

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>10/8/2025</u>	ADDENDUM NO.	_____	DATED	_____
ADDENDUM NO.	<u>2</u>	DATED	<u>10/9/2025</u>	ADDENDUM NO.	_____	DATED	_____
ADDENDUM NO.	<u>3</u>	DATED	<u>10/20/2025</u>	ADDENDUM NO.	_____	DATED	_____

Number

Description

- 1 Revised Table of Contents; Revised Advertisement; Deleted NTB No. 5605 w/ Supplement; Deleted OCR-485; Amendment EBSx Download Required.
- 2 Amendment EBSx Download Required.
- 3 Revised NTB No. 7394 with Attachments; Amendment EBSx Download Required.

TOTAL ADDENDA: 3

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

Respectfully Submitted,

DATE _____

Contractor

BY _____

Signature

TITLE _____

ADDRESS _____

CITY, STATE, ZIP _____

PHONE _____

FAX _____

E-MAIL _____

(To be filled in if a corporation)

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

President

Address

Secretary

Address

Treasurer

Address

The following is my (our) itemized proposal.

IM-0020-01(292)/ 109971301000

Hinds County(ies)

Revised 01/26/2016

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 7394

CODE: (SP)

DATE: 10/20/2025

SUBJECT: Scope of Work

PROJECT: IM-0020-01(292) / 109971301 – Hinds County

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

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

Mill/inlay of approximately 6.2 miles of I-20 in Hinds County from Clinton (BOP Station 10+00) to Highway 18 (EOP Station 336+60). Details of specific work are mentioned in the following sections.

I-20 Eastbound and Westbound

From Station 10+00 (BOP) to Station 336+60 (EOP): Work in this section shall consist of milling approximately 2.5” of asphalt pavement on the mainline, including 1” of the existing Open Graded Friction Course (OGFC) and 1.5” of the underlying 9.5-mm Stone Matrix Asphalt (SMA) lifts, and inlaying with 1.5” of 9.5-mm SMA. All existing OGFC must be removed regardless of depth/width and SMA shall be placed in kind to the areas where OGFC is removed. The outside shoulders of the mainline shall be swept clean and fog sealed with an approved rejuvenating bituminous material. The ramps, shoulders, and mainline of the Springridge Road, Clinton-Raymond Road, and Highway 18 interchanges shall be milled 1.5” and overlaid with 1.5” of 9.5-mm HT. Traffic will **NOT** be allowed to run on the milled surfaces. Prior to all milling and paving operations, the Contractor shall repair shoulders, longitudinal joints, and failed areas listed in the provided tables with 12.5-mm, HT asphalt, Polymer Modified, Leveling. Transverse joints at the bridge approach slabs shall be cleaned, filled, sawed and sealed at the locations listed in the provided tables. All guard rail and impact attenuators not meeting current MASH standards shall be replaced. Random clearing of trees and vegetation shall be performed at the locations listed in the provided tables or as directed by the Engineer.

General Notes:

Milling

Milling/paving will not begin until an **approved** asphalt mix design has been received, nor until such time that, in the opinion of the Engineer, weather conditions have been consistently suitable enough to allow placement of the asphalt pavement after the milling operations.

The Reclaimed Asphalt Pavement (RAP) material removed by the milling operation shall become the property of the Contractor.

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

Milling and paving operations shall be performed such that a -2% slope from centerline is provided in normal crown roadway sections. Superelevation through curves shall be maintained as it currently exists or improved as directed. Where slope correction is required correction will be made by milling, paving, or combination thereof as directed by the engineer. Milling correction: Mill outside edge of pavement to a depth of 1 ½" on a 2% slope towards the centerline. Paving Correction: Mill to depth of 1 ½" on existing slope and 2 ¼" and variable on centerline and 1 ½" on outside edge. Combination Method: Combination of both methods as directed by the Engineer to achieve the desired slope. In super elevated areas where correct SE exist milling will transition to thickness through curves. Where correct SE does not exist milling will transition at curves to correct SE as directed by the engineer.

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

Traffic will **NOT** be allowed to travel on the mainline milled surface, and the Contractor will be assessed a penalty of **\$5,000** per calendar day afterwards until the mainline milled surface is covered with the next lift of asphalt.

Paving

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

Prior to mainline milling and paving operations, failed areas in the existing pavement, shoulders, and longitudinal joints shall be removed and backfilled with 12.5-mm HT, Polymer Modified, Leveling asphalt pavement as per the attached typical sections and details. Asphalt shall be placed in multiple lifts with a maximum lift thickness of 3". Any granular/chemically treated/stone/etc. base or subgrade material deemed unsuitable by the Engineer shall be removed as directed and backfilled with 12.5-mm HT, Polymer Modified, Leveling asphalt pavement. Payment for the excavation of the granular base and subgrade will be made using the 203-G Excess Excavation pay item. A list of the failed areas is shown in the attached tables. Pavement repairs shall be completed as a continuous operation in order to minimize traffic impacts. Lane closures shall

remain in place until the failed area has been completely repaired. Lane closures may not be left unattended except as allowed by the Engineer on multilane projects.

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

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

Granular Shoulder Material

Where applicable, the existing shoulders are to be raised to match the new pavement elevation by placing variable depth Granular Material, Class 5, Group C. The shoulders shall be graded and pulled up on a daily basis to eliminate drop-offs in excess of 2 1/4". Placement of the granular material on the finished asphalt course shall not be permitted. The existing shoulder shall be scarified to allow incorporation of the new shoulder material. The material shall be bladed, rolled, and compacted to a finished slope of four percent (4%) in normal crown sections. Placement of this material shall be performed to provide a uniform and compacted shoulder with a minimum depth and width of material placed. Shoulders with adequate shoulder material in place shall be bladed to a slope of four percent (4%) in normal crown sections. The cost of blading will be an absorbed item and is to be included in the price of other items bid.

Any material excavated from the existing shoulder during pavement widening operations or as a result of shoulder blading shall be used on the existing shoulder to match the new pavement elevation and any surplus material shall be spread along the edge of the shoulders, fore slopes, or other adjacent areas as directed by the Engineer and will be an absorbed item. Material which cannot be suitably placed in adjacent areas and deemed to be excess excavation by the Engineer shall be removed from the project site. Payment for removal of excess material will be made using Pay Item No. 203-G Excess Excavation.

Temporary and Permanent Pavement Markings

Temporary traffic stripe will be required immediately after the milling and/or required overlay and prior to opening area to traffic. Temporary stripe is to be placed in the same location and configuration as the permanent stripe except that it may be offset as required for milling and paving operations. If temporary stripe is offset, the Contractor shall conduct operations in a manner to ensure the final temporary stripe is placed at the required location of the permanent stripe. If removal of temporary offset stripe is required in order to achieve the correct location and alignment

of permanent stripe, the cost of removal will be absorbed in other items bid. Placing double temporary centerline will not be allowed.

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

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

All permanent striping will be double drop thermoplastic, 90-mil thickness unless otherwise specified in Section 626.03.1.2. Edge lines will be placed to accommodate the lane widths shown on the attached applicable typical sections unless prevented by field conditions.

Per Section 626.03.1.2, a binder-sealer shall be applied to the concrete pavement or bridge surface prior to the placement of the thermoplastic material and shall be absorbed under the thermoplastic pay items. The type and amount of binder-sealer used shall adhere to the thermoplastic manufacturer's recommendations.

Rumble strips will be placed throughout the project limits in accordance with the attached details and MDOT Standard Drawings.

