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	2/20/2025	ADDENDUM NO.		DATED	
ADDENDUM NO		DATED		ADDENDUM NO.		DATED	
ADDENDUM NO		DATED		ADDENDUM NO.		DATED	

Number	Description
1	Revised Notice to Bidder Nos. 6653 & 6654; 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.

IM-0020-01(277)/ 109481301000 & IM-0020-01(277)/ 109481302000

Rankin County(ies)

Revised 01/26/2016

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6653 **CODE: (SP)**

DATE: 02/20/2025

SUBJECT: Scope of Work

PROJECT: IM-0020-01(277) / 109481301 & 302 – Rankin County

The project 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".

IM-0020-01(277) / 109481301

This project location is approximately 13 miles on Interstate 20 from East Brandon (Sta. 818+63) to the Scott County line in Rankin County (Sta. 1521+96). The project consists of repair of failed areas, joint/crack sealing, removing and replacing Open Graded Friction Coarse (OGFC) on I-20, paving entrance and exit ramps, and replacing guardrail listed in the attached table.

The I-20 overlay will include removing and replacing the existing OGFC from Sta. 818+63 - Sta. 1521+96 at 1" and variable depth with Open Graded Friction Coarse, 9.5-mm mixture. See typical sections for details of paving widths. The OGFC shall be replaced to the same locations as it currently exists except for the ramps which shall be placed as per the new standard. Ramps will be milled and inlayed with 1.5" of 9.5-mm, HT asphalt. The sections of SMA at all bridge approaches and exits will be milled and replaced with 1.5" of 9.5-mm SMA.

Shoulder repairs shall be performed on the entrance and exit ramps located at Pelahatchie (Exit 68) and East Brandon (Exit 59) according to the attached table and typical sections. Ramps listed above shall then be widened to 12' according to the typical section. Areas of the ramps where OGFC is removed and not replaced shall be milled at a depth of 1.5" and replaced with 1.5" of 9.5-mm, HT asphalt.

IM-0020-01(277) / 109481302

This project consists of fog sealing approximately 5.7 miles on Interstate 20 from Pearson Road (Sta. 239+00) to Crossgates Blvd. (Sta. 539+50). Failed areas in the OGFC listed in the attached table shall be repaired prior to fog sealing. Temporary or permanent stripe will not be required on this section due to the type of fog sealing being applied. RPMs shall be placed as per attached details and standards.

General Notes:

Milling

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

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

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

Milling 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.

Traffic will be allowed to travel on the mainline milled surface for **three (3) 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 **three (3) 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 shoulders shall be removed and backfilled with 19-mm, HT, 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/chemically treated/stone/etc. base or subgrade material deemed unsuitable by the Engineer shall be removed as directed and backfilled with 19-mm, HT, Leveling asphalt. Payment for the excavation of the granular base and subgrade will be made using the 203-G: Excess Excavation pay item. A list of the failed areas is shown in the attached tables. Pavement repairs shall be completed as a continuous operation in order to minimize traffic impacts. Lane closures shall remain in place until the failed area has been completely repaired. Lane closures may not be left unattended.

Prior to mainline paving operations and subsequent to the repair of failed areas, spot milling shall be performed in the areas listed in the attached tables and at other areas as directed by the

Engineer. Spot milling at a depth of 1.5" and overlay of 1.5" shall be performed in the areas to remove cracked/oxidized asphalt. Payment for milling and paving will be made using the appropriate pay items. "Uneven Lanes" signs shall be used as required and as shown on the Standard Drawings.

Underlying SMA joints that have separated or deteriorated shall be crack sealed prior to placement of new OGFC lift and shall be paid for as 403-S: Joint Sealant.

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.

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

Granular Shoulder Material

Where applicable, the existing shoulders shall be raised to match the new pavement elevation by placing variable depth 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.

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

Temporary and Permanent Pavement Markings

Temporary traffic stripe will be required immediately after the milling and/or required overlay and prior to opening area to traffic. Temporary stripe shall be placed in the same location and configuration as the permanent stripe except that it may be offset as required for milling and paving operations. If temporary stripe is offset, the Contractor shall conduct operations

in a manner to 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 shall be absorbed in other items bid. Placing double temporary centerline will not be allowed.

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

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

All permanent striping will be double drop thermoplastic, 90-mil thickness unless otherwise specified in Subsection 907-626.03. Edge lines will be placed to accommodate the lane widths shown on the attached applicable typical sections unless prevented by field conditions.

Per Subsection 907-626.03, 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.

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.

Guardrail

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

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

Guardrail lengths are based 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 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 is to 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 for 1" OGFC joints shall be a minimum of three feet (3') in length. Paper joints shall be adequately maintained.

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

Clearing

Random clearing for this contract shall be performed to a distance of 70' from the edge of pavement or ROW, whichever is closer. Overhanging vegetation shall be trimmed to a minimum height of 30' above the elevation of the edge of pavement at the edge of the clearing limits or as directed by the Engineer. Any limbs protruding into the clearing limits that are larger than 3" at the edge of clearing limits shall be cut back to the trunk of the tree. Any trees that are outside of the clearing limits but the trunk protrudes into the clearing zone shall be cut back to the stump and removed. This shall be included in the payment of that station. It is the intent of this Contract for the vegetation, with the exception of any merchantable timber that the Contractor desires, to be mulched onsite and left in place except in areas specified below. 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 for under Random Clearing, per Station. Each side of the roadway will be measured separately. It is the contractor's responsibility to take care to prevent

damage to all existing fences and other structures throughout the project within the clearing limits. T he clearing limits are 70’ from the edge of pavement or ROW of all mainline and ramps throughout the project. Payment shall be made for all clearing 70’ from the edge of pavement or ROW under pay item 201-D: Random Clearing by the Station (L (FT.) /100) in accordance with the attached detail. Payment will not be made for any trees selected as beautification trees to be left in place.

Median areas specified in the attached table shall be cleared further than 70’ from the edge of pavement. The entire median section shall be cleared from edge of pavement to edge of pavement. In these areas specifically one station in each direction of travel will be paid for the entire limits of clearing regardless of width. The additional clearing required for these sections shall be absorbed into those stations.

At the I-20/ SR 43 intersection all stumps shall be cut flush with the groundline as directed by the Engineer. If the Contractor chooses to mulch the cut material, said mulch shall become property of the Contractor and be removed from the project. All areas disturbed by the Contractor shall be stabilized at no additional cost to the State. Some trees outside of the 70’ clearing limits may be cleared at the direction of the Engineer. Payment for these operations shall be made using 202-B: Removal of Trees.

Throughout the life of the project and until the partial or full maintenance release, all dead or dying trees within the ROW as identified by the Project Engineer shall be cut and removed or mulched in place. The Contractor shall cut the trees as directed by the Engineer and shall take precautions to prevent damage to the roadway, stripe, guardrails, and other structures. The stumps of such trees shall be cut off or mulched flush with the groundline. Payment shall be made under pay item 202-B: Removal of Trees. This shall be considered full compensation for all items of work associated with the removal of any dead or dying trees outside of the defined clearing limits in the attached table. The Contractor shall coordinate the activities with local utilities if any trees pose danger to utility lines. Appropriate traffic control shall be used for all tree cutting and disposal operations.

Box Culverts

Box culverts listed in the attached table shall have the existing debris and sediment removed by the Contractor and shall be paid for using pay item(s) 202-B: Removal of Debris and Sand from Box Culvert, 10-Foot and Greater Width, and/or 202-B: Removal of Debris and Sand from Box Culvert, 6-Foot to Less Than 10-Foot Width. The applicable pay item shall be measured along the length of the box culvert or in the case of multiple barrels along the length of each barrel of the box culvert. The channels located between the drainage devices and the outsides to ROW shall be cleaned of all sand, silt, debris and vegetation to reestablish the original dimensions of the drainage channel. This operation shall be paid using 202-B: Removal of Debris from Drainage Channel, per LF. It shall include all the necessary work to remove all the items listed from the entire channel regardless of width. The disposal of this material will not be measured for separate payment.

Miscellaneous Notes

It shall be the responsibility of the Contractor to protect existing structures such as pipes, inlets,

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

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

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

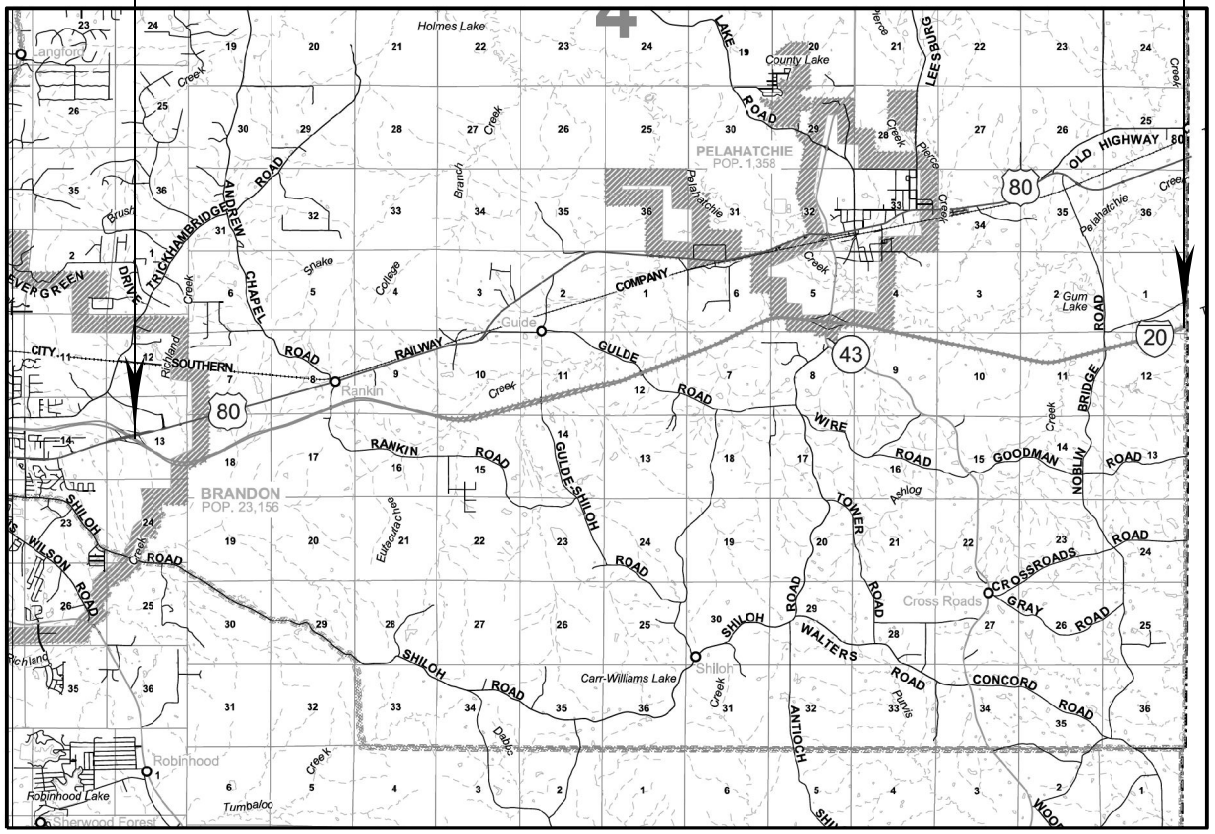
Incidental work such as removing vegetation, shaping and compacting shoulders, removing and resetting signs and/or mailboxes, removing excess asphalt material, project clean-up, and other items of incidental work necessary to complete the project will not be measured for separate payment and will be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

