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	11/25/2024	ADDENDUM NO.		DATED	
ADDENDUM NO		DATED		ADDENDUM NO.		DATED	
ADDENDUM NO		DATED		ADDENDUM NO.		DATED	

Number	Description
1	Revised NTB No. 6479; 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.

STBG-0024-04(030)/ 109011301000

Neshoba County(ies)

Revised 01/26/2016

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 – NOTICE TO BIDDERS NO. 6479 **CODE: (SP)**

DATE: 11/25/2024

SUBJECT: Scope of Work

PROJECT: STBG-0024-04(030) / 109011301 -- Neshoba County

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

Work on this project shall consist of milling and overlaying approximately 3.1 miles of SR 16 from approximately 0.11 miles east of the intersection of SR 15/SR 16 (BOP Sta. 10+00) to approximately 0.11 mile west of the intersection of SR 16/Williamson Avenue (EOP Sta. 173+71).

SR 16 has the following station equation: 33+06 BK = 32+25 AH

The existing pavement for the eastbound lane of SR 16 from Sta. 10+00 to Sta. 173+71 consists of 8" & variable of asphalt over 5" of JRCP, all over various base courses with 12-foot lanes & variable, and variable width paved inside and outside shoulders. The westbound lane of SR 16 from Sta. 10+00 to Sta. 173+71 consists of 15" & variable of asphalt over 5" of JRCP, all over various base courses with 12-foot lanes, and variable width paved inside and outside shoulders. The east and westbound lanes have multiple sections of curb and gutter, median islands, and parking areas.

The existing asphalt roadways and paved shoulders shall be fine milled 2" and overlaid with 2" of 12.5-mm, MT asphalt.

NOTE: Any reference to 9.5-mm, MT, Asphalt in the typical sections is understood to be 12.5-mm, MT, Asphalt.

Local paved public roads shall be fine milled 2" and overlaid with 2" of 12.5-mm, MT asphalt to the end of the existing asphalt pavement, end of MDOT maintenance or to right-of-way, or as directed. After the daily paving operation, any material bladed aside for this area shall be pulled back to the asphalt pavement edge as directed by the Engineer and all cost shall be absorbed.

Existing asphalt/concrete driveway connections shall be milled and replaced with new asphalt connections using 12.5-mm, MT asphalt.

GENERAL NOTES

MILLING

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

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

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

Milling and paving operations shall be performed such that a -2% slope from centerline is provided in normal crown roadway sections. Superelevation through curves shall be maintained as it currently exists or improved as directed. Where slope correction is required, correction will be made by milling, paving, or combination thereof as directed by the engineer. Milling correction: Mill outside edge of pavement to a depth of 1½" on a 2% slope towards the centerline. Paving Correction: Mill to depth of 1½" on existing slope and pave 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 **$5,000.00** per calendar day afterwards until the mainline milled surface is covered with the next lift of asphalt. Additionally, traffic will be allowed to run on all milled surfaces other than the mainline for 30 days unless otherwise stated, and the Contractor will be assessed a penalty of **$1,000.00** per calendar day afterwards until the non-mainline milled surface is covered with the next lift of asphalt. The additional allowance for the non-mainline milled surface is for the Contractor's convenience, and thus, the Contractor is responsible for any pavement failures or damage sustained during this period. 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, MT, Leveling asphalt as per the attached typical sections and details. Asphalt shall be placed in multiple lifts with a maximum lift thickness of 3". Any granular material base or subgrade material deemed unsuitable by the Engineer shall be removed as directed and backfilled with 12.5-mm, MT, Leveling asphalt. Payment for the excavation of the granular base and subgrade will be made using the 203-G: Excess Excavation pay item. A list of the failed areas is shown in the attached tables. Pavement repairs shall be completed as a continuous operation in order to minimize traffic impacts. Lane closures shall remain in place until the failed area has been completely repaired. Lane closures may not be left unattended.

The surface lift for failed area repair or concrete punch-out 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 damaged to the adjacent pavement structure. If saw cuts are used in conjunction with milling, payment will be made using the appropriate pay items. Payment will not be made for saw cuts that are not performed.

GRANULAR SHOULDER MATERIAL
Where applicable the existing shoulders shall be raised to match the new pavement elevation by placing variable depth crushed limestone on the existing shoulders. The shoulders shall be graded and pulled up on a daily basis to eliminate drop-offs in excess of 2¼". It is not anticipated that the crushed limestone will be required throughout the length of the project but only in areas deficient of shoulder material and as directed. Placement of the crushed limestone on the finished asphalt course shall not be permitted. The material shall be bladed, rolled, and compacted to a finished slope of four percent (4%). 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%). The cost of blading will be an absorbed item and is not to be included in the price of pay items bid. Crushed concrete will not be allowed.

Crushed limestone 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 during pavement widening operations or as a result of shoulder blading 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 as directed by the Engineer and will be an absorbed item. Material which cannot be placed in adjacent areas and deemed to be excess excavations by the Engineer shall be removed from the project site. Payment for removal of excess material will be made using pay item 203-G: Excess Excavation.

TEMPORARY AND PERMANENT PAVEMENT MARKINGS

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

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

All permanent striping will be double drop thermoplastic, 90-mil thickness unless otherwise specified in Subsection 907-626.03.2. Edge lines will be placed to accommodate the lane widths shown on the attached applicable typical sections unless prevented by field conditions.

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.

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

Temporary stripe of the appropriate color on parking areas shall be placed within 24 hours of both the milling operation and the following paving operation as directed by the Engineer. Blue ADA stripe will be required for corresponding ADA parking spots. The ADA symbols may be omitted until final thermoplastic is placed.

Payment for edge stripe on local roads shall be made under pay item 907-626-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 907-626-C: 6" Thermoplastic Double Drop Edge Stripe, Continuous White.

Payment for centerline stripe on local roads shall be made under pay item 907-626-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 907-626-F: 6" Thermoplastic Double Drop Edge Stripe, Continuous Yellow. Centerline stripe shall be omitted on local roads whose width is less than 20 feet.

PERMANENT SIGNS

Permanent signs as listed on the attached tables shall be replaced. Unless otherwise listed in the attached tables, existing posts, anchors, angles/bars, and other components shall be reused. The Contractor shall use new bolts, screws, washers, nuts, etc. of the required sizes in the installation of signs. If required as part of the sign replacement activities, all post and I-beam lengths in these plans are estimated. Post lengths for all signs shall be verified in the field by the Contractor prior to fabrication. Installation dates shall be clearly written in bold black markings on the back bottom half off all signs with a permanent marking stick that is waterproof, fade resistant, and marks on wet or dry surfaces. If existing signposts or footings are to be replaced, the existing posts and footings shall be removed and the area backfilled and compacted in accordance with Section 203 of the Standard Specifications. Removal of sign, post, and footing and backfilling will be paid using the removal of sign pay item.

TRAFFIC SIGNALS

Vehicle loop detectors at desired locations shall be replaced with radar detection sensors. Radar units shall be installed per manufacturer's recommendations. Existing EPAC controllers shall be replaced with new controllers and existing EPAC controllers are to be salvaged and delivered to MDOT Signal Shop (601-359-1493). It is the responsibility of the Contractor to coordinate delivery of existing EPAC controllers with MDOT personnel to the MDOT signal shop. Contractor shall also be responsible for transferring existing controller data to the new controllers. Contractor may remove existing detection loop cable, if necessary. Cable quantities may be adjusted based on radar locations per manufacturer recommendations. Removal of vehicle loop detection cable shall be absorbed into other items bid.

In order to prevent long term disruptions of normal signal timing operations, the signal work must be completed prior to milling/paving activities in the applicable areas**.** Concurrent milling/paving and signal replacement operations will be allowed provided the established signal operations are not affected.

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 907-618-A: Maintenance of Traffic. Fluorescent orange sheeting shall be used on all construction and traffic control signs except those designated in the plans to be black legend and border on white background.

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

The Contractor shall on a daily basis, remove all debris from within the roadway and a 30-foot clear zone which, in the opinion of the Engineer, is a hazard to the traveling public. This activity shall begin with the beginning of work or the beginning of the contract time, whichever comes first. No direct payment will be made for the debris removal. The cost shall be included in the prices of items bid. Failure of the Contractor to remove 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. As described in the applicable Notice-To-Bidders, final project cleanup is required and will be completed prior to the scheduling of the final inspection.

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

Potholes that may exist or occur in the existing pavement are to be patched in a timely manner. 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 907-618-A: Maintenance of Traffic.

MISCELLANEOUS NOTES

It shall be the responsibility of the Contractor to protect existing structures such as pipes, aprons, signs, utilities, etc. from damage occurring as a result of construction activities. 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 replacements and or repairs resulting from such damages.

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 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.

The concrete curb must be replaced on the shoulder of the right lane of the eastbound lanes at Sta. 40+00 using pay item 609-B: Concrete Curb, Doweled. The Contractor shall place 12.5-mm, MT, Leveling asphalt before beginning the construction of the new concrete curb.

A slotted curb shall be placed at different locations mentioned in the attached table. White delineators will be removed in these locations using pay item 202-B: Removal of Delineator, All Types and will be replaced with a slotted curb using pay item 609-B: Concrete Curb, Special Design. The face of the slotted curbs shall be painted with at least two (2) coats of white traffic paint with glass beads being required in the top coat. The cost associated with the painting of the new curb is to be included in other items bid.

Contractor shall be responsible for collecting existing parking area layouts and laying out the parking areas on the new pavement.

An asphalt island will be removed at STA. 103+00 using the pay item 202-B: Removal of Island Pavement, All Types.

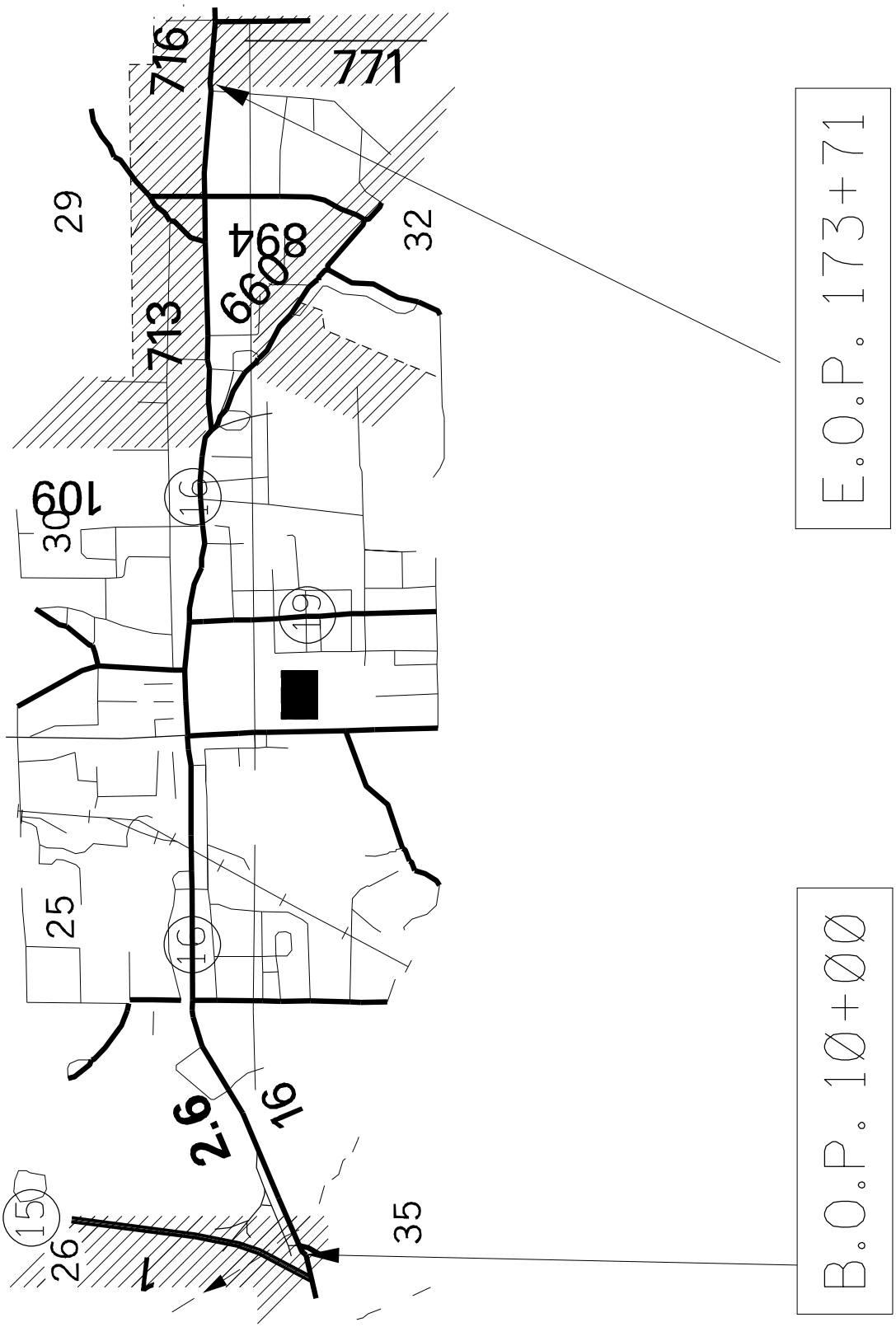
There is a railroad crossing located at Sta. 68+00 approximately 0.11 miles from the intersection of SR 16/Line Avenue. The Contractor will be required to comply with all applicable Railway-Highway Provisions.

