

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. <u> 1 </u>	DATED <u> 3/17/2025 </u>	ADDENDUM NO. <u> </u>	DATED <u> </u>
ADDENDUM NO. <u> 2 </u>	DATED <u> 3/24/2025 </u>	ADDENDUM NO. <u> </u>	DATED <u> </u>
ADDENDUM NO. <u> 3 </u>	DATED <u> 3/26/2025 </u>	ADDENDUM NO. <u> </u>	DATED <u> </u>

Number	Description
1	Revised Notice To Bidders No. 6725; Revised Bid Items; Amendment EBSx Download Required.
2	Postponed til April .1, 2025 Letting; Amendment EBSx Download Required.
3	Revised NTB No. 6725; Revised Bid Items; Revised Progress Schedule; Amendment EBSx Download Required.

TOTAL ADDENDA: 3
(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.

SP-0022-01(087)/ 108240301000

Jones County(ies)

Revised 01/26/2016

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6725

CODE: (SP)

DATE: 03/26/2025

SUBJECT: Scope of Work

PROJECT: SP-0022-01(087) / 108240301 -- Jones 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".

Work on the project shall consist of the following:

MILL AND OVERLAY SR 15 FROM QUEEN STREET TO NORTH OF AUDUBON DRIVE (10+00 TO 228+15 -- 4.13 MILES)

(A) Prior to the overlay, centerline alignment shall be determined by the Contractor by measuring the existing roadway at 500-foot intervals in tangent sections, and 100-foot intervals in horizontal curves. The existing shoulders shall be clipped full width and surplus material shall be spread along the edge of the shoulders, fore slopes, or other adjacent areas as directed by the Project Engineer and will be an absorbed item.

(B) All the transitions including E.O.P., B.O.P., bridge approaches, turn-outs and all tie-ins on SR 15 shall be fine milled 1½" & variable. The Contractor shall ensure water will not be trapped at milled locations. All milled material shall become the property of the Contractor except for approximately 1,000 Tons to be stockpiled for MDOT at the Maintenance facility located off US 11 & SR 590 in Ellisville, MS. See Typical Sections and Table 1 for milling areas.

(C) SR 15 shall be overlaid with 1½" of 9.5-mm, HT, Polymer Modified asphalt from Queen Street, (STA10+00) to north of Audubon Drive (STA 228+15). Prior to the surface course, the Contractor shall fine mill 1½", remove any failed areas on the main facility and repair by backfilling with 19-mm, HT asphalt as directed by the Project Engineer. No milled area shall remain open for more than five (5) days, at which time the Contractor shall place the surface lift of asphalt. Removal areas will be marked by MDOT personnel and include but are not limited to areas included in Table 2, (Approximately 193 Tons). Although it is anticipated the removal areas listed in Table 2 may be removed by milling, the Contractor shall be prepared to remove the area by other methods at no additional cost or time and should be bid accordingly in pay item 202-B: Removal of Asphalt Pavement. 9.5-mm, SMA asphalt shall be placed at the intersections of SR 15 & US 84 and SR 15 & Jefferson Street. The limits on which the 9.5-mm, SMA asphalt shall be placed at SR 15 & US 84 are where the existing SMA asphalt is currently placed, (Approximately 910 Tons). At the intersection of SR 15 & Jefferson St., the limits will be marked in the field, (Approximately 708 Tons) See Table 3. Publicly maintained roads or streets shall be surfaced using a 9.5-mm, MT asphalt to the existing R.O.W.; privately owned entrances shall be

surfaced a distance of 10 feet & variable from edge of pavement (Approximately 1,872 tons). Any site grading at local roads or drives will not be measured for separate payment but will be considered an absorbed item. Cross slopes shall be achieved by fine milling for a uniform cross slope of 2%. Curves should be checked for proper transitional slopes and super elevation slopes. If water stands when the project is complete, the Contractor shall correct at no additional cost to the State. See Typical Sections for asphalt structural requirements.

TABLE 1

PAY ITEM / LANE	BEGIN STATION	END STATION	WIDTH	LENGTH	SQUARE YARD
NORTH BOUND	10+00	228+15	36	21,815	87,260.000
SOUTH BOUND	10+00	228+15	36	21,815	87,260.000
Driveways					2,833.333
Local Roads					16,685.889
	TOTAL MILLING, SY				194,039.222

TABLE 2

PAY ITEM / LANE	BEGIN STATION	END STATION	WIDTH	LENGTH	SQUARE YARD
NORTH BOUND	60+84	62+34	12	150	200.000
	76+56	76+91	7	35	27.222
	25+94	26+94	12	100	133.333
	73+46	74+21	7	75	58.333
SOUTH BOUND	72+20	74+20	7	200	155.556
	TOTAL REMOVAL, SY				574.444
	TOTAL ASPHALT NEEDED, TON				193.875

TABLE 3

PAY ITEM / LANE	LOCATION	BEGIN STATION	END STATION	WIDTH	LENGT H	SQUARE Foot
SMA 907-405-A001	NB Mainline	23+28	25+32	36	204	7,344.000
	Mainline	25+32	30+97	86	565	48,590.000
15 & Jefferson	SB Mainline	23+28	25+32	30	204	6,120.000
	Jefferson St EAST	10+00	10+75	38	75	2,850.000
	Jefferson St WEST	10+00	10+85	36	85	3,060.000
	NW I-59 on-ramp	10+00	10+81	22	81	1,782.000
	NE I-59 off-ramp	10+00	10+82	40	82	3,280.000
15 & 84	Mainline 15 @ 84	52+84	59+44	107	660	70,620.000
	5th Street	10+00	10+77	62	77	4,774.000
	Hwy 84	10+00	12+15	86	215	18,490.000
		TOTAL Stone Matrix Asphalt, SF				166,910.000
		TOTAL Stone Matrix Asphalt, TON				1,616.941

(D) Smoothness incentive/disincentive will be governed by the Standard Specifications Subsection 907-403.03.2.1, Category B for MRI (mean roughness index). All incentive/disincentive will be based on theoretical tonnage placed on a 12' travel lane. Any site grading at local roads or drives will not be measured for separate payment but will be considered an absorbed item.

(E) The existing shoulders shall be raised to match the new pavement elevation by placing 1½" & variable of crushed stone on the shoulders. Placement of the crushed stone on the finished surface course shall not be permitted. The material shall be bladed, rolled and compacted to a finished slope of 4% where practical. Shoulders with existing adequate shoulder material in place shall be bladed to a slope of 4%, the cost of which shall be included in the prices of other items bid.

(F) Temporary striping shall conform to finished stripe specifications for alignment, neatness, reflectivity, and straightness. All permanent pavement markings on asphalt shall be hot thermoplastic. Edge lines will be placed to maintain the original lane width. Special care should be taken for the placement of thermoplastic detail stripe along the edge of pavement at turn-outs on all local roads and along tapers where detail stripe is required as per Typical PMD-1.

(G) High performance raised pavement markers shall be placed as per Standard Drawing sheet working number PM-2, for 5-Lane Undivided Roadways and PM-11 at intersecting roads. Any removal of existing raised pavement markers or rumble bars shall be considered an absorbed item. Only flexible adhesive shall be allowed for placement of raised pavement markers meeting the requirements of Subsection 720.03.7.7.

(H) All guardrail shall be MASH compliant. The Contractor shall furnish the Project Engineer two (2) copies of the manufacture's installation instructions prior to beginning guardrail operations. All terminal end sections shall be marked with a Samford Mean Streak grease pen to identify type installed. Any site grading and all fill material necessary at the guardrail locations will not be measured for separate payment but will be absorbed in other guardrail pay items. Guard rail pads

shall be overlaid prior to placing guardrail and will be paid for under 403-A015, 9.5-mm, ST, Asphalt Pavement.

(I) The Contractor shall erect and maintain construction signing, and provide all signs and traffic handling devices, and shall provide two portable R16-3 signs per work zone or lane closure in addition to signs required by standard drawings in accordance with Manual Uniform Traffic Control Devices (MUTCD). The cost shall be included in the price bid for pay item 907-618-A, Maintenance of Traffic.

(J) Incidental work such as removing vegetation, shaping and compaction of shoulder, removing excess asphalt material, project clean-up, and other incidental work necessary to complete the project will not be measured for separate payment, but will be included in other bid items, and must be performed during the operating hours for this project. The Contractor shall ensure that all inlets are protected from construction debris during milling and paving operations and all paved flumes are to be cleaned out upon completion of work to ensure all curbs properly drain.

(K) Working hours will be limited to night work only. Construction operations may begin at 7:00 PM - 6:00 AM Sunday through Thursday and cease Friday morning at 6:00 AM until the following Sunday at 7:00 PM. A lane rental fee of \$5,000.00 shall be assessed for each full or partial five (5) minutes beyond the established time frame.

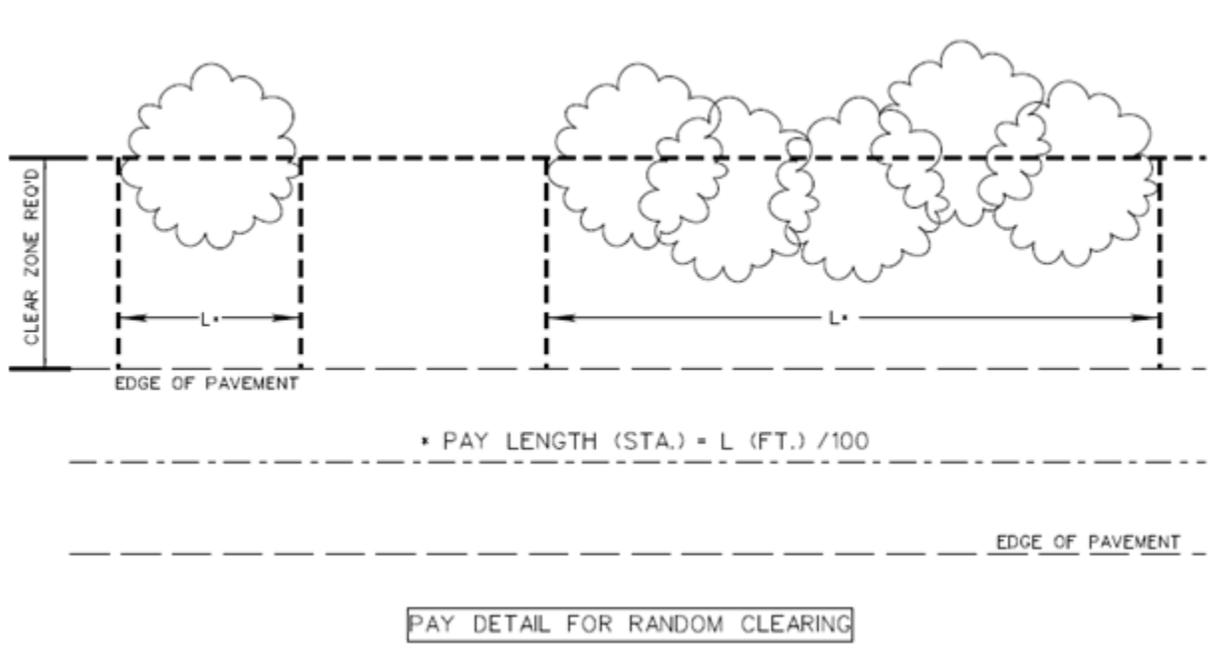
(L) Concrete pavement shall be removed at the two entrances of Alliance Energy Gas Station and Convenience Store just north of Jefferson St. and replace with 9.5-mm, HT asphalt. Any concrete paved ditch that is damaged at this location shall be removed, replaced and graded to drain.

(M) Traffic signals at several intersections shall be upgraded using the pay items for each intersection as shown in Table 4 below.

Table 4

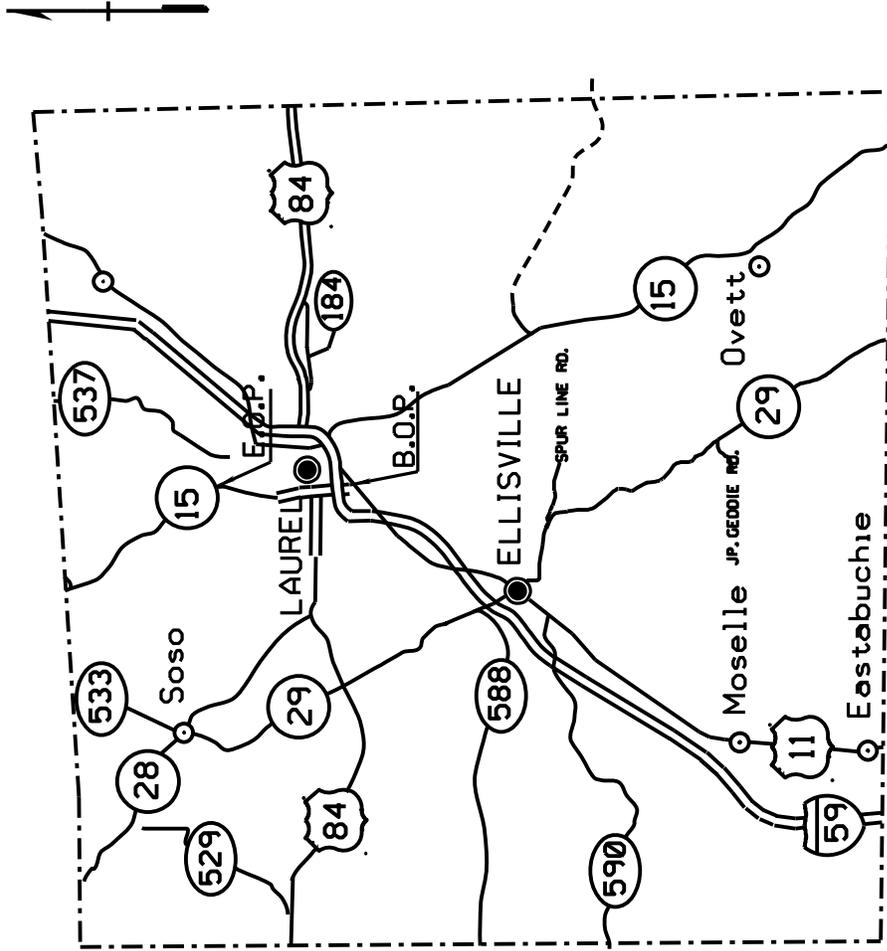
Pay Item	Location	Description	Quantity	Unit
907-632-D001	I-59 @ 16th Avenue	Solid State Traffic Actuated Controller, Type 1	1	EA
907-643-E001	I-59 @ 16th Avenue	Multi-Sensor Vehicle Detection Sensor	2	EA
907-643-A002	I-59 @ 16th Avenue	Video Vehicle Detection Sensor, Type 2	1	EA
907-643-C003	I-59 @ 16th Avenue	Video Vehicle Detection Processor, Type 2	1	EA
907-643-B001	I-59 @ 16th Avenue	Video Vehicle Detection Cable	440	LF
907-632-D001	I-59 @ Jefferson St	Solid State Traffic Actuated Controller, Type 1	1	EA
907-643-A002	I-59 @ Jefferson St	Video Vehicle Detection Sensor, Type 2	3	EA
907-643-E001	I-59 @ Jefferson St	Multi-Sensor Vehicle Detection Sensor	2	EA
907-643-B001	I-59 @ Jefferson St	Video Vehicle Detection Cable	350	LF
907-643-C003	I-59 @ Jefferson St	Video Vehicle Detection Processor, Type 2	1	EA
907-632-D001	MS 15 @ US 84	Solid State Traffic Actuated Controller, Type 1	1	EA
907-643-A002	MS 15 @ US 84	Video Vehicle Detection Sensor, Type 2	2	EA
907-643-E001	MS 15 @ US 84	Multi-Sensor Vehicle Detection Sensor	2	EA
907-643-B001	MS 15 @ US 84	Video Vehicle Detection Cable	855	LF
907-643-C003	MS 15 @ US 84	Video Vehicle Detection Processor, Type 2	1	EA
907-634-PP001	MS 15 @ US 84	Luminaire Fixture and Arm, Per Plans	4	EA
907-634-G001	MS 15 @ US 84	Traffic Signal Equipment Pole Mast Arm Extension	3	EA
907-636-B003	MS 15 @ US 84	Elec Cable, Undrgrd in Cond, IMSA 20-1, AWG 10, 2 Cond	725	LF
907-641-A002	MS 15 @ 10th Street	Signal Stop Bar Radar Vehicle Detection Sensor, Type 2	4	EA
907-641-B002	MS 15 @ 10th Street	Signal Advanced Radar Vehicle Detection Sensor, Type 2	2	EA
907-641-D001	MS 15 @ 10th Street	Radar Vehicle Detection Cable	708	LF
907-641-F002	MS 15 @ 10th Street	Signal Radar Vehicle Detection Processor, Type 2	1	EA
907-632-D001	MS 15 @ 15th / Flynt	Solid State Traffic Actuated Controller, Type 1	1	EA
907-632-G001	MS 15 @ 15th / Flynt	Malfunction Management Unit	1	EA
907-641-A002	MS 15 @ 15th / Flynt	Signal Stop Bar Radar Vehicle Detection Sensor, Type 2	4	EA
907-641-B002	MS 15 @ 15th / Flynt	Signal Advanced Radar Vehicle Detection Sensor, Type 2	2	EA
907-641-D001	MS 15 @ 15th / Flynt	Radar Vehicle Detection Cable	799	LF
907-641-F002	MS 15 @ 15th / Flynt	Signal Radar Vehicle Detection Processor, Type 2	1	EA
907-632-D001	MS 15 @ Wal-Mart	Solid State Traffic Actuated Controller, Type 1	1	EA
907-632-G001	MS 15 @ Wal-Mart	Malfunction Management Unit	1	EA
907-641-A002	MS 15 @ Wal-Mart	Signal Stop Bar Radar Vehicle Detection Sensor, Type 2	4	EA
907-641-B002	MS 15 @ Wal-Mart	Signal Advanced Radar Vehicle Detection Sensor, Type 2	2	EA
907-641-D001	MS 15 @ Wal-Mart	Radar Vehicle Detection Cable	806	LF
907-641-F002	MS 15 @ Wal-Mart	Signal Radar Vehicle Detection Processor, Type 2	1	EA
907-632-G001	MS 15 @ 20th	Malfunction Management Unit	1	EA
907-641-A002	MS 15 @ 20th	Signal Stop Bar Radar Vehicle Detection Sensor, Type 2	4	EA
907-641-B002	MS 15 @ 20th	Signal Advanced Radar Vehicle Detection Sensor, Type 2	2	EA
907-641-D001	MS 15 @ 20th	Radar Vehicle Detection Cable	1263	LF
907-641-F002	MS 15 @ 20th	Signal Radar Vehicle Detection Processor, Type 2	1	EA
907-641-A002	MS 15 @ Old Amy	Signal Stop Bar Radar Vehicle Detection Sensor, Type 2	4	EA
907-641-B002	MS 15 @ Old Amy	Signal Advanced Radar Vehicle Detection Sensor, Type 2	2	EA
907-641-D001	MS 15 @ Old Amy	Radar Vehicle Detection Cable	1183	LF
907-641-F002	MS 15 @ Old Amy	Signal Radar Vehicle Detection Processor, Type 2	1	EA
907-632-D001	MS 15 @ Parker Dr	Solid State Traffic Actuated Controller, Type 1	1	EA
907-643-A002	MS 15 @ Parker Dr	Video Vehicle Detection Sensor, Type 2	2	EA
907-643-B001	MS 15 @ Parker Dr	Video Vehicle Detection Cable	706	LF
907-643-E001	MS 15 @ Parker Dr	Multi-Sensor Vehicle Detection Sensor	2	EA
907-643-C003	MS 15 @ Parker Dr	Video Vehicle Detection Processor, Type 2	1	EA
907-632-D001	MS 15 @ Bush Dairy	Solid State Traffic Actuated Controller, Type 1	1	EA
907-632-G001	MS 15 @ Bush Dairy	Malfunction Management Unit	1	EA
907-641-A002	MS 15 @ Bush Dairy	Signal Stop Bar Radar Vehicle Detection Sensor, Type 2	4	EA
907-641-B002	MS 15 @ Bush Dairy	Signal Advanced Radar Vehicle Detection Sensor, Type 2	2	EA
907-641-D001	MS 15 @ Bush Dairy	Radar Vehicle Detection Cable	1175	LF
907-641-F002	MS 15 @ Bush Dairy	Signal Radar Vehicle Detection Processor, Type 2	1	EA

(N) Random clearing shall be performed within the specified clearing limits, including vegetation overhanging the edge of the clearing limits. Overhanging vegetation should be trimmed to a minimum height of thirty (30) feet above the ground elevation at the edge of the clearing limits. It is the intent of this Contract for the vegetation, with the exception of any merchantable timber that the Contractor desires, to be mulched onsite and left in place. **Mulching will be prohibited in residential locations that are maintained by adjacent landowners.** All vegetative material shall be removed from these areas and mulched at a location on the project where mulching is allowed. In the event random clearing is required in a residential location, when work is completed, the location shall be left as close to original condition as possible. 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 pay item 201-D: Random Clearing, per Station. Each side of the roadway will be measured separately. Clearing within two (2) feet of fences, utilities, and other obstructions as directed by the Engineer within the ROW is to be omitted in order to avoid damages. The clearing limits are thirty (30) feet from the edge of the travel lane.