Permanent raised pavement markers shall be installed on mainline and local public roads after completion of all paving operations. Edgeline RPM's shall be installed as per Special Design Drawing RPM-1.

Permanent Signs

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

Guardrail

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

The asphalt guardrail pad shall be milled and paved up to the face of the guardrail. The remaining asphalt guardrail pad behind the face of the guardrail shall be removed and shall be paid for using the milling pay item. Any saw cuts in conjunction with the removal of asphalt guard rail pad shall be paid using the appropriate saw cut pay item. The guardrail pad shall be reconstructed using crushed stone granular material and shall be a minimum of 4" in depth. If blading is required in order to meet the minimum depth, then said blading shall be an absorbed item and the excavated material shall be retained and used to raise the existing shoulder to match the new pavement

elevation. Material which cannot be placed and blended in adjacent areas and deemed to be excess excavation by the Engineer shall be removed under Pay Item No. 203-G Excess Excavation. Prior to the placement of the Crushed Stone, a soil sterilant shall be applied as per Section 616.03.2 and Geotextile Stabilization, Type V, Non-Woven installed underneath the limits of the crushed stone. The installed guardrail shall meet all requirements in order to be MASH compliant.

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

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

Traffic Control

The Contractor shall erect and maintain construction signing and provide all signs and traffic control devices necessary to safely maintain traffic around and through the work areas in accordance with the Traffic Control Plan and the MUTCD. The cost is to be included in the price bid for Pay Item No. 907-618-A, Maintenance of Traffic. Fluorescent orange sheeting shall be used on all construction and traffic control signs except those designated in the plans to be black legend and border on white background.

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

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

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

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

Random Clearing

Random clearing shall be required at a distance of seventy feet (70') from the pavement edge or to the right-of-way line, whichever distance is less. In situations where the clearing limits will leave a strip of trees in the median 20 feet (20') wide or less, then said strip shall also be cleared. Tree limbing shall be required at a distance of up to thirty feet (30') vertically within the clearing limits.

The random clearing shall encompass trees four inches (4") or greater in diameter, scrubs, and overhang within the clearing limits. Trees shall either be cut flush with the ground line or if the Contractor elects to cut the tree above the groundline then the tree stump shall be ground flush with the ground line. The cut material shall either be hauled away from the project site or mulched in place to a depth of four inches (4") maximum in any one location. If the Contractor elects to utilize other means of disposal for the cut material, then said method shall be approved by the Engineer prior to commencement.

All costs associated with the cutting, mulching, removal, stump grinding, or any other work associated with the dead tree removal shall be included in Pay Item No. 907-201-D001 Random Clearing (Per Mile). Payment per one (1) mile will include both sides of the roadway as well as the median.

Miscellaneous Notes

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

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

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

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

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

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

Hinds County



Equations: None



MDOT
MICHIGAN DEPARTMENT OF TRANSPORTATION

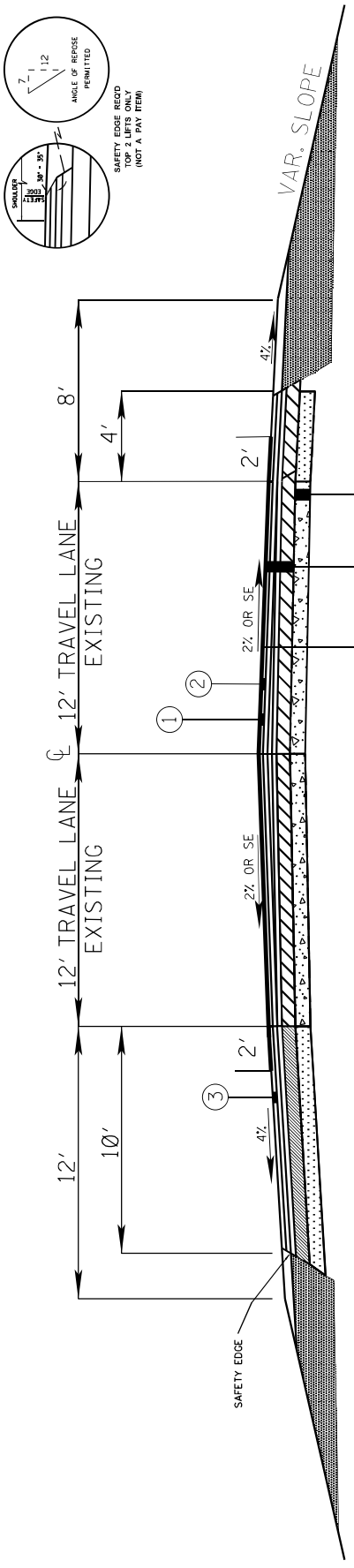
DESIGNED BY: Matthew Little
CHECKED BY: Zachary Horton
DATE: August 28, 2025

FMS CON: 109971/301000
PROJECT NO.: IM-0020-0-1200-8
COUNTY: HINDS

Notice to Bidders No. 7394 -- Cont'd

SHEET NO. 1

MAINLINE I-20
WESTBOUND LANE SHOWN - EASTBOUND SIMILAR



PROPOSED AND EXISTING

- 1 2.5" AND VARIABLE FINE MILLING OF BITUMINOUS PAVEMENT.
- 2 1.5" 9.5-MM, SMA, ASPHALT PAVEMENT (1 @ 1.50") REQ'D.
- 3 FOG SEAL OUTSIDE SHOULDERS
- A EXISTING 1" AND VARIABLE OGFC
- B EXISTING 7.5" TO 13" OF HMA.
- C EXISTING 8" AND VARIABLE CRCP



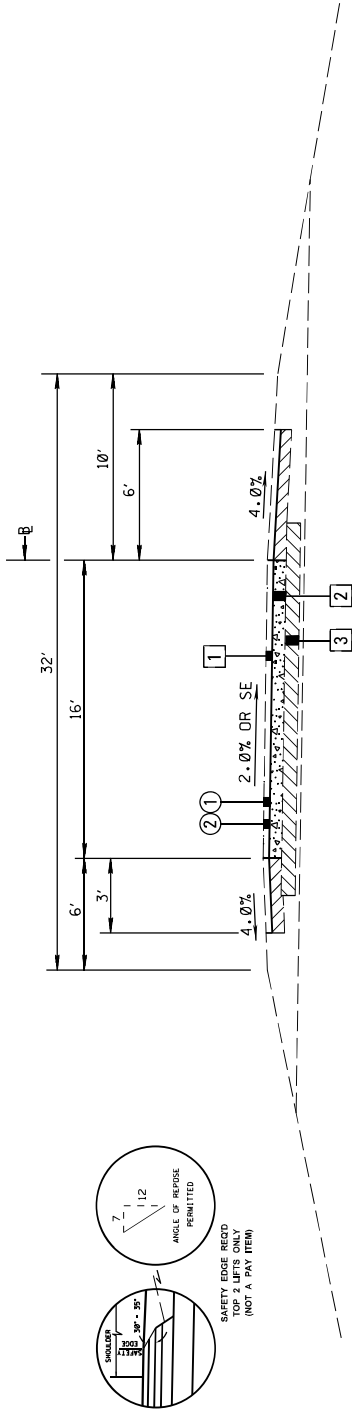
MDOT
MICHIGAN DEPARTMENT OF TRANSPORTATION

DESIGNED BY: Matthew Little
CHECKED BY: Zachary Horton
DATE: August 28, 2025

FMS CON: 109971/301000
PROJECT NO.: IM-0020-0-1292
COUNTY: HINDS

Typical Sections
Spreading Boulders
Interchange Ramps and Loop
Notice to Bidders No. 7394 -- Cont'd

