



SM No. CMP5000252101

# PROPOSAL AND CONTRACT DOCUMENTS

## FOR THE CONSTRUCTION OF

12

Tree Removal on Various Routes, known as State Project Nos. MP-5000-25(210) / 309692325, MP-5045-35(007) / 309692335, MP-5000-38(211) / 309692338, MP-5025-40(004) / 309692340, MP-5000-45(212) / 309692345, MP-5019-50(015) / 309692350, MP-5020-51(005) / 309692351, MP-5000-52(213) / 309962352, MP-5000-61(214) / 309692361 & MP-5020-62(011) / 309692362 in Hinds, Kemper, Lauderdale, Leake, Madison, Neshoba, Newton, Noxubee, Rankin & Scott Counties.

Project Completion: 107 Working Days

**(STATE DELEGATED)**

### NOTICE

**BIDDERS MUST COMPLETE AN ONLINE REQUEST FOR PERMISSION TO BID THIS PROJECT.**

Electronic addendum updates will be posted on [www.gomdot.com](http://www.gomdot.com)

# SECTION 900

## OF THE CURRENT

### 2017 STANDARD SPECIFICATIONS

### FOR ROAD AND BRIDGE CONSTRUCTION

JACKSON, MISSISSIPPI

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
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**PROJECT: MP-5000-25(210)/309692325 - Hinds**  
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(REVISIONS TO THE ABOVE WILL BE INDICATED ON THE SECOND SHEET  
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03/27/2025 03:30 PM

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

## SECTION 901 - ADVERTISEMENT

Electronic bids will be received by the Mississippi Transportation Commission at 10:00 o'clock A.M., Tuesday, April 22, 2025, from the Bid Express Service and shortly thereafter publicly read on the Sixth Floor for:

Tree Removal on Various Routes, known as State Project Nos. MP-5000-25(210) / 309692325, MP-5045-35(007) / 309692335, MP-5000-38(211) / 309692338, MP-5025-40(004) / 309692340, MP-5000-45(212) / 309692345, MP-5019-50(015) / 309692350, MP-5020-51(005) / 309692351, MP-5000-52(213) / 309962352, MP-5000-61(214) / 309692361 & MP-5020-62(011) / 309692362 in Hinds, Kemper, Lauderdale, Leake, Madison, Neshoba, Newton, Noxubee, Rankin & Scott Counties.

The attention of bidders is directed to the predetermined minimum wage rate set by the U. S. Department of Labor under the Fair Labor Standards Act.

The Mississippi Department of Transportation hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, sex, age, disability, religion or national origin in consideration for an award.

The specifications are on file in the offices of the Mississippi Department of Transportation.

Contractors may request permission to bid online at <http://shop.mdot.ms.gov> at no cost. Upon approval, Contractors shall be eligible to submit a bid using Bid Express at <http://bidx.com>. Specimen proposals may be viewed and downloaded online at no cost at <http://mdot.ms.gov> or purchased online at <http://shop.mdot.ms.gov> at a cost of Ten Dollars (\$10.00) per proposal plus a small convenience fee. Cash or checks will not be accepted as payment.

Bid bond, signed or countersigned by a Mississippi Agent or Qualified Nonresident Agent, with Power of Attorney attached, a Cashier's check or Certified Check for five (5%) percent of bid, payable to STATE OF MISSISSIPPI, must accompany each proposal.

The attention of bidders is directed to the provisions of Subsection 102.07 pertaining to irregular proposals and rejection of bids.

BRAD WHITE  
EXECUTIVE DIRECTOR

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SUPPLEMENT TO NOTICE TO BIDDERS NO. 1**

**DATE:** 06/08/2021

**SUBJECT:** Governing Specifications

Change the web address at the end of the first paragraph to the following.

<https://shop.mdot.ms.gov/default.aspx?StoreIndex=1>

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 - NOTICE TO BIDDERS NO. 1**

**CODE: (IS)**

**DATE: 03/01/2017**

**SUBJECT: Governing Specifications**

The current (2017) Edition of the Standard Specifications for Road and Bridge Construction adopted by the Mississippi Transportation Commission is made a part hereof fully and completely as if it were attached hereto, except where superseded by special provisions, or amended by revisions of the Specifications contained within this proposal. Copies of the specification book may be purchased from the MDOT Construction Division, or online at [shopmdot/default.aspx?StoreIndex=1](http://shopmdot/default.aspx?StoreIndex=1).

A reference in any contract document to controlling requirements in another portion of the contract documents shall be understood to apply equally to any revision or amendment thereof included in the contract.

In the event the plans or proposal contain references to the 2004 Edition of the Standard Specifications for Road and Bridge Construction, it is to be understood that such references shall mean the comparable provisions of the 2017 Edition of the Standard Specifications.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 3**

**CODE: (SP)**

**DATE: 01/17/2017**

**SUBJECT: Final Clean-Up**

Immediately prior to final inspection for release of maintenance, the Contractor shall pick up, load, transport and properly dispose of all litter from the entire highway right-of-way that is within the termini of the project.

Litter shall include, but not be limited to, solid wastes such a glass, paper products, tires, wood products, metal, synthetic materials and other miscellaneous debris.

Litter removal is considered incidental to other items of work and will not be measured for separate payment.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 296**

**CODE: (SP)**

**DATE: 07/25/2017**

**SUBJECT: Reduced Speed Limit Signs**

Bidders are advised that when the plans or contract documents require the speed limit on a project to be reduced, the Contractor shall begin work within 48 hours of installing the reduced speed limit signs. Should the Contractor not start work or have no plans to start work within 48 hours of installing the signs, the reduced speed limit signs shall be covered and existing speed limit signs uncovered.



**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 445**

**CODE: (SP)**

**DATE: 10/10/2017**

**SUBJECT: Mississippi Agent or Qualified Nonresident Agent**

Bidders are hereby advised of the requirements of Subsections 102.08, 103.05.2, and 107.14.2.1 of the *2017 Standard Specifications for Road and Bridge Construction* as it refers to bonding agents. Proposal guaranties, bonds, and liability insurance policies must be signed by a **Mississippi Agent or Qualified Nonresident Agent.**

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 516

CODE: (IS)

DATE: 11/28/2017

SUBJECT: Errata and Modifications to the 2017 Standard Specifications

| <u>Page</u> | <u>Subsection</u> | <u>Change</u>  |
|-------------|-------------------|--|
| 16          | 102.06            | In the seventh full paragraph, change “Engineer” to “Director.”  |
| 33          | 105.05.1          | In the sixth sentence, change “Contract Administration Engineer” to “Contract Administration Director.”  |
| 34          | 105.05.2.1        | In subparagraph 2, change “SWPPP, ECP” to “SWPPP and the ECP”  |
| 35          | 105.05.2.2        | In subparagraphs 2, add “ and” to the end of the sentence. In subparagraph 3, remove “, and” and add “.”.  |
| 90          | 109.04.2          | In the last paragraph of subparagraph (a), place a period “.” at the end of the sentence.  |
| 93          | 109.04.2          | In the last paragraph of subparagraph (g), place a period “.” at the end of the sentence. Also, in the first paragraph of subparagraph (h), place a period “.” at the end of the sentence. |
| 97          | 109.07            | Under ADJUSTMENT CODE, subparagraph (A1), change “HMA mixture” to “Asphalt mixtures.”  |
| 98          | 109.11            | In the third sentence, change “Engineer” to “Director.”  |
| 219         | 308.04            | In the last sentence of the last paragraph, change “Contractor’s decision” to “Engineer’s decision.”   |
| 300         | 405.02.5.9        | In the first sentence of the second paragraph, change “Hot Mix Asphalt” to “Asphalt Mixtures.”   |
| 502         | 630.01.1          | In the first paragraph, change “AASHTO” to “AASHTO’s LRFD”.  |
| 636         | 646.05            | Change “each” to “per each” for the pay item units of payment.   |
| 640         | 656.02.6.2        | In item 7), change “down stream” to “downstream”.  |
| 688         | 630.03.2          | Change the subsection number from “630.03.2” to “680.03.2.”  |

725      702.08.3      In the second sentence of the first paragraph, change “hot-mix” to “asphalt.”

954      804.02.13.1.6      In the definition for “M” in the % Reduction formulas, change “paragraph 7.3” to “paragraph 5.3.”

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 1225**

**CODE: (SP)**

**DATE: 11/13/2018**

**SUBJECT: Early Notice to Proceed**

Bidders are advised that if an early notice to proceed is allowed by the Department and the Contractor experiences problems or delays between the early notice to proceed date and the original notice to proceed date, this shall not be justification for any monetary compensation or an extension of contract time.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 1226**

**CODE: (IS)**

**DATE: 11/16/2018**

**SUBJECT: Material Storage Under Bridges**

Bidders are advised that Subsection 106.08 of the Standard Specifications allows the Contractor to store materials and equipment on portions of the right-of-way. However, the Contractor will not be allowed to store or stockpile materials under bridges without written permission from the Project Engineer. The Contractor shall submit a detailed request of all proposed materials to be stored under bridges to the Engineer a minimum of 14 calendar days prior to anticipated storage. This detail shall include, but not limited to, bridge location, material type, material quantity, and duration of storage. The Project Engineer and any other needed Division will review this information and determine whether to grant approval. The Contractor shall not store any material under any bridge without written approval from the Project Engineer.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 1241**

**CODE: (IS)**

**DATE: 11/27/2018**

**SUBJECT: Fuel and Material Adjustments**

Bidder's attention is brought to the last paragraph of Subsection 109.07 of the Standard Specifications which states that no fuel or material adjustment will be made after the completion of contract time. Any fuels consumed or materials incorporated into the work during the monthly estimate period falling wholly after the expiration of contract time will not be subject a fuel or material adjustment.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 - NOTICE TO BIDDERS NO. 2206**

**CODE: (IS)**

**DATE: 01/14/2020**

**SUBJECT: MASH Compliant Devices**

Bidders are hereby advised that compliance associated with the requirements of meeting either the National Cooperative Highway Research Program (NCHRP) Report 350 or the Manual for Assessing Safety Hardware (MASH) for installations of certain traffic control devices and permanent safety hardware devices (guardrails, guardrail terminals, permanent portable barriers, cast-in-place barriers, all other permanent longitudinal barriers, crash cushions, cable barriers, cable barrier terminals, bridge rails, bridge rail transitions, all other terminals, sign supports, and all other breakaway hardware) as listed throughout the Standard Specifications and/or the Standard Drawings, or both, is now replaced with the requirements of meeting the 2016 version of MASH after December 31, 2019. This change applies to new permanent installations and to full replacements of existing installations.

At the preconstruction conference or prior to starting any work on the project, the Contractor shall submit a letter stating that the traffic control devices and permanent safety hardware devices as outlined within the paragraph above that are to be used on the project are certified to meet MASH 2016.

When a MASH 2016-compliant device does not exist for the new permanent installations and/or full replacement installations of permanent safety hardware devices, as listed above, a MASH 2009-compliant or a NCHRP 350-compliant device may be proposed by the Contractor for the project. A written request for such instances must be submitted by the Contractor either at the preconstruction conference or prior to starting any work on the project. The Contractor shall submit the following items to the Project Engineer: (1) a detailed list of the proposed devices and locations thereof; and (2) certification letters indicating that the proposed devices are compliant with either MASH 2009 or NCHRP 350.

When a MASH 2016-compliant device does not exist for the temporary work zone traffic control devices (Category 1, Category 2, and Category 3 devices), a MASH 2009-compliant or a NCHRP 350-compliant device may be proposed by the Contractor for the project. Temporary work zone traffic control devices (Category 1, Category 2, and Category 3 devices) that are MASH 2009-compliant or NCHRP 350-compliant that have been in use prior to December 31, 2019, and that have a remaining service life may be proposed for use throughout their normal service life on the project by the Contractor. For either of these scenarios for temporary work zone traffic control devices, a written request must be submitted by the Contractor either at the preconstruction conference or prior to starting any work on the project. The Contractor shall submit the following items to the Project Engineer: (1) a detailed list of the proposed devices and locations thereof; and (2) certification letters indicating that the proposed devices are compliant with either MASH 2009 or NCHRP 350.

Work will only be allowed to proceed after the Department has granted written concurrence(s) with the proposed request(s) as listed above.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 2273**

**CODE: (SP)**

**DATE: 02/12/2020**

**SUBJECT: Mississippi Special Fuel Tax Law**

Bidder's attention is brought to the second paragraph of Subsection 107.02 of the Standard Specifications which states that all Contractors and Subcontractors must comply with all requirements contained in the Mississippi Special Fuel Tax Law, Section 27-55-501, *et seq.* Attached are two Fact Sheets provided by the Mississippi Department of Revenue (MDOR) with additional information.



## Gasoline and Dyed Diesel Used for Non-Highway Purposes

*Mississippi provides a reduced rate for gasoline and dyed diesel used for non-highway purposes. The reduced rates are 6.44 cents per gallon and 5.75 cents per gallon of gasoline or dyed diesel. These fuels are generally taxed at 18 cents per gallon if for on road use.*

### Gasoline Used for Non-Highway Purposes

You may be entitled to a refund of 11.56 cents per gallon (making this an equivalent to a tax rate of 6.44 cents per gallon) if you desire to purchase gasoline to be used off road. The gasoline must be used for agricultural, maritime, industrial, manufacturing, domestic or non-highway purposes only.

Examples of non-highway include gasoline used in boats, golf carts, machinery used for manufacturing or farm equipment used exclusively in plowing, planting or harvesting farm products.

### Refund Gasoline User

The refund is based on the amount of gallons used. Before a refund is issued, you are required to...

1. Obtain a refund gasoline user's permit and a certificate for refund booklet from the Department of Revenue;
2. Have a storage tank marked "REFUND GASOLINE"; and,
3. Purchase the gasoline from someone who holds a refund gasoline dealer's permit.

No refund will be allowed for gasoline used in motor vehicles owned or operated by a government entity or used in Mississippi government contracts.

### Refund Gasoline Dealer

You must obtain a refund gasoline dealer's permit from the Department of Revenue before selling refund gasoline. At no time should the gasoline be delivered to a tank that is not properly marked. The gasoline must be dyed a distinctive mahogany color at the time of delivery.

The Department of Revenue may waive the dye requirement if the dye may cause damage to the equipment. The refund gasoline user is required to obtain the waiver from the Department of Revenue.

### Dyed Diesel Used for Non-Highway Purposes

Unlike gasoline, you are not required to apply for a refund if you desire to purchase dyed diesel to be used off road. Mississippi provides a reduced rate of 5.75 cents per gallon on dyed diesel used off road. Diesel used on road is subjected to 18 cents per gallon. Dyed diesel used in motor vehicles owned or operated by a government entity or used in Mississippi government contracts will be subjected to 18 cents per gallon.

### Dyed Diesel Used on the Highway

Any person who purchases, receives, acquires or uses dyed diesel for highway use will be liable to pay 18 cents per gallon and subject to a penalty in the amount of \$1000.

### Identifying Dyed Diesel

Storage facilities for dyed diesel must be plainly marked "NONHIGHWAY DIESEL FUEL" or "NONHIGHWAY KEROSENE". Retailers are also required to mark all pumps or dispensing equipment.



## Special Fuel Used on Government Contracts

### State and Local Government Contracts

Special fuel purchased, acquired or used in performing contracts with the State of Mississippi, counties, municipalities or any political subdivision is taxed at a rate of 18 cents per gallon. Special fuel includes but is not limited to the following:

- Dyed diesel fuel;
- Kerosene;
- Undyed diesel fuel; and,
- Fuel oil.

State and local government contracts include construction, reconstruction and maintenance or repairs of projects such as roads, bridges, water systems, sewer systems, buildings, drainage canals and recreational facilities. The Department of Revenue may require contractors to remit the excise tax directly to the state in lieu of paying the tax to a distributor.

### Special Fuel Direct Pay Permit

Contractors that remit the excise tax to the state will be issued a Special Fuel Direct Pay Permit. This permit relieves the distributor from collecting the tax and requires the contractor to file a monthly special fuel return. The distributor should include the contractor's permit number on all invoices that are related to tax-free sales.

The contractor is required to furnish a surety or cash bond guaranteeing the payment of the excise tax prior to receiving the Special Fuel Direct Pay Permit. The Department of Revenue may accept a contractors tax bond if the bond covers the excise tax levied on special fuel.

### Special Fuel Distributors

If the contractor does not have a Special Fuel Direct Pay Permit, distributors are required to collect the 18 cents excise tax and remit the tax to the Department of Revenue. The additional 12.25 cents levied on special fuel (excluding undyed diesel) should be reported on schedules 5F and 5G of the special fuel return.

### Environmental Protection Fee

Special fuel distributors are required to collect the environmental protection fee even if the contractor has a Special Fuel Direct Pay Permit. The fee is levied at 4/10<sup>ths</sup> of a cent per gallon. The fee is suspended or reinstated when the trust fund has exceeded or fallen below the obligatory balance.

### Penalties

Any person who knowingly and willfully purchases untaxed fuel for use in equipment utilized on a road or highway construction site in this state is guilty of a misdemeanor and, upon conviction, shall be fined not less than \$1,000 or more than \$100,000, or imprisoned in the county jail for not more than one year, or both.



## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2954

CODE: (IS)

DATE: 12/01/2020

SUBJECT: Reflective Sheeting for Signs

Bidders are hereby advised that the retroreflective sign sheeting used for signs on this project shall be as listed below and shall meet the requirements of Subsection 721.06.

### Temporary Construction Signs

Temporary traffic control (orange) sign sheeting shall be a minimum Type IX Fluorescent Orange sheeting as shown in Special Provision 907-721.

### Permanent Signs

Permanent signs, except signs on traffic signal poles/mast arms, shall be as follows:

- Brown background sheeting on guide signs shall be a minimum Type VIII sheeting,
- Green and blue background sheeting on guide signs shall be a minimum Type IX sheeting, and
- All white, yellow, red, fluorescent yellow, and fluorescent yellow/green sheeting shall be Type XI sheeting.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 – NOTICE TO BIDDERS NO. 3599**

**CODE: (SP)**

**DATE: 08/11/2021**

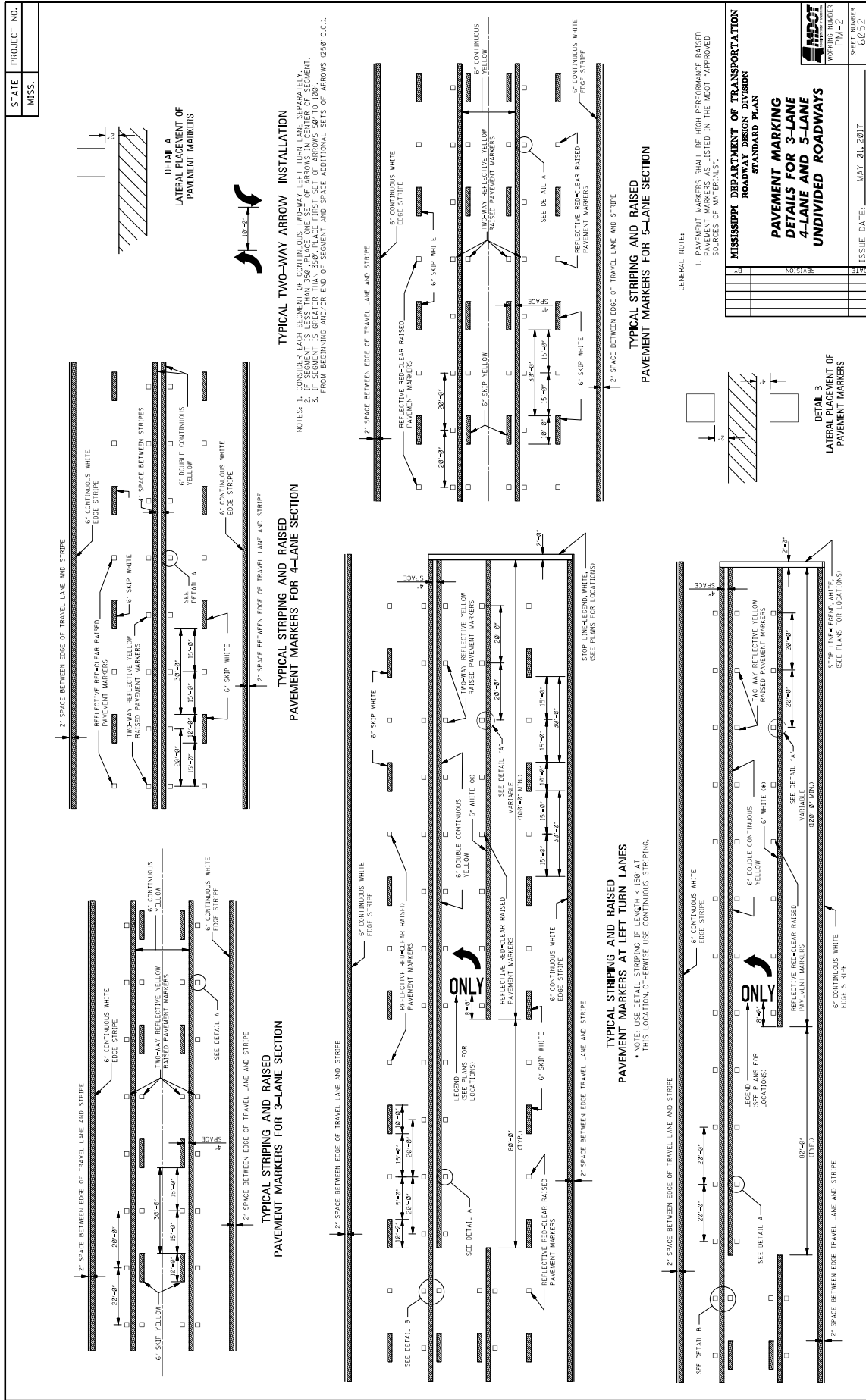
**SUBJECT: Standard Drawings**

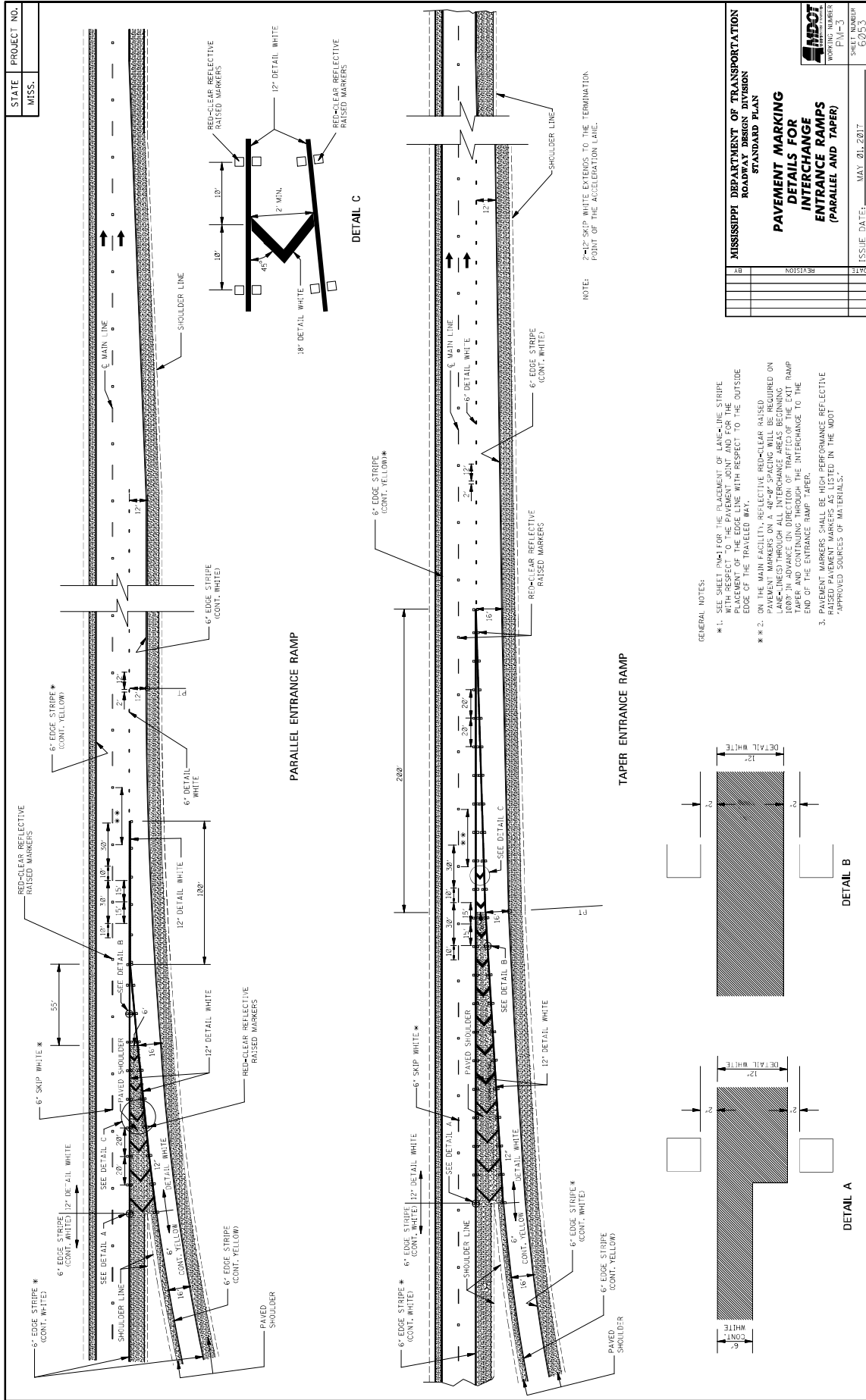
Standard Drawings attached hereto shall govern appropriate items of required work.

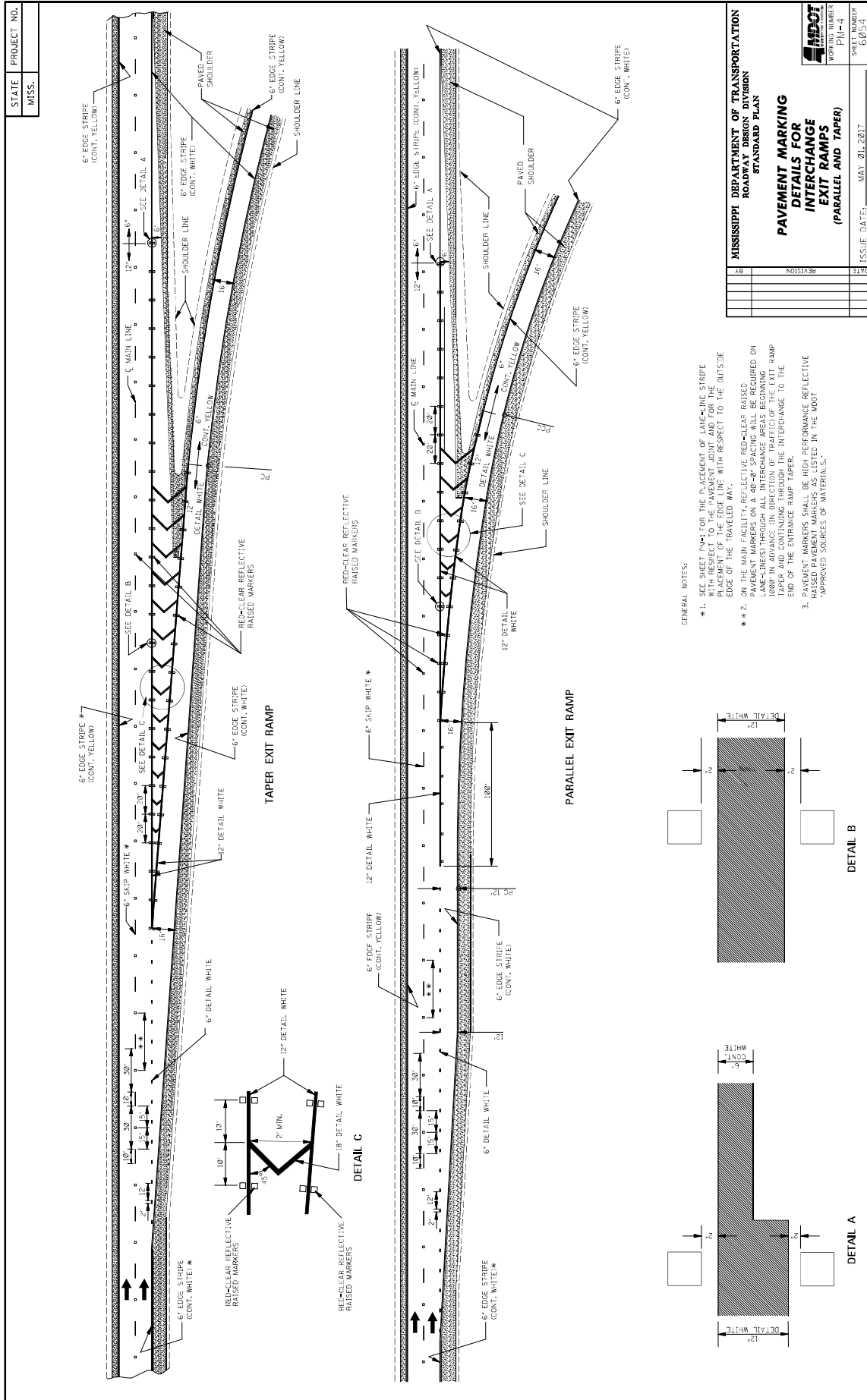
Larger copies of Standard Drawings may be purchased from:

MDOT Plans Print Shop  
MDOT Shop Complex, Building C, Room 114  
2567 North West Street  
P.O. Box 1850  
Jackson, MS 39215-1850  
Telephone: (601) 359-7460  
or FAX: (601) 359-7461  
or e-mail: [plans@mdot.state.ms.us](mailto:plans@mdot.state.ms.us)







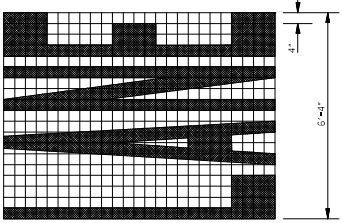


|   |                          |
|---|--------------------------|
| <b>MISSISSIPPI DEPARTMENT OF TRANSPORTATION</b> |                          |
| <b>ROADWAY DESIGN DIVISION</b>                  |                          |
| <b>STANDARD PLAN</b>                            |                          |
| <b>PAVEMENT MARKING</b>                         |                          |
| <b>INTERCHANGE</b>                              |                          |
| <b>EXIT RAMP</b>                                |                          |
| <b>(PARALLEL AND TAPER)</b>                     |                          |
| SHEET NUMBER                                    | ISSUE DATE: MAY 01, 2017 |
| PL-4  |                          |
| WORKING NUMBER                                  |                          |
| 62/241  |                          |



|                |             |  |  |  |  |  |  |  |  |
|----------------|-------------|--|--|--|--|--|--|--|--|
| STATE<br>MISS. | PROJECT NO. |  |  |  |  |  |  |  |  |
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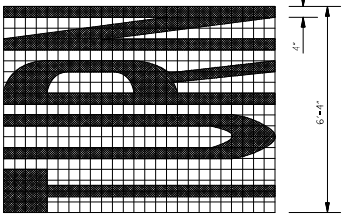
  



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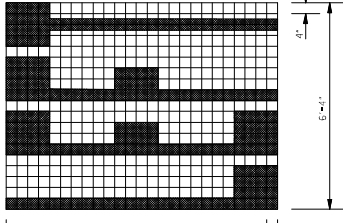
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8'-4"

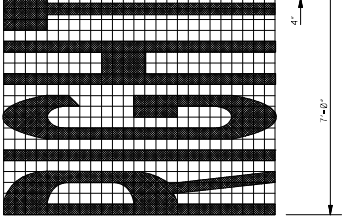
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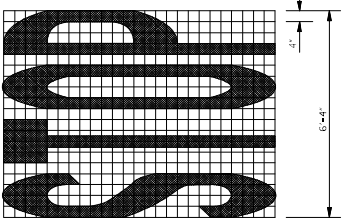
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8'-4"

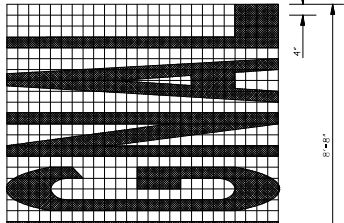
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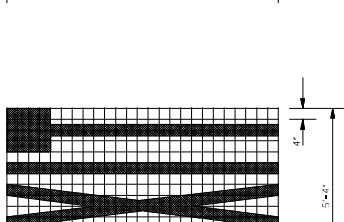
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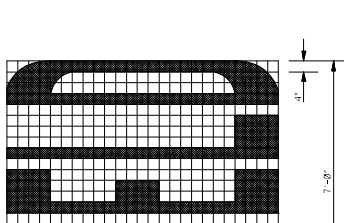
4"



6'-4"

8'-4"

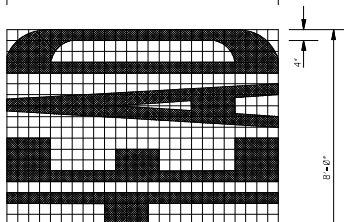
4"



8'-0"

8'-4"

4"



9'-8"

8'-4"

4"

GENERAL NOTES:

- TWO HORIZONTAL GAPS (USED BY TEMPLATE CONNECTIONS) OF 1/4" SHALL EXTEND THROUGH ALL WIDTH OF LETTERS.
- FOR OTHER DETAILS, SEE THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- PAY QUANTITIES FOR PAVEMENT MARKING LEGENDS ARE AS FOLLOWS:

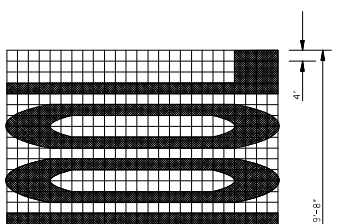
| LEGEND | AREA (FT <sup>2</sup> ) |
|--------|-------------------------|
| STOP   | 24.6                    |
| RIGHT  | 28.6                    |
| LEFT   | 19.5                    |
| YIELD  | 22.2                    |
| AHEAD  | 32.4                    |
| YIELD  | 26.8                    |
| EXIT   | 18.5                    |
| SIGNAL | 32.5                    |
| SCHOOL | 35.2                    |

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

**PAVEMENT MARKING  
LEGEND DETAILS**

|          |                          |
|----------|--------------------------|
| DATE     | ISSUE DATE: MAY 01, 2017 |
| BY       |                          |
| REVISION |                          |
|          |                          |
|          |                          |



WORKING NUMBER  
PM-5

SHEET NUMBER  
6035

|                |             |  |  |
|----------------|-------------|--|--|
| STATE<br>MISS. | PROJECT NO. |  |  |
|----------------|-------------|--|--|

**ONLY**: 8'-4" x 5'-10"

**TURN**: 8'-4" x 6'-4"

**COMBINATION**: 13'-4" x 7'-8"

**LANE-REDUCTION**: 17'-8" x 6'-6"

**THRU**: 10'-0" x 5'-4"

**1-WAY**: 25'-10" x 7'-2"

**GENERAL NOTES:**

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

| PAY QUANTITIES       |                         |
|----------------------|-------------------------|
| LEGEND/SYMBOL        | AREA (ft <sup>2</sup> ) |
| ONLY                 | 22.0                    |
| TURN ARROW           | 16.4                    |
| COMB. ARROW          | 12.3                    |
| LANE-REDUCTION ARROW | 24.3                    |
| 1-WAY ARROW          | 40.0                    |

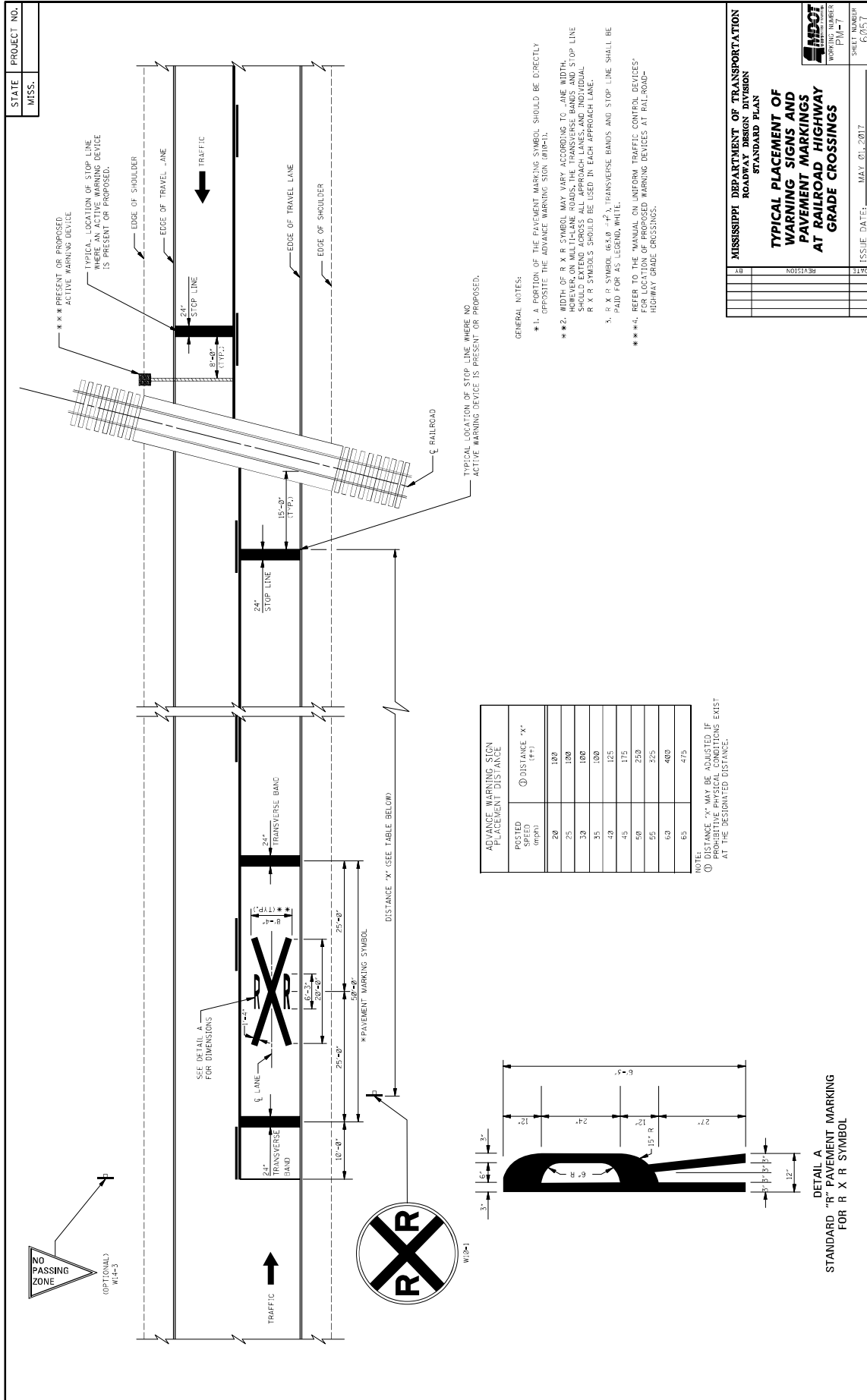
**MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN**

**PAVEMENT MARKING  
LEGEND DETAILS**

ISSUE DATE: MAY 01, 2017

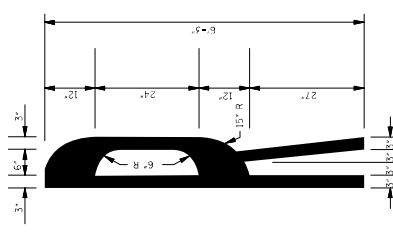
**YIELD LINE**

TRAFFIC



| POSTED SPEED (mph) | ① DISTANCE 'X' (ft) |
|--------------------|---------------------|
| 20                 | 100                 |
| 25                 | 100                 |
| 30                 | 100                 |
| 35                 | 100                 |
| 40                 | 125                 |
| 45                 | 175                 |
| 50                 | 250                 |
| 55                 | 325                 |
| 60                 | 400                 |
| 65                 | 475                 |

NOTE: DISTANCE 'X' MAY BE SHORTER IF PROTECTIVE PHYSICAL CONDITIONS EXIST AT THE DESIGNATED DISTANCE.



DETAIL A  
STANDARD "R" PAVEMENT MARKING  
FOR R X R SYMBOL

- GENERAL NOTES:
- \*\*1. A PORTION OF THE PAVEMENT MARKING SYMBOL SHOULD BE DIRECTLY OPPOSITE THE ADVANCE WARNING SIGN (W14-3).
  - \*\*2. WIDTH OF R X R SYMBOL MAY VARY ACCORDING TO LANE WIDTH. SYMBOL SHOULD EXTEND ACROSS ALL APPROACH LANES AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.
  - \*\*3. R X R SYMBOL (65.8 - 71.1) TRANSVERSE BANDS AND STOP LINE SHALL BE PAID FOR AS LEGEND WHITE.
  - \*\*4. REFER TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR LOCATION OF PROPOSED WARNING DEVICES AT RAILROAD-HIGHWAY GRADE CROSSINGS.

