

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>8/21/2025</u>	ADDENDUM NO.	_____	DATED	_____
ADDENDUM NO.	_____	DATED	_____	ADDENDUM NO.	_____	DATED	_____
ADDENDUM NO.	_____	DATED	_____	ADDENDUM NO.	_____	DATED	_____

Number

Description

1 Revised NTB No. 7134; Amendment EBSx Download Required.

TOTAL ADDENDA: 1

(Must agree with total addenda issued prior to opening of bids)

Respectfully Submitted,

DATE _____

Contractor

BY _____

Signature

TITLE _____

ADDRESS _____

CITY, STATE, ZIP _____

PHONE _____

FAX _____

E-MAIL _____

(To be filled in if a corporation)

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

President

Address

Secretary

Address

Treasurer

Address

The following is my (our) itemized proposal.

STBG-9999-06(381)/ 108780306000

Jasper County(ies)

Revised 01/26/2016

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 -NOTICE TO BIDDERS NO. 7134

CODE: (SP)

DATE: 08/21/2025

SUBJECT: Scope of Work

PROJECT: STBG-9999-06(381) / 108780306 – Jasper 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, "Attached Drawings".

Minor changes in detail of design or construction procedure may be authorized by the Director of Structures, State Bridge Engineer provided such changes will not be cause for contract price adjustment. Work for which no pay item is provided will not be paid for directly and shall therefore be considered an absorbed item of work.

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

All details are based on the dimensions shown on the original plans for the existing structure. The Contractor shall be responsible for adjusting the elements of the new construction to ensure a proper fit with the existing structure. The Contractor shall verify all dimensions of the existing structure prior to beginning work.

During construction, care shall be exercised to ensure that no debris falls into the roadway crossing below the structure. All debris, including any material that has accumulated on the bridge caps, shall become the property of the Contractor and shall be removed from the construction site.

Work on the project shall consist of the following repairs to bridge # 20.3 (11913) located on SR 528 in Jasper County.

Scope of Work – Bridges 11913

- Remove and replace bearings at specified locations in accordance with the Attached Drawings.
- Remove and rebuild portions of both endwalls in accordance with the notes and details shown in the Attached Drawings.
- Remove joint armor and install preformed joint seals at all open joints.
- Clean all caps.
- Apply Class 2 spray finish to the bridge railing.

- Underseal void under slope paving at Bent 5.
- Install Polymer Cement Surface System on the entire bridge deck.

Joint Repair & Sealing:

The joint repair at the end bents shall include installation of the preformed joint seal and other necessary work per the included Attached Drawings or as directed by the Engineer. For more information on joint repair at the end bents, see the Endwall Repair notes in this document.

The joint repair at the intermediate bents shall include installation of the preformed joint seal and other necessary work per note notes and details outlined in the Attached Drawings.

The removal of all armored joints and concrete blockouts shall be paid for under pay item 202-B: Removal of Joint Material.

The joints shall be sealed by one of the three approved Manufacturers listed in Special Provision 907-823 and installed according to the Manufacturer's specifications. Joint repair will be paid for under pay item 907-808-A: Joint Repair Without Epoxy. New preformed joints shall be paid for under pay item 907-823-A: Preformed Joint Seal, Type I. All 1/4-inch seats shall be formed into the new elastomeric concrete.

The rebuilding of the bridge joints with elastomeric concrete after removal of armored joint shall be paid for under pay item 907-824-PP: Bridge Repair, Elastomeric Concrete.

All joint repairs shall be completed prior to the installation of the Polymer Cement Surface System. The new preformed joints shall be installed after the installation of the Polymer Cement Surface System.

Endwall Repair:

Both endwalls shall be repaired in accordance with the notes and details shown in the Attached Drawings. The endwalls shall be rebuilt with elastomeric concrete after removal of the existing joint armor. All work required to remove the joint armor and remove and rebuild portions of the endwall shall be paid for under pay item 907-824-PP: Bridge Repair, Endwall Repair.

Polymer Cement Surface System

The patterning of the Polymer Cement Surface System (PCSS) shall be one of the following types:

1. Raised Checkerboard Pattern
2. Raised Hexagonal Pattern
3. Raised Staggered Hexagonal Pattern

The pattern shall be submitted to the Engineer for approval prior to any work being performed. PCSS shall be placed along the full length and width of the bridge deck. This work will be paid for under pay item 907-417-A: Polymer Cement Surface System.

Bearing Replacements:

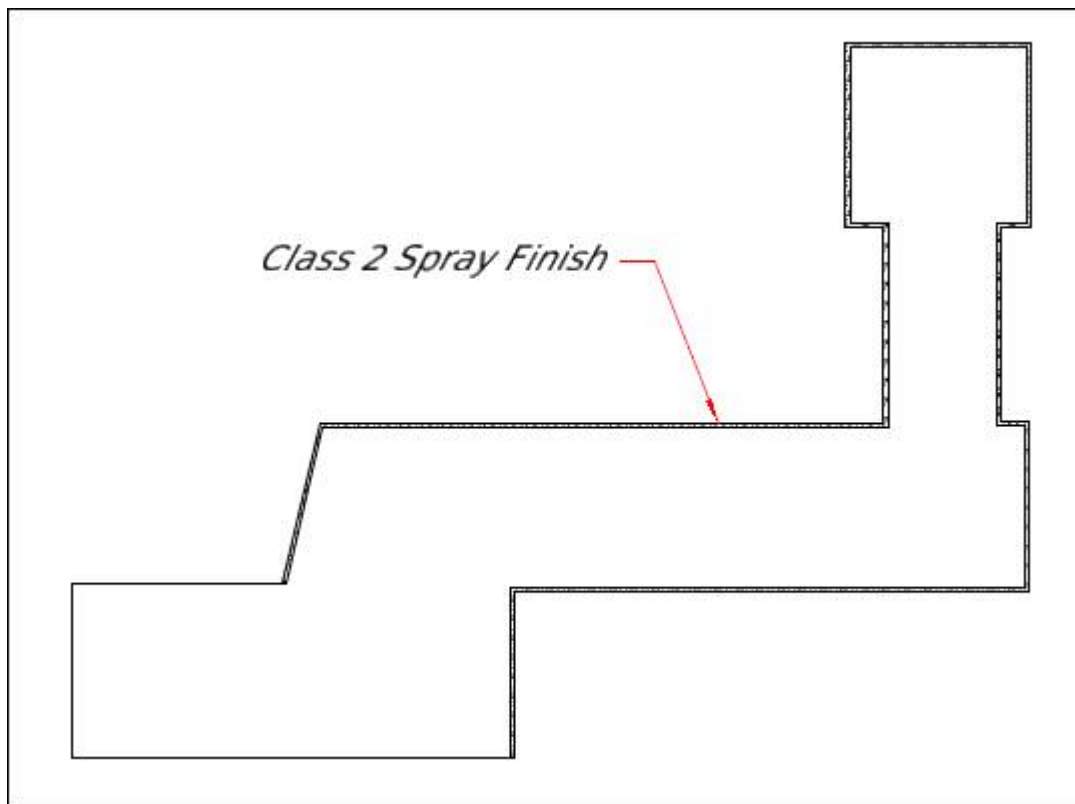
Bearings shall be replaced in accordance with Subsection 907-824.03.4 and the details shown in the Attached Drawings. Payment for this work shall be made under pay item 907-824-D: Bearing Replacements. **Bearing Pads shall not be vulcanized to bearing plates.**

It is the responsibility of the Contractor to provide field measured bearing heights, and to ensure that the new bearing assemblies will match the existing measured heights. Any additional work required to match the new bearing assemblies to the existing height shall be performed by the Contractor at no additional cost to the State.

