SECTION 905 -- PROPOSAL (CONTINUED)

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

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

ADDENDUM NO.	1	DATED	9/17/2025	ADDENDUM NO.		DATED	
ADDENDUM NO		DATED		ADDENDUM NO.		DATED	
ADDENDUM NO		DATED		ADDENDUM NO.		DATED	

Number	Description
1	Revised Table of Contents; Added NTB No. 2 with attachments; Revised NTB No. 7298; 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-0024-01(035)/ 109985301000
Hinds County(ies)

Revised 01/26/2016

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
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Section 905 - Proposal, Proposal Bid Items, Combination Bid Proposal
State Board of Contractors Requirement
State Certification Regarding Non-Collusion, Debarment and Suspensions
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Section 903 - Contract Bond Forms

(REVISIONS TO THE ABOVE WILL BE INDICATED ON THE SECOND SHEET OF SECTION 905 AS ADDENDA)

09/16/2025 03:18 PM

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2 **CODE: (IS)**

DATE: 03/01/2017

SUBJECT: Status of Right-of-Way

Although it is desirable to have acquired all rights-of-way and completed all railroad agreements, utility adjustments and work to be performed by others prior to receiving bids, sometimes it is not considered to be in the public interest to wait until each and every such clearance has been obtained. The bidder is hereby advised of possible unacquired rights-of-way, relocates, railroad agreements and utilities adjustments which have not been completed.

The status of right-of-way acquisition, utility adjustments, encroachments, potentially contaminated sites, railroad facilities, improvements, and asbestos contamination are set forth in the following attachments.

In the event right of entry is not available to ALL parcels of right-of-way and/or all work that is to be accomplished by others on the date set forth in the contract for the Notice to Proceed is not complete, the Department will issue a restricted Notice to Proceed.

STATUS OF RIGHT-OF-WAY
STBG-0024-01(035)
109985/301000
Hinds County

All rights of way and legal rights of entry have been acquired **except:**

None.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Inter-Departmental Memorandum

TO: Don Drake
ROW Division

DATE: September 16, 2025

FROM: Adam L. McDaniel
District Five

SUBJECT OR PROJECT NO: STBG-0024-01(035)/109985-301000
ROW Documentation

COUNTY: Hinds

INFORMATION COPY TO:

Project File
Construction Division

District Status Report

1. STATUS OF RIGHT OF WAY: No new ROW required.

2. RIGHT OF WAY CLEARANCE: There are no visible encroachments that conflict with construction.

3. STATUS OF AFFECTED RAILROAD OPERATING FACILITIES: No railroads affected.

4. STATUS OF REQUIRED UTILITY RELOCATIONS: There are no known utility conflicts. Permits showing the approximate location of utilities within or along the ROW are on file with the Department. The Department cannot and does not warrant that this information is complete and accurate. The Contractor is advised to contact MS 811 and MDOT to have utility lines marked prior to subsurface work. The Contractor must coordinate directly with the involved utility owners to have underground utility lines field located in advance of construction.

5. STATUS OF CONSTRUCTION AGREEMENT: None required

ALM:alm

ASBESTOS ABATEMENT STATUS REPORT

STBG-0024-01(035) 109985-301000

Hinds County

September 16, 2025

Reference is made to notices to bidders entitled "Asbestos National Emission Standards for Hazardous Air Pollutants (NESHAP)" and "Removal of Obstructions".

The following pertinent information is furnished concerning asbestos-containing materials (ACMs), if any, found in buildings to be removed by the Contractor.

There is no right-of-way required for this project, and the contractor will not need to remove any buildings.

STATUS OF POTENTIALLY CONTAMINATED SITES REPORT

STBG-0024-01(035) 109985-301000

Hinds County

September 16, 2025

THERE IS NO RIGHT-OF-WAY REQUIRED FOR THIS PROJECT. NO INITIAL SITE ASSESSMENT WILL BE PERFORMED. IF CONTAMINATION ON THE EXISTING RIGHT-OF-WAY IS DISCOVERED, IT WILL BE HANDLED BY THE DEPARTMENT.

IMPROVEMENTS STATUS REPORT

Improvements to be included in the Notice to Bidders to be removed by the Construction Contractor

FMS Construction Project No: 109985-301000

FMS ROW Project No:

External ROW No: STBG-0024-01(035)

Parcel No:
Station No:
Property Owner:
Description/Pictures:

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 -NOTICE TO BIDDERS NO. 7298 CODE: (SP)

DATE: 9/16/2025

SUBJECT: Scope of Work

PROJECT: STBG-0024-01(035) / 109985301 – Hinds County

The contract documents do not include an official set of construction plans but may, by reference, include some Detail Drawings when so specified in a Notice to Bidders entitled, "Detail Drawings". All other references to plans in the contract documents and Standard Specifications for Road and Bridge Construction are to be disregarded.

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 structures 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.

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 bridge repairs on Bridge No. 0.1 (11533) on SR 22 in Hinds County.

Scope of Work (Bridge No. 0.1, 11533)

- Heat straighten and repaint damaged portion of Beam No. 4 in Span No. 4
- Replace mid-span diaphragm in Span No. 4
- Remove and epoxy repair portion of end wall at End Bent No. 5
- Epoxy injection area between top flange and bottom of bridge deck on Beam No. 4
- Epoxy repair spalled portions of Bent 4, east column
- Epoxy repair spalled joint beam at mid-span

- Epoxy repair damaged railing on east side of bridge approximately 10 feet from bridge end
- Cap cleaning at Int. Bent No. 4 and End Bent No. 5

For additional information and details, see work related items below and on the detail drawings.

Contractor Submittals

Prior to fabrication and construction, the following shall be submitted to the Director of Structures, State Bridge Engineer through the Project Engineer for approval. No work shall begin until all submittals have been authorized by the Director of Structures, State Bridge Engineer.

HEAT STRAIGHTENING REPAIR SUBMITTAL:

The Contractor shall submit a repair plan associated with the work items described in these plans.

CONTAINMENT PLAN SUBMITTAL:

The Contractor shall submit a containment plan associated with the work items described in these plans.

WELDING CERTIFICATION SUBMITTAL:

The Contractor shall submit:

a. Certification for all welders
b. Welding procedures
c. A procedure for storage and handling of welding electrodes, wires, and flux
d. A flux recovery procedure (if applicable)

TEMPORARY BRACING PLAN SUBMITTAL:

The Contractor shall submit a temporary bracing plan associated with the diaphragm replacement work outlined in this proposal.

SHOP DRAWING SUBMITTAL:

The Contractor shall submit shop drawings for fabrication of the diaphragm assembly to be replaced.

Mid-Span Diaphragm Replacement

Mid-span diaphragm in Span No. 4 connecting to Beam No. 4 must be replaced and reconnected once Beam No. 4 has been heat straightened and restored. New structural shapes to be fabricated for diaphragm assemblies shall be the same or equivalent size as the member being replaced and must fit with the existing structure. The Contractor should be aware that standard fabrication tolerances may cause the new member not to fit. Field measurements should be made so that tolerances may be specified, if required when ordering new members. Structural steel removed from the structure shall become the property of the Contractor and its removal from the job site shall be included in the bid price of the repair work. The Contractor shall submit a temporary bracing plan and shop drawings for diaphragm assembly prior to beginning work to be approved by the Director of Structures, State Bridge Engineer prior to use.

The Project Engineer shall verify that the temporary bracing is installed in accordance with the approved bracing plan, and member and all the connections have been successfully installed. The following procedure shall be followed for replacing diaphragm assemblies:

a) Cut existing C15x33.9 at mid-span.
b) Remove the two portions of the existing C15x33.9 and L6”x4”x3/8”.
c) Install connection L6”x4”x3/8” and C15x33.9 in accordance with the detail drawings and information plans.

Care shall be exercised during installation and removal of the temporary bracing to prevent damage to adjacent members. Any resulting damage shall be repaired to the satisfaction of the Engineer at no cost to the State. The Contractor should be aware that additional minor items of repair work not specifically listed may be necessary to complete the items to be repaired and that compensation therefore will be included in the prices and payments for bid items.

All bolted connections shall be made with ¾” bolts that meet or exceed A.S.T.M. designation F3125, grade A325, and coated per ASTM F2329. Nuts and washers shall conform to A.S.T.M. A563, Grade DH and A.S.T.M. F436, galvanized. Nuts shall be heavy hex. Nuts shall be tapped oversize the minimum amount required for proper assembly. Direct tension indicators shall meet the requirements of A.S.T.M. F959 and shall be galvanized by the mechanical process meeting the requirements of A.S.T.M. B695, Class 50 coating. High strength bolts, nuts, or direct tension indicators shall not be reused after tightening. Each high strength bolt shall be tightened to provide, when all bolts in the joint are tight, at least a minimum tension as follows: 3/4” diameter bolts = 28,250 lbs.

All structural steel shall conform to A.S.T.M designation A709 grade 50. All steel shall be new.

Prior to construction, certification for all welders and a procedure for storage and handling of welding electrodes to be used on this project shall be submitted to the Director of Structures, State Bridge Engineer through the Project Engineer for approval.

All welding shall be done by the electric arc process and shall conform to the ANSI/AASHTO/AWS D1.5 BRIDGE WELDING CODE.

The intermediate diaphragm assembly shall be cleaned and painted with one shop coat of inorganic zinc, one field intermediate coat of acrylic latex, and one field top coat of acrylic latex per Section 814 of the Specifications.

Payment for this work shall be made under Pay Items No. 907-824-PP006 Bridge Repair, Mid-Span Diaphragm Replacement.

Heat Straightening Repair

The eastern girder of Bridge No. 0.1 (11533) shall be heat straightened according to the Heat-Straightening Repair Notes below. Also, any components (connection angles, diaphragm sections, etc.) attached to the girder that require heat straightening to get the girder back into final acceptable tolerance shall be completed at this time. Heat-Straightening Repair will be paid for under Pay

Item No. 907-824-PP004, Bridge Repair, Heat-Straightening Repair.

Heat Straightening Repair Notes

1. Heat-straightening of the damaged steel bridge member shall be performed by the carefully planned and supervised application of a limited amount of localized heat to the damaged member. Mechanical means may be used to straighten the material only in conjunction with the application of heat. The only mechanical devices allowed during heat-straightening will be those used to restrain or help direct movement of the member during the cooling process.
2. Prior to construction, the company performing the heat-straightening shall provide documentation that shows at least three (3) years of experience in heat-straightening repairs of damaged steel highway or railroad bridge members to the Director of Structures, State Bridge Engineer for review. Also, the documentation shall show that the company/person, and the person(s) who will directly supervise the work, have been continuously involved in the business of heat-straightening bridge structural steel on a continuous basis for the past three (3) years. At a minimum, the documentation for each project listed should include the year the heat-straightening work was completed, a brief description of the repair made, the name of the heat-straightening supervisor on the project, and the name and telephone number of the owner of the structure repaired.
3. Prior to construction, heat-straightening repair plans shall be submitted in duplicate through the project Engineer to the Director of Structures, State Bridge Engineer, for approval.
4. All gas fueled heating equipment (including fuel) necessary to perform the heat-straightening work shall be furnished by the Contractor.
5. In general, the methods of repair will rely on the experience of the Contractor and the "National Cooperative Highway Research Program" (NCHRP) Report No. 271 which contains broad guidelines to this type of repair.
6. The straightening heat should be applied to small areas, usually triangular in shape. The heating sequence to produce the most efficient results shall be determined by the Contractor. Generally, it is not advantageous to heat the same areas more than once.
7. The maximum temperature to which the steel shall be heated is 1200 degrees Fahrenheit (730 degrees Celsius). The Contractor may visually determine that this temperature has been reached when the color of the steel becomes a dull red. The Engineer may periodically monitor the temperature of the steel to verify that the maximum temperature has not been exceeded. The equipment for checking the temperature shall be provided by the Contractor and meet the approval of the Engineer. The Contractor shall furnish a high temperature pyrometer, for measuring the temperature of the heated member, if requested by the Engineer. Temperature indicating crayons may be used if approved by the Engineer.
8. No accelerated or artificial cooling will be permitted.
9. The final acceptable local tolerances for the repaired member shall be as follows:
    a. The straightness of a member shall be within ¼" per 10 feet of the member's length when measured along the member's flanges and legs using a tight string line.
    b. Flanges, webs, and legs of members shall be within ¼" of the plane of the original milled surface when measured with a straight edge.

