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	3/21/2025	ADDENDUM NO.		DATED	
ADDENDUM NO		DATED		ADDENDUM NO.		DATED	
ADDENDUM NO		DATED		ADDENDUM NO.		DATED	

Number	Description
1	Revised NTB No. 6667; Revised Bid Items; Revised Progress Schedule; 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-0020-02(101)/ 108587301000 & SP-0020-02(105)/ 108587302000

Newton County(ies)

Revised 01/26/2016

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6667 **CODE: (SP)**

DATE: **03/21/2025**

SUBJECT: **Scope of Work**

PROJECT: **IM-0020-02(101) / 108587301 & SP-0020-02(105) / 108587302 -- Newton 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".

I-20 from 5.1 MI East of SR 15 to 2.3 MI East of Chunky River

The project limits extend from the pavement joint just west of Hickory (BOP STA 901+25) to just west of Chunky (EOP 1249+91). The existing structure constructed in 1963 consists of 8" of CRCP, on top of 6" of cement treated granular material base. The CRCP has subsequently been overlaid with HMA ranging from 4¼" to 6¼" in depth.

Work on this project shall consist of milling and overlaying approximately 6.8 miles of I-20 from Hickory to Chunky. The existing asphalt mainline, including the inside shoulder and 2' of the outside shoulder, shall be fine milled at a depth of 2" and inlaid with 1½" of 9.5-mm SMA asphalt. The outside shoulder shall be milled at a depth of 2" and inlayed with 1½" of 9.5-mm, ST asphalt. At the overhead bridge for SR 503 (Bridge 32.8) at the Hickory exit, the existing pavement shall be milled 2½" and replace with 1½" due to overhead clearance. Ramps at exit 114 shall milled a depth of 2" and replaced with 2" of 12.5-mm, HT asphalt. The asphalt section between the overpass bridges on Ridge Road shall be milled at a depth of 1½" and replaced with 1½" of 9.5-mm, ST asphalt. Prior to milling and paving operations, failed area repair, drainage devices repair, concrete joint locations for sawing and sealing, and random clearing shall all be performed throughout the project in selected areas shown on the attached tables. The guardrail throughout the project as well as select areas of fence and guard posts shall be replaced. Once all other paving operations have been completed, a 1" thick lift of OGFC shall be placed according to the attached typical and specifications.

Gentry & Experiment Station Rd 108587-302000

This project consists of milling, paving, striping, joint seal and replacing guardrail on the Gentry road over pass and experiment station road overpass just west of the project limits. The asphalt section between the two bridges shall be milled at a depth of 1 ½" and replaced with 1 ½" of 9.5mm ST asphalt pavement. The guardrail shall also be removed and replaced as per the attached table and permanent stripe shall be placed on the new asphalt and bridges. Bridge joints shall also be cleaned and sealed using type 1 preformed joint seal.

Clearing

Random clearing shall be performed within the specified clearing limits, including vegetation overhanging the edge of the clearing limits. Overhanging vegetation shall be trimmed to a minimum height of 30' above the elevation of the edge of pavement, at the edge of the clearing limits (70' from edge of pavement) or as directed by the Engineer. Any limbs protruding into the clearing limits that are trimmed and mulched at the direction of the engineer larger than 3" at the edge of clearing limits shall be cut back to the trunk of the tree. Any trees that lean into the 70' clearing limits shall be cut back to the stump; the cost of which shall be absorbed into that station's payment. No stubs of partially cut trees shall be left at the edge of clearing. 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. 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. The clearing limits are 70' from the edge of pavement of all mainline and ramps throughout the project. Payment shall be made for all clearing 70' from the edge of pavement 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. All areas disturbed by the Contractor shall be stabilized at no additional cost to the State. Mulch and clearing debris created by the Contractor shall be cleaned from all drainage devices throughout the project. This operation shall be absorbed into other items bid and will not be paid for as removal of debris from drainage channels.

Throughout the life of the project and until the partial or full maintenance release, all dead or dying trees within 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 any damage to the roadway, stripe, guardrails, and other structures. The stumps of such trees shall be cut or mulched flush with the ground line. 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.

Median sections listed in the attached table shall be cleared entirely regardless of width. The clearing of the trees outside of the 70' clearing limits will be absorbed into the stations adjacent to the area.

Failed Area Repair

Failed areas throughout the project, listed in the attached tables, shall be repaired. In the composite asphalt sections failed areas shall be repaired in accordance with the standards for continuous concrete failed area repairs. The asphalt layer shall be replaced with 19-mm, HT asphalt prior to the lane being opened to traffic. Full depth asphalt repairs shall be replaced with 19-mm, HT asphalt with 3½" maximum lift thickness. Pavement repairs shall be completed as a continuous operation to minimize traffic impacts. Lane closures shall remain in place until the failed area has been completely repaired. Lane closures shall not be left unattended until the failure repair has

been completed. Care shall be taken so that these areas meet the strait-edge requirements laid out in the Subsection 907-403.03 when complete. All material removed from the failed areas shall become property of the Contractor and shall be disposed of at no additional cost to the department.

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.

Asphalt patches overlaid at the bridge approaches shall be milled prior to failed area repairs and paid for as cold milling of asphalt pavement. They shall be milled to the concrete surface, regardless of depth. Depths may vary from 1" to 3". This is in order inspect the approach slabs for additional failed areas prior to mainline milling and paving.

Milling

Milling/paving will not begin until an **approved** asphalt mix design has been received, nor until such time that, in the opinion of the Engineer, weather conditions have been consistently suitable enough to allow placement of the asphalt pavement after the milling operations. The reclaimed asphalt pavement (RAP) material removed by the milling operation shall become the property of the Contractor. Where milling is required, the Contractor shall provide outlets in the existing shoulders at sufficient intervals to prevent pooling or standing water on the milled surface; the cost of which shall be absorbed in other items bid.

Throughout the project milling shall be conducted at 2" deep on centerline and in such a manner to produce a -2% slope in mainline and a -4% slope on the shoulder in normal crown roadway sections. Superelevation through curves shall be maintained as it currently exists or improved as directed. Where slope correction is required, correction will be made by milling, paving, or combination thereof as directed by the Engineer. Milling correction: Mill centerline of pavement to a depth of 2" on a 2% slope towards the outside edge. Paving Correction: Mill to depth of 2" on existing slope and place asphalt 1¾" and variable on centerline and 1¼" 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 MDOT Standard Specifications. At the BOP, EOP, all bridge ends, and ramps milled transitions may be required to facilitate the placement of OGFC. These transitions shall not be measured for separate payment and shall be absorbed into other items bid. These milled transitions shall not be installed until the OGFC phase of work has begun and shall be maintained by the Contractor throughout the life of the project. Paper joints and shoulder drains are to be installed and maintained as required and shall not be measured for direct payment.

Traffic will be allowed to travel on the mainline milled surface for five (5) days, and the Contractor will be assessed a penalty of **$5,000.00** per calendar day afterwards until the mainline milled surface is covered with the next lift of asphalt. Additionally, traffic will be allowed to run on all milled surfaces other than the mainline for 30 days unless otherwise stated, and the Contractor will

be assessed a penalty of **$1,000.00** per calendar day afterwards until the non-mainline milled surface is covered with the next lift of asphalt. The additional allowance for the non-mainline milled surface is for the Contractor's convenience, and thus, the Contractor is responsible for any pavement failures or damage sustained during this period. Milling and paving of paved shoulders shall conform to Subsection 406.03.2 of the Standard Specifications.

Paving
Per Subsection 401.02.3.2, the asphalt mix design shall be submitted to the Engineer at least 10 working days prior to its proposed use.

Paving operations shall be conducted in a manner throughout the project to prevent the ponding of water in any areas on the project. Sufficient drainage shall be maintained by the Contractor to ensure that such does not occur. The inside shoulder, both travel lanes, and 2' of the outside shoulder shall be paved with 1½" of 9.5-mm SMA followed by 1" of 9.5-mm OGFC asphalt. The outside shoulders shall be paved with 1½" of 9.5-mm, ST asphalt. The main lines of the ramps shall be paved with 2" of 12.5-mm, HT asphalt. Temporary asphalt joints (aka paper joints) shall be required at all transverse joints and shall be maintained by the Contractor throughout the project. Paper joints shall be a minimum of nine feet (9') in length and for the full width of the milled/paved surface. All shoulders shall be pulled up daily to prevent drop offs at the edge of pavement.

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 if crushed stone is used for shoulder material.

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 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 907-626.03.2. Edge lines will be placed to accommodate the lane widths shown on the attached applicable typical sections unless prevented by field conditions.

Per Subsection 907-626.01, an epoxy 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 MDOT Standard Drawings.

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

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 fine milling pay item regardless of removal method. If the remaining asphalt is removed with conventional methods and not milled, saw cuts shall be made at the face of rail and paid under 503-C: Saw Cuts, Full Depth. 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 to be MASH compliant. 1,000 tons of crushed stone has been estimated for guardrail pads.

Guardrail lengths are based on terminal end length of 37.5'. If terminal end 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.

Guard posts in numerous locations shown in the attached tables are to be replaced. Payment made for the removal of guard posts under pay item 202-B: Removal of Guard Post. This shall be considered full compensation for the removal of and disposal of post, footing, cables, and all other appendages associated with guard posts.

Traffic Control

The Contractor shall erect and maintain construction signing and provide all signs and traffic control devices necessary to safely maintain traffic around and through the work areas in accordance with the Traffic Control Plan and the MUTCD. The cost shall be included in the price bid for pay item 907-618-A: Maintenance of Traffic. Fluorescent orange sheeting shall be used on all construction and traffic control signs except those designated in the plans to be black legend and border on white background.

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

The Contractor shall, on a daily basis, remove all debris from within the roadway and a 30-foot clear zone which, in the opinion of the Engineer, is a hazard to the traveling public. This activity shall begin with the beginning of work or the beginning of the contract time, whichever comes first. No direct payment will be made for the debris removal; the cost shall be included in the prices of items bid. Failure of the Contractor to remove 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.

Potholes that may exist or occur in the existing pavement are to be patched in a timely manner as required. The 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 on two lane routes. Direct payment will not be made for this item and shall be considered included in pay item 907-618-A: Maintenance of Traffic.

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.

Miscellaneous Notes

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

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

Removal of existing or temporary raised pavement markers is to 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 shall be taken to prevent milled asphalt, asphalt debris, vegetative/granular debris, etc. from entering drainage structures or clogging other drainage ways. If these drainage structures become filled with construction debris the Contractor shall be required to clear the drainage structures of all obstructions at no cost to the State. 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’ either 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.

Three (3) mowing cycles have been estimated for this contract.

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

Box culverts and drainage channels listed in the attached table shall have the existing debris and sediment removed by the Contractor, and shall be paid for using pay item 202-B: Removal of Debris and Sand From Box Culvert, 6-Foot to Less Than 10-Foot Width, and/or 202-B: Removal of Debris from Drainage Channels. 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 for the length that debris is removed. The removal of debris from drainage channels shall be measured as the length of the channel, regardless of width, from which debris is removed and the

channel is restored to the original dimensions or as directed by the Engineer. The depth of the sediment shall be field verified by the Contractor prior to bidding the Project. The disposal of this material will not be measured for separate payment.