Class 2 Spray Finish

Railing cleaning shall be performed by pressure washing the railings to the satisfaction of the Project Engineer. The pressure washer shall be able to maintain 3500 psi of pressure. Class 2 spray finish shall be applied to railing after cleaning. All work to clean and apply Class 2 spray finish shall be paid for under pay item 907-824-PP: Bridge Repair, Class 2 Spray Finish.

Class 2 Spray Finish shall encompass all sides of the curb, all sides of the rail, and the exterior face of the deck, as shown below.



Cap Cleaning

Cap cleaning shall be performed in accordance with Subsection 907-824.03.3. This item of work shall be paid for under pay item 907-824-C: Cap Cleaning.

Undersealing

Voids under slope paving at bent 5 shall be filled with injectable urethane compound material meeting the required properties in table below. Prior to injection, the site shall be prepared according to the Manufacturer's recommendations.

Urethane compound shall be installed in strict accordance with Manufacturer's instructions. All labor, preparations and materials associated with filling the voids underneath the bent caps shall be included in pay item 907-420-A: Undersealing.

Required Urethane Compound Properties		
Property	Minimum Requirement	ASTM Test Method
Density	4.0 pcf	D 1622
Tensile Strength	100 psi	D 1622
Compressive Strength	90 psi	D 1621

Contractor Submittals:

Prior to any construction or fabrication, the Contractor shall comply with the following submittal requirements.

Field Verification Submittal:

All dimensions of the existing bearing assemblies and caps shall be field verified. This submittal shall be sent with the new bearing shop drawings.

Shop Drawing Submittal:

The Contractor shall submit shop drawings of the new bearing assemblies for approval by the Director of Structures, State Bridge Engineer for approval. Shop Drawings will not be approved without the Field Verification Submittal.

Jacking Plan Submittal:

The Contractor shall submit a set of bracing and jacking arrangement plans along with design calculations. The Contractor shall employ the services of a Mississippi registered Professional Engineer knowledgeable in the field of bridge design. The submitted plans shall bear the seal of the Professional Engineer.

Containment Plan Submittal:

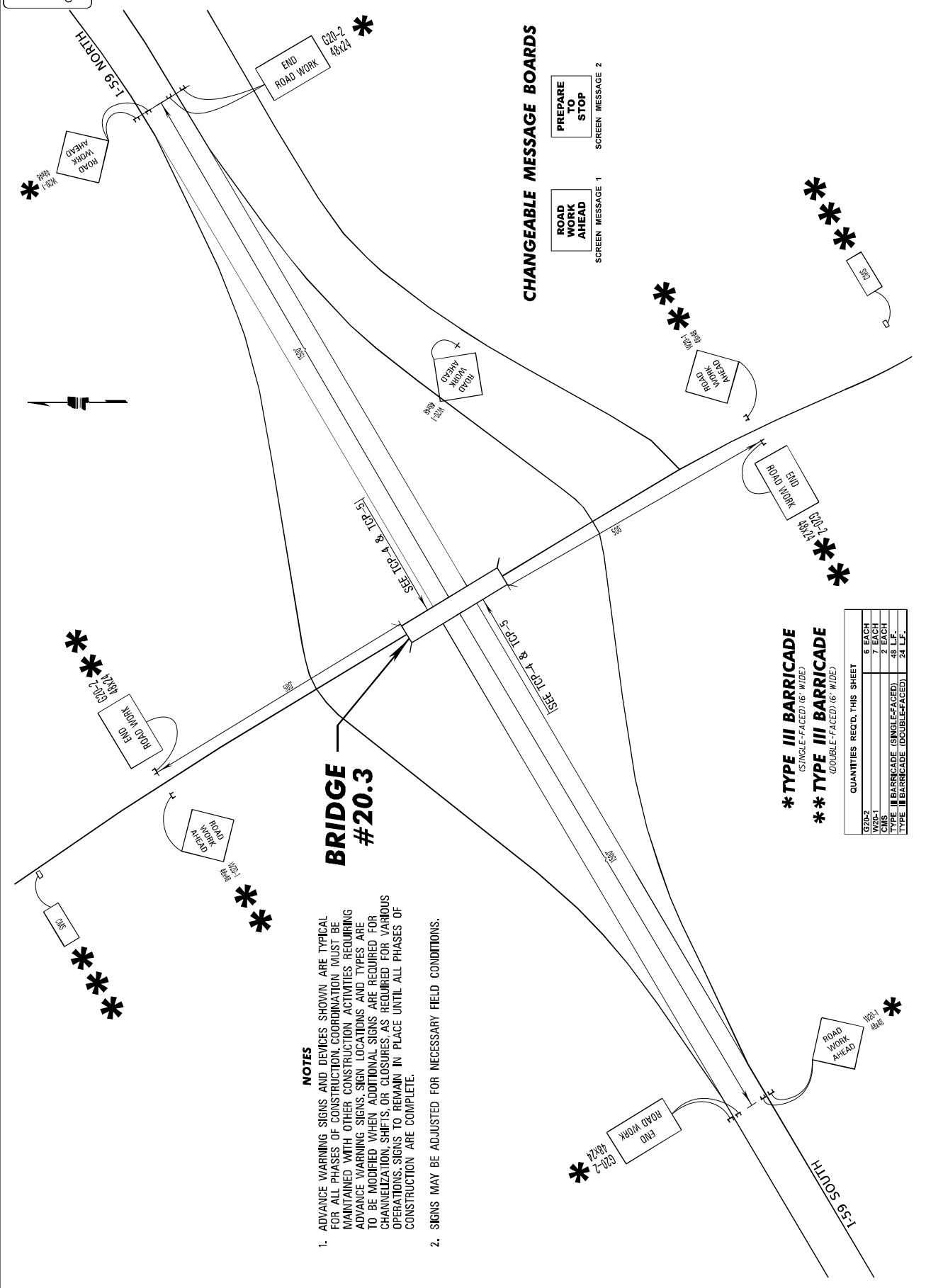
The Contractor shall submit a containment plan associated with the work items described in this document to the Director of Structures, State Bridge Engineer for approval.

Polymer Cement Surface System Submittal:

The Contractor shall submit a proposed pattern for the Polymer Cement Surface System.

Traffic Control Plan:

The Contractor shall erect and maintain construction signing and provide all signs and traffic handling devices necessary to safely maintain traffic around or through the work areas in accordance with the Traffic Control Plan. Payment shall be included in the price bid for Pay item 907-618-A: Maintenance of Traffic.