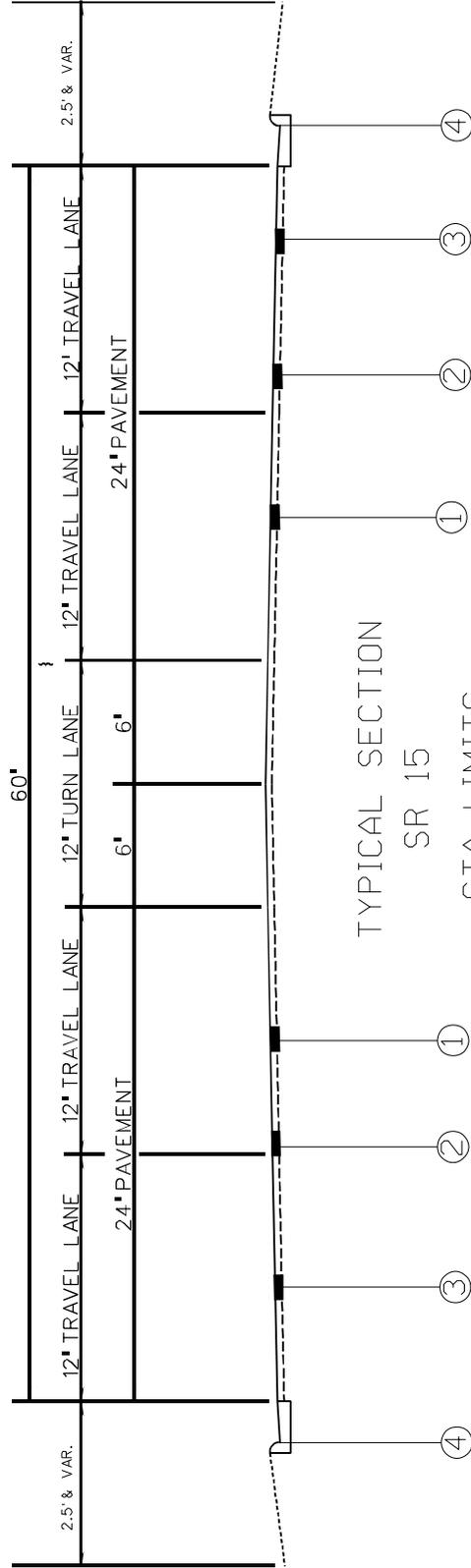


SP-0022-01(087)

JONES COUNTY



THE ABOVE REFERENCED PROJECT IS
FOR OVERLAYING SR 15 FROM QUEEN STREET
TO NORTH OF AUDUBON DRIVE
STA 10+00 TO STA 228+15
4.13 MILES

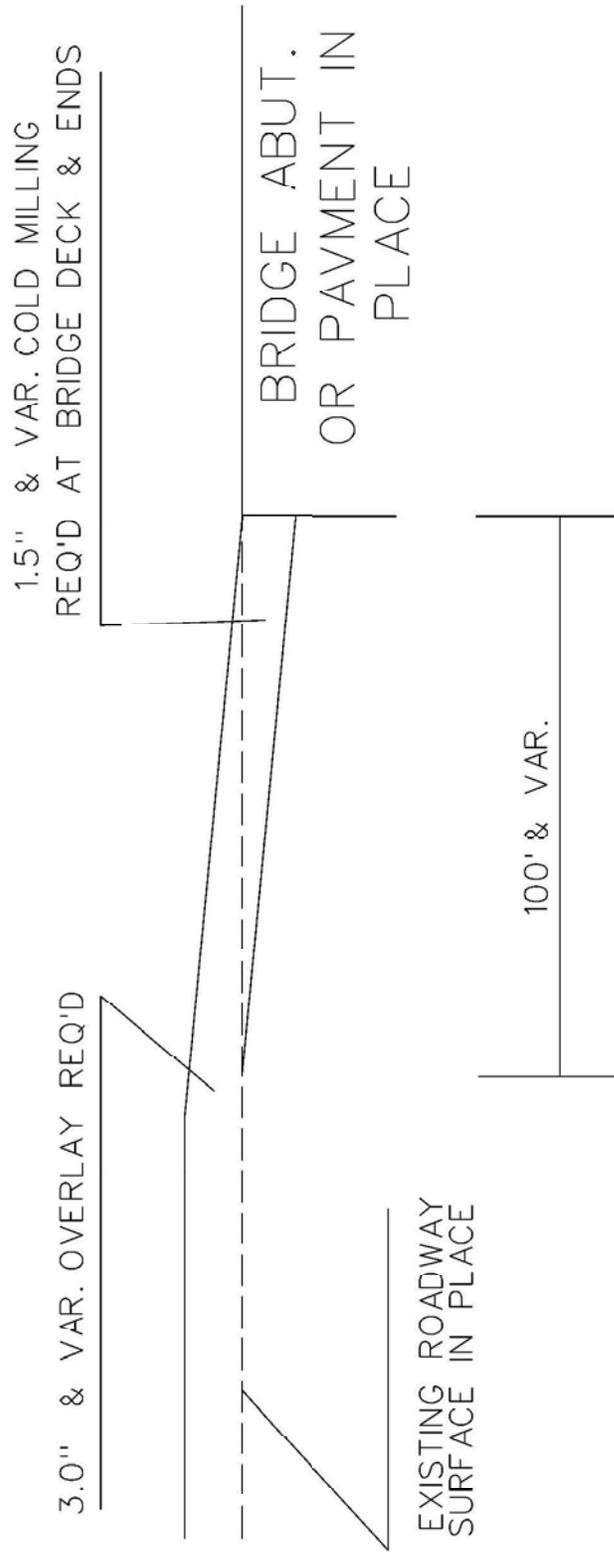


TYPICAL SECTION
SR 15
STA. LIMITS

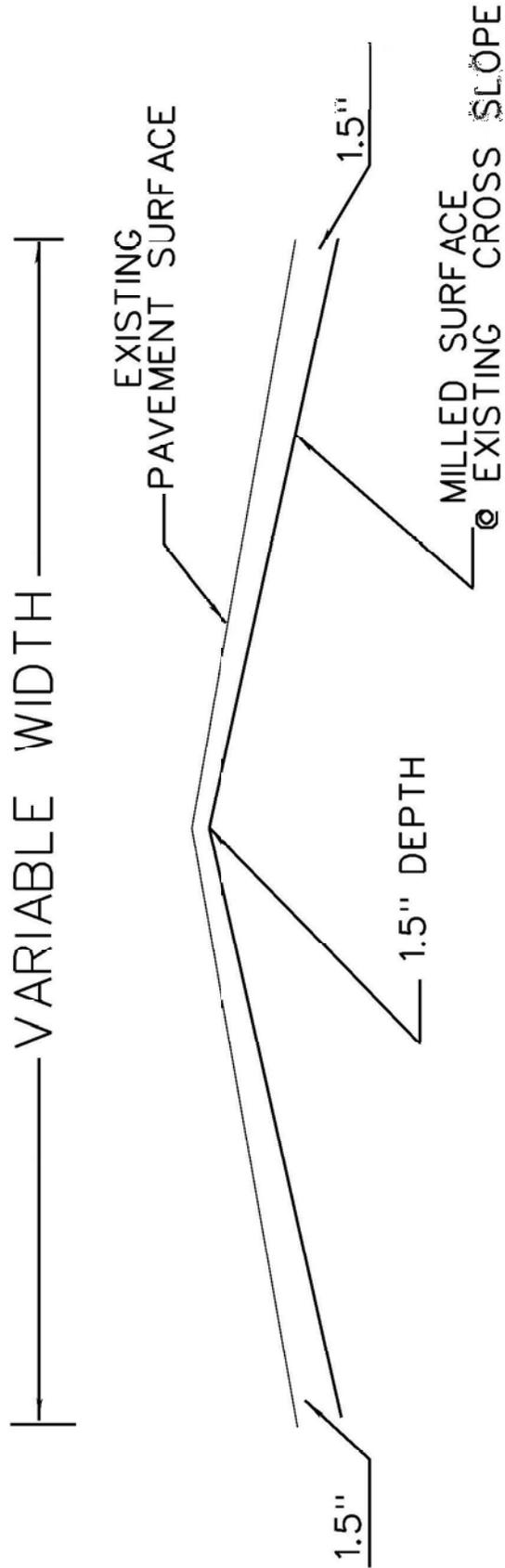
STA. 10+00 TO STA. 228+15

- ① FINE MILL 1.5" EXISTING ASPHALT PAVEMENT (STA. 10+00 TO STA. 228+15)
- ② 1.5" ASPHALT PAVEMENT, HT (9.5mm POLYMER MODIFIED MIXTURE) (1 @ 1.5")
(STA. 10+00 TO STA. 23+28)
(STA. 31+00 TO STA. 52+84)
(STA. 59+44 TO STA. 228+15)
- ③ 1.5" STONE MATRIX ASPHALT, (9.5mm MIXTURE) (1 @ 1.5")
(STA. 23+28 TO STA. 31+00)
(STA. 52+84 TO STA. 59+44)
- ④ EXISTING CONCRETE CURB TO REMAIN IN PLACE

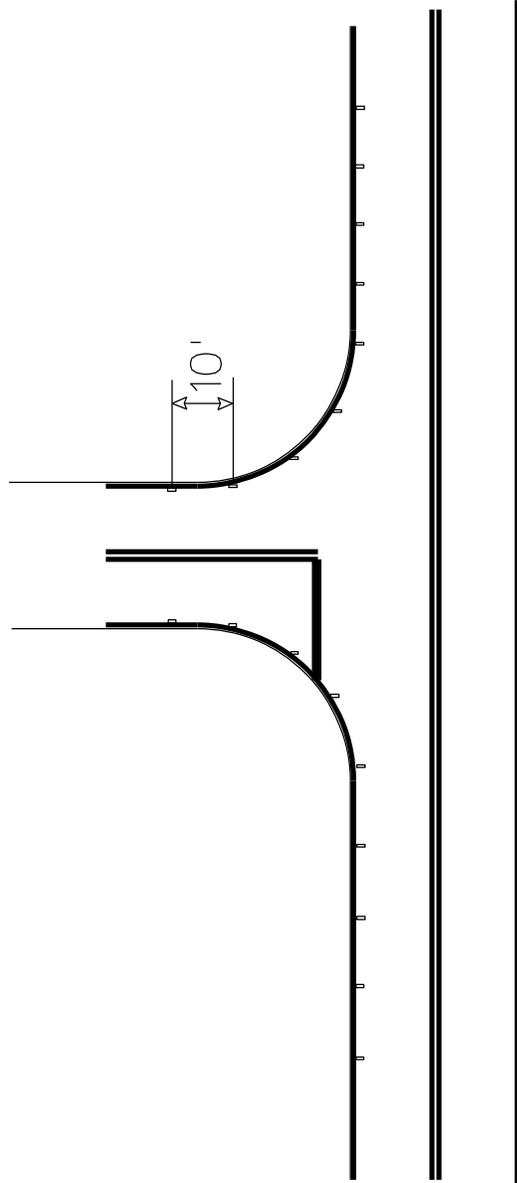
TYPICAL MILLED TRANSITION AT BRIDGE ABUT. OR PAVEMENT IN PLACE



TYPICAL MILLING DIAGRAM

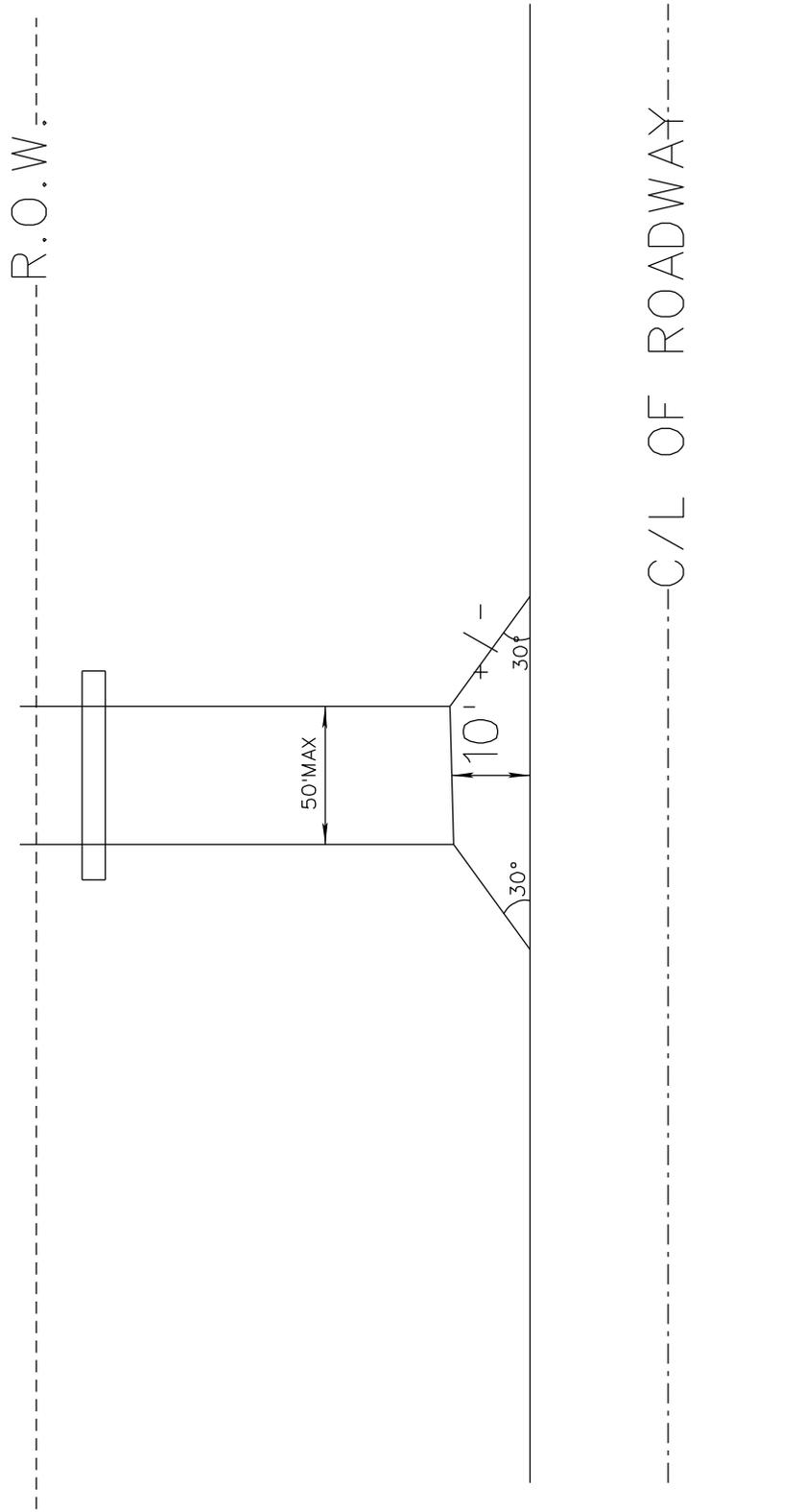


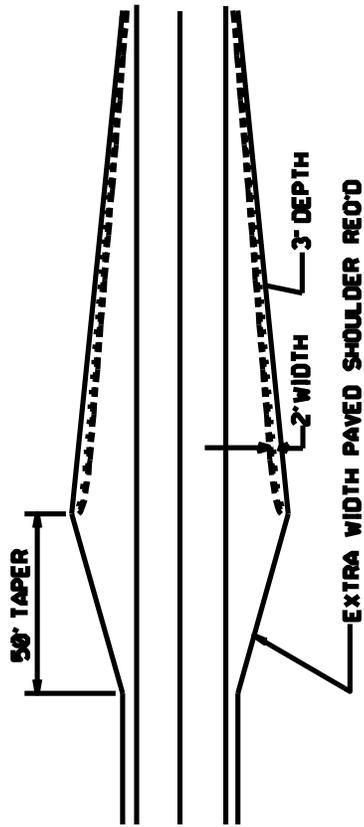
TYPICAL FOR RAISED PAVEMENT MARKERS PLACED ON SIDE ROAD RADIUS



- NOTE 1. MARKERS SHALL BE PLACED EVERY 10 FEET.
- NOTE 2. MARKERS SHALL BE VISIBLE FROM THE TRAVELING MOTORIST ON STATE DESIGNATED HIGHWAYS.
- NOTE 3. MARKERS SHALL BE HIGH PERFORMANCE TWO WAY CLEAR.

