SECTION 905 -- PROPOSAL (CONTINUED)

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

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

ADDENDUM NO.	1	DATED	11/13/2023	ADDENDUM NO.		DATED	
ADDENDUM NO		DATED		ADDENDUM NO.		DATED	
ADDENDUM NO		DATED		ADDENDUM NO.		DATED	

Number	Description
1	Revised Notice To Bidders No. 4938; Amendment EBSx Download Required

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

Respectfully Submitted,

DATE _____

_____
Contractor

BY _____
Signature

TITLE _____

ADDRESS _____

CITY, STATE, ZIP _____

PHONE _____

FAX _____

E-MAIL _____

(To be filled in if a corporation)

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

_____
President Address

_____
Secretary Address

_____
Treasurer Address

The following is my (our) itemized proposal.

IM-0020-01(254)/ 108143301000
Hinds County(ies)

Revised 01/26/2016

For Informational Purposes Only

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 4938 **CODE: (SP)**

DATE: 11/13/2023

SUBJECT: Scope of Work

PROJECT: IM-0020-01(254) / 108143301 – Hinds County

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

A general description of the work required on the project is milling/overlaying and concrete rehabilitation of approximately 16.6 miles of Interstate 20 in Hinds County beginning at the Warren County Line (BOP Station 0+00) and ending 0.22 miles West of the Natchez Trace (EOP Station 879+09). Details of specific work are mentioned in the following sections.

I-20 Eastbound

From Station 0+00 (BOP) to Station 97+90
Work in this section shall consist of full depth repairs of JRCP, cleaning and sealing random cracks and spalls, and cleaning and sealing of joints. Spalls shall be prepared for the fiber reinforced polymer patching material by removing the concrete to the width, length and depth as prescribed by the attached detail, the attached Special Provision 907-515, and the manufacturer's recommendations. See attached tables for additional details. Existing traffic stripe shall be removed and replaced. All guardrail not meeting current MDOT standards shall be replaced.

From Station 97+90 to Station 879+09 (EOP)
Work in this section shall consist of milling approximately 1" of OGFC and replacing with 1" of OGFC. Ramps shall be milled and overlayed per the attached detail. Ramps shall transition from 9.5-mm SMA at the Interstate to 9.5-mm, HT asphalt down the ramp. Tables are provided for the shoulder widening and failed areas on the ramps. All guardrail not meeting current MDOT standards shall be replaced. Traffic will be allowed to run on the milled surfaces no more than five (5) consecutive days.

I-20 Westbound

From Station 0+00 (BOP) to Station 145+40
From Station 337+50 to Station 878+00 (EOP)
Work in this section shall consist of milling approximately 1" of OGFC and replacing with 1" of OGFC. Ramps shall be milled and overlayed per the attached detail. Ramps shall transition from 9.5-mm SMA at the Interstate to 9.5-mm, HT asphalt down the ramp. Tables are provided for the shoulder widening and failed areas on the ramps. Undersealing shall be required at Bridge #32.5 A over Norrell Road. See attached table for additional details. All guardrail not meeting current

MDOT standards shall be replaced. Traffic will be allowed to run on the milled surfaces no more than five (5) consecutive days.

From Station 145+40 to Station 337+50
Work in this section shall consist of full depth repairs of JRCP, cleaning and sealing random cracks and spalls, and cleaning and sealing of joints. Spalls shall be prepared for the fiber reinforced polymer patching material by removing the concrete to the width, length and depth as prescribed by the attached detail, the attached Special Provision 907-515, and the manufacturer's recommendations. See attached tables for additional details. Existing traffic stripe shall be removed and replaced. All guardrail not meeting current MDOT standards shall be replaced.

GENERAL NOTES

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

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

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

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

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

Traffic will be allowed to travel on the mainline milled surface for 5 days, and the Contractor will be assessed a penalty of $5,000 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 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. Milling and paving of paved shoulders shall conform to Section 406.03.2 of the Standard Specifications.

From Station 97+90 to 100+70 Eastbound and Station 145+32 to 147+00 Westbound, the thin lift of OGFC asphalt shall be removed from the concrete pavement. Once the OGFC has been removed, the Engineer will inspect the concrete pavement in order to determine if further work is

required. If the concrete pavement is deemed suitable, then no further action shall be required. If the concrete pavement is deemed unsuitable, said pavement shall be reconstructed using the following sequence of operations: The existing concrete pavement and any failed cement treated base shall be removed and replacing with a 9-inch reinforced cement concrete inlay using pay item 503-A: 9" and Variable Reinforced Concrete Pavement, Broom Finish. The load transfer assemblies, redwood filler board, and joint sealing shall not be paid for directly, and all costs shall be included in the price bid for pay item 503-A: 9" and Variable Reinforced Concrete Pavement, Broom Finish. The removal operation shall be paid for using pay item 202-B: Removal of Cement Treated Base, All Depths and pay item 202-B: Removal of Concrete Pavement, All Depths. Each section of the concrete inlay shall be tied to the previously placed concrete pavement at the transverse joint using ¾" smooth dowels (drilled and installed) at 12" o.c. Separate payment will not be made for these dowels and the cost will be absorbed in other items bid. The concrete inlay shall be tied to the adjacent lane using 30" No. 5 tie bars placed at 30" o.c. and shall be paid for using pay item 503-E: Tie Bars, No. 5 Deformed, Drilled and Epoxied or Grouted.

PAVING

Concrete failed areas shall be removed and repaired with 9-inch and variable reinforced concrete pavement as per the attached detail. The load transfer assemblies, redwood filler board, and joint sealing shall not be paid for directly, and all costs shall be included in pay item 503-A: 9" and Variable Reinforced Concrete Pavement, Broom Finish. The concrete pavement failures shall be removed by saw cutting and excavating the failed material. Any failures in the cement treated base shall be removed and replaced with Class "C" concrete. Payment will be made under pay item 503-D: Concrete for Base Repairs. 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 and lane closures shall not be left unattended.

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.

OGFC should be extended two feet (2') across the travel lane. Existing OGFC at interchange ramps shall also be milled and replaced per the attached detail.

Prior to ramp milling and paving operations, shoulders on the ramps shall be repaired and widened per the attached typical sections using 9.5-mm, HT, 12.5-mm, HT, and 19-mm, HT asphalts. Payment for the excavation of the granular base and subgrade will be made using pay item 203-G: Excess Excavation. A list of the failed areas is shown in the attached tables. Pavement repairs shall be completed as a continuous operation in order to minimize traffic impacts. Lane closures shall remain in place until the failed area has been completely repaired. Lane closures may not be left unattended.

If traditional excavation methods are used, the removal area shall first be saw cut full depth including concrete, where applicable, to create a neat line and prevent damage to the adjacent pavement structure. Payment for saw cuts 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.

All ramps shall be paved down to the island of the local road except for the following: North East Norrell Ramp, South East Norrell Ramp, and South West Norrell Ramp.

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 2¼". 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 on the shoulders of the ramps to prevent shoulder drop-offs and shall be placed in a timely manner. Drop-offs exceeding 2¼" shall be corrected within two (2) calendar days.

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. Asphalt placed as fill material on the shoulders shall be removed; the cost of which shall be absorbed in other items bid.

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 insure the final temporary stripe is placed at the required location of the permanent stripe. If removal of temporary offset stripe is required in order to achieve the correct location and alignment of permanent stripe. The cost of removal will be absorbed in other items bid. Placing double temporary centerline will not be allowed.

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

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

Temporary raised pavement markers shall be placed along the centerline of the roadway in any areas expected to be dormant for more than 90 days and/or as directed 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 shall be placed to accommodate the lane widths shown on the attached applicable typical sections unless prevented by field conditions.

GUARDRAIL

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

The asphalt guardrail pad shall be removed or milled and repaved prior to the placement of the new guardrail. Removal of the guardrail pad shall be paid for using the milling pay item. Asphalt shall be extended under the guard rail and 2' behind guard rail post as per the attached detail. The area to be paved shall be bladed to accommodate 3'' of 12.5-mm, ST asphalt. The elevation of the finished surface of the asphalt pavement shall provide for the required MASH guardrail height (see Standard Drawings).

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.

The existing impact attenuators (STA 95+00 and STA 135+50) shall be removed and replaced under the pay items 202-B: Removal of Impact Attenuator, and 629-A: Vehicular Impact Attenuator,70 MPH. The existing attenuator shall not be removed until the new one is on site and ready to be installed. Payment made under pay item 629-A shall be considered complete compensation by the Department to the Contractor for all aspects of installation of the new attenuator. This shall include any modifications required to the existing conditions to install the new attenuator. The attenuators shall be retained by MDOT and shall be delivered by the Contractor to the Clinton Maintenance Office. Delivery shall be coordinated with Steve Grantham (601-479-8552) at least 24 hours prior to the expected delivery.

TRAFFIC CONTROL

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

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

The Contractor shall on a daily basis, remove all debris from within the roadway and a 30-foot clear zone which, in the opinion of the Engineer, is a hazard to the traveling public. This activity shall begin with the beginning of work or the beginning of the contract time, whichever comes first. No direct payment will be made for the debris removal; the cost 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 for 1" OGFC joints shall be a minimum of three feet (3') in length. Paper joints shall be adequately maintained.

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

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 shall be included in the prices for other items bid.