The Contractor shall coordinate with the Contractor from adjacent project(s) in implementing the traffic control plan as directed by the Engineer. All conflicting signs shall be covered or removed as directed by the Engineer.

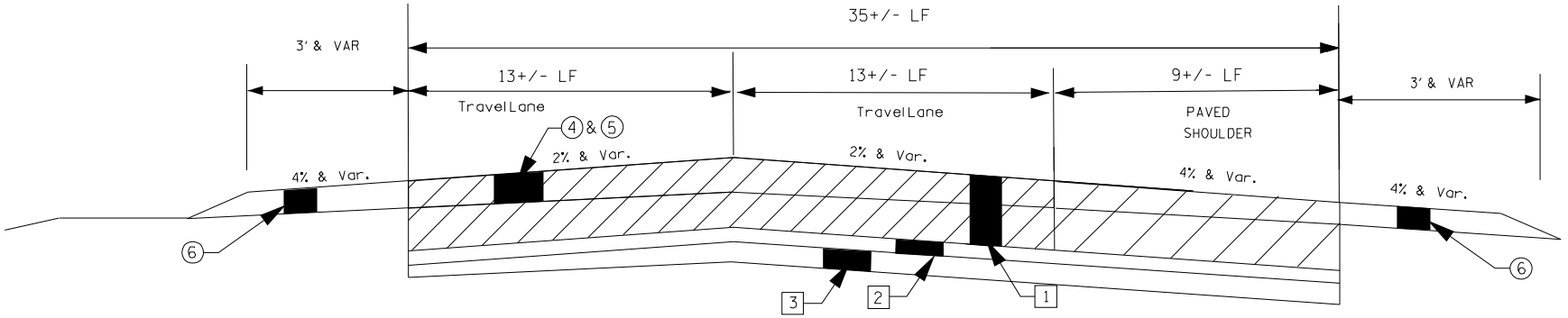
SP-0024-04(030)/109011-301000

SR 16 NESHOBA COUNTY

PROJECT MAP



SR 16 - NESHOBA COUNTY
TYPICAL SECTION - MILL & OVERLAY - 4 LANE
STATIONS: 10+00 - 20+28 EAST BOUND



EXISTING

[1] 6 1/2" - 8" HMA Existing Thickness

[2] 5" JRCP

[3] Untreated Granular Material

PROPOSED

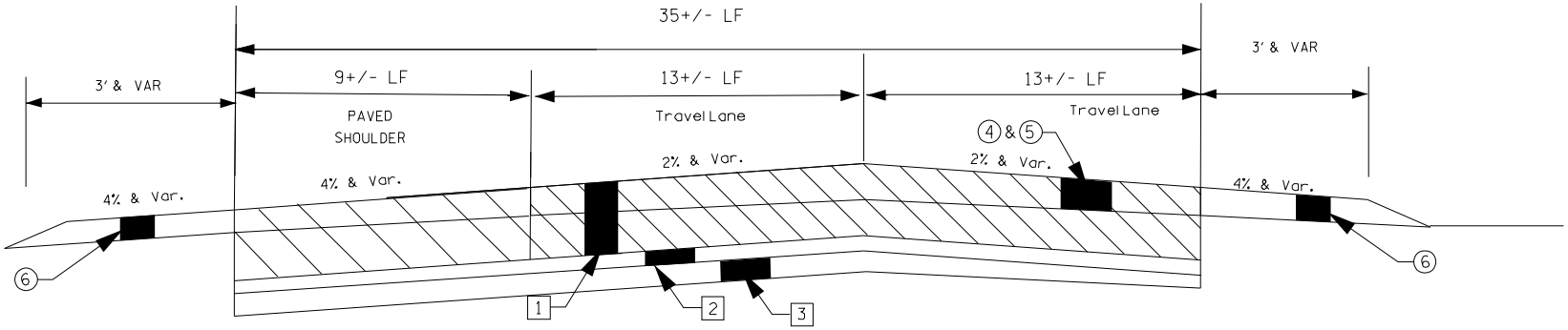
(4) 1 1/2" Fine Milling (Correct to 2% Normal Crown Where Needed)

(5) 1 1/2" 9.5mm MT Asphalt Pavement

(6) Varible Depth Crushed Limestone (As Directed)

Notes: Prior to Milling, and Overlay, repair any failed areas full depth using 12.5mm, MT, Asphalt Pavement, Leveling.

SR 16 - NESHOBA COUNTY
TYPICAL SECTION - MILL & OVERLAY - 4 LANE
STATIONS: 10+00 - 20+28 WEST BOUND



EXISTING

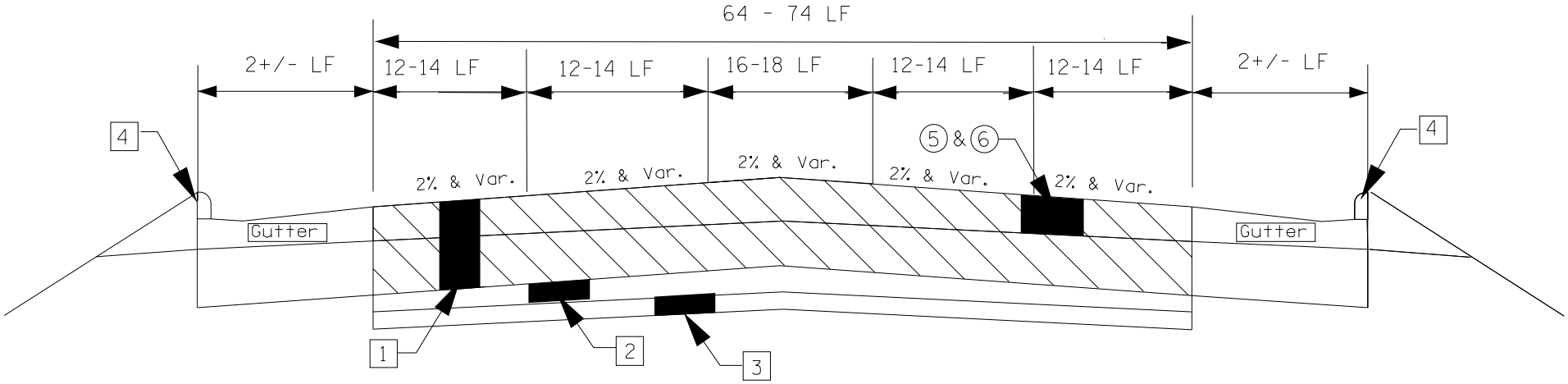
1. 13 3/8" - 15" HMA Existing Thickness
2. 5" JRCP
3. Untreated Granular Material

PROPOSED

4. 1 1/2" Fine Milling (Correct to 2% Normal Crown Where Needed)
5. 1 1/2" 9.5mm MT Asphalt Pavement
6. Varible Depth Crushed Limestone (As Directed)

Notes: Prior to Milling, and Overlay, repair any failed areas full depth using 12.5mm, MT, Asphalt Pavement, Leveling.

SR 16 - NESHOBA COUNTY
TYPICAL SECTION - MILL & OVERLAY
5 LANE WITH CONCRETE CURB
EAST AND WEST BOUND
STATIONS: 20+28-33+06;138+00-162+00



EXISTING

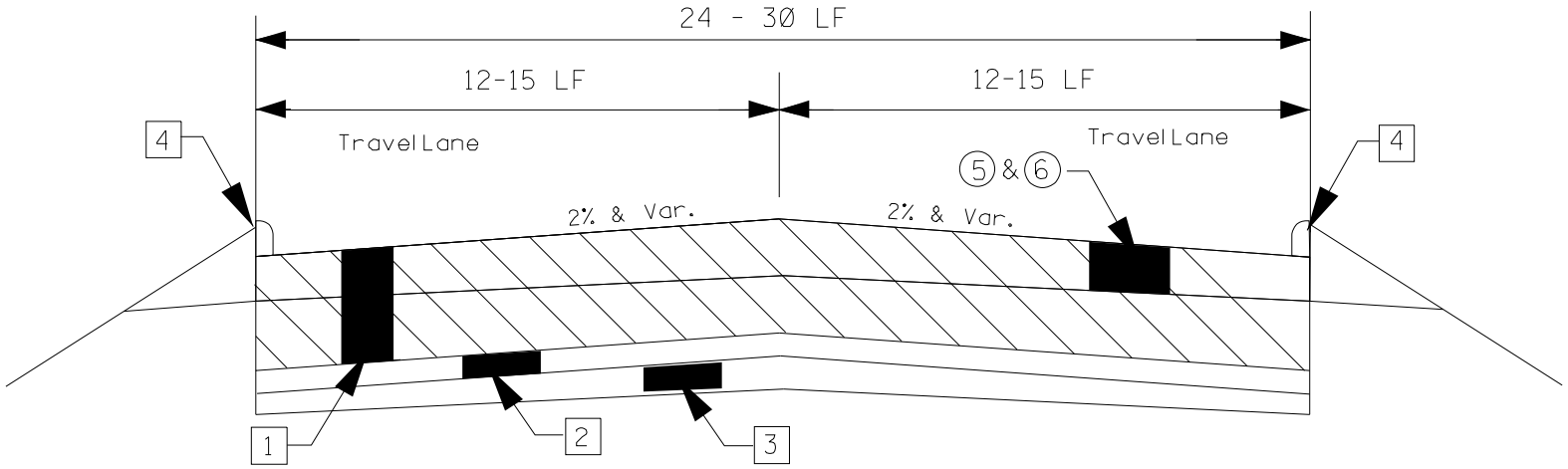
1. 13 3/8" - 15" HMA Existing Thickness
2. 5" JRCP
3. Untreated Granular Material
4. Concrete Curb & Gutter

PROPOSED

5. 1 1/2" Fine Milling (Correct to 2% Normal Crown Where Needed)
6. 1 1/2" 9.5mm MT Asphalt Pavement

Notes: Prior to Milling, and Overlay, repair any failed areas full depth using 12.5mm, MT, Asphalt Pavement, Leveling.

SR 16 - NESHOBA COUNTY
TYPICAL SECTION - MILL & OVERLAY
2 LANE WITH CONCRETE CURB
STATIONS: 33+06-62+35; 102+65-109+40 EAST BOUND



EXISTING

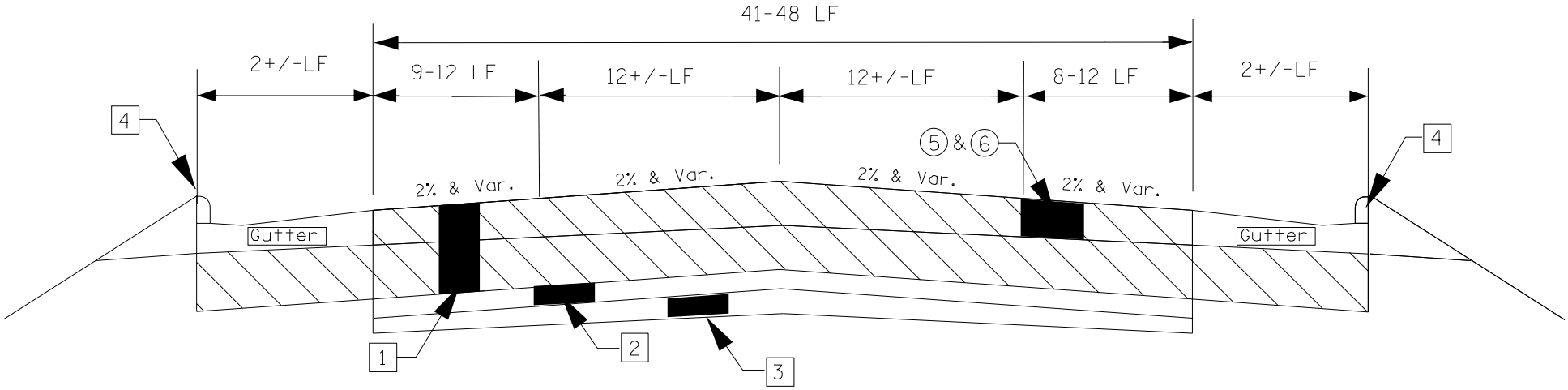
1. 6 1/2" - 8" HMA Existing Thickness
2. 5" JRCP
3. Untreated Granular Material
4. Concrete curb

PROPOSED

5. 1 1/2" Fine Milling (Correct to 2% Normal Crown Where Needed)
6. 1 1/2" 9.5mm MT Asphalt Pavement

Notes: Prior to Milling, and Overlay, repair any failed areas full depth using 12.5mm, MT, Asphalt Pavement, Leveling.