STATE PROJECT NO.  
MISS.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

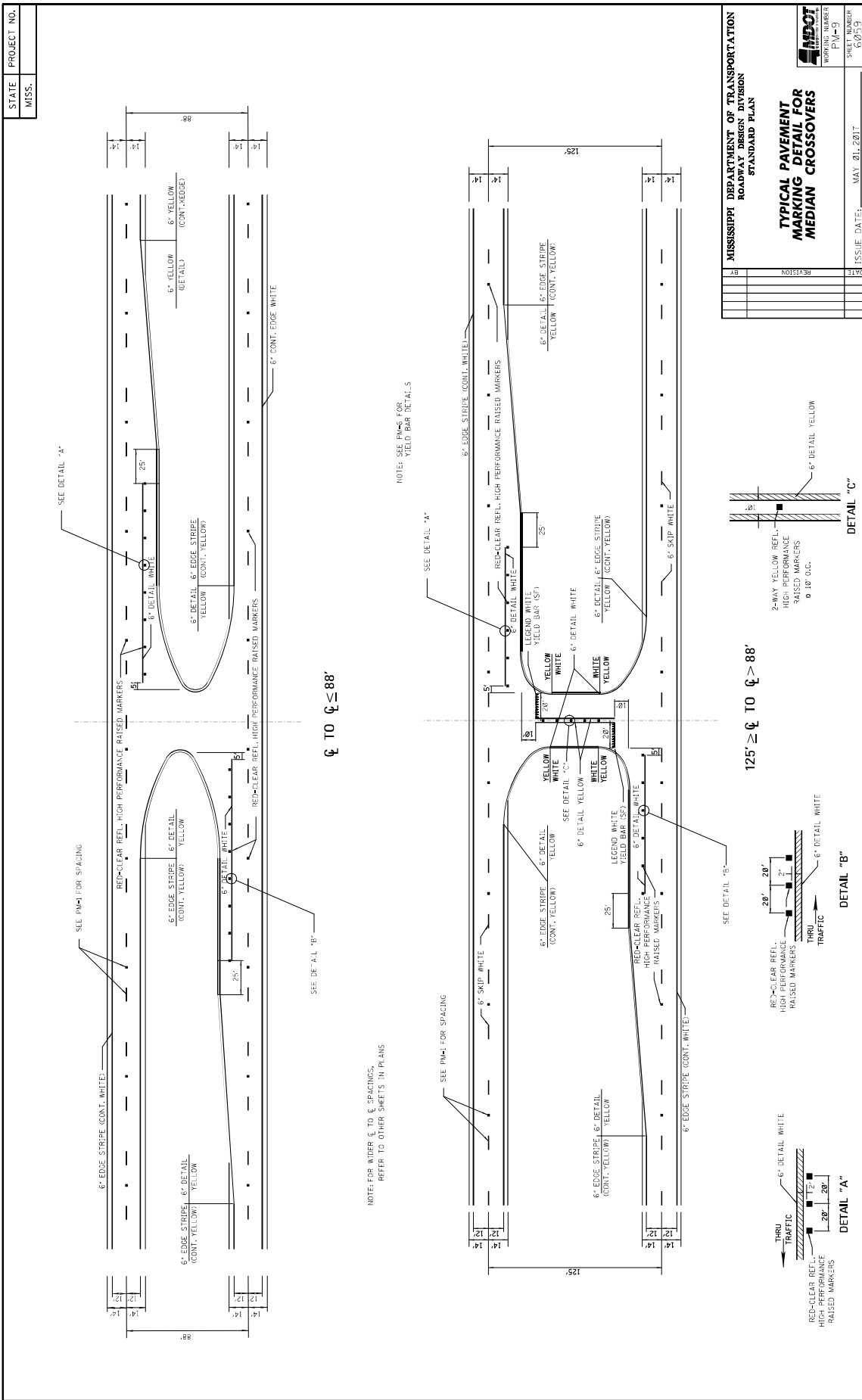
**TYPICAL PLACEMENT OF WARNING SIGNS AND PAVEMENT MARKINGS AT RAILROAD HIGHWAY GRADE CROSSINGS**

MDOT  
WORKING NUMBER  
P10-7

SHEET NUMBER  
60511

ISSUE DATE: MAY 01, 2017





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

|   |      |
|---|------|
| MISSISSIPPI DEPARTMENT OF TRANSPORTATION  |      |
| ROADWAY DESIGN DIVISION   |      |
| STANDARD PLAN   |      |
| <p style="text-align: center;"><b>TYPICAL PAVEMENT MARKING DETAIL FOR MEDIAN CROSSOVERS</b></p> |      |
| NO: 15193   | 3170 |
| WORKING NUMBER (P)M-3<br>SHEET NUMBER 00539<br>ISSUE DATE: MAY 01, 2017                         |      |

$W \leq 88'$

$125' \geq W$  TO  $W > 88'$

NOTE: FOR WIDER  $W$  TO  $W$  SPACINGS, REFER TO OTHER SHEETS IN PLANS

NOTE: SEE PHASE FOR YIELD BAR DETAILS

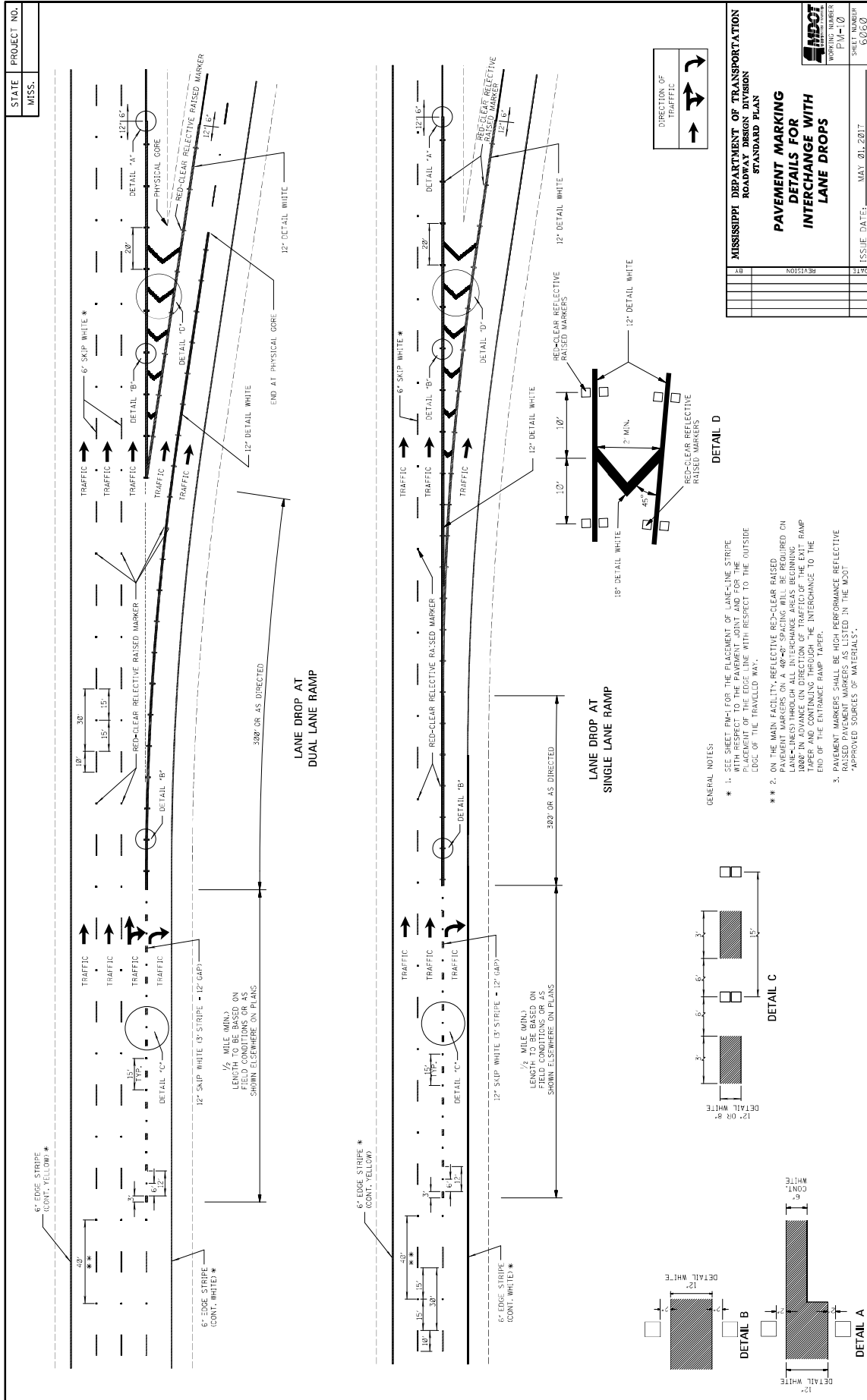
SEE PHASE FOR SPACING

THRU TRAFFIC

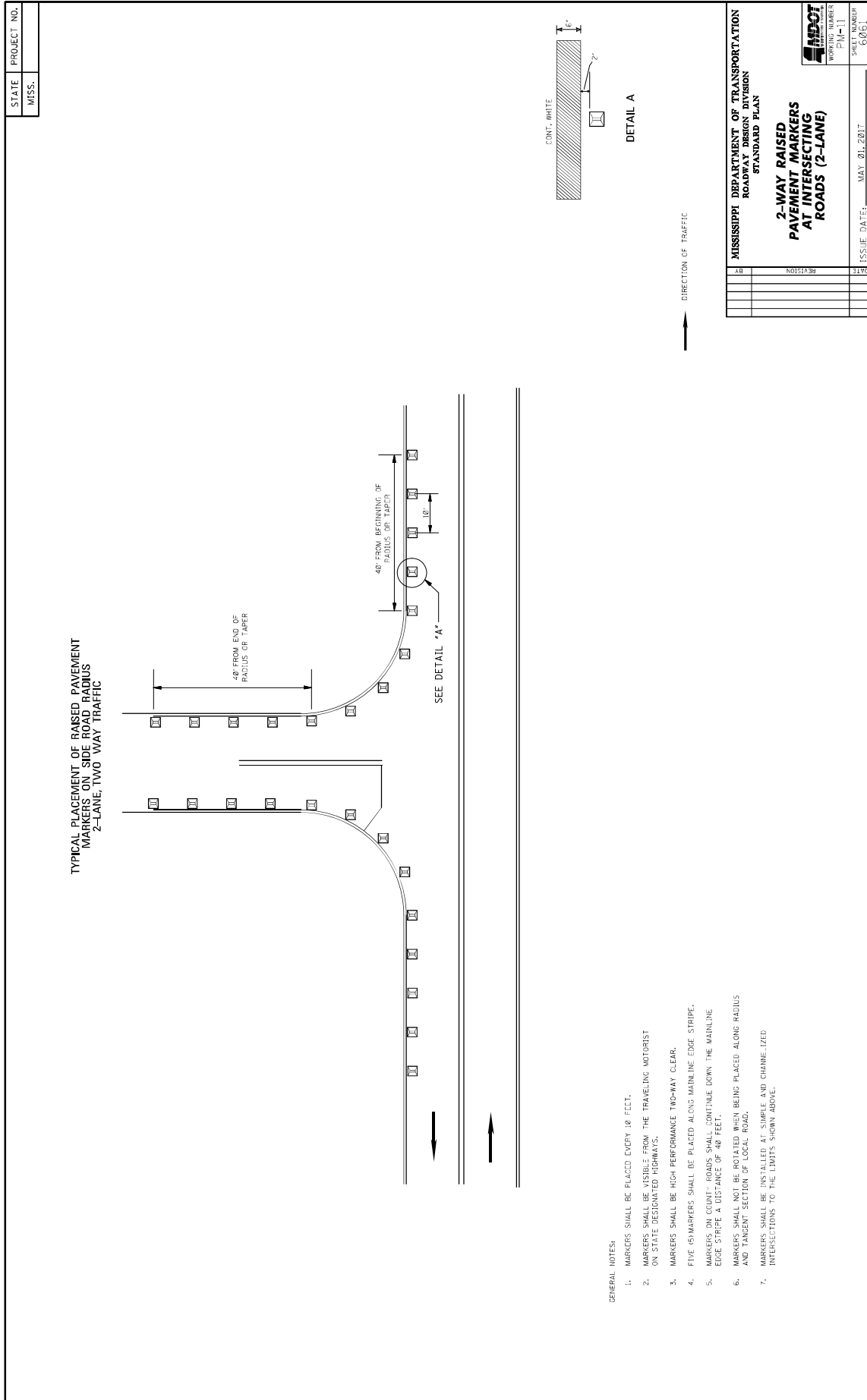
DETAIL "A"

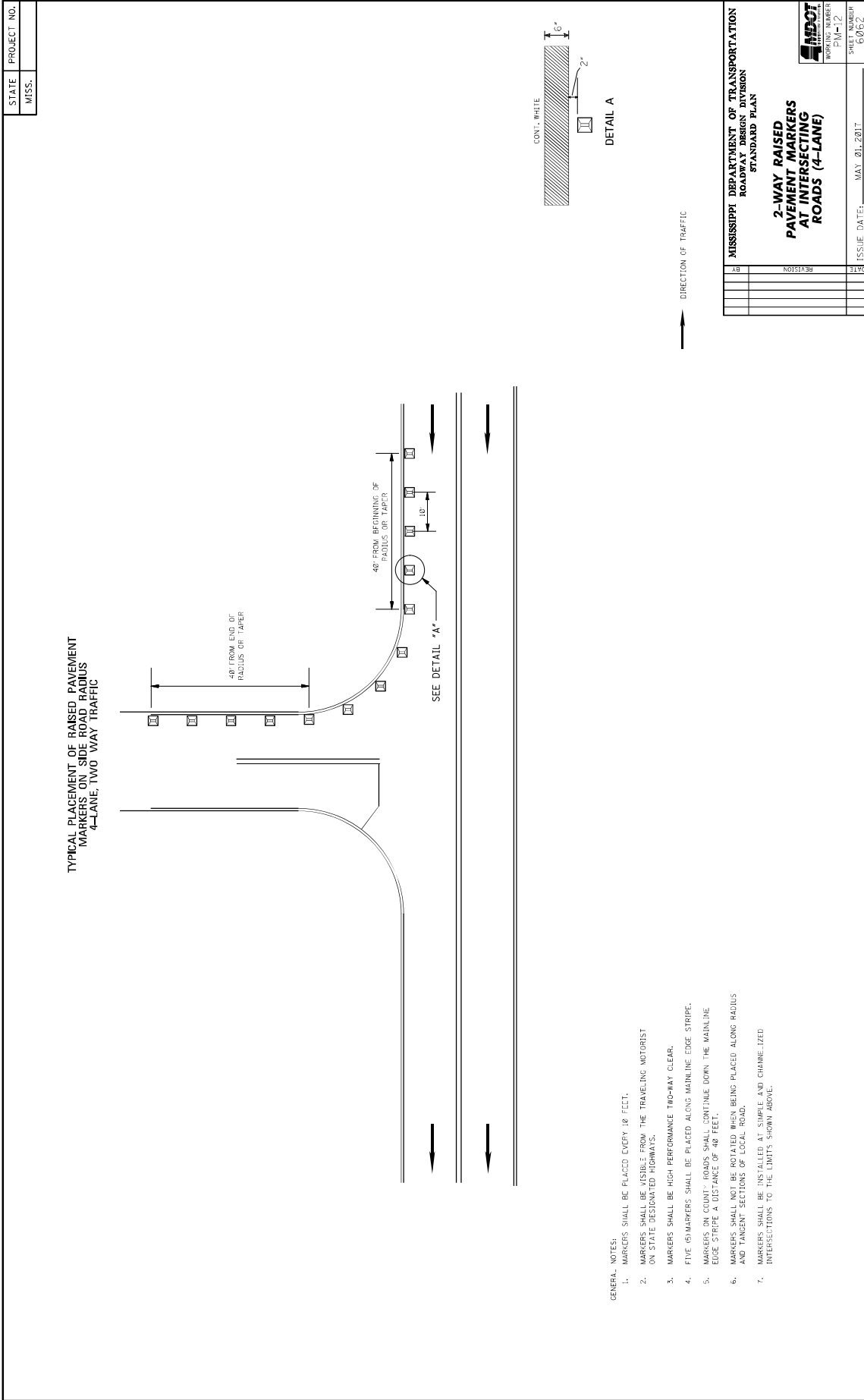
DETAIL "B"

DETAIL "C"

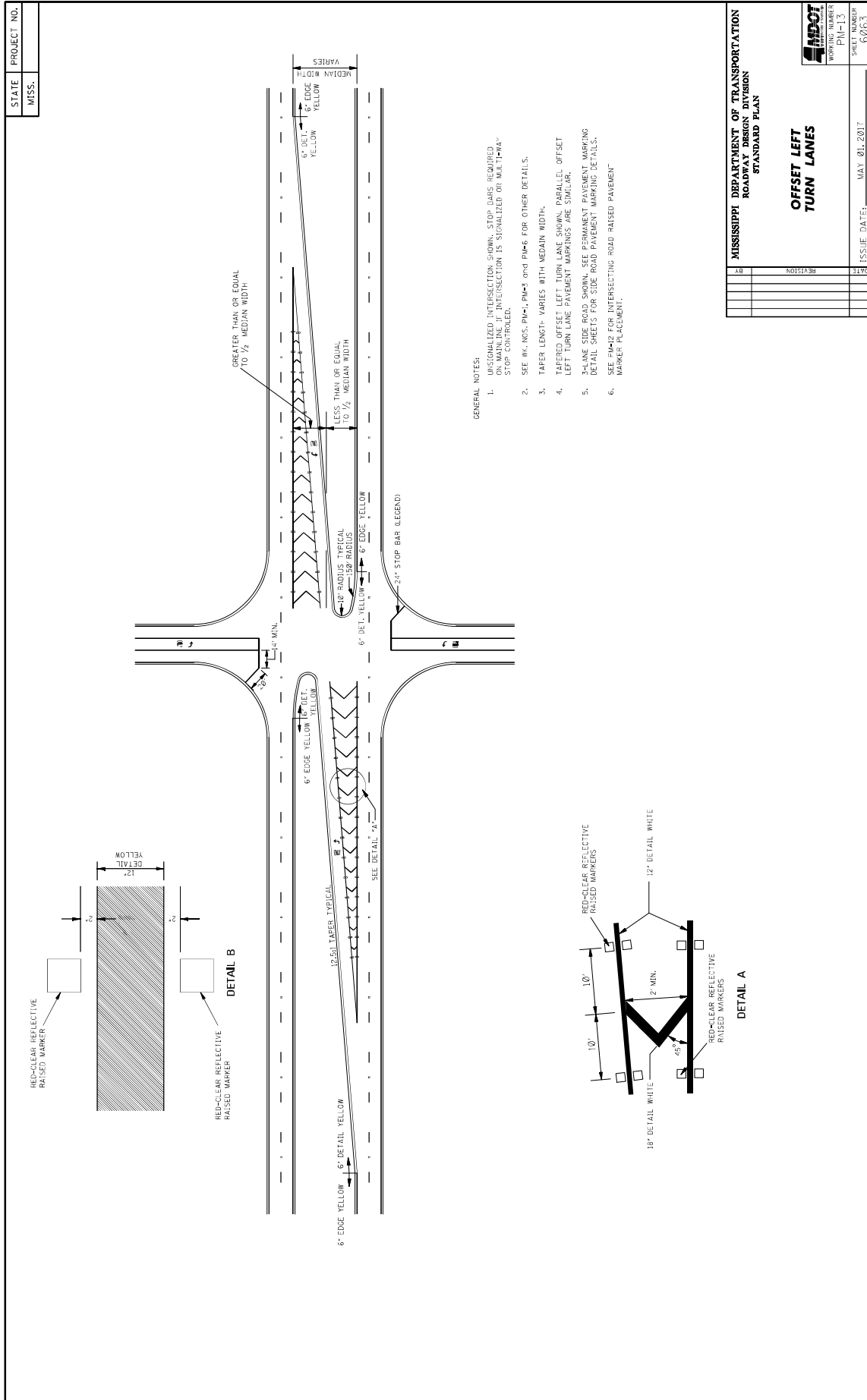


|   |                          |
|---|--------------------------|
| <b>MISSISSIPPI DEPARTMENT OF TRANSPORTATION<br/>ROADWAY DESIGN DIVISION<br/>STANDARD PLAN</b> |                          |
| <b>PAVEMENT MARKING<br/>DETAILS FOR<br/>INTERCHANGE WITH<br/>LANE DROPS</b>                   |                          |
| WORKING NUMBER<br>P.M-10  | SHEET NUMBER<br>00060    |
| DATE  | ISSUE DATE: MAY 01, 2017 |

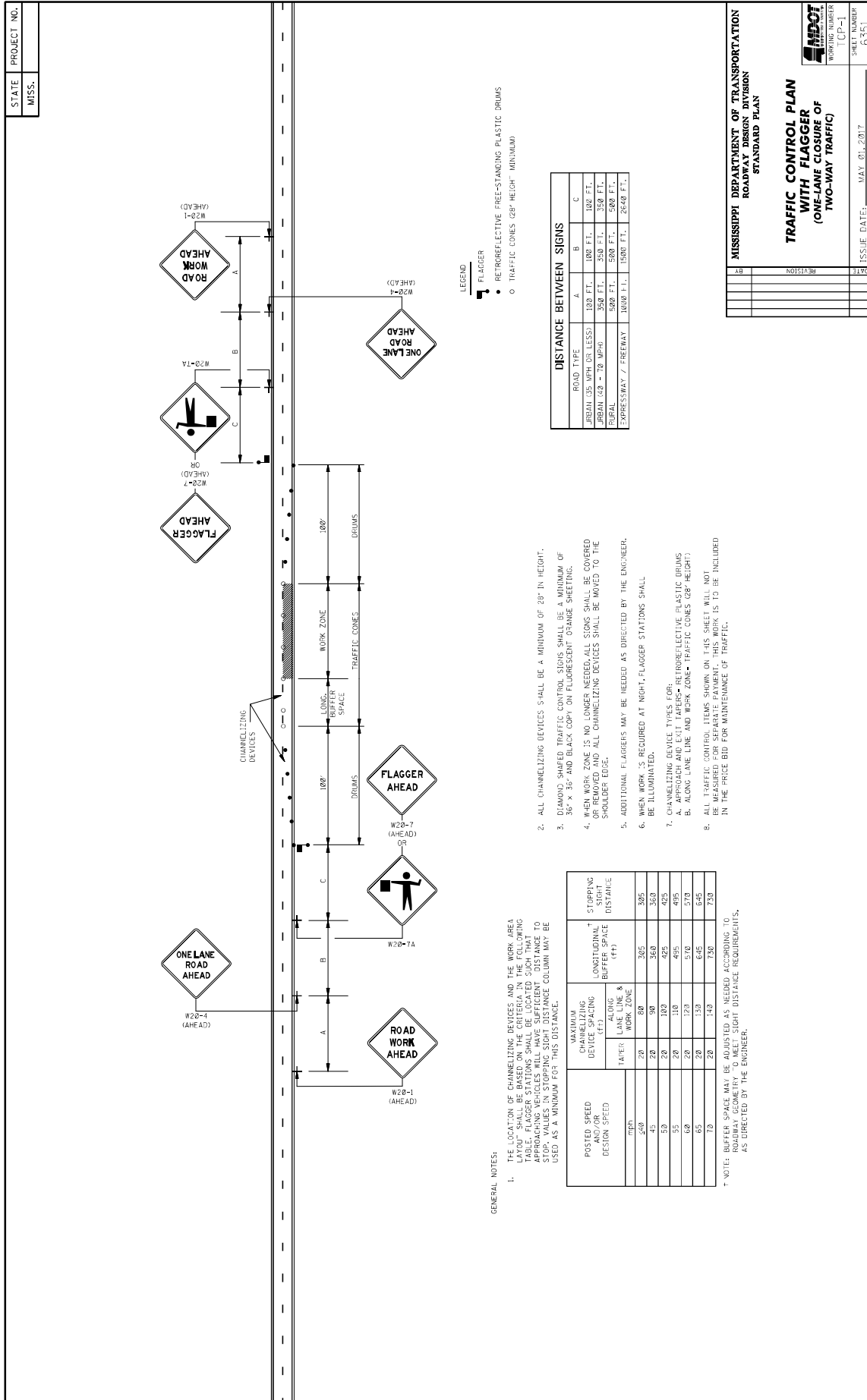








|   |                          |
|---|--------------------------|
| <b>MISSISSIPPI DEPARTMENT OF TRANSPORTATION</b> |                          |
| <b>ROADWAY DESIGN DIVISION</b>                  |                          |
| <b>STANDARD PLAN</b>                            |                          |
| <b>OFFSET LEFT TURN LANES</b>                   |                          |
| DATE  | ISSUE DATE: MAY 01, 2017 |
| BY  | SHEET NUMBER 0263        |
| REVISION  | PROJECT NUMBER PM-13     |

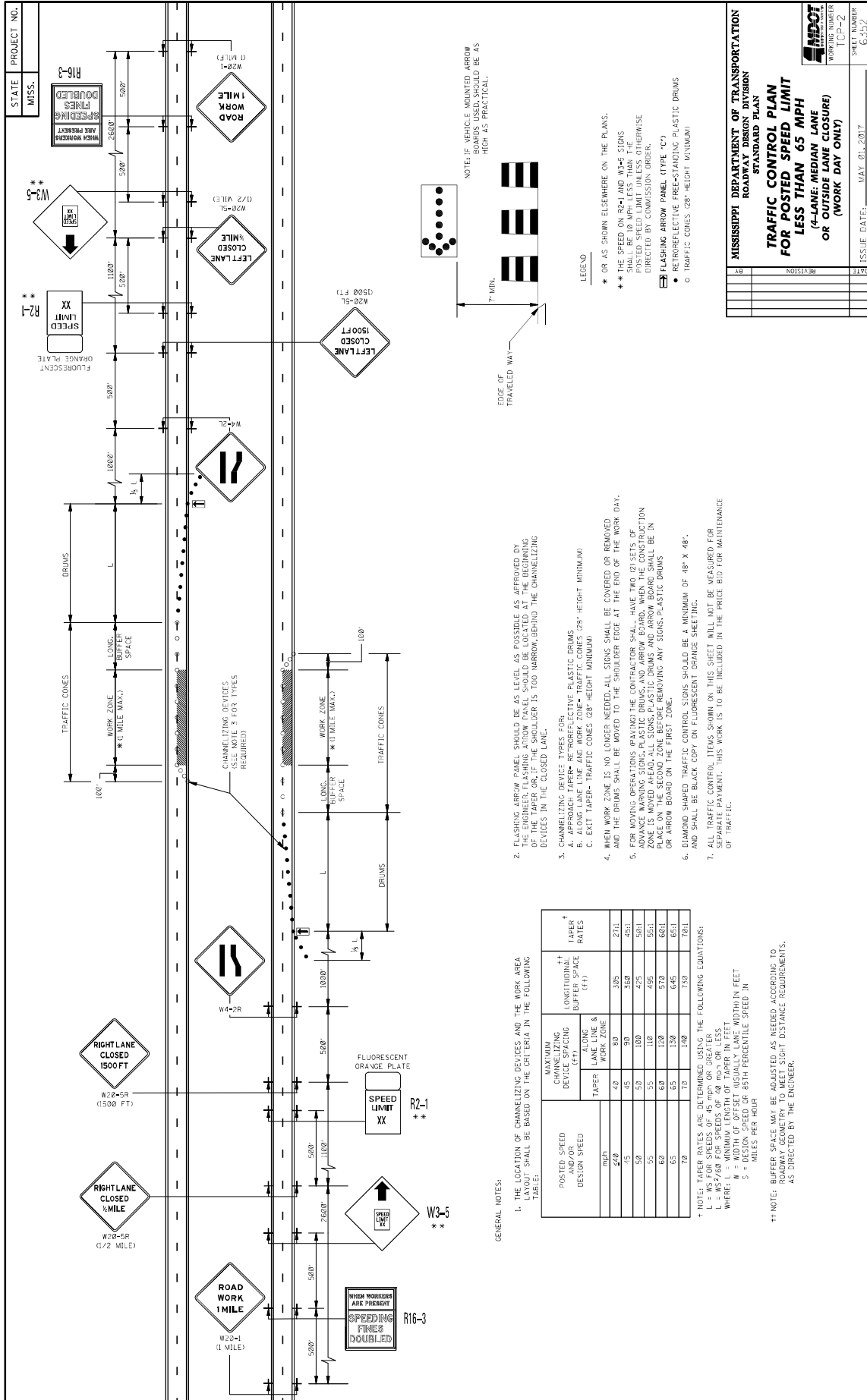


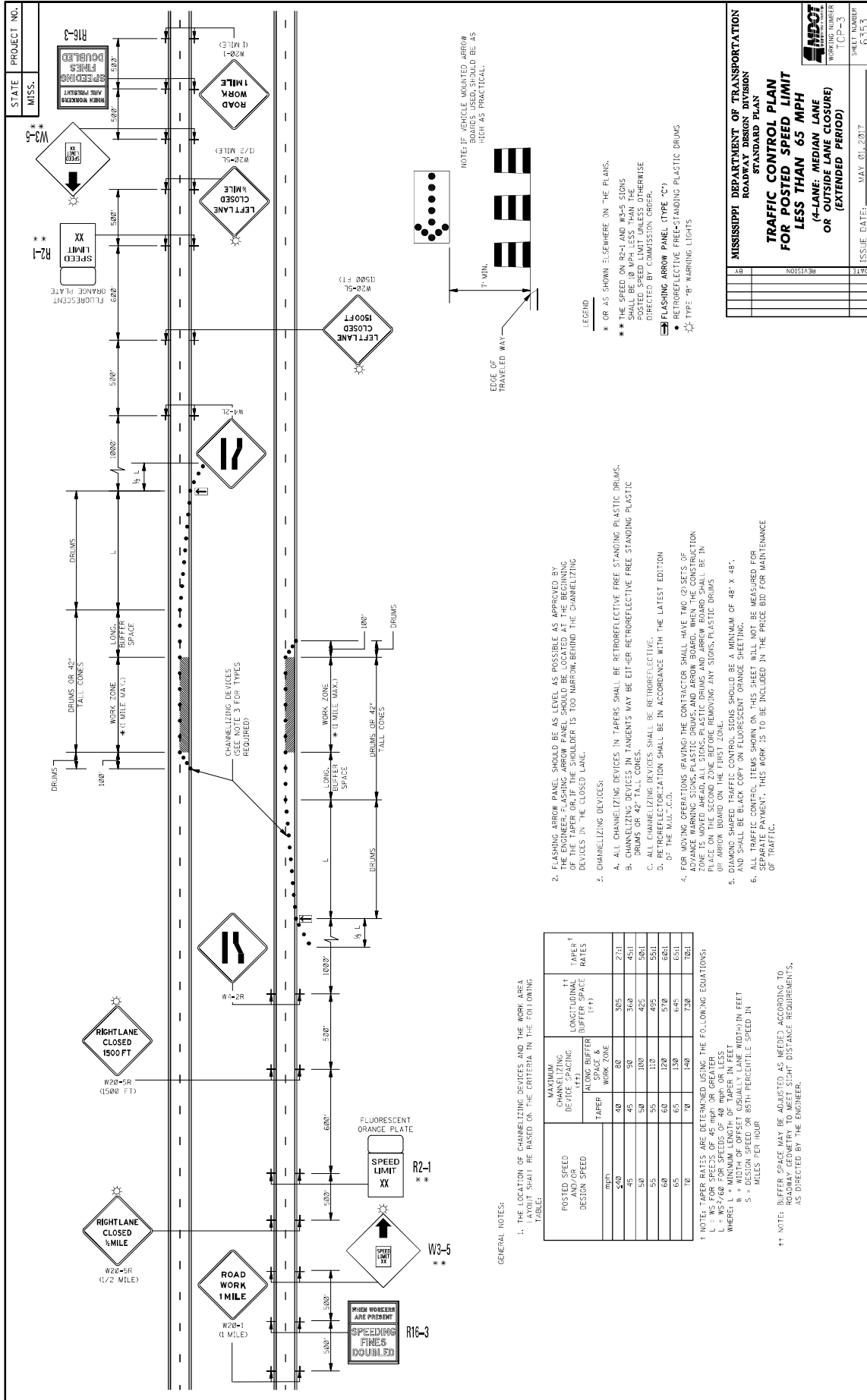
**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**  
**ROADWAY DESIGN DIVISION**  
**STANDARD PLAN**

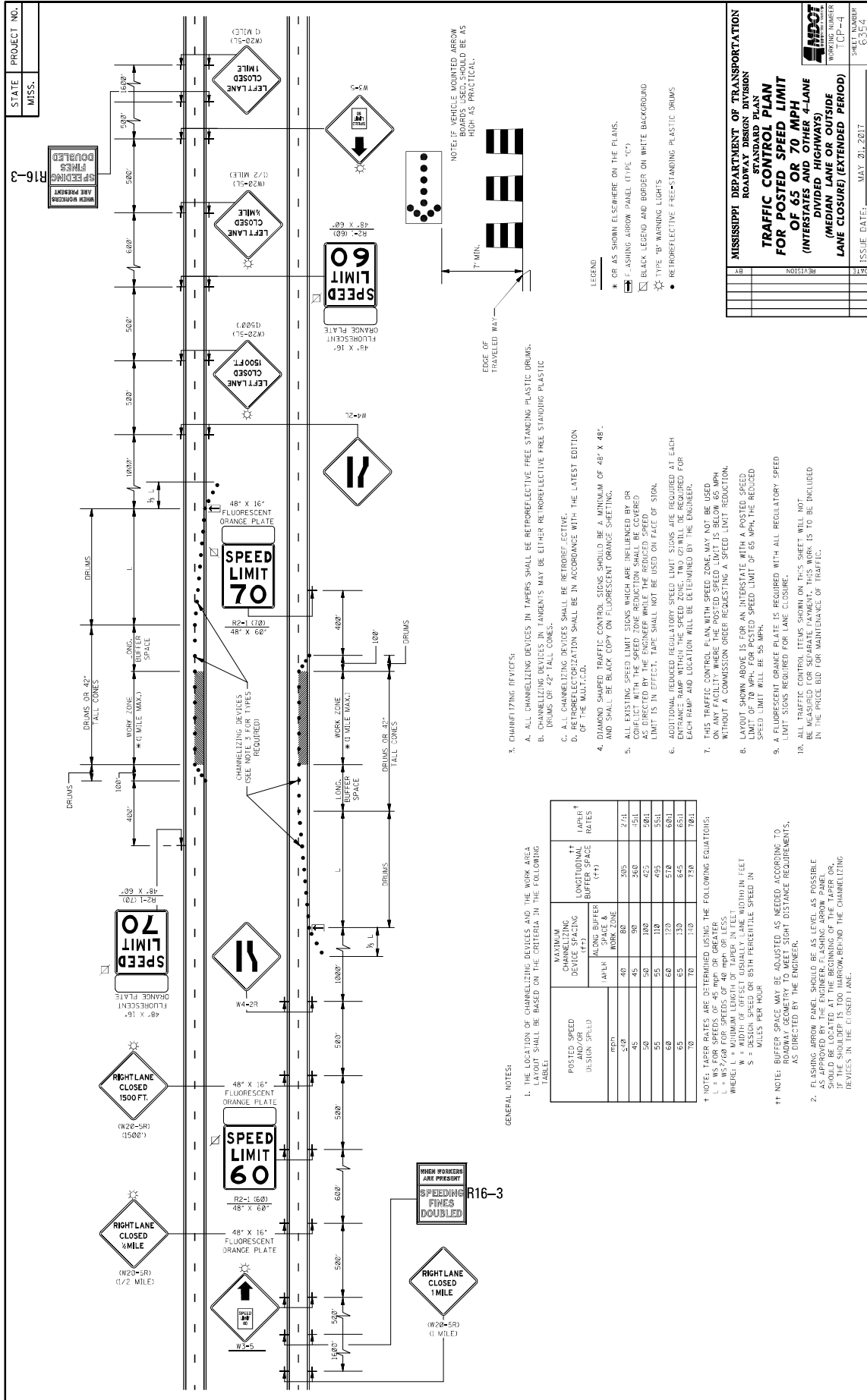
**TRAFFIC CONTROL PLAN**  
**WITH FLAGGER**  
**(ONE-LANE CLOSURE OF**  
**TWO-WAY TRAFFIC)**

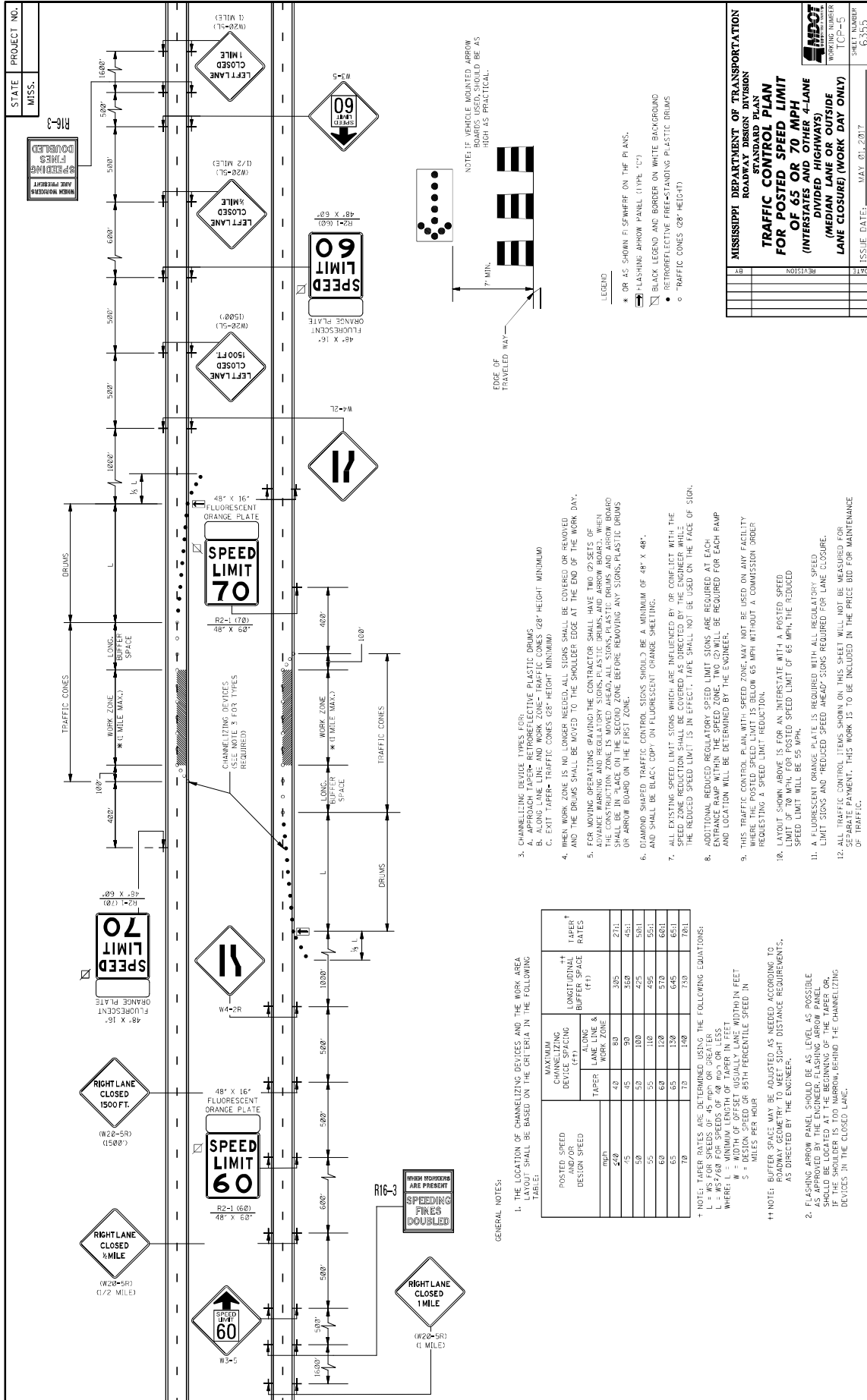
ISSUE DATE: MAY 01, 2017

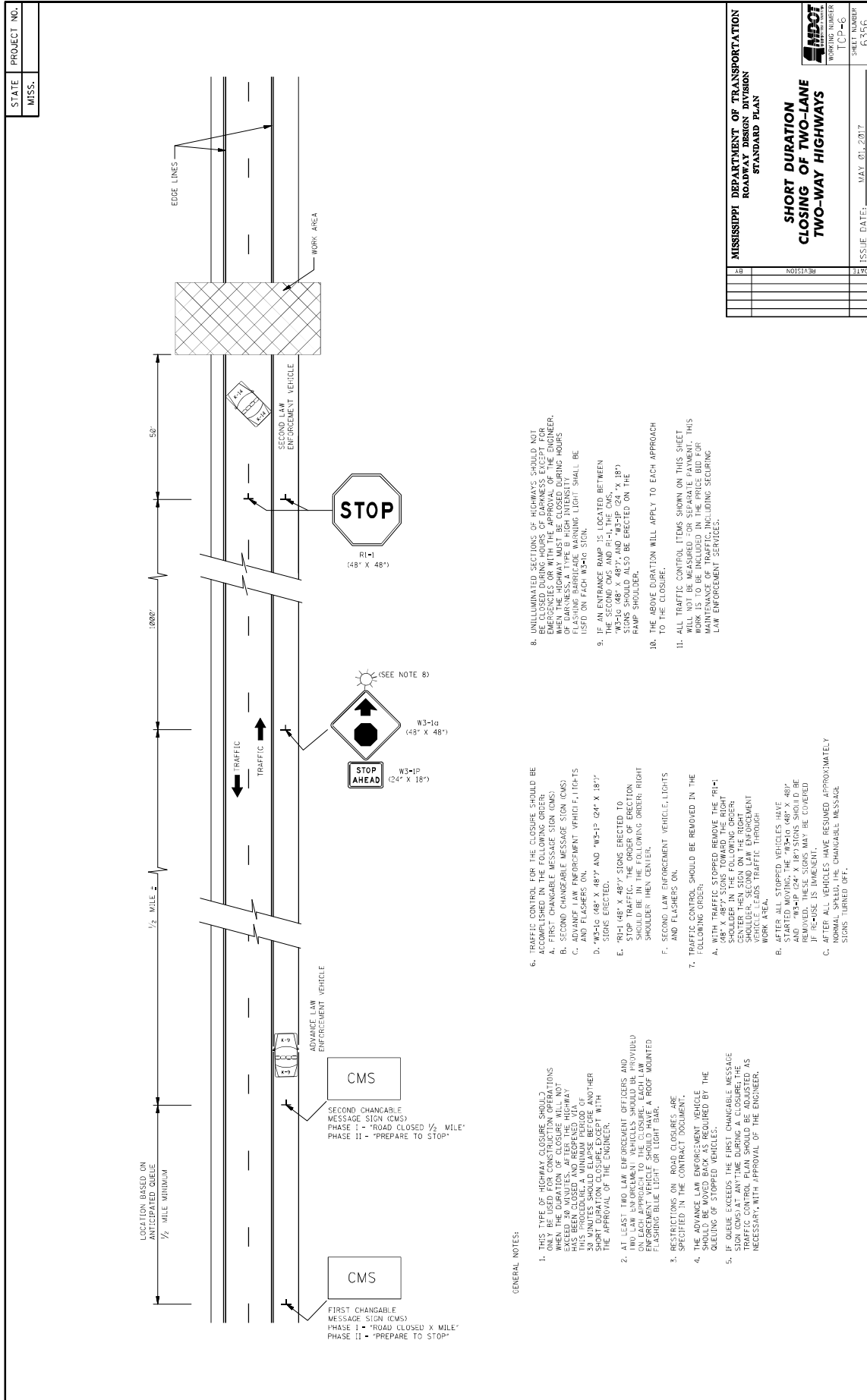
WORKING NUMBER: [CP-1]  
 SHEET NUMBER: 6351





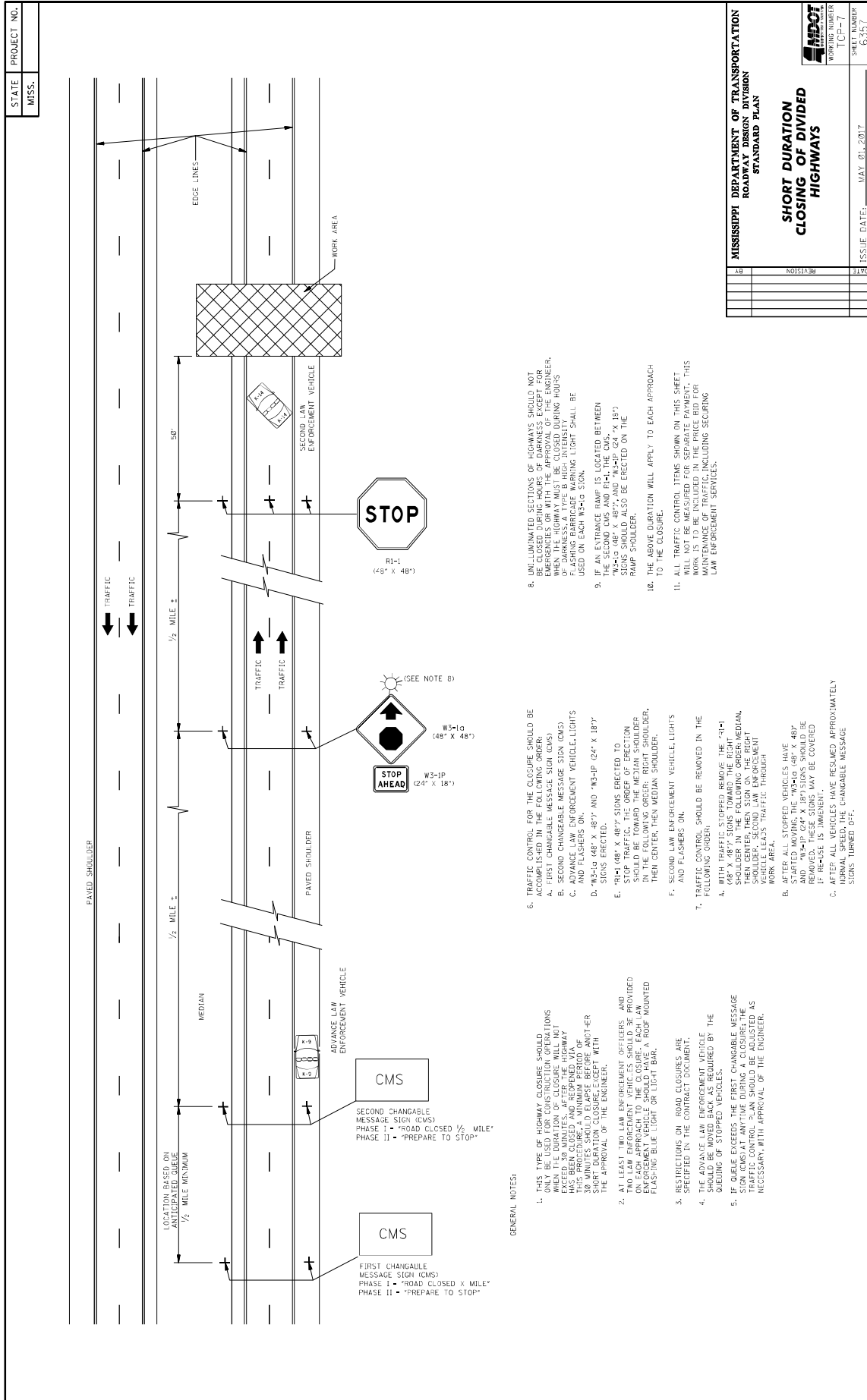






|  |                        |
|--|------------------------|
| STATE PROJECT NO.<br>MISS.   |                        |
| MISSISSIPPI DEPARTMENT OF TRANSPORTATION<br>ROADWAY DESIGN DIVISION<br>STANDARD PLAN |                        |
| SHORT DURATION<br>CLOSING OF TWO-LANE<br>TWO-WAY HIGHWAYS                            |                        |
| ISSUE DATE: MAY 01, 2017   | SHEET NUMBER<br>TCP-46 |
| 6356   |                        |

