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	2/19/2025	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. 6640; Added Notice To Bidders No.6731; 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.

STBG-6928-00(018)/ 109022301000

Madison County(ies)

Revised 01/26/2016

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
TABLE OF CONTENTS

PROJECT: STBG-6928-00(018)/109022301 - Madison

907-106-2	Control of Materials
907-108-4	Subletting of Contract
907-109-5	Measurement and Payment
907-401-2	Asphalt Pavements - General
907-403-3	Asphalt Pavements
907-413-2	Cleaning and Sealing Joints and Cracks
907-420-4	Undersealing
907-618-12	Traffic Control Management
907-619-6	Temporary Portable Rumble Strips
907-626-11	Thermoplastic Markings
907-627-1	Raised Pavement Markings
907-631-1	Traffic Signal Systems - General, w/Supplement
907-632-1	Traffic Signal Cabinet Assemblies
907-643-5	Video Vehicle Detection
907-650-5	On-Street Video Equipment
907-663-6	Networking Equipment
907-700-1	Materials and Tests
907-701-4	Hydraulic Cement, w/ Supplement
907-702-4	Bituminous Materials
907-703-2	Gradation
907-705-1	Stone Riprap
907-707-3	Joint Materials
907-711-2	Plain Steel Wire
907-712-1	Fence and Guardrail
907-714-3	Miscellaneous Materials
907-718-1	Timber and Dimension Lumber
907-720-3	Pavement Marking Materials
907-721-4	Materials for Signing
907-722-1	Materials for Traffic Signal Installation
907-808-1	Joint Repair
907-823-8	Preformed Joint Seal

Section 905 - Proposal, Proposal Bid Items, Combination Bid Proposal
Certification of Performance - Prior Federal-Aid Contracts
Certification Regarding Non-Collusion, Debarment and Suspension
SAM.GOV Registration and Unique Entity ID
Section 902 - Contract Form
Section 903 - Contract Bond Forms
Form -- OCR-485

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

02/19/2025 01:49 PM

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6640 **CODE: (SP)**

DATE: 02/19/2025

SUBJECT: Scope of Work

PROJECT: STBG-6928-00(018) / 109022301 -- Madison County

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

A general description of the work required on the project is for milling and overlaying approximately 9 miles of existing composite pavement on US 51 from 0.5 mile South of Green Oak Lane (BOP Station 100+00) and ending at East Dinkins St. (EOP Station 572+75) in Madison County. Details of specific work are mentioned in the following sections.

Station 100+00 (BOP) to Station 572+75 (EOP)
Prior to beginning the milling and overlay operations, any failed areas in the existing pavement shall be removed full depth (12" - 14" and variable), and repaired full depth with 12.5-mm, MT, Leveling asphalt. Other repairs may be necessary as field conditions require and as directed by the Engineer. Prior to milling, any failed JRCP joints shall be repaired to full depth to 3' width on either side of the joint (6' total width) by removal of the existing asphalt concrete. Failed JRCP shall be repaired to full depth using 12.5-mm, MT, Leveling asphalt. Prior to mill and overlay operations, the existing widening shall be removed and replaced with 5" of 12.5-mm, HT, Trench Widening asphalt. The Contractor shall mill and overlay with an average of 2" of 12.5-mm, MT, asphalt, adjusting thickness if cross slope is not equal to 2% where applicable. Where the cross slope is not equal to 2%, the thickness of the overlay/milling efforts shall be adjusted to correct the cross slope. After overlay operations are complete, joints shall be sawed and sealed in the asphalt over the JRCP.

General Notes: These general notes are applicable to all sites.

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

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

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

Milling and paving operations shall be performed such that a -2% slope from centerline is provided in normal crown roadway sections. Super-elevation through curves shall be maintained as it currently exists or improved as directed. Where slope correction is required, correction will be made by milling, paving, or combination thereof as directed by the Engineer. Milling correction: Mill outside edge of pavement to a depth of 1½" on a 2% slope towards the centerline. Paving Correction: Mill to depth of 1½" on existing slope and 2¼" and variable on centerline and 1½" on outside edge. Combination Method: Combination of both methods as directed by the Engineer to achieve the desired slope. In super elevated areas where correct SE exist milling will transition to thickness through curves. Where correct SE does not exist milling will transition at curves to correct SE as directed by the Engineer.

Milling operations shall be performed in accordance with the Contract documents and the Standard Specifications. Variable width and length transitions may be required for ties at ramps, local roads, and 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 two (2) calendar days, and the Contractor will be assessed a penalty of **$5,000 per calendar day** afterwards until the mainline milled surface is covered with the next lift of asphalt. This allowance for traffic on mainline milled surface is not a requirement. It shall be determined by the Contractor how many days up to two (2) calendar days traffic will be allowed on the milled surface. If the milled surface begins to deteriorate under traffic, the Contractor shall make the necessary adjustments to prevent the roadway deterioration. The Contractor shall be responsible for any claims due to the deteriorating roadway.

Traffic will be allowed to run on all milled surfaces other than the mainline for thirty (30) calendar days unless otherwise stated, and the Contractor will be assessed a penalty of **$1,000 per calendar day** afterwards until the non-mainline milled surface is covered with the next lift of asphalt. The additional allowance for the non-mainline milled surface is for the Contractor's convenience, and thus, the Contractor is responsible for any pavement failures or damage sustained during this period. Milling and paving of paved shoulders shall conform to Subsection 406.03 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 or chemically treated 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. Payment for removal of concrete pavement failed areas overlaid with variable depths of asphalt shall be made under pay item 202-B: Removal of Concrete Pavement w/Variable Depth Overlay. Payment for the removal of asphalt failed areas shall be made under pay item 202-B: Removal of Asphalt Pavement, Failed Areas. Payment for the saw cutting of failed areas shall be paid under pay item 503-C: Saw Cut, Full Depth. A list of the failed areas is shown in the attached tables. Pavement repairs shall be completed as a continuous operation in order to minimize traffic impacts. Lane closures shall remain in place until the failed area has been completely repaired. Lane closures may not be left unattended.

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

Prior to milling US 51 which is constructed of a composite asphalt/jointed concrete, any failed JRCP joints shall be repaired to full depth to 3’ width on either side of the joint (6’ total width) by removal of the existing concrete and variable depth overlay using pay item 202-B: Removal of Concrete Pavement w/Variable Depth Overlay. If any base/subbase material is required to be removed below the JRCP, it shall be paid using pay item 203-G: Excess Excavation. Failed JRCP will be repaired to full depth using 12.5-mm, MT, Leveling asphalt. A table showing exact locations of the joint repair is included. No other joint repairs will be required outside of the table included unless otherwise approved by the Engineer.

The existing widened shoulder shall be removed and reconstructed using pay item 202-B: Removal of Asphalt Paved Shoulders, All Depths and pay item 907-403-C: 12.5-mm, HT, Asphalt Pavement, Trench Widening. The reconstructed trench widening shall be 5” thick (2 lifts at 2.5”). Payment for hauling the removed asphalt off the project shall be included in pay item 202-B: Removal of Asphalt Paved Shoulders. The shoulder material shall be spread across the existing shoulders and back slopes at the Engineer’s discretion. Any shoulder material that cannot be adequately blended in to the shoulder and back slopes shall be excessed using pay item 203-G: Excess Excavation, FM, AH.

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

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

Privately owned entrances shall be paved to the shoulder line per the included typical drawing unless otherwise directed. Pad dimensions shall match the existing lengths and widths unless otherwise directed. Pads shall be shaped horizontally and vertically to prevent excessive drop-

offs. Any new driveway pads deemed necessary by the Engineer shall be placed according to specifications.

Granular Shoulder Material

Where applicable, the existing shoulders are to be raised to match the new pavement elevation by placing variable depth granular material. The shoulders shall be graded and pulled up on a daily basis to eliminate drop-offs in excess of 2¼". Placement of the granular material on the finished asphalt course shall not be permitted. The existing shoulder shall be scarified to allow incorporation of the new shoulder material. The material shall be bladed, rolled, and compacted to a finished slope of four percent (4%) in normal crown sections. Placement of this material shall be performed to provide a uniform and compacted shoulder with a minimum depth and width of material placed. Shoulders with adequate shoulder material in place shall be bladed to a slope of four percent (4%) in normal crown sections. The cost of blading will be an absorbed item and is to be included in the price of other items bid. Crushed concrete will not be allowed.

Granular material, crushed stone, shall be provided around driveway pads as directed to prevent shoulder drop-offs and shall be placed in a timely manner. Drop-offs exceeding 2¼" shall be corrected within two (2) calendar days of the placement of the pad.

Any material excavated from the existing shoulder as a result of shoulder blading shall be used on the existing shoulder to match the new pavement elevation and any surplus material shall be spread along the edge of the shoulders, fore slopes, or other adjacent areas as directed by the Engineer and will be an absorbed item. Material which cannot be suitably placed in adjacent areas and deemed to be excess excavation by the Engineer shall be removed from the project site. Payment for removal of excess material will be made using pay item 203-G: Excess Excavation.

Temporary and Permanent Pavement Markings

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

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

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

Temporary raised pavement markers shall be placed along the centerline of the roadway in any areas expected to be dormant for more than 90 days and/or as directed by the Engineer.