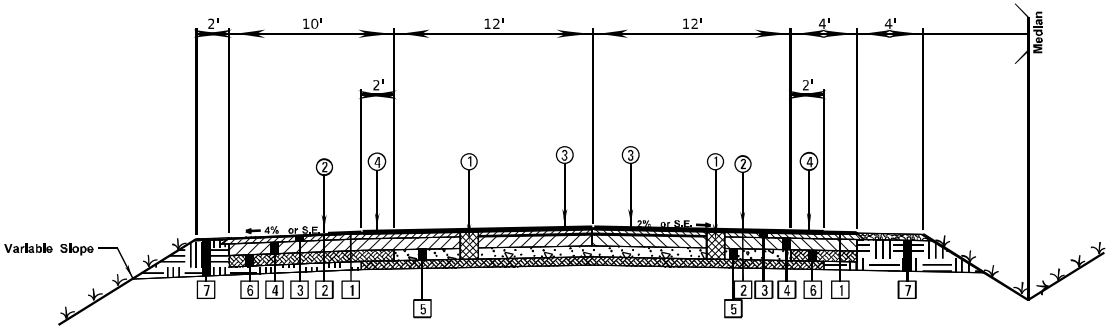
IM-0020-01(277)/ 109481301000
I-20 FROM EAST BRANDON TO THE SCOTT COUNTY LINE

Beginning of Project
Sta. 818+62.96 Westbound
Sta. 817+72.88 Eastbound

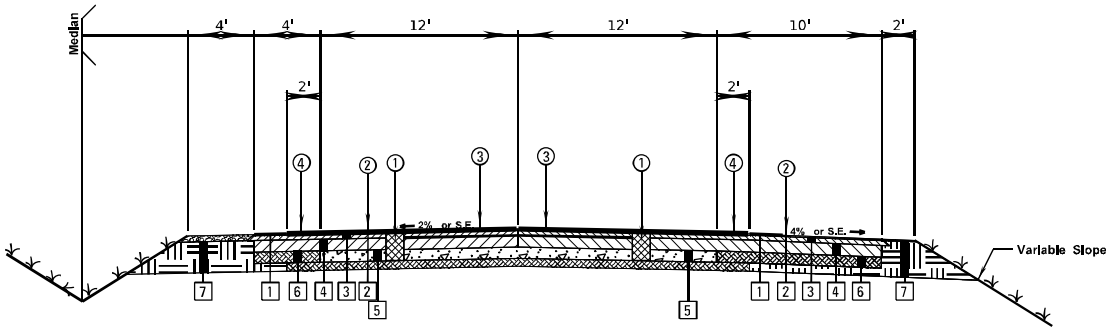
End of Project
Sta. 1521+25.20 Westbound
Sta. 1521+96.62 Eastbound



TYPICAL SECTION #1
INTERSTATE 20 MAINLINE
(TYPICAL SECTION IS SHOWN FACING EASTBOUND)



TYPICAL SECTION #1
INTERSTATE 20 MAINLINE
(TYPICAL SECTION IS SHOWN FACING EASTBOUND)



EXISTING

1. Existing Rumble Strips
2. 1" Open Graded Friction course (OGFC).
3. 3 1/2" Stone Matrix Asphalt.
4. 8 1/2" & Variable of Asphalt Pavement.
5. 8" of Continuously Reinforced Concrete Pavement.
6. 6" of Cement Treated Base.
7. Variable Depth Granular Material.

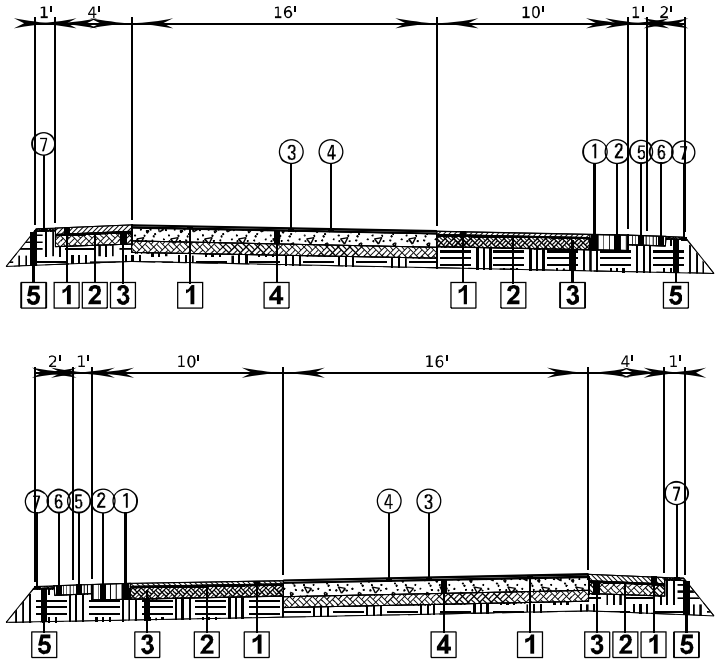
PROPOSED

1. Repair failed area in accordance with Concrete Reinforced Concrete Pavement.
2. Mill existing Open Graded Friction Course travel lane at a depth of 1" and variable.
3. Overlay with 1" Open Graded Friction course (OGFC).
4. Extend Open Graded Friction Course (OGFC) 2' across the travel lane.

LEGEND

- Open Graded Fiction Course (OGFC)
- 19-mm, HT, Asphlt Pavement, Leveling
- Rumble Strip
- Stone Matrix Mix
- Existing Asphalt
- Continuous Reinforced Concrete Pavement
- Cement Treated Base
- Granular Material

TYPICAL SECTION #2
Exit 59 at SR 80
Southeast Ramp and Northeast Ramp



EXISTING

1. 2" and variable Asphalt Pavement.
2. 3/4" Double Bituminous Surface Treatment.
3. 7" Cement Treated Base.
4. 8" Continuous Reinforced Concrete Pavement
5. Variable depth Granular Material

PROPOSED

① Repair failed area full depth 10" and variable Asphalt Pavement.

② Place 19-mm, HT, Asphalt Pavement, Levelling.

③ Mill 1.5" and variable Asphalt Pavement on ramps.

④ Overlay ramps with 1.5" of 9.5-mm, HT, Asphalt Pavement.

⑤ Trench Widen 2' of existing shoulder.

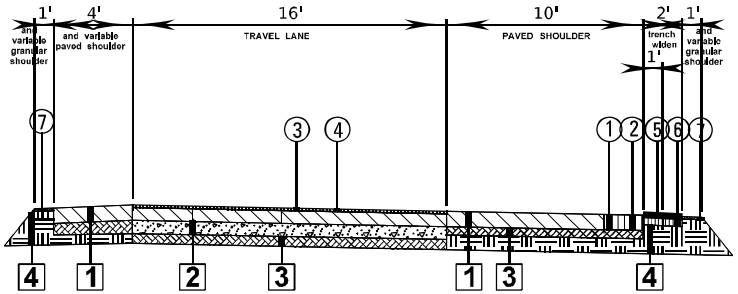
⑥ Place 6" of 19-mm, HT, Asphalt Pavement, Trench widening.

⑦ Place crushed stone and backfill granular shoulders where enough existing material is not present to get to original grade.

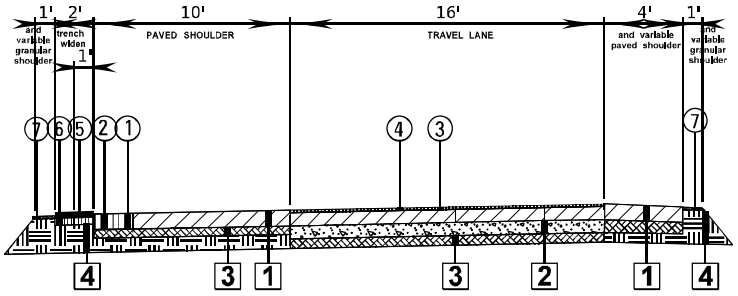
LEGEND

- 9.5-mm, HT, Asphalt Pavement
- Crushed Stone
- 19-mm, HT, Asphalt Pavement
- Trench Widening
- Double Bituminous Surface Treatment
- Existing Asphalt
- Continuous Reinforced Concrete Pavement
- Cement Treated Base
- Granular Material
- Crushed Stone

TYPICAL SECTION #3
Exit 68 at SR 43
SOUTHWEST AND SOUTHEAST RAMPS



TYPICAL SECTION #3
Exit 68 at SR 43
NORTHEAST AND NORTHWEST RAMPS



EXISTING

1. 8 1/2" Ashalt Pavement and varlable.
2. 8" Continuous Reinforced Concrete Pavement.
3. 6"-7" Cement Treated Base.
4. Varlable Depth Granular Materlal.

