

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>1/8/2026</u>	ADDENDUM NO.	_____	DATED	_____
ADDENDUM NO.	<u>2</u>	DATED	<u>1/21/2026</u>	ADDENDUM NO.	_____	DATED	_____
ADDENDUM NO.	_____	DATED	_____	ADDENDUM NO.	_____	DATED	_____

Number	Description
1	Revised Table of Contents; Revised NTB No. 7571; Added NTB No. 7610; Amendment EBSx Download Required.
2	Revised Table of Contents; Notice to Bidder No. 7624 Replaced Notice to Bidder No. 3599; Deleted Notice to Bidder No. 5750; 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.

SP-7314-01(006)/ 109452301000

Hinds County(ies)

Revised 01/26/2016

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
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PROJECT: SP-7314-01(006)/109452301 - Hinds

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

01/21/2026 08:27 AM

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 – NOTICE TO BIDDERS NO. 7624

CODE: (SP)

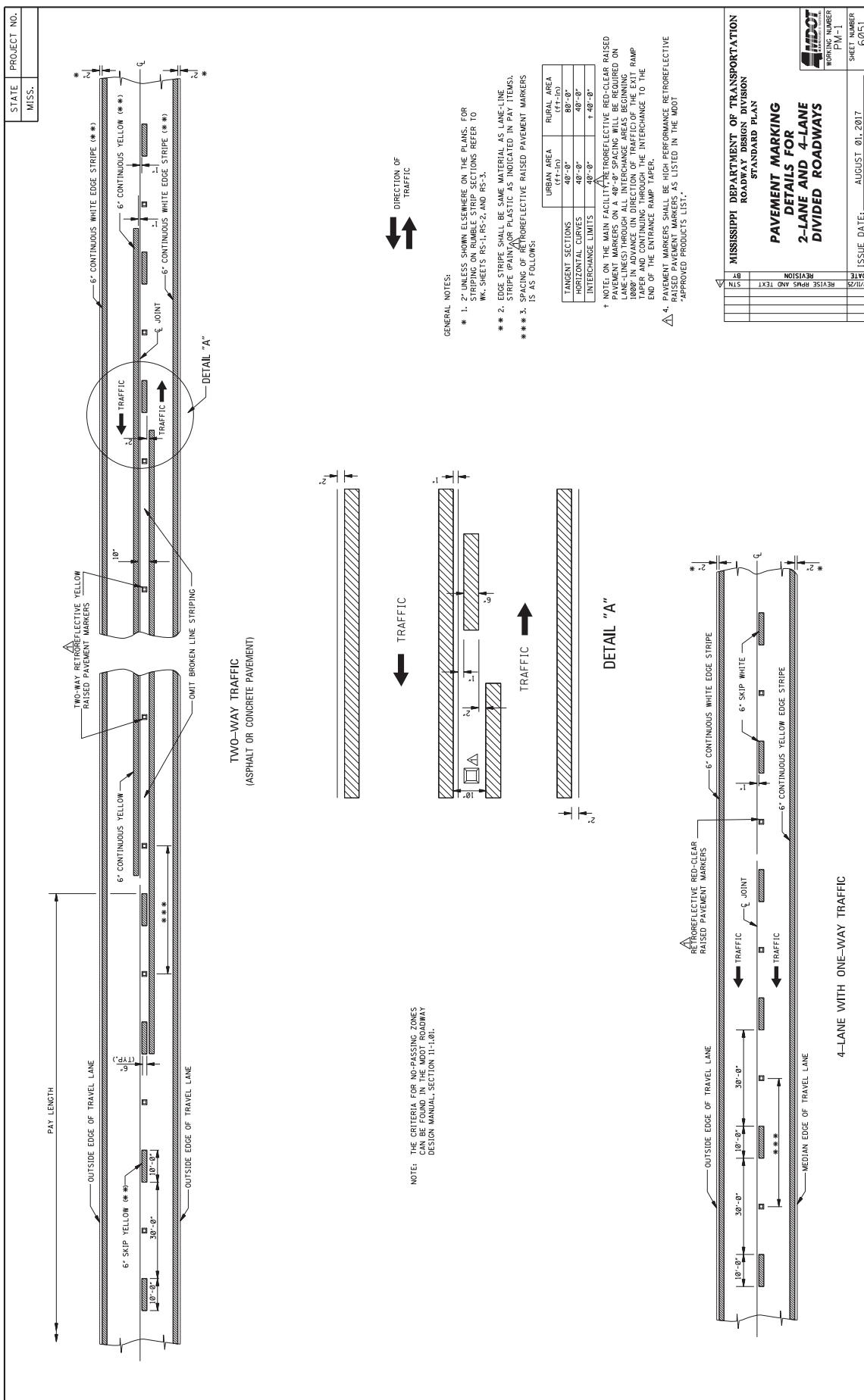
DATE: 01/20/2026

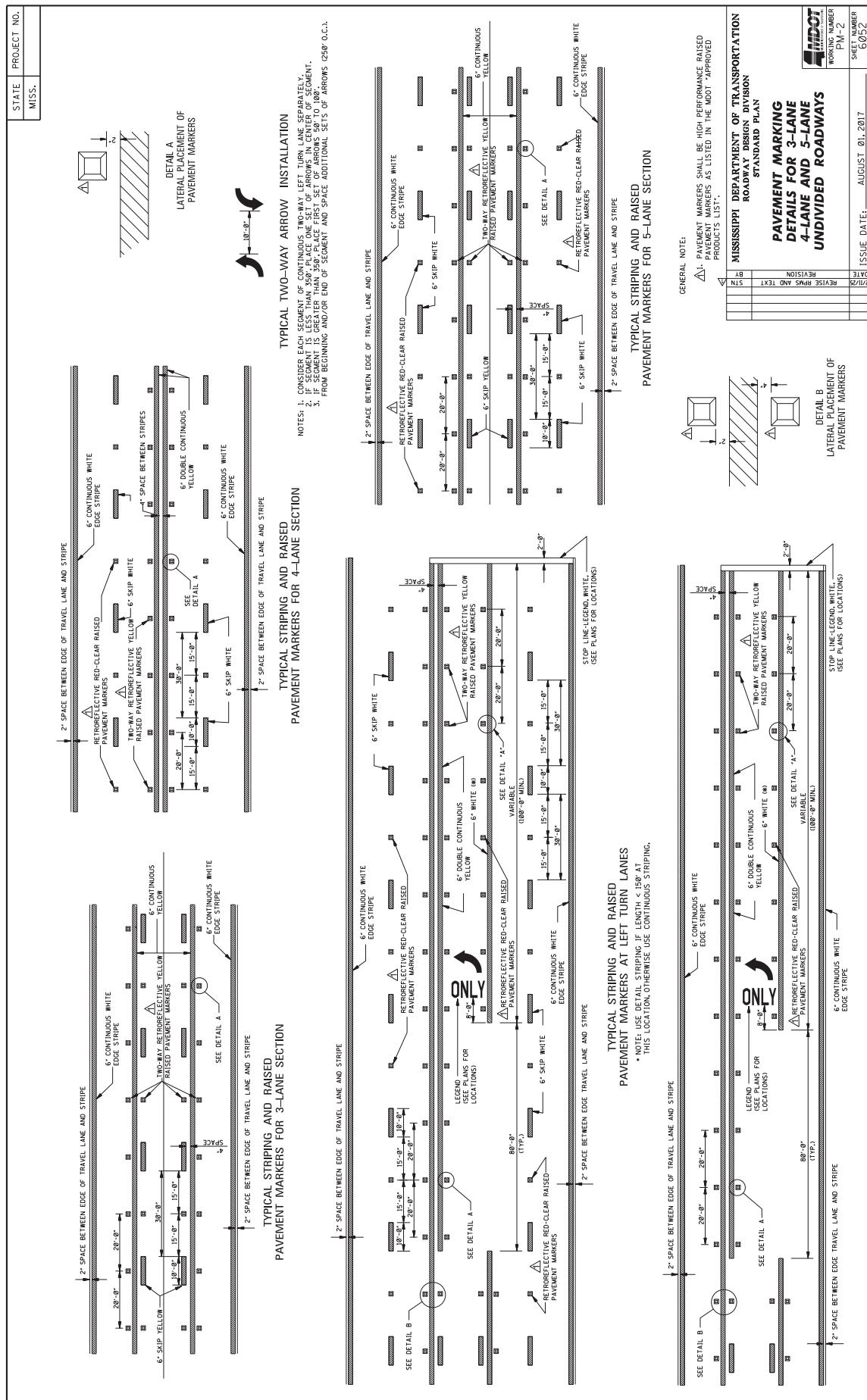
SUBJECT: Standard Drawings

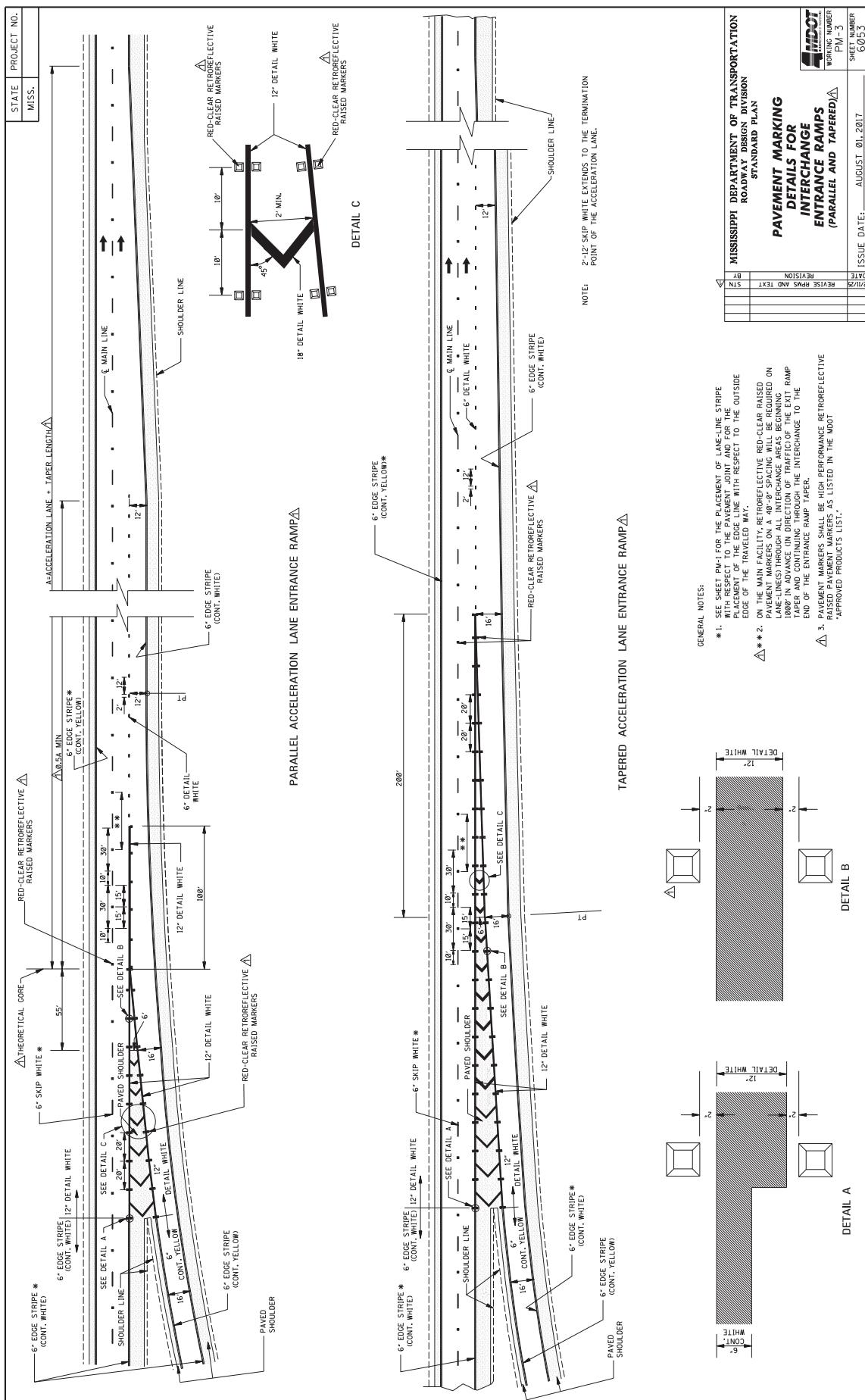
Standard Drawings attached hereto shall govern appropriate items of required work.

Larger copies of Standard Drawings may be purchased from:

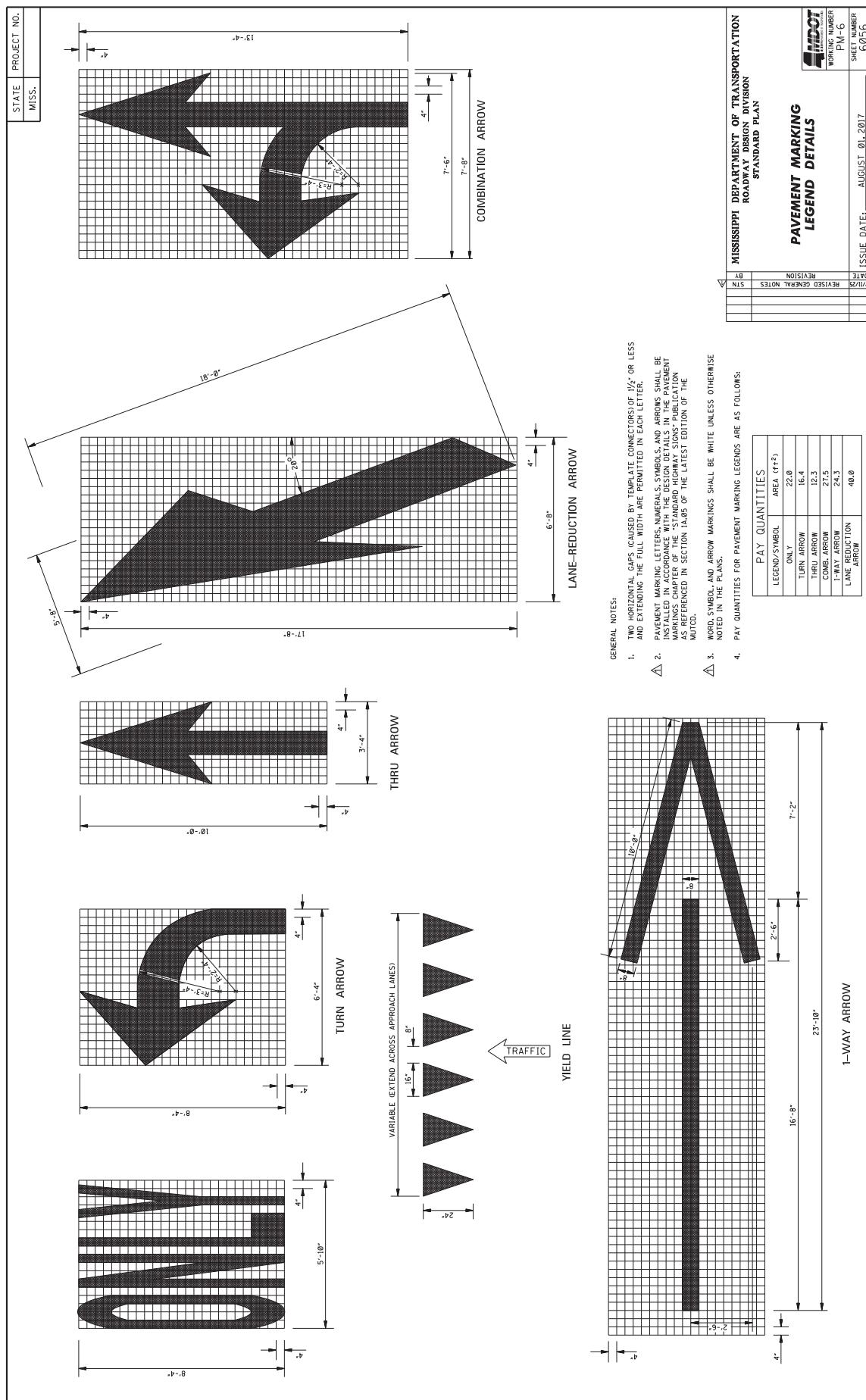
MDOT Plans Print Shop
MDOT Shop Complex, Building C, Room 114
2567 North West Street
P.O. Box 1850
Jackson, MS 39215-1850
Telephone: (601) 359-7460
or FAX: (601) 359-7461
or e-mail: plans@mdot.state.ms.us