SHEET NO. 2



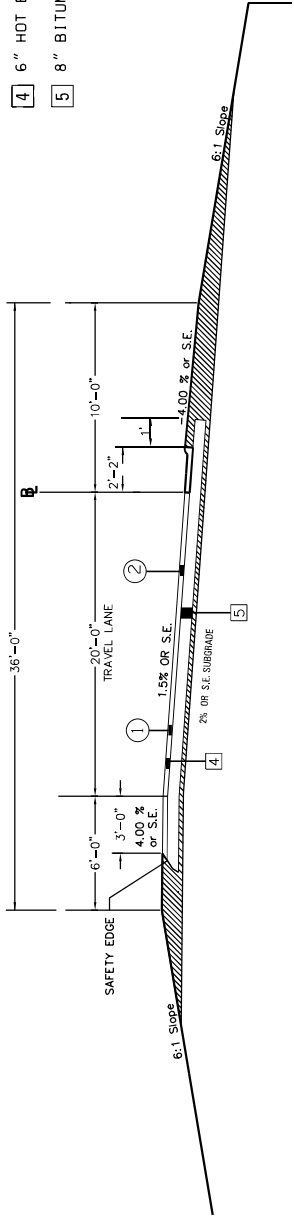
TYPICAL SECTION
INTERCHANGE RAMPS AND EXIT RAMPS

PROPOSED PAVEMENT

- ① 1.50" AND VARIABLE FINE MILLING OF BITUMINOUS PAVEMENT
- ② 1.50" 9.5-MM HT. ASPHALT PAVEMENT (1 @ 1.50") REQ'D.

EXISTING PAVEMENT

- ① 4.5" TO 11" OF HMA
- ② 8" AND VARIABLE CRCP
- ③ 6" CEMENT TREATED BASE
- ④ 6" HOT BITUMINOUS PAVEMENT
- ⑤ 8" BITUMINOUS BASE COURSE



TYPICAL SECTION
INTERCHANGE LOOP



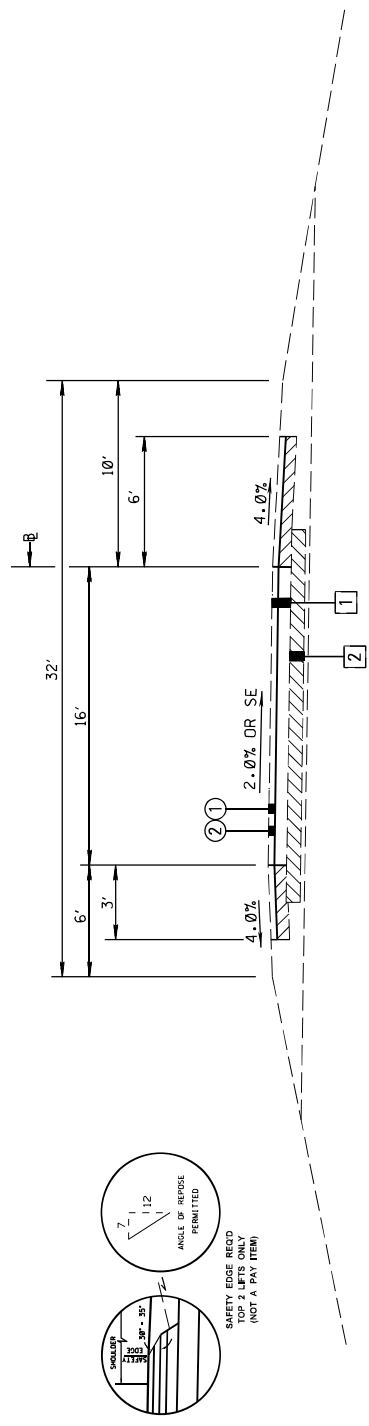
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
MDOT

DESIGNED BY: Matthew Little
CHECKED BY: Zachary Horton
DATE: August 28, 2025

FMS CON: 109971/301000
PROJECT NO.: IM-0020-01
COUNTY: HINDS

Typical Sections
Interchange Ramps and Loop
Notice to Bidders No. 7394 -- Cont'd

SHEET NO. 3



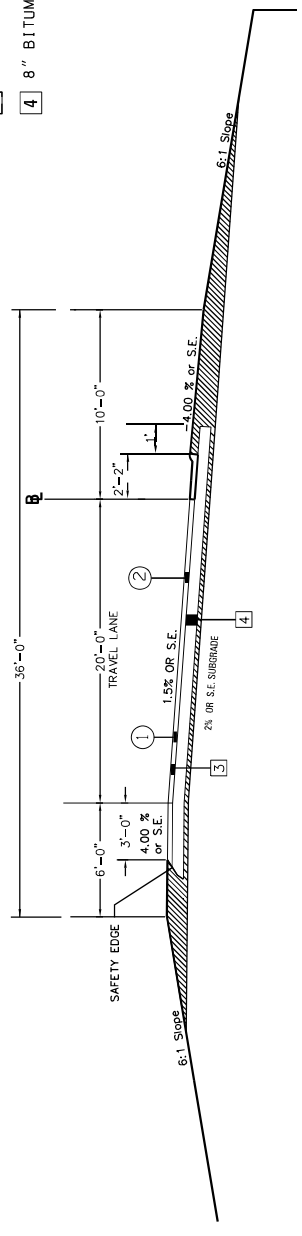
TYPICAL SECTION
INTERCHANGE RAMPS AND EXIT RAMPS

PROPOSED PAVEMENT

- ① 1.50" AND VARIABLE FINE MILLING OF BITUMINOUS PAVEMENT
- ② 1.50" 9.5-MM, HT, ASPHALT PAVEMENT (1 @ 1.50") REQ'D.

EXISTING PAVEMENT

- ① 9.5" AND VARIABLE HMA OVERLAY
- ② 6" CEMENT TREATED BASE
- ③ 6" HOT BITUMINOUS PAVEMENT
- ④ 8" BITUMINOUS BASE COURSE



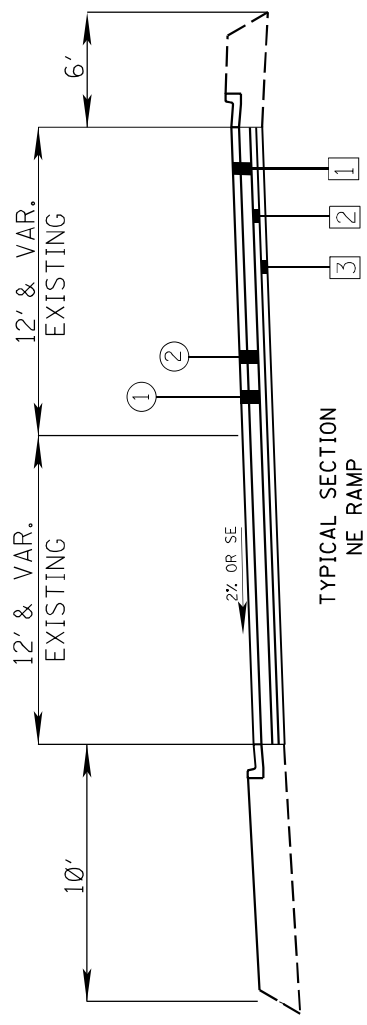
TYPICAL SECTION
INTERCHANGE LOOP



DESIGNED BY: Matthew Little	PROJECT NO.: IM-0020-01(2021) -	COUNTY: HINDS	FMS CON: 109971/301000
DETAILED BY: Matthew Little			
CHECKED BY: Zachary Horton			
DATE: August 29, 2025			

