

SECTION 905 -- PROPOSAL (CONTINUED)

I (We) hereby certify by digital signature and electronic submission via Bid Express of the Section 905 proposal below, that all certifications, disclosures and affidavits incorporated herein are deemed to be duly executed in the aggregate, fully enforceable and binding upon delivery of the bid proposal. I (We) further acknowledge that this certification shall not extend to the bid bond or alternate security which must be separately executed for the benefit of the Commission. This signature does not cure deficiencies in any required certifications, disclosures and/or affidavits. I (We) also acknowledge the right of the Commission to require full and final execution on any certification, disclosure or affidavit contained in the proposal at the Commission's election upon award. Failure to so execute at the Commission's request within the time allowed in the Standard Specifications for execution of all contract documents will result in forfeiture of the bid bond or alternate security.

Bidder acknowledges receipt of and has added to and made a part of the proposal and contract documents the following addendum (addenda):

ADDENDUM NO. <u>1</u>	DATED <u>4/17/2025</u>	ADDENDUM NO. _____	DATED _____
ADDENDUM NO. <u>2</u>	DATED <u>4/21/2025</u>	ADDENDUM NO. _____	DATED _____
ADDENDUM NO. <u>3</u>	DATED <u>4/23/2025</u>	ADDENDUM NO. _____	DATED _____

Number	Description
1	Revised NTB Nos. 6756 & 6757; Amendment EBSx Download Required.
2	Postponed til April 30, 2025 Letting; Amendment EBSx Download Required.
3	Revised Advertisement; Revised NTB No. 6756; Revised Bid Items; Amendment EBSx Download Required.

TOTAL ADDENDA: 3
(Must agree with total addenda issued prior to opening of bids)

Respectfully Submitted,

DATE _____

Contractor

BY _____
Signature

TITLE _____

ADDRESS _____

CITY, STATE, ZIP _____

PHONE _____

FAX _____

E-MAIL _____

(To be filled in if a corporation)

Our corporation is chartered under the Laws of the State of _____ and the names, titles and business addresses of the executives are as follows:

_____ President	_____ Address
_____ Secretary	_____ Address
_____ Treasurer	_____ Address

The following is my (our) itemized proposal.

NHPP-0056-01(114)/ 109228301000 & SP-0056-01(124)/ 109228302000

Hinds County(ies)

Revised 01/26/2016

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 901 - ADVERTISEMENT

Electronic bids will be received by the Mississippi Transportation Commission at 10:00 o'clock A.M., Wednesday, April 30, 2025, from the Bid Express Service and shortly thereafter publicly read in the Construction Division For:

Mill & Overlay & Concrete Rehabilitation on approximately 2 miles of SR 25 from the BOSM to the Rankin County Line & Frontage Roads, known as Federal Aid Project No. NHPP-0056-01(114) / 109228301 & State Project No. SP-0056-01(124) / 109228302 in Hinds County.

The attention of bidders is directed to the Contract Provisions governing selection and employment of labor. Minimum wage rates have been predetermined by the Secretary of Labor and are subject to Public Law 87-581, Work Hours Act of 1962, as set forth in the Contract Provisions.

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 award of this contract will be contingent upon the Contractor satisfying the DBE requirements.

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

SECTION 904 - NOTICE TO BIDDERS NO. 6756

CODE: (SP)

DATE: 04/24/2025

SUBJECT: Scope of Work

PROJECT: NHPP-0056-01(114) / 109228301 & SP-0056-01(124) / 109228302 – Hinds County

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

A general description of the work required on the project is as follows:

Milling/Overlying and Concrete Rehabilitation of approximately 2.2 miles of existing pavement on SR 25 from B.O.M (BOP STA 28+53) to Rankin County Line (EOP STA 108+18) along with the adjacent frontage roads. Details of specific work are mentioned in the following sections.

NHPP-0056-01(114) / 109228301

SR 25 STA 28+53 (BOP) to STA 108+18 (EOP) (EQUATION) 48+10.69 BK to 9+94.3 AH (EQUATION) 87+88.13 BK to 88+04.74 AH

Work in this section shall consist of milling 1½” and variable on the mainline and shoulders, and inlaying with 1½” of 9.5-mm, MT asphalt on the mainline and shoulders. A dditional work includes full depth repairs of CRCP and drainage repairs. See attached tables for additional details. All guardrail not meeting current MDOT standards shall be replaced. Traffic will be allowed to run on the milled surfaces no more than five (5) consecutive days.

SP-0056-01(124) / 109228302 – SR 25 Frontage Roads

Work in this section shall consist of paving 1½” and variable of 9.5-mm, MT asphalt. Failed areas listed in the provided table shall be repaired full depth using 12.5-mm, MT, Leveling asphalt. Traffic will be allowed to run on the milled surfaces no more than five (5) consecutive days.

GENERAL NOTES:

MILLING

Milling/paving shall not begin until an **approved** asphalt mix design has been received.

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

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

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

Milling operations shall be performed in accordance with the Contract documents and the MDOT Standard Specifications. Variable width and length transitions may be required for tie-ins at ramps, local roads, project limits.

Milling of driveway pads shall be conducted in a manner to prevent gouging or otherwise affecting the roadway pavement structure and slope. Milling of driveway pads shall not be done in simultaneous path with mainline milling.

Traffic will be allowed to travel on the mainline milled surface for five (5) days, and the Contractor will be assessed a penalty of \$5,000.00 per calendar day afterwards until the mainline milled surface is covered with the next lift of asphalt. This includes frontage roads. Additionally, traffic will be allowed to run on all milled surfaces other than the mainline for 30 days unless otherwise stated, and the Contractor will be assessed a penalty of \$1,000.00 per calendar day afterwards until the non-mainline milled surface is covered with the next lift of asphalt. The additional allowance for the non-mainline milled surface is for the Contractor’s convenience, and thus, the Contractor is responsible for any pavement failures or damage sustained during this period. Milling and paving of paved shoulders shall conform to Subsection 406.03.2 of the Standard Specifications.

PAVING

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

Prior to mainline milling and paving operations, failed areas in the existing concrete pavement shall be removed and repaired. CRCP concrete failed areas shall be repaired as per the attached details and be paid under 8" and Variable Continuously Reinforced Concrete Pavement, Broom Finish. The concrete pavement failures shall be removed by saw cutting and excavating the failed material. Any failures in the cement treated base shall be removed and replaced with Class “C” concrete. Payment will be made under pay item 503-D: Concrete for Base Repair. A list of the failed areas is shown in the attached tables. Pavement repairs shall be completed as a continuous operation in order to minimize traffic impacts. 12.5-mm, MT, Leveling asphalt shall be placed to grade over the concrete repair, prior to opening traffic. Payment will be made under pay item 907-403-B. Lane closures shall remain in place until the failed area has been completely repaired and lane closures shall not be left unattended.

Failed areas in the existing pavement shall be removed and backfilled with 12.5mm MT, Leveling asphalt pavement as per the attached typical sections and details. Asphalt shall be placed in multiple lifts with a maximum lift thickness of 3". Any granular/chemically treated/stone/etc. base or subgrade material deemed unsuitable by the Engineer shall be removed as directed and backfilled with 12.5mm MT, Leveling asphalt pavement. Payment for the excavation of the granular base and subgrade will be made using the 203-G Excess Excavation pay item. A list of the failed areas is shown in the attached tables. Pavement repairs shall be completed as a continuous operation in order to minimize traffic impacts. Lane closures shall remain in place until the failed area has been completely repaired. Lane closures may not be left unattended.

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

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

Privately owned entrances shall be paved to the shoulder line per the included typical drawing unless otherwise directed. Pad dimensions shall match the existing lengths and widths unless otherwise directed. Pads shall be shaped horizontally and vertically to prevent excessive drop-offs. Any new driveway pads deemed necessary by the Engineer shall be placed according to specifications.

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

GRANULAR SHOULDER MATERIAL

Where applicable, the existing shoulders shall be raised to match the new pavement elevation by placing variable depth granular material. The shoulders shall be graded and pulled up on a daily basis to eliminate drop-offs in excess of 2 1/4". Placement of the granular material on the finished asphalt course shall not be permitted. The existing shoulder shall be scarified to allow incorporation of the new shoulder material. The material shall be bladed, rolled, and compacted to a finished slope of four percent (4%) in normal crown sections. Placement of this material shall be performed to provide a uniform and compacted shoulder with a minimum depth and width of material placed. Shoulders with adequate shoulder material in place shall be bladed to a slope of four percent (4%) in normal crown sections. The cost of blading will be an absorbed item and shall be included in the price of other items bid.

Granular material (Class 5, Group C) shall be provided around driveway pads as directed to prevent shoulder drop-offs and shall be placed in a timely manner.

Drop-offs exceeding 2¼" shall be corrected within two (2) calendar days of the placement of the pad. Stabilizer aggregate shall be used as directed by the Engineer.

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

TEMPORARY AND PERMANENT PAVEMENT MARKINGS

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

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

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

All permanent striping will be double drop thermoplastic, 90-mil thickness unless otherwise specified in Subsection 907-626.03.2. Edge lines shall be placed to accommodate the lane widths shown on the attached applicable typical sections unless prevented by field conditions.

Per Subsection 907-626.01, a epoxy-sealer shall be applied to the concrete pavement or bridge surface prior to the placement of the thermoplastic material and shall be absorbed under the thermoplastic pay items. The type and amount of epoxy-sealer used shall adhere to the thermoplastic manufacturer's recommendations.

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

Payment for edge stripe on local roads shall be made under pay item 907-626-G: Thermoplastic Double Drop Detail Stripe, White when the length of said stripe is less than 150 feet when measured from the end of the radius. If the measured length is greater than 150 feet, then payment shall be made under pay item 907-626-B: 6" Thermoplastic Double Drop Traffic Stripe, Continuous White.

Payment for centerline stripe on local roads shall be made under pay item 907-626-G: Thermoplastic Double Drop Detail Stripe, Yellow when the length of said stripe is less than 150

feet when measured from the stop bar. If the measured length is greater than 150 feet, then payment shall be made under pay item 907-626-E: 6" Thermoplastic Double Drop Traffic Stripe, Continuous Yellow. Centerline Stripe shall be omitted on local roads whose width is less than 20 feet.

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

Pavement section marking tape on this project shall be located prior to overlaying and placed back in the same location after paving operations have ceased. The section marking shall be 8-inch High-performance cold plastic detail stripe and shall be four (4) feet in length. The marking shall be centered across the centerline stripe. The cost of this item shall be absorbed in other items bid.

GUARDRAIL

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

The asphalt guardrail pad shall be milled and paved up to the face of the guardrail. The remaining asphalt guardrail pad behind the face of the guardrail shall be removed and shall be paid for using the fine milling pay item regardless of removal method. If the remaining asphalt is removed with conventional methods and not milled, saw cuts shall be made at the face of rail and paid under pay item 503-C: Saw Cuts, Full Depth. The guardrail pad shall be reconstructed using crushed stone granular material and shall be a minimum of 4" in depth. If blading is required in order to meet the minimum depth, then said blading shall be an absorbed item and the excavated material shall be retained and used to raise the existing shoulder to match the new pavement elevation. Material which cannot be placed and blended in adjacent areas and deemed to be excess excavation by the Engineer shall be removed under pay item 203-G: Excess Excavation. Prior to the placement of the crushed stone, a soil sterilant shall be applied as per Subsection 616.03.2 and Geotextile Stabilization, Type V, Non-Woven installed underneath the limits of the crushed stone. The installed guardrail shall meet all requirements in order to be MASH compliant.

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

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

Object markers at bridge approaches and other locations are to be replaced as shown in the attached table. Removal of object markers shall be absorbed in the cost of other items bid.

PERMANENT SIGNS

Permanent signs as listed on the attached tables shall be replaced. Unless otherwise listed in the attached tables, existing posts, anchors, angles/bars, and other components shall be reused. The Contractor shall use new bolts, screws, washers, nuts, etc. of the required sizes in the installation of signs. If required as part of the sign replacement activities, all post and I-beam lengths in these plans are estimated. Post lengths for all signs shall be verified in the field by the Contractor prior to fabrication. Installation dates shall be clearly written in bold black markings on the back bottom half of all signs with a permanent marking stick that is waterproof, fade resistant, and marks on wet or dry surfaces. If existing sign posts or footings are to be replaced, the existing posts and footings are to be removed and the area backfilled and compacted in accordance with Section 203 of the Standard Specifications. Removal of sign, post, and footing and backfilling will be paid using the removal of sign pay item.