All permanent striping will be double drop thermoplastic, 90-mil thickness unless otherwise specified in Subsection 626.03. Edge lines will be placed to accommodate the lane widths shown on the attached applicable typical sections unless prevented by field conditions.

Per Subsection 626.03, a binder-sealer shall be applied to the concrete pavement or bridge surface prior to the placement of the thermoplastic material and shall be absorbed under the thermoplastic pay items. The type and amount of binder-sealer used shall adhere to the thermoplastic manufacturer's recommendations.

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

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

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

Payment for centerline stripe on local roads shall be made under pay item 907-626-G007, 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-E: 6" Thermoplastic Double Drop Traffic Stripe, Continuous Yellow. Centerline Stripe shall be omitted on local roads whose width is less than 20 feet.

The face of all existing undisturbed curbs shall be painted with at least two (2) coats of white traffic paint with glass beads being required in the top coat. The cost associated with the painting of new or existing curb is to be included in other items bid.

The face of all existing, painted, concrete islands 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 new or existing curb is to be included in other items bid.

Guardrail

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

The asphalt guardrail pad shall be milled and paved up to the face of the guardrail. The remaining asphalt guardrail pad behind the face of the guardrail shall be removed and shall be paid for using the milling pay item. The guardrail pad shall be reconstructed using crushed stone granular material and shall be a minimum of 4" in depth. If blading is required in order to meet the minimum depth, said blading shall be an absorbed item and the excavated material shall be retained and used to raise the existing shoulder to match the new pavement elevation. Material which cannot be placed and blended in adjacent areas and deemed to be excess excavation by the Engineer shall be removed under pay item 203-G: Excess Excavation. Prior to the placement of the crushed stone, a soil sterilant shall be applied as per Subsection 616.03.2 and Geotextile Stabilization, Type V, Non-Woven installed underneath the limits of the crushed stone. The installed guardrail shall meet all requirements in order to be MASH compliant.

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

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

Traffic Signals
Vehicle loop detectors at desired locations shall be replaced with video detection sensors. Video units shall be installed per manufacturer's recommendations. Existing EPAC Controllers shall be replaced with new controllers and existing EPAC controllers shall 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 MDOT signal shop. The Contractor shall also be responsible for transferring existing controller data to the new controllers. The Contractor may remove existing detection loop cable, if necessary. Cable quantities may be adjusted based on video unit 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 may be allowed by the Engineer 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 is to be included in the prices of items bid. Failure of the Contractor to remove the debris as prescribed herein shall be just cause for withholding the monthly progress estimate payment or suspending active operations until the debris is satisfactorily removed by the Contractor.

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

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

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

Joint Repair & Sealing at Bridges

The joint repair shall include installation of the preformed joint seal and other necessary work per the included standard drawings or as directed by the Engineer. All existing joint armor shall remain in place. All concrete approach slab joints shall be sealed. If the bridge has an asphalt approach, the joint between the asphalt and concrete shall not be disturbed.

The joints shall be sealed by one of the three approved Manufacturers listed in Special Provision 907-823 and installed according to the Manufacturer's specifications. The existing joints shall be replaced at the locations provided in the attached table. Payment for the new joints shall be made under the appropriate pay items as described in Special Provision No. 907-823.

Miscellaneous Notes

It shall be the responsibility of the Contractor to protect existing structures such as pipes, inlets, aprons, bridges, etc. from damage which might occur during construction. The Contractor shall replace or repair, as directed by the Engineer, any structures damaged during the life of the contract. No payment will be made for replacement or repair of damaged items.

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

Removal of existing raised pavement markers shall be included in the prices for other items bid.

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

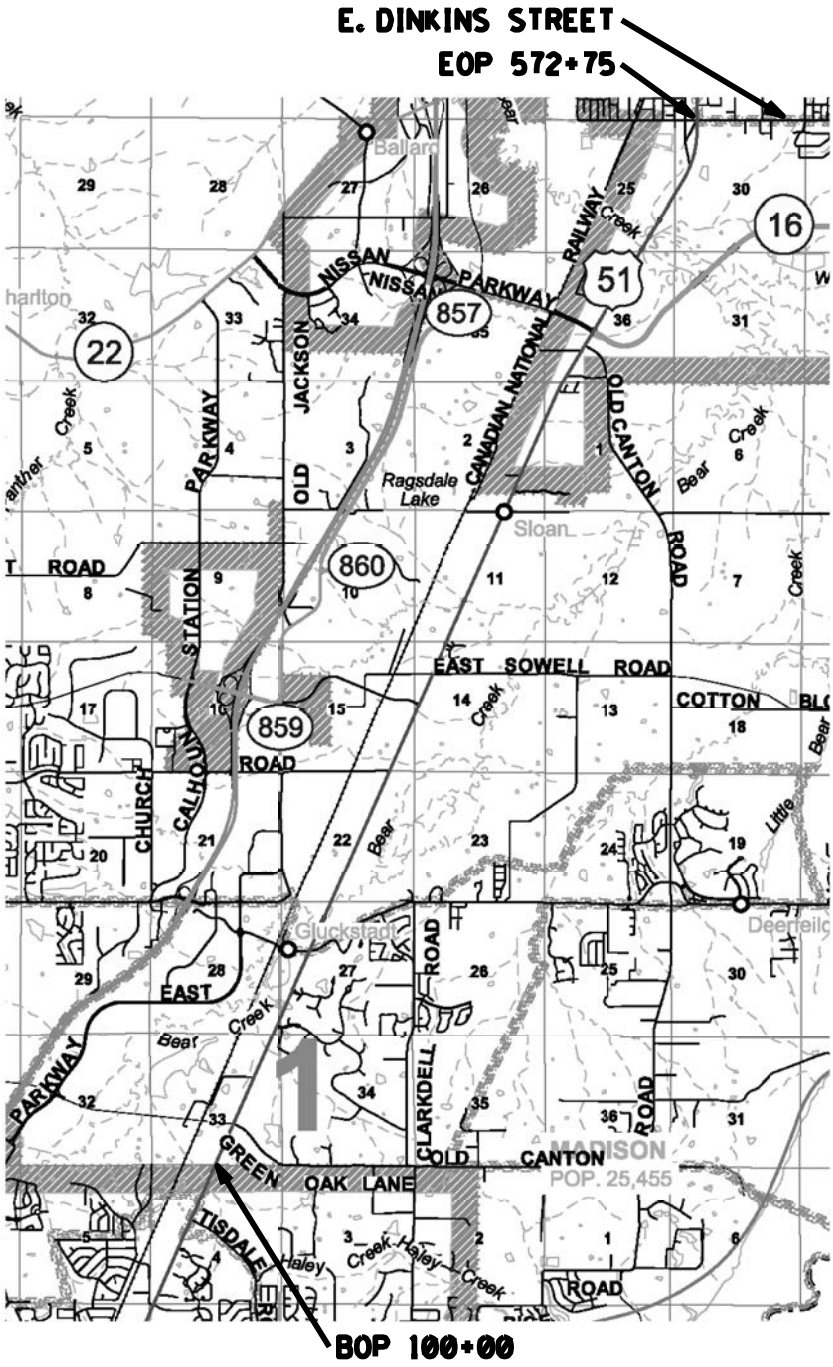
Prior to the final inspection, bridges, islands, and areas with curb shall be swept/cleaned. Care should be taken to prevent milled asphalt, asphalt debris, vegetative/granular debris, etc. from entering drainage structures or clogging other drainage ways. Disposal of material will not be measured for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

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

Random clearing shall be required at a distance of 50 feet from centerline or 36 feet and variable from the pavement edge. Tree limbing shall be required at a distance of up to thirty feet (30’) vertically within the clearing limits. The random clearing shall encompass trees four inches (4”) or greater in diameter, scrubs, and overhang within the clearing limits. Trees shall either be cut flush with the ground line or if the Contractor elects to cut the tree above the groundline then the tree stump shall be ground flush with the ground line. The cut material shall either be hauled away from the project site or mulched in place to a depth of four inches (4”) maximum in any one location. If the Contractor elects to utilize other means of disposal for the cut material, then said method shall be approved by the Engineer prior to commencement.