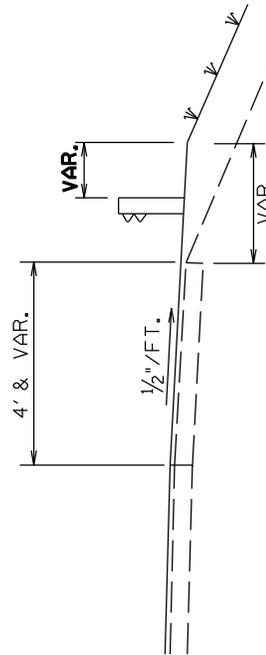
PRIVATE DRIVEWAY DETAIL





**DETAIL OF INSTALLATION OF EXTRA WIDTH
PAVED SHOULDERS AT BRIDGES**

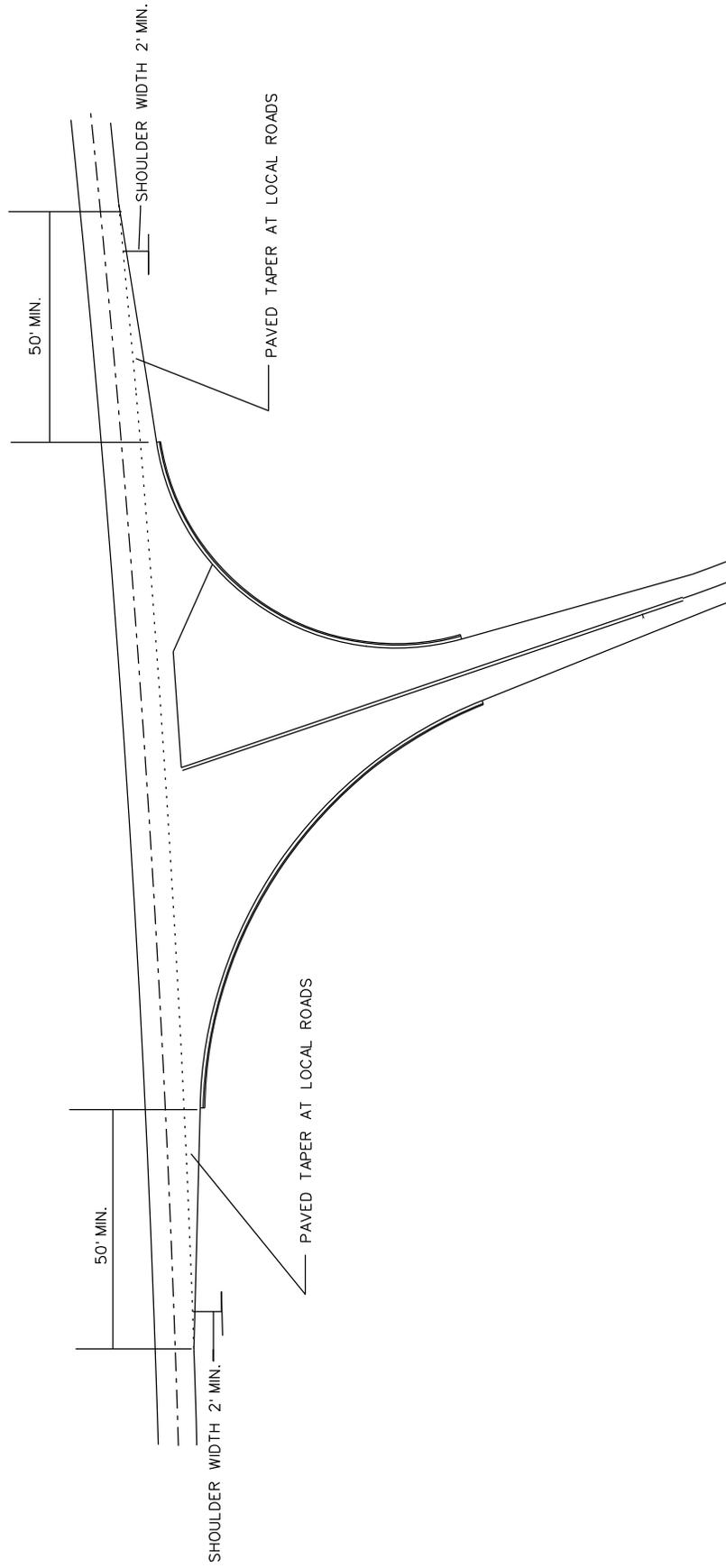
1. 3" AND VAR. DEPTH 9.5MM HOT BITUMINOUS PAVEMENT REQ'D



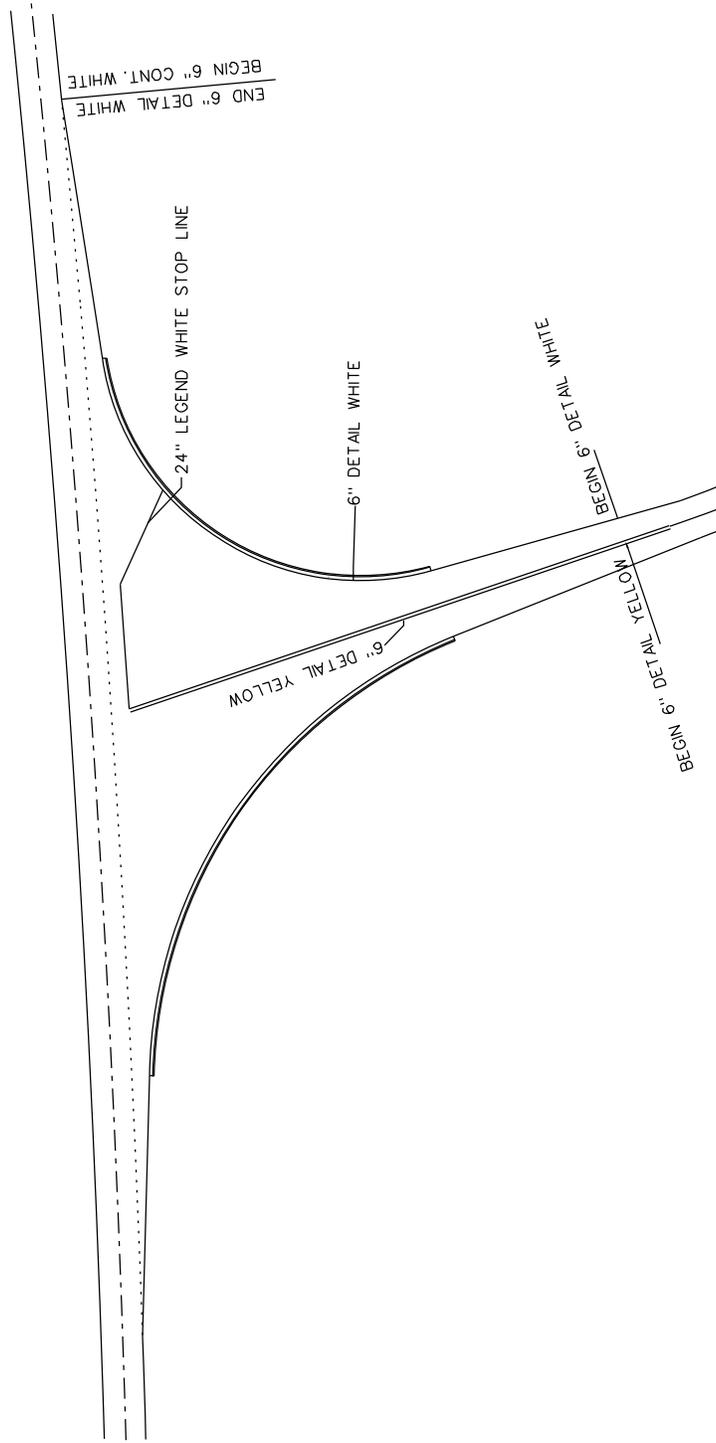
**TYPICAL SECTION
DETAILS OF PAVED SHOULDERS AT
BRIDGE GUARD RAIL INSTALLATIONS**

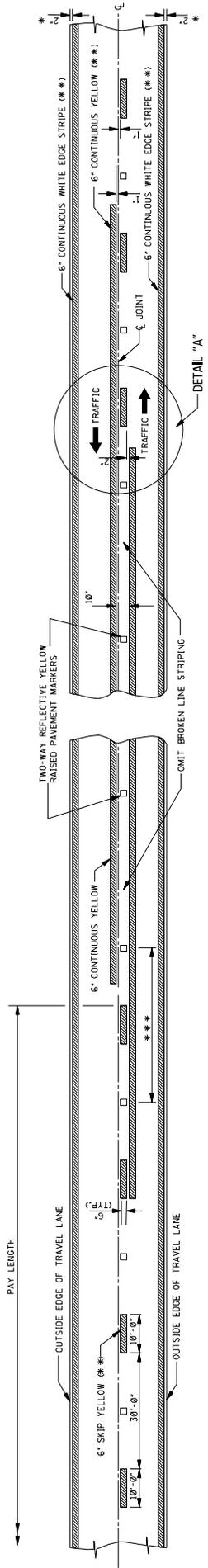
BOTH SIDES

TYPICAL FOR PAVED TAPER AT LOCAL ROADS

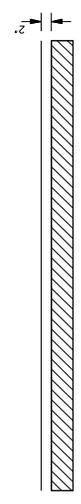


TYPICAL STRIPING FOR SIMPLE INTERSECTION AT LOCAL ROADS





TWO-WAY TRAFFIC
(ASPHALT OR CONCRETE PAVEMENT)



DIRECTION OF TRAFFIC

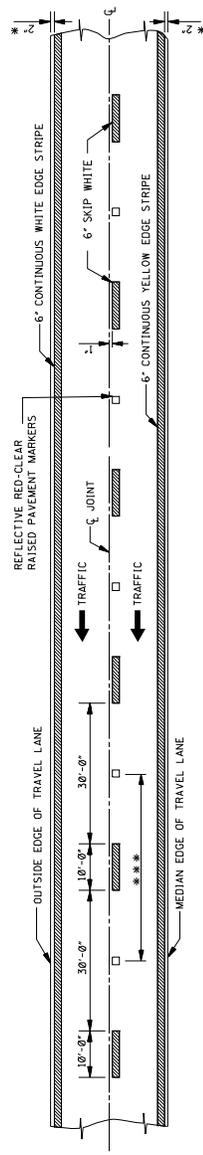
NOTE: THE CRITERIA FOR NO-PASSING ZONES CAN BE FOUND IN THE MOOT ROADWAY DESIGN MANUAL, SECTION 11-1.01.

GENERAL NOTES:

- * 1. 2" UNLESS SHOWN ELSEWHERE ON THE PLANS, FOR STRIPING ON RUMBLE STRIP SECTIONS REFER TO WK. SHEETS RS-1, RS-2, AND RS-3.
- ** 2. EDGE STRIPE SHALL BE SAME MATERIAL AS LANE-LINE STRIPE (PAINT OR PLASTIC AS INDICATED IN PAY ITEMS).
- *** 3. SPACING OF REFLECTIVE RAISED PAVEMENT MARKERS IS AS FOLLOWS:

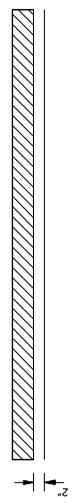
TANGENT SECTIONS	RURAL AREA (40'-0" TO 80'-0")	URBAN AREA (80'-0" TO 400'-0")
HORIZONTAL CURVES	40'-0"	40'-0"
INTERCHANGE LIMITS	40'-0"	1-40'-0"

- 1. NOTE: ON THE MAIN FACILITY, REFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS ON A 40'-0" SPACING WILL BE REQUIRED ON ALL INTERCHANGES. AT INTERCHANGES, REFLECTIVE RAISED PAVEMENT MARKERS SHALL BE REQUIRED ON THE MAIN FACILITY AND CONTINUING THROUGH THE INTERCHANGE TO THE END OF THE ENTRANCE RAMP TAPER.
- 4. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE REFLECTIVE. RAISED PAVEMENT MARKERS AS LISTED IN THE MOOT "APPROVED SOURCES OF MATERIALS."



4-LANE WITH ONE-WAY TRAFFIC

DETAIL "A"



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

**PAVEMENT MARKING
DETAILS FOR
2-LANE AND 4-LANE
DIVIDED ROADWAYS**

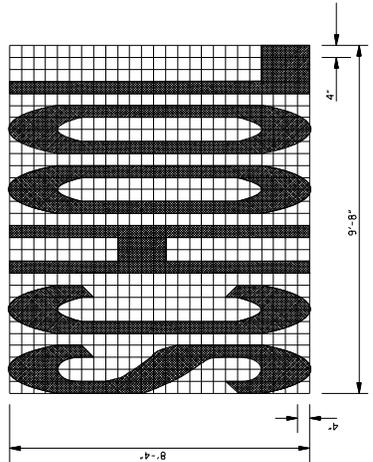
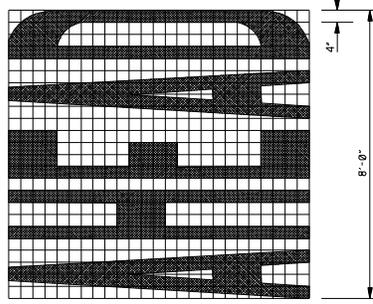
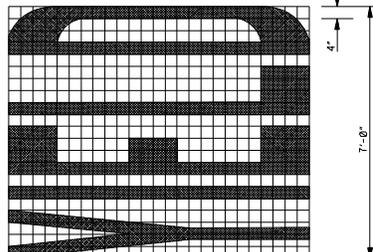
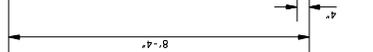
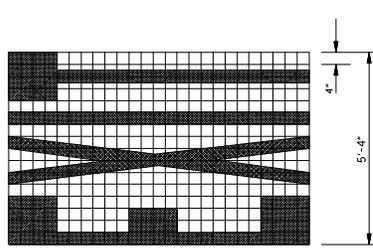
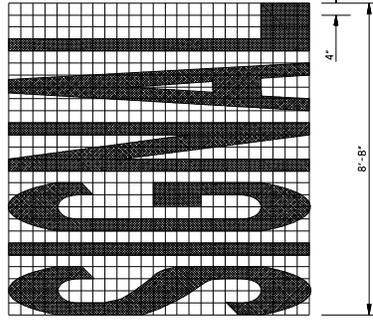
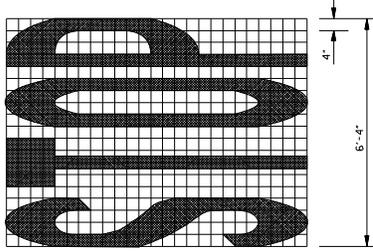
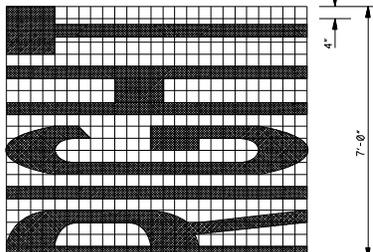
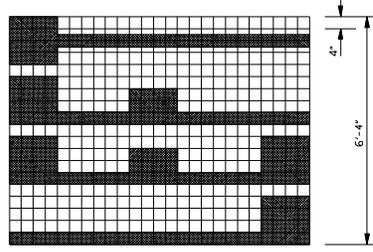
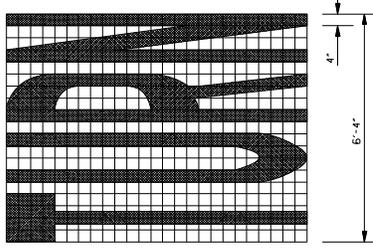
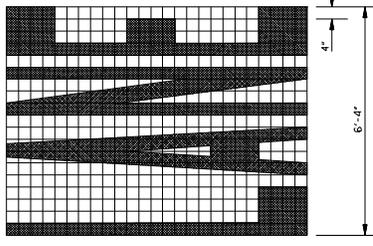
DATE: AUGUST 01, 2017

ISSUE NUMBER: 6/051

PROJECT NUMBER: PM-1

BY: _____

REVISION: _____



- GENERAL NOTES:
- TWO HORIZONTAL GAPS CAUSED BY THE SPACING OF THE LETTERS OR LESS AND EXTENDING THE FULL WIDTH ARE PERMITTED IN EACH LETTER.
 - FOR OTHER DETAILS, SEE THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
 - PAY QUANTITIES FOR PAYMENT MARKING LEGENDS ARE AS FOLLOWS:

PAY QUANTITIES	
LEGEND	AREA (SF ²)
STOP	24.6
RIGHT	28.6
TRAFFIC	28.6
TURN	27.3
LANE	22.7
AHEAD	32.3
YIELD	26.8
EXIT	18.5
SIGNAL	32.5
SCHOOL	35.5

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

**PAVEMENT MARKING
LEGEND DETAILS**

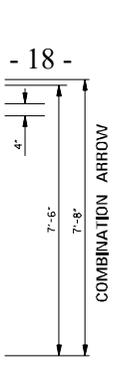
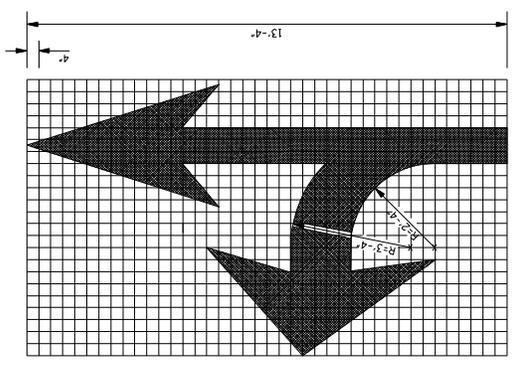
ISSUE DATE: AUGUST 01, 2017

PROJECT NUMBER: 6055

DATE: _____

BY: _____

REVISION: _____



- GENERAL NOTES:
1. TWO HORIZONTAL GAPS (CAUSED BY TEMPLATE CONNECTORS) OF 1/2" OR LESS AND EXTENDING THE FULL WIDTH ARE PERMITTED IN EACH LETTER.
 2. FOR OTHER DETAILS, SEE THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
 3. DIMENSIONS OF THE YIELD LINE MAY VARY WITH APPROVAL OF THE ENGINEER. SEE MUTCD, LATEST EDITION, FOR ALLOWABLE DIMENSIONS.
 4. PAY QUANTITIES FOR PAVEMENT MARKING LEGENDS ARE AS FOLLOWS:

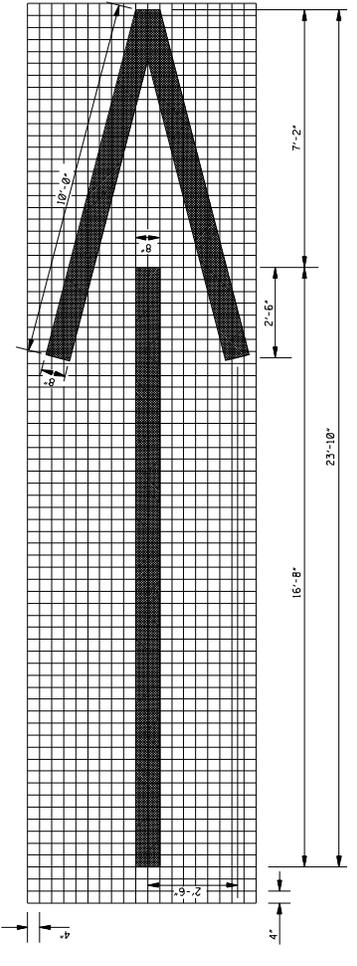
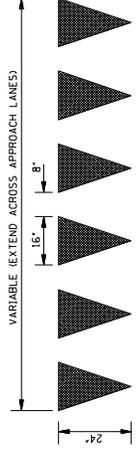
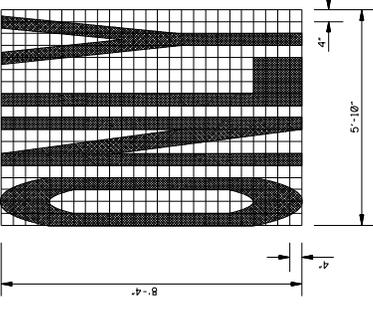
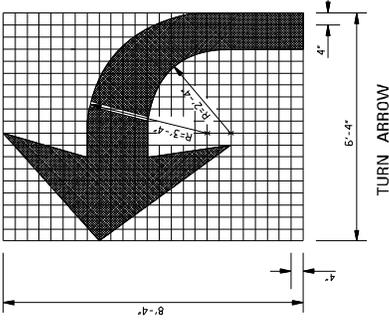
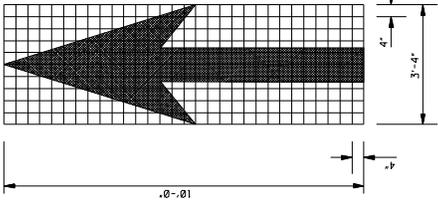
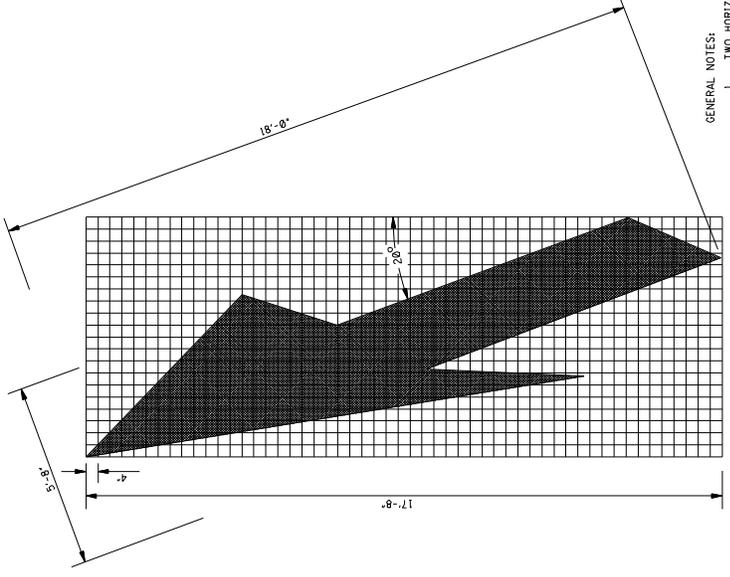
PAY QUANTITIES	
LEGEND/SYMBOL	AREA (FF+)
ONLY	22.0
TURN ARROW	16.4
THRU ARROW	12.3
COMB. ARROW	21.5
1-WAY ARROW	24.3
LANE REDUCTION ARROW	40.0

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

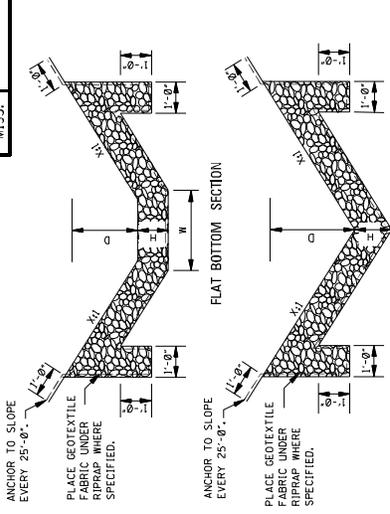
**PAVEMENT MARKING
LEGEND DETAILS**

ISSUE DATE: AUGUST 01, 2017

PROJECT NUMBER: PM-6
SHEET NUMBER: 6056



1-WAY ARROW



"V" TYPE SECTION
FLAT BOTTOM SECTION

ANCHOR TO SLOPE EVERY 25'-0"

PLACE GEOTEXTILE FABRIC UNDER RIPRAP WHERE SPECIFIED.