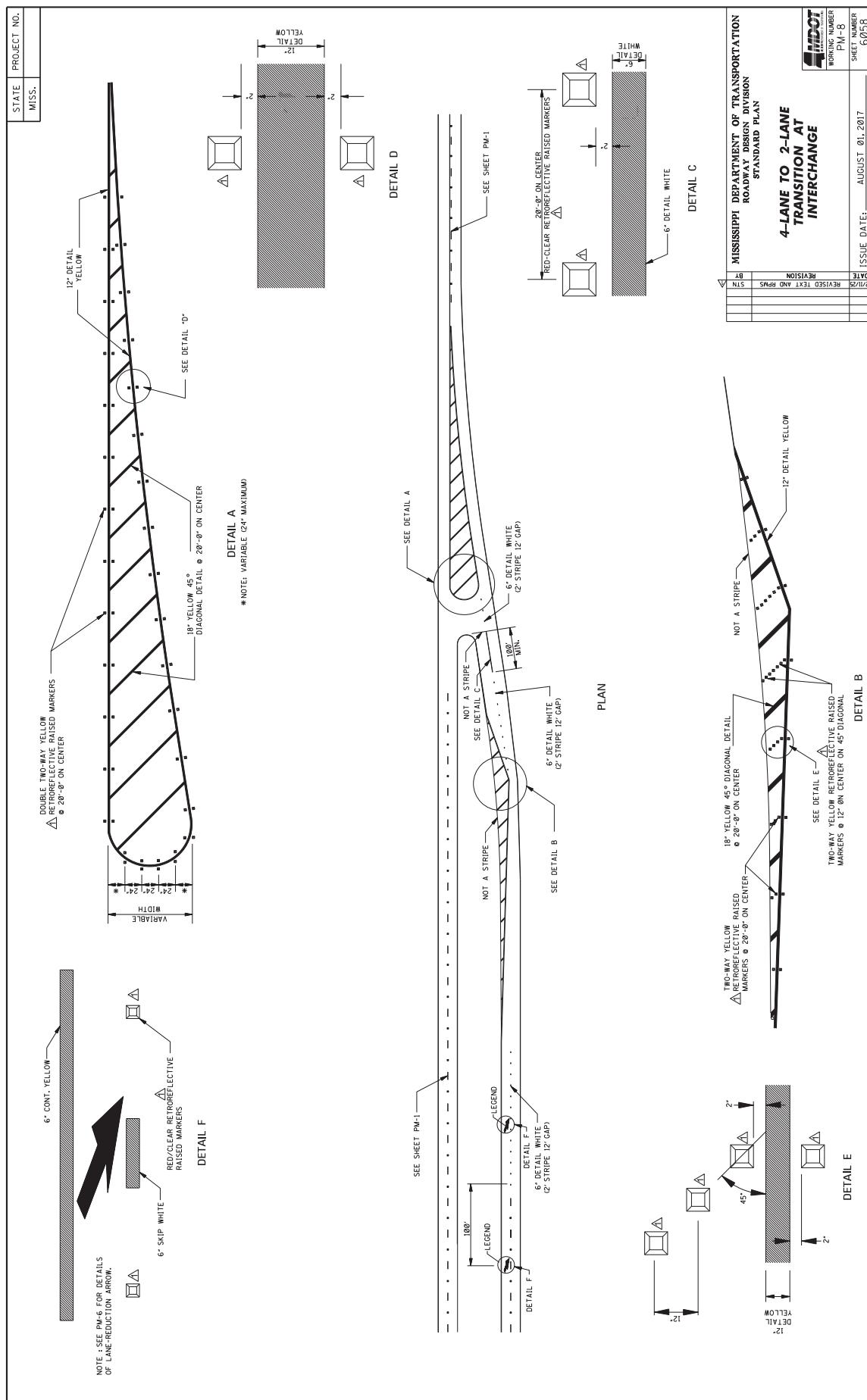


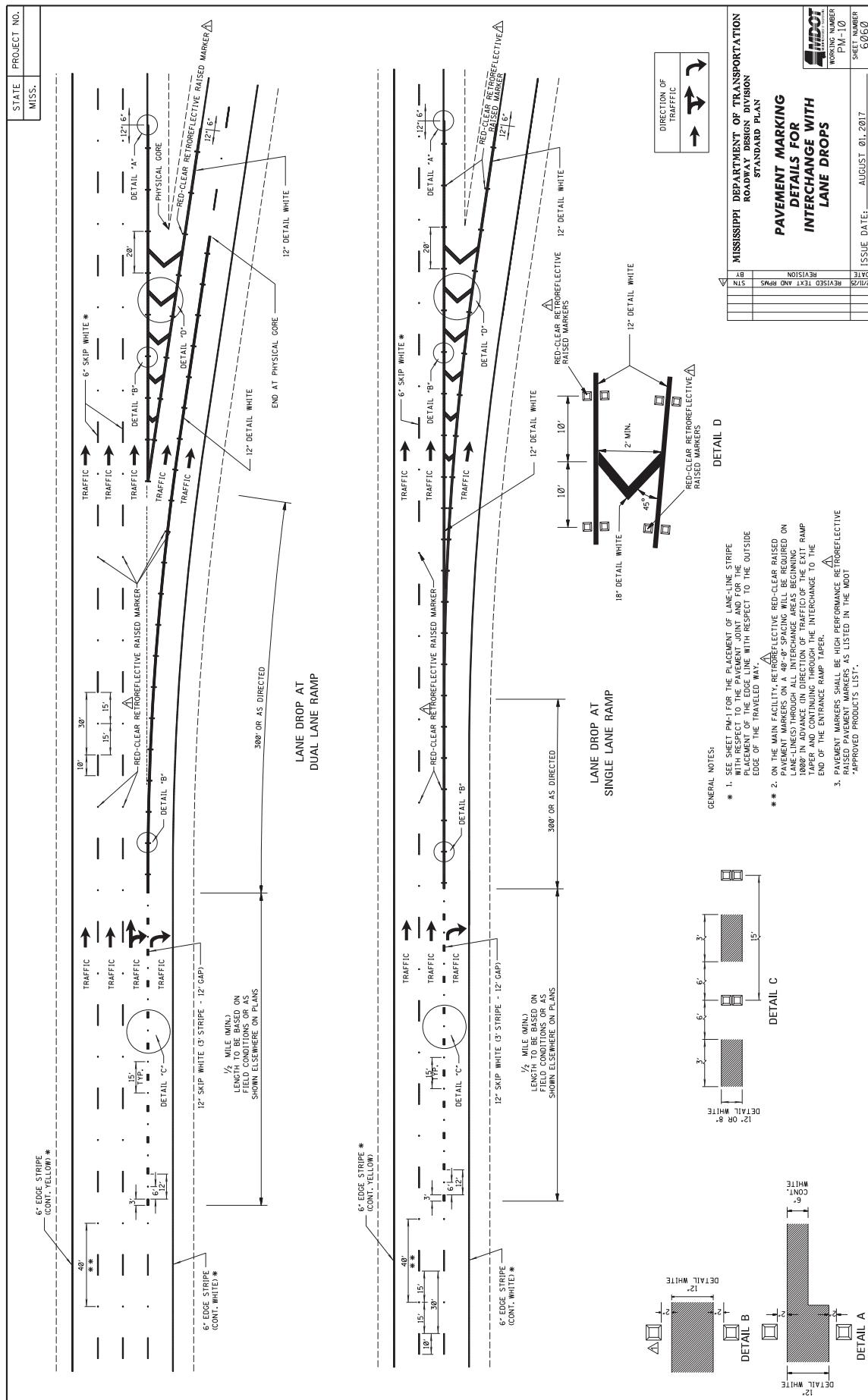


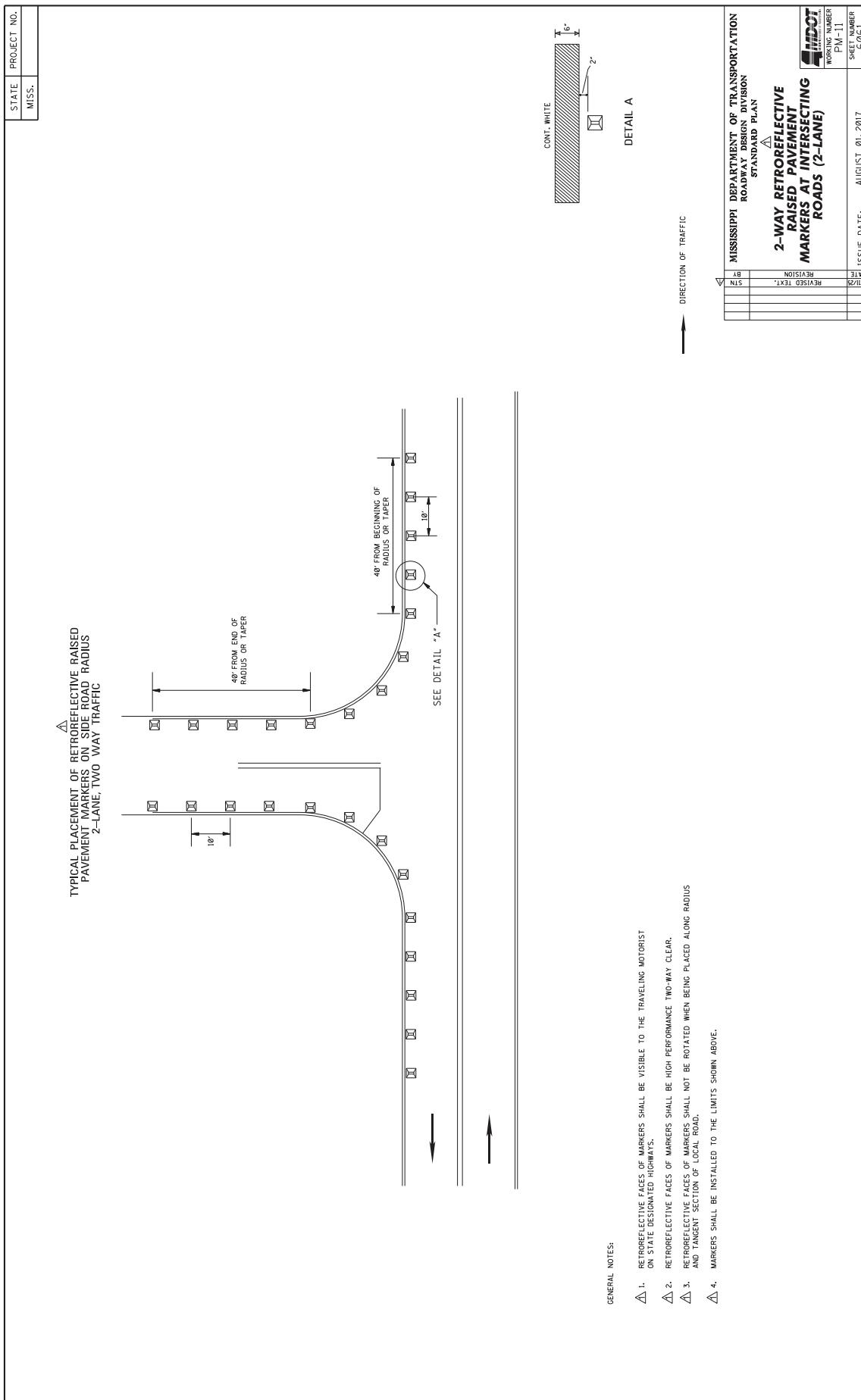