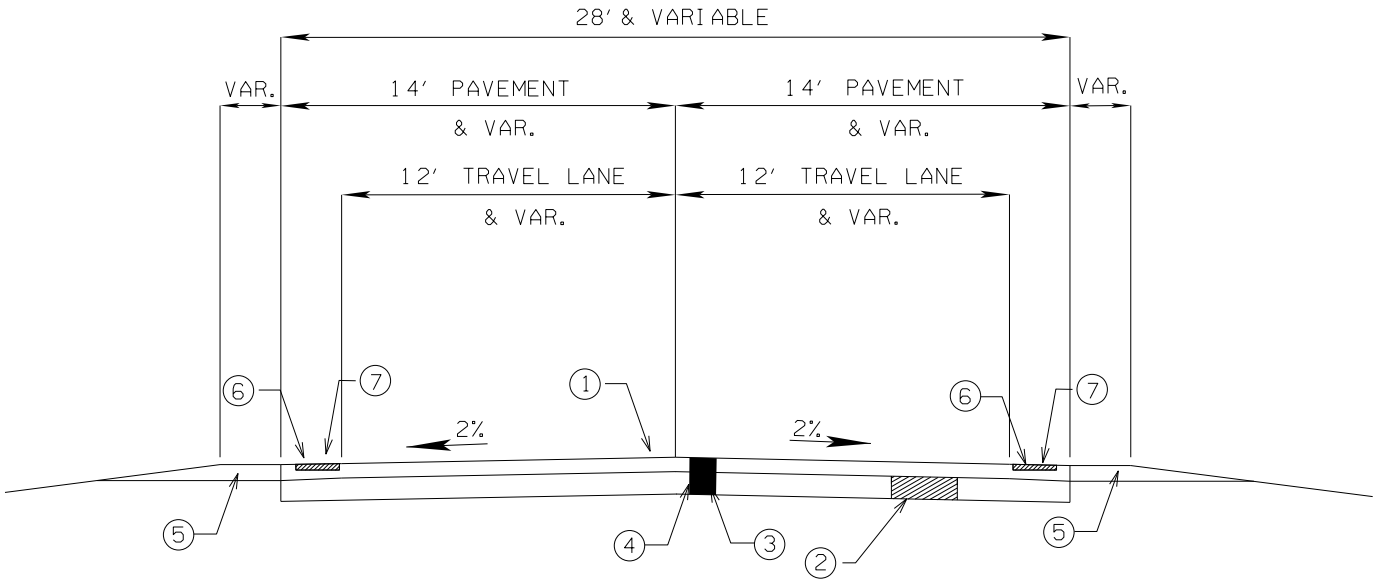
All areas disturbed by the Contractor shall be stabilized to the satisfaction of the Engineer at no additional cost to the state. The Contractor shall be responsible for any damage caused to above ground utilities, private property, and State owned property within the limits of the random clearing.

109022/301000
US 51 OVERLAY
FROM MADISON CITY LIMITS TO DINKINS STREET
MADISON COUNTY



MADISON COUNTY
TYPICAL SECTION
US 51 OVERLAY
109022/301000

BOP 100+00 – 117+31
135+56 – 148+00
168+64 – 192+00
232+00 – 305+00
317+00 – 462+00



(1) MILL & OVERLAY 2" WITH 12.5mm Mix HMA (or WMA),MT

(2) Failed RJCP Joints to be removed (3' on either side of joint for 6' total width) and back filled with Asphalt Pavement 12.5mm Mix,MT Leveling as directed.

(3) Existing Pavement Structure (4 1/2" - 7 1/2" HMA over 6" JRCP) @ Stations 100+00 - 505+61

(4) Existing Pavement Structure (9½ HMA OVER 6" Clay Gravel) @ Stations 505+61 - 538+66

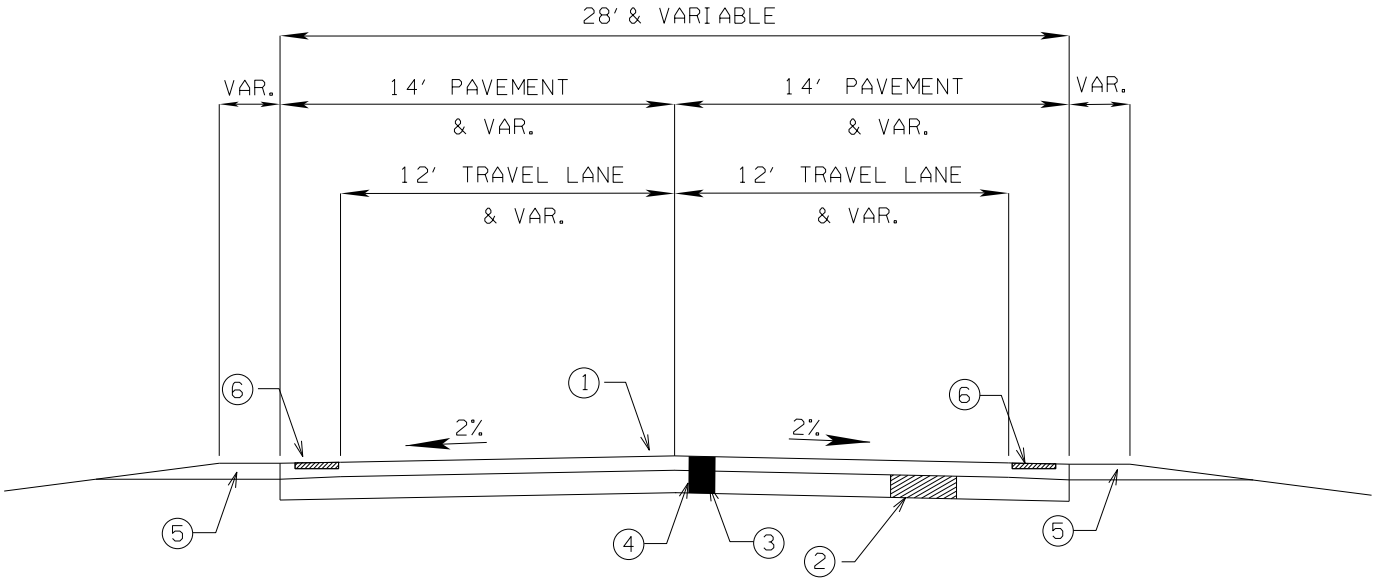
(5) Granular Material, Crushed Stone

(6) Rumble Stripe Required

(7) Remove existing 2' widening full depth, excavate additional 3" depth and backfill with 5" HMA, 12.5mm Mix, HT - Trench Widening (2 @ 2 1/2" lifts) @ Stations 100+00 - 463+00

MADISON COUNTY
TYPICAL SECTION
US 51 OVERLAY
109022/301000

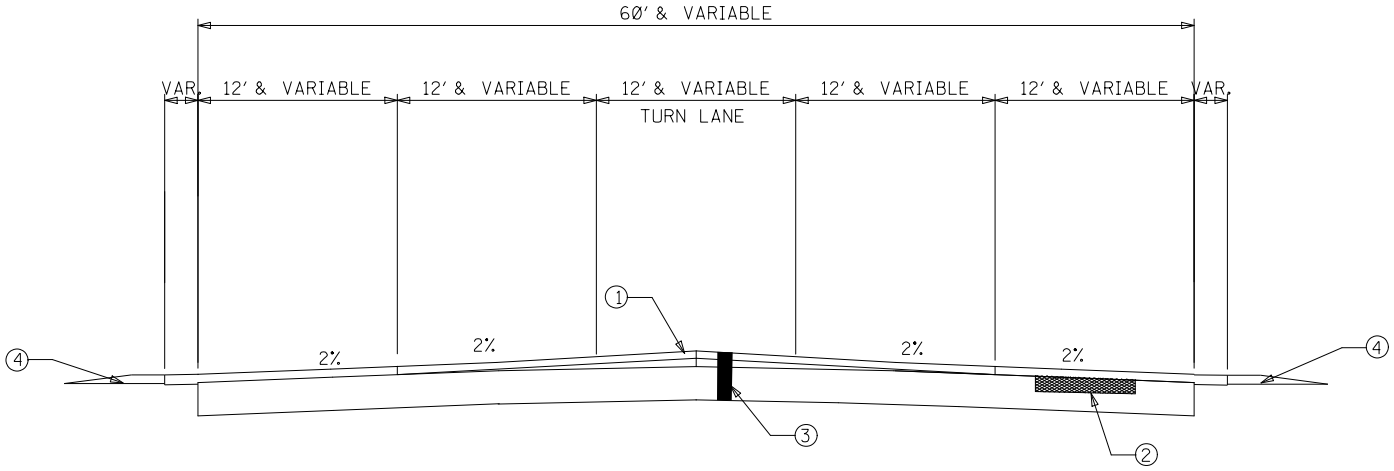
117+31 – 135+56
148+00 – 168+24
192+00 – 232+00
305+00 – 317+00
462+00 – 463+06
489+59 – 538+66



1. MILL & OVERLAY 2" WITH 12.5mm Mix HMA (or WMA),MT
2. Failed RJCP Joints to be removed (3' on either side of joint for 6' total width) and back filled with Asphalt Pavement 12.5mm Mix,MT Leveling as directed.
3. Existing Pavement Structure (4 1/2" - 7 1/2" HMA over 6" JRCP) @ Stations 100+00 - 505+61
4. Existing Pavement Structure (9½ HMA OVER 6" Clay Gravel) @ Stations 505+61 - 538+66
5. Granular Material, Crushed Stone
6. Rumble Stripe Required

MADISON COUNTY
TYPICAL SECTION
US 51 OVERLAY
109022/301000

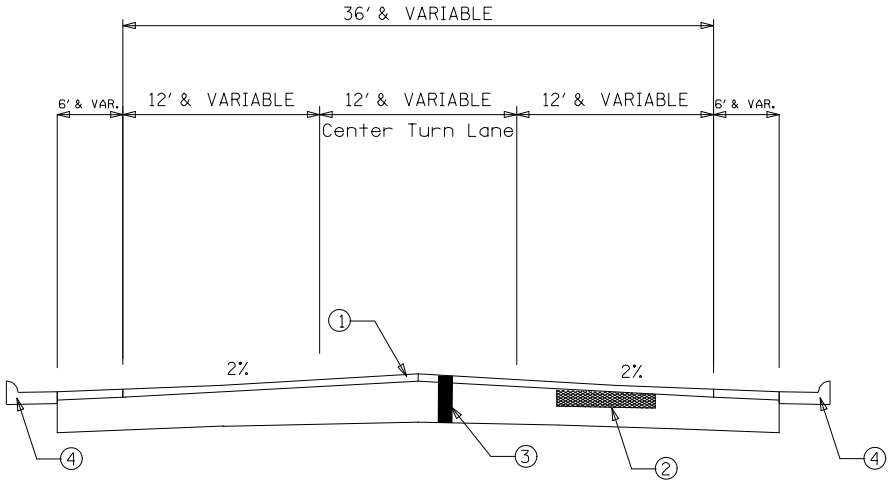
463+06 – 489+59
5 Lane with Gore Sections



