

SECTION 905 -- PROPOSAL (CONTINUED)

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

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

| | | | |
|---------------------------|----------------------------|--------------------|-------------|
| ADDENDUM NO. <u> 1 </u> | DATED <u> 5/22/2024 </u> | ADDENDUM NO. _____ | DATED _____ |
| ADDENDUM NO. _____ | DATED _____ | ADDENDUM NO. _____ | DATED _____ |
| ADDENDUM NO. _____ | DATED _____ | ADDENDUM NO. _____ | DATED _____ |

| Number | Description |
|--------|--|
| 1 | Revising Table of Contents; Adding Notice to Bidder No. 2278; Revising Notice to Bidder No. 5839; Adding S.P No. 907-618-12; Amendment EBSx Download Required. |

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

Respectfully Submitted,

DATE _____

Contractor

BY _____
Signature

TITLE _____

ADDRESS _____

CITY, STATE, ZIP _____

PHONE _____

FAX _____

E-MAIL _____

(To be filled in if a corporation)

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

| | |
|--------------------|------------------|
| _____ President | _____ Address |
| _____ Secretary | _____ Address |
| _____ Treasurer | _____ Address |

The following is my (our) itemized proposal.
MP-5145-38(001)/ 308841301000
Lauderdale County(ies)

Revised 01/26/2016

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
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PROJECT: MP-5145-38(001)/308841301 - Lauderdale

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

05/22/2024 10:12 AM

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904- NOTICE TO BIDDERS NO. 2278

CODE: (SP)

DATE: 03/04/2020

SUBJECT: Smoothness Tolerances

Bidders are hereby advised that the smoothness tolerances for this project shall meet the requirements of a Category C project according to Subsection 403.03.2.1. Bidders are responsible for the collection of a preliminary smoothness profile prior to any work being performed.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 – NOTICE TO BIDDERS NO. 5839

CODE: (SP)

DATE: 05/22/2024

SUBJECT: Scope of Work

PROJECT: MP-5145-38(001) / 308841301 -- Lauderdale County

The contract documents do not include an official set of construction plans, but may, by reference, include some Standard Drawings or Special Design Drawings.

Work on the project shall consist of spot milling/inlaying, scrub sealing, and fog sealing approximately 5.2 miles of SR 145 from the Clarke/Lauderdale County Line (BOP Station 0+00) to just South of the US 45 interchange at Station (274+00), and milling and overlaying approximately 4.4 miles of SR 145 beginning just South of US 45 at Station (274+00) to Station 506+68.

From the BOP at Station 0+00 to South of US 45 interchange at Station 274+00

The existing asphalt roadway shall be rehabilitated using the following sequence of operations. Failed areas shall be repaired full depth using 12.5-mm, ST, Leveling asphalt. The deteriorated sections of roadway shall be spot milled/inlayed by fine milling 1½” and inlaying using 12.5-mm, ST, asphalt. A scrub seal shall then be placed on the mainline pavement. After the scrub sealing, the roadway shall be overlaid with a fog seal. The fog seal placement shall be in accordance with Special Provision No. 907-414.

The failed area locations and the spot milled/inlayed locations shall have a fog seal applied to prevent the absorption of emulsions applied during the scrub seal. The fog seal placement shall be in accordance with Special Provision No. 907-414. The fog seal shall contain no rejuvenators. Tables showing these locations are shown below.

The polymer modified asphalt rejuvenating scrub seal shall be placed from pavement edge to pavement edge from BOP (0+00) to (274+00), as per Special Provision No. 907-414 and the attached typical section. Prior to placing the scrub seal, the cracks in the roadway shall be cleaned using compressed air, or a comparable method, to remove any excess material. The existing thermoplastic pavement markings shall be removed prior to the scrub seal and the method of removal shall be approved by the Engineer and shall be absorbed in other items. The thermoplastic pavement markings shall only be removed in the areas of the daily anticipated run for the scrub seal. If the Contractor elects to remove the entirety of the thermoplastic pavement markings contained in the project limits, then temporary pavement markings shall be required, and the cost shall be absorbed in other items. The scrub seal will not be applied to county roads, or driveway pads. Scrub seal will be paid by the square yard of pavement surface to which it is applied under pay item No. 907-414-A001 and the bid price shall include all labor, materials, equipment, temporary markers, vegetation removal, thermoplastic removal, cleaning of the pavement surface, pre-sweeping, post-sweeping, removing excess aggregate, doing all the work involved in mixing,

applying, and protecting the polymer modified asphalt rejuvenating scrub seal, and all incidentals necessary to complete the work. Prior to any sealing operation, the rectangular "Loose Rock" signs addressed in Special Provision No. 907-414 shall be installed and remain in place until all sealing operations are complete, or until directed by the Engineer. The "Loose Rock" signs shall be installed throughout the project limits in both directions at one (1) mile spacing beginning at the BOP and EOP as required. Pay for signs shown in the sign detail drawings shall be made under pay item 618-A: Maintenance of Traffic. The scrub seal shall stop 150 feet from bridge ends.

Prior to the scrub seal, intersecting streets/county roads shall be milled 2" and inlaid with 2" of 12.5-mm, ST, asphalt (see attached table of locations/quantities).

From south of US 45 interchange at station 274+00 to north of US 45 at station 333+00

The existing asphalt pavement shall be milled a depth of 2" and inlaid with 2" of 12.5-mm, ST, Asphalt. Any drop-offs or drainage issues caused during milling and paving operations shall be corrected by the Contractor. Traffic will be allowed to run on mainline milled surfaces no more than five (5) consecutive days.

Prior to placement of the asphalt, the shoulders are to be bladed to provide a suitable area for paving, the cost of which is to be included in the price bid for other items. Any material bladed from the existing shoulder shall be used to raise 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 daily as directed by the Engineer and will be an absorbed item.

Intersecting streets and driveway pads shall be milled 2" and inlaid with 2" of 12.5-mm, ST, asphalt (see attached table for locations/quantities).

From north of US 45 interchange at station 333+00 to end of pavement at station 506+68

The existing asphalt pavement shall be milled a depth of 2" and inlaid with 2" of 12.5-mm, MT, asphalt. Any drop-offs or drainage issues caused during milling and paving operations shall be corrected by the Contractor. Traffic will be allowed to run on mainline milled surfaces no more than five (5) consecutive days.

Prior to placement of the asphalt, the shoulders are to be bladed to provide a suitable area for paving, the cost of which is to be included in the price bid for other items. Any material bladed from the existing shoulder shall be used to raise 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 daily as directed by the Engineer and will be an absorbed item.

Intersecting streets and driveway pads shall be milled 2" and inlaid with 2" of 12.5-mm, MT, asphalt (see attached table for locations/quantities).

Prior to placement of the asphalt, repair any failed areas encountered full depth with 12.5-mm, ST, Leveling asphalt (see attached table for locations/quantities).

At Station 513+10 in the right lane, a concrete pavement repair is required per attached table and detail drawing. Concrete pavement replacement shall be in accordance with Section 503 of the Standard Specifications.

Milling

Milling will 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 five (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 Subsection 406.03.2 of the Standard Specifications.

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, ST, 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 base or subgrade material deemed unsuitable by the Engineer shall be removed as directed and backfilled with 12.5-mm, ST, Leveling asphalt. Payment for the excavation of the granular base and subgrade will be made using pay item 203-G: Excess Excavation, LVM, AH. A list of the failed areas is shown in the attached tables. Pavement repairs shall be completed as a continuous operation 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 except as allowed by the Engineer.

Work shall be conducted and coordinated in a manner to prevent a longitudinal joint of more than 2¼" where traffic is expected to cross. Adjacent lanes and shoulders shall be brought up to grade as required to prevent drop-offs and as specified in Subsection 618.03.3. Uneven Lanes signs shall be used as required and as shown on the Standard Drawings.

Prior to mainline paving operations and after the repair of failed areas, spot milling shall be performed in the areas listed in the attached tables and at other areas as directed by the Engineer. Spot milling at a depth of 1½" and overlaying of 1½" shall be performed in the areas to remove cracked/oxidized asphalt. Payment for milling and paving will be made using the appropriate pay items. "Uneven Lanes" signs shall be used as required and as shown on the Standard Drawings.

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

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

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 damage 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, crushed stone material. The shoulders shall be graded and pulled up daily to eliminate drop-offs more than 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 around driveway pads as directed 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 of the placement of the pad.

Any material excavated from the existing shoulder 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 stripes will be required immediately after the milling and/or required overlay and prior to opening the 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 the 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 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.

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.

Per Subsection 626.03.1.2, a binder-sealer shall be applied to the concrete pavement or bridge surface prior to the placement of the thermoplastic material and shall be absorbed under the

thermoplastic pay items. The type and amount of binder-sealer used shall adhere to the thermoplastic manufacturer's recommendations.

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

Permanent raised pavement markers shall be installed on mainline and local public roads after completion of all paving operations. Edge line RPM's shall be installed as per Drawing RPM-1. If the usable space outside of the traffic stripe is insufficient to install the RPM's as per Drawing RPM-1, then the Contractor shall be allowed to install the outside edge of the RPM flush with the inside edge of the traffic stripe.

Payment for edge stripe on local roads shall be made under pay item 626-G: 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-B: 6" Thermoplastic Double Drop Traffic Stripe, Continuous White.

Payment for centerline stripe on local roads shall be made under pay item 626-G: 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-E: thermoplastic Double Drop Traffic Stripe, Continuous Yellow. Centerline Stripe shall be omitted on local roads whose width is less than 20 feet.

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.

Guardrail

Guardrails shall be placed at the locations shown on the attached table. Guardrails shall consist of w-beam, terminal end section, posts, and all other appurtenances. All guardrails removed is to 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, then 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 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 flared terminal end lengths of 37.5 feet. If terminal of length other than this is used, an adjustment in w-beam length is required.

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

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 daily, remove all debris from within the roadway and a 30-foot clear zone which, in the opinion of the Engineer, is a hazard to the traveling public. This activity shall begin with the beginning of work or the beginning of the contract time, whichever comes first. No direct payment will be made for the debris removal; the cost shall be included in the prices of items bid on. 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 on the existing pavement are to 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 absorbed under pay item 618-A: 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 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 curbs 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 asphalt 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.

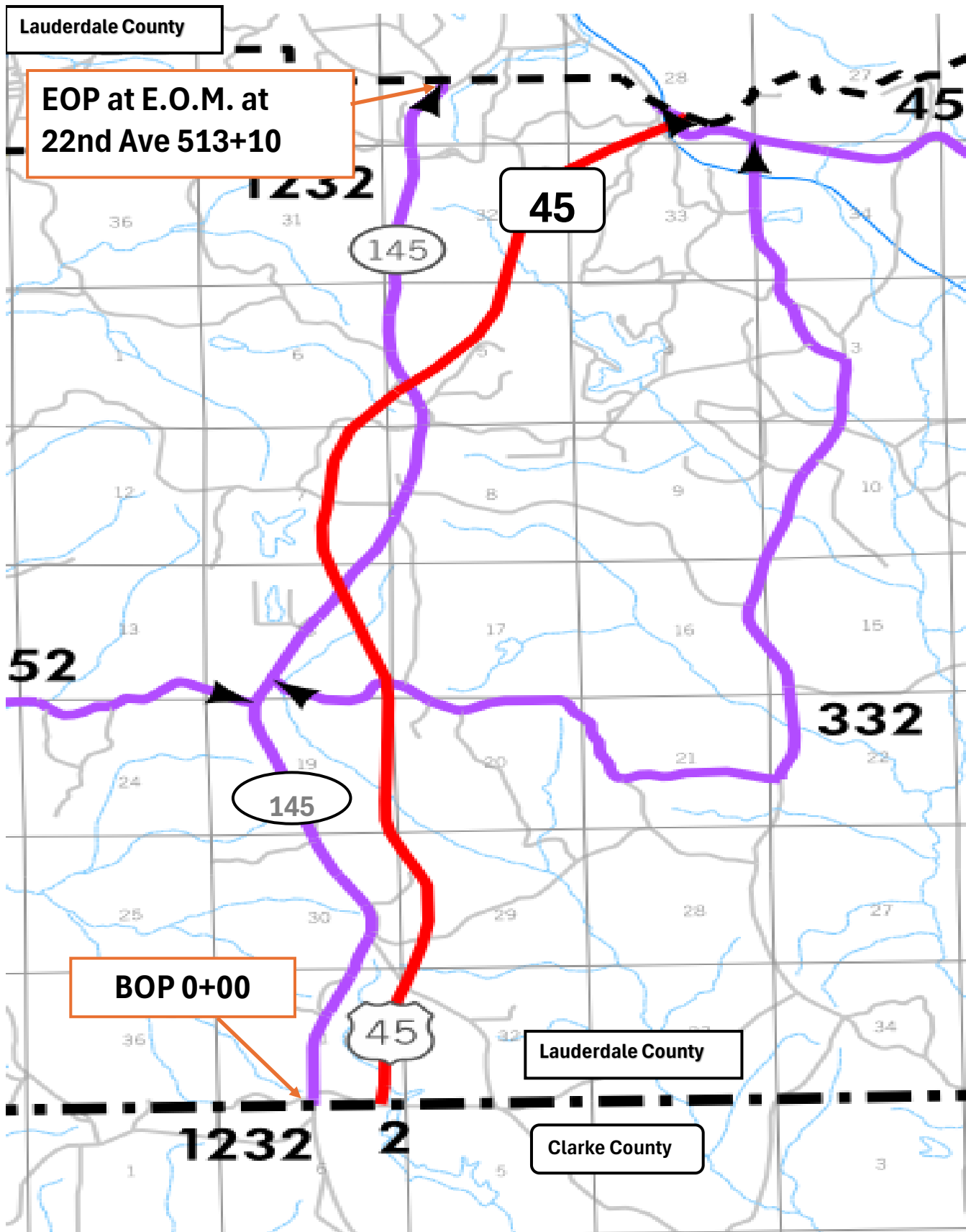
The cost for removal of all headwalls and wingwalls for drainage structures shall be absorbed in other items bid.