- GENERAL NOTES:**
- THIS TYPE OF HIGHWAY CLOSURE SHOULD BE USED ONLY FOR SHORT DURATION CLOSURES WHEN THE DURATION OF CLOSURE WILL NOT EXCEED 30 MINUTES. AFTER THE HIGHWAY IS CLOSED, THE ADVANCE TRAFFIC SIGN SHOULD BE ERECTED A MINIMUM PERIOD OF 30 MINUTES BEFORE ANOTHER ADVANCE TRAFFIC SIGN IS ERECTED WITH THE APPROVAL OF THE ENGINEER.
  - AT LEAST TWO LAW ENFORCEMENT OFFICERS AND ONE ADVANCE TRAFFIC SIGN SHOULD BE PROVIDED ON EACH APPROACH TO THE CLOSURE. EACH LAW ENFORCEMENT VEHICLE SHOULD HAVE A ROOF MOUNTED FLASHING BLUE LIGHT OR LIGHT BAR.
  - RESTRICTIONS ON ROAD CLOSURES ARE SPECIFIED IN THE CONTRACT DOCUMENT.
  - THE ADVANCE LAW ENFORCEMENT VEHICLE SHOULD BE POSITIONED TO BE ERECTED BY THE QUEUING OF STOPPED VEHICLES.
  - IF QUEUE EXCEEDS THE FIRST CHANGABLE MESSAGE SIGN (CMS) AT ANYTIME DURING A CLOSURE, THE TRAFFIC CONTROL PLAN SHOULD BE ADJUSTED AS NECESSARY, WITH APPROVAL OF THE ENGINEER.
- TRAFFIC CONTROL FOR THE CLOSURE SHOULD BE ACCOMPLISHED IN THE FOLLOWING ORDER:
    - FIRST CHANGABLE MESSAGE SIGN (CMS).
    - SECOND CHANGABLE MESSAGE SIGN (CMS).
    - ADVANCE TRAFFIC SIGN (W3-1Q).
    - W3-1Q, W3-1P AND W3-1P (24" X 18") SIGNS ERECTED.
    - R1-1 (48" X 48") SIGNS ERECTED TO STOP TRAFFIC. THE ORDER OF ERECTION SHOULD BE IN THE FOLLOWING ORDER: RIGHT SHOULDER THEN CENTER.
    - SECOND LAW ENFORCEMENT VEHICLE, LIGHTS AND FLASHERS ON.
  - TRAFFIC CONTROL SHOULD BE REMOVED IN THE FOLLOWING ORDER:
    - WITH TRAFFIC STOPPED REMOVE THE R1-1 (48" X 48") SIGNS TOWARD THE RIGHT SHOULDER THEN SIGN ON THE RIGHT SHOULDER. SECOND LAW ENFORCEMENT VEHICLE REMOVES TRAFFIC THROUGH WORK AREA.
    - AFTER ALL STOPPED VEHICLES HAVE STARTED MOVING, THE W3-1Q (48" X 48") AND W3-1P (24" X 18") SIGNS SHOULD BE REMOVED. TRAFFIC SHOULD BE COVERED IF ROADSIDE IS MARKED.
    - AFTER ALL VEHICLES HAVE RESUMED APPROXIMATELY NORMAL SPEED, THE CHANGABLE MESSAGE SIGNS TURNED OFF.
  - IF AN ENTRANCE RAMP IS LOCATED BETWEEN THE CLOSURE AND THE RAMP, THE W3-1Q (48" X 48") AND W3-1P (24" X 18") SIGNS SHOULD ALSO BE ERECTED ON THE RAMP SHOULDER.
  - THE ABOVE DURATION WILL APPLY TO EACH APPROACH TO THE CLOSURE.
  - ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC CONTROL INCLUDING SECURING LAW ENFORCEMENT SERVICES.



|  |              |
|--|--------------|
| MISSISSIPPI DEPARTMENT OF TRANSPORTATION<br>ROADWAY DESIGN DIVISION<br>STANDARD PLAN |              |
| <b>SHORT DURATION<br/>CLOSING OF DIVIDED<br/>HIGHWAYS</b>                            |              |
| AB   | REVISION     |
| 3170   |              |
| ISSUE DATE:  | MAY 01, 2017 |
| SHEET NUMBER   | 100-7        |
| PROJECT NUMBER   | 6357         |

- GENERAL NOTES:**
- THIS TYPE OF HIGHWAY CLOSURE SHOULD BE USED ONLY FOR SHORT DURATION CLOSURES WHEN THE DURATION OF CLOSURE WILL NOT EXCEED 30 MINUTES AFTER THE HIGHWAY CLOSURE. THIS PROCEDURE A MINIMUM PERIOD OF 30 MINUTES SHOULD ELAPSE BEFORE ANY OTHER CLOSURES ARE MADE WITH THE APPROVAL OF THE ENGINEER.
  - AT LEAST TWO LAW ENFORCEMENT OFFICERS AND TWO LAW ENFORCEMENT VEHICLES SHOULD BE PROVIDED ON EACH APPROACH TO THE CLOSURE. EACH LAW ENFORCEMENT VEHICLE SHOULD BE EQUIPPED WITH A ROOF MOUNTED FLASHING BLUE LIGHT OR LIGHT BAR.
  - RESTRICTIONS ON ROAD CLOSURES ARE SPECIFIED IN THE CONTRACT DOCUMENT.
  - THE ADVANCE LAW ENFORCEMENT VEHICLE SHOULD BE MOVED BACK AS REQUIRED BY THE QUEUEING OF STOPPED VEHICLES.
  - IF QUEUE EXCEEDS THE FIRST CHANGABLE MESSAGE SIGN, THE ADVANCE LAW ENFORCEMENT VEHICLE SHOULD BE MOVED BACK AS NECESSARY WITH APPROVAL OF THE ENGINEER.
- TRAFFIC CONTROL FOR THE CLOSURE SHOULD BE ACCOMPLISHED IN THE FOLLOWING ORDER:
    - FIRST CHANGABLE MESSAGE SIGN (CMS)
    - SECOND CHANGABLE MESSAGE SIGN (CMS)
    - ADVANCE LAW ENFORCEMENT VEHICLE LIGHTS AND FLASHERS ON
    - "W3-1G (48" X 48") AND "W3-1P (24" X 18") SIGNS ERRECTED.
    - "R1-1 (48" X 48") SIGNS ERRECTED TO STOP TRAFFIC. THE ORDER OF ERECTION SHOULD BE TOWARD THE MEDIAN SHOULDER, THEN CENTER, THEN MEDIAN SHOULDER, THEN CENTER, THEN MEDIAN SHOULDER.
    - SECOND LAW ENFORCEMENT VEHICLE, LIGHTS AND FLASHERS ON.
  - TRAFFIC CONTROL SHOULD BE REMOVED IN THE FOLLOWING ORDER:
    - WITH TRAFFIC STOPPED REMOVE THE "R1-1" SHOULDER IN THE FOLLOWING ORDER: MEDIAN, THEN CENTER, THEN SIGN ON THE RIGHT SHOULDER. AFTER ALL TRAFFIC IS STOPPED, THE VEHICLE LEADS TRAFFIC THROUGH THE WORK AREA.
    - AFTER ALL STOPPED VEHICLES HAVE STARTED MOVING, THE "W3-1G (48" X 48") AND "W3-1P (24" X 18") SIGNS MAY BE REMOVED. THESE SIGNS MAY BE COVERED IF RELEASE IS IMMINENT.
    - AFTER ALL VEHICLES HAVE RESUMED APPROXIMATELY NORMAL FLOW, THE CHANGABLE MESSAGE SIGNS TURNED OFF.
  - UNILLUMINATED SECTIONS OF HIGHWAYS SHOULD NOT BE CLOSED DURING HOURS OF DARKNESS EXCEPT FOR EMERGENCY REPAIRS. THE DURATION OF DARKNESS WHEN THE HIGHWAY MUST BE CLOSED DURING HOURS OF DARKNESS: A. TYPE B HIGH INTENSITY FLASHER LIGHT SHALL BE USED ON EACH W3-1G SIGN.
  - IF AN ENTRANCE RAMP IS LOCATED BETWEEN THE SECOND LWS AND F1-1, THE CMS "W3-1G (48" X 48") AND "W3-1P (24" X 18") SIGNS SHOULD ALSO BE ERRECTED ON THE RAMP SHOULDER.
  - THE ABOVE DURATION WILL APPLY TO EACH APPROACH TO THE CLOSURE.
  - ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK SHALL BE INCLUDED IN THE PRICE FOR MAINTENANCE OF TRAFFIC INCLUDING SECURING LAW ENFORCEMENT SERVICES.



STATE PROJECT NO.  
MISS.

**WING BARRICADES**

1. WING BARRICADES ARE TYPE II BARRICADES ERECTED ON THE SHOULDER OF A ROADWAY OR RESTRICTED ROADWAY. WING BARRICADES MAY BE USED AS A MOUNTING FOR THE ADVANCE WARNING SIGNS OR FLASHERS.

2. WING BARRICADES SHOULD BE USED:

A. IN ADVANCE OF A CONSTRUCTION PROJECT EVEN WHEN NO PART OF THE ROADWAY IS ACTUALLY CLOSED.

B. IN ADVANCE OF ALL BRIDGE OR CULVERT WIDENING OPERATIONS.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN  
**HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS**

WORKING NUMBER: TSP-5  
SHEET NUMBER: 03500

ISSUE DATE: MAY 20, 2017

**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 RETROREFLECTORIZED RAIL FACES | 2 (ONE EACH DIRECTION) | 4 (TWO EACH DIRECTION) | 3 IF FACING TRAFFIC IN ONE DIRECTION<br>4 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 IN<sup>2</sup> OF REFLECTIVE AREA FACING TRAFFIC.

**STANDARD BARRICADES**

1. THE MARKING FOR BARRICADE RAILS SHALL BE ORANGE AND WHITE (SLOPING DOWNWARD AT AN ANGLE OF 45° IN THE DIRECTION OF TRAFFIC IS TO PASS).

2. RAIL STRIPE SHALL BE 6 INCHES, EXCEPT THAT 4-INCH WIDE STRIPES MAY BE USED IF RAIL LENGTHS ARE LESS THAN 36 INCHES.

3. DO NOT PLACE SANDBAGS OR OTHER DEVICES TO PROVIDE MASS ON THE BOTTOM RAIL THAT WILL BLOCK VIEW OR RAIL FACE.

4. FOR ADDITIONAL INFORMATION OR DETAILS, SEE MUTCD, LATEST EDITION.

5. BARRICADES ARE CLASSIFIED BY FHWA AS CATEGORY II WHEN ZONE DEVICES WHICH REQUIRE 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/pafety\\_guidance/road\\_hardware/cat2.cfm](http://safety.fhwa.dot.gov/roadway_dept/pafety_guidance/road_hardware/cat2.cfm)

**TYPE 3 OBJECT MARKER (OM-3R)**

1. TYPE 3 OBJECT MARKERS SHALL BE USED AT ALL EXPOSED BRIDGE ABUTMENTS AND AT OTHER LOCATIONS AS DETERMINED NECESSARY BY THE ENGINEER.

2. THE OM-3R IS SIMILAR EXCEPT THE STRIPES SLOPE DOWNWARD FROM THE UPPER LEFT SIDE TO THE LOWER RIGHT SIDE AND SHALL BE PLACED ON THE LEFT SIDE OF THE OBJECT.

3. THE INSIDE EDGE OF THE MARKER SHALL BE IN LINE WITH THE INNER EDGE OF THE OBSTRUCTION.

**CHEVRON SIGN DETAIL**

1. A CHEVRON SIGN CONSISTS OF A BLACK CHEVRON TYPE MARKING ON AN ORANGE BACKGROUND AND SHALL POINT IN THE DIRECTION OF TRAFFIC FLOW.

2. THE CHEVRON SIGN SHALL BE MOUNTED ON CRASHWORTHY SUPPORT.

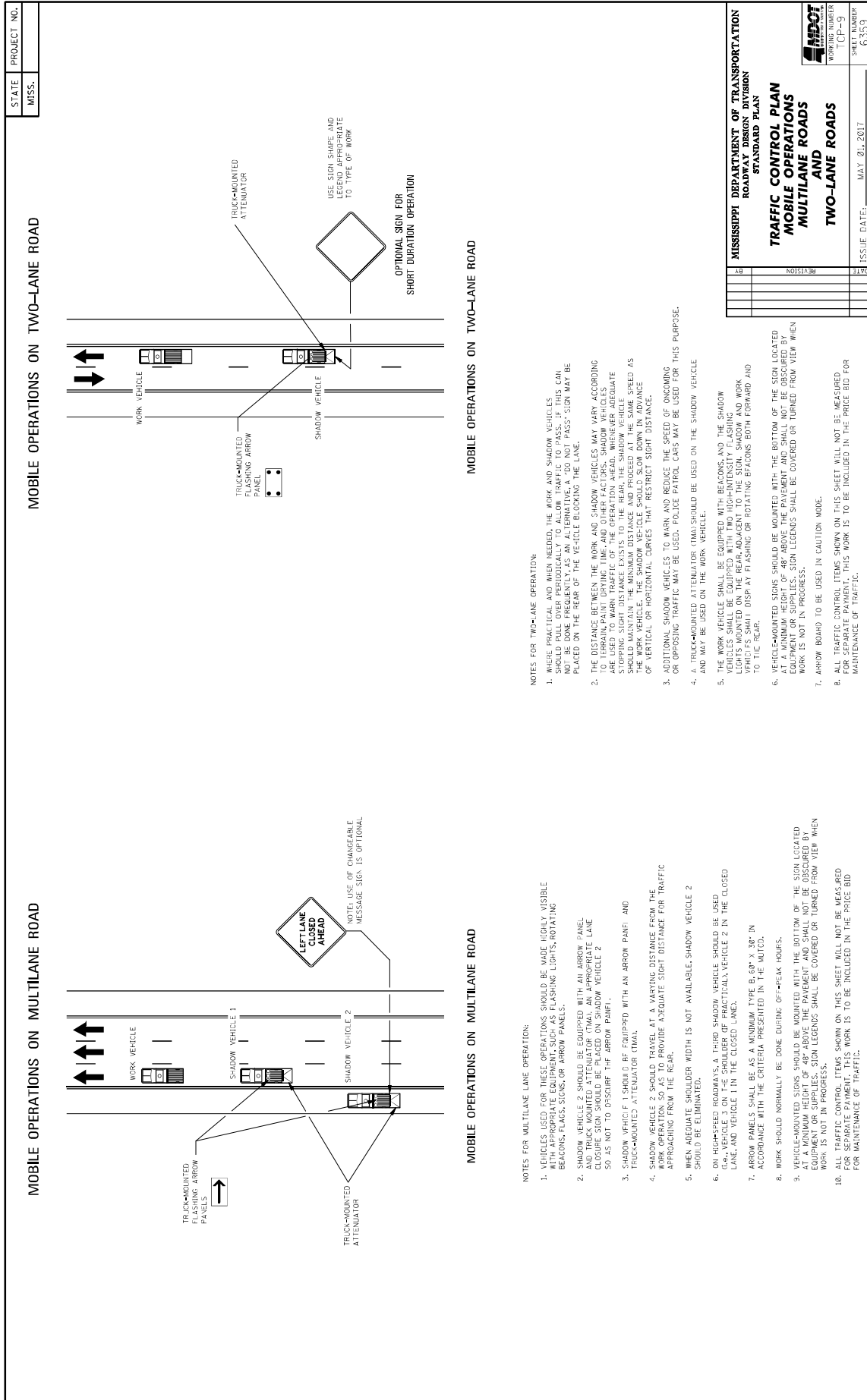
3. CHEVRON SIGNS MAY BE USED TO SUPPLEMENT OTHER STANDARD DEVICES WHERE ONE OR MORE LANES ARE CLOSED FOR CONSTRUCTION OR MAINTENANCE. THEY SHOULD BE PLACED APPROXIMATELY 2' 40" BEHIND THE LANE TRANSITION STRIPE.

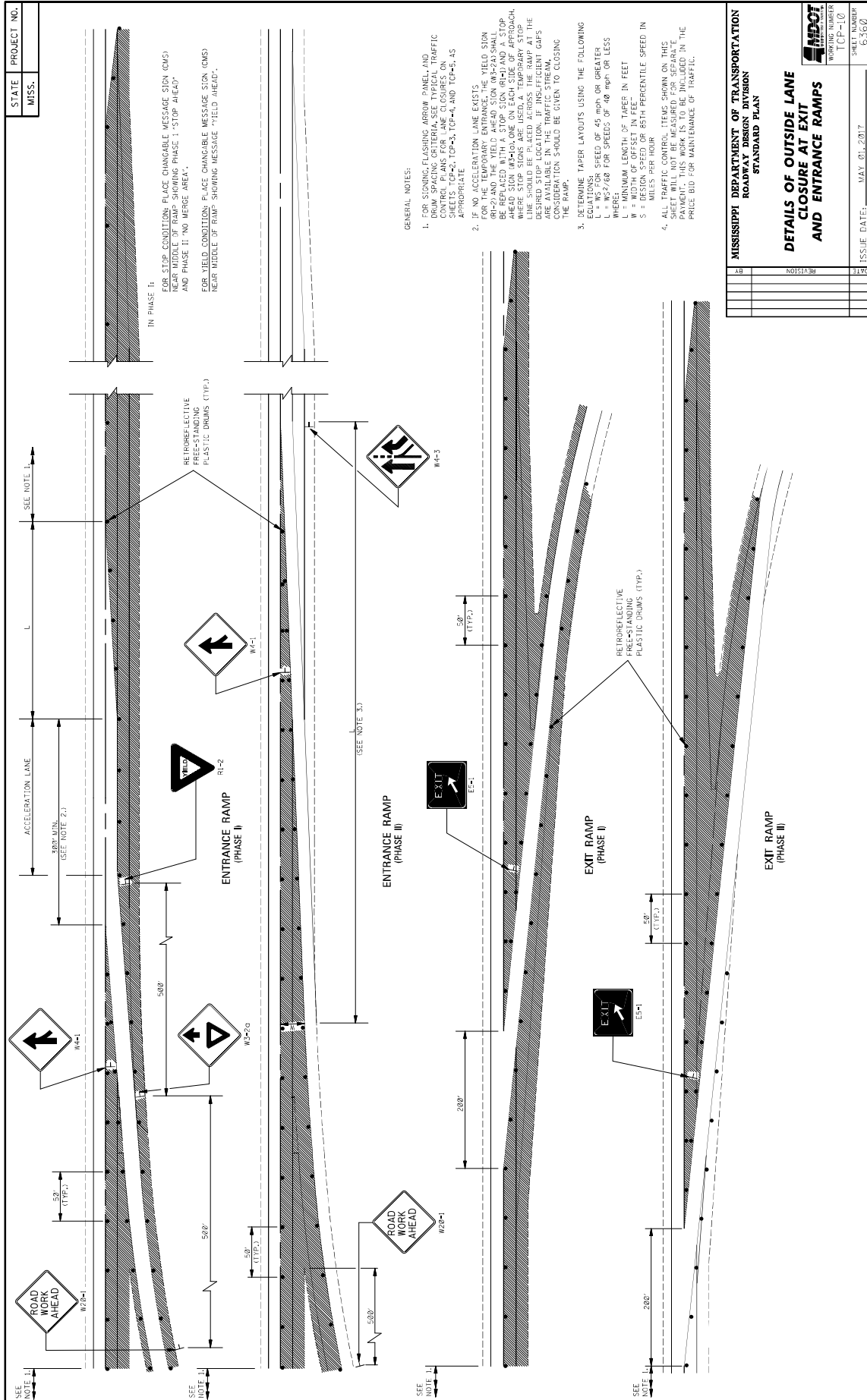
**PLASTIC DRUM STRIPING DETAIL**

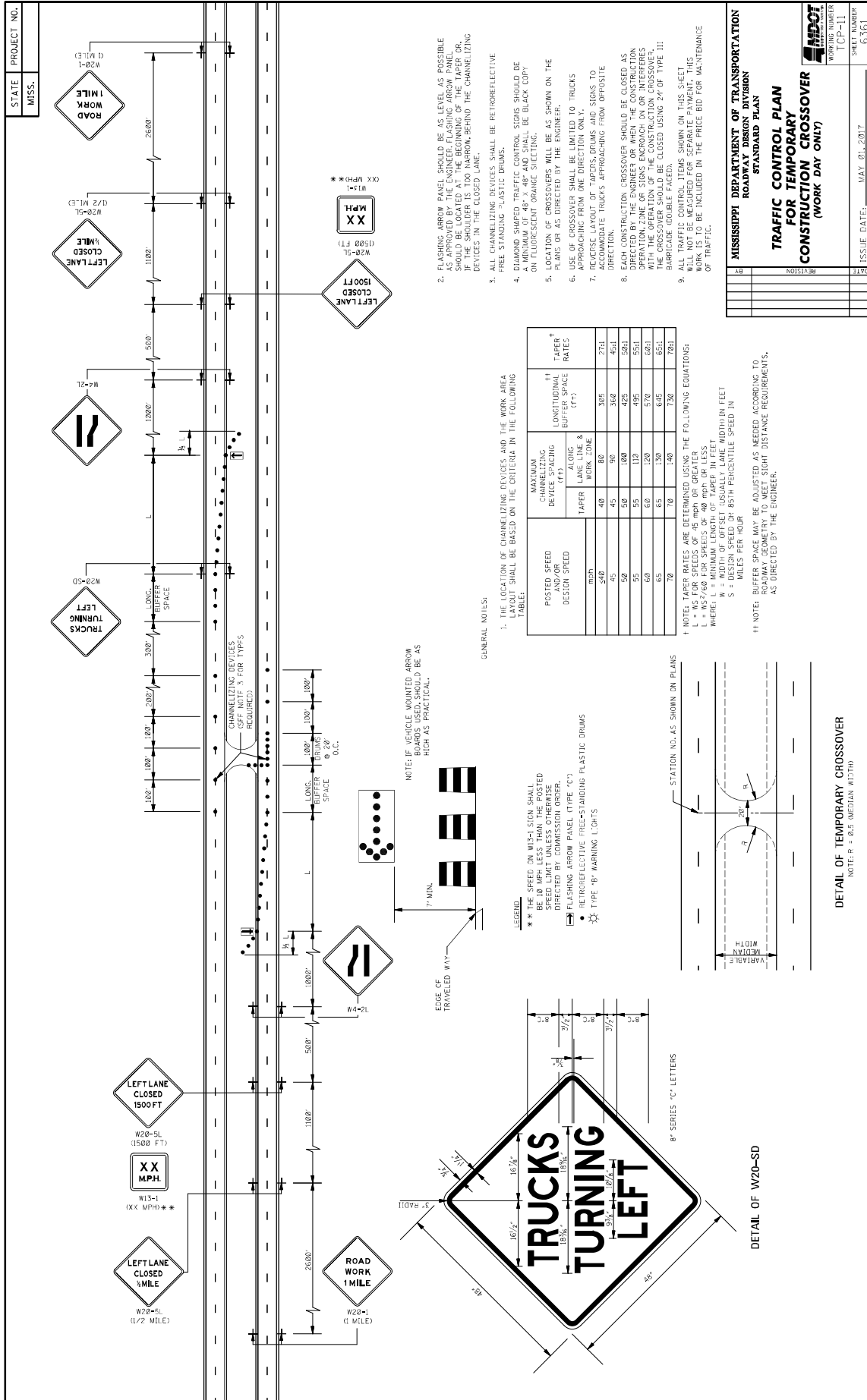
1. PLASTIC DRUMS SHALL BE ON END AND USED AS AN EXPEDIENT METHOD FOR TRAFFIC CHANNELIZATION. THE COLOR AND MARKING OF DRUMS SHALL BE CONSISTENT WITH MARKING STRIPES. THE COLOR OF DRUMS SHALL BE WHITE. STRIPES SHALL BE RETROREFLECTIVE. HORIZONTAL, CIRCUMFERENTIAL STRIPES 12 ORANGE & 2 WHITE/6" WIDE.

2. DRUMS SHOULD NEVER BE PLACED IN THE ROADWAY WITHOUT WARNING SIGNS.

3. WHERE PRACTICAL PLASTIC DRUMS SHOULD BE PLACED NO CLOSER THAN 3'-0" FROM THE EDGE OF TRAVELED LANE.

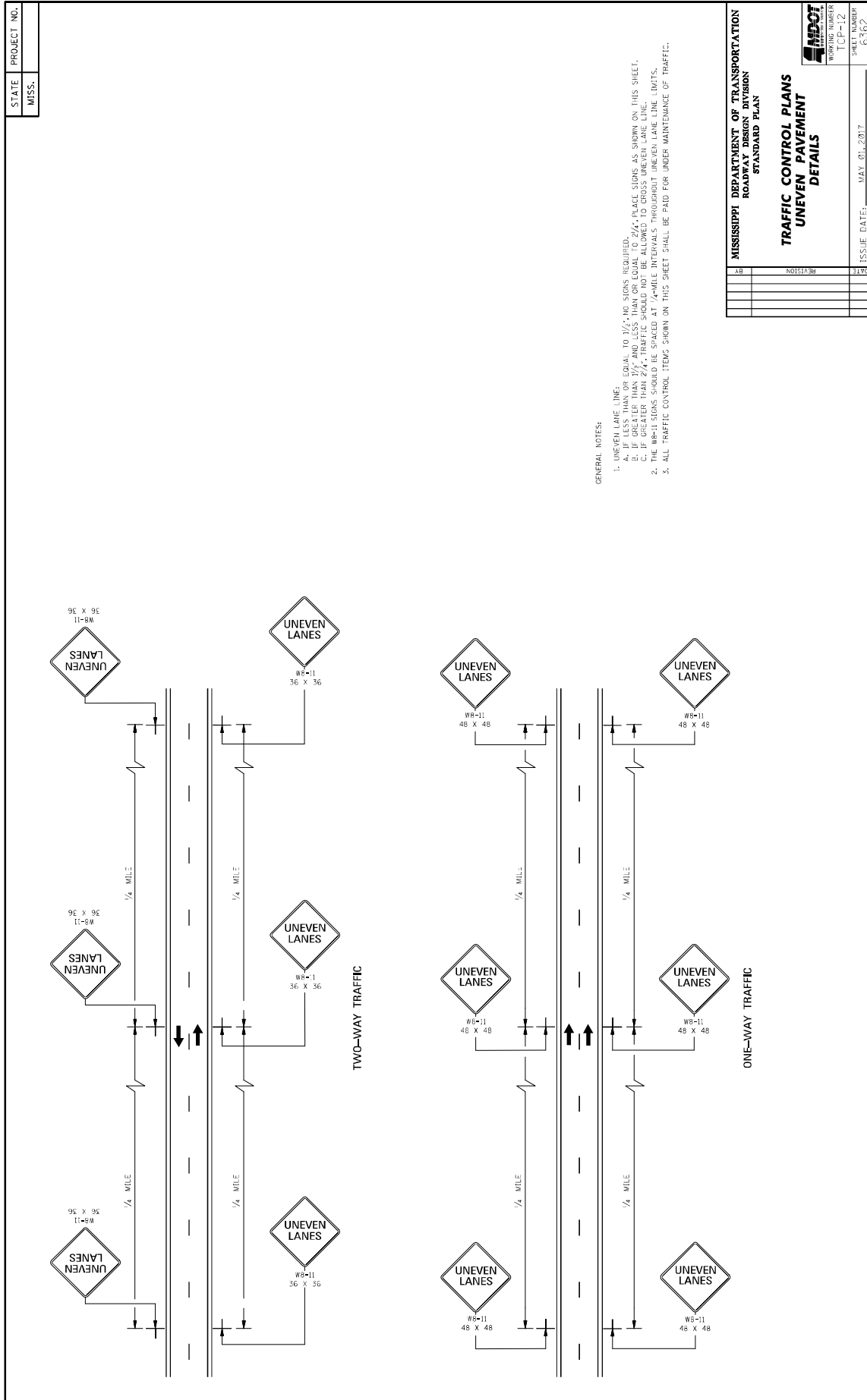


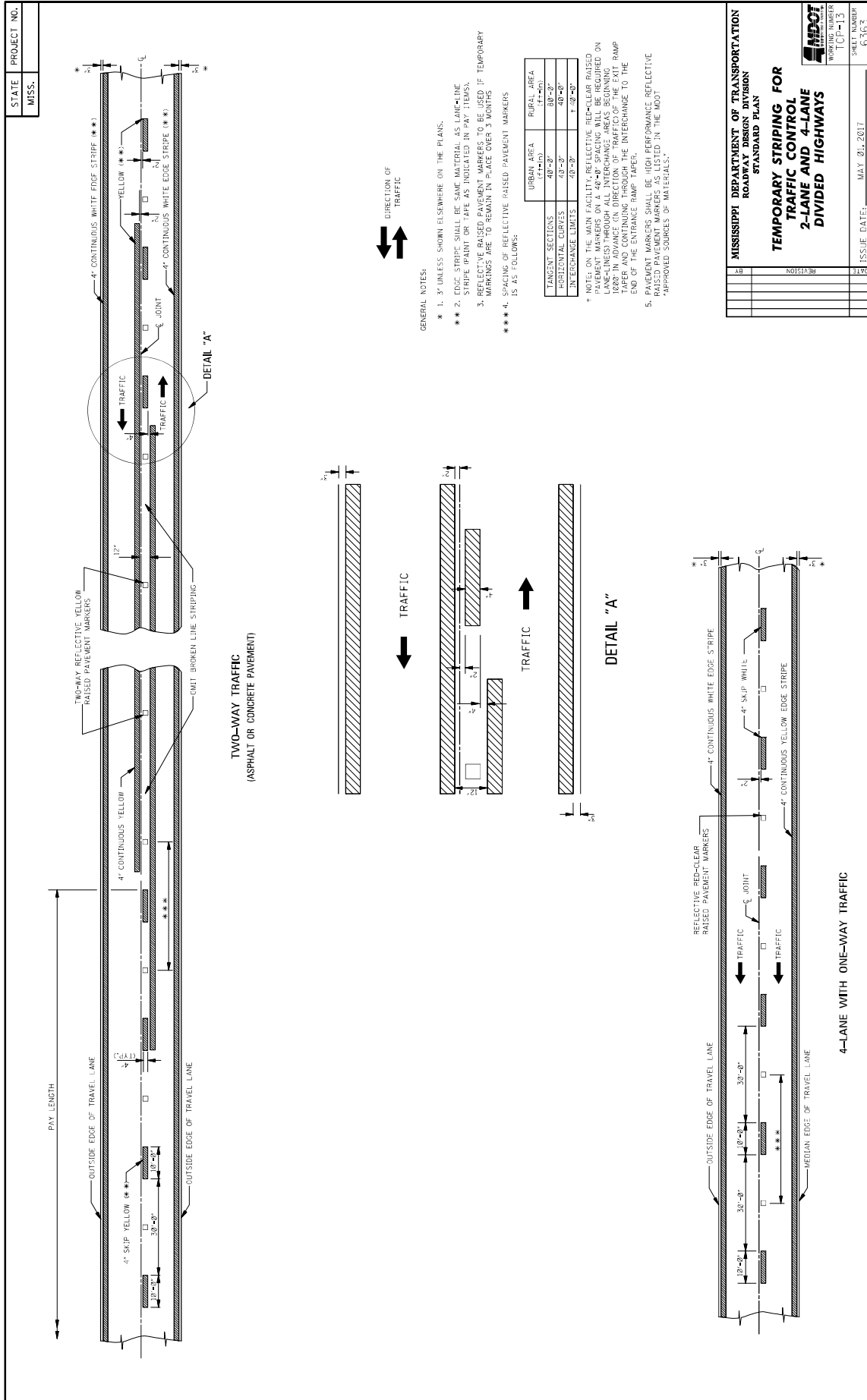




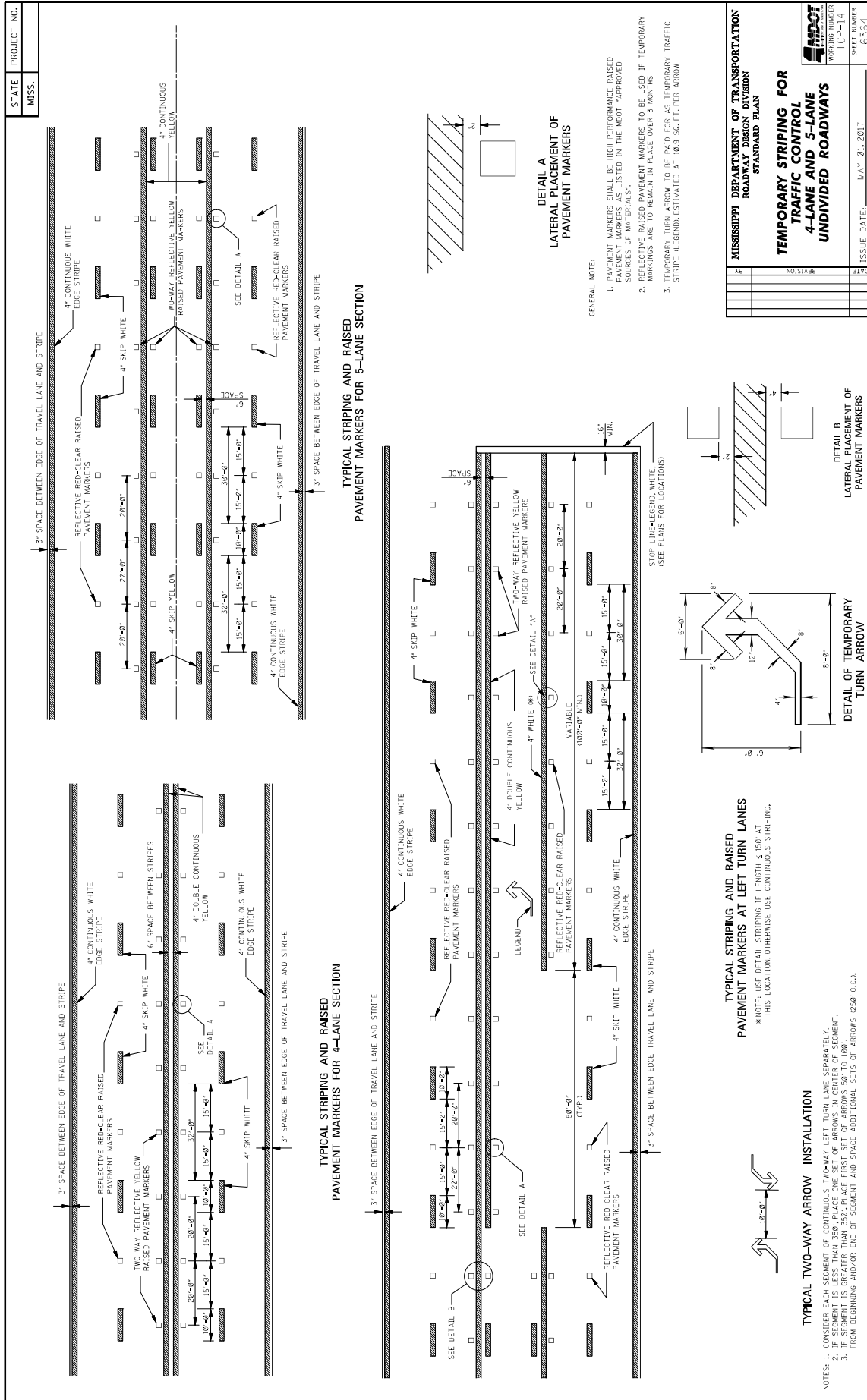
**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**  
 ROADWAY DESIGN DIVISION  
 STANDARD PLAN  
**TRAFFIC CONTROL PLAN**  
**FOR TEMPORARY**  
**CONSTRUCTION CROSSOVER**  
 (WORK DAY ONLY)

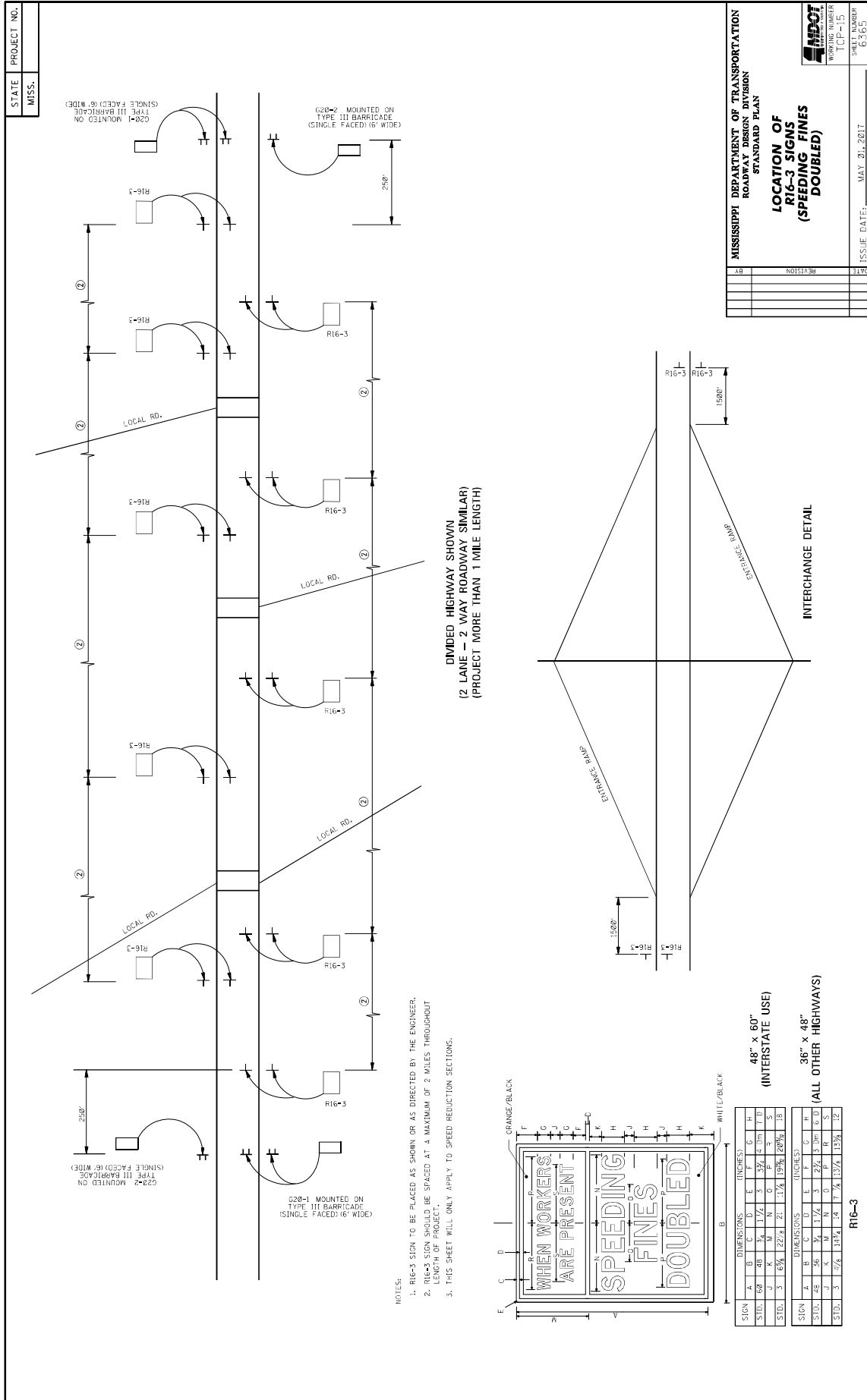
WORKING NUMBER: TCR-11  
 SHEET NUMBER: 6361  
 ISSUE DATE: MAY 01, 2017





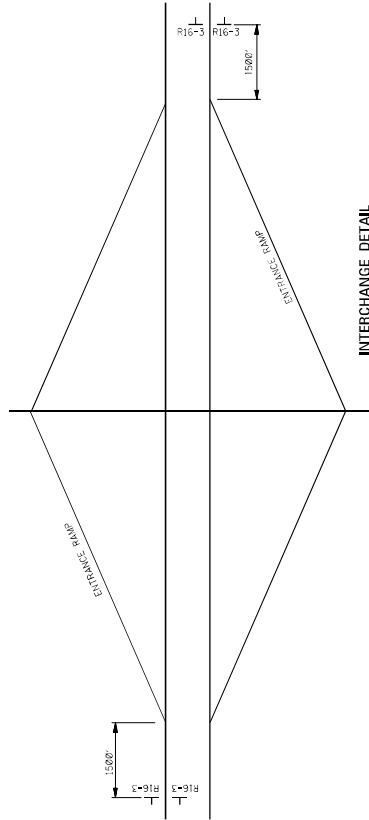
|   |                        |
|---|------------------------|
| <b>MISSISSIPPI DEPARTMENT OF TRANSPORTATION</b> |                        |
| <b>ROADWAY DESIGN DIVISION</b>                  |                        |
| <b>STANDARD PLAN</b>                            |                        |
| <b>TEMPORARY STRIPING FOR</b>                   |                        |
| <b>2-LANE AND 4-LANE</b>                        |                        |
| <b>DIVIDED HIGHWAYS</b>                         |                        |
|   | SHEET NUMBER<br>TCP-13 |
| ISSUE DATE: MAY 01, 2017                        | 6363                   |



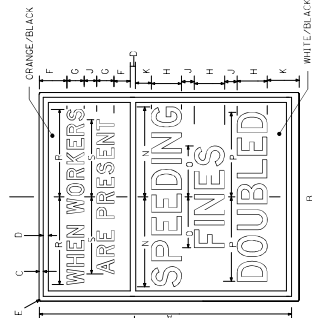


**DIVIDED HIGHWAY SHOWN  
(2 LANE - 2 WAY ROADWAY SIMILAR)  
(PROJECT MORE THAN 1 MILE LENGTH)**

- NOTES:**
1. R16-3 SIGN TO BE PLACED AS SHOWN OR AS DIRECTED BY THE ENGINEER.
  2. R16-3 SIGN SHOULD BE SPACED AT A MAXIMUM OF 2 MILES THROUGHOUT LENGTH OF PROJECT.
  3. THIS SHEET WILL ONLY APPLY TO SPEED REDUCTION SECTIONS.