① Mill 2" and Overlay 2" WITH 12.5mm Mix HMA (or WMA),MT
② Failed RJCP Joints to be removed (3' on either side of joint for 6' total width) and back filled with Asphalt Pavement 12.mm Mix, MT Leveling as directed.
③ Existing Pavement Structure (4 1/2" - 7 1/2" HMA over 6" JRCP)
④ Granular Material, Crushed Stone

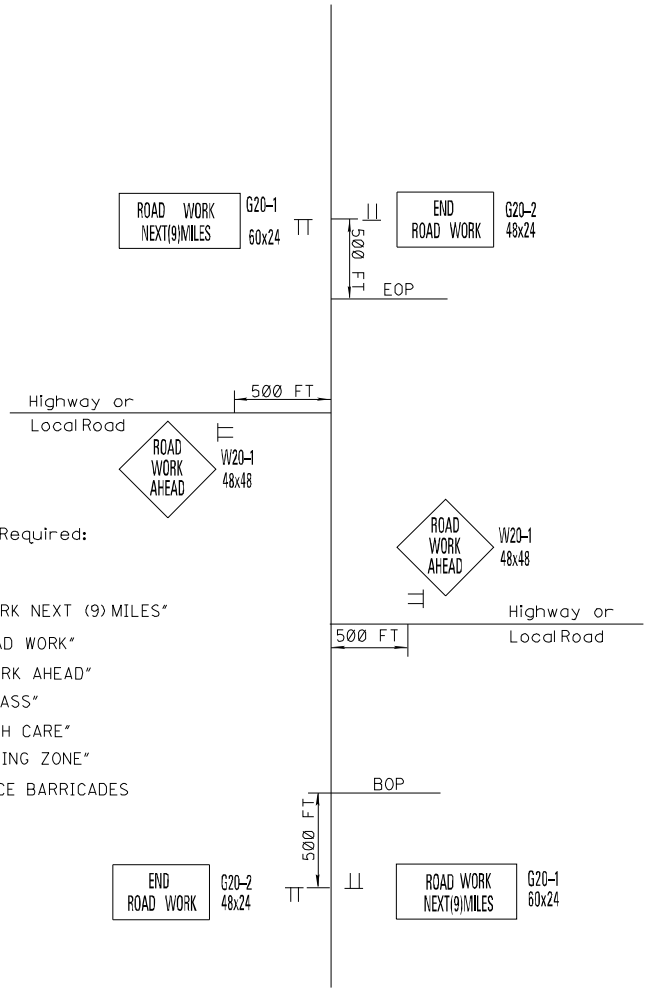
MADISON COUNTY
TYPICAL SECTION
US 51 OVERLAY
109022/301000

538+66 – 572+75 EOP
3 Lane Sections



① Mill 2" and Overlay 2" WITH 12.5mm Mix HMA (or WMA),MT
② Failed RJCP Joints to be removed (3' on either side of joint for 6' total width) and back filled with Asphalt Pavement 12.mm Mix, MT Leveling as directed.
③ Existing Pavement Structure (4 1/2" - 7 1/2" HMA over 6" JRCP)
④ Concrete Curb/Islands

CONSTRUCTION SIGNING DETAIL
US 51 OVERLAY
MADISON COUNTY
109022/301000



ESTIMATED

Traffic Control Signs Required:

2 - G20-1 "ROAD WORK NEXT (9) MILES"
2 - G20-2 "END ROAD WORK"
31 - W20-1 "ROAD WORK AHEAD"
62 - R4-1 "DO NOT PASS"
21 - R4-2 "PASS WITH CARE"
19 - W14-3 "NO PASSING ZONE"
24 - TYPE III DBL. FACE BARRICADES

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

G20-1 and G20-2 signs mounted on Type III Double Faced Barricade.

R4-1 "DO NOT PASS", R4-2 "PASS WITH CARE" AND W14-3 "NO PASSING ZONE" signs are required in accordance with Subsection 618.03.3 and as specified in the MUTCD. If No Passing zones are 1000 ft or more, install additional "DO NOT PASS" signs on maximum spacing of 750 ft.

Payment for these signs will be under the appropriate pay item numbers in the summary of quantities

109022/301000
US 51 Overlay From Madison City Limits to Dinkins St
Madison County
Bridge Joint Repair (LF)

Bridge Number	Bent	Preformed Joint Seal, Type I 907-823-A001	Preformed Joint Seal, Type II 907-823-A002	Preformed Joint Seal, Type III 907-823-A003	Saw Cut, Type I 907-823-B001	Saw Cut, Type II 907-823-B002	Saw Cut, Type III 907-823-B003	907-808-A002 Joint Repair
114.3	6	42			84			84
	11	42			84			84
	11	41			82			82
118.0	1	41			82			82
	1	42			84			84
	4	42			84			84
	4	41			82			82
120.0	1		41			82		82
	1	42			84			84
	6	42			84			84
	6	41			82			82
120.1	1		41			82		82
	1	42			84			84
	4	42			84			84
	4	41			82			82
120.2	1			41			82	82
	1	42			84			84
	6	42			84			84
	6		41			82		82
Total		**625**	**123**	**41**	**1250**	**246**	**82**	**1578**

109022/301000

US 51 From Madison City Limits to Dinkins Street

Madison County

Failed Areas - Asphalt

Station	Lane	Depth	Length	Width	Tons	Square Yards	Remarks
117+31-125+37	L	1	806	2	118.48	179.11	Green Oak
126+87-135+56	L	1	869	2	127.74	193.11	Green Oak
117+31-125+37	R	1	806	2	118.48	179.11	Green Oak
126+87-135+56	R	1	869	2	127.74	193.11	Green Oak
528+67-529+07	L	2	40	15	88.20	66.67	BR 120.2
Total			**6786.00**		**580.65**	**811.11**	
10% for Contingencies			**7464.60**		**638.72**	**892.22**	

109022/301000
US 51 From Madison City Limits to Dinkins Street
Madison County

Failed Areas - Concrete Pavement W/Variable Depth Overlay

Station	Lane	Depth	Length	Width	Tons	Square Yards	Remarks
426+57-426+65	L/R	2	8	30	35.28	26.67	Bear Creek Storage
351+88-352+00	L/R	2	12	30	52.92	40.00	Baseball Fields
344+71-344+83	L/R	2	12	30	52.92	40.00	Subdivision
312+41-313+35	R	2	94	15	207.27	156.67	W Sowell Road
305+75-305+24	L/R	2	50	30	220.50	166.67	Keeling Company
186+74-187+34	L	2	60	15	132.30	100.00	Wildwood
183+66-183+89	R	2	23	15	50.72	38.33	Wildwood
147+80-148+20	R	2	40	15	88.20	66.67	N of Gross Road
110+29-110+44	L	2	15	15	33.08	25.00	
109+69-109+81	R	2	12	15	26.46	20.00	
SAW CUT			326	210	899.64	680.00	
			746		**10% for Contingencies**		
Total			**820.6**		**989.60**	**748.000**	

109022/301000
US 51 from Madsion City Limits to Dinkins St.
Madison County

Location	Dimensions	Removal 202-B063	Conc. Paved Ditch 211-A001
114.3			
NW	8'x1', 6'x3'	2.889	0.502
NE	8'x1', 6'x3'	2.889	0.502
SW	8'x1', 6'x3'	2.889	0.502
SE	8'x1', 6'x3'	2.889	0.502
118.0	8'x1', 6'x3'	2.889	0.502
NW	8'x1', 6'x3'	2.889	0.502
NE	8'x1', 6'x3'	2.889	0.502
SW	8'x1', 6'x3'	2.889	0.502
SE	8'x1', 6'x3'	2.889	0.502
120.0	8'x1', 6'x3'	2.889	0.502
NW	8'x1', 6'x3'	2.889	0.502
NE	8'x1', 6'x3'	2.889	0.502
SW	8'x1', 6'x3'	2.889	0.502
SE	8'x1', 6'x3'	2.889	0.502
120.1	8'x1', 6'x3'	2.889	0.502
NW	8'x1', 6'x3'	2.889	0.502
NE	8'x1', 6'x3'	2.889	0.502
SW	8'x1', 6'x3'	2.889	0.502
SE	8'x1', 6'x3'	2.889	0.502
120.2	8'x1', 6'x3'	2.889	0.502
NW	8'x1', 6'x3'	2.889	0.502
NE	8'x1', 6'x3'	2.889	0.502
SW	8'x1', 6'x3'	2.889	0.502
SE	8'x1', 6'x3'	2.889	0.502
Total		**69.336**	**12.048**