PROPOSED

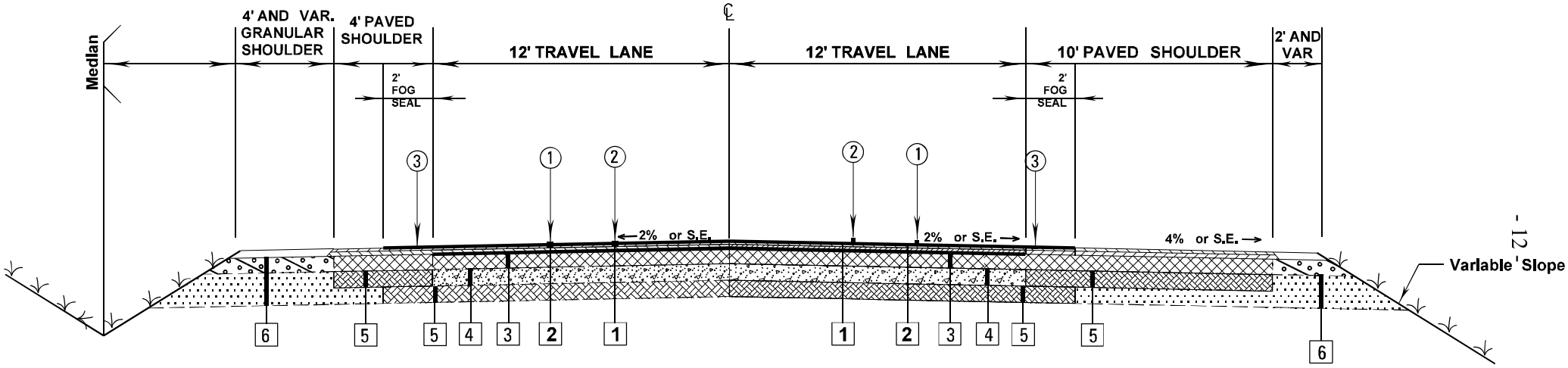
1. Repalr falled area full depth 8 1/2" and varlable asphalt pavement.
2. Place 19-mm, HT, Asphalt Pavement, Levelling.
3. Mlll 1.5" and varlable Asphalt Pavement on ramps.
4. Overlay ramps wlth 1.5" of 9.5-mm, HT, Asphalt Pavement.
5. Trench Wlden 2' of exlstlng shoulder.
6. Place 6" of 19-mm, HT, Asphalt Pavement, Trench widening.
7. Place crushed stone and backfill granular shoulders where enough exlstlng materlal ls not present to get to orlglnal grade.

LEGEND

- 9.5-mm, HT, Asphalt Pavement
- Crushed Stone
- 19-mm, HT, Asphalt Pavement
- Trench Wldenlng
- Exlstlng Asphalt
- Continuous Reinforced Concrete Pavement
- Cement Treated Base
- Granular Materlal

TYPICAL SECTION #1
INTERSTATE 20 MAINLINE
109481302000

STA. 239+00 - 539+50



EXISTING

1. 1" Open Graded Friction Course (OGFC)
2. 2" and variable Stone Matrix Asphalt'
3. 7-1/2" & Variable Bituminous Asphalt Pavement
4. 8" of Continuously Reinforced Concrete Pavement
5. 6" of Cement Treated Base
6. Variable Depth Granular Material

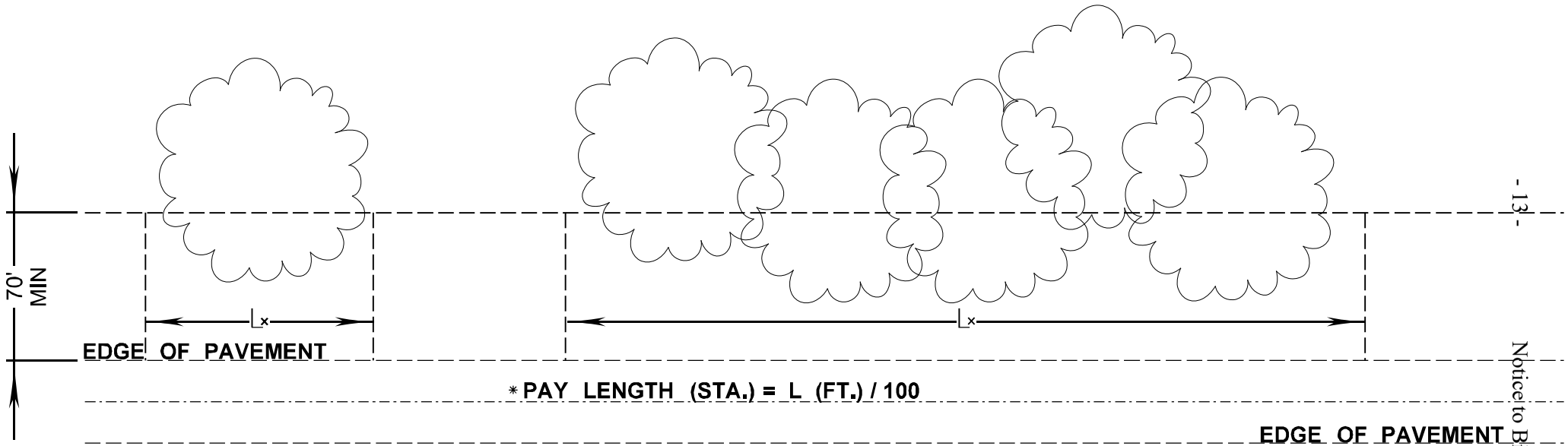
PROPOSED

① Repair failed area with Open Graded Friction Course (OGFC) as per table.

② Fog Seal 28' of Open Graded Friction Course.

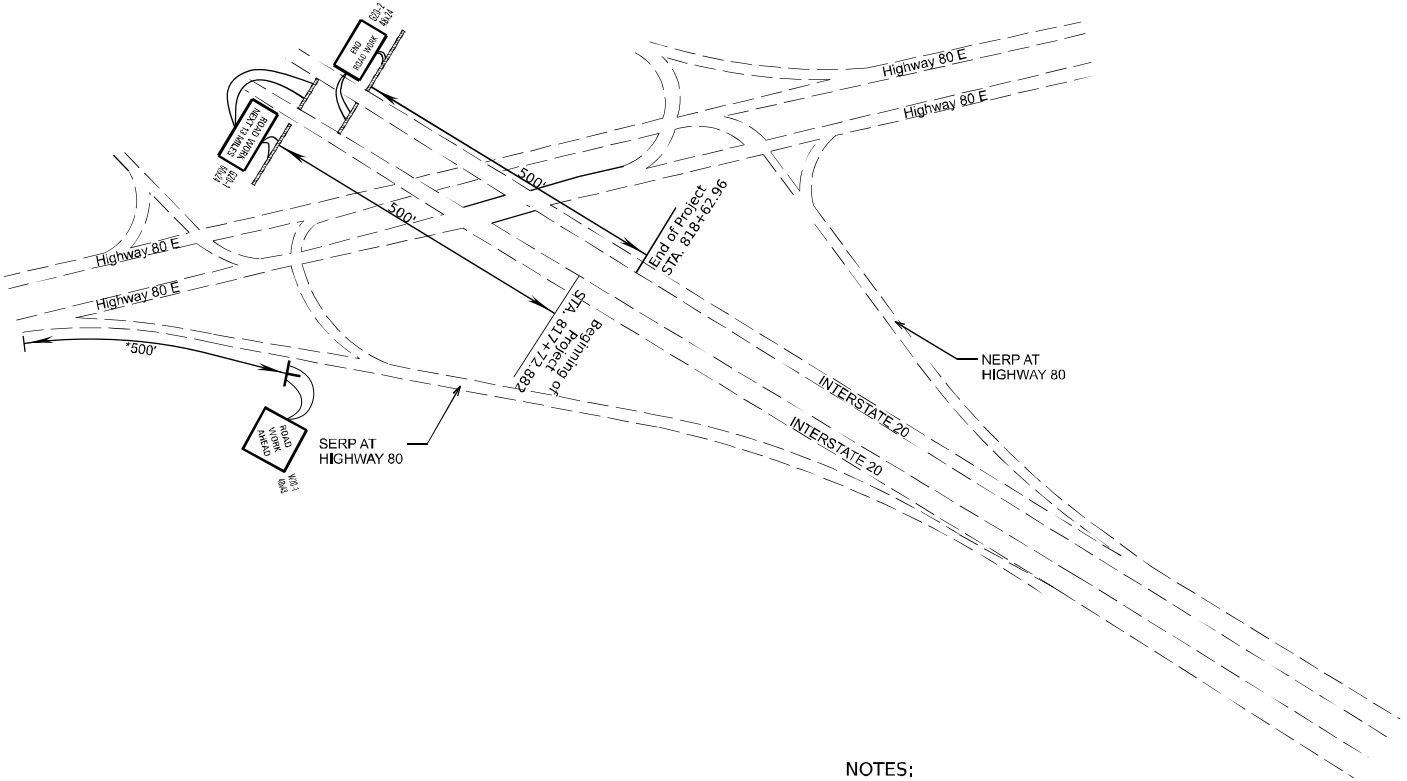
③ Replace raised pavement markers (RPM).

PAY DETAIL FOR CLEARING



*Detail for payment under pay item 201-D001. Pay item for 201-D002 acreage shall be taken at the trunkline surrounding the area cleared.