Object markers at bridge approaches and other locations shall be replaced as shown in the attached table. Removal of object markers shall be absorbed in the cost of other items bid.

TRAFFIC CONTROL

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

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

The Contractor shall on a daily basis, remove all debris from within the roadway and a 30-foot clear zone which, in the opinion of the Engineer, is a hazard to the traveling public. This activity shall begin with the beginning of work or the beginning of the contract time, whichever comes first. No direct payment will be made for the debris removal; the cost is to be included in the prices of items bid. Failure of the Contractor to remove the debris as prescribed herein shall be just cause for withholding the monthly progress estimate payment or suspending active operations until the debris is satisfactorily removed by the Contractor.

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

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

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

MISCELLANEOUS NOTES

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

Drainage channels listed in the attached table shall have the existing debris and sediment removed by the Contractor and shall be paid for using pay item 202-B: Removal of Debris and Sand From Box Culvert, 10-Foot and Greater Width. The applicable pay item shall be measured along the length of the box culvert or in the case of multiple barrels along the length of each barrel of the box culvert, and along the length of the drainage channel. The depth of sediment listed for the drainage channel is for estimation purposes only, and the actual depth of the sediment shall be field verified by the Contractor prior to bidding the Project. The disposal of this material will not be measured for separate payment. Any work necessary to grade the ditches and/or restabilize any disturbed areas shall be absorbed under other items bid.

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

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

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

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

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

Box culverts and drainage channels listed in the attached table shall have the existing debris and

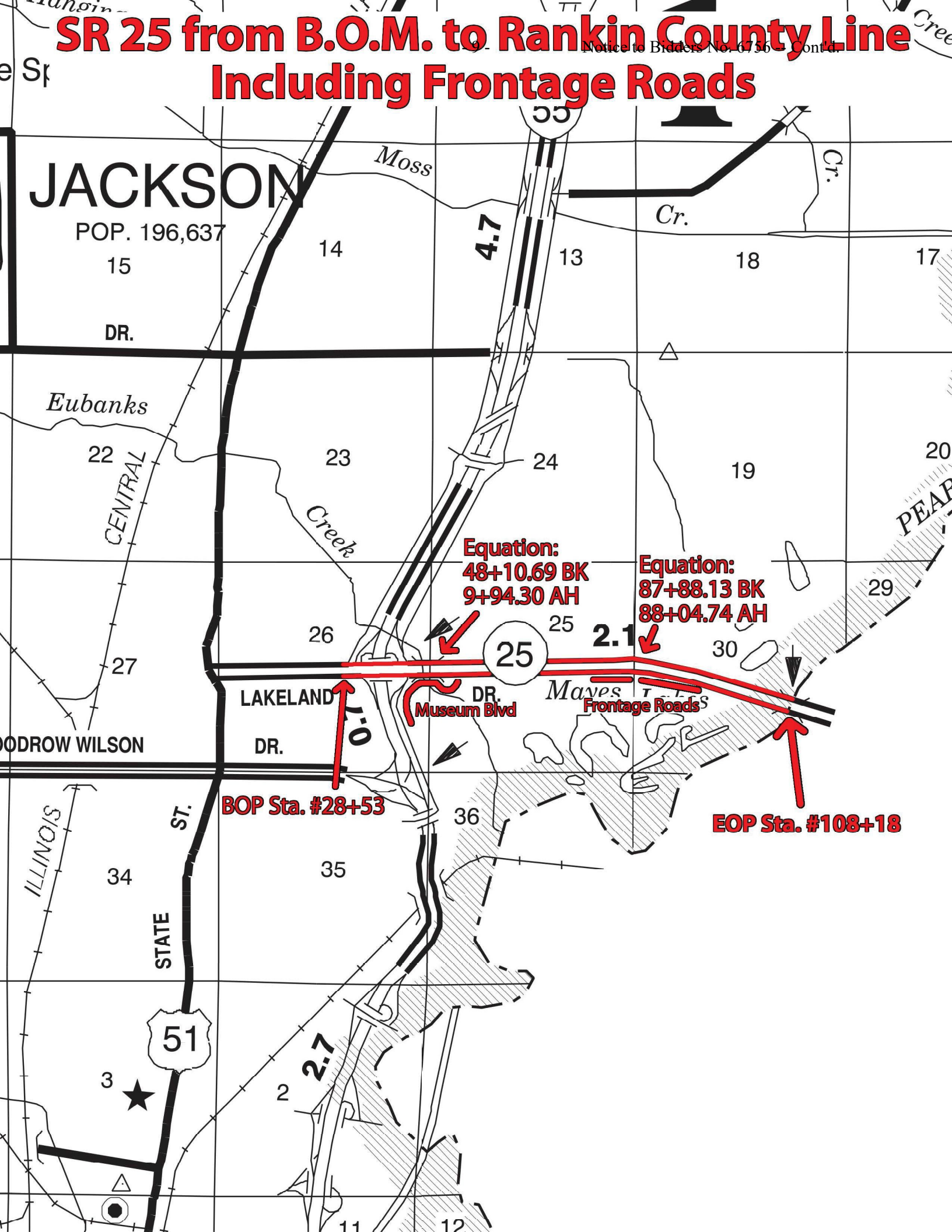
sediment removed by the Contractor, and shall be paid for using pay item 202-B: Removal of Debris and Sand From Box Culvert, 10-Foot and Greater Width. The applicable pay item shall be measured along the length of the box culvert or in the case of multiple barrels along the length of each barrel of the box culvert, and along the length of the drainage channel. The depth of sediment listed for each box culvert/drainage channel is for estimation purposes only, and the actual depth of the sediment shall be field verified by the Contractor prior to bidding the Project. The disposal of this material will not be measured for separate payment.

Riprap shall be required at the locations listed in the table, some of which may need to be hand placed due to field conditions. The furnished rock shall come from a pre-approved source and be visually approved prior to placement. Tree removal or clearing for equipment access will be at the Engineer's discretion and shall be absorbed in other items bid.

Removal of sign, post, and footing and backfilling will be paid using the removal of sign pay item.

Ramp closures will not be allowed without written approval from the Engineer.

SR 25 from B.O.M. to Rankin County Line Including Frontage Roads





MDOT
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

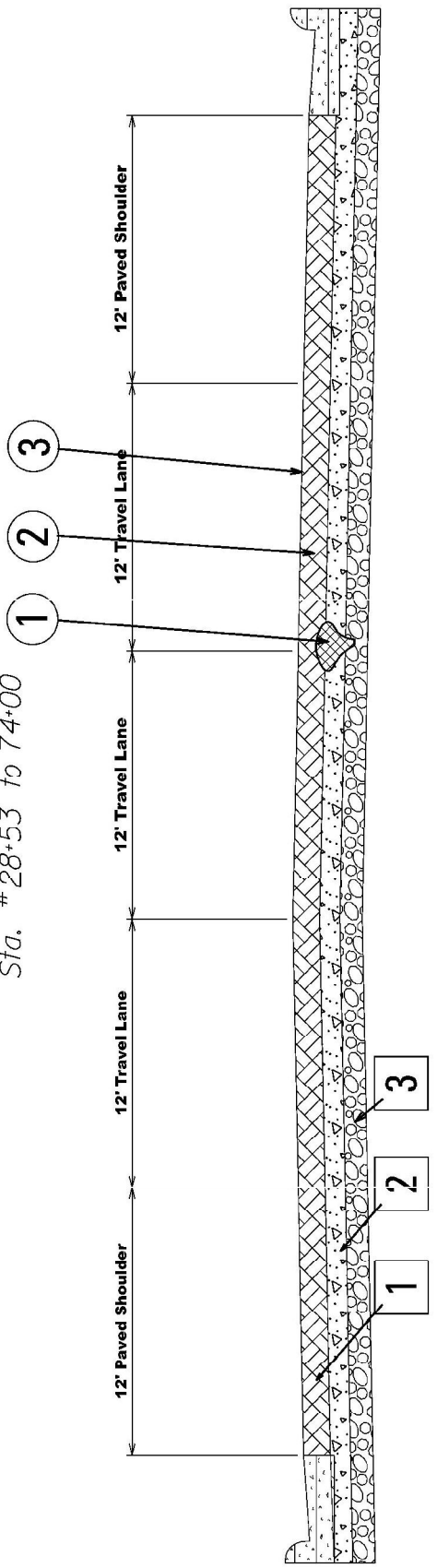
DESIGNED BY: Matthew Little
 CHECKED BY: Trent Holbrook
 DATE: July 31, 2024

FMS CON: 109228/301000
 PROJECT NO.: NHP-0056
 COUNTY: HINDS

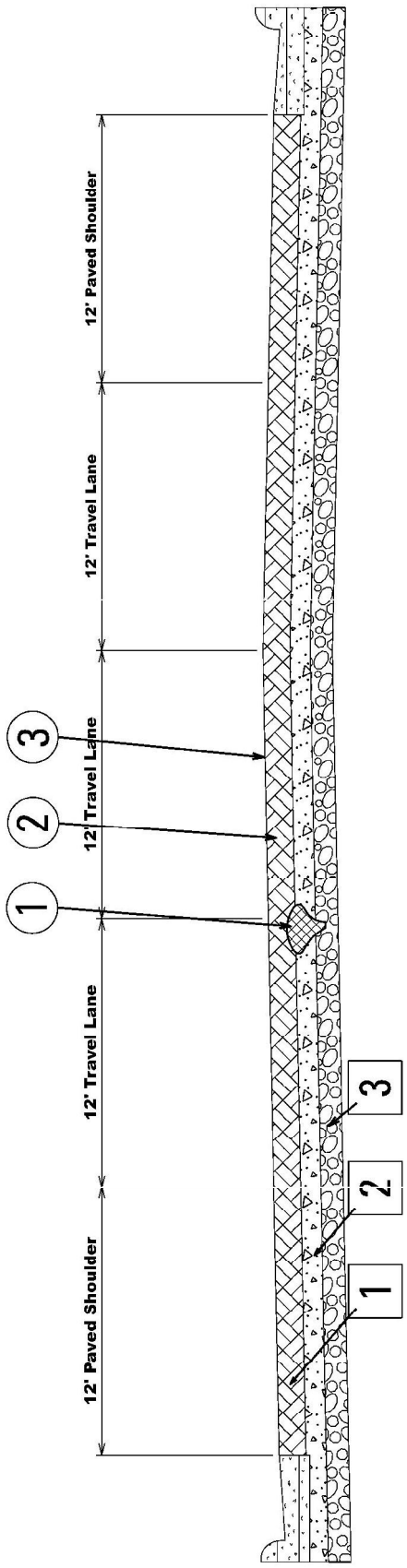
MAINLINE THREE LANE SECTIONS
 HWY 25 NORTHBOUND AND SOUTHBOUND
 Sta. #28+53 to 74+00

SHEET NO. 1

HWY 25 NORTHBOUND
 Sta. # 28+53 to 74+00



HWY 25 SOUTHBOUND
 Sta. # 28+53 to 40+43 AND
 Sta. # 59+83 to 74+00



- EXISTING**
- 1 4 1/2" HMA
 - 2 8" CRCP
 - 3 6" Cement Treated Base

PROPOSED

- 1 Repair any failed areas full depth per concrete punchout typical.
- 2 Mill 1 1/2" and variable of existing asphalt pavement
- 3 Overlay with 1 1/2 9.5mm Mix, MT



