# 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 | **2/18/2025** | ADDENDUM NO. | | DATED | |
| ADDENDUM NO | | DATED | | ADDENDUM NO. | | DATED | |
| ADDENDUM NO | | DATED | | ADDENDUM NO. | | DATED | |

| Number | Description |
|---|---|
| 1 | Revised Table of Contents; Revised Notice To Bidders No. 6622; Added Notice To Bidders No. 6625 & 6626; Added Special Provision No. 907-618-4 With Supplement; Revised Bid Items; 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.

NHPP-0070-03(026)/ 108710301000 & NHPP-0070-03(028)/ 109439301000

Panola County(ies)

Revised 01/26/2016

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**
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02/18/2025 12:01 PM

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 - NOTICE TO BIDDERS NO. 6622** **CODE: (SP)**

**DATE:** **02/18/2025**

**SUBJECT:** **Scope of Work**

**PROJECT:** **NHPP-0070-03(026) / 108710301 & NHPP-0070-03(028) / 109439301 -- Panola County**

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

## PROJECT NUMBER: NHPP-0070-03(026) / 108710301

The work to be accomplished using the pay items and corresponding specifications set forth in this contract, is for milling and overlay of US Highway No. 278 beginning from east side of the ICGRR Overpass (Station 1887+00) and going easterly for approximately 6.9 miles to east of Terza Road (Station 349+00).

It shall be the responsibility of the Contractor to protect the roadway and all existing structures, such as bridges and curb, from damage occurring as a result of the Contractor's operations. Damages to existing features caused by the Contractor's operations shall be repaired or replaced at no cost to the Mississippi Department of Transportation.

At bridge ends and at the end of workday, a taper of one (1) vertical inch for each three horizontal feet (3') shall be provided.

The Contractor shall make a utility location request to 811 prior to any excavation, except for trench widening or pavement removal/repair.

In order to expedite the safe movement of traffic and to protect each phase of the work as it is performed, a firm sequence of operations is essential. The work shall be begun and continually prosecuted.

The work shall consist of the following:

1. Failed areas shall be repaired using the following:

- 202-B, Removal of Asphalt Pavement, All Depths — for pavement structure
- 202-B, Removal of Concrete Pavement Punchouts, 9" Depth
- 202-B, Removal of Concrete Pavement w/Variable Depth Overlay
- 203-G, Excess Excavation – for material below the pavement structure
- 304-F, Crushed Stone Base

- 403-A, 19-mm, ST Asphalt Pavement
- 501-D, Expansion Joints, with Dowels
- 503-A, 9" and Variable Reinforced Concrete Pavement, Broom Finish
- 503-C, Saw Cut Full Depth
- 503-E, Tie Bars, No. 5 Deformed Drilled and Epoxied or Grouted

| Station | Side | | Length | Concrete | | Asphalt | | Saw Cuts (LF) |
|---|---|---|---|---|---|---|---|---|
| | Inside Lane | Outside Lane | | Width | Area (SY) | Width | Area (SY) | |
| **Eastbound Lanes** | | | | | | | | |
| 15+00 | X | | 10 | 11 | 12.222 | 3 | 3.333 | 38 |
| 24+50 | X | | 10 | 11 | 12.222 | 3 | 3.333 | 38 |
| 28+75 ** | TURN | | 6 | 12 | 8.000 | 0 | 0.000 | 30 |
| 30+00 ** | TURN | | 10 | 12 | 13.333 | 0 | 0.000 | 34 |
| 45+00 ** | | TURN | 10 | 12 | 13.333 | 0 | 0.000 | 34 |
| 47+50 | X | | 10 | 11 | 12.222 | 3 | 3.333 | 38 |
| 48+00 | | X | 10 | 11 | 12.222 | 3 | 3.333 | 38 |
| 51+50 | X | | 10 | 11 | 12.222 | 3 | 3.333 | 38 |
| | | | | | | | | |
| **Total Eastbound** | | | | | **95.78** | | **16.67** | **288** |

| Station | Side | | Length | Concrete | | Asphalt | | Saw Cuts (LF) |
|---|---|---|---|---|---|---|---|---|
| | Inside Lane | Outside Lane | | Width | Area (SY) | Width | Area (SY) | |
| **Westbound Lanes** | | | | | | | | |
| 346+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 | 66 |
| 340+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 | 66 |
| 333+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 | 66 |
| 327+50 | X | X | 10 | 22 | 24.44 | 6 | 6.67 | 66 |
| 325+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 | 66 |
| 321+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 | 66 |
| 320+50 | | X | 10 | 11 | 12.22 | 3 | 3.33 | 38 |
| 315+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 | 66 |
| 304+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 | 66 |
| 302+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 | 66 |

| Station | Side | | Length | Concrete | | Asphalt | | Saw Cuts (LF) |
|---|---|---|---|---|---|---|---|---|
| | Inside Lane | Outside Lane | | Width | Area (SY) | Width | Area (SY) | |
| **Westbound Lanes** | | | | | | | | |
| 296+50 | X | X | 10 | 22 | 24.44 | 6 | 6.67 | 66 |
| 289+50 | X | X | 10 | 22 | 24.44 | 6 | 6.67 | 66 |
| 277+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 | 66 |
| 268+50 | X | X | 10 | 22 | 24.44 | 6 | 6.67 | 66 |
| 260+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 | 66 |
| 246+00 | | X | 10 | 11 | 12.22 | 3 | 3.33 | 38 |
| 229+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 | 66 |
| 226+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 | 66 |
| 217+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 | 66 |
| 214+50 | | X | 10 | 11 | 12.22 | 3 | 3.33 | 38 |
| 208+50 | X | X | 10 | 22 | 24.44 | 6 | 6.67 | 66 |
| 205+50 | X | X | 10 | 22 | 24.44 | 6 | 6.67 | 66 |
| 199+50 | X | | 10 | 11 | 12.22 | 3 | 3.33 | 38 |
| 198+50 | | X | 10 | 11 | 12.22 | 3 | 3.33 | 38 |
| 194+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 | 66 |
| 186+50 | X | | 10 | 11 | 12.22 | 3 | 3.33 | 38 |
| 186+00 | | X | 10 | 11 | 12.22 | 3 | 3.33 | 38 |
| 173+50 | | X | 10 | 11 | 12.22 | 3 | 3.33 | 38 |
| 173+00 | X | | 10 | 11 | 12.22 | 3 | 3.33 | 38 |
| 169+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 | 66 |
| 160+50 | X | X | 10 | 22 | 24.44 | 6 | 6.67 | 66 |
| 155+50 | | X | 10 | 11 | 12.22 | 3 | 3.33 | 38 |
| 148+50 | | X | 10 | 11 | 12.22 | 3 | 3.33 | 38 |
| 148+00 | X | | 10 | 11 | 12.22 | 3 | 3.33 | 38 |
| 140+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 | 66 |
| 139+00 | | X | 10 | 11 | 12.22 | 3 | 3.33 | 38 |
| 126+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 | 66 |
| EQUATION | | | | | | | | |
| 49+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 | 66 |
| 43+50 | | X | 10 | 11 | 12.22 | 3 | 3.33 | 38 |
| 43+00 | X | | 10 | 11 | 12.22 | 3 | 3.33 | 38 |
| 38+00 | X | | 10 | 11 | 12.22 | 3 | 3.33 | 38 |
| 29+00 ** | TURN | | 6 | 12 | 8.00 | 0 | 0.00 | 30 |
| 28+75 ** | TURN | | 6 | 12 | 8.00 | 0 | 0.00 | 30 |