NOTES

1. ADVANCE WARNING SIGNS AND DEVICES SHOWN ARE TYPICAL FOR ALL PHASES OF CONSTRUCTION. COORDINATION MUST BE MAINTAINED WITH OTHER CONSTRUCTION ACTIVITIES REQUIRING ADVANCE WARNING SIGNS. SIGN LOCATIONS AND TYPES ARE TO BE MODIFIED WHEN ADDITIONAL SIGNS ARE REQUIRED FOR CHANNELIZATION, SHIFTS, OR CLOSURES. AS REQUIRED FOR VARIOUS OPERATIONS, SIGNS TO REMAIN IN PLACE UNTIL ALL PHASES OF CONSTRUCTION ARE COMPLETE.
2. SIGNS MAY BE ADJUSTED FOR NECESSARY FIELD CONDITIONS.

**BRIDGE
#20.3**

CHANGEABLE MESSAGE BOARDS

ROAD WORK AHEAD
SCREEN MESSAGE 1

PREPARE TO STOP
SCREEN MESSAGE 2

*** TYPE III BARRICADE**
(SINGLE-FACED) (6' WIDE)

**** TYPE III BARRICADE**
(DOUBLE-FACED) (6' WIDE)

QUANTITIES REQD. THIS SHEET	
G20-2	6 EACH
W20-1	7 EACH
TYPE III BARRICADE (SINGLE-FACED)	48 EACH
TYPE III BARRICADE (DOUBLE-FACED)	24 L.F.

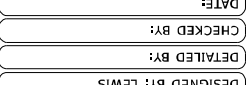
SIGNS REQUIRED (CONT'D)					
SIGN NO.	SIZE	UNIT AREA SQR. FT.	QUAN. REQ'D	TOTAL SIGN AREA FT ²	REMARKS
W1 - 1L	48" X 48"	16.00 *			↙
W1 - 1R	48" X 48"	16.00 *			↘
W1 - 2L	48" X 48"	16.00 *			↙
W1 - 2R	48" X 48"	16.00 *			↘
W1 - 3L	48" X 48"	16.00 *			↙
W1 - 3R	48" X 48"	16.00 *			↘
W1 - 4AL	48" X 48"	16.00 *			↙
W1 - 4AR	48" X 48"	16.00 *			↘
W1 - 5L	48" X 48"	16.00 *			↙
W1 - 5R	48" X 48"	16.00 *			↘
W1 - 6L	48" X 24"	8.00			→
W1 - 6L	60" X 30"	12.50 *			→
W1 - 6R	48" X 24"	8.00			→
W1 - 6R	60" X 30"	12.50 *			→
W1 - 7	48" X 24"	8.00			↔
W1 - 7	60" X 30"	12.50 *			↔
W1 - 8L	18" X 24"	3.00			☑
W1 - 8L	36" X 48"	12.00 *			☑
W1 - 8R	18" X 24"	3.00			☑
W1 - 8R	36" X 48"	12.00 *			☑
W1-9L	48" X 48"	16.00 *			↙
W1-9L	48" X 48"	16.00 *			↘
W2-6	36" X 36"	9.00			⊙
W3-1a	48" X 48"	16.00 *			⚠
W3-2a	48" X 48"	16.00 *			⚠
W3-3	48" X 48"	16.00 *			⚠
W3-5	48" X 48"	16.00 *			⚠
W4-1R	48" X 48"	16.00 *			↓
W4-1R	48" X 48"	16.00 *			↓
W4-2L	48" X 48"	16.00 *			↓
W4-2R	48" X 48"	16.00 *			↓
W4-3L	48" X 48"	16.00 *			↓
W4-3R	48" X 48"	16.00 *			↓
W4-6	48" X 48"	16.00 *			↓
W5-1a	48" X 48"	16.00 *			PLATE NARROWS
W6-1	48" X 48"	16.00 *			↙
W6-2	48" X 48"	16.00 *			↘
W6-3	48" X 48"	16.00 *			↙
W6-1	48" X 48"	16.00 *			↘
WB-4	48" X 48"	16.00 *			BUMP
WB-4	48" X 48"	16.00 *			SOFT SHOULDER
WB-6	48" X 48"	16.00 *			TRUCK CROSSING

5 BLACK STRIPES ON YELLOW BACKGROUND
6 INTERSTATE USE ONLY
7 TOP OF SIGN - BLACK LETTERING ON ORANGE BACKGROUND

3. STATE ROUTE MARKER

4. COLORS OF CARDINAL DIRECTION MARKERS AND DIRECTIONAL ARROWS SHALL BE APPROPRIATE TO MATCH ACCOMPANYING ROUTE MARKERS.

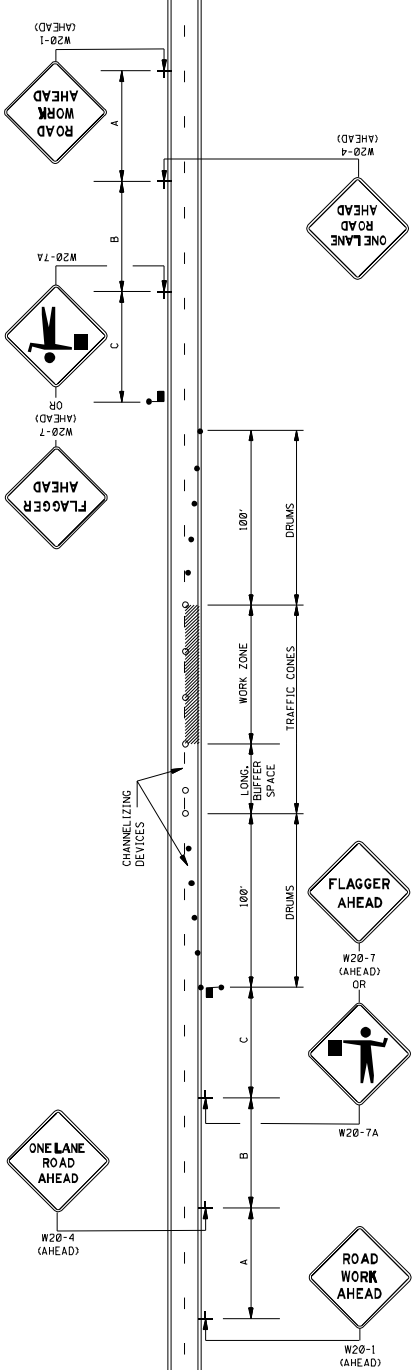
CONSTRUCTION



TRAFFIC CONTROL SIGNS
ESTIMATED QUANTITIES
-- 7/15/84
Notice to Bidders No. 7154

SHEET ID
TCP-0

SHEET NO.
2



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

GENERAL NOTES:

1. THE LOCATION OF CHANNELIZING DEVICES AND THE WORK AREA LAYOUT SHALL BE BASED ON THE CRITERIA IN THE FOLLOWING TABLE. FLAGGER STATIONS SHALL BE LOCATED SUCH THAT APPROACH AND EXIT TAPERS ARE FULLY COVERED BY THE STOPPING DISTANCE. STOPPING DISTANCE SHALL BE BASED ON STOPPING VALUES IN STOPPING SIGHT DISTANCE COLUMN MAY BE USED AS A MINIMUM FOR THIS DISTANCE.