MDOT
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

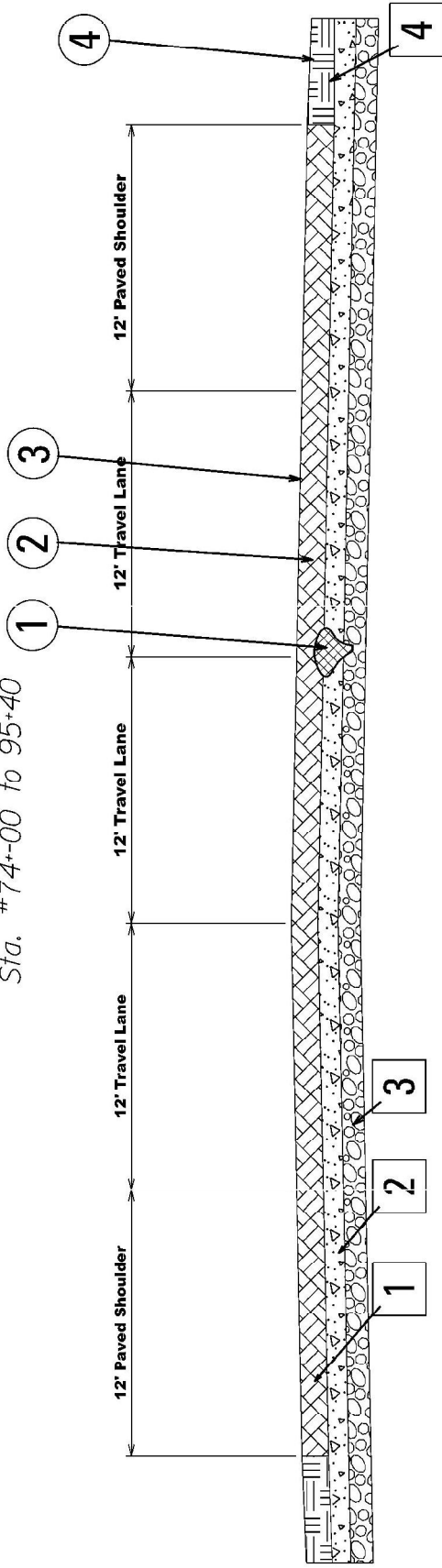
DESIGNED BY: Matthew Little
 CHECKED BY: Trent Holbrook
 DATE: July 31, 2024

FMS CON: 109228/301000
 PROJECT NO.: NHP-0056 (114)
 COUNTY: HINDS

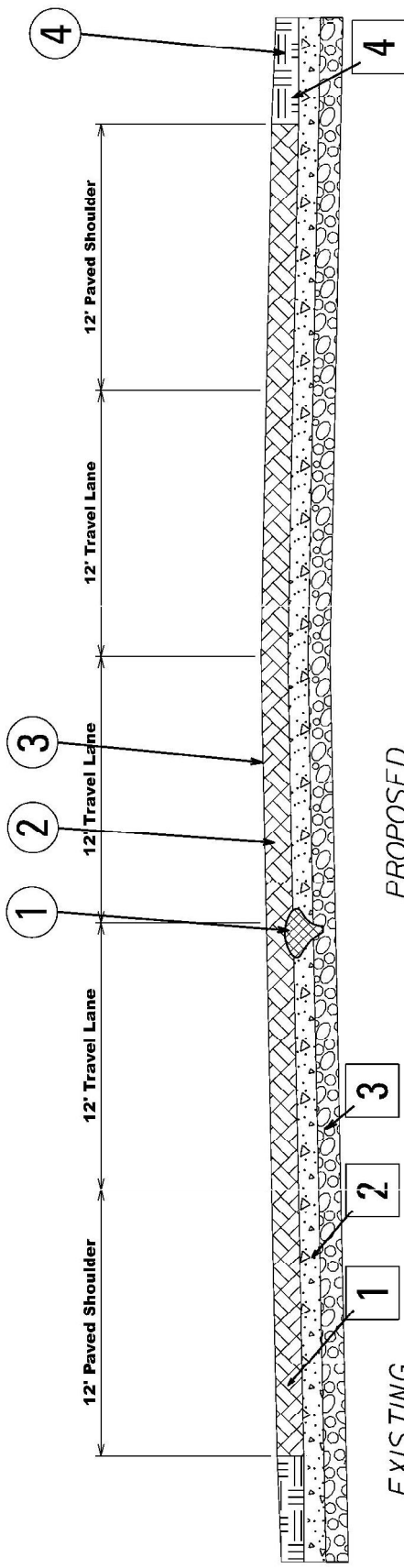
MAINLINE THREE LANE SECTIONS
 STA. #74+00 TO 95+40
 HWY 25 NORTHBOUND AND SOUTHBOUND

SHEET NO. 2
 SHEET ID 101

HWY 25 NORTHBOUND
 Sta. #74+00 to 95+40



HWY 25 SOUTHBOUND
 Sta. #74+00 to 95+40



- EXISTING**
- 1 4 1/2" HMA
 - 2 8" CRCP
 - 3 6" Cement Treated Base
 - 4 7" Granular Material

- PROPOSED**
- 1 Repair any failed areas full depth per concrete punchout typical.
 - 2 Mill 1 1/2" and variable of existing asphalt pavement
 - 3 Overlay with 1 1/2 9.5mm Mix, MT
 - 4 Granular Material, Class 5, Group "C" to bring shoulders to grade.



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
MDOT

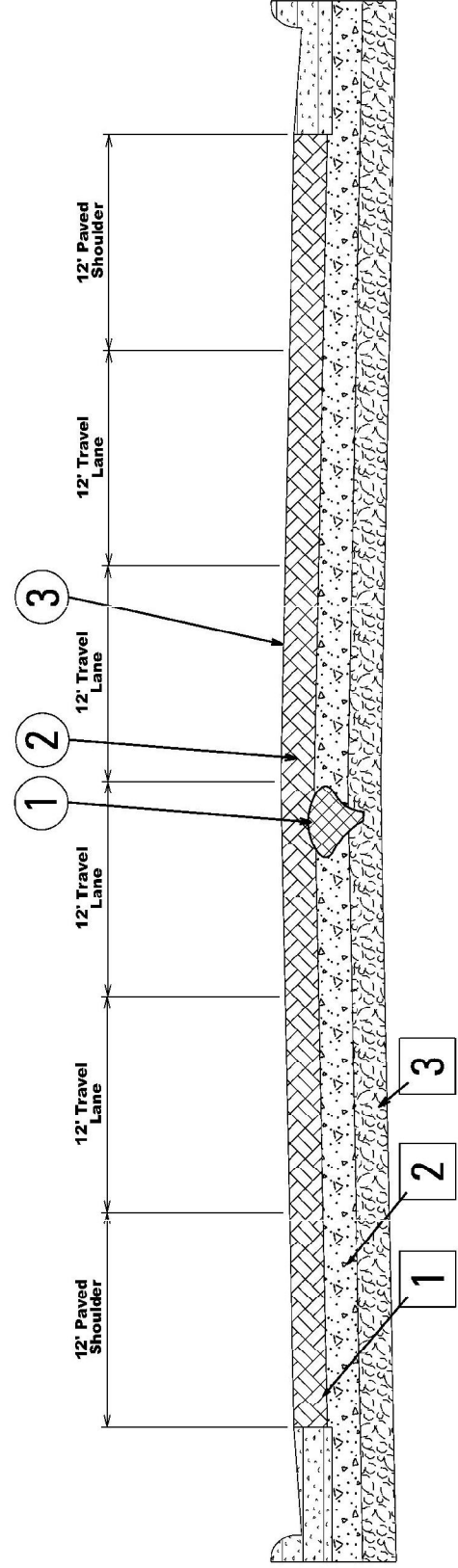
DESIGNED BY: Matthew Little
CHECKED BY: Trent Holbrook
DATE: July 31, 2024

FMS CON: 109228/301000
PROJECT NO.: NHP-0056 (2114)
COUNTY: HINDS

Notice to Bidders No. 0756 -- Co
HWY 25 SOUTHBOUND
Sta. #40+43 to 59+83
MAINLINE FOUR LANE SECTION

SHEET ID: 101
SHEET NO.: 3

HWY 25 SOUTHBOUND
Sta. #40+43 to 59+83



EXISTING
1 4 1/2" HMA
2 8" CRCP
3 6" Cement Treated Base

PROPOSED
1 Repair any failed areas full depth per concrete punchout typical.
2 Mill 1 1/2" and variable of existing asphalt pavement
3 Overlay with 1 1/2 9.5mm Mix, MT



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
MDOT

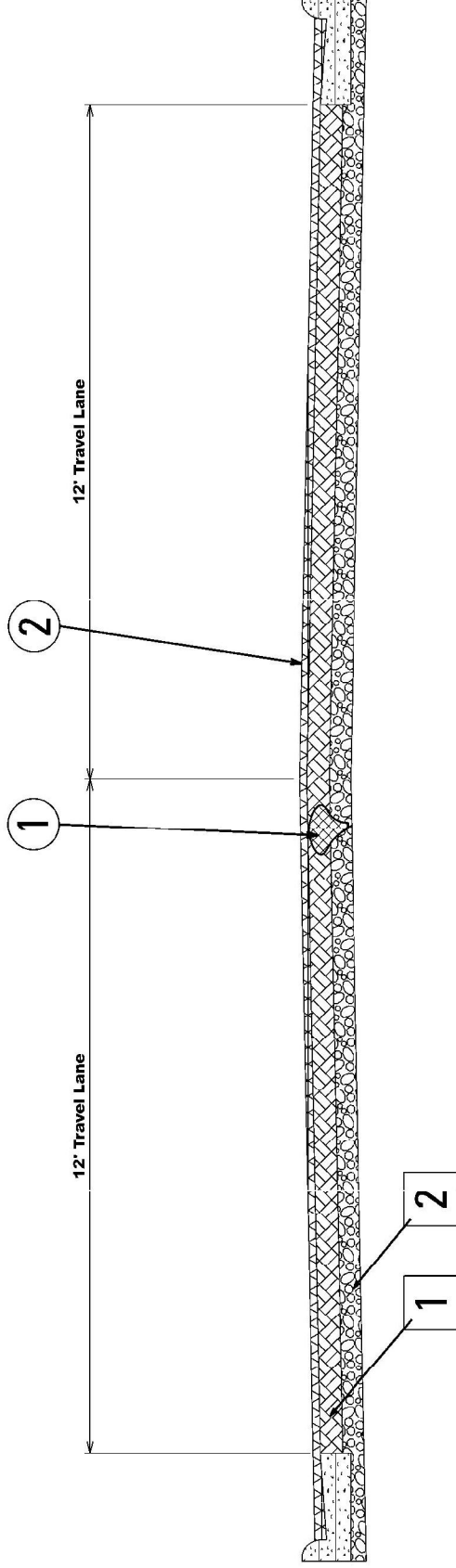
DESIGNED BY: Matthew Little
CHECKED BY: Trent Holbrook
DATE: January 22, 2025

FMS CON: 109228/302000
PROJECT NO.: SP 0056-01(2) - 13
COUNTY: HINDS

Notice to Bidders No. 6756 -- Co

SHEET ID: 13
SHEET NO.: 4

HWY 25 FRONTAGE ROADS



EXISTING

1 6" HMA
2 6" Untreated Clay Granular Material

PROPOSED

1 Repair any failed areas full depth with 12.5mm Mix, MT, Leveling
2 Overlay with 1 1/2 9.5mm Mix, MT



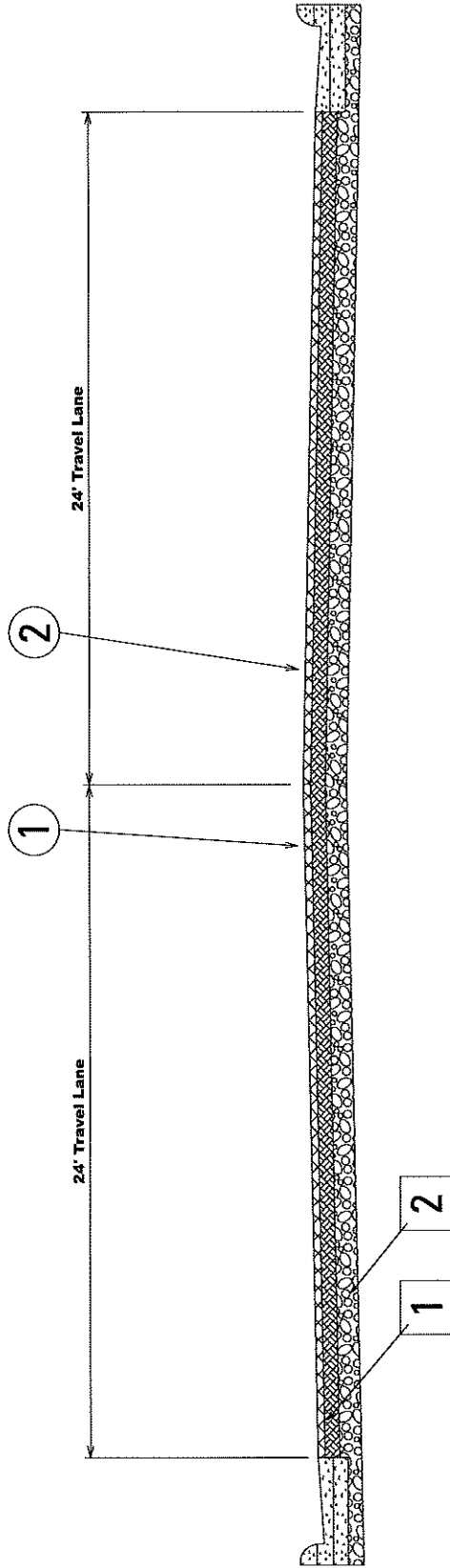
DESIGNED BY: Matthew Little
 CHECKED BY: Zachary Horton
 DATE: April 17, 2025