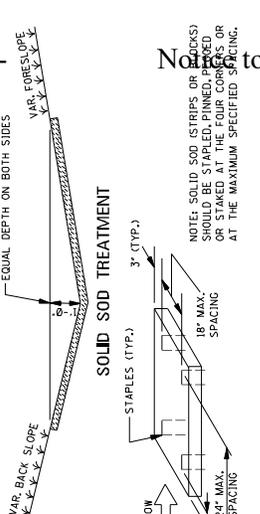
ANCHOR TO SLOPE EVERY 25'-0"

PLACE GEOTEXTILE FABRIC UNDER RIPRAP WHERE SPECIFIED.

NOTES:

- DIMENSIONS D, W AND X ARE VARIABLE AND ARE SHOWN ELSEWHERE ON THE PLANS.
- THE RIPRAP SIZE AND MINIMUM DEPTH "H" FOR RIPRAP TREATMENT ARE AS FOLLOWS.

RIPRAP SIZE & MINIMUM DEPTH "H"	RIPRAP SIZE (IN)	MINIMUM DEPTH (IN)
18"	12"	300
24"	18"	300



GENERAL NOTE:

- FOR LOCATION OF APPROPRIATE DITCH TREATMENTS, SEE PLAN SHEETS DENOTED BY THE FOLLOWING LEGEND OR AS DIRECTED BY THE ENGINEER.

NOTE: SOLID SOD (STRIPS OR BLOCKS) SHOULD BE STAPLED, PINNED, OR STAKED AT THE FOUR CORNERS OR AT THE MAXIMUM SPECIFIED SPACING.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

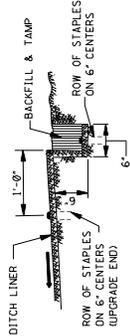
DETAILS OF TYPICAL DITCH TREATMENTS

DATE: _____ ISSUE DATE: AUGUST 01, 2017

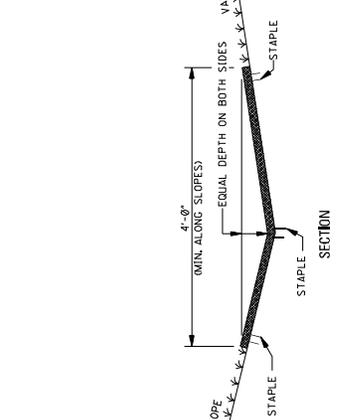
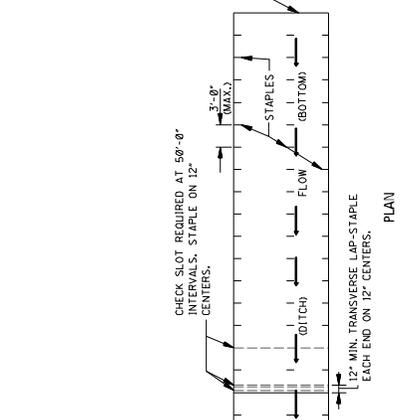
PROJECT NUMBER: 6123

REVISION: _____

BY: _____



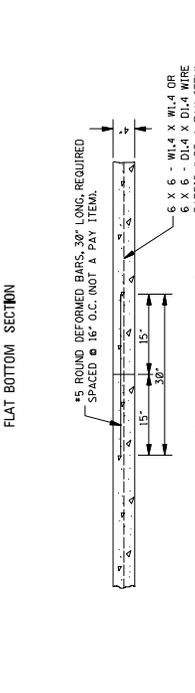
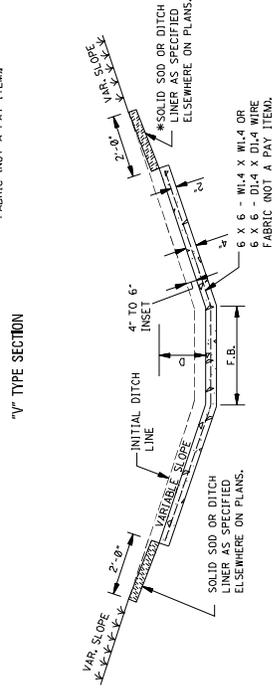
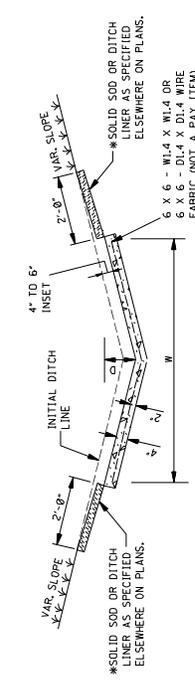
NOTE: ANCHOR TRENCH REQUIRED AT THE BEGINNING AND ENDING OF EACH AREA TO BE COVERED, EXCEPT DOWNSTREAM END ADJOINING A STRUCTURE.



DITCH LINER TREATMENT

(EXCERPTS BLANKET, JUTE MESH OR EROSION CONTROL FABRIC)

NOTE: DITCHES TREATED WITH DITCH LINER WILL BE VEGETATED PRIOR TO TREATMENT, UNLESS OTHERWISE INDICATED.

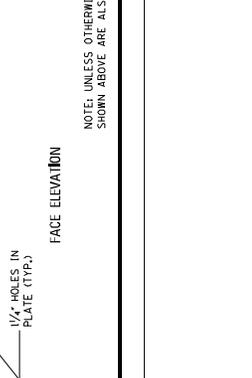
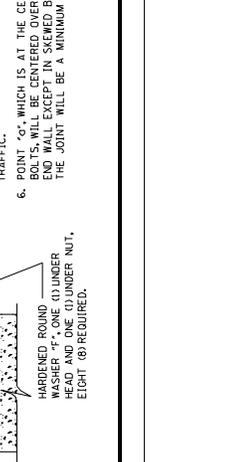
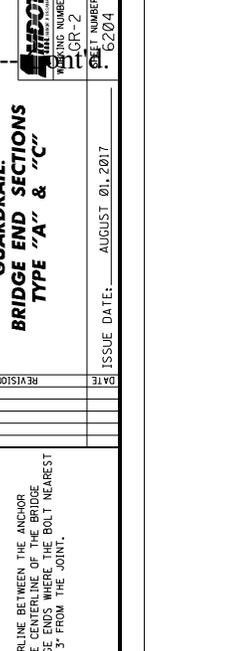
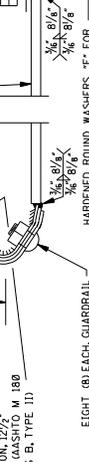
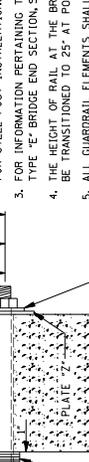
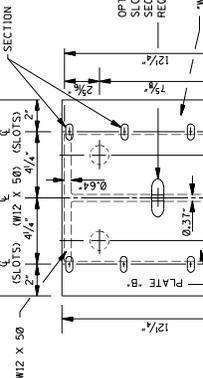
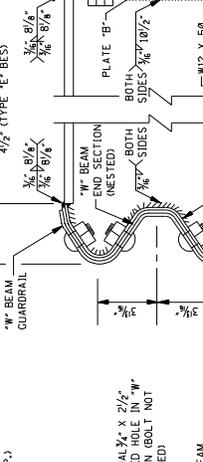
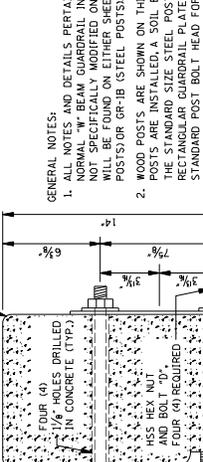
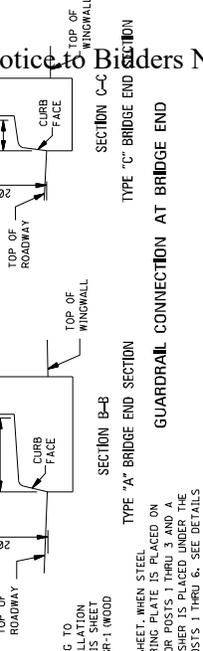
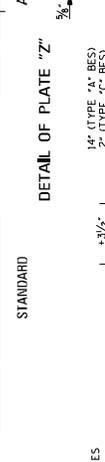
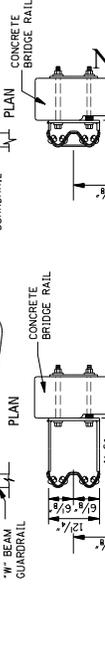
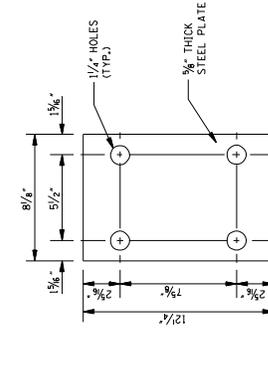
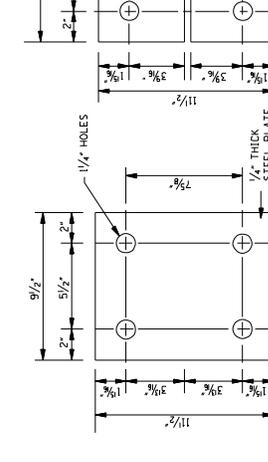
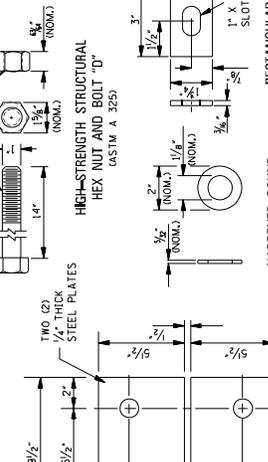
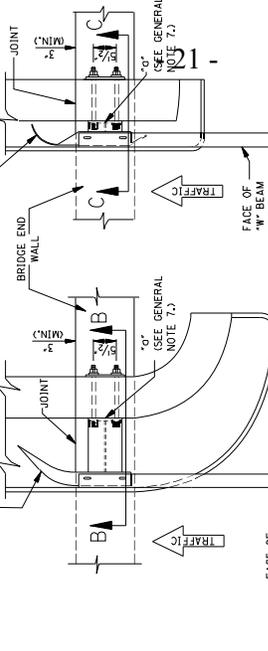
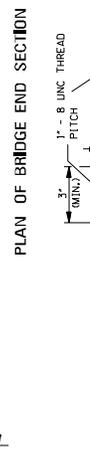
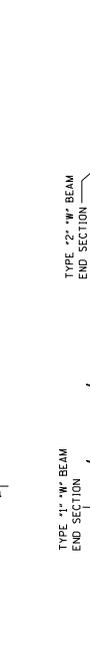
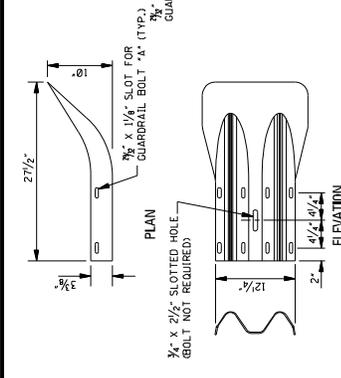
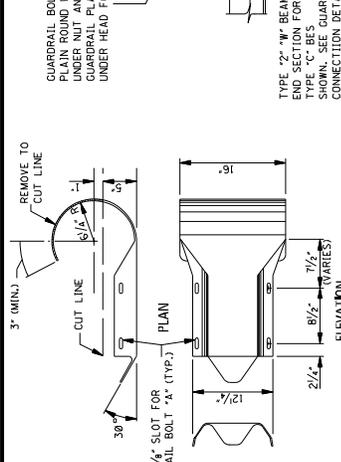
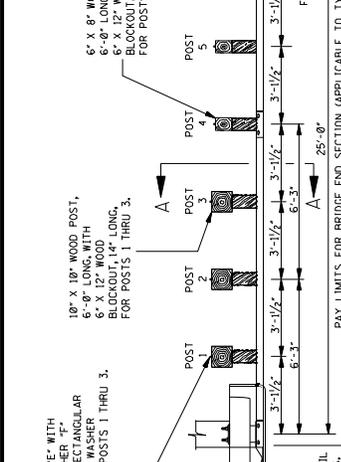
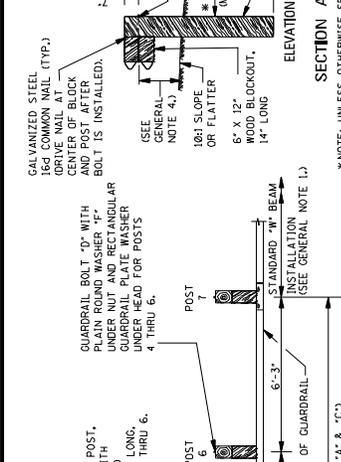


CONCRETE PAVED DITCH

NOTE: TOE WALL REQUIRED UPSTREAM AND DOWNSTREAM.

NOTES:

- CONCRETE PAVED DITCHES SHALL BE GROOVED AT 20'-0" INTERVALS. THE GROOVES SHALL BE CUT TO A DEPTH OF NOT LESS THAN 1".
- DIMENSIONS D & W ARE AS FOLLOWS:
 DOMINIMUM = 6'
 MAXIMUM = 24'
- CURB SUPPORTS FOR THE WIRE MESH WILL NOT BE REQUIRED, HOWEVER, THE CONTRACTOR SHALL PLACE THE WIRE MESH IN A SATISFACTORY AND WORKMANLIKE MANNER TO ENSURE THAT THE FINAL POSITION IS REASONABLY NEAR THE POSITION INDICATED.
 * 4. CENTER ROW OF STAPLES MAY BE OMITTED ON DITCH LINER.



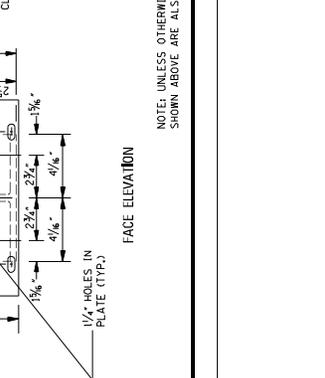
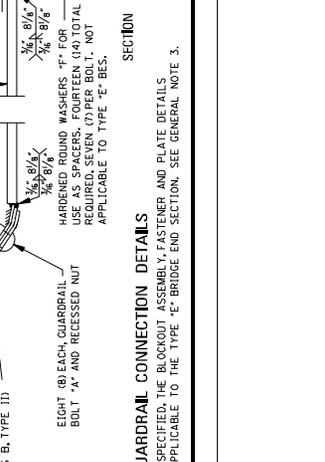
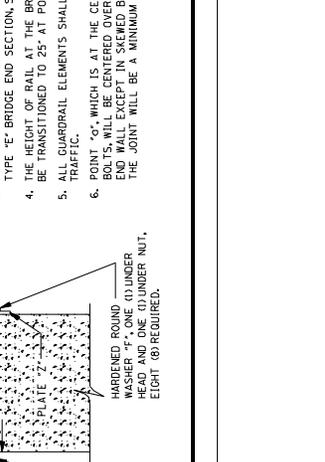
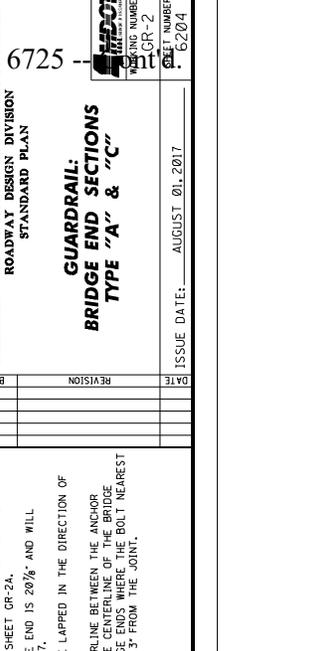
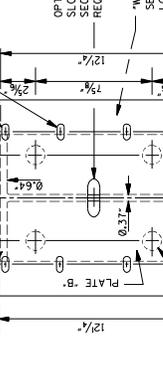
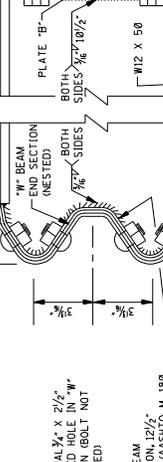
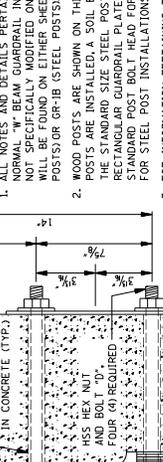
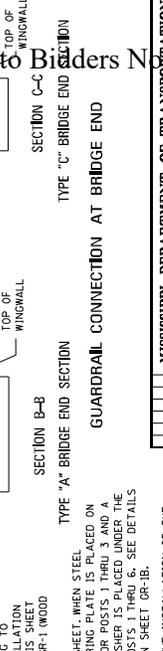
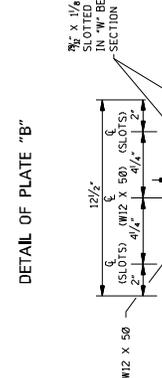
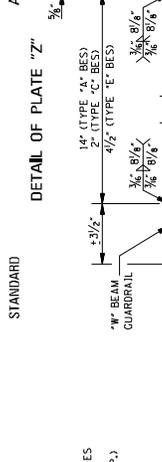
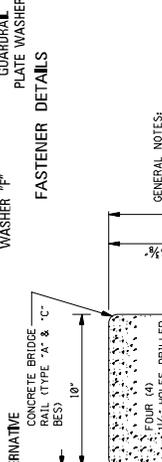
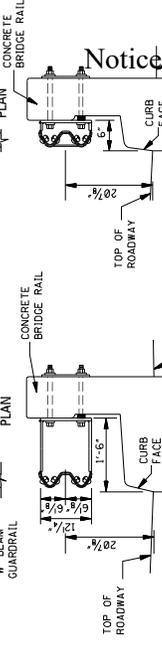
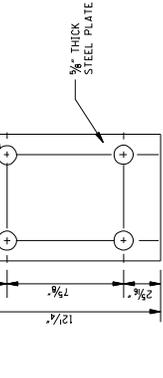
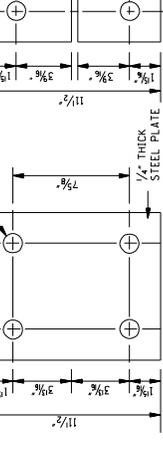
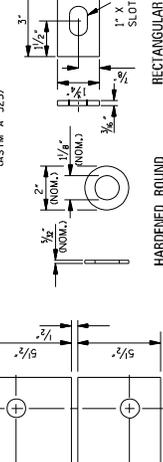
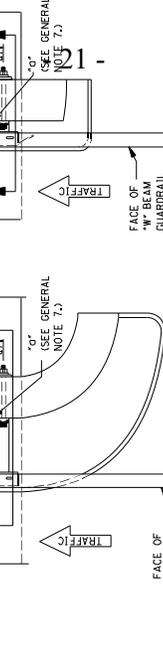
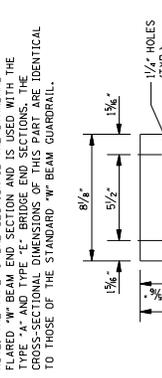
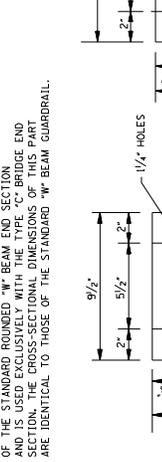
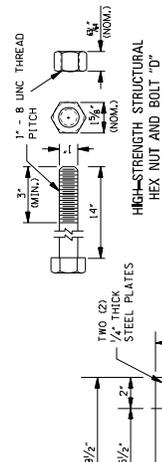
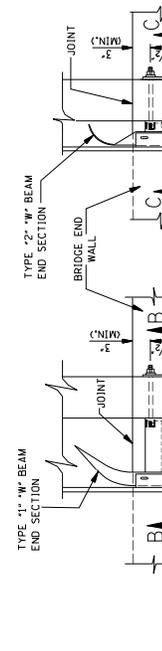
SECTION A-A