Typical Sections
NE, SW, and SE Ramps
Climo Road
Baldwin No. 394

Sheet ID
SHEET NO. 4

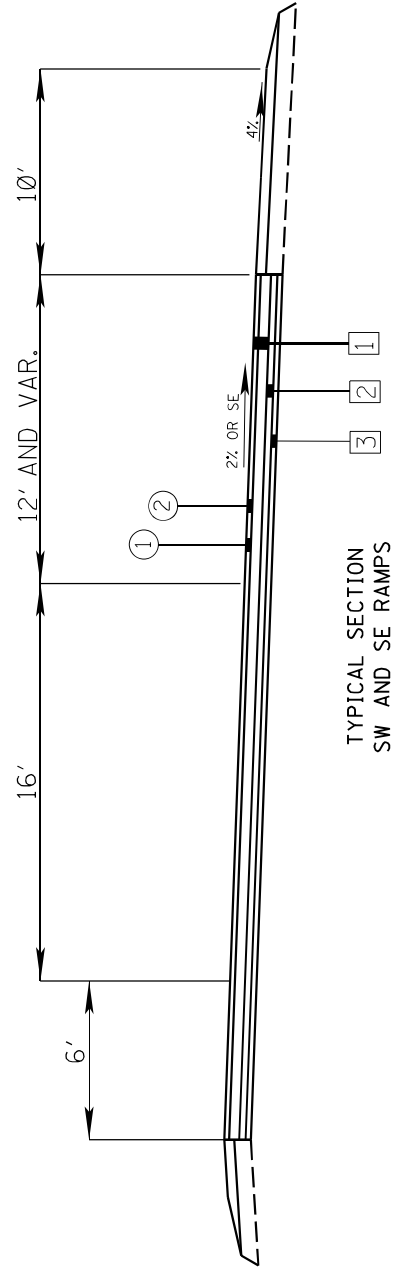


PROPOSED PAVEMENT

- ① 1.50" AND VARIABLE FINE MILLING OF BITUMINOUS PAVEMENT
- ② 1.50" 9.5-MM, HT, ASPHALT PAVEMENT (1 @ 1.50") REQ'D.

EXISTING PAVEMENT

- ① 9.5" AND VARIABLE HMA OVERLAY
- ② 6" CRUSHED STONE BASE
- ③ 6" CHEMICALLY TREATED SUBGRADE



Quantities were rounded on estimate, quantities to be used as directed by the Engineer.
Shoulder repairs shall be completed prior to mill and overlay of the ramps
Adverse pavement edge drop offs in excess of 2-1/4" shall be dressed with granular material.

Hinds County								
I-20 Hwy 18 to Natchez Trace, Pavement Rehab.								
LONGITUDINAL JOINT REPAIR QUANTITIES 109971/301000								
Beginning Station	Ending Station	Direction	Lane	Length (FT)	Width (FT)	202-B009 Removal of Asphalt, Failed Areas (SY)	907-403-E001 12.5- mm, HT, Poly Mod. Asphalt Pavement, Leveling, Ton	407-A001 ASPHALT FOR TACK COAT
27+00	30+00	EB	RT Edgeline	300	4	133.3	44.0	13.3
32+00	32+80	EB	RT Edgeline	80	4	35.6	11.7	3.6
35+00	36+90	EB	RT Edgeline	190	4	84.4	27.9	8.4
230+00	232+00	WB	RT Edgeline	200	4	88.9	29.3	8.9
230+00	232+00	WB	Centerline	200	4	88.9	29.3	8.9
Totals:						342.222	112.933	34.222
Notes: Locations and Measurements are Approximate and may Vary With Field Conditions.								
Longitudinal repairs shall be completed prior to mill and overlay of mainline								

STATION	STATION	LOCATION	GUARDRAIL		IMPACT ATTENUATOR 70 MPH (EA)	TERMINAL END		Cable Anchor TYPE I (EA)	BRIDGE END SECTION				DELINEATORS		Type 3 Object Markers OM-3L/OM-3R EA.	REMOVAL		REMARKS
			W-BEAM (LF)			FLARED END SECT. (EA)	NON FLARED (EA)		TYPE "C" (EA)	TYPE "D" MOD (EA)	TYPE "H" (EA)	TYPE "I" (EA)	WHITE (EA)	YELLOW (EA)		IMPACT ATTENUATOR (EA)	GUARD RAIL (LF)	
21+63	23+01	LT	75.00			1					1		5		1		137.50	SPRINGRIDGE SB. POSTS IN CONCRETE
15+60	16+97	RT	75.00			1					1		5		1		137.50	SPRINGRIDGE NB. POSTS IN CONCRETE
72+46	-	EB LT			1											1		
87+86	-	WB LT			1											1		
91+00	-	EB RT			1											1		
19+95	22+95	EB LT	250.00			1		1						6	1		300.00	
20+60	22+28	EB RT	112.50			1					1	1	5		1		168.75	
22+42	25+38	WB RT	250.00			1		1						10			296.00	
23+18	24+86	WB LT	112.50			1						1	7		1		168.75	POSTS IN CONCRETE
79+24	80+24	EB RT	43.75				1					1	6		1		100.00	POSTS IN CONCRETE
179+82	181+63	EB LT	131.25				1	1						9	1		181.25	OVER BOX CULVERT
181+50	183+31	WB LT	131.25			1		1					9		1		181.25	OVER BOX CULVERT
181+50	183+31	WB RT	131.25			1		1					9		1		181.25	OVER BOX CULVERT
191+30	193+06	WB RT	131.25			1		1					9		1		176.00	OVER BOX CULVERT
191+97	193+75	WB LT	131.25			1		1						6	1		178.00	OVER BOX CULVERT
194+92	196+73	WB RT	131.25			1		1						9	1		181.00	OVER BOX CULVERT
195+50	197+28	WB LT	131.25			1		1					9		1		178.00	OVER BOX CULVERT
284+32	286+37	EB LT	162.50				1		1					7	1		205.00	
284+62	286+62	EB RT	150.00			1			1				7		1		200.00	
288+00	290+00	WB LT	150.00			1			1				7		1		200.00	
288+26	290+32	WB RT	156.25			1			1					7	1		206.25	
288+76	294+69	EB RT	543.75			1				1			12		1		593.00	
292+84	294+99	EB LT	162.50				1			1				7	1		212.50	
298+85	300+97	WB RT	150.00			1				1				7	1		212.50	
299+23	301+38	WB LT	156.25			1				1				7	1		215.00	
310+37	312+77	EB RT	181.25			1				1			7		1		240.00	
310+85	313+54	EB LT	206.25				1			1			8		1		268.75	MOUNTED ON PRECAST BARRIER
TOTAL =			3,856.25		3	13	11	9	4	5	3	3	96	84	23	3	5,118.25	
			L.F.		L.F.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	LF.	

* CONCRETE AREAS SHALL BE REMOVED AND REPLACED IN KIND USING THE APPROPRIATE PAY ITEMS, OR AS LISTED BY THE ENGINEER. CONCRETE BLOCKOUTS SHALL BE PROVIDED FOR POSTS.

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

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

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

* OBJECT MARKERS SHALL BE MOUNTED ON SQUARE TUBE POSTS.

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

Notice to Bidders No. 7394 -- Cont'd.