| Station | Side | | Length | Concrete | | Asphalt | | Saw Cuts (LF) |
|---|---|---|---|---|---|---|---|---|
| | Inside Lane | Outside Lane | | Width | Area (SY) | Width | Area (SY) | |
| **Westbound Lanes** | | | | | | | | |
| 19+50 | | TURN | 10 | 11 | 12.22 | 3 | 3.33 | 38 |
| 13+50 | | X | 10 | 11 | 12.22 | 3 | 3.33 | 38 |
| 11+50 | X | | 10 | 11 | 12.22 | 3 | 3.33 | 38 |
| EQUATION | | | | | | | | |
| 1970+50 | Inside WB and Center | | 10 | 24 | 26.67 | 0 | 0.00 | 58 |
| 1930+00 | Inside EB/WB and Center | | 10 | 36 | 40.00 | 0 | 0.00 | 82 |
| 1907+50 | Right and Center | | 10 | 24 | 26.67 | 0 | 0.00 | 58 |
| 1902+00 | Left | | 100 | 0 | 0.00 | 6 | 66.67 | 112 |
| 1901+50 | Left and Center | | 10 | 24 | 26.67 | 0 | 0.00 | 58 |
| 1893+00 | Left, Center, and Right | | 10 | 36 | 40.00 | 0 | 0.00 | 82 |
| 1892+00 | Right and Center | | 100 | 0 | 0.00 | 6 | 66.67 | 112 |
| 1889+00 | Left and Right | | 10 | 24 | 26.67 | 0 | 0.00 | 58 |
| | | | | | | | | |
| **Total Westbound** | | | | | **1046.00** | | **363.33** | **3052.00** |
| | | | | | | | | |
| **Total** | | | | | **1141.78** | | **380.00** | **3340.00** |

NOTE: ** Stations are in the concrete section.

2. There will be 1,939 LF of Cleaning and Filling Joints in PCC Pavement, paid under 413-D003, between Station 28+50 and Station 31+27.

3. Random clearing shall be performed within the specified clearing limits, including vegetation overhanging the edge of the clearing limits. Overhanging vegetation shall be trimmed to a minimum height of thirty feet (30') above the ground elevation at the edge of the clearing limits. It is the intent of this Contract for the vegetation, with the exception of any merchantable timber that the Contractor desires, shall be mulched onsite and left in place. Mulched material shall be spread such that no more than four inches (4") in depth of material is placed in any location. This work shall be paid under pay item 201-D002: Random Clearing, per acre. Clearing within two feet (2') of fences, utilities, and other obstructions as directed by the Engineer within the ROW shall be omitted in order to avoid damages. Random clearing will be required as shown in the table and may be required at other sites as directed by the Engineer.

**Random Clearing**

| | Starting Station | Ending Station | Length (ft) | Surveyed Acreage | Location |
|---|---|---|---|---|---|
| **Area A** | 138+90 | 144+45 | 555 | 0.1616 | Lt. of Lt. (WB outside) |
| **Area B** | 161+85 | 169+30 | 745 | 0.3275 | Lt. of Lt. (WB outside) |
| **Area C** | 169+90 | 182+55 | 1265 | 0.6246 | Lt. of Lt. (WB outside) |
| **Area D** | 183+50 | 192+30 | 880 | 0.3096 | Lt. of Lt. (WB outside) |
| **Area E** | 216+50 | 225+15 | 865 | 0.194 | Lt. of Lt. (WB outside) |
| **Area F** | 229+80 | 253+45 | 2365 | 0.7684 | Lt. of Lt. (WB outside) |
| **Area G** | 271+45 | 275+25 | 380 | 0.0486 | Lt. of Lt. (WB outside) |
| **Area H** | 275+80 | 279+20 | 340 | 0.1002 | Lt. of Lt. (WB outside) |
| **Area I** | 316+40 | 323+10 | 670 | 0.186 | Lt. of Lt. (WB outside) |
| | | | | **2.7205** | **Acres Total** |

NOTE: Due care should be taken to prevent damage in areas within the ROW that are outside the clearing limits as shown in the table. Any disturbed areas not shown above will not be measured for separate payment and shall be reestablished at no additional cost to the Department.

NOTE: An herbicide shall be used for sprout control of cut stumps. Paint or spray freshly cut stump surface thoroughly covering cambium area next to bark until the herbicide runs down around the root collar. Treat stump as soon as practical after cutting for more effective control but no later than day of cutting except when spraying must be postponed due to inclement weather. Pine stumps and all other stumps larger than 15 inches in diameter do not require spraying for control of sprouting. Permissible herbicides are 2,4-D (amine); picloram

+2,4-D; ammonium sulfamate; and dicamba. Specific requirements such as mixing, diluting, rate, application, use restrictions, safety precautions, etc. will be in accordance with the manufacturer's printed container label.

NOTE: Re-spraying will be required when the herbicide is washed off by rain within eight hours of application or diluted to such an extent that it is rendered ineffective.

NOTE: All downed trees and brush shall be removed or mulched. Grinding or cutting of all stumps shall be required to be flush with the ground.

4. The existing asphalt pavement shall be fine milled to a depth of one and one half inches (1½"). Milling operations shall be on the mainline, local roads, crossovers, and driveway pads. Fifty percent (50%) or a maximum of 3,000 tons of the milling material obtained shall become the property of the Mississippi Department of Transportation. The Contractor will deliver the milling material to the Panola County Maintenance Lot located at 150 Highway 51 North, Batesville. The Contractor shall provide all necessary equipment and qualified personnel to push material into a suitable stockpile.

| Area | Quantity (SY) |
|---|---|
| US 278 Mainline | 225,520 |
| Paved Shoulder and Decel Lane | 11,670 |
| County Roads, Pads, and Crossovers | 57,960 |
| Total | 295,150 |

NOTE: Payment for fine milling of pavement will be made under pay item 406-D, per square yard, and shall include all cost associated with the milling operation.

NOTE: From Station 1887+00 to Station 135+00, milled surfaces shall be covered with surface asphalt within five (5) calendar days of removal. The Contractor will be charged a fee of $5,000.00 for each full or partial day in which the milled surface is left uncovered after the five (5) calendar days.

NOTE: From Station 135+00 to Station 349+00, milled surfaces shall be covered within seven (7) calendar days of removal. The Contractor will be charged a fee of $5,000.00 for each full or partial day in which the milled surface is left uncovered after the seven (7) calendar days.

NOTE: During this operation and prior to placement of the asphalt, due care shall be required to keep surface water from ponding on the roadway surface; continuous monitoring of the project may be required.

NOTE: During this operation and prior to placement of the asphalt, Contractor shall repair and maintain all potholes.

5. A quantity of 4,525 tons of 9.5-mm, HT, Leveling asphalt on the previously milled mainline has been set up for curve correction. The high side of the curves are the only lane to be slope corrected. The low sides will only receive three quarters of an inch (3/4") scratch leveling to match the centerline joint. A maximum lift of three inches (3") shall be maintained for curve leveling. Granular material shall be placed on the shoulder prior to leveling of curves to maintain the legal drop-off requirements.

| 9.5mm, HT, Leveling Asphalt | | |
|---|---|---|
| Curve Correction | | |
| # Curves | Length (feet) | Tons |
| 9 | 18,860 | 4525 |

6. The Contractor shall place the surface course on the previously milled surface.

| Location | Type Mix | Area | Thickness | Asphalt |
|---|---|---|---|---|
| | | SY | Inches | Tons |
| Mainline | 9.5-mm, HT poly | 225520 | 1.5 | 18650 |
| Accel/Decel Lanes | 9.5-mm, HT | 2934 | 1.5 | 250 |
| County Roads | 9.5-mm, HT | 40093 | 2 | 3775 |
| Crossovers and Pads | 9.5-mm, ST | 17867 | 2 | 1975 |
| Paved Shoulders around I-55 | 9.5-mm, ST | 8736 | 1.5 | 725 |

| Mix Type | Tons |
|---|---|
| 9.5mm, HT poly | 18650 |
| 9.5mm, HT | 4025 |
| 9.5mm, ST | 2700 |

7. Granular material shall be placed on the shoulders as directed to raise the existing shoulders to the new surface course grade.

   NOTE: Shoulders shall be bladed, shaped and compacted throughout the length of the project regardless of whether granular material is required.

   NOTE: Granular material not required for the final shape of the shoulders may require removal under the pay item for excess excavation and may include small amounts of asphalt.