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

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

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

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

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

REVISION
BY
DATE

ISSUE DATE: AUGUST 01, 2017

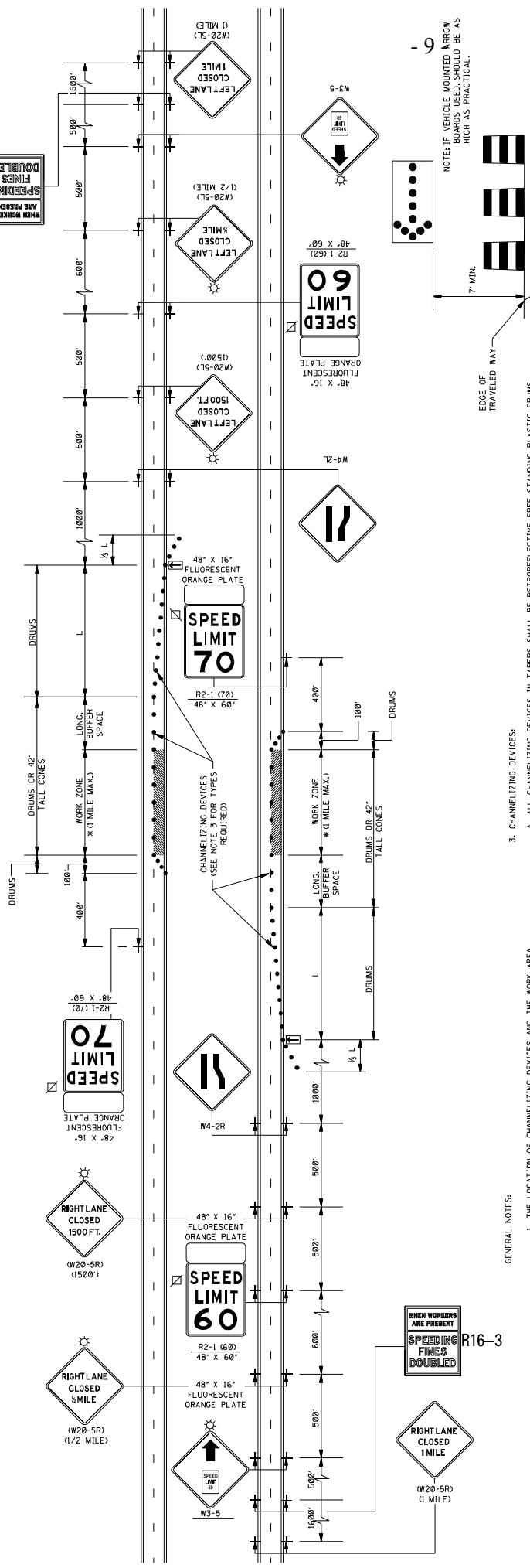
PROJECT NUMBER
7134

DRAWING NUMBER
TICP-1

SHEET NUMBER
6351

R16-3

WHEN WORKERS
ARE PRESENT
SPEEDING
FINES
DOUBLED



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

EDGE OF
TRAVELED WAY

3. CHANNELIZING DEVICES:

- ALL CHANNELIZING DEVICES IN TAPERS SHALL BE RETROREFLECTIVE FREE STANDING PLASTIC DRUMS.
- CHANNELIZING DEVICES IN TANGENTS MAY BE EITHER RETROREFLECTIVE FREE STANDING PLASTIC DRUMS OR 42" TALL CONES.
- ALL CHANNELIZING DEVICES SHALL BE RETROREFLECTIVE.
- RETROREFLECTORIZATION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE M.U.T.I.C.D.
- DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHOULD BE A MINIMUM OF 48" X 48".
- ALL EXISTING SPEED LIMIT SIGNS WHICH ARE INFLUENCED BY OR ADJACENT TO THE WORK ZONE SHALL BE AS DIRECTED BY THE ENGINEER WHILE THE REDUCED SPEED LIMIT IS IN EFFECT. TAPE SHALL NOT BE USED ON FACE OF SIGN.
- ADDITIONAL REDUCED REGULATORY SPEED LIMIT SIGNS ARE REQUIRED AT EACH ENTRANCE AND EXIT TO THE SPEED ZONE. TWO WILL BE REQUIRED FOR EACH RAMP AND LOCATION WILL BE DETERMINED BY THE ENGINEER.
- THIS TRAFFIC CONTROL PLAN WITH SPEED ZONE, MAY NOT BE USED ON ANY FACILITY WHERE THE POSTED SPEED LIMIT IS BELOW 65 MPH WITHOUT A COMMISSION ORDER REQUESTING A SPEED LIMIT REDUCTION.
- LAYOUT SHOWN ABOVE IS FOR AN INTERSTATE WITH A POSTED SPEED LIMIT OF 70 MPH. FOR POSTED SPEED LIMIT OF 65 MPH, THE REDUCED SPEED LIMIT WILL BE 55 MPH.
- A FLUORESCENT ORANGE PLATE IS REQUIRED WITH ALL REGULATORY SPEED LIMIT SIGNS REQUIRED FOR LANE CLOSURE.
- ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

GENERAL NOTES:

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

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

+ NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
L = WS FOR SPEEDS OF 45 MPH OR GREATER
L = WS²/60 FOR SPEEDS OF 40 MPH OR LESS
WHERE: W = MINIMUM LENGTH OF TAPER IN FEET
S = DESIGN SPEED OR 85TH PERCENTILE SPEED IN MILES PER HOUR