10. The coated area damaged during the heat straightening process shall be recoated with encapsulating paint. For encapsulating note see “Encapsulating Field Painting” section of the scope of work.
11. If any concrete component of the bridge is damaged as a result of heat straightening, the concrete components shall be repaired, as directed by the Director of Structures, State Bridge Engineer. No payment will be made for repairing the damaged concrete component.

Epoxy Injection Repair

Epoxy injection shall be done in accordance with Subsection 907-824.03.5. Payment for the work shall be made under Pay Item No. 907-824-E001, Epoxy Injection.

General Epoxy Repair

General Epoxy Repair shall be done in accordance with Subsection 907-824.03.1 and with the approved materials outlined in Subsection 907-824.02.1. All work and material required to perform this item of work shall be paid for under Pay Item No. 907-824-A003, General Epoxy Repair.

This item shall be bid on such that this item may be increased, decreased, or eliminated as directed by the Project Engineer.

Locations for epoxy repair are shown in the detail drawings.

Encapsulating Field Painting

Encapsulating field painting shall be done in accordance with Subsection 907-824.03.6. This item of work shall be paid for under Pay Item No. 907-824-F001 Encapsulating Field Painting.

Cap Cleaning

Cap cleaning shall be done in accordance with Subsection 907-824-03.3. This item of work shall be paid for under Pay Item No. 907-824-C001 Cap Cleaning.

SIGNS REQUIRED

SIGN NO.	SIZE	UNIT AREA SQ.FT.	QUAN. REQ'D.	TOTAL SIGN AREA SQ.FT.	REMARKS
G20 - 1	60" X 24"	10.00 ♦	___	___	ROAD WORK NEXT X X MILES
G20 - 2	48" X 24"	8.00	6	48.00	END ROAD WORK
G20 - 4	36" X 18"	4.50	___	___	PILOT CAR FOLLOW ME
M1 - 1	24" X 24"	4.00	___	___	1 OR 2 DIGIT
M1 - 1	30" X 24"	5.00	___	___	3 DIGIT
M1 - 4	24" X 24"	4.00	___	___	1 OR 2 DIGIT
M1 - 4	30" X 24"	5.00	___	___	3 DIGIT
M1 - 5	24" X 24"	4.00	___	___	1 OR 2 DIGIT
M1 - 5	30" X 24"	5.00	___	___	3 DIGIT
M3 - 1	24" X 12"	2.00	___	___	NORTH- 1 OR 2 DIGIT RTE. MARKER
M3 - 1	30" X 15"	3.13	___	___	NORTH- 3 DIGIT RTE. MARKER
M3 - 2	24" X 12"	2.00	___	___	EAST- 1 OR 2 DIGIT RTE. MARKER
M3 - 2	30" X 15"	3.13	___	___	EAST- 3 DIGIT RTE. MARKER
M3 - 3	24" X 12"	2.00	___	___	SOUTH- 1 OR 2 DIGIT RTE. MARKER
M3 - 3	30" X 15"	3.13	___	___	SOUTH- 3 DIGIT RTE. MARKER
M3 - 4	24" X 12"	2.00	___	___	WEST- 1 OR 2 DIGIT RTE. MARKER
M3 - 4	30" X 15"	3.13	___	___	WEST- 3 DIGIT RTE. MARKER
M4 - 8	24" X 12"	2.00	___	___	DETOUR- 1 OR 2 DIGIT RTE. MARKER
M4 - 8	30" X 15"	3.13	___	___	DETOUR- 3 DIGIT RTE. MARKER
M4 - 9	48" X 36"	12.00 ♦	___	___	DETOUR ↑
M4 - 9L	48" X 36"	12.00 ♦	___	___	DETOUR ←
M4 - 9BL	48" X 36"	12.00 ♦	___	___	DETOUR ↰
M4 - 9SL	48" X 36"	12.00 ♦	___	___	DETOUR ↖
M4 - 9BSL	48" X 36"	12.00 ♦	___	___	DETOUR ↰
M4 - 9R	48" X 36"	12.00 ♦	___	___	DETOUR →
M4 - 9BR	48" X 36"	12.00 ♦	___	___	DETOUR ↱
M4 - 9SR	48" X 36"	12.00 ♦	___	___	DETOUR ↗
M4 - 9BSR	48" X 36"	12.00 ♦	___	___	DETOUR ↱
M4 - 10L	48" X 18"	6.00	___	___	DETOUR
M4 - 10R	48" X 18"	6.00	___	___	DETOUR
M4 - 5	24" X 12"	2.00	___	___	TO
M5 - 1L	21" X 15"	2.19	___	___	↰
M5 - 1R	21" X 15"	2.19	___	___	↱
M5 - 2L	21" X 15"	2.19	___	___	↖
M5 - 2R	21" X 15"	2.19	___	___	↗
M6 - 1L	21" X 15"	2.19	___	___	←
M6 - 1R	21" X 15"	2.19	___	___	→
M6 - 2L	21" X 15"	2.19	___	___	↖
M6 - 2R	21" X 15"	2.19	___	___	↗
M6 - 3	21" X 15"	2.19	___	___	↑
R1 - 1	36" OCTAGON	7.46	___	___	STOP (1)
R1 - 1	48" OCTAGON	13.25 ♦	___	___	STOP (2)
R1 - 2	36" X 36" X 36"	3.90	___	___	YIELD (1)
R1 - 2	48" X 48" X 48"	6.93 ♦	___	___	YIELD (2)

SIGNS REQUIRED (CONT'D)

SIGN NO.	SIZE	UNIT AREA SQ.FT.	QUAN. REQ'D.	TOTAL SIGN AREA SQ.FT.	REMARKS
R1 - 3	18" X 9"	1.13	___	___	3-WAY, 4 WAY ETC. (1)
R1 - 3	24" X 12"	2.00	___	___	3-WAY, 4 WAY ETC. (2)
R2 - 1	24" X 30"	5.00	2	10.00	SPEED LIMIT (1)
R2 - 1	36" X 48"	12.00 ♦	___	___	SPEED LIMIT (2)
R2 - 1	48" X 60"	20.00 ♦	___	___	SPEED LIMIT (2)
R3 - 1	36" X 36"	9.00	___	___	(1)
R3 - 1	48" X 48"	16.00 ♦	___	___	(2)
R3 - 2	36" X 36"	9.00	___	___	(1)
R3 - 2	48" X 48"	16.00 ♦	___	___	(2)
R3 - 4	36" X 36"	9.00	___	___	(1)
R3 - 4	48" X 48"	16.00 ♦	___	___	(2)
R3 - 5L	30" X 36"	7.50	___	___	ONLY
R3 - 5R	30" X 36"	7.50	___	___	ONLY
R3 - 6L	30" X 36"	7.50	___	___	
R3 - 6R	30" X 36"	7.50	___	___	
R3 - 7L	30" X 30"	6.25	___	___	LEFT LANE MUST TURN LEFT
R3 - 7R	30" X 30"	6.25	___	___	RIGHT LANE MUST TURN RIGHT
R4 - 1	24" X 30"	5.00	___	___	DO NOT PASS (1)
R4 - 1	48" X 60"	20.00 ♦	___	___	DO NOT PASS (2)
R4 - 2	24" X 30"	5.00	___	___	PASS WITH CARE (1)
R4 - 2	48" X 60"	20.00 ♦	___	___	PASS WITH CARE (2)
R4 - 7	48" X 60"	20.00 ♦	___	___	
R4 - 8	48" X 60"	20.00 ♦	___	___	
R5 - 1	48" X 48"	16.00 ♦	___	___	DO NOT ENTER
R5 - 1a	42" X 30"	8.75	___	___	WRONG WAY
R6 - 1L	36" X 12"	3.00	___	___	ONE WAY
R6 - 1R	36" X 12"	3.00	___	___	ONE WAY
R6 - 2L	24" X 30"	5.00	___	___	ONE WAY
R6 - 2R	24" X 30"	5.00	___	___	ONE WAY
R10-6	24" X 36"	6.00	2	12.00	STOP HERE ON RED
R11 - 2	48" X 30"	10.00 ♦	___	___	ROAD CLOSED
R11 - 3a	60" X 30"	12.50 ♦	___	___	ROAD CLOSED XX MILES AHEAD
R11 - 3b	60" X 30"	12.50 ♦	___	___	BRIDGE OUT XX MILES AHEAD
R11 - 4	60" X 30"	12.50 ♦	___	___	ROAD CLOSED TO THRU TRAFFIC
R12 - 1	36" X 48"	12.00 ♦	___	___	WEIGHT LIMIT XX TONS
R16- 3	36" X 48"	12.00 ♦	2	24.00	WHEN WORKERS ARE PRESENT SPEEDING FINES DOUBLED
R16- 3	48" X 60"	20.00 ♦	___	___	WHEN WORKERS ARE PRESENT SPEEDING FINES DOUBLED
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	___	___	(1)
W1 - 6L	60" X 30"	12.50 ♦	___	___	(2)
W1 - 6R	48" X 24"	8.00	___	___	(1)
W1 - 6R	60" X 30"	12.50 ♦	___	___	(2)
W1 - 7	48" X 24"	8.00	___	___	(1)

SIGNS REQUIRED (CONT'D)

SIGN NO.	SIZE	UNIT AREA SQ.FT.	QUAN. REQ'D.	TOTAL SIGN AREA SQ.FT.	REMARKS
W1 - 7	60" X 30"	12.50 ♦	___	___	(2)
W1 - 8L	18" X 24"	3.00	___	___	(1)
W1 - 8L	36" X 48"	12.00 ♦	___	___	(2)
W1 - 8R	18" X 24"	3.00	___	___	(1)
W1 - 8R	36" X 48"	12.00 ♦	___	___	(2)
W1 - 9L	48" X 48"	16.00 ♦	___	___	
W1 - 9R	48" X 48"	16.00 ♦	___	___	
W3 - 1a	48" X 48"	16.00 ♦	___	___	
W3 - 2a	48" X 48"	16.00 ♦	___	___	
W3 - 3	48" X 48"	16.00 ♦	2	32.00	
W3 - 5	48" X 48"	16.00 ♦	___	___	SPEED REDUCTION
W4 - 1L	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 ♦	___	___	
W5 - 1a	48" X 48"	16.00 ♦	___	___	PAVEMENT NARROWS
W6 - 1	48" X 48"	16.00 ♦	___	___	
W6 - 2	48" X 48"	16.00 ♦	___	___	
W6 - 3	48" X 48"	16.00 ♦	___	___	
W8 - 1	48" X 48"	16.00 ♦	___	___	BUMP
W8 - 4	48" X 48"	16.00 ♦	___	___	SOFT SHOULDER
W8 - 6	48" X 48"	16.00 ♦	___	___	TRUCK CROSSING
W8 - 7	48" X 48"	16.00 ♦	___	___	LOOSE GRAVEL
W8 - 9	48" X 48"	16.00 ♦	___	___	LOW SHOULDER
W8 - 11	36" X 36"	9.00	___	___	UNEVEN LANES
W8 - 12	48" X 48"	16.00 ♦	___	___	NO CENTER STRIPE
W10 - 1	36" DIA.	7.07	___	___	(1)
W10 - 1	48" DIA.	12.56 ♦	___	___	(2)
W13 - 1	24" X 24"	4.00	___	___	XX MPH
W14 - 3	36"X48"X48"	5.56	___	___	NO PASSING ZONE (1)
W14 - 3	48"X64"X64"	9.89	___	___	NO PASSING ZONE (2)
W16-2	24" X 18"	3.00	___	___	XXX FEET
W19 - 2	48" X 48"	16.00 ♦	___	___	BRIDGE MAY ICE IN COLD WEATHER
W20 - 1	48" X 48"	16.00 ♦	13	208.00	ADVANCE ROAD WORK (1)
W20 - 1	36" X 36"	9.00	___	___	ADVANCE ROAD WORK (2)
W20 - 2	48" X 48"	16.00 ♦	___	___	ADVANCE DETOUR
W20 - 3	48" X 48"	16.00 ♦	___	___	ADVANCE ROAD CLOSED
W20 - 4	48" X 48"	16.00 ♦	2	32.00	ADVANCE ONE-LN. RD.
W20 - 4B	48" X 48"	16.00 ♦	___	___	ADVANCE ONE-LN. BR.
W20 - 5L	48" X 48"	16.00 ♦	___	___	ADVANCE LT. LN. CLOSED
W20 - 5R	48" X 48"	16.00 ♦	___	___	ADVANCE RT. LN. CLOSED
W20 - 7a	48" X 48"	16.00 ♦	___	___	
W21 - 1	36" X 36"	9.00	___	___	WORKERS
W21 - 1a	36" X 36"	9.00	___	___	