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

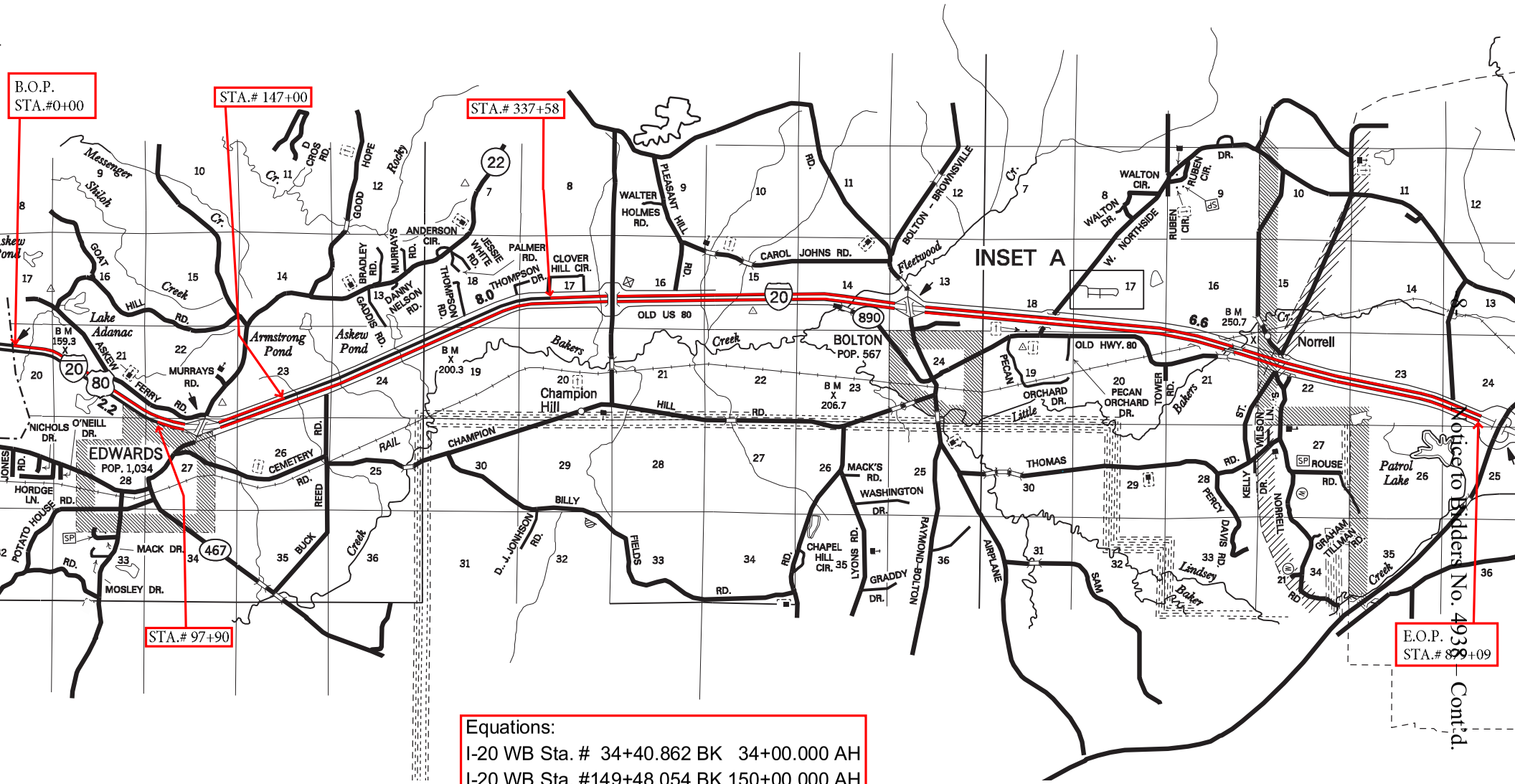
Prior to the final inspection, bridges, islands, and areas with curb shall be swept/cleaned. Care should be taken to prevent milled asphalt, asphalt debris, vegetative/granular debris, etc. from entering drainage structures or clogging other drainage ways. Disposal of material will not be measured for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

Box culverts listed in the attached table shall have the existing debris and sediment removed by the Contractor and shall be paid for using pay items 202-B: Removal of Debris and Sand From Box Culvert, 6-Foot to Less Than 10-Foot Width and 202-B: Removal of Debris and Sand From Box Culvert, 10-foot and Greater Width. The applicable pay item shall be measured along the

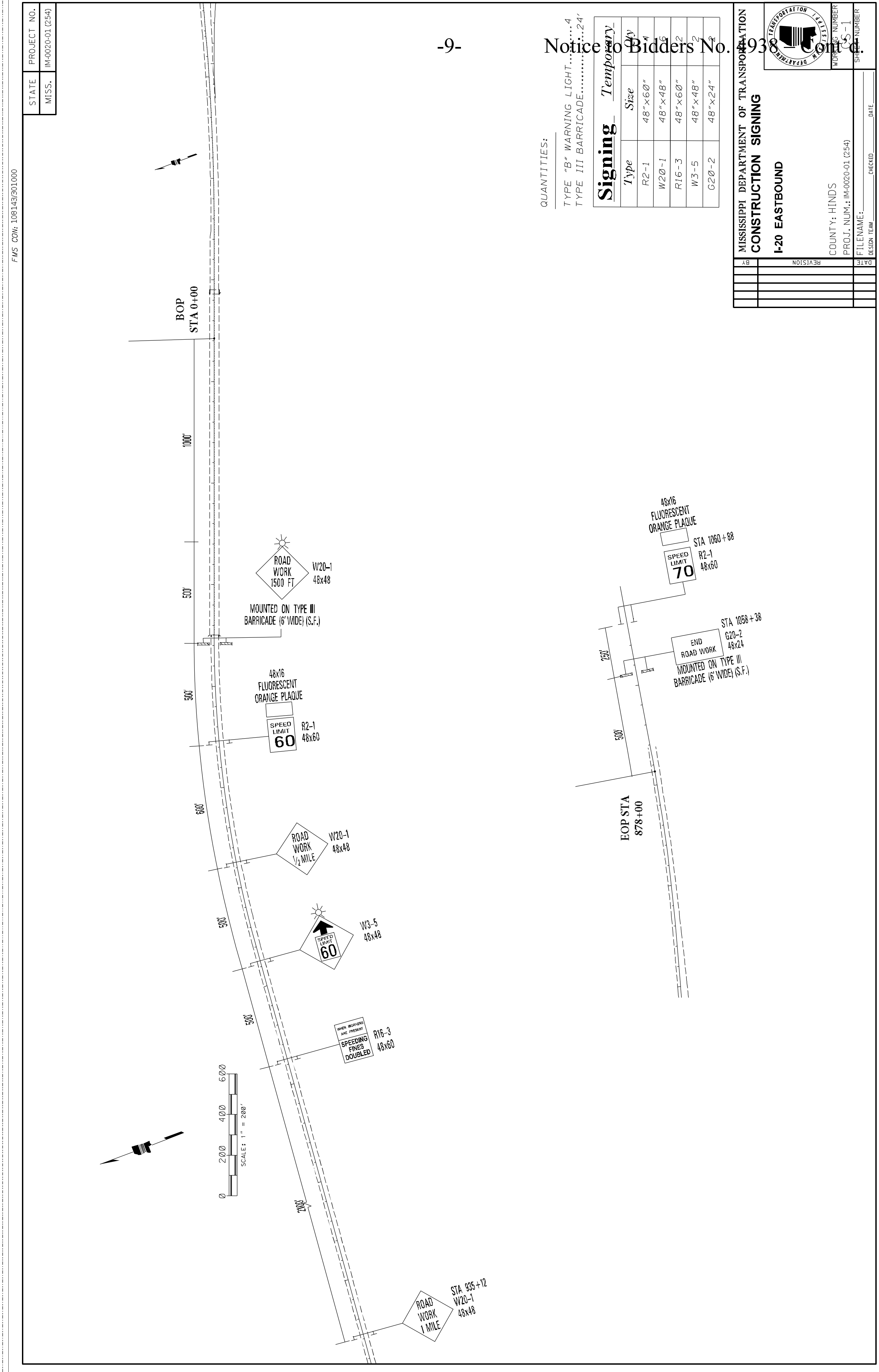
length of the box culvert or in the case of multiple barrels along the length of each barrel of the box culvert. The depth of sediment listed for each box culvert is for estimation purposes only, and the actual depth of the sediment shall be field verified by the Contractor prior to bidding the Project. The disposal of this material will not be measured for separate payment.