109022/301000
US 51 From Madison City Limits to Dinkins Street
Madison County

Full-Depth Joint Repair

Station	Lane	Depth	Width	Length	Tons	Square Yards	Remarks
495+75	L/R	2	30	6	26.46	20.000	
458+95	R	2	15	6	13.23	10.000	Krispy Krunchy
450+91	L	2	15	6	13.23	10.000	Subdivison
447+18	L/R	2	30	6	26.46	20.000	
439+16	L	2	15	6	13.23	10.000	
433+30	L/R	2	30	6	26.46	20.000	
423+10	L/R	2	30	6	26.46	20.000	Bear Creek Storage
418+0	L/R	2	30	6	26.46	20.000	
416+70	L	2	15	6	13.23	10.000	
411+00	R	2	20	6	17.64	13.333	Includes Gore
395+65	L/R	2	30	6	26.46	20.000	
392+45	L	2	15	6	13.23	10.000	Ragsdale Road
388+17	L/R	2	30	6	26.46	20.000	MS SnoBiz
387+58	L	2	15	6	13.23	10.000	Big River Rentals
384+60	R	2	15	6	13.23	10.000	Landscape Supply
384+20	L	2	15	6	13.23	10.000	Landscape Supply
377+80	L/R	2	30	6	26.46	20.000	Scott Gas Station
373+54	L/R	2	30	6	26.46	20.000	
365+03	L/R	2	30	6	26.46	20.000	
349+30	R	2	15	6	13.23	10.000	Baseball Fields
340+37	L/R	2	30	6	26.46	20.000	Hard Times Road
332+15	L/R	2	30	6	26.46	20.000	
327+62	L/R	2	30	6	26.46	20.000	Church
320+06	L/R	2	30	6	26.46	20.000	Storage 51
298+90	L/R	2	30	6	26.46	20.000	Deviney
286+35	L/R	2	30	6	26.46	20.000	N of Church Road
281+75	L/R	2	30	6	26.46	20.000	S of Church Road
264+78	L/R	2	30	6	26.46	20.000	Lone Wolf Dr.
252+38	L/R	2	30	6	26.46	20.000	Titan Eng.
246+59	L/R	2	30	6	26.46	20.000	
245+10	L/R	2	30	6	26.46	20.000	
236+92	L/R	2	30	6	26.46	20.000	
226+97	R	2	15	6	13.23	10.000	
190+80	L/R	2	30	6	26.46	20.000	N of Wildwood S.D.
185+00	L/R	2	30	6	26.46	20.000	Wildwood S.D.
184+32	L/R	2	30	6	26.46	20.000	Wildwood S.D.
179+14	L/R	2	30	6	26.46	20.000	N of Twin Cedar S.D.
172+34	L/R	2	30	6	26.46	20.000	N of Twin Cedar S.D.
165+80	L/R	2	30	6	26.46	20.000	S of Twin Cedar S.D.
161+71	L/R	2	30	6	26.46	20.000	
157+41	L	2	15	6	13.23	10.000	F.I.M. Church
156+21	R	2	15	6	13.23	10.000	F.I.M. Church
149+40	L/R	2	30	6	26.46	20.000	N of Gross Road
148+00	L/R	2	30	6	26.46	20.000	N of Gross Road

141+20	L/R	2	30	6	26.46	20.000	S of Gross Road
141+00	L/R	2	30	6	26.46	20.000	S of Gross Road
136+50	L/R	2	30	6	26.46	20.000	
135+96	L/R	2	30	6	26.46	20.000	
109+41	L/R	2	30	6	26.46	20.000	
103+60	L/R	2	30	6	26.46	20.000	N of BOP
SAW CUT			1310	300	1155.42	873.333	
			2920		**10% for Contingencies**		
Total			**3212**		**1270.96**	**960.667**	

109022/301000
US 51 From Madison City Limits to Dinkins Street
Madison County

Guardrail Quantities

		GUARDRAIL			FLARED	TANGENT	Cable	BRIDGE END SECTION				DELINEATORS				
			THRIE BEAM		TERMINAL	TERMINAL	Anchor	TYPE "H"	TYPE "C"	TYPE "F"	SPEC. DESIGN			Type 3	GUARDRAIL	Bridge #
STATION	LOCATION (LT/RT)	(W-BEAM) (LF)	TRANS. SECT. (LF)	THRIE BEAM (LF)	END SECT. (EA)	END SECT. (EA)	TYPE I (EA)	(EA)	(EA)	(EA)	BR END CONN. (EA)	WHITE (EA)	YELLOW (EA)	Object Markers (EA)	REMOVAL (LF)	
213+35	LT	65			1			1				5			102.5	114.3
213+35	RT	165			1			1				7			202.5	
217+77	LT	165			1			1				7			202.5	
217+77	RT	65			1			1				5			102.5	
356+90	LT	65			1			1				5			102.5	118.0
356+90	RT	165			1			1				7			202.5	
358+52	LT	165			1			1				7			202.5	
358+52	RT	65			1			1				5			102.5	
516+22	LT	65			1			1				5			102.5	120.0
516+22	RT	165			1			1				7			202.5	
518+64	LT	165			1			1				7			202.5	
518+64	RT	65			1			1				5			102.5	
522+52	LT	65			1			1				5			102.5	120.1
522+52	RT	165			1			1				7			202.5	
524+13	LT	165			1			1				7			202.5	
524+13	RT	65			1			1				5			102.5	
529+57	LT	65			1			1				5			102.5	120.2
529+57	RT	165			1			1				7			202.5	
531+98	LT	165			1			1				7			202.5	
531+98	RT	65			1			1				5			102.5	
TOTAL =		**2300**	**0**	**0**	**20**	**0**	**0**	**20**	**0**	**0**	**0**	**120**	**0**	**0**	**3050**	
		L.F.	**EA.**	**LF.**	**EA.**	**EA.**	**EA.**	**EA.**	**EA.**	**EA.**	**EA.**	**EA.**	**EA.**	**EA.**	**LF.**	

* REMOVAL OF ALL GUARDRAIL (BRIDGE END SECTIONS, W-BEAM, TYPE-I CABLE ANCHORAGE, TERMINAL END SECTIONS, ETC.) WILL BE PAID UNDER PAY ITEM 202-B REMOVAL OF GUARD RAIL.
* REMOVAL OF GUARDRAIL DELINEATORS ARE CONSIDERED INCIDENTAL TO THE REMOVAL OF GUARDRAIL AND WILL NOT BE MEASURED AS A SEPARATE PAY ITEM.
* ALL GUARDRAIL (METAL RAIL AND METAL POSTS ONLY) WILL BE RETAINED BY MDOT. WOODEN POSTS, ALL BLOCKOUTS, CONCRETE ANCHORS, ETC. WILL BE THE PROPERTY OF THE CONTRACTOR.
* TOTAL GUARDRAIL LENGTH IS BASED ON A TERMINAL END SECTION 37.5' LONG. IF A TERMINAL END SECTION OF A DIFFERENT LENGTH IS USED, THE LENGTH OF THE W-BEAM MAY HAVE TO BE ADJUSTED.

109022/301000				
201-D001 Random Clearing (Station)				
US 51 Overlay From Madison City Limits to Dinkins St				
Madison County				
Starting Station	**Ending Station**	**Lane**	**Stations**	**Total Stations**
206+95	207+30	LT	0.35	0.350
217+77	232+77	LT	15	15.000
243+92	262+42	LT	18.5	18.500
248+29	263+66	RT	15.37	15.370
267+48	296+48	LT/RT	29*2	58.000
324+50	350+00	LT	25.5	25.500
353+30	356+90	LT	3.6	3.600
365+20	375+90	LT	10.7	10.700
397+35	398+15	LT	0.8	0.800
404+96	434+54	LT	29.58	29.580
408+15	418+00	RT	9.85	9.850
433+30	448+75	RT	15.45	15.450
518+64	524+35	LT	5.71	5.710
536+90	538+75	LT	1.85	1.850
560+50	561+70	LT/RT	1.2*2	2.400
568+65	572+75	RT	4.1	4.100

Grand Total	**216.760 Stations**

109022/301000
US 51 From Madison City Limits to Dinkins Street
Madison County

Sawing and Sealing Transvere Joints						
413-E001						
Station	**Remarks**	**LF**	**Spacing**	**# Joints**	**Length of Joint**	**Saw and Seal**
100+00-471+34	BOP to Parkway	37134	20	1857	28	51987.600
486+54-505+61	Parkway to S.O.	1907	20	95	28	2669.800
538+66-572+75	51 Muffler to E.O.P.	3409	20	170	28	4772.600
					Total	**59430.000**

TRAFFIC SIGNAL RADAR DETECTION CHART											
Intersection	Detection Zone Location	Phase #	Detection Zone Size	Type 1A Video Sensor	Type 1B Video Sensor	Radar Cable (ft)	Video Detection Processor	PTZ Camera	Network Switch & SD-WAN	Existing Controller Type	Existing Pole Configuration
US 51 at Yandell Road	SB Left Turn Lane	1	6'X50'		1	140	1	1	1	M-60 Controller	Woodpole Spanwire
	SB Thru Lane	6	330'								
	NB Left Turn Lane	5	6'X50'								
	NB Thru Lane	2	330'								
	WB Left Turn Lane	3	6'X50'								
	WB Thru Lane	8	6'X50'								
	EB Left Turn Lane	7	6'X50'								
	EB Thru Lane	4	6'X50'								
US 51 at Canton Pkwy	SB Left Turn Lane	1	6'X50'	1		110	1	1	1	M50 Controller (New Controller Needed)	Mast Arm Signal
	SB Thru Lane	6	330'								
	NB Left Turn Lane	5	6'X50'	1		360					
	NB Thru Lane	2	330'								
	WB Left Turn Lane	3	6'X50'	1		230					
	WB Thru Lane	8	6'X50'								
	EB Left Turn Lane	7	6'X50'	1		260					
	EB Thru Lane	4	6'X50'								
			Total	**4**	**1**	**1100**	**2**	**2**	**2**		