SR 16 - NESHOBA COUNTY
TYPICAL SECTION - MILL & OVERLAY
4 LANE WITH CONCRETE CURB & GUTTER
STATIONS: 62+35 - 102+65 EAST BOUND



EXISTING

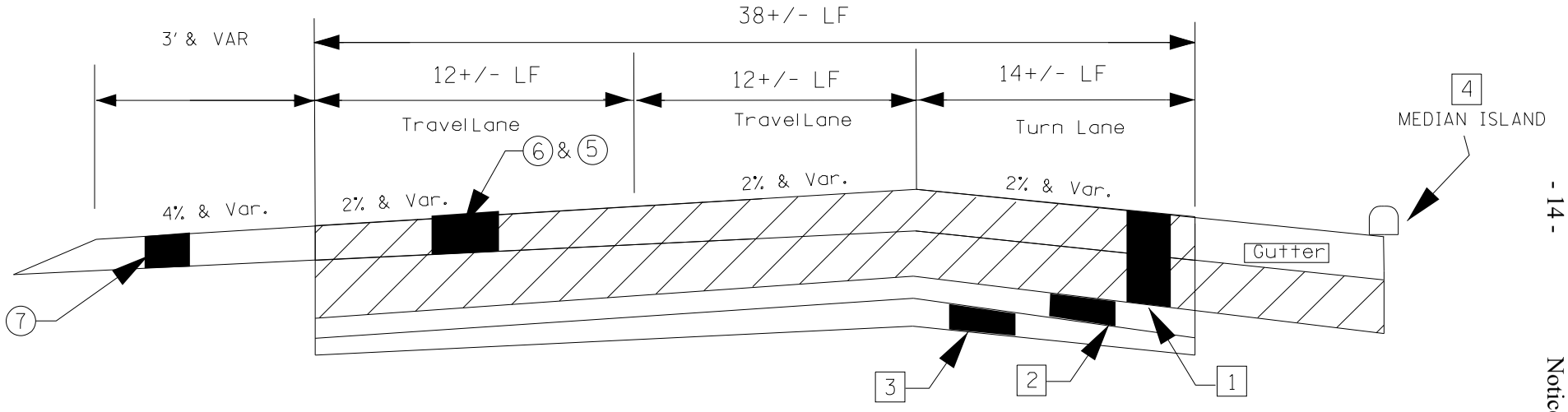
1. 6 1/2" - 8" HMA Existing Thickness
2. 5" JRCP
3. Untreated Granular Material
4. Concrete Curb & Gutter

PROPOSED

5. 1 1/2" Fine Milling (Correct to 2% Normal Crown Where Needed)
6. 1 1/2" 9.5mm MT Asphalt Pavement

Notes: Prior to Milling, and Overlay, repair any failed areas full depth using 12.5mm, MT, Asphalt Pavement, Leveling.

SR 16 - NESHOBA COUNTY
TYPICAL SECTION - MILL & OVERLAY
3-LANE WITH MEDIAN ISLAND & NON PAVED SHOULDER
STATIONS: 32+25 - 38+00 WEST BOUND



EXISTING

1. 13 3/8" - 15" HMA Existing Thickness
2. 5" JRCP
3. Untreated Granular Material
4. MEDIAN ISLAND & GUTTER

PROPOSED

5. 1 1/2" Fine Milling (Correct to 2% Normal Crown Where Needed)
6. 1 1/2" 9.5mm MT Asphalt Pavement
7. Varible Depth Crushed Limestone (As Directed)

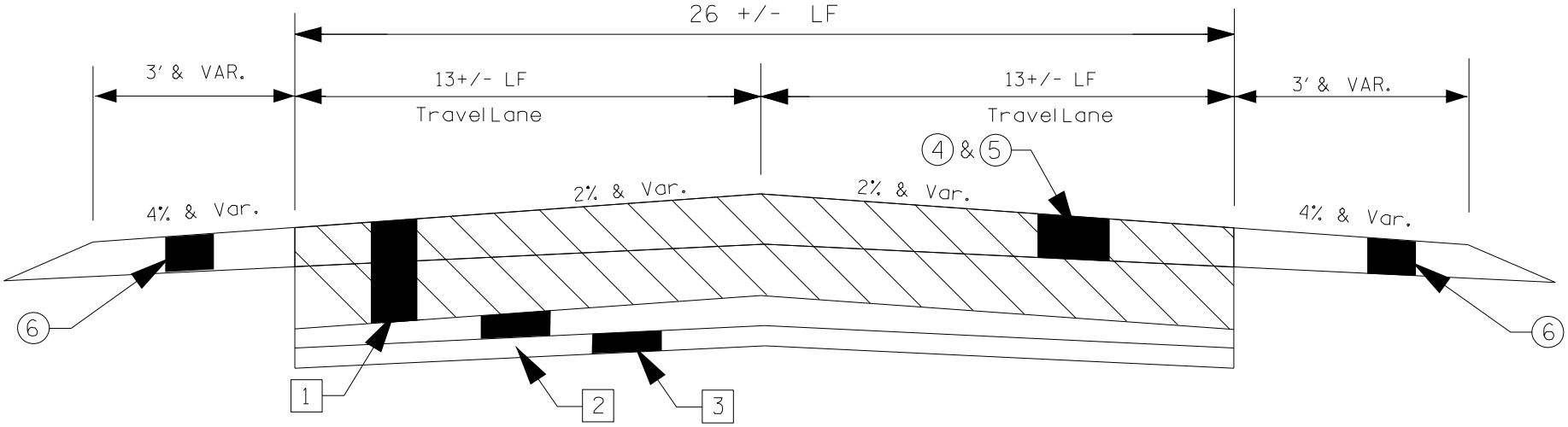
Notes: Prior to Milling, and Overlay, repair any failed areas full depth using 12.5mm, MT, Asphalt Pavement, Leveling.

SR 16 - NESHOBA COUNTY

TYPICAL SECTION - MILL & OVERLAY

2-LANE WITHOUT CURBS

STATIONS: 38+00-63+30 WEST BOUND



EXISTING

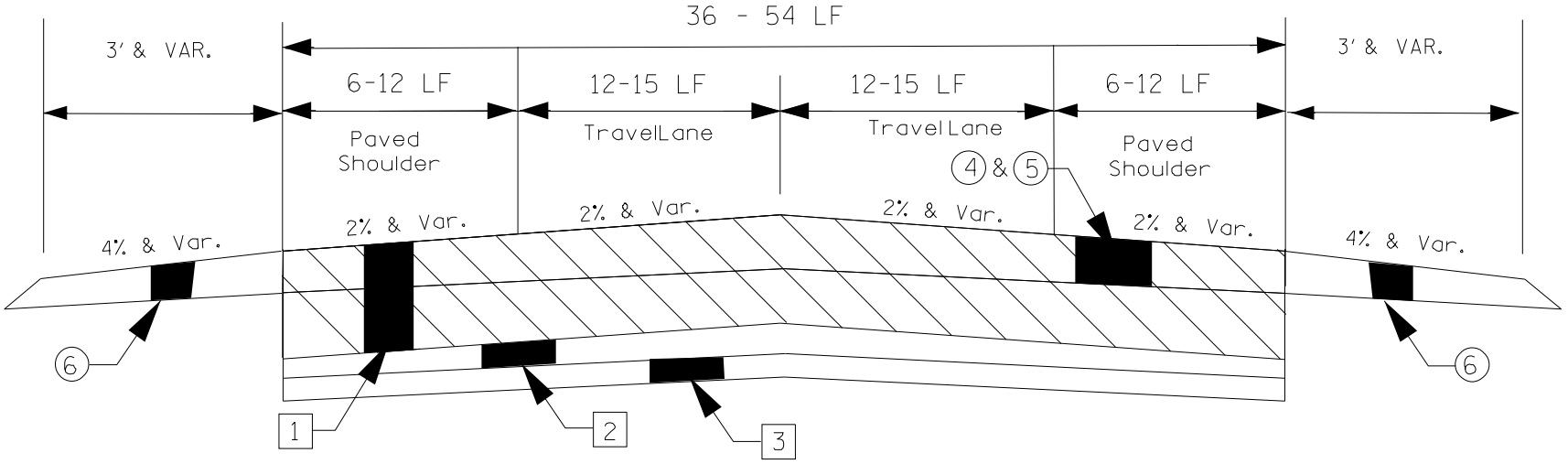
1. 13 3/8" - 15" HMA Existing Thickness
2. 5" JRCP
3. Untreated Granular Material

PROPOSED

4. 1½" Fine Milling (Correct to 2% Normal Crown Where Needed)
5. 1 1/2" 9.5mm MT Asphalt Pavement
6. Varible Depth Crushed Limestone (As Directed)

Notes: Prior to Milling, and Overlay, repair any failed areas full depth using 12.5mm, MT, Asphalt Pavement, Leveling.

SR 16 - NESHOBA COUNTY
TYPICAL SECTION - MILL & OVERLAY
2-LANE PAVED SHOULDERS WITHOUT CURBS
STATIONS: 63+30 - 84+00 WEST BOUND



EXISTING

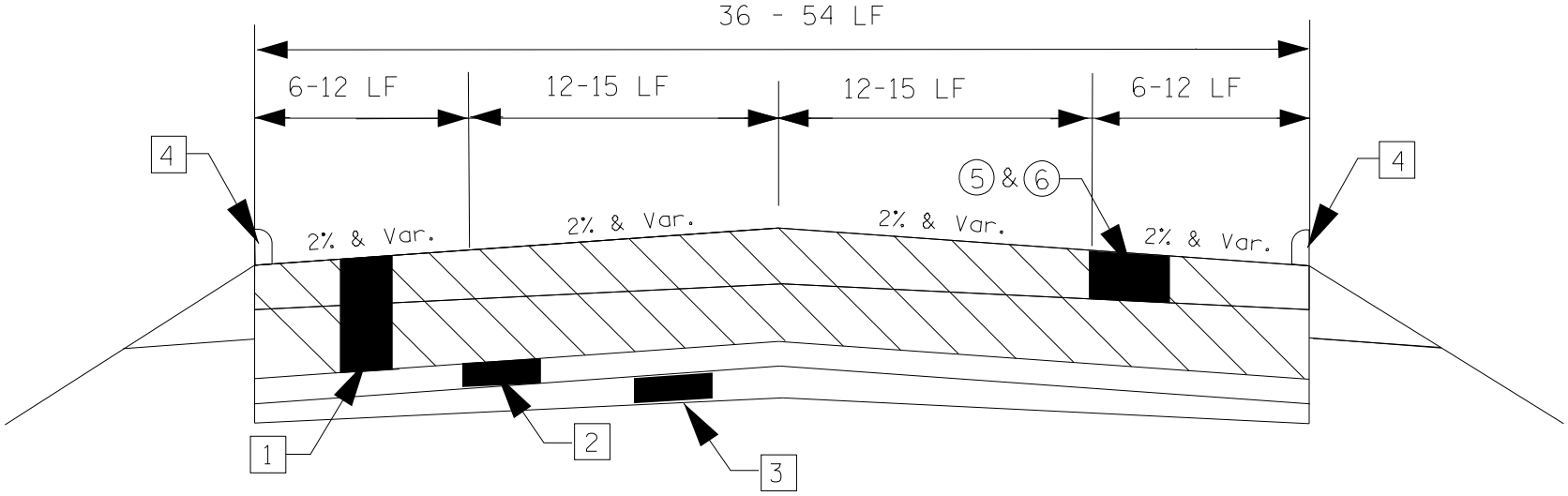
1. 13 3/8"-15" HMA Existing Thickness
2. 5" JRCP
3. Untreated Granular Material

PROPOSED

4. 1 1/2" Fine Milling (Correct to 2% Normal Crown Where Needed)
5. 1 1/2" 9.5mm MT Asphalt Pavement
6. Varible Depth Crushed Limestone (As Directed)

Notes: Prior to Milling, and Overlay, repair any failed areas full depth using 12.5mm, MT, Asphalt Pavement, Leveling.

SR 16 - NESHOBA COUNTY
TYPICAL SECTION - MILL & OVERLAY
4 LANE WITH CONCRETE CURB
STATIONS: 84+00-103+86 WEST BOUND



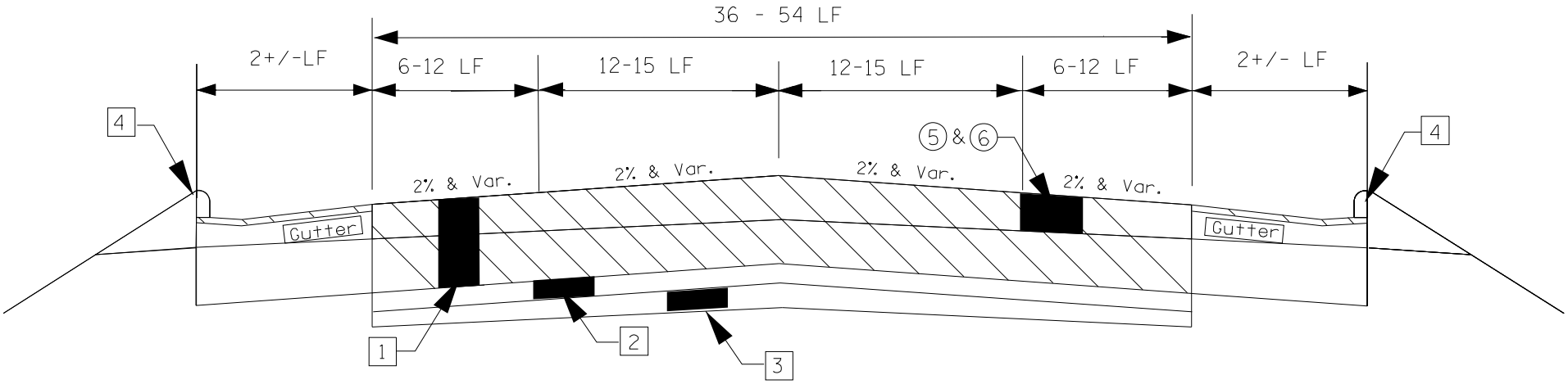
EXISTING

PROPOSED

1. 13 3/8" - 15" HMA Existing Thickness
2. 5" JRCP
3. Untreated Granular Material
4. Concrete curb
5. 1 1/2" Fine Milling (Correct to 2% Normal Crown Where Need)
6. 1 1/2" 9.5mm MT Asphalt Pavement

Notes: Prior to Milling, and Overlay, repair any failed areas full depth using 12.5mm, MT, Asphalt Pavement, Leveling.