Bridge joints and spall repairs shall be done as per the attached table and standard specifications.

GENERAL INDEX

INCLUDED THIS PROJECT		BEGIN WITH SHEET
☐	ROADWAY	1
☐	PERMANENT SIGNS	1001
☐	TRAFFIC SIGNALS	2001
☐	ITS COMPONENTS	3001
☐	LIGHTING	4001
☐	(RESERVED)	5001
☐	ROADWAY STD. DWGS.	6001
☐	BOX CULVERT STD. DWGS (LRFD)	7001
☐	BOX CULVERT STD. DWGS (STD. SPEC.)	7501
☐	BRIDGE	8001
☐	CROSS SECTIONS	9001

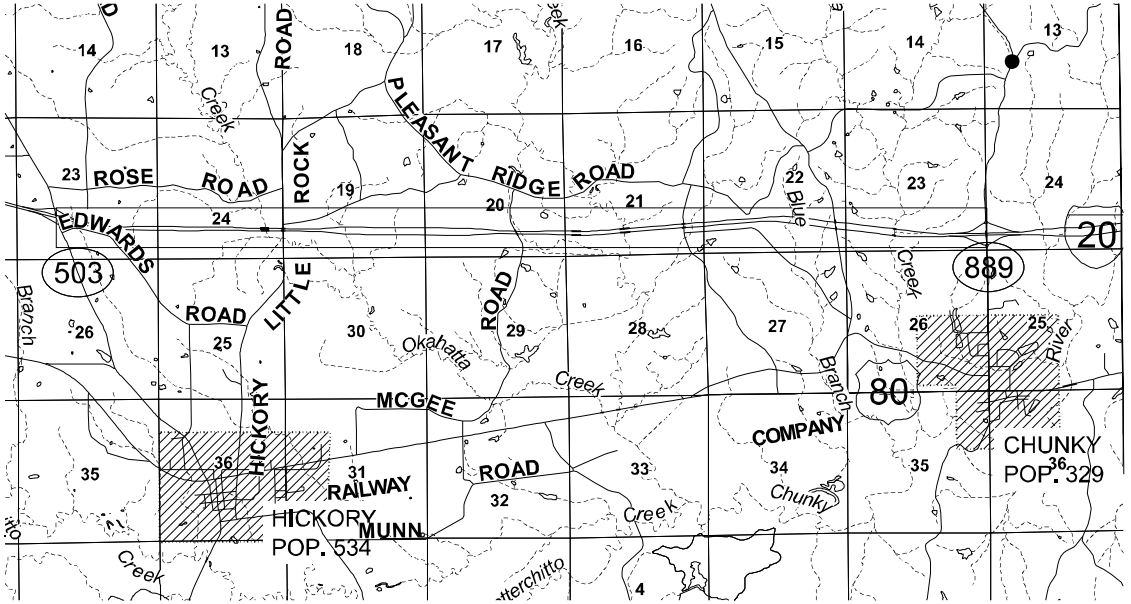
BRIDGE STRUCTURES REQ'D.

BOX BRIDGES REQ'D.

STATE OF MISSISSIPPI
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY
STATE PROJECT NO. IM-0020-02(101)
FEDERAL AID PROJECT NO. IM-0020-02(101)

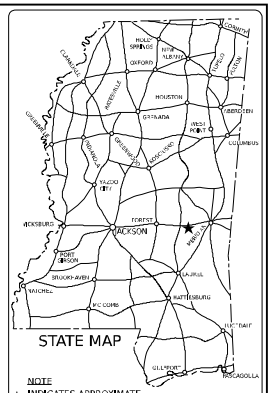
I-20 From 5.1 Mi E of SR 15 to 2.3 Mi E of Chunky Rvr
NEWTON COUNTY



EQUATIONS

EXCEPTIONS

SCALES
PLAN 1 IN. = 100 FT.
PROFILE HOR. 1 IN. = 100 FT. VERT. 1 IN. = 10 FT.
LAYOUT 1 IN. = FT.



NOTE
★ INDICATES APPROXIMATE LOCATION OF PROJECT.

LAT. _____ LONG. _____
(APPROX. MIDDLE OF PROJECT)

DESIGN CONTROL

___ MPH = V (SPEED DESIGN)

ADT (___) = ____ : ADT (___) = ____
DHV = ____ : D = __ % T = __ %

PERMITS ACQUIRED BY MDOT

WETLANDS AND WATERS PERMITS:

	WATERS	WETLANDS
NATIONWIDE #14	☐	☐
NATIONWIDE (OTHER)*	☐	☐
GENERAL*	☐	☐
INDIVIDUAL (404)*	☐	☐

STORMWATER PERMIT ☐

Y REQUIRED, CNOI SUBMITTED BY MDOT (DISTURBED AREA=5 ACRES)

S REQUIRED, SCNOI TO BE SUBMITTED BY CONTRACTOR (1 TO 4.99 ACRES)

N NO STORMWATER PERMIT REQUIRED (<1 ACRE)

APPROVED BY: _____

CONVENTIONAL SYMBOLS

COUNTY LINE
TOWN CORP LINE
SECTION LINE
DEED LINE
EXISTING ROADWAY
PROPOSED ROADWAY
RAILROAD
BRIDGES

LENGTH DATA

LENGTH OF ROADWAY	____ FT.	____ MI.
LENGTH OF BRIDGES	____ FT.	____ MI.
LENGTH OF PROJECT (NET)	____ FT.	____ MI.
LENGTH OF EXCEPTIONS	____ FT.	____ MI.
LENGTH OF PROJECT (GROSS)	____ FT.	____ MI.

DESIGNED BY:

CONSTRUCTION PROJECT DATA

EXTERNAL PROJECT NUMBER	IM-0020-02(101)
FMS & DETAIL	108587/3010

P S & E DATE: _____

APPROVED:

DEPUTY EXECUTIVE DIRECTOR / CHIEF ENGINEER

EXECUTIVE DIRECTOR

Notice to Bidders No. 6667 -- Cont'd.

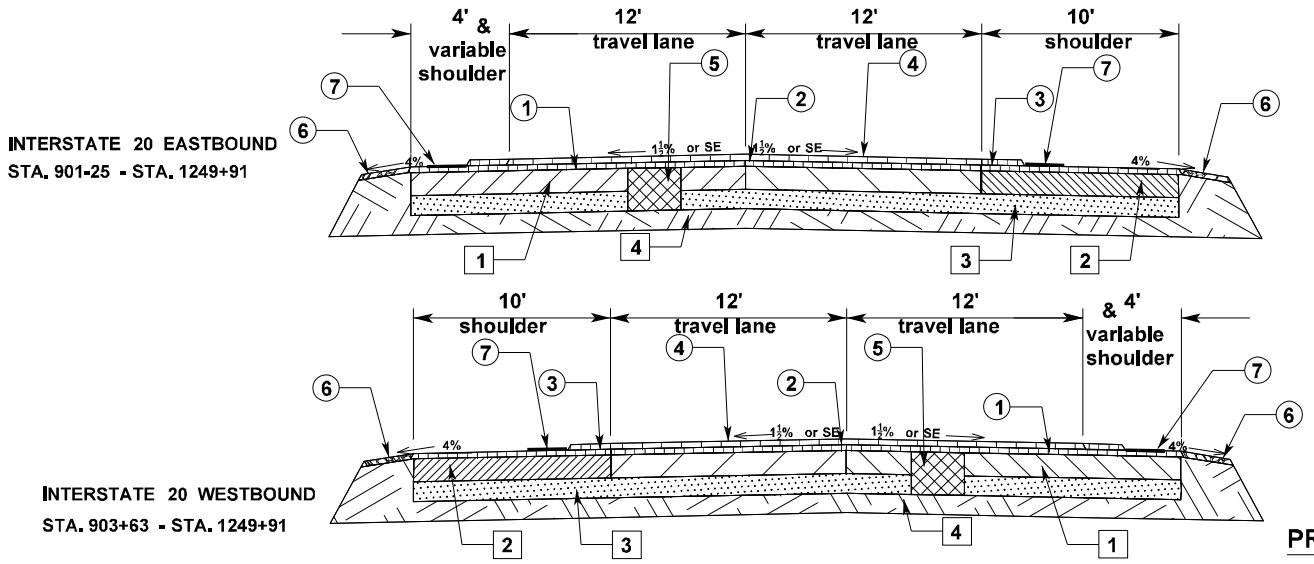
PLAN SHEET
DATE 11:03:10 AM RWD-TITLE.dgn

Bridge ID	Bridge Number	Joint Repair without Epoxy (LF)	Joint Repair (LF)	Preformed Joint Seal, Type I (LF)	Saw Cut, Type I (LF)	General Epoxy Repairs (SF)	General Epoxy Notes
	116.7 A&B	1440		720	1440		
	116.8 A&B	960		480	960		
13526	118.9A		960	480	960	15	Deck Spall Span 3, Rail Spall NE Corner
	118.9B	960		480	960		
	119.3 A&B	1600		800	1600		
13521	119.7A&B		960	480	960	6	Span 2 Bridge Rail, South Side
13528	121.2A		480	240	480	3	Bent 2, Pile 5 Exposed Steel
13529	121.2B		480	240	480	0	
	Totals	4960	2880	3920	7840	30	

FMS CON:108587/301000

STATE	PROJECT NO.
MISS.	IM-0020-01(101)

NEWTON COUNTY
IM-0020-01(101) 108587/301000



LEGEND

- 1" Open Graded Friction Course travel lanes
- 1½" Stone Matrix Asphalt travel lane and inside shoulder
- 1½" 9.5mm ST, Asphalt Pavement outside shoulder
- crushed stone
- failed area
- existing asphalt
- cement reinforced concrete pavement
- granular material
- Double Bituminous Surface Treatment. (DBST)

EXISTING

1 - 4 1/2" to 6 1/4" and variable depth of asphalt pavement.

2 - Double Bituminous surface treatment (DBST).

3 - 8" and variable CRCP.

4 - Variable depth granular material.

PROPOSED

① - Mill existing roadway and paved shoulder to a depth of 2" Eastbound and Westbound.

② - Inlay both travel lanes and inside shoulder with 1 lift at 1½" Stone Matrix Asphalt, 9.5mm Mixture.

③ - Overlay outside shoulder with 1 lift at 1½" 9.5mm, ST, Asphalt Pavement.

④ - Overlay both travel lanes with 1" of Open Graded Friction Course, extending 2' outside each travel lane.

⑤ - Repair failed areas in mainline with 19mm, HT, Asphalt Pavement, Leveling full depth.

⑥ - Shoulders shall be cut to 4% where applicable (as directed by the Engineer) crushed stone shall be placed in area where insufficient suitable material is present to reestablish shoulder to new asphalt grade.

⑦ - Place rumble strip on shoulders.