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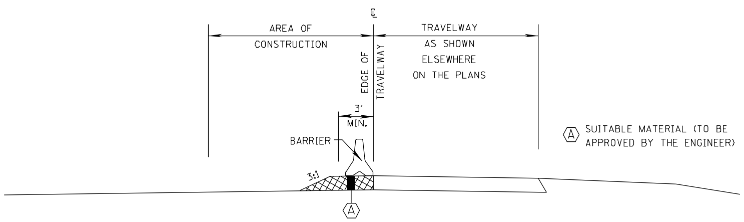
109022/301000					
Madison County					
Trench Widening Removal and Replacement					
Current Widening Depth 2" x 2' wide and Variable					
			202-B006	403-C007	407-A001
Station	Lane	Length	Removal of Asphalt Paved Shoulders, All Depth	12.5-mm, HT, Trench Widening (5")	Asphalt for Tack Coat
100+00-117+31	L/R	3462	769.333	211.567	76.292
135+56-148+00	L/R	2488	552.889	152.044	54.828
168+64-192+00	L/R	4672	1038.222	285.511	102.957
232+00-305+00	L/R	14600	3244.444	892.222	321.741
317+00-462+00	L/R	29000	6444.444	1772.222	639.074
		Totals	**12049.333**	**3313.567**	**1194.892**
			10% for Contingencies	**3645**	

US 51 OVERLAY
MADISON COUNTY
FROM MADISON CITY LIMITS TO DINKINS STREET

FMS CON: UPDATE UPDATE

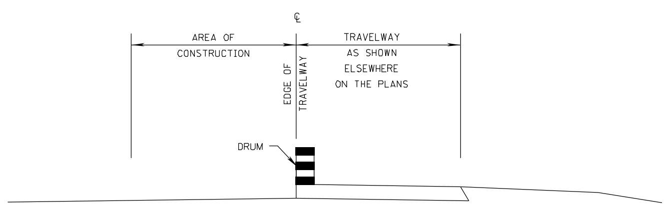
STATE	PROJECT NO.
MISS.	UPDATE



ELEVATION VIEW FOR POSITIVE BARRIER

NOTES:

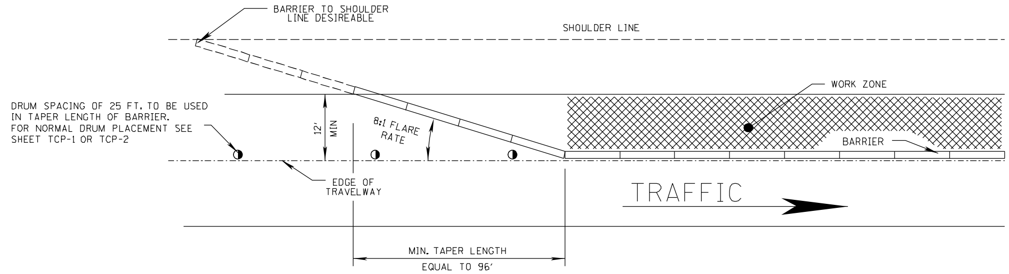
1. POSITIVE BARRIER IS REQ'D IN THE AREA OF OPEN PUNCH OUTS THAT ARE WITHIN SIX (6) FEET OF THE TRAVELWAY WHENEVER ACTUAL REPAIR WORK IS NOT BEING PERFORMED WITHIN THE LANE CLOSURE.
2. MATERIAL USED TO SUPPORT POSITIVE BARRIER MUST BE AT SAME ELEVATION AS PAVEMENT IN ADJACENT TRAVELWAY.
3. DELINEATORS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