**INTERCHANGE DETAIL**



**48" x 60"**  
(INTERSTATE USE)

**36" x 48"**  
(ALL OTHER HIGHWAYS)

| SIGN |      | DIMENSIONS (INCHES) |       |       |       |       |       |       |       |       |       |       |       |
|------|------|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| A    | B    | C                   | D     | E     | F     | G     | H     | I     | J     | K     | L     | M     | N     |
| STD. | 6-00 | 48                  | 36    | 1 1/4 | 5     | 3/4   | 4     | 3/4   | 1 1/4 | 1 3/4 | 1 3/4 | 2 1/2 | 5     |
| STD. | 3    | 1 5/8               | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |
| SIGN |      | DIMENSIONS (INCHES) |       |       |       |       |       |       |       |       |       |       |       |
| A    | B    | C                   | D     | E     | F     | G     | H     | I     | J     | K     | L     | M     | N     |
| STD. | 36   | 48                  | 36    | 1 1/4 | 4     | 3/4   | 4     | 3/4   | 1 1/4 | 1 3/4 | 1 3/4 | 2 1/2 | 5     |
| STD. | 3    | 1 5/8               | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 | 1 1/4 |

**R16-3**

STATE PROJECT NO.  
MISS.

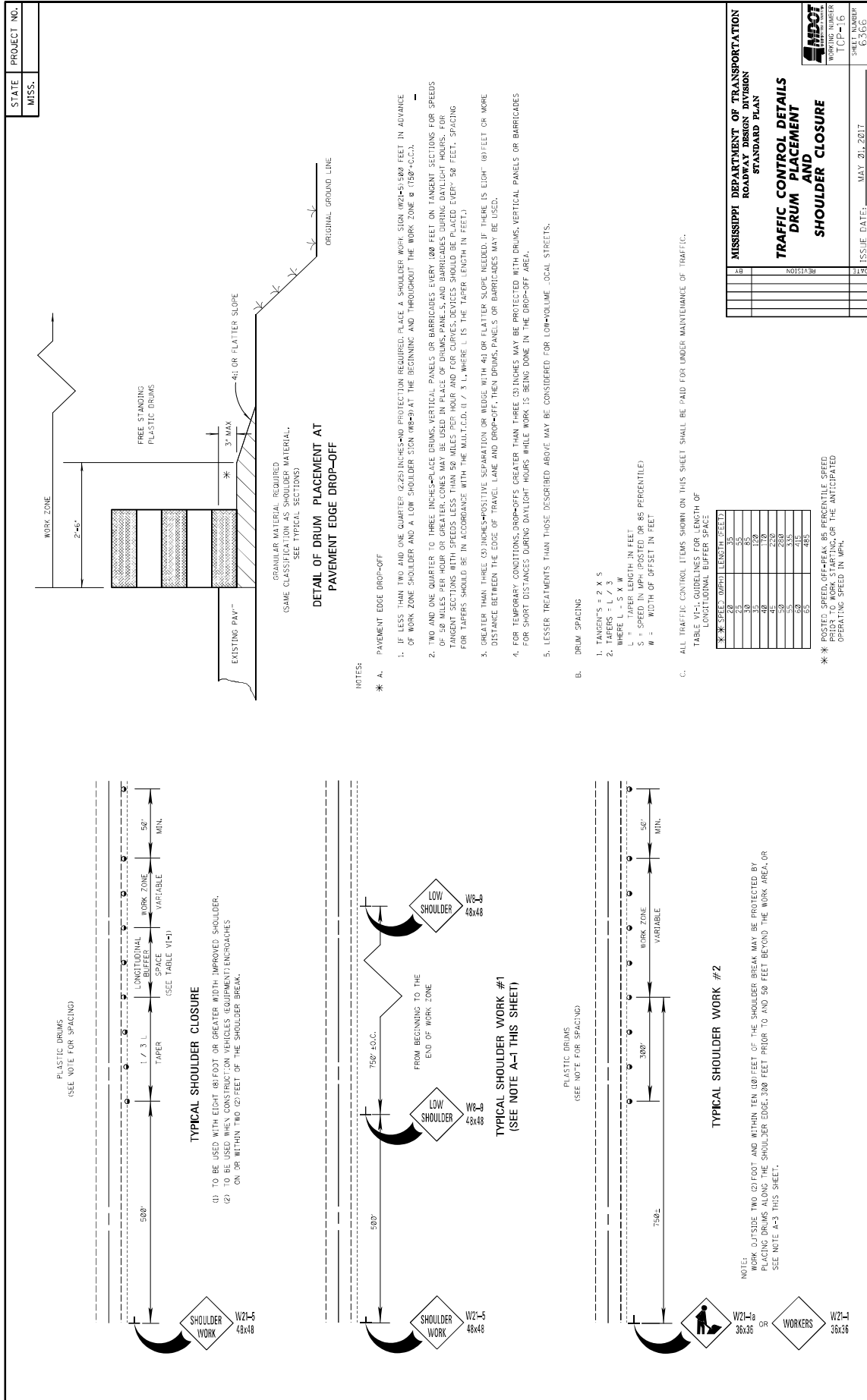
MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN  
**LOCATION OF  
R16-3 SIGNS  
(SPEEDING FINES  
DOUBLED)**

ISSUE DATE: MAY 21, 2017

WORKING NUMBER  
ICP-15

SHEET NUMBER  
6-163

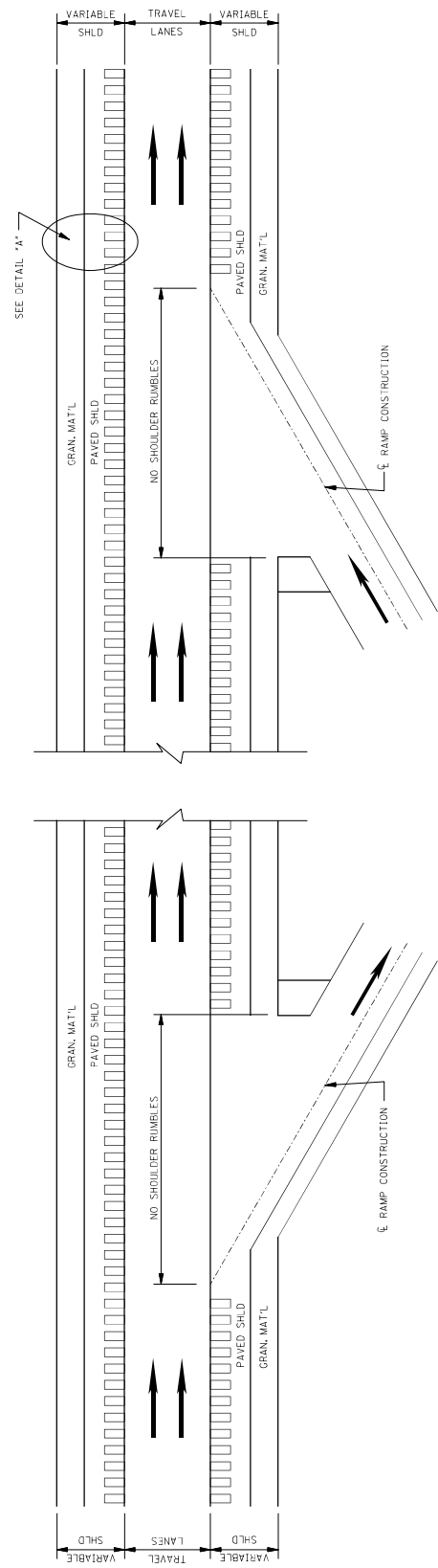
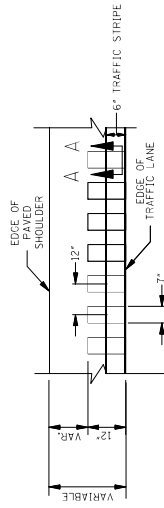
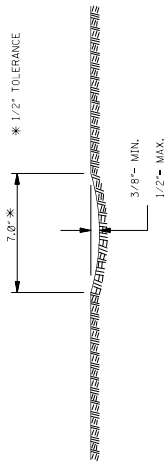






GENERAL NOTES

1. GROUND-IN RUMBLE STRIPES SHALL BE APPLIED TO ALL PAVED SHOULDERS AND ALL PAVED SHOULDERS ON THIS PROJECT.
2. GROUND-IN RUMBLE STRIPES SHALL BE APPLIED TO ALL INTERSECTIONS, ROADWAYS, AND OTHER INTERSECTIONS IN NORMAL SHOULDER WIDTH AS DIRECTED BY THE ENGINEER.
3. COST TO BE PAID FOR USING APPROPRIATE PAY ITEMS.
4. GROUND-IN RUMBLE STRIPES SHALL BE APPLIED TO:
  - A. MAINLINE
  - B. INTERSECTING ROADWAY IF OVERLAD OR RECONSTRUCTED BEYOND NORMAL MAINLINE R.O.W.
  - C. ANY ROADWAY WITH EXISTING RUMBLE STRIPES PRIOR TO CONSTRUCTION.

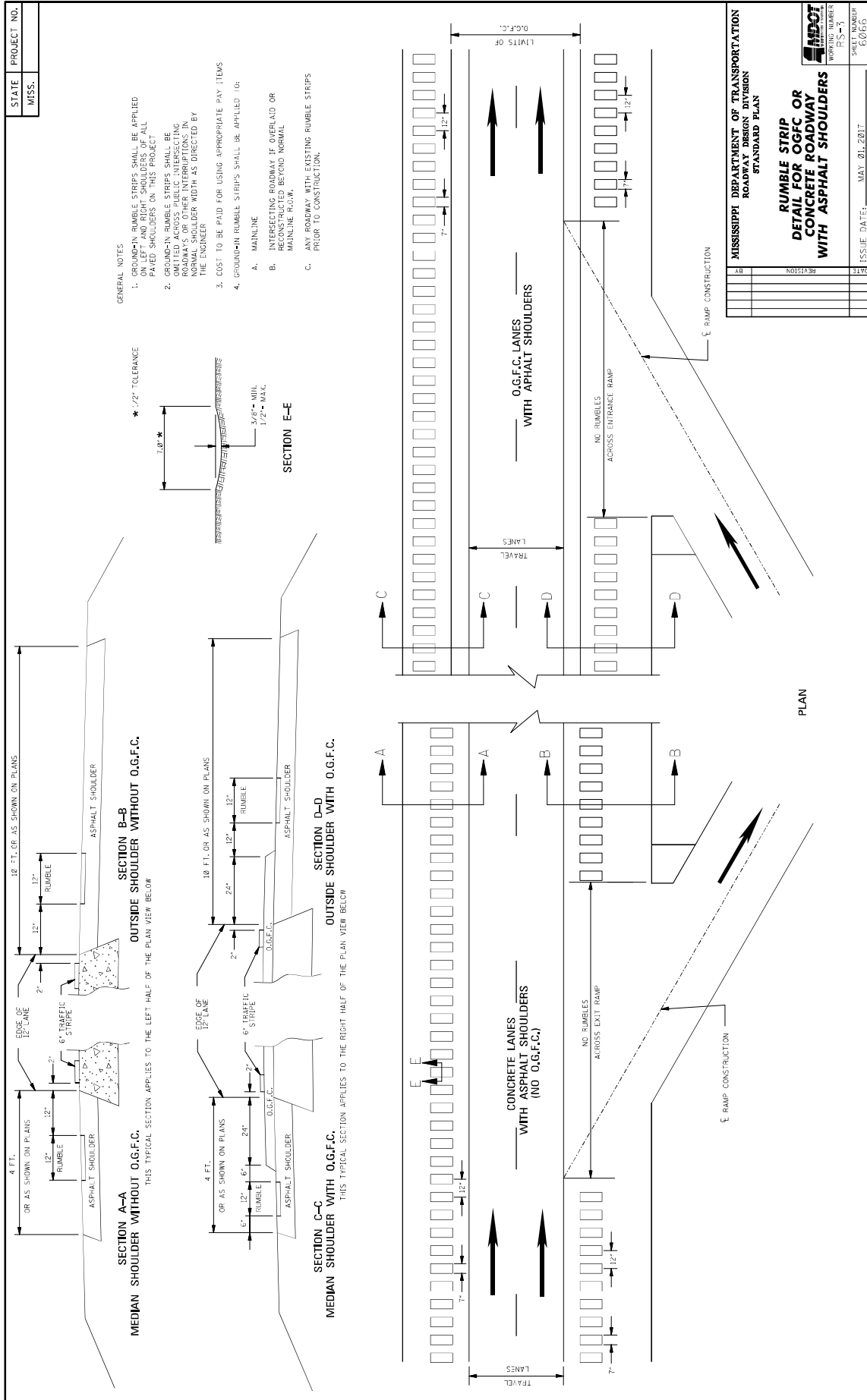


MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

**RUMBLE STRIPES  
4-LANE HIGHWAYS  
(ASPHALT LANES,  
2-FT OR WIDER,  
ASPHALT SHOULDERS)**

ISSUE NUMBER: 6065  
ISSUE DATE: AUGUST 01, 2017

| DATE  | REVISION | LOCATION |
|-------|----------|----------|
| 05/08 | 05/08    | 05/08    |



## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 - NOTICE TO BIDDERS NO. 4702**

**CODE: (SP)**

**DATE: 11/22/2022**

**SUBJECT: App for Traffic Control Reports**

Bidders are advised that the Department has created a smart phone App for completing and submitting traffic control reports (Form CSD-762) required on this project. The Contractor who monitors traffic control activities and completes traffic control reports will be required to download and use this App when completing and submitting traffic control reports. The reports will then be readily available to all persons who need access to the forms. The App is free and is available for downloading at the following location.

<https://extacctmgmt.mdot.state.ms.us/>

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 5551**

**CODE: (IS)**

**DATE: 12/06/2023**

**SUBJECT: Federal Bridge Formula**

Bidders are hereby advised that the latest revision of Federal Highway Administration Publication No. FHWA-HOP-06-105, **BRIDGE FORMULA WEIGHTS**, dated August 2006, is made a part of this contract when applicable.

Prior to the preconstruction conference, the Contractor shall advise the Engineer, in writing, what materials, if any, will be delivered to the jobsite via Interstate route(s).

Copies of the **BRIDGE FORMULA WEIGHTS** publication may be obtained by contacting:

Federal Highway Administration  
400 7<sup>th</sup> Street, SW  
Washington, DC 20590  
(202) 366-2212

or

[https://ops.fhwa.dot.gov/freight/publications/brdg\\_frm\\_wghts/](https://ops.fhwa.dot.gov/freight/publications/brdg_frm_wghts/)

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 5750**

**CODE: (SP)**

**DATE: 03/19/2024**

**SUBJECT: Manual on Uniform Traffic Control Devices (MUTCD)**

Bidders are advised that any reference to the current edition of the MUTCD or the latest edition of the MUTCD within plans, proposal, or standard specifications means the 2009 Edition and the 3 Revisions thereto.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 6762**

**CODE: (SP)**

**DATE: 03/12/2025**

**SUBJECT: Contract Time**

**PROJECT: MP-5000-25(210) / 309692325 – Hinds County  
MP-5045-35(007) / 309692335 – Kemper County  
MP-5000-38(211) / 309692338 – Lauderdale County  
MP-5025-40(004) / 309692340 – Leake County  
MP-5000-45(212) / 309692345 – Madison County  
MP-5019-50(015) / 309692350 – Leake County  
MP-5020-51(005) / 309692351 – Newton County  
MP-5000-52(213) / 309692352 – Noxubee County  
MP-5000-61(214) / 309692361 – Rankin County  
MP-5020-62(011) / 309692362 – Scott County**

The completion of work to be performed by the Contractor for this project will not be a specified date but shall be when all allowable working days are assessed, or any extension thereto as provided in Subsection 108.06. It is anticipated that the Notice of Award will be issued no later than **May 13, 2025** and the date for Notice to Proceed / Beginning of Contract Time will be **June 12, 2025**.

Should the Contractor request a Notice to Proceed earlier than **June 12, 2025** and it is agreeable with the Department for an early Notice to Proceed, the requested date will become the new Notice to Proceed date. Regardless of whether or not an early Notice to Proceed is granted, contract time will start at the original Notice to Proceed date.

All requests for an early Notice to Proceed shall be sent to the Project Engineer who will forward it to the Contract Administration Division.

**107** Working Days have been allowed for the completion of work on this project.

**A Progress Schedule will not be required for this project.**



## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6763

CODE: (SP)

DATE: 03/20/2025

SUBJECT: Scope of Work

PROJECT: MP-5000-25(210) / 309692325 – Hinds County  
MP-5045-35(007) / 309692335 – Kemper County  
MP-5000-38(211) / 309692338 – Lauderdale County  
MP-5025-40(004) / 309692340 – Leake County  
MP-5000-45(212) / 309692345 – Madison County  
MP-5019-50(015) / 309692350 – Leake County  
MP-5020-51(005) / 309692351 – Newton County  
MP-5000-52(213) / 309692352 – Noxubee County  
MP-5000-61(214) / 309692361 – Rankin County  
MP-5020-62(011) / 309692362 – Scott 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 this project shall consist of the cutting and removal of dead or dying trees that are either standing or downed on the ground within right-of-way. The Engineer shall be consulted regarding any questions or verification of the right-of-way limits.

All trees that are either cut or downed shall be either mulched in place or become the property of the Contractor and removed from the right-of-way; however, **all trees located within the limits of the Bienville National Forest shall be mulched in place.** If the Contractor elects to remove any of the trees from the right-of-way, then the Contractor shall be responsible for ensuring that all necessary requirements are met including but not limited to any permits needed. If any tree stumps are located outside of the tree line, then said tree stumps shall either be ground or cut to the ground line. Grubbing shall **NOT** be allowed for this Contract. If the Contractor elects to mulch the trees in place, then said mulch shall be spread to a maximum depth of four (4) inches. If the dead tree is located in areas maintained or mowed in front of homes or businesses, then said dead tree shall be removed and mulched out of the maintained or mowed area.

Any areas disturbed by the Contractor shall be restabilized to the satisfaction of the Engineer at no additional cost to the State. The Contractor shall not damage the slopes, other right-of-way features, private property, or above ground utilities. Any damage done shall be corrected by the Contractor at no additional cost to the State and shall include but not be limited to ditch regrading, slope regrading, grassing, etc. All ditches and slopes shall be restored to their original conditions and the Contractor shall ensure that mulch shall not be left in the ditches and on the shoulders/slopes on the roadway side of the ditches. Additionally, it shall be the responsibility of the Contractor to protect existing structures such as pipes, inlets, aprons, bridges, etc. from

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

Any signs that are in conflict with construction of this project shall be removed and relocated by the Contractor as directed by the Engineer at no additional cost to the State.

The Contractor shall erect and maintain construction signing and provide all signs and traffic control devices necessary to safely maintain traffic around and through the work areas in accordance with MDOT standard and the MUTCD.

Standard roadside construction signs shall be placed in accordance with the attached drawings and as directed by the Engineer. W20-1 signs shall be placed on all public roads approaches as shown or as directed.

All costs associated with the cutting, mulching, removal, stump grinding, or any other work associated with the dead tree removal shall be included in pay item 907-201-D: Random Clearing (Per Mile). The Interstate and Four Lane routes shall be measured along the outside of the travel lanes and the full width of the median. Two Lane Routes and other Non-Divided routes shall be measured along both sides of the roadway.

The Contractor shall only be required to make one pass through per route.

All costs associated with traffic control and signage shall be included in pay item 907-618-A: Maintenance of Traffic.

All costs associated with mobilization, remobilization, or demobilization shall be included in pay item 620-A: Mobilization.

**Debris Cleanup**

| <b>County</b> | <b>Route</b> | <b>Lane</b> | <b>Mile Start</b> | <b>Mile End</b> | <b>Pay Length (MILE)</b> | <b>Notes/Description</b> |
|---------------|--------------|-------------|-------------------|-----------------|--------------------------|--------------------------|
| Hinds         | I-20         | East        | 0.20              | 0.40            | 0.20                     |                          |
| Hinds         | I-20         | East        | 0.50              | 0.60            | 0.10                     |                          |
| Hinds         | I-20         | East        | 0.90              | 1.10            | 0.20                     |                          |
| Hinds         | I-20         | East        | 1.00              | 1.20            | 0.20                     |                          |
| Hinds         | I-20         | East        | 1.40              | 1.60            | 0.20                     |                          |
| Hinds         | I-20         | East        | 1.40              | 1.70            | 0.30                     |                          |
| Hinds         | I-20         | East        | 3.50              | 3.80            | 0.30                     |                          |
| Hinds         | I-20         | East        | 4.00              | 4.10            | 0.10                     |                          |
| Hinds         | I-20         | East        | 4.30              | 4.40            | 0.10                     |                          |
| Hinds         | I-20         | East        | 4.70              | 4.80            | 0.10                     |                          |
| Hinds         | I-20         | East        | 7.10              | 7.20            | 0.10                     |                          |
| Hinds         | I-20         | East        | 9.40              | 9.80            | 0.40                     |                          |
| Hinds         | I-20         | East        | 9.80              | 9.81            | 0.01                     |                          |
| Hinds         | I-20         | East        | 9.90              | 10.00           | 0.10                     |                          |
| Hinds         | I-20         | East        | 11.00             | 11.20           | 0.20                     |                          |
| Hinds         | I-20         | East        | 11.10             | 11.40           | 0.30                     |                          |
| Hinds         | I-20         | East        | 11.50             | 11.51           | 0.01                     |                          |
| Hinds         | I-20         | East        | 11.60             | 11.70           | 0.10                     |                          |
| Hinds         | I-20         | East        | 12.10             | 12.50           | 0.40                     |                          |
| Hinds         | I-20         | East        | 12.10             | 12.30           | 0.20                     |                          |
| Hinds         | I-20         | East        | 12.50             | 12.80           | 0.30                     |                          |
| Hinds         | I-20         | East        | 12.80             | 12.81           | 0.01                     |                          |
| Hinds         | I-20         | East        | 12.90             | 13.20           | 0.30                     |                          |
| Hinds         | I-20         | East        | 14.00             | 14.20           | 0.20                     |                          |
| Hinds         | I-20         | East        | 16.90             | 17.00           | 0.10                     |                          |
| Hinds         | I-20         | East        | 17.20             | 17.40           | 0.20                     |                          |
| Hinds         | I-20         | East        | 17.30             | 17.60           | 0.30                     |                          |
| Hinds         | I-20         | East        | 17.50             | 17.80           | 0.30                     |                          |
| Hinds         | I-20         | East        | 19.80             | 19.81           | 0.01                     |                          |
| Hinds         | I-20         | East        | 19.90             | 20.30           | 0.40                     |                          |
| Hinds         | I-20         | East        | 20.40             | 20.60           | 0.20                     |                          |
| Hinds         | I-20         | East        | 20.50             | 21.10           | 0.60                     |                          |
| Hinds         | I-20         | East        | 21.20             | 21.30           | 0.10                     |                          |
| Hinds         | I-20         | East        | 21.70             | 21.71           | 0.01                     |                          |
| Hinds         | I-20         | East        | 22.00             | 22.10           | 0.10                     |                          |
| Hinds         | I-20         | East        | 22.60             | 22.61           | 0.01                     |                          |
| Hinds         | I-20         | East        | 22.80             | 23.20           | 0.40                     |                          |
| Hinds         | I-20         | East        | 23.80             | 23.90           | 0.10                     |                          |
| Hinds         | I-20         | East        | 24.50             | 24.80           | 0.30                     |                          |
| Hinds         | I-20         | East        | 25.20             | 25.40           | 0.20                     |                          |
| Hinds         | I-20         | East        | 32.70             | 32.80           | 0.10                     |                          |
| Hinds         | I-20         | East        | 33.60             | 33.61           | 0.01                     |                          |
| Hinds         | I-20         | East        | 44.60             | 44.61           | 0.01                     |                          |
| Hinds         | I-20         | East        | 44.90             | 44.91           | 0.01                     |                          |

**Debris Cleanup**

| <b>County</b> | <b>Route</b> | <b>Lane</b> | <b>Mile Start</b> | <b>Mile End</b> | <b>Pay Length (MILE)</b> | <b>Notes/Description</b> |
|---------------|--------------|-------------|-------------------|-----------------|--------------------------|--------------------------|
| Hinds         | I-20         | East        | 45.40             | 45.41           | 0.01                     |                          |
| Hinds         | I-20         | East        | 46.20             | 46.21           | 0.01                     |                          |
| Hinds         | I-20         | East        | 47.20             | 47.30           | 0.10                     |                          |
| Hinds         | I-20         | East        | 48.90             | 48.91           | 0.01                     |                          |
|               |              |             |                   |                 |                          |                          |
| Hinds         | I-20         | West        | 3.60              | 3.70            | 0.10                     |                          |
| Hinds         | I-20         | West        | 3.80              | 3.90            | 0.10                     |                          |
| Hinds         | I-20         | West        | 4.00              | 4.60            | 0.60                     |                          |
| Hinds         | I-20         | West        | 4.70              | 4.80            | 0.10                     |                          |
| Hinds         | I-20         | West        | 5.50              | 5.60            | 0.10                     |                          |
| Hinds         | I-20         | West        | 5.70              | 5.80            | 0.10                     |                          |
| Hinds         | I-20         | West        | 5.90              | 6.00            | 0.10                     |                          |
| Hinds         | I-20         | West        | 6.90              | 7.00            | 0.10                     |                          |
| Hinds         | I-20         | West        | 7.00              | 7.01            | 0.01                     |                          |
| Hinds         | I-20         | West        | 7.20              | 8.00            | 0.80                     |                          |
| Hinds         | I-20         | West        | 7.40              | 8.10            | 0.70                     |                          |
| Hinds         | I-20         | West        | 7.50              | 7.51            | 0.01                     |                          |
| Hinds         | I-20         | West        | 8.20              | 8.40            | 0.20                     |                          |
| Hinds         | I-20         | West        | 8.50              | 8.70            | 0.20                     |                          |
| Hinds         | I-20         | West        | 8.90              | 9.00            | 0.10                     |                          |
| Hinds         | I-20         | West        | 10.00             | 10.10           | 0.10                     |                          |
| Hinds         | I-20         | West        | 11.00             | 11.01           | 0.01                     |                          |
| Hinds         | I-20         | West        | 11.30             | 11.40           | 0.10                     |                          |
| Hinds         | I-20         | West        | 11.50             | 11.51           | 0.01                     |                          |
| Hinds         | I-20         | West        | 11.60             | 11.80           | 0.20                     |                          |
| Hinds         | I-20         | West        | 12.00             | 12.10           | 0.10                     |                          |
| Hinds         | I-20         | West        | 12.20             | 12.21           | 0.01                     |                          |
| Hinds         | I-20         | West        | 13.30             | 13.40           | 0.10                     |                          |
| Hinds         | I-20         | West        | 13.50             | 13.60           | 0.10                     |                          |
| Hinds         | I-20         | West        | 13.60             | 14.00           | 0.40                     |                          |
| Hinds         | I-20         | West        | 14.80             | 14.81           | 0.01                     |                          |
| Hinds         | I-20         | West        | 18.00             | 18.01           | 0.01                     |                          |
| Hinds         | I-20         | West        | 18.50             | 18.70           | 0.20                     |                          |
| Hinds         | I-20         | West        | 19.90             | 19.91           | 0.01                     |                          |
| Hinds         | I-20         | West        | 21.70             | 21.80           | 0.10                     |                          |
| Hinds         | I-20         | West        | 26.70             | 26.80           | 0.10                     |                          |
| Hinds         | I-20         | West        | 27.50             | 27.60           | 0.10                     |                          |
| Hinds         | I-20         | West        | 27.70             | 27.80           | 0.10                     |                          |
| Hinds         | I-20         | West        | 28.10             | 28.40           | 0.30                     |                          |
| Hinds         | I-20         | West        | 28.60             | 28.70           | 0.10                     |                          |
| Hinds         | I-20         | West        | 34.90             | 34.91           | 0.01                     |                          |
| Hinds         | I-20         | West        | 35.90             | 35.91           | 0.01                     |                          |
| Hinds         | I-20         | West        | 36.10             | 36.11           | 0.01                     |                          |
| Hinds         | I-20         | West        | 40.80             | 40.81           | 0.01                     |                          |

**Debris Cleanup**

| <b>County</b> | <b>Route</b> | <b>Lane</b>              | <b>Mile Start</b> | <b>Mile End</b> | <b>Pay Length (MILE)</b> | <b>Notes/Description</b> |
|---------------|--------------|--------------------------|-------------------|-----------------|--------------------------|--------------------------|
| Hinds         | I-20         | West                     | 55.10             | 55.30           | 0.20                     |                          |
|               |              | <b>Route Total (MI):</b> |                   |                 | <b>13.740</b>            |                          |
| Hinds         | I-55         | North                    | 0.50              | 0.51            | 0.01                     |                          |
| Hinds         | I-55         | North                    | 0.80              | 0.81            | 0.01                     |                          |
| Hinds         | I-55         | North                    | 1.00              | 1.01            | 0.01                     |                          |
| Hinds         | I-55         | North                    | 1.20              | 1.21            | 0.01                     |                          |
| Hinds         | I-55         | North                    | 4.10              | 4.11            | 0.01                     |                          |
| Hinds         | I-55         | North                    | 4.50              | 4.51            | 0.01                     |                          |
| Hinds         | I-55         | North                    | 5.40              | 5.41            | 0.01                     |                          |
| Hinds         | I-55         | North                    | 5.80              | 5.81            | 0.01                     |                          |
| Hinds         | I-55         | North                    | 6.40              | 6.41            | 0.01                     |                          |
| Hinds         | I-55         | North                    | 12.50             | 12.51           | 0.01                     |                          |
| Hinds         | I-55         | North                    | 13.20             | 13.21           | 0.01                     |                          |
| Hinds         | I-55         | North                    | 13.40             | 13.41           | 0.01                     |                          |
| Hinds         | I-55         | North                    | 13.50             | 13.51           | 0.01                     |                          |
| Hinds         | I-55         | North                    | 13.60             | 13.61           | 0.01                     |                          |
| Hinds         | I-55         | North                    | 13.70             | 13.71           | 0.01                     |                          |
| Hinds         | I-55         | North                    | 14.00             | 14.01           | 0.01                     |                          |
| Hinds         | I-55         | North                    | 16.90             | 16.91           | 0.01                     |                          |
| Hinds         | I-55         | North                    | 18.30             | 18.40           | 0.10                     |                          |
| Hinds         | I-55         | North                    | 18.40             | 18.41           | 0.01                     |                          |
| Hinds         | I-55         | North                    | 24.30             | 24.31           | 0.01                     |                          |
| Hinds         | I-55         | South                    | 5.80              | 5.81            | 0.01                     |                          |
| Hinds         | I-55         | South                    | 6.30              | 6.31            | 0.01                     |                          |
| Hinds         | I-55         | South                    | 6.40              | 6.41            | 0.01                     |                          |
| Hinds         | I-55         | South                    | 11.80             | 11.81           | 0.01                     |                          |
| Hinds         | I-55         | South                    | 12.50             | 12.51           | 0.01                     |                          |
| Hinds         | I-55         | South                    | 12.70             | 12.71           | 0.01                     |                          |
| Hinds         | I-55         | South                    | 14.40             | 14.41           | 0.01                     |                          |
| Hinds         | I-55         | South                    | 14.50             | 14.51           | 0.01                     |                          |
| Hinds         | I-55         | South                    | 15.90             | 15.91           | 0.01                     |                          |
| Hinds         | I-55         | South                    | 16.10             | 16.11           | 0.01                     |                          |
| Hinds         | I-55         | South                    | 16.40             | 16.41           | 0.01                     |                          |
| Hinds         | I-55         | South                    | 16.60             | 16.61           | 0.01                     |                          |
| Hinds         | I-55         | South                    | 20.40             | 20.41           | 0.01                     |                          |
| Hinds         | I-55         | South                    | 26.50             | 26.51           | 0.01                     |                          |
| Hinds         | I-55         | South                    | 26.80             | 26.81           | 0.01                     |                          |
| Hinds         | I-55         | South                    | 27.90             | 27.91           | 0.01                     |                          |
| Hinds         | I-55         | South                    | 28.10             | 28.11           | 0.01                     |                          |
| Hinds         | I-55         | South                    | 28.20             | 28.21           | 0.01                     |                          |
| Hinds         | I-55         | South                    | 28.30             | 28.31           | 0.01                     |                          |

**Debris Cleanup**

| <b>County</b> | <b>Route</b> | <b>Lane</b>              | <b>Mile Start</b> | <b>Mile End</b> | <b>Pay Length (MILE)</b> | <b>Notes/Description</b> |
|---------------|--------------|--------------------------|-------------------|-----------------|--------------------------|--------------------------|
| Hinds         | I-55         | South                    | 28.70             | 28.71           | 0.01                     |                          |
| Hinds         | I-55         | South                    | 28.90             | 28.91           | 0.01                     |                          |
| Hinds         | I-55         | South                    | 29.00             | 29.01           | 0.01                     |                          |
|               |              | <b>Route Total (MI):</b> |                   |                 | <b>0.510</b>             |                          |
| Hinds         | US 49        | North                    | 1.6               | 1.61            | 0.01                     |                          |
| Hinds         | US 49        | North                    | 2.7               | 2.71            | 0.01                     |                          |
| Hinds         | US 49        | North                    | 4.5               | 4.51            | 0.01                     |                          |
| Hinds         | US 49        | North                    | 4.8               | 4.82            | 0.02                     |                          |
| Hinds         | US 49        | North                    | 6.5               | 6.51            | 0.01                     |                          |
| Hinds         | US 49        | North                    | 6.6               | 6.61            | 0.01                     |                          |
| Hinds         | US 49        | North                    | 7                 | 7.1             | 0.1                      |                          |
| Hinds         | US 49        | North                    | 7.3               | 7.31            | 0.01                     |                          |
| Hinds         | US 49        | North                    | 7.5               | 7.52            | 0.02                     |                          |
| Hinds         | US 49        | North                    | 8.4               | 8.7             | 0.3                      |                          |
| Hinds         | US 49        | North                    | 8.5               | 8.51            | 0.01                     |                          |
| Hinds         | US 49        | South                    | 5                 | 5.01            | 0.01                     |                          |
| Hinds         | US 49        | South                    | 6.7               | 6.71            | 0.01                     |                          |
|               |              | <b>Route Total (MI):</b> |                   |                 | <b>0.530</b>             |                          |

**Debris Cleanup**

| <b>County</b> | <b>Route</b> | <b>Lane</b> | <b>Mile Start</b> | <b>Mile End</b> | <b>Pay Length (MILE)</b> | <b>Notes/Description</b>  |
|---------------|--------------|-------------|-------------------|-----------------|--------------------------|---------------------------|
| Kemper        | US 45 North  | RRL         | 0.31              |                 | 0.01                     | Based on Odometer Reading |
| Kemper        | US 45 North  | RRL         | 0.69              |                 | 0.01                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 0.80              |                 | 0.01                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 1.07              |                 | 0.01                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 1.45              |                 | 0.03                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 2.01              |                 | 0.09                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 2.21              |                 | 0.02                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 2.24              |                 | 0.01                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 2.68              |                 | 0.02                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 2.92              |                 | 0.01                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 3.08              |                 | 0.01                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 3.28              |                 | 0.02                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 3.32              |                 | 0.01                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 3.79              |                 | 0.02                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 3.98              |                 | 0.01                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 4.12              |                 | 0.03                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 4.42              |                 | 0.01                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 5.12              |                 | 0.01                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 5.18              |                 | 0.01                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 5.23              |                 | 0.02                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 5.35              |                 | 0.01                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 5.92              |                 | 0.01                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 6.19              |                 | 0.01                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 6.31              |                 | 0.01                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 6.43              |                 | 0.02                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 6.52              |                 | 0.01                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 6.65              |                 | 0.01                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 7.00              |                 | 0.02                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 7.12              |                 | 0.02                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 7.28              |                 | 0.01                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 7.68              |                 | 0.04                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 7.74              |                 | 0.04                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 7.80              |                 | 0.01                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 7.92              |                 | 0.01                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 7.95              |                 | 0.02                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 8.02              |                 | 0.01                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 10.15             |                 | 0.01                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 10.20             |                 | 0.02                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 10.95             |                 | 0.05                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 11.04             |                 | 0.01                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 11.28             |                 | 0.01                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 11.41             |                 | 0.11                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 11.61             |                 | 0.01                     | " " "                     |
| Kemper        | US 45 North  | RRL         | 11.63             |                 | 0.01                     | " " "                     |

**Debris Cleanup**

| <b>County</b> | <b>Route</b> | <b>Lane</b> | <b>Mile Start</b> | <b>Mile End</b> | <b>Pay Length (MILE)</b> | <b>Notes/Description</b> |   |   |
|---------------|--------------|-------------|-------------------|-----------------|--------------------------|--------------------------|---|---|
| Kemper        | US 45 North  | RRL         | 11.65             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 11.81             |                 | 0.06                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 11.93             |                 | 0.02                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 12.08             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 12.25             |                 | 0.03                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 13.29             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 13.69             |                 | 0.04                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 14.30             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 14.40             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 15.28             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 17.78             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 18.02             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 18.07             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 18.11             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 18.45             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 18.90             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 18.91             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 18.99             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 19.20             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 19.24             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 19.45             |                 | 0.02                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 19.50             |                 | 0.05                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 19.58             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 19.71             |                 | 0.05                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 19.85             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 19.87             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 20.10             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 20.24             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 20.50             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 20.52             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 20.61             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 20.67             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 20.73             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 20.77             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 20.83             |                 | 0.02                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 21.10             |                 | 0.03                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 22.08             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 23.41             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 23.65             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 23.75             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 24.00             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 24.21             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 24.23             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 North  | RRL         | 24.89             |                 | 0.01                     | "                        | " | " |



**Debris Cleanup**

| <b>County</b> | <b>Route</b> | <b>Lane</b> | <b>Mile Start</b> | <b>Mile End</b> | <b>Pay Length (MILE)</b> | <b>Notes/Description</b>  |   |   |
|---------------|--------------|-------------|-------------------|-----------------|--------------------------|---------------------------|---|---|
| Kemper        | US 45 North  | RRL         | 24.92             |                 | 0.01                     | "                         | " | " |
| Kemper        | US 45 North  | RRL         | 25.68             |                 | 0.01                     | "                         | " | " |
|               |              |             |                   |                 |                          |                           |   |   |
| Kemper        | US 45        | Median      | 15.00             |                 | 0.01                     | Based on Odometer Reading |   |   |
|               |              |             |                   |                 |                          |                           |   |   |
| Kemper        | US 45 South  | LLL         | 1.63              |                 | 0.01                     | Based on Odometer Reading |   |   |
| Kemper        | US 45 South  | LLL         | 1.75              |                 | 0.01                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 1.80              |                 | 0.01                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 2.10              |                 | 0.01                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 2.42              |                 | 0.01                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 2.48              |                 | 0.01                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 2.65              |                 | 0.02                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 2.88              |                 | 0.03                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 3.00              |                 | 0.01                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 3.08              |                 | 0.01                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 3.11              |                 | 0.01                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 3.13              |                 | 0.17                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 3.48              |                 | 0.02                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 3.52              |                 | 0.01                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 3.65              |                 | 0.01                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 3.75              |                 | 0.01                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 3.97              |                 | 0.02                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 4.13              |                 | 0.01                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 4.25              |                 | 0.01                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 4.70              |                 | 0.03                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 4.79              |                 | 0.01                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 4.82              |                 | 0.02                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 4.92              |                 | 0.01                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 4.95              |                 | 0.01                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 5.05              |                 | 0.01                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 5.45              |                 | 0.01                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 5.50              |                 | 0.03                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 5.61              |                 | 0.01                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 6.05              |                 | 0.01                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 6.37              |                 | 0.01                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 7.05              |                 | 0.05                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 14.58             |                 | 0.01                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 14.63             |                 | 0.01                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 14.85             |                 | 0.01                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 15.17             |                 | 0.01                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 15.20             |                 | 0.01                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 15.35             |                 | 0.01                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 15.61             |                 | 0.01                     | "                         | " | " |
| Kemper        | US 45 South  | LLL         | 15.73             |                 | 0.01                     | "                         | " | " |

**Debris Cleanup**

| <b>County</b> | <b>Route</b> | <b>Lane</b>              | <b>Mile Start</b> | <b>Mile End</b> | <b>Pay Length (MILE)</b> | <b>Notes/Description</b> |   |   |
|---------------|--------------|--------------------------|-------------------|-----------------|--------------------------|--------------------------|---|---|
| Kemper        | US 45 South  | LLL                      | 17.98             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 South  | LLL                      | 18.77             |                 | 0.02                     | "                        | " | " |
| Kemper        | US 45 South  | LLL                      | 19.25             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 South  | LLL                      | 19.31             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 South  | LLL                      | 19.82             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 South  | LLL                      | 19.84             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 South  | LLL                      | 20.65             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 South  | LLL                      | 21.59             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 South  | LLL                      | 21.74             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 South  | LLL                      | 21.85             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 South  | LLL                      | 22.00             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 South  | LLL                      | 22.78             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 South  | LLL                      | 22.88             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 South  | LLL                      | 23.08             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 South  | LLL                      | 23.12             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 South  | LLL                      | 23.20             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 South  | LLL                      | 23.33             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 South  | LLL                      | 23.40             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 South  | LLL                      | 23.68             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 South  | LLL                      | 24.30             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 South  | LLL                      | 24.55             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 South  | LLL                      | 24.68             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 South  | LLL                      | 25.18             |                 | 0.03                     | "                        | " | " |
| Kemper        | US 45 South  | LLL                      | 25.23             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 South  | LLL                      | 25.31             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 South  | LLL                      | 25.45             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 South  | LLL                      | 25.67             |                 | 0.01                     | "                        | " | " |
| Kemper        | US 45 South  | LLL                      | 25.71             |                 | 0.01                     | "                        | " | " |
|               |              |                          |                   |                 |                          |                          |   |   |
|               |              | <b>Route Total (MI):</b> |                   |                 | <b>2.560</b>             |                          |   |   |