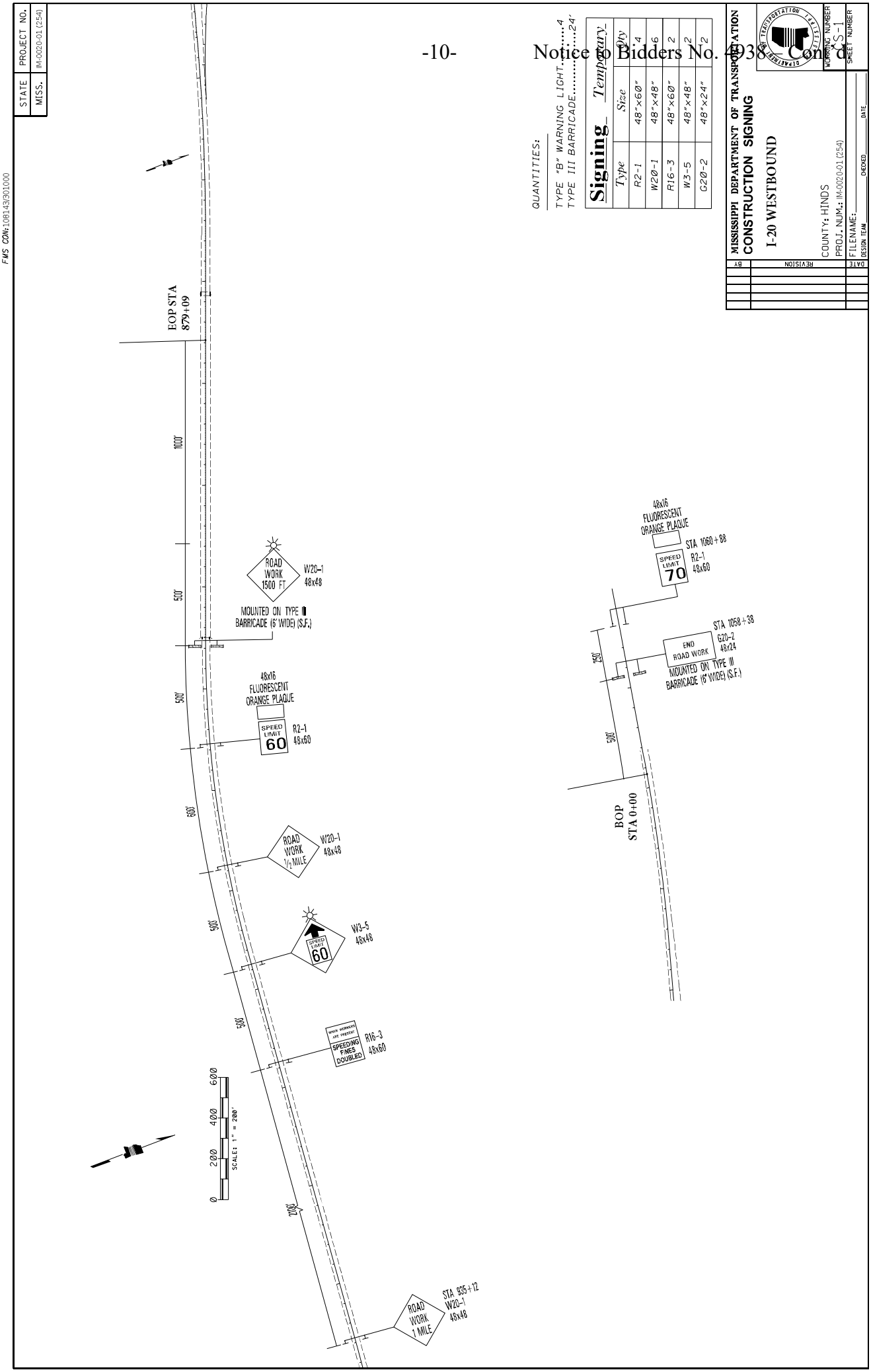
HINDS COUNTY
108143/301000 HIGHWAY I-20

Asphalt Pavement
Concrete Pavement



Equations:
I-20 WB Sta. # 34+40.862 BK 34+00.000 AH
I-20 WB Sta. #149+48.054 BK 150+00.000 AH
I-20 WB Sta. #335+30.795 BK 335+00.000 AH

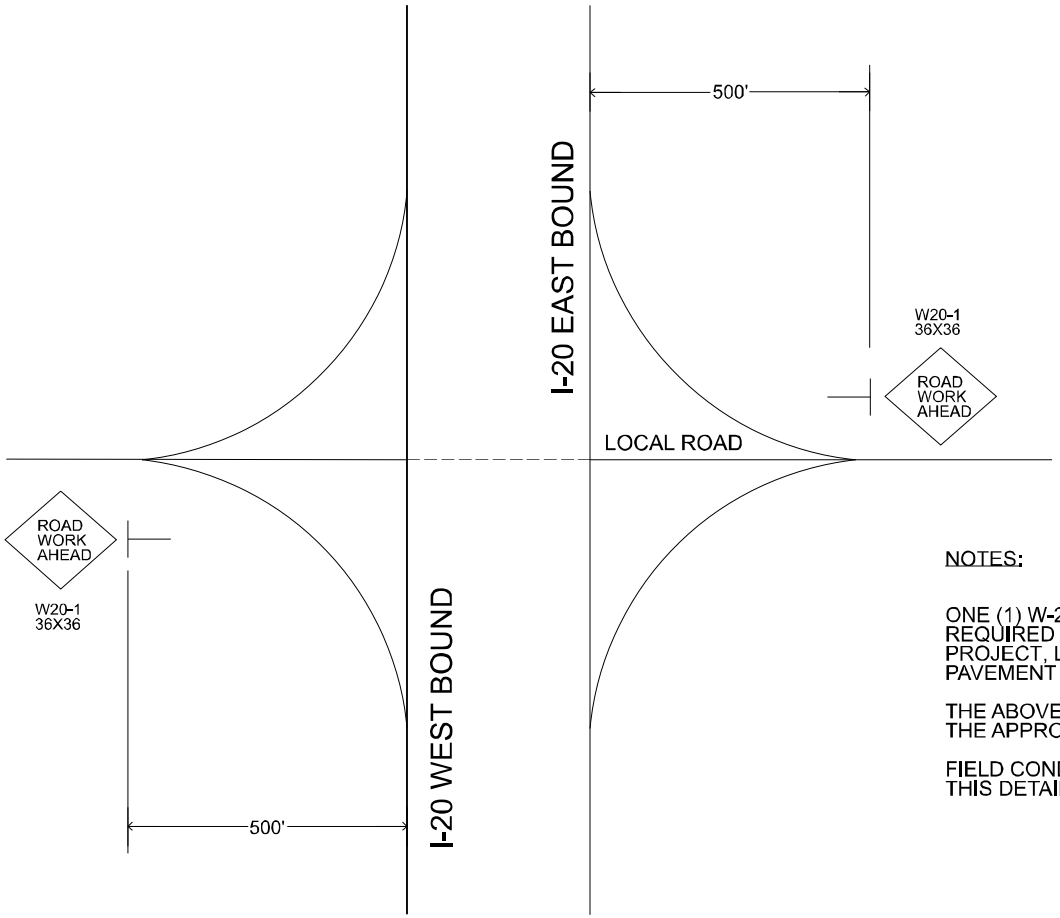

STATE MISS.
PROJECT NO. IM-0020-01 (254)
FMS CON: 108143/301000
QUANTITIES:
TYPE "B" WARNING LIGHT.........4
TYPE III BARRICADE.........24'
Signing Temporary
Type | Size | Qty
R2-1 | 48"x60" | 4
W20-1 | 48"x48" | 6
R16-3 | 48"x60" | 2
W3-5 | 48"x48" | 2
G20-2 | 48"x24" | 2
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
CONSTRUCTION SIGNING
I-20 EASTBOUND
COUNTY: HINDS
PROJ. NUM.: IM-0020-01 (254)
FILENAME:
DESIGN TEAM
CHECKED
DATE
WORKING NUMBER
SHEET NUMBER
CS-1
BY
REVISION
DATE
BOP STA 0+00
1000'
500'
ROAD WORK 1500 FT
W20-1 48x48
MOUNTED ON TYPE III BARRICADE (6' WIDE) (S.F.)
500'
48x16 FLUORESCENT ORANGE PLAQUE
SPEED LIMIT 60
R2-1 48x60
600'
ROAD WORK 1/2 MILE
W20-1 48x48
500'
SPEED LIMIT 60
W3-5 48x48
500'
WHEN WORKERS ARE PRESENT SPEEDING FINES DOUBLED
R16-3 48x60
SCALE: 1" = 200'
0 200 400 600
2000'
STA 935+12
ROAD WORK 1 MILE
W20-1 48x48
48x16 FLUORESCENT ORANGE PLAQUE
STA 1060+88
SPEED LIMIT 70
R2-1 48x60
STA 1058+38
END ROAD WORK
G20-2 48x24
MOUNTED ON TYPE III BARRICADE (6' WIDE) (S.F.)
250'
500'
EOP STA 878+00


STATE MISS.
PROJECT NO. IM-0020-01 (254)
FMS CON: 108143/301000
QUANTITIES:
TYPE "B" WARNING LIGHT.....4
TYPE III BARRICADE.....24'
Signing Temporary
Type | Size | Qty
R2-1 | 48"x60" | 4
W20-1 | 48"x48" | 6
R16-3 | 48"x60" | 2
W3-5 | 48"x48" | 2
G20-2 | 48"x24" | 2
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
CONSTRUCTION SIGNING
I-20 WESTBOUND
COUNTY: HINDS
PROJ. NUM.: IM-0020-01 (254)
FILENAME:
DESIGN TEAM
CHECKED
DATE
BY
REVISION
DATE
WORKING NUMBER
SHEET NUMBER
X S-1
EOP STA 879+09
1000'
500'
ROAD WORK 1500 FT
W20-1 48x48
MOUNTED ON TYPE III BARRICADE (6' WIDE) (S.F.)
48x16 FLUORESCENT ORANGE PLAQUE
SPEED LIMIT 60
R2-1 48x60
600'
ROAD WORK 1/2 MILE
W20-1 48x48
500'
SPEED LIMIT 60
W3-5 48x48
500'
WHEN WORKERS ARE PRESENT
SPEEDING FINES DOUBLED
R16-3 48x60
0 200 400 600
SCALE: 1" = 200'
2700'
ROAD WORK 1 MILE
W20-1 48x48
STA 935+12
48x16 FLUORESCENT ORANGE PLAQUE
STA 1060+88
SPEED LIMIT 70
R2-1 48x60
STA 1058+38
END ROAD WORK
G20-2 48x24
MOUNTED ON TYPE III BARRICADE (6' WIDE) (S.F.)
250'
500'
BOP STA 0+00

CONSTRUCTION SIGNS - I-20
HINDS COUNTY
IM-0020-01(254)/108143301000

SIGNAGE TYPICAL AT THE FOLLOWING ENTERCANGES

I-20 @ MS-22/ WALLACE DR (EDWARDS)
I-20 @ BROWNSVILLE RD (BOLTON)
I-20 @ NORRELL RD



NOTES:

ONE (1) W-20-1 "ROAD WORK AHEAD SIGN IS REQUIRED AT EACH RAMP ENTERING THE PROJECT, LOCATED 500' PRIOR TO EDGE OF PAVEMENT

THE ABOVE SHOWN ITEMS WILL BE PAID UNDER THE APPROPRIATE PAY ITEMS

FIELD CONDITIONS MAY REQUIRE SOME SIGNS ON THIS DETAIL TO BE ADJUSTED

TRAFFIC CONTROL SIGNS REQUIRED

6 - W20-1 "ROAD WORK AHEAD"

STATE	PROJECT NO.
MISS	IM-0020-01(254)

SUMMARY OF QUANTITIES (SHEET 1)