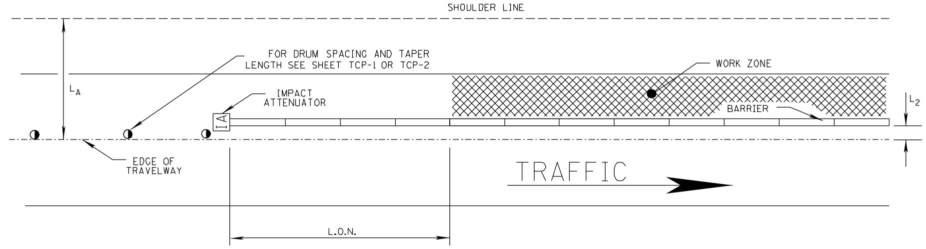
ELEVATION VIEW FOR DRUM

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

PRELIMINARY NOT FOR CONSTRUCTION

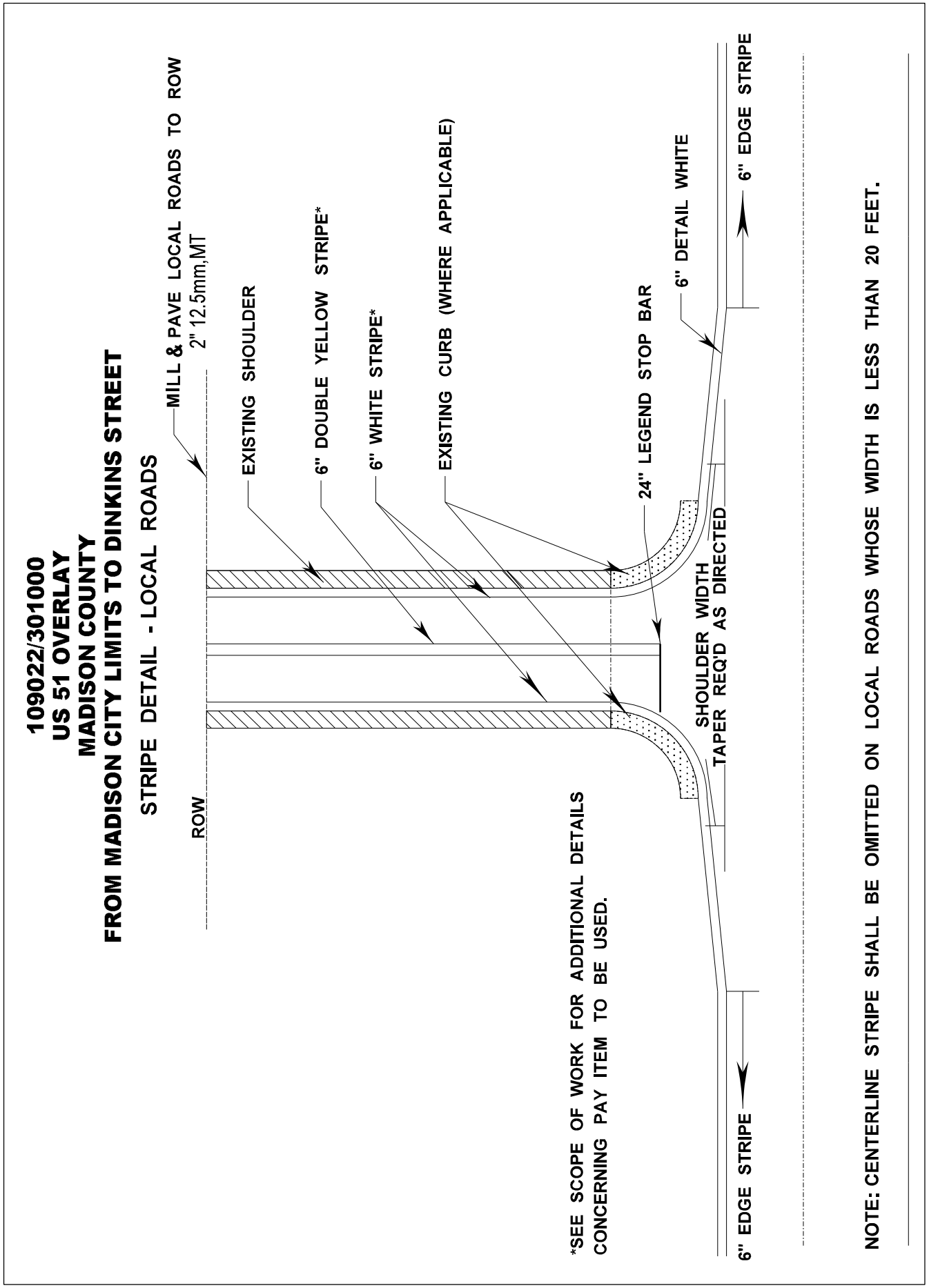
PROJ. NO.: UPDATE
COUNTY: UPDATE

WORKING NUMBER SDTCP-C

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

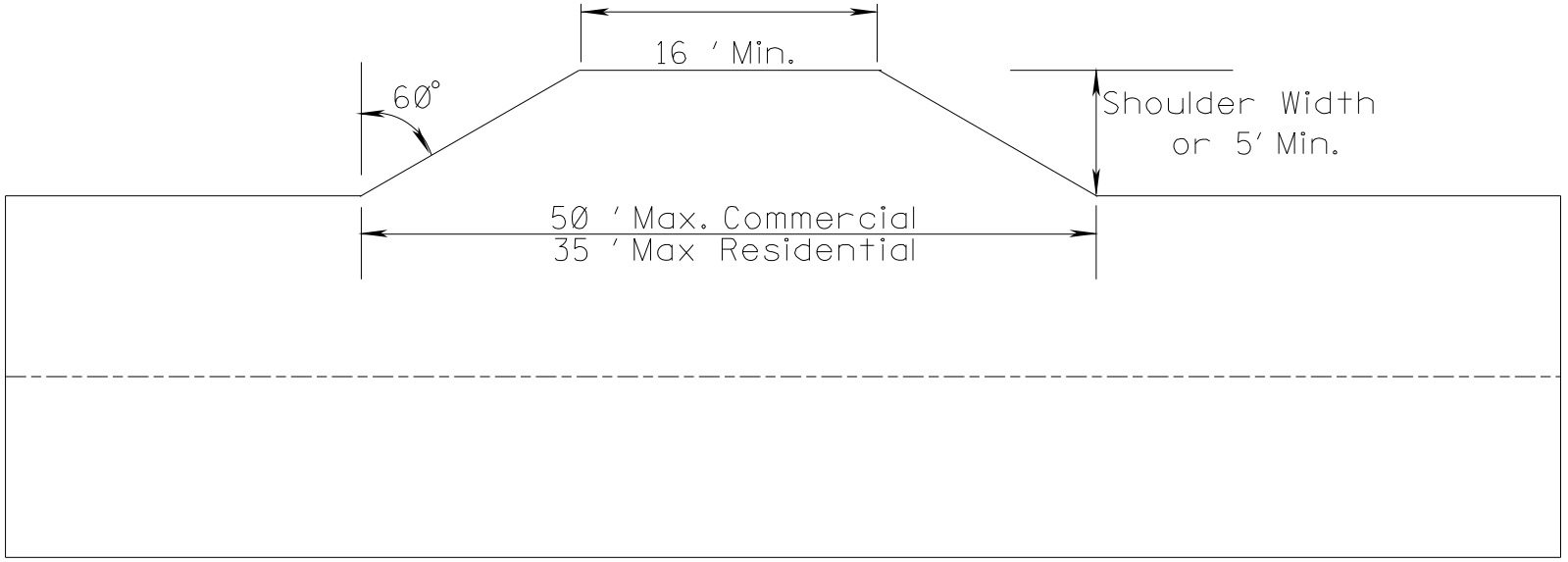
SHEET NUMBER PG

BY REVISION DATE

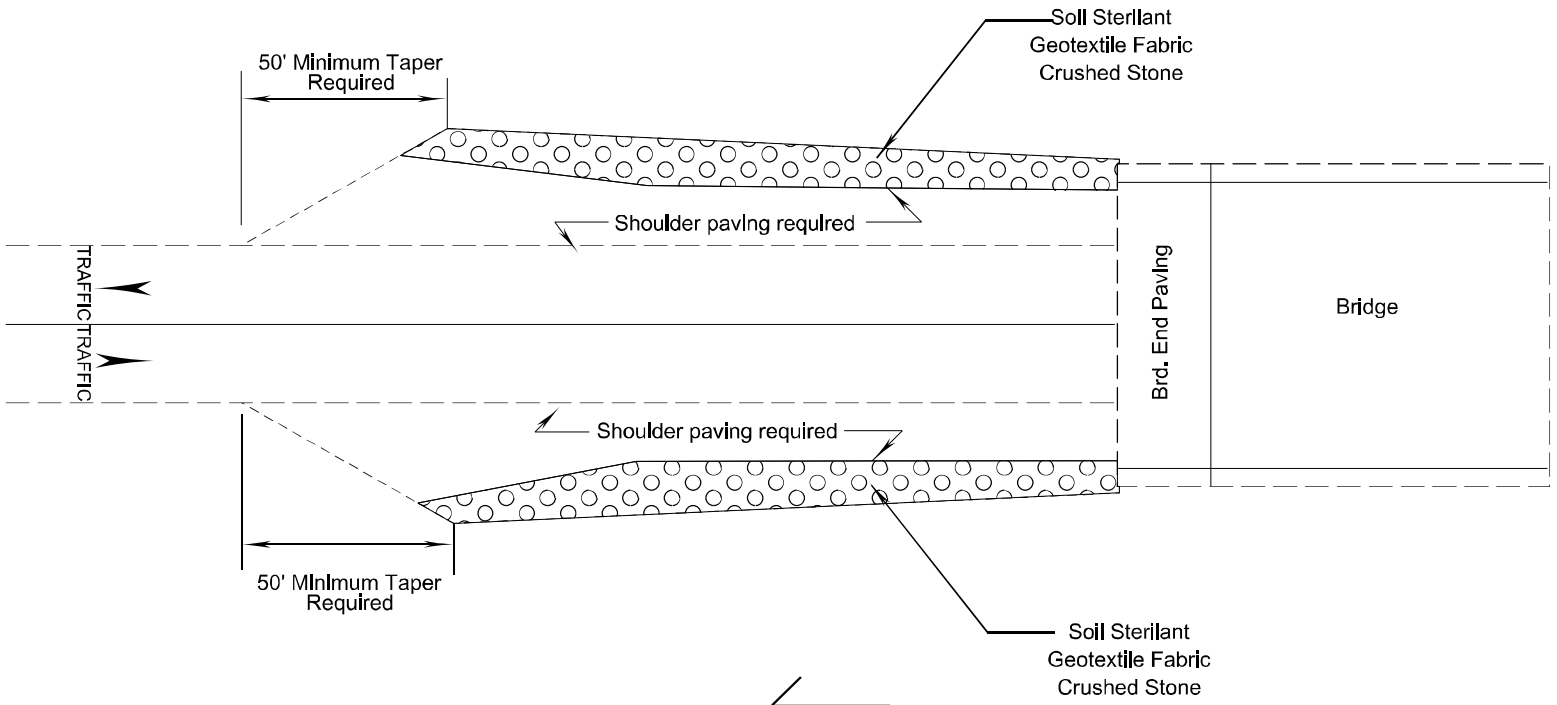

109022/301000
US 51 OVERLAY
MADISON COUNTY
FROM MADISON CITY LIMITS TO DINKINS STREET
STRIPE DETAIL - LOCAL ROADS
MILL & PAVE LOCAL ROADS TO ROW
2" 12.5mm,MT
EXISTING SHOULDER
6" DOUBLE YELLOW STRIPE*
6" WHITE STRIPE*
EXISTING CURB (WHERE APPLICABLE)
24" LEGEND STOP BAR
6" DETAIL WHITE
6" EDGE STRIPE
ROW
SHOULDER WIDTH
TAPER REQ'D AS DIRECTED
6" EDGE STRIPE
*SEE SCOPE OF WORK FOR ADDITIONAL DETAILS
CONCERNING PAY ITEM TO BE USED.
NOTE: CENTERLINE STRIPE SHALL BE OMITTED ON LOCAL ROADS WHOSE WIDTH IS LESS THAN 20 FEET.

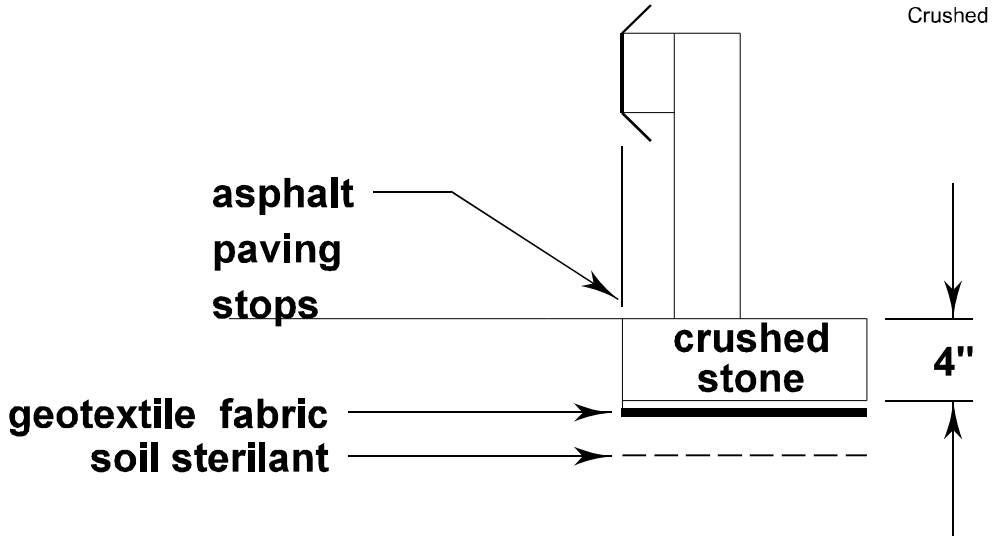
109022/301000
US 51 OVERLAY
MADISON COUNTY
FROM MADISON CITY LIMITS TO DINKINS STREET
DRIVEWAY PAD DETAIL