CONSTRUCTION SIGN SCHEDULE #1
Located at Highway 80 & Interstate 20

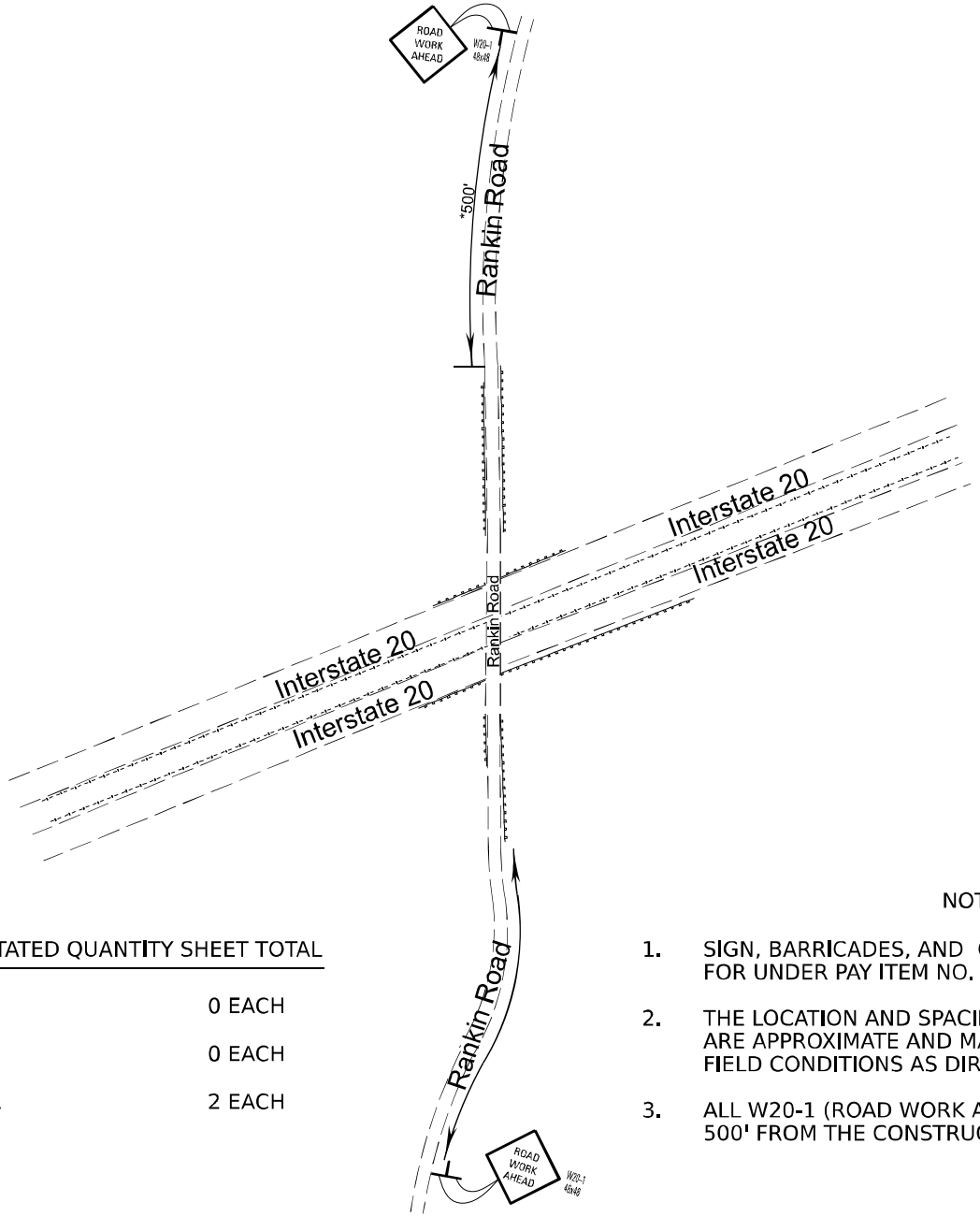


ESTIMATATED QUANTITY SHEET TOTAL	
G20-1	2 EACH
G20-2	2 EACH
W20-1	1 EACH
BARRICADES, TYPE III, SINGLE FACED	4 EACH

NOTES:

1. SIGN, BARRICADES, AND CHANNELIZING DEVICES ARE TO BE PAID FOR UNDER PAY ITEM NO. 618-A001, MAINTENANCE OF TRAFFIC.
2. THE LOCATION AND SPACING OF SIGNS, AS SHOWN ON THIS SHEET ARE APPROXIMATE AND MAY BE ADJUSTED AS NECESSARY TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
3. ALL W20-1 (ROAD WORK AHEAD) SIGNS TO BE PLACED APPROXIMATELY 500' FROM THE CONSTRUCTION OR AS DIRECTED BY THE ENGINEER

CONSTRUCTION SIGN SCHEDULE #2
Located at Rankin Road & Interstate 20

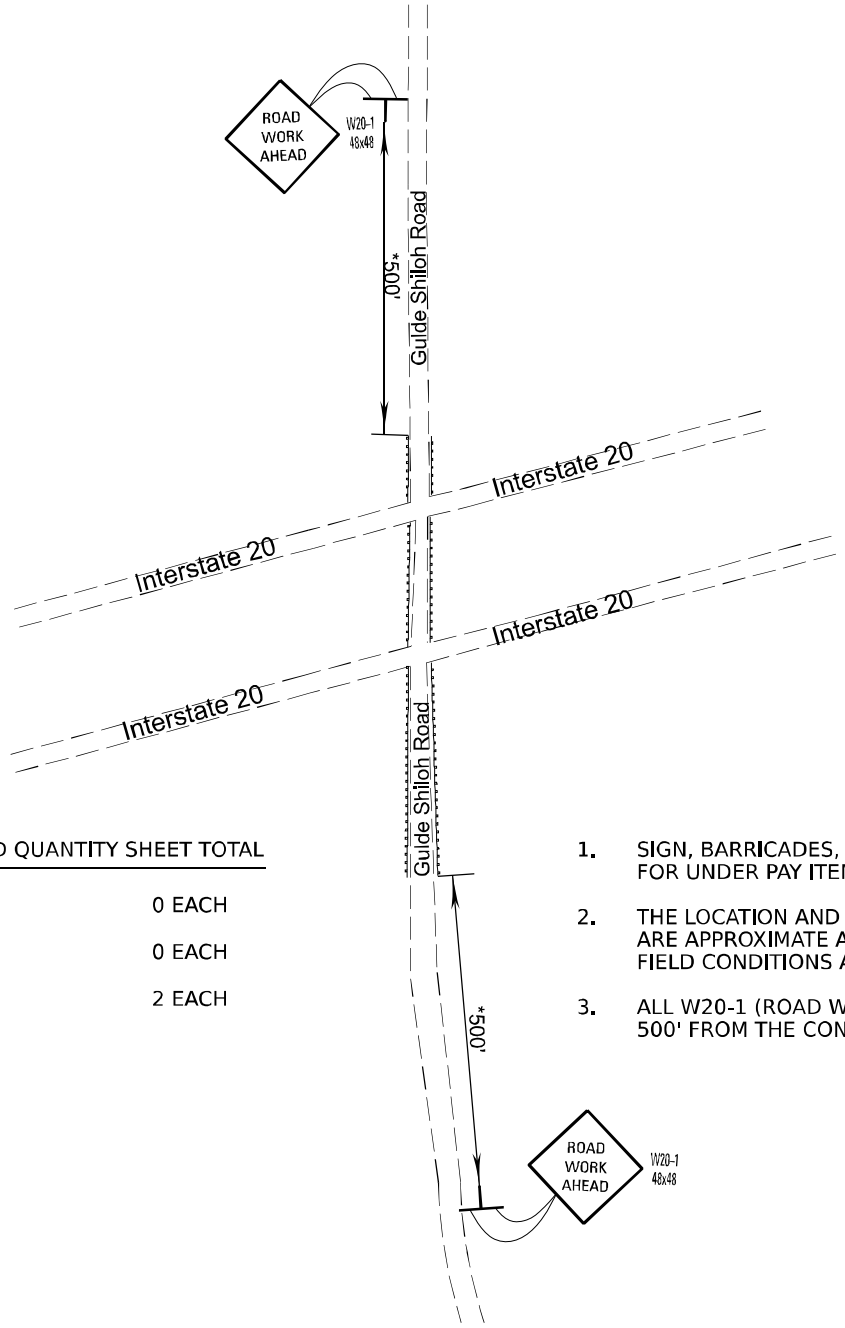


ESTIMATATED QUANTITY SHEET TOTAL	
G20-1	0 EACH
G20-2	0 EACH
W20-1	2 EACH

NOTES:

1. SIGN, BARRICADES, AND CHANNELIZING DEVICES ARE TO BE PAID FOR UNDER PAY ITEM NO. 618-A001, MAINTENANCE OF TRAFFIC.
2. THE LOCATION AND SPACING OF SIGNS, AS SHOWN ON THIS SHEET, ARE APPROXIMATE AND MAY BE ADJUSTED AS NECESSARY TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
3. ALL W20-1 (ROAD WORK AHEAD) SIGNS TO BE PLACED APPROXIMATELY 500' FROM THE CONSTRUCTION OR AS DIRECTED BY THE ENGINEER

CONSTRUCTION SIGN SCHEDULE #3
Located at Gulde Shiloh Road & Interstate 20

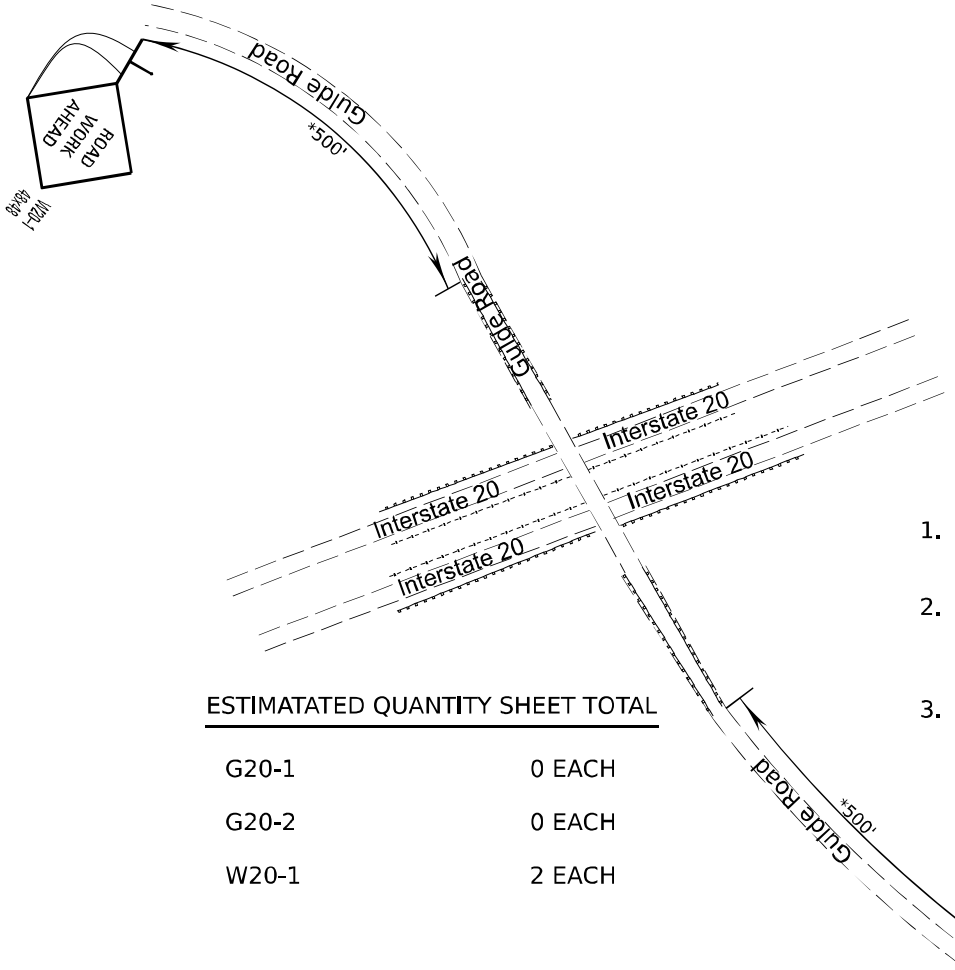


ESTIMATATED QUANTITY SHEET TOTAL	
G20-1	0 EACH
G20-2	0 EACH
W20-1	2 EACH

NOTES:

1. SIGN, BARRICADES, AND CHANNELIZING DEVICES ARE TO BE PAID FOR UNDER PAY ITEM NO. 618-A001, MAINTENANCE OF TRAFFIC.
2. THE LOCATION AND SPACING OF SIGNS, AS SHOWN ON THIS SHEET ARE APPROXIMATE AND MAY BE ADJUSTED AS NECESSARY TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
3. ALL W20-1 (ROAD WORK AHEAD) SIGNS TO BE PLACED APPROXIMATELY 500' FROM THE CONSTRUCTION OR AS DIRECTED BY THE ENGINEER