Notice to Bidders Nov. 6, 2007 Cont'd.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

FULL DEPTH ASPHALT

PROJ. NO.: IM-0020-01(101)
COUNTY: NEWTON
FILE NAME: TS.dgn
DESIGN TEAM UPDATE CHECKED UPDATE DATE UPDATE

PRELIMINARY
NOT FOR CONSTRUCTION
WORKING NUMBER TS-1
SHEET NUMBER

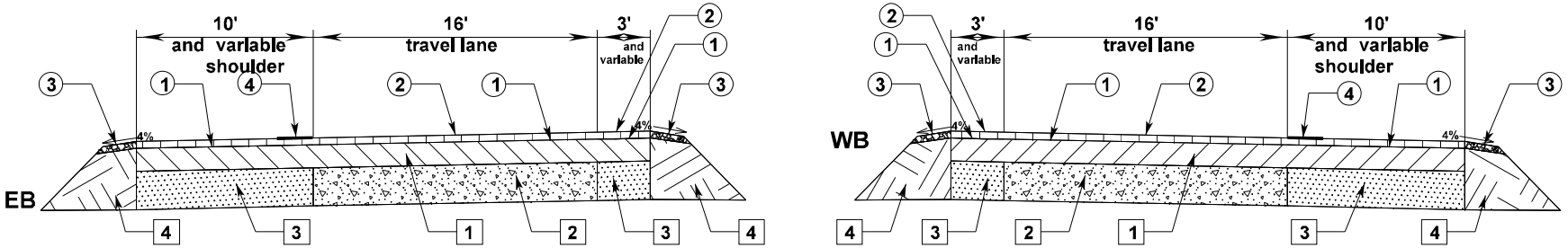
BY | REVISION | DATE

FMS CON:108591/301000

STATE	PROJECT NO.
MISS.	IM-0020-01(101)

NEWTON COUNTY
IM-0020-01(101) 108587/301000

SR 503 RAMPS
EXIT 115



LEGEND

- $1\frac{1}{2}$" 9.5mm HT, Asphalt Pavement
- crushed stone
- Concrete Reinforced Cement Pavement
- existing asphalt
- cement-treated base
- granular material

EXISTING

1 - variable depth of asphalt pavement.

2 - Variable depth Concrete Reinforced Cement Pavement.

3 - Variable depth cement-treated base.

4 - variable depth granular material.

PROPOSED

① - Mill existing roadway and paved shoulders to a depth of 2".

② - Overlay existing ramp travel lane and paved shoulders with 2" 12.5mm, HT, Asphalt Pavement.

③ - Shoulders shall be cut to 4% where applicable (as directed by the Engineer) crushed stone shall be placed in area where insufficient suitable material is present to reestablish shoulder to new asphalt grade.

④ - place ground-in rumble strip on shoulders.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PRELIMINARY
NOT FOR CONSTRUCTION

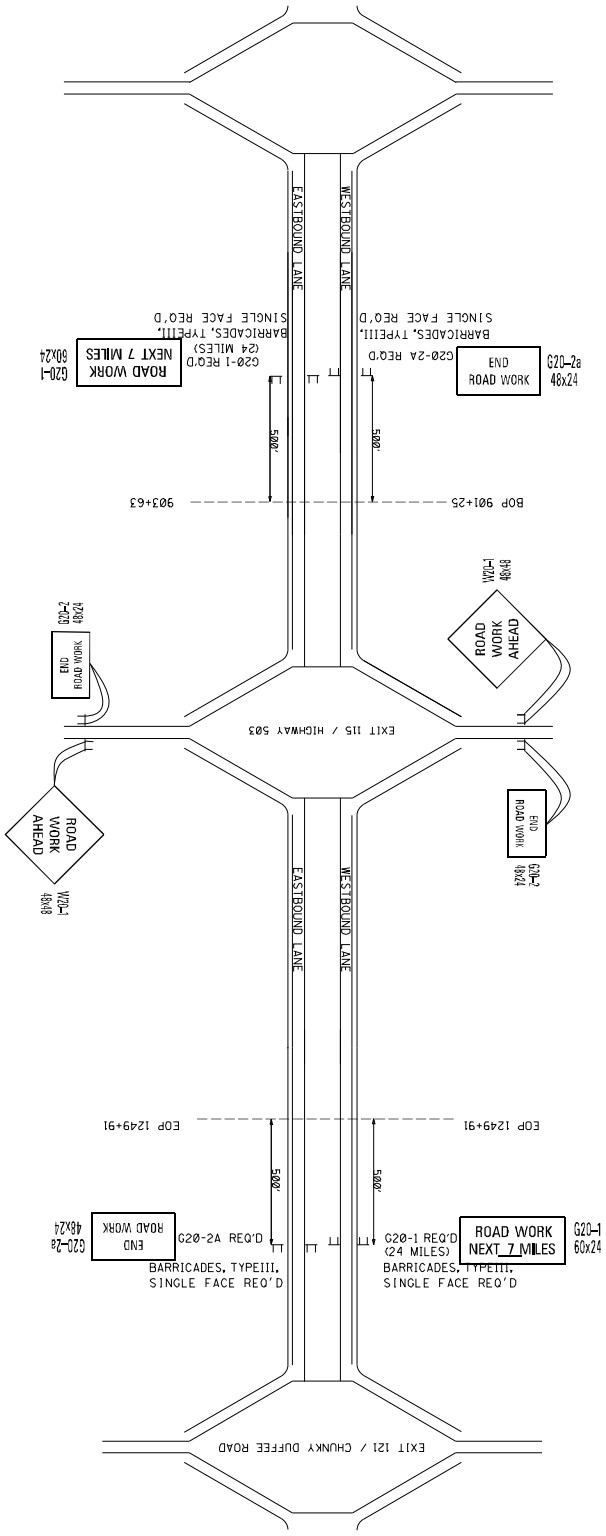
PROJ. NO.: IM-0020-01(101)
COUNTY: NEWTON

FILE NAME: TS.dgn
DESIGN TEAM UPDATE CHECKED UPDATE DATE UPDATE

WORKING NUMBER TS-5
SHEET NUMBER

Notice to Bidders Note 6667 6 of 6.

ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION



IM-0020-02(101) / 108587-301000
NEWTON COUNTY
CONSTRUCTION SIGN SCHEDULE

SHEET NO.	WK. NO. TCP01	**TRAFFIC CONTROL PLAN — CONSTRUCTION SIGN SCHEDULE**	FMS CON: 108587/301000
			PROJECT NO.: IM-0020-02(101) –
			COUNTY: NEWTON

DESIGNED BY:
DETAILED BY:
CHECKED BY:
DATE:

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PRELIMINARY NOT FOR CONSTRUCTION

Notice to Bidders No. 6667 Cont'd

CONSTRUCTION SIGN SCHEDULE #2
I-20 FROM 5.1 MI E SR15 TO
2.7 MI E OF CR 7

PROJECT NO.: 108587/301000
COUNTY: NEWTON
PROP BY:
DEEDS BY:
CHECKED BY:
ABST BY:
SCALE: 1" = 100'
DATE:

LEGEND
ROADS
RAILROADS
FENCE
SECTION LINE
PROPERTY LINE
CORP. LINE
COUNTY LINE
URBAN LIMITS
PRESENT R.O.W. LINE
PROPOSED R.O.W. LINE
NO ACCESS LIMITS
ROADS & STREETS CLOSED
BRIDGES
BUILDINGS
PRESENT R.O.W. MARKERS
PROPOSED R.O.W. MARKERS
STREAMS

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
MDOT

SHEET NO. TCP 2

IM-0020-02(101) / 108587
NEWTON COUNTY
CONSTRUCTION SIGN SCHEDULE #2

DRAINAGE STRUCTURES

STATION	LOCATION	PIPE SIZE	PIPE LENGTH	PIPE COLLAR (CY)	FLARED END SECTION (FES-1)	TOE WALL	RIP RAP	GEOTEXTILE FABRIC	BORROW EXCAVATION	EXCESS	REMOVAL OF PAVED DITCH	Concrete Paved Ditch	INLET REMOVAL	MI-1 INLET	REINFORCEMENT	Gratings
		IN	LF	CY	EA	CY	TON	SY	CY	CY	SY		EA	CY	LB	
944+50	RRL	24	8	0.410	1	0.083	12	50.00	24	17						
980+70	RRL	24	8	0.410	1	0.083			6	17						
990+35	RRL	18	16	0.320	1	0.063			12	17						
1046+70	RRL & LRL	48		1.700			8	50.00	30	17						
1049+40	RRL	24	16	0.410	1	0.083	15	50.00	12	17	16.67					
1049+50	LRL	24	8	0.410	1	0.083										
1072+40	LRL								15	10						
1084+30	RRL	30	24	0.510	1	0.102	21	50.00	24	17						
1084+40	MEDIAN	30	24			0.204			75	60	73	8	1	1.138	161	250
1232+00	RRL	42	16	1.460			15	50.00	23	17						
1226+00	LLL								15	10						
1090+00	LLL								15	10						
1084+00	LLL	30		1.020			15	50.00			13.33					
1070+00	LLL	36		0.620												
1049+50	LLL	24		0.410	1	0.083			13	10						
1045+75	LLL	48		0.850					10	10						
TOTALS			LF	CY	EA	CY	TON	SY	CY	CY	SY					
			120	9.000	7	1.000	104	300	274	229	104		1	2	161	250
	Excess excavation will be paid for all material removed during drainage structure repair. Site grading to tie into slopes and to dress up around drainage devices shall be considered an absorbed item.															
	All areas distrurbed by the contractor during these operations shall be stabilized with grassing at no additional cost to the state. Solid sodding shall be placed around all paved ditches.															

