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	1/20/2026	ADDENDUM NO.		DATED	
ADDENDUM NO		DATED		ADDENDUM NO.		DATED	
ADDENDUM NO		DATED		ADDENDUM NO.		DATED	

Number	Description
1	Revised Table of Contents; Deleted NTB No. 5750; Revised NTB No. 7148; NTB No. 7624 replaces NTB No. 3599; Revised Wage Rates; Amendment EBSx Download Required.

TOTAL ADDENDA: 1
(Must agree with total addenda issued prior to opening of bids)

Respectfully Submitted,

DATE _____

_____
Contractor

BY _____
Signature

TITLE _____

ADDRESS _____

CITY, STATE, ZIP _____

PHONE _____

FAX _____

E-MAIL _____

(To be filled in if a corporation)

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

_____
President Address

_____
Secretary Address

_____
Treasurer Address

The following is my (our) itemized proposal.

STBG-9999-05(429)/ 109682301000

Hinds County(ies)

Revised 01/26/2016

For Informational Purposes Only

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
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PROJECT: STBG-9999-05(429)/109682301 - Hinds

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Progress Schedule

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

01/20/2026 12:53 PM

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 7148 **CODE: (SP)**

DATE: **01/20/2026**

SUBJECT: **Readvertisement**

PROJECT: **STBG-9999-05(429) / 109682301 – Hinds County**

The contents of this proposal are the same as when advertised for the August 2025 Letting, except as follows:

Revised Advertisement;

Added NTB No. 5570;

Deleted NTB No. 5605 w/ Supplement;

Deleted NTB No. 5750;

Revised NTB No. 7142;

Deleted NTB No. 7077;

Added NTB Nos. 7147 & 7578;

NTB No. 7624 replaces NTB No. 3599;

Revised Wage Rates;

SP No. 907-106-4 replaces SP No. 907-106-3;

SP No. 907-700-2 replaces SP No. 907-700-1;

SP No. 907-714-4 replaces SP No. 907-714-3;

SP No. 907-720-4 replaces SP No. 907-720-3;

SP No. 907-824-4 replaces SP No. 907-824-3;

SP No. 907-834-3 replaces SP No. 907-834-2;

Deleted OCR-485 Form;

Add this Notice to Bidders No. 7148.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 – NOTICE TO BIDDERS NO. 7624 **CODE: (SP)**

DATE: **01/20/2026**

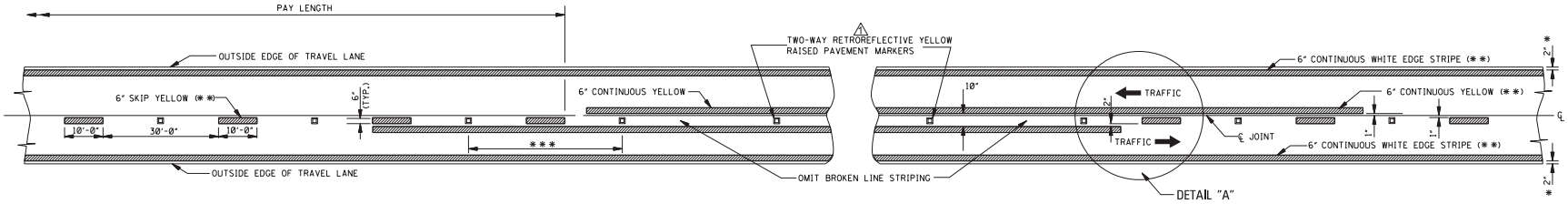
SUBJECT: **Standard Drawings**

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

Larger copies of Standard Drawings may be purchased from:

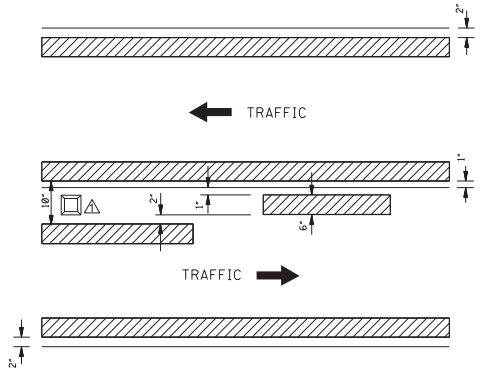
MDOT Plans Print Shop
MDOT Shop Complex, Building C, Room 114
2567 North West Street
P.O. Box 1850
Jackson, MS 39215-1850
Telephone: (601) 359-7460
or FAX: (601) 359-7461
or e-mail: plans@mdot.state.ms.us

STATE	PROJECT NO.
MISS.	



TWO–WAY TRAFFIC
(ASPHALT OR CONCRETE PAVEMENT)

NOTE: THE CRITERIA FOR NO-PASSING ZONES CAN BE FOUND IN THE MDOT ROADWAY DESIGN MANUAL, SECTION 11-1.01.



DETAIL "A"

DIRECTION OF TRAFFIC

GENERAL NOTES:

* 1. 2" UNLESS SHOWN ELSEWHERE ON THE PLANS. FOR STRIPING ON RUMBLE STRIP SECTIONS REFER TO WK. SHEETS RS-1, RS-2, AND RS-3.

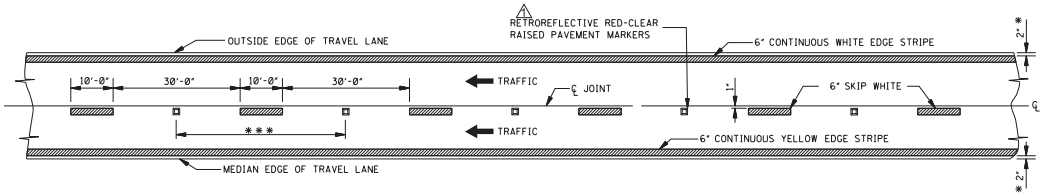
** 2. EDGE STRIPE SHALL BE SAME MATERIAL AS LANE-LINE STRIPE (PAINT OR PLASTIC AS INDICATED IN PAY ITEMS).

*** 3. SPACING OF RETROREFLECTIVE RAISED PAVEMENT MARKERS IS AS FOLLOWS:

	URBAN AREA (ft-in)	RURAL AREA (ft-in)
TANGENT SECTIONS	40'-0"	80'-0"
HORIZONTAL CURVES	40'-0"	40'-0"
INTERCHANGE LIMITS	40'-0"	† 40'-0"

† NOTE: ON THE MAIN FACILITY, RETROREFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS ON A 40'-0" SPACING WILL BE REQUIRED ON LANE-LINE(S) THROUGH ALL INTERCHANGE AREAS BEGINNING 1000' IN ADVANCE (IN DIRECTION OF TRAFFIC) OF THE EXIT RAMP TAPER AND CONTINUING THROUGH THE INTERCHANGE TO THE END OF THE ENTRANCE RAMP TAPER.

4. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE RETROREFLECTIVE RAISED PAVEMENT MARKERS AS LISTED IN THE MDOT "APPROVED PRODUCTS LIST."



4–LANE WITH ONE–WAY TRAFFIC

DATE	REVISION	BY	STR
12/01/05	REVISE RPMS AND TEXT		

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

PAVEMENT MARKING DETAILS FOR 2–LANE AND 4–LANE DIVIDED ROADWAYS

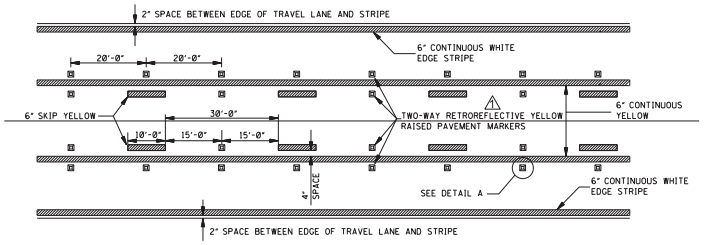
MDOT

WORKING NUMBER PM-1

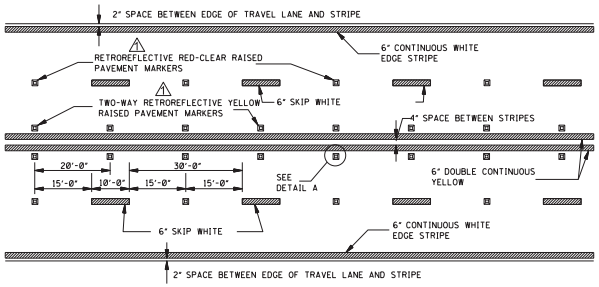
ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6051

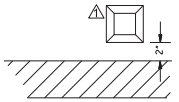
STATE	PROJECT NO.
MISS.	



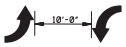
TYPICAL STRIPING AND RAISED
PAVEMENT MARKERS FOR 3-LANE SECTION



TYPICAL STRIPING AND RAISED
PAVEMENT MARKERS FOR 4-LANE SECTION

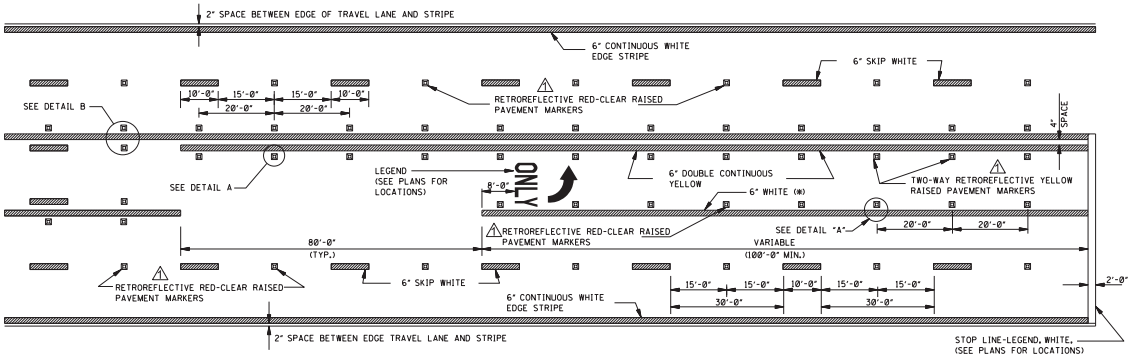


DETAIL A
LATERAL PLACEMENT OF
PAVEMENT MARKERS



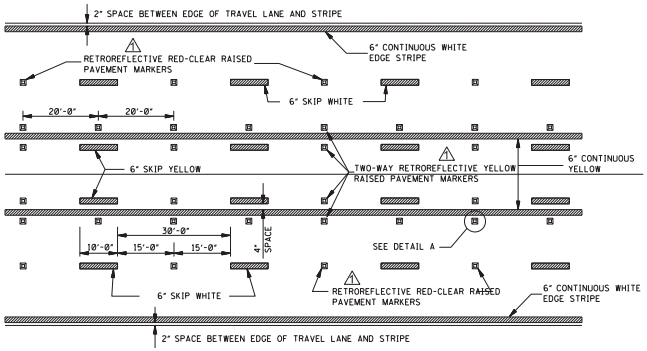
TYPICAL TWO-WAY ARROW INSTALLATION

NOTES: 1. CONSIDER EACH SEGMENT OF CONTINUOUS TWO-WAY LEFT TURN LANE SEPARATELY.
2. IF SEGMENT IS LESS THAN 350', PLACE ONE SET OF ARROWS IN CENTER OF SEGMENT.
3. IF SEGMENT IS GREATER THAN 350', PLACE FIRST SET OF ARROWS 50' TO 100'. FROM BEGINNING AND/OR END OF SEGMENT AND SPACE ADDITIONAL SETS OF ARROWS (250' O.C.).

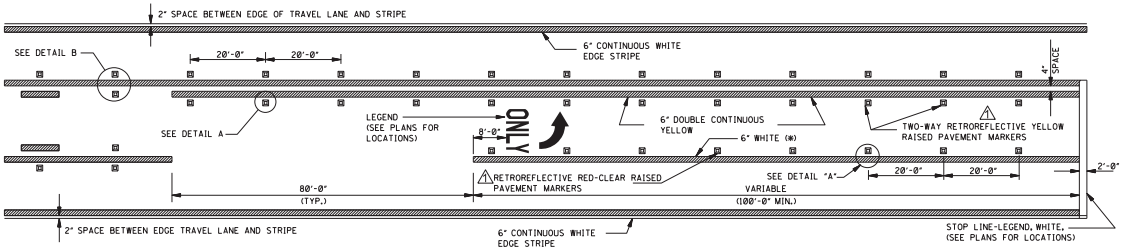


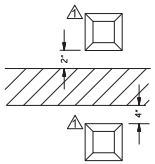
TYPICAL STRIPING AND RAISED
PAVEMENT MARKERS AT LEFT TURN LANES

* NOTE: USE DETAIL STRIPING IF LENGTH < 150' AT THIS LOCATION, OTHERWISE USE CONTINUOUS STRIPING.



TYPICAL STRIPING AND RAISED
PAVEMENT MARKERS FOR 5-LANE SECTION





DETAIL B
LATERAL PLACEMENT OF
PAVEMENT MARKERS

GENERAL NOTE:

1. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE RAISED PAVEMENT MARKERS AS LISTED IN THE MDOT "APPROVED PRODUCTS LIST".

DATE	REVISION	BY
12/01/05	REVISE RPMS AND TEXT	STN

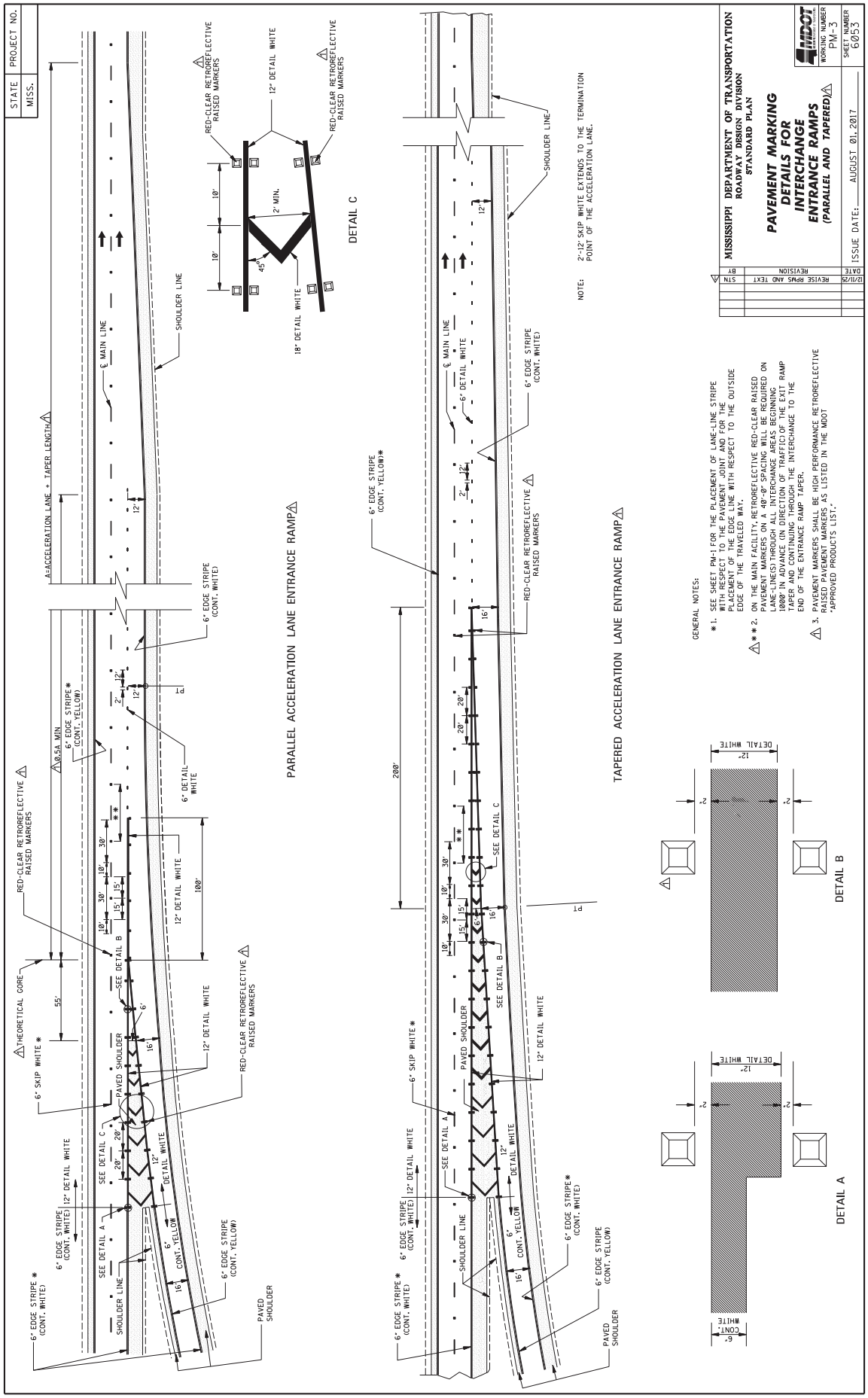
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