SIGNS REQUIRED (CONT'D)

SIGN NO.	SIZE	UNIT AREA SQ.FT.	QUAN. REQ'D.	TOTAL SIGN AREA SQ.FT.	REMARKS
W21 - 2	36" X 36"	9.00	___	___	FRESH OIL (TAR)
W21 - 3	48" X 48"	16.00 ♦	___	___	ADVANCE ROAD MACHINERY
W21 - 5	48" X 48"	16.00 ♦	___	___	SHOULDER WORK
W21 - 6	36" X 36"	9.00	___	___	SURVEY CREW
W24 - 1L	48" X 48"	16.00 ♦	___	___	
W24 - 1R	48" X 48"	16.00 ♦	___	___	
W24 - 1AL	48" X 48"	16.00 ♦	___	___	
W24 - 1AR	48" X 48"	16.00 ♦	___	___	
W24 - 1BL	48" X 48"	16.00 ♦	___	___	
W24 - 1BR	48" X 48"	16.00 ♦	___	___	
VP - 1L	12" X 36"	3.00	___	___	
VP - 1R	12" X 36"	3.00	___	___	
OM - 3L	12" X 36"	3.00	___	___	
OM - 3R	12" X 36"	3.00	___	___	
TOTAL SIGN AREA			LESS THAN 10 SQ. FT.	70.00	SQ. FT.
TOTAL SIGN AREA			10 SQ. FT. OR MORE ♦	296.00	SQ. FT.

(1) STANDARD
(2) SPECIAL (USE WHERE WARRANTED)

NOTES

1. INTERSTATE ROUTE MARKER
2. UNITED STATES ROUTE MARKER
3. STATE ROUTE MARKER
4. COLORS OF CARDINAL DIRECTION MARKERS AND DIRECTIONAL ARROWS SHALL BE APPROPRIATE TO MATCH ACCOMPANYING ROUTE MARKERS.
5. BLACK STRIPES ON YELLOW BACKGROUND
6. INTERSTATE USE ONLY
7. TOP OF SIGN - BLACK LETTERING ON ORANGE BACKGROUND, BOTTOM OF SIGN - BLACK LETTERING ON WHITE BACKGROUND

THE BACKGROUND OF ALL WARNING SIGNS ("W" SERIES) EXCEPT W10-1 SHALL BE ORANGE. THE W10-1 BACKGROUND SHALL BE YELLOW IN ALL CASES.

DEPARTMENT OF TRANSPORTATION MISSISSIPPI

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
DETAILED BY:
CHECKED BY:
DATE:

FMS CON: 109985/301000
PROJECT NO.: STBG-0024-01(035)
COUNTY: HINDS

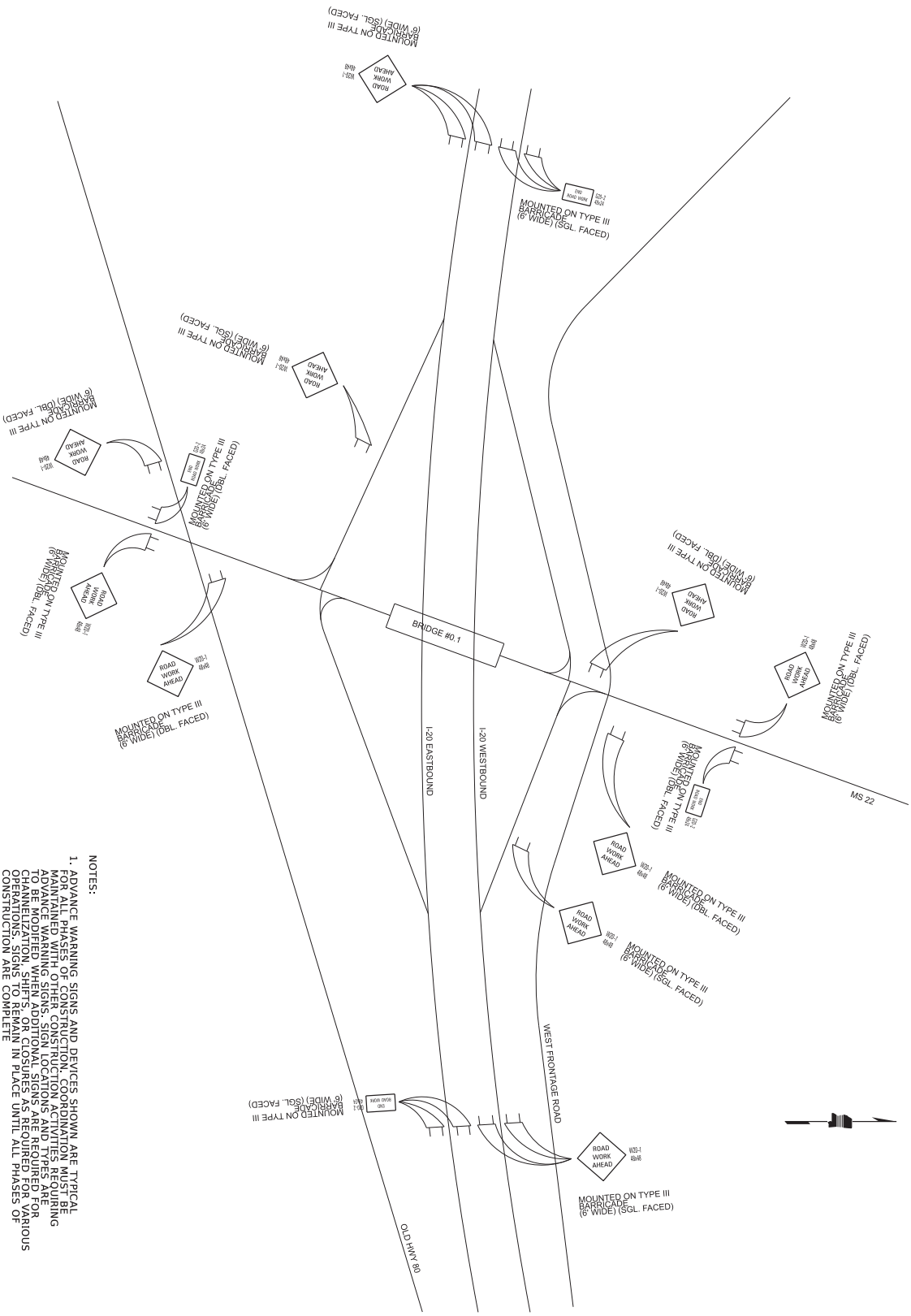
ESTIMATED QUANTITIES FOR TRAFFIC CONTROL SIGNS

SHEET ID **TCPQ-1**
SHEET NO.

- 6 -

Notice to Bidders No. 7298 -- Cont'd.

PLAN SHEET
8/28/2025 9:57:56 AM TCPQ.dgn



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 ADJUSTED WHEN ADDITIONAL SIGNS ARE REQUIRED FOR TEMPORARY 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.
3. ALL W20-1 "AHEAD" SIGNS TO BE PLACED AT A MINIMUM OF 500 FT. IN ADVANCE TO THE POINT OF CONSTRUCTION.

SHEET No.	SHEET TITLE: **DCS-1**	**DETAIL OF CONSTRUCTION SIGNING**	FMS CON: 109985/301000	DESIGNED BY:
			PROJECT NO.: STBG-0024-01(035)	DETAILED BY:
			COUNTY: HINDS - 7 -	CHECKED BY:
				DATE:

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

NOTE:

1: THE TRAFFIC CONTROL SYSTEM AT THE TEMPORARY SIGNAL SHALL BE DESIGNED BY THE CONTRACTOR AND APPROVED BY THE PROJECT ENGINEER.

2. ALL TRAFFIC CONTROL DEVICES SHALL COMPLY WITH MUTCD (LATEST EDITION).

3. ALL SIGNALS AND TIMINGS SHALL BE COORDINATED THROUGH PRETIMED SIGNAL ACTUATION.

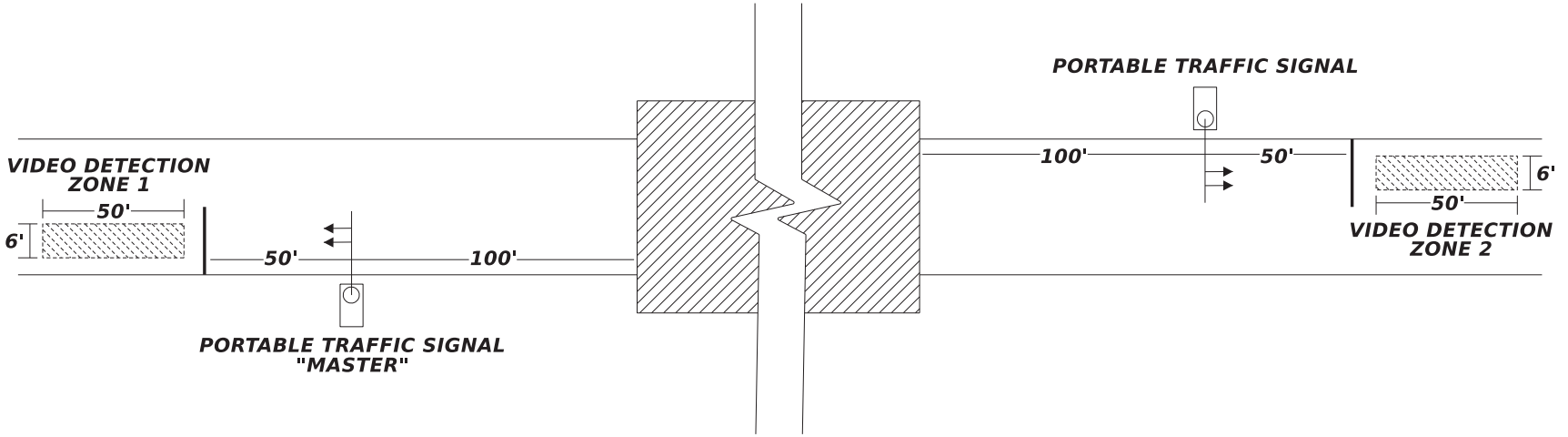
4. CONTRACTOR TO NOTIFY SIGNAL ENGINEER IN TRAFFIC ENGINEERING DIVISION TO BE PRESENT DURING PROGRAMMING. SIGNAL ENGINEER: (601) 359-1454

5. VIDEO DETECTION SHALL BE USED IN CONJUNCTION WITH PORTABLE TRAFFIC SIGNALS. ALL VIDEO EQUIPMENT SHALL BE INCLUDED UNDER PAY ITEM 619-H2002, TRAFFIC SIGNAL, PORTABLE, TYPE 2.