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 7 Miles
	500' W of BOP	G20-1	10	SF	Road Work Next 7 Miles
	503	W20-1	16	SF	Road Work Ahead
	503	W20-1	16	SF	Road Work Ahead
	500' E of EOP	G20-1	10	SF	Road Work Next 7 Miles
	500' E of EOP	G20-1	10	SF	Road Work Next 7 Miles
	Experiment Station rd	W20-1	16	SF	Road Work Ahead
	Experiment Station rd	W20-1	16	SF	Road Work Ahead
	Gentry rd	W20-1	16	SF	Road Work Ahead
	Gentry rd	W20-1	16	SF	Road Work Ahead
	Mcgee Rd	W20-1	16	SF	Road Work Ahead
	Mcgee Rd	W20-1	16	SF	Road Work Ahead
	Ridge rd	W20-1	16	SF	Road Work Ahead
	Ridge rd	W20-1	16	SF	Road Work Ahead
TOTAL			**200**	**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	
Total			**32.000**	**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**	

Failed Areas 108587-301000														
Location	STA	Length (ft)	Width (ft)	503-C002 3" Saw Cuts (ft)	Saw Cuts, Full Depth (503-C007) (ft)	503-B001 Saw Cut Longitudinal (ft)	202-B069 Removal of Concrete Pavement w/ Variable Depth Overlay (SY).	202-B009 Removal of Asphalt Pavement, Failed areas (SY)	403-B004 19mm, HT, Asphalt Pavement, Leveling (ton)	202-B045 Removal of Cement Treated Base, All Depths (SY)	503-D001 Concrete for Base Repair (CY)	503-E002 Tie Bars No. 5 Deformed Drilled and Epoxied or Grouted (EACH)	503-A001 8" And Variable Reinforced Cement Concrete Pavement , Broom Finish, (SY)	REMARKS
Ramp	908+80	18	12	24	42	18	24.000		10.805	7.992	4.000	14	24.000	
RRL	910+80	25	4	8	33	25		3.556	5.003					Shoulder Full Depth Asphalt
RRL	1110+80	25	12	24	49	25	33.333		15.008	11.100	5.556	14	33.333	
RRL	1111+20	25	12	24	49	25	33.333		15.008	11.100	5.556	14	33.333	
RRL	1118+06	12	12	24	36	12	16.000		7.204	5.328	2.667	14	16.000	
RRL	1136+30	12	12	24	36	12	16.000		7.204	5.328	2.667	14	16.000	
RRL	1136+52	6	12	24	30	6	8.000		3.602	2.664	1.333	14	8.000	
RRL	1182+08	6	12	24	30	6	8.000		3.602	2.664	1.333	14	8.000	
RRL	1231+50	6	12	24	30	6	8.000		3.602	2.664	1.333	14	8.000	
RRL	1231+90	6	12	24	30	6	8.000		3.602	2.664	1.333	14	8.000	
RRL	1233+85	6	12	24	30	6	8.000		3.602	2.664	1.333	14	8.000	
LLL	940+25	6	12	24	30	6	8.000		3.602	2.664	1.333	14	8.000	
LLL	940+45	8	12	24	32	8	10.667		4.802	3.552	1.778	14	10.667	
LLL	942+25	6	12	24	30	6	8.000		3.602	2.664	1.333	14	8.000	
LLL	990+35	12	12	24	36	12	16.000		7.204	5.328	2.667	14	16.000	
LLL	993+78	12	12	24	36	12	16.000		7.204	5.328	2.667	14	16.000	
RLL	1009+40	6	12	24	30	6	8.000		3.602	2.664	1.333	14	8.000	
LLL	1015+00	6	12	24	30	6	8.000		3.602	2.664	1.333	14	8.000	
LLL	1082+30	8	12	24	32	8	10.667		4.802	3.552	1.778	14	10.667	
LLL	1083+85	12	12	24	36	12	16.000		7.204	5.328	2.667	14	16.000	
RLL	1109+90	30	12	24	54	30	40.000		18.009	13.320	6.667	14	40.000	
RLL	1112+15	24	12	24	48	24	32.000		14.407	10.656	5.333	14	32.000	
LLL	1122+20	18	12	24	42	18	24.000		10.805	7.992	4.000	14	24.000	
LLL	1127+65	8	12	24	32	8	10.667		4.802	3.552	1.778	14	10.667	
LLL	1128+75	6	12	24	30	6	8.000		3.602	2.664	1.333	14	8.000	
LLL	1140+70	12	12	24	36	12	16.000		7.204	5.328	2.667	14	16.000	
LLL	1144+95	6	12	24	30	6	8.000		3.602	2.664	1.333	14	8.000	
LLL	1158+60	6	12	24	30	6	8.000		3.602	2.664	1.333	14	8.000	
LLL	1242+90	6	12	24	30	6	8.000		3.602	2.664	1.333	14	8.000	
RLL	1248+62	6	12	24	30	6	8.000		3.602	2.664	1.333	14	8.000	
				740	1102	363	448	4	207	150	75	427	448	

*Additional quantity included on estimate for changing field conditions, quantities to be used as directed by the Engineer. CRCP repairs were estimated using the PR-1B Typical CRC Pavement Repair Standard. If the Contractor elects to use PR-1A Optoinal Welding Method, then the pay item quantities will be adjusted accordingly. Extra quantity included for changing field conditions to be used as directed by the Engineer.

GUARDRAIL EASTBOUND I-20 HICKORY TO CHUNKY																	
STATION	LOCATION	GUARDRAIL			FLARED	TANGENT	CABLE	BRIDGE END SECTION				DELINEATORS		TYPE 3	GUARDRAIL	REMARKS	Crushed Stone
		(W-BEAM)	THRIE BEAM		TERMINAL END SECTION	TERMINAL END SECTION	ANCHOR	TYPE "A"	TYPE "C"	TYPE "I"	SPECIAL DESIGN	WHITE	YELLOW	OBJECT MARKERS	REMOVAL	RUB RAIL	
			TRANSITION SECTION	THRIE BEAM			TYPE I				BR END CONNECTOR						
	(LT/RT)	(LF)	(LF)	(LF)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(LF)	Yes/No	Ton
917+22	RT	87.5			1					1		5		1	145	Yes	7
916+50	LT	187.5			1		1						7		233	No	12
993+60	RT	175			1					1		6		1	233	Yes	12
993+60	LT	175			1					1			7	1	233	Yes	12
999+00	RT	400								2		9		1	450	Yes/No	23
1000+90	LT	175			1					1			7	1	233	Yes	12
1005+00	RT	825					1			1		10		1	853	No	43
1057+79	RT	287.5			1		1					9			328	No	17
1059+00	LT	175			1		1						10		215	No	11
1090+80	RT	112.5			1					1		7			165	Yes	8
1090+00	LT	187.5			1		1						8		227	No	11
1110+60	RT	175			1					1		7		1	233	Yes	12
1110+60	LT	175			1					1			7	1	233	Yes	12
1128+40	RT	175			1					1		7		1	233	Yes	12
1128+40	LT	175			1					1			7	1	233	Yes	12
1151+50	RT	175			1					1		7		1	233	Yes	12
1151+50	LT	175			1					1			7	1	233	Yes	12
1120+90	RT	100	12.5	62.5	1		1					5			230	No	12
1120+61	LT	100	12.5	62.5	1		1						7		230	No	12
1231+40	RT	175			1					1		7		1	236	Yes	12
1231+40	LT	175			1					1			7	1	236	Yes	12
TOTAL		(LF)	(LF)	(LF)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(LF)		(Ton)
		4388	25	125	19	0	7	0	0	16	0	79	74	14	5645		286

*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, METAL POSTS, WOODEN POSTS, 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.

GUARDRAIL WESTBOUND I-20 CHUNKY TO HICKORY																		
STATION	LOCATION	GUARDRAIL			FLARED	TANGENT	CABLE	BRIDGE END SECTION				DELINEATORS		TYPE 3	GUARDRAIL	REMARKS	Crushed Stone
		(W-BEAM)	THRIE BEAM		TERMINAL END SECTION	TERMINAL END SECTION	ANCHOR	TYPE "A"	TYPE "C"	TYPE "I"	SPECIAL DESIGN	WHITE	YELLOW	OBJECT MARKERS	REMOVAL	RUB RAIL	
			TRANSITION SECTION	THRIE BEAM			TYPE I				BR END CONNECTOR						
	(LT/RT)	(LF)	(LF)	(LF)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(LF)	Yes/No	Ton
1237+50	RT	175			1					1		7		1	233	Yes	12
1237+50	LT	175			1					1			7	1	233	Yes	12
1213+28	RT	100	12.5	62.5	1		1					6			233	No	12
1213+57	LT	112.5	12.5	62.5	1		1						7		244	No	13
1200+35	RT	625			1		1					14			654	No	34
1159+80	RT	425			1					1		10		1	485	Yes	25
1159+24	LT	362.5			1					1			8	1	425	Yes	22
1136+75	RT	175			1					1		7		1	235	Yes	12
1136+75	LT	175			1					1			7	1	235	Yes	12
1118+20	RT	162.5			1					1		7		1	222	No	12
1118+20	LT	162.5			1					1			7	1	222	No	12
1093+40	RT	112.5			1					1		6		1	173	Yes	9
1093+10	LT	162.5			1		1						6	1	205	No	11
1061+55	RT	262.5			1		1					7			307	No	16
1062+00	LT	237.5			1		1						8		278	No	15
1012+30	RT	687.5			1					1		14		1	750	Yes	39
1007+21	LT	175			1					1			7	1	240	Yes	13
1003+25	RT	412.5								2		7		1	453	No/Yes	24
1001+10	LT	175			1					1			6	1	236	Yes	12
920+00	RT	100			1					1		4		1	145	Yes	8
920+70	LT	200			1		1						9		240	No	13
TOTAL		(LF)	(LF)	(LF)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(LF)		(Ton)
		5175	25	125	20	0	7	0	0	15	0	89	72	15	6448		338.52

*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.

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*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.

GUARDRAIL GENTRY RD. 108587302000																		
STATION	LOCATION	GUARDRAIL			FLARED	TANGENT	CABLE	BRIDGE END SECTION				DELINEATORS		TYPE 3	GUARDRAIL	REMARKS	Crushed Stone
		(W-BEAM)	THRIE BEAM		TERMINAL END SECTION	TERMINAL END SECTION	ANCHOR TYPE I	TYPE "A"	TYPE "C"	TYPE "I"	SPECIAL DESIGN BR END CONNECTOR	WHITE	YELLOW	OBJECT MARKERS	REMOVAL	RUB RAIL	
			TRANSITION SECTION	THRIE BEAM													
SE	RT	137.5			1			1			1	7		1	225		Ton
SW	LT	37.5			1			1			1	7		1	125		6
CENTER EAST	RT	75						2			2	4		2	175		8
CENTER WEST	LT	75						2			2	4		2	175		8
NE	RT	137.5			1			1			1	7		1	225		11
NW	LT	137.5			1			1			1	7		1	225		11
TOTAL		(LF)	(LF)	(LF)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(LF)		
		600	0	0	4	0	0	8	0	0	8	36	0	8	1150		43

*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, METAL POSTS, WOODEN POSTS, 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.

GUARDRAIL Experiment Station Road 108587302000																		
STATION	LOCATION	GUARDRAIL			FLARED	TANGENT	CABLE	BRIDGE END SECTION				DELINEATORS		TYPE 3	GUARDRAIL	REMARKS	Crushed Stone
		(W-BEAM)	THRIE BEAM		TERMINAL END SECTION	TERMINAL END SECTION	ANCHOR TYPE I	TYPE "A"	TYPE "C"	TYPE "I"	SPECIAL DESIGN BR END CONNECTOR	WHITE	YELLOW	OBJECT MARKERS	REMOVAL	RUB RAIL	
			TRANSITION SECTION	THRIE BEAM													
SE	RT	137.5			1			1			1	7		1	225		Ton
SW	LT	62.5			1			1			1	4		1	125		6
CENTER EAST	RT	75						2			2	4		2	175		8
CENTER WEST	LT	75						2			2	4		2	175		8
NE	RT	137.5			1			1			1	7		1	225		11
NW	LT	137.5			1			1			1	7		1	225		11
TOTAL		(LF)	(LF)	(LF)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(LF)		
		625	0	0	4	0	0	8	0	0	8	33	0	8	1150		43

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*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.

