individually, and in my capacity as \_\_\_\_\_ of  
(Title of person signing bid)

\_\_\_\_\_  
(Name of Firm, partnership, or Corporation)

do hereby certify under penalty of perjury under the laws of the United States and the State of Mississippi

that \_\_\_\_\_, Bidder  
(Name of Firm, Partnership, or Corporation)

on Project No. **SP-0045-01(020)/ 109449301000**

in **Scott** \_\_\_\_\_ County(ies), Mississippi, has not either directly or indirectly entered into any agreement, participated in any collusion; or otherwise taken any action in restraint of free competitive bidding in connection with this contract; nor have any of its corporate officers or principal owners.

Except as noted hereafter, it is further certified that said legal entity and its corporate officers, principal owners, managers, auditors and others in a position of administering federal funds are not currently under suspension, debarment, voluntary exclusion or determination of ineligibility; nor have a debarment pending; nor been suspended, debarred, voluntarily excluded or determined ineligible within the past three years by the Mississippi Transportation Commission, the State of Mississippi, any other State or a federal agency; nor been indicted, convicted or had a civil judgment rendered by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past three years.

Do exceptions exist and are made a part thereof?      Yes / No

Any exceptions shall address to whom it applies, initiating agency and dates of such action.

Note: Exceptions will not necessarily result in denial of award but will be considered in determining bidder responsibility. Providing false information may result in criminal prosecution or administrative sanctions.

All of the foregoing is true and correct.

(1/2016 S)

## SECTION 902

CONTRACT FOR \_\_\_\_\_  
LOCATED IN THE COUNTY(IES) OF \_\_\_\_\_

STATE OF MISSISSIPPI  
COUNTY OF HINDS

This Contract is entered into by and between the Mississippi Transportation Commission (the "Commission") and the undersigned contractor (the "Contractor"), as follows:

As consideration for this Contract, the Commission agrees to pay the Contractor the amount(s) set out in the Proposal attached hereto. Said payment will be made in the manner and at the time(s) specified in the Specifications and/or Special Provisions, if any. In exchange for said consideration, the Contractor hereby agrees to accept the prices stated in the Proposal as full compensation for the furnishing of all labor, materials and equipment, and the execution of the scope of work identified for this referenced Project as contemplated in this Contract, and as more fully outlined in the Contract Documents (the "Work"). The Contract Documents consist of the Advertisement, the Notice to Bidders, the Proposal, the Specifications, the Special Provisions, and the approved Plans, all of which are hereby made a part of this Contract and incorporated herein by reference.

The Contractor shall be responsible for all loss or damage arising out of, or in any way in connection with the Work, or from any unforeseen obstructions or difficulties that may be encountered in the prosecution of the Work, and for all risks of every description connected with the Work, with the exception of any items specifically excluded in the Contract Documents. The Contractor shall fully and faithfully complete the Work in a good and workmanlike manner, according to the Contract Documents and any Supplemental Agreements thereto.

The Contractor further agrees that the Work shall be done under the direct supervision of, and to the complete satisfaction of, the Executive Director of the Mississippi Department of Transportation, or his authorized representative(s), and, when federal funds are involved, subject to the inspection and approval of the Federal Highway Administration, or its agents, and/or the agents of any other state or federal agency whose funds are involved. Further, the Work shall be done in accordance with any applicable state and federal laws, and any such rules and regulations issued by the Commission and/or any relevant Federal Agency.

The Contractor agrees that all labor as outlined in the Contract Documents may be secured from a list furnished by the Manager of the Win Job Center nearest the project location, or any successor thereto.

It is agreed and understood that each and every provision of law and clause required by law to be inserted into this Contract shall be deemed to be inserted herein, and this Contract shall be read and enforced as though it were included herein. If through mere mistake or otherwise, any such provision is not inserted, then upon the application of either party hereto, the Contract shall be physically amended to make such insertion.



The Contractor agrees that he has read each and every clause of the Contract Documents, and fully understands the meaning of same, and hereby acknowledges that he will comply with all terms, covenants and agreements therein.

Witness our signatures, this the \_\_\_\_ day of \_\_\_\_\_, 20\_\_.