PAY ITEM NO.	PAY ITEM	UNIT	HINDS : 108143-301000	
			Prelim	Final
202-B045	Removal of Cement Treated Base, All Depths	SY	110	
202-B073	Removal of Concrete Pavement, All Depths	SY	110	
202-B096	Removal of Debris and Sand From Box Culvert, 10-foot and Greater Width	LF	1,113	
202-B158	Removal of Guard Rail, Including Rails, Posts and Terminal Ends	LF	15,778	
202-B162	Removal of Impact Attenuator	EA	2	
202-B240	Removal of Traffic Stripe	LF	75,836	
202-B273	Removal of Debris and Sand From Box Culvert, 6-foot to Less than 10-foot Width	LF	477	
203-G002	Excess Excavation, LVM, AH	CY	3,611	
209-A005	Geotextile Stabilization, Type V, Non-Woven	SY	7,736	
304-D002	Granular Material, Crushed Stone	TON	300	
304-F001	3/4" and Down Crushed Stone Base	TON	2,176	
	OR			
304-F002	Size 610 Crushed Stone Base	TON	2,176	
	OR			
304-F003	Size 825B Crushed Stone Base	TON	2,176	
907-402-A002	Open Graded Friction Course, 9.5-mm Mixture	TON	21,043	
907-402-B001	Bituminous Tack Coat	GAL	54,123	
403-A001	12.5-mm, HT, Asphalt Pavement	TON	1,064	
403-A003	12.5-mm, ST, Asphalt Pavement	TON	3,234	
403-A004	19-mm, HT, Asphalt Pavement	TON	1,490	
403-A013	9.5-mm, HT, Asphalt Pavement	TON	1,732	
403-S002	Joint Sealant	LF	5,930	
907-405-A001	Stone Matrix Asphalt, 9.5 mm Mixture	TON	1,391	
406-D001	Fine Milling of Bituminous Pavement, All Depths	SY	505,150	
407-A001	Asphalt for Tack Coat	GAL	5,856	
413-B001	Cleaning and Sealing Joints	LF	54,437	
907-420-A001	Undersealing	LBS	1,000	
503-A003	9" and Variable Reinforced Concrete Pavement, Broom Finish	SY	110	
503-B001	Saw Cut, Longitudinal Joints	LF	164	
503-C010	Saw Cut, Full Depth	LF	9,774	
503-D001	Concrete for Base Repair	CY	12	
503-E002	Tie Bars, No. 5 Deformed Drilled and Epoxied or Grouted	EA	256	
503-F002	1" Smooth Dowel Bars, Drilled & Epoxied or Grouted	EA	144	
907-515-A001	Fiber Reinforced Polymer Patching Material	LBS	15,640	
606-B003	Guard Rail, Class A, Type 1, 'W' Beam, Metal Post	LF	13,301	
606-B011	Guard Rail, Class A, Type 1, Thrie Beam, Metal Post	LF	100	
606-B013	Guard Rail, Class A, Type 1, Thrie Beam, Transition Section	LF	57	
606-C003	Guard Rail, Cable Anchor, Type 1	EA	27	
606-D009	Guard Rail, Bridge End Section, Type C	EA	8	
606-D012	Guard Rail, Bridge End Section, Type D Modified	EA	2	
606-D020	Guard Rail, Bridge End Section, Type H, Metal Post	EA	6	
606-D022	Guard Rail, Bridge End Section, Type I	EA	5	
606-E005	Guard Rail, Terminal End Section, Flared	EA	19	
606-E007	Guard Rail, Terminal End Section, Non-Flared	EA	29	

By / Revision / Date

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES

PROJ NO: IM-0020-01(254)
COUNTY: HINDS
FILENAME: SQS Worksheet

Design Team | Checked | Date

Working Number: SQ-1
Sheet Number: 1

STATE	PROJECT NO.
MISS	IM-0020-01(254)

SUMMARY OF QUANTITIES (SHEET 2)

PAY ITEM NO.	PAY ITEM	UNIT	HINDS : 108143-301000	
			Prelim	Final
618-A001	Maintenance of Traffic	LS	1	
619-A1001	Temporary Traffic Stripe, Continuous White	MI	74	
619-A2001	Temporary Traffic Stripe, Continuous Yellow	MI	72	
619-A3001	Temporary Traffic Stripe, Skip White	MI	105	
619-A5001	Temporary Traffic Stripe, Detail	LF	18,808	
619-C6001	Red-Clear Reflective High Performance Raised Marker	EA	5,017	
619-D1001	Standard Roadside Construction Signs, Less than 10 Square Feet	SF	129	
619-D2001	Standard Roadside Construction Signs, 10 Square Feet or More	SF	496	
619-G4005	Barricades, Type III, Single Faced	LF	48	
619-G7001	Warning Lights, Type "B"	EA	8	
620-A001	Mobilization	LS	1	
626-A001	6" Thermoplastic Double Drop Traffic Stripe, Skip White	MI	35	
626-B002	6" Thermoplastic Double Drop Traffic Stripe, Continuous White	MI	37	
626-E001	6" Thermoplastic Double Drop Traffic Stripe, Continuous Yellow	MI	36	
626-G004	Thermoplastic Double Drop Detail Stripe, White	LF	18,808	
627-K001	Red-Clear Reflective High Performance Raised Markers	EA	5,017	
629-A005	Vehicular Impact Attenuator, 70 MPH	EA	2	
630-F006	Delineators, Guard Rail, White	EA	358	
630-F007	Delineators, Guard Rail, Yellow	EA	100	
630-G005	Type 3 Object Markers, OM-3R or OM-3L, Post Mounted	EA	18	

Revision / By / Date

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES

PROJ NO: IM-0020-01(254)
COUNTY: HINDS
FILENAME: SQS Worksheet
Design Team Checked Date

Working Number: SQ-2
Sheet Number: 2

SHOULDER WIDENING

					209-A005	503-C010	203-G002	304-F002	403-A004	403-A001	407-A001
		LENGTH	WIDTH	SQUARE YARDS	Geotextile Fabric SY	Saw Cut, Full Depth	Excess Excavation, LVM, AH	CRUSHED STONE, TON	3.5" HMA, HT 19 MM, TON	2.5" HMA,HT 12.5 MM, TON	TACK,2 APP
NW Ramp	Edwards	1,021	7.180	814.531	814.531	1,021	316.853	229.087	156.797	111.998	162.906
NE Ramp	Edwards	716	6.000	477.333	477.333	716	185.683	134.250	91.887	65.633	95.467
NW Ramp	Bolton	703	6.000	468.667	468.667	703	182.311	131.813	90.218	64.442	93.733
NE Ramp	Bolton	739	5.850	480.350	480.350	739	186.856	135.098	92.467	66.048	96.070
NW Ramp	Norrell	1,157	8.190	1,052.870	1,052.870	1,157	409.566	296.120	202.677	144.770	210.574
NE Ramp	Norrell	1,184	5.550	730.133	730.133	1,184	284.022	205.350	140.551	100.393	146.027
SW Ramp	Edwards	NO REPAIR TO THIS RAMP NEEDED									
SE Ramp	Edwards	885	8.900	875.167	875.167	885	340.440	246.141	168.470	120.335	175.033
SW Ramp	Bolton	687	6.000	458.000	458.000	687	178.162	128.813	88.165	62.975	91.600
SE Ramp	Bolton	808	6.900	619.467	619.467	808	240.973	174.225	119.247	85.177	123.893
SW Ramp	Norrell	1,104	11.140	1,366.507	1,366.507	1,104	531.571	384.330	263.053	187.895	273.301
SE Ramp	Norrell	482	7.330	392.562	392.562	482	152.707	110.408	75.568	53.977	78.512
			TOTAL	**7,735.587**	**7,735.587**	**9,486**	**3,009.143**	**2,175.634**	**1,489.100**	**1,063.643**	**1,547.117**

Removal of Debris and Sand From Box Culvert, 6-foot to Less than 10-foot Width

202-B273

Location	Sta.	Width	Length	Notes
Interstate	246+50	6	196	14" of Sediment
South Frontage Rd.	279+75	6	40	Brush
Interstate	401+75	8.5	241	8" Sediment
			TOTAL	**477**

Removal of Debris and Sand From Box Culvert, 10-foot and Greater Width

202-B096

Location	Sta.	Width	Length	Total Length	Notes
Frontage Rd	274+75	10	40	162	Brush
Interstate	443+25	14	383	383	16" Sediment
Quad Box	735+00	40	142	568	14"Sediment
				TOTAL	**1,113**

Undersealing

907-420-A001

Station	to	Station	Length	Width	Weight (lbs)
760+06		760+28	22	40	500
761+81		762+03	22	40	500
				TOTAL	**1000**

FULL DEPTH REPAIR, JRCP

Station	Location	Width (ft)	Length (ft)	503-C010 Saw Cut, Full Depth	503-B001 Saw cut Longitudinal Joint	Area (ft^2)	Removal of Concrete All Depths. (yd^2) 202-B073	202-B045 Removal of Cement Treated Base (yd^2) All Depth,	503-D001 Concrete for Base Repair	503-F002 1" Smooth Dowel Bars, Drilled & Epoxied or Grouted	503-E002 Tie Bars, NO.5 Deformed, Drilled And Epoxied or Grouted	503-A003 9" and Variable Reinforced Concrete Pavement, Broom Finish
WEST BOUND FDR JRCP												
198+07	RT	12	7	24	14	84.0	9.333	9.333	1.0	12	26	9.333
250+38	LT	12	6	24	12	72.0	8.000	8.000	1.0	12	20	8.000
250+38	RT	12	6	24	12	72.0	8.000	8.000	1.0	12	20	8.000
298+43	RT	12	6	24	12	72.0	8.000	8.000	1.0	12	22	8.000
298+43	LT	12	9	24	18	108.0	12.000	12.000	1.0	12	24	12.000
TOTAL				**120**	**68**	**408.0**	**45.333**	**45.333**	**5.000**	**60.0**	**112**	**45.333**
EAST BOUND FDR JRCP												
Station	Location	Width (ft)	Length (ft)			Area (ft^2)						
18+72	RT	12	6	24	12	72.0	8.000	8.000	1.0	12	20	8.000
35+47	RT	12	7	24	14	42.0	9.333	9.333	1.0	12	20	9.333
51+02	RT	12	7	24	14	84.0	9.333	9.333	1.0	12	20	9.333
67+98	LT	12	6	24	12	72.0	8.000	8.000	1.0	12	20	8.000
71+83	LT	12	6	24	12	72.0	8.000	8.000	1.0	12	20	8.000
73+65	LT	12	9	24	18	108.0	12.000	12.000	1.0	12	24	12.000
96+76	LT	12	7	24	14	84.0	9.333	9.333	1.0	12	20	9.333
TOTAL				**168**	**96**	**534.0**	**64.000**	**64.000**	**7.0**	**84.0**	**144**	**64.000**
GRAND TOTAL				**288**	**164**	**942.0**	**109.333**	**109.333**	**12.0**	**144.0**	**256**	**109.333**

Addendum No. 4938 – Cont'd.