**Debris Cleanup**

| <b>County</b> | <b>Route</b> | <b>Lane</b>              | <b>Mile Start</b> | <b>Mile End</b> | <b>Pay Length (MILE)</b> | <b>Notes/Description</b>  |
|---------------|--------------|--------------------------|-------------------|-----------------|--------------------------|---------------------------|
| Lauderdale    | I-20 East    | RRL                      | 8.00              |                 | 0.02                     |                           |
| Lauderdale    | I-20 East    | LRL                      | 8.30              |                 | 0.02                     |                           |
| Lauderdale    | I-20 East    | RRL                      | 8.70              |                 | 0.02                     |                           |
| Lauderdale    | I-20 East    | RRL                      | 21.00             |                 | 0.02                     |                           |
| Lauderdale    | I-20 East    | RRL                      | 22.00             |                 | 0.10                     |                           |
| Lauderdale    | I-20 East    | RRL                      | 23.40             |                 | 0.02                     |                           |
| Lauderdale    | I-20 East    | RRL                      | 24.70             |                 | 0.02                     |                           |
| Lauderdale    | I-20 East    | RRL                      | 25.30             |                 | 0.02                     |                           |
| Lauderdale    | I-20 East    | RRL                      | 25.80             |                 | 0.02                     |                           |
| Lauderdale    | I-20 East    | RRL                      | 26.10             |                 | 0.02                     |                           |
| Lauderdale    | I-20 East    | RRL                      | 26.30             |                 | 0.02                     |                           |
| Lauderdale    | I-20 East    | RRL                      | 27.50             |                 | 0.01                     |                           |
| Lauderdale    | I-20 East    | RRL                      | 27.60             |                 | 0.01                     |                           |
| Lauderdale    | I-20 East    | RRL                      | 31.90             |                 | 0.10                     |                           |
| Lauderdale    | I-20 West    | LLL                      | 0.70              |                 | 0.01                     |                           |
| Lauderdale    | I-20 West    | LLL                      | 3.90              |                 | 0.01                     |                           |
| Lauderdale    | I-20 West    | LLL                      | 4.00              |                 | 0.01                     |                           |
| Lauderdale    | I-20 West    | LLL                      | 5.70              |                 | 0.02                     |                           |
| Lauderdale    | I-20 West    | LLL                      | 12.10             |                 | 0.02                     |                           |
| Lauderdale    | I-20 West    | LLL                      | 12.50             |                 | 0.04                     |                           |
| Lauderdale    | I-20 West    | LLL                      | 12.80             |                 | 0.02                     |                           |
| Lauderdale    | I-20 West    | LLL                      | 23.40             |                 | 0.02                     |                           |
| Lauderdale    | I-20 West    | LLL                      | 23.90             |                 | 0.02                     |                           |
| Lauderdale    | I-20 West    | LLL                      | 24.20             |                 | 0.01                     |                           |
| Lauderdale    | I-20 West    | LLL                      | 24.40             |                 | 0.01                     |                           |
| Lauderdale    | I-20 West    | LLL                      | 27.10             |                 | 0.01                     |                           |
|               |              | <b>Route Total (MI):</b> |                   |                 | <b>0.620</b>             |                           |
| Lauderdale    | I-59 North   | RRL                      | 0.20              |                 | 0.01                     | Based on Odometer Reading |
| Lauderdale    | I-59 North   | RRL                      | 0.30              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 North   | RRL                      | 0.60              |                 | 0.01                     | " " "                     |
| Lauderdale    | I-59 North   | RRL                      | 0.70              |                 | 0.05                     | " " "                     |
| Lauderdale    | I-59 North   | RRL                      | 1.00              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 North   | RRL                      | 1.10              |                 | 0.01                     | " " "                     |
| Lauderdale    | I-59 North   | RRL                      | 1.20              |                 | 0.05                     | " " "                     |
| Lauderdale    | I-59 North   | RRL                      | 1.30              |                 | 0.01                     | " " "                     |
| Lauderdale    | I-59 North   | RRL                      | 1.70              |                 | 0.05                     | " " "                     |
| Lauderdale    | I-59 North   | RRL                      | 1.80              |                 | 0.01                     | " " "                     |
| Lauderdale    | I-59 North   | RRL                      | 2.10              |                 | 0.06                     | " " "                     |
| Lauderdale    | I-59 North   | RRL                      | 2.20              |                 | 0.04                     | " " "                     |
| Lauderdale    | I-59 North   | RRL                      | 2.30              |                 | 0.01                     | " " "                     |
| Lauderdale    | I-59 North   | RRL                      | 2.40              |                 | 0.03                     | " " "                     |
| Lauderdale    | I-59 North   | RRL                      | 2.70              |                 | 0.04                     | " " "                     |

**Debris Cleanup**

| <b>County</b> | <b>Route</b> | <b>Lane</b> | <b>Mile Start</b> | <b>Mile End</b> | <b>Pay Length (MILE)</b> | <b>Notes/Description</b>  |
|---------------|--------------|-------------|-------------------|-----------------|--------------------------|---------------------------|
| Lauderdale    | I-59 North   | RRL         | 3.10              |                 | 0.01                     | " " "                     |
| Lauderdale    | I-59 North   | RRL         | 3.30              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 North   | RRL         | 3.40              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 North   | RRL         | 3.60              |                 | 0.04                     | " " "                     |
| Lauderdale    | I-59 North   | RRL         | 3.80              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 North   | RRL         | 4.30              |                 | 0.05                     | " " "                     |
| Lauderdale    | I-59 North   | RRL         | 4.40              |                 | 0.05                     | " " "                     |
| Lauderdale    | I-59 North   | RRL         | 4.50              |                 | 0.03                     | " " "                     |
| Lauderdale    | I-59 North   | RRL         | 4.60              |                 | 0.01                     | " " "                     |
| Lauderdale    | I-59 North   | RRL         | 4.70              |                 | 0.04                     | " " "                     |
| Lauderdale    | I-59 North   | RRL         | 4.80              |                 | 0.06                     | " " "                     |
| Lauderdale    | I-59 North   | RRL         | 4.90              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 North   | RRL         | 5.00              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 North   | RRL         | 5.20              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 North   | RRL         | 5.50              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 North   | RRL         | 5.80              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 North   | RRL         | 5.90              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 North   | RRL         | 6.10              |                 | 0.04                     | " " "                     |
| Lauderdale    | I-59 North   | RRL         | 6.60              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 North   | RRL         | 6.80              |                 | 0.03                     | " " "                     |
| Lauderdale    | I-59 North   | RRL         | 7.10              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 North   | RRL         | 7.30              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 North   | RRL         | 7.50              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 North   | RRL         | 7.90              |                 | 0.01                     | " " "                     |
| Lauderdale    | I-59 North   | RRL         | 8.10              |                 | 0.01                     | " " "                     |
| Lauderdale    | I-59 North   | RRL         | 8.40              |                 | 0.01                     | " " "                     |
| Lauderdale    | I-59 North   | RRL         | 8.70              |                 | 0.05                     | " " "                     |
| Lauderdale    | I-59 North   | RRL         | 8.80              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 North   | RRL         | 9.00              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 North   | RRL         | 9.10              |                 | 0.06                     | " " "                     |
| Lauderdale    | I-59 North   | RRL         | 10.10             |                 | 0.02                     | " " "                     |
|               |              |             |                   |                 |                          |                           |
| Lauderdale    | I-59 North   | Median      | 1.80              |                 | 0.09                     | Based on Odometer Reading |
| Lauderdale    | I-59 North   | Median      | 2.10              |                 | 0.03                     | " " "                     |
| Lauderdale    | I-59 North   | Median      | 3.60              |                 | 0.08                     | " " "                     |
| Lauderdale    | I-59 North   | Median      | 3.70              |                 | 0.15                     | " " "                     |
| Lauderdale    | I-59 North   | Median      | 3.80              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 North   | Median      | 4.10              |                 | 0.19                     | " " "                     |
| Lauderdale    | I-59 North   | Median      | 4.30              |                 | 0.05                     | " " "                     |
| Lauderdale    | I-59 North   | Median      | 4.50              |                 | 0.07                     | " " "                     |
| Lauderdale    | I-59 North   | Median      | 4.70              |                 | 0.04                     | " " "                     |
| Lauderdale    | I-59 North   | Median      | 5.80              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 North   | Median      | 5.90              |                 | 0.01                     | " " "                     |
| Lauderdale    | I-59 North   | Median      | 6.70              |                 | 0.01                     | " " "                     |

**Debris Cleanup**

| <b>County</b> | <b>Route</b> | <b>Lane</b> | <b>Mile Start</b> | <b>Mile End</b> | <b>Pay Length (MILE)</b> | <b>Notes/Description</b>  |
|---------------|--------------|-------------|-------------------|-----------------|--------------------------|---------------------------|
| Lauderdale    | I-59 North   | Median      | 8.70              |                 | 0.01                     | " " "                     |
| Lauderdale    | I-59 North   | Median      | 9.00              |                 | 0.04                     | " " "                     |
| Lauderdale    | I-59 North   | Median      | 9.10              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 North   | Median      | 9.20              |                 | 0.01                     | " " "                     |
|               |              |             |                   |                 |                          |                           |
| Lauderdale    | I-59 South   | LLL         | 0.70              |                 | 0.02                     | Based on Odometer Reading |
| Lauderdale    | I-59 South   | LLL         | 1.20              |                 | 0.01                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 1.30              |                 | 0.01                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 1.60              |                 | 0.01                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 2.10              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 2.20              |                 | 0.04                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 2.40              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 2.50              |                 | 0.01                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 2.80              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 3.00              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 3.20              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 3.30              |                 | 0.01                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 3.60              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 3.90              |                 | 0.01                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 4.00              |                 | 0.04                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 4.20              |                 | 0.01                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 4.40              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 4.50              |                 | 0.04                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 4.60              |                 | 0.08                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 4.90              |                 | 0.10                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 5.10              |                 | 0.21                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 5.40              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 5.50              |                 | 0.03                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 5.60              |                 | 0.01                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 5.80              |                 | 0.01                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 6.10              |                 | 0.01                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 6.20              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 6.50              |                 | 0.06                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 6.80              |                 | 0.01                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 6.90              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 7.00              |                 | 0.01                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 7.20              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 7.30              |                 | 0.01                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 7.70              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 7.80              |                 | 0.01                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 8.10              |                 | 0.01                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 8.60              |                 | 0.02                     | " " "                     |
| Lauderdale    | I-59 South   | LLL         | 9.00              |                 | 0.01                     | " " "                     |

**Debris Cleanup**

| County     | Route       | Lane | Mile Start               | Mile End | Pay Length (MILE) | Notes/Description         |
|------------|-------------|------|--------------------------|----------|-------------------|---------------------------|
|            |             |      | <b>Route Total (MI):</b> |          | <b>3.120</b>      |                           |
| Lauderdale | US 45 North | RRL  | 0.50                     |          | 0.07              | Based on Odometer Reading |
| Lauderdale | US 45 North | RRL  | 1.64                     |          | 0.08              | " " "                     |
| Lauderdale | US 45 North | RRL  | 2.16                     |          | 0.03              | " " "                     |
| Lauderdale | US 45 North | RRL  | 2.42                     |          | 0.01              | " " "                     |
| Lauderdale | US 45 North | RRL  | 2.52                     |          | 0.01              | " " "                     |
| Lauderdale | US 45 North | RRL  | 2.68                     |          | 0.04              | " " "                     |
| Lauderdale | US 45 North | RRL  | 3.34                     |          | 0.01              | " " "                     |
| Lauderdale | US 45 North | RRL  | 3.68                     |          | 0.01              | " " "                     |
| Lauderdale | US 45 North | RRL  | 3.70                     |          | 0.06              | " " "                     |
| Lauderdale | US 45 North | RRL  | 3.79                     |          | 0.01              | " " "                     |
| Lauderdale | US 45 North | RRL  | 3.81                     |          | 0.01              | " " "                     |
| Lauderdale | US 45 North | RRL  | 4.17                     |          | 0.03              | " " "                     |
| Lauderdale | US 45 North | RRL  | 4.22                     |          | 0.19              | " " "                     |
| Lauderdale | US 45 North | RRL  | 4.45                     |          | 0.05              | " " "                     |
| Lauderdale | US 45 North | RRL  | 4.60                     |          | 0.01              | " " "                     |
| Lauderdale | US 45 North | RRL  | 4.92                     |          | 0.09              | " " "                     |
| Lauderdale | US 45 North | RRL  | 5.05                     |          | 0.05              | " " "                     |
| Lauderdale | US 45 North | RRL  | 5.89                     |          | 0.01              | " " "                     |
| Lauderdale | US 45 North | RRL  | 6.30                     |          | 0.01              | " " "                     |
| Lauderdale | US 45 North | RRL  | 6.48                     |          | 0.01              | " " "                     |
| Lauderdale | US 45 North | RRL  | 6.58                     |          | 0.01              | " " "                     |
| Lauderdale | US 45 North | RRL  | 6.64                     |          | 0.01              | " " "                     |
| Lauderdale | US 45 North | RRL  | 6.82                     |          | 0.01              | " " "                     |
| Lauderdale | US 45 North | RRL  | 6.88                     |          | 0.01              | " " "                     |
| Lauderdale | US 45 North | RRL  | 6.90                     |          | 0.01              | " " "                     |
| Lauderdale | US 45 North | RRL  | 6.98                     |          | 0.01              | " " "                     |
| Lauderdale | US 45 North | RRL  | 7.00                     |          | 0.02              | " " "                     |
| Lauderdale | US 45 North | RRL  | 7.10                     |          | 0.01              | " " "                     |
| Lauderdale | US 45 North | RRL  | 7.18                     |          | 0.01              | " " "                     |
| Lauderdale | US 45 North | RRL  | 7.45                     |          | 0.01              | " " "                     |
| Lauderdale | US 45 North | RRL  | 7.53                     |          | 0.01              | " " "                     |
| Lauderdale | US 45 North | RRL  | 8.40                     |          | 0.01              | " " "                     |
| Lauderdale | US 45 North | RRL  | 8.48                     |          | 0.02              | " " "                     |
| Lauderdale | US 45 North | RRL  | 8.52                     |          | 0.01              | " " "                     |
| Lauderdale | US 45 North | RRL  | 8.54                     |          | 0.01              | " " "                     |
| Lauderdale | US 45 North | RRL  | 8.55                     |          | 0.01              | " " "                     |
| Lauderdale | US 45 North | RRL  | 8.61                     |          | 0.01              | " " "                     |
| Lauderdale | US 45 North | RRL  | 9.28                     |          | 0.07              | " " "                     |
| Lauderdale | US 45 North | RRL  | 9.81                     |          | 0.01              | " " "                     |
| Lauderdale | US 45 North | RRL  | 9.89                     |          | 0.01              | " " "                     |
| Lauderdale | US 45 North | RRL  | 9.98                     |          | 0.03              | " " "                     |

**Debris Cleanup**

| <b>County</b> | <b>Route</b> | <b>Lane</b> | <b>Mile Start</b> | <b>Mile End</b> | <b>Pay Length (MILE)</b> | <b>Notes/Description</b>  |
|---------------|--------------|-------------|-------------------|-----------------|--------------------------|---------------------------|
| Lauderdale    | US 45 North  | RRL         | 10.39             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 10.65             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 10.70             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 10.78             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 10.85             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 11.01             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 11.78             |                 | 2.02                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 13.15             |                 | 0.05                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 13.23             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 13.25             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 13.50             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 13.54             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 13.78             |                 | 0.03                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 13.98             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 14.18             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 14.35             |                 | 0.02                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 14.40             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 14.44             |                 | 0.06                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 14.60             |                 | 0.03                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 15.78             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 15.80             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 16.29             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 20.90             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 21.40             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 28.30             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 28.35             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 28.69             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 28.72             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 28.75             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 29.00             |                 | 0.02                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 29.22             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 29.29             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 North  | RRL         | 29.59             |                 | 0.02                     | " " "                     |
|               |              |             |                   |                 |                          |                           |
| Lauderdale    | US 45 North  | Median      | 6.58              |                 | 0.04                     | Based on Odometer Reading |
| Lauderdale    | US 45 North  | Median      | 6.67              |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 North  | Median      | 6.71              |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 North  | Median      | 6.73              |                 | 0.07                     | " " "                     |
| Lauderdale    | US 45 North  | Median      | 6.83              |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 North  | Median      | 6.90              |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 North  | Median      | 7.22              |                 | 0.15                     | " " "                     |
| Lauderdale    | US 45 North  | Median      | 7.45              |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 North  | Median      | 16.22             |                 | 0.01                     | " " "                     |
|               |              |             |                   |                 |                          |                           |

**Debris Cleanup**

| <b>County</b> | <b>Route</b> | <b>Lane</b> | <b>Mile Start</b> | <b>Mile End</b> | <b>Pay Length (MILE)</b> | <b>Notes/Description</b>  |
|---------------|--------------|-------------|-------------------|-----------------|--------------------------|---------------------------|
| Lauderdale    | US 45 South  | LLL         | 0.73              |                 | 0.01                     | Based on Odometer Reading |
| Lauderdale    | US 45 South  | LLL         | 0.82              |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 0.91              |                 | 0.05                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 1.00              |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 1.40              |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 1.43              |                 | 0.02                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 1.50              |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 1.60              |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 3.05              |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 5.46              |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 7.23              |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 13.12             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 13.20             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 14.24             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 16.50             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 16.91             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 19.32             |                 | 0.03                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 19.68             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 19.88             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 19.90             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 20.23             |                 | 0.02                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 20.40             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 20.45             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 20.57             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 20.70             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 20.73             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 20.77             |                 | 0.23                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 21.12             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 21.50             |                 | 0.13                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 21.79             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 21.85             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 21.98             |                 | 0.04                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 22.09             |                 | 0.02                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 22.41             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 22.48             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 22.50             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 22.52             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 23.17             |                 | 0.05                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 23.44             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 24.18             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 24.25             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 24.33             |                 | 0.07                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 24.80             |                 | 0.01                     | " " "                     |
| Lauderdale    | US 45 South  | LLL         | 24.98             |                 | 0.01                     | " " "                     |



**Debris Cleanup**

| <b>County</b> | <b>Route</b> | <b>Lane</b>              | <b>Mile Start</b> | <b>Mile End</b> | <b>Pay Length (MILE)</b> | <b>Notes/Description</b> |   |   |
|---------------|--------------|--------------------------|-------------------|-----------------|--------------------------|--------------------------|---|---|
| Lauderdale    | US 45 South  | LLL                      | 25.05             |                 | 0.01                     | "                        | " | " |
| Lauderdale    | US 45 South  | LLL                      | 25.11             |                 | 0.01                     | "                        | " | " |
| Lauderdale    | US 45 South  | LLL                      | 25.21             |                 | 0.02                     | "                        | " | " |
| Lauderdale    | US 45 South  | LLL                      | 25.30             |                 | 0.01                     | "                        | " | " |
| Lauderdale    | US 45 South  | LLL                      | 25.38             |                 | 0.05                     | "                        | " | " |
| Lauderdale    | US 45 South  | LLL                      | 25.60             |                 | 0.01                     | "                        | " | " |
| Lauderdale    | US 45 South  | LLL                      | 25.68             |                 | 0.20                     | "                        | " | " |
| Lauderdale    | US 45 South  | LLL                      | 25.90             |                 | 0.38                     | "                        | " | " |
| Lauderdale    | US 45 South  | LLL                      | 26.32             |                 | 0.08                     | "                        | " | " |
| Lauderdale    | US 45 South  | LLL                      | 26.45             |                 | 0.05                     | "                        | " | " |
| Lauderdale    | US 45 South  | LLL                      | 26.65             |                 | 0.01                     | "                        | " | " |
| Lauderdale    | US 45 South  | LLL                      | 26.88             |                 | 0.04                     | "                        | " | " |
| Lauderdale    | US 45 South  | LLL                      | 27.15             |                 | 0.01                     | "                        | " | " |
| Lauderdale    | US 45 South  | LLL                      | 27.30             |                 | 0.01                     | "                        | " | " |
| Lauderdale    | US 45 South  | LLL                      | 27.34             |                 | 0.21                     | "                        | " | " |
| Lauderdale    | US 45 South  | LLL                      | 28.05             |                 | 0.01                     | "                        | " | " |
| Lauderdale    | US 45 South  | LLL                      | 28.25             |                 | 0.01                     | "                        | " | " |
| Lauderdale    | US 45 South  | LLL                      | 28.43             |                 | 0.01                     | "                        | " | " |
| Lauderdale    | US 45 South  | LLL                      | 28.55             |                 | 0.01                     | "                        | " | " |
| Lauderdale    | US 45 South  | LLL                      | 29.35             |                 | 0.03                     | "                        | " | " |
| Lauderdale    | US 45 South  | LLL                      | 29.53             |                 | 0.07                     | "                        | " | " |
|               |              |                          |                   |                 |                          |                          |   |   |
|               |              | <b>Route Total (MI):</b> |                   |                 | <b>6.160</b>             |                          |   |   |

**Debris Cleanup**

| <b>County</b> | <b>Route</b> | <b>Lane</b> | <b>Mile Start</b> | <b>Mile End</b> | <b>Pay Length (MILE)</b> | <b>Notes/Description</b> |
|---------------|--------------|-------------|-------------------|-----------------|--------------------------|--------------------------|
| Leake         | SR 25 North  | RRL         | 0.00              | 0.10            | 0.10                     |                          |
| Leake         | SR 25 North  | RRL         | 0.10              | 0.50            | 0.40                     |                          |
| Leake         | SR 25 North  | RRL         | 0.60              | 0.90            | 0.30                     |                          |
| Leake         | SR 25 North  | RRL         | 1.40              | 1.60            | 0.20                     |                          |
| Leake         | SR 25 North  | RRL         | 2.10              | 2.50            | 0.40                     |                          |
| Leake         | SR 25 North  | RRL         | 2.60              | 2.90            | 0.30                     |                          |
| Leake         | SR 25 North  | RRL         | 3.10              | 3.20            | 0.10                     |                          |
| Leake         | SR 25 North  | RRL         | 3.43              | 3.44            | 0.01                     |                          |
| Leake         | SR 25 North  | RRL         | 3.80              | 4.60            | 0.80                     |                          |
| Leake         | SR 25 North  | RRL         | 4.80              | 4.90            | 0.10                     |                          |
| Leake         | SR 25 North  | RRL         | 5.20              | 5.30            | 0.10                     |                          |
| Leake         | SR 25 North  | RRL         | 5.40              | 5.50            | 0.10                     |                          |
| Leake         | SR 25 North  | RRL         | 5.60              | 5.70            | 0.10                     |                          |
| Leake         | SR 25 North  | RRL         | 6.50              | 6.80            | 0.30                     |                          |
| Leake         | SR 25 North  | RRL         | 7.00              | 7.10            | 0.10                     |                          |
| Leake         | SR 25 North  | RRL         | 8.60              | 8.80            | 0.20                     |                          |
| Leake         | SR 25 North  | RRL         | 9.64              | 9.65            | 0.01                     |                          |
| Leake         | SR 25 North  | RRL         | 9.72              | 9.73            | 0.01                     |                          |
| Leake         | SR 25 North  | RRL         | 11.00             | 11.20           | 0.20                     |                          |
| Leake         | SR 25 North  | RRL         | 11.50             | 11.60           | 0.10                     |                          |
| Leake         | SR 25 North  | RRL         | 11.91             | 11.92           | 0.01                     |                          |
| Leake         | SR 25 North  | RRL         | 12.12             | 12.13           | 0.01                     |                          |
| Leake         | SR 25 North  | RRL         | 13.12             | 13.13           | 0.01                     |                          |
| Leake         | SR 25 North  | RRL         | 14.13             | 14.14           | 0.01                     |                          |
| Leake         | SR 25 North  | RRL         | 14.31             | 14.34           | 0.03                     |                          |
| Leake         | SR 25 North  | RRL         | 16.30             | 16.31           | 0.01                     |                          |
| Leake         | SR 25 North  | RRL         | 17.71             | 17.72           | 0.01                     |                          |
| Leake         | SR 25 North  | RRL         | 19.90             | 19.91           | 0.01                     |                          |
| Leake         | SR 25 North  | RRL         | 23.50             | 23.51           | 0.01                     |                          |
| Leake         | SR 25 North  | RRL         | 25.32             | 25.33           | 0.01                     |                          |
| Leake         | SR 25 North  | RRL         | 28.56             | 28.57           | 0.01                     |                          |
| Leake         | SR 25 North  | RRL         | 32.14             | 32.15           | 0.01                     |                          |
| Leake         | SR 25 South  | LLL         | 0.05              | 0.10            | 0.05                     |                          |
| Leake         | SR 25 South  | LLL         | 1.17              | 1.18            | 0.01                     |                          |
| Leake         | SR 25 South  | LLL         | 3.03              | 3.04            | 0.01                     |                          |
| Leake         | SR 25 South  | LLL         | 4.18              | 4.20            | 0.02                     |                          |
| Leake         | SR 25 South  | LLL         | 4.50              | 4.60            | 0.10                     |                          |
| Leake         | SR 25 South  | LLL         | 6.40              | 6.60            | 0.20                     |                          |
| Leake         | SR 25 South  | LLL         | 10.13             | 10.14           | 0.01                     |                          |
| Leake         | SR 25 South  | LLL         | 10.40             | 10.50           | 0.10                     |                          |
| Leake         | SR 25 South  | LLL         | 11.62             | 11.63           | 0.01                     |                          |
| Leake         | SR 25 South  | LLL         | 12.00             | 12.70           | 0.70                     |                          |
| Leake         | SR 25 South  | LLL         | 13.00             | 13.10           | 0.10                     |                          |
| Leake         | SR 25 South  | LLL         | 13.21             | 13.23           | 0.02                     |                          |

**Debris Cleanup**

| <b>County</b> | <b>Route</b> | <b>Lane</b> | <b>Mile Start</b>        | <b>Mile End</b> | <b>Pay Length (MILE)</b> | <b>Notes/Description</b> |
|---------------|--------------|-------------|--------------------------|-----------------|--------------------------|--------------------------|
| Leake         | SR 25 South  | LLL         | 13.70                    | 13.90           | 0.20                     |                          |
| Leake         | SR 25 South  | LLL         | 14.07                    | 14.09           | 0.02                     |                          |
| Leake         | SR 25 South  | LLL         | 14.53                    | 14.54           | 0.01                     |                          |
| Leake         | SR 25 South  | LLL         | 15.20                    | 15.30           | 0.10                     |                          |
| Leake         | SR 25 South  | LLL         | 16.20                    | 16.50           | 0.30                     |                          |
| Leake         | SR 25 South  | LLL         | 16.66                    | 16.70           | 0.04                     |                          |
| Leake         | SR 25 South  | LLL         | 16.86                    | 16.90           | 0.04                     |                          |
| Leake         | SR 25 South  | LLL         | 18.00                    | 18.02           | 0.02                     |                          |
| Leake         | SR 25 South  | LLL         | 19.10                    | 19.20           | 0.10                     |                          |
| Leake         | SR 25 South  | LLL         | 19.30                    | 19.40           | 0.10                     |                          |
| Leake         | SR 25 South  | LLL         | 20.90                    | 21.00           | 0.10                     |                          |
| Leake         | SR 25 South  | LLL         | 21.20                    | 21.30           | 0.10                     |                          |
| Leake         | SR 25 South  | LLL         | 21.43                    | 21.44           | 0.01                     |                          |
| Leake         | SR 25 South  | LLL         | 22.13                    | 22.14           | 0.01                     |                          |
| Leake         | SR 25 South  | LLL         | 24.19                    | 24.20           | 0.01                     |                          |
| Leake         | SR 25 South  | LLL         | 25.10                    | 25.20           | 0.10                     |                          |
| Leake         | SR 25 South  | LLL         | 26.10                    | 26.20           | 0.10                     |                          |
| Leake         | SR 25 South  | LLL         | 28.63                    | 28.64           | 0.01                     |                          |
| Leake         | SR 25 South  | LLL         | 28.87                    | 28.88           | 0.01                     |                          |
| Leake         | SR 25 South  | LLL         | 29.77                    | 29.78           | 0.01                     |                          |
| Leake         | SR 25 South  | LLL         | 29.87                    | 29.88           | 0.01                     |                          |
| Leake         | SR 25 South  | LLL         | 30.00                    | 30.10           | 0.10                     |                          |
| Leake         | SR 25 South  | LLL         | 31.00                    | 31.10           | 0.10                     |                          |
| Leake         | SR 25 South  | LLL         | 33.60                    | 33.61           | 0.01                     |                          |
| Leake         | SR 25 South  | LLL         | 34.49                    | 34.50           | 0.01                     |                          |
| Leake         | SR 25 South  | LLL         | 34.99                    | 35.00           | 0.01                     |                          |
|               |              |             |                          |                 |                          |                          |
|               |              |             | <b>Route Total (MI):</b> |                 | <b>7.030</b>             |                          |

**Debris Cleanup**

| County  | Route      | Lane   | Mile Start               | Mile End | Pay Length (MILE) | Notes/Description         |
|---------|------------|--------|--------------------------|----------|-------------------|---------------------------|
| Madison | I-55 North | RRL    | 1.20                     | 1.30     | 0.10              | Based on Odometer Reading |
| Madison | I-55 North | RRL    | 1.60                     | 1.60     | 0.01              | " " "                     |
| Madison | I-55 North | RRL    | 2.00                     | 2.00     | 0.01              | " " "                     |
| Madison | I-55 North | RRL    | 6.60                     | 6.60     | 0.01              | " " "                     |
| Madison | I-55 North | RRL    | 6.90                     | 9.90     | 0.01              | " " "                     |
| Madison | I-55 North | RRL    | 9.40                     | 9.40     | 0.01              | " " "                     |
| Madison | I-55 North | Median | 16.20                    | 16.20    | 0.01              | " " "                     |
| Madison | I-55 North | RRL    | 16.50                    | 16.50    | 0.01              | " " "                     |
| Madison | I-55 North | RRL    | 19.00                    | 19.10    | 0.01              | " " "                     |
| Madison | I-55 North | RRL    | 20.30                    | 20.30    | 0.01              | " " "                     |
| Madison | I-55 North | RRL    | 20.70                    | 20.70    | 0.01              | " " "                     |
| Madison | I-55 North | RRL    | 21.80                    | 21.80    | 0.01              | " " "                     |
| Madison | I-55 North | Median | 22.10                    | 22.10    | 0.01              | " " "                     |
| Madison | I-55 North | Median | 22.30                    | 22.30    | 0.01              | " " "                     |
| Madison | I-55 North | Median | 22.90                    | 22.90    | 0.01              | " " "                     |
| Madison | I-55 North | RRL    | 22.90                    | 22.90    | 0.01              | " " "                     |
| Madison | I-55 North | Median | 23.50                    | 23.50    | 0.01              | " " "                     |
|         |            |        |                          |          |                   |                           |
| Madison | I-55 South | LLL    | 2.10                     | 2.20     | 0.10              | Based on Odometer Reading |
| Madison | I-55 South | LLL    | 4.00                     | 4.20     | 0.20              | " " "                     |
| Madison | I-55 South | LLL    | 6.00                     | 6.00     | 0.01              | " " "                     |
| Madison | I-55 South | LLL    | 11.80                    | 11.80    | 0.01              | " " "                     |
| Madison | I-55 South | LLL    | 12.40                    | 12.40    | 0.01              | " " "                     |
| Madison | I-55 South | LLL    | 13.10                    | 13.40    | 0.01              | " " "                     |
| Madison | I-55 South | LLL    | 16.10                    | 16.10    | 0.01              | " " "                     |
| Madison | I-55 South | LLL    | 17.80                    | 17.90    | 0.10              | " " "                     |
| Madison | I-55 South | LLL    | 18.90                    | 18.90    | 0.01              | " " "                     |
| Madison | I-55 South | LLL    | 20.80                    | 20.80    | 0.01              | " " "                     |
| Madison | I-55 South | LLL    | 20.90                    | 20.90    | 0.01              | " " "                     |
| Madison | I-55 South | LLL    | 22.60                    | 22.60    | 0.01              | " " "                     |
| Madison | I-55 South | LLL    | 24.60                    | 24.60    | 0.01              | " " "                     |
|         |            |        |                          |          |                   |                           |
|         |            |        |                          |          |                   |                           |
|         |            |        | <b>Route Total (MI):</b> |          | <b>0.760</b>      |                           |

|         |             |     |                          |      |              |                           |
|---------|-------------|-----|--------------------------|------|--------------|---------------------------|
| Madison | US 49 North | RRL | 0.00                     | 5.40 | 5.40         | Based on Odometer Reading |
| Madison | US 49 North | RRL | 8.50                     | 8.50 | 0.10         | " " "                     |
| Madison | US 49 North | RRL | 8.70                     | 8.70 | 0.10         | " " "                     |
|         |             |     |                          |      |              |                           |
| Madison | US 49 South | LLL | 0.00                     | 0.40 | 0.40         | Based on Odometer Reading |
| Madison | US 49 South | LLL | 6.10                     | 6.10 | 0.01         | " " "                     |
| Madison | US 49 South | LLL | 6.90                     | 6.90 | 0.01         | " " "                     |
| Madison | US 49 South | LLL | 7.60                     | 7.60 | 0.01         | " " "                     |
| Madison | US 49 South | LLL | 8.80                     | 8.80 | 0.01         | " " "                     |
|         |             |     |                          |      |              |                           |
|         |             |     | <b>Route Total (MI):</b> |      | <b>6.040</b> |                           |

**Debris Cleanup**

| <b>County</b> | <b>Route</b> | <b>Lane</b> | <b>Mile Start</b> | <b>Mile End</b> | <b>Pay Length (MILE)</b> | <b>Notes/Description</b> |
|---------------|--------------|-------------|-------------------|-----------------|--------------------------|--------------------------|
| Newton        | I-20 East    | RRL         | 1.09              | 1.19            | 0.10                     | Debris                   |
| Newton        | I-20 East    | RRL         | 1.22              | 1.25            | 0.03                     | Debris and trees         |
| Newton        | I-20 East    | RRL         | 1.30              | 1.32            | 0.02                     | Debris                   |
| Newton        | I-20 East    | RRL         | 1.35              | 1.36            | 0.01                     | Dead tree                |
| Newton        | I-20 East    | RRL         | 1.49              | 1.55            | 0.06                     | Dead trees               |
| Newton        | I-20 East    | RRL         | 1.70              | 1.81            | 0.11                     | Debris and trees         |
| Newton        | I-20 East    | RRL         | 2.25              | 2.26            | 0.01                     | Dead tree                |
| Newton        | I-20 East    | RRL         | 2.30              | 2.32            | 0.02                     | Debris and Trees         |
| Newton        | I-20 East    | RRL         | 2.42              | 2.43            | 0.01                     | Debris                   |
| Newton        | I-20 East    | RRL         | 2.62              | 2.64            | 0.02                     | Debris                   |
| Newton        | I-20 East    | RRL         | 2.75              | 2.76            | 0.01                     | Dead tree                |
| Newton        | I-20 East    | RRL         | 2.80              | 2.81            | 0.01                     | Dead tree                |
| Newton        | I-20 East    | RRL         | 2.82              | 2.83            | 0.01                     | Dead tree                |
| Newton        | I-20 East    | RRL         | 2.84              | 2.87            | 0.03                     | Debris and trees         |
| Newton        | I-20 East    | RRL         | 3.39              | 3.49            | 0.10                     | Debris and trees         |
| Newton        | I-20 East    | RRL         | 3.53              | 3.54            | 0.01                     | Dead tree                |
| Newton        | I-20 East    | RRL         | 3.56              | 3.57            | 0.01                     | Dead tree                |
| Newton        | I-20 East    | RRL         | 3.58              | 3.59            | 0.01                     | Dead tree                |
| Newton        | I-20 East    | RRL         | 3.61              | 3.62            | 0.01                     | Dead tree                |
| Newton        | I-20 East    | RRL         | 3.80              | 3.88            | 0.08                     | Dead tree                |
| Newton        | I-20 East    | RRL         | 4.27              | 4.35            | 0.08                     | Dead tree                |
| Newton        | I-20 East    | RRL         | 4.41              | 4.42            | 0.01                     | Dead tree                |
| Newton        | I-20 East    | RRL         | 4.44              | 4.46            | 0.02                     | Dead tree                |
| Newton        | I-20 East    | RRL         | 4.54              | 4.57            | 0.03                     | Debris                   |
| Newton        | I-20 East    | RRL         | 4.64              | 4.67            | 0.03                     | Dead tree                |
| Newton        | I-20 East    | RRL         | 4.81              | 4.82            | 0.01                     | Debris                   |
| Newton        | I-20 East    | RRL         | 4.87              | 4.88            | 0.01                     | Dead tree                |
| Newton        | I-20 East    | RRL         | 6.37              | 6.39            | 0.02                     | Debris and trees         |
| Newton        | I-20 East    | RRL         | 7.04              | 7.05            | 0.01                     | Dead tree                |
| Newton        | I-20 East    | RRL         | 7.14              | 7.15            | 0.01                     | Dead tree                |
| Newton        | I-20 East    | RRL         | 7.17              | 7.18            | 0.01                     | Dead tree                |
| Newton        | I-20 East    | RRL         | 7.20              | 7.21            | 0.01                     | Debris                   |
| Newton        | I-20 East    | RRL         | 7.29              | 7.30            | 0.01                     | Debris                   |
| Newton        | I-20 East    | RRL         | 7.31              | 7.33            | 0.02                     | Debris and trees         |
| Newton        | I-20 East    | RRL         | 7.34              | 7.37            | 0.03                     | Dead tree                |
| Newton        | I-20 East    | RRL         | 7.38              | 7.39            | 0.01                     | Debris                   |
| Newton        | I-20 East    | RRL         | 7.42              | 7.43            | 0.01                     | Debris                   |
| Newton        | I-20 East    | RRL         | 7.45              | 7.47            | 0.02                     | Debris                   |
| Newton        | I-20 East    | RRL         | 7.52              | 7.56            | 0.04                     | Debris                   |
| Newton        | I-20 East    | RRL         | 7.71              | 7.73            | 0.02                     | Debris                   |
| Newton        | I-20 East    | RRL         | 8.21              | 8.22            | 0.01                     | Debris                   |
| Newton        | I-20 East    | RRL         | 8.24              | 8.27            | 0.03                     | Debris                   |
| Newton        | I-20 East    | RRL         | 8.60              | 8.61            | 0.01                     | Debris                   |
| Newton        | I-20 East    | RRL         | 8.66              | 8.67            | 0.01                     | Debris                   |
| Newton        | I-20 East    | RRL         | 9.47              | 9.48            | 0.01                     | Dead tree                |

|        |             |     |       |       |      |                  |
|--------|-------------|-----|-------|-------|------|------------------|
| Newton | I-20 East   | RRL | 10.63 | 10.66 | 0.03 | Debris           |
| Newton | I-20 East   | RRL | 11.03 | 11.04 | 0.01 | Debris and trees |
| Newton | I-20 East   | RRL | 14.06 | 14.07 | 0.01 | Debris           |
| Newton | I-20 East   | RRL | 14.37 | 14.38 | 0.01 | Dead tree        |
| Newton | I-20 East   | RRL | 23.27 | 23.28 | 0.01 | Debris           |
| Newton | I-20 East   | RRL | 23.83 | 23.84 | 0.01 | Dead tree        |
| Newton | I-20 West   | LLL | 0.55  | 0.56  | 0.01 | Dead tree        |
| Newton | I-20 West   | LLL | 0.64  | 0.65  | 0.01 | Dead tree        |
| Newton | I-20 West   | LLL | 0.82  | 0.83  | 0.01 | Dead tree        |
| Newton | I-20 West   | LLL | 0.88  | 0.89  | 0.01 | Dead tree        |
| Newton | I-20 West   | LLL | 0.91  | 0.92  | 0.01 | Dead tree        |
| Newton | I-20 West   | LLL | 8.44  | 8.45  | 0.01 | Dead tree        |
| Newton | I-20 West   | LLL | 8.55  | 8.59  | 0.04 | Debris           |
| Newton | I-20 West   | LLL | 8.62  | 8.66  | 0.04 | Dead tree        |
| Newton | I-20 West   | LLL | 8.77  | 8.79  | 0.02 | Debris           |
| Newton | I-20 West   | LLL | 9.19  | 9.21  | 0.02 | Debris and trees |
| Newton | I-20 West   | LLL | 9.28  | 9.29  | 0.01 | Dead tree        |
| Newton | I-20 West   | LLL | 9.30  | 9.31  | 0.01 | Debris           |
| Newton | I-20 West   | LLL | 9.36  | 9.37  | 0.01 | Debris and trees |
| Newton | I-20 West   | LLL | 9.40  | 9.42  | 0.02 | Debris and trees |
| Newton | I-20 West   | LLL | 9.44  | 9.46  | 0.02 | Debris and trees |
| Newton | I-20 West   | LLL | 9.58  | 9.59  | 0.01 | Debris           |
| Newton | I-20 West   | LLL | 10.18 | 10.22 | 0.04 | Debris           |
| Newton | I-20 West   | LLL | 10.28 | 10.29 | 0.01 | Dead tree        |
| Newton | I-20 West   | LLL | 13.38 | 13.40 | 0.02 | Dead tree        |
| Newton | I-20 West   | LLL | 13.44 | 13.45 | 0.01 | Dead tree        |
| Newton | I-20 West   | LLL | 13.63 | 13.64 | 0.01 | Dead tree        |
| Newton | I-20 West   | LLL | 13.81 | 13.82 | 0.01 | Debris           |
| Newton | I-20 West   | LLL | 13.92 | 13.93 | 0.01 | Dead tree        |
| Newton | I-20 West   | LLL | 18.89 | 18.90 | 0.01 | Debris           |
| Newton | I-20 West   | LLL | 20.65 | 20.68 | 0.03 | Dead tree        |
| Newton | I-20 West   | LLL | 20.91 | 20.94 | 0.03 | Debris           |
| Newton | I-20 West   | LLL | 21.05 | 21.08 | 0.03 | Debris           |
| Newton | I-20 West   | LLL | 21.41 | 21.42 | 0.01 | Debris           |
| Newton | I-20 West   | LLL | 21.50 | 21.51 | 0.01 | Debris           |
| Newton | I-20 West   | LLL | 21.57 | 21.58 | 0.01 | Debris           |
| Newton | I-20 West   | LLL | 21.88 | 21.89 | 0.01 | Dead trees       |
| Newton | I-20 West   | LLL | 21.99 | 22.00 | 0.01 | Dead trees       |
| Newton | I-20 West   | LLL | 23.10 | 23.11 | 0.01 | Dead trees       |
| Newton | I-20 West   | LLL | 23.15 | 23.16 | 0.01 | Dead trees       |
| Newton | I-20 West   | LLL | 23.21 | 23.22 | 0.01 | Dead trees       |
| Newton | I-20 West   | LLL | 23.24 | 23.38 | 0.14 | Dead trees       |
| Newton | I-20 West   | LLL | 23.89 | 23.92 | 0.03 | Debris           |
| Newton | I-20 West   | LLL | 23.98 | 24.01 | 0.03 | Dead trees       |
| Newton | I-20 Median |     | 8.61  | 8.62  | 0.01 | Debris and trees |
| Newton | I-20 Median |     | 13.29 | 13.49 | 0.20 | Debris and trees |
| Newton | I-20 Median |     | 13.60 | 13.61 | 0.01 | Debris           |
| Newton | I-20 Median |     | 13.71 | 13.73 | 0.02 | Dead tree        |

|        |             |                          |       |              |                  |
|--------|-------------|--------------------------|-------|--------------|------------------|
| Newton | I-20 Median | 13.73                    | 13.76 | 0.03         | Debris           |
| Newton | I-20 Median | 13.78                    | 13.82 | 0.04         | Debris and trees |
| Newton | I-20 Median | 13.88                    | 13.94 | 0.06         | Debris and trees |
| Newton | I-20 Median | 14.27                    | 14.29 | 0.02         | Debris           |
| Newton | I-20 Median | 14.64                    | 14.65 | 0.01         | Dead tree        |
| Newton | I-20 Median | 14.67                    | 14.68 | 0.01         | Debris and trees |
| Newton | I-20 Median | 15.09                    | 15.10 | 0.01         | Dead tree        |
| Newton | I-20 Median | 15.12                    | 15.14 | 0.02         | Debris           |
| Newton | I-20 Median | 15.35                    | 15.36 | 0.01         | Debris           |
| Newton | I-20 Median | 15.43                    | 15.44 | 0.01         | Debris and trees |
| Newton | I-20 Median | 15.54                    | 15.55 | 0.01         | Debris           |
| Newton | I-20 Median | 24.18                    | 24.19 | 0.01         | Debris           |
| Newton | I-20 Median | 0.22                     | 0.23  | 0.01         | Dead tree        |
| Newton | I-20 Median | 0.30                     | 0.31  | 0.01         | Dead tree        |
| Newton | I-20 Median | 9.05                     | 9.06  | 0.01         | Dead tree        |
| Newton | I-20 Median | 9.88                     | 9.89  | 0.01         | Dead tree        |
| Newton | I-20 Median | 10.12                    | 10.16 | 0.04         | Debris           |
| Newton | I-20 Median | 10.66                    | 10.68 | 0.02         | Debris and trees |
| Newton | I-20 Median | 10.70                    | 10.72 | 0.02         | Debris           |
|        |             | <b>Route Total (MI):</b> |       | <b>2.580</b> |                  |