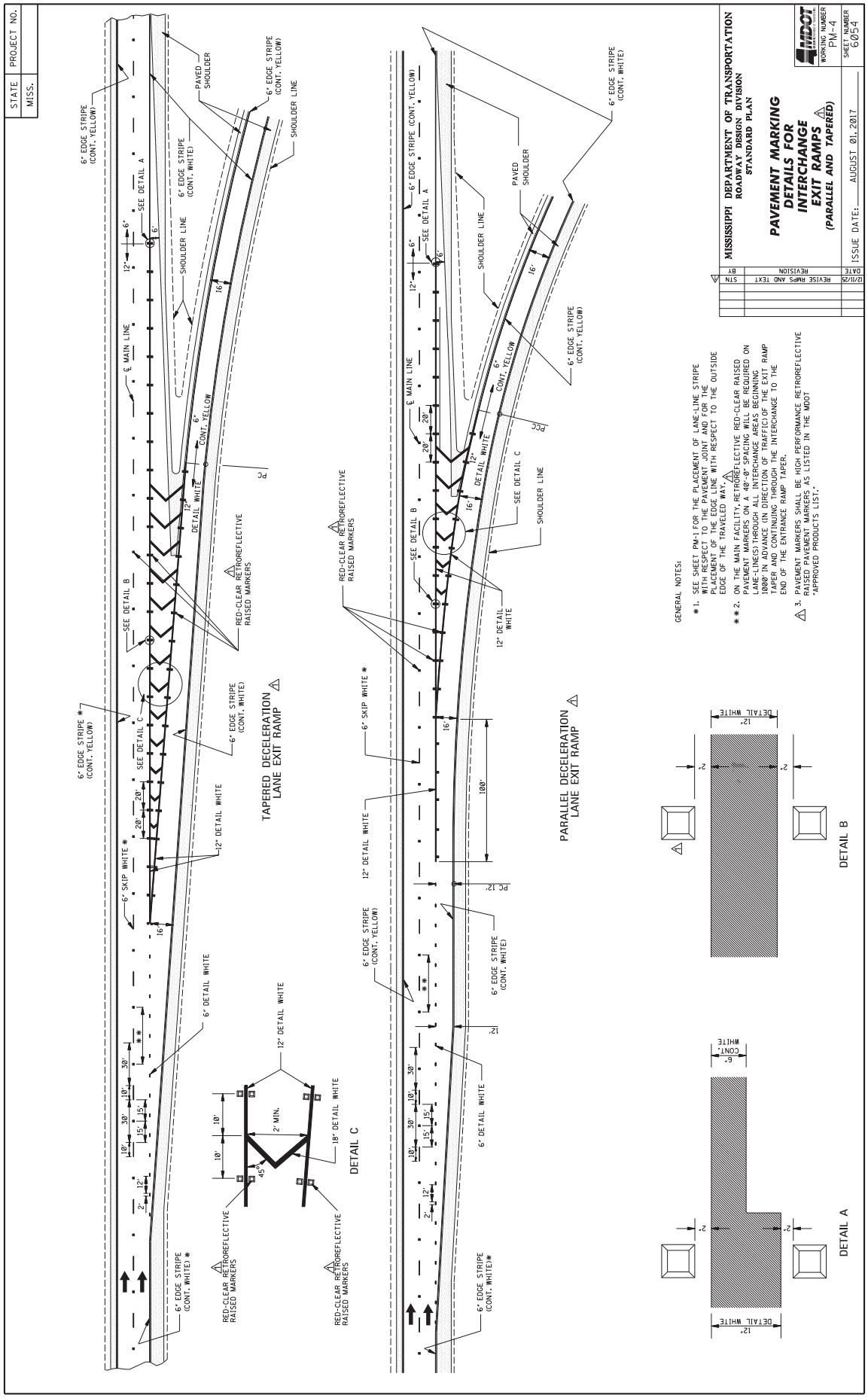
PAVEMENT MARKING DETAILS FOR 3-LANE 4-LANE AND 5-LANE UNDIVIDED ROADWAYS

WORKING NUMBER PM-2

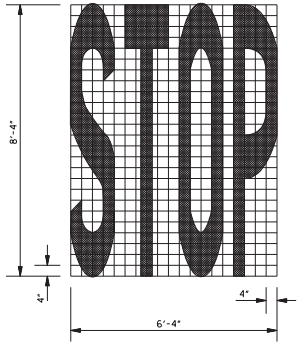
ISSUE DATE: AUGUST 01, 2017

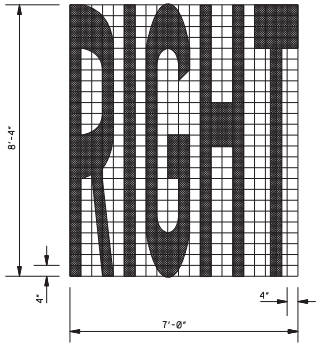
SHEET NUMBER 6052

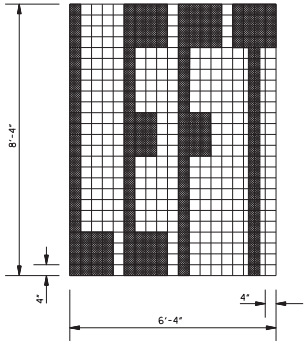

STATE MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
PAVEMENT MARKING DETAILS FOR INTERCHANGE ENTRANCE RAMPS (PARALLEL AND TAPERED)
WORKING NUMBER PM-3
SHEET NUMBER 6053
ISSUE DATE: AUGUST 01, 2017
REVISE RPMS AND TEXT
NOTE: 2-12" SKIP WHITE EXTENDS TO THE TERMINATION POINT OF THE ACCELERATION LANE.
PARALLEL ACCELERATION LANE ENTRANCE RAMP
TAPERED ACCELERATION LANE ENTRANCE RAMP
DETAIL A
DETAIL B
DETAIL C
GENERAL NOTES:
*1. SEE SHEET PM-1 FOR THE PLACEMENT OF LANE-LINE STRIPE WITH RESPECT TO THE PAVEMENT JOINT AND FOR THE PLACEMENT OF THE EDGE LINE WITH RESPECT TO THE OUTSIDE EDGE OF THE TRAVELED WAY.
**2. ON THE MAIN FACILITY, RETROREFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS ON A 40'-0" SPACING WILL BE REQUIRED ON LANE-LINE(S) THROUGH ALL INTERCHANGE AREAS BEGINNING 1000' IN ADVANCE (IN DIRECTION OF TRAFFIC) OF THE EXIT RAMP TAPER AND CONTINUING THROUGH THE INTERCHANGE TO THE END OF THE ENTRANCE RAMP TAPER.
3. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE RETROREFLECTIVE RAISED PAVEMENT MARKERS AS LISTED IN THE MDOT "APPROVED PRODUCTS LIST."

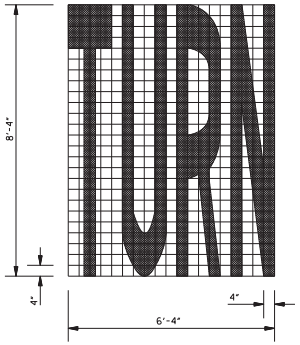

STATE MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
PAVEMENT MARKING DETAILS FOR INTERCHANGE EXIT RAMPS
(PARALLEL AND TAPERED)
WORKING NUMBER PM-4
SHEET NUMBER 6054
ISSUE DATE: AUGUST 01, 2017
STN DATE REVISION BY
12/11/20 REVISE RMPS AND TEXT
TAPERED DECELERATION LANE EXIT RAMP
PARALLEL DECELERATION LANE EXIT RAMP
DETAIL A
DETAIL B
DETAIL C
GENERAL NOTES:
*1. SEE SHEET PM-1 FOR THE PLACEMENT OF LANE-LINE STRIPE WITH RESPECT TO THE PAVEMENT JOINT LINE(S) FOR THE PLACEMENT OF THE EDGE LINE WITH RESPECT TO THE OUTSIDE EDGE OF THE TRAVELED WAY.
**2. ON THE MAIN FACILITY, RETROREFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS ON A 40'-0" SPACING WILL BE REQUIRED ON LANE-LINE(S) THROUGH ALL INTERCHANGE AREAS BEGINNING 1000' IN ADVANCE (IN DIRECTION OF TRAFFIC) OF THE EXIT RAMP TAPER AND CONTINUING THROUGH THE INTERCHANGE TO THE END OF THE ENTRANCE RAMP TAPER.
3. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE RETROREFLECTIVE RAISED PAVEMENT MARKERS AS LISTED IN THE MDOT "APPROVED PRODUCTS LIST."

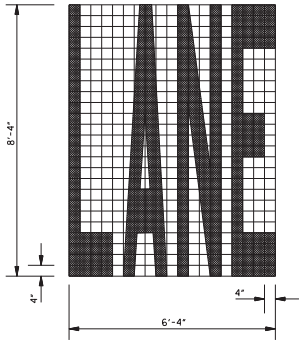
STATE	PROJECT NO.
MISS.	

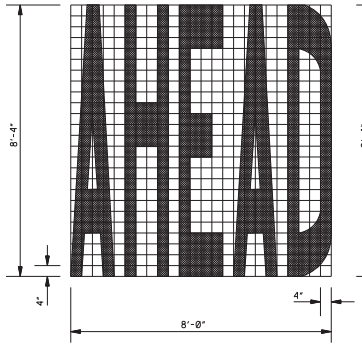


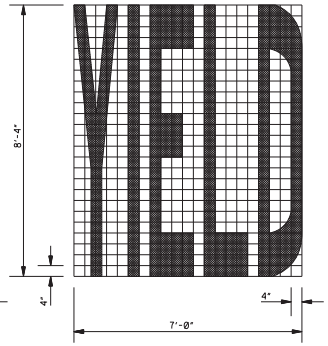


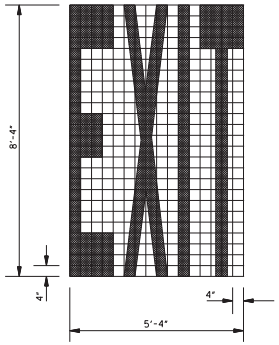


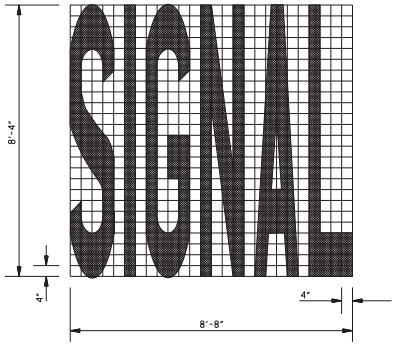


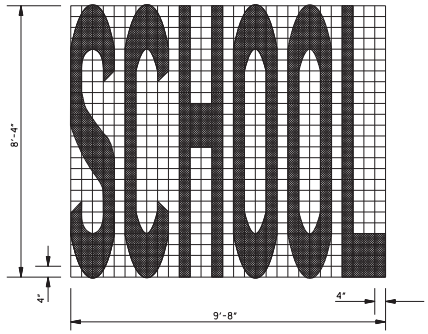












GENERAL NOTES:

1. TWO HORIZONTAL GAPS (CAUSED BY TEMPLATE CONNECTORS) OF 1½" OR LESS AND EXTENDING THE FULL WIDTH ARE PERMITTED IN EACH LETTER.

2. PAVEMENT MARKING LETTERS, NUMERALS, SYMBOLS, AND ARROWS SHALL BE INSTALLED IN ACCORDANCE WITH THE DESIGN DETAILS IN THE PAVEMENT MARKINGS CHAPTER OF THE "STANDARD HIGHWAY SIGNS" PUBLICATION AS REFERENCED IN SECTION 1A.05 OF THE LATEST EDITION OF THE MUTCD.

3. WORD, SYMBOL, AND ARROW MARKINGS SHALL BE WHITE UNLESS OTHERWISE NOTED IN THE PLANS.

4. PAY QUANTITIES FOR PAVEMENT MARKING LEGENDS ARE AS FOLLOWS:

PAY QUANTITIES	
LEGEND	AREA (ft^2)
STOP	24.6
RIGHT	28.6
LEFT	19.5
TURN	27.3
LANE	22.7
AHEAD	32.3
YIELD	26.8
EXIT	18.5
SIGNAL	32.5
SCHOOL	35.5

DATE	REVISION	BY
12/01/25	REVISED GENERAL NOTES	SYN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

PAVEMENT MARKING LEGEND DETAILS

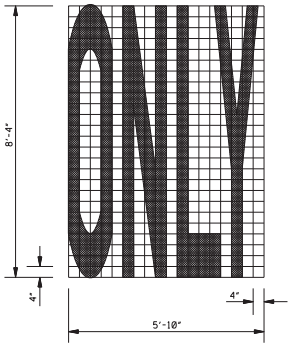
MDOT

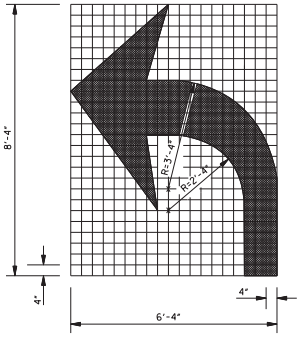
WORKING NUMBER PM-5

SHEET NUMBER 6055

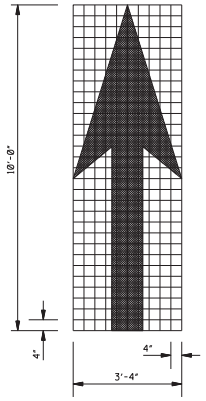
ISSUE DATE: AUGUST 01, 2017

STATE	PROJECT NO.
MISS.	

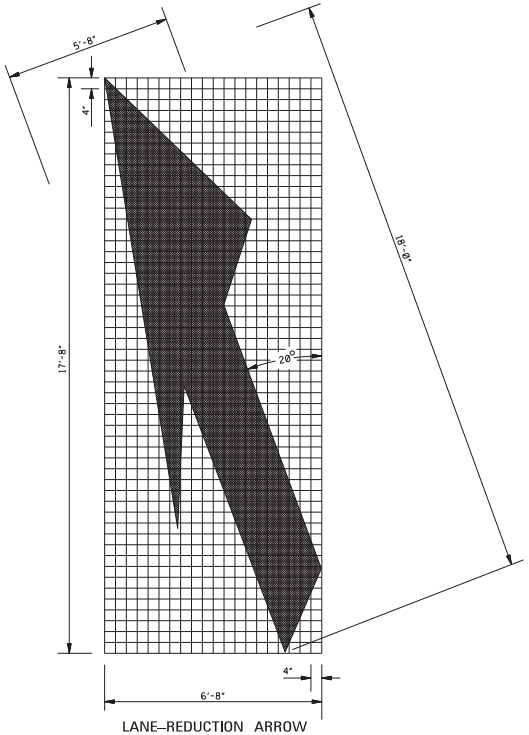




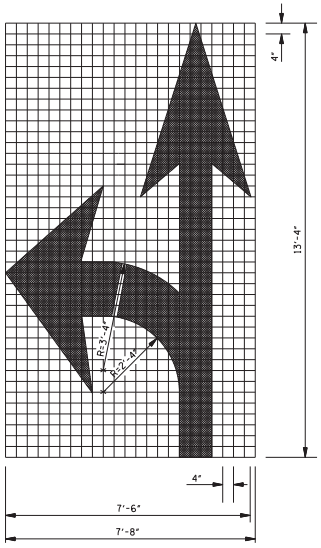
TURN ARROW



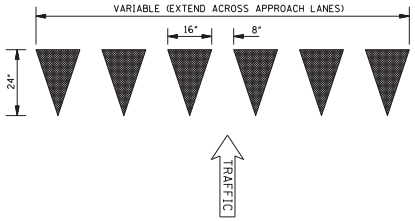
THRU ARROW



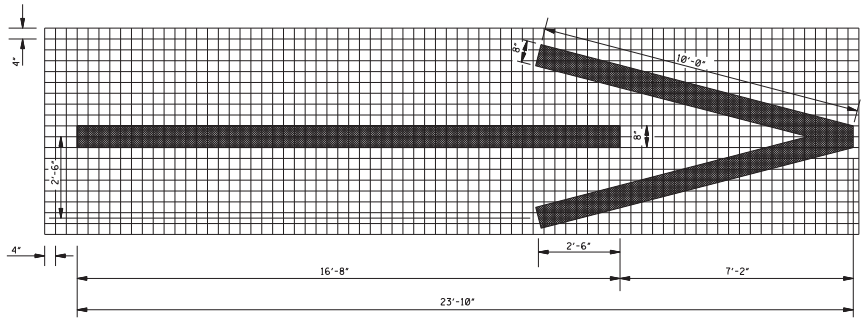
LANE–REDUCTION ARROW



COMBINATION ARROW



YIELD LINE



1–WAY ARROW

GENERAL NOTES:

1. TWO HORIZONTAL GAPS (CAUSED BY TEMPLATE CONNECTORS) OF 1½" OR LESS AND EXTENDING THE FULL WIDTH ARE PERMITTED IN EACH LETTER.
2. PAVEMENT MARKING LETTERS, NUMERALS, SYMBOLS, AND ARROWS SHALL BE INSTALLED IN ACCORDANCE WITH THE DESIGN DETAILS IN THE PAVEMENT MARKINGS CHAPTER OF THE "STANDARD HIGHWAY SIGNS" PUBLICATION AS REFERENCED IN SECTION 1A.05 OF THE LATEST EDITION OF THE MUTCD.
3. WORD, SYMBOL, AND ARROW MARKINGS SHALL BE WHITE UNLESS OTHERWISE NOTED IN THE PLANS.
4. PAY QUANTITIES FOR PAVEMENT MARKING LEGENDS ARE AS FOLLOWS:

PAY QUANTITIES	
LEGEND/SYMBOL	AREA (ft^2)
ONLY	22.0
TURN ARROW	16.4
THRU ARROW	12.3
COMB. ARROW	27.5
1-WAY ARROW	24.3
LANE REDUCTION ARROW	40.0

DATE	REVISION	BY
12/01/05	REVISED GENERAL NOTES	SJN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

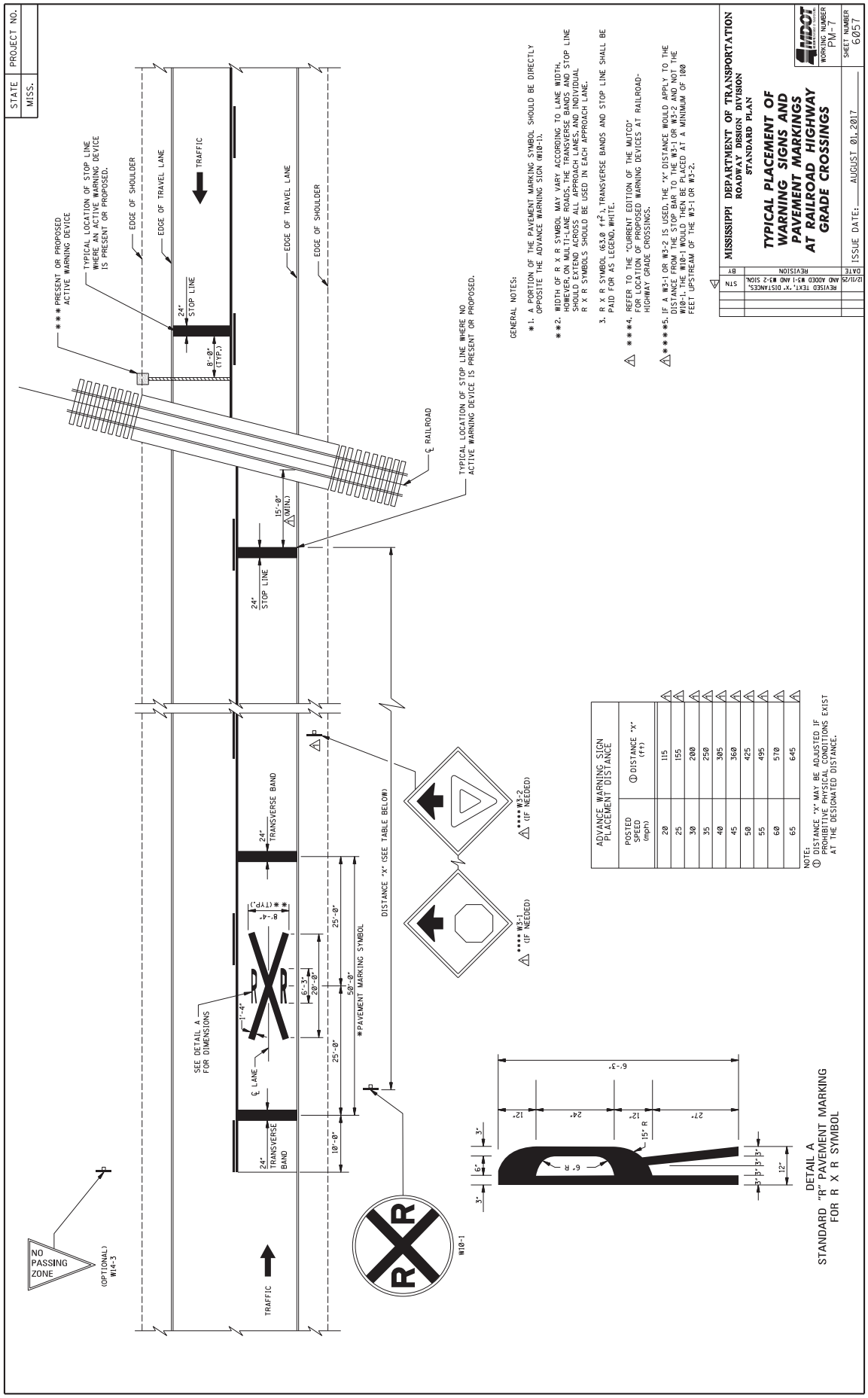
PAVEMENT MARKING LEGEND DETAILS

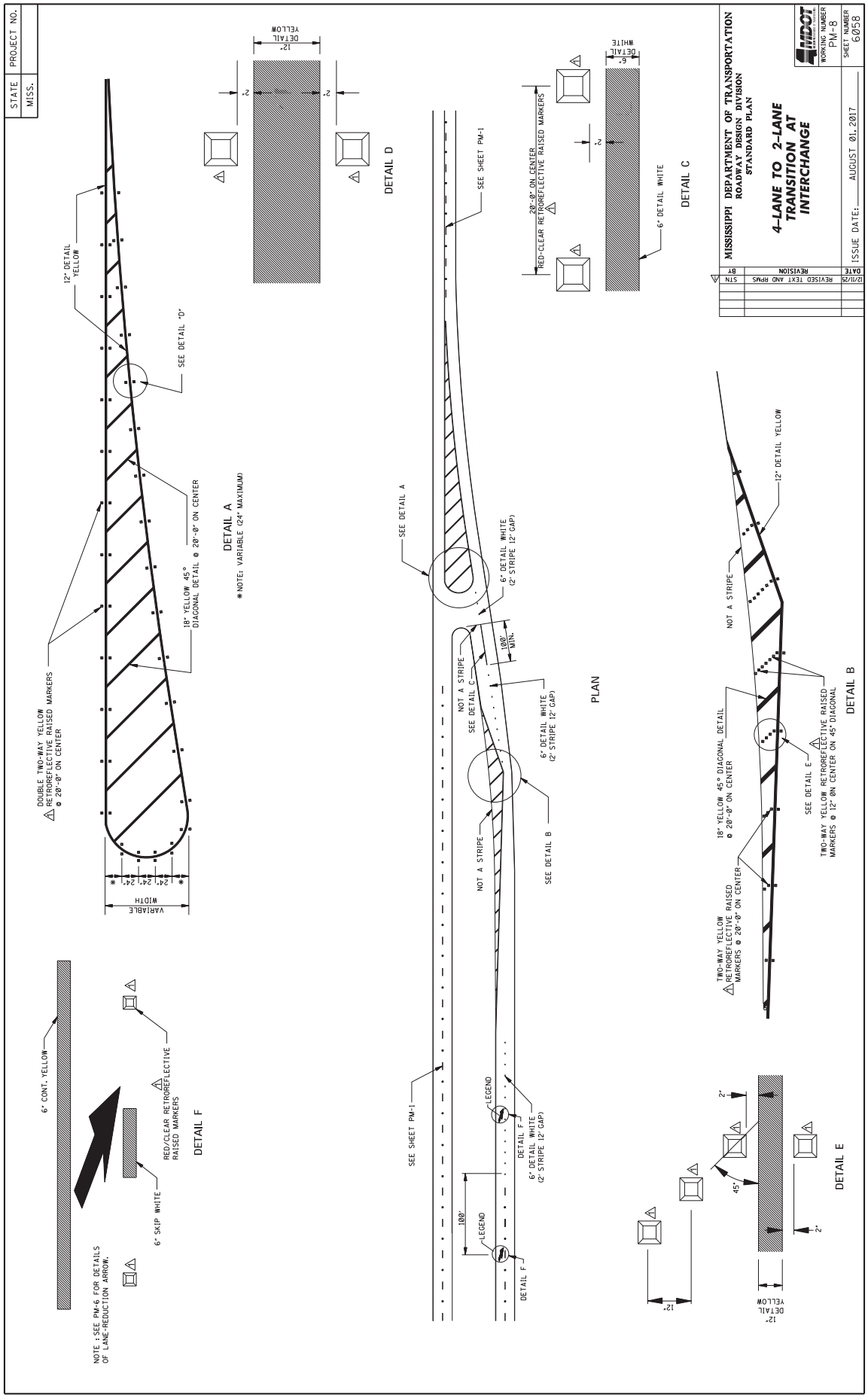
MDOT

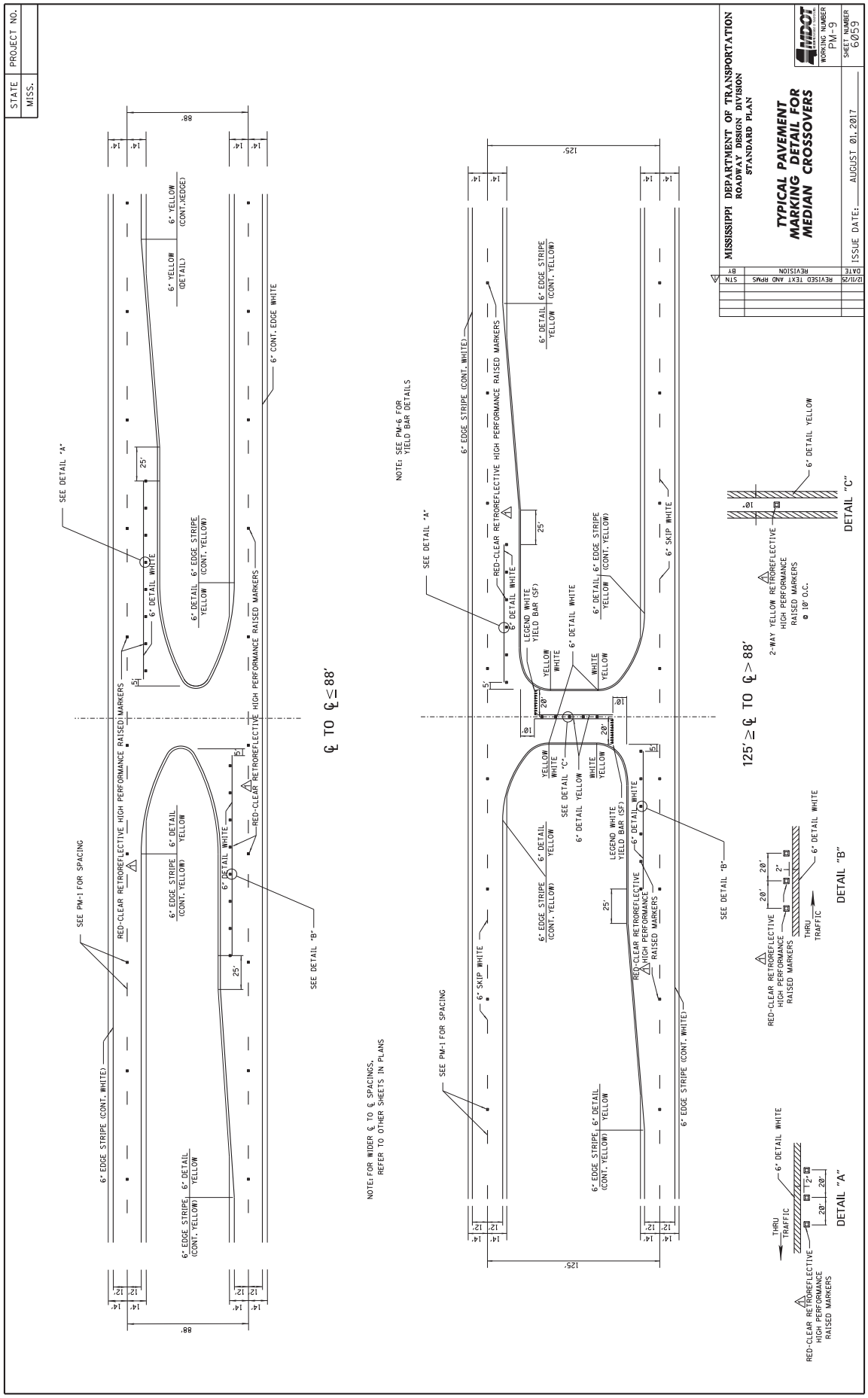
WORKING NUMBER PM-6

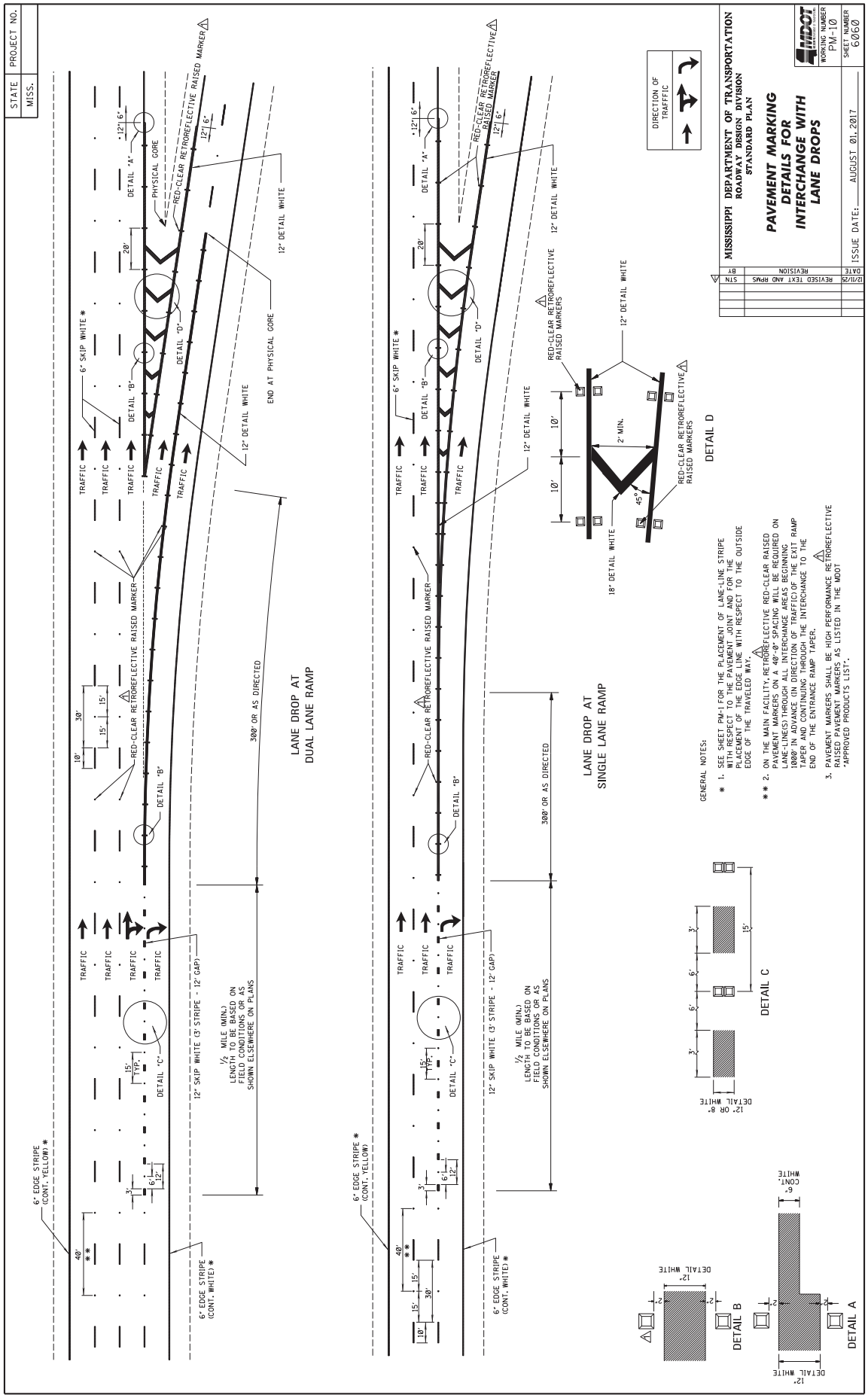
SHEET NUMBER 6056

ISSUE DATE: AUGUST 01, 2017


STATE MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
TYPICAL PLACEMENT OF WARNING SIGNS AND PAVEMENT MARKINGS AT RAILROAD HIGHWAY GRADE CROSSINGS
WORKING NUMBER PM-7
SHEET NUMBER 607
ISSUE DATE: AUGUST 01, 2017
REVISED TEXT "X" DISTANCES, AND ADDED W3-1 AND W3-2 SIGN.
12/11/25 STN
DATE REVISION BY
GENERAL NOTES:
*1. A PORTION OF THE PAVEMENT MARKING SYMBOL SHOULD BE DIRECTLY OPPOSITE THE ADVANCE WARNING SIGN (W10-1).
**2. WIDTH OF R X R SYMBOL MAY VARY ACCORDING TO LANE WIDTH. HOWEVER, ON MULTI-LANE ROADS, THE TRANSVERSE BANDS AND STOP LINE SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.
3. R X R SYMBOL (63.0 ft²), TRANSVERSE BANDS AND STOP LINE SHALL BE PAID FOR AS LEGEND, WHITE.
***4. REFER TO THE "CURRENT EDITION OF THE MUTCD" FOR LOCATION OF PROPOSED WARNING DEVICES AT RAILROAD-HIGHWAY GRADE CROSSINGS.
****5. IF A W3-1 OR W3-2 IS USED, THE "X" DISTANCE WOULD APPLY TO THE DISTANCE FROM THE STOP BAR TO THE W3-1 OR W3-2 AND NOT THE W10-1. THE W10-1 WOULD THEN BE PLACED AT A MINIMUM OF 100 FEET UPSTREAM OF THE W3-1 OR W3-2.
*** PRESENT OR PROPOSED ACTIVE WARNING DEVICE
TYPICAL LOCATION OF STOP LINE WHERE AN ACTIVE WARNING DEVICE IS PRESENT OR PROPOSED.
EDGE OF SHOULDER
EDGE OF TRAVEL LANE
TRAFFIC
24" STOP LINE
8'-0" (TYP.)
℄ RAILROAD
TYPICAL LOCATION OF STOP LINE WHERE NO ACTIVE WARNING DEVICE IS PRESENT OR PROPOSED.
15'-0" (MIN.)
24" TRANSVERSE BAND
DISTANCE "X" (SEE TABLE BELOW)
*PAVEMENT MARKING SYMBOL
25'-0"
50'-0"
20'-0"
6'-3"
10'-0"
8'-4" (TYP.)
1'-4"
SEE DETAIL A FOR DIMENSIONS
℄ LANE
**** W3-2 (IF NEEDED)
**** W3-1 (IF NEEDED)
W10-1
NO PASSING ZONE
(OPTIONAL) W14-3
ADVANCE WARNING SIGN PLACEMENT DISTANCE
POSTED SPEED (mph)
① DISTANCE "X" (ft)
20 115
25 155
30 200
35 250
40 305
45 360
50 425
55 495
60 570
65 645
NOTE:
① DISTANCE "X" MAY BE ADJUSTED IF PROHIBITIVE PHYSICAL CONDITIONS EXIST AT THE DESIGNATED DISTANCE.
6'-3"
12"
24"
12"
27"
15" R
6" R
3"
6"
3"
3" 3" 3"
12"
DETAIL A
STANDARD "R" PAVEMENT MARKING FOR R X R SYMBOL