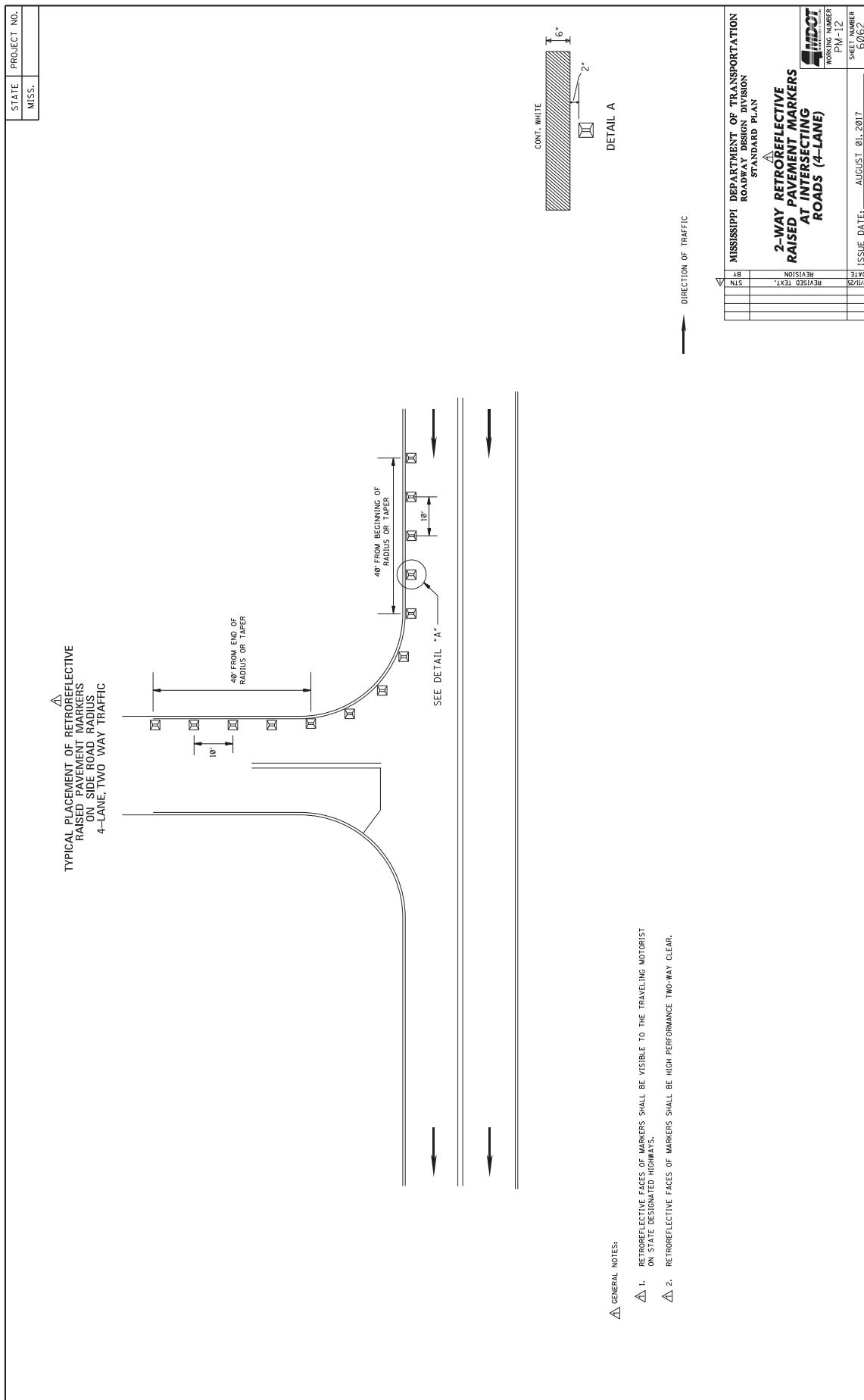
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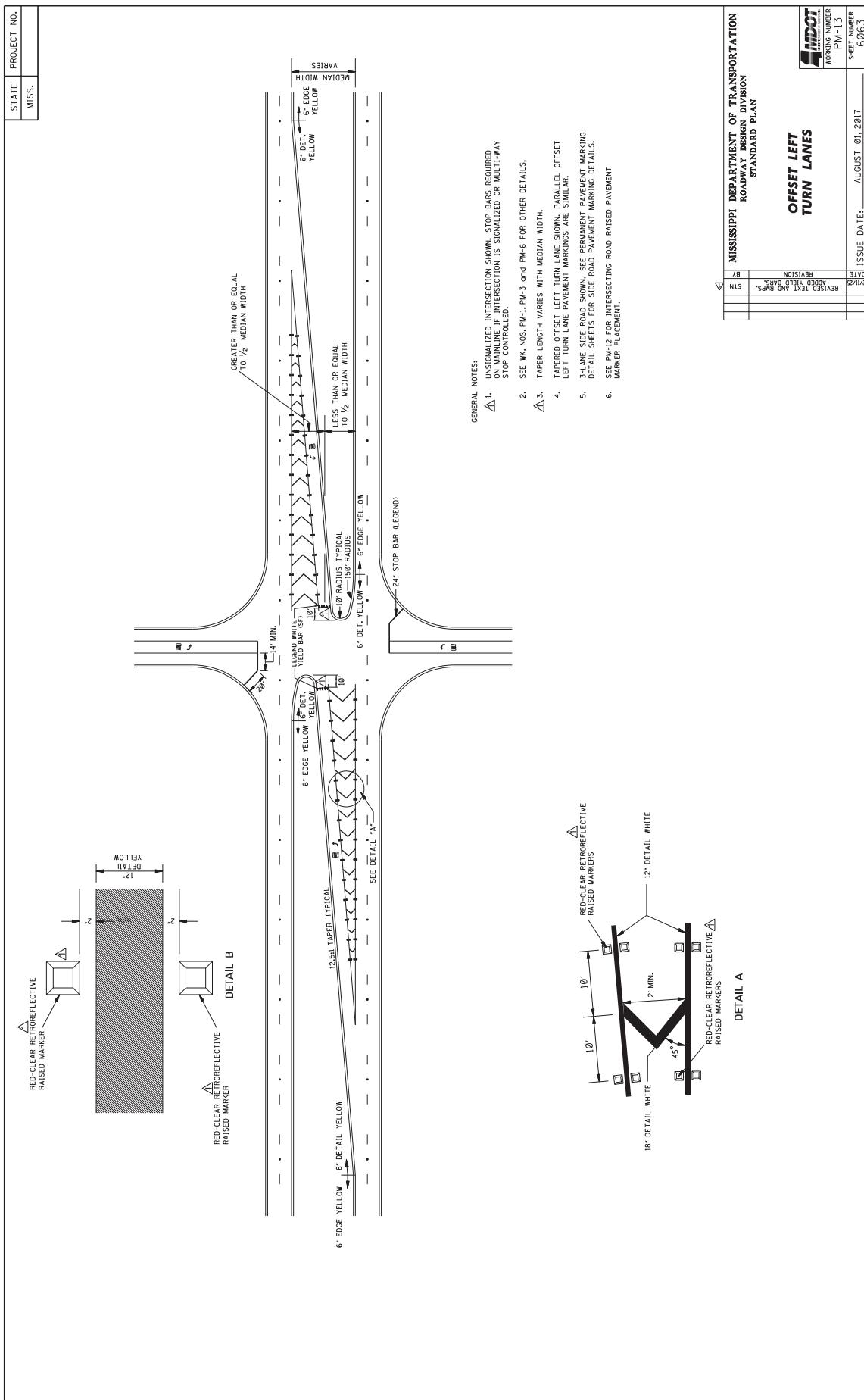