At bridges listed in the "Bridge Locations and Estimated Quantities Table", repair joints shall be performed per Special Provisions 907-823, general epoxy repair per Special Provision 907-824 and repairs needed by Flowable Fill per Section 612-Flowable Fill. All bridges shall be swept and maintained during construction to remove any existing debris plus any debris accumulated from construction activities. The sweeping and cleaning of bridges shall be absorbed in other items bid.

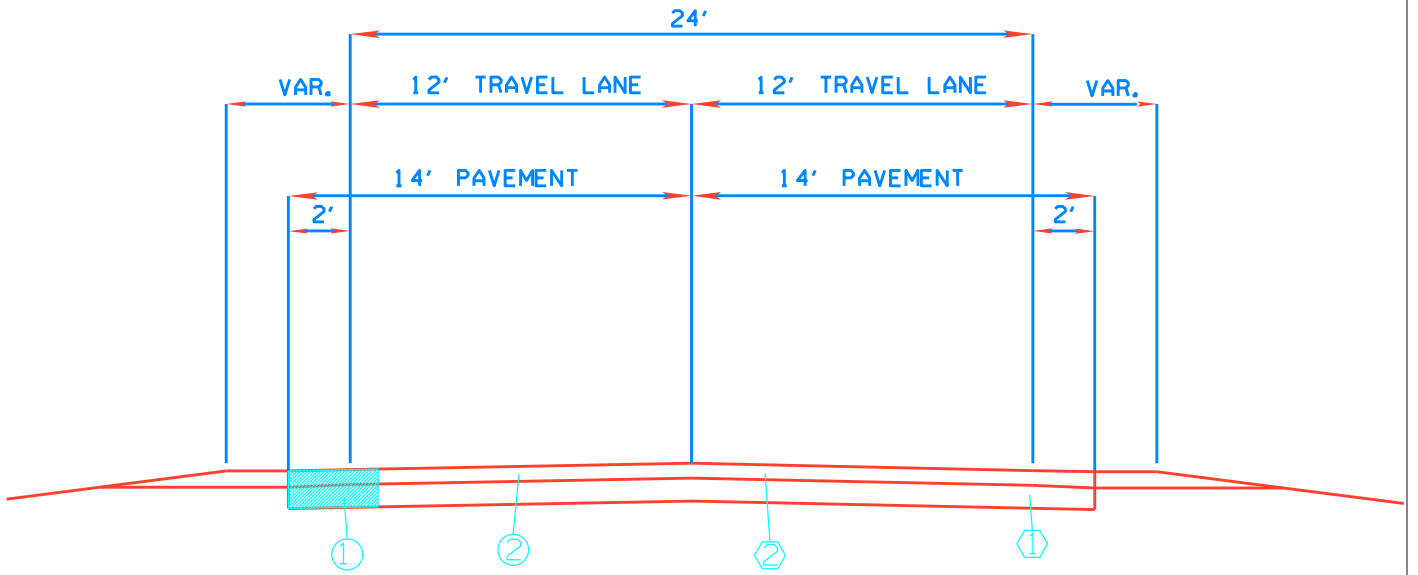
LAUDERDALE COUNTY

SR 145 FROM LAUDERDALE/CLARKE COUNTY LINE TO E.O.M. AT 22ND AVENUE

308841/301



308841301000
 LAUDERDALE COUNTY
 TYPICAL SECTION
 SR145 OVERLAY
 0+00 TO 274+00



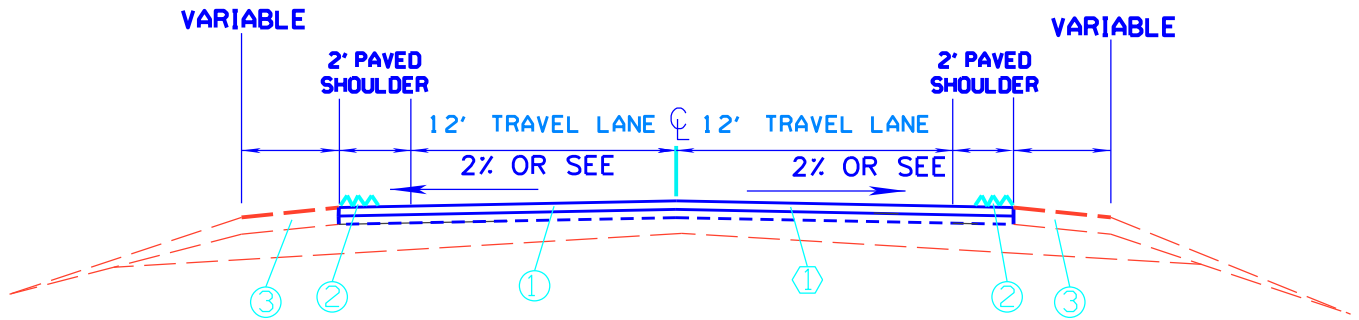
PROPOSED

- ① REPAIR ANY FAILED JRCP JOINT. SEE TABLE
- ② SCRUB SEAL ROADWAY WIDTH

EXISTING

- ① 5" JRCP
- ② 5"-7" HMA

308841301000
 LAUDERDALE COUNTY
 TYPICAL SECTION
 SR145 OVERLAY
 274+00 TO 333+00
 RT AND LT LANES

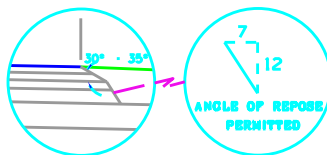


PROPOSED

- ① MILL/OVERLAY TOP 2" OF HMA, WITH 12.5mm ST, 1@2"
- ② RUMBLE STRIP WHERE REQUIRED
- ③ VARIABLE DEPTH GRANULAR MATERIAL, CRUSHED STONE

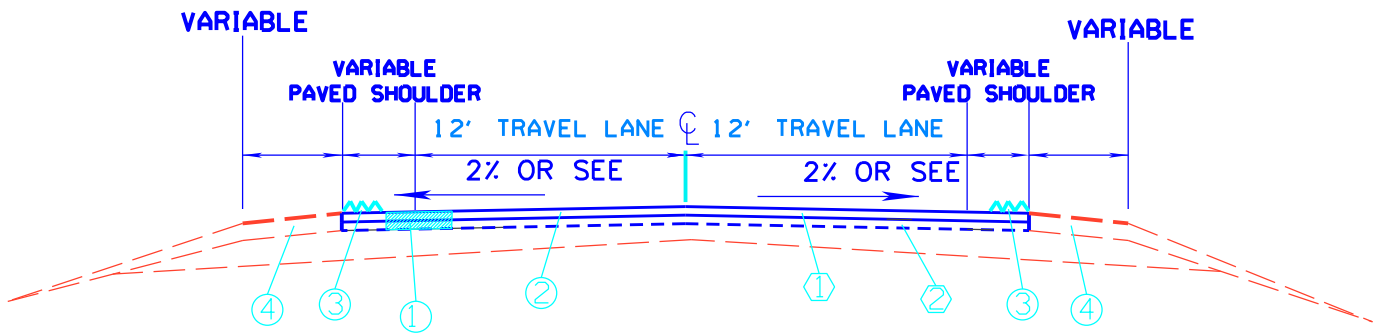
EXISTING

- ① 8.5" HMA AND VARIABLE



SAFETY EDGE REQ'D TOP 2 LIFTS ONLY
(NOT A PAY ITEM)

308841301000
 LAUDERDALE COUNTY
 TYPICAL SECTION
 SR145 OVERLAY
 333+00 TO 392+00
 ALSO
 442+00 TO 474+55

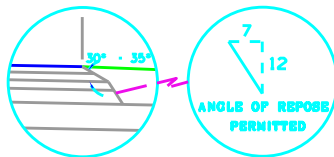


PROPOSED

- ① REPAIR FAILED AREAS/ FAILED JRCP JOINTS FULL DEPTH W/ 12.5mm ST LEVELING
- ② MILL/OVERLAY TOP 2" OF HMA, WITH 12.5mm MT, 1@2"
- ③ RUMBLE STRIP WHERE REQUIRED
- ④ GRANULAR MATERIAL, CRUSHED STONE

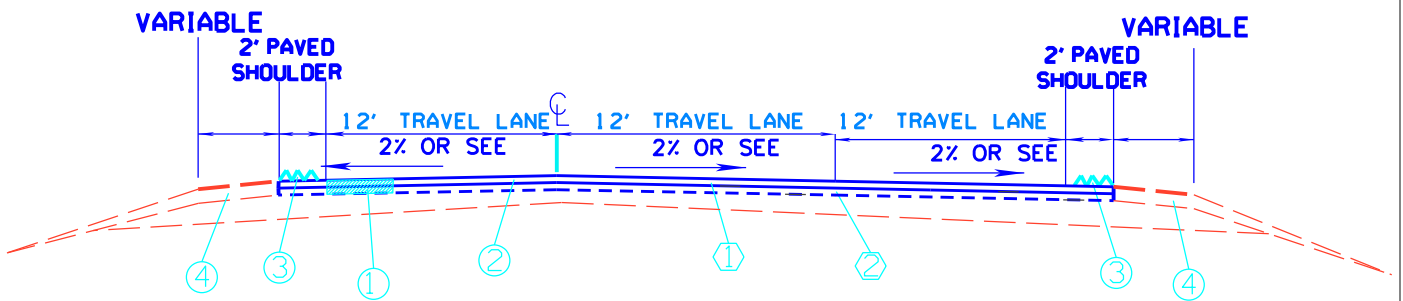
EXISTING

- ① 5" HMA AND VARIABLE
- ② 5" JRCP



SAFETY EDGE REQ'D TOP 2 LIFTS ONLY
(NOT A PAY ITEM)

308841301000
 LAUDERDALE COUNTY
 TYPICAL SECTION
 SR145 OVERLAY
 392+00 TO 442+00

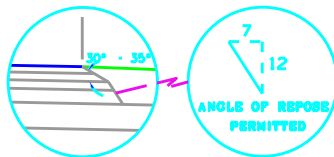


PROPOSED

- ① REPAIR FAILED AREAS/ FAILED JRCP JOINTS
FULL DEPTH W/ 12.5mm ST LEVELING
- ② MILL/OVERLAY TOP 2" OF HMA, WITH
12.5mm MT, 1@2"
- ③ RUMBLE STRIP WHERE REQUIRED
- ④ GRANULAR MATERIAL, CRUSHED STONE

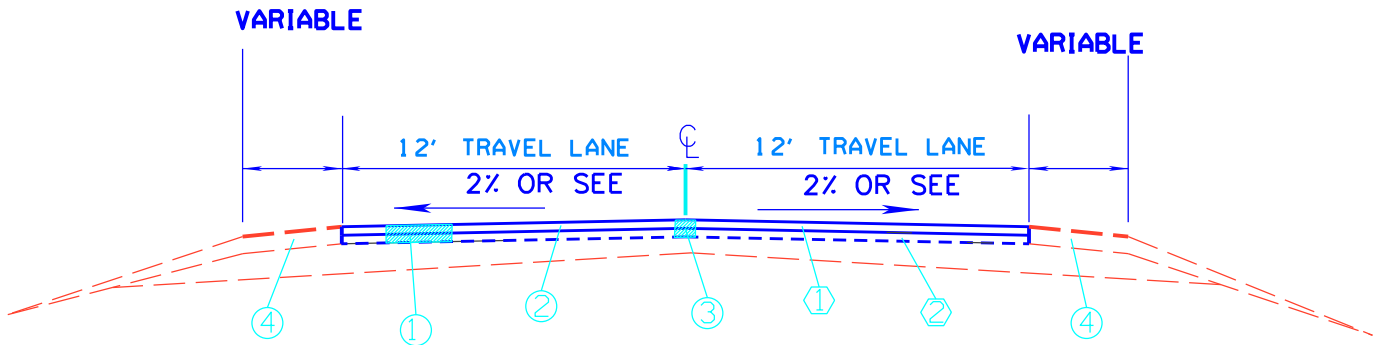
EXISTING

- ① 5"-8.5" HMA AND VARIABLE
- ② 5" JRCP



SAFETY EDGE REQ'D TOP 2 LIFTS ONLY
(NOT A PAY ITEM)