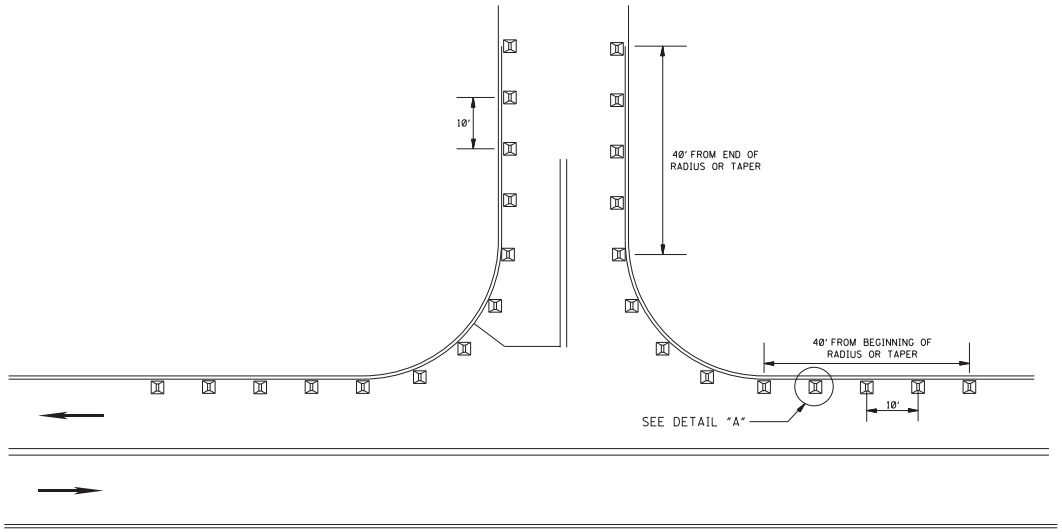

STATE
MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
4-LANE TO 2-LANE TRANSITION AT INTERCHANGE
WORKING NUMBER PM-8
SHEET NUMBER 6058
ISSUE DATE: AUGUST 01, 2017
DATE
REVISION
BY
STN
12/11/25
REVISED TEXT AND RPMS
DETAIL A
* NOTE: VARIABLE (24" MAXIMUM)
DOUBLE TWO-WAY YELLOW RETROREFLECTIVE RAISED MARKERS @ 20'-0" ON CENTER
18" YELLOW 45° DIAGONAL DETAIL @ 20'-0" ON CENTER
12" DETAIL YELLOW
SEE DETAIL "D"
VARIABLE WIDTH
24" 24" 24" 24"
DETAIL B
NOT A STRIPE
12" DETAIL YELLOW
18" YELLOW 45° DIAGONAL DETAIL @ 20'-0" ON CENTER
TWO-WAY YELLOW RETROREFLECTIVE RAISED MARKERS @ 20'-0" ON CENTER
TWO-WAY YELLOW RETROREFLECTIVE RAISED MARKERS @ 12" ON CENTER ON 45° DIAGONAL
SEE DETAIL E
DETAIL C
20'-0" ON CENTER
RED-CLEAR RETROREFLECTIVE RAISED MARKERS
6" DETAIL WHITE
DETAIL WHITE
DETAIL D
12" DETAIL YELLOW
PLAN
SEE SHEET PM-1
SEE DETAIL A
6" DETAIL WHITE (2" STRIPE 12' GAP)
100' MIN.
NOT A STRIPE
SEE DETAIL C
SEE DETAIL B
LEGEND
DETAIL F
100'
DETAIL E
45°
DETAIL F
6" CONT. YELLOW
RED/CLEAR RETROREFLECTIVE RAISED MARKERS
6" SKIP WHITE
NOTE 1: SEE PM-6 FOR DETAILS OF LANE-REDUCTION ARROW.

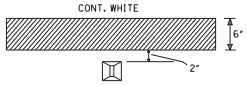

STATE MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
TYPICAL PAVEMENT MARKING DETAIL FOR MEDIAN CROSSOVERS
WORKING NUMBER PM-9
SHEET NUMBER 6059
ISSUE DATE: AUGUST 01, 2017
REVISED TEXT AND RPMS
SEE DETAIL "A"
SEE PM-1 FOR SPACING
RED-CLEAR RETROREFLECTIVE HIGH PERFORMANCE RAISED MARKERS
6" EDGE STRIPE (CONT. WHITE)
6" EDGE STRIPE (CONT. YELLOW)
6" DETAIL YELLOW
6" DETAIL WHITE
6" YELLOW (CONT. XEDGE)
6" YELLOW (DETAIL)
6" CONT. EDGE WHITE
SEE DETAIL "B"
℄ TO ℄ ≤ 88'
NOTE: FOR WIDER ℄ TO ℄ SPACINGS, REFER TO OTHER SHEETS IN PLANS
NOTE: SEE PM-6 FOR YIELD BAR DETAILS
6" SKIP WHITE
LEGEND WHITE YIELD BAR (SF)
SEE DETAIL "C"
125' ≥ ℄ TO ℄ > 88'
2-WAY YELLOW RETROREFLECTIVE HIGH PERFORMANCE RAISED MARKERS @ 10' O.C.
DETAIL "C"
DETAIL "B"
DETAIL "A"
THRU TRAFFIC


STATE MISS.
PROJECT NO.
LANE DROP AT DUAL LANE RAMP
LANE DROP AT SINGLE LANE RAMP
6" EDGE STRIPE (CONT. YELLOW) *
6" EDGE STRIPE (CONT. WHITE) *
6" SKIP WHITE *
12" SKIP WHITE (3' STRIPE - 12' GAP)
½ MILE (MIN.) LENGTH TO BE BASED ON FIELD CONDITIONS OR AS SHOWN ELSEWHERE ON PLANS
300' OR AS DIRECTED
RED-CLEAR RETROREFLECTIVE RAISED MARKER
PHYSICAL CORE
END AT PHYSICAL CORE
12" DETAIL WHITE
DETAIL "A"
DETAIL "B"
DETAIL "C"
DETAIL "D"
TRAFFIC
DIRECTION OF TRAFFIC
RED-CLEAR RETROREFLECTIVE RAISED MARKERS
18" DETAIL WHITE
2' MIN.
45°
DETAIL D
DETAIL C
DETAIL A
DETAIL B
CONT. WHITE
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
PAVEMENT MARKING DETAILS FOR INTERCHANGE WITH LANE DROPS
WORKING NUMBER PM-10
SHEET NUMBER 6060
ISSUE DATE: AUGUST 01, 2017
STN REVISED TEXT AND RPMS 12/11/25
DATE REVISION BY
GENERAL NOTES:
* 1. SEE SHEET PM-1 FOR THE PLACEMENT OF LANE-LINE STRIPE WITH RESPECT TO THE PAVEMENT JOINT AND FOR THE PLACEMENT OF THE EDGE LINE WITH RESPECT TO THE OUTSIDE EDGE OF THE TRAVELED WAY.
** 2. ON THE MAIN FACILITY, RETROREFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS ON A 40'-0" SPACING WILL BE REQUIRED ON LANE-LINE(S) THROUGH ALL INTERCHANGE AREAS BEGINNING 1000' IN ADVANCE (IN DIRECTION OF TRAFFIC) OF THE EXIT RAMP TAPER AND CONTINUING THROUGH THE INTERCHANGE TO THE END OF THE ENTRANCE RAMP TAPER.
3. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE RETROREFLECTIVE RAISED PAVEMENT MARKERS AS LISTED IN THE MDOT "APPROVED PRODUCTS LIST".

STATE	PROJECT NO.
MISS.	

TYPICAL PLACEMENT OF RETROREFLECTIVE RAISED PAVEMENT MARKERS ON SIDE ROAD RADIUS 2–LANE, TWO WAY TRAFFIC





DETAIL A

DIRECTION OF TRAFFIC

GENERAL NOTES:

1. RETROREFLECTIVE FACES OF MARKERS SHALL BE VISIBLE TO THE TRAVELING MOTORIST ON STATE DESIGNATED HIGHWAYS.
2. RETROREFLECTIVE FACES OF MARKERS SHALL BE HIGH PERFORMANCE TWO-WAY CLEAR.
3. RETROREFLECTIVE FACES OF MARKERS SHALL NOT BE ROTATED WHEN BEING PLACED ALONG RADIUS AND TANGENT SECTION OF LOCAL ROAD.
4. MARKERS SHALL BE INSTALLED TO THE LIMITS SHOWN ABOVE.

DATE	BY	REVISION
12/01/06	SIN	REVISED TEXT.

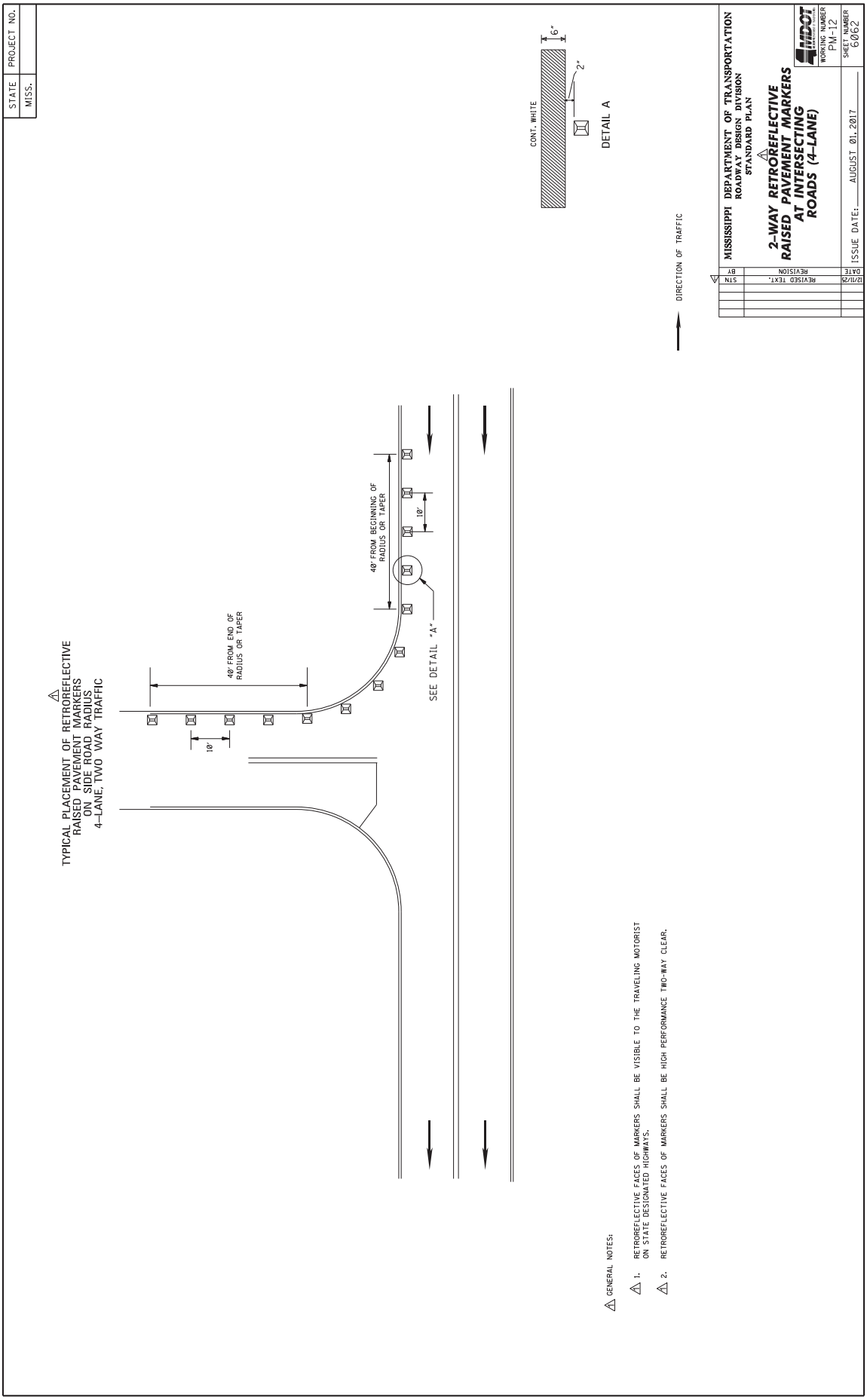
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

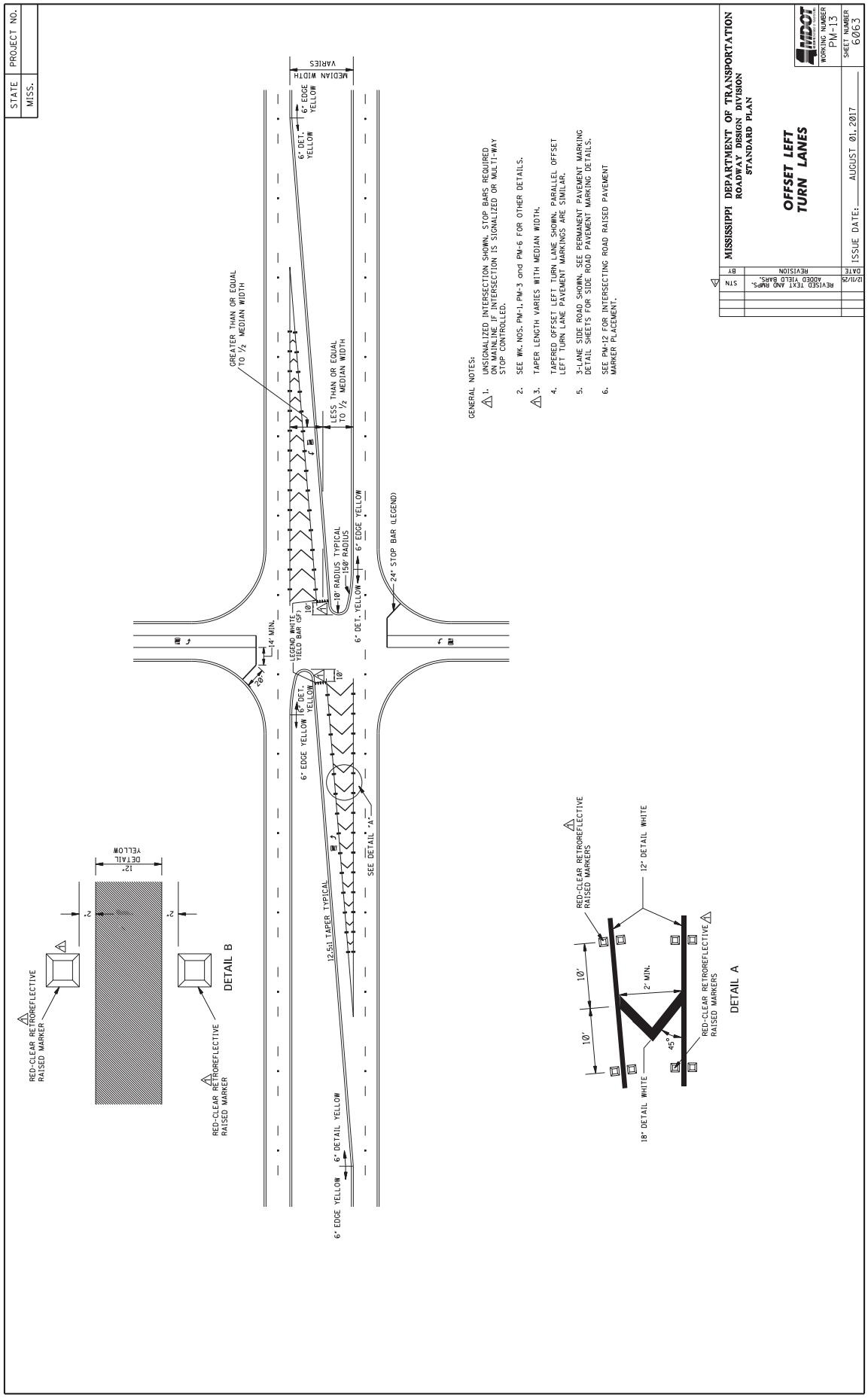
2-WAY RETROREFLECTIVE RAISED PAVEMENT MARKERS AT INTERSECTING ROADS (2-LANE)