GUARDRAIL OVERPASS HICKORY TO CHUNKY																		
STATION	LOCATION	GUARDRAIL			FLARED TERMINAL END SECTION	TANGENT TERMINAL END SECTION	CABLE ANCHOR TYPE I	BRIDGE END SECTION				DELINEATORS		TYPE 3 OBJECT MARKERS	GUARDRAIL REMOVAL	REMARKS RUB RAIL	Crushed Stone
		(W-BEAM)	THRIE BEAM TRANSITION SECTION	THRIE BEAM				TYPE "A"	TYPE "C"	TYPE "I"	SPECIAL DESIGN BR END CONNECTOR	WHITE	YELLOW				
	(LT/RT)	(LF)	(LF)	(LF)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(LF)		Ton
RIDGE RD.																	
SE	RT	137.5			1			1			1	2		1	225		11
SW	LT	137.5			1			1			1	2		1	225		11
CENTER EAST	RT	50						2			2	3		2	150		8
CENTER WEST	LT	50						2			2	3		2	150		8
NE	RT	37.5			1			1			1	3		1	125		6
NW	LT	37.5			1			1			1	3		1	125		6
MAGEE RD.																	
SE	RT	137.5			1			1			1	7		1	225		11
SW	LT	137.5			1			1			1	7		1	225		11
NE	RT	137.5			1			1			1	7		1	225		11
NW	LT	137.5			1			1			1	7		1	225		11
TOTALS		(LF)	(LF)	(LF)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(LF)		(Ton)
		1000	0	0	8	0	0	12	0	0	12	44	0	12	1900		96

*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, METAL POSTS, WOODEN POSTS, 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.

DELINEATORS								
LOCATION & TYPE	SINGLE YELLOW		SINGLE WHITE		DOUBLE YELLOW		DOUBLE WHITE	
	REQUIRED [EA]	MISSING [EA]	REQUIRED [EA]	MISSING [EA]	REQUIRED [EA]	MISSING [EA]	REQUIRED [EA]	MISSING [EA]
EXIT 115 EASTBOUND	4	3	7	1	6	2	17	10
ENTRANCE 115 EASTBOUND	4		7	2	6	4	15	6
MAINLINE EASTBOUND			1				3	
EXIT 115 WESTBOUND	4		7	3	6	2	17	6
ENTRANCE 115 WESTBOUND	4	2	5	3	8		23	16
MAINLINE WESTBOUND			1				3	
TOTALS	EA	EA	EA	EA	EA	EA	EA	EA
	16	5	28	9	26	8	78	38

GUARD POST		
STATION	EXISTING [EA]	REPLACE [EA]
907+00	8	8
921+75	7	7
952+00	18	18
968+00	12	12
1084+50	0	8
1098+00	20	20
1122+50	10	10
TOTALS		EA
		83

I20 Random Clearing Locations 108587

Eastbound

Station #	-	Station #2	Stations	Location	Notes/Remarks	ROW Width	Dist. to Trees	Length of stand	Acres	Notes
903+63	-	914+00	11	RT/RT Ramp	Clearing to Right of Way	70	65	1037	0.12	BOP to Hickory interchange
926+00	-	933+60	8	RT/RT Lane	Clearing to Right of Way	70	60	760	0.17	Interchange to power lines
934+00	-	969+00	35	RT/RT Lane	Clearing to Right of Way	70	55	3500	1.21	power lines to cleared property
999+52	-	1004+52	5	RT/RT Lane	Clearing to Right of Way	70	60	500	0.11	Okahatta Creek to Hickory Little Rock Rd
1005+52	-	1094+00	89	RT/RT Lane	Clearing to Right of Way	70	60	8848	2.03	HLR Rd to McGee Rd
1135+25	-	1156+75	22	RT/RT Lane	Clearing to Right of Way	70	60	2150	0.49	Chunky River to Mt Pleasant Church Rd
1158+75	-	1217+00	59	RT/RT Lane	Clearing to Right of Way	70	55	5825	2.01	Mt Pleasant Rd to Ridge Rd
1217+00	-	1249+50	33	RT/RT Lane	Clearing to Right of Way	70	55	3250	1.12	Ridge Rd to Chunky exit
		TOTAL =	262	**Stations**				**TOTAL=**	**7.26**	**Acres**

Westbound

Station #	-	Station #2	Stations	Location	Notes/Remarks	ROW Width	Dist. to Trees	Length of stand	Acres	Notes
910+50	-	913+00	3	LT/LT Ramp	Clearing to Right of Way	70	62	250	0.05	BOP to TraxPlus Fenceline
936+00	-	995+55	60	LT/LT Lane	Clearing to Right of Way	70	60	5955	1.37	pipeline supply building to Okahatta Creek
1005+00	-	1091+00	86	LT/LT Lane	Clearing to Right of Way	70	65	8600	0.99	HLR Rd to McGee Rd
1092+00	-	1143+00	51	LT/LT Lane	Clearing to Right of Way	70	65	5100	0.59	mcGee rd to pond past Chunky Creek
		TOTAL =	200	**Stations**				**TOTAL=**	**5.51**	**Acres**

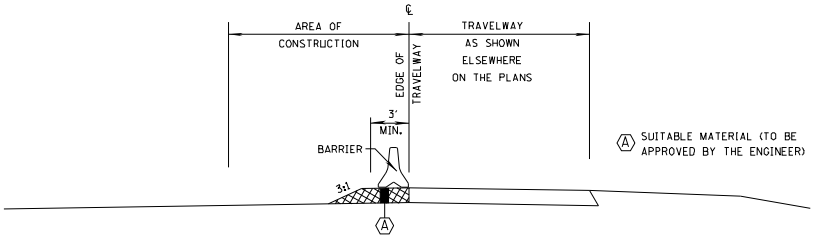
Total: 462 Stations **12.77** Acres

NOTE: The entire median section shall be cleared. Payment will be made by the station in each direction of travel for the entire limits of clearing regardless of width.

Box and Channel Cleanout

Location	Station	Number of Barrels	Length	Size	Pay Length	Drainage Channel Length	Remarks
Median	1004+60	Clean		6 to 10	0	242	Channel only
Median	1027+00	Clean		6 to 10	0	120	Channel only
Median	1027+50	Clean		6 to 10	0	120	Channel only
Median	1046+00	pipe			0	150	Channel only
Median	1050+00	pipe			0	140	Channel Only
LL	1195+76	1	152	6 to 10	60	130	6x5
Median	1232+00	pipe			0	150	Channel Only
Median	1235+00	Ditch			0	180	Channel Only
LL	1245+22	1	145	6 to 10	60	175	6x5
Totals					**120**	**1407**	

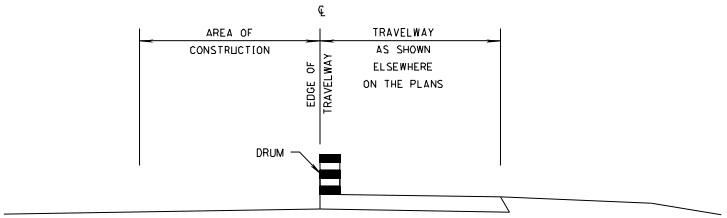
STATE	PROJECT NO.
MISS.	UPDATE



ELEVATION VIEW FOR POSITIVE BARRIER

NOTES:

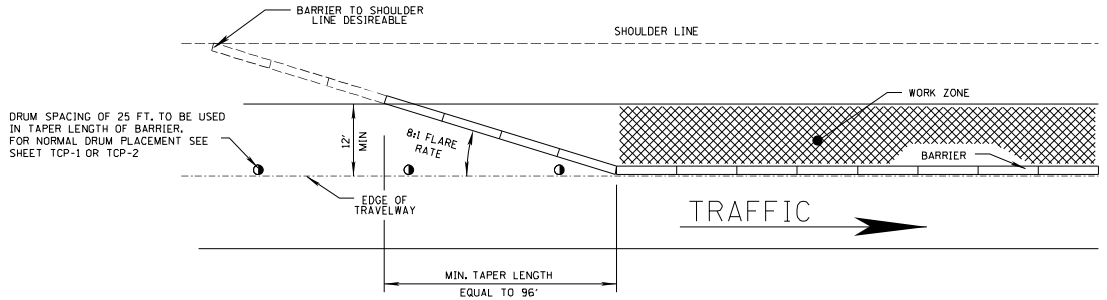
1. POSITIVE BARRIER IS REQ'D IN THE AREA OF OPEN PUNCH OUTS THAT ARE WITHIN SIX (6) FEET OF THE TRAVELWAY WHENEVER ACTUAL REPAIR WORK IS NOT BEING PERFORMED WITHIN THE LANE CLOSURE.
2. MATERIAL USED TO SUPPORT POSITIVE BARRIER MUST BE AT SAME ELEVATION AS PAVEMENT IN ADJACENT TRAVELWAY.
3. DELINEATORS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