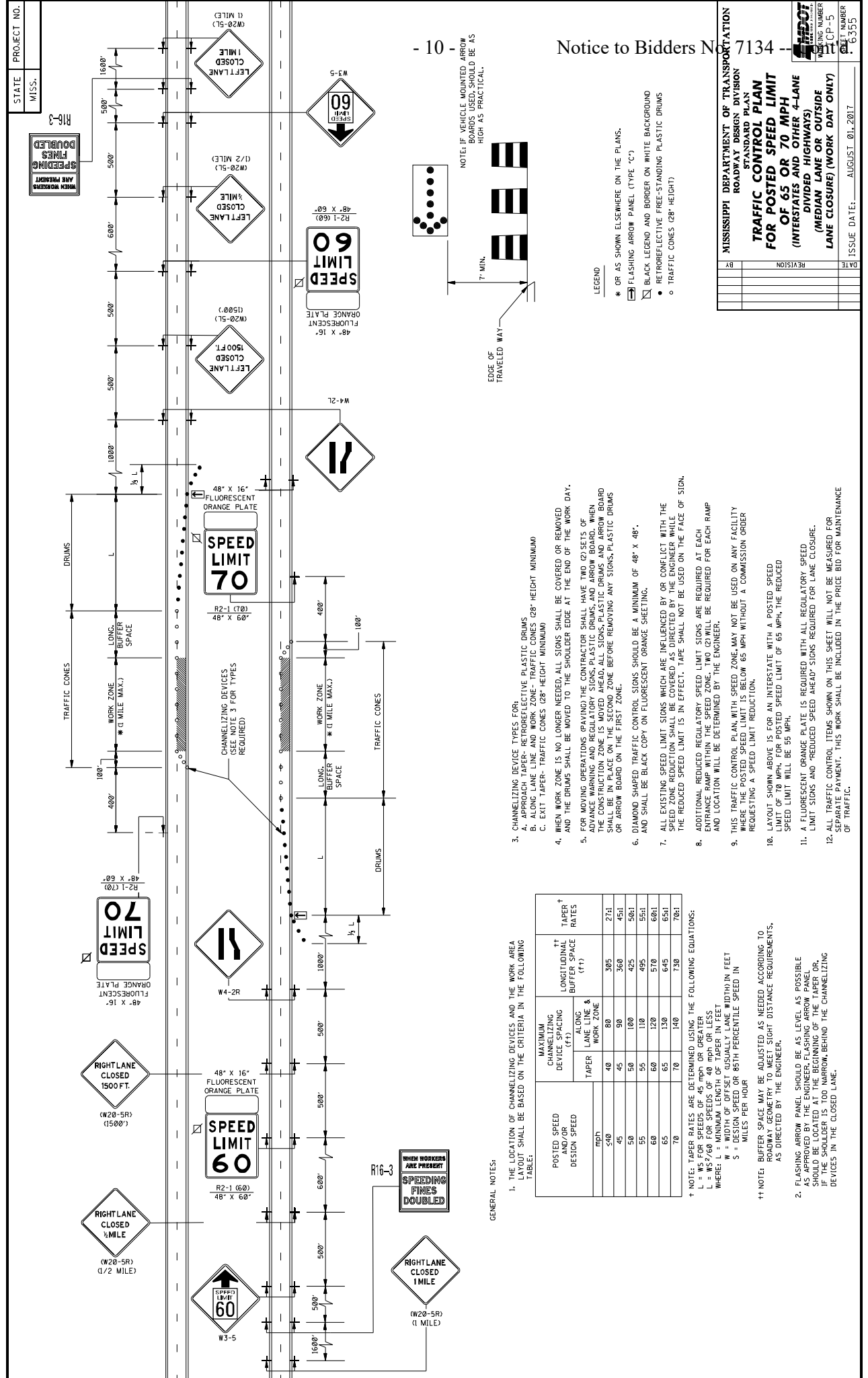
†† NOTE: BUFFER SPACE MAY BE ADJUSTED AS NEEDED ACCORDING TO ROADWAY GEOMETRY TO MEET SIGHT DISTANCE REQUIREMENTS, AS DIRECTED BY THE ENGINEER.

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

- LEGEND
- * OR AS SHOWN ELSEWHERE ON THE PLANS.
 - FLASHING ARROW PANEL (TYPE "C")
 - BLACK LEGEND AND BORDER ON WHITE BACKGROUND
 - TYPE "B" WARNING LIGHTS
 - RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS

Notice to Bidders No 7134

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
ROADWAY DESIGN DIVISION	
TRAFFIC CONTROL PLAN	
FOR POSTED SPEED LIMIT	
OF 65 OR 70 MPH	
(INTERSTATES AND OTHER 4-LANE	
DIVIDED HIGHWAYS)	
(MEDIAN LANE OR OUTSIDE	
LANE CLOSURE) (EXTENDED PERIOD)	
DATE	ISSUE DATE: AUGUST 01, 2017
BY	CP-4
REVISION	6354



GENERAL NOTES:

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

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

* NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:

L = WS FOR SPEEDS OF 45 mph OR GREATER

L = WS²/60 FOR SPEEDS OF 40 mph OR LESS

WHERE: L = MINIMUM LENGTH OF TAPER IN FEET

W = WIDTH OF OFFSET USUALLY LANE WIDTH IN FEET

S = DESIRED OR 85TH PERCENTILE SPEED IN MILES PER HOUR

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

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

- 3. CHANNELIZING DEVICE TYPES FOR:
 - A. APPROACH TAPER- RETROREFLECTIVE PLASTIC DRUMS
 - B. ALONG LANE LINE AND WORK ZONE- TRAFFIC CONES (28" HEIGHT MINIMUM)
 - C. EXIT TAPER- TRAFFIC CONES (28" HEIGHT MINIMUM)
- 4. WHEN WORK ZONE IS NO LONGER NEEDED, ALL SIGNS SHALL BE COVERED OR REMOVED AND THE DRUMS SHALL BE MOVED TO THE SHOULDER EDGE AT THE END OF THE WORK DAY.
- 5. FOR MOVING OPERATIONS (PAVING) THE CONTRACTOR SHALL HAVE TWO (2) SETS OF ADVANCE WARNING AND REGULATORY SIGNS, PLASTIC DRUMS, AND ARROW BOARD. WHEN THE CONSTRUCTION ZONE IS MOVED AHEAD, ALL SIGNS, PLASTIC DRUMS, AND ARROW BOARD SHALL BE IN PLACE ON THE SECOND ZONE BEFORE REMOVING ANY SIGNS, PLASTIC DRUMS OR ARROW BOARD ON THE FIRST ZONE.
- 6. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHOULD BE A MINIMUM OF 48" X 48". AND SHALL BE BLACK COPY ON FLUORESCENT ORANGE SHEETING.
- 7. ALL EXISTING SPEED LIMIT SIGNS WHICH ARE INFLUENCED BY OR CONFLICT WITH THE SPEED ZONE RELOCATION SHALL BE COVERED AS DIRECTED BY THE ENGINEER UNTIL THE REDUCED SPEED LIMIT IS IN EFFECT. THE SHALL NOT BE USED ON THE FACE OF SIGN.
- 8. ADDITIONAL REDUCED REGULATORY SPEED LIMIT SIGNS ARE REQUIRED AT EACH ENTRANCE RAMP WITHIN THE SPEED ZONE. TWO (2) WILL BE REQUIRED FOR EACH RAMP AND LOCATION WILL BE DETERMINED BY THE ENGINEER.
- 9. THIS TRAFFIC CONTROL PLAN WITH SPEED ZONE MAY NOT BE USED ON ANY FACILITY WHERE THE POSTED SPEED LIMIT IS BELOW 65 MPH WITHOUT A COMMISSION ORDER REQUESTING A SPEED LIMIT REDUCTION.
- 10. LAYOUT SHOWN ABOVE IS FOR AN INTERSTATE WITH A POSTED SPEED LIMIT OF 65 MPH. IF THE POSTED SPEED LIMIT IS 65 MPH, THE REDUCED SPEED LIMIT WILL BE 55 MPH.
- 11. A FLUORESCENT ORANGE PLATE IS REQUIRED WITH ALL REGULATORY SPEED LIMIT SIGNS AND "REDUCED SPEED AHEAD" SIGNS REQUIRED FOR LANE CLOSURE.
- 12. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