WORKING NUMBER PM-11

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6061

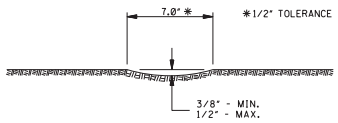

STATE
MISS.
PROJECT NO.
TYPICAL PLACEMENT OF RETROREFLECTIVE RAISED PAVEMENT MARKERS ON SIDE ROAD RADIUS 4-LANE, TWO WAY TRAFFIC
40' FROM END OF RADIUS OR TAPER
40' FROM BEGINNING OF RADIUS OR TAPER
10'
10'
SEE DETAIL "A"
CONT. WHITE
6"
2"
DETAIL A
DIRECTION OF TRAFFIC
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
2-WAY RETROREFLECTIVE RAISED PAVEMENT MARKERS AT INTERSECTING ROADS (4-LANE)
MDOT
WORKING NUMBER
PM-12
SHEET NUMBER
6062
ISSUE DATE: AUGUST 01, 2017
STN
REVISION
BY
DATE
REVISED TEXT.
12/11/23
GENERAL NOTES:
1. RETROREFLECTIVE FACES OF MARKERS SHALL BE VISIBLE TO THE TRAVELING MOTORIST ON STATE DESIGNATED HIGHWAYS.
2. RETROREFLECTIVE FACES OF MARKERS SHALL BE HIGH PERFORMANCE TWO-WAY CLEAR.


STATE
MISS.
PROJECT NO.
MEDIAN WIDTH VARIES
6" EDGE YELLOW
6" DET. YELLOW
GREATER THAN OR EQUAL TO ½ MEDIAN WIDTH
LESS THAN OR EQUAL TO ½ MEDIAN WIDTH
10' RADIUS TYPICAL
150' RADIUS
6" EDGE YELLOW
6" DET. YELLOW
24" STOP BAR (LEGEND)
14' MIN.
LEGEND WHITE YIELD BAR (5')
10'
6" EDGE YELLOW
6" DET. YELLOW
12:1 TAPER TYPICAL
SEE DETAIL "A"
6" EDGE YELLOW
6" DETAIL YELLOW
RED-CLEAR RETROREFLECTIVE RAISED MARKER
12" DETAIL YELLOW
2"
DETAIL B
RED-CLEAR RETROREFLECTIVE RAISED MARKER
RED-CLEAR RETROREFLECTIVE RAISED MARKERS
12" DETAIL WHITE
10'
10'
2' MIN.
45°
RED-CLEAR RETROREFLECTIVE RAISED MARKERS
18" DETAIL WHITE
DETAIL A
GENERAL NOTES:
1. UNSIGNALIZED INTERSECTION SHOWN. STOP BARS REQUIRED ON MAINLINE IF INTERSECTION IS SIGNALIZED OR MULTI-WAY STOP CONTROLLED.
2. SEE WK. NOS. PM-1, PM-3 and PM-6 FOR OTHER DETAILS.
3. TAPER LENGTH VARIES WITH MEDIAN WIDTH.
4. TAPERED OFFSET LEFT TURN LANE SHOWN. PARALLEL OFFSET LEFT TURN LANE PAVEMENT MARKINGS ARE SIMILAR.
5. 3-LANE SIDE ROAD SHOWN. SEE PERMANENT PAVEMENT MARKING DETAIL SHEETS FOR SIDE ROAD PAVEMENT MARKING DETAILS.
6. SEE PM-12 FOR INTERSECTING ROAD RAISED PAVEMENT MARKER PLACEMENT.
STN
REVISION
BY
DATE
12/11/29
REVISED TEXT AND DWGS. ADDED YIELD BARS.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
OFFSET LEFT TURN LANES
MDOT
WORKING NUMBER
PM-13
SHEET NUMBER
6063
ISSUE DATE: AUGUST 01, 2017

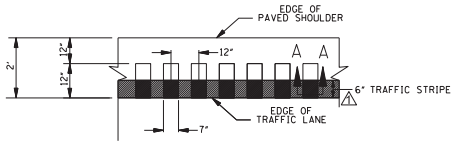
STATE	PROJECT NO.
MISS.	

GENERAL NOTES

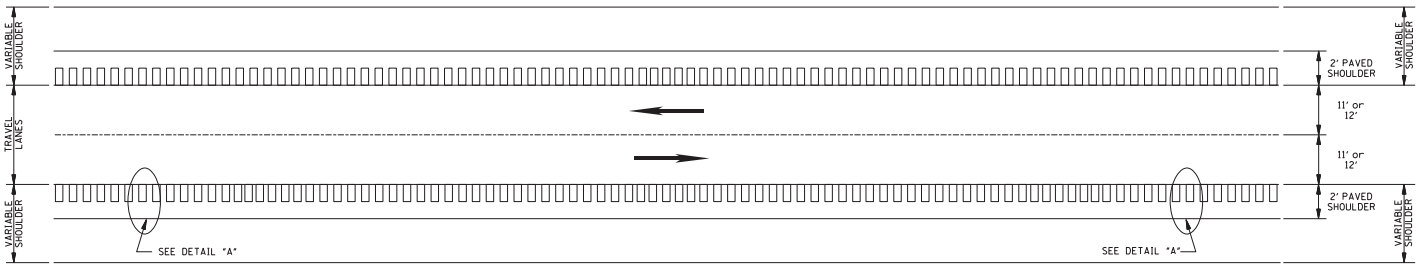
1. GROUND-IN RUMBLE STRIPES SHALL BE APPLIED ON LEFT AND RIGHT SHOULDERS OF ALL PAVED SHOULDERS ON THIS PROJECT
2. GROUND-IN RUMBLE STRIPES SHALL BE OMITTED ACROSS PUBLIC INTERSECTING ROADWAYS OR OTHER INTERRUPTIONS IN NORMAL SHOULDER WIDTH AS DIRECTED BY THE ENGINEER
3. COST TO BE PAID FOR USING APPROPRIATE PAY ITEMS
4. GROUND-IN RUMBLE STRIPES SHALL BE APPLIED TO:
   - A. MAINLINE
   - B. INTERSECTING ROADWAY IF OVERLAID OR RECONSTRUCTED BEYOND NORMAL MAINLINE R.O.W.
   - C. ANY ROADWAY WITH EXISTING RUMBLE STRIPES PRIOR TO CONSTRUCTION.
5. △1 OMIT GROUND-IN RUMBLE STRIPS WHERE TRAFFIC LANE IS LESS THAN 11 FEET WIDE.



SECTION "A–A"



DETAIL "A"



PLAN

NOT TO SCALE

DATE	REVISION	BY
12/01/25	REVISED TEXT AND STRIPE DETAIL	STN △1

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

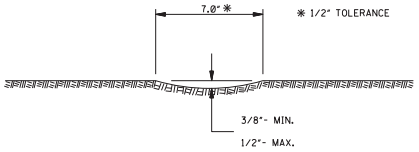
RUMBLE STRIPES
2–LANE HIGHWAYS
(ASPHALT LANES,
2–FT ASPHALT SHOULDERS)

WORKING NUMBER RS-1

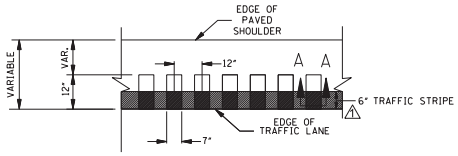
ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6064

STATE	PROJECT NO.
MISS.	



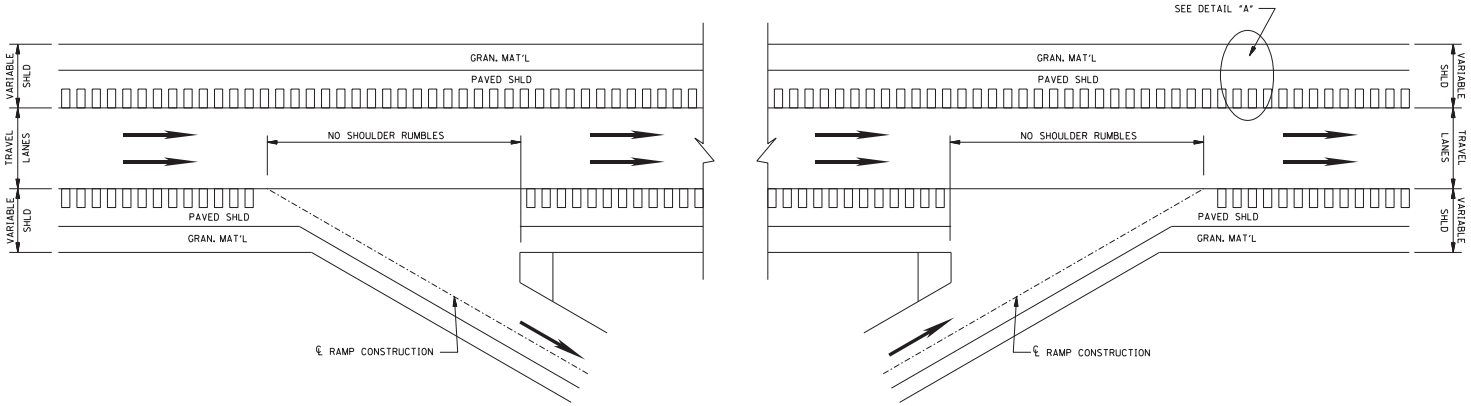
SECTION "A–A"



DETAIL "A"

GENERAL NOTES

1. GROUND-IN RUMBLE STRIPES SHALL BE APPLIED ON LEFT AND RIGHT SHOULDERS OF ALL PAVED SHOULDERS ON THIS PROJECT
2. GROUND-IN RUMBLE STRIPES SHALL BE OMITTED ACROSS PUBLIC INTERSECTING ROADWAYS OR OTHER INTERRUPTIONS IN NORMAL SHOULDER WIDTH AS DIRECTED BY THE ENGINEER
3. COST TO BE PAID FOR USING APPROPRIATE PAY ITEMS
4. GROUND-IN RUMBLE STRIPES SHALL BE APPLIED TO:
   - A. MAINLINE
   - B. INTERSECTING ROADWAY IF OVERLAID OR RECONSTRUCTED BEYOND NORMAL MAINLINE R.O.W.
   - C. ANY ROADWAY WITH EXISTING RUMBLE STRIPES PRIOR TO CONSTRUCTION.



PLAN

NOT TO SCALE

DETAILS OF RUMBLE STRIPS

DATE	REVISION	BY
12/01/05	REVISED STRIPE DETAIL.	SIN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

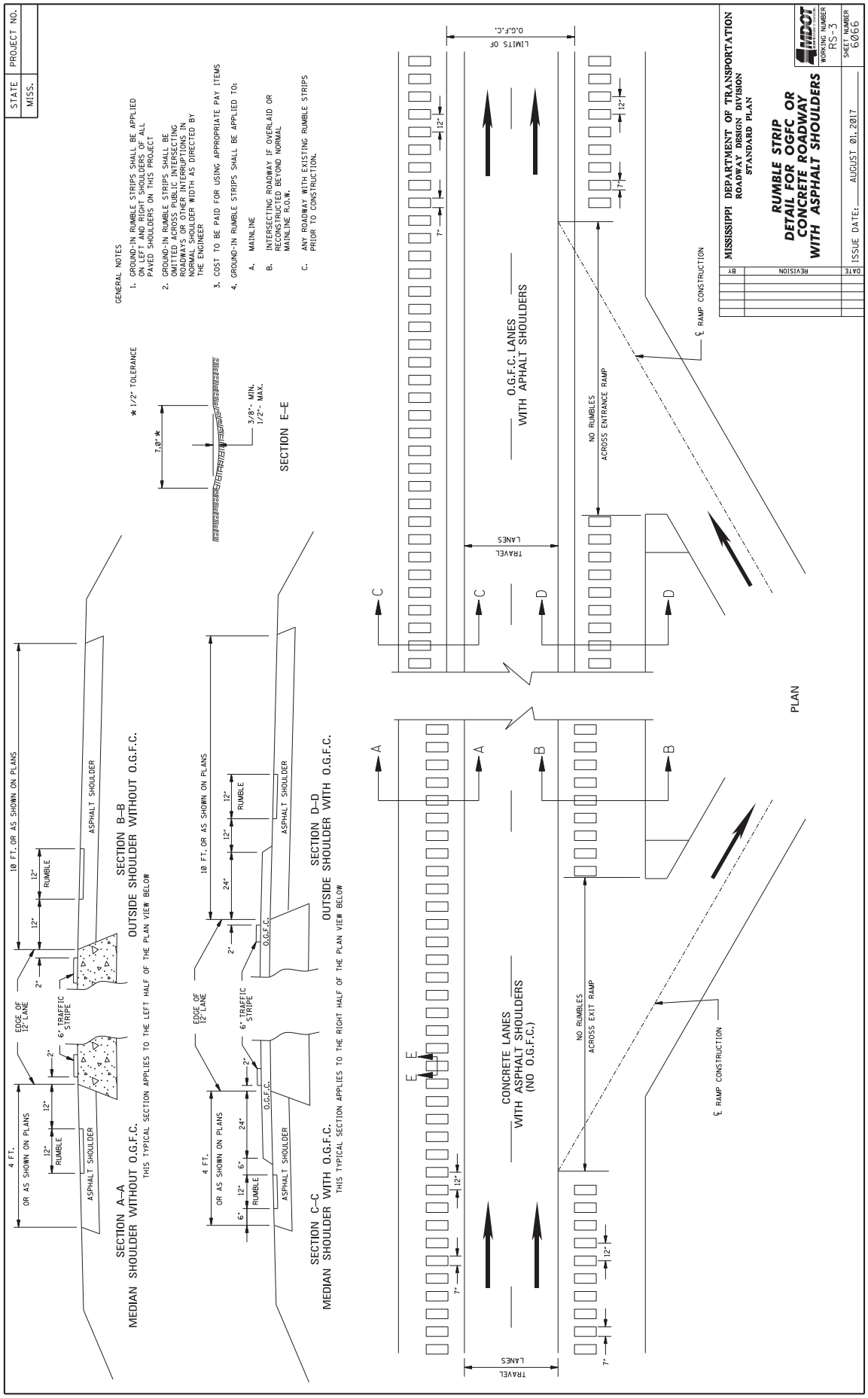
RUMBLE STRIPES 4-LANE HIGHWAYS (ASPHALT LANES, 2-FT OR WIDER ASPHALT SHOULDERS)