6. SIGNALS SHALL COMMUNICATE WITH ONE ANOTHER TO ENSURE NO CONFLICT BETWEEN THEM.

7. DRAWING DEPICTS ONLY ONE PHASE OF CONSTRUCTION, BUT IT IS APPLICABLE FOR ALL PHASES.

8. TEMPORARY PORTABLE TRAFFIC SIGNALS SHALL DISPLAY A MINIMUM OF TWO (2) SIGNAL HEADS FOR EACH APPROACH.



DESIGNED BY:
DETAILED BY:
CHECKED BY:
DATE:

FMS CON: 109985/301000
PROJECT NO.: STBG-0024-01(035)
COUNTY: HINDS

- 8 -

Notice to Bidders No. 7298 -- Cont'd.

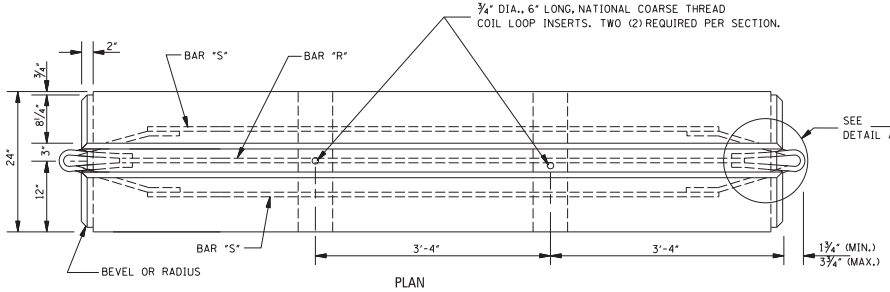
TEMPORARY TRAFFIC SIGNAL

SHEET ID: TTS-1
SHEET NO.:

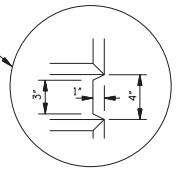
PLAN SHEET

9/3/2025 1:33:27 PM TTS-1.dgn

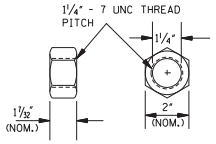
STATE	PROJECT NO.
MISS.	



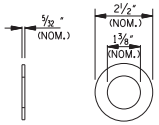
PLAN



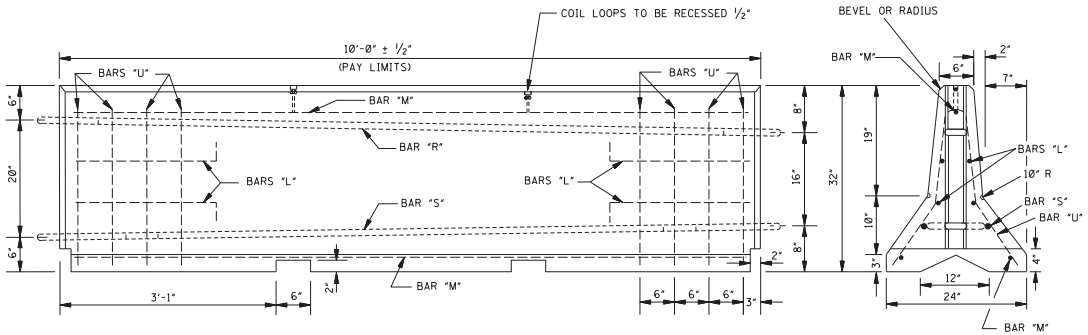
DETAIL A



HIGH-STRENGTH STRUCTURAL HEX NUT "F"

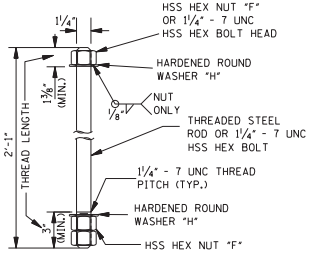


HARDENED ROUND WASHER "H"



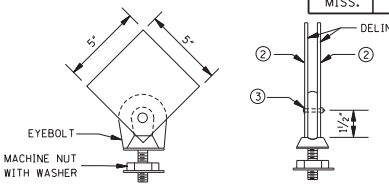
ELEVATION END

PRECAST CONCRETE MEDIAN BARRIER



ANCHOR STUD CONNECTOR DETAILS

NOTE: ALTERNATE METHODS OF CONNECTING PRECAST BARRIERS, SUCH AS J-HOOKS, MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.



DELINEATOR, CONCRETE PRECAST MEDIAN BARRIER, TYPE 1

① DELINEATORS SHALL BE REQUIRED UNLESS INDICATED OTHERWISE ON THE PLANS. THIS ITEM WILL NOT BE MEASURED SEPARATELY, BUT WILL BE INCLUDED UNDER PAYMENT FOR PRECAST CONCRETE BARRIER.

② DELINEATORS SHALL BE ENCAPSULATED LENS REFLECTIVE SHEETING ON ALUMINUM SHEET, 0.080" THICK, OR SHEET STEEL, 14 GAGE, WHICH IS GALVANIZED.

③ ALUMINUM OR STAINLESS STEEL SLOTTED ROUND HEAD MACHINE SCREW, NO. 10, 1½" LONG, 2-WASHERS AND 1-HEX HEAD NUT (COMMERCIAL QUALITY)

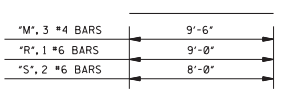
④ THE DELINEATORS SHALL BE INSTALLED FACING TRAFFIC WITH YELLOW ON THE LEFT AND WHITE ON THE RIGHT, UNLESS OTHERWISE SPECIFIED.

⑤ SPACINGS OF DELINEATORS:
TANGENT SECTION - 20'-0".
CURVED SECTION - 10'-0".

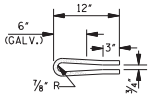
⑥ OPTIONAL DELINEATORS, WHICH ARE ON THE MISSISSIPPI DEPARTMENT OF TRANSPORTATION "LIST OF APPROVED MATERIALS", WILL BE ACCEPTED.

GENERAL NOTES:

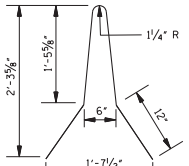
1. LIFTING DEVICES AND ATTACHMENTS TO BARRIER SECTIONS SHALL BE AS APPROVED BY THE ENGINEER.
2. PLACE ALL STEEL REINFORCEMENT 2" MINIMUM FROM OUTSIDE FACE OF WALL, EXCEPT AS OTHERWISE SHOWN.
3. THE ANCHOR STUD CONNECTOR SHALL CONFORM TO AASHTO M 314, GRADE 55. THE HSS HEX NUTS AND THE HARDENED ROUND WASHERS SHALL MEET THE REQUIREMENTS OF ASTM A 325.
4. CONCRETE SHALL BE CLASS "B" (CLASS 1 FINISH). REINFORCING STEEL SHALL MEET THE REQUIREMENTS OF AASHTO M 31.
5. STEEL RODS SHALL MEET THE REQUIREMENTS OF ASTM A 36.
6. CONNECTOR RODS, CONNECTOR PINS, NUTS AND WASHERS SHALL BE GALVANIZED MEETING THE REQUIREMENTS OF AASHTO M 111.



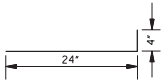
BARS "M", "R" & "S"



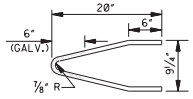
2 ¾"-STEEL RODS, 25" LONG
TOP CONNECTOR



8 #4 BARS, 5'-1" LONG
BARS "U"



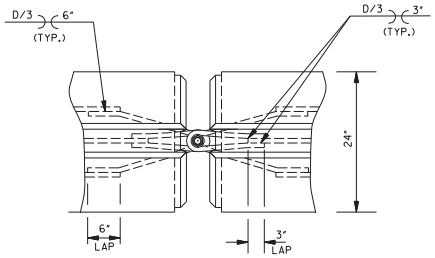
8 #4 BARS, 2'-4" LONG
BARS "L"



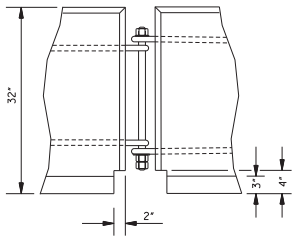
2 ¾"-STEEL RODS, 3'-6" LONG
BOTTOM CONNECTOR

BAR AND ROD DETAILS

NOTE: WHERE STEEL ROD GALVANIZATION IS SHOWN ABOVE, GALVANIZE AFTER BENDING.



PLAN



ELEVATION

BARRIER CONNECTION DETAIL

APPROXIMATE QUANTITIES FOR 10' BARRIER			
WEIGHT (lbs.)	REINF. STEEL (lbs.)	STEEL RODS (lbs.)	CONCRETE (yd^3)
3875	104	18	0.931

BY	REVISION	DATE

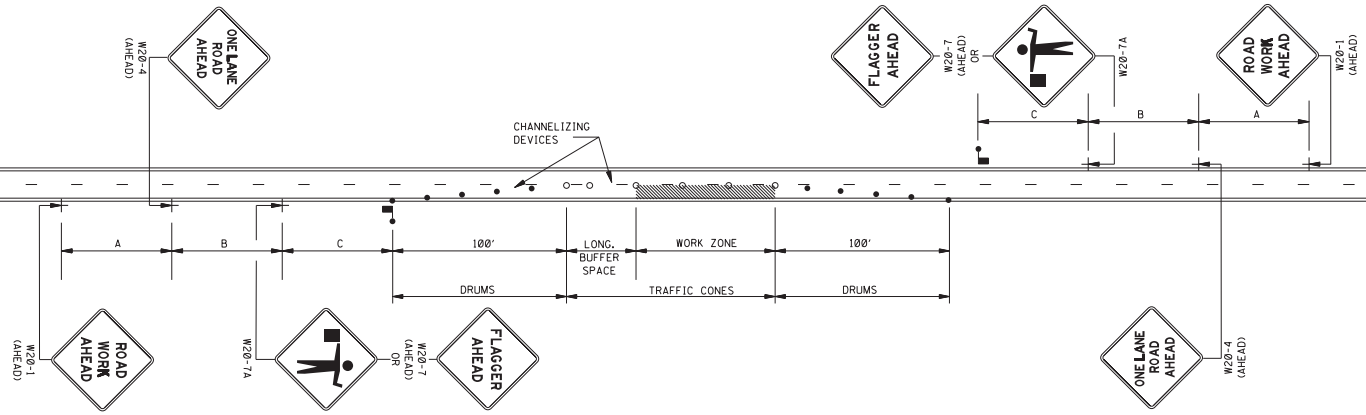
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

CONCRETE MEDIAN BARRIER
(PRECAST) (32")

ISSUE DATE: AUGUST 01, 2017

WORKING NUMBER: CMB-3
SHEET NUMBER: 6226

STATE	PROJECT NO.
MISS.	



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 APPROACHING VEHICLES WILL HAVE SUFFICIENT DISTANCE TO STOP. 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				
25	20	50	55	155
30	20	60	85	200
35	20	70	120	250
40	20	80	170	305
45	20	90	220	360
50	20	100	280	425
55	20	110	335	495
60	20	120	415	570
65	20	130	485	645

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

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- RETROREFLECTIVE PLASTIC DRUMS
   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.