   NOTE: Due care shall be taken during this operation to blade material to the roadway and away from the ditch line. Material inadvertently bladed to the roadway vegetation shall be removed at no cost to the Department.

8. Temporary traffic stripe shall be placed daily per Section 618.

9. Guardrails shall be removed and replaced at the following locations:

| BR # | Guardrail Removal | Guardrail Installation | Terminal Section, Non-Flared | Cable Anchor, Type 1, Metal Post | Terminal Section, Flared | Bridge End Sections, Type I | Delineators | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | White | Yellow |
| 57.1A | 400 | 300 | | | 2 | 2 | 6 | 6 |
| 57.1B | 400 | 300 | | | 2 | 2 | 6 | 6 |
| I-55 underpass WB | 660 | 550 | 2 | 2 | | | 7 | 7 |
| I-55 underpass EB | 660 | 550 | 2 | 2 | | | 7 | 7 |
| Sta. 245+00 WB inside lane | 425 | 375 | | 1 | 1 | | | 21 |
| Total | 2545 | 2075 | 4 | 5 | 5 | 4 | 26 | 47 |

10. Rumble strips for rumble stripe shall be installed on the outside of edge of the roadway.

11. Traffic stripe shall be removed from bridge decks and concrete pavement. The Contractor shall remove the existing traffic stripe by an approved non-destructive method. Length of bridge and concrete section is 958 LF.

12. Permanent pavement markings (thermoplastic striping, reflective high performance raised markers) shall be placed as required. Double-drop thermoplastic striping shall be required on the bridge decks. Contractor shall protect the preformed joint material. Any damage caused by the thermoplastic shall be repaired at no cost to the State.

13. Radar detection shall be installed at the traffic signals at the intersections of Eureka Road, Bates Street, US 51, Keating Drive, Power Drive, I-55 West Ramp, I-55 East Ramp, and House Carlson Drive per the attached information.

| TRAFFIC SIGNAL RADAR DETECTION CHART | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Intersection** | **Detection Zone Location** | **Phase #** | **Detection Zone Size** | **STOPBAR Radar Unit** | **Advance Radar Unit** | **Radar Cable (ft)** | **Processor** | **Existing Pole Configuration** |
| MS 6 at Eureka | WB Left Turn Lane | 1 | 6'X50' | 1 | | 150 | | Mast Arm Poles |
| | EB Thru Lane | 2 | Existing | | | | | |
| | NB Left Turn Lane | 3 | 6'X50' | 1 | | 230 | | |
| | NB Thru Lane | 8 | 6'X50' | | | | | |
| | SB Thru Lane | 4 | Existing | | | | | |
| | SB Left Turn Lane | 7 | Existing | | | | | |
| | EB Left Turn Lane | 5 | 6'X50' | 1 | | 150 | | |
| | WB Thru Lane | 6 | Priority Zone | | 1 | 180 | | |
| MS 6 at Bates | WB Left Turn Lane | 1 | 6'X50' | 1 | | 170 | | Mast Arm Poles |
| | EB Thru Lanes | 2 | Priority Zone | | 1 | 200 | | |
| | NB Left Turn Lane | 3 | Existing | | | | | |
| | NB Thru Lane | 8 | Existing | | | | | |
| | SB Thru Lane | 4 | Existing | | | | | |
| | SB Left Turn Lane | 7 | Existing | | | | | |
| | EB Left Turn Lane | 5 | Existing | | | | | |
| | WB Thru Lanes | 6 | Existing | | | | | |
| US 51 at MS 6 | WB Left Turn Lane | 1 | 6'X50' | 1 | | 200 | 1 | Mast Arm Poles |
| | EB Thru Lanes | 2 | Priority Zone | | 1 | 130 | | |
| | NB Left Turn Lane | 3 | 6'X50' | 1 | | 300 | | |
| | NB Thru Lane | 8 | 6'X50' | | | | | |
| | SB Thru Lane | 4 | 6'X50' | 1 | | 90 | | |
| | SB Left Turn Lane | 7 | 6'X50' | | | | | |
| | EB Left Turn Lane | 5 | 6'X50' | 1 | | 190 | | |
| | WB Thru Lanes | 6 | Priority Zone | | 1 | 220 | | |

**TRAFFIC SIGNAL RADAR DETECTION CHART**

| Intersection | Detection Zone Location | Phase # | Detection Zone Size | STOPBAR Radar Unit | Advance Radar Unit | Radar Cable (ft) | Processor | Existing Pole Configuration |
|---|---|---|---|---|---|---|---|---|
| MS 6 at Keating | WB Left Turn Lane | 1 | 6'X50' | 1 | | 165 | | Mast Arm Poles |
| | EB Thru Lanes | 2 | Priority Zone | | 1 | 195 | | |
| | NB Left Turn Lane | 3 | 6'X50' | 1 | | 165 | | |
| | NB Thru Lane | 8 | 6'X50' | | | | | |
| | SB Thru Lane | 4A | Existing | | | | | |
| | SB Thru Lane | 4B | Existing | | | | | |
| | SB Left Turn Lane | 7 | Existing | | | | | |
| | EB Left Turn Lane | 5 | 6'X50' | 1 | | 60 | | |
| | WB Thru Lanes | 6 | Priority Zone | | 1 | 90 | | |
| MS 6 at Power/Lakewood | WB Left Turn Lane | 1 | 6'X50' | 1 | | 70 | | Mast Arm Poles |
| | EB Thru Lanes | 2 | Existing | | | | | |
| | NB Left Turn Lane | 3 | Existing | | | | | |
| | NB Thru Lane | 8 | Existing | | | | | |
| | SB Thru Lane | 4 | 6'X50' | 1 | | 220 | | |
| | SB Left Turn Lane | 7 | 6'X50' | | | | | |
| | EB Left Turn Lane | 5 | 6'X50' | 1 | | 220 | | |
| | WB Thru Lanes | 6 | Existing | | | | | |
| I-55 SB Ramp at MS 6 | EB Thru Lanes | 2 | Priority Zone | | 1 | 230 | | Mast Arm Poles |
| | SB Lanes | 4 | Existing | | | | | |
| | WB Thru Lanes | 6 | Priority Zone | | 1 | 120 | | |
| I-55 NB Ramp at MS 6 | EB Thru Lanes | 2 | Priority Zone | | 1 | 220 | 1 | Mast Arm Poles |
| | NB Lanes | 3 | 6'X50' | 1 | | 195 | | |
| | WB Thru Lanes | 6 | Priority Zone | | 1 | 105 | | |
| MS 6 at Forest/Stone | WB Left Turn Lane | 1 | 6'X50' | 1 | | 355 | | Mast Arm Poles |
| | EB Thru Lanes | 2 | Priority Zone | | 1 | 385 | | |
| | NB Lanes | 3 | Existing | | | | | |
| | SB Lanes | 4 | 6'X50' | 1 | | 145 | | |
| | EB Left Turn Lane | 5 | 6'X50' | 1 | | 145 | | |
| | WB Thru Lanes | 6 | Priority Zone | | 1 | 175 | | |
| | | | **Total** | **18** | **12** | **5470** | **2** | |

Note 1: Includes the replacement of controllers, conflict monitors, and installation of SDLC Hubs where called for.

Note 2: Radar units shall be mounted per manufacturer recommendations. Contractor shall be responsible for setting up all new signal controllers and detection units as per manufacturer recommendations.

Note 3: Contractor may remove existing detection loop cable, if necessary.

Note 4: Cable quantities may be adjusted based on radar locations per manufacturer.

The Contractor shall provide all signs and traffic handling devices necessary to safely maintain traffic around or through the work areas.

The Engineer may direct the use of additional cones at County roads or intersections within lane closures and shall be included in pay item 907-618-A: Maintenance of Traffic.

**PROJECT NUMBER: NHPP-0070-03(028) / 109439301**

The work to be accomplished using the pay items and corresponding specifications set forth in this contract is for the milling and overlaying of US Highway 278 beginning at Terza Road and going easterly for approximately 7.2 miles to the Panola/Lafayette County Line in Panola County. The ramps at SR 315 and SR 315 will be milled and overlaid under this project.