MDOT

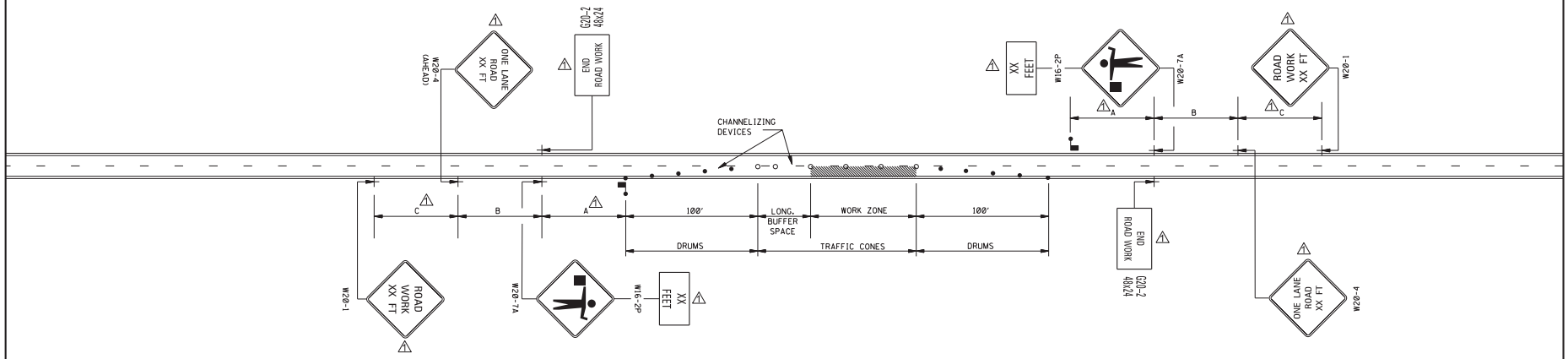
WORKING NUMBER RS-2

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6065


STATE MISS.
PROJECT NO.
GENERAL NOTES
1. GROUND-IN RUMBLE STRIPS SHALL BE APPLIED ON LEFT AND RIGHT SHOULDERS OF ALL PAVED SHOULDERS ON THIS PROJECT
2. GROUND-IN RUMBLE STRIPS SHALL BE OMITTED ACROSS PUBLIC INTERSECTING ROADWAYS OR OTHER INTERRUPTIONS IN NORMAL SHOULDER WIDTH AS DIRECTED BY THE ENGINEER
3. COST TO BE PAID FOR USING APPROPRIATE PAY ITEMS
4. GROUND-IN RUMBLE STRIPS SHALL BE APPLIED TO:
A. MAINLINE
B. INTERSECTING ROADWAY IF OVERLAID OR RECONSTRUCTED BEYOND NORMAL MAINLINE R.O.W.
C. ANY ROADWAY WITH EXISTING RUMBLE STRIPS PRIOR TO CONSTRUCTION.
* 1/2" TOLERANCE
7.0'*
3/8" MIN. 1/2" MAX.
SECTION E–E
10 FT. OR AS SHOWN ON PLANS
12"
RUMBLE
ASPHALT SHOULDER
SECTION B–B
OUTSIDE SHOULDER WITHOUT O.G.F.C.
EDGE OF 12' LANE
6" TRAFFIC STRIPE
2"
4 FT. OR AS SHOWN ON PLANS
SECTION A–A
MEDIAN SHOULDER WITHOUT O.G.F.C.
THIS TYPICAL SECTION APPLIES TO THE LEFT HALF OF THE PLAN VIEW BELOW
24"
O.G.F.C.
6"
SECTION D–D
OUTSIDE SHOULDER WITH O.G.F.C.
SECTION C–C
MEDIAN SHOULDER WITH O.G.F.C.
THIS TYPICAL SECTION APPLIES TO THE RIGHT HALF OF THE PLAN VIEW BELOW
LIMITS OF O.G.F.C.
O.G.F.C. LANES WITH APHALT SHOULDERS
TRAVEL LANES
NO RUMBLES ACROSS ENTRANCE RAMP
℄ RAMP CONSTRUCTION
CONCRETE LANES WITH ASPHALT SHOULDERS (NO O.G.F.C.)
NO RUMBLES ACROSS EXIT RAMP
PLAN
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
RUMBLE STRIP DETAIL FOR OGFC OR CONCRETE ROADWAY WITH ASPHALT SHOULDERS
WORKING NUMBER RS-3
SHEET NUMBER 6066
ISSUE DATE: AUGUST 01, 2017
DATE
REVISION
BY

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 AND/OR ANTICIPATED OPERATING 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 EXCEPT IN EMERGENCIES.
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.
9. AN OPTIONAL FLAGGER (W20-7A) WORD MESSAGE IS SHOWN IN THE "STANDARD HIGHWAY SIGNS" PUBLICATION.

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.

DATE	REVISION	BY
02/01/05	REVISED TEXT	SJN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

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

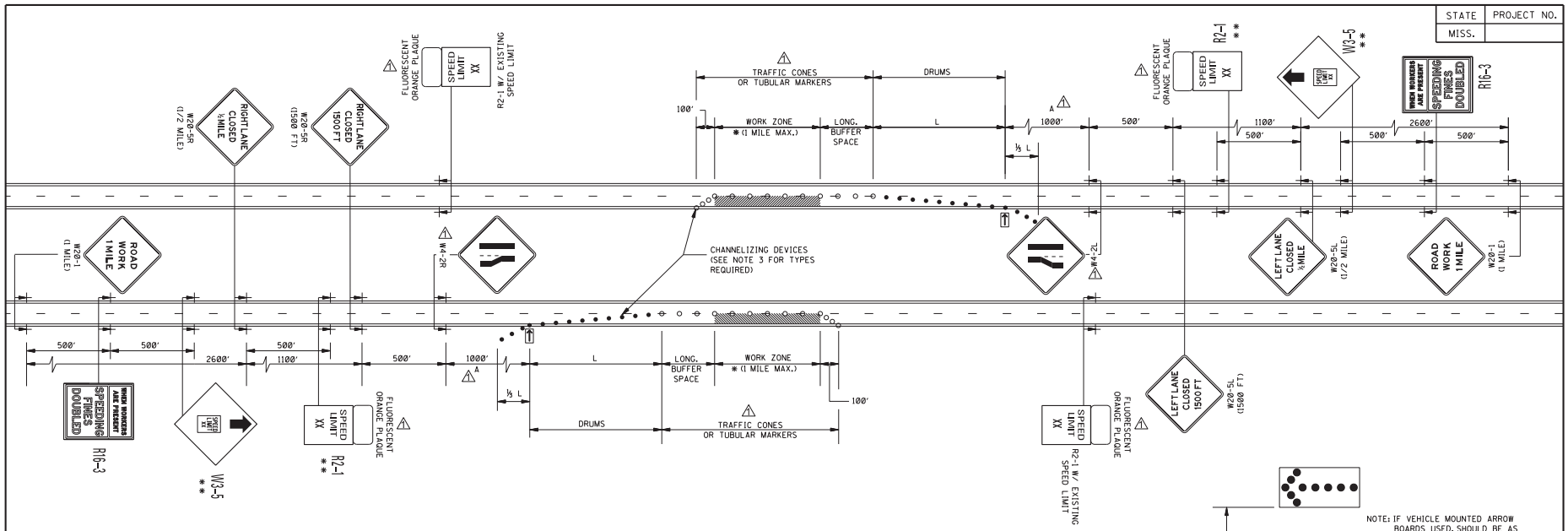
MDOT

WORKING NUMBER TCP-1

ISSUE DATE: AUGUST 01, 2017

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 LENGTH (ft)
	TAPER	ALONG LANE LINE & WORK ZONE		
mph				
≤40	40	80	305	320 △
45	45	90	360	540 △
50	50	100	425	600 △
55	55	110	495	660 △
60	60	120	570	720 △
65	65	130	645	780 △
70	70	140	730	840 △

△ † NOTE: TAPER LENGTHS 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- RETROREFLECTIVE TRAFFIC CONES OR TUBULAR MARKERS (28" HEIGHT MINIMUM)
   △ C. EXIT TAPER- RETROREFLECTIVE TRAFFIC CONES OR TUBULAR MARKERS (28" HEIGHT MINIMUM)

△ 4. WHEN WORK ZONE IS NO LONGER NEEDED, ALL SIGNS SHALL BE COVERED OR REMOVED AND THE DRUMS, OR CONES, OR TUBULAR MARKERS 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 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. ALL WARNING SIGNS (W SERIES) SHALL BE A MINIMUM OF 48" X 48", AND SHALL BE BLACK COPY ON FLUORESCENT ORANGE SHEETING.

7. 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.

** THE SPEED ON R2-1 AND W3-5 SIGNS SHALL BE 10 MPH LESS THAN THE POSTED SPEED LIMIT UNLESS OTHERWISE DIRECTED BY COMMISSION ORDER.

FLASHING ARROW PANEL (TYPE "C")

● RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS

△ ○ TRAFFIC CONES OR TUBULAR MARKERS (28" HEIGHT MINIMUM)

DATE	REVISION	BY	△
12/01/05	REVISE TEXT	SJN	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT LESS THAN 65 MPH

(4-LANE: MEDIAN LANE OR OUTSIDE LANE CLOSURE) (WORK DAY ONLY)

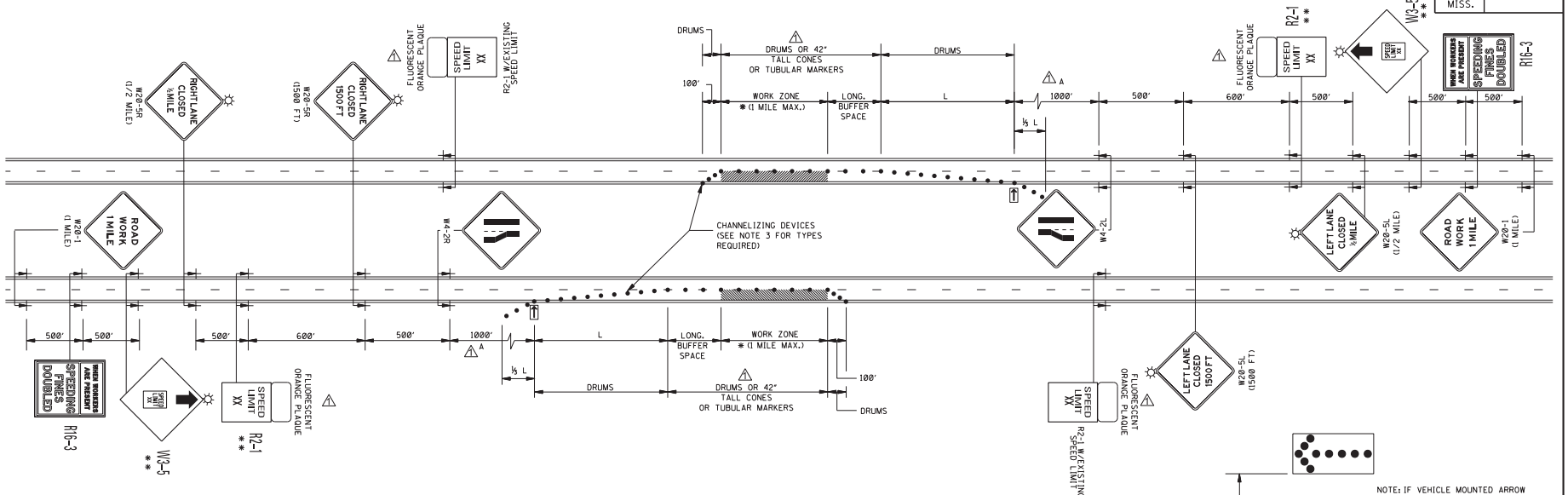
MDOT

WORKING NUMBER: TCP-2

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER: 6352

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 LENGTH (ft) †
	TAPER	ALONG BUFFER SPACE & WORK ZONE		
mph				
≤40	40	80	305	320
45	45	90	360	540
50	50	100	425	600
55	55	110	495	660
60	60	120	570	720
65	65	130	645	780
70	70	140	730	840

† NOTE: TAPER LENGTHS 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 BOARD SHOULD BE AS LEVEL AS POSSIBLE AS APPROVED BY THE ENGINEER. FLASHING ARROW BOARD 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 OR TUBULAR MARKERS.

C. DEVICE RETROREFLECTIVE BANDS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MUTCD

4. FOR MOVING OPERATIONS (PAVING) THE CONTRACTOR SHALL HAVE TWO (2) SETS OF ADVANCE WARNING 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.

5. ALL WARNING SIGNS (W SERIES) SHALL BE A MINIMUM OF 48" X 48", AND SHALL BE BLACK COPY ON FLUORESCENT ORANGE SHEETING.

6. 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.

** THE SPEED ON R2-1 AND W3-5 SIGNS SHALL BE 10 MPH LESS THAN THE POSTED SPEED LIMIT UNLESS OTHERWISE DIRECTED BY COMMISSION ORDER.

FLASHING ARROW PANEL (TYPE "C")

● RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS

TYPE "B" WARNING LIGHTS

DATE	REVISION	BY
12/01/05	REVISE TEXT	SJN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT LESS THAN 65 MPH

(4-LANE: MEDIAN LANE OR OUTSIDE LANE CLOSURE) (EXTENDED PERIOD)

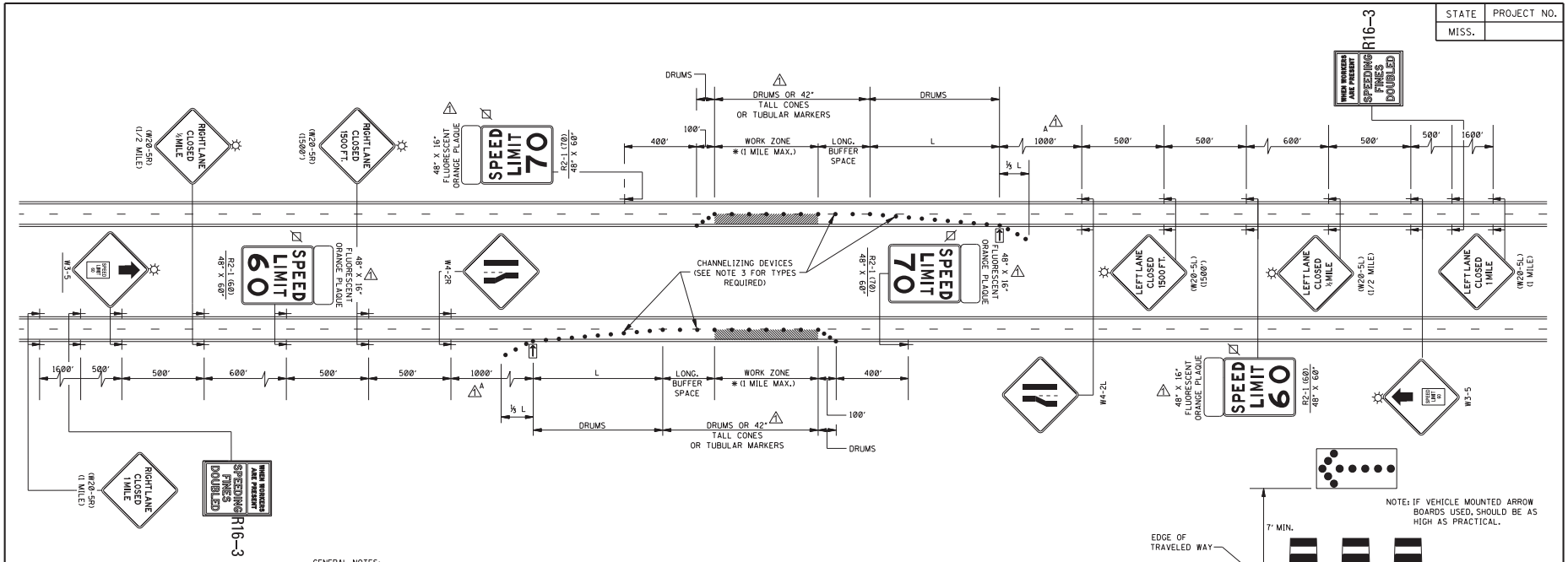
MDOT

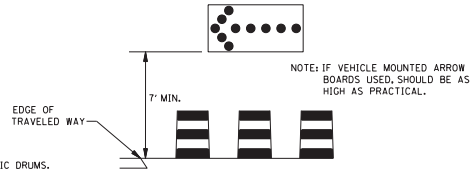
WORKING NUMBER: TCP-3

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER: 6353

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† LENGTH (ft)
	TAPER	ALONG BUFFER SPACE & WORK ZONE		
mph				
<40	40	80	305	320
45	45	90	360	540
50	50	100	425	600
55	55	110	495	660
60	60	120	570	720
65	65	130	645	780
70	70	140	730	540

† NOTE: TAPER LENGTHS 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 OR TUBULAR MARKERS

C. DEVICE RETROREFLECTIVE BANDS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MUTCD.

4. ALL WARNING SIGNS (W SERIES) 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 PLAQUE 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 BOARD (TYPE "C")
BLACK LEGEND AND BORDER ON WHITE BACKGROUND
TYPE "B" WARNING LIGHTS
RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS

DATE	REVISION	BY
12/01/05	REVISE TEXT	SJN

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)