FMS CON: 109228/30200
 PROJECT NO.: SP-0056-03(123)
 COUNTY: HINDS

MUSEUM BLVD

SHEET ID: TS
 SHEET NO.: 9

MUSEUM BLVD



EXISTING

- 1 6" HMA
- 2 6" Untreated Clay Gravel Granular Material

PROPOSED

- 1 Mill 1 1/2" and variable of existing asphalt pavement
- 2 Overlay with 1 1/2, 9.5mm Mix, MT

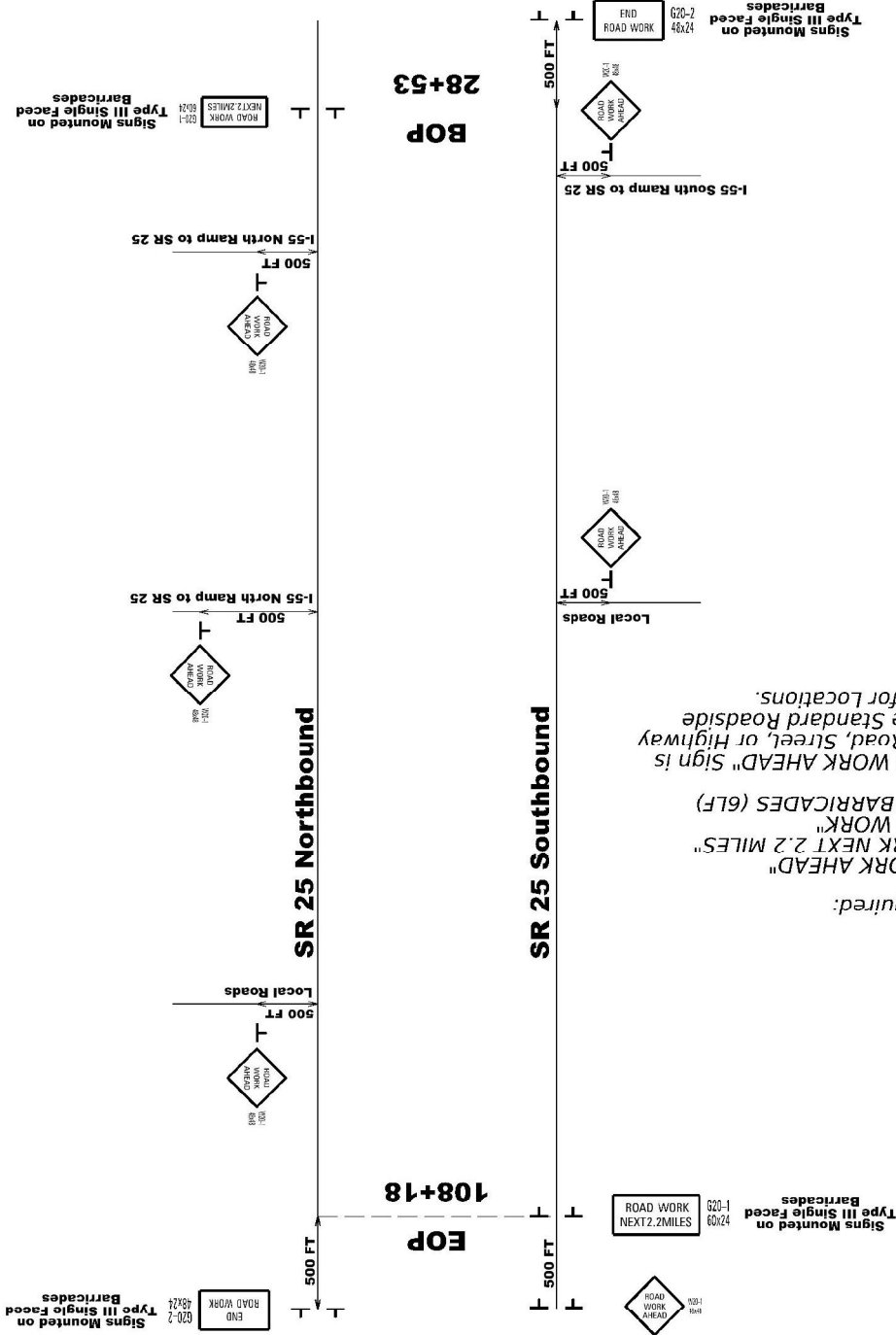


MISSISSIPPI DEPARTMENT OF TRANSPORTATION
MDOT

DESIGNED BY: Matthew Little
CHECKED BY: Trent Holbrook
DATE: July 23, 2024
PROJECT NO.: NHP-0056-0114
COUNTY: Hinds
FMS CON: 109228/301000

Construction Signing Detail
SR 25 Hinds County
Notice to Bidders No. 6756 -- Cont'd
SHEET NO. 1

Construction Signing Detail SR 25 Hinds County



ESTIMATED
Traffic Control Signs Required:

- 18 - W20-1 "ROAD WORK AHEAD"
- 2 - G20-1 "ROAD WORK NEXT 2.2 MILES"
- 2 - G20-2 "END ROAD WORK"
- 8 - TYPE III SGL. FACE BARRICADES (6LF)

NOTES: One (1) W20-1 "ROAD WORK AHEAD" Sign is Required at each Local Road, Street, or Highway Entering the Project. See Standard Roadside Construction Sign Table for Locations.

Removal of Debris and Sand From Box Culvert, 10-foot and Greater Width						
202-B096						
Location	Sta.	Width	Estimated Depth	300lb Riprap	Length	Total Length
Triple Box	10+50	51	0.5 ft	300 TON	249	747
					TOTAL	747

FAILED AREA QUANTITIES 109228/301000									
Beginning Station	Ending Station	Direction	Lane	Length (FT)	Width (FT)	202-B009 Removal of Asphalt, Failed Areas (SY)	403-B002 12.5-mm, MT, Asphalt Pavement, Leveling, Ton	407-A001 ASPHALT FOR TACK COAT	
74+30	78+30	SB	RT/LN	400	4	177.8	44.0	17.8	
74+30	77+30	SB	CT/LN	300	4	133.3	33.0	13.3	
Totals:						311	77	31	
<p>Notes: Locations and Measurements are Approximate and may Vary With Field Conditions. All failed areas and pressure grouting locations facing upstation direction.</p>									

FAILED AREAS QUANTITIES 109228/302000									
Beginning Station	Ending Station	Direction	Lane	Length (FT)	Width (FT)	202-B009 Removal of Asphalt, Failed Areas (SY)	403-B002 12.5-mm, MT, Asphalt Pavement, Leveling, Ton	503-C010 Saw Cut, Full Depth	
71+09	71+55	FRONTAGE	RT/LN	46	14	71.6	17.7	120	
70+89	71+09	FRONTAGE	RT/LN	20	14	31.1	7.7	68.0	
70+28	70+48	FRONTAGE	RT/LN	20	14	31.1	7.7	68	
				Totals:		134	33	256	
<p>Notes: Locations and Measurements are Approximate and may Vary With Field Conditions. All failed area locations facing upstation direction.</p>									

GUARD RAIL QUANTITIES 109228/301000

STATION	GUARDRAIL		Impact Attenuator, 50 MPH (EA.)	TERMINAL END		CABLE ANCHOR TYPE 1	BRIDGE END		DELINEATORS			TYPE 3 OBJECT MARKERS	GUARDRAIL REMOVAL	BRIDGE #	REMARKS
	LOCATION (L/R)	W-BEAM (LF)		FLARED END SECTION	NON-FLARED END SECTION		TYPE "I"	Type "H"	WHITE	YELLOW					
38+28	RRL	325		1			1	3	7	1		387.5	0.0A	Guardrail to be replaced in kind. Modifications necessary.	
38+40	LLL	75		1			1	7		1		137.5	0.0A	Some posts embedded in concrete. Modifications necessary.	
80+80	RRL	150		1			1	7		1		212.5	1.6B		
81+75			1										1.6A/B		
87+03	LLL	150		1			1	7		1		212.5	1.6A		
88+65			1										1.6A/B		
93+30	RRL	150		1			1	7		1		212.5	1.7B		
93+68			1										1.7A/B		
108+18	LLL	150		1			1	7		1		212.5	1.7A		
108+18			1										1.7A/B		
TOTAL =		1000.00	4.00	6.00	0.00	0.00	4.00	38.00	7.00	6.00	6.00	1375.00			
		LF.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	LF.			

* REMOVAL OF ALL GUARDRAIL (BRIDGE END SECTIONS, W-BEAM, TYPE-J CABLE ANCHORAGE, TERMINAL END SECTIONS, ETC.) WILL BE PAID UNDER PAY ITEM 202-B REMOVAL OF GUARD RAIL.

* REMOVAL OF GUARDRAIL DELINEATORS ARE CONSIDERED INCIDENTAL TO THE REMOVAL OF GUARDRAIL AND WILL NOT BE MEASURED AS A SEPARATE PAY ITEM.

* ALL GUARDRAIL, POSTS, BLOCKOUTS, CONCRETE ANCHORS, HARDWARE, ETC. WILL BE THE PROPERTY OF THE CONTRACTOR.

* TOTAL GUARDRAIL LENGTH IS BASED ON A TERMINAL END SECTION 37.5' LONG. IF A TERMINAL END SECTION OF A DIFFERENT LENGTH IS USED, THE LENGTH OF THE W-BEAM MAY HAVE TO BE ADJUSTED.

REMOVAL OF OBJECT MARKERS WILL NOT BE MEASURED AS A SEPARATE PAY ITEM AND SHALL BE ABSORBED IN OTHER ITEMS

PUNCHOUT CRCP QUANTITIES 1092228/301000													
Station	Station	Location	Width (ft)	Length (ft)	503-B001 Saw Cut Longitudinal Joint, LF	503-C004 Saw Cut, 3 - inch	503-C010 Saw Cut, Full Depth, LF	202-B069 Removal of Concrete Pavement w/ Variable Depth Overlay	202-B045 Removal of Cement Treated Base, All Depths, SY	503-D001 Concrete for Base Repair, CY	503-E002 Tie Bars, NO.5 Deformed, Drilled And Epoxied or Grouted, EA	503-A001 8" and Variable Continuously Reinforced Concrete Pavement, Broom Finish, SY	907-403-B002 12.5-mm, MT, Asphalt Pavement, Leveling, Ton
	45+92	Left	12	6	6	24	30	8	4	0.791	4	8	2
	45+92	Center	12	6	6	24	30	8	4	0.791	4	8	1
	28+70	Left CL	12	6	6	24	30	8	4	0.791	4	8	1
	28+86	Left	12	6	6	24	30	8	4	0.791	4	8	1
	34+60	Left	12	6	6	24	30	8	4	0.791	4	8	1
	34+60	Center	12	6	6	24	30	8	4	0.791	4	8	1
	45+97	Left CL	12	6	6	24	30	8	4	0.791	4	8	1
	45+97	Right CL	12	6	6	24	30	8	4	0.791	4	8	1
	45+97	Right	6	6	6	12	18	4	2	0.395	4	4	1
	50+30	Left CL	12	6	6	24	30	8	4	0.791	4	8	1
	50+24	Left	12	6	6	24	30	8	4	0.791	4	8	1
	75+50	Center	12	23	23	24	47	31	15.5	5.830	13	31	5
	75+50	Right	12	23	23	24	47	31	15.5	5.830	13	31	7
		TOTAL			112	300	412	146	73	19.96	70	146	24

NORTHBOUND

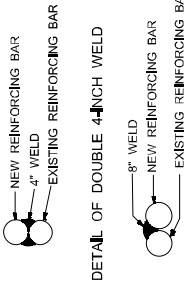
SOUTHBOUND

Quantities were rounded on estimate, quantities to be used as directed by the Engineer. CRCP repairs were estimated using the PR-1B Typical CRC Pavement Repair Standard. If the Contractor elects to use PR-1A Optimal Welding Method, then the pay item quantities will be adjusted accordingly. The load transfer device necessary for jointed concrete pavement repair is to be included in the cost of the 503-A001 pay item.