SR 16 - NESHOBA COUNTY
TYPICAL SECTION - MILL & OVERLAY
4 LANE WITH CONCRETE CURB
STATIONS: 103+86-109+40 WEST BOUND



EXISTING

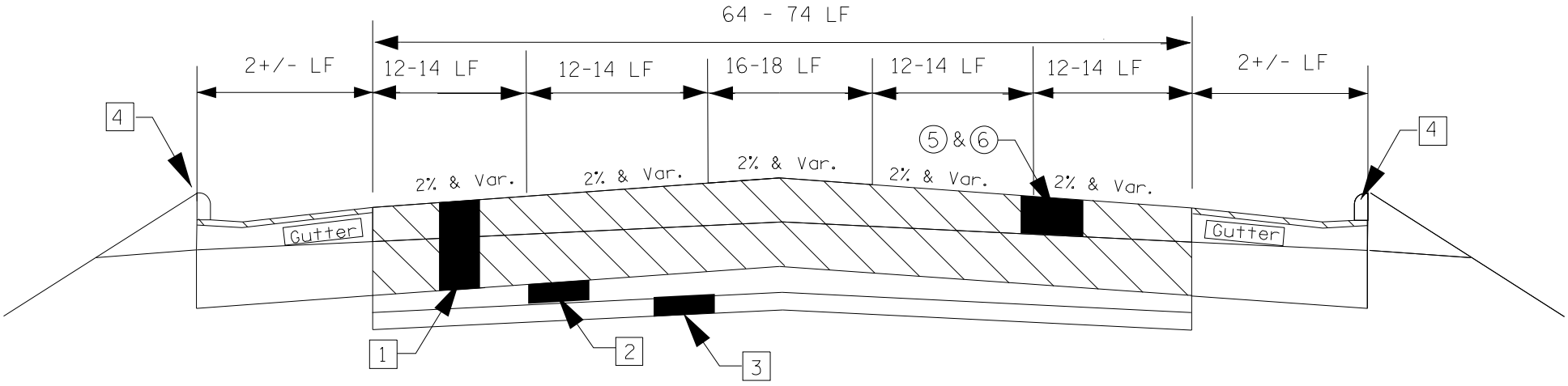
1. 13 3/8" - 15" HMA Existing Thickness
2. 5" JRCP
3. Untreated Granular Material
4. Concrete curb

PROPOSED

5. 1 1/2" Fine Milling (Correct to 2% Normal Crown Where Needed)
6. 1 1/2" 9.5mm MT Asphalt Pavement

Notes: Prior to Milling, and Overlay, repair any failed areas full depth using 12.5mm, MT, Asphalt Pavement, Leveling.

SR 16 - NESHOBA COUNTY
TYPICAL SECTION - MILL & OVERLAY
5 LANE WITH CONCRETE CURB & GUTTER
EAST AND WEST BOUND
STATIONS: 109+40-134+05



EXISTING

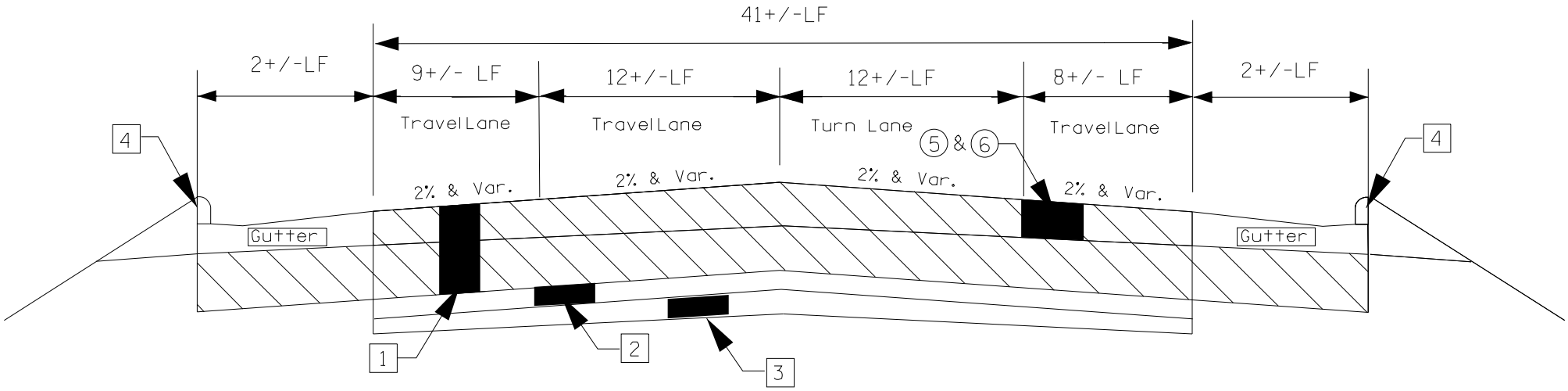
1. 13 3/8" - 15" HMA Existing Thickness
2. 5" JRCP
3. Untreated Granular Material
4. Concrete Curb & Gutter

PROPOSED

5. 1 1/2" Fine Milling (Correct to 2% Normal Crown Where Needed)
6. 1 1/2" 9.5mm MT Asphalt Pavement

Notes: Prior to Milling, and Overlay, repair any failed areas full depth using 12.5mm, MT, Asphalt Pavement, Leveling.

SR 16 - NESHOBA COUNTY
TYPICAL SECTION - MILL & OVERLAY
4 LANE WITH CONCRETE CURB & GUTTER
EAST AND WEST BOUND
STATIONS: 134+05 - 138+00



EXISTING

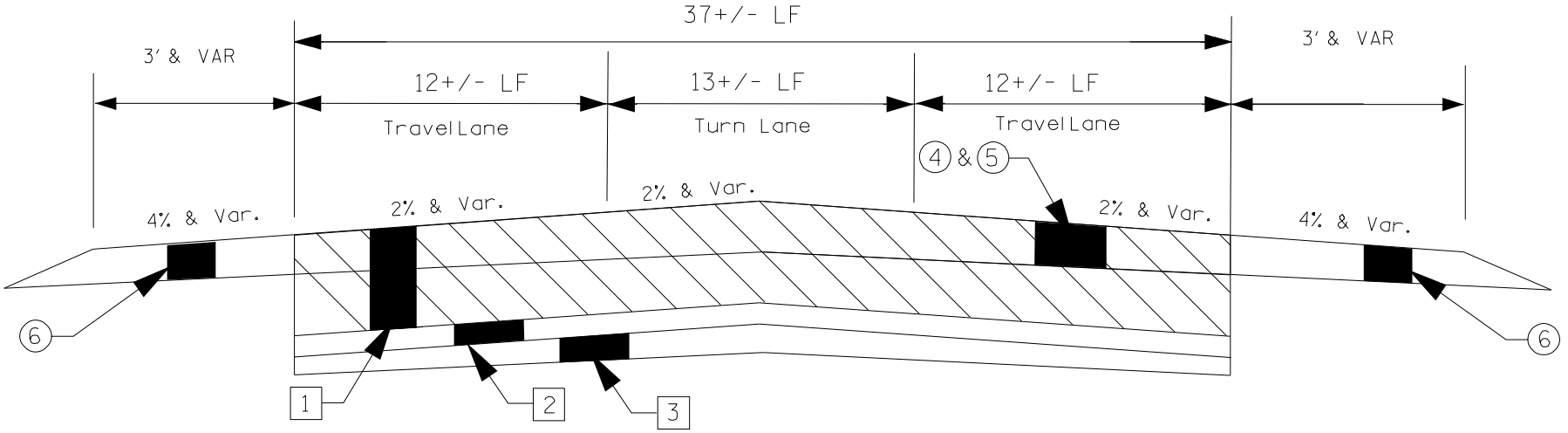
1. 13 3/8" - 15" HMA Existing Thickness
2. 5" JRCP
3. Untreated Granular Material
4. Concrete Curb & Gutter

PROPOSED

5. 1 1/2" Fine Milling (Correct to 2% Normal Crown Where Needed)
6. 1 1/2" 9.5mm MT Asphalt Pavement

Notes: Prior to Milling, and Overlay, repair any failed areas full depth using 12.5mm, MT, Asphalt Pavement, Leveling.

SR 16 - NESHOBA COUNTY
TYPICAL SECTION - MILL & OVERLAY
3 LANE WITHOUT CURBS
EAST AND WEST BOUND
STATIONS: 162+00 - 173+71



EXISTING

[1] 13 3/8" - 15" HMA Existing Thickness

[2] 5" JRCP

[3] Untreated Granular Material

PROPOSED

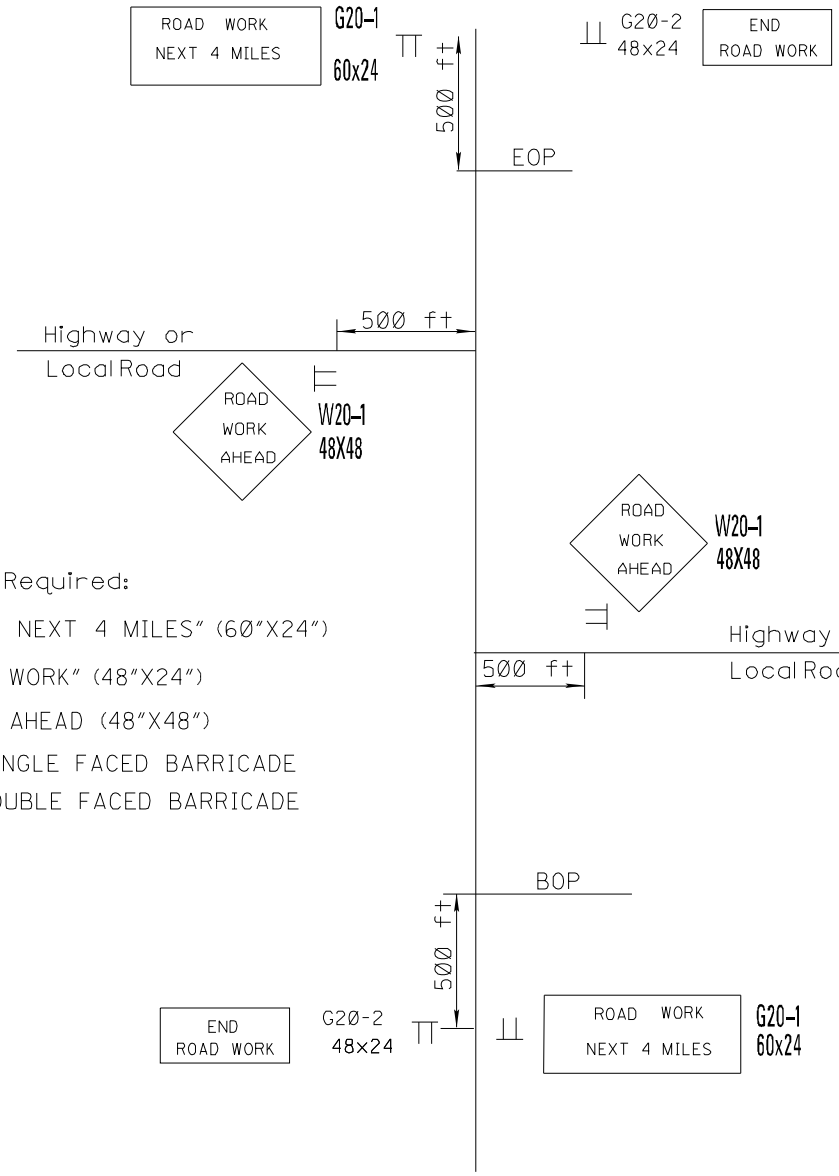
(4) 1 1/2" Fine Milling (Correct to 2% Normal Crown Where Needed)

(5) 1 1/2" 9.5mm MT Asphalt Pavement

(6) Varible Depth Crushed Limestone (As Directed)

Notes: Prior to Milling, and Overlay, repair any failed areas full depth using 12.5mm, MT, Asphalt Pavement, Leveling.

SR 16 NESHOBA COUNTY
CONSTRUCTION SIGNING



Traffic Control Signs Required:

3 - G20-1 "ROAD WORK NEXT 4 MILES" (60"X24")

3 - G20-2 "END ROAD WORK" (48"X24")

14 - W20-1 ROAD WORK AHEAD (48"X48")

4 - 619-G TYPE III SINGLE FACED BARRICADE

2 - 619-G TYPE III DOUBLE FACED BARRICADE

NOTES: (1) One (1) W20-1 "ROAD WORK AHEAD" Sign is Required at each Local Road, Street or Highway Entering the Project.

(2) G20-1 and G20-2 signs mounted on Type III Single Faced Barricade, and Type III Double Faced Barricade.

(3) Placement of W20-1 signs on intersecting roads may vary from typical shown as conditions warrant and location is to be determined by the Engineer.