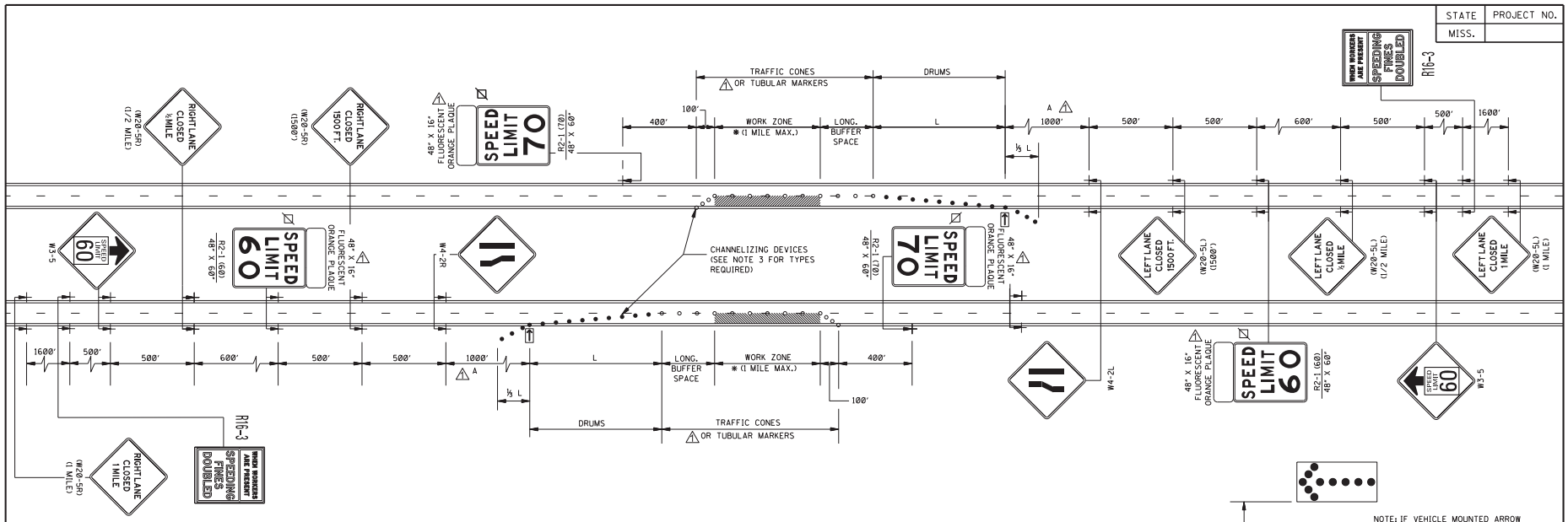
MDOT

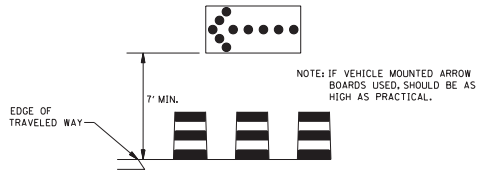
WORKING NUMBER TCP-4

ISSUE DATE: AUGUST 01, 2017

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 LENGTH (ft)
	TAPER	ALONG LANE LINE & WORK ZONE		
mph				
≤40	40	80	305	320
45	45	90	360	540
50	50	100	425	600
55	55	110	495	660
60	60	120	570	720
65	65	130	645	780
70	70	140	730	840

† NOTE: TAPER LENGTHS 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 OR TUBULAR MARKERS (28" HEIGHT MINIMUM)
   C. EXIT TAPER- TRAFFIC CONES OR TUBULAR MARKERS (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. ALL WARNING SIGNS (W SERIES) 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 PLAQUE 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)

DATE	REVISION	BY
12/01/05	REVISED TEXT.	SJN

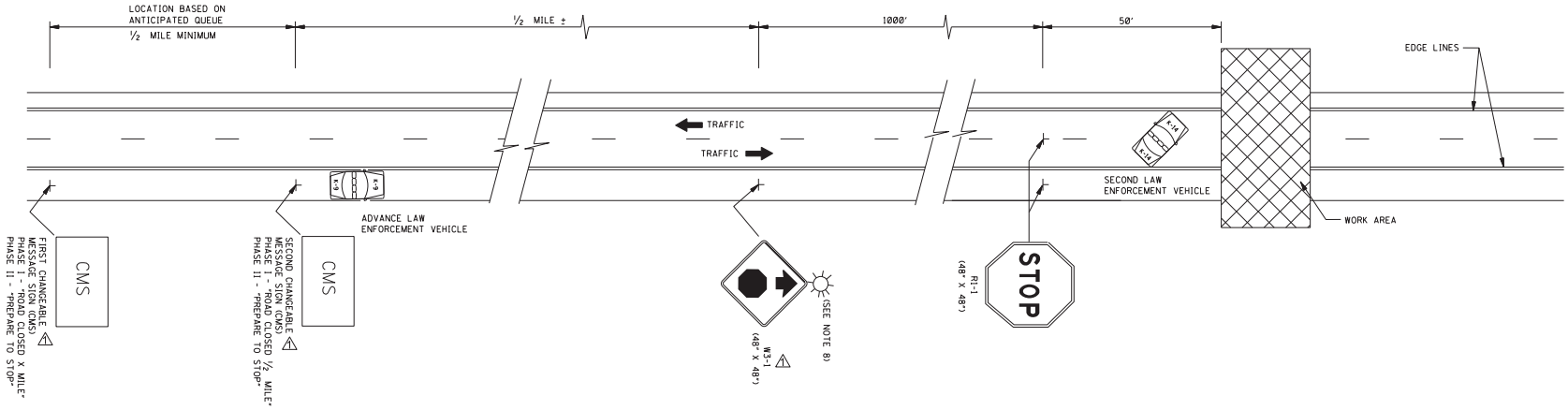
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

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)

MDOT
WORKING NUMBER TCP-5
SHEET NUMBER 6355

ISSUE DATE: AUGUST 01, 2017

STATE	PROJECT NO.
MISS.	



GENERAL NOTES:

1. THIS TYPE OF HIGHWAY CLOSURE SHOULD ONLY BE USED FOR CONSTRUCTION OPERATIONS WHEN THE DURATION OF CLOSURE WILL NOT EXCEED 30 MINUTES. AFTER THE HIGHWAY HAS BEEN CLOSED AND REOPENED VIA THIS PROCEDURE, A MINIMUM PERIOD OF 30 MINUTES SHOULD ELAPSE BEFORE ANOTHER SHORT DURATION CLOSURE, EXCEPT WITH THE APPROVAL OF THE ENGINEER.

2. AT LEAST TWO LAW ENFORCEMENT OFFICERS AND TWO LAW ENFORCEMENT VEHICLES SHOULD BE PROVIDED ON EACH APPROACH TO THE CLOSURE. EACH LAW ENFORCEMENT VEHICLE SHOULD HAVE A ROOF MOUNTED OPERATING FLASHING BLUE LIGHT OR LIGHT BAR.

3. RESTRICTIONS ON ROAD CLOSURES ARE SPECIFIED IN THE CONTRACT DOCUMENT.

4. THE ADVANCE LAW ENFORCEMENT VEHICLE SHOULD BE MOVED BACK AS REQUIRED BY THE QUEUING OF STOPPED VEHICLES.

5. IF QUEUE EXCEEDS THE FIRST CHANGEABLE MESSAGE SIGN (CMS) AT ANY TIME DURING A CLOSURE; THE TRAFFIC CONTROL PLAN SHOULD BE ADJUSTED AS NECESSARY, WITH APPROVAL OF THE ENGINEER.

6. TRAFFIC CONTROL FOR THE CLOSURE SHOULD BE ACCOMPLISHED IN THE FOLLOWING ORDER:
   A. FIRST CHANGEABLE MESSAGE SIGN (CMS)
   B. SECOND CHANGEABLE MESSAGE SIGN (CMS)
   C. ADVANCE LAW ENFORCEMENT VEHICLE, LIGHTS AND FLASHERS ON.
   D. "W3-1 (48" X 48") (ORANGE/BLACK TYPE XI RETROREFLECTIVE SHEETING)" SIGNS ERECTED.
   E. "R1-1 (48" X 48")" SIGNS ERECTED OR INSTALLED ON TEMPORARY STANDS TO STOP TRAFFIC. THE ORDER OF ERECTION SHOULD BE IN THE FOLLOWING ORDER: RIGHT SHOULDER THEN CENTER.
   F. SECOND LAW ENFORCEMENT VEHICLE, LIGHTS AND FLASHERS ON.

7. TRAFFIC CONTROL SHOULD BE REMOVED IN THE FOLLOWING ORDER:
   A. WITH TRAFFIC STOPPED REMOVE THE "R1-1 (48" X 48")" SIGNS TOWARD THE RIGHT SHOULDER IN THE FOLLOWING ORDER: CENTER THEN SIGN ON THE RIGHT SHOULDER. SECOND LAW ENFORCEMENT VEHICLE LEADS TRAFFIC THROUGH WORK AREA.
   B. AFTER ALL STOPPED VEHICLES HAVE STARTED MOVING, THE "W3-1 (48" X 48)" SIGNS SHALL BE REMOVED. THESE SIGNS MAY BE COVERED IF RE-USE IS IMMINENT.
   C. AFTER ALL VEHICLES HAVE RESUMED APPROXIMATELY NORMAL SPEED, THE CHANGEABLE MESSAGE SIGNS SHALL BE TURNED OFF.

8. UNILLUMINATED SECTIONS OF HIGHWAYS SHOULD NOT BE CLOSED DURING HOURS OF DARKNESS EXCEPT FOR EMERGENCIES OR WITH THE APPROVAL OF THE ENGINEER. WHEN THE HIGHWAY MUST BE CLOSED DURING HOURS OF DARKNESS, A TYPE B HIGH INTENSITY FLASHING BARRICADE WARNING LIGHT SHALL BE USED ON EACH W3-1 SIGN.

9. IF AN ENTRANCE RAMP IS LOCATED BETWEEN THE SECOND CMS AND R1-1, THE CMS AND W3-1 SIGNS SHALL ALSO BE ERECTED ON THE RAMP SHOULDER.

10. THE ABOVE DURATION WILL APPLY TO EACH APPROACH TO THE CLOSURE.

11. 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, INCLUDING SECURING LAW ENFORCEMENT SERVICES.

DATE	REVISION	BY
02/01/05	REVISED TEXT.	SJN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

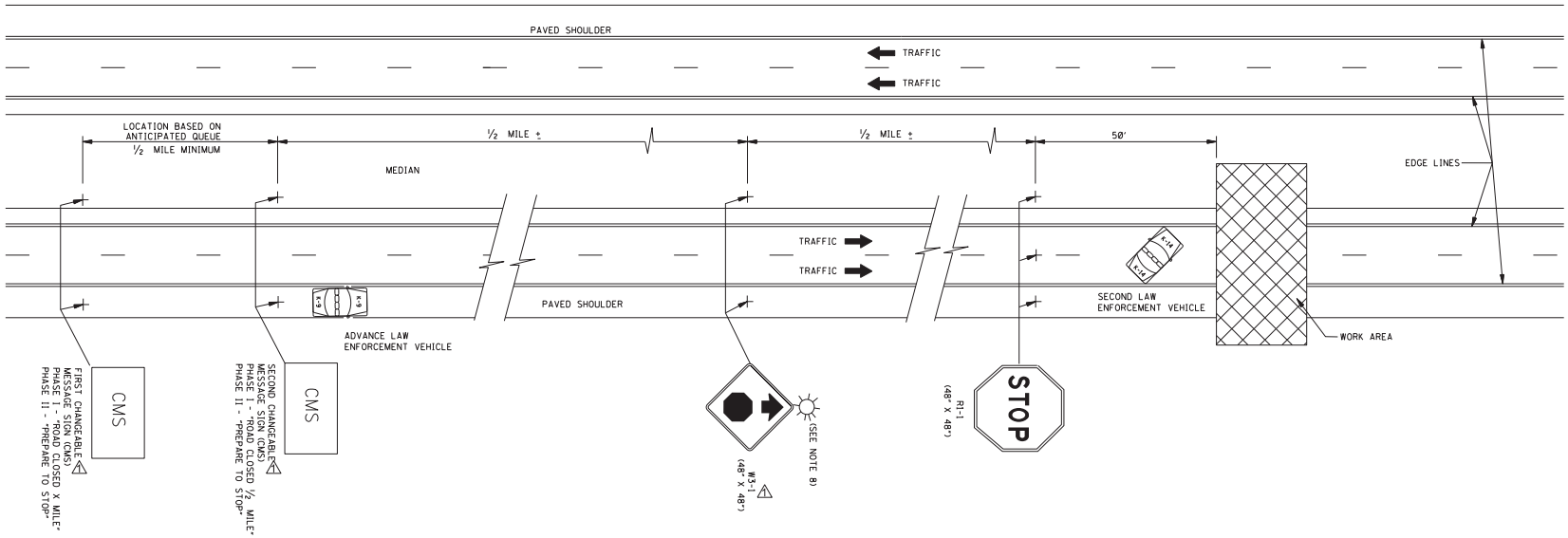
SHORT DURATION CLOSING OF TWO-LANE TWO-WAY HIGHWAYS

WORKING NUMBER: TCP-6

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER: 6356

STATE	PROJECT NO.
MISS.	



GENERAL NOTES:

1. THIS TYPE OF HIGHWAY CLOSURE SHOULD ONLY BE USED FOR CONSTRUCTION OPERATIONS WHEN THE DURATION OF CLOSURE WILL NOT EXCEED 30 MINUTES. AFTER THE HIGHWAY HAS BEEN CLOSED AND REOPENED VIA THIS PROCEDURE, A MINIMUM PERIOD OF 30 MINUTES SHOULD ELAPSE BEFORE ANOTHER SHORT DURATION CLOSURE, EXCEPT WITH THE APPROVAL OF THE ENGINEER.

2. AT LEAST TWO LAW ENFORCEMENT OFFICERS AND TWO LAW ENFORCEMENT VEHICLES SHOULD BE PROVIDED ON EACH APPROACH TO THE CLOSURE. EACH LAW ENFORCEMENT VEHICLE SHOULD HAVE A ROOF MOUNTED OPERATING FLASHING BLUE LIGHT OR LIGHT BAR.

3. RESTRICTIONS ON ROAD CLOSURES ARE SPECIFIED IN THE CONTRACT DOCUMENT.

4. THE ADVANCE LAW ENFORCEMENT VEHICLE SHOULD BE MOVED BACK AS REQUIRED BY THE QUEUING OF STOPPED VEHICLES.

5. IF QUEUE EXCEEDS THE FIRST CHANGEABLE MESSAGE SIGN (CMS) AT ANY TIME DURING A CLOSURE; THE TRAFFIC CONTROL PLAN SHOULD BE ADJUSTED AS NECESSARY, WITH APPROVAL OF THE ENGINEER.

6. TRAFFIC CONTROL FOR THE CLOSURE SHOULD BE ACCOMPLISHED IN THE FOLLOWING ORDER:
   A. FIRST CHANGEABLE MESSAGE SIGN (CMS)
   B. SECOND CHANGEABLE MESSAGE SIGN (CMS)
   C. ADVANCE LAW ENFORCEMENT VEHICLE, LIGHTS AND FLASHERS ON.
   D. "W3-1 (48" X 48") (ORANGE/BLACK TYPE XI RETROREFLECTIVE SHEETING) SIGNS ERECTED. OR INSTALLED ON TEMPORARY STANDS.
   E. "R1-1 (48" X 48")" SIGNS ERECTED TO STOP TRAFFIC. THE ORDER OF ERECTION SHOULD BE TOWARD THE MEDIAN SHOULDER IN THE FOLLOWING ORDER: RIGHT SHOULDER, THEN CENTER, THEN MEDIAN SHOULDER.
   F. SECOND LAW ENFORCEMENT VEHICLE, LIGHTS AND FLASHERS ON.

7. TRAFFIC CONTROL SHOULD BE REMOVED IN THE FOLLOWING ORDER:
   A. WITH TRAFFIC STOPPED REMOVE THE "R1-1 (48" X 48")" SIGNS TOWARD THE RIGHT SHOULDER IN THE FOLLOWING ORDER; MEDIAN, THEN CENTER, THEN SIGN ON THE RIGHT SHOULDER. SECOND LAW ENFORCEMENT VEHICLE LEADS TRAFFIC THROUGH WORK AREA.
   B. AFTER ALL STOPPED VEHICLES HAVE STARTED MOVING, THE "W3-1 (48" X 48)" SIGNS SHALL BE REMOVED. THESE SIGNS MAY BE COVERED IF RE-USE IS IMMINENT
   C. AFTER ALL VEHICLES HAVE RESUMED APPROXIMATELY NORMAL SPEED, THE CHANGEABLE MESSAGE SIGNS SHALL BE TURNED OFF.

8. UNILLUMINATED SECTIONS OF HIGHWAYS SHOULD NOT BE CLOSED DURING HOURS OF DARKNESS EXCEPT FOR EMERGENCIES OR WITH THE APPROVAL OF THE ENGINEER. WHEN THE HIGHWAY MUST BE CLOSED DURING HOURS OF DARKNESS, A TYPE B HIGH INTENSITY FLASHING BARRICADE WARNING LIGHT SHALL BE USED ON EACH W3-1 SIGN.

9. IF AN ENTRANCE RAMP IS LOCATED BETWEEN THE SECOND CMS AND R1-1, THE CMS AND W3-1 SIGNS SHALL ALSO BE ERECTED ON THE RAMP SHOULDER.

10. THE ABOVE DURATION WILL APPLY TO EACH APPROACH TO THE CLOSURE.

11. 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, INCLUDING SECURING LAW ENFORCEMENT SERVICES.