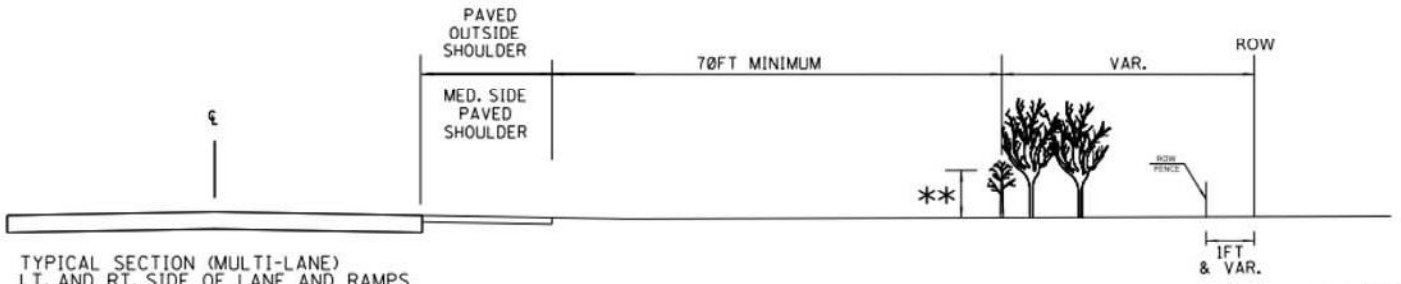
TYPICAL RAMP/PAD DETAIL



109022/301000
US 51 OVERLAY
MADISON COUNTY
FROM MADISON CITY LIMITS TO DINKINS STREET

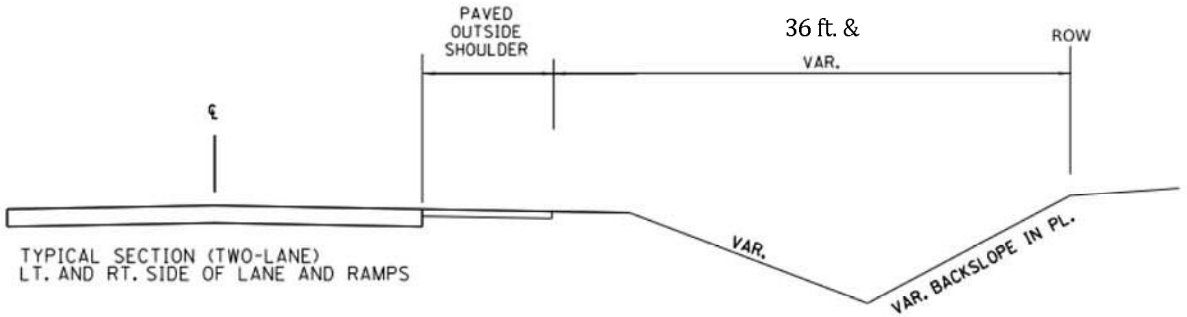






TYPICAL SECTION (MULTI-LANE)
LT. AND RT. SIDE OF LANE AND RAMPS

** 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.

MDOT
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
DETAILED BY:
CHECKED BY:
DATE:
FMS CON: /
PROJECT NO.:
COUNTY:

TYPICAL SECTION
ROADSIDE CLEAR ZONES
REQUIRED

SHEET ID
SHEET NO.

- 30 -

Notice to Bidders, Cont'd

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6731 **CODE: (SP)**

DATE: **2/14/2025**

SUBJECT: **Additional Construction Requirements**

PROJECT: **STBG-6928-00(018) / 109022301 – Madison County**

Bidders are hereby advised of the following additional construction requirements:

- At no time shall both lanes of the roadway be allowed to be milled at the same time.

Mill & Overlay approximately 9 miles of US 51 from the Madison City Limits to Dinkins Street, known as Federal Aid Project No. STBG-6928-00(018) / 109022301 in Madison County.

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
			Roadway Items		
0010	201-D001		217	Station	Random Clearing
0020	202-B006		13,255	Square Yard	Removal of Asphalt Paved Shoulders, All Depths
0030	202-B009		893	Square Yard	Removal of Asphalt Pavement, Failed Areas
0040	202-B063		70	Square Yard	Removal of Concrete Paved Ditch
0050	202-B069		1,709	Square Yard	Removal of Concrete Pavement w/ Variable Depth Overlay
0060	202-B158		3,050	Linear Feet	Removal of Guard Rail, Including Rails, Posts and Terminal Ends
0070	203-G001	(E)	250	Cubic Yard	Excess Excavation, FM, AH
0080	209-A005		940	Square Yard	Geotextile Stabilization, Type V, Non-Woven
0090	221-A001	(S)	13	Cubic Yard	Concrete Paved Ditch
0100	304-D002	(GT)	1,800	Ton	Granular Material, Crushed Stone
0110	406-D001		207,159	Square Yard	Fine Milling of Bituminous Pavement, All Depths
0120	407-A001	(A2)	17,047	Gallon	Asphalt for Tack Coat
0130	423-A001		14	Mile	Rumble Strips, Ground In
0140	503-C010		11,497	Linear Feet	Saw Cut, Full Depth
0150	606-B003		2,300	Linear Feet	Guard Rail, Class A, Type 1, 'W' Beam, Metal Post
0160	606-D019		20	Each	Guard Rail, Bridge End Section, Type H
0170	606-E005		20	Each	Guard Rail, Terminal End Section, Flared
0180	619-A1001		35	Mile	Temporary Traffic Stripe, Continuous White
0190	619-A2001		11	Mile	Temporary Traffic Stripe, Continuous Yellow
0200	619-A3001		2	Mile	Temporary Traffic Stripe, Skip White
0210	619-A4002		15	Mile	Temporary Traffic Stripe, Skip Yellow
0220	619-A5001		200,757	Linear Feet	Temporary Traffic Stripe, Detail
0230	619-A6001		3,340	Square Feet	Temporary Traffic Stripe, Legend
0240	619-A6002		7,072	Linear Feet	Temporary Traffic Stripe, Legend
0250	619-D1001		537	Square Feet	Standard Roadside Construction Signs, Less than 10 Square Feet
0260	619-D2001		884	Square Feet	Standard Roadside Construction Signs, 10 Square Feet or More
0270	619-F3001		120	Each	Delineators, Guard Rail, White
0280	619-G4005		24	Linear Feet	Barricades, Type III, Single Faced
0290	620-A001		1	Lump Sum	Mobilization
0300	630-G004		20	Each	Type 3 Object Markers, OM-3R or OM-3L
0310	907-403-A002	(BA1)	22,660	Ton	12.5-mm, MT, Asphalt Pavement
0320	907-403-B002	(BA1)	2,900	Ton	12.5-mm, MT, Asphalt Pavement, Leveling

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
0330	907-403-C007	(BA1)	3,645	Ton	12.5-mm, HT, Asphalt Pavement, Trench Widening
0340	907-413-E001		59,430	Linear Feet	Sawing and Sealing Transverse Joints in Asphalt Pavement
0350	907-420-A001		250	Pounds	Undersealing
0360	907-618-A001		1	Lump Sum	Maintenance of Traffic
0370	907-619-B001		132	Linear Feet	Temporary Portable Rumble Strips
0380	907-626-A007		1	Mile	6" Thermoplastic Double Drop Traffic Stripe, Skip White
0390	907-626-B004		17	Mile	6" Thermoplastic Double Drop Traffic Stripe, Continuous White
0400	907-626-D003		8	Mile	6" Thermoplastic Double Drop Traffic Stripe, Skip Yellow
0410	907-626-E003		6	Mile	6" Thermoplastic Double Drop Traffic Stripe, Continuous Yellow
0420	907-626-G006		29,109	Linear Feet	Thermoplastic Double Drop Detail Stripe, White
0430	907-626-G007		46,346	Linear Feet	Thermoplastic Double Drop Detail Stripe, Yellow
0440	907-626-H006		1,724	Square Feet	Thermoplastic Double Drop Legend, White
0450	907-626-H007		3,536	Linear Feet	Thermoplastic Double Drop Legend, White
0460	907-627-J001		737	Each	Two-Way Clear Reflective High Performance Raised Markers
0470	907-627-K001		471	Each	Red-Clear Reflective High Performance Raised Markers
0480	907-627-L001		3,434	Each	Two-Way Yellow Reflective High Performance Raised Markers
0490	907-632-D001		1	Each	Solid State Traffic Actuated Controller, Type 1
0500	907-643-A004		4	Each	Video Vehicle Detection Sensor, Type 1A
0510	907-643-A005		1	Each	Video Vehicle Detection Sensor, Type 1B
0520	907-643-B001		1,100	Linear Feet	Video Vehicle Detection Cable
0530	907-643-C002		2	Each	Video Vehicle Detection Processor, Type 1
0540	907-650-A004		2	Each	On Street Video Equipment, PTZ Type, Signal Monitoring
0550	907-663-A001		2	Each	Network Switch, Type A
0560	907-663-C002		2	Each	SD-WAN Router
0570	907-808-A002	(S)	1,578	Linear Feet	Joint Repair
0580	907-823-A001		625	Linear Feet	Preformed Joint Seal, Type I
0590	907-823-A002		123	Linear Feet	Preformed Joint Seal, Type II
0600	907-823-A003		41	Linear Feet	Preformed Joint Seal, Type III
0610	907-823-B001		1,250	Linear Feet	Saw Cut, Type I
0620	907-823-B002		246	Linear Feet	Saw Cut, Type II
0630	907-823-B003		82	Linear Feet	Saw Cut, Type III