Bidders are advised that cross-slopes for curve super elevations are to be constructed in accordance with information provided by the Department. To assist the Contractor in correctly placing the cross-slope transitions, the Department will provide at the preconstruction conference the stationing and percent slope information.

It shall be the responsibility of the Contractor to protect the roadway and all existing structures, such as bridges and curb, from damage occurring as a result of the Contractor's operations. Damages to existing features caused by the Contractor's operations shall be repaired or replaced at no cost to the Department.

At bridge ends and at the end of workday, a taper of one vertical inch (1") for each three horizontal feet (3') shall be provided.

The Contractor shall make a utility location request to 811 prior to any excavation, except for trench widening or pavement removal/repair.

In order to expedite the safe movement of traffic and to protect each phase of the work as it is performed, a firm sequence of operations is essential. The work shall be begun and continually prosecuted.

The work shall consist of the following:

1. Repair failed areas using the following:

    - 202-B, Removal of Asphalt Pavement, All Depths - for pavement structure
    - 202-B, Removal of Concrete Pavement w/Variable Depth Overlay
    - 203-G, Excess Excavation – for material below the pavement structure
    - 304-F, Crushed Stone Base
    - 403-A, 19-mm, ST Asphalt Pavement
    - 503-C, Saw Cut Full Depth

| Station | Side | | Length | Roadway | | Trench (Asphalt) | |
|---|---|---|---|---|---|---|---|
| | Inside Lane | Outside Lane | | Width | Area (SY) | Width | Area (SY) |
| Westbound Lanes | | | | | | | |
| 660+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 |
| 650+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 |
| 645+50 | X | X | 10 | 22 | 24.44 | 6 | 6.67 |
| 637+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 |
| 619+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 |
| 602+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 |
| 599+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 |
| 589+50 | | X | 10 | 11 | 12.22 | 3 | 3.33 |
| 589+00 | X | | 10 | 11 | 12.22 | 3 | 3.33 |
| 588+00 | X | | 10 | 11 | 12.22 | 3 | 3.33 |
| 572+00 | | X | 10 | 11 | 12.22 | 3 | 3.33 |
| 567+50 | | X | 10 | 11 | 12.22 | 3 | 3.33 |
| 540+00 | | X | 10 | 11 | 12.22 | 3 | 3.33 |
| 490+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 |
| 485+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 |
| 479+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 |
| 470+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 |
| 464+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 |
| 455+50 | | X | 10 | 11 | 12.22 | 3 | 3.33 |
| 455+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 |
| 454+50 | X | X | 10 | 22 | 24.44 | 6 | 6.67 |
| 445+50 | X | X | 10 | 22 | 24.44 | 6 | 6.67 |
| 442+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 |
| 441+50 | X | X | 10 | 22 | 24.44 | 6 | 6.67 |
| 436+50 | X | X | 10 | 22 | 24.44 | 6 | 6.67 |
| 433+50 | X | X | 10 | 22 | 24.44 | 6 | 6.67 |
| 425+50 | X | X | 10 | 22 | 24.44 | 6 | 6.67 |
| 419+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 |
| 417+00 | | X | 10 | 11 | 12.22 | 3 | 3.33 |
| 413+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 |
| 411+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 |
| 406+50 | X | X | 10 | 22 | 24.44 | 6 | 6.67 |
| 402+50 | X | X | 10 | 22 | 24.44 | 6 | 6.67 |
| 393+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 |
| 391+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 387+00 | X | | 10 | 11 | 12.22 | 3 | 3.33 |
| 386+50 | X | X | 10 | 22 | 24.44 | 6 | 6.67 |
| 378+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 |
| 373+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 |
| 365+50 | | X | 10 | 11 | 12.22 | 3 | 3.33 |
| 356+00 | X | X | 10 | 22 | 24.44 | 6 | 6.67 |
| Total (Westbound) | | | | | 880.00 | | 240.00 |

NOTE: Failed areas are estimated as one foot (1') of excavation and backfilled with one foot (1') (maximum 3½" lifts) of 19-mm, ST asphalt. The asphalt shall be placed per the Project Engineer's instructions.

NOTE: Failed areas shall be backfilled the same day as excavation.

2. Random clearing shall be performed within the specified clearing limits, including vegetation overhanging the edge of the clearing limits. Overhanging vegetation shall be trimmed to a minimum height of thirty feet (30') above the ground elevation at the edge of the clearing limits. It is the intent of this Contract for the vegetation, with the exception of any merchantable timber that the Contractor desires, shall be mulched onsite and left in place. Mulched material shall be spread such that no more than four inches (4") in depth of material is placed in any location. This work shall be paid under pay item 201-D002: Random Clearing, per acre. Clearing within two feet (2') of fences, utilities, and other obstructions as directed by the Engineer with the ROW shall be omitted in order to avoid damages. Random clearing will be required as shown in the table and may be required at other sites as directed by the Engineer.

**Random Clearing**

| | Starting Station | Ending Station | Length (ft) | Surveyed Acreage | Location |
|---|---|---|---|---|---|
| **Area J** | 462+00 | 465+00 | 300 | 0.1815 | Lt. of Lt. (WB outside) |
| **Area K** | 479+00 | 481+20 | 220 | 0.1308 | Lt. of Lt. (WB outside) |
| **Area L** | 553+00 | 590+25 | 3725 | 1.7756 | Lt. of Lt. (WB outside) |
| **Area M** | 608+00 | 636+00 | 2800 | 1.2083 | Lt. of Lt. (WB outside) |
| **Area N** | 724+20 | 728+58 | 438 | 0.261 | Lt. of Lt. (WB outside) |
| | | | | **3.5572** | **Acres Total** |

NOTE: Due care should be taken to prevent damage in areas within the ROW that are outside the clearing limits as shown in the table. Any disturbed areas not shown above will not be measured for separate payment and shall be reestablished at no additional cost to the Department.

NOTE: An herbicide shall be used for sprout control of cut stumps. Paint or spray freshly cut stump surface thoroughly covering cambium area next to bark until the herbicide runs down around the root collar. Treat stump as soon as practical after cutting for more effective control but no later than day of cutting except when spraying must be postponed due to

inclement weather. Pine stumps and all other stumps larger than 15 inches in diameter do not require spraying for control of sprouting. Permissible herbicides are 2,4-D (amine); picloram +2,4-D; ammonium sulfamate; and dicamba. Specific requirements such as mixing, diluting, rate, application, use restrictions, safety precautions, etc. will be in accordance with the manufacturer's printed container label.
NOTE: Re-spraying will be required when the herbicide is washed off by rain within eight hours of application or diluted to such an extent that it is rendered ineffective.

NOTE: All downed trees and brush shall be removed or mulched. Grinding or cutting of all stumps shall be required to be flush with the ground.

3. The existing asphalt pavement shall be fine milling of to a depth of 1½". Milling operations shall be on the mainline, local roads, crossovers, and driveway pads. Fifty (50%) percent or a maximum of 4,000 tons of the milling material obtained shall become the property of the Department. The Contractor will deliver the milling material to the Lafayette County Maintenance Lot located at 495 Highway 7 South, Oxford. The Contractor shall provide all necessary equipment and qualified personnel to push material into a suitable stockpile.

| **Area** | **Fine Milling of Bituminous Pavement (SY)** |
|---|---|
| Mainline | 236,200 |
| SR 315 Ramps | 11,200 |
| SR 315 | 4,200 |
| Crossovers | 18,700 |
| Local Roads | 11,400 |
| Pads | 6,150 |
| Total | 287,850 |

NOTE: Milling of local roads will be to right-of-way limits.

NOTE: Payment for fine milling of pavement will be made under pay item 406-D, per square yard, and shall include all cost associated with the milling operation.

NOTE: During this operation and prior to placement of the asphalt, due care shall be required to keep surface water of ponding on the roadway surface; continuous monitoring of the project may be required.

NOTE: During this operation and prior to placement of the asphalt surface course, the Contractor shall maintain potholes.