**Debris Cleanup**

| <b>County</b> | <b>Route</b> | <b>Lane</b> | <b>Mile<br/>StaRL</b>    | <b>Mile<br/>End</b> | <b>Pay Length<br/>(MILE)</b> | <b>Notes/Description</b> |
|---------------|--------------|-------------|--------------------------|---------------------|------------------------------|--------------------------|
| Neshoba       | SR 19        | RL          | 0.24                     | 0.26                | 0.02                         |                          |
| Neshoba       | SR 19        | RL          | 4.00                     | 4.01                | 0.01                         |                          |
| Neshoba       | SR 19        | RL          | 5.96                     | 5.99                | 0.03                         |                          |
|               |              |             |                          |                     |                              |                          |
|               |              |             | <b>Route Total (MI):</b> |                     | <b>0.060</b>                 |                          |



**Debris Cleanup**

| <b>County</b> | <b>Route</b> | <b>Lane</b>              | <b>Mile Start</b> | <b>Mile End</b> | <b>Pay Length (MILE)</b> | <b>Notes/Description</b> |
|---------------|--------------|--------------------------|-------------------|-----------------|--------------------------|--------------------------|
| Noxubee       | US 45        | RL                       | 0.01              |                 | 0.04                     |                          |
| Noxubee       | US 45        | RL                       | 2.82              |                 | 0.05                     |                          |
| Noxubee       | US 45        | RL                       | 4.13              |                 | 0.02                     |                          |
| Noxubee       | US 45        | RL                       | 7.04              |                 | 0.02                     |                          |
| Noxubee       | US 45        | RL                       | 11.75             |                 | 0.02                     |                          |
| Noxubee       | US 45        | LL                       | 16.84             |                 | 0.05                     |                          |
| Noxubee       | US 45        | RL                       | 16.84             |                 | 0.05                     |                          |
| Noxubee       | US 45        | LL                       | 17.23             |                 | 0.06                     |                          |
| Noxubee       | US 45        | RL                       | 17.23             |                 | 0.06                     |                          |
| Noxubee       | US 45        | RL                       | 23.22             |                 | 0.01                     |                          |
| Noxubee       | US 45        | RL                       | 24.49             |                 | 0.01                     |                          |
|               |              | <b>Route Total (MI):</b> |                   |                 | <b>0.390</b>             |                          |
| Noxubee       | US 45 ALT    | RL                       | 1.37              |                 | 0.01                     |                          |
| Noxubee       | US 45 ALT    | RL                       | 1.47              |                 | 0.01                     |                          |
| Noxubee       | US 45 ALT    | RL                       | 2.46              |                 | 0.01                     |                          |
| Noxubee       | US 45 ALT    | RL                       | 2.59              |                 | 0.02                     |                          |
| Noxubee       | US 45 ALT    | RL                       | 2.71              |                 | 0.01                     |                          |
| Noxubee       | US 45 ALT    | RL                       | 2.76              |                 | 0.03                     |                          |
| Noxubee       | US 45 ALT    | RL                       | 3.07              |                 | 0.03                     |                          |
| Noxubee       | US 45 ALT    | RL                       | 3.20              |                 | 0.05                     |                          |
|               |              | <b>Route Total (MI):</b> |                   |                 | <b>0.170</b>             |                          |

**Debris Cleanup**

| <b>County</b> | <b>Route</b> | <b>Lane</b>              | <b>Mile Start</b> | <b>Mile End</b> | <b>Pay Length (MILE)</b> | <b>Notes/Description</b> |
|---------------|--------------|--------------------------|-------------------|-----------------|--------------------------|--------------------------|
| Rankin        | I-20         | East                     | 16.40             | 16.41           | 0.01                     |                          |
| Rankin        | I-20         | East                     | 18.00             | 18.01           | 0.01                     |                          |
| Rankin        | I-20         | East                     | 18.90             | 18.91           | 0.01                     |                          |
|               |              |                          |                   |                 |                          |                          |
| Rankin        | I-20         | West                     | 0.10              | 0.11            | 0.01                     |                          |
| Rankin        | I-20         | West                     | 3.90              | 3.91            | 0.01                     |                          |
| Rankin        | I-20         | West                     | 5.90              | 5.91            | 0.01                     |                          |
| Rankin        | I-20         | West                     | 8.30              | 8.31            | 0.01                     |                          |
| Rankin        | I-20         | West                     | 9.10              | 9.11            | 0.01                     |                          |
| Rankin        | I-20         | West                     | 9.40              | 9.41            | 0.01                     |                          |
| Rankin        | I-20         | West                     | 11.00             | 11.10           | 0.10                     |                          |
|               |              |                          |                   |                 |                          |                          |
|               |              | <b>Route Total (MI):</b> |                   |                 | <b>0.190</b>             |                          |
|               |              |                          |                   |                 |                          |                          |
| Rankin        | SR 25        | North                    | 7.80              | 8.00            | 0.20                     |                          |
| Rankin        | SR 25        | North                    | 8.50              | 8.51            | 0.01                     |                          |
| Rankin        | SR 25        | North                    | 8.90              | 8.91            | 0.01                     |                          |
| Rankin        | SR 25        | North                    | 11.89             | 11.90           | 0.01                     |                          |
| Rankin        | SR 25        | North                    | 13.40             | 13.60           | 0.20                     |                          |
| Rankin        | SR 25        | North                    | 13.69             | 14.19           | 0.50                     |                          |
| Rankin        | SR 25        | North                    | 14.29             | 14.39           | 0.10                     |                          |
| Rankin        | SR 25        | North                    | 14.49             | 14.79           | 0.30                     |                          |
| Rankin        | SR 25        | North                    | 14.89             | 14.90           | 0.01                     |                          |
| Rankin        | SR 25        | North                    | 15.19             | 16.09           | 0.90                     |                          |
| Rankin        | SR 25        | North                    | 16.30             | 16.31           | 0.01                     |                          |
| Rankin        | SR 25        | North                    | 16.89             | 17.69           | 0.80                     |                          |
| Rankin        | SR 25        | North                    | 17.30             | 17.31           | 0.01                     |                          |
| Rankin        | SR 25        | North                    | 18.19             | 18.29           | 0.10                     |                          |
| Rankin        | SR 25        | North                    | 19.59             | 19.89           | 0.30                     |                          |
| Rankin        | SR 25        | North                    | 19.99             | 20.99           | 1.00                     |                          |
| Rankin        | SR 25        | North                    | 20.00             | 20.01           | 0.01                     |                          |
| Rankin        | SR 25        | North                    | 21.29             | 23.09           | 1.80                     |                          |
| Rankin        | SR 25        | North                    | 23.39             | 25.29           | 1.90                     |                          |
| Rankin        | SR 25        | North                    | 25.59             | 26.49           | 0.90                     |                          |
|               |              |                          |                   |                 |                          |                          |
| Rankin        | SR 25        | South                    | 0.20              | 0.90            | 0.70                     |                          |
| Rankin        | SR 25        | South                    | 0.95              | 1.40            | 0.45                     |                          |
| Rankin        | SR 25        | South                    | 2.30              | 2.31            | 0.01                     |                          |
| Rankin        | SR 25        | South                    | 3.20              | 3.21            | 0.01                     |                          |
| Rankin        | SR 25        | South                    | 4.50              | 4.70            | 0.20                     |                          |
| Rankin        | SR 25        | South                    | 4.80              | 4.81            | 0.01                     |                          |
| Rankin        | SR 25        | South                    | 5.40              | 5.80            | 0.40                     |                          |
| Rankin        | SR 25        | South                    | 5.50              | 5.51            | 0.01                     |                          |

**Debris Cleanup**

| <b>County</b> | <b>Route</b> | <b>Lane</b> | <b>Mile Start</b>        | <b>Mile End</b> | <b>Pay Length (MILE)</b> | <b>Notes/Description</b> |
|---------------|--------------|-------------|--------------------------|-----------------|--------------------------|--------------------------|
| Rankin        | SR 25        | South       | 5.60                     | 5.61            | 0.01                     |                          |
| Rankin        | SR 25        | South       | 6.70                     | 7.00            | 0.30                     |                          |
| Rankin        | SR 25        | South       | 8.00                     | 8.40            | 0.40                     |                          |
| Rankin        | SR 25        | South       | 8.60                     | 8.80            | 0.20                     |                          |
| Rankin        | SR 25        | South       | 9.10                     | 9.20            | 0.10                     |                          |
| Rankin        | SR 25        | South       | 9.40                     | 9.80            | 0.40                     |                          |
| Rankin        | SR 25        | South       | 9.80                     | 9.81            | 0.01                     |                          |
| Rankin        | SR 25        | South       | 9.90                     | 10.10           | 0.20                     |                          |
| Rankin        | SR 25        | South       | 10.20                    | 10.80           | 0.60                     |                          |
| Rankin        | SR 25        | South       | 12.50                    | 12.70           | 0.20                     |                          |
| Rankin        | SR 25        | South       | 12.80                    | 13.10           | 0.30                     |                          |
| Rankin        | SR 25        | South       | 13.20                    | 13.21           | 0.01                     |                          |
| Rankin        | SR 25        | South       | 15.40                    | 15.70           | 0.30                     |                          |
| Rankin        | SR 25        | South       | 17.30                    | 17.50           | 0.20                     |                          |
| Rankin        | SR 25        | South       | 17.80                    | 18.00           | 0.20                     |                          |
| Rankin        | SR 25        | South       | 18.10                    | 19.30           | 1.20                     |                          |
| Rankin        | SR 25        | South       | 19.90                    | 20.10           | 0.20                     |                          |
|               |              |             |                          |                 |                          |                          |
|               |              |             | <b>Route Total (MI):</b> |                 | <b>15.690</b>            |                          |
|               |              |             |                          |                 |                          |                          |
| Rankin        | US 49        | North       | 0.64                     | 0.65            | 0.01                     |                          |
| Rankin        | US 49        | North       | 0.76                     | 0.77            | 0.01                     |                          |
| Rankin        | US 49        | North       | 2.37                     | 2.42            | 0.06                     |                          |
| Rankin        | US 49        | North       | 2.56                     | 2.57            | 0.01                     |                          |
| Rankin        | US 49        | North       | 2.58                     | 2.59            | 0.01                     |                          |
| Rankin        | US 49        | North       | 2.65                     | 2.66            | 0.01                     |                          |
| Rankin        | US 49        | North       | 2.82                     | 2.88            | 0.06                     |                          |
| Rankin        | US 49        | North       | 3.09                     | 3.13            | 0.04                     |                          |
| Rankin        | US 49        | North       | 3.26                     | 3.28            | 0.02                     |                          |
| Rankin        | US 49        | North       | 3.88                     | 3.89            | 0.01                     |                          |
| Rankin        | US 49        | North       | 4.02                     | 4.03            | 0.01                     |                          |
| Rankin        | US 49        | North       | 4.27                     | 4.28            | 0.01                     |                          |
| Rankin        | US 49        | North       | 4.85                     | 4.96            | 0.11                     |                          |
| Rankin        | US 49        | North       | 12.99                    | 13.00           | 0.01                     |                          |
|               |              |             |                          |                 |                          |                          |
| Rankin        | US 49        | South       | 7.06                     | 7.07            | 0.01                     |                          |
| Rankin        | US 49        | South       | 7.86                     | 7.87            | 0.01                     |                          |
| Rankin        | US 49        | South       | 8.01                     | 8.02            | 0.01                     |                          |
| Rankin        | US 49        | South       | 9.40                     | 9.41            | 0.01                     |                          |
| Rankin        | US 49        | South       | 10.06                    | 10.12           | 0.06                     |                          |
| Rankin        | US 49        | South       | 10.62                    | 10.72           | 0.10                     |                          |
| Rankin        | US 49        | South       | 10.82                    | 10.84           | 0.02                     |                          |
| Rankin        | US 49        | South       | 10.98                    | 10.99           | 0.01                     |                          |

**Debris Cleanup**

| <b>County</b> | <b>Route</b> | <b>Lane</b> | <b>Mile Start</b>        | <b>Mile End</b> | <b>Pay Length (MILE)</b> | <b>Notes/Description</b> |
|---------------|--------------|-------------|--------------------------|-----------------|--------------------------|--------------------------|
| Rankin        | US 49        | South       | 11.29                    | 11.31           | 0.02                     |                          |
| Rankin        | US 49        | South       | 11.80                    | 11.97           | 0.17                     |                          |
| Rankin        | US 49        | South       | 12.14                    | 12.18           | 0.04                     |                          |
| Rankin        | US 49        | South       | 12.33                    | 12.34           | 0.01                     |                          |
| Rankin        | US 49        | South       | 13.05                    | 13.06           | 0.01                     |                          |
| Rankin        | US 49        | South       | 13.89                    | 13.94           | 0.06                     |                          |
| Rankin        | US 49        | South       | 15.00                    | 15.01           | 0.01                     |                          |
| Rankin        | US 49        | South       | 16.01                    | 16.10           | 0.09                     |                          |
| Rankin        | US 49        | South       | 16.20                    | 16.25           | 0.06                     |                          |
| Rankin        | US 49        | South       | 16.40                    | 16.44           | 0.04                     |                          |
| Rankin        | US 49        | South       | 16.65                    | 16.69           | 0.04                     |                          |
| Rankin        | US 49        | South       | 16.90                    | 16.91           | 0.01                     |                          |
| Rankin        | US 49        | South       | 17.65                    | 17.66           | 0.01                     |                          |
| Rankin        | US 49        | South       | 18.22                    | 18.23           | 0.01                     |                          |
| Rankin        | US 49        | South       | 18.70                    | 18.73           | 0.04                     |                          |
| Rankin        | US 49        | South       | 19.91                    | 19.97           | 0.06                     |                          |
|               |              |             |                          |                 |                          |                          |
|               |              |             | <b>Route Total (MI):</b> |                 | <b>1.290</b>             |                          |

**Debris Cleanup**

| <b>County</b> | <b>Route</b> | <b>Lane</b> | <b>Mile Start</b> | <b>Mile End</b> | <b>Pay Length (MILE)</b> | <b>Notes/Description</b> |
|---------------|--------------|-------------|-------------------|-----------------|--------------------------|--------------------------|
| Scott         | I-20 East    | RRL         | 0.04              | 0.06            | 0.02                     | Debris                   |
| Scott         | I-20 East    | RRL         | 0.16              | 0.17            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 0.26              | 0.27            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 0.31              | 0.32            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 0.34              | 0.35            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 0.40              | 0.41            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 0.49              | 0.50            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 0.54              | 0.55            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 0.56              | 0.57            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 0.60              | 0.61            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 0.63              | 0.64            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 0.68              | 0.69            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 0.71              | 0.72            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 0.77              | 0.78            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 0.87              | 0.88            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 0.95              | 0.96            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 1.07              | 1.08            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 1.25              | 1.26            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 1.36              | 1.37            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 1.41              | 1.42            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 1.49              | 1.52            | 0.03                     | Debris                   |
| Scott         | I-20 East    | RRL         | 1.56              | 1.60            | 0.04                     | Debris                   |
| Scott         | I-20 East    | RRL         | 1.68              | 1.69            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 1.77              | 1.78            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 1.92              | 1.93            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 1.96              | 1.99            | 0.03                     | Debris                   |
| Scott         | I-20 East    | RRL         | 2.02              | 2.05            | 0.03                     | Debris                   |
| Scott         | I-20 East    | RRL         | 2.12              | 2.76            | 0.64                     | Debris                   |
| Scott         | I-20 East    | RRL         | 2.81              | 2.87            | 0.06                     | Debris                   |
| Scott         | I-20 East    | RRL         | 2.92              | 2.96            | 0.04                     | Debris                   |
| Scott         | I-20 East    | RRL         | 3.03              | 3.04            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 3.11              | 3.20            | 0.09                     | Debris                   |
| Scott         | I-20 East    | RRL         | 3.23              | 3.24            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 3.25              | 3.26            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 3.36              | 3.46            | 0.10                     | Debris                   |
| Scott         | I-20 East    | RRL         | 3.50              | 3.74            | 0.24                     | Debris                   |
| Scott         | I-20 East    | RRL         | 3.84              | 4.00            | 0.16                     | Debris                   |
| Scott         | I-20 East    | RRL         | 4.13              | 4.19            | 0.06                     | Debris                   |
| Scott         | I-20 East    | RRL         | 4.23              | 4.29            | 0.06                     | Debris                   |
| Scott         | I-20 East    | RRL         | 4.32              | 4.59            | 0.27                     | Debris                   |
| Scott         | I-20 East    | RRL         | 4.69              | 4.80            | 0.11                     | Debris                   |
| Scott         | I-20 East    | RRL         | 4.91              | 5.13            | 0.22                     | Debris                   |
| Scott         | I-20 East    | RRL         | 5.16              | 5.23            | 0.07                     | Debris                   |
| Scott         | I-20 East    | RRL         | 5.29              | 5.31            | 0.02                     | Debris                   |

**Debris Cleanup**

| <b>County</b> | <b>Route</b> | <b>Lane</b> | <b>Mile Start</b> | <b>Mile End</b> | <b>Pay Length (MILE)</b> | <b>Notes/Description</b> |
|---------------|--------------|-------------|-------------------|-----------------|--------------------------|--------------------------|
| Scott         | I-20 East    | RRL         | 5.36              | 5.43            | 0.07                     | Debris                   |
| Scott         | I-20 East    | RRL         | 5.48              | 5.66            | 0.18                     | Debris                   |
| Scott         | I-20 East    | RRL         | 5.80              | 5.96            | 0.16                     | Debris                   |
| Scott         | I-20 East    | RRL         | 6.06              | 6.21            | 0.15                     | Debris                   |
| Scott         | I-20 East    | RRL         | 6.81              | 6.83            | 0.02                     | Debris                   |
| Scott         | I-20 East    | RRL         | 6.86              | 6.87            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 6.93              | 6.94            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 7.03              | 7.04            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 7.06              | 7.35            | 0.29                     | Debris                   |
| Scott         | I-20 East    | RRL         | 7.40              | 7.44            | 0.04                     | Debris                   |
| Scott         | I-20 East    | RRL         | 7.46              | 7.57            | 0.11                     | Debris                   |
| Scott         | I-20 East    | RRL         | 7.64              | 7.71            | 0.07                     | Debris                   |
| Scott         | I-20 East    | RRL         | 7.73              | 7.78            | 0.05                     | Debris                   |
| Scott         | I-20 East    | RRL         | 7.87              | 7.92            | 0.05                     | Debris                   |
| Scott         | I-20 East    | RRL         | 7.95              | 7.96            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 7.98              | 8.03            | 0.05                     | Debris                   |
| Scott         | I-20 East    | RRL         | 8.08              | 8.48            | 0.40                     | Debris                   |
| Scott         | I-20 East    | RRL         | 8.52              | 8.53            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 8.51              | 8.63            | 0.12                     | Debris                   |
| Scott         | I-20 East    | RRL         | 8.70              | 8.76            | 0.06                     | Debris                   |
| Scott         | I-20 East    | RRL         | 9.02              | 9.08            | 0.06                     | Debris                   |
| Scott         | I-20 East    | RRL         | 9.15              | 9.16            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 9.20              | 9.23            | 0.03                     | Debris                   |
| Scott         | I-20 East    | RRL         | 9.31              | 9.60            | 0.29                     | Debris                   |
| Scott         | I-20 East    | RRL         | 9.68              | 9.69            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 9.75              | 9.76            | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 9.84              | 9.89            | 0.05                     | Debris                   |
| Scott         | I-20 East    | RRL         | 10.05             | 10.13           | 0.08                     | Debris                   |
| Scott         | I-20 East    | RRL         | 10.42             | 10.61           | 0.19                     | Debris                   |
| Scott         | I-20 East    | RRL         | 10.63             | 10.76           | 0.13                     | Debris                   |
| Scott         | I-20 East    | RRL         | 10.80             | 11.08           | 0.28                     | Debris                   |
| Scott         | I-20 East    | RRL         | 11.13             | 11.14           | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 11.20             | 11.22           | 0.02                     | Debris                   |
| Scott         | I-20 East    | RRL         | 11.26             | 11.55           | 0.29                     | Debris                   |
| Scott         | I-20 East    | RRL         | 11.88             | 11.93           | 0.05                     | Debris                   |
| Scott         | I-20 East    | RRL         | 12.01             | 12.04           | 0.03                     | Debris                   |
| Scott         | I-20 East    | RRL         | 12.11             | 12.21           | 0.10                     | Debris                   |
| Scott         | I-20 East    | RRL         | 12.24             | 12.37           | 0.13                     | Debris                   |
| Scott         | I-20 East    | RRL         | 12.58             | 12.71           | 0.13                     | Debris                   |
| Scott         | I-20 East    | RRL         | 12.74             | 12.79           | 0.05                     | Debris                   |
| Scott         | I-20 East    | RRL         | 12.98             | 13.18           | 0.20                     | Debris                   |
| Scott         | I-20 East    | RRL         | 13.26             | 13.38           | 0.12                     | Debris                   |
| Scott         | I-20 East    | RRL         | 13.53             | 13.59           | 0.06                     | Debris                   |
| Scott         | I-20 East    | RRL         | 13.60             | 13.82           | 0.22                     | Debris                   |

**Debris Cleanup**

| <b>County</b> | <b>Route</b> | <b>Lane</b> | <b>Mile Start</b> | <b>Mile End</b> | <b>Pay Length (MILE)</b> | <b>Notes/Description</b> |
|---------------|--------------|-------------|-------------------|-----------------|--------------------------|--------------------------|
| Scott         | I-20 East    | RRL         | 13.92             | 14.00           | 0.08                     | Debris                   |
| Scott         | I-20 East    | RRL         | 14.06             | 14.15           | 0.09                     | Debris                   |
| Scott         | I-20 East    | RRL         | 14.26             | 14.35           | 0.09                     | Debris                   |
| Scott         | I-20 East    | RRL         | 14.55             | 14.62           | 0.07                     | Debris                   |
| Scott         | I-20 East    | RRL         | 14.71             | 14.74           | 0.03                     | Debris                   |
| Scott         | I-20 East    | RRL         | 15.10             | 15.11           | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 15.27             | 15.52           | 0.25                     | Debris                   |
| Scott         | I-20 East    | RRL         | 15.70             | 15.80           | 0.10                     | Debris                   |
| Scott         | I-20 East    | RRL         | 15.87             | 15.88           | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 16.15             | 16.22           | 0.07                     | Debris                   |
| Scott         | I-20 East    | RRL         | 16.31             | 16.32           | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 16.44             | 16.47           | 0.03                     | Debris                   |
| Scott         | I-20 East    | RRL         | 16.53             | 16.57           | 0.04                     | Debris                   |
| Scott         | I-20 East    | RRL         | 16.63             | 16.69           | 0.06                     | Debris                   |
| Scott         | I-20 East    | RRL         | 16.74             | 16.78           | 0.04                     | Debris                   |
| Scott         | I-20 East    | RRL         | 16.79             | 16.80           | 0.01                     | Dead Trees               |
| Scott         | I-20 East    | RRL         | 16.81             | 16.83           | 0.02                     | Debris                   |
| Scott         | I-20 East    | RRL         | 16.91             | 16.92           | 0.01                     | Dead Trees               |
| Scott         | I-20 East    | RRL         | 16.94             | 16.95           | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 17.02             | 17.04           | 0.02                     | Debris                   |
| Scott         | I-20 East    | RRL         | 17.07             | 17.13           | 0.06                     | Debris                   |
| Scott         | I-20 East    | RRL         | 17.14             | 17.15           | 0.01                     | Dead Trees               |
| Scott         | I-20 East    | RRL         | 17.16             | 17.19           | 0.03                     | Debris                   |
| Scott         | I-20 East    | RRL         | 17.21             | 17.38           | 0.17                     | Debris                   |
| Scott         | I-20 East    | RRL         | 17.83             | 17.84           | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 17.93             | 17.94           | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 17.98             | 18.02           | 0.04                     | Dead Trees               |
| Scott         | I-20 East    | RRL         | 18.13             | 18.21           | 0.08                     | Debris                   |
| Scott         | I-20 East    | RRL         | 18.28             | 18.36           | 0.08                     | Debris                   |
| Scott         | I-20 East    | RRL         | 18.37             | 18.38           | 0.01                     | Dead Trees               |
| Scott         | I-20 East    | RRL         | 18.41             | 18.58           | 0.17                     | Debris                   |
| Scott         | I-20 East    | RRL         | 18.81             | 18.90           | 0.09                     | Debris                   |
| Scott         | I-20 East    | RRL         | 18.91             | 19.20           | 0.29                     | Debris                   |
| Scott         | I-20 East    | RRL         | 19.31             | 19.35           | 0.04                     | Debris                   |
| Scott         | I-20 East    | RRL         | 19.42             | 19.45           | 0.03                     | Debris                   |
| Scott         | I-20 East    | RRL         | 19.52             | 20.20           | 0.68                     | Debris                   |
| Scott         | I-20 East    | RRL         | 20.21             | 20.38           | 0.17                     | Debris                   |
| Scott         | I-20 East    | RRL         | 20.45             | 20.46           | 0.01                     | Debris                   |
| Scott         | I-20 East    | RRL         | 20.53             | 20.75           | 0.22                     | Debris                   |
| Scott         | I-20 East    | RRL         | 20.81             | 20.96           | 0.15                     | Debris                   |
| Scott         | I-20 East    | RRL         | 20.18             | 21.03           | 0.85                     | Debris                   |
| Scott         | I-20 East    | RRL         | 21.09             | 21.10           | 0.01                     | Dead Trees               |
| Scott         | I-20 East    | RRL         | 21.14             | 21.18           | 0.04                     | Debris, Dead Trees       |
| Scott         | I-20 East    | RRL         | 21.24             | 21.26           | 0.02                     | Debris, Dead Trees       |

**Debris Cleanup**

| <b>County</b> | <b>Route</b> | <b>Lane</b> | <b>Mile Start</b> | <b>Mile End</b> | <b>Pay Length (MILE)</b> | <b>Notes/Description</b> |
|---------------|--------------|-------------|-------------------|-----------------|--------------------------|--------------------------|
| Scott         | I-20 East    | RRL         | 21.28             | 21.41           | 0.13                     | Debris, Dead Trees       |
| Scott         | I-20 East    | RRL         | 21.62             | 21.63           | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 East    | RRL         | 21.69             | 21.74           | 0.05                     | Debris, Dead Trees       |
| Scott         | I-20 East    | RRL         | 21.78             | 21.79           | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 East    | RRL         | 21.87             | 21.94           | 0.07                     | Debris, Dead Trees       |
| Scott         | I-20 East    | RRL         | 22.09             | 22.14           | 0.05                     | Debris, Dead Trees       |
| Scott         | I-20 East    | RRL         | 22.16             | 22.17           | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 East    | RRL         | 22.19             | 22.33           | 0.14                     | Debris, Dead Trees       |
| Scott         | I-20 East    | RRL         | 22.37             | 22.38           | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 East    | RRL         | 22.41             | 22.51           | 0.10                     | Debris, Dead Trees       |
| Scott         | I-20 East    | RRL         | 22.58             | 22.70           | 0.12                     | Debris, Dead Trees       |
| Scott         | I-20 East    | RRL         | 22.76             | 22.80           | 0.04                     | Debris, Dead Trees       |
| Scott         | I-20 East    | RRL         | 23.07             | 23.08           | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 East    | RRL         | 23.43             | 22.44           | 0.99                     | Debris, Dead Trees       |
| Scott         | I-20 East    | RRL         | 23.49             | 23.52           | 0.03                     | Debris, Dead Trees       |
| Scott         | I-20 East    | RRL         | 23.56             | 23.61           | 0.05                     | Debris, Dead Trees       |
| Scott         | I-20 East    | RRL         | 23.87             | 23.89           | 0.02                     | Debris, Dead Trees       |
| Scott         | I-20 East    | RRL         | 23.93             | 23.94           | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 East    | RRL         | 24.11             | 24.14           | 0.03                     | Debris, Dead Trees       |
| Scott         | I-20 East    | RRL         | 24.41             | 24.42           | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 0.03              | 0.04            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 0.21              | 0.22            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 0.30              | 0.32            | 0.02                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 0.35              | 0.36            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 0.37              | 0.41            | 0.04                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 0.44              | 0.48            | 0.04                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 0.89              | 0.90            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 1.24              | 1.25            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 1.32              | 1.34            | 0.02                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 1.57              | 1.58            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 1.61              | 1.62            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 1.68              | 1.69            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 1.84              | 1.85            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 2.04              | 2.05            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 2.18              | 2.19            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 2.19              | 2.20            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 2.21              | 2.22            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 2.27              | 2.29            | 0.02                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 2.30              | 2.31            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 2.50              | 2.51            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 2.55              | 2.56            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 2.59              | 2.60            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 2.63              | 2.64            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 2.69              | 2.70            | 0.01                     | Debris, Dead Trees       |



**Debris Cleanup**

| <b>County</b> | <b>Route</b> | <b>Lane</b> | <b>Mile Start</b> | <b>Mile End</b> | <b>Pay Length (MILE)</b> | <b>Notes/Description</b> |
|---------------|--------------|-------------|-------------------|-----------------|--------------------------|--------------------------|
| Scott         | I-20 West    | LLL         | 2.74              | 2.75            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 2.83              | 2.86            | 0.03                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 2.90              | 2.91            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 2.98              | 3.14            | 0.16                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 3.17              | 3.18            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 3.21              | 3.22            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 3.32              | 3.33            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 3.50              | 3.63            | 0.13                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 3.72              | 3.73            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 3.76              | 3.85            | 0.09                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 3.89              | 4.19            | 0.30                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 4.25              | 5.11            | 0.86                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 5.15              | 5.53            | 0.38                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 5.55              | 5.89            | 0.34                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 5.99              | 6.08            | 0.09                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 6.13              | 6.19            | 0.06                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 6.26              | 6.34            | 0.08                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 6.36              | 6.41            | 0.05                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 6.47              | 6.56            | 0.09                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 6.64              | 6.77            | 0.13                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 6.89              | 6.90            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 6.97              | 7.06            | 0.09                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 7.11              | 7.15            | 0.04                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 7.23              | 7.24            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 7.27              | 7.32            | 0.05                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 7.38              | 7.39            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 7.41              | 7.49            | 0.08                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 7.53              | 7.54            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 7.57              | 7.60            | 0.03                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 7.63              | 7.72            | 0.09                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 7.77              | 7.78            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 7.83              | 7.84            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 7.90              | 7.95            | 0.05                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 8.03              | 8.04            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 8.92              | 8.93            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 9.43              | 9.44            | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 9.82              | 9.99            | 0.17                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 10.05             | 10.30           | 0.25                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 10.39             | 10.64           | 0.25                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 10.67             | 10.70           | 0.03                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 10.87             | 10.95           | 0.08                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 10.98             | 11.42           | 0.44                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 11.49             | 11.51           | 0.02                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 11.84             | 11.86           | 0.02                     | Debris, Dead Trees       |

**Debris Cleanup**

| <b>County</b> | <b>Route</b> | <b>Lane</b> | <b>Mile Start</b> | <b>Mile End</b> | <b>Pay Length (MILE)</b> | <b>Notes/Description</b> |
|---------------|--------------|-------------|-------------------|-----------------|--------------------------|--------------------------|
| Scott         | I-20 West    | LLL         | 11.87             | 11.90           | 0.03                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 12.11             | 12.12           | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 12.83             | 12.84           | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 12.96             | 12.97           | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 13.06             | 13.09           | 0.03                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 13.11             | 13.13           | 0.02                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 13.16             | 13.24           | 0.08                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 13.33             | 13.38           | 0.05                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 13.49             | 13.54           | 0.05                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 13.57             | 13.58           | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 13.63             | 13.69           | 0.06                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 13.77             | 13.78           | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 13.80             | 13.84           | 0.04                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 13.86             | 13.93           | 0.07                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 13.94             | 13.99           | 0.05                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 14.00             | 14.50           | 0.50                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 14.59             | 14.65           | 0.06                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 14.71             | 14.92           | 0.21                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 14.94             | 14.97           | 0.03                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 15.08             | 15.24           | 0.16                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 15.36             | 15.43           | 0.07                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 15.49             | 15.57           | 0.08                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 15.73             | 15.75           | 0.02                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 15.79             | 15.85           | 0.06                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 15.89             | 15.90           | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 15.95             | 16.02           | 0.07                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 16.06             | 16.27           | 0.21                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 16.31             | 16.40           | 0.09                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 16.50             | 16.56           | 0.06                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 16.65             | 16.92           | 0.27                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 16.98             | 17.10           | 0.12                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 17.34             | 17.35           | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 17.39             | 17.41           | 0.02                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 17.47             | 17.48           | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 17.56             | 17.58           | 0.02                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 17.63             | 17.73           | 0.10                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 17.99             | 18.00           | 0.01                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 18.27             | 18.39           | 0.12                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 18.42             | 18.67           | 0.25                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 18.71             | 18.86           | 0.15                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 18.95             | 19.15           | 0.20                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 19.20             | 19.36           | 0.16                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 19.43             | 19.66           | 0.23                     | Debris, Dead Trees       |
| Scott         | I-20 West    | LLL         | 19.73             | 19.81           | 0.08                     | Debris, Dead Trees       |

**Debris Cleanup**

| <b>County</b>            | <b>Route</b> | <b>Lane</b> | <b>Mile Start</b> | <b>Mile End</b> | <b>Pay Length (MILE)</b> | <b>Notes/Description</b> |
|--------------------------|--------------|-------------|-------------------|-----------------|--------------------------|--------------------------|
| Scott                    | I-20 West    | LLL         | 19.92             | 20.01           | 0.09                     | Debris, Dead Trees       |
| Scott                    | I-20 West    | LLL         | 20.33             | 20.35           | 0.02                     | Debris, Dead Trees       |
| Scott                    | I-20 West    | LLL         | 20.41             | 20.42           | 0.01                     | Debris, Dead Trees       |
| Scott                    | I-20 West    | LLL         | 20.48             | 20.50           | 0.02                     | Debris, Dead Trees       |
| Scott                    | I-20 West    | LLL         | 20.56             | 20.77           | 0.21                     | Debris, Dead Trees       |
| Scott                    | I-20 West    | LLL         | 20.86             | 20.87           | 0.01                     | Debris, Dead Trees       |
| Scott                    | I-20 West    | LLL         | 20.90             | 20.91           | 0.01                     | Debris, Dead Trees       |
| Scott                    | I-20 West    | LLL         | 20.93             | 21.14           | 0.21                     | Debris, Dead Trees       |
| Scott                    | I-20 West    | LLL         | 21.26             | 21.30           | 0.04                     | Debris, Dead Trees       |
| Scott                    | I-20 West    | LLL         | 21.33             | 21.36           | 0.03                     | Debris, Dead Trees       |
| Scott                    | I-20 West    | LLL         | 21.38             | 21.51           | 0.13                     | Debris, Dead Trees       |
| Scott                    | I-20 West    | LLL         | 21.56             | 21.89           | 0.33                     | Debris, Dead Trees       |
| Scott                    | I-20 West    | LLL         | 21.94             | 21.96           | 0.02                     | Debris, Dead Trees       |
| Scott                    | I-20 West    | LLL         | 22.00             | 22.30           | 0.30                     | Debris, Dead Trees       |
| Scott                    | I-20 West    | LLL         | 22.36             | 22.46           | 0.10                     | Debris, Dead Trees       |
| Scott                    | I-20 West    | LLL         | 22.95             | 22.96           | 0.01                     | Debris, Dead Trees       |
| Scott                    | I-20 West    | LLL         | 23.04             | 23.07           | 0.03                     | Debris, Dead Trees       |
| Scott                    | I-20 West    | LLL         | 23.27             | 23.46           | 0.19                     | Debris, Dead Trees       |
| Scott                    | I-20 West    | LLL         | 23.50             | 23.51           | 0.01                     | Debris, Dead Trees       |
| Scott                    | I-20 West    | LLL         | 23.58             | 23.59           | 0.01                     | Debris, Dead Trees       |
| Scott                    | I-20 West    | LLL         | 23.63             | 23.64           | 0.01                     | Debris, Dead Trees       |
| Scott                    | I-20 West    | LLL         | 23.90             | 23.99           | 0.09                     | Debris, Dead Trees       |
| Scott                    | I-20 West    | LLL         | 24.04             | 24.26           | 0.22                     | Debris, Dead Trees       |
| Scott                    | I-20 West    | LLL         | 24.29             | 24.30           | 0.01                     | Debris, Dead Trees       |
| Scott                    | I-20 Median  |             | 1.11              | 1.46            | 0.35                     | Debris                   |
| Scott                    | I-20 Median  |             | 1.56              | 2.62            | 1.06                     | Debris                   |
| Scott                    | I-20 Median  |             | 7.96              | 11.99           | 4.03                     | Debris                   |
| Scott                    | I-20 Median  |             | 12.16             | 16.64           | 4.48                     | Debris                   |
| Scott                    | I-20 Median  |             | 17.07             | 20.61           | 3.54                     | Debris                   |
| Scott                    | I-20 Median  |             | 21.97             | 23.02           | 1.05                     | Debris, Dead Trees       |
| Scott                    | I-20 Median  |             | 24.17             | 24.18           | 0.01                     | Debris, Dead Trees       |
| Scott                    | I-20 Median  |             | 24.24             | 24.25           | 0.01                     | Debris, Dead Trees       |
| Scott                    | I-20 Median  |             | 24.30             | 24.35           | 0.05                     | Debris, Dead Trees       |
| Scott                    | I-20 Median  |             | 0.28              | 0.29            | 0.01                     | Debris, Dead Trees       |
| Scott                    | I-20 Median  |             | 3.90              | 7.36            | 3.46                     | Debris, Dead Trees       |
| Scott                    | I-20 Median  |             | 12.03             | 12.11           | 0.08                     | Debris, Dead Trees       |
| Scott                    | I-20 Median  |             | 23.11             | 23.49           | 0.38                     | Debris, Dead Trees       |
| <b>Route Total (MI):</b> |              |             |                   |                 | <b>42.660</b>            |                          |

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 - NOTICE TO BIDDERS NO. 6764**

**CODE: (SP)**

**DATE: 03/05/2025**

**SUBJECT: Underground Utilities**

**PROJECT: MP-5000-25(210) / 309692325 – Hinds County  
MP-5045-35(007) / 309692335 – Kemper County  
MP-5000-38(211) / 309692338 – Lauderdale County  
MP-5025-40(004) / 309692340 – Leake County  
MP-5000-45(212) / 309692345 – Madison County  
MP-5019-50(015) / 309692350 – Leake County  
MP-5020-51(005) / 309692351 – Newton County  
MP-5000-52(213) / 309692352 – Noxubee County  
MP-5000-61(214) / 309692361 – Rankin County  
MP-5020-62(011) / 309692362 – Scott County**

Bidders are hereby advised that utility lines owned and maintained by MDOT may be present within the project limits. These utilities are not located by Mississippi 811. It shall be the Contractor's responsibility to coordinate with MDOT to have the utility lines located and marked prior to beginning work. The Contractor shall give a minimum of three (3) working days of advance notice for locate requests. Also, the Contractor shall be responsible for contacting local public agencies that are not members of Mississippi 811.

Additionally, it shall be the Contractor's responsibility to maintain the utility markings and have the ability to survey the marked utilities and re-establish said utility markings as needed. The Department shall only be responsible for locating and marking the utilities once per Contract.

The contacts for MDOT utility lines are as follows:

**Underground Power Lines:**

Michael Lee – 601-683-3341 – [mlee@mdot.ms.gov](mailto:mlee@mdot.ms.gov)

Billy Coward – 601-683-3341 – [bcoward@mdot.ms.gov](mailto:bcoward@mdot.ms.gov)

**Underground Communication Lines:**

Kerby McFarland – 601-359-7450 – [kmcfarland@mdot.ms.gov](mailto:kmcfarland@mdot.ms.gov)

Steven Newell – 601-359-7450 – [snewell@mdot.ms.gov](mailto:snewell@mdot.ms.gov)

Henry Lewis – 601-359-1454 – [hlewis@mdot.ms.gov](mailto:hlewis@mdot.ms.gov)

**Underground Signal Lines:**

Amrik Singh – 601-359-1454 – [asingh@mdot.ms.gov](mailto:asingh@mdot.ms.gov)

Kenneth Welch – 601-359-1454 – [kwelch@mdot.ms.gov](mailto:kwelch@mdot.ms.gov)

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 6765**

**CODE: (SP)**

**DATE: 03/05/2025**

**SUBJECT: Temporary Construction Signs**

**PROJECT: MP-5000-25(210) / 309692325 – Hinds County  
MP-5045-35(007) / 309692335 – Kemper County  
MP-5000-38(211) / 309692338 – Lauderdale County  
MP-5025-40(004) / 309692340 – Leake County  
MP-5000-45(212) / 309692345 – Madison County  
MP-5019-50(015) / 309692350 – Leake County  
MP-5020-51(005) / 309692351 – Newton County  
MP-5000-52(213) / 309692352 – Noxubee County  
MP-5000-61(214) / 309692361 – Rankin County  
MP-5020-62(011) / 309692362 – Scott County**

Bidders are hereby advised of the following regarding the Temporary Construction Signs required:

Should the Bidders elect to install Temporary Construction Signs by first driving short u-channel sections and then bolting the longer, correct height u-channel sections to them, the Bidders are advised that these short sections shall be a minimum of five (5) feet from the ground level when driven and the splice must consist of a minimum of eighteen (18) inches of overlap with a total of four (4) bolts. Bidders are also advised that it is mandatory that these short sections be removed at the completion of the project.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6766

CODE: (SP)

DATE: 3/11/2025

SUBJECT: Cooperation Between Contractors

PROJECT: MP-5000-25(210) / 309692325 – Hinds County  
MP-5045-35(007) / 309692335 – Kemper County  
MP-5000-38(211) / 309692338 – Lauderdale County  
MP-5025-40(004) / 309692340 – Leake County  
MP-5000-45(212) / 309692345 – Madison County  
MP-5019-50(015) / 309692350 – Neshoba County  
MP-5020-51(005) / 309692351 – Newton County  
MP-5000-52(213) / 309692352 – Noxubee County  
MP-5000-61(214) / 309692361 – Rankin County  
MP-5020-62(011) / 309692362 – Scott County

The Bidder's attention is hereby called to Subsection 105.07, Cooperation between Contractors, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction.

