

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>10/9/2025</u>	ADDENDUM NO.	_____	DATED	_____
ADDENDUM NO.	<u>2</u>	DATED	<u>10/24/2025</u>	ADDENDUM NO.	_____	DATED	_____
ADDENDUM NO.	_____	DATED	_____	ADDENDUM NO.	_____	DATED	_____

Number

Description

- 1 Revised Table of Contents; Revised Advertisement; Deleted NTB Nos. 5605 w/ Supplement & NTB No. 7077; Deleted OCR-485; Amendment EBSx Download Required.
- 2 Revised Table of Contents; Added NTB No.3676; Revised NTB No. 7329; Added SP 907-401-2 & 907-403-4; Revised Bid Items; Amendment EBSx Download Required.

TOTAL ADDENDA: 2

(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-0674-00(004)/ 109679301000

Noxubee County(ies)

Revised 01/26/2016

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

10/24/2025 07:32 AM

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3676

CODE: (SP)

DATE: 09/21/2021

SUBJECT: Asphalt Gyratory Compactor Internal Angle Calibration

Bidders are advised that by March 1, 2022, all asphalt gyratory compactors shall be calibrated to an internal angle of $1.16^{\circ} \pm 0.02^{\circ}$. This requirement will be reflected in updates made to MT-78, MT-80, and MT-83. This calibration requirement also extends to all QC/QA testing.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 – NOTICE TO BIDDERS NO. 7329

CODE: (SP)

DATE: 10/23/2025

SUBJECT: Scope of Work

PROJECT: STBG-0674-00(004) / 109679301000 – Noxubee County

The contract documents do not include an official set of construction plans but may, by reference, include some Drawings when so specified in a Notice to Bidders entitled, “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 structures from damage which might occur during construction. The Contractor shall replace or repair, as directed by the Director of Structures, State Bridge 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 any fabrication or construction.

During construction, care shall be exercised to ensure that no debris falls into any hydraulic crossings below the structures. 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 number 131.1 (15726) located on SR 145 over Noxubee Relief in Noxubee County.

Scope of Work Bridge 131.1 (15726):

- Painting of Superstructure
- Milling Asphalt from Bridge Deck
- Full Depth Deck Repair
- Joint Repair & Sealing
- Install Hybrid Polymer Concrete Overlay
- Repair Beam Ends

- General Epoxy Repair
- Installation of Saddles

For additional information and details, see work related items below and on the attached Drawings. At the Contractor's request, Bridge Division will provide a complete set of As-Built plans for the existing bridge.

Painting of Superstructure (Coating Existing Structural Steel)

The blasting and painting of superstructure shall be done in accordance with Special Provision 907-845. This item of work shall be paid for under Pay Item No. 907-845-A, Coating Existing Structural Steel. The square footage of 7,300 ft² given for these items is for information purposes only and is approximate and will not be measured for payment. Actual square footage may be more or less than given, but shall not be a basis for additional compensation. The Contractor will be required to properly dispose of all debris at an approved landfill. Incidental work such as project cleanup, debris disposal, and other work necessary to complete the project will not be measured for separate payment and will be considered absorbed items.

After the prime coat is applied in accordance with the Scope of Work and Special Provisions, beam support plates and angles shall be installed in accordance with attached Drawings.

Repair Beam Ends (Installation of Web Support Plates, and Angles)

The steel beams of the bridge shall be repaired in the locations indicated on the beam layout sheets. The type of repair for each beam is shown in attached Drawings. All beam end repair locations shall be completed prior to applying the intermediate and top coat in accordance with Special Provision No. 907-824.03.6. For additional information see Drawings and Structural Steel Notes in the Scope of Work. Repair of Beam Ends will be paid for under Pay Item No. 907-824-PP006, Bridge Repair, Beam Repair.

Installation of Saddle Notes

Saddles will be installed at locations indicated on the attached Drawings. Prior to saddle fabrication, all dimensions of the existing structure shall be field verified by the Contractor. The Contractor shall be responsible for adjusting the elements of the saddle assemblies to ensure proper fit with the existing structure. Installation of Saddles will be paid for under Pay Item No. 907-824-PP006, Bridge Repair, Installation of Saddles.

General Epoxy Repair

General Epoxy Repair shall be done in accordance with Special Provision Subsection 907-824.03.1 and with the approved materials outlined in Special Provision Subsection 907-824.02.1. All work and materials 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 such that this item may be increased, decreased, or eliminated as directed by the Project Engineer.