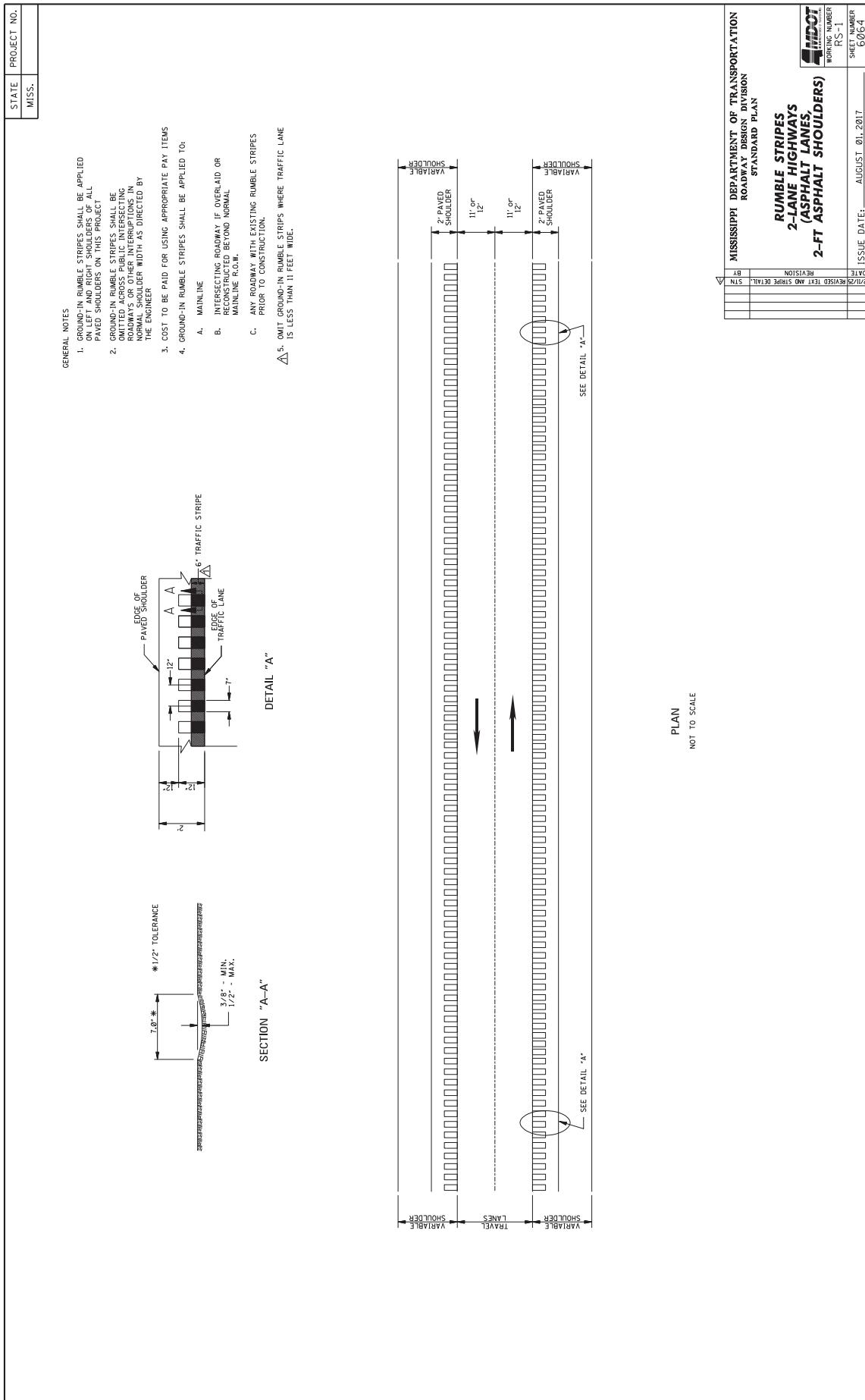


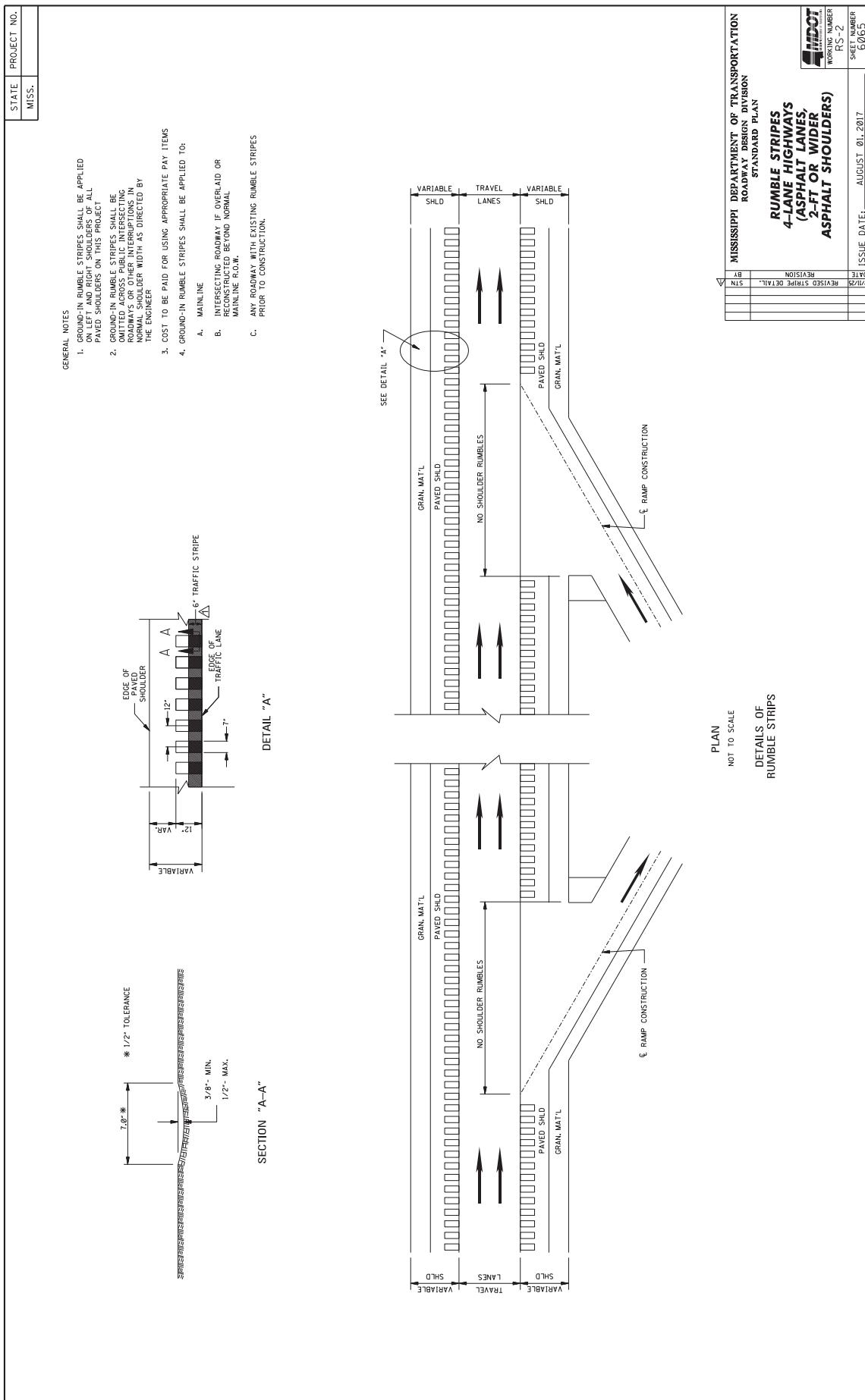


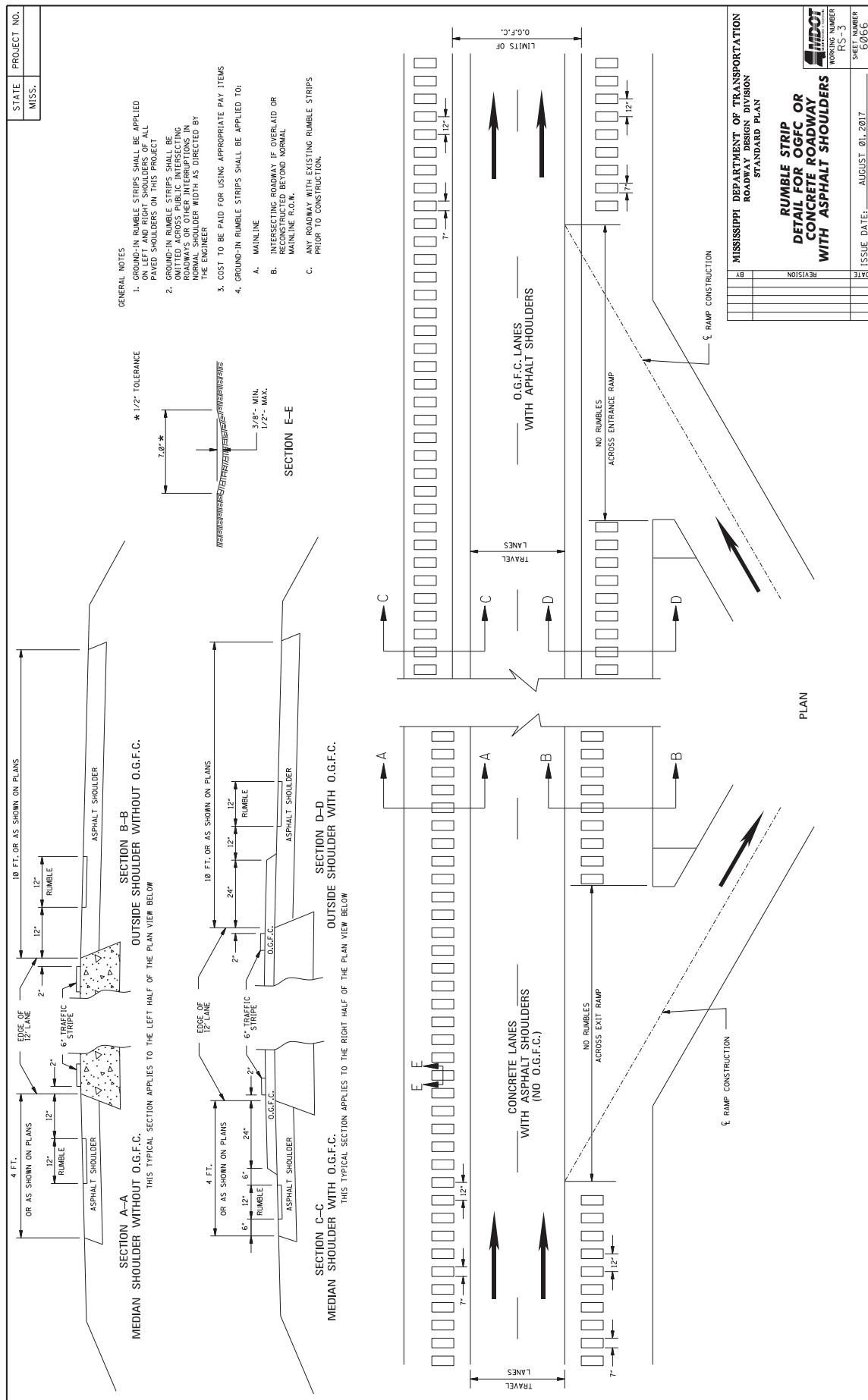


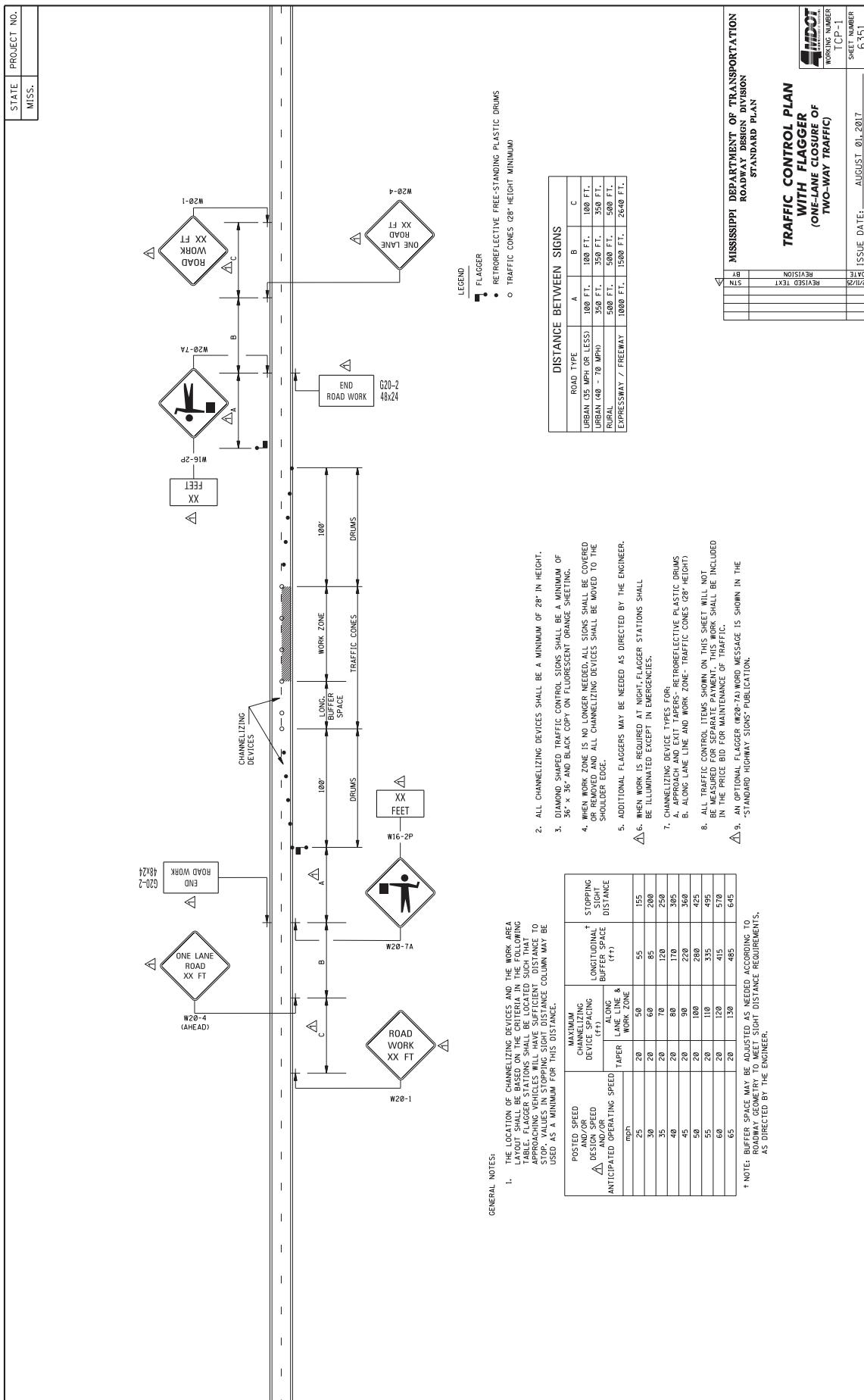