SR 16 Failed Area Locations										
Location	Sta.	To	Sta.	Length (FT)	Width (FT)	Area (SF)	202-B009 Removal of Asphalt Pavement, Failed Areas (SY)	503-C010 Saw Cut, Full Depth (LF)	403-B002 12.5mm, MT, Asphalt Pavement, Leveling (TONS)	Remarks
East Bound										
RRL	33+20		34+54	134	12	1,608	178.7	304	80.8	
RRL	34+98		35+16	18	3	54	6.0	42	2.7	on Shoulder
RRL	35+20		35+77	57	3	171			8.6	on Shoulder
LRL	45+97		46+09	12	8	96	10.7	40	4.8	
RRL	47+86		48+83	97	12	1,164	129.3	230	58.5	
RRL	62+03		62+19	16	7	112	12.4	122	5.6	
LRL & RRL	76+83		76+94	11	24	264	29.3	81	13.3	
LRL	80+37		80+48	11	6	66	7.3	34	3.3	
LRL	81+47		81+60	13	12	156	17.3	37	7.8	on Shoulder
LRL	104+07		104+18	11	7	77	8.6	36	3.9	
West Bound										
LLL	32+23		33+09	86	10	860	95.6	192	80.6	portion of Salters Ave.
LLL	32+25		34+29	204	12	2,448	272.0	456	229.5	
LLL	44+88		44+94	6	5	30	3.3	16	2.8	
LLL	52+03		52+23	20	5	100	11.1	30	9.4	
LLL	66+41		66+57	16	11	176	19.6	54	16.5	
RLL & LLL	73+33		74+22	89	17	1,513	168.1	212	141.8	
RLL & LLL	91+50		91+57	7	24	168	18.7	62	15.8	
LLL	103+50		103+72	22	6	132	14.7	56	12.4	
LLL	123+17		123+27	10	12	120	13.3	44	11.3	
PECAN AVE.	0+00		0+00	81	6	486	54.0	174	45.6	Right Lane NB
HOLLAND AVE.	0+00		0+00	12	6	72	8.0	36	6.8	Right Lane NB
						Total =	1078	2258	762	
Additional Quantities To Be Used As Directed By The Engineer:						**Total =**	108	226	76	
Note: Locations and Measurements are Approximate and may Vary With Field Conditions										
						DEPTH = Variable				

Removal of Curb			
LOCATION	STATION	HWY 16 (THROUGH PHILADELPHIA)	REMARKS
		202-B092: Removal of Curb, All Types (LINEAR FEET)	
Right of Right Lane	35+20	80	Concrete Curb
Left of Left Lane	36+00	40	White Plastic Curb with Delinaetors
TOTAL		120	

Slotted Curb			
LOCATION	STATION	HWY 16 (THROUGH PHILADELPHIA)	REMARKS
		609-B003: Concrete Curb, Special Design (LINEAR FEET)	
Left of Left Lane	36+00	40	
Right of Right Lane	102+00	110	
TOTAL		150	

SUMMARY OF MAN HOLES AND WATER VALVES				
LOCATION	STATION	HWY 16 (THROUGH PHILADELPHIA)		REMARKS
		MANHOLE	WATER VALVE	
LEFT OF RIGHT LANE	52+80	1	0	EASTBOUND
RIGHT OF RIGHT LANE	57+00	0	1	EASTBOUND
LEFT OF RIGHT LANE	58+50	1	0	EASTBOUND
RIGHT OF RIGHT LANE	60+50	0	1	EASTBOUND
LEFT OF RIGHT LANE	60+80	1	0	EASTBOUND
RIGHT OF RIGHT LANE	73+11	1	0	EASTBOUND
LEFT OF RIGHT LANE	86+05	1	0	EASTBOUND
LEFT OF RIGHT LANE	88+40	1	0	EASTBOUND
RIGHT OF RIGHT LANE	89+70	1	0	EASTBOUND
LEFT OF RIGHT LANE	92+50	1	0	EASTBOUND
LEFT OF RIGHT LANE	93+90	1	0	EASTBOUND
RIGHT OF RIGHT LANE	98+70	1	0	EASTBOUND
WILLIAMSON AVE.	167+15	0	1	EASTBOUND
WILLIAMSON AVE.	167+00	1	0	WESTBOUND
LEFT OF LEFT LANE	101+87	1	0	WESTBOUND
RIGHT OF LEFT LANE	94+00	1	0	WESTBOUND
LEFT OF LEFT LANE	93+50	1	0	WESTBOUND
RIGHT OF LEFT LANE	91+25	1	0	WESTBOUND
LEFT OF LEFT LANE	88+50	1	0	WESTBOUND
LEFT OF LEFT LANE	86+00	1	0	WESTBOUND
LEFT OF LEFT LANE	83+70	1	0	WESTBOUND
RIGHT OF LEFT LANE	77+05	1	0	WESTBOUND
LEFT OF LEFT LANE	77+00	1	0	WESTBOUND
LEFT OF LEFT LANE	71+00	1	0	WESTBOUND
RIGHT OF LEFT LANE	67+00	1	0	WESTBOUND
RIGHT OF LEFT LANE	63+00	1	0	WESTBOUND
RIGHT OF LEFT LANE	55+00	1	0	WESTBOUND
TOTAL		24	3	

SUMMARY OF INLETS			
LOCATION	STATION	HWY 16 (THROUGH PHILADELPHIA) INLETS	REMARKS
RIGHT OF RIGHT LANE	35+20	1	EASTBOUND
RIGHT OF RIGHT LANE	36+04	1	EASTBOUND
LEFT OF RIGHT LANE	55+04	1	EASTBOUND
RIGHT OF RIGHT LANE	76+85	1	EASTBOUND
RIGHT OF RIGHT LANE	77+05	1	EASTBOUND
LEFT OF RIGHT LANE	81+45	1	EASTBOUND
RIGHT OF RIGHT LANE	81+65	1	EASTBOUND
RIGHT OF LEFT LANE	96+52	1	WESTBOUND
RIGHT OF LEFT LANE	96+32	1	WESTBOUND
RIGHT OF LEFT LANE	84+00	1	WESTBOUND
LEFT OF LEFT LANE	60+84	1	WESTBOUND
LEFT OF LEFT LANE	48+16	1	WESTBOUND
LEFT OF LEFT LANE	47+04	1	WESTBOUND
LEFT OF LEFT LANE	46+02	1	WESTBOUND
LEFT OF LEFT LANE	39+73	1	WESTBOUND
TOTAL		15	

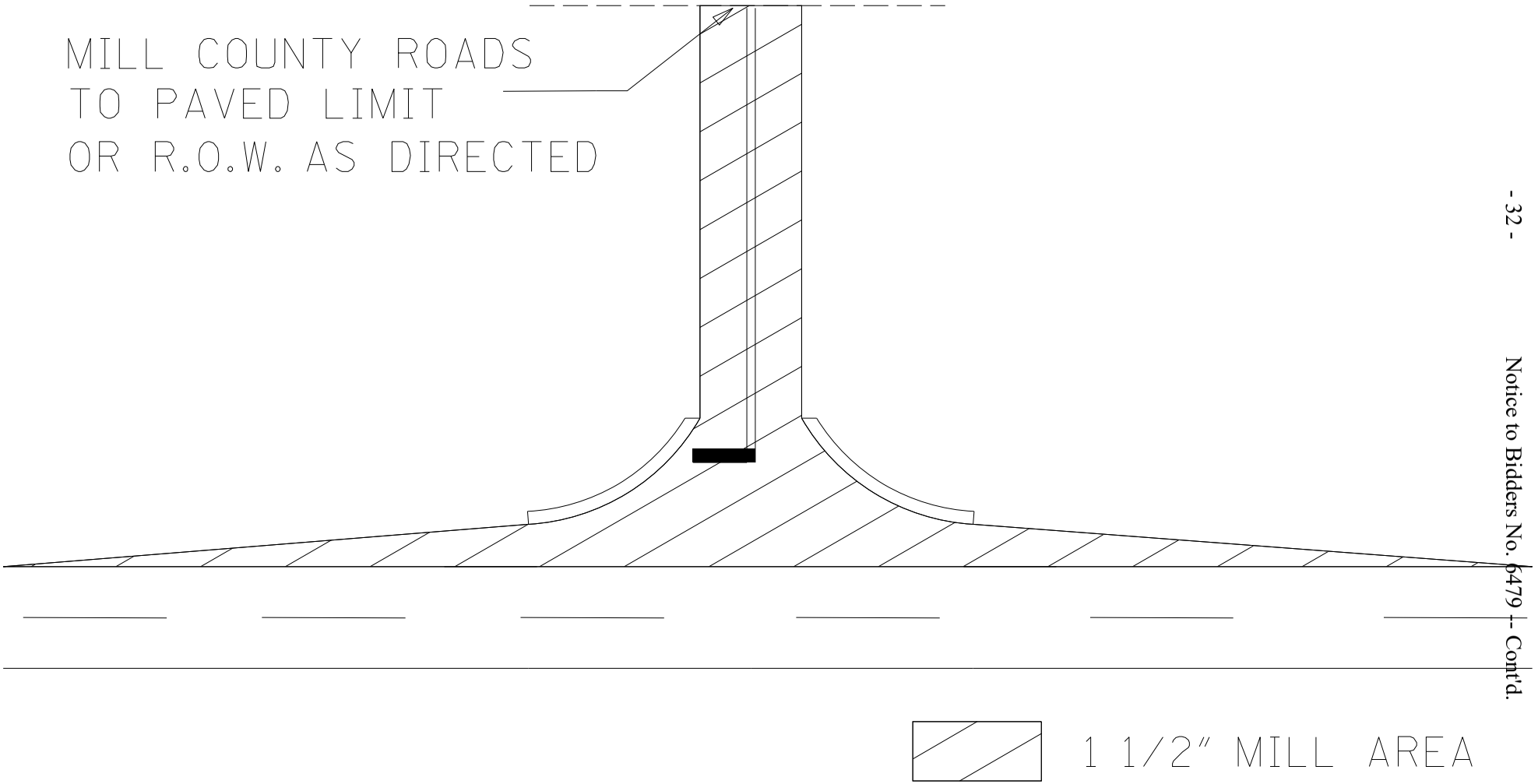
TRAFFIC SIGNAL RADAR DETECTION CHART								
Signal Number	Intersection Name	Detection Zone Location	Phase #	Detection Zone Size	STOPBAR Radar Units	Radar Cable (ft)	Existing Controller Type	Existing Pole Configuration
1	MS 16 at Walmart/Salters Ave	WB Left Turn Lane	1	6'X50'	1	120	Existing M34 Controller (New Controller Required)	Steel Strain Poles Spanwire
		WB Thru Lanes	6	6'X50'				
		EB Left Turn Lane	5	6'X50'	1	150		
		EB Thru Lanes	2	6'X50'				
		NB Lanes	8	6'X50'	1	50		
		SB Lanes	4	6'X50'	1	120		
2	Beacon St at Lewis Ave	SB Lanes	3	6'X50'	1	80	Existing M34 Controller (New Controller Required)	Mast Arm Poles
		WB Lanes	4	6'X50'				
		NB Lanes	3	6'X50'	1	40		
	Main St at Lewis Ave	SB Lanes	1	6'X50'	1	350		
		NB Lanes	1	6'X50'	1	350		
		EB Lanes	2	6'X50'				
3	Main St at Byrd Ave	SB Lanes	1	6'X50'	1	320	Existing M34 Controller (New Controller Required)	Mast Arm Poles
		NB Lanes	1	6'X50'	1	320		
		EB Lanes	2	6'X50'				
	Main St at Center Ave	SB Lanes	3	6'X50'	1	40		
		NB Lanes	3	6'X50'	1	45		
		EB Lanes	4	6'X50'				
4	Beacon St at Byrd Ave	SB Lanes	3	6'X50'	1	120	Existing M34 Controller (New Controller Required)	Mast Arm Poles
		NB Lanes	3	6'X50'	1	45		
		WB Lanes	4	6'X50'				
	Beacon St at Center Ave	NB Lanes	1	6'X50'	1	320		
		SB Lanes	1	6'X50'	1	230		
		WB Lanes	2	6'X50'				
5	Main St at Pecan Ave	SB Lanes	1	6'X50'	1	50	Existing M34 Controller (New Controller Required)	Mast Arm Poles
		NB Lanes	1	6'X50'	1	50		
		EB Lanes	2	6'X50'				
6	Beacon St at Pecan Ave	NB Lanes	1	6'X50'	1	45	Existing M34 Controller (New Controller Required)	Mast Arm Poles
		SB Lanes	1	6'X50'	1	40		
		WB Lanes	4	6'X50'				
7	Main ST at Holland Ave/ MS 19	SB Lanes	3	6'X50'	1	220	Existing M34 Controller (New Controller Required) Ovlp B = Ph 3 & 4	Mast Arm Poles
		NB Lanes	3	6'X50'	1	230		
		EB Lanes	2	6'X50'				
	Beacon St at Holland Ave/ MS 19	SB Lanes	4	6'X50'	1	120		
		NB Lanes	3	6'X50'	1	120		
		WB Lanes	2	6'X50'				
8	MS 16 at MS 486	SB Lanes	4	6'X50'	1	35	M60 Controller	Steel Strain Poles Spanwire
		EB Lanes	2	6'X50'				
		WB Lanes	2	6'X50'	1	120		
		NB Lanes	3	6'X50'				
9	Pecan Ave/ MS 19 at Myrtle St	SB Lane	2	6'X50'	1	40	Existing M34 Controller (New Controller Required)	Mast Arm Poles
		EB Lane	4	6'X50'	1	40		
		WB Lane	4	6'X50'	1	80		
		NB Lane	2	6'X50'	1	80		
10	Pecan Ave/ MS 19 at Byrd Ave	SB Lane	2	6'X50'	1	60	Existing M34 Controller (New Controller Required)	Mast Arm Poles
		EB Lane	4	6'X50'	1	40		
		WB Lane	3	6'X50'	1	40		
		NB Lane	2	6'X50'	1	40		
				Total	34	4150		