FIBER REINFORCED POLYMER PATCH MATERIAL

WEST BOUND

907-515-A001

Station	to	Station	Location	Weight (lbs)
324+40		324+60	LRL	575.00
324+65		324+68	LLL	86.25
316+25		316+27	LLL	57.50
315+50		315+51	LLL	28.75
308+75		308+85	LRL	287.50
269+95		269+96	LLL	28.75
267+30		267+40	LRL	287.50
266+57		266+88	LRL	891.25
264+80		264+81	LRL	28.75
264+22		264+39	LRL	488.75
197+75		197+83	LRL	230.00
194+45		194+53	LRL	230.00
179+24		179+54	LLL	862.50
164+60		164+80	LLL	575.00
154+00		154+20	LLL	575.00
154+60		154+40	LLL	575.00
152+60		153+00	LLL	1,150.00
152+00		152+35	LLL	1,006.25
151+73		151+78	LLL	230.00
151+15		151+57	LLL	1,207.50
150+90		151+95	LLL	143.75
150+00		151+00	LLL	2,875.00
149+00		149+20	LLL	575.00
			TOTAL	**12,995.00**

EAST BOUND

907-515-A001

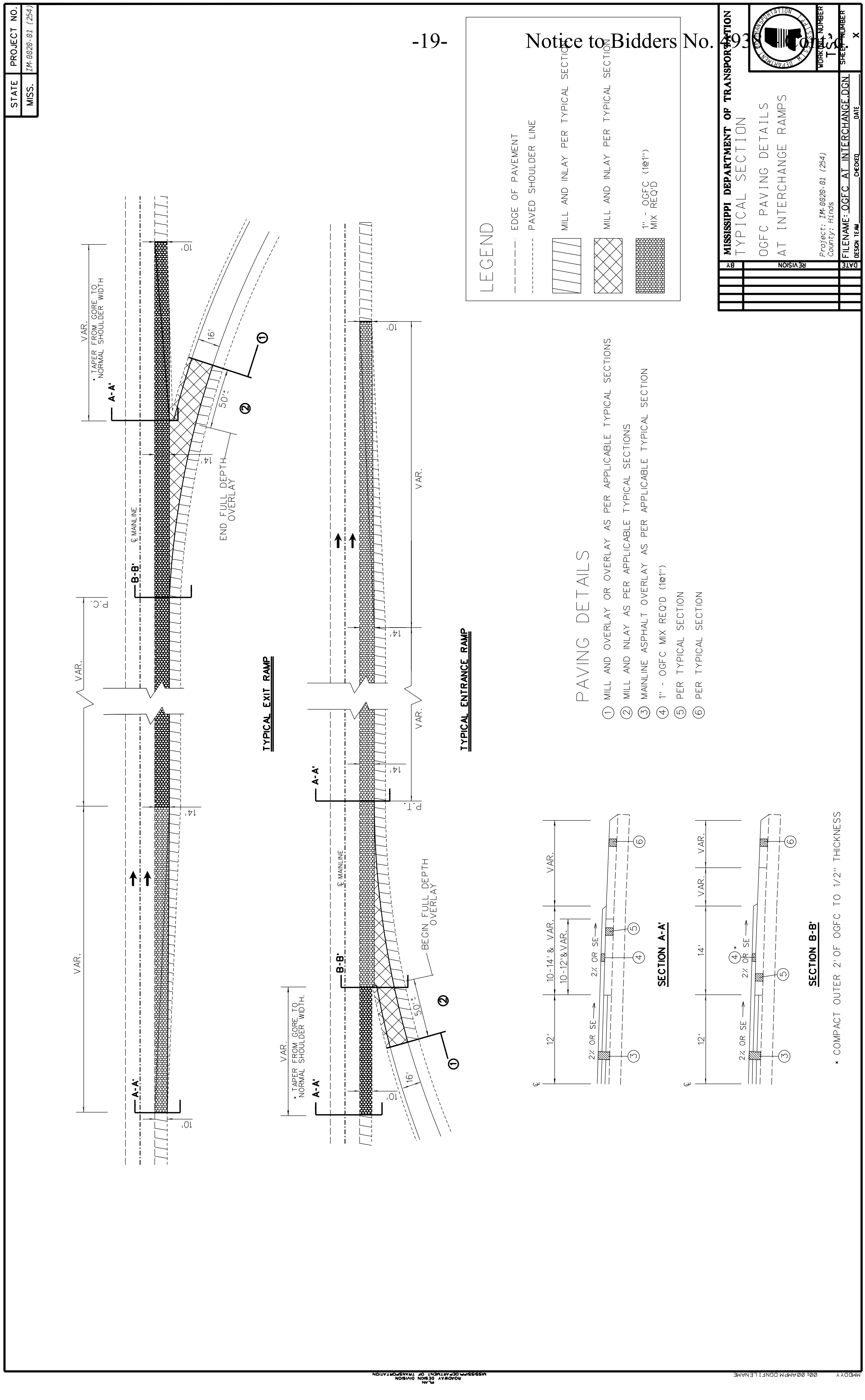
Station	to	Station	Location	Weight (lbs)
21+00		26+06	RLL	172.50
35+45		35+53	RRL	230.00
35+68		35+70	RRL	57.50
50+90		51+22	RLL	920.00
64+35		64+55	RLL	575.00
68+73		68+85	RRL	345.00
71+05		71+06	RLL	28.75
71+68		71+69	RLL	28.75
88+10		88+16	RLL	172.50
96+46		96+50	RLL	115.00
			TOTAL	2,645.00

GRAND TOTAL	15,640.00

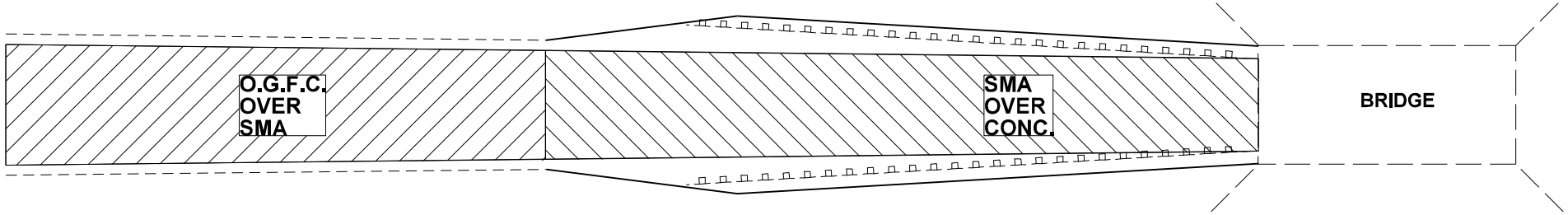
GUARDRAIL QUANTITIES

GUARDRAIL					TERMINAL		CABLE	BRIDGE END SECTION				DELINEATORS				
STATION	LOCATION (LT/RT)	W-BEAM (LF)	THRIE BEAM TRANS. SECT. (LF)	THRIE BEAM (LF)	FLARED END SECT. (EA)	NON-FLARED END SECT. (EA)	ANCHOR TYPE 1 (EA)	TYPE "D", MOD (EA)	TYPE "H" (EA)	TYPE "I" (EA)	TYPE "C" (EA)	WHITE (EA)	YELLOW (EA)	TYPE 3 OBJECT MARKERS (EA)	GUARDRAIL REMOVAL (LF)	REMARKS
6+38	L-L	183.75			1				1			9		1	243.75	Bridge 17.7A
6+38	L-R	183.75			1				1				9	1	243.75	Bridge 17.7A
13+13	L-L	183.75			1				1			9		1	243.75	Bridge 17.9A
13+13	L-R	183.75			1				1				9	1	243.75	Bridge 17.9A
20+45	L-L	2,306.25				1	1					46			2,350	Roadside Obstacle
55+74	L-L	731.25				1	1					18			775.00	Roadside Obstacle
71+31	L-L	637.50				1	1					16			681.25	Roadside Obstacle
120+99	L-L	106.25	12.5	50		1	1					7			218.75	Pier Protection
132+91	L-L	1,100.00				1	1					24			1,143.75	Roadside Obstacle
180+42	L-L	131.25				1	1					7			175.00	Roadside Obstacle
206+74	L-L	131.25				1	1					7			175.00	Roadside Obstacle
228+40	L-L	118.75				1	1					7			162.50	Roadside Obstacle
241+43	L-L	506.25				1	1					14			550.00	Roadside Obstacle
274+53	L-L	131.25				1	1					7			175.00	Roadside Obstacle
314+00	L-L	118.75				1	1					7			162.50	Roadside Obstacle
323+69	L-L	131.25				1	1					7			175.00	Roadside Obstacle
327+52	L-L	118.75				1	1					7			162.50	Roadside Obstacle
366+00	L-L	206.25				1	1					9			250.00	Roadside Obstacle
372+00	L-L	162.50				1	1					7			206.25	Roadside Obstacle
511+48	L-L	162.50			1						1	7		1	212.50	Bridge 27.5B
511+18	L-R	162.50			1						1		7	1	212.50	Bridge 27.5B
544+00	L-L	162.50				1	1					7			212.50	Pier Protection
624+80	L-L	162.50				1					1	7		1	212.50	Bridge 29.7A
624+50	L-R	162.50			1						1		7	1	212.50	Bridge 29.7A
725+24	L-L	168.75			1						1	7		1	218.75	Bridge 31.6
725+24	L-R	168.75			1						1		7	1	218.75	Bridge 31.6
761+83	L-L	168.75			1						1	7		1	218.75	Bridge 32.5A
761+83	L-R	168.75			1						1		7	1	218.75	Bridge 32.5A
8+38	R-L	181.25			1				1				7	1	237.50	Bridge 17.9B
8+38	R-R	181.25			1				1			7		1	237.50	Bridge 17.9B
70+18	R-R	243.75				1	1						8		287.50	Roadside Obstacle
119+16	R-R	106.25	12.5	50		1	1					8			218.75	UnderBridge
140+00	R-R	418.75				1	1					12			462.50	Roadside Obstacle
155+56	R-R	493.75				1	1					14			537.50	Roadside Obstacle
164+30	R-R	262.50				1	1					9			306.25	Roadside Obstacle
241+65	R-R	393.75				1	1					11			437.50	Roadside Obstacle
273+07	R-R	156.25				1	1					7			200.00	Roadside Obstacle
313+04	R-R	145.25				1	1					7			189.00	Roadside Obstacle
325+62	R-R	145.25				1	1					7			189.00	Roadside Obstacle
370+36	R-R	150.00				1	1					7			193.75	Pier Protection
507+00	R-L	171.88	6.25		1					1			8	1	231.25	Bridge 27.5C
504+18	R-R	365.63	6.25			1				1		11		1	425.00	Bridge 27.5C
542+50	R-R	140.63			1		1						7		200.00	Pier Protection
620+13	R-L	162.50			1			1				7		1	206.25	Bridge 29.7B
619+82	R-R	162.50			1			1					7	1	206.25	Bridge 29.7B
710+76	R-L	171.88	6.25		1					1			8		231.25	Bridge 31.5B
710+76	R-R	171.88	6.25		1					1		8			231.25	Bridge 31.5B
730+00	R-L	215.63	6.25			1				1			9		275.00	Bridge 31.5B
TOTAL =		**13,300.50**	**56.25**	**100**	**19**	**29**	**27**	**2**	**6**	**5**	**8**	**358**	**100**	**18**	**15,778.00**	**202-B158**
		LF.	**LF.**	**LF.**	**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.
* 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.