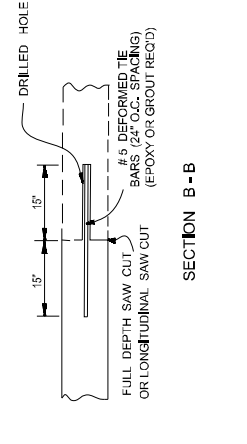
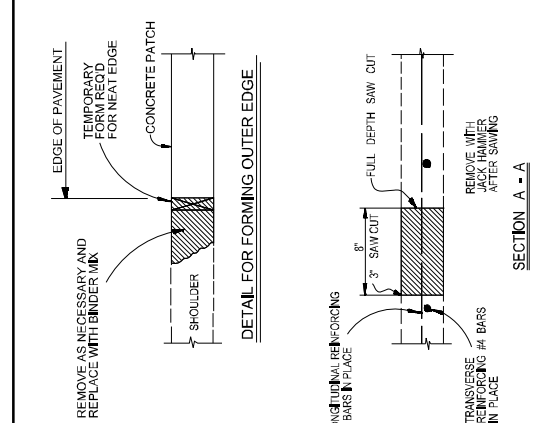
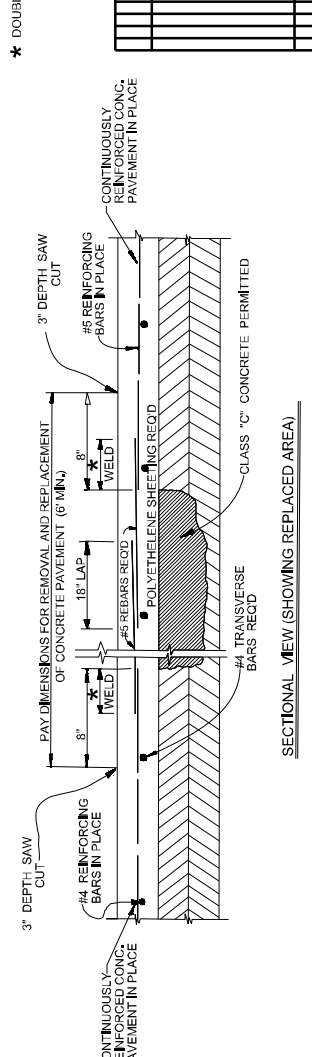
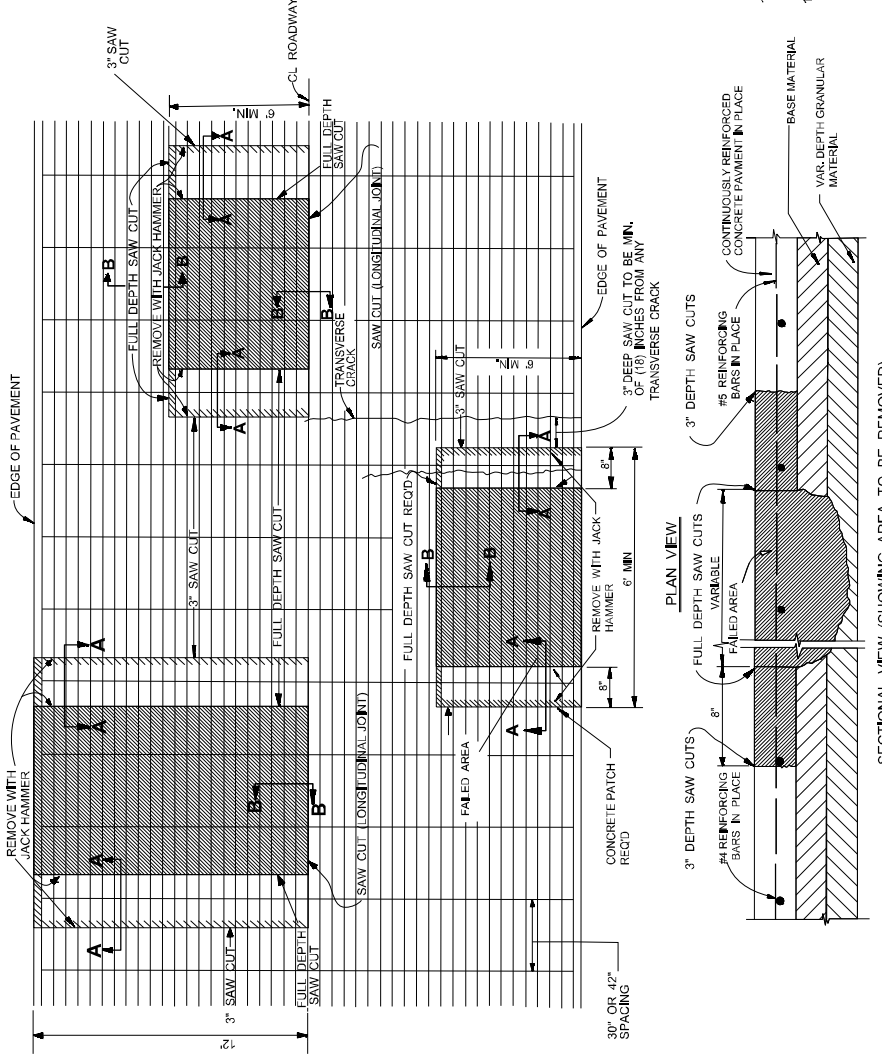
Curb and Gutter					
Location	Begin	End	609-D007 Combination Concrete Curb and Gutter Type 3 Modified	202-B008 Removal of Curb & Gutter, All Types	
L11	39+90	40+08	18	18	
L12	45+84	46+12	28	28	
TOTAL =			46	46	
			LF.	LF.	

Sawing and Sealing Transverse Joints in Asphalt Pavement								
NORTH BOUND		Width	CROSSOVERS		Width	SOUTH BOUND		Width
15+36	LT Turn	12	16+28	29	16+83	LT/LN	15	
15+87	LT Turn	13	26+92	29	31+54	LT Turn	14	
18+88	LT Turn	12	30+68	29	36+94	FULL WIDTH	56	
57+64	LT Turn	24	43+54	29	37+56	FULL WIDTH	56	
60+15	LT Turn	24	79+78	34	37+83	FULL WIDTH	56	
61+11	LT Turn	24	80+16	34	44+20	LT Turn	12	
62+40	LT Turn	24		184	79+40	FULL WIDTH	56	
79+40	FULL WIDTH	56			79+78	FULL WIDTH	46	
79+78	FULL WIDTH	56			80+16	FULL WIDTH	46	
80+16	FULL WIDTH	46			82+82	FULL WIDTH	60	
81+97	FULL WIDTH	60			88+24	FULL WIDTH	60	
87+23	FULL WIDTH	60			94+35	FULL WIDTH	60	
94+35	FULL WIDTH	60					537	
		471						
					Total =		1192	

619-D2001 Standard Roadside Construction Signs, 10 Square Feet or More					
Station	Location	Description	Quantity	Unit	Remarks
31+00	LLL	W20-1 (Road Work Ahead)	16	SF	I-55S -> SR 25
43+50	LLL	W20-1 (Road Work Ahead)	16	SF	I-55S -> SR 25
20+00	LLL	W20-1 (Road Work Ahead)	16	SF	I-55S -> SR 25
20+00	LLL	W20-1 (Road Work Ahead)	16	SF	I-55S -> SR 25
27+00	LLL	W20-1 (Road Work Ahead)	16	SF	Cool Papa Bell
35+00	LLL	W20-1 (Road Work Ahead)	16	SF	Lakeland Ln
35+00	RRL	W20-1 (Road Work Ahead)	16	SF	Lakeland Terrace
43+50	RRL	W20-1 (Road Work Ahead)	16	SF	Lakeward Dr
57+75	LLL	W20-1 (Road Work Ahead)	16	SF	I-55S -> SR 25
59+75	LLL	W20-1 (Road Work Ahead)	16	SF	I-55S -> SR 25
63+00	LLL	W20-1 (Road Work Ahead)	16	SF	I-55S -> SR 25
63+00	LLL	W20-1 (Road Work Ahead)	16	SF	I-55S -> SR 25
74+00	LLL	W20-1 (Road Work Ahead)	16	SF	I-55S -> SR 25
90+50	LLL	W20-1 (Road Work Ahead)	16	SF	I-55S -> SR 25
90+50	LLL	W20-1 (Road Work Ahead)	16	SF	I-55S -> SR 25
94+00	LLL	W20-1 (Road Work Ahead)	16	SF	I-55S -> SR 25
28+53	LLL	W20-1 (Road Work Ahead)	16	SF	I-55S -> SR 25
108+18	LLL	W20-1 (Road Work Ahead)	16	SF	I-55S -> SR 25
113+18	LLL	W20-1 (Road Work Ahead)	16	SF	I-55S -> SR 25
28+53	LLL	W20-1 (Road Work Ahead)	16	SF	I-55S -> SR 25
108+18	LLL	W20-1 (Road Work Ahead)	16	SF	I-55S -> SR 25
113+18	LLL	W20-1 (Road Work Ahead)	16	SF	I-55S -> SR 25
TOTAL			328	SF	
619-D1001 Standard Roadside Construction Signs, Less than 10 Square Feet					
Station	Location	Description	Quantity	Unit	Remarks
23+53	LRL & RRL	G20-2 (End Road Work)	16	SF	500' North of EOP
113+18	LLL & RLL	G20-2 (End Road Work)	16	SF	500' South of BOP
TOTAL			32	SF	
619-G4005 Barricades, Type III, Single Faced					
Station	Location	Description	Quantity	Unit	Remarks
28+53	LRL, RRL	Mounted on G20-1	12	LF	BOP
108+18	LLL, RLL	Mounted on G20-1	12	LF	EOP
23+53	LRL, RRL	Mounted on G20-2	12	LF	BOP
113+18	LLL, RLL	Mounted on G20-2	12	LF	EOP
TOTAL			48	LF	



- GENERAL NOTES**
1. REMOVE EXISTING MATERIALS TO DIMENSIONS DETERMINED BY THE ENGINEER.
 2. REMOVAL OF ASPHALT PATCHES AND CONCRETE PAVEMENT WILL BE PAID FOR UNDER THE APPROPRIATE PAY ITEM.
 3. REINFORCING BARS TO BE FIELD CUT AS DIRECTED BY THE ENGINEER. COST OF REQUIRED REINFORCING BARS TO BE INCLUDED IN THE BID PRICE OF THE CONCRETE PAVEMENT.
 4. REMOVAL OF FAILED BASE (PAY AS REMOVAL OF GEMENT TREATED BASE - S.V.A.) BACKFILL WITH CLASS "C" CONCRETE (BASE REPAIR).
 5. PAVEMENT EDGE ADJACENT TO SHOULDER SHALL BE FORMED.
 6. SEE SHEET NO. 102 FOR DETAILS NOT SHOWN.
 7. POLYETHYLENE SHEETING SHALL BE TWO (2) LAYERS OF 8 MIL THICKNESS, (ABSORBED ITEM).
 8. REINFORCING BARS WILL BE SUPPORTED AS SHOWN ON SHEET NO. 102.
 9. ALL SAW CUTS (3" DEPTH, FULL DEPTH AND LONGITUDINAL JOINT) WILL BE PAID FOR UNDER APPROPRIATE PAY ITEMS.
 10. #5 DEFORMED TIE BARS (20 IN. LONG @ 24 IN. O.C. SPACING) WILL BE PAID FOR UNDER APPROPRIATE PAY ITEM.
 11. THE TRANSVERSE BARS IN THE REPAIR AREA WILL BE SPACED ON 24" CENTERS REGARDLESS OF THE EXISTING SPACING OF THE TRANSVERSE STEEL.