The Bidder is advised that these projects adjoin the following projects that may be under construction before the completion of this contract:

- IM-0020-01(254) / 108143301 – Hinds County, Pavement Restoration on I-20 from the Warren County Line to Natchez Trace Parkway
- STBG-0020-01(283) / 108902306 – Hinds County, Electrical Repairs to Lighting System on I-20 & I-55
- CRP-0059-03(102) / 108158302 – Lauderdale County, Installation of ITS Systems on I-59 in Meridian
- IM-0020-02(101) / 108587301 – Newton County, Mill & Overlay I-20 from 5.1 miles east of SR 15 to 2.3 miles east of the Chunky River
- SP-0002-03(096) / 109003301 – Noxubee County, Mill & Overlay US 45 from the Kemper County Line to south of the Macon Bypass
- NHPP-0008-03(059) / 108245301 – Rankin County, Mill & Overlay US 49 from the Simpson County Line to south of Florence
- HSIP-0008-03(062) / 109122301 – Rankin County, Intersection Improvements on US 49 at RT Braddy Road and Muse Road
- HSIP-0056-01(115) / 109316301 – Rankin County, Intersection Improvements on SR 25 at Mt. Helms Road and Pisgah Road
- IM-0020-02(102) / 108591301 – Scott County, Mill & Overlay I-20 from the Rankin County Line to SR 501

The Contractor shall cooperate in all respects and shall coordinate construction of all phases of work with the Contractor of the adjoining project. Failure to coordinate work schedules, such as but not limited to lane closures, shall not be reason to modify contract time.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 6788**

**CODE: (SP)**

**DATE: 3/12/2025**

**SUBJECT: Additional Construction Requirements**

**PROJECT: MP-5000-25(210) / 309692325 – Hinds County  
MP-5045-35(007) / 309692335 – Kemper County  
MP-5000-38(211) / 309692338 – Lauderdale County  
MP-5025-40(004) / 309692340 – Leake County  
MP-5000-45(212) / 309692345 – Madison County  
MP-5019-50(015) / 309692350 – Neshoba County  
MP-5020-51(005) / 309692351 – Newton County  
MP-5000-52(213) / 309692352 – Noxubee County  
MP-5000-61(214) / 309692361 – Rankin County  
MP-5020-62(011) / 309692362 – Scott County**

Bidders are hereby advised of the following additional construction requirements:

- The portions of this project that are within the project limits of projects IM-0020-01(254)/108143-301000 Pavement Restoration on I-20 From Warren County Line to Natchez Trace - Hinds County and IM-0020-02(102)/108591-301000 Mill and Overlay I-20 From Rankin County Line to SR 501 - Scott County shall be the last sections to be completed. The Contractor may not begin these sections until the active projects are completed.



**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 6789**

**CODE: (SP)**

**DATE: 3/19/2025**

**SUBJECT: Lane Closure Restrictions**

**PROJECT: MP-5000-25(210) / 309692325 – Hinds County  
MP-5045-35(007) / 309692335 – Kemper County  
MP-5000-38(211) / 309692338 – Lauderdale County  
MP-5025-40(004) / 309692340 – Leake County  
MP-5000-45(212) / 309692345 – Madison County  
MP-5019-50(015) / 309692350 – Neshoba County  
MP-5020-51(005) / 309692351 – Newton County  
MP-5000-52(213) / 309692352 – Noxubee County  
MP-5000-61(214) / 309692361 – Rankin County  
MP-5020-62(011) / 309692362 – Scott County**

Bidders are hereby advised of the following lane closure restrictions on the above captioned project:

**Hinds, Rankin, and Madison Counties**

Interstate Routes

- **Monday to Saturday - 9:00 AM to 2:00 PM**

Four Lane Routes Excluding Interstate Routes

- **Monday to Saturday - 9:00 AM to 2:00 PM within all city limits**

**Lauderdale County**

I-20 From Newton County Line to US 45

- **Monday to Saturday - 9:00 AM to 2:00 PM**

I-59 From Savoy to I-20

- **Monday to Saturday - 9:00 AM to 2:00 PM**

**All Counties**

All Routes

- Lane closures shall be limited to 1/4 mile; however, if a shorter length lane closure shall suffice then a lane closure utilizing the lesser distance shall be used.

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

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

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-101-1

CODE: (IS)

DATE: 07/20/2023

SUBJECT: Definitions and Terms

Section 101, Definitions and Terms, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-101.01--Abbreviations.** After the abbreviation API on page 1, add the following.

APL Approved Products List

Replace the abbreviation for AWPA on page 1 with the following.

AWPA American Wood Protection Association

**907-101.02--Definitions.** Delete the sentence after the list of holidays in Subsection 101.02 on page 6 under **holidays, legal**, and substitute the following.

When a legal holiday falls on a Saturday or Sunday, the succeeding Monday, or as proclaimed by the Governor, will be observed as a legal holiday.

Delete the definition for Notice to Proceed in Subsection 101.02 on page 8, and substitute the following.

**Notice to Proceed** - Written notice to the Contractor to proceed with the contract work.

Delete the definition for “Plans” in Subsection 101.02 on page 8, and substitute the following.

**plans** - The approved plans, profiles, typical cross-sections, working drawings and supplemental drawings, or exact reproduction thereof, that show the location, character, dimensions, and details of the work to be done. The plans may also include electronic files, referred to on the plans as Electronic Files Identified as Plans, which may include engineering models, spreadsheets, CADD files or other electronic files used to convey design intent. When the contract does not have an official set of plans, reference to the plans shall mean the contract documents.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-102-2

CODE: (IS)

DATE: 11/22/2017

SUBJECT: **Bidding Requirements and Conditions**

Section 102, Bidding Requirements and Conditions, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-102.01--Prequalification of Bidders.** Delete the last sentence of the third paragraph of Subsection 102.01 on page 13, and substitute the following.

The Bidder's Certificate of Responsibility number must be on file with the Department's Contract Administration Division prior to request for permission to bid.

**907-102.02--Contents of Proposal Forms.** Delete the fourth paragraph in Subsection 102.02 on page 13, and substitute the following.

Prospective bidders must complete an online request for permission to be eligible to bid a project. Upon approval, the bidder will be authorized to submit a bid electronically using Bid Express at <http://bidx.com>.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-103-2

CODE: (SP)

DATE: 06/22/2017

SUBJECT: Award and Execution of Contract

Section 103, Award and Execution of Contract, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-103.01--Consideration of Proposal.** Delete the second and third paragraphs of Subsection 103.01 on page 19, and substitute the following.

**907-103.01.1--For Projects Constructed Without Federal Funds.** Resident Contractors actually domiciled in Mississippi are to be granted preference over nonresidents in awarding of Contracts financed 100% with State funds.

In consideration of proposals that are equal to or in excess of \$50,000 and financed 100% with State funds, a nonresident bidder domiciled in a state having laws granting preference to local Contractors will be considered for such contracts on the same basis as the nonresident bidder's state awards contracts to Mississippi Contractors bidding under similar circumstances. When a nonresident Contractor submits a bid equal to or in excess of \$50,000 on a contract financed 100% with State funds, a copy of the current laws from the state of domicile and an explanation thereof pertaining to treatment of nonresident Contractors shall be attached. If no preferential treatment is provided for Contractors in the state of domicile and contracts are awarded to the lowest responsible bidder, a statement to this effect shall be attached. Should the attachment not accompany the bid when submitted, the Contractor shall have 10 days following the opening of the bids to furnish the required information to the Contract Administration Director for attachment to the bid. Failure to provide the attachment within 10 days will result in the nonresident Contractor's bid being rejected and not considered for award. As used herein, the term "resident Contractor" includes a nonresident person, firm or corporation that has been qualified to do business in this State and has maintained a permanent full-time office in the State of Mississippi for two years prior to the submission of the bid, and the subsidiaries and affiliates of such a person, firm or corporation.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-105-2

CODE: (IS)

DATE: 07/20/2023

SUBJECT: Control of Work

Section 105, Control of Work, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-105.01--Authority of the Engineer.** Delete the first sentence of the second paragraph of Subsection 105.01 on page 31, and substitute the following.

The Engineer has the right to suspend the work wholly or in part and to withhold payments because of the Contractor's failure to correct conditions unsafe for workmen or the general public, for failure to carry out provisions of the Contract, or for failure to carry out orders.

**907-105.02--Plans and Working Drawings.** Delete the first paragraph of Subsection 105.02 on page 31, and substitute the following.

After the contract is executed by the Executive Director, the Contractor will receive, free of charge, two bound copies of the proposal and contract documents (one executed and one blank) two full scale copies of the plans, five half-scale copies of the Plans, and Electronic Files Identified as Plans. The Contractor shall have one copy of the proposal and contract documents and one half-scale copy of the plans available at all times during work activity on the project.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION NO. 907-108-4**

**CODE: (SP)**

**DATE: 10/07/2020**

**SUBJECT: Subletting of Contract**

Section 108, Prosecution and Progress, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-108.01--Subletting of Contract.**

**907-108.01.1--General.** Delete the third sentence of the tenth paragraph of Subsection 108.01.1 on the bottom of page 72.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-108-6

CODE: (SP)

DATE: 03/11/2025

SUBJECT: Default and Termination of Contract

Section 108, Prosecution and Progress, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-108.08--Default and Termination of Contract.** At the end of the Subsection 108.08 on page 85, add the following.

**907-108.08.1--Debarment of Contractor** If the Contractor is declared to be in default under this Subsection and the Contract terminated for the reason(s) indicated in Subsections 108.08 (d), (f), or (g) above, the Commission may, in its discretion and in addition to default and termination, declare the Contractor to be debarred from bidding on any other projects for a period of one (1) year from the date of the termination letter. If the debarred Contractor has multiple on-going Contracts with the Commission and receives a one (1) year debarment, the on-going Contract(s) may continue; however, the Contractor will not be allowed to bid another project until one (1) year has passed from date of the termination letter.



## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-109-5

CODE: (IS)

DATE: 11/14/2023

SUBJECT: Measurement and Payment

Section 109, Measurement and Payment, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-109.01--Measurement of Quantities.** Delete the sixth full paragraph of Subsection 109.01 on page 88, and substitute the following.

If appropriate based on the specific circumstances of the project, the Contractor may request that material specified to be measured by the cubic yard or ton be converted to the other measure. The Contractor must submit this request to the Engineer. The Engineer will provide an approval or denial in writing. The decision is in the sole discretion of the Engineer. If approved, factors for this conversion will be determined by the District Materials Engineer and agreed to by the Contractor. The conversion of the materials along with the conversion factor will be incorporated into the Contract by supplemental agreement. The supplemental agreement must be executed before such method of measurement is used.

**907-109.04--Extra Work.**

**907-109.04.1--Supplemental Agreement.** Delete the second paragraph of Subsection 109.04.1 on page 90.

**907-109.04.2--Force Account Agreement.** Delete the last sentence of subparagraph (c) in Subsection 109.04.2 on page 91, and substitute the following.

An amount will be added equal to fifteen percent (15%) of the sum thereof, excluding sales tax.

Delete subparagraph (d) in Subsection 109.04.2 on pages 91 & 92, and substitute the following.

- (d) **Equipment.** Equipment used for force account work shall be of sufficient size and type necessary to perform the required work in an economic and expeditious manner. The Contractor must provide the manufacturer, make, model, year, type of fuel and other necessary information to determine proper hourly payment rates. Subject to advance approval of the Engineer, actual transportation cost for a distance of not more than 200 miles will be reimbursed for equipment not already on the project.

For equipment authorized by the Engineer for use on the force account work, the Engineer will use the equipment rental rates from the “*Rental Rate Blue Book*” as published on the Equipment Watch website [www.equipmentwatch.com](http://www.equipmentwatch.com) for the time period the force account work is authorized to determine payment to the Contractor. The maximum allowable rates

are determined as follows:

1. The hourly equipment rate will equal the FHWA total hourly rate. This rate takes into account adjustment factors for age and region.
2. The hourly estimated operating costs have been included in the FHWA total hourly rate.
3. The idle and standby rates shall be as listed in the "*Rental Rate Blue Book*" as reported by *Equipment Watch*.
4. These rates include the basic machine plus any necessary attachments.

Standby rates shall apply when equipment is not in operation and is approved by the Engineer to standby for later use to complete the work. Idle rates shall apply to equipment located on the project and the engine is burning fuel but no ground engaging or other components are actively engaged in meaningful work. In general, idle or standby rates shall apply when equipment is not in use, but will be needed again to complete the work and the cost of moving the equipment will exceed the accumulated standby cost. If the idle standby cost should exceed the equipment moving cost to or from the work site, the Contractor will be entitled to the moving cost only. Idle or standby rates will be used under the following conditions:

1. The equipment is totally dedicated to the force account work and not used intermittently on other work.
2. Idle or standby cost will be considered only after equipment has been operated on force account work.
3. The sum of idle or standby time and operating time shall not exceed eight (8) hours per day or 40 hours in a week.
4. Idle or standby payment will not apply to days not normally considered to be work days such as holidays, weekends, or days of inclement weather when no other work is taking place.

The Department will not pay for idle or standby time when equipment is inoperable, for time spent repairing equipment, or for the time elapsed after the Engineer has advised the Contractor that the equipment is no longer needed. The Department will determine if it will be more cost effective to pay standby time on approved equipment on site or for multiple mobilizations.

If equipment is needed, which is not included in the *Rental Rate Blue Book* as reported by *Equipment Watch*, the Department and Contractor will agree upon reasonable rental rates in writing before the equipment is used.

All equipment shall be subject to approval from day to day in accordance with the requirements of Subsection 108.05.

**907-109.06--Partial Payment.**

**907-109.06.2--Advancement on Materials.**

Delete the next to last paragraph of Subsection 109.06.2 on page 95, and substitute the following.

Materials for which an advanced payment has been allowed must be paid for by the Contractor within 30 days of the estimate on which the advanced payment was first allowed and proof of said payment must be verified by the supplier. If proof of payment is not furnished within the allowable 30 days, the advanced payment will be deducted on subsequent current estimates until such time that proof of payment is furnished.

**907-109.07--Changes in Material Costs.** After the fifth paragraph of Subsection 109.07 on page 96, change the web address to the following.

[https://mdot.ms.gov/portal/current\\_letting](https://mdot.ms.gov/portal/current_letting)

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION NO. 907-201-2**

**CODE: (SP)**

**DATE: 10/28/2024**

**SUBJECT: Random Clearing**

Section 201, Clearing and Grubbing, of the 2017 Edition of the Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-201.04--Method of Measurement.** After Subsection 201.04.3 on page 103, add the following.

**907-201.04.4--Mile Basis.** The designated areas will be measured per mile in accordance with the typical sections shown on the plans. This shall apply to the right or left sides of each separate roadway. Separate measurement shall be made for work required and satisfactorily completed on the right or left sides of each separate roadway.

**907-201.05--Basis of Payment.** Add the following to the list of pay items on page 104.

907-201-D: Random Clearing

- per mile

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-618-12

CODE: (SP)

DATE: 05/03/2024

SUBJECT: Traffic Control Management

Section 618, Maintenance of Traffic and Traffic Control Plan, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

## **907-618.01--Description.**

**907-618.01.2--Traffic Control Management.** Delete subparagraph (g) of Subsection 618.01.2 on page 441, and substitute the following.

- g) Perform a minimum of once-a-week inspections from the Notice to Proceed until a Partial or Final Maintenance Release is obtained. Once work begins, daily daytime inspections and weekly nighttime inspections are required on projects with predominantly daytime work, and daily nighttime inspections and weekly daytime inspections are required on projects with predominantly nighttime work. Weekly inspections will be allowed for periods outside of active construction. When lane closures are present or any non-fixed signs or traffic handling devices such as cones or barrels are in place, inspections shall be performed daily whether work is being performed or not.

**907-618.05--Basis of Payment.** Delete pay item 618-A on page 449 and substitute the following.

907-618-A: Maintenance of Traffic

- lump sum

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-619-6

CODE: (SP)

DATE: 03/21/2018

SUBJECT: Temporary Portable Rumble Strips

Section 619, Traffic Control for Construction Zones, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-619.02--Materials.** After Subsection 619.02.15 on page 472, add the following.

**907-619.02.16--Temporary Portable Rumble Strips.** Temporary portable rumble strips shall be RoadQuake manufactured by PSS and meet the following requirements:

- capable of being installed without adhesives or bolts,
- have a minimum weight of 100 pounds,
- have a minimum overall length of 11 feet,
- have a minimum width of 12 inches, and
- have a maximum height of 3/4 inch.

Temporary portable rumble strips shall be installed in accordance with the attached details, or as directed by the Engineer.

**907-619.03--Construction Requirements.** After Subsection 619.03.11 on page 476, add the following.

**907-619.03.16--Temporary Portable Rumble Strips.** Temporary portable rumble strips shall be placed at locations shown on the traffic control plans, attached drawing, or as directed by the Engineer. The rumble strips shall be removed when lane closures are removed, relocated when lane closures are relocated, or as directed by the Engineer.

Prior to placement of the rumble strips, the roadway shall be cleaned to be free of dust, sand, and other materials that may cause slippage. The minimum roadway temperature at the time of installation shall be in accordance with manufacturer recommendations.

A minimum of three (3) temporary portable rumble strips shall be arranged in an array. The spacing of temporary portable rumble strips in each array shall be on 15-foot centers. One array of three (3) strips shall be used in each lane. The rumble strips shall be regularly monitored and maintained to ensure they stay in place under traffic.

**907-619.04--Method of Measurement.** At the end of Subsection 619.04 on page 478, add the following.

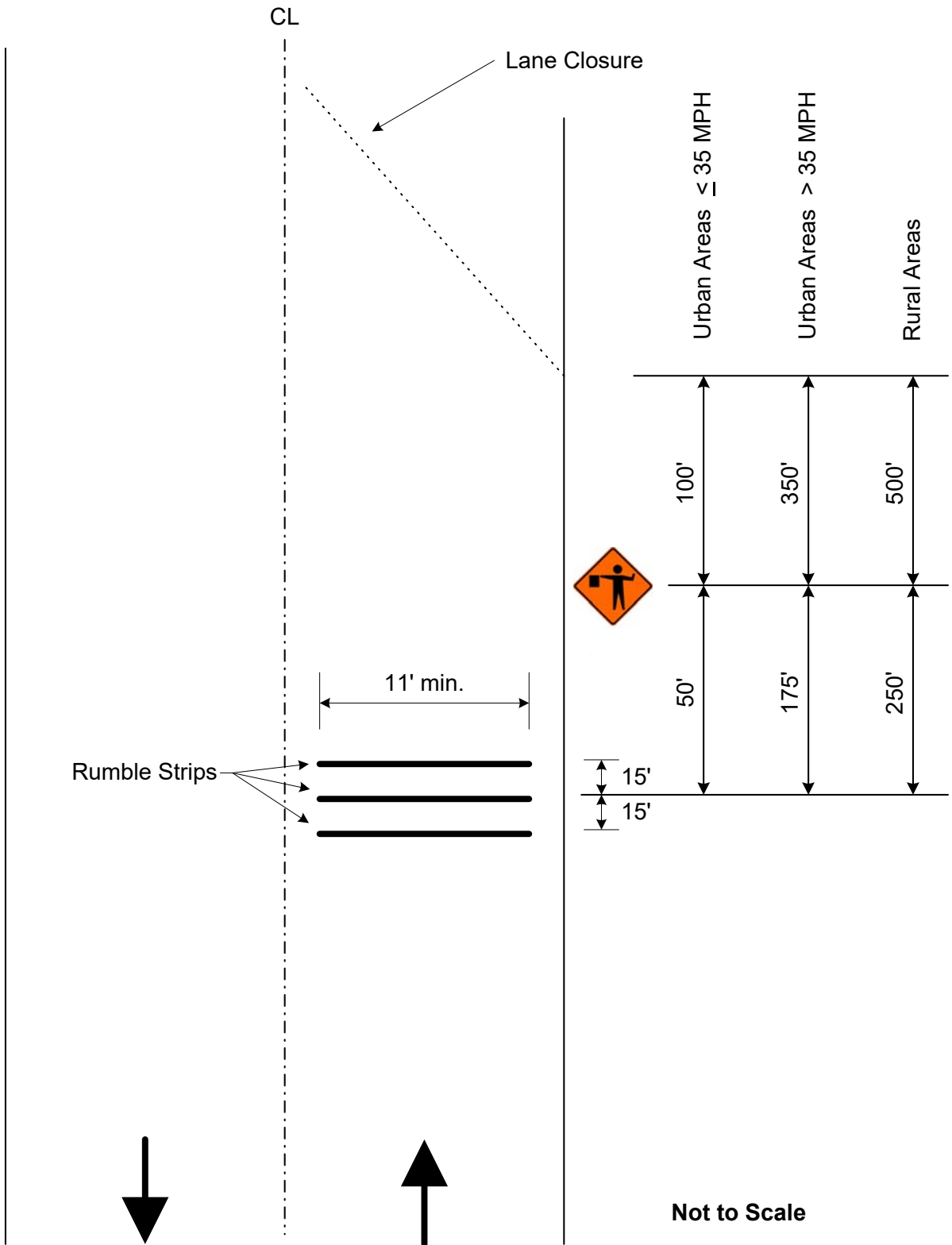
Temporary Portable Rumble Strips will be measured for payment by the linear foot only when a pay item for temporary portable rumble strips is included in the contract. Otherwise, temporary portable rumble strips will be included in the cost of pay item 618-A, Maintenance of Traffic. The quantity of temporary portable rumble strips will be the length of rumble strips approved by the Engineer to be in-place on the project at any one time.

**907-619.05--Basis of Payment.** After the fifth paragraph of Subsection 619.05 on page 478, add the following.

Temporary Portable Rumble Strips measured as prescribed above, will be paid for at the contract unit price per linear foot, which price shall be full compensation for cleaning the roadway surface, installing the rumble strips, maintenance and repair of the strips, cleaning and resetting of the strips, removal and replacement, and for all labor, equipment, tools, and incidentals necessary to complete the work.

After the last pay item listed on page 480, add the following.

907-619-B: Temporary Portable Rumble Strips - per linear foot



**Detail of Temporary Portable Rumble Strips**



**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SUPPLEMENT TO SPECIAL PROVISION NO. 907-701-4**

**DATE: 11/05/2024**

**SUBJECT: Hydraulic Cement**

**907-701.04--Blended Hydraulic Cement.**

**907-701.04.1--Types of Blended Hydraulic Cement.** After the last paragraph of Subsection 907-701.04.1 on page 1, add the following.

Blended cement Types IL meeting the “HE” high early strength requirement listed in AASHTO M 240, Table 3 shall have the “(HE)” suffix added to the type designation.

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-701-4

CODE: (IS)

DATE: 11/21/2023

SUBJECT: Hydraulic Cement

Section 701, Hydraulic Cement, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-701.01--General.** In the first sentence of the second paragraph of Subsection 701.01 on page 718, change “mills” to “plants.”

In the second sentence of the sixth paragraph of Subsection 701.01 on pages 718 and 719, change “shall” to “will.”

**907-701.02--Portland Cement.**

**907-701.02.1--General.** Delete Subsections 701.02.1.1, 701.02.1.2, 701.02.2, 701.02.2.1, and 701.02.2.2 on pages 719 and 720, and substitute the following.

**907-701.02.1.1--Types of Portland Cement.** Portland cement shall be either Type I, Type II, or Type III conforming to AASHTO M85 or Type III (MS). Type III (MS) is defined as a Type III cement conforming to AASHTO M85 having a maximum tricalcium aluminate (C<sub>3</sub>A) content of 8%.

**907-701.02.2--Blank.**

**907-701.02.2.1--Blank.**

**907-701.02.2.2--Blank.**

Delete Subsection 701.04 on pages 720 and 721, and substitute the following.

**907-701.04--Blended Hydraulic Cement.**

**907-701.04.1--Types of Blended Hydraulic Cement.** Blended hydraulic cements (blended cements) shall be of the following types and conform to AASHTO M 240:

- Type IL – Portland-limestone cement
- Type IP – Portland-pozzolan cement
- Type IS – Portland blast-furnace slag cement

Blended cement Types IL, IP, and IS meeting the “MS” sulfate resistance requirement listed in AASHTO M 240, Table 3 shall have the “(MS)” suffix added to the type designation.

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SPECIAL PROVISION NO. 907-702-4**

**CODE: (IS)**

**DATE: 09/11/2018**

**SUBJECT: Bituminous Materials**

Section 702, Bituminous Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-702.04--Sampling.** Delete the sentence in Subsection 702.04 on page 722, and substitute the following.

Sampling of bituminous materials shall be as set out in AASHTO R 66.

**907-702.07--Emulsified Asphalt.** Delete the last sentence in Subsection 702.07 on page 724, and substitute the following.

Asphalt for fog seal shall conform to the requirements of Subsection 907-702.12, Table V.

**907-702.12--Tables.** Delete Table V in Subsection 702.12 on page 729, and substitute the following.

**TABLE V  
SPECIFICATION FOR FOG SEAL**

| Test Requirements                        | LD-7 |      | CHPF-1 |      | Test Method  |
|--|------|------|--------|------|--------------|
|  | Min. | Max. | Min.   | Max. |              |
| Viscosity, Saybolt Furol, @ 25°C, Sec.   | 10   | 100  | -      | 100  | AASHTO T 72  |
| Storage Stability Test, 24 hr, %         | -    | 1    | -      | 1    | AASHTO T 59  |
| Settlement, 5 day, %                     | -    | 5    | -      | -    | AASHTO T 59  |
| Oil Distillate, %                        | -    | 1    | -      | -    | AASHTO T 59  |
| Sieve Test, % *                          | -    | 0.3  | -      | 0.1  | AASHTO T 59  |
| Residue by Distillation, %               | 40   | -    | 40     | -    | AASHTO T 59  |
| <b>Test on Residue from Distillation</b> |      |      |        |      |              |
| Penetration @ 25°C, 100g, 5 sec          | -    | 20   | 40     | 90   | AASHTO T 49  |
| Softening Point, °C                      | 65   | -    | -      | -    | ASTM D 36    |
| Solubility in trichloroethylene, %       | 97.5 | -    | -      | -    | AASHTO T 44  |
| Elastic Recovery @ 25°C, %               | -    | -    | 40     | -    | AASHTO T 301 |
| Original DSR @ 82° (G*/Sinδ, 10 rad/sec) | 1    | -    | -      | -    | AASHTO T 111 |

\* The Sieve Test result is tested for reporting purposes only and may be waived if no application problems are present in the field.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION NO. 907-703-2**

**CODE: (SP)**

**DATE: 11/29/2022**

**SUBJECT: Gradation**

Section 703, Aggregates, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-703.03--Coarse Aggregates for Hydraulic Cement Concrete.**

**907-703.03.2--Detail Requirements.**

**907-703.03.2.4--Gradation.** In the table in Subsection 703.03.2.4 on page 734, add 100 for the percent passing by weight on the 1½-inch sieve for Size No. 67 aggregates.

Delete Note 2 under the table in Subsection 703.03.2.4 on page 734, and substitute the following.

Note <sup>2</sup> – 100 percent shall pass the 1-inch sieve for Size 67 used in Class F and Class FX concrete.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION NO. 907-705-1**

**CODE: (IS)**

**DATE: 06/13/2018**

**SUBJECT: Stone Riprap**

Section 705, Stone Blanket Protection and Filter Blanket Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-705.04--Stone Riprap.** Delete the last sentence of the first paragraph of Subsection 705.04 on page 750, and substitute the following.

Quality requirements for rock to be furnished under these specifications will come from a pre-approved source and be visually approved prior to use.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-707-3

CODE: (IS)

DATE: 10/27/2021

SUBJECT: Joint Materials

Section 707, Joint Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

### 907-707.02--Joint Filler.

907-707.02.2--Preformed Sponge, Rubber, Cork and Closed-Cell Polypropylene Foam Joint Fillers for concrete Paving and Structural Constructions. Delete the two paragraphs of Subsection 707.02.2 on page 755, and substitute the following.

Preformed joint filler shall conform to AASHTO M 153 for sponge, rubber, and cork and tested according to ASTM D545. The type required will be indicated on the plans.

Closed-cell polypropylene foam shall conform to the requirements in ASTM D8139 and tested in accordance with ASTM D545.

907-707.02.3--Wood. Delete paragraph (b) of Subsection 707.02.3 on page 755, and substitute the following:

- (b) Dimensions shall be as shown on the plans. Dimensions shown on the plans are “dressed” sizes in accordance with Table 3 of the American Softwood Lumber Standard, SP-20. At the discretion of the Engineer, a 3/4-inch dressed board may be used in lieu of a 1-inch dressed board. A tolerance of plus or minus 1/16 inch thickness and plus or minus 1/8 inch width will be permitted. For slip-form paving a tolerance of minus 1/4 inch on each end in length will be permitted.

907-707.06--Flexible Plastic Gasket for Joining Conduit. Delete the third paragraph of Subsection 707.06 on page 756, and substitute the following.

The Department may require the performance test described in ASTM C 990.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION NO. 907-711-2**

**CODE: (IS)**

**DATE: 09/11/2018**

**SUBJECT: Plain Steel Wire**

Section 711, Reinforcement and Wire Rope, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-711.02--Deformed and Plain Carbon-Steel Bars for Concrete Reinforcing.**

**907-711.02.3--Steel Welded and Non-Welded Wire Reinforcement, Plain and Deformed, for Concrete.**

**907-711.02.3.1--Plain Steel Wire.** Delete the sentence in Subsection 711.02.3.1 on pages 780 and 781, and substitute the following.

Plain steel wire and plain steel welded wire shall conform to the requirements of AASHTO M 336.

# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-712-1

CODE: (SP)

DATE: 12/07/2021

SUBJECT: Fence and Guardrail

Section 712, Fence and Guardrail, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-712.01--General.** After the sentence in Subsection 712.01 on page 785, add the following.

All materials' inspection, testing, and certification will be performed in accordance with the requirements of the current version of the Department's *Materials Division Inspection, Testing, and Certification Manual*.

Delete Subsections 712.02 and 712.03 on page 785, and substitute the following.

**907-712.02--Barbed Wire.** Barbed wire shall conform to the requirements of AASHTO M 280. In the coastal counties of Hancock, Harrison, and Jackson, either Coating Type Z Class 3 or Coating Type A shall be furnished. In all other areas of the State, either Coating Type Z Class 1, Coating Type Z Class 3, Coating Type ZA Class 60, or Coating Type A shall be furnished.

**907-712.03--Metallic-Coated, Steel Woven Wire Fence Fabric.** Woven wire fencing (i.e., "hog wire") shall conform to the requirements of AASHTO M 279. In the coastal counties of Hancock, Harrison, and Jackson, either Coating Type Z Class 3 or Coating Type A shall be furnished. In all other areas of the State, either Coating Type Z Class 1, Coating Type Z Class 3, Coating Type ZA Class 60, or Coating Type A shall be furnished.

**907-712.04--Chain Link Fence.** Delete Subsections 712.04.1 thru 712.04.7 on pages 785 & 786, and substitute the following.

**907-712.04.1--Fabric.** In the coastal counties of Hancock, Harrison, and Jackson, either Type I Class D, Type II, Type III, or Type IV fabrics shall be furnished. In all other areas of the State, either Type I Class C, Type I Class D, Type II, Type III, or Type IV fabrics shall be furnished.

**907-712.04.2--Tie Wire.** Tie wire shall be of the same material as the fencing wire being used, shall be of good commercial quality, and shall meet the requirements of AASHTO M 181. Either Type I, Type II, Type III, or Type IV tie wire shall be furnished.

**907-712.04.3--Tension Wire.** Tension wire shall be of the same material as the fencing wire being used, shall be of good commercial quality, and shall meet the requirements of AASHTO M 181. In the coastal counties of Hancock, Harrison, and Jackson, either Type I Class 3, Type II, Type III, or Type IV tension shall be furnished. In all other areas of the State, either Type II, Type III, Type IV, or Type I Classes 1, 2, or 3 tension wires shall be furnished.



**907-712.04.4--Posts Rails, Gate Frames, and Expansion Sleeves.** Posts, rails, gate frames, and expansion sleeves shall conform to the requirements for posts in Subsection 712.05.2, unless otherwise designated in the contract.

**907-712.04.5--Miscellaneous Fittings and Hardware.** Miscellaneous fittings and hardware shall conform to the requirements of Subsection 712.16.

**907-712.05--Fence Posts and Braces.**

**907-712.05.1--Treated Timber Posts and Braces.**

**907-712.05.1.1--General.** Delete the third, fourth, fifth, and sixth paragraphs of Subsection 712.05.1.1 on page 787, and substitute the following.

All wood posts and braces shall be treated in accordance with Subsections 718.03 and 718.04.

**907-712.05.1.2--Round Posts.** Delete the last sentence of the last paragraph of Subsection 712.05.1.2 on page 788.

**907-712.05.1.3--Sawed Posts.** Delete the last sentence of the paragraph of Subsection 712.05.1.3 on page 788.

**907-712.05.1.4--Sawed Braces.** Delete the last sentence of the paragraph of Subsection 712.05.1.4 on page 788.

Delete Subsection 712.05.2 on page 788, and substitute the following.

**907-712.05.2--Metal Posts.**

**907-712.05.2.1--Round Steel Pipe.** Round steel pipe shall meet the requirements of AASHTO M 181, either Grade 1 (i.e., meeting the requirements in ASTM F 1083) or Grade 2 (i.e., meeting the requirements of ASTM F 1043).

Round steel pipe shall be sized in accordance with NPS (nominal pipe size) designations as shown on Plans, and not according to the outer or inner pipe diameter.

**907-712.05.2.2--Steel Fence Post and Assemblies, Hot-Wrought.** Steel posts with the following section shapes, Tee, channel or U, and Y-Bar shall meet the requirements of AASHTO M 281, galvanized in accordance with the requirements of AASHTO M 111, unless otherwise specified in the contract. Acceptance of these steel posts shall be by certification from the manufacturer, producer, supplier, or fabricator, as applicable.

**907-712.05.2.3--Blank.**

**907-712.05.2.4--Steel H-Beam Posts.** Steel H-Beam posts shall be produced from structural quality weldable steel having a minimum yield strength of 45,000 psi and shall be galvanized in accordance with ASTM A 123. Steel H-Beam line posts shall be 2.250 inches by 1.625 inches and shall weigh 3.43 pounds per foot. A tolerance of plus or minus 5.0 percent is allowed for

weight per foot. A tolerance of plus or minus 1.0 percent is allowed for dimensions.

**907-712.05.2.5--Aluminum-Alloy Posts and Assemblies.** Round aluminum-alloy posts shall meet the requirements of ASTM B 241, Alloy 6061, T6. Aluminum-Alloy H-Beam posts shall meet the requirements of ASTM B 221, Alloy 6061, T6.

**907-712.05.2.6--Formed Steel Section Posts.** Formed steel section posts, "C" sections, shall be formed from sheet steel conforming to ASTM A 1011, Grade 45, and shall be galvanized in accordance with ASTM A 123.

**907-712.06--Guard and Guardrail Posts.**

**907-712.06.2--Treated Wood Posts.**

**907-712.06.2.1--Square Posts.** Delete the paragraph in Subsection 712.06.2.1 on page 789, and substitute the following.

All square posts shall be inspected for conformance with Section 712.05, except that the posts may be rough and shall be within  $\pm 3/8$ " of the dimensions shown on the plans.

**907-712.06.2.2--Round Posts.** Delete the paragraph in Subsection 712.06.2.2 on page 789, and substitute the following.

All round posts shall be inspected for conformance with Section 712.05, except that the posts shall be of the shape and dimensions shown on the plans.

**907-712.06.5--Treated Wood Blocks for Use with Metal Guardrail Posts.** Delete the paragraphs of Subsection 712.06.5 on pages 789 & 790, and substitute the following.

Treated wood blocks for use with metal guardrail posts shall be within  $\pm 3/8$ " of the size and dimensions shown on the plans, except that a minus tolerance shall not be allowed for the slotted width in which the metal post must fit.

Delete Subsection 712.16 on page 791, and substitute the following.

**907-712.16--Hardware.** All ferrous metal hardware for fencing such as bolts, nuts, washers, and metal straps shall be as specified on the plans and galvanizing shall not be less than 1.0 ounce per square foot of uncoated area. Aluminum coated hardware shall be coated with aluminum meeting the requirements of AASHTO M 181 for aluminum coating and at the rate of not less than 0.4 ounces per square foot of uncoated area.

Aluminum alloy hardware shall conform to the requirements of ASTM B 221 for extruded aluminum alloy 6063, T6. The finished members shall be of uniform quality.

Aluminum-zinc coated hardware shall be coated with an aluminum-zinc alloy meeting the chemical requirements and weight of coating specified for aluminum-zinc alloy coated metal gates.

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-714-3

CODE: (SP)

DATE: 08/31/2021

SUBJECT: Miscellaneous Materials

Section 714, Miscellaneous Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-714.01--Water.**

**907-714.01.1--General.** Delete the last sentence of the second paragraph in Subsection 714.01.1 on page 794.

**907-714.01.2--Water for Use in Concrete.** Delete Subsection 714.01.2 on page 794, and substitute the following:

Water from municipal sources is permitted be used as mixing water in concrete, mortar, and grout without Department testing. Water from non-municipal water sources used in mixing of concrete, mortar, and grout which does not meet the requirements in Subsection 714.01.1 shall be tested for conformance as required in AASHTO M157, Table 1 and Table 2.

**907-714.01.3--Water for Use in Chemically Stabilized Based.** Delete the first sentence of first paragraph in Subsection 714.01.3 on page 794, and substitute the following:

Water used in the construction of bases that contain cement, lime, or other chemical additive shall be as set out in Subsection 714.01.1. Water from municipal sources is permitted to be used without testing for conformance to the requirements below. If water is not from a municipal source, it shall not contain impurities in excess of the following limits:

Delete Subsection 714.01.6 on page 795, and substitute the following.

**907-714.01.6--Blank.**

**907-714.05--Fly Ash.**

**907-714.05.1--General.** Delete the first sentence of the fifth paragraph in Subsection 714.05.1 on page 797.

**907-714.13--Geotextiles.**

**907-714.13.11--Tables.** Delete Table 1 in Subsection 714.13.11 on page 813, and substitute the following.

**Table 1 - Geotextiles**

| Type Designation                                       | I <sup>1</sup><br>Sediment Control | II <sup>1</sup><br>Control | III<br>Drainage | IV<br>Paving    | V<br>Separation & Drainage |              | VI<br>Separation, Stabilization & Reinforcement |              | VIII<br>High Strength | IX<br>High Strength | Test Method |
|--|------------------------------------|----------------------------|-----------------|-----------------|----------------------------|--------------|---|--------------|-----------------------|---------------------|-------------|
|  |                                    |                            |                 |                 | Woven                      | Non-Woven    | Woven   | Non-Woven    |                       |                     |             |
| Grab Strength (lb)                                     | 50                                 | 90                         | 110             | 90              | 200                        | 280          | 180   | 450          | 280                   | 280                 | ASTM D 4632 |
| Elongation (%)   | ----                               | 50% max @ 45 lb            | 20% min         | 50% min @ break | 50% min                    | 50% max      | 50% min   | 50% max      | 50% min               | 50% min             | ASTM D 4632 |
| Seam Strength (lb)                                     | ----                               | ----                       | 70              | ----            | 180                        | 240          | 160   | 400          | 240                   | 240                 | ASTM D 4632 |
| Puncture Strength (lb)                                 | ----                               | ----                       | 40              | ----            | 80                         | 110          | 75  | 180          | 115                   | 115                 | ASTM D 6241 |
| Trapezoidal Tear (lb)                                  | ----                               | ----                       | 40              | ----            | 80                         | 100          | 70  | 150          | 100                   | 100                 | ASTM D 4533 |
| Asphalt Retention (gal/yd <sup>2</sup> )               | ----                               | ----                       | ----            | 0.2             | ----                       | ----         | ----  | ----         | ----                  | ----                | ASTM D 6140 |
| Permittivity (sec <sup>-1</sup> ) min                  | 0.05                               | 0.05                       | 0.5             | ----            | 0.2                        | 0.2          | 0.2   | 0.2          | 0.2                   | 0.2                 | ASTM D 4491 |
| AOS Woven (mm) max                                     | 0.60                               | 0.60                       | 0.6             | ----            | 0.6                        | 0.43         | ----  | 0.43         | ----                  | ----                | ASTM D 4751 |
| AOS Non-Woven (mm) max                                 | 0.84                               | 0.84                       | 0.43            | ----            | 0.43                       | ----         | 0.43  | ----         | 0.43                  | 0.43                | ----        |
| Tensile Strength after UV (% Retained)                 | 70% @ 500 hr                       | 70% @ 500 hr               | 50% @ 500 hr    | ----            | 50% @ 500 hr               | 50% @ 500 hr | 50% @ 500 hr                                    | 50% @ 500 hr | 50% @ 500 hr          | 50% @ 500 hr        | ASTM D 4355 |
| Melting Point °(F)                                     | ----                               | ----                       | ----            | 325             | ----                       | ----         | ----  | ----         | ----                  | ----                | ASTM D 276  |
| Minimum Ultimate Tensile Strength <sup>3</sup> (lb/in) | ----                               | ----                       | ----            | ----            | ----                       | ----         | ----  | ----         | 660                   | 2000                | ASTM D 4595 |

Notes: 1 - All property values, with the exception of apparent opening size (AOS), represent minimum average roll values in the weakest principal direction. Values for AOS represent the maximum average roll values, 2 - Values not identified in this table should meet manufacturer certification for the use and application, 3 - Machine direction

Delete Subsection 714.15 on pages 816 and 817 and substitute the following.

**907-714.15--Geogrids.**

**907-714.15.1--General.** A geogrid is defined as a geosynthetic formed by a regular network of connected elements with apertures greater than 0.25 inch to allow interlocking with surrounding soil, rock, and other surrounding materials to function primarily as reinforcement.

Geogrid shall be manufactured from an expanded strain hardened monolithic polymer sheet composed of one or more synthetic polymers and shall be mildew resistant and inert to biological degradation and naturally encountered chemicals, alkalis and acids. The geogrid shall contain stabilizers and/or inhibitors, or a resistance finish or covering to make it resistant to deterioration from direct sunlight, ultraviolet rays, and heat.

Geogrid manufacturers shall participate in and be in compliance with the American Association of State Highway Transportation Officials (AASHTO) National Transportation Product Evaluation Program's (NTPEP) Geosynthetics audit program. Geogrid shall meet the requirements of Table II for the application and type shown on the plans and shall be selected from the Department's Approved Lists.

**907-714.15.1.1--Geogrid for Retaining Walls and Reinforced Soil Slopes.** Geogrid for retaining walls and reinforced soil slopes shall be creep tested in accordance with AASHTO R69 and meet Long Term Design Load, Minimum Ultimate Tensile Strength, and open area criteria listed in Table II. Manufacturers shall perform at least one long-term creep test for no less than 10,000 hours in accordance to ASTM D 5262 for each polymer or composition of polymers from which the geogrid is produced. The long-term design load that shall be reported for design use, shall be that load at which no more than 10% strain occurs over a 100-year design life of the geogrid, as calculated in accordance with AASHTO R69. Long-term design loads shall be reported unfactored, and the AASHTO strength reduction factors (Durability and Installation, and safety factors) will be considered by the Department's Geotechnical Branch on a site specific design basis.

**907-714.15.1.2--Geogrid for Subgrade Stabilization.** Geogrid for subgrade stabilization shall meet Minimum Ultimate Tensile Strength and open area criteria listed in Table II.

**907-714.15.2--Marking, Shipment, and Storage.** Each roll or container of geogrid shall be visibly labeled with the name of the manufacturer, trade name of the product, lot number, and quantity of material. In addition, each roll or container shall be clearly tagged to show the type designation that corresponds to that required by the plans. During shipment and storage the geogrid shall be protected from direct sunlight, and temperatures above 120°F or below 0°F. The geogrid shall either be wrapped and maintained in a heavy duty protective covering or stored in a safe enclosed area to protect from damage during prolonged storage.

**907-714.15.3--Manufacturer Certification.** The Contractor shall furnish the Engineer three copies of the manufacturer's certified test reports indicating that the geogrid furnished conforms to the requirements of the specifications and is of the same composition as the originally approved

by the Department.

**907-714.15.4--Acceptance Sampling and Testing.** Final acceptance of each shipment will be based upon results of tests performed by the Department on verification samples submitted from the project, as compared to the manufacturer's certified test reports. The Engineer will select one roll or container at random from each shipment for sampling. As sample extending full width of the randomly selected roll or container and being at least five (5) square yards in area will be obtained and submitted by the Engineer. All material samples shall be provided at no cost to the State.