NOTE: Milled surfaces are to be covered within seven (7) calendar days of removal. The Contractor will be charged a fee of $5,000.00 for each full or partial day in which the milled surface is left uncovered after the seven (7) calendar days.

4. A quantity of 3,425 tons of 9.5-mm, HT, Leveling asphalt on the previously milled mainline has been set up for curve correction. The high side of the curves are the only lane to be slope

corrected. The low sides will only receive three quarters of an inch (¾") scratch leveling to match the centerline joint. A maximum lift of three inches (3") shall be maintained for curve leveling. Granular material shall be placed on the shoulder prior to leveling of curves to maintain the legal drop-off requirements.

| 9.5-mm, HT, Leveling Asphalt | | |
|---|---|---|
| Curve Correction | | |
| # Curves | Length (feet) | Tons |
| 6 | 15,200 | 3425 |

5. The Contractor shall place the surface course on the previously milled surface.

| Location | Station | | Type Mix | Area | Thickness | Asphalt |
|---|---|---|---|---|---|---|
| | Begin | End | | SY | Inches | Tons |
| Mainline | 349+00 | 728+57 | 9.5-mm, HT Poly | 236,200 | 1½ | 19,550 |
| Local Roads | | | 9.5-mm, HT | 11,400 | 2 | 1,275 |
| SR 315 Mainline | 900+00 | 913+50 | 9.5-mm, ST | 4,200 | 1½ | 350 |
| SR 315 Ramps | | | 9.5-mm, ST | 11,200 | 1½ | 950 |
| Crossovers | | | 9.5-mm, ST | 18,700 | 2 | 2,075 |
| Pads | | | 9.5-mm, ST | 6,150 | 2 | 700 |

| Mix Type | Tons |
|---|---|
| 9.5-mm, ST | 4075 |
| 9.5-mm, HT | 1,275 |
| 9.5-mm, HT Poly | 19,550 |

NOTE: Contractor shall saw and seal the transverse joint on the mainline surface course on the Westbound Lanes.

6. Granular material shall be placed on the shoulders as directed to raise the existing shoulders to the new surface course grade.

NOTE: Shoulders shall be bladed, shaped and compacted throughout the length of the project regardless of whether granular material is required.

NOTE: Granular material not required for the final shape of the shoulders may require removal under the pay item for excess excavation and may include small amounts of asphalt.

NOTE: Due care shall be taken during this operation to blade material to the roadway and away from the ditch line. Material inadvertently bladed to the roadway vegetation shall be removed at no cost to the Department.

7. Temporary traffic stripe shall be placed daily as per Section 618.

8. Guard rail at Bridges # 60.4A and 60.4B (SR 315) shall be removed and replaced.

| BR # | Guardrail Removal | Guardrail Installation | Terminal Section, Flared | Bridge End Sections, Type I | Delineators | |
|---|---|---|---|---|---|---|
| | | | | | White | Yellow |
| 60.4A | 400 | 300 | 2 | 2 | 6 | 6 |
| 60.4B | 400 | 300 | 2 | 2 | 6 | 6 |
| | 800 | 600 | 4 | 4 | 12 | 12 |

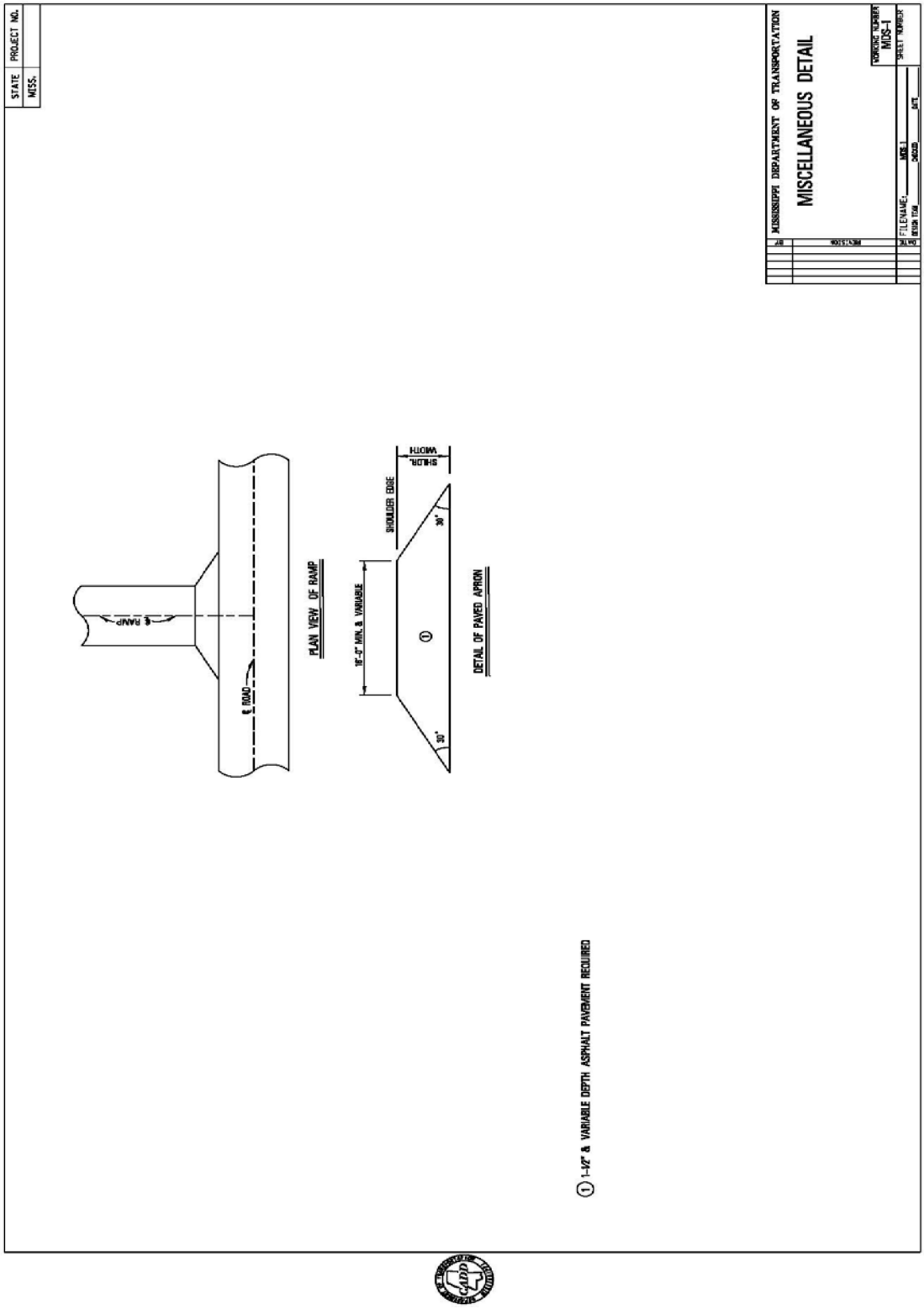
9. Rumble strips for rumble stripe shall be installed on the outside of edge of the roadway.

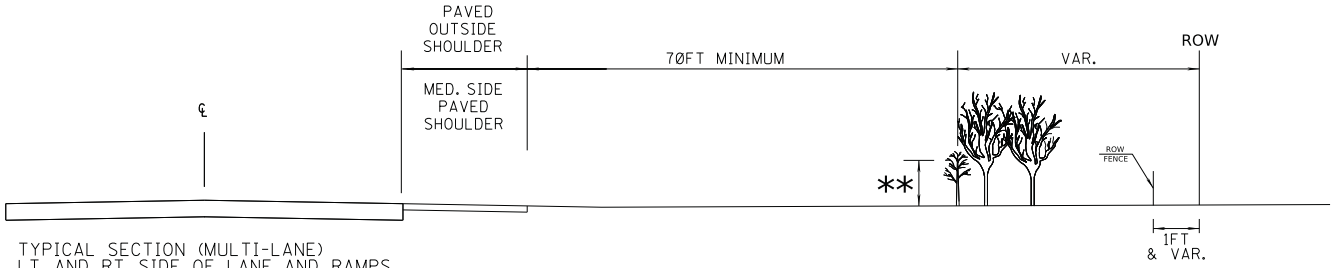
10. Permanent pavement markings (thermoplastic striping, two-way clear reflective high-performance marker, red-clear reflective high-performance markers, and two-way yellow reflective high performance raised markers) shall be placed as required. A 6-inch thermoplastic stripe shall be placed on the inside six inches (6") of the rumble strip using an atomization method to create a "rumble strip." There is 468 feet of concrete bridge deck.