308841301000
 LAUDERDALE COUNTY
 TYPICAL SECTION
 SR145 OVERLAY
 492+00 TO 506+44
 RT AND LT LANES

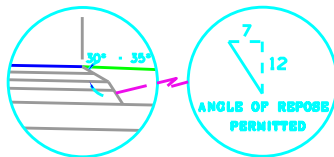


PROPOSED

- ① REPAIR FAILED AREAS/ FAILED JRCP JOINTS
FULL DEPTH W/ 12.5mm ST LEVELING
- ② MILL/OVERLAY TOP 2" OF HMA, WITH
12.5mm MT, 1@2"
- ③ CLEAN AND FILL OPEN/SEPARTED JRCP
JOINTS AS PER SCOPE OF WORK
- ④ GRANULAR MATERIAL, CRUSHED STONE

EXISTING

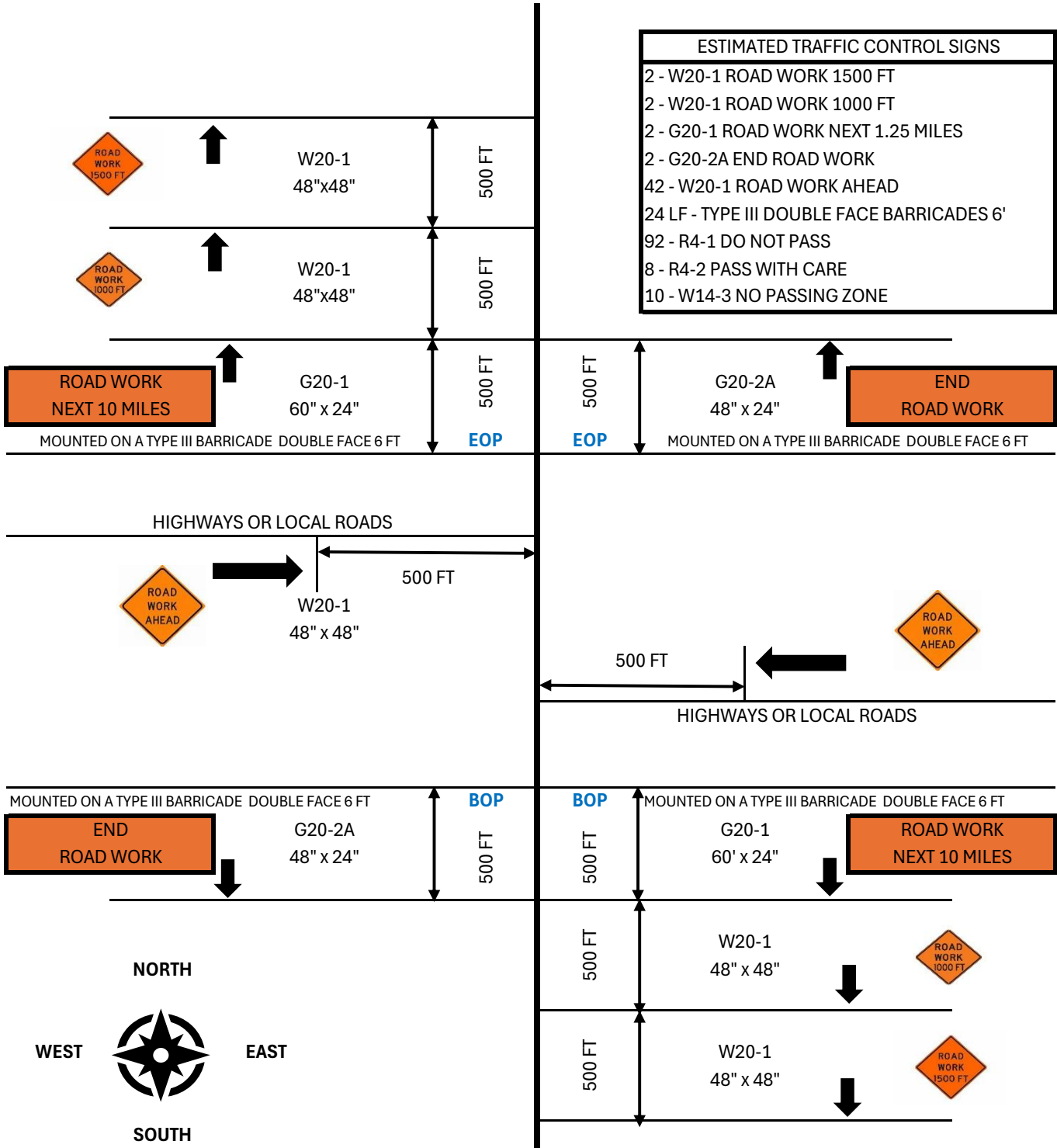
- ① 4" HMA
- ② 8" JRCP



SAFETY EDGE REQ'D TOP 2 LIFTS ONLY
(NOT A PAY ITEM)

308841-301

**CONSTRUCTION SIGNAGE DETAIL
SR 145 LAUDERDALE COUNTY**



| ESTIMATED TRAFFIC CONTROL SIGNS | |
|---------------------------------|------------------------------------|
| 2 - | W20-1 ROAD WORK 1500 FT |
| 2 - | W20-1 ROAD WORK 1000 FT |
| 2 - | G20-1 ROAD WORK NEXT 1.25 MILES |
| 2 - | G20-2A END ROAD WORK |
| 42 - | W20-1 ROAD WORK AHEAD |
| 24 LF - | TYPE III DOUBLE FACE BARRICADES 6' |
| 92 - | R4-1 DO NOT PASS |
| 8 - | R4-2 PASS WITH CARE |
| 10 - | W14-3 NO PASSING ZONE |

| NOTES | |
|-------|--|
| 1. | One W20-1 "Road Work Ahead" sign is required at each Local Road, Street or Highway entering the project. |
| 2. | G20-1 & G20-2A signs are mounted on Type III Double Faced Barricade. |
| 3. | R4-1 "Do Not Pass", R4-2 "Pass With Care", and W14-3 "No Passing Zone" signs are required in accordance with Subsection 618.03.3 and as specified in the MUTCD. If No Passing Zones are 1000 ft or more install additional "Do Not Pass" signs on maximum spacing of 750 ft. |
| 4. | Placement of W20-1 signs on intersecting roads may vary from typical shown as conditions warrant. |

Bridge Locations and Estimated Quantities

| County | Route | Mile Point | Existing Joint Type | Joint Repair | | Joint Repair Without Epoxy | | Saw Cut | | | Preformed Joint Seal | | | |
|--|--------|------------|---------------------|--------------|-----------|----------------------------|------------|-------------|--------------|--------------------|----------------------|--------------|---------------------|---|
| | | | | LF | LF | LF | LF | Type I (LF) | Type II (LF) | >2.5" to 3.5" (LF) | Type I (LF) | Type II (LF) | > 2.5" to 3.5" (LF) | |
| Lauderdale | SR 145 | 66.3 | SILICONE | 0 | | 55 | | 0 | 110 | 0 | 0 | 0 | 55 | 0 |
| Lauderdale | SR 145 | 66.3 | OPEN | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | |
| Total = | | | | 0 | 55 | 0 | 110 | 0 | 0 | 0 | 0 | 55 | 0 | |
| NOTES/REMARKS | | | | | | | | | | | | | | |
| * Joint types represent measurements made before letting of project. | | | | | | | | | | | | | | |
| * Bridge 66.3 Flowable Fill for voids on NW and SE slope paving (612-A001 Flowable Fill CY) = 6 cy | | | | | | | | | | | | | | |
| * Bridge 68.0A&B Has 2' void between bridges along south abutment (612-A001 Flowable Fill CY) = 2 cy | | | | | | | | | | | | | | |
| * Bridge 66.3 replace pourable joint seal at Bent-1 using (907-808-003 Joint Repair Without Epoxy), (907-823-A002 Preformed Joint Seal, Type II) and (907-823-B002 Saw Cut, Type II) | | | | | | | | | | | | | | |
| * General Epoxy Repair at bridge rail on east side of span 2 using (907-824-A003 General Epoxy Repair SF) = 2 SF | | | | | | | | | | | | | | |

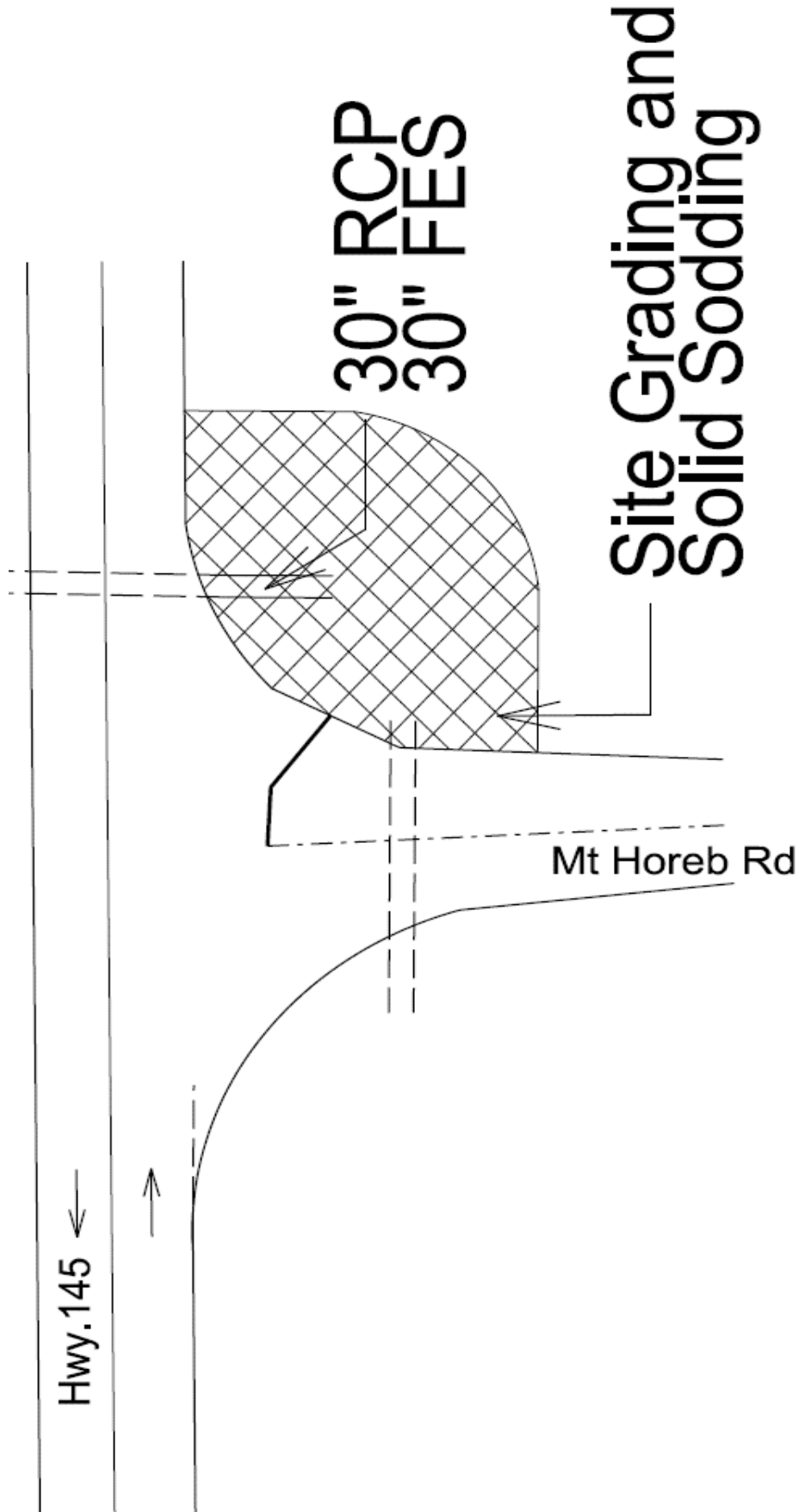
| CLEAN AND FILL JOINTS 413-D002 SR 145 308841/301 | | | | |
|--|----------|---------------------|----------------------------|----------|
| STATION # | LANE | CLEAN AND FILL (LF) | TRANSVERSE OR LONGITUDINAL | COMMENTS |
| 336+65 | RT/LT | 28 | T | |
| 336+95 | RT/LT | 28 | T | |
| 336+80 | RT/LT | 24 | T | |
| 430+70 | LT | 24 | T | |
| 433+00 | LT/LT | 12 | T | |
| 444+80 | RT/LT | 24 | T | |
| 449+00 | RT/LT | 24 | T | |
| 450+80 | RT/LT | 24 | T | |
| 451+80 | RT/LT | 24 | T | |
| 452+00 | RT/LT | 24 | T | |
| 454+10 | RT/LT | 24 | T | |
| 455+90 | RT/LT | 24 | T | |
| 456+80 | RT/LT | 24 | T | |
| 457+15 | RT/LT | 24 | T | |
| 457+80 | RT/LT | 24 | T | |
| 458+15 | RT/LT | 24 | T | |
| 458+70 | RT/LT | 24 | T | |
| 459+00 | RT/LT | 24 | T | |
| 462+30 | RT/LT | 24 | T | |
| 463+60 | RT/LT | 24 | T | |
| 463+80 | RT/LT | 24 | T | |
| 464+00 | RT | 12 | T | |
| 469+60 | RT/LT | 24 | T | |
| 469+80 | RT/LT | 24 | T | |
| 472+10 | RT/LT | 24 | T | |
| 472+30 | RT/LT | 24 | T | |
| 472+60 | RT/LT | 24 | T | |
| 473+00 | RT/LT | 24 | T | |
| 473+30 | RT/LT | 24 | T | |
| 473+70 | RT/LT | 24 | T | |
| 474+00 | RT/LT | 24 | T | |
| 474+30 | RT/LT | 24 | T | |
| 474+60 | RT/LT | 24 | T | |
| 474+90 | RT/LT | 24 | T | |
| 475+70 | RT/LT | 24 | T | |
| 479+00 | RT/LT | 24 | T | |
| 479+30 | RT/LT | 24 | T | |
| 479+60 | RT/LT | 24 | T | |
| 479+40 - 480+75 | CL | 135 | L | |
| 481+80 | LT | 24 | T | |
| 482+20 | LT | 24 | T | |
| 484+90 | LT | 24 | T | |
| 490+10 | RT | 24 | T | |
| 491+10 | LT/LT | 12 | T | |
| 491+10 | RT | 24 | T | |
| 491+40 | RT | 24 | T | |
| 491+70 | RT | 24 | T | |
| 491+40 - 492+10 | RT IN CL | 70 | L | |
| 496+40 | RT | 35 | T | |
| 496+70 | RT/LT | 75 | T | |
| 497+00 | LT | 40 | T | |
| 498+60 | LT | 34 | T | |
| 498+00 - 499+80 | RT IN CL | 180 | L | |
| 503+00 | LT/LT | 12 | T | |
| 503+50 - 505+00 | LT IN CL | 150 | L | |
| 504+20 | LT/LT | 12 | T | |
| 504+50 | LT/LT | 12 | T | |
| 504+65 | LT/LT | 12 | T | |
| 504+80 | LT | 24 | T | |
| 504+90 | LT | 24 | T | |
| TOTALS | | 1891 | | |