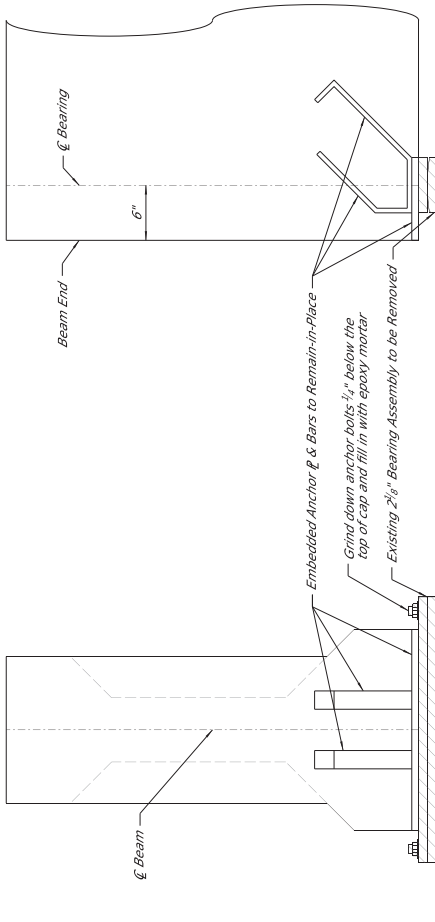
LEGEND

- * OR AS SHOWN ELSEWHERE ON THE PLANS.
- FLASHING ARROW PANEL (TYPE "C")
- BLACK LEGEND AND BORDER ON WHITE BACKGROUND
- RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS
- TRAFFIC CONES (28" HEIGHT)

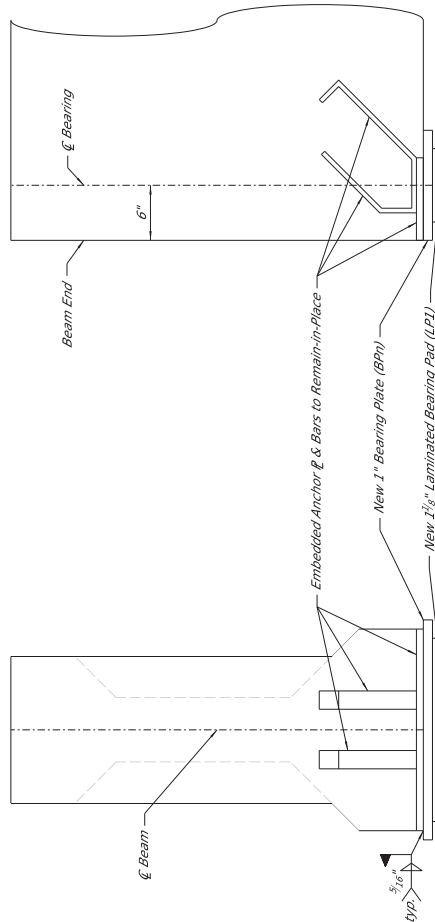
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
TRAFFIC CONTROL PLAN
FOR POSTED SPEED LIMIT
OF 65 OR 70 MPH
(INTERSTATES AND OTHER 4-LANE
DIVIDED HIGHWAYS)
(MEDIAN LANE OR OUTSIDE
LANE CLOSURE) (WORK DAY ONLY)

BY	REVISION

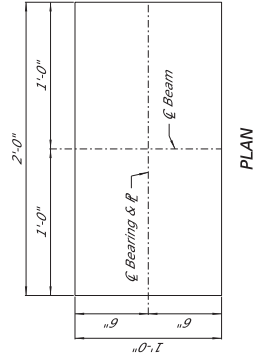
DATE: AUGUST 01, 2017
SHEET NUMBER: 6355



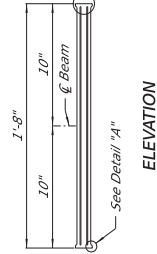
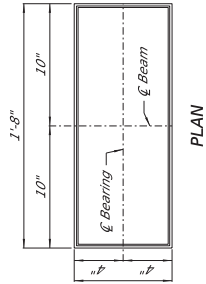
EXISTING BEARING ASSEMBLY



REPLACEMENT BEARING ASSEMBLY



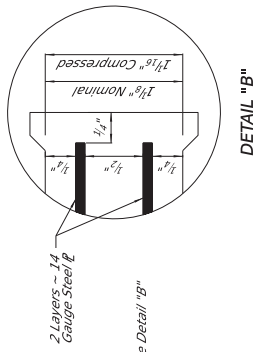
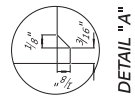
BEARING PLATE DETAILS (BP1-BP4)



LAMINATED PAD DETAILS (LP1)

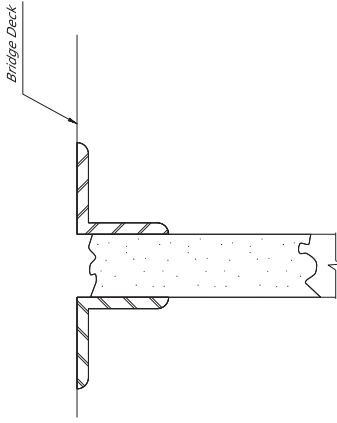
Testing acceptance procedure shall be in accordance with Section 714.10.2 of the Specifications. Elastomer shall have a hardness of 60 durometer with a minimum shear modulus of 200 k.s.i. and a minimum shear modulus at 73°F of 0.175 k.s.i.

MARK	5"	7 1/2"	12"	17 1/2"
BP1	0"	1"	1"	1"
BP2	1.0625"	1.0625"	1.0625"	1.0625"
BP3	1.0938"	1.0938"	1.0938"	1.0938"
BP4	1.125"	1.125"	1.125"	1.125"

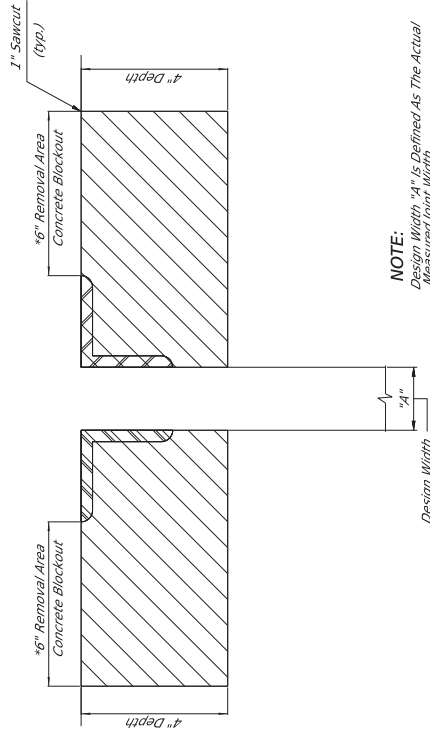


LP1/BP1	Beam No. 1	LP1/BP2	Beam No. 1	LP1/BP3	Beam No. 1	LP1/BP4	Beam No. 1
LP1/BP1	Beam No. 2	LP1/BP2	Beam No. 2	LP1/BP3	Beam No. 2	LP1/BP4	Beam No. 2
LP1/BP1	Beam No. 3	LP1/BP2	Beam No. 3	LP1/BP3	Beam No. 3	LP1/BP4	Beam No. 3
LP1/BP1	Beam No. 4	LP1/BP2	Beam No. 4	LP1/BP3	Beam No. 4	LP1/BP4	Beam No. 4
LP1/BP1	Beam No. 5	LP1/BP2	Beam No. 5	LP1/BP3	Beam No. 5	LP1/BP4	Beam No. 5
LP1/BP1	Beam No. 6	LP1/BP2	Beam No. 6	LP1/BP3	Beam No. 6	LP1/BP4	Beam No. 6
60'-0"	70'-0"	70'-0"	70'-0"	70'-0"	70'-0"	70'-0"	70'-0"
1	2	3	4	5	6	7	8