The Contractor shall provide all signs and traffic handling devices necessary to safely maintain traffic around or through the work areas.

Incidental work such as removing vegetation, shaping and compaction of shoulder, necessary and incidental grading of roadway ditches and other incidental work that is necessary to complete the work will not be measured for separate payment and the cost will be included in the bid items provided.

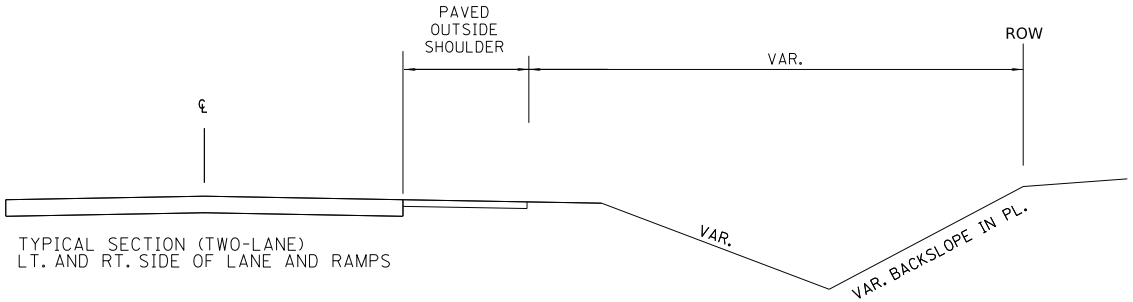
The Engineer may direct the use of additional cones at County Roads or Intersections within lane closures and will be absorbed in pay item 907-618-A: Maintenance of Traffic.


STATE
MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
MISCELLANEOUS DETAIL
WORKING NUMBER
MDS-1
SHEET NUMBER
PLAN VIEW OF RAMP
℄ RAMP
℄ ROAD
DETAIL OF PAVED APRON
SHOULDER EDGE
SHLDR. WIDTH
30'
30'
10'-0" MIN. & VARIABLE
① 1-½" & VARIABLE DEPTH ASPHALT PAVEMENT REQUIRED




TYPICAL SECTION (MULTI-LANE)
LT. AND RT. SIDE OF LANE AND RAMPS

** LIMBING WILL BE DONE UP TO 30' VERTICALLY WITHIN THE 70' HORIZONTAL LIMITS




TYPICAL SECTION (TWO-LANE)
LT. AND RT. SIDE OF LANE AND RAMPS

# TYPICAL SECTIONS - ROADSIDE CLEAR ZONE REQ'D

NOTE: THE PROJECT ENGINEER MAY REQUEST CLEARING IN OTHER LOCATIONS AS NEEDED.

**TYPICAL SECTION**
**ROADSIDE CLEAR ZONES REQUIRED**

DESIGNED BY:
DETAILED BY:
CHECKED BY:
DATE:

FMS CON: /
PROJECT NO.: -19-
COUNTY:

SHEET ID
SHEET NO.

PLAN SHEET

3/13/2024 2:51:42 PM New Clearing limits Interstate.dgn

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 - NOTICE TO BIDDERS NO. 6625** **CODE: (SP)**

**DATE:** **02/18/2025**

**SUBJECT:** **Lane Closure Restrictions**

**PROJECT:** **NHPP-0070-03(026) / 108710301 & NHPP-0070-03(028) / 109439301 -- Panola County**

Bidders are hereby advised that lane closure restrictions on the above project shall be as follows:

On US 278 from SR 35 to Sta. 137+00 (entrance to Tractor Supply Company), eastbound and westbound, the Contractor will not be allowed to have a lane closure any day, to include the weekend, from 7:00 am and 7:00 pm.

The Contractor will be charged a fee of $500.00 for each full or partial 5-minute period until the roadway is back in compliance with the requirements stated above.

Official time can be obtained by calling the following Jackson area phone number: 601-355-9311.

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 - NOTICE TO BIDDERS NO. 6626** **CODE: (SP)**

**DATE:** **02/18/2025**

**SUBJECT:** **Project Description Discrepancy**

**PROJECT:** **NHPP-0070-03(026) / 108710301 & NHPP-0070-03(028) / 109439301 -- Panola County**

Bidders are advised that the project description and project completion shown on the front cover of the proposal is incorrect. The correct description and project completion should be as follows.

Mill & Overlay approximately 14 miles US Highway No. 278 beginning from east side of the ICGRR Overpass (Station 1887+00) and going easterly to the Lafayette County Line, known as Federal Aid Project Nos NHPP-0070-03(026) / 108710301 & NHPP-0070-03(028) / 109439301 in Panola County.

Project Completion: 263 Working Days.

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

## SUPPLEMENT TO SPECIAL PROVISION NO. 907-618-4

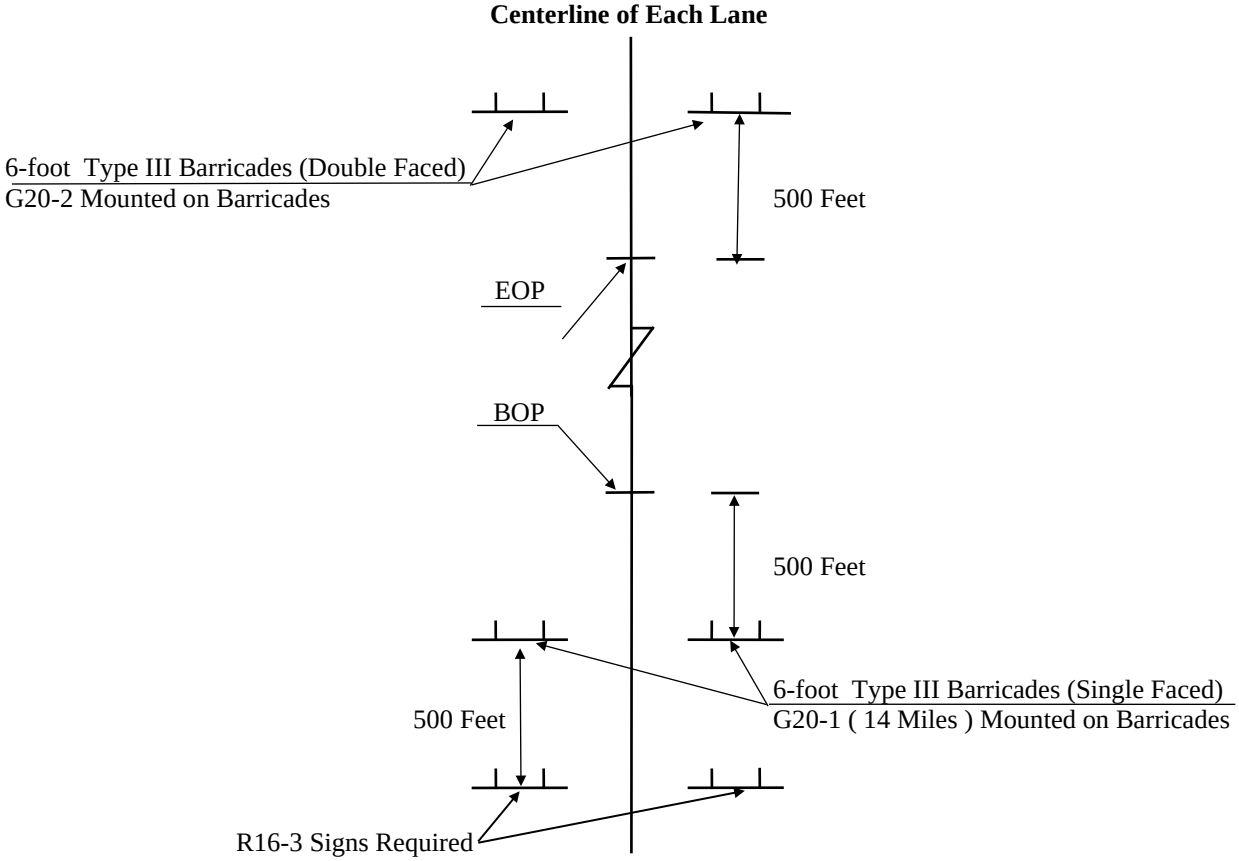
**DATE: 02/14/2025**

**PROJECT: NHPP-0070-03(026) / 108710301 & NHPP-0070-03(028) / 109439-301 -- Panola County**

Delete the paragraph in Subsection 907-618.01.2 on page 1, and substitute the following.