| Project 308841/301 SR 145 | | | | | | |
|---|-------|--------------|------|---------------------------|------------|------------|
| Standard Roadside Construction Signs | | | | | | |
| 619-D1001 Less Than 10 SF and 619-D2001 10 SF or more | | | | | | |
| Barricade Type III | Sign | Dimensions | S.F. | Description | QTY. | L.F. |
| | | 6' | | Double Faced | 4 | 24 |
| | W20-1 | 48"x48" | 16 | Road Work Ahead 1500' | 2 | 32 |
| | W20-1 | 48"x48" | 16 | Road Work Ahead 1000' | 2 | 32 |
| | W20-1 | 48"x48" | 16 | Roadwork Ahead | 42 | 672 |
| | G20-1 | 60"x24" | 10 | Road Work Next 1.25 Miles | 2 | 20 |
| | G20-2 | 48"x24" | 8 | End Road Work | 2 | 16 |
| | R4-1 | 18"x24" | 3 | DO NOT PASS | 92 | 276 |
| | R4-2 | 18"x24" | 3 | PASS WITH CARE | 8 | 24 |
| | W14-3 | 40"x40 "X30" | 3.8 | NO PASSING ZONE | 10 | 38 |
| Totals | | | | | 354 | 756 |
| | | | | | 24 | 24 |

| W20-1 ROAD WORK AHEAD LOCATIONS | |
|---------------------------------|------------------------------|
| CLARKE COUNTY RD 350 | SANDRIDGE ROAD |
| CLARKDALE ROAD | PINE ROAD S |
| LUTHER WALKER ROAD | PINE ROAD N |
| SAM GRAY ROAD | SPRINGHILL LOOP |
| SOUTH ANDERSON ROAD | ATWOOD ROAD |
| DUBOSE ROAD | STINSON CEMETERY ROAD |
| H.W. WHITE ROAD | MT HOREB ROAD |
| WESLEY CHAPEL ROAD S | SHARON DRIVE |
| WESLEY CHAPEL ROAD N | BYNUM ROAD |
| DRY CREEK ROAD | CRESENT LAKE ROAD |
| T.M. JONES ROAD | SKYVIEW DRIVE |
| SPRINGHILL ROAD | RAMP US45 N TO SR 145 |
| | SKYLAND DRIVE |
| | CRESENT CIRCLE |
| | HILLCREST DRIVE |
| | GRAND AVENUE |
| | PENN LANE |
| | MYRTLE DRIVE |
| | HAMILTON AVENUE |
| | RAMP I20E TO SR 145 |
| | 22ND AVE HEIGHTS |
| | SOUTH FRT RD TO 22ND AVE HTS |
| | SOUTH FRT RD TO SR 145 |
| | RAMP I20W TO SR 145 |

**308841-301 Lauderdale County
Drainage Repair @ 261+50 by Mt Horeb Road (Right Lane)**

| Description | Unit | Quantity | Remarks |
|--|------|----------|---------|
| 203-EX031 Borrow Excavation,AH,LVM,Class B17 | CY | 70.0 | |
| 203-I002 Site Grading | SY | 70.0 | |
| 216-A001 Solid Sodding | SY | 65.0 | |
| 219-A001 Watering | Mgal | 1.3 | |
| 304-D002 Granular, Crushed Stone | Tons | 1.2 | |
| 503-C010 Saw Cut, Full Depth | LF | 30.0 | |
| 603-CA041 30" Reinforced Concrete Pipe, Class III, Rubber Gasket | LF | 8.0 | |
| 603-CB005 30" Reinforced Concrete Pipe, End Section | EA | 1.0 | |

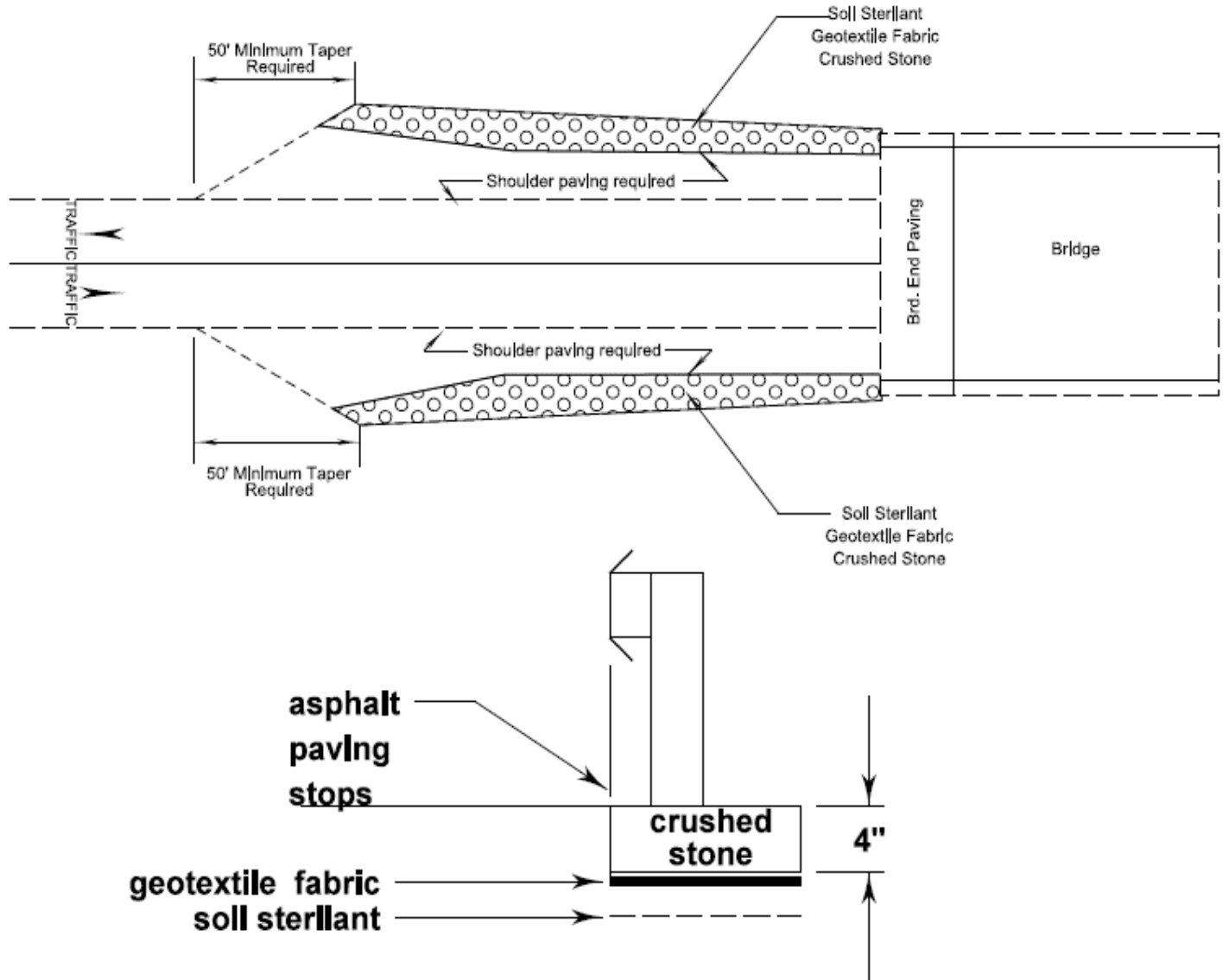


308841/301 SR 145

Guardrail Pads

| Location | | Length | Width | Depth | Saw Cut (LF) | Geotextile Stabilization, Type V, Non Woven (SY) | Granular Crushed Stone (Tons) |
|--------------|-------|--------|-------|--------|---------------|--|-------------------------------|
| Station # | Lane | | | | | | |
| 216+05 | RT | 218.00 | 4.00 | 0.3333 | 215.0 | 113.0 | 18.17 |
| 216+05 | LT | 118.00 | 4.00 | 0.3333 | 63.0 | 61.2 | 9.83 |
| 220+96 | RT | 218.00 | 4.00 | 0.3333 | 215.0 | 113.0 | 18.17 |
| 220+96 | LT | 116.00 | 4.00 | 0.3333 | 116.0 | 60.1 | 9.67 |
| 301+66 | RT/RT | 220.00 | 4.00 | 0.3333 | 180.0 | 114.1 | 18.33 |
| 301+66 | LT/RT | 215.00 | 4.00 | 0.3333 | 172.0 | 111.5 | 17.92 |
| 305+24 | LT/LT | 220.00 | 4.00 | 0.3333 | 180.0 | 114.1 | 18.33 |
| 305+24 | RT/LT | 215.00 | 4.00 | 0.3333 | 172.0 | 111.5 | 17.92 |
| TOTAL | | | | | 1313.0 | 798.5 | 128.33 |

The soil sterilant needed for guardrail pads is absorbed in other items bid.



| Guardrail Quantities | | | | | | | | | | | | | | | | | | | | | |
|----------------------|--------------------|--------------------------|---------------------|------------------------------|----------------------|-------------------------------|-------------------------------|-------------------------------|----------------|------------------|---------------|----------------|--------------------|------------------|---------------|----------------|----------------------------------|------------------------------|--|------------|------|
| STATION | LOCATION (L/RT) | W-BEAM | | | GUARDRAIL | | FLARED | | MEDIAN | | W-Beam | | Bridge End Section | | DELINEATORS | | Type 3 Object Markers (EA) | GUARDRAIL REMOVAL (LF) | DbI Face GUARDRAIL REMOVAL (LF) | REMARKS | |
| | | W-BEAM TYPE 1 (LF) | DOUBLE FACE (LF) | W-BEAM THRIE BEAM (LF) | TRANS. SECT. (LF) | TERMINAL END SECT. (EA) | TERMINAL END SECT. (EA) | TERMINAL END SECT. (EA) | TYPE I (EA) | TYPE "H" (EA) | WHITE (EA) | YELLOW (EA) | TYPE "H" (EA) | TYPE "H" (EA) | WHITE (EA) | YELLOW (EA) | | | | | |
| 216+05 | RT | 150 | | | | 1 | | | | | | | 1 | 6 | | | 1 | 212.5 | | | |
| 216+05 | LT | 50 | | | | 1 | | | | | | | 1 | 4 | | | 1 | 112.5 | | | |
| 220+96 | RT | 150 | | | | 1 | | | | | | | 1 | 6 | | | 1 | 212.5 | | | |
| 220+96 | LT | 50 | | | | 1 | | | | | | | 1 | 4 | | | 1 | 112.5 | | | |
| 301+66 | RT/RT | 150 | | | | 1 | | | | | | | 1 | 6 | | | 1 | 212.5 | | | |
| 301+66 | LT/RT | 50 | 100 | | | | | | 1 | | | | 1 | 6 | | | 1 | 75 | 137.5 | | |
| 305+24 | LT/RT | 150 | | | | 1 | | | | | | | 1 | 6 | | | 1 | 212.5 | | | |
| 305+24 | RT/LT | 50 | 100 | | | | | | 1 | | | | 1 | 6 | | | 1 | 75 | 137.5 | | |
| 395+00 | RT | | | | | 2 | | | | | | | 20 | | | | | 850 | | | |
| 412+00 | RT | | | | | 2 | | | | | | | 22 | | | | | 950 | | | |
| 421+00 | LT | | | | | 2 | | | | | | | 11 | | | | | 250 | | | |
| 426+00 | LT | | | | | 2 | | | | | | | 12 | | | | | 275 | | | |
| 507+00 | RT/RT | | | | | 1 | | | | | | | 3 | | | | | 62.5 | | | |
| 510+00 | LT/LT | | | | | 1 | | | | | | | 3 | | | | | 62.5 | | | |
| 261+50 | RT & LT | | | | | | | | | | | | | | | | 2 | | | | |
| TOTAL = | | 800 | 200 | 1975 | 50 | 16 | 2 | 2 | 2 | 2 | 2 | 2 | 103 | 12 | 10 | 12 | 12 | 3675 | 275 | 275 | |
| | | L.F. | L.F. | L.F. | L.F. | EA. | EA. | EA. | EA. | EA. | EA. | EA. | EA. | EA. | EA. | EA. | EA. | L.F. | L.F. | L.F. | L.F. |

* 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.