STATE
MISS.
PROJECT NO.
IM-0020-01 (254)
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
TYPICAL SECTION
OGFC PAVING DETAILS
AT INTERCHANGE RAMPS
Project: IM-0020-01 (254)
County: Hinds
FILENAME: OGFC AT INTERCHANGE.DGN
WORKING NUMBER
TS-
SHEET NUMBER
X
LEGEND
EDGE OF PAVEMENT
PAVED SHOULDER LINE
MILL AND INLAY PER TYPICAL SECTION
MILL AND INLAY PER TYPICAL SECTION
1" - OGFC (1@1") MIX REQ'D
PAVING DETAILS
① MILL AND OVERLAY OR OVERLAY AS PER APPLICABLE TYPICAL SECTIONS
② MILL AND INLAY AS PER APPLICABLE TYPICAL SECTIONS
③ MAINLINE ASPHALT OVERLAY AS PER APPLICABLE TYPICAL SECTION
④ 1" - OGFC MIX REQ'D (1@1")
⑤ PER TYPICAL SECTION
⑥ PER TYPICAL SECTION
TYPICAL EXIT RAMP
TYPICAL ENTRANCE RAMP
* TAPER FROM GORE TO NORMAL SHOULDER WIDTH
END FULL DEPTH OVERLAY
BEGIN FULL DEPTH OVERLAY
℄ MAINLINE
SECTION A-A'
SECTION B-B'
* COMPACT OUTER 2' OF OGFC TO 1/2" THICKNESS

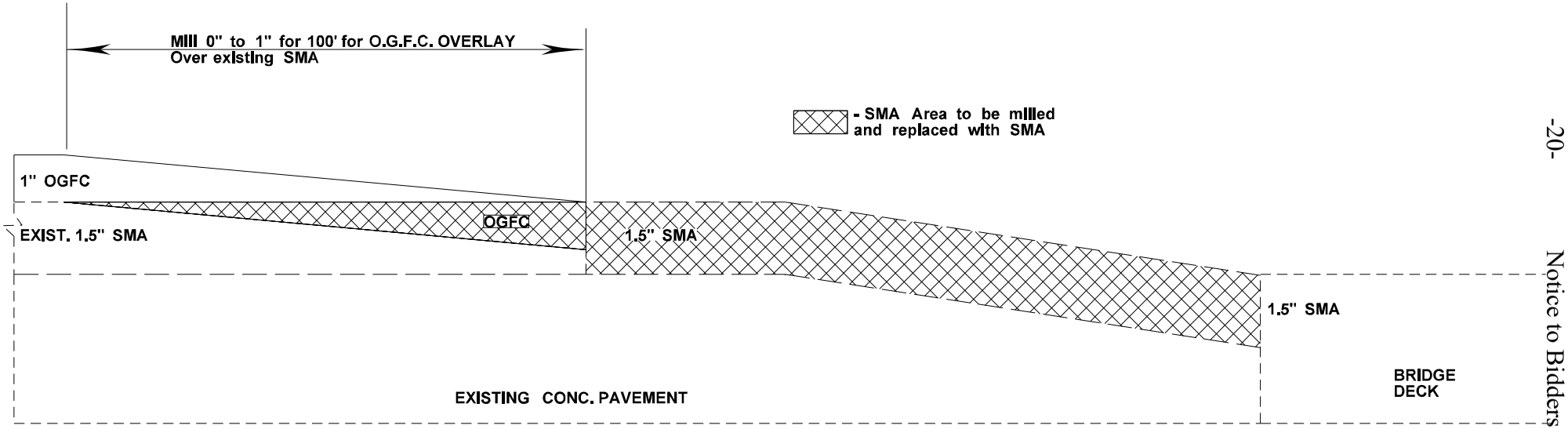
STATE	PROJECT NO.
MISS.	IM-0020-01(254)



-OGFC OVER SMA PAVING LIMITS

- SMA PAVING LIMITS

BRIDGE LIMITS - APPROACH/DEPARTURE



SMA MILLING REQUIREMENTS

(NOT TO SCALE)

Note:
Weep holes shall be required through the shoulder to prevent water from ponding in the milled areas as directed by Engineer.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PAVING LIMITS
SMA MILLING REQUIRMENTS
@ BRIDGES