Structural Steel Notes

1. 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.
2. All welding shall be done by the electric arc process and shall conform to the ANSI/AASHTO/AWS D1.5 bridge welding code, the latest edition of the AASHTO Guide Specification for Highway Bridge Fabrication with high performance steel, when applicable, and as directed herein.
3. All welds shall be discontinued $\frac{1}{4}$ " or $\frac{1}{2}$ " from the ends of the support plates and angles.
4. All structural steel used on this project shall be new and shall conform to A.S.T.M. designation A709, Grade 50.
5. All $\frac{7}{8}$ " diameter bolts shall be galvanized and conform to A.S.T.M. F3125, Grade A325.
6. All bolts shall be hot dip galvanized in accordance with the requirements of A.S.T.M. F2329 or galvanized by the Mechanical Process in accordance with the requirements of A.S.T.M. B695, Class 50 coating. Maximum hardness for high strength bolts shall 33 Rockwell C (Rc).
7. Each high strength bolt shall be tightened to provide, when all bolts in the joint are tight, at least a minimum tension as follows: $\frac{3}{4}$ " diameter bolts = 28,250 lbs., $\frac{7}{8}$ " diameter bolts = 39,250 lbs., & 1" diameter bolts = 51,250 lbs.
8. Nuts and washers shall conform to A.S.T.M. A194, Grade 2H and A.S.T.M. F436, galvanized.
9. Nuts shall be heavy hex.
10. Nuts shall be tapped oversize the minimum amount required for proper assembly.
11. 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.
12. High strength bolts, nuts, or direct tension indicators shall not be reused after tightening.
13. After fabrication, all other components of the Saddle Assembly shall be hot-dipped galvanized in accordance with A.S.T.M. A123. This shall be clearly stated within the submitted shop drawings.

Milling Asphalt from Bridge Deck

Removal of asphalt from bridges shall be as follows:

1. A milling machine with a milling head no larger than four feet (4') wide shall be used to remove the asphalt overlay to a depth such that the milling head does not come in contact with the bridge deck.
2. The remaining asphalt on the surface of the bridge deck shall be removed by the use of mechanical sweepers, high pressure air, or other methods approved by the Engineer.
3. In addition to milling the bridge deck, the Contractor shall also mill the existing roadway in order to provide a smooth transition between the existing alignment and the new asphalt overlay. The amount of milling necessary for this transition shall be determined in the field and approved by the Engineer.

4. The Contractor shall provide all technical data on the milling machine that will be used on this project to the Director of Structures, State Bridge Engineer through the Project Engineer for approval.

Milling of deck will be paid for under Pay Item No. 406-D001, Fine Milling of Bituminous Pavement, All Depths. Asphalt will be paid for under Pay Item No. 907-403-A014, 9.5-mm, MT, Asphalt Pavement. Asphalt for Tack Coat shall be absorbed in other bid items.

Joint Repair & Sealing

The joint repair shall include installation of the preformed joint seal and other necessary work per the included attached Drawings or as directed by the Engineer.

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 No. 907-808-A003, Joint Repair. All new preformed joints shall be paid for under Pay Item No. 907-823-A001, Preformed Joint Seal, Type I.

Hybrid Polymer Concrete Overlay

Hybrid Polymer Concrete Overlay shall be done in accordance with Special Provision 907-828. This item of work shall be paid for under Pay Item No. 907-828-A001, Hybrid Polymer Concrete Overlay.

Full Depth Deck Repair

A full depth deck repair shall be performed in the approximate area shown on attached Drawings. Removal of concrete shall be performed using 30 lb. hammers. During the removal of concrete during the full depth deck repair, no damage shall be sustained by the existing beams, diaphragms, reinforcement, or any part of the existing structure. If damage occurs, it will be repaired by the Contractor to the satisfaction of the Engineer at no additional cost to the State. Removal of bridge deck concrete will be paid for under Pay Item No. 907-824-PP003, Bridge Repair, Removal of Bridge Deck. Concrete to repair full depth deck repair will be paid for under Pay Item 907-824-O001, Bridge Deck Overlay Concrete.

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 beams, bearings, diaphragms, corbels, and caps shall be field verified.

Shop Drawing Submittal:

The Contractor shall submit shop drawings of the saddle assemblies and C channels for approval by the Director of Structures, State Bridge Engineer for approval. Shop drawings shall not be approved without the corresponding field verification submittal outlined above.