Stock No. & Description	Observation Notes	Support Damage	Recorded Route	Recorded County	County Log Mile	Support Type	Latitude	Longitude	Route Direction	Height (in.)	Width (in.)	Stock No.	Fed#	Sheeting
7526 - Dead End			MS16	Neshoba	11.261	U-Post	32.77059437	-89.12337271	E	30	30	7526	W14-1	0.080
8264 - One Way Left			MS16	Neshoba	11.261	U-Post	32.77070017	-89.12342157	E	12	36	8264	R6-1L	0.080
9019 - ONE WAY (LEFT)			MS16	Neshoba	11.279	U-Post	32.77087879	-89.12308914	E	18	54	9019	R6-1L	0.080
8264 - One Way Left			MS16	Neshoba	11.279	U-Post	32.77070788	-89.1230624	E	12	36	8264	R6-1L	0.080
8676 - Stop		Replace Support	MS16	Neshoba	11.285	Square Tube Post	32.77079296	-89.1230585	E	36	36	8676	R1-1	0.125
8676 - Stop			MS16	Neshoba	11.308	U-Post	32.77068569	-89.12260255	E	36	36	8676	R1-1	0.125
8273 - One Way Right			MS16	Neshoba	11.32	U-Post	32.77061162	-89.1223683	E	12	36	8273	R6-1R	0.080
8273 - One Way Right			MS16	Neshoba	11.472	U-Post	32.77080414	-89.11976789	E	12	36	8273	R6-1R	0.080
8312 - HWY-RAIL GRADE CROSSING ADVANCE WARNING			MS16	Neshoba	11.559	U-Post	32.77078684	-89.11830108	E	36	36	8312	W10-1	0.080
8676 - Stop			MS16	Neshoba	11.628	U-Post	32.77081377	-89.11709569	E	36	36	8676	R1-1	0.125
8273 - One Way Right			MS16	Neshoba	11.693	U-Post	32.77102337	-89.115959	E	12	36	8273	R6-1R	0.080
8264 - One Way Left			MS16	Neshoba	11.693	U-Post	32.77097324	-89.11596808	E	12	36	8264	R6-1L	0.080
8676 - Stop			MS16	Neshoba	11.693	U-Post	32.77103082	-89.11597254	E	36	36	8676	R1-1	0.125
8183 - No Right Turn			MS16	Neshoba	11.763	U-Post	32.77086243	-89.11477295	E	24	24	8183	R3-1	0.080
8676 - Stop			MS16	Neshoba	11.775	U-Post	32.77079665	-89.11461048	E	36	36	8676	R1-1	0.125
8264 - One Way Left			MS16	Neshoba	11.775	U-Post	32.7708682	-89.1146101	E	12	36	8264	R6-1L	0.080
8264 - One Way Left			MS16	Neshoba	11.896	U-Post	32.77111831	-89.11251063	E	12	36	8264	R6-1L	0.080
8273 - One Way Right			MS16	Neshoba	11.896	U-Post	32.77101773	-89.11249788	E	12	36	8273	R6-1R	0.080
8676 - Stop			MS16	Neshoba	11.896	U-Post	32.77100449	-89.11250582	E	36	36	8676	R1-1	0.125
8183 - No Right Turn			MS16	Neshoba	12.142	Other	32.77090343	-89.1083478	S	24	24	8183	R3-1	0.080
8264 - One Way Left			MS16	Neshoba	12.142	Other	32.77090088	-89.10830237	E	12	36	8264	R6-1L	0.080
8192 - No Trucks			MS16	Neshoba	12.176	U-Post	32.77081882	-89.10773977	E	24	24	8192	R5-2	0.080
8183 - No Right Turn			MS16	Neshoba	12.176	U-Post	32.77091647	-89.10767294	E	24	24	8183	R3-1	0.080
9020 - ONE WAY (RIGHT)			MS16	Neshoba	12.276	U-Post	32.77113359	-89.10601787	E	18	54	9020	R6-1R	0.080
8348 - Left Reverse Turn			MS16	Neshoba	12.305	U-Post	32.77106002	-89.10552127	E	30	30	8348	W1-3L	0.080
7608 - Do Not Enter			MS16	Neshoba	12.34	U-Post	32.77116481	-89.10496357	E	36	36	7608	R5-1	0.080
7608 - Do Not Enter			MS16	Neshoba	12.41	Round Pipe	32.77106306	-89.10391847	E	36	36	7608	R5-1	0.080
8129 - Route Marker	486		MS16	Neshoba	12.8	U-Post	32.77066631	-89.09715803	E	24	30	8129	M1-5	0.080
7628 - East			MS16	Neshoba	12.807	U-Post	32.77064108	-89.09697976	E	12	24	7628	M3-2	0.080
7628 - East			MS16	Neshoba	12.941	U-Post	32.77063731	-89.09474265	E	12	24	7628	M3-2	0.080
8676 - Stop			MS16	Neshoba	13.005	U-Post	32.77078798	-89.09364749	E	36	36	8676	R1-1	0.125

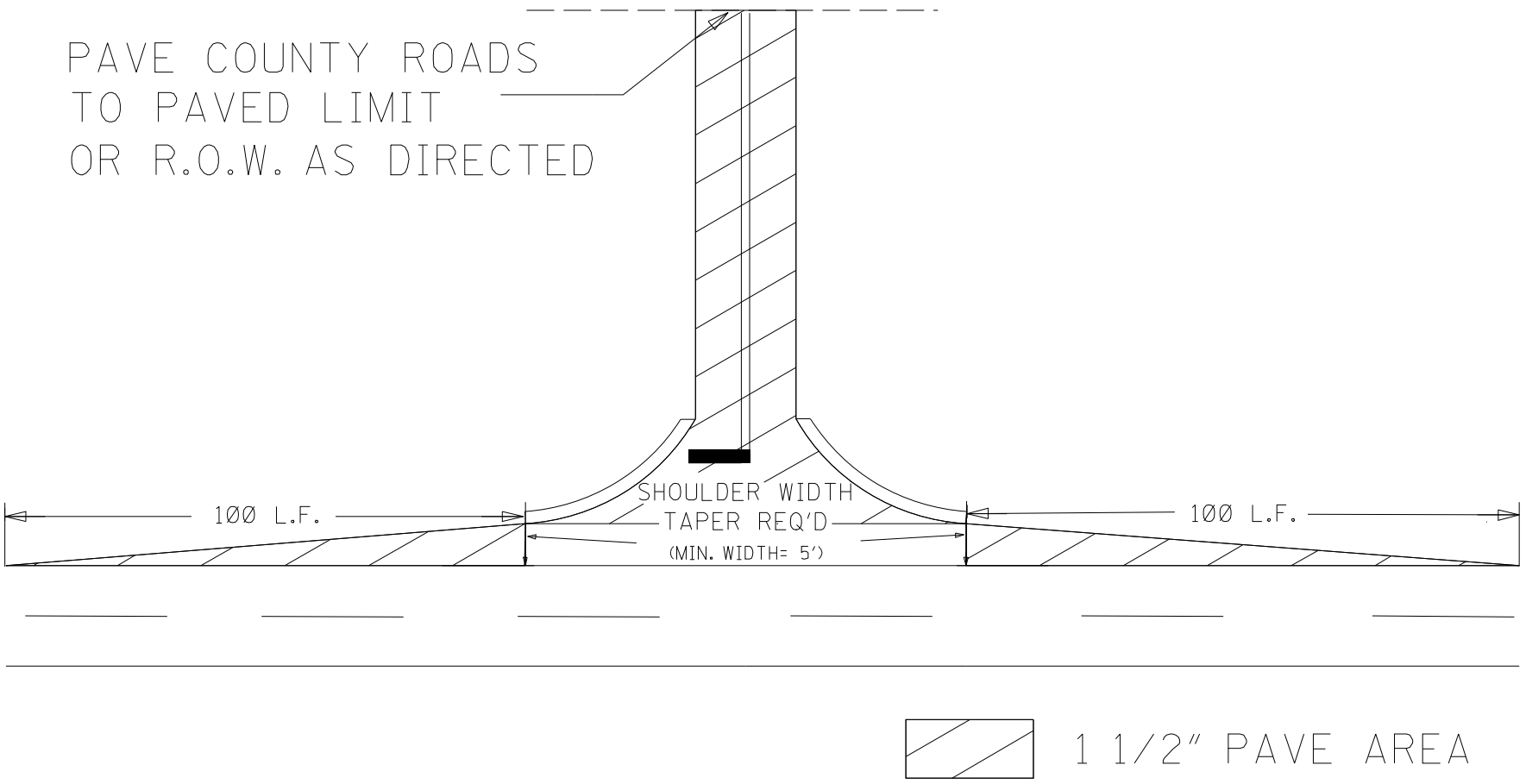
Stock No. & Description	Observation Notes	Support Damage	Recorded Route	Recorded County	County Log Mile	Support Type	Latitude	Longitude	Route Direction	Height (in.)	Width (in.)	Stock No.	Fed#	Sheeting
8156 - No Left Turn			MS19	Neshoba	17.3260	U-Post	32.77102877	-89.10631954	E	36	36	8156	R3-2	0.080

Stock No. & Description	Observation Notes	Support Damage	Recorded Route	Recorded County	County Log Mile	Support Type	Latitude	Longitude	Route Direction	Height (in.)	Width (in.)	Stock No.	Fed#	Sheeting
7442 - Up Arrow			MS16	Neshoba		Round Pipe	32.77182364	-89.10795842	W	15	21	7442	M6-3	0.080
8033 - Route Marker 21			MS16	Neshoba	12.166	Round Pipe	32.77182121	-89.10793054	W	24	24	8033	M1-5	0.080
7442 - Up Arrow			MS16	Neshoba	12.166	Round Pipe	32.77181598	-89.10794747	W	15	21	7442	M6-3	0.080
8675 - Stop			MS16	Neshoba		U-Post	32.77181287	-89.10916747	W	30	30	8675	R1-1	0.125
8273 - One Way Right			MS16	Neshoba	12.183	Round Pipe	32.77179044	-89.10762876	W	12	36	8273	R6-1R	0.080
8273 - One Way Right			MS16	Neshoba		U-Post	32.77178474	-89.10926336	W	12	36	8273	R6-1R	0.080
8676 - Stop			MS16	Neshoba		U-Post	32.77177526	-89.11244229	W	36	36	8676	R1-1	0.125
8273 - One Way Right			MS16	Neshoba		U-Post	32.77175901	-89.11249441	W	12	36	8273	R6-1R	0.080
8264 - One Way Left			MS16	Neshoba		U-Post	32.77173191	-89.10913841	W	12	36	8264	R6-1L	0.080
8615 - South			MS16	Neshoba	12.117	Round Pipe	32.77172154	-89.10874546	W	12	24	8615	M3-3	0.080
8676 - Stop			MS16	Neshoba	11.559	U-Post	32.7716845	-89.1183076	W	36	36	8676	R1-1	0.125
8264 - One Way Left			MS16	Neshoba	11.513	U-Post	32.771683	-89.11915	W	12	36	8264	R6-1L	0.080
8273 - One Way Right			MS16	Neshoba	11.559	U-Post	32.77168224	-89.11826947	W	12	36	8273	R6-1R	0.080
7424 - Right Or Left			MS16	Neshoba	11.658	Other	32.77166752	-89.11663829	W	15	21	7424	M6-1	0.080
8273 - One Way Right			MS16	Neshoba	11.153	U-Post	32.77163256	-89.12550678	W	12	36	8273	R6-1R	0.080
8273 - One Way Right			MS16	Neshoba		Round Pipe	32.77162864	-89.11164277	W	12	36	8273	R6-1R	0.080
8264 - One Way Left			MS16	Neshoba	11.285	U-Post	32.77161124	-89.12307998	W	12	36	8264	R6-1L	0.080
8676 - Stop			MS16	Neshoba	11.153	U-Post	32.7716085	-89.12554129	W	36	36	8676	R1-1	0.125
8030 - Route Marker 19			MS16	Neshoba	12.374	U-Post	32.77157262	-89.10448581	W	24	24	8030	M1-5	0.080
7793 - JCT.		Replace Support	MS16	Neshoba	12.374	Square Tube Post	32.77152506	-89.10447901	W	15	21	7793	M2-1	0.080
8273 - One Way Right			MS16	Neshoba	11.513	U-Post	32.77151893	-89.11910385	W	12	36	8273	R6-1R	0.080
8676 - Stop			MS16	Neshoba	11.513	U-Post	32.77150239	-89.11905294	W	36	36	8676	R1-1	0.125
8564 - Signal Ahead			MS16	Neshoba	11.31	U-Post	32.77149933	-89.12261185	W	36	36	8564	W3-3	0.125
8264 - One Way Left			MS16	Neshoba	11.287	U-Post	32.77149316	-89.12299091	W	12	36	8264	R6-1L	0.080