REVISION	BY	DATE

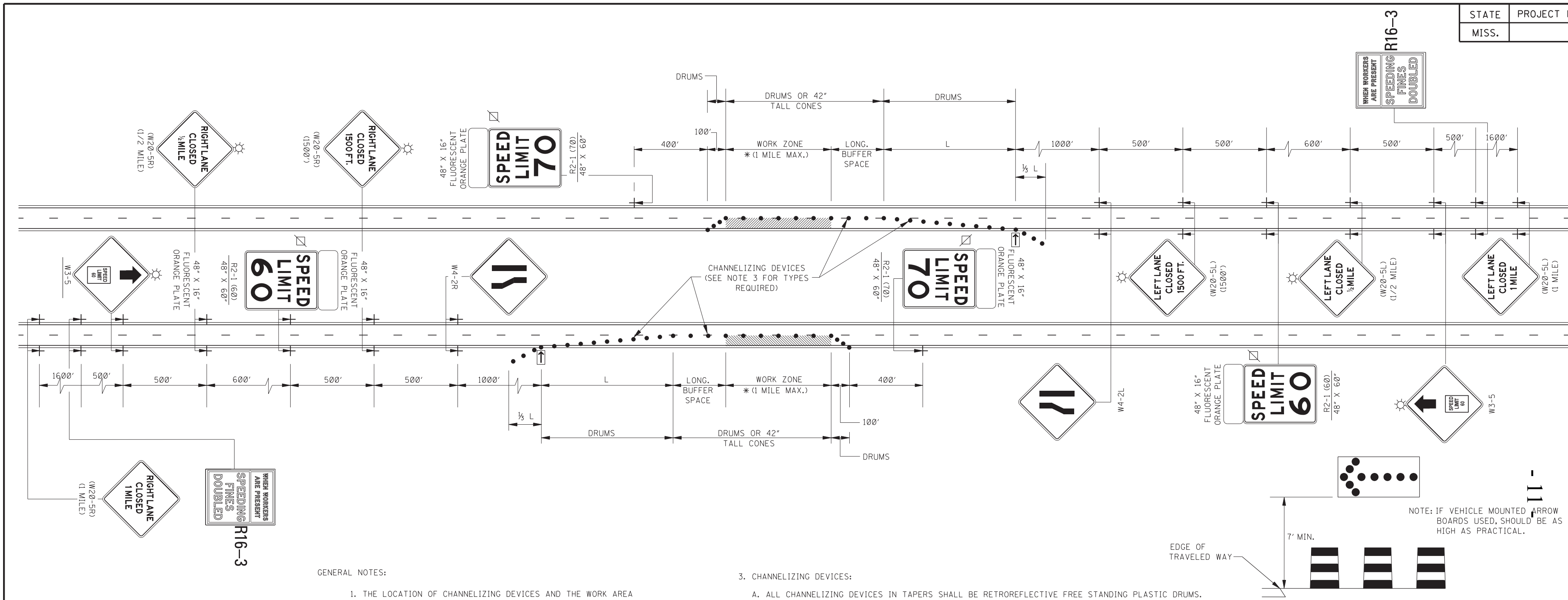
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

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

ISSUE DATE: AUGUST 01, 2017

MDOT
WORKING NUMBER TCP-1
SHEET NUMBER 6351

STATE	PROJECT NO.
MISS.	



GENERAL NOTES:

1. 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	MAXIMUM CHANNELIZING DEVICE SPACING (ft)		LONGITUDINAL BUFFER SPACE (ft) ††	TAPER RATES †
	TAPER	ALONG BUFFER SPACE & 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 = $WS^2/60$ 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 = 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.

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 DEVICES:

A. ALL CHANNELIZING DEVICES IN TAPERS SHALL BE RETROREFLECTIVE FREE STANDING PLASTIC DRUMS.

B. CHANNELIZING DEVICES IN TANGENTS MAY BE EITHER RETROREFLECTIVE FREE STANDING PLASTIC DRUMS OR 42" TALL CONES.

C. ALL CHANNELIZING DEVICES SHALL BE RETROREFLECTIVE.

D. RETROREFLECTORIZATION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE M.U.T.C.D.

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

5. ALL EXISTING SPEED LIMIT SIGNS WHICH ARE INFLUENCED BY OR CONFLICT WITH THE SPEED ZONE REDUCTION SHALL BE COVERED AS DIRECTED BY THE ENGINEER WHILE THE REDUCED SPEED LIMIT IS IN EFFECT. TAPE SHALL NOT BE USED ON FACE OF SIGN.

6. 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.

7. 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.

8. 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.

9. A FLUORESCENT ORANGE PLATE IS REQUIRED WITH ALL REGULATORY SPEED LIMIT SIGNS REQUIRED FOR LANE CLOSURE.

10. 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
- TYPE "B" WARNING LIGHTS
- ● RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

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)

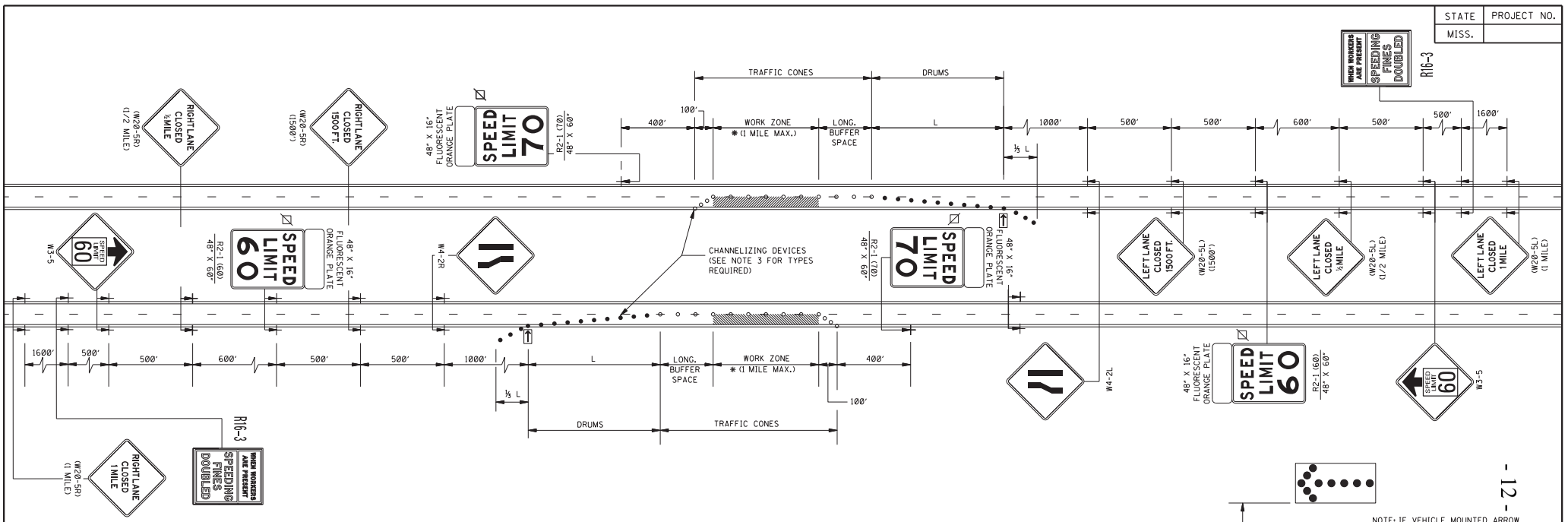
ISSUE DATE: AUGUST 01, 2017

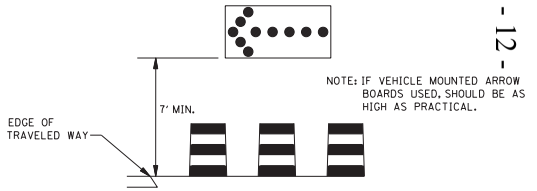
MDOT

WORKING NUMBER TCP-4

SHEET NUMBER 6354

STATE	PROJECT NO.
MISS.	





GENERAL NOTES:

1. 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	MAXIMUM CHANNELIZING DEVICE SPACING (ft)		†† LONGITUDINAL 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 = $WS^2/60$ 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 = 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.

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 REDUCTION SHALL BE COVERED AS DIRECTED BY THE ENGINEER WHILE THE REDUCED SPEED LIMIT IS IN EFFECT. TAPE 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 70 MPH. FOR POSTED SPEED LIMIT OF 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
STANDARD PLAN

TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT OF 65 OR 70 MPH

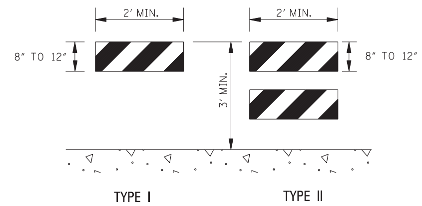
(INTERSTATES AND OTHER 4-LANE DIVIDED HIGHWAYS) (MEDIAN LANE OR OUTSIDE LANE CLOSURE) (WORK DAY ONLY)

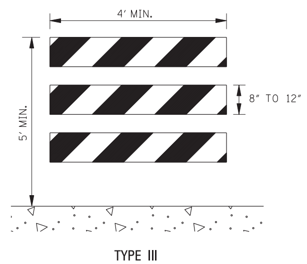
DATE	REVISION	BY

ISSUE DATE: AUGUST 01, 2017

TRACKING NUMBER: TCP-5
SHEET NUMBER: 6355

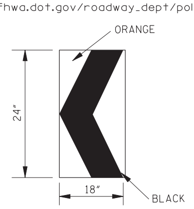
STATE	PROJECT NO.
MISS.	





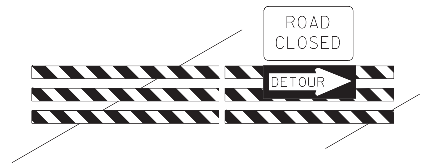
STANDARD BARRICADES

1. THE MARKING FOR BARRICADE RAILS SHALL BE ORANGE AND WHITE (SLOPING DOWNWARD AT AN ANGLE OF 45° IN THE DIRECTION TRAFFIC IS TO PASS).
2. RAIL STRIPE SHOULD 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 WORK ZONE DEVICES WHICH REQUIRE CRASHWORTHINESS ACCEPTANCE LETTERS. TO DATE, 2-IN. THICK TIMBER RAILS HAVE NOT BEEN SUCCESSFULLY CRASH TESTED. A LIST OF CRASHWORTHY BARRICADES AND OTHER CATAGORY II DEVICES CAN BE FOUND ON FHWA'S WEBSITE: http://safety.fhwa.dot.gov/roadway_dept/policy_guide/road_hardware/cat2.cfm



CHEVRON SIGN DETAIL

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'-0" BEHIND THE LANE TRANSITION STRIPE.



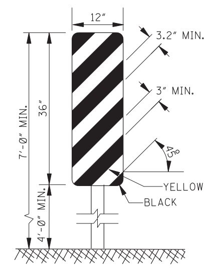
BARRICADE CLOSING A ROAD

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 6 IF FACING TRAFFIC IN TWO DIRECTIONS

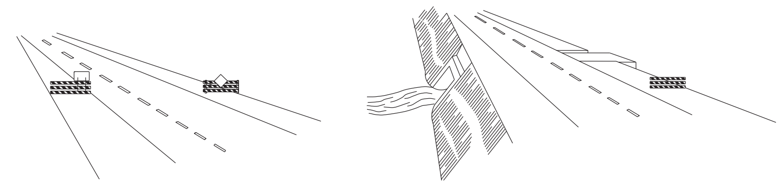
✱ 1. FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED.

✱✱ 2. BARRICADES INTENDED FOR USE ON EXPRESSWAYS, FREEWAYS AND OTHER HIGH SPEED ROADWAYS, SHALL HAVE A MINIMUM OF 270 in^2 OF REFLECTIVE AREA FACING TRAFFIC.