SECTION B-B

SECTION C-C

SECTION D-D

SECTION E-E



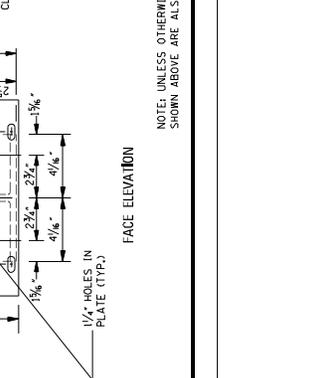
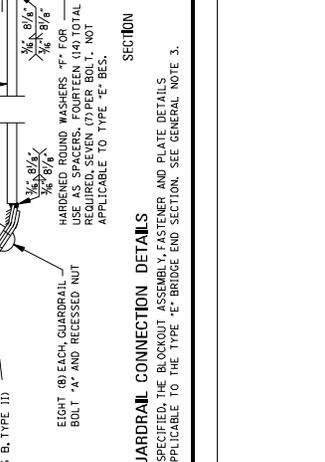
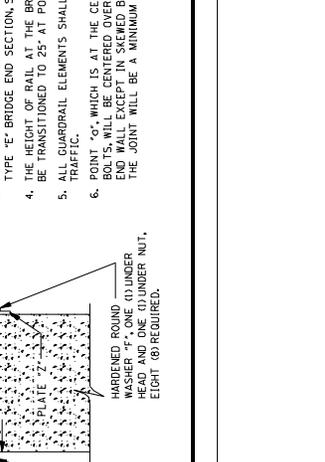
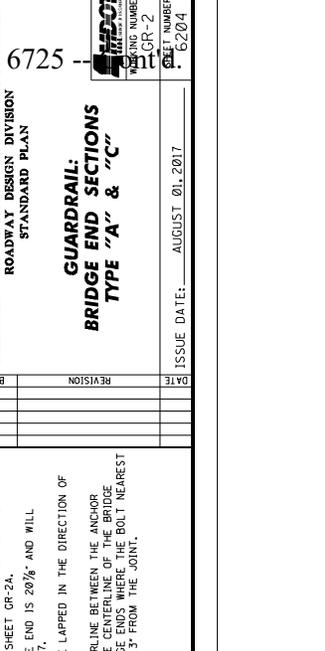
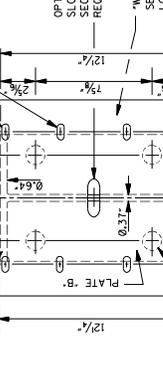
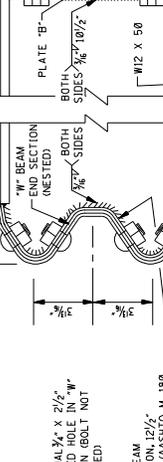
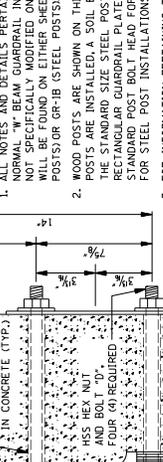
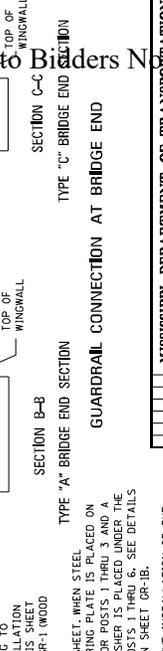
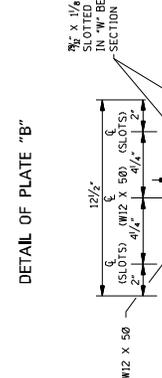
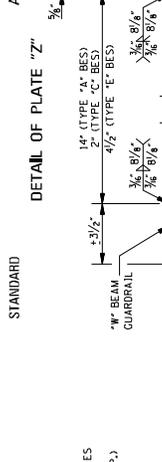
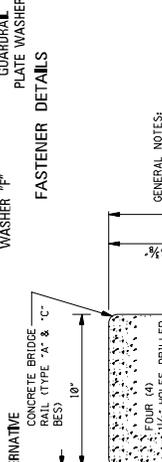
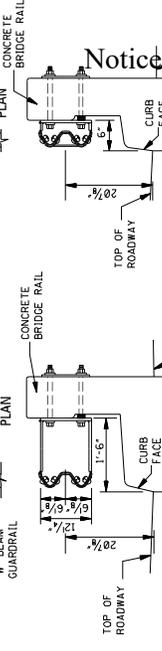
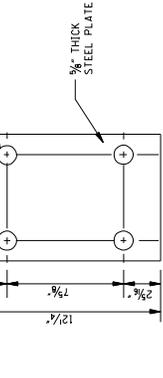
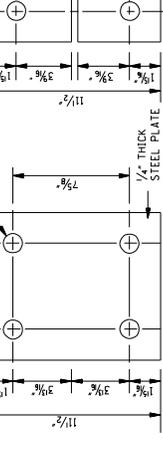
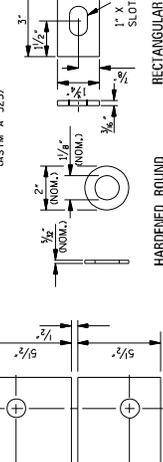
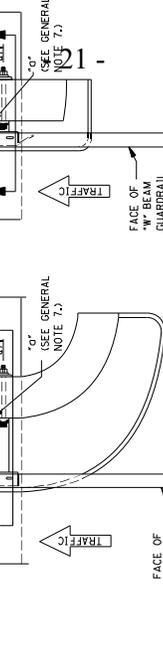
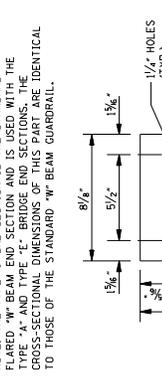
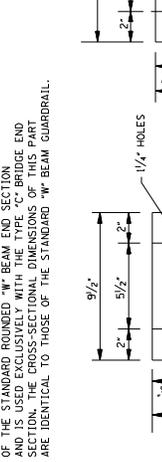
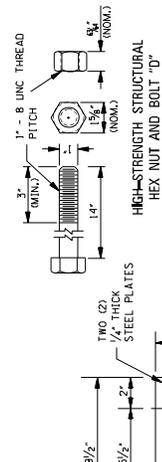
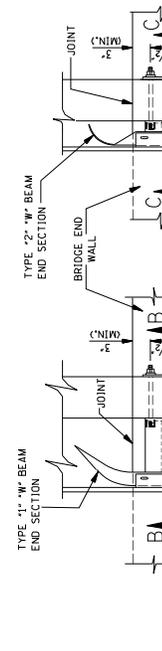
SECTION A-A

SECTION B-B

SECTION C-C

SECTION D-D

SECTION E-E



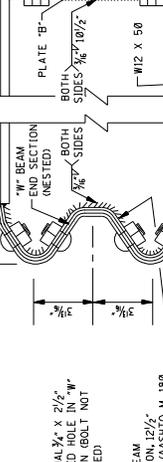
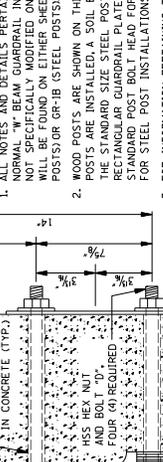
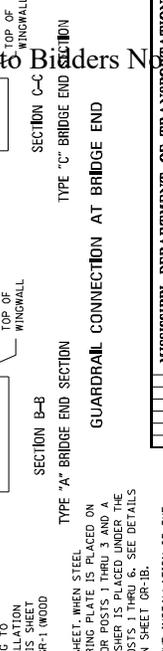
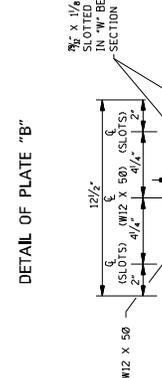
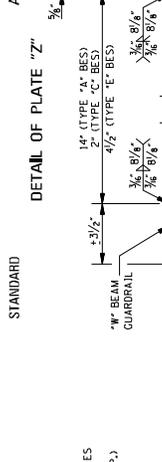
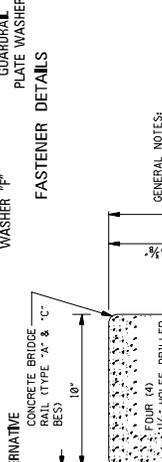
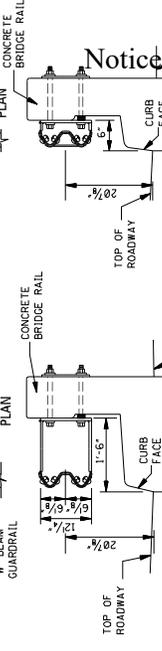
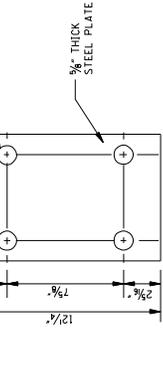
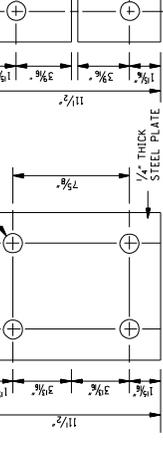
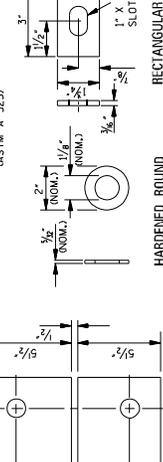
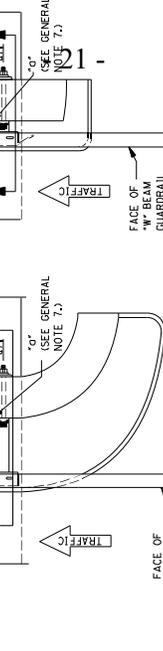
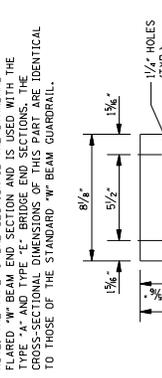
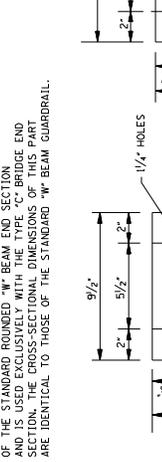
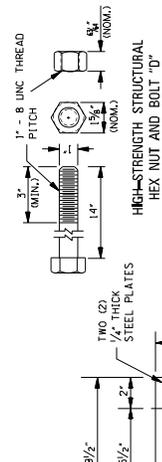
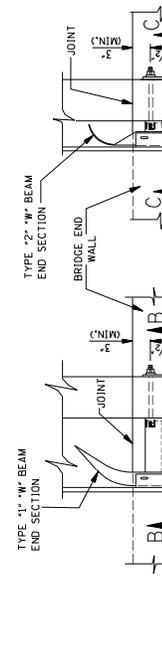
SECTION A-A

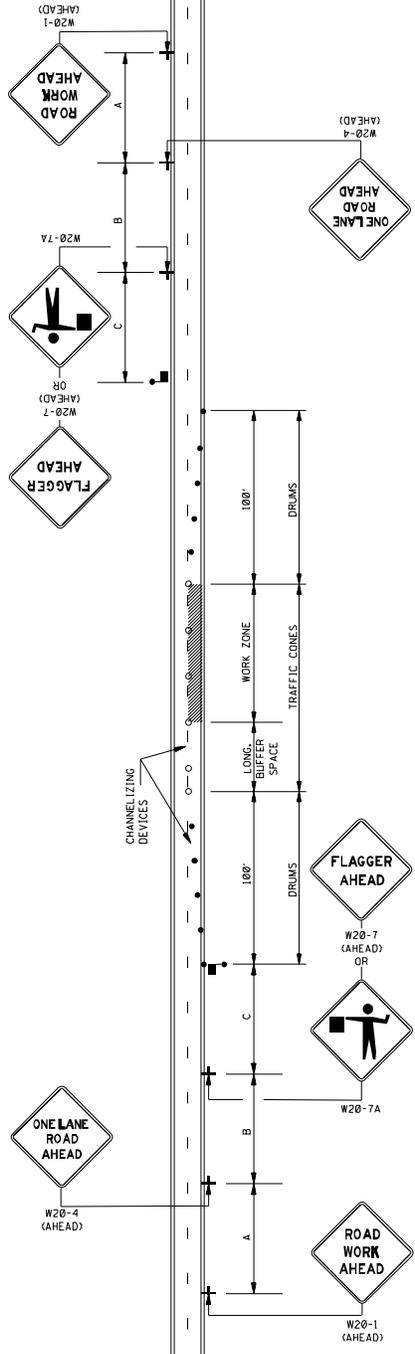
SECTION B-B

SECTION C-C

SECTION D-D

SECTION E-E





LEGEND
 FLAGGER
 RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS
 TRAFFIC CONES (28" HEIGHT MINIMUM)

DISTANCE BETWEEN SIGNS

ROAD TYPE	A	B	C
URBAN (35 MPH OR LESS)	100 FT.	100 FT.	100 FT.
URBAN (40 - 70 MPH)	350 FT.	350 FT.	350 FT.
RURAL	500 FT.	500 FT.	500 FT.
EXPRESSWAY / FREEWAY	1000 FT.	1500 FT.	2640 FT.

GENERAL NOTES:
 1. THE LOCATION OF CHANNELIZING DEVICES AND THE WORK AREA LAYOUT SHALL BE BASED ON THE CRITERIA IN THE FOLLOWING TABLE. FLAGGER STATIONS SHALL BE LOCATED SUCH THAT APPROACH AND EXIT TAPERS BEING USED TO MEET STOPPING DISTANCE REQUIREMENTS. STOPPING DISTANCE REQUIREMENTS MAY BE USED AS A MINIMUM FOR THIS DISTANCE.

POSTED SPEED AND/OR DESIGN SPEED mph	MAXIMUM CHANNELIZING DEVICES (LEFT)		LONGITUDINAL BUFFER SPACE (FT)	STOPPING SIGHT DISTANCE
	TAPER	ALONG WORK ZONE		
25	20	50	55	155
30	20	60	85	200
35	20	70	120	250
40	20	80	170	305
45	20	90	220	360
50	20	100	280	425
55	20	110	335	495
60	20	120	415	570
65	20	130	485	645

* NOTE: BUFFER SPACE MAY BE ADJUSTED AS NEEDED ACCORDING TO ROADWAY GEOMETRY TO MEET SIGHT DISTANCE REQUIREMENTS, AS DIRECTED BY THE ENGINEER.

- ALL CHANNELIZING DEVICES SHALL BE A MINIMUM OF 28" IN HEIGHT.
- DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHALL BE A MINIMUM OF 36" X 36" AND BLACK COPY ON FLUORESCENT ORANGE SHEETING.
- WHEN WORK ZONE IS NO LONGER NEEDED, ALL SIGNS SHALL BE COVERED OR REMOVED AND ALL CHANNELIZING DEVICES SHALL BE MOVED TO THE SHOULDER EDGE.
- ADDITIONAL FLAGGERS MAY BE NEEDED AS DIRECTED BY THE ENGINEER, BE ILLUMINATED.
- WHEN WORK IS REQUIRED AT NIGHT, FLAGGER STATIONS SHALL BE ILLUMINATED.
- CHANNELIZING DEVICE TYPES FOR APPROACH AND EXIT TAPERS:
 - ALONG LANE LINE AND WORK ZONE- TRAFFIC CONES (28" HEIGHT)
- ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 STANDARD PLAN

**TRAFFIC CONTROL PLAN
 WITH FLAGGER
 (ONE-LANE CLOSURE OF
 TWO-WAY TRAFFIC)**

ISSUE DATE: AUGUST 01, 2017

PROJECT NUMBER: 6351

DATE	REVISION



NOTE: IF VEHICLE MOUNTED ARROW BOARDS USED, SHOULD BE AS HIGH AS PRACTICAL.



LEGEND

- * OR AS SHOWN ELSEWHERE ON THE PLANS.
- ** THE SPEED ON R2-1 AND W3-5 SIGNS SHALL BE 10 MPH LESS THAN THE POSTED SPEED LIMIT UNLESS OTHERWISE DIRECTED BY COMMISSION ORDER.
- FLASHING ARROW PANEL (TYPE "C")
- RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS
- TRAFFIC CONES (28" HEIGHT MINIMUM)

2. FLASHING ARROW PANEL SHOULD BE AS LEVEL AS POSSIBLE AS APPROVED BY THE ENGINEER. FLASHING ARROW PANEL SHOULD BE LOCATED AT THE BEGINNING OF THE TAPER OR, IF THE SHOULDER IS TOO NARROW, BEHIND THE CHANNELIZING DEVICES IN THE CLOSED LANE.

3. CHANNELIZING DEVICE TYPES FOR: A. ALONG LANE LINE AND WORK ZONE - TRAFFIC CONES (28" HEIGHT MINIMUM) C. EXIT TAPER - TRAFFIC CONES (28" HEIGHT MINIMUM)

4. WHEN WORK ZONE IS NO LONGER NEEDED, ALL SIGNS SHALL BE COVERED OR REMOVED AND THE DRUMS SHALL BE MOVED TO THE SHOULDER EDGE AT THE END OF THE WORK DAY.

5. FOR MOVING OPERATIONS (PAVING) THE CONTRACTOR SHALL HAVE TWO (2) SETS OF ADVANCE WARNING SIGNS, PLASTIC DRUMS, AND ARROW BOARD. WHEN THE CONSTRUCTION ZONE IS MOVED AHEAD, ALL SIGNS, PLASTIC DRUMS AND ARROW BOARD SHALL BE IN PLACE ON THE SECOND ZONE BEFORE REMOVING ANY SIGNS, PLASTIC DRUMS OR ARROW BOARD ON THE FIRST ZONE.

6. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHOULD BE A MINIMUM OF 48" X 48", AND SHALL BE BLACK COPY ON FLUORESCENT ORANGE SHEETING.

7. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

POSTED SPEED DESIGN SPEED	MAXIMUM CHANNELIZING DEVICE SPACING (ft)	LONGITUDINAL BUFFER SPACE (ft)	TAPER RATES
50	40	305	27:1
45	45	360	45:1
50	50	425	50:1
55	55	495	55:1
60	60	570	60:1
65	65	645	65:1
70	70	730	70:1

† NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
L = WS FOR SPEEDS OF 45 MPH OR GREATER
L = WS²/600 FOR SPEEDS OF 40 MPH OR LESS
WHERE: L = MINIMUM LENGTH OF TAPER IN FEET
W = WIDTH OF OFFSET USUALLY LANE WIDTH IN FEET
S = SPEED FOR 85TH PERCENTILE SPEED IN MILES PER HOUR

†† NOTE: BUFFER SPACE MAY BE ADJUSTED AS NEEDED ACCORDING TO ROADWAY GEOMETRY TO MEET SIGHT DISTANCE REQUIREMENTS, AS DIRECTED BY THE ENGINEER.

GENERAL NOTES:

1. THE LOCATION OF CHANNELIZING DEVICES AND THE WORK AREA LIMIT SHALL BE BASED ON THE CRITERIA IN THE FOLLOWING TABLE:

POSTED SPEED DESIGN SPEED	MAXIMUM CHANNELIZING DEVICE SPACING (ft)	LONGITUDINAL BUFFER SPACE (ft)	TAPER RATES
50	40	305	27:1
45	45	360	45:1
50	50	425	50:1
55	55	495	55:1
60	60	570	60:1
65	65	645	65:1
70	70	730	70:1

† NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
L = WS FOR SPEEDS OF 45 MPH OR GREATER
L = WS²/600 FOR SPEEDS OF 40 MPH OR LESS
WHERE: L = MINIMUM LENGTH OF TAPER IN FEET
W = WIDTH OF OFFSET USUALLY LANE WIDTH IN FEET
S = SPEED FOR 85TH PERCENTILE SPEED IN MILES PER HOUR

†† NOTE: BUFFER SPACE MAY BE ADJUSTED AS NEEDED ACCORDING TO ROADWAY GEOMETRY TO MEET SIGHT DISTANCE REQUIREMENTS, AS DIRECTED BY THE ENGINEER.