109971/301000					
CLEANING, FILLING & SEALING JOINTS IN PCC OVERLAID WITH ASPHALT					
Station	Direction	Lane	Length (FT)	Cleaning and Filling Joints (LF)	Sawing and Sealing Transverse Joints in Asphalt Pavement (LF)
285+10	WB	RT & LT	28	28	28
285+50	WB	RT & LT	28	28	28
285+90	WB	RT & LT	28	28	28
288+20	WB	RT & LT	28	28	28
288+60	WB	RT & LT	28	28	28
289+00	WB	RT & LT	28	28	28
294+60	WB	RT & LT	28	28	28
295+40	WB	RT & LT	28	28	28
299+40	WB	RT & LT	28	28	28
299+80	WB	RT & LT	28	28	28
300+20	WB	RT & LT	28	28	28
285+60	EB	RT & LT	28	28	28
286+00	EB	RT & LT	28	28	28
286+40	EB	RT & LT	28	28	28
288+70	EB	RT & LT	28	28	28
289+50	EB	RT & LT	28	28	28
294+00	EB	RT & LT	28	28	28
294+40	EB	RT & LT	28	28	28
298+18	EB	RT & LT	28	28	28
298+98	EB	RT & LT	28	28	28
311+70	EB	RT & LT	28	28	28
312+10	EB	RT & LT	28	28	28
312+50	EB	RT & LT	28	28	28
Totals:				644	644

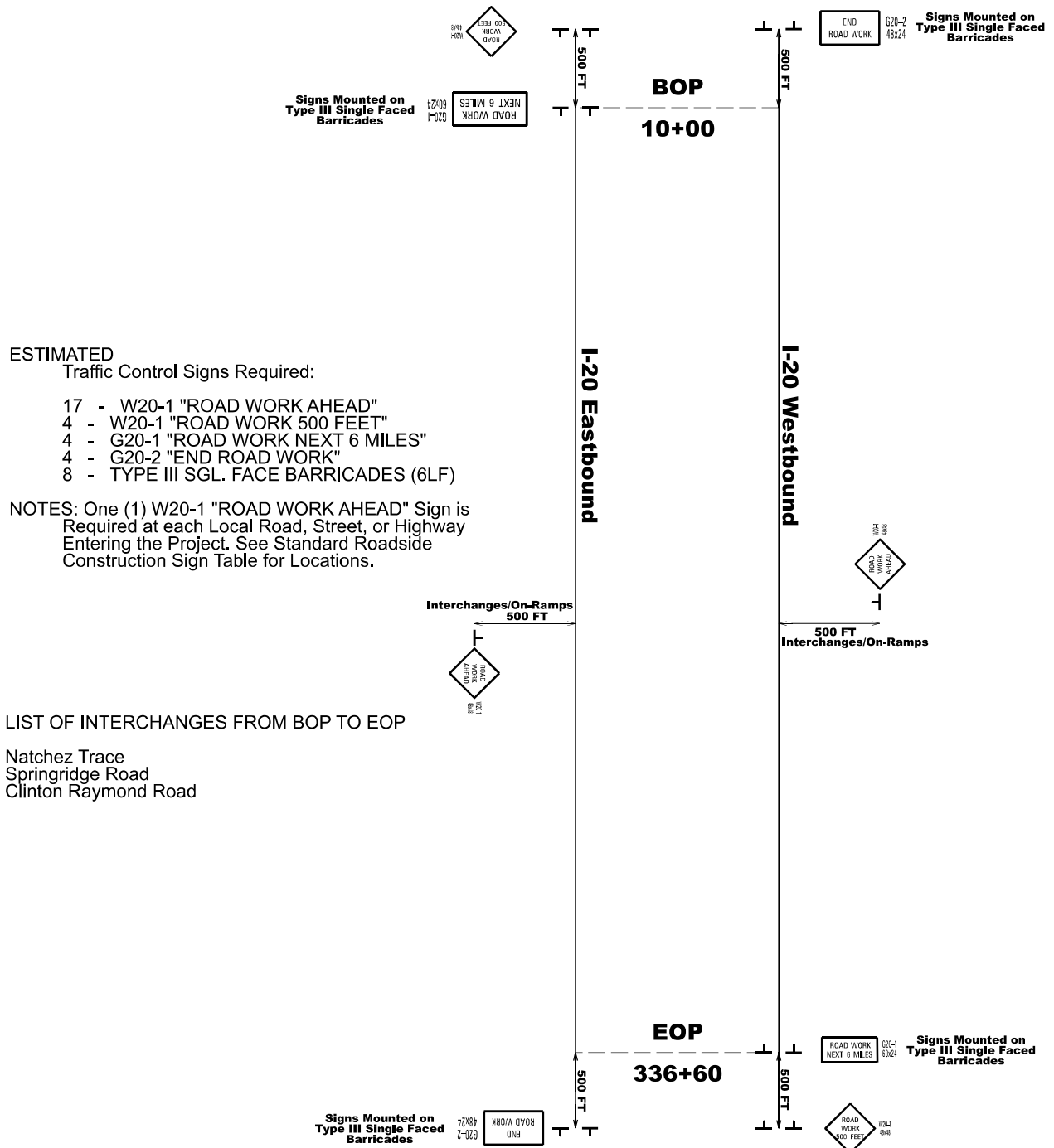
Hinds County					
I-20 Hwy 18 to Natchez Trace, Pavement Rehab.					
RANDOM CLEARING 109971/301000					
Beginning Station	Ending Station	Direction	Length (FT)	MI	Remarks
40+72	62+20	EB	2,148	0.4100	To fence line
153+26	154+09	EB	83	0.0200	To fence line
160+00	162+00	EB	200	0.0400	To fence line
167+35	190+76	EB	2,341	0.4400	To fence line. Includes median
192+00	254+00	EB	6,200	1.1700	To fence line. Includes median
262+00	269+00	EB	700	0.1300	
271+55	283+00	EB	1,145	0.2200	
284+77	286+56	EB	179	0.0300	
288+60	294+30	EB	570	0.1100	
297+67	311+33	EB	1,366	0.2600	
			-		
305+00	303+00	WB	200	0.0400	
299+45	299+45	WB	-	0.0100	
296+00	288+40	WB	760	0.1400	
283+85	283+85	WB	-	0.0100	
282+18	190+80	WB	9,138	1.7300	Includes median
189+35	177+76	WB	1,159	0.2200	
175+00	174+45	WB	55	0.0100	
115+00	112+50	WB	250	0.0500	
68+86	64+78	WB	408	0.0800	
53+00	35+25	WB	1,775	0.3400	
Total				5.460	MI
Note: Trees within ROW that are for beautification are to be excluded from random clearing limits. Trees between BOP and Station 35+25 are within right of way of the Natchez Trace Parkway and shall be omitted.					