For compliance with the traffic control plan, the Contractor will be required to install and maintain traffic control devices at various locations throughout the project. Payment for these devices will be included in the price bid for pay item no. 907-618-A: Maintenance of Traffic per lump sum.

Additional traffic control devices will be required as follows.

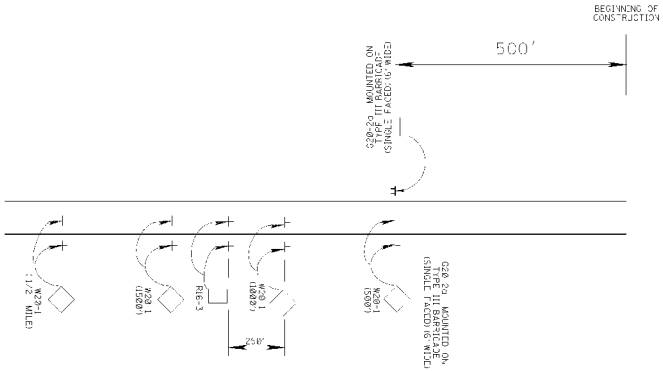



ADDITIONAL TRAFFIC CONTROL SIGNS REQUIRED:

- **36** - W20-1 "AHEAD" signs required. One (1) sign is required at each local road or street entering the project.
- **30** - R16-3 "SPEEDING FINES DOUBLED" signs required.

R16-3 signs shall be spaced in accordance with sheet titled "Location of R16-3 Signs".

All construction signs and barricades shown on this page shall be included in the bid price for pay item 907-618-A, Maintenance of Traffic. Fluorescent orange sheeting shall be used on all construction and traffic control signs except for R16-3 which shall be black legend and border on white background.

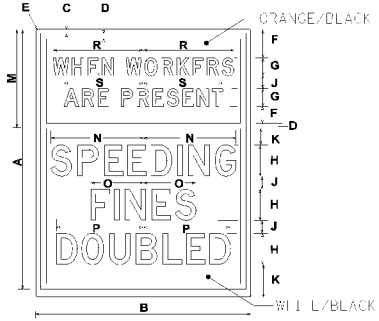



**DIVIDED HIGHWAY**
**(PROJECTS LESS THAN 1 MILE LENGTH)**

NOTES

① R16-3 SIGN TO BE PLACED AS SHOWN OR AS DIRECTED BY THE ENGINEER.

② R16-3 SIGN SHALL BE SPACED AT A MAXIMUM OF 2 MILES THROUGHOUT LENGTH OF PROJECT.



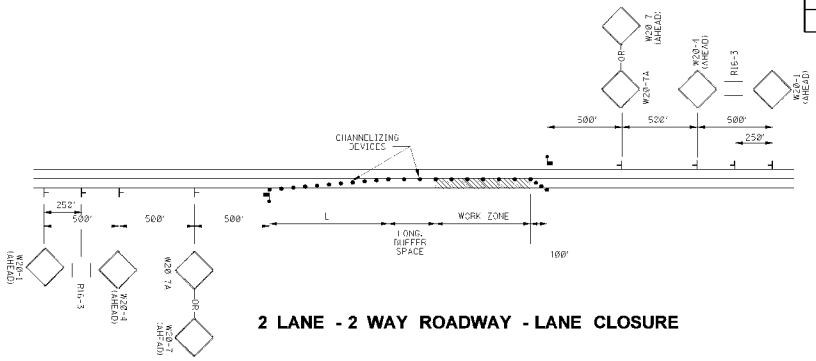

| SIGN | DIMENSIONS (INCHES) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | G | H |
| STD. | 60 | 48 | 3/4 | 1 1/4 | 3 | 3 3/4 | 4 Dm | 7 D |
| | J | K | M | N | O | P | R | S |
| STD. | 3 | 6 5/8 | 22 3/8 | 21 | 11 7/8 | 19 5/8 | 28 5/8 | 18 |

48" x 60"
(INTERSTATE USE)

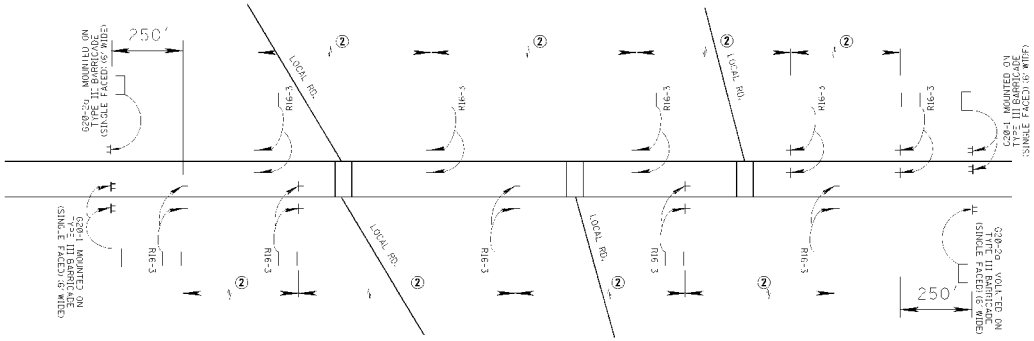
| SIGN | DIMENSIONS (INCHES) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | G | H |
| S D. | 48 | 36 | 3/4 | 1 1/4 | 3 | 2 3/4 | 3 Dm | 6 D |
| | J | K | M | N | O | P | R | S |
| STD. | 3 | 4 5/8 | 14 3/4 | 14 | 7 1/8 | 13 7/8 | 3 3/8 | 12 |

36" x 48"
(ALL OTHER HIGHWAYS)

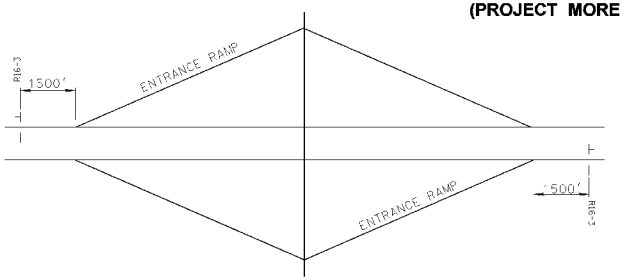
**R16-3**




**2 LANE - 2 WAY ROADWAY - LANE CLOSURE**




**DIVIDED HIGHWAY SHOWN**
**(2 LANE - 2 WAY ROADWAY SIMILAR)**
**(PROJECT MORE THAN 1 MILE LENGTH)**




**INTERSTATE DETAIL**

| STATE | PROJECT NO. |
|---|---|
| MISS. | |

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**LOCATION OF R16-3 SIGNS**

| NO. | REVISION | DATE |
|---|---|---|
| 3. | | |

ILLNAME: SPEED SIGN DETAIL.dgn
DESIGN TEAM | CHECKED | DATE 07-23-04

WORKING NUMBER

SHEET NUMBER

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SPECIAL PROVISION NO. 907-618-4** **CODE: (SP)**

**DATE: 02/01/2018**

**SUBJECT: Additional Signing Requirements**

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.