BEARING PLACEMENT PLAN

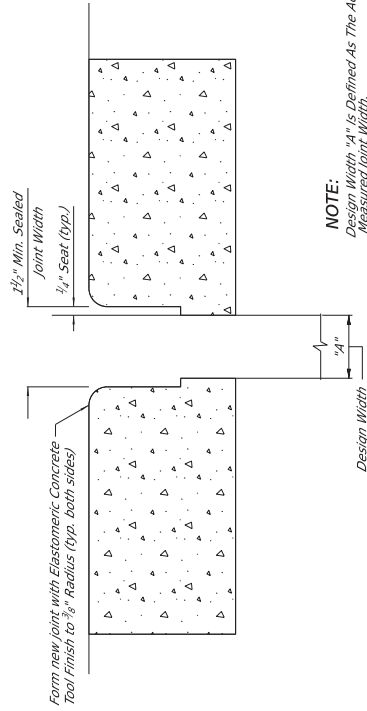


TYPICAL SECTION AT EXISTING JOINT
Showing Existing Expansion Device to be Removed



NOTE:
Design Width "4" Is Defined As The Actual Measured Joint Width.

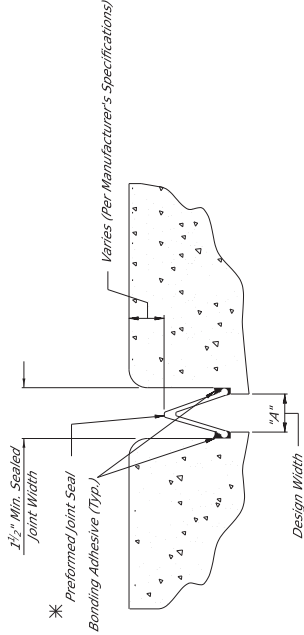
TYPICAL SECTION AT JOINT AFTER JOINT REMOVAL
Showing existing armored joints to be removed and replaced with preformed joint seal



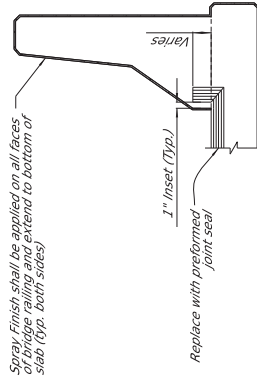
NOTE:
Design Width "4" Is Defined As The Actual Measured Joint Width.

NOTE:
All 1" Sawcuts shall be considered an absorbed item of work. The Contractor shall verify depth of reinforcing steel before making any sawcuts. The depth of the sawcut shall be the depth of the reinforcing steel. Any damage to reinforcing steel shall be repaired to the satisfaction of the Engineer at no cost to the state.

***NOTE:**
Removal of the concrete blockout area shall be considered an absorbed item of work under pay item no. 202-B169. The Contractor shall use a hammer no larger than 30 lbs to complete this work.



TYPICAL SECTION AT SAWCUT & SEALED JOINT
Showing Sealed Joint after Sawcut and Joint Repair



NOTES:
For Jersey Shape Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Barrier Is 3".
For Post And Beam Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Barrier Is 6".

GENERAL NOTES:

- Specifications: Mississippi Standard Specifications For Road And Bridge Construction, 2017.
- No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer. Minor Changes To Detail Of Design Or Construction Procedure May Be Authorized By The Bridge Engineer Provided Such Changes Will Be Beneficial To The Project.
- Work For Which No Pay Item Is Provided In The Proposal Will Not Be Paid For Directly And Shall Therefore Be Considered An Absorbed Item of Work.

NOTES ON ASSOCIATED ITEMS OF WORK:

202-B169 REMOVAL OF JOINT MATERIAL

Description: Shall include the removal of material associated with armor and neoprene joints, as designated in the detail drawings provided. Removal of the concrete blockout area shall be absorbed under this item of work. Other joint types shall not be included under this item of work unless otherwise directed by the Engineer. Removal of material shall include compacted dirt, vegetation, and trash, located at any depth within the joint shall be included under this item of work.

Basis of Payment: Removal of armor joint material will be paid for in linear feet at the contracted unit price along the length of the bridge deck on each side of the centerline joint, while removal of neoprene joint material will only be paid for as the length along centerline of joint.

907-808-A003 JOINT REPAIR WITHOUT EPOXY

Description: Shall include The Work Necessary To Repair Joints In Preparation For The Placement Of New Expansion Material, As Designated In The Detail Drawings Provided. Removal Of Existing Silicone Sealed, Compression, AC Sealed Joint Materials, And Armored Joint Materials Will Not Be Paid For Directly And Shall Be Considered As Absorbed Under This Item Of Work. Removal of joint materials and any trash and debris (including but not limited to compacted dirt, vegetation and trash) located at any depth within the joint shall be included under this item of work. All Other Requirements Shall Be In Accordance With The Applicable Provisions Of Section 808 of The Specifications And Any Other Sections Specified Therein.

Basis of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint.

Basis of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint.

907-823-A001 PREFORMED JOINT SEAL, TYPE I

Description: Shall include The Manufacturer's Required Joint Preparation Including Sandblasting Both Sides Of The Joint And Blowing The Joint Free Of Debris With Compressed Air And Placement Of The New Preformed Joint Seal

Basis of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Centerline Joint.