619-D1001 Standard Roadside Construction Signs, Less than 10 Square Feet					
Station	Location	Description	Quantity	Unit	Remarks
318+38	LRL & RRL	G20-2 (End Road Work)	16	SF	E.O.P.
5+00	LLL & RLL	G20-2 (End Road Work)	16	SF	B.O.P.
TOTAL			32	SF	
619-D2001 Standard Roadside Construction Signs, 10 Square Feet or More					
Station	Location	Description	Quantity	Unit	Remarks
5+00	LRL & RRL	W20-1 (Road Work 500 FT)	32	SF	500' West of B.O.P.
323+38	LLL & RLL	W20-1 (Road Work 500 FT)	32	SF	500' East of E.O.P.
	LT	W20-1 (Road Work Ahead)	16	SF	Natchez Trace to 20 WB
	RT	W20-1 (Road Work Ahead)	16	SF	Natchez Trace to 20 EB
	RT	W20-1 (Road Work Ahead)	16	SF	Clinton Raymond Rd NB
	LT	W20-1 (Road Work Ahead)	16	SF	Clinton Raymond Rd SB
	LT	W20-1 (Road Work Ahead)	16	SF	Clinton Raymond Rd Ramp to 20 WB
	LT	W20-1 (Road Work Ahead)	16	SF	Clinton Raymond Rd Loop to 20 EB
	RT	W20-1 (Road Work Ahead)	16	SF	Clinton Raymond Rd Ramp to 20 EB
	RT	W20-1 (Road Work Ahead)	16	SF	Springridge Rd NB
	LT	W20-1 (Road Work Ahead)	16	SF	Springridge Rd SB
	LT	W20-1 (Road Work Ahead)	16	SF	Springridge Rd Ramp to 20 WB
	LT	W20-1 (Road Work Ahead)	16	SF	Springridge Rd Loop to 20 EB
	RT	W20-1 (Road Work Ahead)	16	SF	Springridge Rd Ramp to 20 EB
	LT	W20-1 (Road Work Ahead)	16	SF	Clinton Center Dr/Fountain Park Dr
	RT	W20-1 (Road Work Ahead)	16	SF	S. Frontage Rd/Old Hwy 80
	LT	W20-1 (Road Work Ahead)	16	SF	Broadway St East
	RT	W20-1 (Road Work Ahead)	16	SF	broadway St West
10+00	LRL & RRL	G20-1 (Road Work Ahead 6 MI)	20	SF	B.O.P.
318+38	LLL & RLL	G20-1 (Road Work Ahead 6 MI)	20	SF	E.O.P.
TOTAL			360	SF	
619-G4005 Barricades, Type III, Single Faced					
Station	Location	Description	Quantity	Unit	Remarks
10+00	LRL & RRL	Mounted on G20-1	12	LF	BOP
5+00	LLL & RLL	Mounted on G20-2	12	LF	500' East of BOP
318+00	LRL & RRL	Mounted on G20-2	12	LF	500' West of EOP
318+38	LLL & RLL	Mounted on G20-1	12	LF	EOP
TOTAL			48	LF	
619-G7001 Warning Lights, Type "B"					
Station	Location	Description	Quantity	Unit	Remarks
10+00	LRL & RRL	Mounted on W20-1	2	EA	BOP
318+38	LLL & RLL	Mounted on W20-1	2	EA	EOP
5+00	LRL & RRL	Mounted on W20-1	2	EA	BOP
323+38	LLL & RLL	Mounted on W20-1	2	EA	EOP
TOTAL			8	EA	

10/13/2025 2:47:55 PM CS.dgn

PLAN SHEET

Construction Signing Detail



SHEET NO.
4

SHEET ID
CS

Construction Signing Detail
I-20 from Clinton to MS 18

FMS CON: 109971/301000

PROJECT NO.: IM-0020-01(292)

COUNTY: HINDS

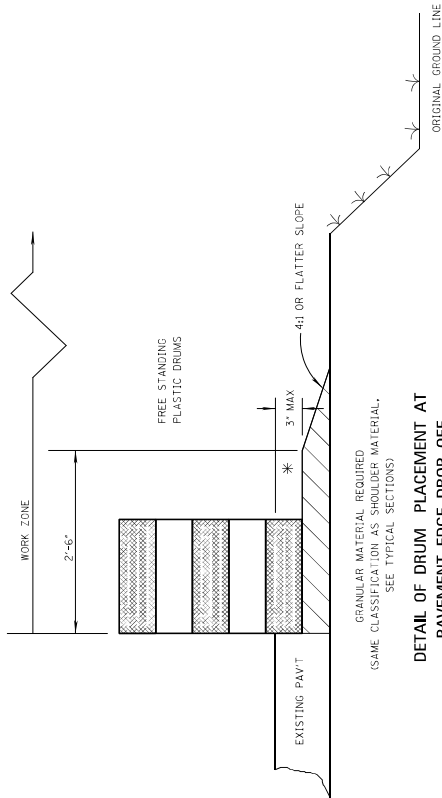
DESIGNED BY: Matthew Little

DETAILED BY: Matthew Little

CHECKED BY: Will Priest

DATE: October 13, 2025





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 (WB-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 MULTI.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. LESSEER TREATMENTS THAN THOSE DESCRIBED ABOVE MAY BE CONSIDERED FOR LOW-VOLUME LOCAL STREETS.

B. DRUM SPACING

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

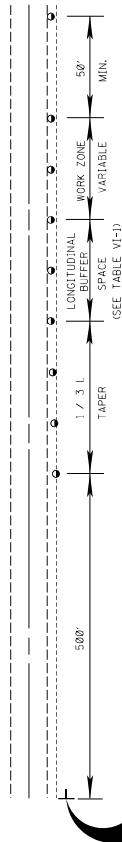
C. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER MAINTENANCE OF TRAFFIC.

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

* S = SPEED (MPH)	LENGTH (FEET)
20	35
25	55
30	85
35	120
40	170
45	220
50	280
55	350
60	415
65	485

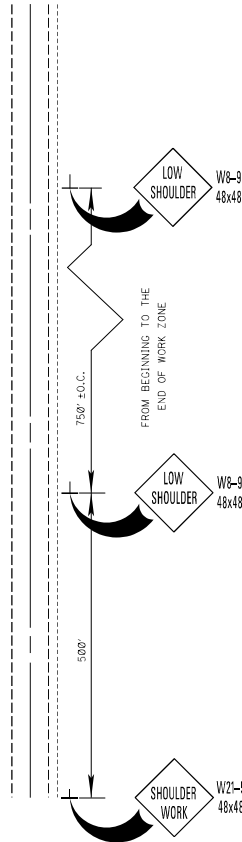
* POSTED SPEED, OFF-PEAK 85 PERCENTILE SPEED
OPERATING SPEED, OR THE ANTICIPATED
OPERATING SPEED IN MPH.

PLASTIC DRUMS
(SEE NOTE FOR SPACING)