PROJ. NO.: IM-0020-01(254)
COUNTY: HINDS

FILENAME:
DESIGN TEAM CHECKED DATE

WORKING NUMBER
PLBR-1
SHEET NUMBER

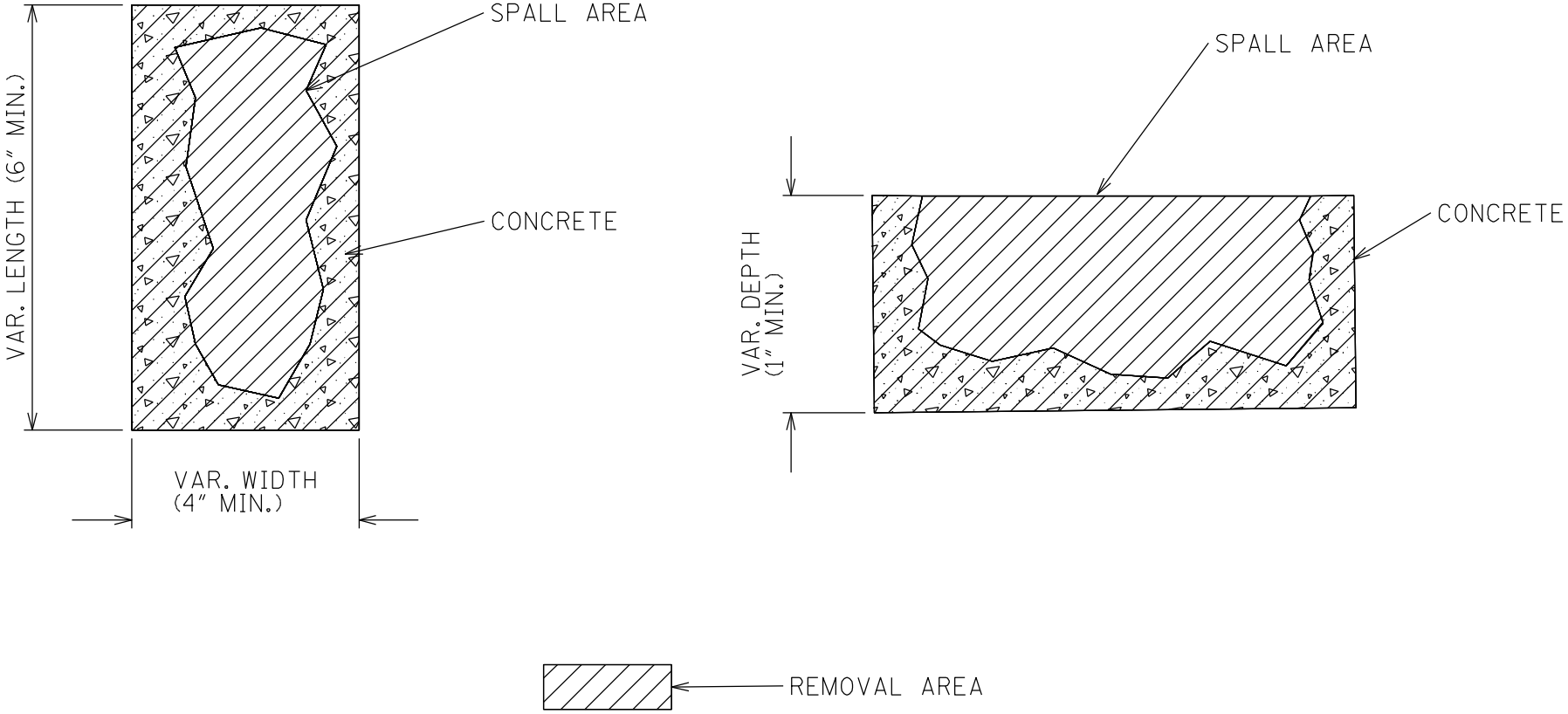
REVISION BY DATE

-20-

Notice to Bidders No. 433803

HINDS COUNTY
IM-0020-01(254)/108143301000

SPALL AREA REPAIR

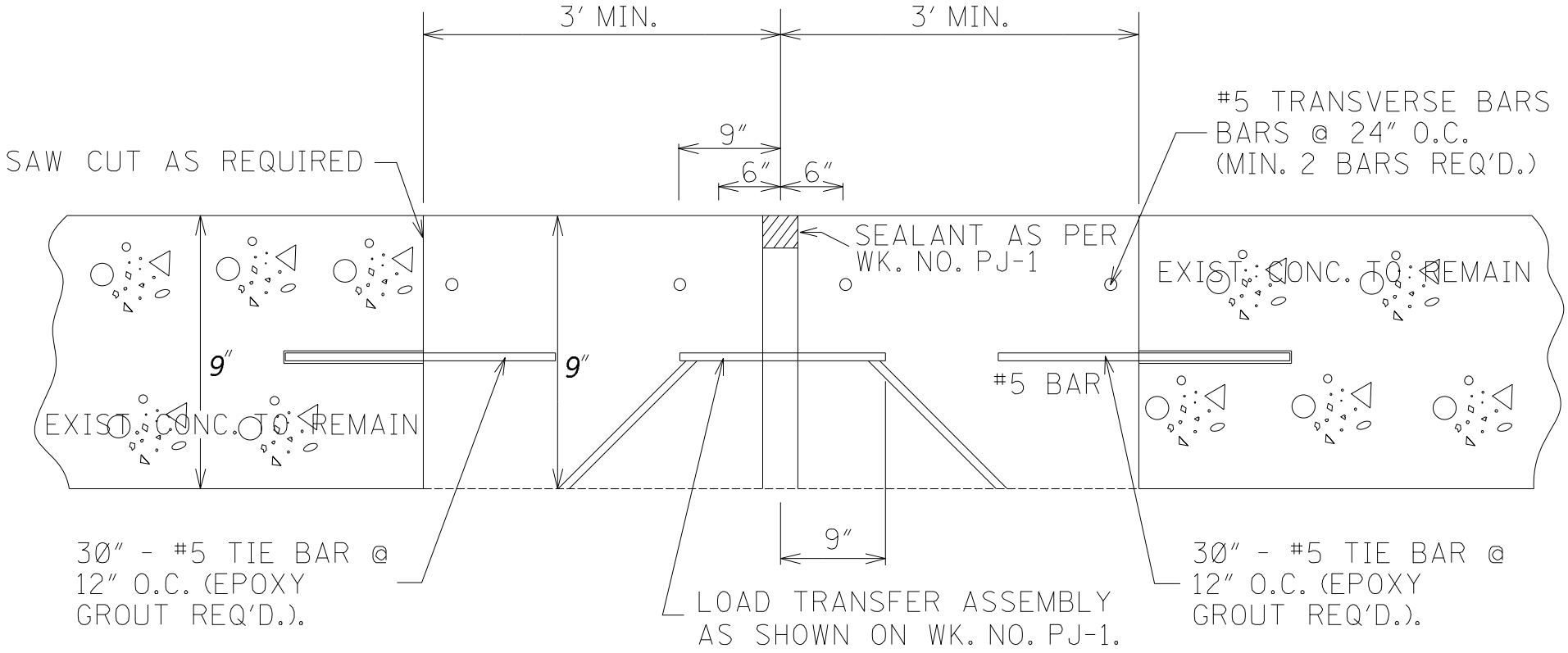


*Spall area to be repaired by using material, means, methods as explained in special provision 907-515-1 Fiber Reinforced Polymer Patching Material, and manufacturer's recommendations.

*Paid by using pay item 907-515-A001 Fiber Reinforced Polymer Patching Material.

HINDS COUNTY
IM-0020-01(254)/108143301000

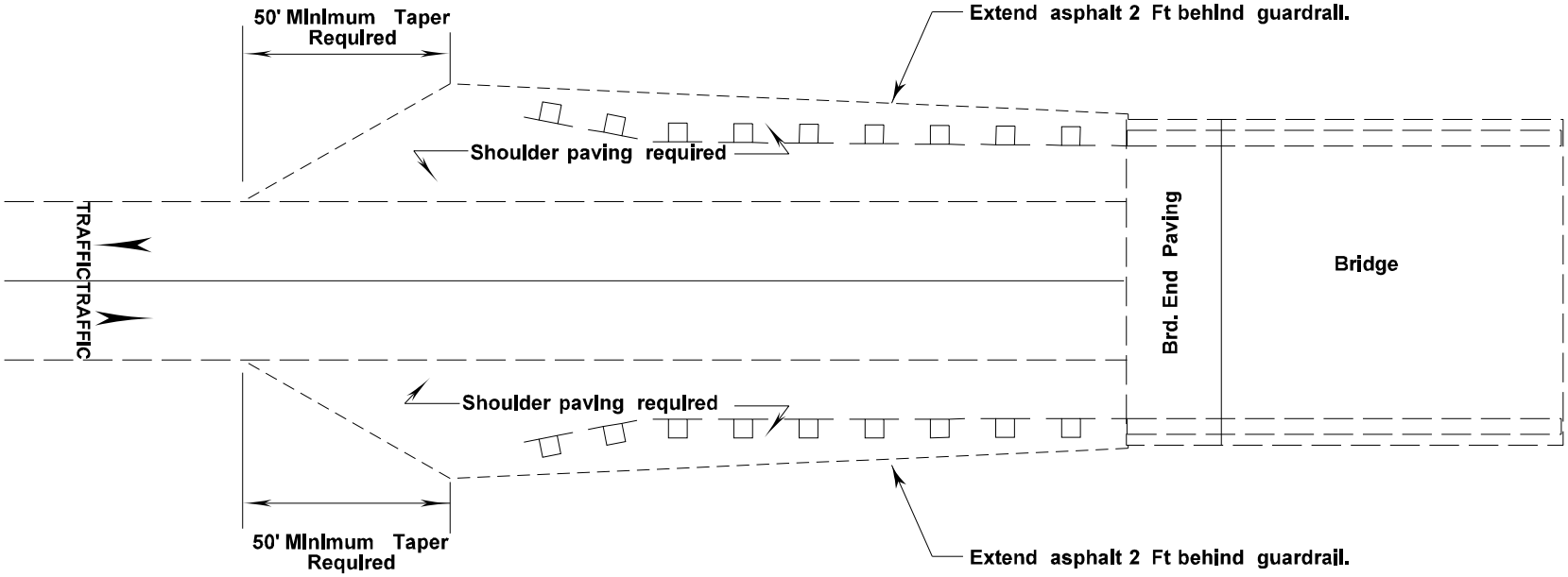
CONCRETE EXPANSION JOINT REPAIR DETAILS



SECTIONAL VIEW OF REPLACED JOINT

HINDS COUNTY
IM-0020-01 (254) 108143/301000

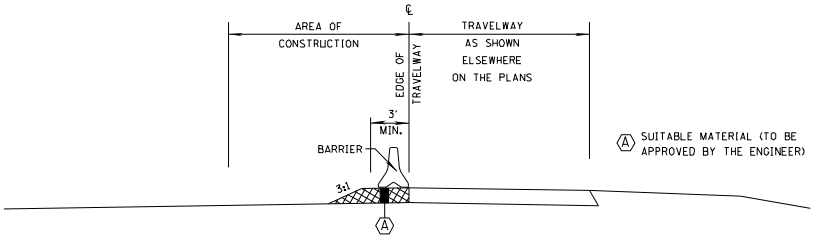
TYPICAL DETAIL OF ADDITIONAL SHOULDER PAVING REQUIRED AT GUARDRAIL LOCATIONS



*Asphalt Thickness
See scope of work for additional details

FMS CON: 108143/301000

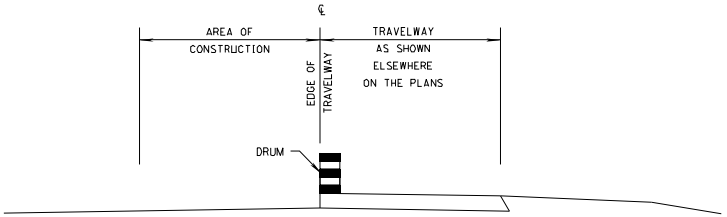
STATE	PROJECT NO.
MISS.	IM-0020-01(254)



ELEVATION VIEW FOR POSITIVE BARRIER

NOTES:

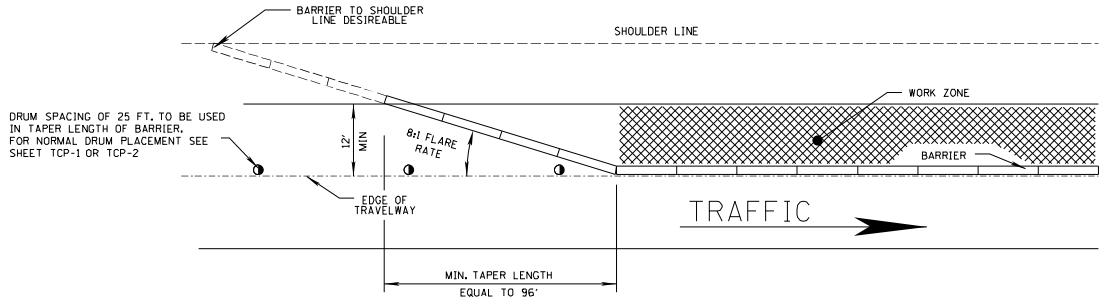
1. POSITIVE BARRIER IS REQ'D IN THE AREA OF OPEN PUNCH OUTS THAT ARE WITHIN SIX (6) FEET OF THE TRAVELWAY WHENEVER ACTUAL REPAIR WORK IS NOT BEING PERFORMED WITHIN THE LANE CLOSURE.
2. MATERIAL USED TO SUPPORT POSITIVE BARRIER MUST BE AT SAME ELEVATION AS PAVEMENT IN ADJACENT TRAVELWAY.
3. DELINEATORS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