Notice to Bidders No. 6688 - C

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

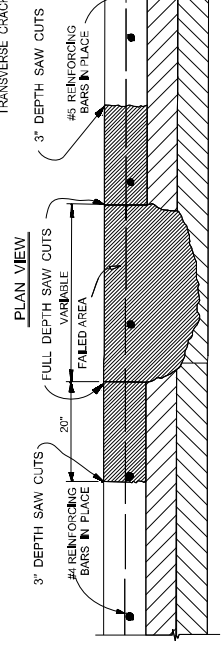
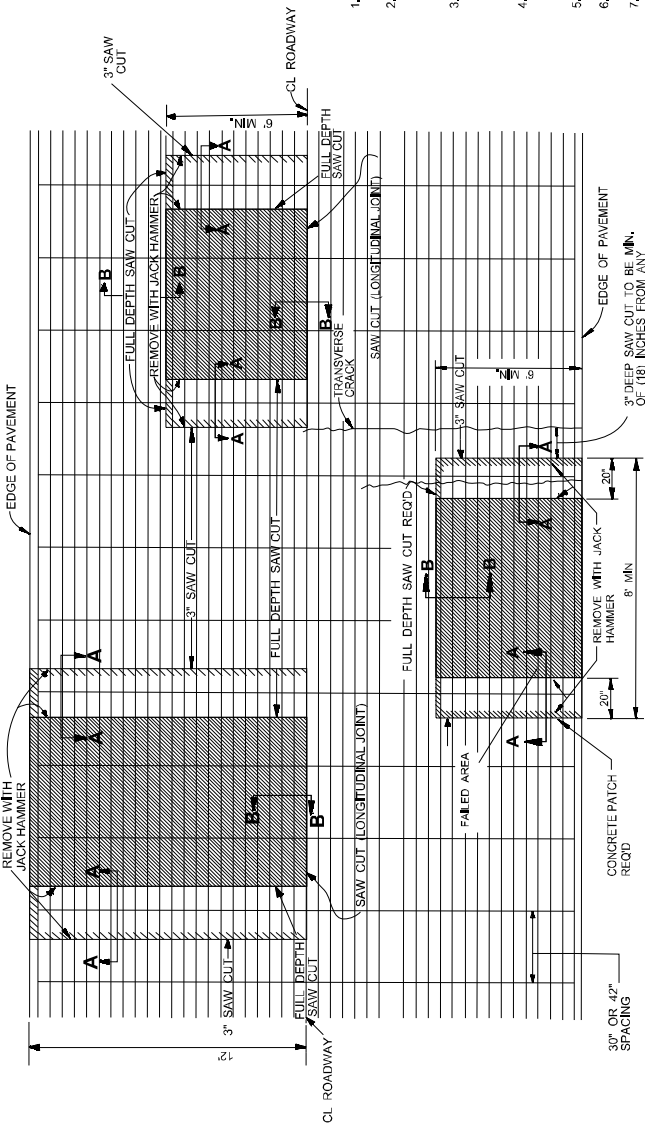
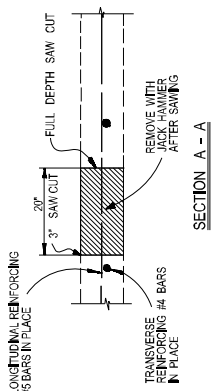
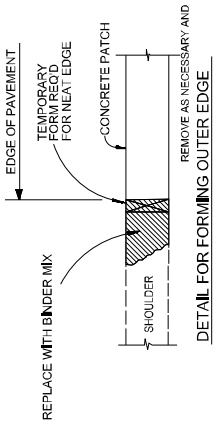
TYPICAL CRC PAVEMENT REPAIR (OPTIONAL WELDING METHOD)

PROJECT NO. :

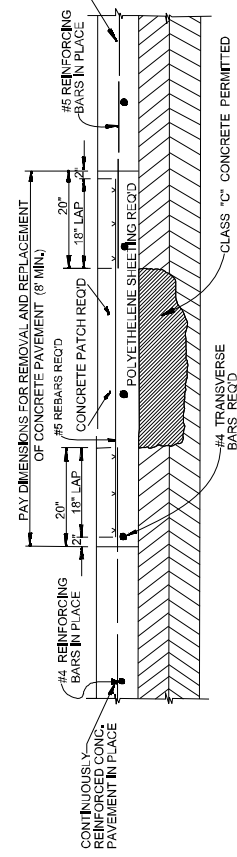
COUNTY :

DATE	12-12-98
DESIGN TEAM	CHECKED
FILE NAME	
NO. OF SHEETS	1-A
SHEET NUMBER	

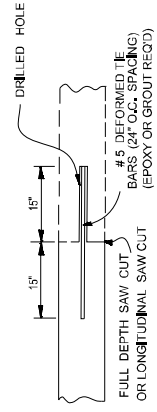
DATE	DESIGN TITLE	REVISED	DATE



SECTIONAL VIEW (SHOWING AREA TO BE REMOVED)



SECTIONAL VIEW (SHOWING REPLACED AREA)



SECTION B - B

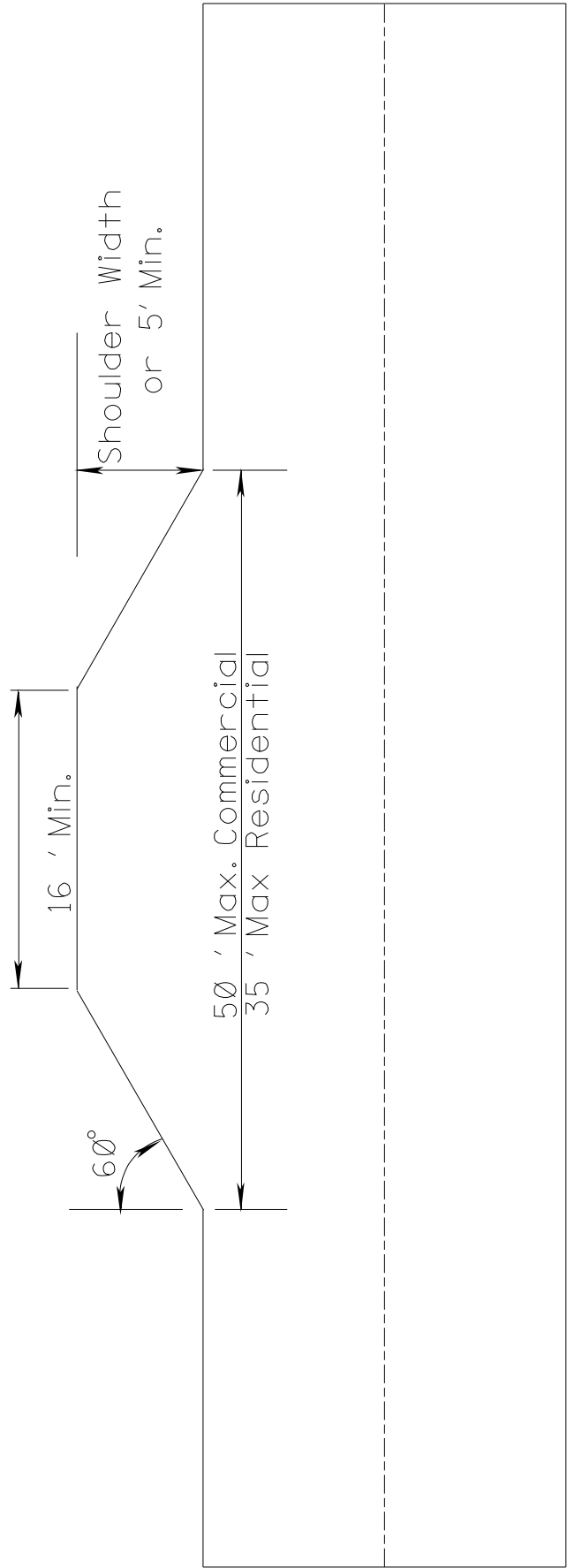
- GENERAL NOTES**
1. REMOVE EXISTING MATERIALS TO DIMENSIONS DETERMINED BY THE ENGINEER.
 2. REMOVAL OF ASPHALT PATCHES AND CONCRETE PAVEMENT WILL BE PAID FOR UNDER THE APPROPRIATE PAY ITEM.
 3. REINFORCING BARS TO BE FIELD CUT AS DIRECTED BY THE ENGINEER. COST OF REQUIRED REINFORCING BARS TO BE INCLUDED IN THE BID PRICE OF THE CONCRETE PAVEMENT.
 4. REMOVAL OF FAILED BASE (PAV) AS REMOVAL OF CEMENT BASE SHALL BE -SV-1, BACKFILL WITH CLASS "C" CONCRETE (BASE REPAIR).
 5. PAVEMENT EDGE ADJACENT TO SHOULDER SHALL BE PERFORMED.
 6. SEE SHEET NO. 102 FOR DETAILS NOT SHOWN.
 7. POLYETHYLENE SHEETING SHALL BE TWO (2) LAYERS OF 8 MIL THICKNESS. (ABSORBED ITEM).
 8. REINFORCING BARS WILL BE SUPPORTED AS SHOWN ON SHEET NO. 102.
 9. ALL SAW CUTS (3\"/>

Notice to Bidders No. 756 -- Construction

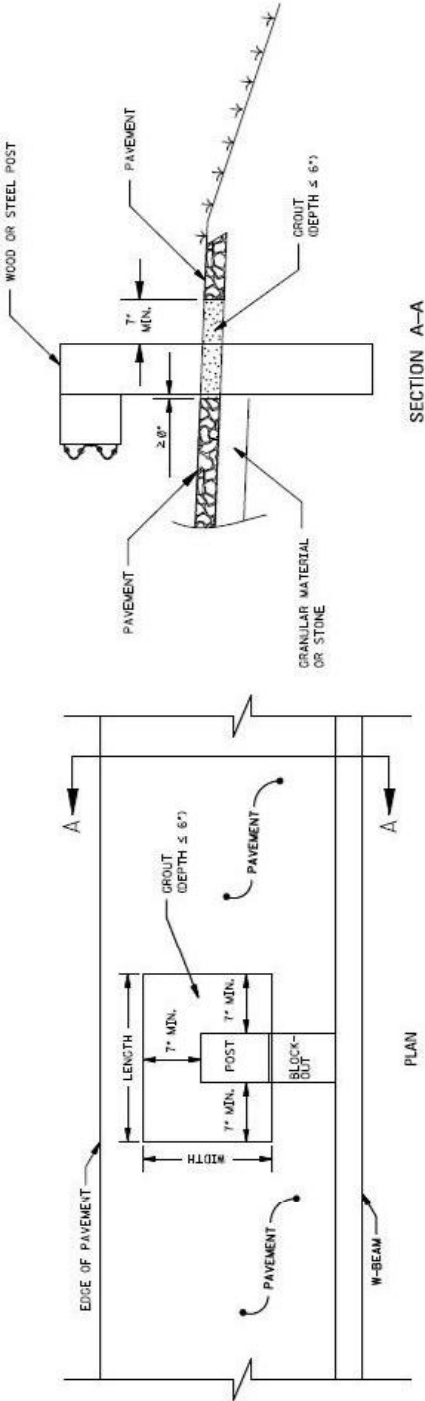
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
TYPICAL CRC PAVEMENT REPAIR

WORKSHEET NUMBER	CR-1B
SHEET NUMBER	
PROJECT NO.:	
COUNTY:	
DATE:	
DESIGN TITLE:	
REVISED:	