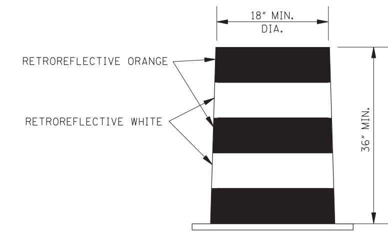
TYPE 3 OBJECT MARKER (OM-3R)

1. TYPE 3 OBJECT MARKERS SHALL BE USED AT ALL EXPOSED BRIDGE ABUTMENTS AND AT OTHER LOCATIONS AS DEEMED NECESSARY BY THE ENGINEER.
2. THE OM-3R IS SHOWN. THE OM-3L 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.



WING BARRICADES

1. WING BARRICADES ARE TYPE III BARRICADES ERECTED ON THE SHOULDER ON ONE OR BOTH SIDES OF THE PAVEMENT TO GIVE THE SENSATION OF A NARROWING OR RESTRICTED ROADWAY. WING BARRICADES MAY BE USED AS A MOUNTING FOR THE ADVANCE WARNING SIGNS OR FLASHERS.
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.



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 STANDARDS FOR BARRICADE. THE PREDOMINANT COLOR ON DRUMS SHALL BE ORANGE WITH FOUR (4) RETROREFLECTIVE, HORIZONTAL, CIRCUMFERENTIAL STRIPES (2 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 6'-0" FROM THE EDGE OF TRAVELED LANE.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS

MDOT

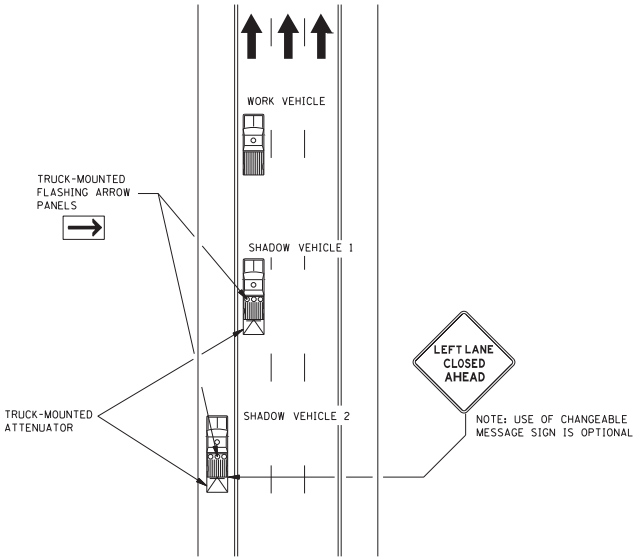
WORKING NUMBER: CP-8

SHEET NUMBER: 6358

ISSUE DATE: AUGUST 01, 2017

STATE	PROJECT NO.
MISS.	

MOBILE OPERATIONS ON MULTILANE ROAD

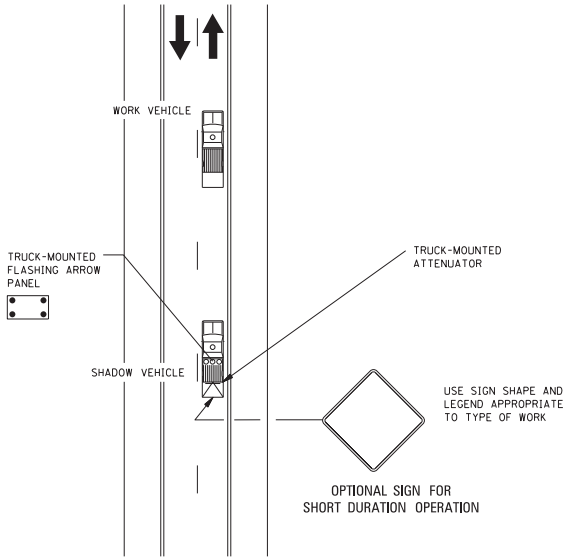


MOBILE OPERATIONS ON MULTILANE ROAD

NOTES FOR MULTILANE LANE OPERATION:

1. VEHICLES USED FOR THESE OPERATIONS SHOULD BE MADE HIGHLY VISIBLE WITH APPROPRIATE EQUIPMENT, SUCH AS FLASHING LIGHTS, ROTATING BEACONS, FLAGS, SIGNS, OR ARROW PANELS.
2. SHADOW VEHICLE 2 SHOULD BE EQUIPPED WITH AN ARROW PANEL AND TRUCK MOUNTED ATTENUATOR (TMA). AN APPROPRIATE LANE CLOSURE SIGN SHOULD BE PLACED ON SHADOW VEHICLE 2 SO AS NOT TO OBSCURE THE ARROW PANEL.
3. SHADOW VEHICLE 1 SHOULD BE EQUIPPED WITH AN ARROW PANEL AND TRUCK-MOUNTED ATTENUATOR (TMA).
4. SHADOW VEHICLE 2 SHOULD TRAVEL AT A VARYING DISTANCE FROM THE WORK OPERATION SO AS TO PROVIDE ADEQUATE SIGHT DISTANCE FOR TRAFFIC APPROACHING FROM THE REAR.
5. WHEN ADEQUATE SHOULDER WIDTH IS NOT AVAILABLE, SHADOW VEHICLE 2 SHOULD BE ELIMINATED.
6. ON HIGH-SPEED ROADWAYS, A THIRD SHADOW VEHICLE SHOULD BE USED (i.e., VEHICLE 3 ON THE SHOULDER (IF PRACTICAL), VEHICLE 2 IN THE CLOSED LANE, AND VEHICLE 1 IN THE CLOSED LANE).
7. ARROW PANELS SHALL BE AS A MINIMUM TYPE B, 60" X 30" IN ACCORDANCE WITH THE CRITERIA PRESENTED IN THE MUTCD.
8. WORK SHOULD NORMALLY BE DONE DURING OFF-PEAK HOURS.
9. VEHICLE-MOUNTED SIGNS SHOULD BE MOUNTED WITH THE BOTTOM OF THE SIGN LOCATED AT A MINIMUM HEIGHT OF 48" ABOVE THE PAVEMENT AND SHALL NOT BE OBSCURED BY EQUIPMENT OR SUPPLIES. SIGN LEGENDS SHALL BE COVERED OR TURNED FROM VIEW WHEN WORK IS NOT IN PROGRESS.
10. 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.

MOBILE OPERATIONS ON TWO–LANE ROAD



MOBILE OPERATIONS ON TWO–LANE ROAD

NOTES FOR TWO-LANE OPERATION:

1. WHERE PRACTICAL AND WHEN NEEDED, THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS. IF THIS CAN NOT BE DONE FREQUENTLY, AS AN ALTERNATIVE, A "DO NOT PASS" SIGN MAY BE PLACED ON THE REAR OF THE VEHICLE BLOCKING THE LANE.
2. THE DISTANCE BETWEEN THE WORK AND SHADOW VEHICLES MAY VARY ACCORDING TO TERRAIN, PAINT DRYING TIME, AND OTHER FACTORS. SHADOW VEHICLES ARE USED TO WARN TRAFFIC OF THE OPERATION AHEAD. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, THE SHADOW VEHICLE SHOULD MAINTAIN THE MINIMUM DISTANCE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. THE SHADOW VEHICLE SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
3. ADDITIONAL SHADOW VEHICLES TO WARN AND REDUCE THE SPEED OF ONCOMING OR OPPOSING TRAFFIC MAY BE USED. POLICE PATROL CARS MAY BE USED FOR THIS PURPOSE.
4. A TRUCK-MOUNTED ATTENUATOR (TMA) SHOULD BE USED ON THE SHADOW VEHICLE AND MAY BE USED ON THE WORK VEHICLE.
5. THE WORK VEHICLE SHALL BE EQUIPPED WITH BEACONS, AND THE SHADOW VEHICLES SHALL BE EQUIPPED WITH TWO HIGH-INTENSITY FLASHING LIGHTS MOUNTED ON THE REAR, ADJACENT TO THE SIGN. SHADOW AND WORK VEHICLES SHALL DISPLAY FLASHING OR ROTATING BEACONS BOTH FORWARD AND TO THE REAR.
6. VEHICLE-MOUNTED SIGNS SHOULD BE MOUNTED WITH THE BOTTOM OF THE SIGN LOCATED AT A MINIMUM HEIGHT OF 48" ABOVE THE PAVEMENT AND SHALL NOT BE OBSCURED BY EQUIPMENT OR SUPPLIES. SIGN LEGENDS SHALL BE COVERED OR TURNED FROM VIEW WHEN WORK IS NOT IN PROGRESS.
7. ARROW BOARD TO BE USED IN CAUTION MODE.
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.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

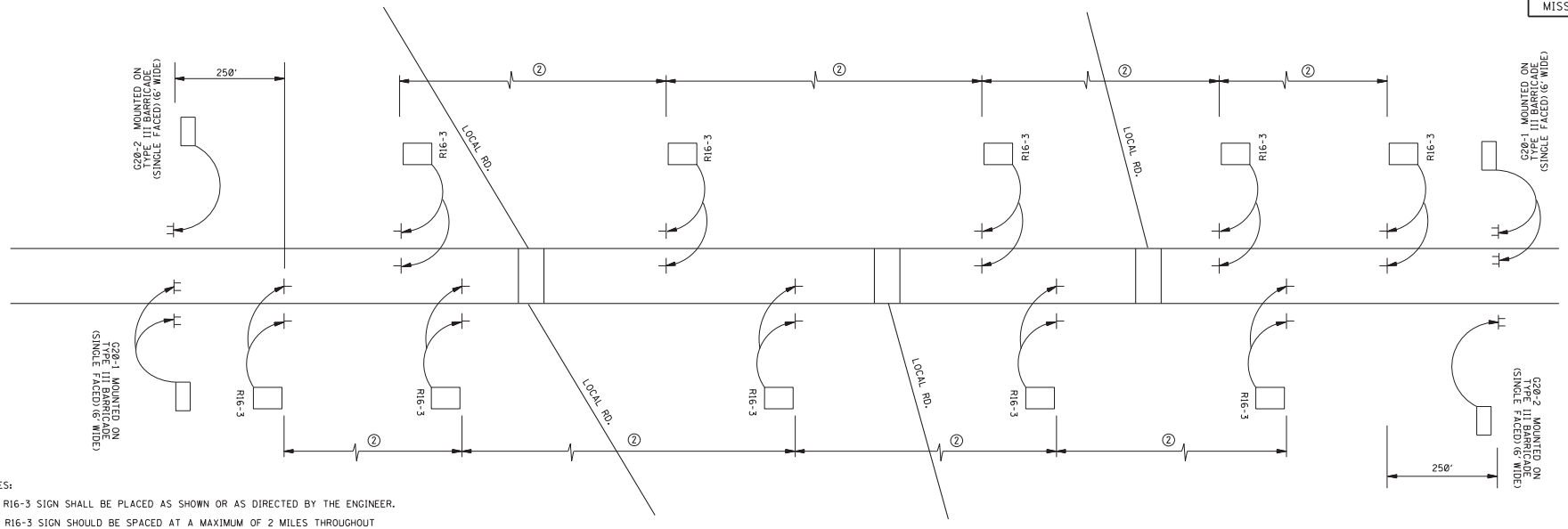
TRAFFIC CONTROL PLAN MOBILE OPERATIONS MULTILANE ROADS AND TWO–LANE ROADS

ISSUE DATE: AUGUST 01, 2017

MDOT

WORKING NUMBER	SHEET NUMBER
TCP-9	6359

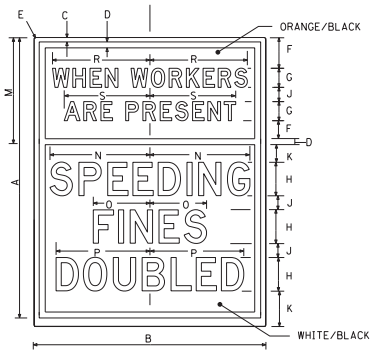
STATE	PROJECT NO.
MISS.	