SR 16 - NESHOBA COUNTY
MILLING COUNTY ROADS



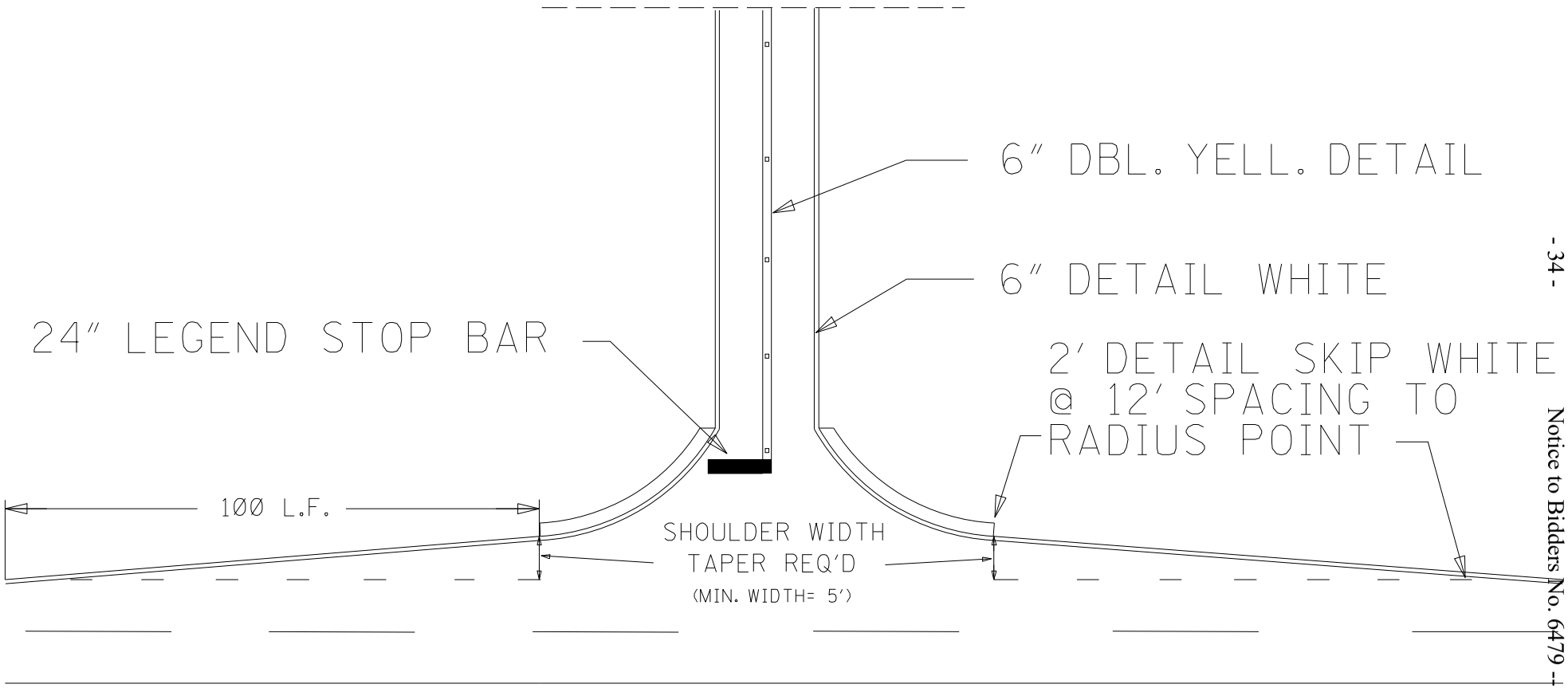
SR - 16 NESHOBA COUNTY
PAVING COUNTY ROADS



NOTE: 100' TAPERS TO BE CONSTRUCTED WHERE 5' SHOULDER WIDTH IS AVAILABLE AT THE BEGINNING OF LOCAL ROAD RADIUS.

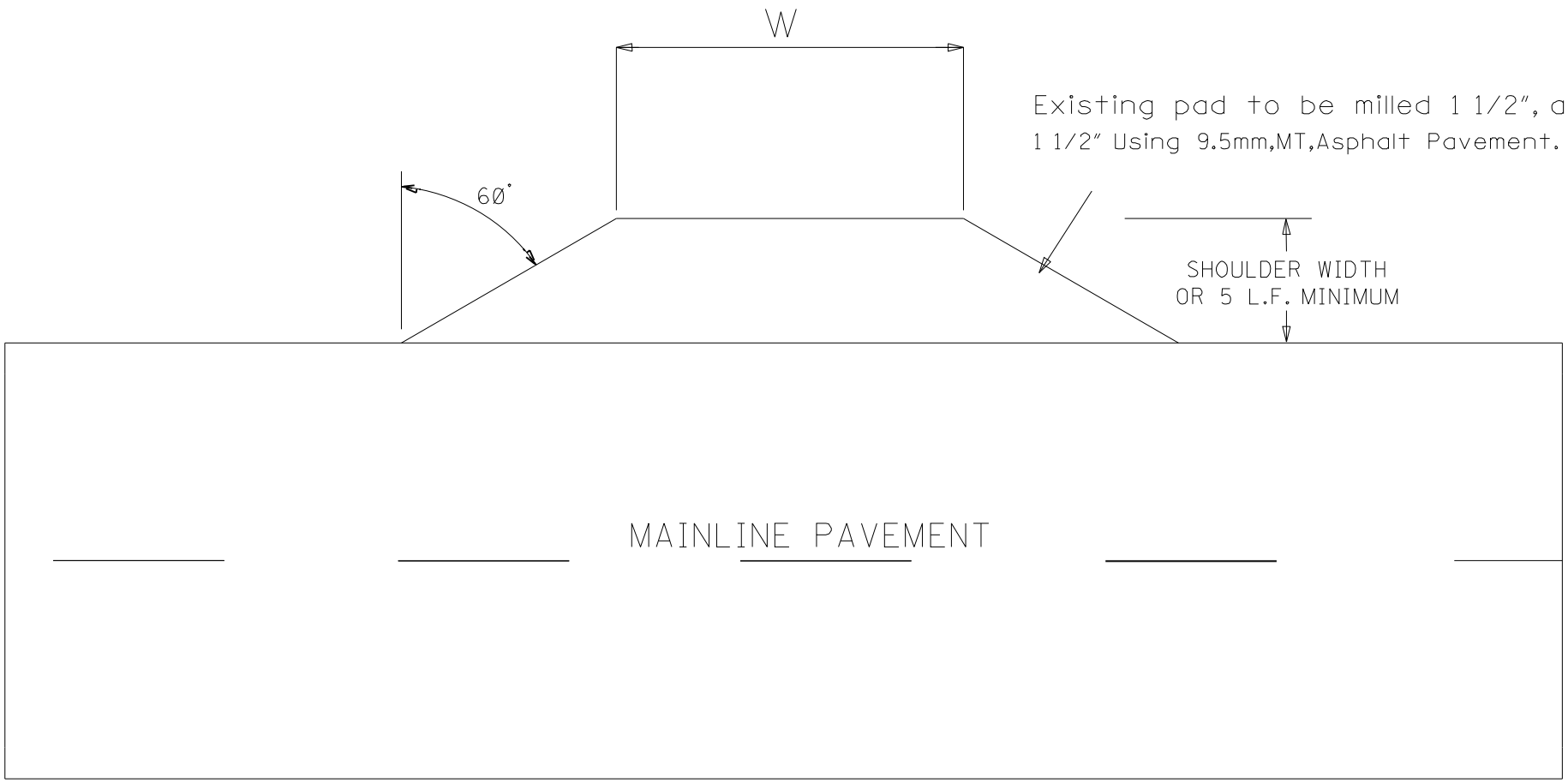
NOTE: COUNTY ROADS SHALL BE 1 1/2" 9.5mm,MT,ASPHALT PAVEMENT.

SR-16 - NESHOBA COUNTY
COUNTY ROAD STRIPING



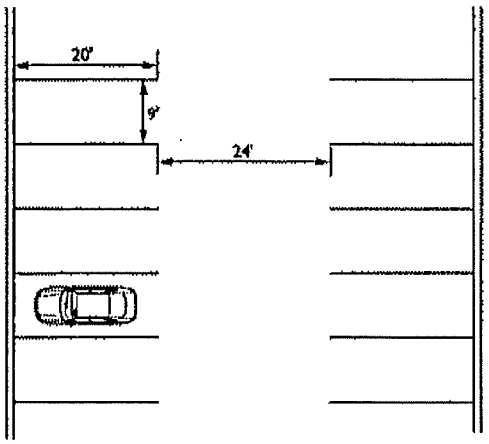
NOTE: DETAIL SKIP SHALL BE PLACED ON LOCAL ROADS WITH TAPERS.

NESHOBA COUNTY
SR 16
DRIVEWAY PAD DETAIL

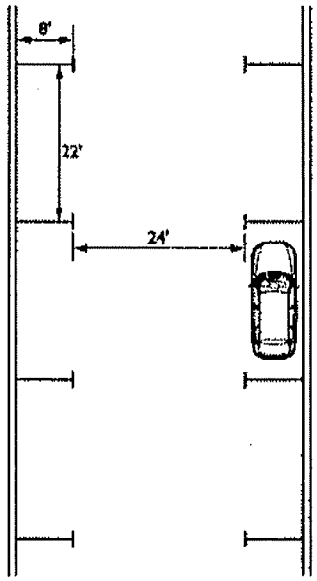


W = 16' MAX RESIDENTIAL
W = 30'-50' COMMERCIAL

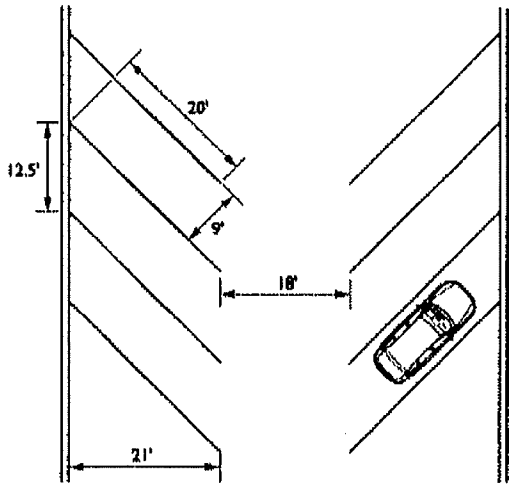
NOTE: 1. THE ASPHALT ON THE EXISTING DRIVEWAY/RAMP PADS ARE TO REMAIN IN THEIR CURRENT SIZE AND LOCATION AND MILLED/OVERLAID. IF, IN THE OPINION OF THE ENGINEER, A PAD SHOULD BE MODIFIED OR REPLACED, PAYMENT WILL BE MADE FOR THE WORK USING THE APPROPRIATE PAY ITEMS. CRUSHED STONE GRANDULAR MATERIAL SHOULD BE PLACED AROUND THE PADS AS REQUIRED.



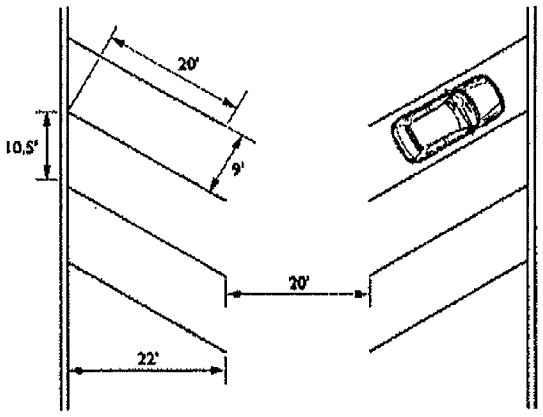
Parking Stall and Aisle Dimensions - 90 Degree Parking



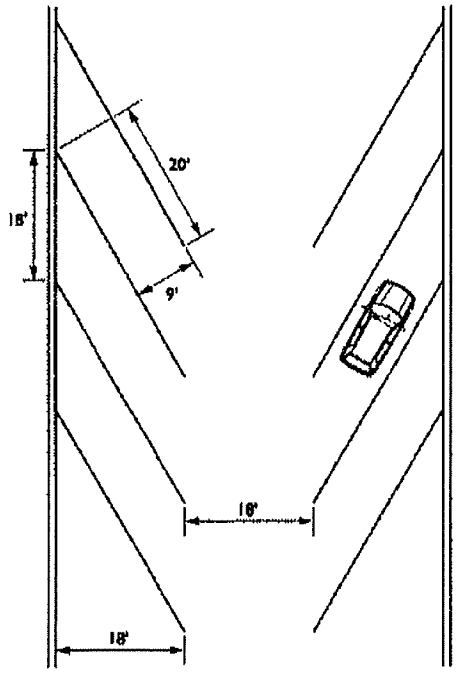
Parking Stall and Aisle Dimensions - Parallel Parking



Parking Stall and Aisle Dimensions - 45 Degree Parking



Parking Stall and Aisle Dimensions - 30 Degree Parking

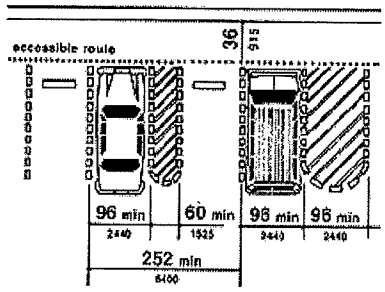


Parking Stall and Aisle Dimensions - 60 Degree Parking

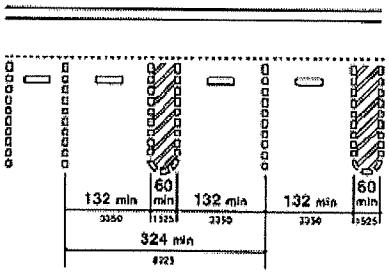
across is strongly discouraged.

A4.6 Parking and Passenger Loading Zones.