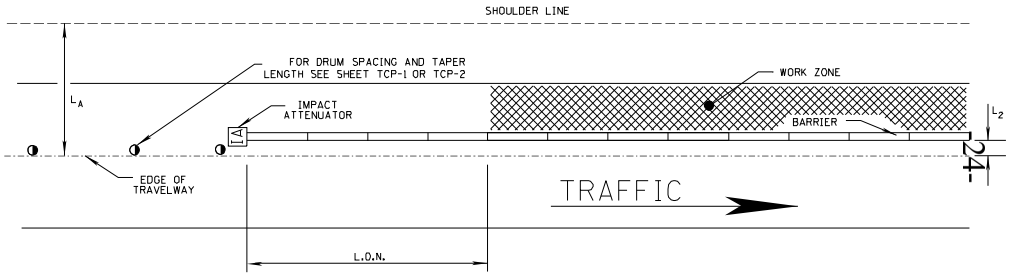
ELEVATION VIEW FOR DRUM

NOTES:

1. WHILE WORK IS BEING PERFORMED WITHIN THE LANE CLOSURE, DROP-OFFS MUST BE PROTECTED WITH DRUMS, ETC. IN EMERGENCIES EXCAVATED SECTION MAY BE BACKFILLED WITH GRANULAR MATERIAL, STONE OR OTHER APPROVED 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



DETAIL OF POSITIVE BARRIER WITH TAPER



DETAIL OF POSITIVE BARRIER WITH IMPACT ATTENUATOR

NOTES:

1. LENGTH OF NEED, L.O.N. = $\frac{L_R(L_A - L_2)}{L_A}$

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

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

RUNOUT LENGTH (L_R) GIVEN TRAFFIC VOLUME (ADT) (ft)				
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

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.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

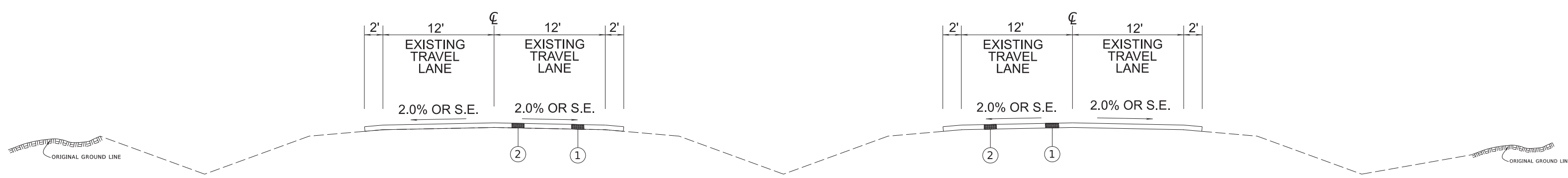
LANE CLOSURE DETAILS FOR GREATER THAN 3 INCH DROPOFF

PROJ. NO.: IM-0020-01 (254)
COUNTY: HINDS
FILENAME: _____
DESIGN TEAM _____ CHECKED _____ DATE _____

REVISION | BY | DATE

WORKING NUMBER: SDTCP-C
SHEET NUMBER: 24

Notice to Bidders No. 93



I-20 WESTBOUND OGFC MILL & OVERLAY

From Station 0+00 (BOP) to Station 145+40
From Station 337+50 to Station 878+00 (EOP)

I-20 EASTBOUND OGFC MILL & OVERLAY

From Station 97+90 to Station 878+00 (EOP)

Pavement Design

1. 1.00" FINE MILLING (OF OGFC)
2. 1.00" OGFC REQ'D

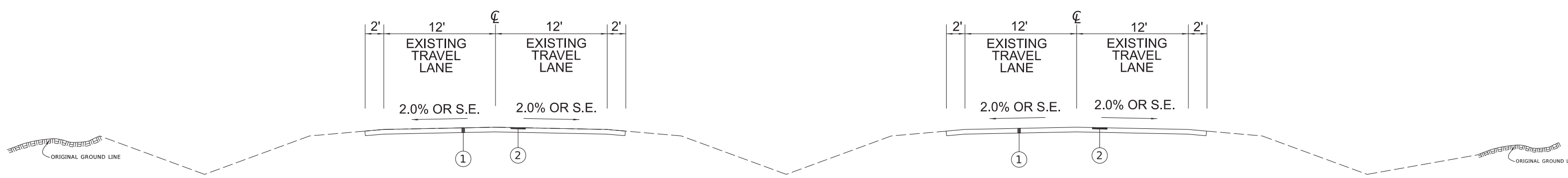
MDOT
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DESIGNED BY: MWOMBLE
DETAILED BY:
CHECKED BY: WEAVER
DATE:

FMS CON: 108143/301000
PROJECT NO.: IM-0020-01(
COUNTY: HINDS

Typical Section
OGFC

WK. NO. TS-1
SHEET NO. 1



I-20 WESTBOUND OGFC JRCP REPAIRS

From Station 145+40 to Station 337+50

I-20 EASTBOUND OGFC JRCP REPAIRS

From Station 0+00 (BOP) to Station 97+90

Pavement Design

1. REPAIR FAILED AREAS FULL DEPTH WITH CONCRETE. REPLACE FAILED CEMENT-TREATED BASE WITH CONCRETE PER SECTION 503

2. SPALLS ARE TO BE PREPARED FOR THE FIBER REINFORCED POLYMER PATCHING MATERIAL BY REMOVING THE CONCRETE TO THE WIDTH, LENGTH, AND DEPTH AS PRESCRIBED BY THE ATTACTED DETAIL, THE ATTACHED SPECIAL PROVISION 907-515, AND THE MANUFACTURER'S RECOMMENDATIONS.

MDOT
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DESIGNED BY: MWOMBLE
DETAILED BY:
CHECKED BY: WEAVER
DATE:

FMS CON: 108143/301000
PROJECT NO.: IM-0020-01(254)
COUNTY: HINDS

Typical Section
JRCP Repair

WK. NO. TS-2
SHEET NO. 2

PLAN SHEET
RWD-TypicalSections-JRCP.dgn
TIME
DATE

WHERE PAVEMENT EDGE DROP-OFF EXCEEDS 3", CRUSHED STONE SHALL BE USED TO CREATE WEDGE AS PER SDTCP-C. COST OF STONE SHALL BE COST ABSORBED UNDER MAINTENANCE OF TRAFFIC.

✳ TRANSITIONAL MILLING REQ'D. AS DIRECTED BY THE ENGINEER TO PROVIDE SMOOTH TRANSITIONS TO EXISTING ROADWAY.

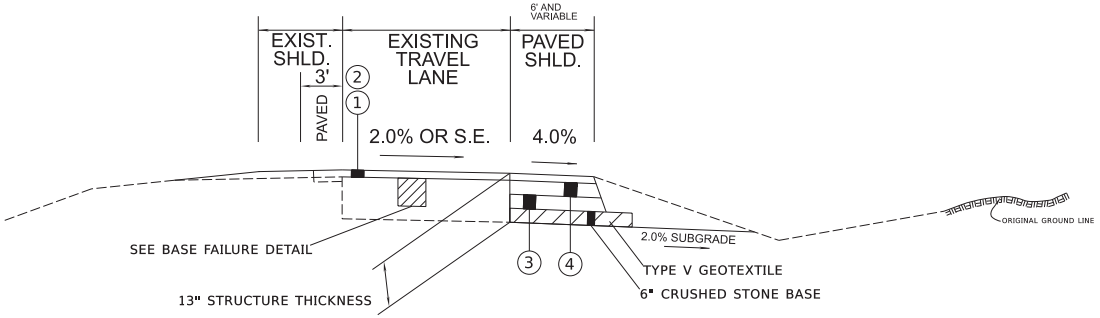
PAVEMENT DESIGN

① 1.50" FINE MILLING

② 1.50" 9.50-MM, HT. ASPHALT PAVEMENT

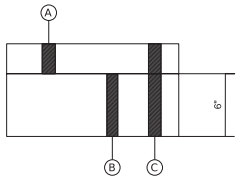
③ 2.00" 12.50-MM, HT. ASPHALT PAVEMENT

④ 3.50" 19.00-MM, HT. ASPHALT PAVEMENT



✳ **RAMP SHOULDER WIDENING**

NORRELL: NW RAMP
BOLTON: ALL RAMPS
EDWARDS: ALL RAMPS



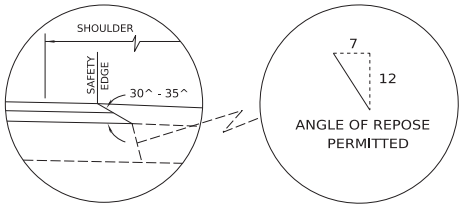
BASE FAILURE REPAIR

(ALL LOCATIONS)

Ⓐ EXISTING PAVEMENT TO BE REMOVED

Ⓑ UNDERCUT EXISTING MATERIAL

Ⓒ REPLACE FULL DEPTH W/19.0-MM HT. ASPHALT PAVEMENT (LEVELING)



SAFETY EDGE

TOP 2 LIFTS ONLY
(NOT A PAY ITEM)
NEW CONSTRUCTION

PLAN SHEET

RWD-TypicalSections-Ramps.dgn

TIME

DATE

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DESIGNED BY: MWOMBLE
DETAILED BY:
CHECKED BY: WEAVER
DATE:

FMS CON: 108143/301000
PROJECT NO.: IM-0020-01(54)
COUNTY: HINDS

TYPICAL SECTION RAMPS

WK. NO. 108143

SHEET NO. 3

Notice to Bidders No. 4938 – Contract No. 27