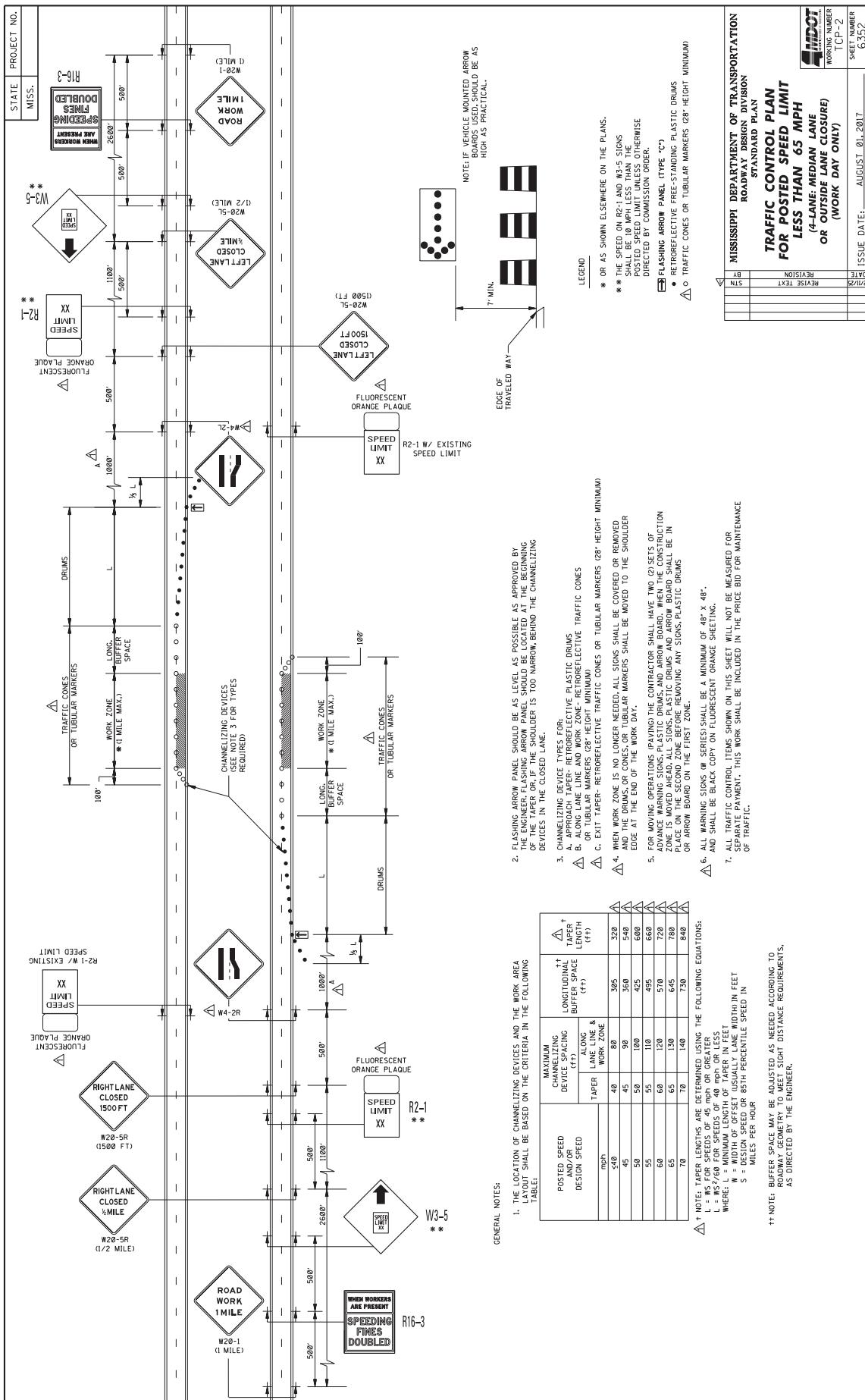


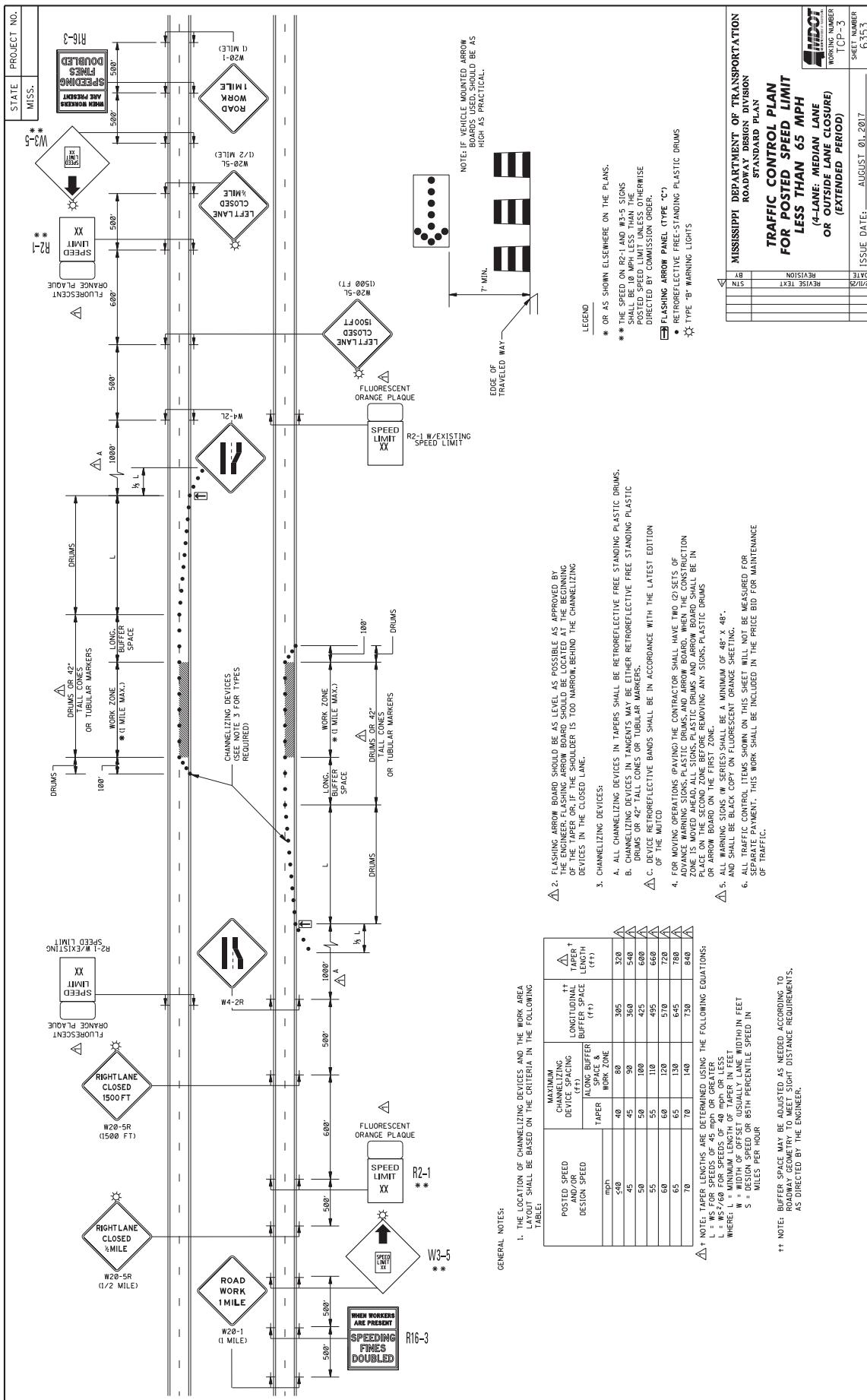


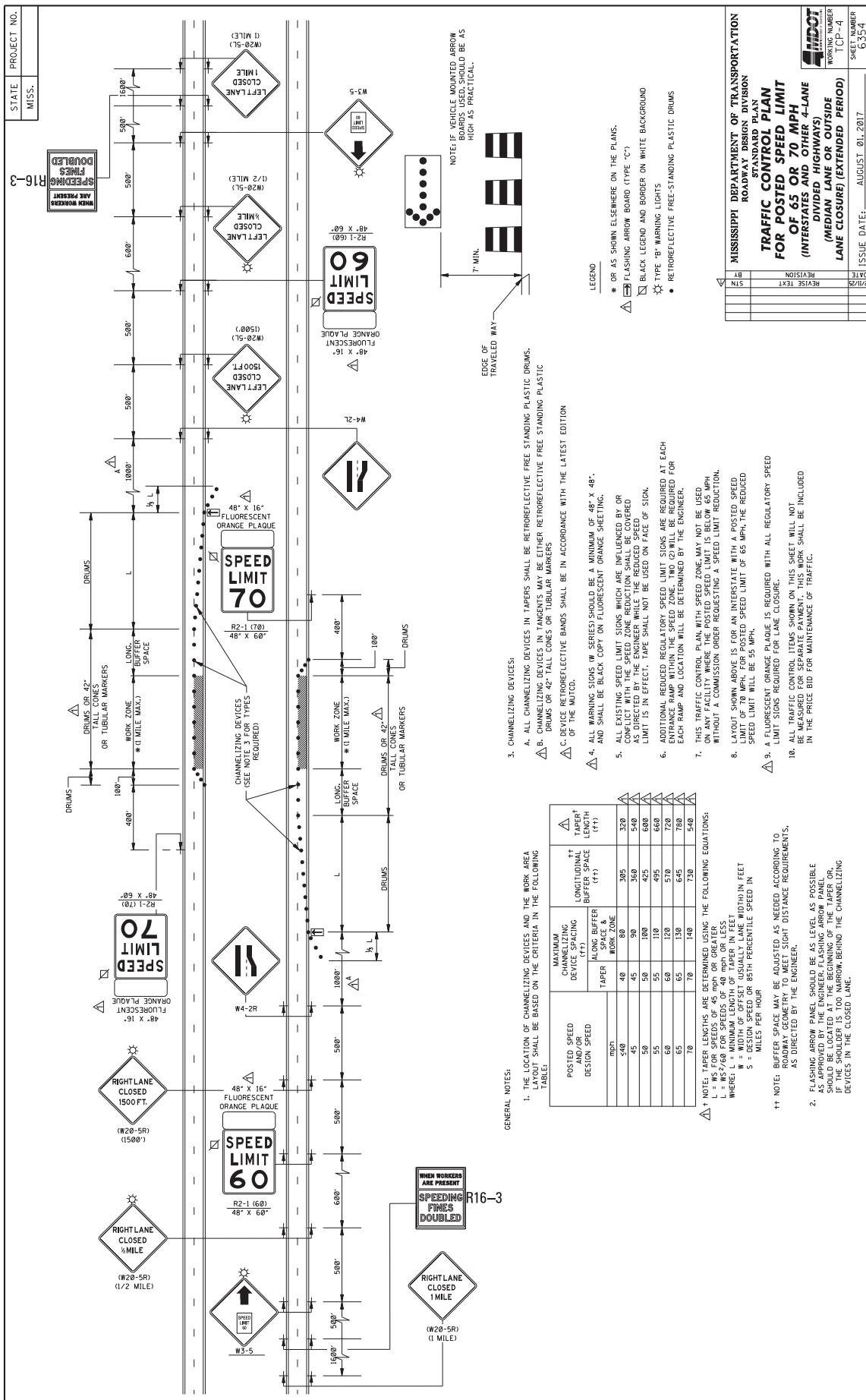