\_\_\_\_\_  
Contractor

By: \_\_\_\_\_  
Title: \_\_\_\_\_

\_\_\_\_\_  
Signed and sealed in the presence of: (name and address of witness)

\_\_\_\_\_  
\_\_\_\_\_

MISSISSIPPI TRANSPORTATION COMMISSION

\_\_\_\_\_  
Executive Director

\_\_\_\_\_  
Secretary to the Commission

Award authorized by the Mississippi Transportation Commission in session on the \_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_, Minute Book No. \_\_\_\_\_, Page No. \_\_\_\_\_.

**SECTION 903  
PERFORMANCE BOND**

**PERFORMANCE BOND FOR THE FOLLOWING CONTRACT:**

Project No.: \_\_\_\_\_

For the construction of: \_\_\_\_\_

Contract date: \_\_\_\_\_ Contract amount: \_\_\_\_\_

**FOR OWNER: MISSISSIPPI TRANSPORTATION COMMISSION, 401 N. WEST STREET, JACKSON, MISSISSIPPI 39201.**

**CONTRACTOR** (full legal name, contact person, phone number and address):

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**SURETY** (legal name, phone number, principal place of business and address *for notice purposes*):

\_\_\_\_\_  
\_\_\_\_\_

Second Surety (if applicable):

\_\_\_\_\_  
\_\_\_\_\_

The Contractor and Surety, jointly and severally, bind themselves, their heirs, executors, administrators, successors and assigns, to the Owner for the performance of the Contract, which is incorporated herein by reference, and subject to the following terms:

1. If the Contractor fully and faithfully performs the Contract, the Surety and the Contractor shall have no obligation under this Bond.
2. The Surety's obligation under this Bond shall arise after:
  - (a) the Owner first provides notice to the Contractor and the Surety that termination is imminent, pursuant to the current edition of the Mississippi Standard Specifications for Road and Bridge Construction, which is a part of the Contract; and
  - (b) the Owner declares a Contractor Default, terminates the Contract, and notifies the Surety.
3. The Surety shall promptly and at the Surety's expense, take one of the following actions:
  - (a) Arrange for the Contractor, with the consent of the Owner, to perform and complete the Contract; or
  - (b) Undertake to perform and complete the Contract itself, through its agents or independent contractors.
4. If the Surety does not proceed as provided in Paragraph 3, within 20 calendar days as set forth in Section 108.08 of the current edition of the Mississippi Standard Specifications for Road and Bridge Construction, then the Surety shall be deemed to be in default on this Bond, and the Owner shall be entitled to enforce any remedy available to it under the Contract and applicable law.
5. Subject to the commitment by the Owner to pay the Balance of the Contract Price, the Surety is obligated, without duplication, for

- (a) the responsibilities of the Contractor for correction of defective work and completion of the Contract;
  - (b) additional legal, design professional and delay costs resulting from the Contractor's Default, and resulting from the actions or failure to act of the Surety under Paragraph 3; and
  - (c) liquidated damages, or if no liquidated damages are specified in the Contract, actual damages caused by delayed performance or non-performance of the Contractor.
6. The Surety hereby waives notice of any change, including changes of time, to the Contract or to related subcontracts, purchase orders and other obligations.
  7. The penal sum of the Bond shall be subject to increase or decrease based on any subsequent Supplemental Agreements and/or final contract quantities.
  8. Notice to the Surety, the Owner or the Contractor shall be mailed or delivered to the address listed for notice purposes on the first page of this Bond.

**CONTRACTOR AS PRINCIPAL**

Company: \_\_\_\_\_

Signature: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

**SURETY**

Company: \_\_\_\_\_

Signature: \_\_\_\_\_

MS Insurance ID # \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

**SURETY (if applicable)**

Company: \_\_\_\_\_

Signature: \_\_\_\_\_

MS Insurance ID # \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

**SECTION 903  
PAYMENT BOND**

**PAYMENT BOND FOR THE FOLLOWING CONTRACT:**

Project No.: \_\_\_\_\_

For the construction of: \_\_\_\_\_

Contract date: \_\_\_\_\_ Contract amount: \_\_\_\_\_

**FOR OWNER: MISSISSIPPI TRANSPORTATION COMMISSION, 401 N. WEST STREET, JACKSON, MISSISSIPPI 39201.**

**CONTRACTOR** (full legal name, contact person, phone number and address):

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**SURETY** (legal name, phone number, principal place of business and address *for notice purposes*):