LOCAL ROADS/DRIVEWAY PADS/MISC AREAS (HMA 12.5-mm, MT, ASPHALT PAVEMENT)

| DESCRIPTION | LANE | LOCATION | CALCULATION | MEASUREMENTS OF AREA | | MILLING | ASPHALT | TACK |
|--------------------------|------|-----------------|-------------|----------------------|-----------|---------|---------|--------|
| | | | | LGTH | AVG WIDTH | SY | TONS | GALS |
| DRIVEWAY PAD | LT | 334+11 | | 8 | 37.5 | 33.3 | 3.76 | 3.3 |
| DRIVEWAY PAD | RT | 337+50 | | 10 | 46.5 | 51.7 | 5.82 | 5.2 |
| DRIVEWAY PAD | LT | 339+00 | | 12 | 40.5 | 54.0 | 6.09 | 5.4 |
| DRIVEWAY PAD | LT | 342+60 | | 9 | 45.5 | 45.5 | 5.13 | 4.6 |
| DRIVEWAY PAD | LT | 346+89 | | 8 | 168.0 | 149.3 | 16.83 | 14.9 |
| DRIVEWAY PAD | RT | 346+89 | | 18 | 30.5 | 61.0 | 6.88 | 6.1 |
| DRIVEWAY PAD | LT | 351+56 | | 8 | 32.0 | 28.4 | 3.21 | 2.8 |
| DRIVEWAY PAD | LT | 353+80 | | 5 | 37.0 | 20.6 | 2.32 | 2.1 |
| DRIVEWAY PAD | LT | 355+50 | | 6 | 32.0 | 21.3 | 2.40 | 2.1 |
| DRIVEWAY PAD | RT | 357+67 | | 5 | 37.0 | 20.6 | 2.32 | 2.1 |
| DRIVEWAY PAD | LT | 358+39 | | 5 | 28.0 | 15.6 | 1.75 | 1.6 |
| DRIVEWAY PAD | LT | 358+87 | | 5 | 28.0 | 15.6 | 1.75 | 1.6 |
| DRIVEWAY PAD | LT | 362+25 | | 5 | 34.0 | 18.9 | 2.13 | 1.9 |
| DRIVEWAY PAD | LT | 363+17 | | 5 | 34.0 | 18.9 | 2.13 | 1.9 |
| DRIVEWAY PAD | LT | 364+86 | | 5 | 26.5 | 14.7 | 1.66 | 1.5 |
| DRIVEWAY PAD | RT | 364+86 | | 5 | 34.5 | 19.2 | 2.16 | 1.9 |
| DRIVEWAY PAD | LT | 367+90 | | 5 | 49.0 | 27.2 | 3.07 | 2.7 |
| DRIVEWAY PAD | RT | 370+00 | | 5 | 23.0 | 12.8 | 1.44 | 1.3 |
| DRIVEWAY PAD | LT | 375+80 | | 5 | 27.0 | 15.0 | 1.69 | 1.5 |
| WIDE SHOULDER | RT | 379+64 - 384+64 | | 8 | 500.0 | 444.4 | 50.10 | 44.4 |
| DRIVEWAY PAD | RT | 383+80 | | 21 | 46.7 | 108.9 | 12.27 | 10.9 |
| DRIVEWAY PAD | RT | 385+50 | | 9 | 45.0 | 45.0 | 5.07 | 4.5 |
| DRIVEWAY PAD | RT | 388+83 | | 36 | 39.0 | 156.0 | 17.59 | 15.6 |
| DRIVEWAY PAD | LT | 389+00 | | 5 | 270.0 | 150.0 | 16.91 | 15.0 |
| SKYLAND DRIVE | RT | 393+60 | A | 11 | 208.5 | 254.8 | 28.73 | 25.5 |
| SKYLAND DRIVE | RT | 393+60 | B | 74 | 41.8 | 343.3 | 38.70 | 34.3 |
| CRESENT CIRCLE | LT | 394+60 | A | 10 | 116.0 | 128.9 | 14.53 | 12.9 |
| CRESENT CIRCLE | LT | 394+60 | B | 20 | 34.8 | 77.2 | 8.70 | 7.7 |
| HILLCREST DRIVE | RT | 424+40 | A | 11 | 159.5 | 194.9 | 21.98 | 19.5 |
| HILLCREST DRIVE | RT | 424+40 | B | 46 | 43.0 | 219.8 | 24.77 | 22.0 |
| GRAND AVENUE | LT | 429+70 | A | 11 | 99.3 | 121.3 | 13.67 | 12.1 |
| GRAND AVENUE | LT | 429+70 | B | 60 | 56.5 | 376.7 | 42.46 | 37.7 |
| DRIVEWAY PAD | RT | 433+84 | | 5 | 37.5 | 20.8 | 2.35 | 2.1 |
| DRIVEWAY PAD | RT | 438+60 | | 6 | 44.0 | 29.3 | 3.31 | 2.9 |
| DRIVEWAY PAD | LT | 441+00 | | 8 | 37.5 | 33.3 | 3.76 | 3.3 |
| WIDE SHOULDER | RT | 441+50 - 443+54 | | 7 | 204.0 | 158.7 | 17.89 | 15.9 |
| DRIVEWAY PAD | RT | 444+00 | | 7 | 57.5 | 44.7 | 5.04 | 4.5 |
| DRIVEWAY PAD | LT | 444+50 | | 6 | 37.5 | 25.0 | 2.82 | 2.5 |
| DRIVEWAY PAD | LT | 450+38 | | 6 | 59.0 | 39.3 | 4.43 | 3.9 |
| PENN LANE | LT | 452+15 | | 41 | 42.7 | 194.4 | 21.91 | 19.4 |
| DRIVEWAY PAD | LT | 453+55 | | 6 | 68.0 | 45.3 | 5.11 | 4.5 |
| DRIVEWAY PAD | RT | 458+00 | | 5 | 40.0 | 22.2 | 2.51 | 2.2 |
| DRIVEWAY PAD | RT | 473+11 | | 13.5 | 30.5 | 45.8 | 5.16 | 4.6 |
| DRIVEWAY PAD | LT | 479+00 | | 12 | 67.0 | 89.3 | 10.07 | 8.9 |
| MYRTLE DRIVE | RT | 480+50 | | 56 | 50.8 | 315.8 | 35.60 | 31.6 |
| HAMILTON AVENUE | LT | 480+50 | | 85 | 63.5 | 599.7 | 67.60 | 60.0 |
| WIDE SHOULDER | LT | 485+48 - 489+63 | | 6 | 324.5 | 216.3 | 24.39 | 21.6 |
| WIDE SHOULDER | RT | 487+70 - 492+88 | | 10 | 462.5 | 513.9 | 57.93 | 51.4 |
| RAMP I20E TO 145 S | LT | 492+00 | | 415 | 11.5 | 530.3 | 59.78 | 53.0 |
| RAMP 145 N TO 22 AVE HTS | RT | 494+00 | | 513 | 9.5 | 541.5 | 61.04 | 54.2 |
| WIDE SHOULDER | RT | 494+37 - 495+56 | | 119 | 9.5 | 125.6 | 14.16 | 12.6 |
| RAMP 145N TO I20E | RT | 495+56 - 498+37 | | 281 | 18.0 | 562.0 | 63.35 | 56.2 |
| 22ND AVENUE HEIGHTS | RT | 496+00 | | 305 | 51.8 | 1753.8 | 197.69 | 175.4 |
| RAMP 145S TO I20E | LT | 496+00 - 500+41 | | 441 | 9.5 | 465.5 | 52.47 | 46.6 |
| RAMP 145N TO I20W | RT | 502+50 | | 180 | 15.5 | 310.0 | 34.94 | 31.0 |
| RAMP I20W TO 22ND AVE N | RT | 506+00 | | 44 | 21.3 | 104.3 | 11.76 | 10.4 |
| RAMP 22ND AVE S TO I20W | LT | 506+44 | | 172 | 26.3 | 501.7 | 56.55 | 50.2 |
| TOTAL MISC. AREAS | | | | | | 10553.3 | 1189.6 | 1055.3 |