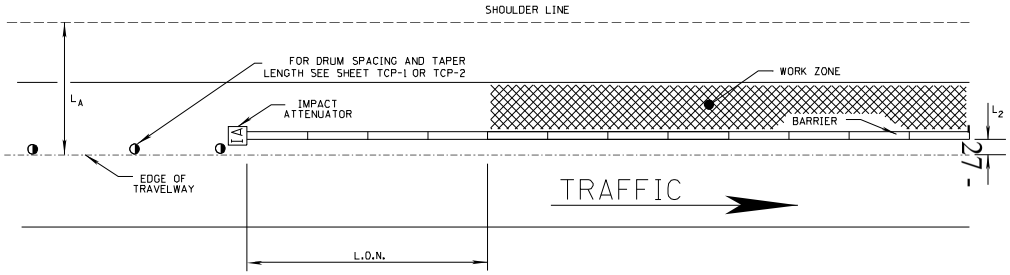
ELEVATION VIEW FOR DRUM

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

PROJ. NO.: UPDATE
COUNTY: UPDATE

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

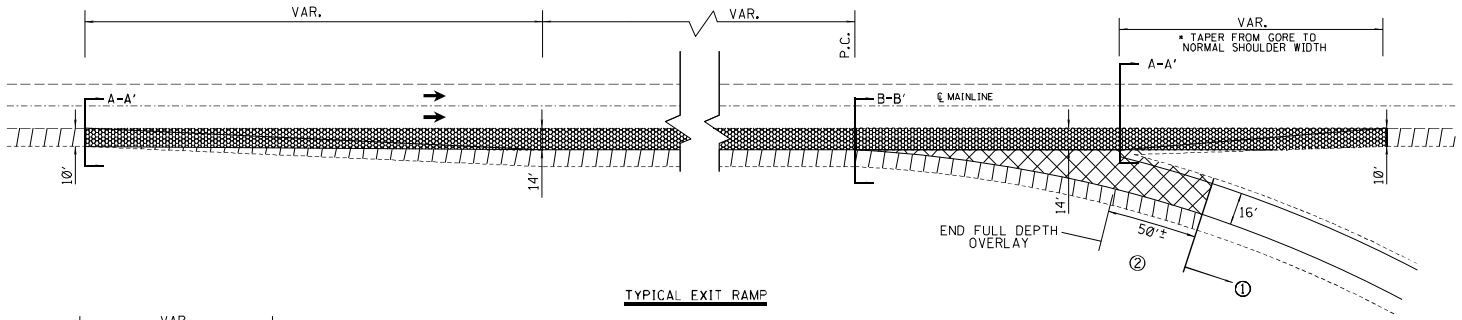
BY | REVISION | DATE

PRELIMINARY NOT FOR CONSTRUCTION

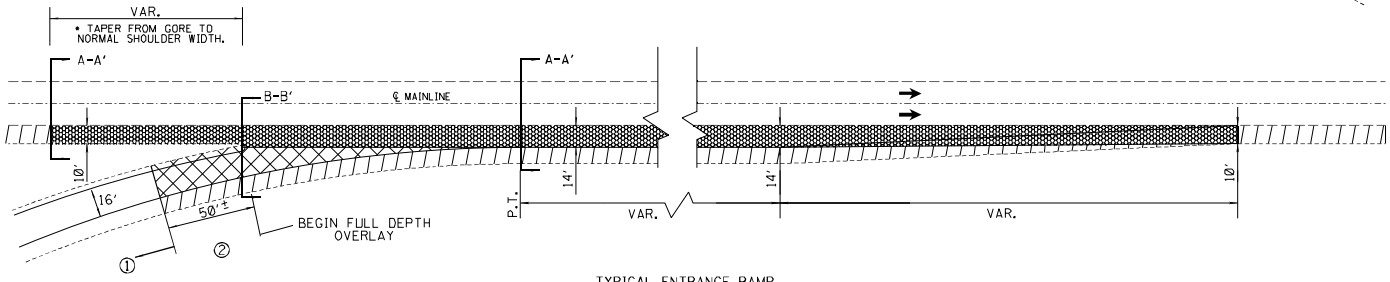
WORKING NUMBER SDTCP-C

SHEET NUMBER PG

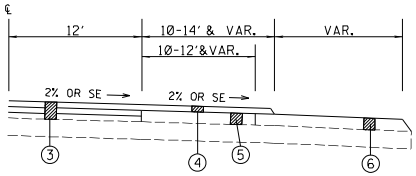
STATE	PROJECT NO.
MISS.	IM-0020-02(101)



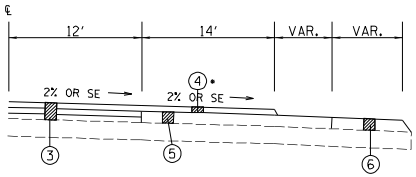
TYPICAL EXIT RAMP



TYPICAL ENTRANCE RAMP



SECTION A-A'



SECTION B-B'

* COMPACT OUTER 2' OF OGFC TO 1/2" THICKNESS

PAVING DETAILS

① MILL AND OVERLAY OR OVERLAY AS PER APPLICABLE TYPICAL SECTIONS
② MILL AND INLAY AS PER APPLICABLE TYPICAL SECTIONS
③ MAINLINE ASPHALT OVERLAY AS PER APPLICABLE TYPICAL SECTION
④ 1" - OGFC MIX REQ'D (1@1")
⑤ PER TYPICAL SECTION
⑥ PER TYPICAL SECTION

LEGEND

EDGE OF PAVEMENT
PAVED SHOULDER LINE
MILL AND INLAY PER TYPICAL SECTION
MILL AND INLAY PER TYPICAL SECTION
1" - OGFC (1@1") MIX REQ'D

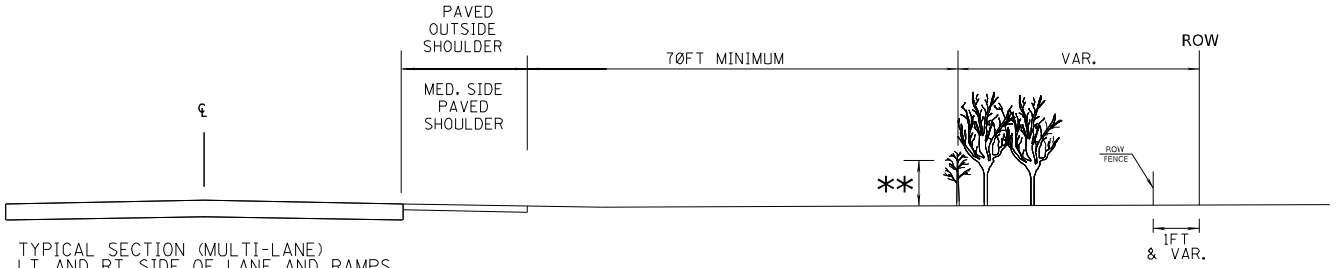
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
TYPICAL SECTION
OGFC PAVING DETAILS
AT INTERCHANGE RAMPS

PROJECT NO: IM-0020-02(101)
COUNTY: NEWTON
FILENAME:
DESIGN TEAM CHECKED DATE

REVISION BY DATE

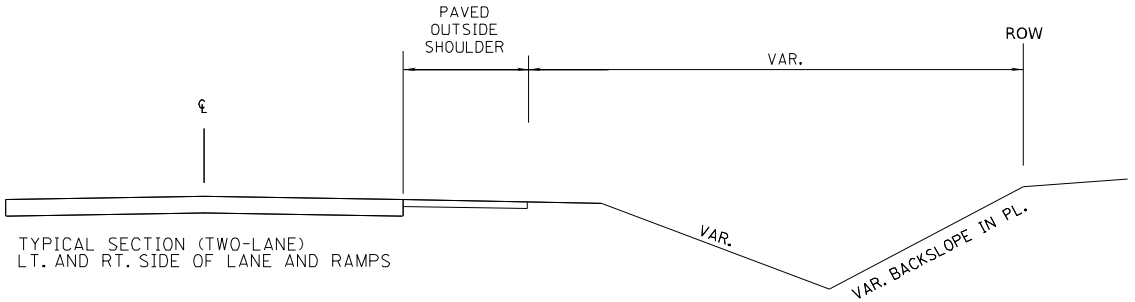
WORKING NUMBER
SHEET NUMBER

Notice to Bidders No. 6



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.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
DETAILED BY:
CHECKED BY:
DATE:

FMS CON: /
PROJECT NO.: - 29 -
COUNTY:

TYPICAL SECTION
ROADSIDE CLEAR ZONES
REQUIRED

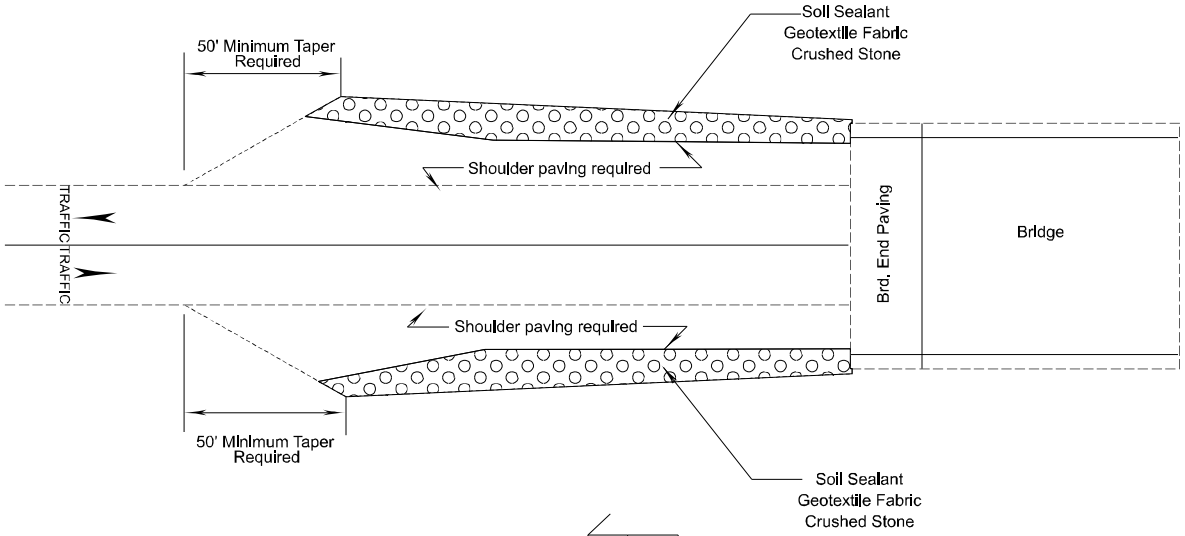
SHEET ID
SHEET NO.