CONSTRUCTION SIGN SCHEDULE #4
Located at Gulde Road & Interstate 20

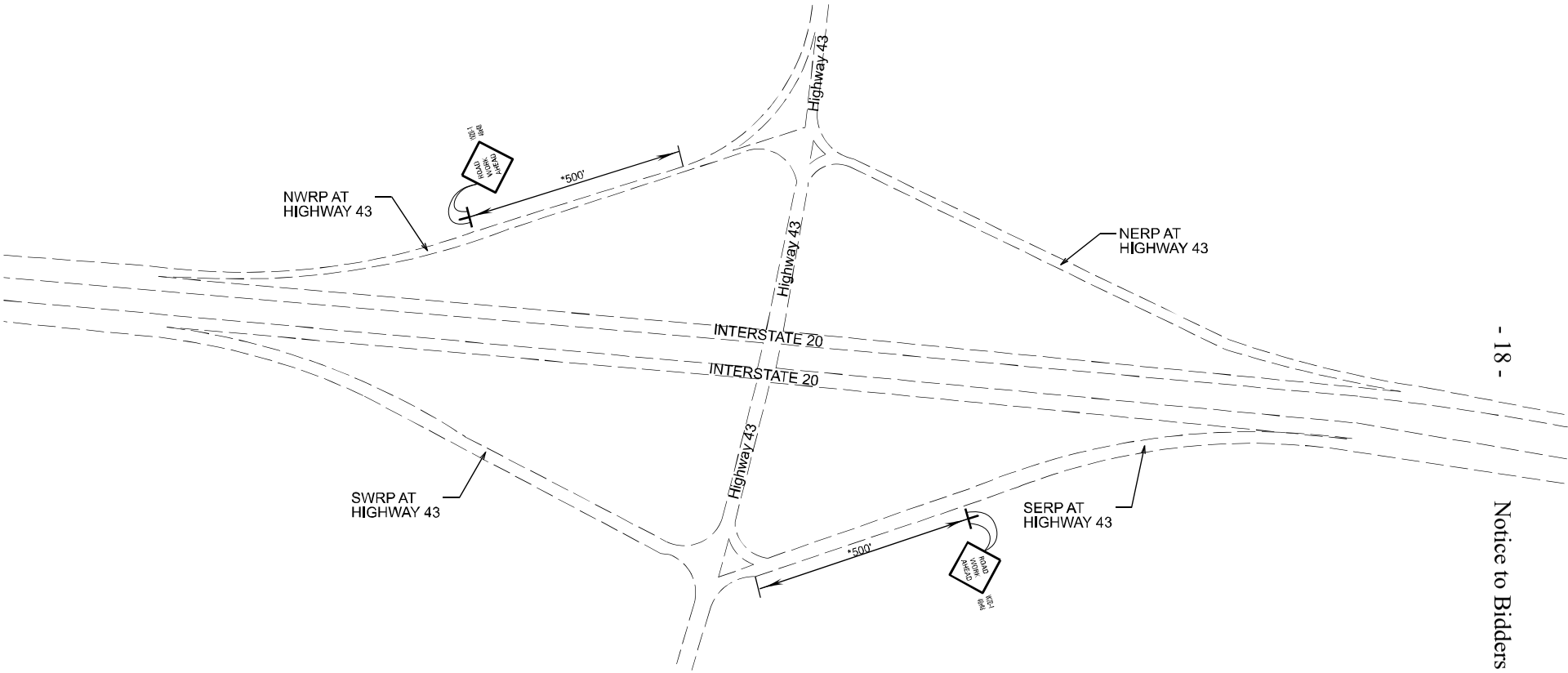


ESTIMATATED QUANTITY SHEET TOTAL	
G20-1	0 EACH
G20-2	0 EACH
W20-1	2 EACH

NOTES:

1. SIGN, BARRICADES, AND CHANNELIZING DEVICES ARE TO BE PAID FOR UNDER PAY ITEM NO. 618-A001, MAINTENANCE OF TRAFFIC.
2. THE LOCATION AND SPACING OF SIGNS, AS SHOWN ON THIS SHEET ARE APPROXIMATE AND MAY BE ADJUSTED AS NECESSARY TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
3. ALL W20-1 (ROAD WORK AHEAD) SIGNS TO BE PLACED APPROXIMATELY 500' FROM THE CONSTRUCTION OR AS DIRECTED BY THE ENGINEER

CONSTRUCTION SIGN SCHEDULE #5
Located at Highway 43 & Interstate 20

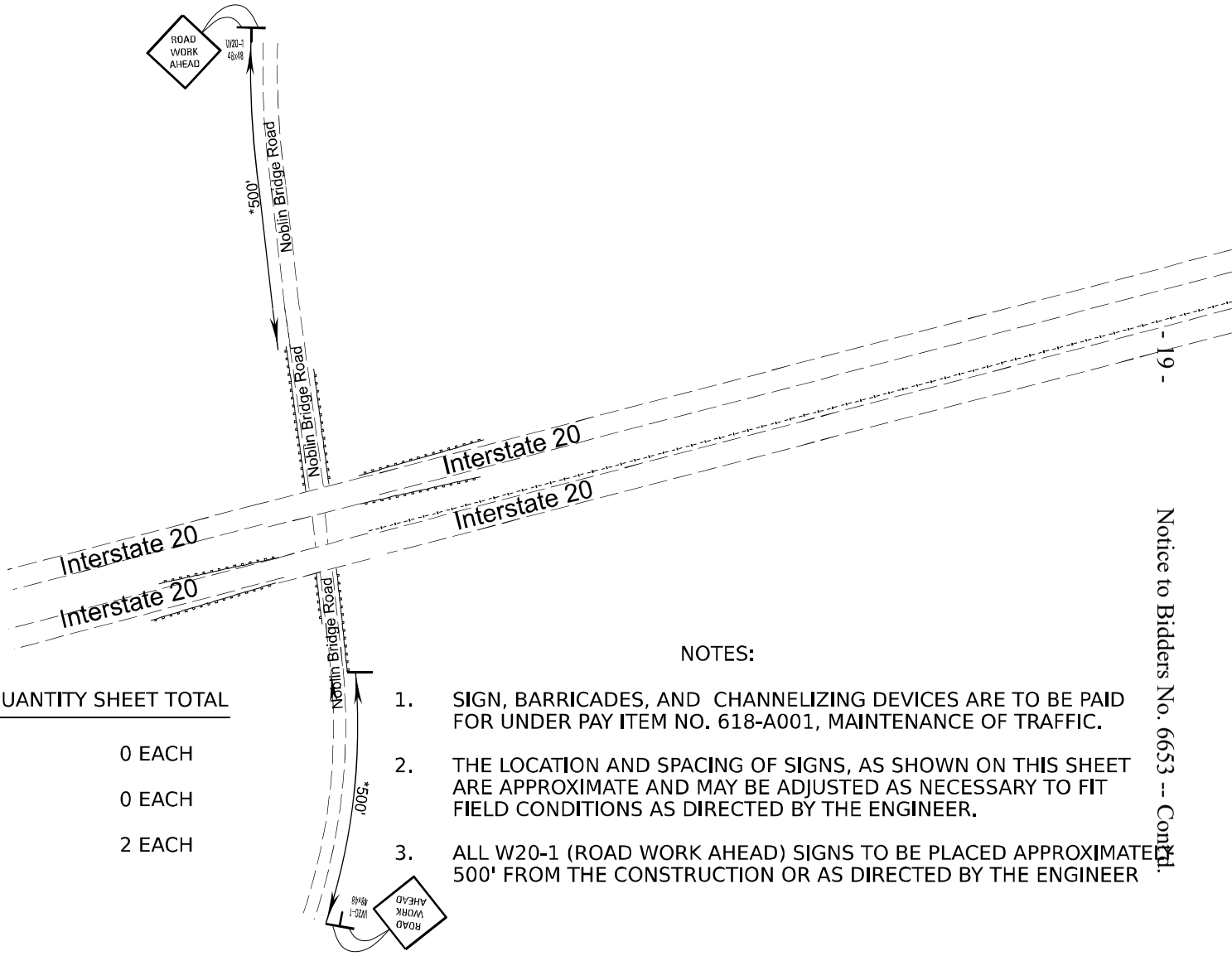


ESTIMATATED QUANTITY SHEET TOTAL	
G20-1	0 EACH
G20-2	0 EACH
W20-1	2 EACH

NOTES:

1. SIGN, BARRICADES, AND CHANNELIZING DEVICES ARE TO BE PAID FOR UNDER PAY ITEM NO. 618-A001, MAINTENANCE OF TRAFFIC.
2. THE LOCATION AND SPACING OF SIGNS, AS SHOWN ON THIS SHEET ARE APPROXIMATE AND MAY BE ADJUSTED AS NECESSARY TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
3. ALL W20-1 (ROAD WORK AHEAD) SIGNS TO BE PLACED APPROXIMATELY 500' FROM THE CONSTRUCTION OR AS DIRECTED BY THE ENGINEER

CONSTRUCTION SIGN SCHEDULE #6
Located at Noblin Bridge & Interstate 20

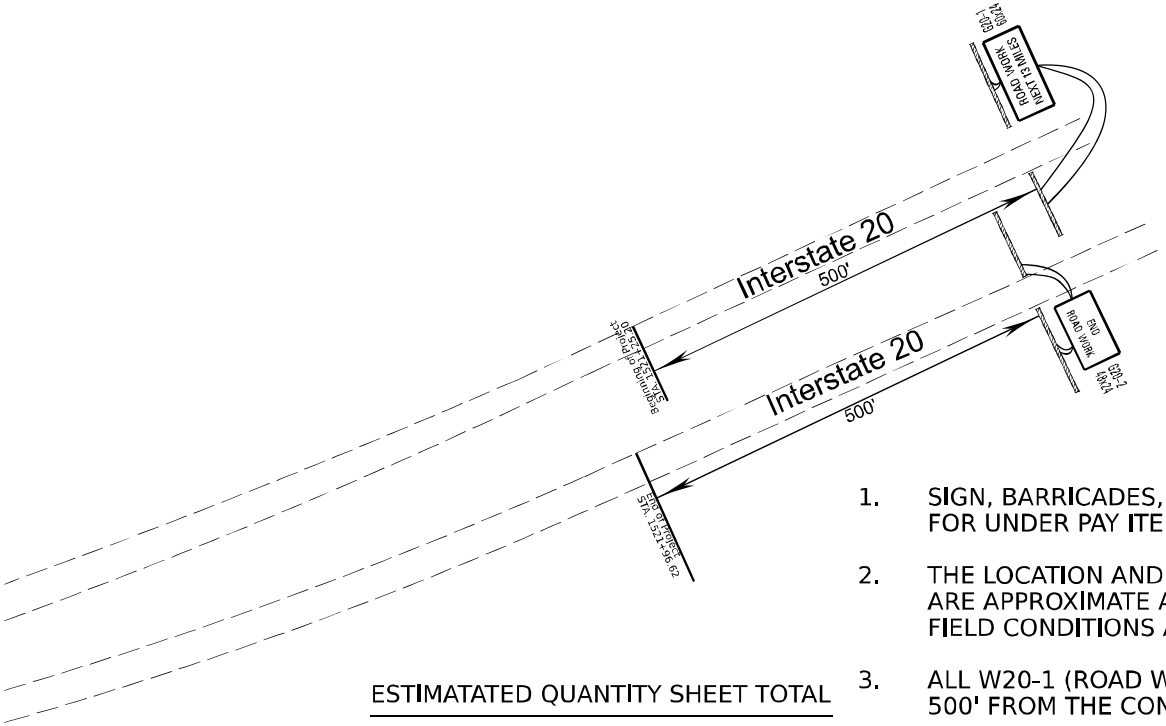


ESTIMATATED QUANTITY SHEET TOTAL	
G20-1	0 EACH
G20-2	0 EACH
W20-1	2 EACH

NOTES:

1. SIGN, BARRICADES, AND CHANNELIZING DEVICES ARE TO BE PAID FOR UNDER PAY ITEM NO. 618-A001, MAINTENANCE OF TRAFFIC.
2. THE LOCATION AND SPACING OF SIGNS, AS SHOWN ON THIS SHEET ARE APPROXIMATE AND MAY BE ADJUSTED AS NECESSARY TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
3. ALL W20-1 (ROAD WORK AHEAD) SIGNS TO BE PLACED APPROXIMATELY 500' FROM THE CONSTRUCTION OR AS DIRECTED BY THE ENGINEER

CONSTRUCTION SIGN SCHEDULE #7
END OF PROJECT ON INTERSTATE 20



NOTES:

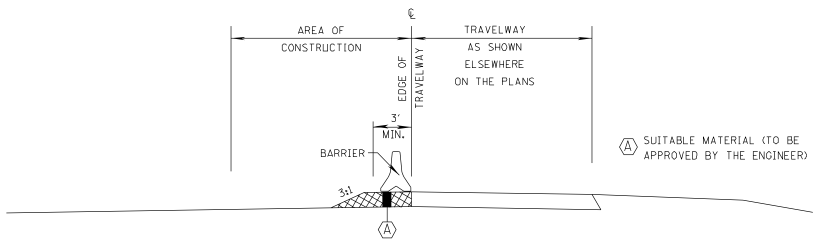
1. SIGN, BARRICADES, AND CHANNELIZING DEVICES ARE TO BE PAID FOR UNDER PAY ITEM NO. 618-A001, MAINTENANCE OF TRAFFIC.
2. THE LOCATION AND SPACING OF SIGNS, AS SHOWN ON THIS SHEET ARE APPROXIMATE AND MAY BE ADJUSTED AS NECESSARY TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
3. ALL W20-1 (ROAD WORK AHEAD) SIGNS TO BE PLACED APPROXIMATELY 500' FROM THE CONSTRUCTION OR AS DIRECTED BY THE ENGINEER

ESTIMATATED QUANTITY SHEET TOTAL

G20-1	2 EACH
G20-2	2 EACH
W20-1	0 EACH
BARRICADES, TYPE III, SINGLE FACED	4 EACH

FMS CON: UPDATE UPDATE

STATE	PROJECT NO.
MISS.	UPDATE

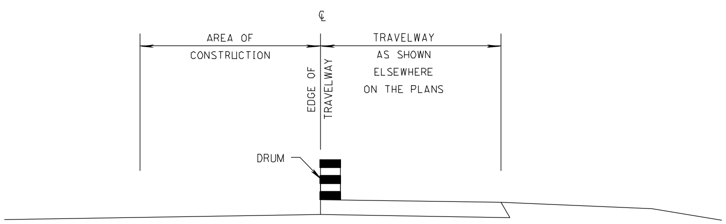


(A) SUITABLE MATERIAL (TO BE APPROVED BY THE ENGINEER)

ELEVATION VIEW FOR POSITIVE BARRIER

NOTES:

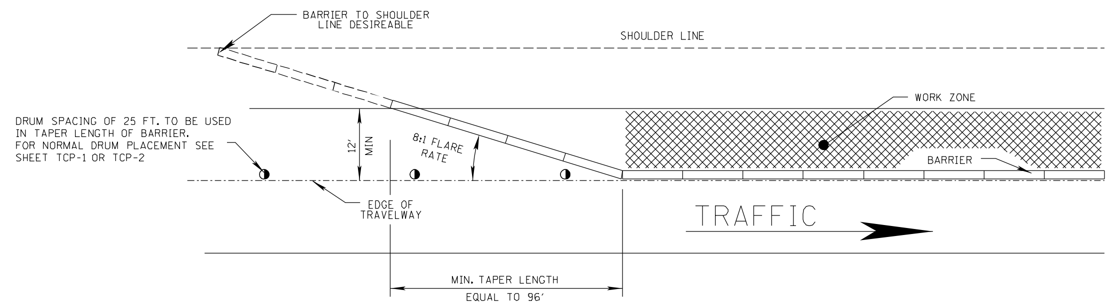
1. POSITIVE BARRIER IS REQ'D IN THE AREA OF OPEN PUNCH OUTS THAT ARE WITHIN SIX (6) FEET OF THE TRAVELWAY WHENEVER ACTUAL REPAIR WORK IS NOT BEING PERFORMED WITHIN THE LANE CLOSURE.
2. MATERIAL USED TO SUPPORT POSITIVE BARRIER MUST BE AT SAME ELEVATION AS PAVEMENT IN ADJACENT TRAVELWAY.
3. DELINEATORS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



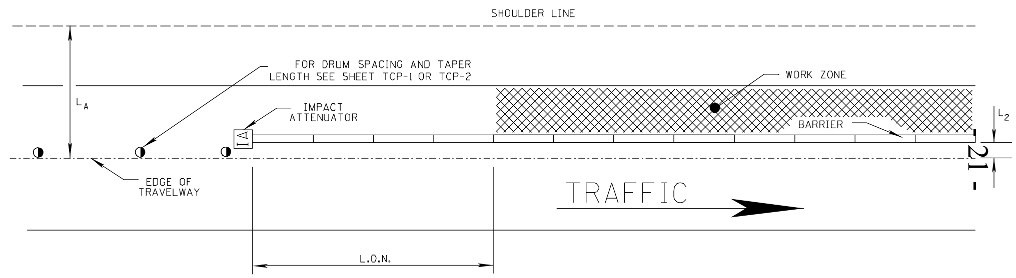
ELEVATION VIEW FOR DRUM

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
SHEET NUMBER PG

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

BY / REVISION / DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION PLAN

MMDDYY 00:00AMPM DGNFILENAME

I20 Random Clearing Locations 109481

Eastbound

Station #	-	Station #2	Stations	Location	Notes/Remarks	ROW Width	Dist. to Trees	Length of stand	Acres	Notes
810+20	-	821+40	12	RT/RT Ramp	Clearing to Right of Way	70	35	1120	0.90	
821+40	-	844+15	23	RT/RT Lane	Clearing to Right of Way	70	50	2275	1.04	
844+40	-	862+15	18	RT/RT Lane	Clearing to Right of Way	70	45	1775	1.02	
862+15	-	933+00	71	RT/RT Lane	Clearing to Right of Way	70	40	7085	4.88	
933+40	-	952+60	20	RT/RT Lane	Clearing to Right of Way	70	45	1920	1.10	
955+60	-	1015+00	60	RT/RT Lane	Clearing to Right of Way	70	40	5940	4.09	
1015+00	-	1026+00	11	RT/RT Lane	Clearing to Right of Way	70	60	1100	0.25	Thinner line of trees at the edge of cleared fields
1026+00	-	1094+00	68	RT/RT Lane	Clearing to Right of Way	70	40	6800	4.68	
1095+00	-	1114+80	20	RT/RT Lane	Clearing to Right of Way	70	40	1980	1.36	
1127+00	-	1183+60	57	RT/RT Lane	Clearing to Right of Way	70	35	5660	4.55	
1185+80	-	1201+00	16	RT/RT Lane	Clearing to Right of Way	70	40	1520	1.05	
1215+00	-	1234+40	20	RT/RT Lane	Clearing to Right of Way	70	35	1940	1.56	
1235+00	-	1267+00	32	RT/RT Lane	Clearing to Right of Way	70	50	3200	1.47	
1287+60	-	1297+00	10	RT/RT Ramp	Clearing to Right of Way	70	40	940	0.65	
1308+60	-	1364+00	56	RT/RT Lane	Clearing to Right of Way	70	50	5540	2.54	
1372+60	-	1430+00	58	RT/RT Lane	Clearing to Right of Way	70	45	5740	3.29	
1430+00	-	1439+00	9	RT/RT Lane	Clearing to Right of Way	70	55	900	0.31	
1439+00	-	1471+00	32	RT/RT Lane	Clearing to Right of Way	70	45	3200	1.84	
1477+00	-	1521+25	45	RT/RT Lane	Clearing to Right of Way	70	40	4425	3.05	
815+00	-	819+80	5	LT/RT Ramp	Clearing to Right of Way	70	60	480	0.11	
816+00	-	819+80	4	RT/RT Mainline	Median of Ramp	70	55	380	0.13	
847+00	-	853+40	7	LT/RT Lane	Median	90	55	640	0.51	Widths are approximate entire median to be cleared.
855+00	-	858+00	3	LT/RT Lane	Median	90	55	300	0.24	Widths are approximate entire median to be cleared.
1041+00	-	1093+40	53	LT/RT Lane	Median	92	50	5240	5.05	Widths are approximate entire median to be cleared.
1095+60	-	1120+00	25	LT/RT Lane	Median	92	55	2440	2.07	Widths are approximate entire median to be cleared.
1121+20	-	1138+00	17	LT/RT Lane	Median	92	55	1680	1.43	Widths are approximate entire median to be cleared.
		TOTAL =	752	**Stations**				**TOTAL=**	**49.18**	**Acres**