| LOCAL ROADS/DRIVEWAY PADS/MISC. AREAS FOR HMA 12.5-mm, ST, ASPHALT PAVEMENT | | | | | | | | |
|---|--------|----------|-------------|----------------------|-----------|---------|---------|-------|
| DESCRIPTION | LANE | LOCATION | CALCULATION | MEASUREMENTS OF AREA | | MILLING | ASPHALT | TACK |
| | | | | LGTH | AVG WIDTH | SY | TONS | GALS |
| CLARKDALE RD | LT | 3+50 | A | 5 | 90.5 | 50.3 | 5.67 | 5.0 |
| CLARKDALE RD | LT | 3+50 | B | 21 | 33.0 | 77.0 | 8.68 | 7.7 |
| LUTHER WALKER RD | RT | 6+00 | A | 11 | 155.0 | 189.4 | 21.36 | 18.9 |
| LUTHER WALKER RD | RT | 6+00 | B | 46 | 50.8 | 259.4 | 29.24 | 25.9 |
| SAM GRAY RD | LT | 35+60 | | 28 | 36.8 | 114.3 | 12.89 | 11.4 |
| SOUTH ANDERSON RD | RT | 69+25 | A | 15 | 185.5 | 309.2 | 34.85 | 30.9 |
| SOUTH ANDERSON RD | RT | 69+25 | B | 42 | 49.5 | 231.0 | 26.04 | 23.1 |
| DUBOSE RD | RT | 86+00 | A | 9 | 109.0 | 109.0 | 12.29 | 10.9 |
| DUBOSE RD | RT | 86+00 | B | 34 | 26.8 | 101.1 | 11.39 | 10.1 |
| H.W. WHITE RD | LT | 111+00 | A | 13 | 63.0 | 91.0 | 10.26 | 9.1 |
| H.W. WHITE RD | LT | 111+00 | B | 32 | 24.8 | 88.0 | 9.92 | 8.8 |
| WESLEY CHAPEL RD S | RT | 112+50 | A | 7 | 159.0 | 123.7 | 13.94 | 12.4 |
| WESLEY CHAPEL RD S | RT | 112+50 | B | 27 | 31.0 | 93.0 | 10.48 | 9.3 |
| WESLEY CHAPEL RD N | RT | 129+00 | A | 15 | 118.0 | 196.7 | 22.17 | 19.7 |
| WESLEY CHAPEL RD N | RT | 129+00 | B | 27 | 42.3 | 126.8 | 14.29 | 12.7 |
| DRY CREEK RD | RT | 138+50 | A | 10 | 59.0 | 65.6 | 7.39 | 6.6 |
| DRY CREEK RD | RT | 138+50 | B | 28 | 29.5 | 91.8 | 10.35 | 9.2 |
| T.M. JONES RD | LT | 167+50 | A | 13 | 122.5 | 176.9 | 19.95 | 17.7 |
| T.M. JONES RD | LT | 167+50 | B | 47 | 52.0 | 271.6 | 30.61 | 27.2 |
| SPRINGHILL RD | RT | 178+50 | A | 10 | 94.5 | 105.0 | 11.84 | 10.5 |
| SPRINGHILL RD | RT | 178+50 | B | 40 | 29.0 | 128.9 | 14.53 | 12.9 |
| ARROW LAKE RD | LT | 198+50 | A | 11 | 76.0 | 92.9 | 10.47 | 9.3 |
| ARROW LAKE RD | LT | 198+50 | B | 49 | 28.0 | 152.4 | 17.18 | 15.2 |
| TYLER RD | LT | 214+00 | A | 7 | 69.5 | 54.1 | 6.09 | 5.4 |
| TYLER RD | LT | 214+00 | B | 53 | 40.0 | 235.6 | 26.55 | 23.6 |
| GUARDRAIL PAD | RT | 215+00 | | 215 | 14.7 | 350.4 | 39.50 | 35.0 |
| GUARDRAIL PAD | LT | 215+00 | | 77 | 12.5 | 106.9 | 12.06 | 10.7 |
| GUARDRAIL PAD | RT | 221+00 | | 77 | 12.5 | 106.9 | 12.06 | 10.7 |
| GUARDRAIL PAD | LT | 221+00 | | 215 | 14.7 | 350.4 | 39.50 | 35.0 |
| SANDRIDGE RD | LT | 230+15 | A | 7 | 47.0 | 36.6 | 4.12 | 3.7 |
| SANDRIDGE RD | LT | 230+15 | B | 30 | 22.8 | 75.8 | 8.55 | 7.6 |
| PINE RD SOUTH | LT | 235+80 | A | 11 | 52.0 | 63.6 | 7.16 | 6.4 |
| PINE RD SOUTH | LT | 235+80 | B | 28 | 30.0 | 93.3 | 10.52 | 9.3 |
| PINE RD NORTH | LT | 244+50 | A | 28 | 39.8 | 123.7 | 13.94 | 12.4 |
| SPRINGHILL LOOP | RT | 251+00 | A | 11 | 76.5 | 93.5 | 10.54 | 9.4 |
| SPRINGHILL LOOP | RT | 251+00 | B | 43 | 35.0 | 167.2 | 18.85 | 16.7 |
| ATWOOD RD | LT | 257+00 | A | 7 | 80.0 | 62.2 | 7.01 | 6.2 |
| ATWOOD RD | LT | 257+00 | B | 59 | 38.8 | 254.0 | 28.64 | 25.4 |
| STINSON CEMETERY RD | LT | 259+00 | | 37 | 38.8 | 159.3 | 17.96 | 15.9 |
| MT HOREB RD | RT | 261+00 | A | 5 | 109.5 | 60.8 | 6.86 | 6.1 |
| MT HOREB RD | RT | 261+00 | B | 52 | 52.0 | 300.4 | 33.87 | 30.0 |
| SHARON DRIVE | LT | 263+50 | | 42 | 34.5 | 161.0 | 18.15 | 16.1 |
| BYNUM RD | LT | 288+50 | A | 11 | 262.5 | 320.8 | 36.17 | 32.1 |
| BYNUM RD | LT | 288+50 | B | 49 | 59.8 | 325.3 | 36.67 | 32.5 |
| CRESENT LAKE RD | RT | 288+50 | A | 11 | 230.5 | 281.7 | 31.76 | 28.2 |
| CRESENT LAKE RD | RT | 288+50 | B | 174 | 56.0 | 1082.7 | 122.04 | 108.3 |
| SKYVIEW DR | RT | 288+50 | | 58 | 59.8 | 385.1 | 43.41 | 38.5 |
| 45N TO 145S RAMP | LT | 295+84 | | 233 | 12.0 | 310.7 | 35.02 | 31.1 |
| 45N TO 145N RAMP | LT | 298+04 | | 12 | 16.0 | 21.3 | 2.40 | 2.1 |
| CROSS OVER 45N TO 145N | MEDIAN | 298+04 | | 45 | 39.5 | 197.5 | 22.26 | 19.8 |
| 145N TO 45N RAMP | RT | 297+00 | | 211 | 12.5 | 293.1 | 33.03 | 29.3 |
| 145S TO 45N RAMP | RT | 299+00 | | 12 | 20.0 | 26.7 | 3.01 | 2.7 |
| CROSS OVER 145S TO 45N | MEDIAN | 299+00 | | 211 | 17.8 | 416.1 | 46.91 | 41.6 |
| GUARDRAIL PAD | LT/RT | 301+00 | | 185 | 9.0 | 185.0 | 20.85 | 18.5 |
| GUARDRAIL PAD | RT/RT | 301+00 | | 197 | 14.0 | 306.4 | 34.54 | 30.6 |
| GUARDRAIL PAD | LT/LT | 306+00 | | 290 | 14.3 | 459.2 | 51.76 | 45.9 |
| GUARDRAIL PAD | RT/LT | 306+00 | | 235 | 10.5 | 274.2 | 30.91 | 27.4 |
| WIDE SHOULDER | RT/RT | 305+57 | | 196 | 8.8 | 190.6 | 21.48 | 19.1 |

| LOCAL ROADS/DRIVEWAY PADS/MISC. AREAS FOR HMA 12.5-mm, ST, ASPHALT PAVEMENT | | | | | | | | |
|---|--------|----------|-------------|----------------------|-----------|---------------|-----------------|--------------|
| DESCRIPTION | LANE | LOCATION | CALCULATION | MEASUREMENTS OF AREA | | MILLING SY | ASPHALT TONS | TACK GALS |
| | | | | LGTH | AVG WIDTH | | | |
| CROSSOVER 145N TO 45S | MEDIAN | 308+00 | | 280 | 12.3 | 381.1 | 42.96 | 38.1 |
| 145N TO 45S RAMP | LT/LT | 308+33 | | 12 | 20.0 | 26.7 | 3.01 | 2.7 |
| CROSSOVER 45S TO 145S | MEDIAN | 309+26 | | 51 | 29.5 | 167.2 | 18.84 | 16.7 |
| 45S TO 145S RAMP | RT/RT | 309+26 | | 12 | 22.0 | 29.3 | 3.31 | 2.9 |
| 145S TO 45S RAMP | LT/LT | 311+00 | | 237 | 15.8 | 414.8 | 46.75 | 41.5 |
| 45S TO 145N RAMP | RT/RT | 311+00 | | 205 | 13.3 | 301.8 | 34.02 | 30.2 |
| TURN LANE | LT/RT | 317+40 | | 343 | 9.5 | 362.1 | 40.81 | 36.2 |
| TURN LANE | RT/LT | 317+40 | | 400 | 9.5 | 422.2 | 47.60 | 42.2 |
| CROSSOVER | MEDIAN | 317+40 | | 48 | 14.0 | 74.7 | 8.42 | 7.5 |
| DR BROCK RD | LT/LT | 317+40 | A | 11 | 201.5 | 246.3 | 27.76 | 24.6 |
| DR BROCK RD | LT/LT | 317+40 | B | 172 | 47.3 | 903.0 | 101.79 | 90.3 |
| DRIVEWAY PAD | RT | 274+58 | | 8 | 44.0 | 39.1 | 4.41 | 3.9 |
| DRIVEWAY PAD | LT | 274+85 | | 9 | 47.0 | 47.0 | 5.30 | 4.7 |
| DRIVEWAY PAD | LT | 278+35 | | 10 | 45.0 | 50.0 | 5.64 | 5.0 |
| DRIVEWAY PAD | LT | 281+00 | | 8 | 35.5 | 31.6 | 3.56 | 3.2 |
| DRIVEWAY PAD | RT | 283+14 | | 7 | 29.0 | 22.6 | 2.54 | 2.3 |
| DRIVEWAY PAD | LT | 283+42 | | 5 | 30.0 | 16.7 | 1.88 | 1.7 |
| DRIVEWAY PAD | LT | 285+21 | | 9 | 27.5 | 27.5 | 3.10 | 2.8 |
| DRIVEWAY PAD | LT | 285+64 | | 8 | 36.5 | 32.4 | 3.66 | 3.2 |
| DRIVEWAY PAD | LT | 286+20 | | 8 | 29.5 | 26.2 | 2.96 | 2.6 |
| DRIVEWAY PAD | RT | 327+38 | | 5 | 34.5 | 19.2 | 2.16 | 1.9 |
| DRIVEWAY PAD | LT | 330+00 | | 7 | 32.0 | 24.9 | 2.81 | 2.5 |
| DRIVEWAY PAD | LT | 330+73 | | 7 | 41.5 | 32.3 | 3.64 | 3.2 |
| DRIVEWAY PAD | LT | 331+25 | | 7 | 41.5 | 32.3 | 3.64 | 3.2 |
| DRIVEWAY PAD | LT | 332+75 | | 9 | 75.0 | 75.0 | 8.45 | 7.5 |
| TOTALS | | | | | | 14982.5 | 1688.91 | 1498.3 |

| REPAIR AREAS SR 145 308841/301 | | | | | | | | | |
|--------------------------------|-------|-------------|-------|-------|---|--|--|--|----------|
| STATION # | LANE | DESCRIPTION | | | SAW CUT (LF) 503-C010 Saw Cut, Full Depth | REMOVAL (SY) 202-B069 Removal of Concrete Pavement w/Variable Depth Overlay | ASPHALT (TONS) 403-B003 12.5-mm, ST, Asphalt Pavement, Leveling | TACK (GALS) 407-A001 Asphalt for Tack Coat | COMMENTS |
| | | LENGTH | WIDTH | DEPTH | | | | | |
| 0+50 | RT/LT | 6 | 25 | 1 | 56 | 16.7 | 11.25 | 0.62 | |
| 0+95 | RT/LT | 6 | 25 | 1 | 56 | 16.7 | 11.25 | 0.62 | |
| 1+80 | RT/LT | 6 | 25 | 1 | 56 | 16.7 | 11.25 | 0.62 | |
| 5+00 | LT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | |
| 5+70 | RT/LT | 6 | 25 | 1 | 56 | 16.7 | 11.25 | 0.62 | |
| 9+00 | LT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | |
| 9+50 | RT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | |
| 14+50 | RT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | |
| 16+00 | RT/LT | 10 | 25 | 1 | 60 | 27.8 | 18.75 | 0.67 | |
| 16+50 | RT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | |
| 19+50 | RT/LT | 6 | 25 | 1 | 56 | 16.7 | 11.25 | 0.62 | |
| 20+00 | RT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | |
| 23+50 | LT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | |
| 24+50 | RT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | |
| 29+50 | RT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | |
| 30+50 | LT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | |
| 40+00 | RT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | |
| 43+00 | LT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | |
| 55+50 | RT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | |
| 62+50 | LT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | |
| 85+00 | RT/LT | 6 | 25 | 1 | 56 | 16.7 | 11.25 | 0.62 | |
| 91+00 | RT/LT | 6 | 25 | 1 | 56 | 16.7 | 11.25 | 0.62 | |
| 97+00 | RT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | |
| 98+00 | LT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | |
| 99+00 | RT/LT | 6 | 25 | 1 | 56 | 16.7 | 11.25 | 0.62 | |
| 103+50 | LT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | |
| 113+00 | LT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | |
| 113+50 | RT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | |
| 117+00 | RT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | |
| 122+00 | LT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | |
| 125+00 | RT/LT | 6 | 25 | 1 | 56 | 16.7 | 11.25 | 0.62 | |
| 136+00 | LT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | |
| 151+50 | LT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | |
| 155+50 | RT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | |
| 161+00 | LT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | |
| 173+50 | RT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | |
| 174+90 | RT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | |
| 177+00 | RT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | |
| 178+00 | RT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | |
| 186+00 | LT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | |