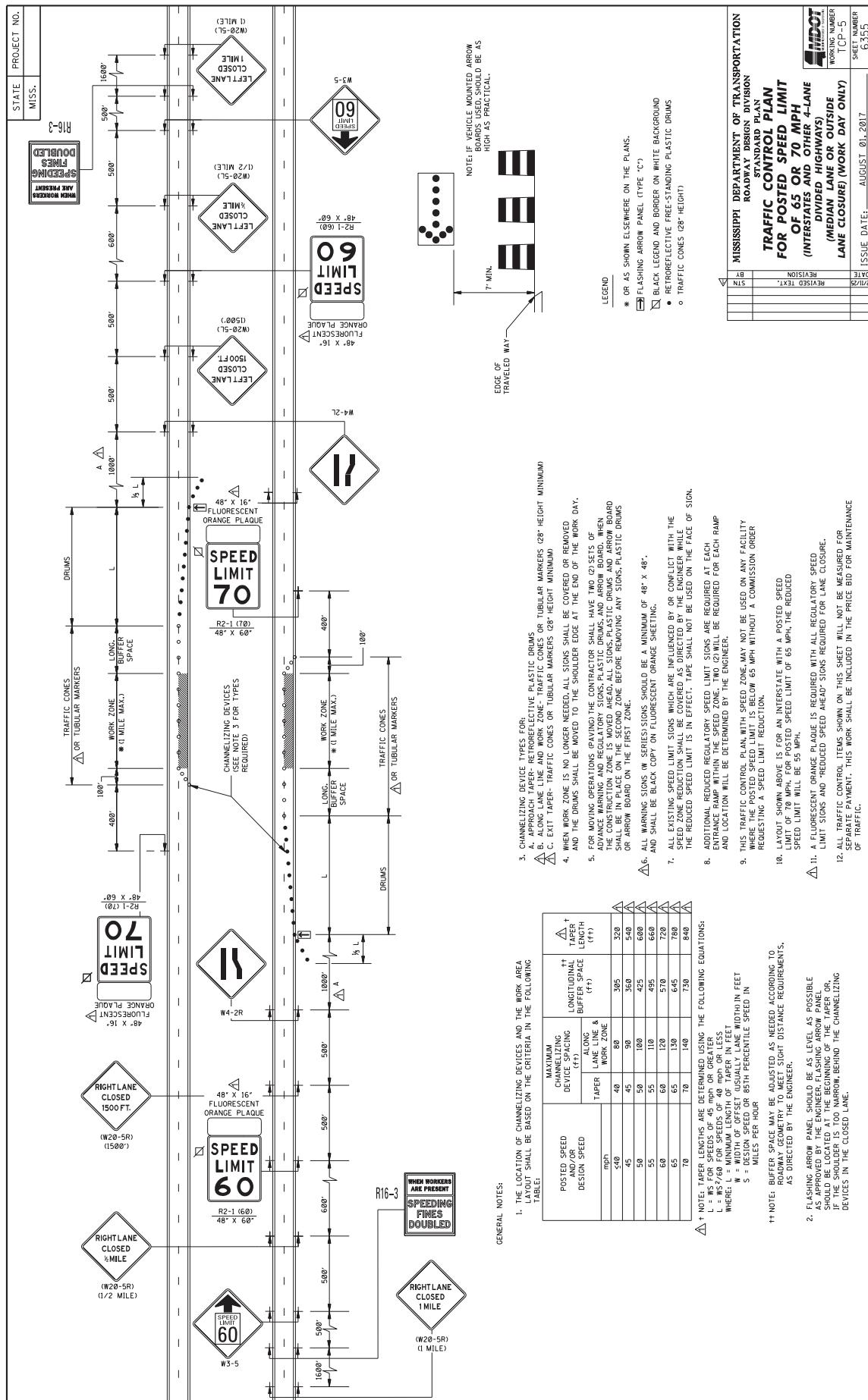




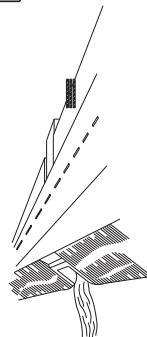


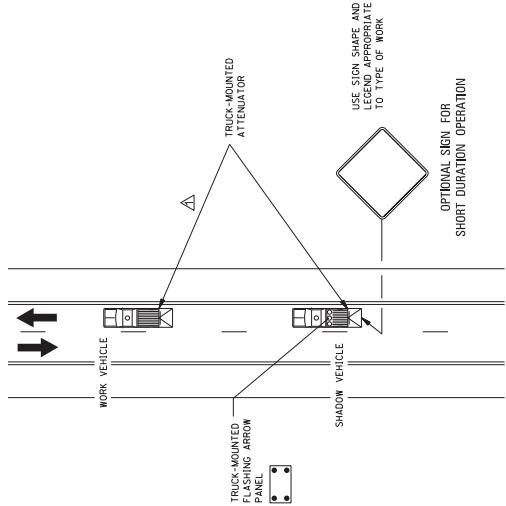
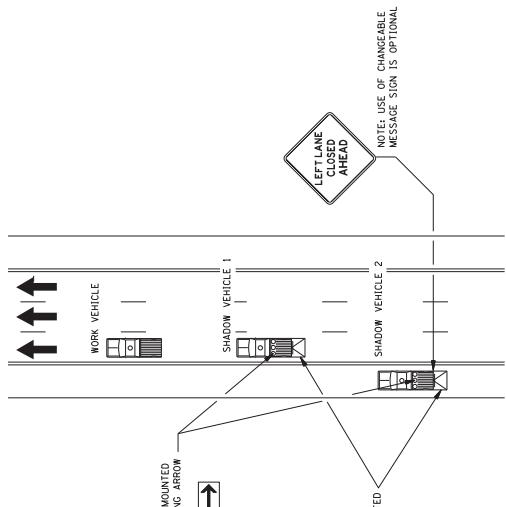