Westbound

Station #	-	Station #2	Stations	Location	Notes/Remarks	ROW Width	Dist. to Trees	Length of stand	Acres	Notes
820+20	-	82900	9	LT/LT Ramp	Clearing to Right of Way	70	35	880	0.71	
82900	-	93260	104	RT/RT Lane	Clearing to Right of Way	70	50	10360	4.76	
93360	-	95560	22	RT/RT Lane	Clearing to Right of Way	70	40	2200	1.52	
95640	-	108700	131	RT/RT Lane	Clearing to Right of Way	70	40	13060	8.99	
109380	-	116080	67	RT/RT Lane	Clearing to Right of Way	70	45	6700	3.85	
116120	-	123340	73	RT/RT Lane	Clearing to Right of Way	70	50	7220	3.31	
123420	-	124700	13	RT/RT Lane	Clearing to Right of Way	70	55	1280	0.44	
125660	-	128500	29	RT/RT Lane	Clearing to Right of Way	70	60	2840	0.65	Mainline into ramp
131000	-	135200	42	RT/RT Lane	Clearing to Right of Way	70	60	4200	0.96	
135300	-	146640	114	RT/RT Lane	Clearing to Right of Way	70	50	11340	5.21	
147500	-	152100	46	RT/RT Lane	Clearing to Right of Way	70	55	4600	1.58	
104080	-	113800	98	LT/RT Lane	Median	92	50	9720	9.37	Widths are approximate entire median to be cleared.
84700	-	85700	10	LT/RT Lane	Median	90	50	1000	0.92	Widths are approximate entire median to be cleared.
		TOTAL =	758	**Stations**				**TOTAL=**	**42.27**	**Acres**

109481301000 Guardrail Quantities

STATION		GUARDRAIL			FLARED	TANGENT	Cable	BRIDGE END SECTION				DELINEATORS				
			THRIE BEAM		TERMINAL	TERMINAL	Anchor	TYPE "A"	TYPE "H"	TYPE "I"	SPEC. DESIGN			Type 3	GUARDRAIL	Bridge Number
	LOCATION	(W-BEAM)	TRANS. SECT.	THRIE BEAM	END SECT.	END SECT.	TYPE I				BR END CONN.	WHITE	YELLOW	Object Markers	REMOVAL	
	(LT/RT)	(LF)	(LF)	(LF)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(LF)	
	LRL	206.25			1		1						8		250	
	RRL	193.75			1		1					8			237.5	
	RRL	187.5			1		1					8			231.25	
	LRL	187.5			1		1						8		231.25	
	RRL	187.5			1		1					8			231.25	
	RRL	162.5			1		1					7			206.25	
	RRL	212.5			1		1					8			256.25	
	RRL	212.5			1		1					8			256.25	
	LRL	212.5			1		1						8		256.25	
	RRL	142.5			1					1		7		1	200	
	LRL	142.5			1					1			7	1	200	
	RRL	206.25			1		1					8			250	
	LRL	206.25			1		1						8		250	
	RRL	156.25			1		1					7			200	
	RRL	212.5			1		1					8			256.25	
	RRL	142.5			1					1		7		1	200	
	LRL	142.5			1					1			7	1	200	
	RRL	206.25			1		1					8			250	
	RRL	142.5			1					1		7		1	200	
	LRL	142.5			1					1			7	1	200	
	RLL	148.75			1					1			7	1	206.25	
	LLL	148.75			1					1		7		1	206.25	
	LLL	212.5			1		1					8			256.25	
	LLL	212.5			1		1					8			256.25	
	RLL	142.5			1					1			7	1	200	
	LLL	142.5			1					1		7		1	200	
	LLL	193.75			1		1					8			237.5	
	LLL	143.75			1		1					6			187.5	
	RLL	237.5			1		1						9		281.25	
	LLL	237.5			1		1					9			281.25	
	RLL	142.5			1					1			7	1	200	
	LLL	142.5			1					1		7		1	200	
	RLL	212.5			1		1						8		256.25	
	LLL	212.5			1		1					8			256.25	
	LLL	212.5			1		1					8			256.25	
	LLL	156.25			1		1					7			200	
	RLL	181.25			1		1						7		225	
	LLL	181.25			1		1					7			225	
	RLL	206.25			1		1						8		250	
	LLL	181.25			1		1					7			225	
	LLL	137.5			1			1				7		1	200	

109481301000 Guardrail Quantities

STATION	LOCATION	GUARDRAIL			FLARED	TANGENT	Cable	BRIDGE END SECTION				DELINEATORS				
			THRIE BEAM		TERMINAL	TERMINAL	Anchor	TYPE "A"	TYPE "H"	TYPE "I"	SPEC. DESIGN			Type 3	GUARDRAIL	Bridge Number
	(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)	
	Noblin Bridge Rd	293.75			2							13			368.75	
	Noblin Bridge Rd	293.75			2							13			368.75	
	Glude Shiloh Rd	368.75			2							15			443.75	
	Glude Shiloh Rd	393.75			2							16			468.75	
	Rankin Rd	168.75			1			1			1	8		1	231.25	NW
	Rankin Rd	168.75			1			1			1	8		1	231.25	NE
	Rankin Rd	168.75			1			1			1	8		1	231.25	SE
	Rankin Rd	31.25			1			1			1	4		1	93.75	SW
	Glude Rd	12.5			1			1			1	4		1	75	NE
	Glude Rd	162.5			1			1			1	8		1	225	NW
	Glude Rd	168.75			1			1			1	8		1	231.25	SE
	Glude Rd	162.5			1			1			1	8		1	225	SW
TOTAL =		**9785**	**0**	**0**	**57**	**0**	**28**	**9**	**0**	**12**	**8**	**316**	**106**	**21**	**12562.5**	
		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 THE CONTRACTOR. 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.

109481301000 Removal of Asphalt Failed Areas, All Depths										
Location	STA_1	STA_2	Length (ft)	Width (ft)	Saw Cuts (ft)	Area (SY)	Estimated Asphalt Req. (TONS)	Estimated Excess (CY)	Removal of Cement Treated Base (SY)	Remarks
RRL	1260+57	1260+63	6	12	36	8	4	0.445	1.600	
RRL (shoulder)	1332+10	1332+40	30	5	70	17	8	0.928	3.333	
RRL	1470+75	1470+85	10	12	44	13	7	0.742	2.667	
LLL	1515+27	1515+33	6	12	36	8	4	0.445	1.600	
LLL	1494+52	1494+58	6	12	36	8	4	0.445	1.600	
RLL	1469+20	1469+26	6	12	36	8	4	0.445	1.600	
LLL	1468+97	1469+03	6	12	36	8	4	0.445	1.600	
LLL	1292+95	1293+05	10	12	44	13	7	0.742	2.667	
LLL (shoulder)	1256+20	1257+90	170	6	352	113	57	6.309	22.667	
LLL (shoulder)	1237+20	1239+00	180	6	372	120	61	6.680	24.000	
LLL	1126+87	1126+93	6	12	36	8	4	0.445	1.600	
LLL	1035+97	1036+03	6	12	36	8	4	0.445	1.600	
LLL	1005+92	1005+98	6	12	36	8	4	0.445	1.600	
20E to 43			26	5	36	14	7	0.804	2.889	
			18	4	26	8	4	0.445	1.600	
			107	5	117	59	30	3.309	11.889	
			30	5	40	17	8	0.928	3.333	
20W to 43			35	4	43	16	8	0.866	3.111	
			95	4	103	42	21	2.350	8.444	
			25	5	35	14	7	0.773	2.778	
			Totals		**1727**	**562**	**285**	**31**	**112**	

*QUANTITIES WERE ROUNDED ON ESTIMATE QUANITITIES TO BE USED AS DIRECTED BY THE ENGINEER.

109481301000 Punch Outs (Concrete Overlayed w/ Asphalt)														
Location	STA_1	STA_2	L (ft)	W (ft)	Saw Cuts (LF)	3-in Sawcuts (LF)	Longitudinal Sawcuts (LF)	A (SY)	Tie Bars (Ea)	Asphalt (Tons)	Excess (CY)	Removal of Cement Treated Base (SY)	Concrete for Base Repair (CY)	Remarks
20W to 80			6	17	34	34	12	14	3	7	0.789	2.267	0.756	
80 to 20E			6	17	34	34	12	14	3	7	0.789	2.267	0.756	
20E to 43			6	22	44	44	12	18	3	9	1.021	2.933	0.978	
20E to 43			6	17	34	34	12	14	3	7	0.789	2.267	0.756	
43 to 20 E			6	17	34	34	12	14	3	7	0.789	2.267	0.756	
43 to 20E			6	17	34	34	12	14	3	7	0.789	2.267	0.756	
20W to 43			6	17	34	34	12	14	3	7	0.789	2.267	0.756	
20W to 43			6	17	34	34	12	14	3	7	0.789	2.267	0.756	
RRL	956+47	956+53	6	12	24	24	12	10	3	5	0.557	1.600	0.533	
LLL	1469+13	1469+23	10	12	24	24	20	15	5	8	0.854	2.667	0.889	
LLL	1468+30	1468+60	30	12	24	24	60	42	15	21	2.338	8.000	2.667	
LLL	1464+37	1464+43	6	12	24	24	12	10	3	5	0.557	1.600	0.533	
LLL	1098+95	1099+05	10	12	24	24	20	15	5	8	0.854	2.667	0.889	
LLL	1096+60	1096+70	10	12	24	24	20	15	5	8	0.854	2.667	0.889	
LLL	1097+17	1097+23	6	12	24	24	12	10	3	5	0.557	1.600	0.533	
LLL	1033+17	1033+23	6	12	24	24	12	10	3	5	0.557	1.600	0.533	
LLL	1023+87	1023+93	6	12	24	24	12	10	3	5	0.557	1.600	0.533	
LLL	824+57	824+63	6	12	24	24	12	10	3	5	0.557	1.600	0.533	
Total					574	574	317	292	79	148	16	49	16	

*QUANTITIES WERE ROUNDED ON ESTIMATE QUANITITIES TO BE USED AS DIRECTED BY THE ENGINEER. CRCP REPAIRS WERE ESTIMATED USING THE PR-1B TYPICAL CRCP REPAIR STANDARD. IF THE CONTRACTOR ELECTS TO USE PR-1A OPTIONAL WELDING METHOD, THE PAY ITEM QUANTITIES WILL BE ADJUSTED ACCORDINGLY.