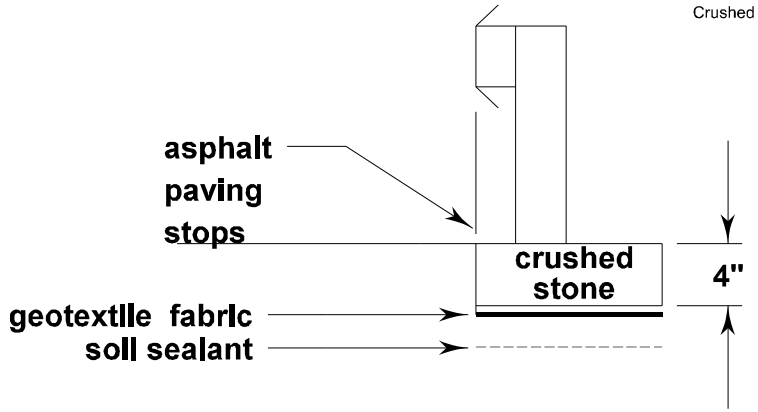
Cont'd. Sheet No. 1 of 2 Sheets

PLAN SHEET

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

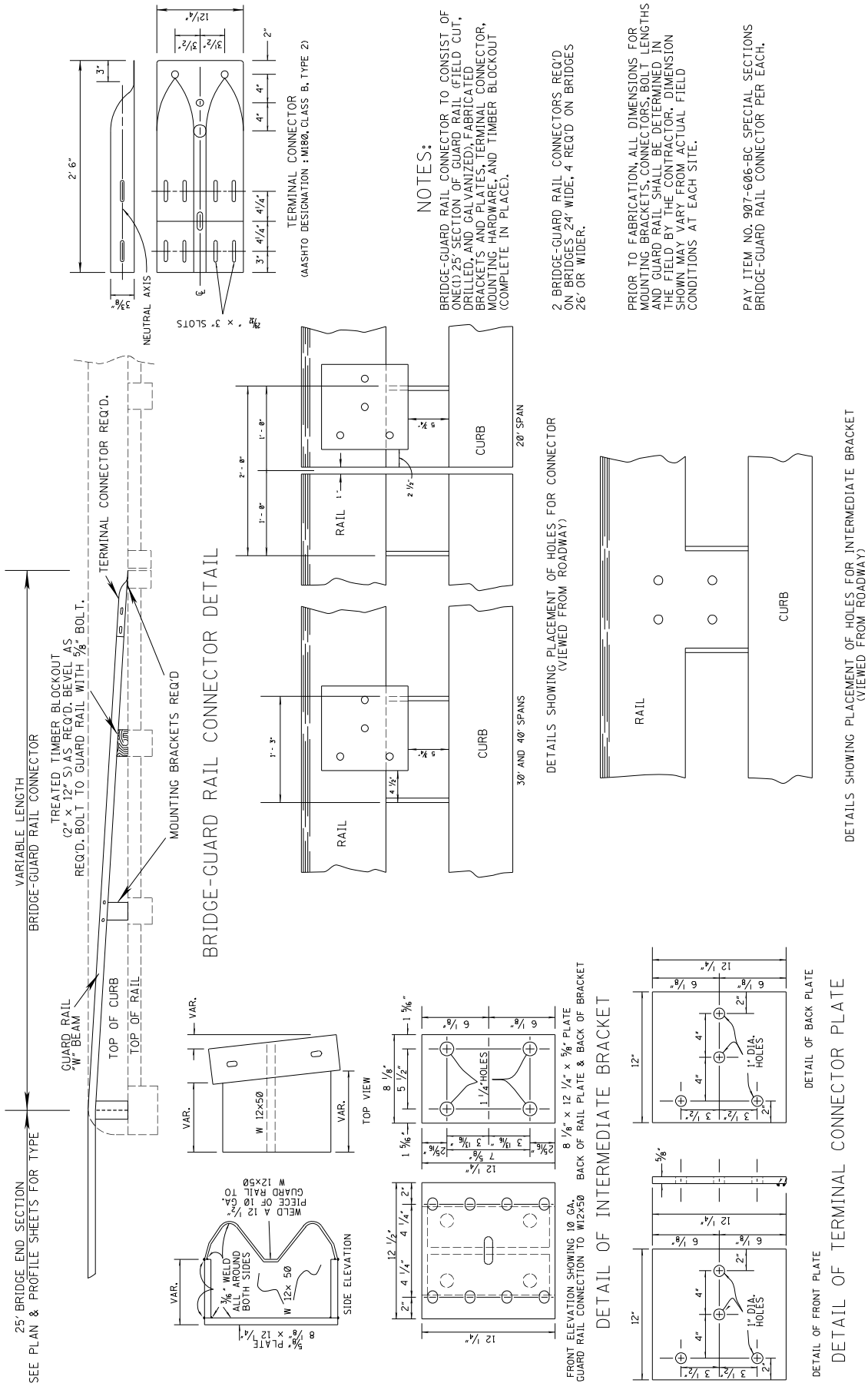
NEWTON COUNTY
IM-0020-02(101)/108587-301000





NEWTON COUNTY
IM-0020-02(101) 108587/301000

SPECIAL DESIGN
BRIDGE-GUARD RAIL CONNECTOR



SUMMARY OF QUANTITIES (SHEET 1)

PAY ITEM NO.	PAY ITEM	UNIT	NEWTON : 108587-301000	
			Prelim	Final
201-D001	Random Clearing	STA	462	
202-B009	Removal of Asphalt Pavement, Failed Areas	SY	4	
202-B045	Removal of Cement Treated Base, All Depths	SY	150	
202-B063	Removal of Concrete Paved Ditch	SY	101	
202-B069	Removal of Concrete Pavement w/ Variable Depth Overlay	SY	448	
202-B129	Removal of Flared End Section, All Sizes	EA	7	
202-B135	Removal of Guard Post	EA	75	
202-B158	Removal of Guard Rail, Including Rails, Posts and Terminal Ends	LF	14,368	
202-B165	Removal of Inlets, All Sizes	EA	1	
202-B191	Removal of Pipe, 8" And Above	LF	136	
202-B244	Removal of Trees	EA	150	
202-B273	Removal of Debris and Sand From Box Culvert, 6-foot to Less than 10-foot Width	LF	120	
202-B276	Removal of Debris from Drainage Channel	LF	1,407	
203-EX008	Borrow Excavation, AH, FME, Class B15	CY	275	
203-G002	Excess Excavation, LVM, AH	CY	230	
221-A001	Concrete Paved Ditch	CY	9	
223-A001	Mowing	ACRE	672	
304-D002	Granular Material, Crushed Stone	TON	3,341	
907-402-A002	Open Graded Friction Course, 9.5-mm Mixture	TON	9,757	
907-402-B001	Bituminous Tack Coat	GAL	24,257	
403-A001	12.5-mm, HT, Asphalt Pavement	TON	731	
403-A015	9.5-mm, ST, Asphalt Pavement	TON	5,106	
907-403-B004	19-mm, HT, Asphalt Pavement, Leveling	TON	207	
907-403-S001	Joint Sealant	MI	27	
907-405-A001	Stone Matrix Asphalt, 9.5 mm Mixture	TON	18,556	
406-A002	Cold Milling of Bituminous Pavement, All Depths	SY	6,934	
406-D001	Fine Milling of Bituminous Pavement, All Depths	SY	297,166	
407-A001	Asphalt for Tack Coat	GAL	23,773	
907-413-E001	Sawing and Sealing Transverse Joints in Asphalt Pavement	LF	5,400	
423-A001	Rumble Strips, Ground In	MI	12	
503-A001	8" and Variable Continuously Reinforced Concrete Pavement, Broom Finish	SY	448	
503-B001	Saw Cut, Longitudinal Joints	LF	363	
503-C004	Saw Cut, 3-inch	LF	740	
503-C010	Saw Cut, Full Depth	LF	15,470	
503-D001	Concrete for Base Repair	CY	75	
503-E002	Tie Bars, No. 5 Deformed Drilled and Epoxied or Grouted	EA	427	
601-B001	Class "B" Structural Concrete, Minor Structures	CY	11	
603-CA011	18" Reinforced Concrete Pipe, Class III	LF	16	
603-CA026	24" Reinforced Concrete Pipe, Class III	LF	40	
603-CA040	30" Reinforced Concrete Pipe, Class III	LF	48	
603-CA066	42" Reinforced Concrete Pipe, Class III	LF	16	
603-CB003	18" Reinforced Concrete End Section	EA	1	
603-CB004	24" Reinforced Concrete End Section	EA	5	
603-CB005	30" Reinforced Concrete End Section	EA	1	

① Estimated 3 mowing cycles

② 900 Tons of Crushed stone estimated for guardrail pads.

SUMMARY OF QUANTITIES (SHEET 2)

PAY ITEM NO.	PAY ITEM	UNIT	NEWTON : 108587-301000	
			Prelim	Final
604-B001	Gratings	LBS	250	
606-A003	Guard Posts	EA	85	
606-B003	Guard Rail, Class A, Type 1, 'W' Beam, Metal Post	LF	10,536	
606-B010	Guard Rail, Class A, Type 1, Thrie Beam	LF	250	
606-B013	Guard Rail, Class A, Type 1, Thrie Beam, Transition Section	LF	50	
606-C003	Guard Rail, Cable Anchor, Type 1	EA	14	
606-D005	Guard Rail, Bridge End Section, Type A	EA	12	
606-D022	Guard Rail, Bridge End Section, Type I	EA	31	
606-E005	Guard Rail, Terminal End Section, Flared	EA	47	
606-G002	Special Sections, Guard Rail Bridge End Connector	EA	12	
907-618-A001	Maintenance of Traffic	LS	1	
619-A1001	Temporary Traffic Stripe, Continuous White	MI	39	
619-A2001	Temporary Traffic Stripe, Continuous Yellow	MI	39	
619-A3001	Temporary Traffic Stripe, Skip White	MI	39	
619-A5001	Temporary Traffic Stripe, Detail	LF	36,675	
619-A6002	Temporary Traffic Stripe, Legend	LF	1,920	
619-C6001	Red-Clear Reflective High Performance Raised Marker	EA	2,100	
619-D1001	Standard Roadside Construction Signs, Less than 10 Square Feet	SF	32	
619-D2001	Standard Roadside Construction Signs, 10 Square Feet or More	SF	136	
619-G4005	Barricades, Type III, Single Faced	LF	48	
620-A001	Mobilization	LS	1	
907-626-A007	6" Thermoplastic Double Drop Traffic Stripe, Skip White	MI	13	
907-626-B004	6" Thermoplastic Double Drop Traffic Stripe, Continuous White	MI	13	
907-626-E003	6" Thermoplastic Double Drop Traffic Stripe, Continuous Yellow	MI	13	
907-626-G006	Thermoplastic Double Drop Detail Stripe, White	LF	12,225	
907-626-G007	Thermoplastic Double Drop Detail Stripe, Yellow	LF	2,400	
907-626-H007	Thermoplastic Double Drop Legend, White	LF	960	
907-627-K001	Red-Clear Reflective High Performance Raised Markers	EA	2,100	
630-F006	Delineators, Guard Rail, White	EA	294	
630-F007	Delineators, Guard Rail, Yellow	EA	146	
630-F010	Delineators, Post Mounted, Double White	EA	78	
630-F011	Delineators, Post Mounted, Double Yellow	EA	26	
630-F012	Delineators, Post Mounted, Single White	EA	28	
630-F013	Delineators, Post Mounted, Single Yellow	EA	16	
630-G004	Type 3 Object Markers, OM-3R or OM-3L	EA	60	
805-A001	Reinforcement	LBS	161	
907-808-A002	Joint Repair	LF	2,880	
907-808-A003	Joint Repair Without Epoxy	LF	4,960	
815-A002	Loose Riprap, Size 100	TON	104	
815-E001	Geotextile under Riprap	SY	300	
907-823-A001	Preformed Joint Seal, Type I	LF	3,920	
907-823-B001	Saw Cut, Type I	LF	7,840	

SUMMARY OF QUANTITIES (SHEET 3)

PAY ITEM NO.	PAY ITEM	UNIT	NEWTON : 108587-301000	
			Prelim	Final
907-824-A003	General Epoxy Repair	SF	30	

STATE	PROJECT NO.
MISS	SP-0020-02(105)

SUMMARY OF QUANTITIES (SHEET 1)

PAY ITEM NO.	PAY ITEM	UNIT	NEWTON : 108587-302000	
			Prelim	Final
202-B158	Removal of Guard Rail, Including Rails, Posts and Terminal Ends	LF	2,300	
304-D002	Granular Material, Crushed Stone	TON	132	
907-403-A015	9.5-mm, ST, Asphalt Pavement	TON	80	
406-D001	Fine Milling of Bituminous Pavement, All Depths	SY	676	
606-B003	Guard Rail, Class A, Type 1, 'W' Beam, Metal Post	LF	1,225	
606-D005	Guard Rail, Bridge End Section, Type A	EA	16	
606-E005	Guard Rail, Terminal End Section, Flared	EA	16	
606-G003	Special Sections, Special Design Bridge Connector	EA	16	
907-618-A001	Maintenance of Traffic	LS	1	
619-A1001	Temporary Traffic Stripe, Continuous White	MI	1	
619-A2001	Temporary Traffic Stripe, Continuous Yellow	MI	1	
619-D2001	Standard Roadside Construction Signs, 10 Square Feet or More	SF	64	
620-A001	Mobilization	LS	1	
907-626-B004	6" Thermoplastic Double Drop Traffic Stripe, Continuous White	MI	1	
907-626-E003	6" Thermoplastic Double Drop Traffic Stripe, Continuous Yellow	MI	1	
907-627-L001	Two-Way Yellow Reflective High Performance Raised Markers	EA	20	
630-F006	Delineators, Guard Rail, White	EA	70	
630-G004	Type 3 Object Markers, OM-3R or OM-3L	EA	16	
907-808-A003	Joint Repair Without Epoxy	LF	832	
907-823-A001	Preformed Joint Seal, Type I	LF	416	

① 100 tons estimated for guardrail pads.