***NOTES:**

- The Preformed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:

A. Silcolflex Joint Sealing System
Manufactured By R.J. Watson, Inc. In Alden, NY
www.rjwatson.com

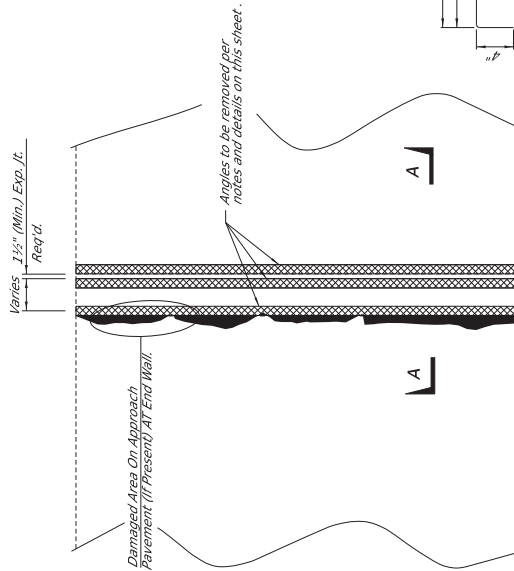
B. Wabo SPS Joint System
Manufactured By Watson Bowman Acme Corporation In Amherst, NY
www.wbocorp.com

C. Silsepec SSS Silicone Strip Seal
Manufactured By SSI Commercial & Highway Construction Materials
www.ssi-cm.com

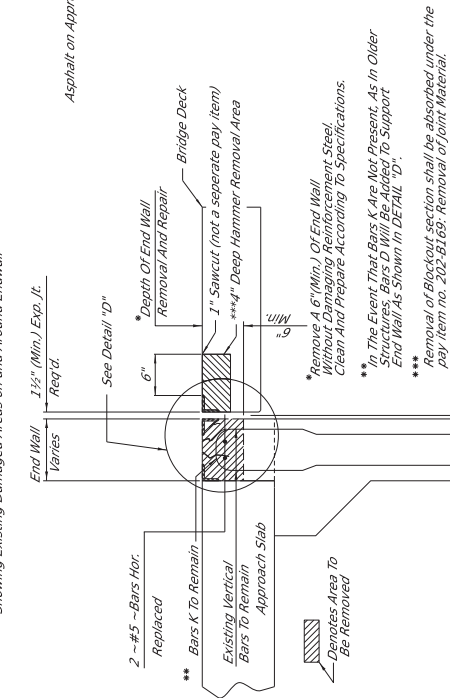
- For Estimating Purposes, The RJ Watson Silcolflex Joint Sealing System Was Selected. However, Should Another Supplier Be Chosen, It Is The Contractor's Responsibility To Ensure That The Manufacturer's Recommendations Are Followed. Any Other Variances Between The Specifications Provided By The Manufacturer, A Manufacturer Representative Shall Be Present At The Time Joint Sealing Begins To Ensure That The Contractor Is Properly Schooled In Installation Of The Joint Material.

- Joints Shall Be Sealed At Their Design Widths. Dimension "A", Which Is Defined As The Actual Width Of The Joint Opening, This Width Does Not Account For The 1/2" That Results From The Sawcut. The Design Width Shall Be The Design Width Plus The Sawcut Depth. The Design Width Shall Be Used For Design Widths Greater Than Or Equal To 2". With The Maximum Design Width Being 2 1/2". Type III shall be used for joint openings greater than two and one-half inch (2 1/2"), with the maximum joint opening being three and one-half inch (3 1/2"). In Cases Where Design Widths Are Greater Than 4 Inches, The Contractor Shall Obtain Approval From The Director Of Structures, State Bridge Engineer. It Is The Contractor's Responsibility To Ensure That The Size Selected Is Appropriate For The Width Of The Joint.

TYPICAL SECTION AT SAWCUT & JOINT REPAIR
Showing area where repairs are made after sawcut with Elastomeric Concrete

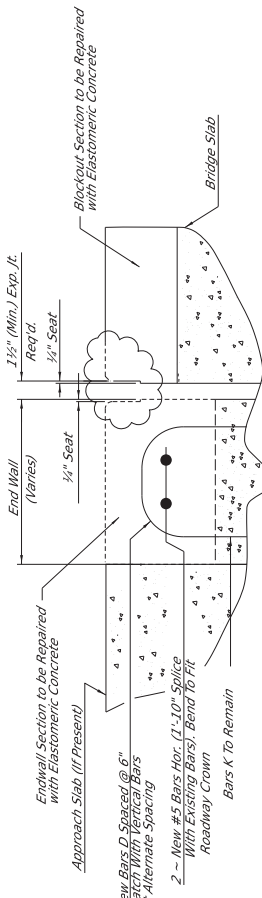


Showing Existing Damaged Areas on and Around Endwall



ELEVATION (SECTION A-A)

Showing Details Of Removal Of Damaged End Wall.



DETAIL "D"

Showing Repair Details Of End Wall, Reinforcing Steel, And Expansion Joint Formation.

JOINT REPAIR NOTES

NOTES ON ASSOCIATED ITEMS OF WORK:

907-808-4003 JOINT REPAIR WITHOUT EPOXY

Description:

Shall include the work necessary to repair joints in concrete bridge deck slabs in place. Existing materials to be repaired in the detail drawings provided. Removal of existing materials shall be included under this item of work. Removal of joint materials and any debris, vegetation, and trash located at any depth within the joint shall be included under this item of work. All other requirements shall be in accordance with the specifications and any other sections provided therein.

Basis of Payment:

The accepted quantities will be paid for in Linear Feet at the Contract Unit Price along the length of the bridge deck on each side of the centerline joint.

907-823-A001 PREFORMED JOINT SEAL, TYPE I

Description:

Shall include the Manufacturer's required joint preparation including sandblasting both sides of the joint and blowing the joint free of debris with compressed air and placement of the new preformed joint seal.

Basis of Payment:

The accepted quantities will be paid for in Linear Feet at the Contract Unit Price along the length of the centerline joint.

907-824-PP008 BRIDGE REPAIR, ENDWALL REPAIR

Description:

Shall include the work necessary to remove and replace the concrete in the detail drawings provided. Instead of limiting the repair to the damaged section, the specified depth of the endwall shall be removed along the entire width of the bridge deck. The repair shall be installed according to the Manufacturer's Specifications.

a. Poly-Fon Elastomeric Concrete

Manufactured by RJ Watson, Inc. in Alden, NY

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Manufactured by RJ Watson, Inc. in Alden, NY

ELASTOMERIC CONCRETE NOTES:

Elastomeric Concrete shall be used to repair the bridge endwall and the concrete in the detail drawings provided. Instead of limiting the repair to the damaged section, the specified depth of the endwall shall be removed along the entire width of the bridge deck. The repair shall be installed according to the Manufacturer's Specifications.

This item of work shall be paid for by the cubic yard under the pay item 907-824-PP007: Bridge Repair, Elastomeric Concrete.

REMOVAL OF JOINT ASSEMBLY NOTE:

Removal of existing joint assembly on the endwall shall be absorbed under pay item no. 907-824-PP008: Bridge Repair, Endwall Repair. Removal of existing joint assembly on the bridge deck shall be absorbed under pay item no. 202-B169: Removal of Joint Material.

GENERAL NOTES:

- Specifications: Mississippi Standard Specifications For Road And Bridge Construction, 2017.
- No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer. Any Change To The Plans Must Be Authorized By The Bridge Engineer. Changes Will Not Be Cause For Contract Price Adjustment.
- Work For Which No Pay Item Is Provided In The Proposal Will Not Be Paid For Directly And Shall Therefore Be Considered An Absorbed Item of Work.

FORMING NOTE:

Form vertical faces of endwall with elastomeric concrete and vertical face of bridge deck with elastomeric concrete to include 1/4" seat such that the preformed joint seal may be applied per Manufacturer's specifications.

Notice to Bidders No. 7134 -- Cont'd.