619-D2001 Standard Roadside Construction Signs (10 Sq. Ft. or More)

STATION	LOCATION	DESCRIPTION	QUANTITY	UNIT	REMARKS
	500' W of BOP	G20-1	10	SF	Road Work Next x.x Miles
	500' W of BOP	G20-1	10	SF	Road Work Next x.x Miles
	80N to 20E Ramp	W20-1	16		Road Work Ahead
	43N to 20E	W20-1	16	SF	Road Work Ahead
	500' E of EOP	G20-1	10	SF	Road Work Next x.x Miles
	500' E of EOP	G20-1	10	SF	Road Work Next x.x Miles
	43S to 20W	W20-1	16	SF	Road Work Ahead
	Noblin Bridge Rd	W20-1	16	SF	Road Work Ahead
	Noblin Bridge Rd	W20-1	16	SF	Road Work Ahead
	Glude Shiloh Rd	W20-1	16	SF	Road Work Ahead
	Glude Shiloh Rd	W20-1	16	SF	Road Work Ahead
	Rankin Rd	W20-1	16	SF	Road Work Ahead
	Rankin Rd	W20-1	16	SF	Road Work Ahead
	Glude Rd	W20-1	16	SF	Road Work Ahead
	Glude Rd	W20-1	16	SF	Road Work Ahead
	TOTAL		**216**	**SF**	

619-D1001 Standard Roadside Construction Signs (Less than 10 Sq. Ft.)

Station	Location	Description	Quantity	Unit	Remarks
	500' W of BOP	G20-2	8	SF	
	500' W of BOP	G20-2	8	SF	
	500' E of EOP	G20-2	8	SF	
	500' E of EOP	G20-2	8	SF	

619-G4001 Barricades, Type III, Single Faced				
Location	**Station**	**Quantity**	**Unit**	**Description**
500' West of BOP EB (both lanes)		12	LF	Mounted on G20-1
500' East of EOP EB (both lanes)		12	LF	Mounted on G20-2
500' East of EOP WB (both lanes)		12	LF	Mounted on G20-1
500' West of BOP WB (both lanes)		12	LF	Mounted on G20-2
TOTAL		**48**	**LF**	

109481302000 OGFC Removal and Repair

Location	Station	Station	Width (FT)	406-D001 Fine Milling of Bituminous Pavements, All Depths, (SY)	907-402-A002 Open Graded Friction Coarse, 9.5mm Mixture (TON)
LCL	473+55	472+05	12	600	9
LLL	329+75	328+25	12	600	9
			Totals	1200	18

Box Cleanout and Channel Excavation

Location	Station	Number of Barrels	Length	Size	Pay Length	Channel Excavation
LL/RL	1440+00	1	220	10+	220	No Channel
LL	1083+00	2	135	10+	270	100
LL/RL	1037+00	2	370	10+	740	50
LL/RL	909+50	1	280	10+	280	50
LL	853+30	2	165	10+	330	90
RL	854+40	2	140	10+	280	100
LL/RL	889+50	1	250	6 to 10	250	50
LL/RL	899+00	1	260	10+	260	50
RL	904+00	1	165	10+	165	150
RL	1083+80	2	122	10+	244	125
RL	1120+60	3	115	10+	345	250
LL/RL	1204+00	2	230	10+	460	50
LL/RL	1320+45	1	215	10+	215	No Channel
LL/RL	1376+20	2	215	10+	430	No Channel
Totals	**202-B096**	**4239**		**202-B273**	**250**	**1065**

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6654 **CODE: (SP)**

DATE: 2/20/2025

SUBJECT: Lane Closure Restrictions

PROJECT: IM-0020-01(277) / 109481301, 302 –Rankin County

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

No lane closures will be permitted on the following holidays or the day preceding them: New Year's Day, Memorial Day, Easter, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. In the event that one of the above mentioned holidays falls during the weekend or on a Monday, no lane closures will be allowed during that weekend or the Friday immediately preceding that holiday. In addition, no lane closures will be allowed the Friday, Saturday, and Sunday following Thanksgiving. Independence Day falls on a Friday in 2025; therefore, no lane closures shall be allowed the Thursday through Sunday of that week. The holiday lane closure restriction applies to the entire calendar day. The above requirements apply to **ALL** Operations of work.

The following conditions apply for Concrete Pavement Punchout Repair Operations.

- Lane closures for the concrete punchout repair operations shall be allowed on weekends from 7:00 PM Friday to 7:00 AM Monday.
- The Contractor must give the Engineer a seven (7) calendar day notice prior to beginning said weekend work.

The following conditions apply for All Operations other than Random Clearing and Sediment Cleanout Operations.

Lane closures **SHALL NOT** be allowed during the following hours:

- Daily Monday Through Saturday - 7:00 AM to 7:00 PM
- **No lane closures** will be permitted on Sunday. Sunday is defined as 7 PM Saturday to 7 PM Sunday.

The following conditions apply for Random Clearing and Sediment Cleanout Operations.

- **No lane closures** will be permitted on Sunday. Sunday is defined as 7 PM Saturday to 7 PM Sunday. Otherwise, lane closures shall be allowed during normal working hours **only for random clearing and sediment cleanout operations.** Lane closures shall be limited to ½ mile; however, if a shorter length lane closure shall suffice then a lane closure utilizing the lesser distance shall be used.

No exceptions to the above restrictions will be allowed unless specifically approved by the Project Engineer.

If the lane closure restrictions listed above are violated, the Contractor will be charged a fee of $500.00 for each full or partial five (5) minute period until the roadway is back in compliance with the lane closure restriction requirement.

For the purposes of this contract, official time shall be the announced time available at the Jackson area telephone number (601) 355-9311.

Remove & Replace approximately 13 miles of OGFC on I-20 from East Brandon to the Scott County Line & Fog Seal approximately 6 miles of I-20 from Pearson Rd. to Crossgates Blvd., known as Federal Aid Project No. IM-0020-01(277) / 109481301 & 302 in Rankin County.

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
			Roadway Items		
0010	201-D001		1,510	Station	Random Clearing
0020	202-B009		562	Square Yard	Removal of Asphalt Pavement, Failed Areas
0030	202-B045		161	Square Yard	Removal of Cement Treated Base, All Depths
0040	202-B069		292	Square Yard	Removal of Concrete Pavement w/ Variable Depth Overlay
0050	202-B096		4,239	Linear Feet	Removal of Debris and Sand From Box Culvert, 10-foot and Greater Width
0060	202-B117		63	Each	Removal of Delineator, All Types
0070	202-B158		12,563	Linear Feet	Removal of Guard Rail, Including Rails, Posts and Terminal Ends
0080	202-B240		6,579	Linear Feet	Removal of Traffic Stripe
0090	202-B244		375	Each	Removal of Trees
0100	202-B273		250	Linear Feet	Removal of Debris and Sand From Box Culvert, 6-foot to Less than 10-foot Width
0110	202-B276		1,065	Linear Feet	Removal of Debris from Drainage Channel
0120	203-G002	(E)	48	Cubic Yard	Excess Excavation, LVM, AH
0130	209-A005		2,048	Square Yard	Geotextile Stabilization, Type V, Non-Woven
0140	223-A001		750	Acre	Mowing [$50.00]
0150	304-D002	(GT)	937	Ton	Granular Material, Crushed Stone
0160	406-D001		467,322	Square Yard	Fine Milling of Bituminous Pavement, All Depths
0170	503-A001	(C)	292	Square Yard	8" and Variable Continuously Reinforced Concrete Pavement, Broom Finish
0180	503-B001		317	Linear Feet	Saw Cut, Longitudinal Joints
0190	503-C004		574	Linear Feet	Saw Cut, 3-inch
0200	503-C010		2,301	Linear Feet	Saw Cut, Full Depth
0210	503-D001		15	Cubic Yard	Concrete for Base Repair
0220	503-E002		79	Each	Tie Bars, No. 5 Deformed Drilled and Epoxied or Grouted
0230	606-B003		9,785	Linear Feet	Guard Rail, Class A, Type 1, 'W' Beam, Metal Post
0240	606-C001		28	Each	Guard Rail, Cable Anchor Type 1, Metal Post
0250	606-D005		9	Each	Guard Rail, Bridge End Section, Type A
0260	606-D023		12	Each	Guard Rail, Bridge End Section, Type I, Metal Post
0270	606-E005		57	Each	Guard Rail, Terminal End Section, Flared
0280	619-A1001		54	Mile	Temporary Traffic Stripe, Continuous White
0290	619-A2001		54	Mile	Temporary Traffic Stripe, Continuous Yellow
0300	619-A3001		54	Mile	Temporary Traffic Stripe, Skip White
0310	619-A5001		13,138	Linear Feet	Temporary Traffic Stripe, Detail
0320	619-D1001		32	Square Feet	Standard Roadside Construction Signs, Less than 10 Square Feet

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
0330	619-D2001		88	Square Feet	Standard Roadside Construction Signs, 10 Square Feet or More
0340	619-F3001		316	Each	Delineators, Guard Rail, White
0350	619-F3002		106	Each	Delineators, Guard Rail, Yellow
0360	619-G4005		48	Linear Feet	Barricades, Type III, Single Faced
0370	620-A001		1	Lump Sum	Mobilization
0380	630-F010		18	Each	Delineators, Post Mounted, Double White
0390	630-F011		9	Each	Delineators, Post Mounted, Double Yellow
0400	630-F012		32	Each	Delineators, Post Mounted, Single White
0410	630-F013		4	Each	Delineators, Post Mounted, Single Yellow
0420	630-G005		21	Each	Type 3 Object Markers, OM-3R or OM-3L, Post Mounted
0430	907-402-A002	(BA1)	19,777	Ton	Open Graded Friction Course, 9.5-mm Mixture
0440	907-402-B001	(A3)	46,612	Gallon	Bituminous Tack Coat
0450	907-403-A013	(BA1)	1,722	Ton	9.5-mm, HT, Asphalt Pavement
0460	907-403-B004	(BA1)	435	Ton	19-mm, HT, Asphalt Pavement, Leveling
0470	907-403-C001	(BA1)	430	Ton	19-mm, HT, Asphalt Pavement, Trench Widening
0480	907-403-S002		1,440	Linear Feet	Joint Sealant
0490	907-405-A001	(BA1)	439	Ton	Stone Matrix Asphalt, 9.5 mm Mixture
0500	907-414-B001	(A2)	19,000	Gallon	Asphalt for Fog Seal
0510	907-618-A001		1	Lump Sum	Maintenance of Traffic
0520	907-618-M2001		1,000	Hours	Work Zone Law Enforcement [$60.00]
0530	907-626-A007		27	Mile	6" Thermoplastic Double Drop Traffic Stripe, Skip White
0540	907-626-B004		27	Mile	6" Thermoplastic Double Drop Traffic Stripe, Continuous White
0550	907-626-E003		27	Mile	6" Thermoplastic Double Drop Traffic Stripe, Continuous Yellow
0560	907-626-G004		6,569	Linear Feet	Thermoplastic Detail Stripe, White
0570	907-627-K001		5,871	Each	Red-Clear Reflective High Performance Raised Markers
0580	907-627-K002		1,520	Each	Red-Yellow Reflective High Performance Raised Markers
0590	907-906001		520	Hours	Trainees [$5.00]