A4.6.3 Parking Spaces. The increasing use of vans with side- mounted lifts or ramps by persons with disabilities has necessitated some revisions in specifications for parking spaces and adjacent access aisles. The typical accessible parking space is 96 in (2440 mm) wide with an adjacent 60 in (1525 mm) access aisle. However, this aisle does not permit lifts or ramps to be deployed and still leave room for a person using a wheelchair or other mobility aid to exit the lift platform or ramp. In tests conducted with actual lift/van/wheelchair combinations, (under a Board-sponsored Accessible Parking and Loading Zones Project) researchers found that a space and aisle totaling almost 204 in (5180 mm) wide was needed to deploy a lift and exit conveniently. The "van accessible" parking space required by these guidelines provides a 96 in (2440 mm) wide space with a 96 in (2440 mm) adjacent access aisle which is just wide enough to maneuver and exit from a side mounted lift. If a 96 in (2440 mm) access aisle is placed between two spaces, two "van accessible" spaces are created. Alternatively, if the wide access aisle is provided at the end of a row (an area often unused), it may be possible to provide the wide access aisle without additional space (see Fig. A5(a)).

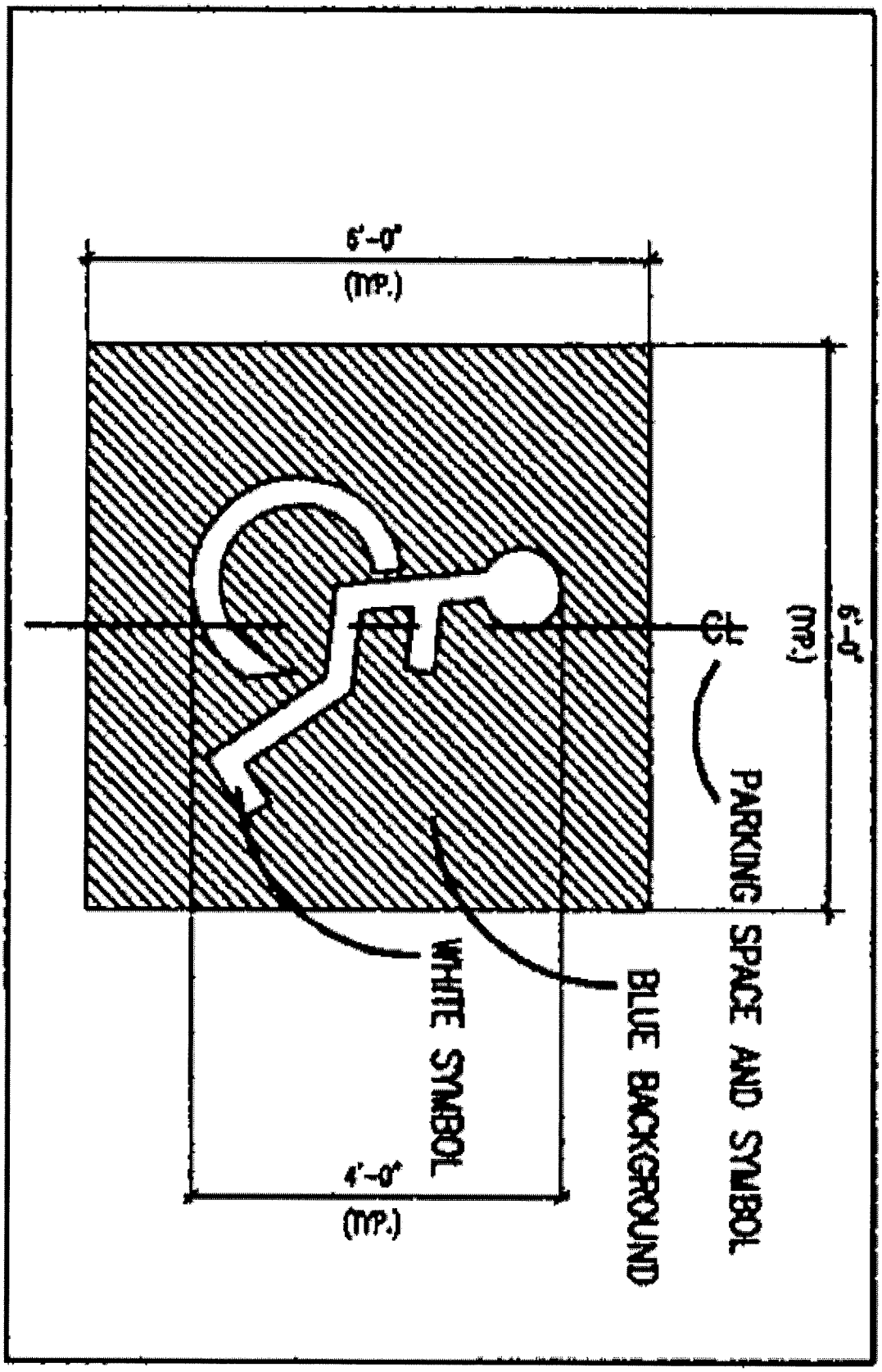


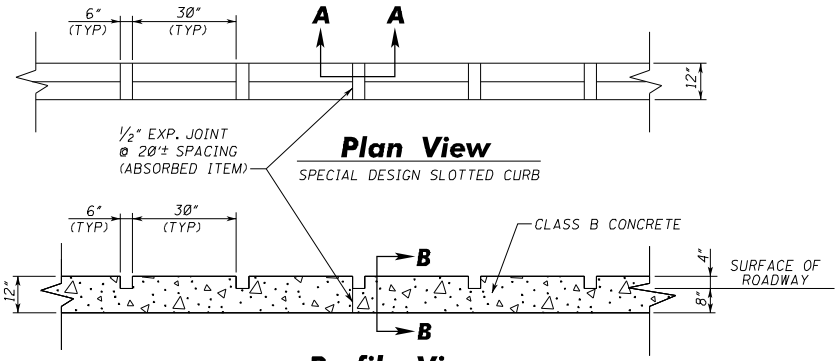
(a)
Van Accessible Space at End Row



(b)
Universal Parking Space Design

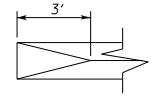
Fig. A5
Parking Space Alternatives


6'-0"
(TYP.)
6'-0"
(TYP.)
PARKING SPACE AND SYMBOL
BLUE BACKGROUND
WHITE SYMBOL
4'-0"
(TYP.)

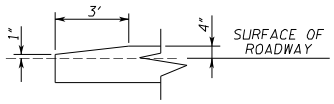


Plan View
SPECIAL DESIGN SLOTTED CURB

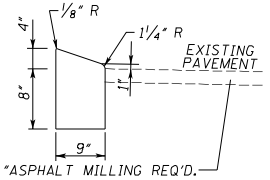
Profile View
SPECIAL DESIGN SLOTTED CURB



End Plan View

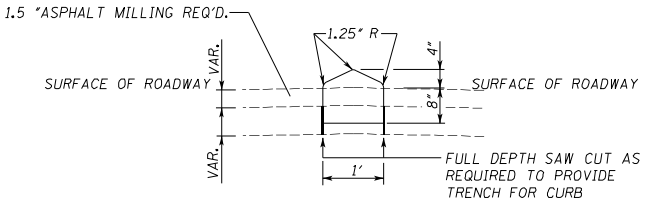


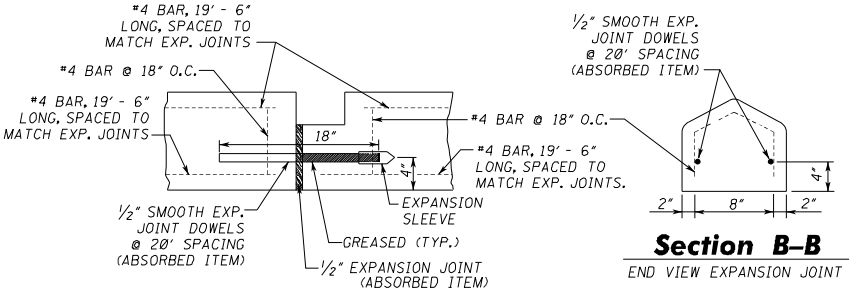
End Profile View



Type 2
Special Design Header Curb

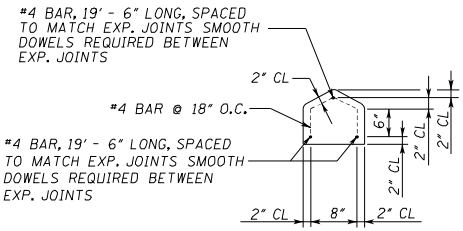
JOINTS REQ'D. PER STANDARD OR AS NOTED ELSEWHERE





Section A–A
THRU EXPANSION JOINT

Section B–B
END VIEW EXPANSION JOINT



Special Design Slotted Curb Detail

NOTES:

1. REINFORCEMENT TO BE COST ABSORBED IN THE SPECIAL DESIGN SLOTTED CURB.
2. DOWEL BAR SPECIFICATIONS: AASHTO M 31 GRADE 60.

NOT TO SCALE

PRELIMINARY
NOT FOR
CONSTRUCTION

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DESIGNED BY: N/A
DETAILED BY: N/A
CHECKED BY: N/A
DATE: N/A

FMS CON: 109011-301000
PROJECT NO.: SP-0024-04(030)
COUNTY: Neshoba

TYPICAL SECTIONS
SPECIAL CURB DETAILS

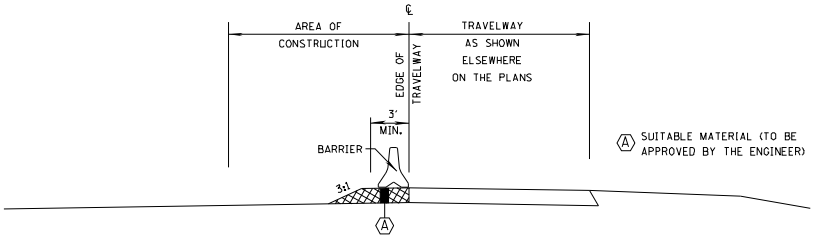
SHEET TS-6
SHEET 12

- 39 -

Notice to Bidders No. 6479 -- Cont'd.

PLAN SHEET
DGNFILENAME
PRINT DATE TIME

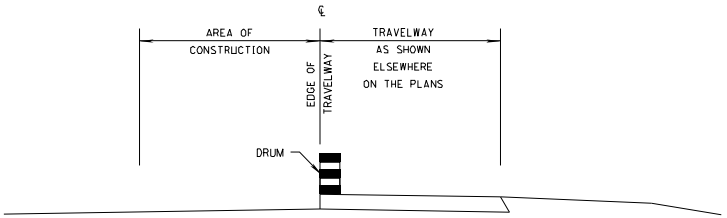
STATE	PROJECT NO.
MISS.	



ELEVATION VIEW FOR POSITIVE BARRIER

NOTES:

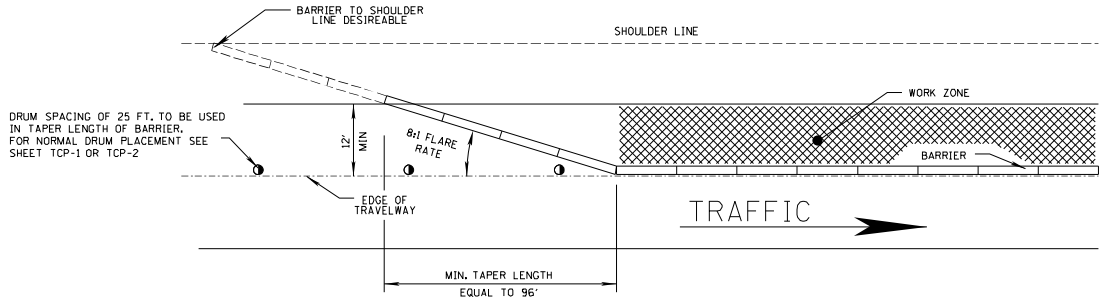
1. POSITIVE BARRIER IS REQ'D IN THE AREA OF OPEN PUNCH OUTS THAT ARE WITHIN SIX (6) FEET OF THE TRAVELWAY WHENEVER ACTUAL REPAIR WORK IS NOT BEING PERFORMED WITHIN THE LANE CLOSURE.
2. MATERIAL USED TO SUPPORT POSITIVE BARRIER MUST BE AT SAME ELEVATION AS PAVEMENT IN ADJACENT TRAVELWAY.
3. DELINEATORS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



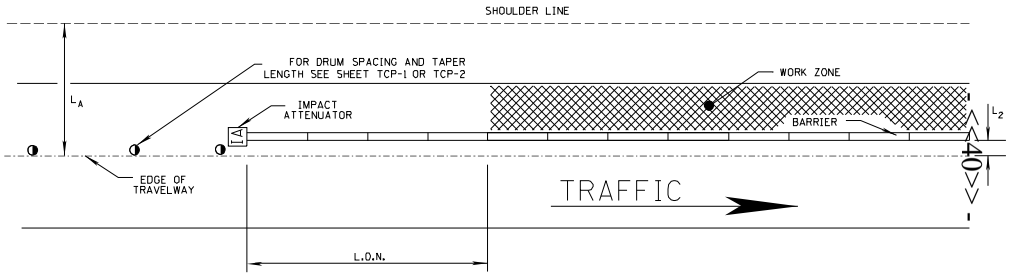
ELEVATION VIEW FOR DRUM

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.:
COUNTY:
FILENAME: SDTCP-C.DGN
DESIGN TEAM UPDATE CHECKED UPDATE DATE UPDATE

WORKING NUMBER SDTCP-C
SHEET NUMBER

REVISION BY DATE