**907-618.01.2--Traffic Control Plan**. At the end of Subsection 618.01.2 on page 441, add the following:

For compliance with the traffic control plan, the Contractor will be required to install and maintain traffic control devices at various locations throughout the project. Payment for these devices will be included in the price bid for pay item no. 618-A, Maintenance of Traffic per lump sum.

Mill & Overlay approximately 7 miles of US 278 from the east side of the ICGRR Overpass to east of Terza Road, known as Federal Aid Project Nos NHPP-0070-03(026) / 108710301 & NHPP-0070-03(028) / 109439301 in Panola County.

| Line No. | Item Code | Adj Code | Quantity | Units | Description [Fixed Unit Price] |
|---|---|---|---|---|---|
| | | | **Roadway Items** | | |
| 0010 | 201-D002 | | 7 | Acre | Random Clearing |
| 0020 | 202-B007 | | 620 | Square Yard | Removal of Asphalt Pavement, All Depths |
| 0030 | 202-B068 | | 38 | Square Yard | Removal of Concrete Pavement Punchouts, 9" Depth |
| 0040 | 202-B069 | | 2,022 | Square Yard | Removal of Concrete Pavement w/ Variable Depth Overlay |
| 0050 | 202-B117 | | 64 | Each | Removal of Delineator, All Types |
| 0060 | 202-B158 | | 3,345 | Linear Feet | Removal of Guard Rail, Including Rails, Posts and Terminal Ends |
| 0070 | 202-B240 | | 3,460 | Linear Feet | Removal of Traffic Stripe |
| 0080 | 203-G001 | (E) | 165 | Cubic Yard | Excess Excavation, FM, AH |
| 0090 | 304-B004 | (GT) | 10,025 | Ton | Granular Material, Class 5, Group D |
| 0100 | 406-D001 | | 583,000 | Square Yard | Fine Milling of Bituminous Pavement, All Depths |
| 0110 | 407-A001 | (A2) | 58,300 | Gallon | Asphalt for Tack Coat |
| 0120 | 413-D003 | | 1,939 | Linear Feet | Cleaning and Filling Joints in PCC Pavement |
| 0130 | 423-A001 | | 46 | Mile | Rumble Strips, Ground In |
| 0140 | 501-D001 | | 36 | Linear Feet | Expansion Joints, With Dowels |
| 0150 | 503-A003 | (C) | 38 | Square Yard | 9" and Variable Reinforced Concrete Pavement, Broom Finish |
| 0160 | 503-C010 | | 5,766 | Linear Feet | Saw Cut, Full Depth |
| 0170 | 503-E002 | | 80 | Each | Tie Bars, No. 5 Deformed Drilled and Epoxied or Grouted |
| 0180 | 606-B002 | | 2,675 | Linear Feet | Guard Rail, Class A, Type 1, 'W' Beam |
| 0190 | 606-C001 | | 5 | Each | Guard Rail, Cable Anchor Type 1, Metal Post |
| 0200 | 606-D022 | | 8 | Each | Guard Rail, Bridge End Section, Type I |
| 0210 | 606-E005 | | 9 | Each | Guard Rail, Terminal End Section, Flared |
| 0220 | 606-E007 | | 4 | Each | Guard Rail, Terminal End Section, Non-Flared |
| 0230 | 618-B001 | | 20 | Square Feet | Additional Construction Signs [$10.00] |
| 0240 | 619-A1001 | | 65 | Mile | Temporary Traffic Stripe, Continuous White |
| 0250 | 619-A2001 | | 61 | Mile | Temporary Traffic Stripe, Continuous Yellow |
| 0260 | 619-A3001 | | 55 | Mile | Temporary Traffic Stripe, Skip White |
| 0270 | 619-A4002 | | 5 | Mile | Temporary Traffic Stripe, Skip Yellow |
| 0280 | 619-A5001 | | 48,047 | Linear Feet | Temporary Traffic Stripe, Detail |
| 0290 | 619-A6002 | | 7,452 | Linear Feet | Temporary Traffic Stripe, Legend |
| 0300 | 620-A001 | | 1 | Lump Sum | Mobilization |
| 0310 | 630-F002 | | 116 | Each | Delineators, Flexible Post Mounted, Crossover, Type I, Yellow |
| 0320 | 630-F006 | | 38 | Each | Delineators, Guard Rail, White |

| Line No. | Item Code | Adj Code | Quantity | Units | Description [Fixed Unit Price] |
|---|---|---|---|---|---|
| 0330 | 630-F007 | | 59 | Each | Delineators, Guard Rail, Yellow |
| 0340 | 907-403-A006 | (BA1) | 2,475 | Ton | 19-mm, ST, Asphalt Pavement |
| 0350 | 907-403-A013 | (BA1) | 5,300 | Ton | 9.5-mm, HT, Asphalt Pavement |
| 0360 | 907-403-A015 | (BA1) | 6,775 | Ton | 9.5-mm, ST, Asphalt Pavement |
| 0370 | 907-403-B010 | (BA1) | 7,950 | Ton | 9.5-mm, HT, Asphalt Pavement, Leveling |
| 0380 | 907-403-D007 | (BA1) | 38,200 | Ton | 9.5-mm, HT, Asphalt Pavement, Polymer Modified |
| 0390 | 907-413-E001 | | 63,417 | Linear Feet | Sawing and Sealing Transverse Joints in Asphalt Pavement |
| 0400 | 907-618-A001 | | 1 | Lump Sum | Maintenance of Traffic |
| 0410 | 907-626-A007 | | 28 | Mile | 6" Thermoplastic Double Drop Traffic Stripe, Skip White |
| 0420 | 907-626-C012 | | 33 | Mile | 6" Thermoplastic Double Drop Edge Stripe, Continuous White |
| 0430 | 907-626-D003 | | 3 | Mile | 6" Thermoplastic Double Drop Traffic Stripe, Skip Yellow |
| 0440 | 907-626-E003 | | 31 | Mile | 6" Thermoplastic Double Drop Traffic Stripe, Continuous Yellow |
| 0450 | 907-626-G006 | | 34,505 | Linear Feet | Thermoplastic Double Drop Detail Stripe, White |
| 0460 | 907-626-G007 | | 13,542 | Linear Feet | Thermoplastic Double Drop Detail Stripe, Yellow |
| 0470 | 907-626-H006 | | 4,640 | Square Feet | Thermoplastic Double Drop Legend, White |
| 0480 | 907-626-H007 | | 7,452 | Linear Feet | Thermoplastic Double Drop Legend, White |
| 0490 | 907-627-J001 | | 448 | Each | Two-Way Clear Reflective High Performance Raised Markers |
| 0500 | 907-627-K001 | | 2,474 | Each | Red-Clear Reflective High Performance Raised Markers |
| 0510 | 907-627-L001 | | 2,082 | Each | Two-Way Yellow Reflective High Performance Raised Markers |
| 0520 | 907-632-C001 | | 8 | Each | Modify Existing Traffic Signal Cabinet Assembly |
| 0530 | 907-641-A002 | | 18 | Each | Signal Stop Bar Radar Vehicle Detection Sensor, Type 2 |
| 0540 | 907-641-B002 | | 12 | Each | Signal Advanced Radar Vehicle Detection Sensor, Type 2 |
| 0550 | 907-641-D001 | | 5,470 | Linear Feet | Radar Vehicle Detection Cable |
| 0560 | 907-641-F002 | | 2 | Each | Signal Radar Vehicle Detection Processor, Type 2 |
| | | | **ALTERNATE GROUP AA NUMBER 1** | | |
| 0570 | 304-F001 | (GT) | 325 | Ton | 3/4" and Down Crushed Stone Base |
| | | | **ALTERNATE GROUP AA NUMBER 2** | | |
| 0580 | 304-F002 | (GT) | 325 | Ton | Size 610 Crushed Stone Base |
| | | | **ALTERNATE GROUP AA NUMBER 3** | | |
| 0590 | 304-F003 | (GT) | 325 | Ton | Size 825B Crushed Stone Base |