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 <p>WING BARRICADES</p> <p>WING BARRICADES ARE TYPE III BARRICADES ERECTED ON THE SHOULDER OF A ROAD OR RESTRICTED ROADWAY. BARRICADES MAY BE USED AS A MOUNTING OR A DISTANCE MARKING DEVICE OR FLASHERS.</p> <p>1. IN ADVANCE OF A CONSTRUCTION PROJECT, PROPOSED:</p> <ol style="list-style-type: none"> IN ADVANCE OF ALL BRIDGE OR CULVER CROSSING OPERATIONS. WING BARRICADES SHOULD BE USED. 																									
 <p>BARRICADE CLOSING A ROAD</p> <p>1. BARRICADES ARE INTENDED FOR USE ON EXPRESSWAYS, FREEWAYS, AND OTHER HIGH SPEED FACING TRAFFIC. HAVE A MINIMUM OF 24' OF REFLECTIVE AREA.</p> <p>2. IN ADVANCE OF A CONSTRUCTION PROJECT, PROPOSED:</p> <ol style="list-style-type: none"> IN ADVANCE OF ALL BRIDGE OR CULVER CROSSING OPERATIONS. 																									
<p>BARRICADE CHARACTERISTICS</p> <table border="1"> <thead> <tr> <th></th> <th>I</th> <th>II</th> <th>III</th> </tr> </thead> <tbody> <tr> <td>WIDTH OF RAIL *</td> <td>8' MIN. - 12' MAX.</td> <td>8' MIN. - 12' MAX.</td> <td>8' MIN. / 12' MAX.</td> </tr> <tr> <td>LENGTH OF RAIL *</td> <td>24' MIN. / 36' MAX.</td> <td>24' MIN. / 36' MAX.</td> <td>48' MIN. / 96' MAX.</td> </tr> <tr> <td>WIDTH OF STRIPE *</td> <td>6"</td> <td>6"</td> <td>6"</td> </tr> <tr> <td>HEIGHT</td> <td>36' MIN.</td> <td>36' MIN.</td> <td>60' MIN.</td> </tr> <tr> <td>NUMBER OF BARRICADES/STRUCTURE</td> <td>2 (ONE EACH DIRECTION)</td> <td>4 (TWO EACH DIRECTION)</td> <td>3 IF FACING TRAFFIC IN ONE DIRECTION 6 IF FACING TRAFFIC IN TWO DIRECTIONS</td> </tr> </tbody> </table>			I	II	III	WIDTH OF RAIL *	8' MIN. - 12' MAX.	8' MIN. - 12' MAX.	8' MIN. / 12' MAX.	LENGTH OF RAIL *	24' MIN. / 36' MAX.	24' MIN. / 36' MAX.	48' MIN. / 96' MAX.	WIDTH OF STRIPE *	6"	6"	6"	HEIGHT	36' MIN.	36' MIN.	60' MIN.	NUMBER OF BARRICADES/STRUCTURE	2 (ONE EACH DIRECTION)	4 (TWO EACH DIRECTION)	3 IF FACING TRAFFIC IN ONE DIRECTION 6 IF FACING TRAFFIC IN TWO DIRECTIONS
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<p>STANDARD BARRICADES</p> <p>1. THE RETROREFLECTIVE MARKING FOR BARRICADE RAILS SHALL BE ORANGE AND WHITE ISOLATING DOWNWARD AT AN ANGLE OF 45° IN THE DIRECTION THAT TRAFFIC IS TO PASS.</p> <p>2. RAIL STRIPE SHOULD BE 6 INCHES, EXCEPT THAT 1-INCH WIDE STRIPES MAY BE USED IF RAIL LENGTHS ARE LESS THAN 36 INCHES.</p> <p>3. DO NOT PLACE SANDbags OR OTHER DEVICES ON BARRICADE RAILS TO PROVIDE MASS. SANDbags, however, may be placed as ballast to the lower parts of the frame or the stings to barricades.</p> <p>4. FOR ADDITIONAL INFORMATION OR DETAILS SEE MUTCD, LATEST EDITION.</p> <p>5. BARRICADES ARE CLASSIFIED BY FMVSS 15, CATEGORY II, WORK ZONE DEVICES. A LIST OF TRANSMITTING BARRICADES, AND ONE, CATEGORY II DEVICES CAN BE FOUND ON FMVSS'S WEBSITE: http://highways.dot.gov/safety/road-reduce-risk/safety.</p> <p>6. WHERE ROAD USERS INCLUDE PEDESTRIANS, THE PROVISION OF SUPPLEMENTAL AUDIBLE INFORMATION, OR DETECTABLE BARRIERS, OR BARRICADES SHOULD BE PROVIDED FOR PEOPLE WITH VISION DISABILITIES.</p> <p>7. BARRICADE RAIL SUPPORTS SHOULD NOT PROJECT INTO PLAZA/STAN/ CIRCULATION AREAS, MORE THAN 4 INCHES FOR THE SUPPORTS LOCATED BETWEEN 27 INCHES TO 66 INCHES ABOVE THE EXISTING SURFACE.</p>																									
<p>RETROREFLECTIVE CHEVRON ALIGNMENT SIGN</p> <p>1. A CHEVRON SIGN CONSISTS OF A BLACK CHEVRON TYPE MARKING ON AN ORANGE BACKGROUND AND SHALL POINT IN THE DIRECTION OF TRAFFIC FLOW.</p> <p>2. THE CHEVRON SIGN SHALL BE MOUNTED ON CROSMORTY SUPPORT.</p> <p>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' BEHIND THE LINE TRANSITION STRIPE.</p> <p>4. CHEVRON SIGNS SHALL BE INSTALLED AT A MINIMUM HEIGHT OF 4 FEET MEASURED VERTICALLY FROM THE BOTTOM OF THE SIGN TO THE ELEVATION OF THE NEAR EDGE OF THE TRAVELWAY.</p>																									
<p>PLASTIC CONE DETAIL (28° - 36°)</p> <p>1. PLASTIC DRUMS, TUBULAR MARKERS, OR PLASTIC CONES SHALL BE ON END AND USED AS AN EJECT MEANS TO EJECT A DRIVER FROM A HAMILTON AIRBAG. COLOR OF THE PLASTIC CONE OR DRUM SHALL BE ORANGE WITH RETROREFLECTIVE WHITE STRIPES AS SHOWN ON THE DETAILS.</p> <p>2. DRUMS, TUBULAR MARKERS, OR PLASTIC CONES SHOULD NEVER BE PLACED IN THE ROADWAY WITHOUT WARNING SIGNS.</p> <p>3. WHERE PRACTICAL PLASTIC DRUMS, TUBULAR MARKERS, OR PLASTIC CONES SHOULD BE PLACED NO CLOSER THAN 3'-0" FROM THE EDGE OF THE TRAVEL LINE.</p> <p>4. BALLAST SHALL NOT BE PLACED ON THE TOP OF THE DRUM.</p>																									
<p>PLASTIC DRUM DETAIL</p> <p>1. PLASTIC DRUMS, TUBULAR MARKERS, OR PLASTIC CONES SHALL BE ON END AND USED AS AN EJECT MEANS TO EJECT A DRIVER FROM A HAMILTON AIRBAG. COLOR OF THE PLASTIC CONE OR DRUM SHALL BE ORANGE WITH RETROREFLECTIVE WHITE STRIPES AS SHOWN ON THE DETAILS.</p> <p>2. DRUMS, TUBULAR MARKERS, OR PLASTIC CONES SHOULD NEVER BE PLACED IN THE ROADWAY WITHOUT WARNING SIGNS.</p> <p>3. WHERE PRACTICAL PLASTIC DRUMS, TUBULAR MARKERS, OR PLASTIC CONES SHOULD BE PLACED NO CLOSER THAN 3'-0" FROM THE EDGE OF THE TRAVEL LINE.</p> <p>4. BALLAST SHALL NOT BE PLACED ON THE TOP OF THE DRUM.</p>																									
<p>TYPE 3 OBJECT MARKER (OM-3-R)</p> <p>1. TYPE 3 OBJECT MARKERS SHALL BE USED AT ALL EXPOSED BRIDGE ABUTMENTS AND AT OTHER LOCATIONS AS DEEMED NECESSARY BY THE ENGINEER.</p> <p>2. THE OM-3-R 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.</p> <p>3. THE INSIDE EDGE OF THE MARKER SHALL BE IN LINE WITH THE INNER EDGE OF THE RESTRICTION.</p> <p>4. THE STRINGING SHALL CONSIST OF ALTERNATING BLACK AND RETROREFLECTIVE YELLOW SLOPING DOWNWARD TOWARD THE SIDE ON WHICH TRAFFIC IS THE PASS.</p>																									
<p>MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN</p> <p>HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS</p> <p>DATE: <input type="text" value="01/01/2025"/> REVISION: <input type="text" value="B71"/> SHEET NUMBER: <input type="text" value="TCP-8"/> 6358</p>																									

STATE MISS.	PROJECT NO. TCI-9
MOBILE OPERATIONS ON TWO-LANE ROAD	
	
MOBILE OPERATIONS ON TWO-LANE ROAD	
<p>NOTES FOR TWO-LANE OPERATION:</p> <ol style="list-style-type: none"> 1. WHERE PRACTICAL AND WHEN NEEDED, THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS. THIS CAN BE DONE ON THE REAR OF THE VEHICLE BLOCKING THE LANE. 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 AREA, WHENEVER ADEQUATE SHADING IS PROVIDED. SHADOW VEHICLES SHOULD NOT OBSTRUCT 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 TRAFFIC MAY BE USED. POLICE PATROL CARS MAY BE USED FOR THIS PURPOSE. 4. A TRUCK-MOUNTED ATTENUATOR (TA) SHOULD BE USED ON THE SHADOW VEHICLE AND MAY BE USED ON THE WORK VEHICLE. 	
<p>MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN</p> <p>TRAFFIC CONTROL PLAN MOBILE OPERATIONS MULTILANE ROADS AND TWO-LANE ROADS</p>	
<p>DATE: 01/01/2017 REVISED TEXT AND DETAILS: 01/01/2017 SHEET NUMBER: 6359 ISSUE DATE: AUGUST 01, 2017</p>	
<p>MOBILE OPERATIONS ON MULTILANE ROAD</p>	
	
<p>NOTES FOR MULTILANE LANE OPERATION:</p> <ol style="list-style-type: none"> 1. SHADOW AND WORK VEHICLES SHALL DISPLAY HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING OR STROBE LIGHTS. AN ARROW BOARD SHALL BE USED WHEN A FREEWAY, HIGHWAY, OR SEPARATE SHOULDER IS USED. WHEN A FREEWAY, HIGHWAY, OR SEPARATE SHOULDER IS USED, A SEPARATE ARROW BOARD SHALL BE USED FOR EACH CLOSED LANE. 2. SHADOW VEHICLE 2 SHOULD BE EQUIPPED WITH AN ARROW BOARD AND TWO TRUCK-MOUNTED ATTENUATORS. WORK VEHICLE 1 AND SHADOW VEHICLE 2 MAY USE THE SAME SHOULDER. ARROW BOARD ON SHADOW VEHICLE 2 IS TO AVOID THE ARROW BOARD. 3. SHADOW VEHICLE 1 SHOULD BE EQUIPPED WITH AN ARROW BOARD AND TRUCK-MOUNTED ATTENUATOR (TA). 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. THE SPACING BETWEEN THE WORK VEHICLES AND THE SHADOW VEHICLES BETWEEN EACH SHADOW VEHICLE SHOULD BE MINIMIZED TO DEFER ROAD USERS FROM DRIVING IN BETWEEN. 6. ON HIGH-SPEED ROADWAYS, A THIRD SHADOW VEHICLE NOT IN THE SAME LANE AS THE WORK VEHICLE 1 AND SHADOW VEHICLE 2 SHOULD BE USED. SHADOW VEHICLE 3 IS TO BE USED ON THE SHOULDER. 7. ARROW BOARD 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. 	