| REPAIR AREAS SR 145 308841/301 | | | | | | | | | | |
|--------------------------------|-------|-------------|-------|-------|---|--|--|--|----------|--|
| STATION # | LANE | DESCRIPTION | | | SAW CUT (LF) 503-C010 Saw Cut, Full Depth | REMOVAL (SY) 202-B069 Removal of Concrete Pavement w/Variable Depth Overlay | ASPHALT (TONS) 403-B003 12.5-mm, ST, Asphalt Pavement, Leveling | TACK (GALS) 407-A001 Asphalt for Tack Coat | COMMENTS | |
| | | LENGTH | WIDTH | DEPTH | | | | | | |
| 186+50 | RT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | | |
| 186+75 | RT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | | |
| 188+00 | RT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | | |
| 190+00 | LT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | | |
| 190+50 | RT | 6 | 12.5 | 1 | 31 | 8.3 | 5.63 | 0.34 | | |
| 230+45 | RT/LT | 9 | 28 | 1 | 65 | 28.0 | 18.90 | 0.72 | | |
| 239+40 | RT/LT | 15 | 28 | 1 | 71 | 46.7 | 31.50 | 0.79 | | |
| 241+00 | RT | 15 | 14 | 1 | 43 | 23.3 | 15.75 | 0.48 | | |
| 242+10 | RT/LT | 12 | 28 | 1 | 68 | 37.3 | 25.20 | 0.76 | | |
| 242+70 | RT/LT | 6 | 28 | 1 | 62 | 18.7 | 12.60 | 0.69 | | |
| 253+00 | RT | 6 | 14 | 1 | 34 | 9.3 | 6.30 | 0.38 | | |
| 265+94 | RT/LT | 16 | 28 | 1 | 72 | 49.8 | 33.60 | 0.80 | | |
| 335+50 | RT/LT | 20 | 28 | 1 | 76 | 62.2 | 42.00 | 0.84 | | |
| 336+65 | RT/LT | 6 | 28 | 1 | 62 | 18.7 | 12.60 | 0.69 | | |
| 336+95 | RT/LT | 6 | 28 | 1 | 62 | 18.7 | 12.60 | 0.69 | | |
| 344+10 | RT/LT | 12 | 28 | 1 | 68 | 37.3 | 25.20 | 0.76 | | |
| 345+00 | RT/LT | 6 | 28 | 1 | 62 | 18.7 | 12.60 | 0.69 | | |
| 346+50 | RT/LT | 6 | 28 | 1 | 62 | 18.7 | 12.60 | 0.69 | | |
| 347+10 | RT/LT | 6 | 28 | 1 | 62 | 18.7 | 12.60 | 0.69 | | |
| 347+40 | RT/LT | 6 | 28 | 1 | 62 | 18.7 | 12.60 | 0.69 | | |
| 347+70 | RT | 9 | 14 | 1 | 37 | 14.0 | 9.45 | 0.41 | | |
| 348+00 | LT | 10 | 14 | 1 | 38 | 15.6 | 10.50 | 0.42 | | |
| 348+20 | RT | 6 | 14 | 1 | 34 | 9.3 | 6.30 | 0.38 | | |
| 348+70 | RT/LT | 6 | 28 | 1 | 62 | 18.7 | 12.60 | 0.69 | | |
| 349+05 | RT/LT | 8 | 28 | 1 | 64 | 24.9 | 16.80 | 0.71 | | |
| 350+20 | RT/LT | 6 | 28 | 1 | 62 | 18.7 | 12.60 | 0.69 | | |
| 352+30 | RT/LT | 6 | 28 | 1 | 62 | 18.7 | 12.60 | 0.69 | | |
| 353+10 | RT/LT | 20 | 28 | 1 | 76 | 62.2 | 42.00 | 0.84 | | |
| 354+30 | RT/LT | 6 | 28 | 1 | 62 | 18.7 | 12.60 | 0.69 | | |
| 358+00 | RT/LT | 6 | 28 | 1 | 62 | 18.7 | 12.60 | 0.69 | | |
| 365+50 | RT/LT | 20 | 28 | 1 | 76 | 62.2 | 42.00 | 0.84 | | |
| 366+10 | RT/LT | 6 | 28 | 1 | 62 | 18.7 | 12.60 | 0.69 | | |
| 375+20 | RT/LT | 8 | 28 | 1 | 64 | 24.9 | 16.80 | 0.71 | | |
| 381+50 | RT/LT | 6 | 24 | 1 | 54 | 16.0 | 10.80 | 0.60 | | |
| 401+70 | LT | 15 | 24 | 1 | 63 | 40.0 | 27.00 | 0.70 | | |
| 404+50 | LT | 6 | 24 | 1 | 54 | 16.0 | 10.80 | 0.60 | | |
| 405+05 | LT | 6 | 24 | 1 | 54 | 16.0 | 10.80 | 0.60 | | |
| 417+50 | RT | 75 | 24 | 1 | 123 | 200.0 | 135.00 | 1.37 | | |
| 431+00 | LT | 15 | 24 | 1 | 63 | 40.0 | 27.00 | 0.70 | | |
| 431+90 | LT/LT | 6 | 12 | 1 | 30 | 8.0 | 5.40 | 0.33 | | |

| REPAIR AREAS SR 145 308841/301 | | | | | | | | | |
|--------------------------------|----------|-------------|-------|-------|---|--|--|--|----------|
| STATION # | LANE | DESCRIPTION | | | SAW CUT (LF) 503-C010 Saw Cut, Full Depth | REMOVAL (SY) 202-B069 Removal of Concrete Pavement w/Variable Depth Overlay | ASPHALT (TONS) 403-B003 12.5-mm, ST, Asphalt Pavement, Leveling | TACK (GALS) 407-A001 Asphalt for Tack Coat | COMMENTS |
| | | LENGTH | WIDTH | DEPTH | | | | | |
| 432+20 | LT | 6 | 24 | 1 | | 16.0 | 10.80 | 0.60 | |
| 433+80 | LT | 6 | 24 | 1 | | 16.0 | 10.80 | 0.60 | |
| 436+30 | LT | 6 | 24 | 1 | | 16.0 | 10.80 | 0.60 | |
| 441+10 | LT | 6 | 24 | 1 | | 16.0 | 10.80 | 0.60 | |
| 441+20 | LT | 6 | 24 | 1 | | 16.0 | 10.80 | 0.60 | |
| 443+50 | LT/LT | 8 | 12 | 1 | | 10.7 | 7.20 | 0.36 | |
| 449+20 | RT/LT | 12 | 24 | 1 | | 32.0 | 21.60 | 0.67 | |
| 452+90 | LT | 6 | 12 | 1 | | 8.0 | 5.40 | 0.33 | |
| 453+50 | RT/LT | 6 | 24 | 1 | | 16.0 | 10.80 | 0.60 | |
| 456+50 | LT | 6 | 12 | 1 | | 8.0 | 5.40 | 0.33 | |
| 458+30 | LT | 6 | 12 | 1 | | 8.0 | 5.40 | 0.33 | |
| 462+60 | LT | 6 | 12 | 1 | | 8.0 | 5.40 | 0.33 | |
| 463+20 | RT/LT | 15 | 24 | 1 | | 40.0 | 27.00 | 0.70 | |
| 475+20 | RT/LT | 21 | 24 | 1 | | 56.0 | 37.80 | 0.77 | |
| 479+90 | RT/LT | 6 | 24 | 1 | | 16.0 | 10.80 | 0.60 | |
| 480+20 | RT/LT | 6 | 24 | 1 | | 16.0 | 10.80 | 0.60 | |
| 480+75 | LT | 8 | 15 | 1 | | 13.3 | 9.00 | 0.42 | |
| 482+80 | LT | 12 | 12 | 1 | | 16.0 | 10.80 | 0.40 | |
| 485+18 | CL | 6 | 24 | 1 | | 16.0 | 10.80 | 0.60 | |
| 485+48 | CL | 6 | 24 | 1 | | 16.0 | 10.80 | 0.60 | |
| 486+00 | CL | 6 | 24 | 1 | | 16.0 | 10.80 | 0.60 | |
| 486+70 | CL/LT | 10 | 24 | 1 | | 26.7 | 18.00 | 0.64 | |
| 487+85 | CL/LT | 6 | 30 | 1 | | 20.0 | 13.50 | 0.73 | |
| 488+75 | RT | 6 | 15 | 1 | | 10.0 | 6.75 | 0.40 | |
| 491+10 | RT | 6 | 24 | 1 | | 16.0 | 10.80 | 0.60 | |
| 492+00 | RT | 6 | 24 | 1 | | 16.0 | 10.80 | 0.60 | |
| 492+30 | RT | 6 | 24 | 1 | | 16.0 | 10.80 | 0.60 | |
| 493+00 | RT | 6 | 24 | 1 | | 16.0 | 10.80 | 0.60 | |
| 497+00 | RT | 6 | 39 | 1 | | 26.0 | 17.55 | 0.93 | |
| 498+00 | LT of LT | 12 | 12 | 1 | | 16.0 | 10.80 | 0.40 | |
| 498+20 | RT of LT | 12 | 12 | 1 | | 16.0 | 10.80 | 0.40 | |
| 498+20 | LT of RT | 6 | 12 | 1 | | 8.0 | 5.40 | 0.33 | |
| 503+50 | LT of LT | 12 | 12 | 1 | | 16.0 | 10.80 | 0.40 | |
| TOTALS | | | | | 5392.0 | 2133.9 | 1440.4 | 59.9 | |

| 308841/301 LAUDERDALE COUNTY 423-A001 RUMBLE STRIPS, GROUND IN (MI) | | | | | | |
|--|--------|--------|--|------------|--------|--------|
| LEFT LANE | | | | RIGHT LANE | | |
| START | STOP | MILES | | START | STOP | MILES |
| 274+00 | 286+50 | 0.2367 | | 274+00 | 286+58 | 0.2383 |
| 290+86 | 294+47 | 0.0684 | | 290+30 | 296+05 | 0.1089 |
| 298+20 | 301+32 | 0.0591 | | 299+12 | 301+66 | 0.0481 |
| 305+24 | 308+31 | 0.0581 | | 305+59 | 309+19 | 0.0682 |
| 312+89 | 317+08 | 0.0794 | | 312+89 | 392+00 | 1.4983 |
| 319+34 | 376+75 | 1.0873 | | 395+51 | 422+90 | 0.5188 |
| 391+00 | 393+63 | 0.0498 | | 425+51 | 480+09 | 1.0337 |
| 395+64 | 428+77 | 0.6275 | | | | |
| 431+15 | 451+76 | 0.3903 | | | | |
| 452+55 | 480+71 | 0.5333 | | | | |
| TOTAL MILES RUMBLE STRIPS | | | | 6.7042 | | |

| Guardrail Quantities | | | | | | | | | | | | | | | | | |
|----------------------|---------------------|--------------------------|---------------------|--|------------------------------------|---------------|----------------|---|---|---|--|-------------|------------|----------------------------------|------------------------------|--|-------------|
| STATION | LOCATION (LT/RT) | W-BEAM | | | GUARDRAIL | | | FLARED TERMINAL END SECT. (EA) | MEDIAN TERMINAL END SECT. (EA) | W-Beam End Section TYPE I (EA) | Bridge End Section TYPE "H" (EA) | DELINEATORS | | Type 3 Object Markers (EA) | GUARDRAIL REMOVAL (LF) | Dbl Face GUARDRAIL REMOVAL (LF) | REMARKS |
| | | W-BEAM TYPE 1 (LF) | DOUBLE FACE (LF) | W-BEAM THRIE BEAM TRANS. SECT. (LF) | THRIE BEAM TRANS. SECT. (LF) | WHITE (EA) | YELLOW (EA) | | | | | | | | | | |
| 216+05 | RT | 150 | | | | 1 | | | | 1 | | 6 | | 1 | 212.5 | | |
| 216+05 | LT | 50 | | | | 1 | | | | 1 | | 4 | | 1 | 112.5 | | |
| 220+96 | RT | 150 | | | | 1 | | | | 1 | | 6 | | 1 | 212.5 | | |
| 220+96 | LT | 50 | | | | 1 | | | | 1 | | 4 | | 1 | 112.5 | | |
| 301+66 | RT/RT | 150 | | | | 1 | | | | 1 | | 6 | | 1 | 212.5 | | |
| 301+66 | LT/RT | 50 | 100 | | | 1 | 1 | | 1 | 1 | | 6 | 6 | 1 | 75 | 137.5 | |
| 305+24 | LT/LT | 150 | | | | 1 | | | | 1 | | 6 | | 1 | 212.5 | | |
| 305+24 | RT/LT | 50 | 100 | | | 1 | 1 | | 1 | 1 | | 6 | 6 | 1 | 75 | 137.5 | |
| 395+00 | RT | | | 12.5 | | 2 | 762.5 | | | | | 20 | | | 850 | | 31 |
| 412+00 | RT | | | 12.5 | | 2 | 862.5 | | | | | 22 | | | 950 | | |
| 421+00 | LT | | | 12.5 | | 2 | 162.5 | | | | | 11 | | | 250 | | |
| 426+00 | LT | | | 12.5 | | 2 | 187.5 | | | | | 12 | | | 275 | | |
| 507+00 | RT/RT | | | | | 1 | | | | 1 | | 3 | | 1 | 62.5 | | |
| 510+00 | LT/LT | | | | | 1 | | | | 1 | | 3 | | 1 | 62.5 | | |
| 261+50 | RT & LT | | | | | 1 | | | | | | | | 2 | | | DBL FACE |
| TOTAL = | | 800 | 200 | 50 | 1975 | 16 | | 2 | 2 | 10 | 103 | 12 | 12 | EA. | 3675 | 275 | L.F. |
| | | L.F. | L.F. | L.F. | LF. | EA. | | EA. | EA. | EA. | EA. | EA. | EA. | EA. | LF. | L.F. | L.F. |

* 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.