Welding Submittal:

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

Containment Plan Submittal:

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

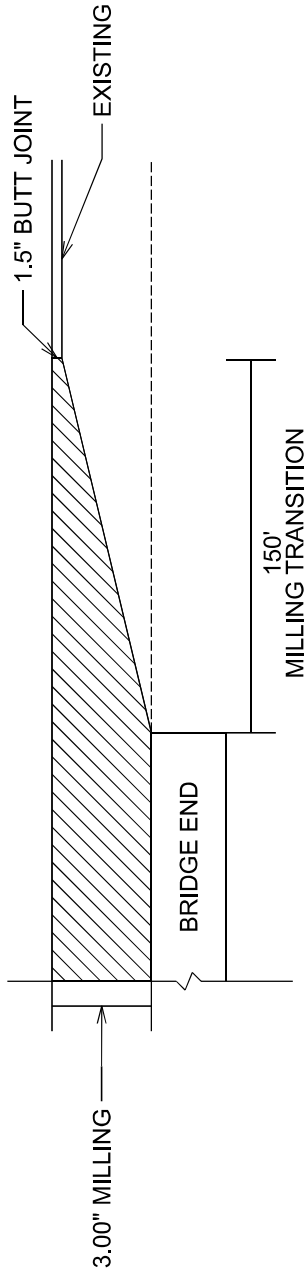
Special Provisions:

907-804: Bridge Deck Overlay Concrete
907-808: Joint Repair
907-823: Preformed Joint Seal
907-824: General Epoxy Repair
907-828: Hybrid Polymer Concrete Overlay
907-845: Coating Existing Structural Steel

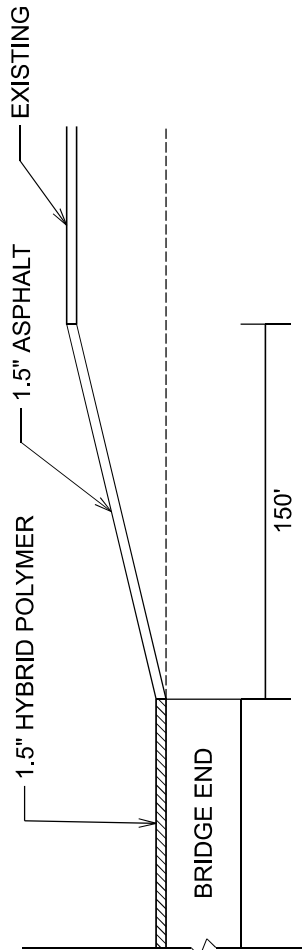


DESIGNED BY: LEWIS	FMS CON: 109679/301000	PROJECT NO.: STBG-0674-00004	COUNTY: NOXUBEE	DATE:
DETAILED BY:				CHECKED BY:

TYPICAL SECTION DETAIL OF MILLING AND RESURFACING	
SHEET NO. 1	1



DETAIL OF MILLING & TRANSITION



DETAIL OF DECK RESURFACING & TIE-IN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-401-2

CODE: (SP)

DATE: 01/06/2025

SUBJECT: Asphalt Pavement - General

Section 401, Asphalt Pavement - General, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows..

907-401.02--Materials.

907-401.02.6--Standards of Acceptance.

907-401.02.6.8--Acceptance Procedure for Pavement Smoothness Using Mean Roughness Index (MRI). Delete the third sentence of the second paragraph of Subsection 401.02.6.8 on page 253, and substitute the following.

The surface shall be tested and corrected to a smoothness index as described herein except those locations or specific projects that are excluded from smoothness testing with an IPS.

Delete the third, fourth and fifth paragraphs of Subsection 401.02.6.8 on pages 253 & 254, and substitute the following.

The smoothness of the surface lift will be determined for traffic lanes, auxiliary lanes, climbing lane and two-way turn lanes. Areas excluded from a smoothness test with the IPS are acceleration and deceleration lanes, tapered sections, transition sections for width, shoulders, crossovers, ramps, side street returns, etc. The roadway pavement on bridge replacement projects having 1,000 feet or less of pavement on each side of the structure will be excluded from a smoothness test. Smoothness testing shall exclude 264 feet from each transverse joint that separates the pavement from a bridge deck, bridge approach slab or existing pavement not constructed under the contract. This can apply to any other exceptions including, but not limited to, railroad crossings and manholes. Segments containing a considerable number of encroachments such as intersections, manholes, curb and gutter sections, etc. may be excluded at the Engineer's discretion.