NOTES:

1. R16-3 SIGN SHALL 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.

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



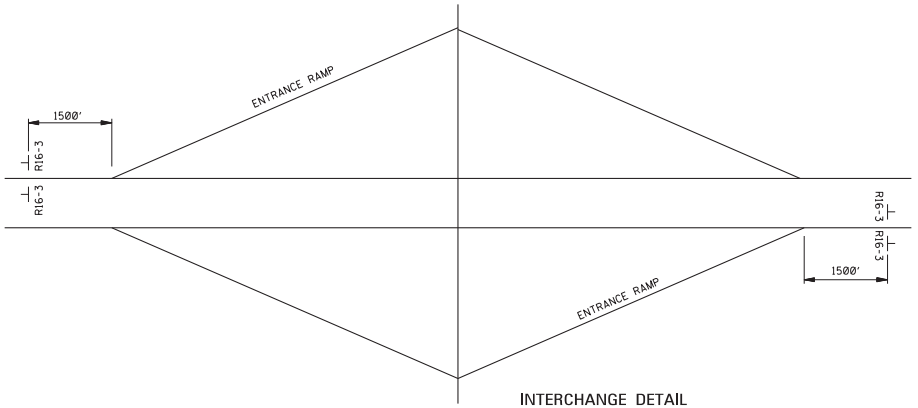
SIGN	DIMENSIONS (INCHES)							
	A	B	C	D	E	F	G	H
STD.	60	48	3/4	1 1/4	3	3 3/4	4 Dm	7 D
	J	K	M	N	O	P	R	S
STD.	3	6 5/8	22 1/8	21	11 1/8	19 21/32	20 9/32	18

48" x 60"
(INTERSTATE USE)

SIGN	DIMENSIONS (INCHES)							
	A	B	C	D	E	F	G	H
STD.	48	36	3/4	1 1/4	3	2 3/4	3 Dm	6 D
	J	K	M	N	O	P	R	S
STD.	3	4 1/8	14 3/4	14	7 7/8	13 1/8	13 5/8	12

36" x 48"
(ALL OTHER HIGHWAYS)

R16-3



INTERCHANGE DETAIL

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

LOCATION OF R16-3 SIGNS (SPEEDING FINES DOUBLED)

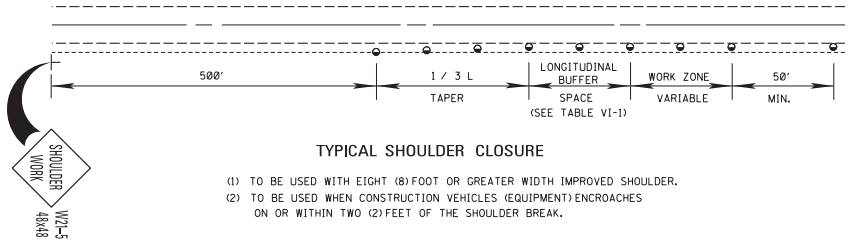
ISSUE DATE: AUGUST 01, 2017

MDOT

WORKING NUMBER	SHEET NUMBER
TCP-15	6365

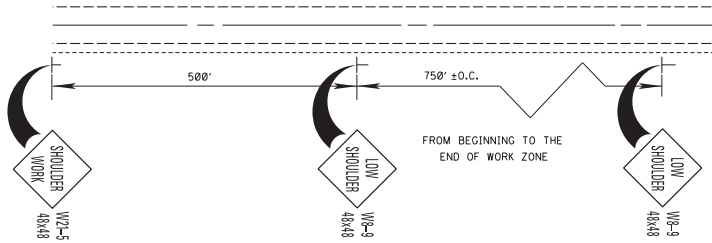
STATE	PROJECT NO.
MISS.	

PLASTIC DRUMS
(SEE NOTE FOR SPACING)



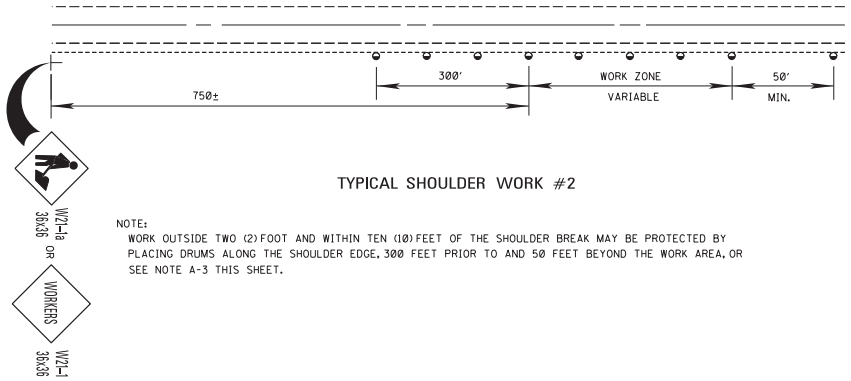
TYPICAL SHOULDER CLOSURE

(1) TO BE USED WITH EIGHT (8) FOOT OR GREATER WIDTH IMPROVED SHOULDER.
(2) TO BE USED WHEN CONSTRUCTION VEHICLES (EQUIPMENT) ENCROACHES ON OR WITHIN TWO (2) FEET OF THE SHOULDER BREAK.



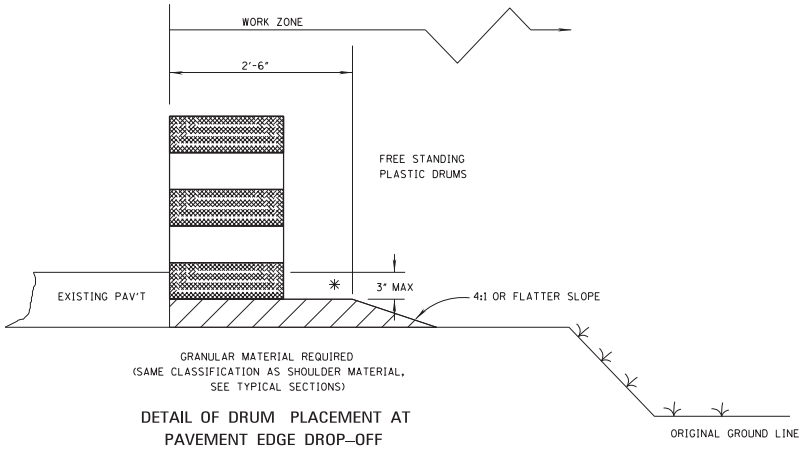
TYPICAL SHOULDER WORK #1
(SEE NOTE A–1 THIS SHEET)

PLASTIC DRUMS
(SEE NOTE FOR SPACING)



TYPICAL SHOULDER WORK #2

NOTE:
WORK OUTSIDE TWO (2) FOOT AND WITHIN TEN (10) FEET OF THE SHOULDER BREAK MAY BE PROTECTED BY PLACING DRUMS ALONG THE SHOULDER EDGE, 300 FEET PRIOR TO AND 50 FEET BEYOND THE WORK AREA, OR SEE NOTE A-3 THIS SHEET.



DETAIL OF DRUM PLACEMENT AT PAVEMENT EDGE DROP–OFF

NOTES:

✳ A. PAVEMENT EDGE DROP-OFF

1. IF LESS THAN TWO AND ONE QUARTER (2.25) INCHES-NO PROTECTION REQUIRED. PLACE A SHOULDER WORK SIGN (W21-5) 500 FEET IN ADVANCE OF WORK ZONE SHOULDER AND A LOW SHOULDER SIGN (W8-9) AT THE BEGINNING AND THROUGHOUT THE WORK ZONE @ (750'+O.C.).
2. TWO AND ONE QUARTER TO THREE INCHES-PLACE DRUMS, VERTICAL PANELS OR BARRICADES EVERY 100 FEET ON TANGENT SECTIONS FOR SPEEDS OF 50 MILES PER HOUR OR GREATER. CONES MAY BE USED IN PLACE OF DRUMS, PANELS, AND BARRICADES DURING DAYLIGHT HOURS. FOR TANGENT SECTIONS WITH SPEEDS LESS THAN 50 MILES PER HOUR AND FOR CURVES, DEVICES SHOULD BE PLACED EVERY 50 FEET. SPACING FOR TAPERS SHOULD BE IN ACCORDANCE WITH THE M.U.T.C.D. (1 / 3 L, WHERE L IS THE TAPER LENGTH IN FEET.)
3. GREATER THAN THREE (3) INCHES-POSITIVE SEPARATION OR WEDGE WITH 4:1 OR FLATTER SLOPE NEEDED. IF THERE IS EIGHT (8) FEET OR MORE DISTANCE BETWEEN THE EDGE OF TRAVEL LANE AND DROP-OFF, THEN DRUMS, PANELS OR BARRICADES MAY BE USED.
4. FOR TEMPORARY CONDITIONS, DROP-OFFS GREATER THAN THREE (3) INCHES MAY BE PROTECTED WITH DRUMS, VERTICAL PANELS OR BARRICADES FOR SHORT DISTANCES DURING DAYLIGHT HOURS WHILE WORK IS BEING DONE IN THE DROP-OFF AREA.
5. LESSER TREATMENTS THAN THOSE DESCRIBED ABOVE MAY BE CONSIDERED FOR LOW-VOLUME LOCAL STREETS.

B. DRUM SPACING

1. TANGENTS = 2 X S
2. TAPERS = L / 3
   WHERE L = S X W
   L = TAPER LENGTH IN FEET
   S = SPEED IN MPH (POSTED OR 85 PERCENTILE)
   W = WIDTH OF OFFSET IN FEET

C. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER MAINTENANCE OF TRAFFIC.

TABLE VI-1. GUIDELINES FOR LENGTH OF LONGITUDINAL BUFFER SPACE

✳✳ SPEED (MPH)	LENGTH (FEET)
20	35
25	55
30	85
35	120
40	170
45	220
50	280
55	335
60	415
65	485

✳✳ POSTED SPEED, OFF-PEAK 85 PERCENTILE SPEED PRIOR TO WORK STARTING, OR THE ANTICIPATED OPERATING SPEED IN MPH.