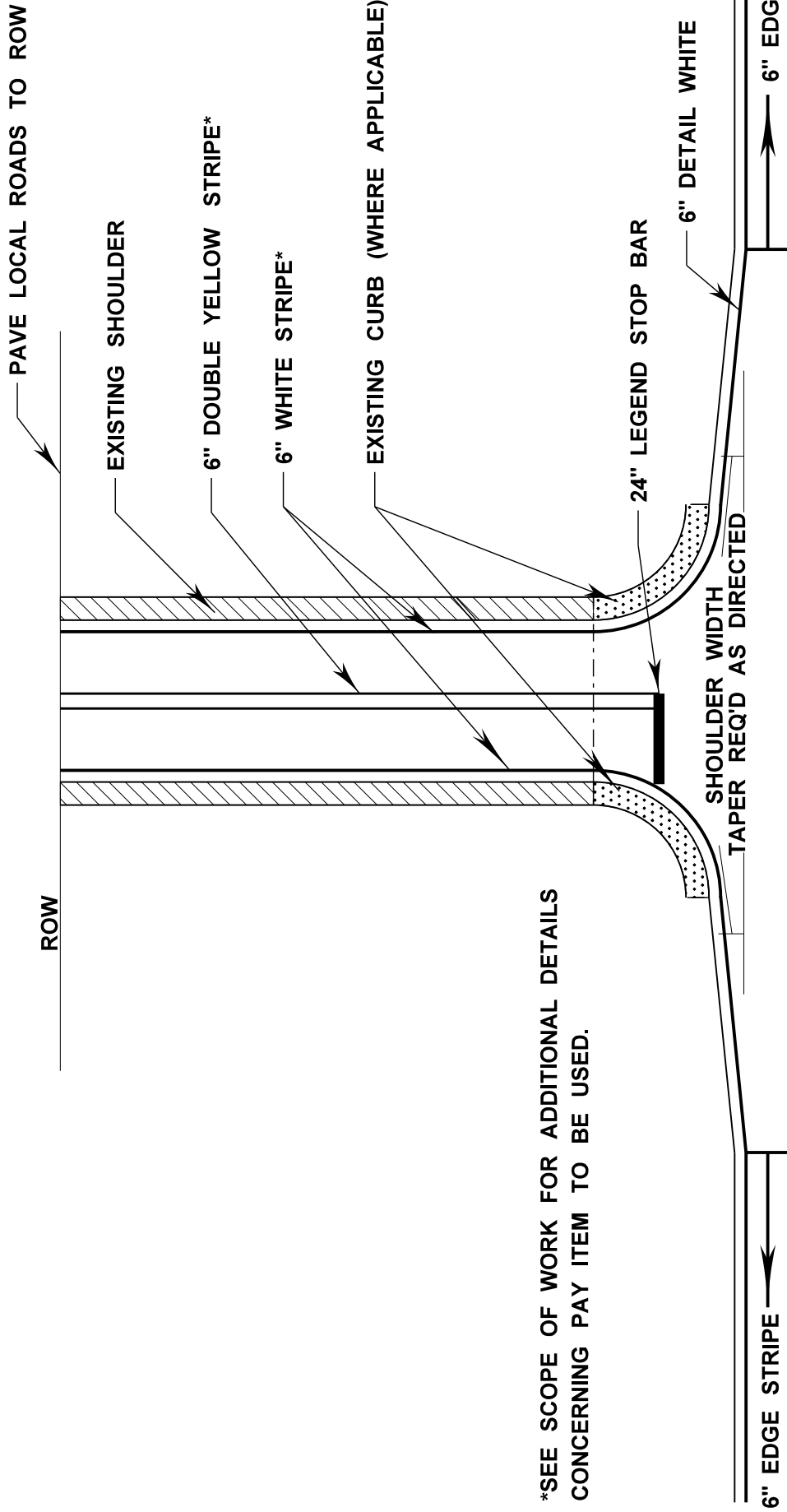
* REMOVAL OF GUARDRAIL DELINEATORS ARE CONSIDERED INCIDENTAL TO THE REMOVAL OF GUARDRAIL AND WILL NOT BE MEASURED AS A SEPARATE PAY ITEM.

* 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.

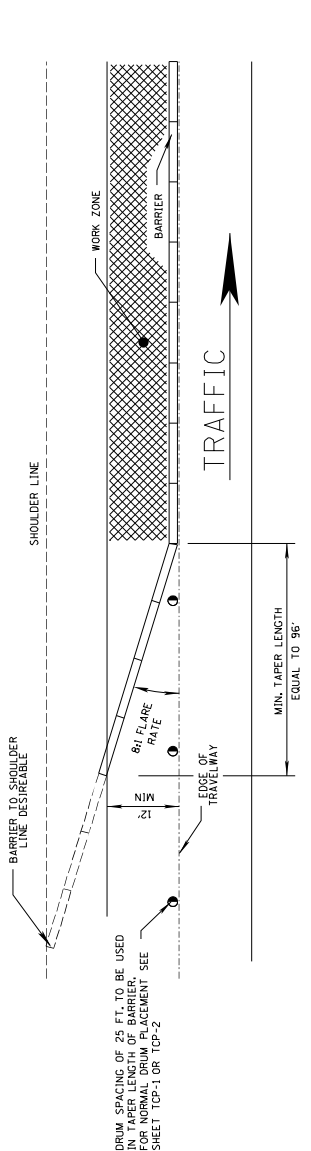
LAUDERDALE COUNTY - 308841301
LOCATION

STRIPE DETAIL - LOCAL ROADS

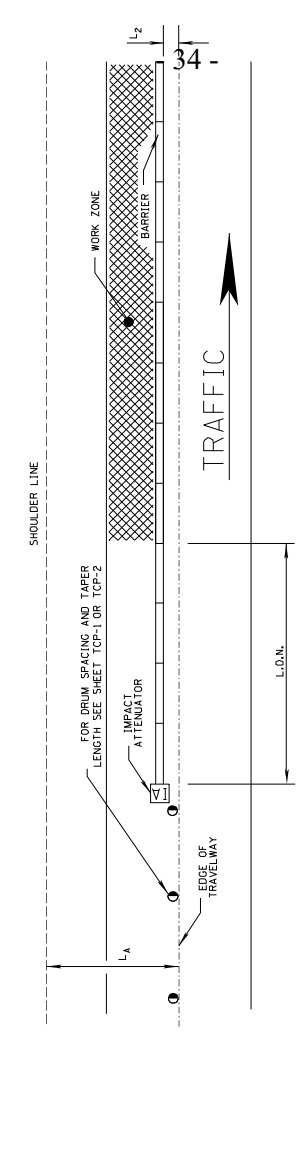


*SEE SCOPE OF WORK FOR ADDITIONAL DETAILS
CONCERNING PAY ITEM TO BE USED.

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



DETAIL OF POSITIVE BARRIER WITH TAPER



DETAIL OF POSITIVE BARRIER WITH IMPACT ATTENUATOR

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

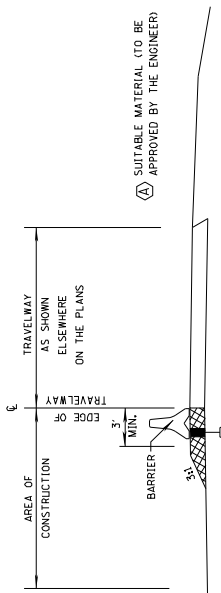
WHERE: L_1 = LATERAL EXTENT OF THE AREA OF CONCERN
 L_1 = RUNOUT LENGTH
 L_2 = LATERAL OFFSET FROM EDGE OF TRAVELED WAY TO BARRIER.

GENERAL NOTES:

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

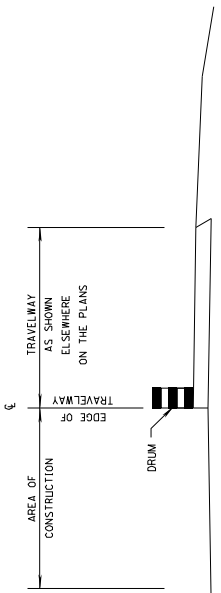
2. RUNOUT LENGTH (L_2) IS TO BE DETERMINED USING THE FOLLOWING TABLE:

| 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:
- 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.
 - MATERIAL USED TO SUPPORT POSITIVE BARRIER MUST BE AT SAME ELEVATION AS PAVEMENT IN ADJACENT TRAVELWAY.
 - DELINEATORS REQUIRED ON ALL NON-REFLECTIVE BARRIER, AS SHOWN ON WORKING NO. OMB-3.



ELEVATION VIEW FOR DRUM

- NOTES:
- 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.
 - LANE CLOSURES WITH OPEN PUNCH OUT AREAS MAY NOT BE LEFT UNATTENDED WHEN DRUMS ARE BEING USED FOR LANE CLOSURE

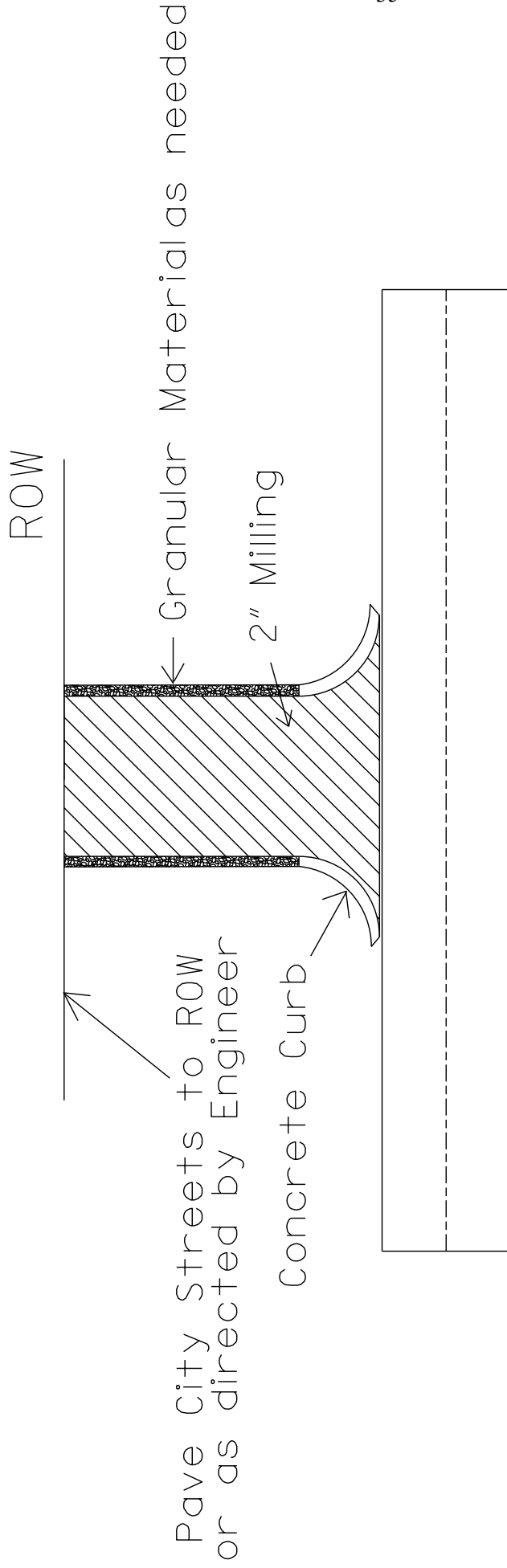
Notice to Bidders No. 5839 -- Co

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


PROJ. NO.: _____
 COUNTY: _____
 WORKING NUMBER: _____
 SHEET NUMBER: _____

DATE: _____
 REVISION: _____
 DESIGN TEAM: _____
 CHECKED: _____
 DATE: _____

Milling and Paving Detail City Streets/Local Roads



Notes:

- Millimits of City Streets at a depth of 2".
- Place 2" of 12.5mm, ST/MT, Mixture to tie to mainline overlay.
- Milling/Paving area = 
- See typical sections for asphalt mix.

| Spot Milling Areas | | | |
|--------------------------------|----------------|------------------------|-------------------|
| Location | Milling (S.Y.) | Asph. Tack Coat (GAL.) | 12.5 MM ST (Tons) |
| SPOT MILL/FILL 71+00 - 72+00 | 155.6 | 15.6 | 13.1 |
| SPOT MILL/FILL 211+39 - 216+05 | 1449.8 | 145.0 | 122.3 |
| SPOT MILL/FILL 220+96 - 223+78 | 2345.0 | 234.6 | 197.9 |
| Total = | 3950.4 | 395.2 | 333.4 |

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-618-12

CODE: (SP)

DATE: 05/03/2024

SUBJECT: Traffic Control Management

Section 618, Maintenance of Traffic and Traffic Control Plan, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-618.01--Description.

907-618.01.2--Traffic Control Management. Delete subparagraph (g) of Subsection 618.01.2 on page 441, and substitute the following.

- g) Perform a minimum of once-a-week inspections from the Notice to Proceed until a Partial or Final Maintenance Release is obtained. Once work begins, daily daytime inspections and weekly nighttime inspections are required on projects with predominantly daytime work, and daily nighttime inspections and weekly daytime inspections are required on projects with predominantly nighttime work. Weekly inspections will be allowed for periods outside of active construction. When lane closures are present or any non-fixed signs or traffic handling devices such as cones or barrels are in place, inspections shall be performed daily whether work is being performed or not.

907-618.05--Basis of Payment. Delete pay item 618-A on page 449 and substitute the following.

907-618-A: Maintenance of Traffic

- lump sum