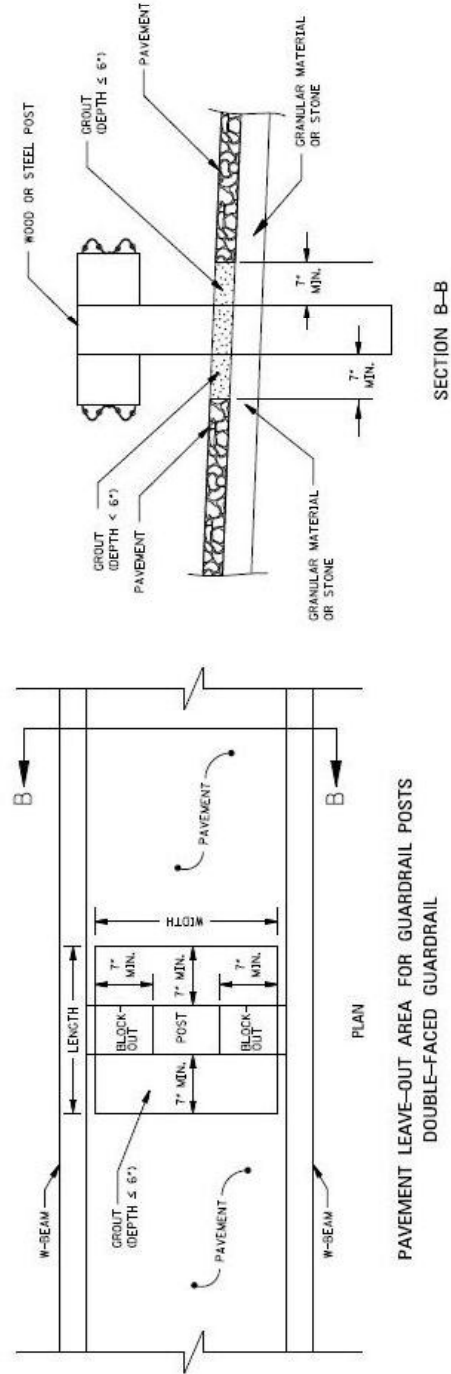
TYPICAL RAMP/PAD DETAIL



Guardrail Post Installation in Paved Areas



PAVEMENT LEAVE-OUT AREA FOR GUARDRAIL POSTS
SINGLE-FACED GUARDRAIL



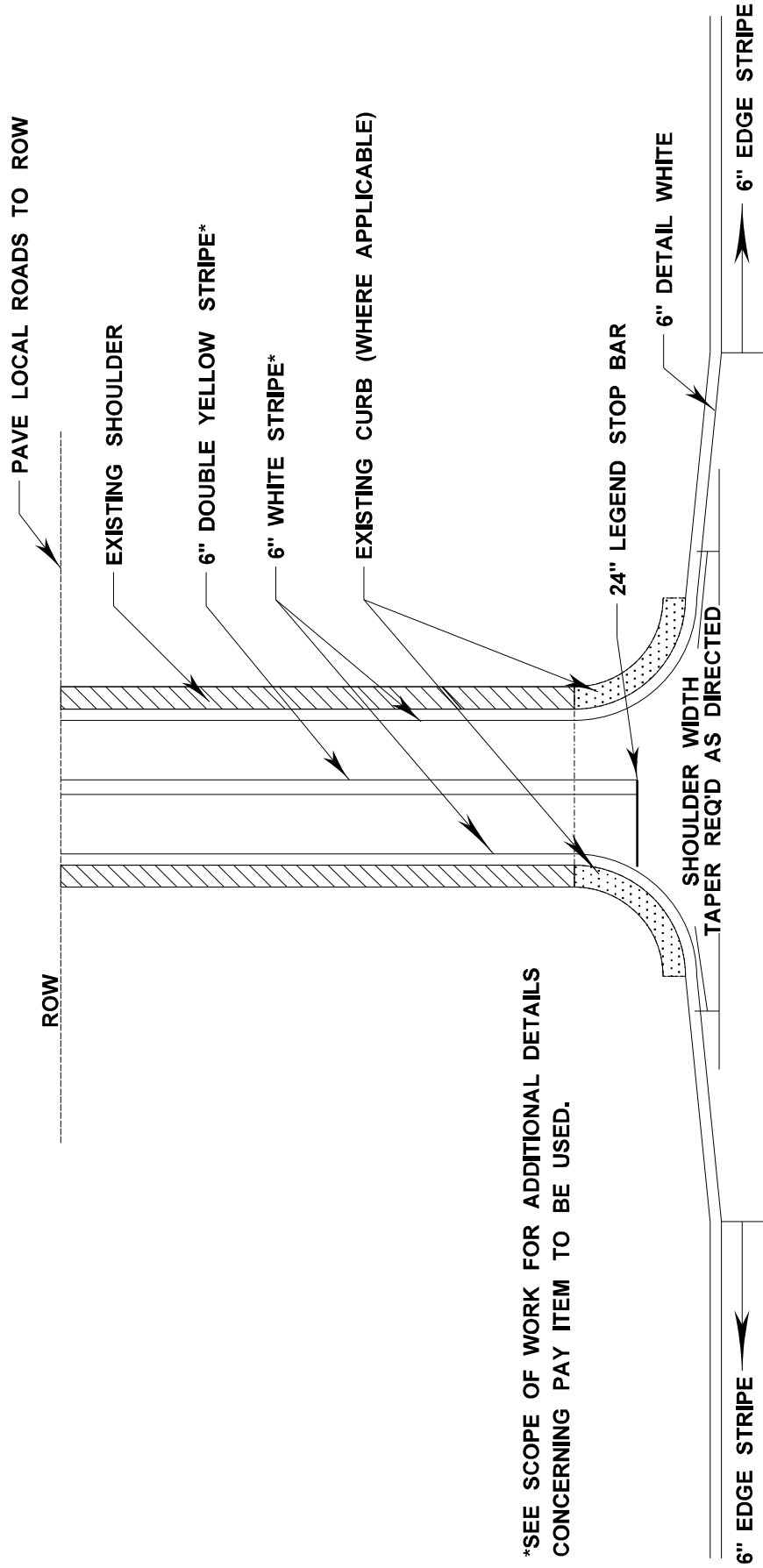
PAVEMENT LEAVE-OUT AREA FOR GUARDRAIL POSTS
DOUBLE-FACED GUARDRAIL

POST	SINGLE-FACED		DOUBLE-FACED	
	LENGTH (IN.)	WIDTH (IN.)	LENGTH (IN.)	WIDTH (IN.)
6" x 8" WOOD	7	5	7	5
6" x 8" WOOD	7	5	7	5
10" x 10" WOOD	24	17	24	24
#6 x 3 STEEL	18	13	18	28

GENERAL NOTES

- GUARDRAIL POSTS SHALL NOT BE COMPLETELY SURROUNDED BY PAVEMENT. THE AREA BEHIND AND LATERAL OF THE POST SHALL HAVE A MINIMUM 7" CLEARANCE FROM THE PAVEMENT. THIS AREA SHALL BE FILLED WITH A LOW STRENGTH GROUT WITH A MAXIMUM 28 DAY COMPRESSIVE STRENGTH OF 120 PSL.
- GROUT SHALL BE INSTALLED AT A DEPTH EQUAL TO THE SURROUNDING PAVEMENT UP TO A MAXIMUM OF 6". IF SURROUNDING PAVEMENT IS GREATER THAN 6", THE DIFFERENCE SHALL BE FILLED IN WITH SHOULDER GRANULAR MATERIAL.
- COST OF GROUT SHALL BE ABSORBED IN THE COST OF OTHER ITEMS BID.
- PAVEMENT LEAVE-OUT AREAS ARE REQUIRED FOR STEEL AND WOOD POSTS.
- STANDARD EMBEDMENT DEPTHS STILL APPLY, MEASURED FROM THE TOP OF THE PROJECTED PAVEMENT SURFACE.

STRIPE DETAIL - LOCAL ROADS

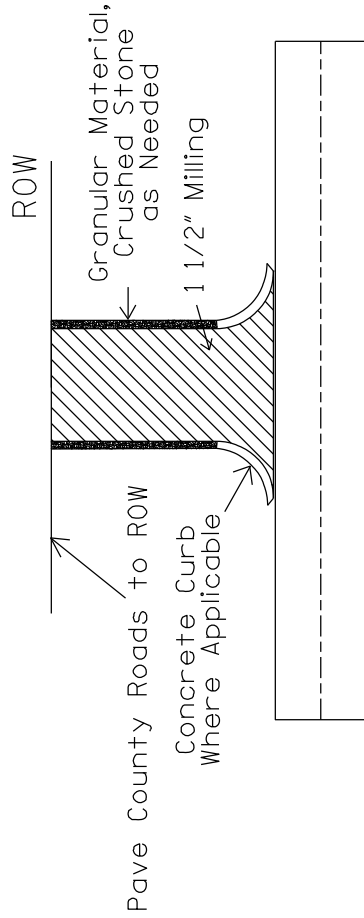


*SEE SCOPE OF WORK FOR ADDITIONAL DETAILS CONCERNING PAY ITEM TO BE USED.


NOTE: CENTERLINE STRIPE SHALL BE OMITTED ON LOCAL ROADS WHOSE WIDTH IS LESS THAN 20 FEET.

Milling and Paving Detail County Roads SR25 Hinds County

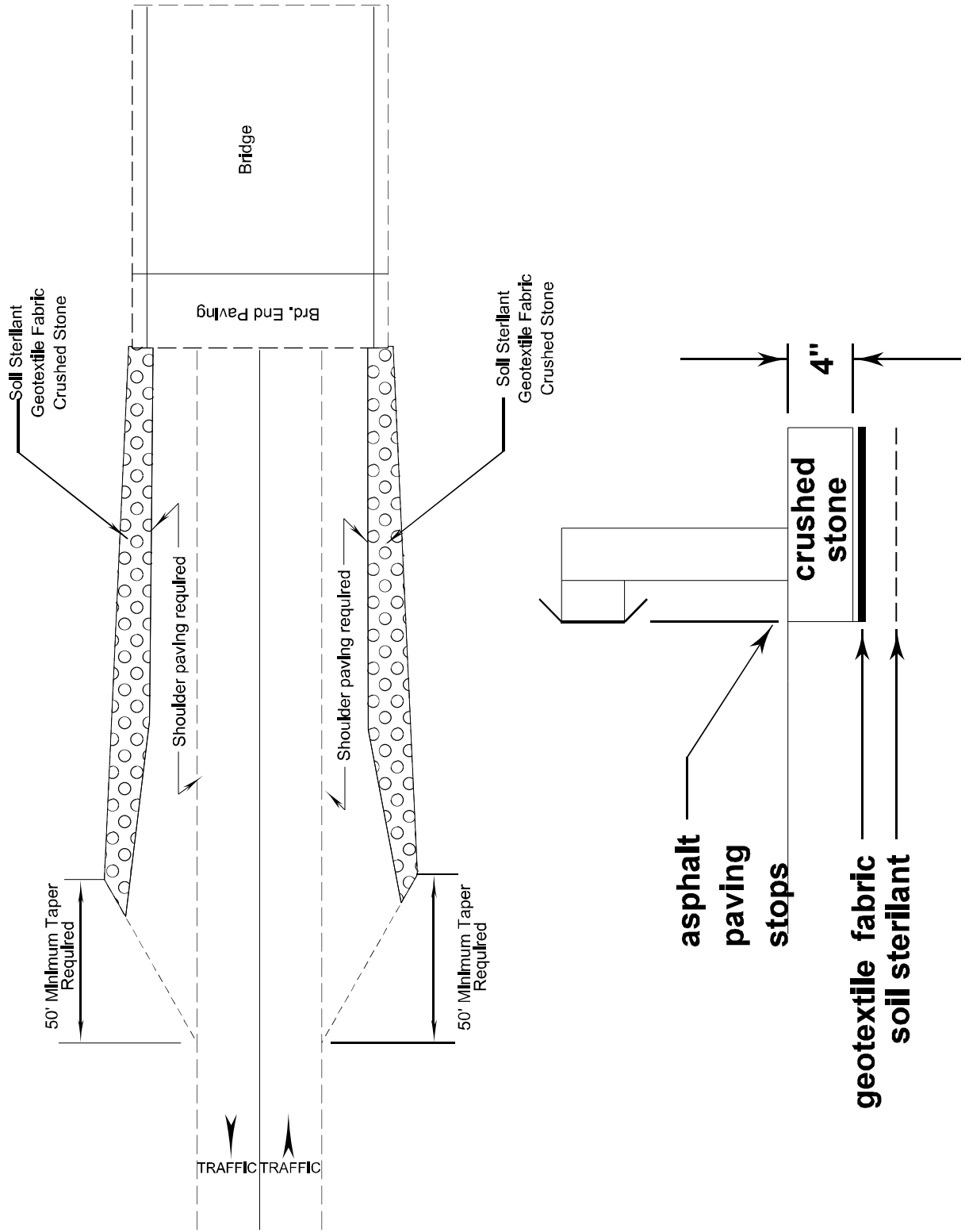
County Roads:
 CoolPapa Bell
 Museum Blvd
 CoolPapa Bell
 Lakeland Ln
 Lakeland Terrace
 Lakeward Dr
 Southerland Dr.
 River Hills Dr.
 Ridgewood Rd.
 Ridgewood Rd.
 Crane Ridge Dr.
 Lakeland Cir
 River Ridge Dr.
 Lakeland Cir.