	By	MISSISSIPPI DEPARTMENT OF TRANSPORTATION SUMMARY OF QUANTITIES	
	Revision	PROJ NO: SP-0020-02(105) COUNTY: NEWTON	Working Number SQ-1
	Date	FILENAME: 108587302000 SQS Generat Design Team Checked Date 1/29/2025	Sheet Number 2

Mill & Overlay approximately 7 miles of I-20 from 5.1 miles east of SR 15 to 2.3 miles east of the Chunky River & on the Gentry Road and Experiment Station Road Overpasses, known as Federal Aid Project No. IM-0020-02(101) / 108587301 & State Project No. SP-0020-02(105) / 108587302 in Newton County.

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
			Roadway Items		
0010	201-D001		462	Station	Random Clearing
0020	202-B009		4	Square Yard	Removal of Asphalt Pavement, Failed Areas
0030	202-B045		150	Square Yard	Removal of Cement Treated Base, All Depths
0040	202-B063		101	Square Yard	Removal of Concrete Paved Ditch
0050	202-B069		448	Square Yard	Removal of Concrete Pavement w/ Variable Depth Overlay
0060	202-B129		7	Each	Removal of Flared End Section, All Sizes
0070	202-B135		75	Each	Removal of Guard Post
0080	202-B158		16,668	Linear Feet	Removal of Guard Rail, Including Rails, Posts and Terminal Ends
0082	202-B165		1	Each	Removal of Inlets, All Sizes
0090	202-B191		136	Linear Feet	Removal of Pipe, 8" And Above
0100	202-B244		150	Each	Removal of Trees
0110	202-B273		120	Linear Feet	Removal of Debris and Sand From Box Culvert, 6-foot to Less than 10-foot Width
0120	202-B276		1,407	Linear Feet	Removal of Debris from Drainage Channel
0130	203-EX008	(E)	275	Cubic Yard	Borrow Excavation, AH, FME, Class B15
0140	203-G002	(E)	230	Cubic Yard	Excess Excavation, LVM, AH
0150	221-A001	(S)	9	Cubic Yard	Concrete Paved Ditch
0160	223-A001		672	Acre	Mowing [$50.00]
0170	304-D002	(GT)	3,473	Ton	Granular Material, Crushed Stone
0180	406-A002		6,934	Square Yard	Cold Milling of Bituminous Pavement, All Depths
0190	406-D001		297,842	Square Yard	Fine Milling of Bituminous Pavement, All Depths
0200	407-A001	(A2)	23,773	Gallon	Asphalt for Tack Coat
0210	423-A001		12	Mile	Rumble Strips, Ground In
0220	503-A001	(C)	448	Square Yard	8" and Variable Continuously Reinforced Concrete Pavement, Broom Finish
0230	503-B001		363	Linear Feet	Saw Cut, Longitudinal Joints
0240	503-C004		740	Linear Feet	Saw Cut, 3-inch
0250	503-C010		15,470	Linear Feet	Saw Cut, Full Depth
0260	503-D001		75	Cubic Yard	Concrete for Base Repair
0270	503-E002		427	Each	Tie Bars, No. 5 Deformed Drilled and Epoxied or Grouted
0280	601-B001	(S)	11	Cubic Yard	Class "B" Structural Concrete, Minor Structures
0290	603-CA011	(S)	16	Linear Feet	18" Reinforced Concrete Pipe, Class III
0300	603-CA026	(S)	40	Linear Feet	24" Reinforced Concrete Pipe, Class III

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
0310	603-CA040	(S)	48	Linear Feet	30" Reinforced Concrete Pipe, Class III
0320	603-CA066	(S)	16	Linear Feet	42" Reinforced Concrete Pipe, Class III
0330	603-CB003	(S)	1	Each	18" Reinforced Concrete End Section
0340	603-CB004	(S)	5	Each	24" Reinforced Concrete End Section
0350	603-CB005	(S)	1	Each	30" Reinforced Concrete End Section
0352	604-B001		250	Pounds	Gratings
0360	606-A003		85	Each	Guard Posts
0370	606-B003		11,761	Linear Feet	Guard Rail, Class A, Type 1, 'W' Beam, Metal Post
0380	606-B010		250	Linear Feet	Guard Rail, Class A, Type 1, Thrie Beam
0390	606-B013		50	Linear Feet	Guard Rail, Class A, Type 1, Thrie Beam, Transition Section
0400	606-C003		14	Each	Guard Rail, Cable Anchor, Type 1
0410	606-D005		28	Each	Guard Rail, Bridge End Section, Type A
0420	606-D022		31	Each	Guard Rail, Bridge End Section, Type I
0430	606-E005		63	Each	Guard Rail, Terminal End Section, Flared
0440	606-G002		12	Each	Special Sections, Guard Rail Bridge End Connector
0450	606-G003		16	Each	Special Sections, Special Design Bridge Connector
0460	619-A1001		40	Mile	Temporary Traffic Stripe, Continuous White
0470	619-A2001		40	Mile	Temporary Traffic Stripe, Continuous Yellow
0480	619-A3001		39	Mile	Temporary Traffic Stripe, Skip White
0490	619-A5001		36,675	Linear Feet	Temporary Traffic Stripe, Detail
0500	619-A6002		1,920	Linear Feet	Temporary Traffic Stripe, Legend
0510	619-C6001		2,100	Each	Red-Clear Reflective High Performance Raised Marker
0520	619-D1001		32	Square Feet	Standard Roadside Construction Signs, Less than 10 Square Feet
0530	619-D2001		200	Square Feet	Standard Roadside Construction Signs, 10 Square Feet or More
0540	619-G4005		48	Linear Feet	Barricades, Type III, Single Faced
0550	620-A001		1	Lump Sum	Mobilization
0560	630-F006		364	Each	Delineators, Guard Rail, White
0570	630-F007		146	Each	Delineators, Guard Rail, Yellow
0580	630-F010		78	Each	Delineators, Post Mounted, Double White
0590	630-F011		26	Each	Delineators, Post Mounted, Double Yellow
0600	630-F012		28	Each	Delineators, Post Mounted, Single White
0610	630-F013		16	Each	Delineators, Post Mounted, Single Yellow
0620	630-G004		76	Each	Type 3 Object Markers, OM-3R or OM-3L
0622	805-A001	(S)	161	Pounds	Reinforcement

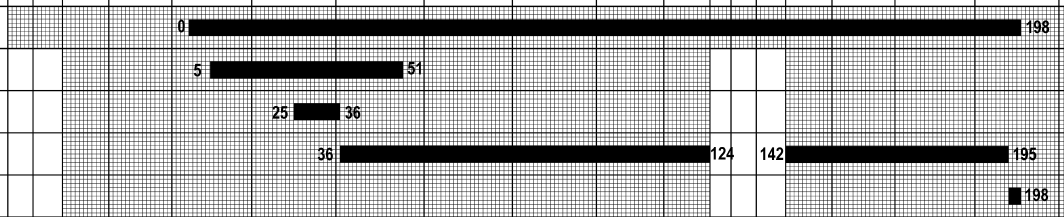
Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
0630	815-A002	(S)	104	Ton	Loose Riprap, Size 100
0640	815-E001	(S)	300	Square Yard	Geotextile under Riprap
0650	907-402-A002	(BA1)	9,757	Ton	Open Graded Friction Course, 9.5-mm Mixture
0660	907-402-B001	(A3)	24,257	Gallon	Bituminous Tack Coat
0670	907-403-A001	(BA1)	731	Ton	12.5-mm, HT, Asphalt Pavement
0680	907-403-A015	(BA1)	5,186	Ton	9.5-mm, ST, Asphalt Pavement
0690	907-403-B004	(BA1)	207	Ton	19-mm, HT, Asphalt Pavement, Leveling
0700	907-403-S001		27	Mile	Joint Sealant
0710	907-405-A001	(BA1)	18,556	Ton	Stone Matrix Asphalt, 9.5 mm Mixture
0720	907-413-E001		5,400	Linear Feet	Sawing and Sealing Transverse Joints in Asphalt Pavement
0730	907-618-A001		1	Lump Sum	Maintenance of Traffic
0740	907-626-A007		13	Mile	6" Thermoplastic Double Drop Traffic Stripe, Skip White
0750	907-626-B004		14	Mile	6" Thermoplastic Double Drop Traffic Stripe, Continuous White
0760	907-626-E003		14	Mile	6" Thermoplastic Double Drop Traffic Stripe, Continuous Yellow
0770	907-626-G006		12,225	Linear Feet	Thermoplastic Double Drop Detail Stripe, White
0780	907-626-G007		2,400	Linear Feet	Thermoplastic Double Drop Detail Stripe, Yellow
0790	907-626-H007		960	Linear Feet	Thermoplastic Double Drop Legend, White
0800	907-627-K001		2,100	Each	Red-Clear Reflective High Performance Raised Markers
0810	907-627-L001		20	Each	Two-Way Yellow Reflective High Performance Raised Markers
0818	907-808-A002	(S)	3,712	Linear Feet	Joint Repair
0820	907-808-A003	(S)	5,792	Linear Feet	Joint Repair Without Epoxy
0830	907-823-A001		4,752	Linear Feet	Preformed Joint Seal, Type I
0840	907-823-B001		7,840	Linear Feet	Saw Cut, Type I
0850	907-824-A003		30	Square Feet	General Epoxy Repair

FORM CSD-612
Rev. 1 / 2015

YEAR 2025 PROGRESS SCHEDULE YEAR 2026

PROJECT NUMBER: IM-0020-02(101) / 108587-301000; SP-0020-02(105) / 108587-302000
COUNTY: Newton

WORK PHASE NO.	DESCRIPTION	LINE NUMBERS
1	Miscellaneous	20-120,150-160, 230-250, 352-640, 720-730, 818-850
2	Clearing	10
3	Excavation and Drainage	130-140, 280-350
4	Milling and Pavement	170-220, 260-270, 650-710
5	Pavement Markings	740-810
	LET:	3/25/2025
	NOA:	4/8/2025
	NTP/BCT:	5/8/2025
	W.D.:	198



MONTH	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOV	DEC	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOV	DEC
ANTICIPATED WORKING DAYS PER MONTH	6	7	11	15	19	20	21	21	20	16	11	5	6	7	11	15	19	20	21	21	20	16	11	5

172 WORKING DAYS PER YEAR

NOTE: THE ANTICIPATED WORKING DAYS SHOWN ON THIS SCHEDULE ARE FOR INFORMATIONAL PURPOSES ONLY.
THE ACTUAL WORKING DAY TOTAL AS ASSESSED BY THE PROJECT ENGINEER ON FORM CSD-765 SHALL GOVERN.