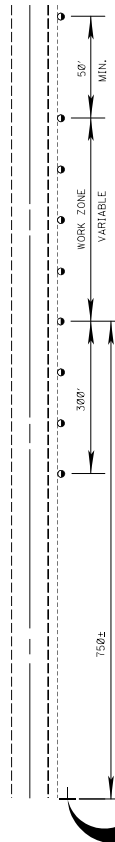
TYPICAL SHOULDER CLOSURE

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



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

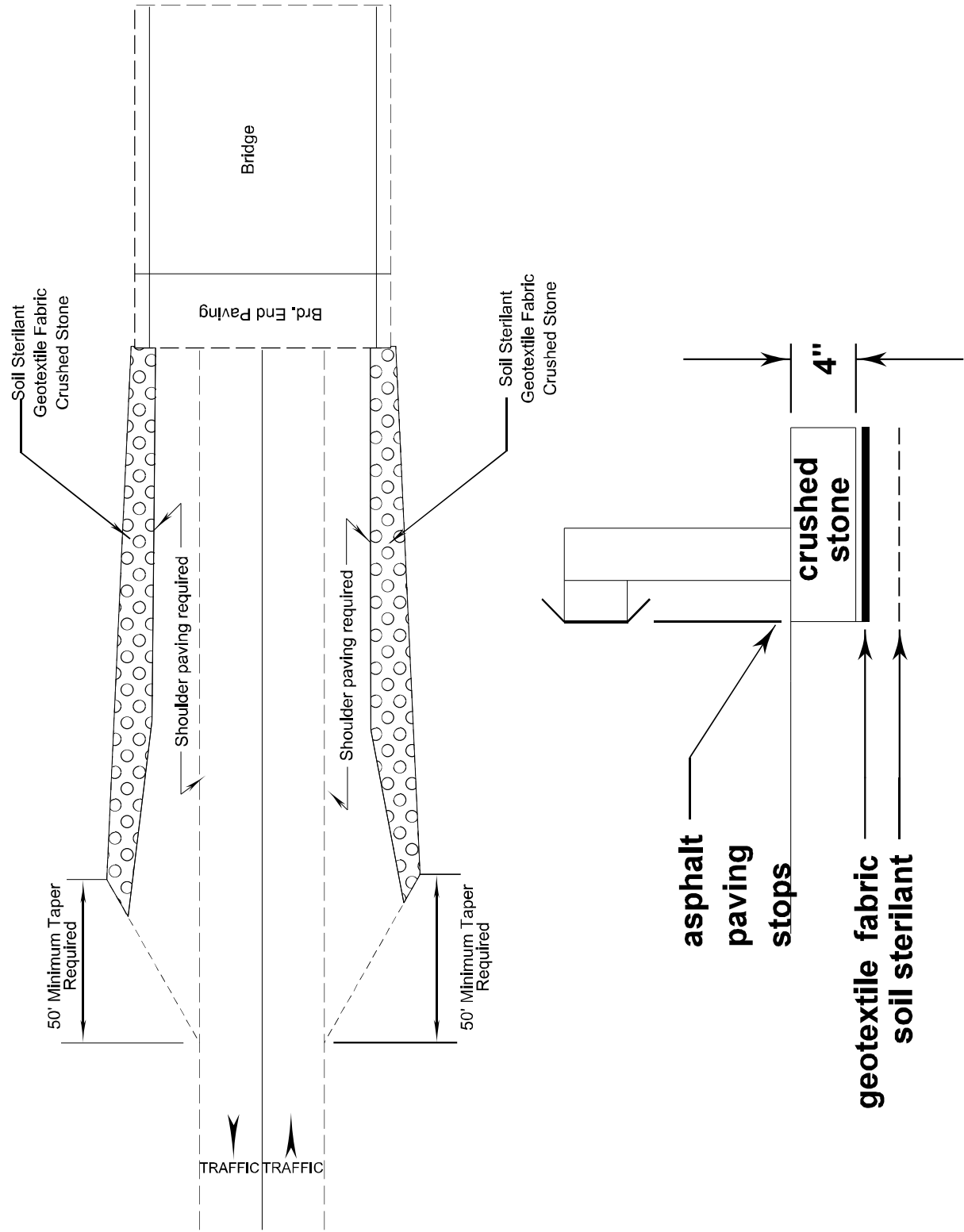
PLASTIC DRUMS
(SEE NOTE FOR SPACING)



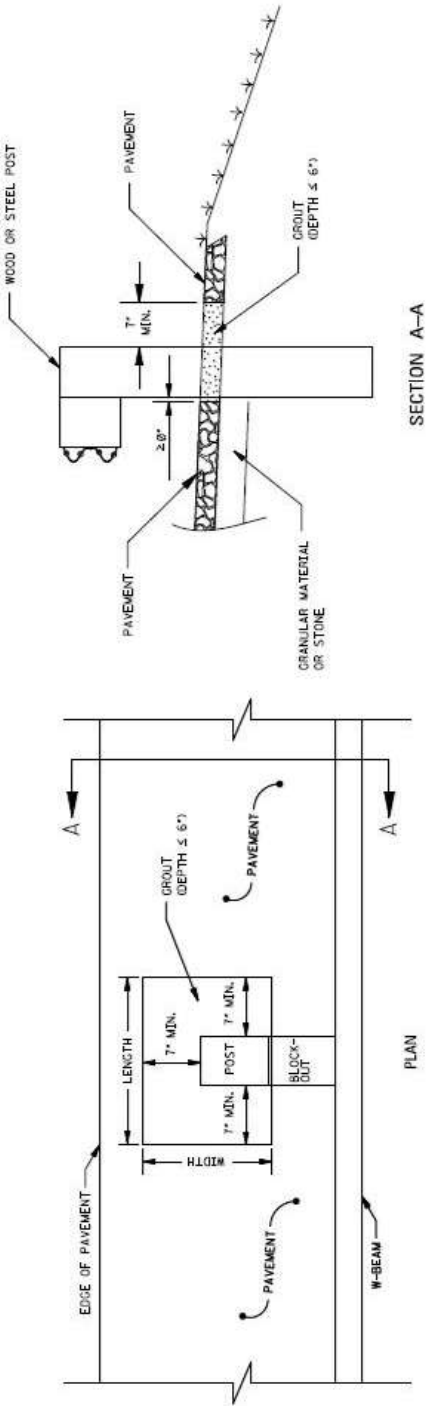
TYPICAL SHOULDER WORK #2

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.

TYPICAL DETAIL OF ADDITIONAL SHOULDER PAVING REQUIRED AT GUARDRAIL LOCATIONS



Guardrail Post Installation in Paved Areas

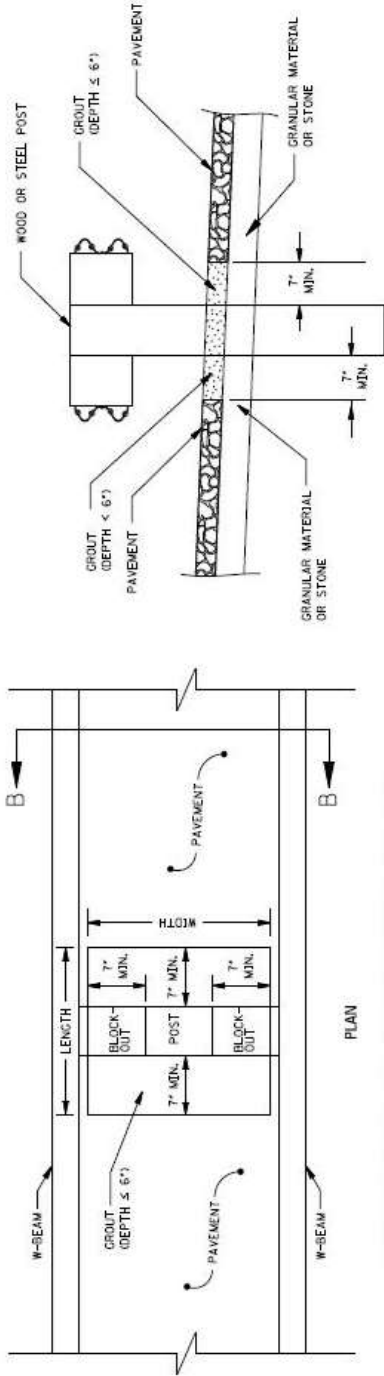


PAVEMENT LEAVE-OUT AREA FOR GUARDRAIL POSTS
SINGLE-FACED GUARDRAIL

MIN. PAV'T LEAVE-OUT AREA			
POST	SINGLE-FACED		DOUBLE-FACED
	LENGTH (IN.)	WIDTH (IN.)	LENGTH (IN.)
6"x8" WOOD	18	15	22
8"x8" WOOD	22	15	22
10"x10" WOOD	24	17	24
#6x3 STEEL	18	13	18