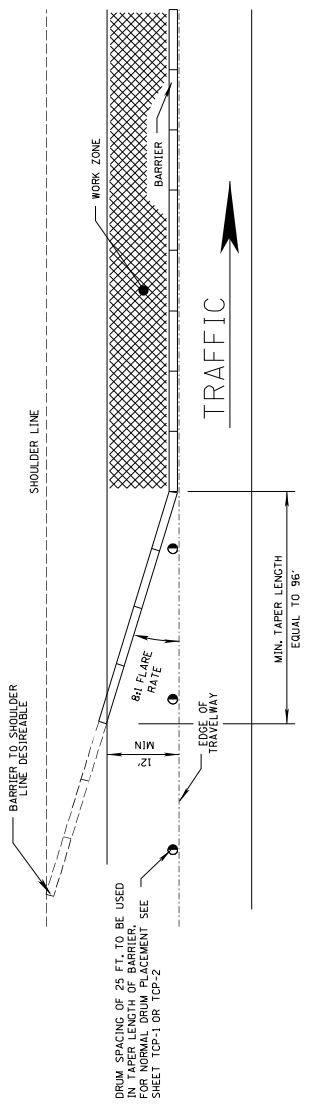


Notes:

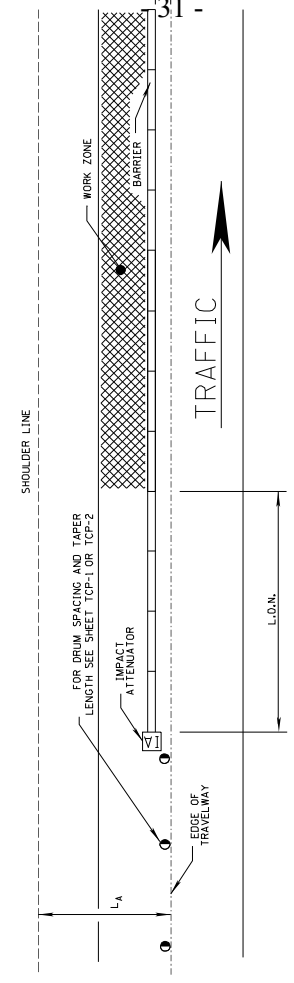
- Mill limits of county/local roads at a depth of 1 1/2".
- Place 1 1/2" of MT 9.5mm Mixture to tie to mainline overlay.
- Milling/Paving area = 

TYPICAL DETAIL OF ADDITIONAL SHOULDER PAVING REQUIRED AT GUARDRAIL LOCATIONS





DETAIL OF POSITIVE BARRIER WITH TAPER



DETAIL OF POSITIVE BARRIER WITH IMPACT ATTENUATOR

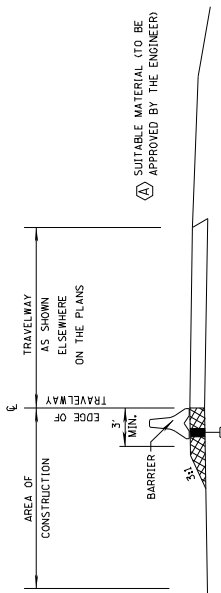
NOTES:
1. LENGTH OF NEED, L.O.N. = $\frac{L_1 L_2}{L_1 + L_2}$

WHERE: L_1 = LATERAL EXTENT OF THE AREA OF CONCERN
 L_1 = RUNOUT LENGTH
 L_2 = LATERAL OFFSET FROM EDGE OF TRAVELED WAY TO BARRIER.

GENERAL NOTES:
1. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER OTHER BID ITEMS.
2. FOR DETAILS OF DRUM PLACEMENT SEE OTHER TRAFFIC CONTROL PLANS.

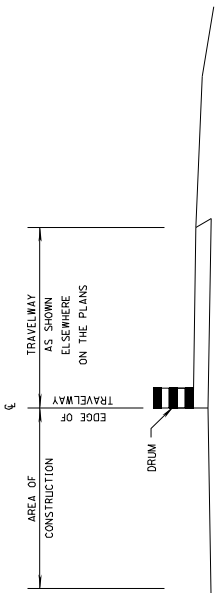
2. RUNOUT LENGTH (L_2) IS TO BE DETERMINED USING THE FOLLOWING TABLE:

DESIGN SPEED (mph)	OVER 10,000 veh/day	5,000-10,000 veh/day	1,000-5,000 veh/day	UNDER 1,000 veh/day
70	360	330	290	250
60	300	250	210	200
50	230	190	160	150
40	160	130	110	100
30	110	90	80	70



ELEVATION VIEW FOR POSITIVE BARRIER

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



ELEVATION VIEW FOR DRUM

NOTES:
1. WHILE WORK IS BEING PERFORMED WITHIN THE LANE CLOSURE DROP-OFFS MUST BE PROTECTED WITH DRUMS, ETC. IN EMERGENCIES EXCAVATED SECTION MAY BE BACKFILLED WITH GRANULAR MATERIAL, STONE OR OTHER APPROVED MATERIAL TO AVOID OVERNIGHT DROP-OFFS.
2. LANE CLOSURES WITH OPEN PUNCH OUT AREAS MAY NOT BE LEFT UNATTENDED WHEN DRUMS ARE BEING USED FOR LANE CLOSURE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
LANE CLOSURE DETAILS FOR GREATER THAN 3 INCH DROPOFF

PROJ. NO.: _____
COUNTY: _____

WORKING NUMBER _____
SHEET NUMBER _____

DATE _____
DESIGN TEAM _____
UPDATE _____
CHECKED _____
DATE _____

Mill & Overlay & Concrete Rehabilitation on approximately 2 miles of SR 25 from the BOSM to the Rankin County Line & Frontage Roads, known as Federal Aid Project No. NHPP-0056-01(114) / 109228301 & State Project No. SP-0056-01(124) / 109228302 in Hinds County.

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
Roadway Items					
0010	202-B009		452	Square Yard	Removal of Asphalt Pavement, Failed Areas
0020	202-B045		73	Square Yard	Removal of Cement Treated Base, All Depths
0030	202-B069		146	Square Yard	Removal of Concrete Pavement w/ Variable Depth Overlay
0040	202-B088		46	Linear Feet	Removal of Curb & Gutter, All Types
0050	202-B096		747	Linear Feet	Removal of Debris and Sand From Box Culvert, 10-foot and Greater Width
0060	202-B158		1,375	Linear Feet	Removal of Guard Rail, Including Rails, Posts and Terminal Ends
0070	202-B240		11,526	Linear Feet	Removal of Traffic Stripe
0080	203-G002	(E)	68	Cubic Yard	Excess Excavation, LVM, AH
0090	209-A005		138	Square Yard	Geotextile Stabilization, Type V, Non-Woven
0100	304-B003	(GT)	110	Ton	Granular Material, Class 5, Group C
0110	304-D002	(GT)	50	Ton	Granular Material, Crushed Stone
0120	406-D001		158,600	Square Yard	Fine Milling of Bituminous Pavement, All Depths
0130	407-A001	(A2)	16,900	Gallon	Asphalt for Tack Coat
0140	503-A001	(C)	146	Square Yard	8" and Variable Continuously Reinforced Concrete Pavement, Broom Finish
0150	503-B001		112	Linear Feet	Saw Cut, Longitudinal Joints
0160	503-C004		300	Linear Feet	Saw Cut, 3-inch
0170	503-C010		2,256	Linear Feet	Saw Cut, Full Depth
0180	503-D001		20	Cubic Yard	Concrete for Base Repair
0190	503-E002		70	Each	Tie Bars, No. 5 Deformed Drilled and Epoxied or Grouted
0200	606-B003		1,000	Linear Feet	Guard Rail, Class A, Type 1, 'W' Beam, Metal Post
0210	606-D020		2	Each	Guard Rail, Bridge End Section, Type H, Metal Post
0220	606-D023		4	Each	Guard Rail, Bridge End Section, Type I, Metal Post
0230	606-E005		6	Each	Guard Rail, Terminal End Section, Flared
0240	609-D007	(S)	46	Linear Feet	Combination Concrete Curb and Gutter Type 3 Modified
0250	619-A1001		15	Mile	Temporary Traffic Stripe, Continuous White
0260	619-A2001		19	Mile	Temporary Traffic Stripe, Continuous Yellow
0270	619-A3001		34	Mile	Temporary Traffic Stripe, Skip White
0280	619-A5001		75,500	Linear Feet	Temporary Traffic Stripe, Detail
0290	619-A6001		6,431	Square Feet	Temporary Traffic Stripe, Legend
0300	619-A6002		11,648	Linear Feet	Temporary Traffic Stripe, Legend
0310	619-D1001		32	Square Feet	Standard Roadside Construction Signs, Less than 10 Square Feet
0320	619-D2001		328	Square Feet	Standard Roadside Construction Signs, 10 Square Feet or More

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
0330	619-G4005		48	Linear Feet	Barricades, Type III, Single Faced
0340	620-A001		1	Lump Sum	Mobilization
0350	629-A002		4	Each	Vehicular Impact Attenuator, 50 MPH
0360	630-F006		38	Each	Delineators, Guard Rail, White
0370	630-F007		7	Each	Delineators, Guard Rail, Yellow
0380	630-G005		6	Each	Type 3 Object Markers, OM-3R or OM-3L, Post Mounted
0390	815-A007	(S)	300	Ton	Loose Riprap, Size 300
0400	907-403-A014	(BA1)	13,900	Ton	9.5-mm, MT, Asphalt Pavement
0410	907-403-B002	(BA1)	136	Ton	12.5-mm, MT, Asphalt Pavement, Leveling
0420	907-413-E001		1,197	Linear Feet	Sawing and Sealing Transverse Joints in Asphalt Pavement
0450	907-618-A001		1	Lump Sum	Maintenance of Traffic
0460	907-618-M2001		1,000	Hours	Work Zone Law Enforcement [\$60.00]
0470	907-626-A007		12	Mile	6" Thermoplastic Double Drop Traffic Stripe, Skip White
0480	907-626-B004		8	Mile	6" Thermoplastic Double Drop Traffic Stripe, Continuous White
0490	907-626-E003		9	Mile	6" Thermoplastic Double Drop Traffic Stripe, Continuous Yellow
0500	907-626-G006		24,393	Linear Feet	Thermoplastic Double Drop Detail Stripe, White
0510	907-626-G007		13,227	Linear Feet	Thermoplastic Double Drop Detail Stripe, Yellow
0520	907-626-H006		3,296	Square Feet	Thermoplastic Double Drop Legend, White
0530	907-626-H007		5,824	Linear Feet	Thermoplastic Double Drop Legend, White
0540	907-627-K001		2,571	Each	Red-Clear Reflective High Performance Raised Markers
0550	907-627-L001		301	Each	Two-Way Yellow Reflective High Performance Raised Markers