**TABLE II  
GEOGRIDS**

| Physical Properties   | Type Designation |      |      |      |      |      | Test Method            |
|---|------------------|------|------|------|------|------|------------------------|
|   | I                | II   | III  | IV   | V    | VI   |                        |
| Long Term Design Load <sup>1</sup> , pounds per foot, Machine Direction             | 250              | 500  | 750  | 1500 | 2500 | 3500 | AASHTO R69, ASTM D5262 |
| Minimum Ultimate Tensile Strength <sup>2</sup> , pounds per foot, Machine Direction | 500              | 1000 | 1500 | 3000 | 5000 | 7000 | ASTM D6637             |
| Open Area, percent  | 70               | 70   | 50   | 50   | 50   | 50   | Direct Measurement     |

<sup>1</sup> Minimum design criteria requirement.  
<sup>2</sup> Minimum Average Roll Value (MARV).

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-718-1

CODE: (SP)

DATE: 12/07/2021

SUBJECT: Timber and Dimension Lumber

Section 718, Timber and Dimension Lumber, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

Delete the Subsections in Section 718 on pages 836 thru 838, and substitute the following.

**907-718.01--General.** All timber and dimension lumber shall be Southern pine and shall conform in all respects to applicable requirements of AASHTO M 168. The Department reserves the right to sample and to test all materials at any time; all inspection, testing, and certification of materials will be performed in accordance with the requirements of the current version of the Department's *Materials Division Inspection, Testing, and Certification Manual*.

Timber and dimension lumber shall be furnished in the sizes shown on the plans or as specified. Unless otherwise specified, timber and dimension lumber shall be No. 1, or better, graded according to the latest American Lumber Standards.

Only one type of preservative shall be used for the treatment of materials for any one class of construction on a project, unless otherwise specified.

Where treated timber and dimensional lumber is to be used in non-highway construction or use, such as decking, handrails in walking trails, or in any manner where general public exposure by touch is possible, the treatment requirements will be as per project plans and/or approved by the State Materials Engineer.

**907-718.02--Untreated Timber and Dimension Lumber.** Untreated timber and dimension lumber shall conform to the requirements of AASHTO M 168.

**907-718.03--Treated Timber and Dimension Lumber.** Timber and dimension lumber to be treated shall meet the requirements herein specified and shall be treated as specified. Treated timber or dimensional lumber will not be accepted for use unless it has been inspected by an authorized representative of the Department and found to be satisfactory after treatment.

**907-718.03.1--Blank.**

**907-718.03.2--Treatment.**

**907-718.03.2.1--General.** All materials shall be treated in accordance with AASHTO M 133 unless otherwise directed by the Environmental Protection Agency (EPA).

**907-718.03.2.2--Blank.**

**907-718.03.2.3--Inspection.** Treated timber and dimension lumber shall be inspected by an authorized representative of the Department before being incorporated into the work. Treatment reports shall be provided to the Department for each lot of material supplied.

**907-718.03.3--Blank.**

**907-718.03.4--Storage of Treated Material.** All material treated for stock shall be stacked as compactly as possible on a well-drained surface. Material shall be supported on sills spaced as necessary, not to exceed 10 foot intervals and shall have at least one foot of air space beneath the stacks.

All materials treated with preservatives for use in buildings and applications where painting is required shall be dried after treatment. The treated wood shall be dried in accordance with American Lumber Standards.

**907-718.04--Preservative.** Preservatives shall be as specified in AASHTO M 133 unless otherwise directed by the Environmental Protection Agency (EPA).



# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-720-3

CODE: (IS)

DATE: 07/09/2024

SUBJECT: Pavement Marking Materials

Section 720, Pavement Marking Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

Delete Section 720 on pages 840 thru 854, and substitute the following.

## **SECTION 720 - PAVEMENT MARKING MATERIALS**

**907-720.01--General.** The Department reserves the right to perform sampling and testing of any materials at any time. Upon request of the Engineer, samples of the material shall be furnished.

**907-720.02--Color Requirements.** All pavement markings except raised pavement markers are required to meet the color requirements of ASTM D6628.

**907-720.03--Optics.** Optics used in thermoplastic pavement markings shall consist of a double-drop system of glass beads or advanced optics.

**907-720.03.1--Glass Beads.** The manufacturer shall furnish the Engineer with a certified test report indicating that the glass beads meet AASHTO M 247. AASHTO Type 4 beads shall be applied to the newly placed stripe first, followed by the application of AASHTO Type 1 beads. Type 1 and 4 glass beads shall be transparent, clean, colorless glass, smooth and spherically shaped, free from milkiness, pits, or excessive air bubbles. Type 1 and 4 glass beads shall be coated with a bead coating that is compatible with the traffic marking material to which the glass beads will be applied and will provide adequate moisture proofing, increased adhesion, and optimum embedment of the glass beads.

**907-720.03.1.1--Acceptance Procedure.** The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

Acceptance sampling and testing will be in accordance with the Materials Division Inspection, Testing, and Certification Manual (Materials Manual). Samples of the material shall be furnished and shall be provided at no cost to the State.

**907-720.03.2--Advanced Optics.** Advanced optics are materials that do not meet the specific requirements of AASHTO M 247 but produce a final drop-on optics system that meets or exceeds

the reflectivity requirements in Special Provision 907-626. Advanced optics shall be a double-drop system that is pre-approved and listed on the Department's Approved Products List.

**907-720.03.2.1--Acceptance Procedure.** The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

Acceptance sampling and testing may be conducted at the request of the Engineer. Samples of the material shall be furnished and shall be provided at no cost to the State.

**907-720.04--Thermoplastic Marking Material.**

**907-720.04.1--General.** Thermoplastic marking material shall meet the color requirements of Subsection 907-720.02.

There shall be no obvious change in the color of the material if held at its plastic temperature for a period of four (4) hours nor by reason of four (4) re-heatings to its plastic temperature.

The pavement markings shall maintain its original dimension and placement. The material shall not be slippery when wet and it shall not lift from the pavement in freezing weather.

**907-720.04.2--Extruded Thermoplastic Material.** Extruded thermoplastic pavement marking material shall meet the requirements of AASHTO M 249, and shall meet the requirements of 907-720.04 with the following exceptions:

- Blue - ADA thermoplastic marking material shall meet the requirements of Subsection 907-720.04.2 with the exception that the color shall be Blue – ADA, and the Contractor may use hot applied thermoplastic materials meeting the satisfaction of the Engineer.

**907-720.04.3--Spray-Applied Thermoplastic Material.** Spray-applied thermoplastic pavement marking material shall meet the requirements of AASHTO M 249 and shall meet the requirements of 907-720.04.

**907-720.04.4--Pre-formed Thermoplastic Material.** Heat-fused, pre-formed thermoplastic pavement marking material shall meet the color requirements of 907-720.02.

**907-720.04.5--Acceptance Procedure.** The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

**907-720.05--Pavement Marking Tape.**

**907-720.05.1--General.** Pavement marking tape shall be listed on the Department's Approved Lists.

**907-720.05.2--Cold Plastic Pavement Markings (Permanent Pavement Marking Tape).** Pavement marking tape for use in roadway applications shall be designated on the Department's Approved Lists as permanent.

The prefabricated markings described shall consist of white or yellow pigmented plastic films with reflective optics uniformly distributed throughout their entire cross-sectional area, and be capable of being affixed by either a pressure sensitive pre-coated adhesive or a liquid contact cement. The markings shall be provided complete in a form that will facilitate rapid application and protect the markings in shipment and storage. The manufacturer shall identify proper solvents and/or adhesives to be applied at the time of application, all equipment necessary for proper application, and recommendations for application that will assure an effective performance life.

Prefabricated legends and symbols shall conform to the applicable shapes and sizes as outlined in the current "Manual on Uniform Traffic Control Devices."

**907-720.05.2.1--Specific Requirements.** Unless otherwise indicated on the plans, the patterned material without adhesive shall have a minimum caliper of 0.065 inch at the thickest portion of the patterned cross-section and a minimum caliper of 0.020 inch at the thinnest portion of the cross-section. The material shall be a pliant polymer film with 50±15% of the surface are raised and presenting a near vertical face angle of 0° to 60° to traffic from any direction. The channels between the raised areas shall be substantially free of exposed optics or particles.

The size and quality of the optics will be such that performance requirements of Subsection 907-720.02 for the retroreflective pliant polymer film shall be met. The pigments shall be selected and blended to provide a marking film that is white or yellow conforming to the performance requirements of Subsection 907-720.02 through the expected life of the film.

**907-720.05.2.2--Conformability and Resealing.** The marking shall be capable of conforming to pavement contours, breaks, faults, etc. through the action of traffic at normal pavement temperatures.

The marking shall have resealing characteristics that allows it to be capable of fusing with itself and previously applied marking of the same composition under normal conditions of use. The marking shall be capable of use for patching worn areas of the same type in accordance with manufacturer's instructions.

**907-720.05.2.3--Tensile Strength and Elongation.** The material shall have a minimum tensile strength of 40 pounds per square inch of cross section when tested according to ASTM D 638. A 6-inch x 1-inch x 0.06-inch sample shall be tested at a temperature between 70°F and 80°F using a jaw speed of 12 inches per minute.

The material shall have a minimum elongation of 75% at break when tested according to ASTM D 638 using a jaw speed of 12 inches per minute.

**907-720.05.2.4--Skid Resistance.** The surface of the material shall provide a minimum skid resistance value of 45 BPN when tested according to ASTM E 303 except values will be taken at downweb and at a 45-degree angle from downweb. These two values will then be averaged to find the skid resistance of the patterned surface.

**907-720.05.2.5--Effective Performance Life and Warranty.** When applied according to the recommendations of the manufacturer the pavement marking tape shall provide a neat and durable marking that will not flow or distort due to temperature if the pavement surface remains stable. The film shall be weather resistant and through normal traffic wear shall show no appreciable fading, lifting, or shrinkage throughout the useful life of the marking, nor shall it show significant tearing, roll back, or other signs of poor adhesion.

All manufacturer's standard warranties and guarantees on pavement marking tape, which are provided as customary trade practice, shall be delivered to the Engineer at the final inspection. All warranties and guarantees shall be made out to the Department.

**907-720.05.2.6--Acceptance Procedure.** The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

Acceptance sampling and testing will be in accordance with the Materials Division Inspection, Testing, and Certification Manual (Materials Manual). Samples of the material shall be furnished and shall be provided at no cost to the State.

**907-720.05.3--Preformed Pavement Markings for Construction Zones.** Preformed pavement markings for construction zones shall be designated Department's Approved Lists as temporary. Retroreflective preformed pavement markings for construction zones shall be as specified on the plans or in the contract documents.

The markings shall be provided in specified widths and shapes. Preformed words and symbols shall conform to the applicable shapes and sizes as outlined in the current "Manual on Uniform Traffic Control Devices for Streets and Highways," or as modified.

The materials shall be packaged in accordance with accepted commercial standards and when stored indoors in a cool dry place, shall be suitable for use one year after date of purchase.

**907-720.05.3.1--Specific Requirements.** Preformed markings shall consist of retroreflective materials on a conformable backing and shall meet the performance requirements of Subsection 907-720.02. The markings shall consist of a mixture of high-quality polymeric materials, pigments, and optics with a reflective layer of optics bonded to the top surface. The markings shall

be pre-coated with a pressure sensitive adhesive capable of adhering to pavement in accordance with the manufacturer's instructions without the use of heat, solvents, or other additional adhesives. The markings and/or adhesive shall not require any curing time after application. A coated non-metallic medium shall be incorporated with the pressure sensitive adhesive to facilitate removal.

**907-720.05.3.2--Acceptance Procedure.** The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

**907-720.06--Raised Pavement Markers.**

**907-720.06.1--General.** Pavement markers shall be listed on the Department's Approved Lists and shall conform to ASTM D 4280.

**907-720.06.2--Packaging.** Shipments shall be made in containers acceptable to common carriers and packaged in such a manner as to ensure delivery in perfect condition. All damaged shipments shall be replaced by the Contractor. Each package shall be clearly marked as to the name of the manufacturer, type, quantity enclosed, lot number, and date of manufacture.

**907-720.06.3--Non-Reflective Pavement Markers.** Non-reflective pavement markers are occasionally referred to as "jiggle markers". Non-reflective markers consisting of a heat-fired, vitreous, ceramic base, and a heat-fired, opaque, glazed surface are permitted for use; the bottom of the marker shall not be glazed. Ceramic markers shall be produced from any suitable combination of intimately mixed clays, shales, talcs, flints, feldspars, or other inorganic material. Ceramic markers shall be thoroughly and evenly matured, and all non-reflective pavement markers shall be free from defects which affect appearance or serviceability.

Ceramic non-reflective markers shall conform to the following finish and testing requirements in Table 2 below.

**Table 2**

| <b>Ceramic Non-Reflective Marker Requirements</b> |  |
|---|--|
| Glaze Thickness                                   | 0.005 inch, minimum                    |
| Mohs Hardness                                     | 6, minimum                             |
| Autoclave   | Glaze shall not spall, craze, or peel. |
| Compressive Strength                              | 750 psi, minimum                       |
| Water Absorption                                  | 2.0%, maximum                          |

**907-720.06.4--Acceptance Procedure.** The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to

furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

**907-720.07--Adhesive for Pavement Markers.**

**907-720.07.1--General.** The adhesive shall be listed on the Department’s Approved Lists and shall be an asphaltic material suitable for bonding pavement markers to surfaces when the road surface and marker temperatures are in the range of 50°F to 160°F. The composition of the adhesive must be such that its properties will not deteriorate when heated to and applied at temperatures up to 425°F. Samples may be submitted in the form of an adhesive testing package from each batch or material obtained from a package shipped to the project.

**907-720.07.2--Packaging and Labeling.** The adhesive shall be packaged in self-releasing cardboard containers that will stack properly. The label shall show the manufacturer, quantity, and lot or batch number. "Adhesive for Pavement Markers" or "Adhesive for Traffic Markers" shall be printed in bold lettering on the label.

**907-720.07.3--Bituminous Adhesive.** The asphaltic adhesive material shall be flexible type.

**907-720.07.3.1--Flexible Bituminous Adhesive.** Flexible bituminous adhesive shall be designated on the Department’s Approved Lists as flexible and shall comply with requirements of Table 3 below.

**Table 3**

| <b>Flexible Bituminous Adhesive Properties</b> |      |        |                |
|--|------|--------|----------------|
|  | Min  | Max    | Test Method    |
| Penetration @ 77°F                             | -    | 25     | ASTM D 5       |
| Softening Point, °F                            | 200  | -      | ASTM D 36      |
| Brookfield Viscosity @ 400°F, cp.              | -    | 10,000 | ASTM D 3236    |
| Ductility @ 77°F, 5 cm/min                     | 15   | -      | ASTM D 113     |
| Ductility @ 39.2°F, 1 cm/min                   | 5    | -      | ASTM D 113     |
|  |      |        |                |
| Asphalt Compatibility                          | Pass |        | ASTM D 5329    |
| Flexibility @ 20°F                             | Pass |        | Per Subsection |

**907-720.07.4--Acceptance Procedure.** The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

Acceptance sampling and testing will be in accordance with the Materials Division Inspection, Testing, and Certification Manual (Materials Manual). Samples of the material shall be furnished and shall be provided at no cost to the State.

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION NO. 907-721-4**

**CODE: (IS)**

**DATE: 04/19/2022**

**SUBJECT: Materials for Signing**

Section 721, Materials for Signing, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

**907-721.06--Reflective Sheeting.**

**907-721.06.2--Performance Requirements.** Delete Table 4 and Table 5 in Subsection 721.06.2 on pages 860 & 861, and substitute the following.

**MINIMUM COEFFICIENTS OF RETROREFLECTION  
Candela per foot candle per square foot (cd/ft<sup>2</sup>)  
Per ASTM Designation D4956**

**TABLE 4  
Type IX Sheeting**

| Observation Angle | Entrance Angle | White | Yellow | Green | Red | Blue | Fluorescent Yellow/Green | Fluorescent Yellow | Fluorescent Orange |
|-------------------|----------------|-------|--------|-------|-----|------|--------------------------|--------------------|--------------------|
| 0.2°              | -4.0°          | 380   | 285    | 38    | 76  | 17   | 300                      | 230                | 115                |
| 0.2°              | +30.0°         | 215   | 162    | 22    | 43  | 10   | 170                      | 130                | 65                 |
| 0.5°              | -4.0°          | 240   | 180    | 24    | 48  | 11   | 190                      | 145                | 72                 |
| 0.5°              | +30.0°         | 135   | 100    | 14    | 27  | 6.0  | 110                      | 81                 | 41                 |
| 1.0°              | -4.0°          | 80    | 60     | 8.0   | 16  | 3.6  | 64                       | 48                 | 24                 |
| 1.0°              | +30.0°         | 45    | 34     | 4.5   | 9.0 | 2.0  | 36                       | 27                 | 14                 |

**TABLE 5  
Type XI Sheeting**

| Observation Angle | Entrance Angle | White | Yellow | Green | Red | Blue | Brown | Fluorescent Yellow/Green | Fluorescent Yellow | Fluorescent Orange |
|-------------------|----------------|-------|--------|-------|-----|------|-------|--------------------------|--------------------|--------------------|
| 0.2°              | -4.0°          | 580   | 435    | 58    | 87  | 26   | 17    | 460                      | 350                | 175                |
| 0.2°              | +30.0°         | 220   | 165    | 22    | 33  | 10   | 7.0   | 180                      | 130                | 66                 |
| 0.5°              | -4.0°          | 420   | 315    | 42    | 63  | 19   | 13    | 340                      | 250                | 125                |
| 0.5°              | +30.0°         | 150   | 110    | 15    | 23  | 7.0  | 5.0   | 120                      | 90                 | 45                 |
| 1.0°              | -4.0°          | 120   | 90     | 12    | 18  | 5.0  | 4.0   | 96                       | 72                 | 36                 |
| 1.0°              | +30.0°         | 45    | 34     | 5.0   | 7.0 | 2.0  | 1.0   | 36                       | 27                 | 14                 |

After Subsection 721.10 on page 864, add the following.

**907-721.11--Digital Applied Printing.** The following addresses the requirements for digitally printed finished retroreflective traffic control signs on flat sheet aluminum and digitally printed traffic sign faces intended to be applied to a sign substrate.

**907-721.11.1--Digitally Printed Ink Systems.** Traffic signs must be produced using components, and processes that comply with the retroreflective sheeting manufacturer’s recommendations.

Digital printed ink systems used to print traffic signs must meet and comply with daytime and nighttime chromaticity (color standards) as recognized in ASTM D4956 “Standard Specification for Retroreflective Sheeting for Traffic Control.”

Digital printed ink systems must meet 70% of the initial retroreflectivity specifications of each respective reflective film color as found in ASTM D4956 “Standard Specification for Retroreflective Sheeting for Traffic Control.”

Prior to fabrication and preferably at the preconstruction meeting, the Contractor shall advise the Project Engineer in writing as to which signs on the project will be digitally printed and which ones will be screen printed. The Contractor shall submit to the Project Engineer certifications for all digitally printed signs, which will be forwarded to the State Traffic Engineer for review.

**907-721.11.2--Protective Overlay Film.** Permanent traffic signs printed with digital ink systems will be fabricated with a full sign protective overlay film designed to provide a smooth surface needed for retroreflectivity, and to protect the sign from fading and UV degradation. The overlamine shall comply with the retroreflective sheeting manufacturer’s recommendations to ensure proper adhesion and transparency and will also meet the reflective film durability as identified in Table 1.

**Table 1  
Retroreflective Film Minimum Durability Requirements**

| <b>ASTM D4956 Type</b> | <b>Full Sign Replacement Term (years)</b> | <b>Sheeting Replacement Term (years)</b> |
|------------------------|---|--|
| IV                     | 7   | 10                                       |
| VIII                   | 7   | 10                                       |
| IX                     | 7   | 12                                       |
| XI                     | 7   | 12                                       |

Temporary signs used in work zones printed with black ink only will not require a protective overlay film as long as the finished sign is warranted for a minimum outdoor durability of three years by the sheeting manufacturer.

**907-721.11.3--Inspection.** During fabrication, the Contractor shall provide sufficient testing and quality control throughout fabrication to insure good workmanship. Once the material has been received, it may be subject to random testing to ensure compliance with all requirements. If any test samples do not conform to the requirements, the entire order may be returned at the vendor’s expense.

**907-721.11.4--Traffic Sign Performance Warranty Provisions.** Based on the ASTM Type of sheeting specified, traffic control signs shall be warranted for the duration shown in Table 1. The Contractor shall supply a copy of the warranty document with complete details of terms and conditions upon request of the Department.



**907-721.11.5--Certified Digital Sign Fabricator.** Sign fabricators using digital imaging methods to produce regulated traffic signs must be certified by the reflective sheeting manufacturer whose materials are used to produce the delivered signs.

Certified sign fabricators must undergo an audit process by the sheeting manufacturer to ensure they have the proper equipment, manufacturing capabilities, manufacturing application processes and the materials required to fulfill the sheeting manufacturer's warranty obligations. Sign fabricators must recertify annually with reflective sheeting manufacturers or utilize a 3<sup>rd</sup> party certifier approved by the reflective sheeting manufacturer.

The Contractor shall submit proof of Sign Fabricator Certification as issued by the retroreflective sign sheeting manufacturer to the Project Engineer upon delivery of the signs, or with the Shop Drawings.

# SECTION 905 - PROPOSAL

Date \_\_\_\_\_

Mississippi Transportation Commission  
Jackson, Mississippi

Sirs: The following proposal is made on behalf of \_\_\_\_\_  
\_\_\_\_\_ of \_\_\_\_\_

for constructing the following designated project(s) within the time(s) hereinafter specified.

The plans are composed of drawings and blue prints on file in the offices of the Mississippi Department of Transportation, Jackson, Mississippi.

The Specifications are the current Standard Specifications of the Mississippi Department of Transportation approved by the Federal Highway Administration, except where superseded or amended by the plans, Special Provisions and Notice(s) to Bidders attached hereto and made a part thereof.

I (We) certify that I (we) possess a copy of said Standard and any Supplemental Specifications.

Evidence of my (our) authority to submit the Proposal is hereby furnished. The proposal is made without collusion on the part of any person, firm or corporation. I (We) certify that I (we) have carefully examined the Plans, the Specifications, including the Special Provisions and Notice(s) to Bidders, herein, and have personally examined the site of the work. On the basis of the Specifications, Special Provisions, Notice(s) to Bidders, and Plans, I (we) propose to furnish all necessary machinery, tools, apparatus and other means of construction and do all the work and furnish all the materials in the manner specified. I (We) understand that the quantities mentioned herein are approximate only and are subject to either increase or decrease, and hereby propose to perform any increased or decreased quantities of work at the unit prices bid, in accordance with the above.

I (We) acknowledge that this proposal will be found irregular and/or non-responsive unless a certified check, cashier's check, or Proposal Guaranty Bond in the amount as required in the Advertisement (or, by law) is submitted electronically with the proposal or is delivered to the Contract Administration Engineer prior to the bid opening time specified in the advertisement.

**INSTRUCTION TO BIDDERS: Alternate and Optional Items on Bid Schedule.**

1. Two or more items entered opposite a single unit quantity WITHOUT DEFINITE DESIGNATION AS "ALTERNATE ITEMS" are considered as "OPTIONAL ITEMS". Bidders may or may not indicate on bids the Optional Item proposed to be furnished or performed WITHOUT PREJUDICE IN REGARD TO IRREGULARITY OF BIDS.
2. Items classified on the bid schedule as "ALTERNATE ITEMS" and/or "ALTERNATE TYPES OF CONSTRUCTION" must be preselected and indicated on bids. However, "Alternate Types of Construction" may include Optional Items to be treated as set out in Paragraph 1, above.
3. Optional items not preselected and indicated on the bid schedule MUST be designated in accordance with Subsection 102.06 prior to or at the time of execution of the contract.
4. Optional and Alternate items designated must be used throughout the project.

I (We) further propose to perform all "force account or extra work" that may be required of me (us) on the basis provided in the Specifications and to give such work my (our) personal attention in order to see that it is economically performed.

I (We) further propose to execute the attached contract agreement (Section 902) as soon as the work is awarded to me (us), and to begin and complete the work within the time limit(s) provided for in the Specifications and Advertisement. I (We) also propose to execute the attached contract bond (Section 903) in an amount not less than one hundred (100) percent of the total of my (our) part, but also to guarantee the excellence of both workmanship and materials until the work is finally accepted.

I (We) shall submit electronically with our proposal or deliver prior to the bid opening time a certified check, cashier's check or bid bond for **five percent (5%) of total bid** and hereby agree that in case of my (our) failure to execute the contract and furnish bond within Ten (10) days after notice of award, the amount of this check (bid bond) will be forfeited to the State of Mississippi as liquidated damages arising out of my (our) failure to execute the contract as proposed. It is understood that in case I am (we are) not awarded the work, the check will be returned as provided in the Specifications.

**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.

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.

Proposal(Sheet 2-1)

Hinds, Lauderdale, Madison, Noxubee, Rankin, Neshoba, Newton, Scott, Leake & Kemper

Tree Removal on Various Routes, known as State Project Nos. MP-5000-25(210) / 309692325, MP-5045-35(007) / 309692335, MP-5000-38(211) / 309692338, MP-5025-40(004) / 309692340, MP-5000-45(212) / 309692345, MP-5019-50(015) / 309692350, MP-5020-51(005) / 309692351, MP-5000-52(213) / 309692352, MP-5000-61(214) / 309692361 & MP-5020-62(011) / 309692362 in Hinds, Kemper, Lauderdale, Leake, Madison, Neshoba, Newton, Noxubee, Rankin & Scott Counties.

| Line no.             | Item Code    | Adj Code | Quantity | Units    | Description[Fixed Unit Price] |
|----------------------|--------------|----------|----------|----------|-------------------------------|
| <b>Roadway Items</b> |              |          |          |          |                               |
| 0010                 | 620-A001     |          | 1        | Lump Sum | Mobilization                  |
| 0020                 | 907-201-D001 |          | 82       | Mile     | Random Clearing               |
| 0030                 | 907-618-A001 |          | 1        | Lump Sum | Maintenance of Traffic        |

SECTION 905 - COMBINATION BID PROPOSAL (Continued)

**CONDITIONS FOR COMBINATION BID**

If a bidder elects to submit a combined bid for two or more of the contracts listed for this month's letting, the bidder must complete and execute these sheets of the proposal in each of the individual proposals to constitute a combination bid. In addition to this requirement, each individual contract shall be completed, executed and submitted in the usual specified manner.

Failure to execute this Combination Bid Proposal in each of the contracts combined will be just cause for each proposal to be received and evaluated as a separate bid.

It is understood that the Mississippi Transportation Commission not only reserves the right to reject any and all proposals, but also the right to award contracts upon the basis of lowest separate bids or combination bids most advantageous to the State.

It is further understood and agreed that the Combination Bid Proposal is for comparison of bids only and that each contract shall operate in every respect as a separate contract in accordance with its proposal and contract documents.

I (We) agree to complete each contract on or before its specified completion date.

\*\*\*\*\*

**COMBINATION BID PROPOSAL**

This proposal is tendered as one part of a Combination Bid Proposal utilizing option \_\_\_\* of Subsection 102.11 on the following contracts:

\* Option to be shown as either (a), (b), or (c).

|    | <u>Project No.</u> | <u>County</u> | <u>Project No.</u> | <u>County</u> |
|----|--------------------|---------------|--------------------|---------------|
| 1. | _____              | _____         | 6.                 | _____         |
| 2. | _____              | _____         | 7.                 | _____         |
| 3. | _____              | _____         | 8.                 | _____         |
| 4. | _____              | _____         | 9.                 | _____         |
| 5. | _____              | _____         | 10.                | _____         |

(a) If Combination A has been selected, your Combination Bid is complete.

(b) If Combination B has been selected, then complete the following page.

SECTION 905 - COMBINATION BID PROPOSAL (Continued)

| Project Number | Pay Item Number | Unit | Unit Price Reduction | Total Item Reduction | Total Contract Reduction |
|----------------|-----------------|------|----------------------|----------------------|--------------------------|
| 1.             |                 |      |                      |                      |                          |
| 2.             |                 |      |                      |                      |                          |
| 3.             |                 |      |                      |                      |                          |
| 4.             |                 |      |                      |                      |                          |
| 5.             |                 |      |                      |                      |                          |
| 6.             |                 |      |                      |                      |                          |
| 7.             |                 |      |                      |                      |                          |
| 8.             |                 |      |                      |                      |                          |

For Informational Purposes Only

SECTION 905 - COMBINATION BID PROPOSAL (Continued)

| Project Number | Pay Item Number | Unit | Unit Price Reduction | Total Item Reduction | Total Contract Reduction |
|----------------|-----------------|------|----------------------|----------------------|--------------------------|
| 9.             |                 |      |                      |                      |                          |
|                |                 |      |                      |                      |                          |
|                |                 |      |                      |                      |                          |
| 10.            |                 |      |                      |                      |                          |
|                |                 |      |                      |                      |                          |
|                |                 |      |                      |                      |                          |

(c) If Combination C has been selected, then initial and complete ONE of the following.

\_\_\_\_\_ I (We) desire to be awarded work not to exceed a total monetary value of \$ \_\_\_\_\_.

\_\_\_\_\_ I (We) desire to be awarded work not to exceed \_\_\_\_\_ number of contracts.



TO: EXECUTIVE DIRECTOR, MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
JACKSON, MISSISSIPPI

**CERTIFICATE**

If awarded this contract, I (we) contemplate that portions of the contract will be sublet. I (we) certify that those subcontracts which are equal to or in excess of fifty thousand dollars (\$50,000.00) will be in accordance with regulations promulgated and adopted by the Mississippi State Board of Contractors on September 8, 2011.

I (we) agree that this notification of intent DOES NOT constitute APPROVAL of the subcontracts.

|                      |           |
|----------------------|-----------|
| _____                | _____     |
| (Individual or Firm) | (Address) |
| _____                | _____     |
| (Individual or Firm) | (Address) |
| _____                | _____     |
| (Individual or Firm) | (Address) |
| _____                | _____     |
| (Individual or Firm) | (Address) |

NOTE: Failure to complete the above DOES NOT preclude subsequent subcontracts. Subsequent subcontracts, if any, equal to or in excess of fifty thousand dollars (\$50,000.00) will be in accordance with regulations promulgated and adopted by the Mississippi State Board of Contractors on September 8, 2011.

Contractor \_\_\_\_\_



**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**  
**CERTIFICATION**

I, \_\_\_\_\_,  
(Name of person signing bid)

individually, and in my capacity as \_\_\_\_\_ of  
(Title of person signing bid)

\_\_\_\_\_  
(Name of Firm, partnership, or Corporation)

do hereby certify under penalty of perjury under the laws of the United States and the State of Mississippi

that \_\_\_\_\_, Bidder  
(Name of Firm, Partnership, or Corporation)

on Project No. MP-5000-25(210)/ 309692325000, MP-5045-35(007)/ 309692335000, MP-5000-38(211)/ 309692338000, MP-5025-40(004)/ 309692340000, MP-5000-45(212)/ 309692345000, MP-5019-50(015)/ 309692350000, MP-5020-51(005)/ 309692351000, MP-5000-52(213)/ 309692352000, MP-5000-61(214)/ 309692361000 & MP-5020-62(011)/ 309692362000

in **Hinds, Lauderdale, Madison, Noxubee, Rankin, Neshoba** County(ies), Mississippi, has not either directly or indirectly, by agreement, participated in any collusion; or otherwise taken any action in restraint of free competitive bidding in connection with this contract; nor have any of its corporate officers or principal owners.

Except as noted hereafter, it is further certified that said legal entity and its corporate officers, principal owners, managers, auditors and others in a position of administering federal funds are not currently under suspension, debarment, voluntary exclusion or determination of ineligibility; nor have a debarment pending; nor been suspended, debarred, voluntarily excluded or determined ineligible within the past three years by the Mississippi Transportation Commission, the State of Mississippi, any other State or a federal agency; nor been indicted, convicted or had a civil judgment rendered by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past three years.

Do exceptions exist and are made a part thereof?                      Yes / No

Any exceptions shall address to whom it applies, initiating agency and dates of such action.

Note: Exceptions will not necessarily result in denial of award but will be considered in determining bidder responsibility. Providing false information may result in criminal prosecution or administrative sanctions.

All of the foregoing is true and correct.

(1/2016 S)

**SECTION 902**

CONTRACT FOR \_\_\_\_\_  
LOCATED IN THE COUNTY(IES) OF \_\_\_\_\_

STATE OF MISSISSIPPI  
COUNTY OF HINDS

This Contract is entered into by and between the Mississippi Transportation Commission (the "Commission") and the undersigned contractor (the "Contractor"), as follows:

As consideration for this Contract, the Commission agrees to pay the Contractor the amount(s) set out in the Proposal attached hereto. Said payment will be made in the manner and at the time(s) specified in the Specifications and/or Special Provisions, if any. In exchange for said consideration, the Contractor hereby agrees to accept the prices stated in the Proposal as full compensation for the furnishing of all labor, materials and equipment, and the execution of the scope of work identified for this referenced Project as contemplated in this Contract, and as more fully outlined in the Contract Documents (the "Work"). The Contract Documents consist of the Advertisement, the Notice to Bidders, the Proposal, the Specifications, the Special Provisions, and the approved Plans, all of which are hereby made a part of this Contract and incorporated herein by reference.

The Contractor shall be responsible for all loss or damage arising out of, or in any way in connection with the Work, or from any unforeseen obstructions or difficulties that may be encountered in the prosecution of the Work, and for all risks of every description connected with the Work, with the exception of any items specifically excluded in the Contract Documents. The Contractor shall fully and faithfully complete the Work in a good and workmanlike manner, according to the Contract Documents and any Supplemental Agreements thereto.

The Contractor further agrees that the Work shall be done under the direct supervision of, and to the complete satisfaction of, the Executive Director of the Mississippi Department of Transportation, or his authorized representative(s), and, when federal funds are involved, subject to the inspection and approval of the Federal Highway Administration, or its agents, and/or the agents of any other state or federal agency whose funds are involved. Further, the Work shall be done in accordance with any applicable state and federal laws, and any such rules and regulations issued by the Commission and/or any relevant Federal Agency.

The Contractor agrees that all labor as outlined in the Contract Documents may be secured from a list furnished by the Manager of the Win Job Center nearest the project location, or any successor thereto.

It is agreed and understood that each and every provision of law and clause required by law to be inserted into this Contract shall be deemed to be inserted herein, and this Contract shall be read and enforced as though it were included herein. If through mere mistake or otherwise, any such provision is not inserted, then upon the application of either party hereto, the Contract shall be physically amended to make such insertion.

The Contractor agrees that he has read each and every clause of the Contract Documents, and fully understands the meaning of same, and hereby acknowledges that he will comply with all terms, covenants and agreements therein.

Witness our signatures, this the \_\_\_\_ day of \_\_\_\_\_, 20\_\_.

\_\_\_\_\_  
Contractor

By: \_\_\_\_\_  
Title: \_\_\_\_\_

\_\_\_\_\_  
Signed and sealed in the presence of: (name and address of witness)

\_\_\_\_\_  
\_\_\_\_\_

MISSISSIPPI TRANSPORTATION COMMISSION

\_\_\_\_\_  
Executive Director

\_\_\_\_\_  
Secretary to the Commission

Award authorized by the Mississippi Transportation Commission in session on the \_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_, Minute Book No. \_\_\_\_\_, Page No. \_\_\_\_\_.

**SECTION 903  
PERFORMANCE BOND**

**PERFORMANCE BOND FOR THE FOLLOWING CONTRACT:**

Project No.: \_\_\_\_\_

For the construction of: \_\_\_\_\_

Contract date: \_\_\_\_\_ Contract Price: \_\_\_\_\_

**FOR OWNER: MISSISSIPPI TRANSPORTATION COMMISSION, 401 N. WEST STREET, JACKSON, MISSISSIPPI 39201.**

**CONTRACTOR** (full legal name, contact person, phone number and address):

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**SURETY** (legal name, phone number, principal place of business and address *for notice purposes*):

\_\_\_\_\_  
\_\_\_\_\_

Second Surety (if applicable):

\_\_\_\_\_  
\_\_\_\_\_

The Contractor and Surety, jointly and severally, bind themselves, their heirs, executors, administrators, successors and assigns, to the Owner for the performance of the Contract, which is incorporated herein by reference, and subject to the following terms:

1. If the Contractor fully and faithfully performs the Contract, the Surety and the Contractor shall have no obligation under this Bond.
2. The Surety's obligation under this Bond shall arise after:
  - (a) the Owner first provides notice to the Contractor and the Surety that termination is imminent, pursuant to the current edition of the Mississippi Standard Specifications for Road and Bridge Construction, which is a part of the Contract; and
  - (b) the Owner declares a Contractor Default, terminates the Contract, and notifies the Surety.
3. Within 20 calendar days as set forth in Section 108.08 of the current edition of the Mississippi Standard Specifications for Road and Bridge Construction, the Surety shall, after discussions with and consent from the Owner, and at the Surety's expense, elect to take one of the following actions:
  - (a) Arrange for the Contractor, with the consent of the Owner, to perform and complete the Contract;
  - (b) Undertake to perform and complete the Contract itself, through its agents or independent contractors;
  - (c) Waive its right to perform and complete, arrange for completion, or obtain a new contractor, and after investigation, determine the amount for which it may be liable to the Owner (subject to the consent of the Owner) and as soon as practicable after the amount is determined, make payment to the Owner.

4. If the Surety does not proceed, within a reasonable time frame, to enact and carry out the election made in Paragraph 3, then the Surety shall be deemed to be in default on this Bond, and the Owner shall be entitled to enforce any remedy available to it under the Contract and applicable law.
5. Subject to the commitment by the Owner to pay the Balance of the Contract Price, the Surety is obligated, without duplication, for
  - (a) the responsibilities of the Contractor for correction of defective work and completion of the Contract;
  - (b) additional legal, design professional and delay costs resulting from the Contractor's Default, and resulting from the actions or failure to act of the Surety under Paragraph 3; and
  - (c) liquidated damages, or if no liquidated damages are specified in the Contract, actual damages caused by delayed performance or non-performance of the Contractor.
6. The Surety hereby waives notice of any change, including changes of time, to the Contract or to related subcontracts, purchase orders and other obligations.
7. The penal sum of the Bond shall be equal to the Contract Price; however, the penal sum may be increased or decreased as the result of any subsequent Supplemental Agreements and/or final contract quantities.
8. Notice to the Surety, the Owner or the Contractor shall be mailed or delivered to the address listed for notice purposes on the first page of this Bond.

**CONTRACTOR AS PRINCIPAL**

Company: \_\_\_\_\_

Signature: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

**SURETY**

Company: \_\_\_\_\_

Signature: \_\_\_\_\_

MS Insurance ID # \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

**SURETY (if applicable)**

Company: \_\_\_\_\_

Signature: \_\_\_\_\_

MS Insurance ID # \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

**SECTION 903  
PAYMENT BOND**

**PAYMENT BOND FOR THE FOLLOWING CONTRACT:**

Project No.: \_\_\_\_\_

For the construction of: \_\_\_\_\_

Contract date: \_\_\_\_\_ Contract Price: \_\_\_\_\_

**FOR OWNER: MISSISSIPPI TRANSPORTATION COMMISSION, 401 N. WEST STREET,  
JACKSON, MISSISSIPPI 39201.**

**CONTRACTOR** (full legal name, contact person, phone number and address):

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**SURETY** (legal name, phone number, principal place of business and address *for notice purposes*):

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Second Surety (if applicable):

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

The Contractor and Surety, jointly and severally, bind themselves, their heirs, executors, administrators, successors and assigns, to the Owner for payment of labor, materials and equipment furnished for use in the performance of the Contract, which is incorporated herein by reference, subject to the following terms:

1. If the Contractor promptly makes payment of all sums due to any and all subcontractors, sub-subcontractors, suppliers to the Contractor, suppliers to subcontractors and/or laborers who have performed work on the project site, and defends, indemnifies and holds harmless the Owner from claims, demands, liens or suits by any person or entity seeking payment for labor, materials or equipment furnished for use in the performance of the Contract, then the Surety and the Contractor shall have no obligation under this Bond.
2. The Owner shall provide notice to the Surety of any claims, demands, liens or suits against the Owner or the Owner's property that it receives from any person or entity ("Claimants") seeking payment for labor, materials or equipment furnished for use in the performance of the Contract.
3. Upon notice of any claims, demands, liens or suits provided by the Owner or Contractor or given to the Surety by a Claimant, the Surety shall promptly and at the Surety's expense, defend, indemnify and hold harmless the Owner against said claim, demand, lien or suit and shall take the following additional actions:
  - (a) Send an answer to the Claimant, with a copy to the Owner, within sixty (60) days after receipt of the Claim, stating the amounts that are undisputed and the basis for challenging any amounts that are disputed; and
  - (b) Pay or arrange for payment of any undisputed amounts.

4. The Surety shall not be liable to the Owner, Claimants or others for obligations of the Contractor that are unrelated to the Contract. The Owner shall not be liable for the payment of any costs or expenses of any Claimant under this Bond and shall have no obligation under this Bond to make payments to, or give notice on behalf of, Claimants, or otherwise have any obligations to Claimants under this Bond.
5. The Surety hereby waives notice of any change, including changes of time, to the Contract or to related subcontracts, purchase orders and other obligations.
6. The penal sum of the Bond shall be equal to the Contract Price; however, the penal sum may be increased or decreased as the result of any subsequent Supplemental Agreements and/or final contract quantities.

**CONTRACTOR AS PRINCIPAL**

Company: \_\_\_\_\_  
Signature: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

**SURETY**

Company: \_\_\_\_\_  
Signature: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

MS Insurance ID # \_\_\_\_\_

**SURETY (if applicable)**

Company: \_\_\_\_\_  
Signature: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

MS Insurance ID # \_\_\_\_\_



# BID BOND

KNOW ALL MEN BY THESE PRESENTS, that we \_\_\_\_\_  
Contractor

\_\_\_\_\_  
Address

\_\_\_\_\_  
City, State ZIP

As principal, hereinafter called the Principal, and \_\_\_\_\_  
Surety

a corporation duly organized under the laws of the state of \_\_\_\_\_

as Surety, hereinafter called the Surety, are held and firmly bound unto State of Mississippi, Jackson, Mississippi

As Obligee, hereinafter called Obligee, in the sum of **Five Per Cent (5%) of Amount Bid**

Dollars(\$ \_\_\_\_\_ )

for the payment of which sum will and truly to be made, the said Principal and said Surety, bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has submitted a bid for **Tree Removal on Various Routes, known as State Project Nos. MP-5000-25(210) / 309692325, MP-5045-35(007) / 309692335, MP-5000-38(211) / 309692338, MP-5025-40(004) / 309692340, MP-5000-45(212) / 309692345, MP-5019-50(015) / 309692350, MP-5020-51(005) / 309692351, MP-5000-52(213) / 309962352, MP-5000-61(214) / 309692361 & MP-5020-62(011) / 309692362 in Hinds, Kemper, Lauderdale, Leake, Madison, Neshoba, Newton, Noxubee, Rankin & Scott Counties.**

NOW THEREFORE, the condition of this obligation is such that if the aforesaid Principal shall be awarded the contract, the said Principal will, within the time required, enter into a formal contract and give a good and sufficient bond to secure the performance of the terms and conditions of the contract, then this obligation to be void; otherwise the Principal and Surety will pay unto the Obligee the difference in money between the amount of the bid of the said Principal and the amount for which the Obligee legally contracts with another party to perform the work if the latter amount be in excess of the former, but in no event shall liability hereunder exceed the penal sum hereof.

Signed and sealed this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_

\_\_\_\_\_  
(Principal) (Seal)

\_\_\_\_\_  
(Witness) (Name) By: \_\_\_\_\_ (Title)

\_\_\_\_\_  
(Surety) (Seal)

\_\_\_\_\_  
(Witness) (Attorney-in-Fact) By: \_\_\_\_\_

\_\_\_\_\_  
(MS Agent)

\_\_\_\_\_  
Mississippi Insurance ID Number