Once paving has concluded, one final smoothness measurement shall be performed for both pay adjustments and corrective action. Multiple smoothness measurements for pay adjustments and correction can still be performed at the Engineer's discretion. These measurements must be performed at the posted speed limit or 50 miles per hour (± 5 miles per hour), whichever is lower. Measurements will be made in both wheel paths of exterior and interior lanes. The wheel paths shall be designated as being located three feet (3') and nine feet (9') from centerline or longitudinal joint, respectively. Testing will also be required on sections that have been surface corrected. No smoothness testing shall be performed when there is any residual moisture on the

pavement surface. Any additional testing shall meet the requirements of Subsection 907-403.03.2.

The surface lift will be accepted on a continuous interval basis for pavement smoothness. Continuous reporting is based upon all MRI values for a specified running interval. These values are averaged and presented at the midpoint of the specified running interval.

Delete the last sentence of the last paragraph of Subsection 401.02.6.8 on page 254, and substitute the following.

All tests and corrections shall be in accordance with AASHTO R 54, Accepting Pavement Ride Quality When Measured Using Inertial Profiling Systems.

Delete Subsection 401.02.6.9 on pages 254 & 255, and substitute the following.

907-401.02.6.9--Inertial Profiling System.

907-401.02.6.9.1--General. The Inertial Profiling System (IPS), furnished and operated by the Contractor under the supervision of the Engineer or the Engineer's representative, shall be a dual-line laser on a high speed vehicle meeting the requirements of AASHTO M 328, Standard Specification for Inertial Profiler. Additionally, each IPS should be equipped with a GPS to ensure distance measurement accuracy. The profiler system and operator shall be certified at an MDOT approved regional calibration facility in accordance with AASHTO R 56, Standard Practice for Certification of Inertial Profiler Systems and AASHTO R 57, Operating Inertial Profiler Systems.

907-401.02.6.9.2--Computer Requirements. The computer measurement program must be menu driven, Windows compatible, and able to produce unfiltered profiler runs in the Pavement Profile (*.ppf) file format. The computer shall have the ability to display and print data on site for verification and shall have the ability to save and transfer data via Universal Serial Bus (USB) flash drive, which shall be provided by the Contractor.

All runs must be stored in a directory named in the following format for acceptance by the Project Engineer:

Project_County_Route

All profiler runs must be named in the following format for acceptance by the Project Engineer:

Direction_Lane_BeginStation_EndStation

In addition to manufacturers' software; the latest version of FHWA's ProVAL software shall be installed on the IPS computer.

907-401.03--Construction Requirements.

907-401.03.1--Specific Requirements.

907-401.03.1.2--Tack Coat. After the first sentence in Subsection 401.03.1.2 on page 256, add the following.

In addition to the products listed on the Department's APL, the Contractor may use one of the following as a tack coat.

- CSS-1
- CSS-1h
- SS-1
- SS-1h

907-401.03.1.4--Density. In the first sentence of the first paragraph of Subsection 401.03.1.4 on page 256, change "preleveling" to "pre-leveling".

907-401.03.9--Material Transfer Equipment. In the third sentence of Subsection 401.03.9 on page 261, change "include:" to "include".

907-401.03.14--Shoulder Wedge. In the second sentence of the first paragraph of Subsection 401.03.14 on page 263, change "cross roads" to "crossroads".

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-403-4

CODE: (SP)

DATE: 03/19/2025

SUBJECT: Asphalt Pavements

Section 403, Asphalt Pavements, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-403.03--Construction Requirements.

907-403.03.2--Smoothness Tolerances. In the tenth paragraph of Subsection 403.03.2 on page 283, change “Sections(s)” to “Segment(s)”.

907-403.03.2.1--Smoothness Tolerances for Mean Roughness Index (MRI). After the second paragraph of Subsection 403.03.2.1 on page 283, add the following.

For all projects, smoothness data shall be reported by two MRI methods:

1. A continuous long interval MRI report
2. A continuous 25-foot short interval MRI report

At the bottom of page 283 and top of 284 in Subsection 403.03.2.1, delete the paragraphs for Category, A, Category B, and Category C, and substitute the following.

Category A projects shall have a long interval surface MRI of not more than 60 inches per mile.

Category B projects shall have a long interval surface MRI of not more than 70 inches per mile.

Category C projects shall have the existing surface profiled at no additional cost to the State. These projects shall be measured by a long fixed interval (528-foot) surface MRI and meet the following requirements:

- A 50% improvement in MRI from the existing surface
- or
- 80 inches per mile (whichever value is higher)

Delete the first, second, and third full paragraphs on page 284, and substitute the following.

For all projects, areas of the surface lift with localized roughness greater than 160 inches per mile as determined by the continuous short interval (25') report will be identified for correction by the Contractor.