GENERAL NOTES

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



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



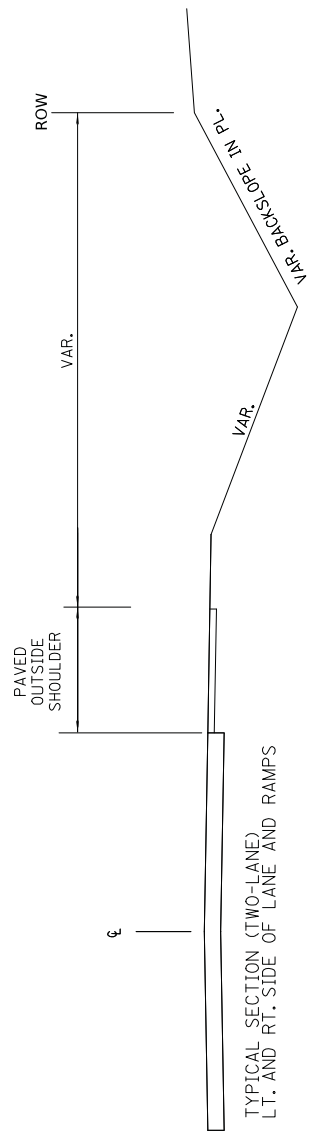
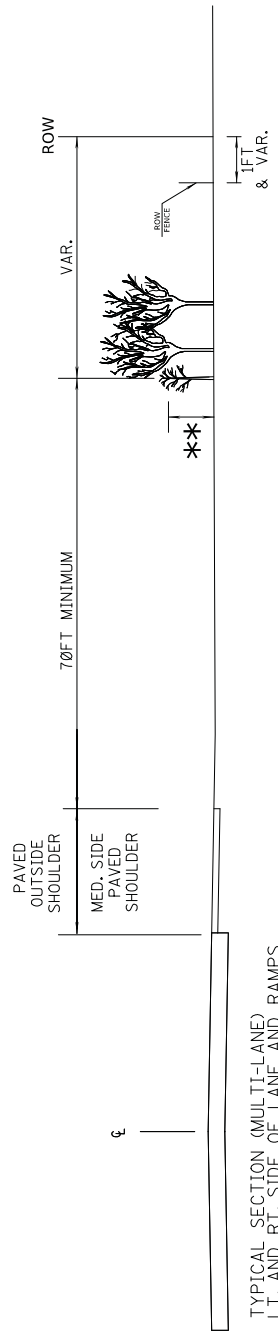
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
MDOT

DESIGNED BY:	
DETAILED BY:	
CHECKED BY:	
DATE:	

FMS CON: /	
PROJECT NO.:	
COUNTY:	

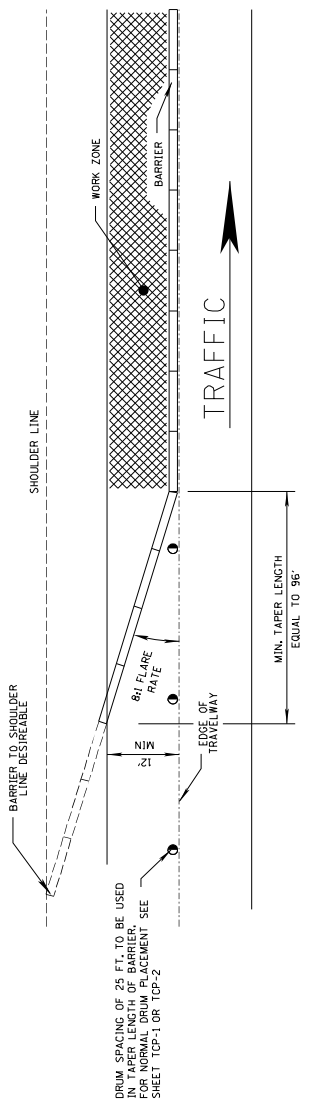
TYPICAL SECTION	
Roadside Clearing Zones	
Notice to Bidders No. 7394	
REQUIRED	

SHEET NO.	
SHEET ID	

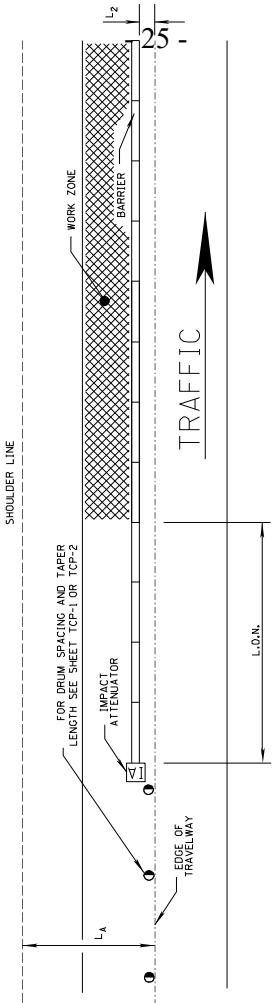


TYPICAL SECTIONS - ROADSIDE CLEAR ZONE REQ'D

NOTE: THE PROJECT ENGINEER MAY REQUEST CLEARING IN OTHER LOCATIONS AS NEEDED.



DETAIL OF POSITIVE
BARRIER WITH TAPER

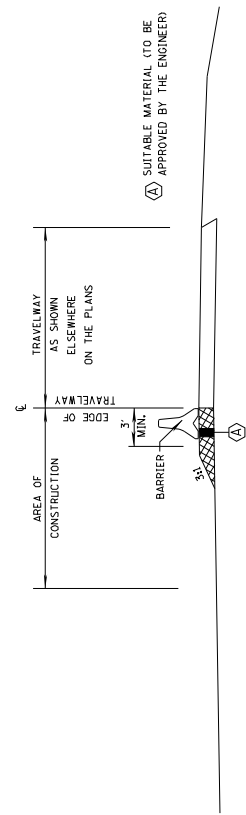


DETAIL OF POSITIVE BARRIER
WITH IMPACT ATTENUATOR

NOTES:
1. LENGTH OF NEED, L.O.N. = $\frac{L_1 L_2}{L_1 + L_2}$
WHERE: L_1 = LATERAL EXTENT OF THE AREA OF CONCERN
 L_2 = LATERAL OFFSET FROM EDGE OF TRAVELED WAY TO BARRIER.

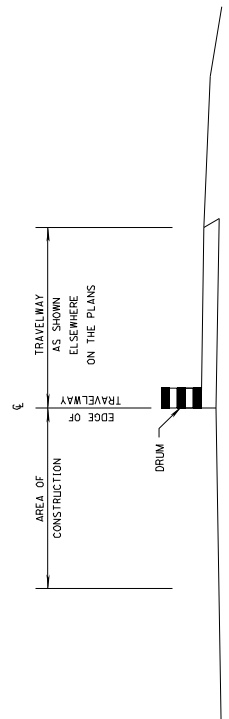
GENERAL NOTES:
1. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER OTHER BID ITEMS.
2. FOR DETAILS OF DRUM PLACEMENT SEE OTHER TRAFFIC CONTROL PLANS.

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



ELEVATION VIEW FOR
POSITIVE BARRIER

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



ELEVATION VIEW
FOR DRUM

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

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

PROJ. NO.:
COUNTY:
FILE NAME: SDTCP-CADDGN
DESIGN TEAM: UPDATE DATE: UPDATE

WORKING NUMBER
SDTCP-C
SHEET NUMBER