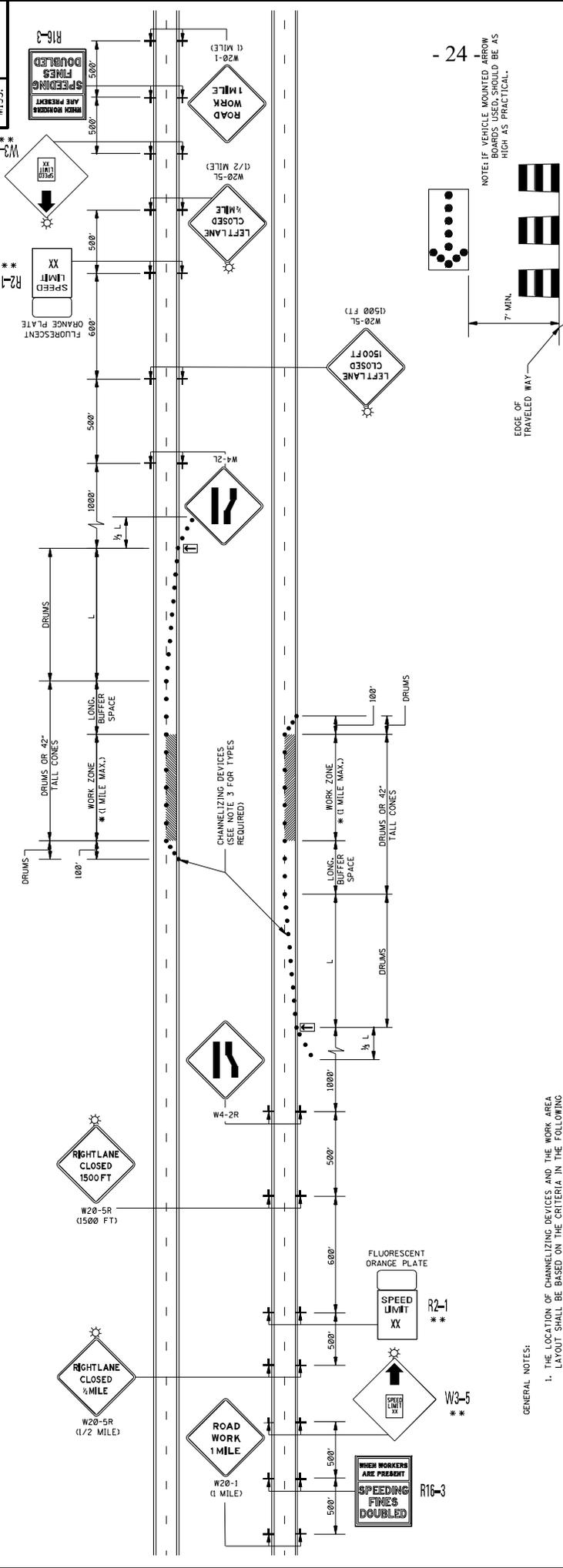
GENERAL NOTES:

1. THE LOCATION OF CHANNELIZING DEVICES AND THE WORK AREA LIMIT SHALL BE BASED ON THE CRITERIA IN THE FOLLOWING TABLE:

POSTED SPEED DESIGN SPEED	MAXIMUM CHANNELIZING DEVICE SPACING (ft)	LONGITUDINAL BUFFER SPACE (ft)	TAPER RATES
50	40	305	27:1
45	45	360	45:1
50	50	425	50:1
55	55	495	55:1
60	60	570	60:1
65	65	645	65:1
70	70	730	70:1

† NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
L = WS FOR SPEEDS OF 45 MPH OR GREATER
L = WS²/600 FOR SPEEDS OF 40 MPH OR LESS
WHERE: L = MINIMUM LENGTH OF TAPER IN FEET
W = WIDTH OF OFFSET USUALLY LANE WIDTH IN FEET
S = SPEED FOR 85TH PERCENTILE SPEED IN MILES PER HOUR

†† NOTE: BUFFER SPACE MAY BE ADJUSTED AS NEEDED ACCORDING TO ROADWAY GEOMETRY TO MEET SIGHT DISTANCE REQUIREMENTS, AS DIRECTED BY THE ENGINEER.



POSTED SPEED AND/OR DESIGN SPEED mph	MAXIMUM CHANNELIZING DEVICE SPACING (FT)		LONGITUDINAL BUFFER SPACE (FT)	TAPER †	TAPER †† RATES
	ALONG BUFFER SPACE & WORK ZONE	WORK ZONE			
≤40	40	80	305	27:1	
45	45	90	360	45:1	
50	50	100	425	50:1	
55	55	110	495	55:1	
60	60	120	570	60:1	
65	65	130	645	65:1	
70	70	140	730	70:1	

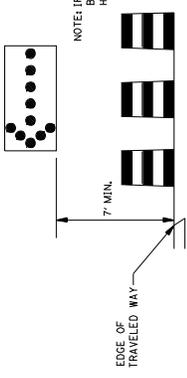
† NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
 $L = 100 \left(\frac{S}{V} \right)^2$ FOR SPEEDS OF 40 MPH OR LESS
 $L = W \left(\frac{S}{V} \right)^2$ FOR SPEEDS OF 40 MPH OR LESS
 WHERE L = MINIMUM LENGTH OF TAPER IN FEET
 W = WIDTH OF OFFSET USUALLY LANE WIDTH IN FEET
 S = DESIGN SPEED OR 85TH PERCENTILE SPEED IN MILES PER HOUR

†† NOTE: BUFFER SPACE MAY BE ADJUSTED AS NEEDED ACCORDING TO THE LIGHT DISTANCE REQUIREMENTS, AS DIRECTED BY THE ENGINEER.

GENERAL NOTES:

1. THE LOCATION OF CHANNELIZING DEVICES AND THE WORK AREA LAYOUT SHALL BE BASED ON THE CRITERIA IN THE FOLLOWING TABLE:

- FLASHING ARROW PANEL SHOULD BE AS LEVEL AS POSSIBLE AS APPROVED BY THE ENGINEER. FLASHING ARROW PANEL SHOULD BE LOCATED AT THE BEGINNING OF THE TAPER OR, IF THE SHOULDER IS TOO NARROW, BEHIND THE CHANNELIZING DEVICES IN THE CLOSED LANE.
- CHANNELIZING DEVICES:
 - ALL CHANNELIZING DEVICES IN TAPERS SHALL BE RETROREFLECTIVE FREE STANDING PLASTIC DRUMS.
 - CHANNELIZING DEVICES IN TANGENTS MAY BE EITHER RETROREFLECTIVE FREE STANDING PLASTIC DRUMS OR 42" TALL CONES.
 - ALL CHANNELIZING DEVICES SHALL BE RETROREFLECTIVE.
 - RETROREFLECTORIZATION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE M.U.T.C.D.
- FOR MOVING OPERATIONS (PAVING) THE CONTRACTOR SHALL HAVE TWO (2) SETS OF ADVANCE WARNING SIGNS, PLASTIC DRUMS, AND ARROW BOARD. WHEN THE CONSTRUCTION PLACEMENT OF THE SECOND ZONE BEFORE REMOVING ANY SIGNS, PLASTIC DRUMS OR ARROW BOARD ON THE FIRST ZONE.
- DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHOULD BE A MINIMUM OF 48" x 48" AND SHALL BE BLACK COPY ON FLUORESCENT ORANGE SHEETING.
- ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.



LEGEND

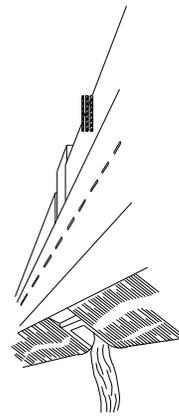
- * OR AS SHOWN ELSEWHERE ON THE PLANS.
- ** THE SPEED ON R2-1 AND W3-5 SIGNS SHALL BE 10 MPH LESS THAN THE POSTED SPEED LIMIT UNLESS OTHERWISE DIRECTED BY COMMISSION ORDER.
- ◻ FLASHING ARROW PANEL (TYPE 'C')
- RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS
- ⊙ TYPE 'B' WARNING LIGHTS

Notice to Bidders No. 6725

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 STANDARD PLAN
**TRAFFIC CONTROL PLAN
 FOR POSTED SPEED LIMIT
 LESS THAN 65 MPH
 (4-LANE: MEDIUM LANE
 OR OUTSIDE LANE CLOSURE)
 (EXTENDED PERIOD)**

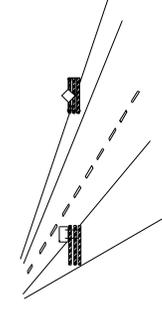
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 STANDARD PLAN
 TRAFFIC CONTROL PLAN
 FOR POSTED SPEED LIMIT
 LESS THAN 65 MPH
 (4-LANE: MEDIUM LANE
 OR OUTSIDE LANE CLOSURE)
 (EXTENDED PERIOD)

ISSUE DATE: AUGUST 01, 2017
 SHEET NUMBER: 6353



WING BARRICADES

- WING BARRICADES ARE TYPE III BARRICADES ERECTED ON THE SHOULDER ON ONE OR BOTH SIDES OF THE PAVEMENT TO GIVE THE SENSATION OF A NARROWING OR RESTRICTED ROADWAY. WING BARRICADES MAY BE USED AS A MOUNTING FOR THE ADVANCE WARNING SIGNS OR FLASHERS.
- WING BARRICADES SHOULD BE USED:
 - IN ADVANCE OF A CONSTRUCTION PROJECT EVEN WHEN NO PART OF THE ROADWAY IS ACTUALLY CLOSED.
 - IN ADVANCE OF ALL BRIDGE OR CULVERT WIDENING OPERATIONS.

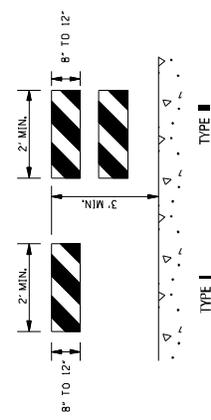


BARRICADE CLOSING A ROAD

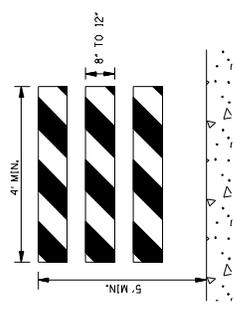
BARRICADE CHARACTERISTICS

	I	II	III
WIDTH OF RAIL **	8" MIN. - 12" MAX.	8" MIN. - 12" MAX.	8" MIN. - 12" MAX.
LENGTH OF RAIL **	24" MIN.	24" MIN.	48" MIN.
WIDTH OF STRIPE *	6"	6"	6"
HEIGHT	36" MIN.	36" MIN.	60" MIN.
NUMBER OF FACTORIZED RAIL FACES	2 (ONE EACH DIRECTION)	4 (TWO EACH DIRECTION)	3 IF FACING TRAFFIC IN ONE DIRECTION 6 IF FACING TRAFFIC IN TWO DIRECTIONS

- * 1. FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED.
- ** 2. BARRICADES INTENDED FOR USE ON EXPRESSWAYS, FREEWAYS, AND OTHER HIGH SPEED ROADWAYS SHALL HAVE A MINIMUM OF 270 IN² OF REFLECTIVE AREA FACING TRAFFIC.



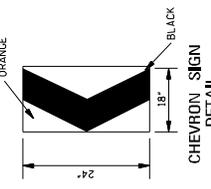
TYPE I



TYPE II

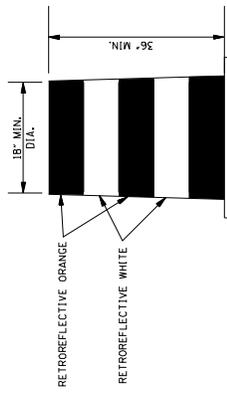
STANDARD BARRICADES

- THE MARKING FOR BARRICADE RAILS SHALL BE ORANGE AND WHITE ISLOPING DOWNWARD AT AN ANGLE OF 45° IN THE DIRECTION TRAFFIC IS TO PASS.
- RAIL STRIPE SHOULD BE 6 INCHES, EXCEPT THAT 4-INCH WIDE STRIPES MAY BE USED IF RAIL LENGTHS ARE LESS THAN 36 INCHES.
- DO NOT PLACE SANDBAGS OR OTHER DEVICES TO PROVIDE MASS ON THE BOTTOM RAIL THAT WILL BLOCK VIEW OR RAIL FACE.
- FOR ADDITIONAL INFORMATION OR DETAILS, SEE MUTCD, LATEST EDITION.
- BARRICADES ARE CLASSIFIED BY FHWA AS CATEGORY II WORK ZONE DEVICES WHICH REQUIRE CRASHWORTHINESS ACCEPTANCE LETTERS. TO DATE, 2-IN. THICK TIMBER RAILS HAVE NOT BEEN SUCCESSFULLY CRASH TESTED. A LIST OF CRASHWORTHY BARRICADES AND OTHER CATEGORY II DEVICES CAN BE FOUND ON FHWA'S WEBSITE: http://safety.fhwa.dot.gov/roadway_dept/policy/guide/road_hardware/cat2.cfm



CHEVRON SIGN DETAIL

- CHEVRON SIGN CONSISTS OF A BLACK CHEVRON TYPE MARKING ON AN ORANGE BACKGROUND AND SHALL POINT IN THE DIRECTION OF TRAFFIC FLOW.
- CHEVRON SIGN SHALL BE MOUNTED ON CRASHWORTHY SUPPORT.
- CHEVRON SIGNS MAY BE USED TO SUPPLEMENT OTHER STANDARD DEVICES WHERE ONE OR MORE LANES ARE CLOSED FOR CONSTRUCTION OR MAINTENANCE. THEY SHOULD BE PLACED APPROXIMATELY 2'-0" BEHIND THE LANE TRANSITION STRIPE.



PLASTIC DRUM STRIPING DETAIL

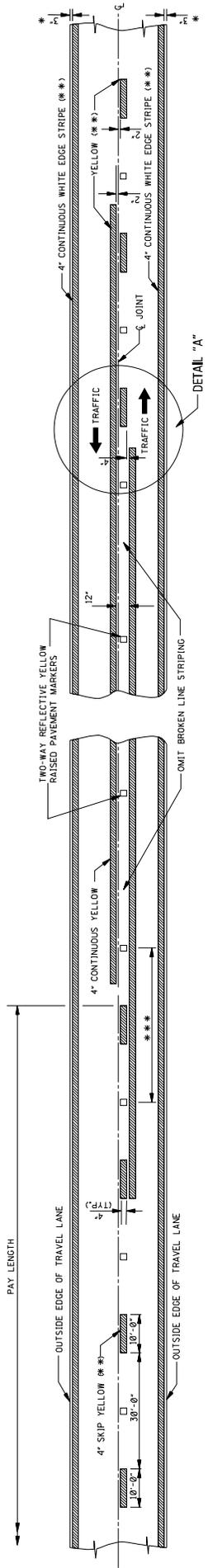
- PLASTIC DRUMS SHALL BE ON END AND USED AS AN EXPEDIENT METHOD OF STRIPING FOR CONSTRUCTION ZONE DEVICES. PLASTIC DRUMS SHALL BE USED WITH MARKING STANDARDS FOR BARRICADE. THE PREDOMINANT COLOR ON DRUMS SHALL BE ORANGE WITH FOUR (4) RETROREFLECTIVE, HORIZONTAL, CIRCUMFERENTIAL STRIPES (2 ORANGE & 2 WHITE) 6" WIDE.
- DRUMS SHOULD NEVER BE PLACED IN THE ROADWAY WITHOUT WARNING SIGNS.
- WHERE PRACTICAL PLASTIC DRUMS SHOULD BE PLACED NO CLOSER THAN 10' FROM THE EDGE OF TRAVELED LANE.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

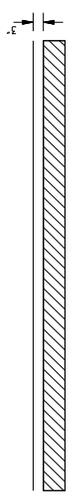
HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

PROJECT NUMBER: 6725
SHEET NUMBER: 6358
ISSUE DATE: AUGUST 01, 2017



TWO-WAY TRAFFIC
(ASPHALT OR CONCRETE PAVEMENT)



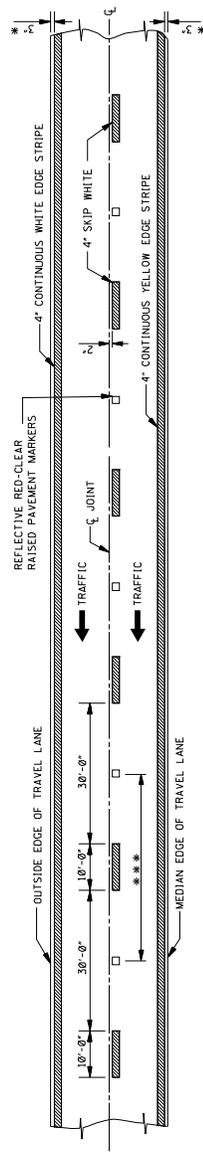
GENERAL NOTES:

- * 1. 3" UNLESS SHOWN ELSEWHERE ON THE PLANS.
- ** 2. EDGE STRIPE SHALL BE SAME MATERIAL AS LANE-LINE STRIPE (PAINT OR TAPE AS INDICATED IN PAY ITEMS).
- 3. REFLECTIVE RAISED PAVEMENT MARKERS TO BE USED IF TEMPORARY MARKINGS ARE TO REMAIN IN PLACE OVER 3 MONTHS.
- *** 4. SPACING OF REFLECTIVE RAISED PAVEMENT MARKERS IS AS FOLLOWS.

TANGENT SECTIONS	URBAN AREA (ft-in)	RURAL AREA (ft-in)
HORIZONTAL CURVES	40'-0"	40'-0"
INTERCHANGE LIMITS	40'-0"	40'-0"
		1-40'-0"

1. NOTE: ON THE MAIN FACILITY, REFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS ON A 40'-0" SPACING WILL BE REQUIRED IN LANE-LINES THROUGH ALL INTERCHANGE AREAS BEGINNING 1000' IN ADVANCE (IN DIRECTION OF TRAFFIC) OF THE EXIT RAMP AND ENDING 1000' BEFORE THE INTERCHANGE TO THE END OF THE ENTRANCE RAMP TAPER.

5. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE REFLECTIVE PAVEMENT MARKERS (HPM) AS LISTED IN THE MOOT "APPROVED SOURCES OF MATERIALS."



4-LANE WITH ONE-WAY TRAFFIC

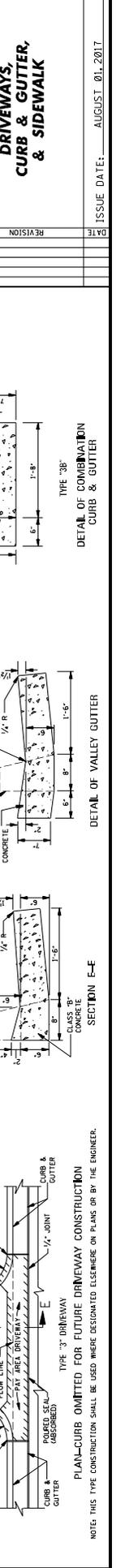
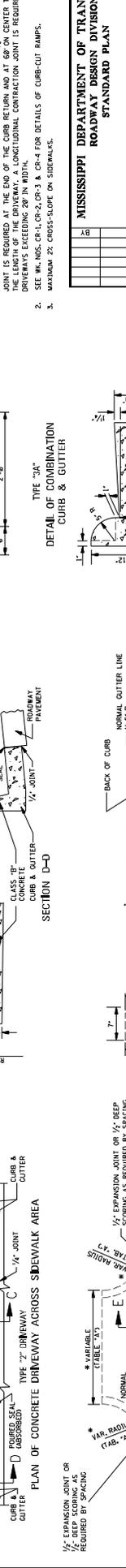
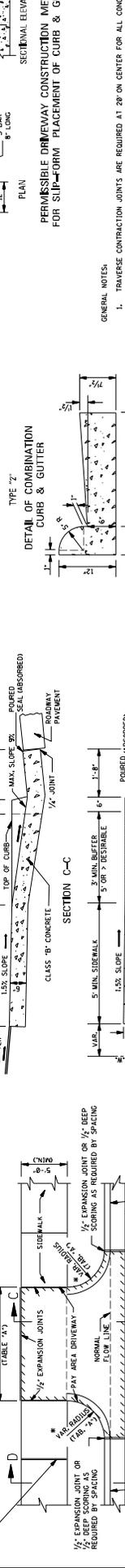
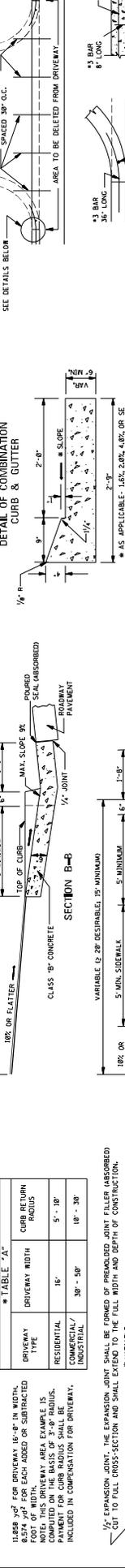
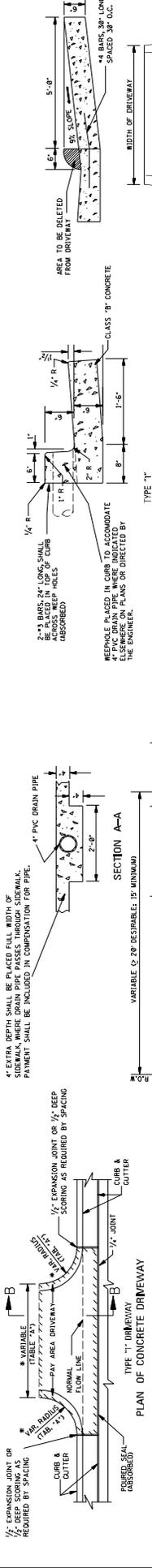
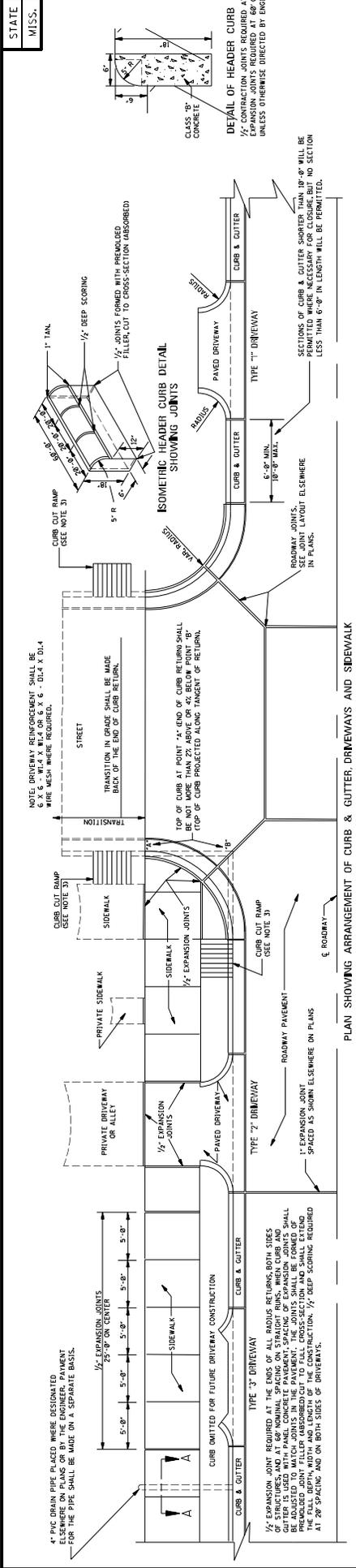
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TEMPORARY STRIPING FOR TRAFFIC CONTROL 2-LANE AND 4-LANE DIVIDED HIGHWAYS

ISSUE DATE: AUGUST 01, 2017

CP-13

6363



* TABLE "A" *

DRIVEWAY TYPE	DRIVEWAY WIDTH	CURB RETURN RADIUS
RESIDENTIAL	15'	5' - 10'
COMMERCIAL/INDUSTRIAL	30' - 50'	10' - 30'

11.829 yd FOR DRIVEWAY 16'-0" IN WIDTH, 8.874 yd FOR EACH ADDED OR SUBTRACTED WIDTH.