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Second Surety (if applicable):

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

The Contractor and Surety, jointly and severally, bind themselves, their heirs, executors, administrators, successors and assigns, to the Owner for payment of labor, materials and equipment furnished for use in the performance of the Contract, which is incorporated herein by reference, subject to the following terms:

1. If the Contractor promptly makes payment of all sums due to any and all subcontractors, suppliers and/or laborers, and defends, indemnifies and holds harmless the Owner from claims, demands, liens or suits by any person or entity seeking payment for labor, materials or equipment furnished for use in the performance of the Contract, then the Surety and the Contractor shall have no obligation under this Bond.
2. The Owner shall provide notice to the Surety of any claims, demands, liens or suits against the Owner or the Owner's property that it receives from any person or entity ("Claimants") seeking payment for labor, materials or equipment furnished for use in the performance of the Contract.
3. Upon notice of any claims, demands, liens or suits provided by the Owner or Contractor or given to the Surety by a Claimant, the Surety shall promptly and at the Surety's expense, defend, indemnify and hold harmless the Owner against said claim, demand, lien or suit and shall take the following additional actions:
  - (a) Send an answer to the Claimant, with a copy to the Owner, within sixty (60) days after receipt of the Claim, stating the amounts that are undisputed and the basis for challenging any amounts that are disputed; and
  - (b) Pay or arrange for payment of any undisputed amounts.
4. The Surety shall not be liable to the Owner, Claimants or others for obligations of the Contractor that are unrelated to the Contract. The Owner shall not be liable for the payment of any costs or expenses of any Claimant under this Bond, and shall have no obligation under this Bond to make payments to, or give notice on behalf of, Claimants or otherwise have any obligations to Claimants under this Bond.

5. The Surety hereby waives notice of any change, including changes of time, to the Contract or to related subcontracts, purchase orders and other obligations.
6. The penal sum of the Bond shall be subject to increase or decrease based on any subsequent Supplemental Agreements and/or final contract quantities.

**CONTRACTOR AS PRINCIPAL**

Company: \_\_\_\_\_  
Signature: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

**SURETY**

Company: \_\_\_\_\_  
Signature: \_\_\_\_\_ MS Insurance ID # \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

**SURETY (if applicable)**

Company: \_\_\_\_\_  
Signature: \_\_\_\_\_ MS Insurance ID # \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_



# BID BOND

KNOW ALL MEN BY THESE PRESENTS, that we \_\_\_\_\_  
Contractor

\_\_\_\_\_  
Address

\_\_\_\_\_  
City, State ZIP

As principal, hereinafter called the Principal, and \_\_\_\_\_  
Surety

a corporation duly organized under the laws of the state of \_\_\_\_\_

as Surety, hereinafter called the Surety, are held and firmly bound unto State of Mississippi, Jackson, Mississippi

As Obligee, hereinafter called Obligee, in the sum of **Five Per Cent (5%) of Amount Bid**

Dollars(\$ \_\_\_\_\_ )

for the payment of which sum will and truly to be made, the said Principal and said Surety, bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has submitted a bid for **Mill & Overlay approximately 7 miles of SR 21 from Steele to Sebastopol, known as State Project No. SP-0045-01(020) / 109449301 in Scott County.**

NOW THEREFORE, the condition of this obligation is such that if the aforesaid Principal shall be awarded the contract, the said Principal will, within the time required, enter into a formal contract and give a good and sufficient bond to secure the performance of the terms and conditions of the contract, then this obligation to be void; otherwise the Principal and Surety will pay unto the Obligee the difference in money between the amount of the bid of the said Principal and the amount for which the Obligee legally contracts with another party to perform the work if the latter amount be in excess of the former, but in no event shall liability hereunder exceed the penal sum hereof.

Signed and sealed this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_

\_\_\_\_\_  
(Principal) (Seal)

\_\_\_\_\_  
(Witness) (Name) By: \_\_\_\_\_ (Title)

\_\_\_\_\_  
(Surety) (Seal)

\_\_\_\_\_  
(Witness) (Attorney-in-Fact) By: \_\_\_\_\_

\_\_\_\_\_  
(MS Agent)

\_\_\_\_\_  
Mississippi Insurance ID Number