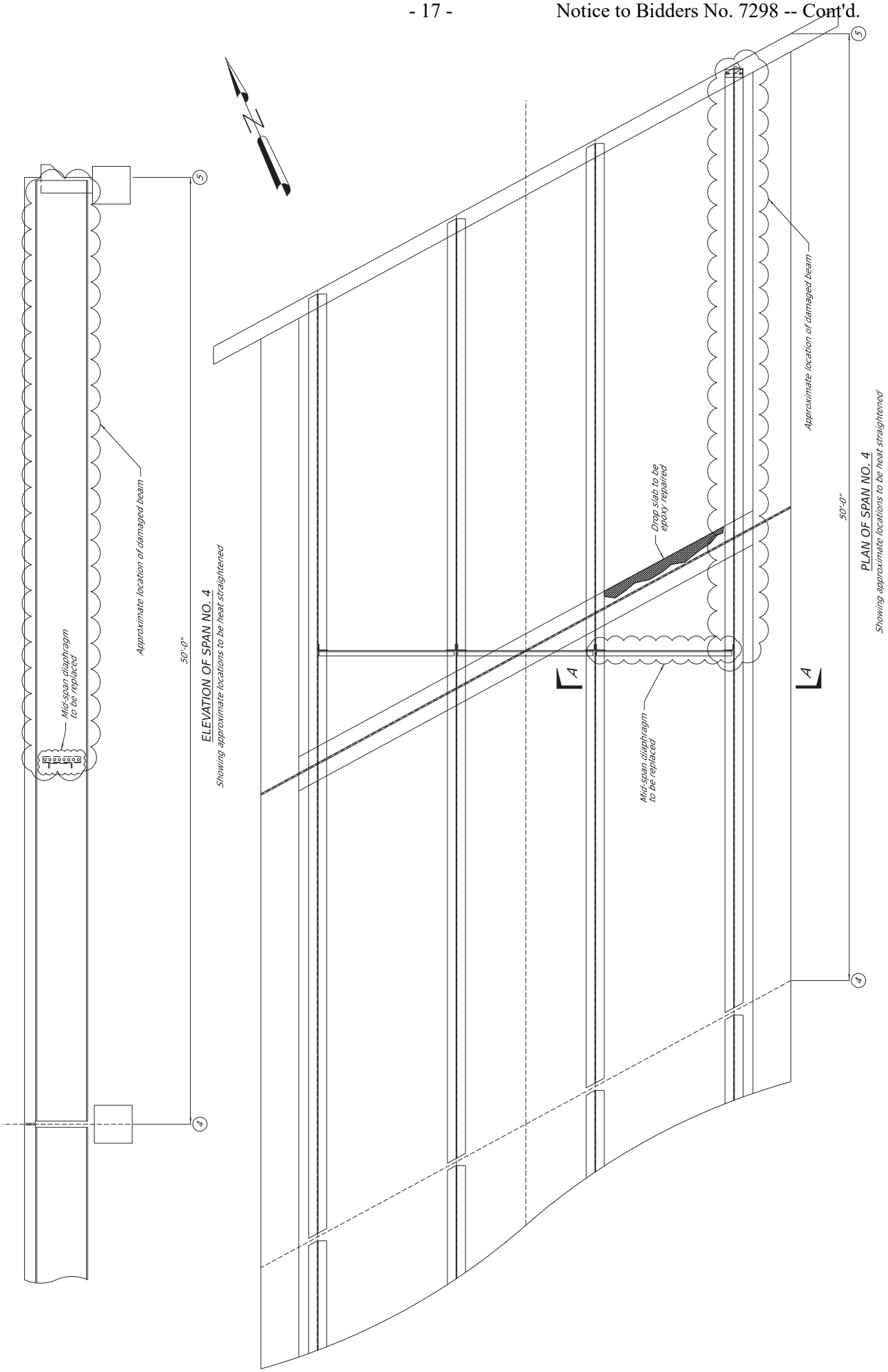
BY	REVISION	DATE

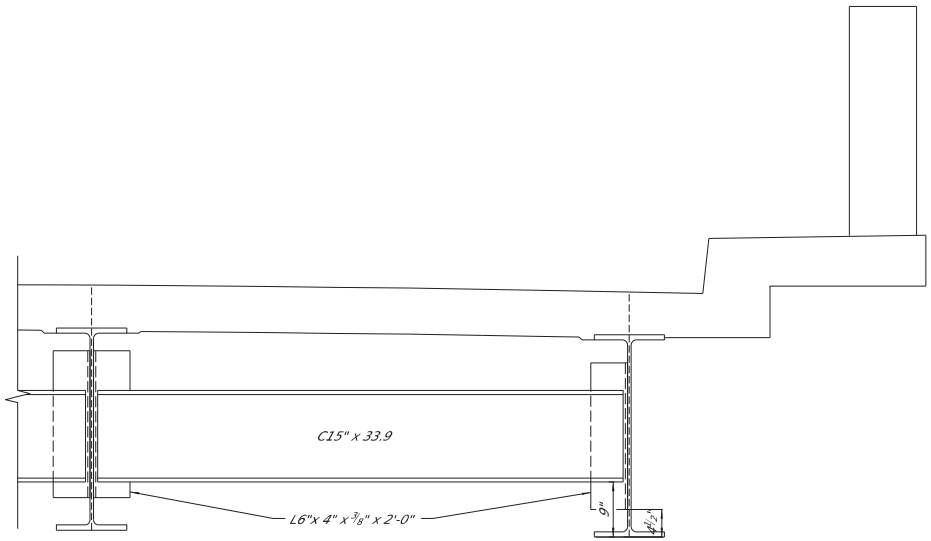
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TRAFFIC CONTROL DETAILS DRUM PLACEMENT AND SHOULDER CLOSURE

ISSUE DATE: AUGUST 01, 2017

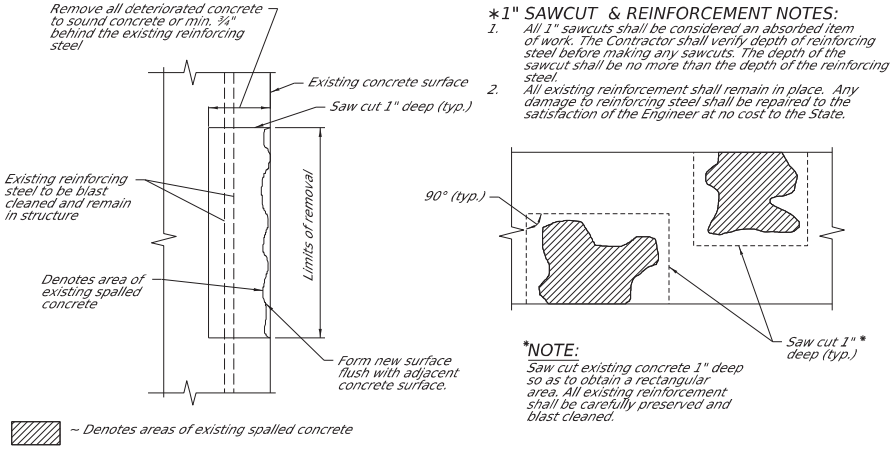
MDOT
WORKING NUMBER
TCP-16
SHEET NUMBER
6366


N
5
4
Approximate location of damaged beam
Mid-span diaphragm to be replaced
50'-0"
ELEVATION OF SPAN NO. 4
Showing approximate locations to be heat straightened
Drop slab to be epoxy repaired
Approximate location of damaged beam
Mid-span diaphragm to be replaced
A
A
50'-0"
PLAN OF SPAN NO. 4
Showing approximate locations to be heat straightened



HALF TYPICAL SECTION A-A

All materials and labor associated with this item of work shall be paid for per each section of diaphragms replaced under Pay Item No. 907-824-PP006, Bridge Repair, Mid-Span Diaphragm Replacement



∗1" SAWCUT & REINFORCEMENT NOTES:

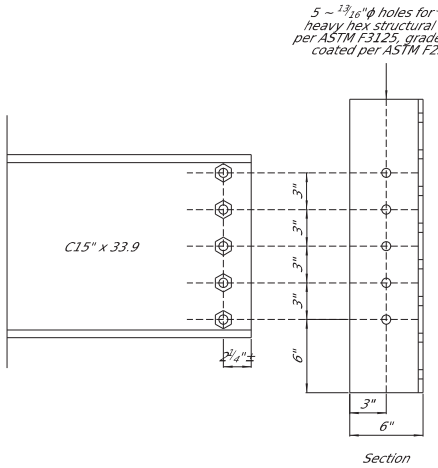
1. All 1" sawcuts shall be considered an absorbed item of work. The Contractor shall verify depth of reinforcing steel before making any sawcuts. The depth of the sawcut shall be no more than the depth of the reinforcing steel.
2. All existing reinforcement shall remain in place. Any damage to reinforcing steel shall be repaired to the satisfaction of the Engineer at no cost to the State.

*NOTE:

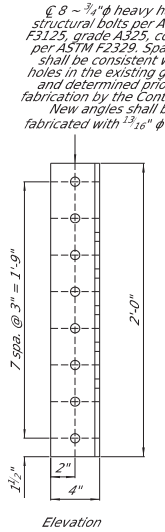
Saw cut existing concrete 1" deep so as to obtain a rectangular area. All existing reinforcement shall be carefully preserved and blast cleaned.

EPOXY MORTAR SPALL REPAIR DETAIL

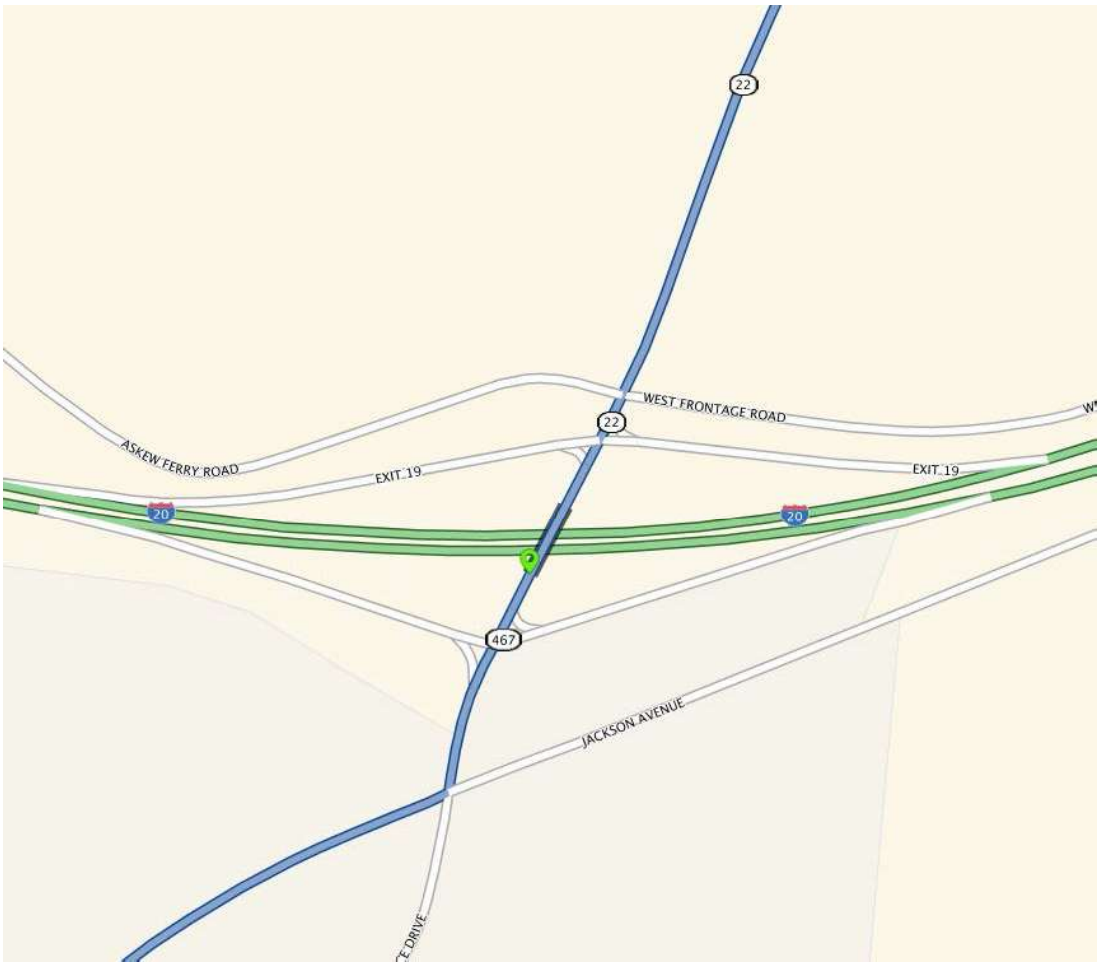
EPOXY REPAIR LOCATIONS		
LOCATION	QUANTITY (SQ. FT.)	REMARKS
Span 4	8	Drop Slab Mid-Span East Side
Span 4	1	Rail Approx. Mid-Span East Side
Bent 4	6	East Column
Bent 5	10	End Wall, Girder 4



DIAPHRAGM ASSEMBLY



DIAPHRAGM VERTICAL STIFFENER



Bridge ID: 11533

Structure Name: 0.1

County: Hinds

Facility: SR 22

Feature: I 20

Location SR 22 OVER I 20