NOTES: THIS DRIVEWAY AREA EXAMPLE IS COMPILED ON THE BASIS OF 3'-0" RADIUS. PAYMENT FOR CURB RADIUS SHALL BE INCLUDED IN COMPENSATION FOR DRIVEWAY.

1/2" EXPANSION JOINT, THE EXPANSION JOINT SHALL BE FORMED OF PREMADE JOINT FILLER (ABSORBED) CUT TO FULL CROSS-SECTION AND SHALL EXTEND TO THE FULL WIDTH AND DEPTH OF CONSTRUCTION.

1/2" EXPANSION JOINT OR 1/2" DEEP SCORING AS REQUIRED BY SPACING

1/2" EXPANSION JOINT OR 1/2" DEEP SCORING AS REQUIRED BY SPACING

NOTE: THIS TYPE CONSTRUCTION SHALL BE USED WHERE DESIGNATED ELSEWHERE ON PLANS OR BY THE ENGINEER.

- GENERAL NOTES:
1. TRANSVERSE CONTRACTION JOINTS ARE REQUIRED AT 20' ON CENTER FOR ALL CONCRETE DRIVEWAYS THAT EXTEND PAST THE END OF THE CURB RETURN. A 1/2" WIDE EXPANSION JOINT IS REQUIRED AT THE END OF THE CURB RETURN AND AT 60' ON CENTER THROUGHOUT DRIVEWAYS EXCEEDING 20' IN WIDTH.
 2. SEE W. NOS. CR-1, CR-2, CR-3 & CR-4 FOR DETAILS OF CURB-CUT RAMPS.
 3. MAXIMUM 2% CROSS-SLOPE ON SIDEWALKS.

PERMISSIBLE DRIVEWAY CONSTRUCTION METHODS FOR SLIP-OFF RAMP PLACEMENT OF CURB & GUTTER

PLAN

SECTIONAL ELEVATION

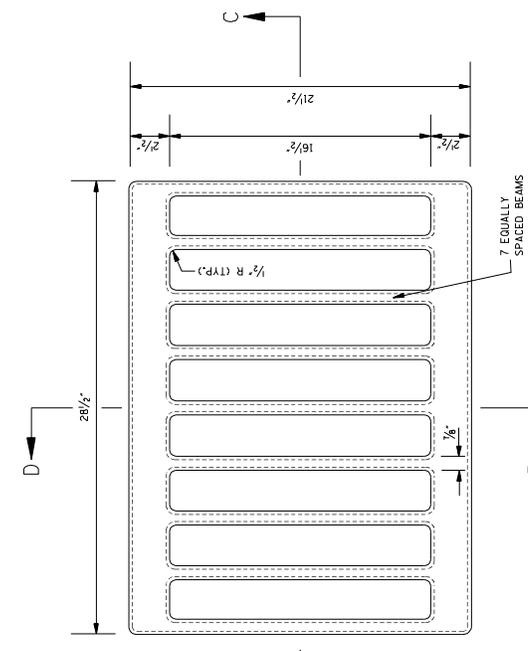
SEE DETAILS BELOW

AREA TO BE DELETED FROM DRIVEWAY

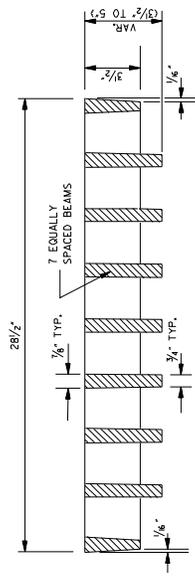
DATE	ISSUE DATE: AUGUST 01, 2017
BY	
REVISION	

**DETAILS OF GRATES
FOR MEDIAN INLETS**

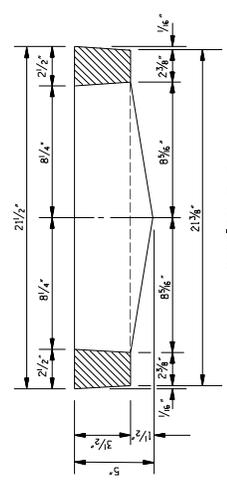
GRATE NO. 2



PLAN OF GRATE NO. 2

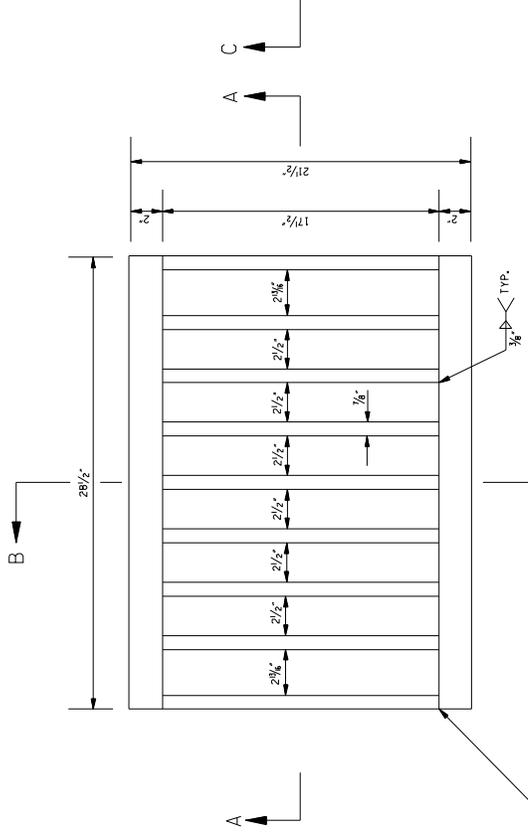


SECTION C-C

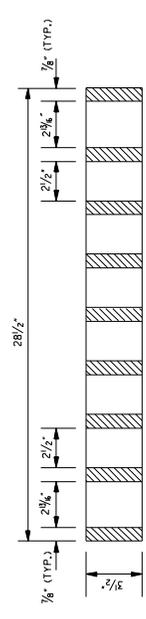


SECTION D-D

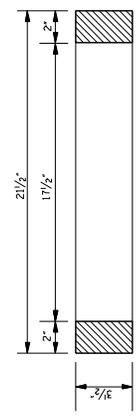
GRATE NO. 1



PLAN OF GRATE NO. 1



SECTION A-A



SECTION B-B

- GENERAL NOTES:
1. BASIS OF PAYMENT WILL BE 250 LBS OF GRATING FOR EITHER GRATE.
 2. GRATE NO. 1
 3. GRATE NO. 2
- THE GRATE SHALL BE WELDED STEEL (ASTM A 588).
- THE GRATE SHALL BE DUCTILE IRON (ASTM A 536, GRADE 65-45-06).

TYPICAL CORNERS ONLY
B1C-P4



DESIGNED BY:	
DETAILED BY:	
CHECKED BY:	
DATE:	

FMS CON: /	
PROJECT NO.:	- 34 -
COUNTY:	

Notice to Bidders No. 6725 - Co

SHEET NO.	TS&P
SHEET TOTAL	ADD1

TRAFFIC SIGNAL GENERAL NOTES

- POLES, SIGNAL HEADS, EQUIPMENT BOXES, PULLBOXES AND CONDUIT LOCATIONS MAY BE VARIED SLIGHTLY TO FIT FIELD CONDITIONS AS DIRECTED BY THE PROJECT ENGINEER, HOWEVER, SIGNAL HEAD OR POLE LOCATIONS SHALL BE WITHIN REQUIREMENTS OUTLINED IN THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND HIGHWAY DESIGN AND OPERATIONAL PRACTICES RELATED TO HIGHWAY SAFETY.
- THE CONTRACTOR SHALL PROVIDE MAST ARM POLE DESIGN CERTIFICATION AND CALCULATIONS AS OUTLINED IN SECTION 722.02 OF STANDARD SPECIFICATIONS. DESIGN STANDARD FOR MAST ARMS POLES SHALL BE 2013 AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, USE FATIGUE CATEGORY II, USE 30 YEAR DESIGN SERVICE LIFE AND DO NOT CONSIDER GALLOPING OR TRUCK-INDUCED GUSTS, WIND AND ICE LOADS VARIABLE BASED UPON MAPS IN THE 2013 AASHTO SPECIFICATION, USE UPSWEEP MAST ARMS UNLESS OTHERWISE NOTED ON PLANS, SEE TSD 3.
- DETERMINATION OF REQUIRED SIZES, LENGTHS AND GAUGES OF TYPE I-XI STEEL POLES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR IN ACCORDANCE WITH THE PLANS AND SECTION 722.02 OF THE STANDARD SPECIFICATIONS, UNLESS OTHERWISE SPECIFIED IN PLANS OR SPECIFICATIONS.
- TRAFFIC SIGNAL MAST ARM POLES SHALL BE HOT DIPPED GALVANIZED WITH FINISH APPROVED BY THE PROJECT ENGINEER.
- TRAFFIC SIGNAL MAST ARM POLES REQUIRING LUMINAIRES ARE DESIGNATED BY (L). ALL LUMINAIRES SHALL BE LED UNLESS OTHERWISE NOTED ON PLANS.
- STAINLESS STEEL TAG ATTACHED TO THE POLE SHAFT USING 3/16 INCH STAINLESS STEEL POP RIVETS WITH PROPERTIES AND INFORMATION AS FOLLOWS:
 - MINIMUM 1/16 INCH THICKNESS
 - MINIMUM 1/4 INCH STAMPED LEGEND WITH FOLLOWING INFORMATION:
 - MANUFACTURER NAME
 - MONTH/YEAR OF MANUFACTURE
 - UNIQUE IDENTIFYING NUMBER FOR FUTURE MANUFACTURER REFERENCE
 - EXTERNAL PROJECT NUMBER FROM THE PLANS COVER SHEET (EXAMPLE: STP-XXXX-XX...)
- THE TOP OF THE STRAIN POLE FOUNDATION SHALL BE 6" ABOVE THE GROUND, THE CONTRACTOR SHALL PROVIDE POLES OF SUFFICIENT LENGTH PLUS 2 FEET TO PROVIDE REQUIRED VERTICAL CLEARANCE OF THE TRAFFIC SIGNAL HEADS WITHOUT EXTENDING THE FOUNDATION ABOVE THE GROUND. LINE OF THE POINT WHERE THE POLE IS LOCATED, EVEN THOUGH THIS MAY BE BELOW THE FINISHED GRADE OF THE ROADWAY.
- ALL STRAIN POLES AT AN INTERSECTION SHALL BE THE SAME DIAMETER AND UTILIZE THE SAME BOLT CIRCLE SPACING.
- POLE FOUNDATIONS AND BASE MOUNTED CABINET FOUNDATIONS, GRADE SHALL BE ESTABLISHED TO ±3" OF EDGE OF PAVEMENT ELEVATION UNLESS APPROVED BY SIGNAL PROJECT ENGINEER.
- TRAFFIC SIGNAL HEADS SHALL BE BLACK IN COLOR UNLESS OTHERWISE NOTED ON PLANS WITH BLACK BACK PLATES
- PEDESTRIAN HEADS SHALL BE BLACK IN COLOR UNLESS OTHERWISE NOTED ON PLANS.
- PEDESTRIAN PUSHBUTTONS SHALL BE EITHER STANDARD PUSHBUTTONS OR APS (ACCESSIBLE PEDESTRIAN SYSTEM) STYLE AS NOTED ON PLANS. SIGNS TO BE INCLUDED IN PAY ITEM FOR PEDESTRIAN PUSHBUTTONS AT NO ADDITIONAL COST. SIDE OF POLE LOCATIONS OF PUSHBUTTONS MAY BE FIELD ADJUSTED. PUSHBUTTON HARDWARE SHALL BE BLACK IN COLOR UNLESS OTHERWISE NOTED ON PLANS.
- FIELD DRILL AND TAP EXISTING POLES WHERE PEDESTRIAN SIGNALS AND PUSHBUTTONS ARE REQUIRED ON PLANS, (ABSORBED ITEM).
- TRAFFIC SIGNAL CABINETS AND CONTROLLERS SHALL BE WIRED TO PROVIDE FOR ALL PHASES INCLUDING FUTURE PHASES IN ACCORDANCE WITH THE PHASE SEQUENCE DIAGRAM.
 - ALL TRAFFIC SIGNAL CONTROLLERS SHALL BE ETHERNET READY, AND COMPATIBLE WITH MDOT'S EXISTING TRAFFIC SIGNAL MANAGEMENT SOFTWARE. ALL TRAFFIC SIGNAL CONTROLLER FIRMWARE SHALL BE CAPABLE OF DELAYING THE ONSET OF THE FLASHING YELLOW ARROW. ALL MMU'S SHALL BE ETHERNET READY. 16 CHANNEL, AND CAPABLE OF RUNNING 12 DIFFERENT MODES OF FLASHING YELLOW ARROW OPERATION. THE CONTRACTOR SHALL COORDINATE WITH MDOT FOR IP ADDRESSES ON ALL NETWORKABLE DEVICES. DEVICES INCLUDE BUT NOT LIMITED TO: CONTROLLER, MMU WITH SOLC CABLE (CONFLICT MONITOR), AND DETECTION UNITS. TRAFFIC SIGNAL CONTROLLER CABINET SHALL HAVE A 16 LOAD BAY FACILITY. REAR ACCESS DOOR, LAPTOP TRAY, AND DUAL POSITION INTERNAL LED LIGHTING. ALL TRAFFIC SIGNAL CONTROLLER CABINETS SHALL HAVE A 5 POSITION CARD RACK AND ONE 175 WATT MINIMUM POWER SUPPLY AND 4 AVAILABLE SLOTS UNLESS OTHERWISE NOTED ON PLANS. SEE 307-632.02&1.
 - FOR PROTECTED/PERMITTED LEFT TURN PHASING USING TYPE 2 FVA TRAFFIC SIGNAL HEADS, OPERATION SHALL BE AS FOLLOWS: THE PROTECTED PHASE OF THIS OPERATION SHALL DISPLAY A SOLID GREEN ARROW, FOLLOWED BY A SOLID YELLOW ARROW AND ENDING WITH A SOLID RED ARROW. THE PERMITTED PORTION OF THIS OPERATION SHALL START WITH A FLASHING YELLOW ARROW, FOLLOWED BY A SOLID YELLOW ARROW AND ENDING WITH A SOLID RED ARROW. THERE SHALL BE A DELAY (AS DIRECTED BY THE PROJECT ENGINEER) BETWEEN THE END OF THE PROTECTED PORTION OF THIS OPERATION AND THE BEGINNING OF THE PERMITTED PORTION OF THIS OPERATION. DURING THIS DELAY, THE OPPOSING PHASE TRAIL HEADS ARE CAPABLE OF DISPLAYING A GREENBALL SIGNAL CONTROLLER WITH FIRMWARE NECESSARY TO ACCOMPLISH THIS DELAY SHALL BE PROVIDED.
 - POLES AND FOUNDATIONS OF EXISTING SIGNAL INSTALLATION RENOVALS SHALL BE CUT OFF 6" BELOW GROUND, REMOVED AND AREA RESTORED TO MATCH ADJACENT SURFACE AS DIRECTED BY THE PROJECT ENGINEER.
 - ALL REMOVED EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BECOME THE PROPERTY OF THE CONTRACTOR. UNLESS SPECIFIC ITEMS ARE NOTED IN THE PLANS TO BE SALVAGED AS DIRECTED BY THE PROJECT ENGINEER.
 - THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ELECTRICAL SERVICE FROM THE POWER COMPANY SERVICE POINT TO THE POWER SERVICE PEDESTAL. FOR SPAN WIRE INSTALLATION, POWER SHALL RUN FROM THE POWER COMPANY SERVICE POINT AERIAL TO THE SIGNAL POLE NEAREST THE CONTROLLER. THE SERVICE SHALL THEN RUN TO THE CONTROLLER AS SHOWN ON THE PLANS. FOR MAST ARM INSTALLATION, POWER SHALL RUN FROM THE POWER COMPANY SERVICE POINT UNDERGROUND DIRECTLY TO THE POWER SERVICE PEDESTAL, THEN TO THE CONTROLLER CABINET AS SHOWN ON THE PLANS. A DISCONNECT SHALL BE INSTALLED AT THE POWER COMPANY SERVICE POLE FOR MAST ARM INSTALLATIONS.
 - POWER SERVICE METER SHALL NOT BE MOUNTED ON THE CONTROLLER CABINET OR MAST ARM POLE SHAFTS. A SEPARATE POWER SERVICE PEDESTAL FOR MOUNTING THESE ITEMS IS REQUIRED. (SEE TSD-6 & TSD-7). BLACK CONDUCTORS SHALL BE USED FOR ALL LINE (HOT) WIRES AND WHITE CONDUCTORS SHALL BE USED FOR ALL NEUTRAL WIRES.
 - IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAKE THE NECESSARY ARRANGEMENTS WITH THE LOCAL POWER COMPANY TO PROVIDE THE POWER SUPPLY ASSEMBLY FOR ANY NEW INSTALLATION. THE CONTRACTOR SHALL PAY FOR, AT NO COST, TO THE DEPARTMENT, ALL DEPOSITS, HOOK-UP CHARGES, OR OTHER SERVICE FEES REQUIRED BY THE POWER COMPANY FOR THE ESTABLISHMENT OF NEW SERVICE. THE COST OF ALL SUCH FEES SHALL BE CONSIDERED INCIDENTAL AND ABSORBED WITHIN EXISTING PAY ITEMS. THE DEPARTMENT OR THE LOCAL AGENCY WILL BE RESPONSIBLE FOR PAYMENT OF THE MONTHLY SERVICE BILL FOR THE NEW POWER SERVICE INSTALLATION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO SWAP THE ELECTRICAL SERVICE ACCOUNT OVER TO THE DEPARTMENT OR LOCAL AGENCY. WHEN ELECTRICAL POWER SERVICE EXISTS AND IS USED FOR THE OPERATION OF AN EXISTING SYSTEM, THE MONTHLY SERVICE FEES SHALL CONTINUE TO BE PAID BY THE DEPARTMENT OR THE LOCAL AGENCY. IF THE EXISTING POWER SERVICE IS INTENDED FOR USE WITH A NEW SIGNAL SYSTEM, THEN ANY SERVICE CHARGE FEES
- SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. SIMILARLY, IF AN EXISTING POWER SERVICE IS TO BE DISCONNECTED, ANY SERVICE CHARGE FEES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE COST OF ALL SUCH FEES SHALL BE CONSIDERED INCIDENTAL AND ABSORBED WITHIN EXISTING PAY ITEMS.
- WHEN CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TEMPORARY SIGNALS TO ACCOMMODATE ROADWAY CONSTRUCTION, IT SHALL BE PAID FOR UNDER PAY ITEM 619-H1, TRAFFIC SIGNAL - LUMP SUM, UNLESS OTHERWISE NOTED ON PLANS.
- VEHICLE LOOP ASSEMBLIES SHALL BE INSTALLED IN THE TOP LAYER OF BINDER OR EXISTING SURFACE BEFORE THE FINAL SURFACE COURSE IS APPLIED (BASED ON 2" FINIAL LIFT MAXIMUM).
- WHEN RADAR, VIDEO, OR MULTISENSOR DETECTION IS USED, THE SYSTEM MAY REQUIRE BOTH STOP BAR AND ADVANCE DETECTION. TSI PLANS SHOW A GENERIC LAYOUT FOR DETECTION; DETECTOR MAY BE RELOCATED PER MANUFACTURER'S RECOMMENDATIONS. THERE SHALL BE NO EXTRA PAY FOR MOVING OF DETECTORS OTHER THAN CABLE LENGTHS. MANUFACTURER TO HAVE FACTORY REP ON SITE DURING INSTALLATIONS UNLESS CERTIFIED BY THE MANUFACTURER. DETECTION CABLE WILL BE MEASURED BY THE LINEAR FOOT, MEASURED HORIZONTALLY ALONG THE CONDUIT. MESSENGER CABLE OR MAST ARM AND VERTICALLY ALONG THE DETECTION CABLE FOR CAMERAS. THE POWER AND VIDEO CABLE MAY BE IN THE SAME JACKET.
- ALL DETECTION UNITS SHALL BE NETWORKABLE DEVICES AND BE ON THE MDOT NETWORK IF NOTED ON PLANS.
- ALL GROUNDING EQUIPMENT SHALL BE COST ABSORBED.
- MESSENGER CABLE AND OTHER SUPPORTING DEVICES WHERE REQUIRED SHALL BE ABSORBED IN THE PAY ITEMS FOR SIGNAL CABLE.
- THE CONTRACTOR SHALL STAKE THE LOCATION OF EACH POLE FOUNDATION AND NOTIFY THE PROJECT ENGINEER FOR CONCURRENCE IN THE LOCATION BEFORE PROCEEDING WITH THE PURCHASE OF THE POLE.
- THE CONTRACTOR SHALL BE REQUIRED TO ADEQUATELY AND COMPLETELY COVER TRAFFIC SIGNAL HEADS DURING TIMES THAT THEY ARE NOT IN OPERATION WITH A DURABLE, OUTDOOR-HARDENED MATERIAL THAT CONTRASTS WITH THE COLOR OF THE HEAD THAT CLEARLY DESIGNATES THAT THE SIGNAL IS NOT IN "STOP AND GO" MODE. HEAD COVERS ARE TO BE APPROVED BY THE PROJECT ENGINEER.
- A NEW TRAFFIC SIGNAL INSTALLATION SHALL BE PUT IN FLASH OPERATION FOR A PERIOD OF THREE (3) TO SEVEN (7) DAYS PRIOR TO THE ACTIVATION OF THE SIGNALS "STOP AND GO" OPERATION. ACTIVATION OF NEW TRAFFIC SIGNALS SHALL BE DURING A MIDWEEK WEEKDAY (TUESDAY - THURSDAY) DURING A NON-PEAK TIME AND SHALL BE COORDINATED WITH THE PROJECT ENGINEER. UPON INITIAL INSPECTION AND ACCEPTANCE TESTING OF THE NEW TRAFFIC SIGNAL INSTALLATION, THE CONTRACTOR SHALL REQUEST THE START OF THE 30 DAY BURHAM PERIOD TO COMMENCE, AS OUTLINED IN SUBSECTION 63.03.4 OF THIS SPECIFICATION. ANY NOTED DEFICIENCIES FOUND WITHIN THAT 30 DAY PERIOD SHALL BE CORRECTED TO THE SATISFACTION OF THE PROJECT ENGINEER. THE 30 DAY BURHAM PERIOD MUST COMMENCE WITHIN THE CONTRACT TIME, AND BEFORE SUBSTANTIAL COMPLETION OF THE PROJECT IS GRANTED.
- CONTRACTOR IS RESPONSIBLE FOR SCHEDULING FINAL INSPECTION MEETING WITH DISTRICT OFFICE, PROJECT OFFICE AND TRAFFIC ENGINEERING FOR SIGNAL PORTION OF THE PROJECT.