When a project has multiple lifts, the intermediate lift shall meet the short interval requirement of 200 inches per mile. Corrective action must be taken on those segments that do not meet this requirement. No unit price adjustment will be applied on the underlying lift.

Delete the table at the bottom of page 284, and substitute the following.

Mean Roughness Index (inches / mile)	Contract Price Adjustment Percent of Asphalt Unit Bid Price
Above 20.0 Over	REMOVE AND REPLACE *
15.1 to 20.0 Over	80
10.1 to 15.0 Over	85
5.1 to 10.0 Over	90
0.1 to 5.0 Over	95
Required Surface MRI	100

* In lieu of removal and replacement, segments may be brought into compliance through corrective action at the discretion of the Project Engineer.

Delete the table and footnote at the top of page 285, and substitute the following.

Mean Roughness Index (inches/mile) Percent Improvement	Contract Price Adjustment Percent of Asphalt Unit Bid Price
Below 30.1 Percent	80 **
30.1 to 35.0 Percent	80
35.1 to 40.0 Percent	85
40.1 to 45.0 Percent	90
45.1 to 50.0 Percent	95
Above 50%	100

** Segments that show less than 30 percent improvement as well as a final surface MRI greater than 100 inches/mile will be subject to removal.

Before the last paragraph on Subsection 403.03.2.1 on page 285, add the following.

Corrective action for all categories must be taken on those segments that exceed the localized roughness or the 'Remove and Replace' threshold. All locations must be located and marked by the Contractor and approved by the Project Engineer before corrective action shall take place. The minimum remove and replace length will be 528 feet (0.1 mile). Additional smoothness testing shall be required on segments following corrective action and/or replacement and will be required to meet *at least* the maximum surface MRI short of 'Remove and Replace' tolerance.

907-403.05--Basis of Payment.

907-403.05.2--Pay Items. Add the "907" prefix to the list of pay items on page 291.

Bridge Repair on SR 145 over the Noxubee River Relief (Bridge No. 131.1), known as Federal Aid Project No. STBG-0674-00(004) / 109679301 in Noxubee County.

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
Roadway Items					
0010	201-A001		1	Lump Sum	Clearing and Grubbing
0020	202-B240		1,195	Linear Feet	Removal of Traffic Stripe
0024	406-D001		800	Square Yard	Fine Milling of Bituminous Pavement, All Depths
0030	619-A1002		598	Linear Feet	Temporary Traffic Stripe, Continuous White
0040	619-A4001		598	Linear Feet	Temporary Traffic Stripe, Skip Yellow
0050	619-C7001		8	Each	Two-Way Yellow Reflective High Performance Raised Marker
0060	619-D1001		16	Square Feet	Standard Roadside Construction Signs, Less than 10 Square Feet
0070	619-D2001		347	Square Feet	Standard Roadside Construction Signs, 10 Square Feet or More
0080	619-G4001		114	Linear Feet	Barricades, Type III, Double Faced
0090	619-G7001		15	Each	Warning Lights, Type "B"
0100	620-A001		1	Lump Sum	Mobilization
0106	907-403-A014	(BA1)	132	Ton	9.5-mm, MT, Asphalt Pavement
0110	907-618-A001		1	Lump Sum	Maintenance of Traffic
0120	907-619-E3001		6	Each	Changeable Message Sign
0130	907-626-C011		598	Linear Feet	6" Thermoplastic Double Drop Edge Stripe, Continuous White
0140	907-626-D004		598	Linear Feet	6" Thermoplastic Double Drop Traffic Stripe, Skip Yellow
0150	907-627-L001		8	Each	Two-Way Yellow Reflective High Performance Raised Markers
Bridge Items					
0160	406-D001		800	Square Yard	Fine Milling of Bituminous Pavement, All Depths
0170	907-804-O001	(S)	1	Cubic Yard	Bridge Deck Overlay Concrete
0180	907-808-A003	(S)	554	Linear Feet	Joint Repair Without Epoxy
0190	907-823-A001		277	Linear Feet	Preformed Joint Seal, Type I
0200	907-823-B001		554	Linear Feet	Saw Cut, Type I
0210	907-824-A003		110	Square Feet	General Epoxy Repair
0220	907-824-PP003		33	Square Feet	Bridge Repair, Removal of Bridge Deck
0230	907-824-PP006		34	Each	Bridge Repair, Beam Repair
0240	907-824-PP006		3	Each	Bridge Repair, Installation of Saddles
0250	907-828-A001	(S)	22	Cubic Yard	Hybrid Polymer Concrete Overlay
0260	907-845-A001	(S)	1	Lump Sum	Coating Existing Structural Steel