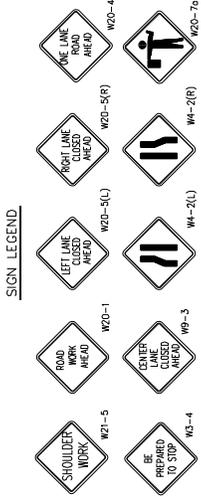


DESIGNED BY: _____
 CHECKED BY: _____
 DATE: _____

FMS CON: / _____
 PROJECT NO.: _____
 COUNTY: _____

TRAFFIC CONTROL PLAN
 (5-27-09 SIGN REVISIONS)
 Co. _____

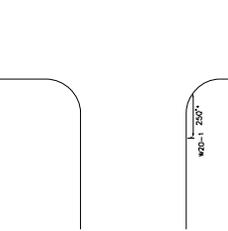
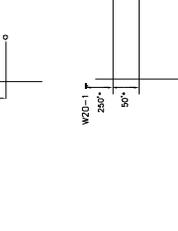
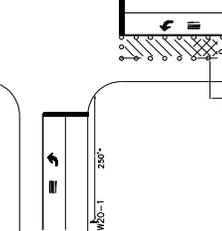
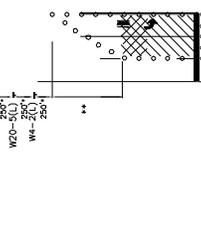
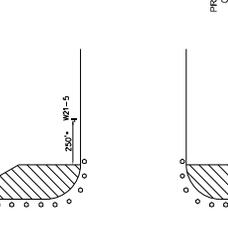
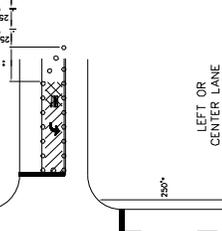
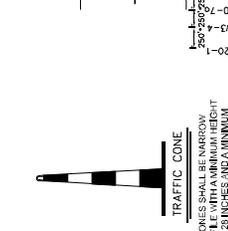
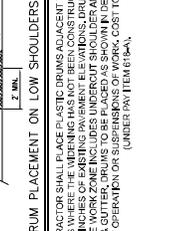
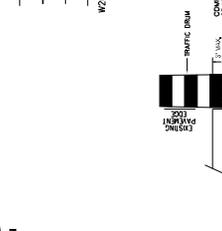
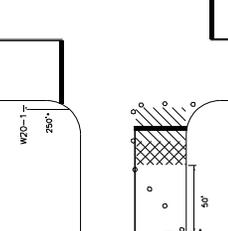
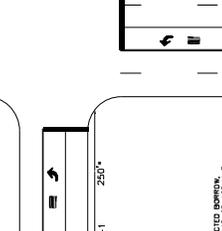
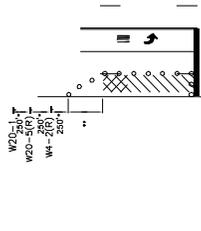
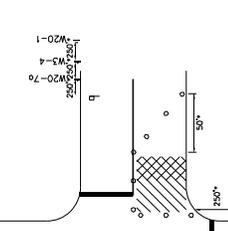
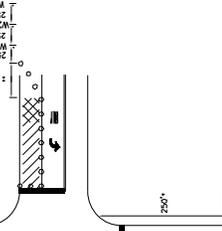
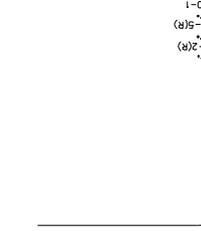
SHEET NO. _____
 TS&TD
 SHEET NO. _____
 A025



GENERAL NOTES:
 1. ADDITIONAL ADVANCE WARNING SIGNS MAY BE NECESSARY. ANY ADDITIONAL SIGNS SHOULD BE INCLUDED UNDER PAY ITEM 619A, MAINTENANCE OF TRAFFIC.
 2. POST MOUNTED SIGNS SHALL HAVE A 7' MINIMUM MOUNTING HEIGHT.
 3. PAVEMENT SIGNAL SIGNS, CONES, DRUMS, CONCRETE BARRIERS, STEEL PLATES AND OTHER MATERIALS, BARRELS, LAMPS AND INCIDENTS ARE REQUIRED TO IMPLEMENT THE TRAFFIC CONTROL PLAN. ALL SHALL BE INCLUDED UNDER PAY ITEM 619A, MAINTENANCE OF TRAFFIC.
 4. APPROACH SIDE TRAFFIC CONTROL TO BE USED WHEN WORK OCCURS ON EITHER THE APPROACH SIDE OR THE FAR SIDE OF THE INTERSECTION. FAR SIDE TRAFFIC CONTROL IS NOT NEEDED WHEN WORK IS CONFINED TO THE APPROACH SIDE ONLY.
 5. FOR ADJACENT HIGHWAY SITUATION A SECOND SET OF ADVANCE WARNING SIGNS SHALL BE ERRECTED IN THE WORK AREA (9' MIN. MEDIAN WIDTH REQUIRED).

LEGEND
 ○ DRUMS ON MAINWAY SPACING: CONES SHALL BE NARROW PROFILE WITH A MINIMUM HEIGHT OF 30 INCHES AND A MINIMUM WEIGHT OF TEN (10) POUNDS. CONES USED IN SPEED ZONES EQUAL TO OR GREATER THAN 40 MPH SHALL BE NARROW PROFILE WITH A MINIMUM HEIGHT OF 28 INCHES AND A MINIMUM WEIGHT OF TEN (10) POUNDS. ALL CONES SHALL BE APPROVED BY THE ENGINEER PRIOR TO USE.
 □ SIGNS - SEE SIGN LEGEND MIN. SIZE 48" x 48". BLACK ON ORANGE BACKGROUND FLAGGER WITH PADDLER • HF STOP SLOW PADDLERS ACCEPTED AS PROPER TRAFFIC CONTROL DEVICES SHALL BE USED. HAND HELD FLAGS SHALL NOT BE FOR FLAGGING OPERATION.
 ▨ WORK AREA
 ▩ BUFFER AREA

SPEED LIMIT	WORK AREA BUFFER	TAPER LENGTH (feet)	PER 12" (1' MIN) SIGN SPACING
25	25	115	80
30	30	155	128
35	35	200	165
40	40	250	215
45	45	305	270
50	50	360	330
55	55	415	390
60	60	475	450
65	65	530	510
70	70	590	570
75	75	650	630
80	80	710	690
85	85	770	750
90	90	830	810



TRAFFIC CONE
 CONES SHALL BE NARROW PROFILE WITH A MINIMUM HEIGHT OF 30 INCHES AND A MINIMUM WEIGHT OF TEN (10) POUNDS. CONES USED IN SPEED ZONES EQUAL TO OR GREATER THAN 45 MPH SHALL BE NARROW PROFILE WITH A MINIMUM HEIGHT OF 28 INCHES AND A MINIMUM WEIGHT OF TEN (10) POUNDS. ALL CONES SHALL BE APPROVED BY THE ENGINEER PRIOR TO USE.

DRUM PLACEMENT ON LOW SHOULDERS OR WIDENING
 CONES SHALL BE NARROW PROFILE WITH A MINIMUM HEIGHT OF 30 INCHES AND A MINIMUM WEIGHT OF TEN (10) POUNDS. CONES USED IN SPEED ZONES EQUAL TO OR GREATER THAN 45 MPH SHALL BE NARROW PROFILE WITH A MINIMUM HEIGHT OF 28 INCHES AND A MINIMUM WEIGHT OF TEN (10) POUNDS. ALL CONES SHALL BE APPROVED BY THE ENGINEER PRIOR TO USE.

WORK OFF OF ROADWAY
 CONES SHALL BE NARROW PROFILE WITH A MINIMUM HEIGHT OF 30 INCHES AND A MINIMUM WEIGHT OF TEN (10) POUNDS. CONES USED IN SPEED ZONES EQUAL TO OR GREATER THAN 45 MPH SHALL BE NARROW PROFILE WITH A MINIMUM HEIGHT OF 28 INCHES AND A MINIMUM WEIGHT OF TEN (10) POUNDS. ALL CONES SHALL BE APPROVED BY THE ENGINEER PRIOR TO USE.

Mill & Overlay approximately 4 miles of SR 15 from Queen Street to north of Audubon Drive, known as State Project No. SP-0022-01(087) / 108240301 in Jones County.

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
Roadway Items					
0010	201-D001		19	Station	Random Clearing
0020	202-B007		600	Square Yard	Removal of Asphalt Pavement, All Depths
0030	202-B063		18	Square Yard	Removal of Concrete Paved Ditch
0040	202-B073		407	Square Yard	Removal of Concrete Pavement, All Depths
0050	202-B088		824	Linear Feet	Removal of Curb & Gutter, All Types
0060	202-B158		500	Linear Feet	Removal of Guard Rail, Including Rails, Posts and Terminal Ends
0070	202-B191		104	Linear Feet	Removal of Pipe, 8" And Above
0080	202-B240		936	Linear Feet	Removal of Traffic Stripe
0090	206-A001	(S)	162	Cubic Yard	Structure Excavation
0100	206-B001	(E)	15	Cubic Yard	Select Material for Undercuts, Contractor Furnished, FM
0110	221-A001	(S)	4	Cubic Yard	Concrete Paved Ditch
0120	406-D001		194,200	Square Yard	Fine Milling of Bituminous Pavement, All Depths
0130	407-A001	(A2)	19,500	Gallon	Asphalt for Tack Coat
0140	503-C010		524	Linear Feet	Saw Cut, Full Depth
0150	601-B001	(S)	7	Cubic Yard	Class "B" Structural Concrete, Minor Structures
0160	603-CA011	(S)	104	Linear Feet	18" Reinforced Concrete Pipe, Class III
0170	604-A001		1,100	Pounds	Castings
0180	604-B001		500	Pounds	Gratings
0190	606-B003		200	Linear Feet	Guard Rail, Class A, Type 1, 'W' Beam, Metal Post
0200	606-E005		4	Each	Guard Rail, Terminal End Section, Flared
0210	606-G002		4	Each	Special Sections, Guard Rail Bridge End Connector
0220	609-D012	(S)	824	Linear Feet	Combination Concrete Curb and Gutter Type 3A Modified
0230	614-A001	(S)	130	Square Yard	Concrete Driveway, Without Reinforcement
0240	618-B001		10	Square Feet	Additional Construction Signs [\$10.00]
0250	619-A1001		14	Mile	Temporary Traffic Stripe, Continuous White
0260	619-A2001		15	Mile	Temporary Traffic Stripe, Continuous Yellow
0270	619-A3001		17	Mile	Temporary Traffic Stripe, Skip White
0280	619-A4002		10	Mile	Temporary Traffic Stripe, Skip Yellow
0290	619-A5001		33,000	Linear Feet	Temporary Traffic Stripe, Detail
0300	619-A6002		7,600	Linear Feet	Temporary Traffic Stripe, Legend
0310	620-A001		1	Lump Sum	Mobilization
0320	630-F006		18	Each	Delineators, Guard Rail, White

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
0330	630-G005		4	Each	Type 3 Object Markers, OM-3R or OM-3L, Post Mounted
0340	907-403-A004	(BA1)	200	Ton	19-mm, HT, Asphalt Pavement
0350	907-403-A014	(BA1)	1,900	Ton	9.5-mm, MT, Asphalt Pavement
0360	907-403-D007	(BA1)	15,559	Ton	9.5-mm, HT, Asphalt Pavement, Polymer Modified
0370	907-405-A001	(BA1)	1,675	Ton	Stone Matrix Asphalt, 9.5 mm Mixture
0380	907-618-A001		1	Lump Sum	Maintenance of Traffic
0390	907-626-A007		9	Mile	6" Thermoplastic Double Drop Traffic Stripe, Skip White
0400	907-626-C012		8	Mile	6" Thermoplastic Double Drop Edge Stripe, Continuous White
0410	907-626-D003		5	Mile	6" Thermoplastic Double Drop Traffic Stripe, Skip Yellow
0420	907-626-E003		7	Mile	6" Thermoplastic Double Drop Traffic Stripe, Continuous Yellow
0430	907-626-G006		21,200	Linear Feet	Thermoplastic Double Drop Detail Stripe, White
0440	907-626-G007		11,400	Linear Feet	Thermoplastic Double Drop Detail Stripe, Yellow
0450	907-626-H002		6	Each	Thermoplastic Legend, Interstate Shield
0460	907-626-H006		7,600	Square Feet	Thermoplastic Double Drop Legend, White
0470	907-626-H007		7,600	Linear Feet	Thermoplastic Double Drop Legend, White
0480	907-627-J001		1,300	Each	Two-Way Clear Reflective High Performance Raised Markers
0490	907-627-K001		2,700	Each	Red-Clear Reflective High Performance Raised Markers
0500	907-627-L001		2,800	Each	Two-Way Yellow Reflective High Performance Raised Markers
0510	907-627-P001		30	Each	Two-Way Blue Reflective High Performance Raised Markers
0512	907-632-D001		7	Each	Solid State Traffic Actuated Controller, Type 1
0514	907-632-G001		4	Each	Malfunction Management Unit
0522	907-634-G001		3	Each	Traffic Signal Equipment Pole Mast Arm Extension
0530	907-634-PP001		4	Each	Luminaire Fixture and Arm, Per Plans
0540	907-636-B003		725	Linear Feet	Electric Cable, Underground in Conduit, IMSA 20-1, AWG 10, 2 Conductor
0550	907-641-A002		24	Each	Signal Stop Bar Radar Vehicle Detection Sensor, Type 2
0560	907-641-B002		12	Each	Signal Advanced Radar Vehicle Detection Sensor, Type 2
0570	907-641-D001		5,934	Linear Feet	Radar Vehicle Detection Cable
0580	907-641-F002		6	Each	Signal Radar Vehicle Detection Processor, Type 2
0590	907-643-B001		2,351	Linear Feet	Video Vehicle Detection Cable
0600	907-643-C003		4	Each	Video Vehicle Detection Processor, Type 2
0610	907-643-E001		8	Each	Multi-Sensor Vehicle Detection Sensor
ALTERNATE GROUP AA NUMBER 1					
0620	304-F002	(GT)	138	Ton	Size 610 Crushed Stone Base
ALTERNATE GROUP AA NUMBER 2					

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
0630	304-F003	(GT)	138	Ton	Size 825B Crushed Stone Base
ALTERNATE GROUP BB NUMBER 1					
0640	907-624-A002		736	Linear Feet	6" Inverted Profile Thermoplastic Traffic Stripe, Skip White
0650	907-624-B002		368	Linear Feet	6" Inverted Profile Thermoplastic Traffic Stripe, Continuous White
0660	907-624-D002		368	Linear Feet	6" Inverted Profile Thermoplastic Traffic Stripe, Continuous Yellow
ALTERNATE GROUP BB NUMBER 2					
0670	907-628-G003		736	Linear Feet	6" High Performance Cold Plastic Traffic Stripe, Skip White
0680	907-628-H005		368	Linear Feet	6" High Performance Cold Plastic Traffic Stripe, Continuous White
0690	907-628-J003		368	Linear Feet	6" High Performance Cold Plastic Traffic Stripe, Continuous Yellow