DATE	REVISION	BY
12/01/05	REVISED TEXT.	SJN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

SHORT DURATION CLOSING OF DIVIDED HIGHWAYS

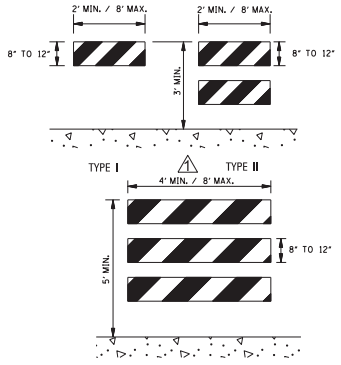
MDOT

WORKING NUMBER: TCP-7

ISSUE DATE: AUGUST 01, 2017

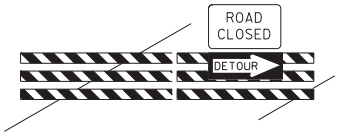
SHEET NUMBER: 6357

STATE	PROJECT NO.
MISS.	



STANDARD BARRICADES

1. THE RETROREFLECTIVE MARKING FOR BARRICADE RAILS SHALL BE ORANGE AND WHITE (SLOPING DOWNWARD AT AN ANGLE OF 45° IN THE DIRECTION THAT 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 ON BARRICADE RAILS TO PROVIDE MASS SANDBAGS, HOWEVER, MAY BE PLACES AS BALLAST TO THE LOWER PARTS OF THE FRAME OR THE STAYS TO BARRICADES.
4. FOR ADDITIONAL INFORMATION OR DETAILS, SEE MUTCD, LATEST EDITION.
5. BARRICADES ARE CLASSIFIED BY FHWA AS CATEGORY II WORK ZONE DEVICES. A LIST OF CRASHWORTHY BARRICADES AND OTHER CATEGORY II DEVICES CAN BE FOUND ON FHWA'S WEBSITE: http://highways.dot.gov/safety/RWD/reduce-crash-severity
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.
7. BARRICADE RAIL SUPPORTS SHOULD NOT PROJECT INTO PEDESTRIAN CIRCULATION ROUTES MORE THAN 4 INCHES FOR THE SUPPORTS LOCATED BETWEEN 27 INCHES TO 80 INCHES ABOVE THE EXISTING SURFACE.



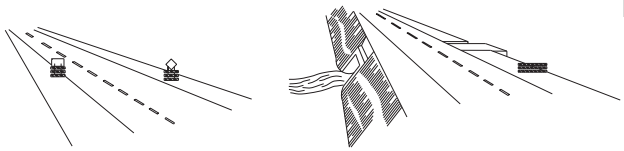
BARRICADE CLOSING A ROAD

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. / 96" MAX.	24" MIN. /96" MAX.	48" MIN. / 96" MAX.
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

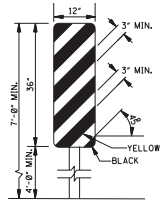
* 1. FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED.

** 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.



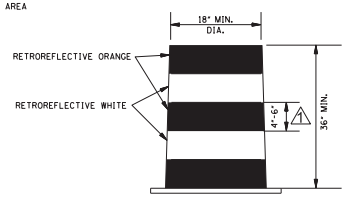
WING BARRICADES

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.

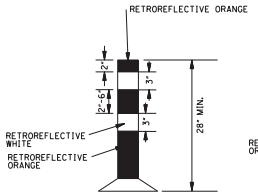


TYPE 3 OBJECT MARKER
(OM3-R)

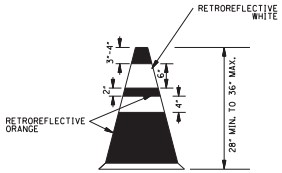
1. TYPE 3 OBJECT MARKERS SHALL BE USED AT ALL EXPOSED BRIDGE ABUTMENTS AND AT OTHER LOCATIONS AS DEEMED NECESSARY BY THE ENGINEER.
2. THE OM3-R IS SHOWN. THE OM3-L IS SIMILAR EXCEPT THE STRIPES SLOPE DOWNWARD FROM THE UPPER LEFT SIDE TO THE LOWER RIGHT SIDE AND SHALL BE PLACED ON THE LEFT SIDE OF THE OBJECT.
3. THE INSIDE EDGE OF THE MARKER SHALL BE IN LINE WITH THE INNER EDGE OF THE OBSTRUCTION.
4. THE STRIPING SHALL CONSIST OF ALTERNATING BLACK AND RETOREFLECTIVE YELLOW SLOPING DOWNWARD TOWARD THE SIDE ON WHICH TRAFFIC IS THE PASS.



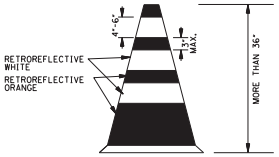
PLASTIC DRUM DETAIL



TUBULAR MARKER DETAIL

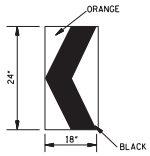


PLASTIC CONE DETAIL
(28" – 36")



PLASTIC CONE DETAIL
(36" OR GREATER)

1. PLASTIC DRUMS, TUBULAR MARKERS, OR PLASTIC CONES SHALL BE ON END AND USED AS AN EXPEDIENT METHOD FOR TRAFFIC CHANNELIZATION. THE COLOR AND MARKING OF THE DEVICE USED SHALL BE CONSISTENT WITH MARKING STANDARDS FOR BARRICADE. THE PREDOMINANT COLOR ON THE DEVICE USED SHALL BE ORANGE WITH RETROREFLECTIVE, HORIZONTAL, CIRCUMFERENTIAL WHITE STRIPES AS SHOWN ON THE DETAILS.
2. DRUMS, TUBULAR MARKERS, OR PLASTIC CONES SHOULD NEVER BE PLACED IN THE ROADWAY WITHOUT WARNING SIGNS.
3. WHERE PRACTICAL PLASTIC DRUMS, TUBULAR MARKERS, OR PLASTIC CONES SHOULD BE PLACED NO CLOSER THAN 3'-0" FROM THE EDGE OF TRAVELED LANE.
4. BALLAST SHALL NOT BE PLACED ON THE TOP OF THE DRUM.



RETROREFLECTIVE CHEVRON ALIGNMENT SIGN DETAIL
(W1-8)

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.
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.

DATE	REVISION	BY
02/01/05	REVISED TEXT AND DETAILS.	SYN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS

MDOT

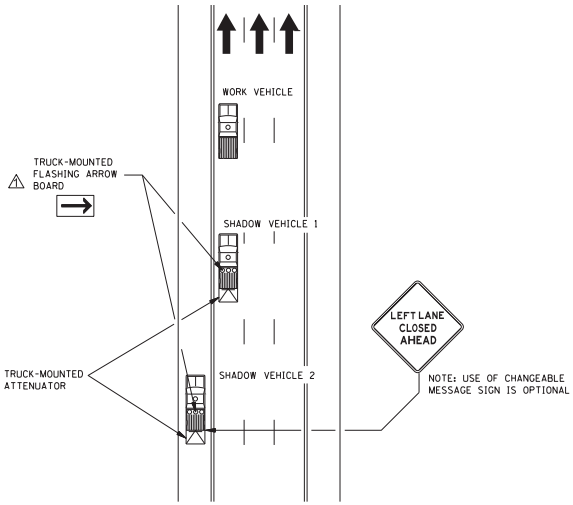
WORKING NUMBER
TCP-8

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6358

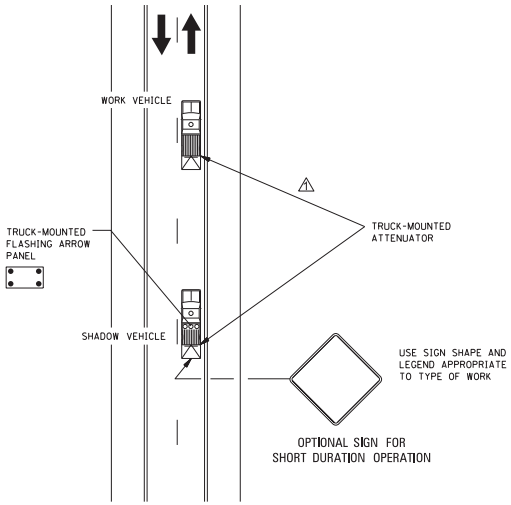
STATE	PROJECT NO.
MISS.	

MOBILE OPERATIONS ON MULTILANE ROAD



MOBILE OPERATIONS ON MULTILANE ROAD

MOBILE OPERATIONS ON TWO-LANE ROAD



MOBILE OPERATIONS ON TWO-LANE ROAD

NOTES FOR MULTILANE LANE OPERATION:

1. SHADOW AND WORK VEHICLES SHALL DISPLAY HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS. AN ARROW BOARD SHALL BE USED WHEN A FREEWAY LANE IS CLOSED. WHEN MORE THAN ONE FREEWAY LANE IS CLOSED, A SEPARATE ARROW BOARD SHALL BE USED FOR EACH CLOSED LANE.
2. SHADOW VEHICLE 2 SHOULD BE EQUIPPED WITH AN ARROW BOARD AND TRUCK MOUNTED ATTENUATOR (TMA), AN APPROPRIATE LANE CLOSURE SIGN SHOULD BE PLACED ON SHADOW VEHICLE 2 SO AS NOT TO OBSCURE THE ARROW BOARD.
3. SHADOW VEHICLE 1 SHOULD BE EQUIPPED WITH AN ARROW BOARD 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. THE SPACING BETWEEN THE WORK VEHICLES AND THE SHADOW VEHICLES, AND BETWEEN EACH SHADOW VEHICLE, SHOULD BE MINIMIZED TO DETER ROAD USERS FROM DRIVING IN BETWEEN.
6. ON HIGH-SPEED ROADWAYS, A THIRD SHADOW VEHICLE (NOT SHOWN) MAY BE USED WITH SHADOW VEHICLE 1 IN THE CLOSED LANE, SHADOW VEHICLE 2 STRADDLING THE EDGE LINE, AND SHADOW VEHICLE 3 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.
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. WHEN THE WORK VEHICLE OCCUPIES AN INTERIOR LANE (A LANE OTHER THAN THE FAR RIGHT OR FAR LEFT) OF A DIRECTIONAL ROADWAY HAVING A RIGHT-HAND SHOULDER 10 FEET OR MORE IN WIDTH, SHADOW VEHICLE 2 SHOULD DRIVE ON THE RIGHT-HAND SHOULDER WITH A SIGN INDICATING THAT WORK IS TAKING PLACE IN THE INTERIOR LANE.
11. ON HIGH-SPEED ROADWAYS, A THIRD SHADOW VEHICLE (NOT SHOWN) MAY BE USED WITH SHADOW VEHICLE 1 IN THE CLOSED LANE, SHADOW VEHICLE 2 STRADDLING THE EDGE LINE, AND SHADOW VEHICLE 3 ON THE SHOULDER.
12. WHERE ADEQUATE SHOULDER WIDTH IS NOT AVAILABLE, SHADOW VEHICLE 3 MAY ALSO STRADDLE THE EDGE LINE.
13. 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.

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
12/01/09	REVISED TEXT AND DETAILS.	SYN

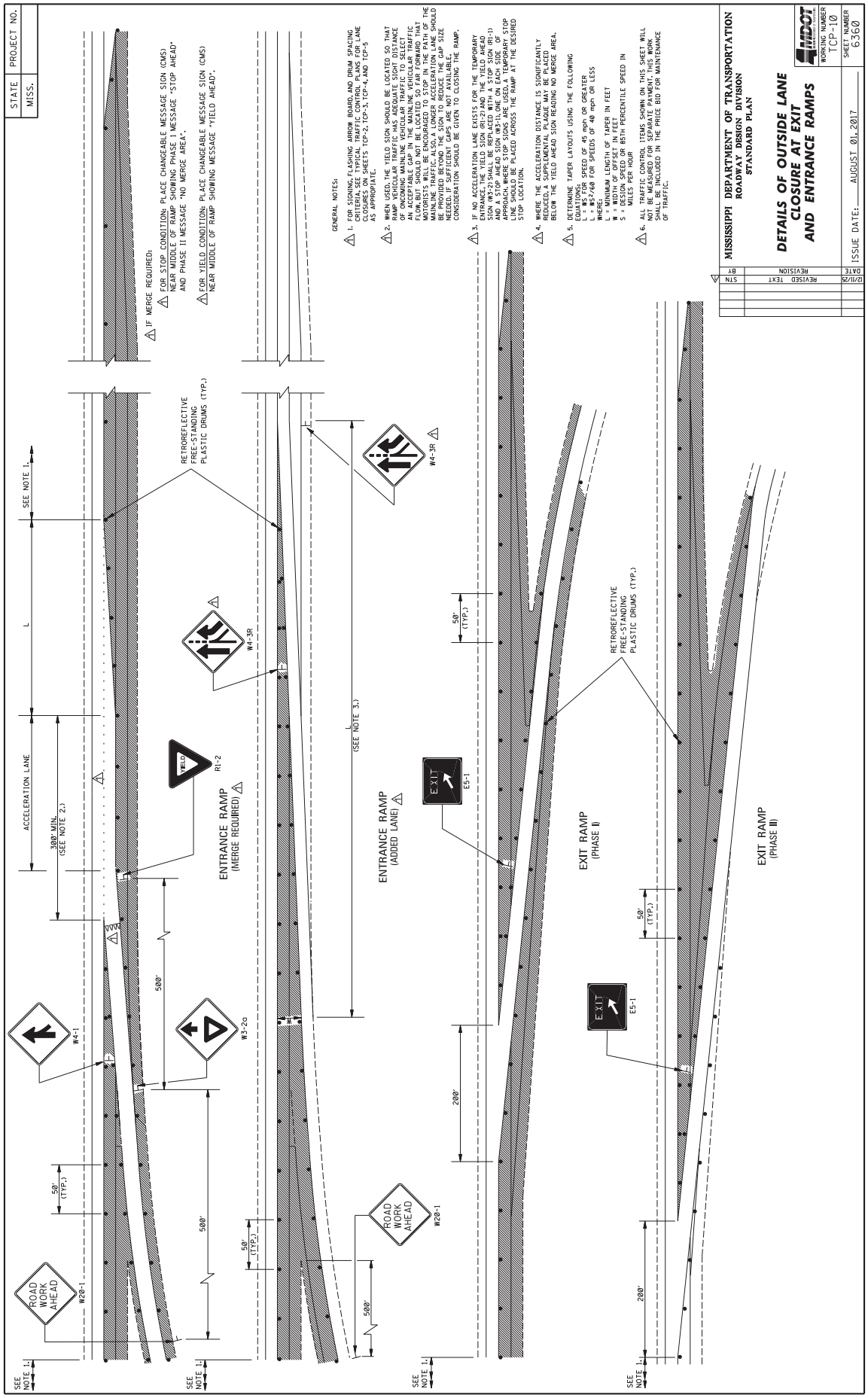
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

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

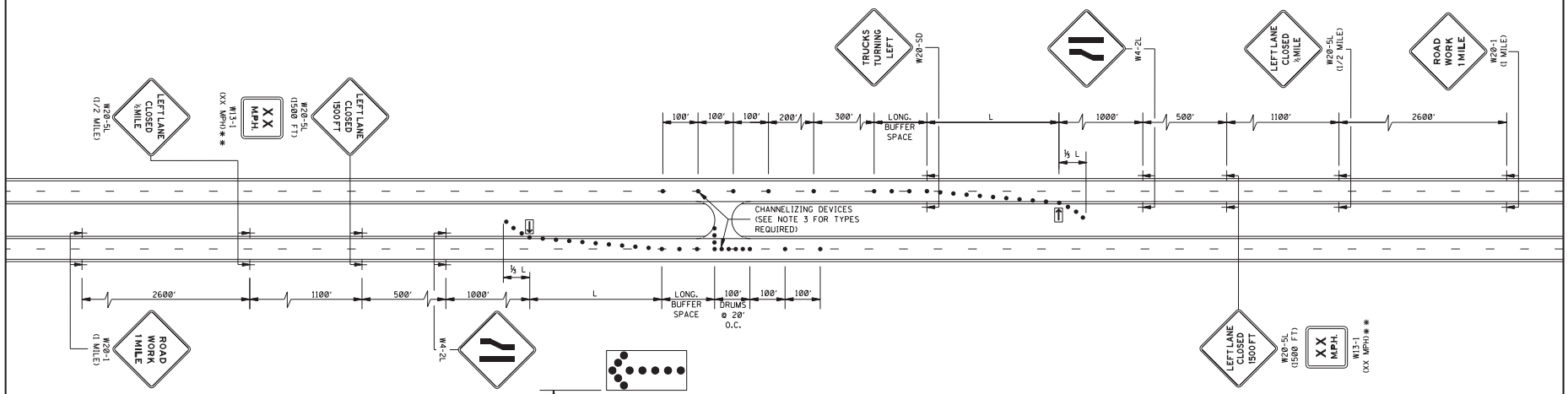
WORKING NUMBER TCP-9

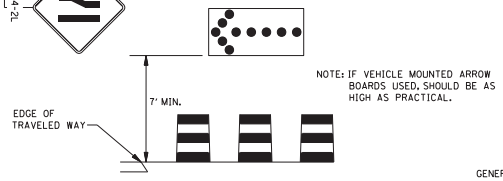
ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6359

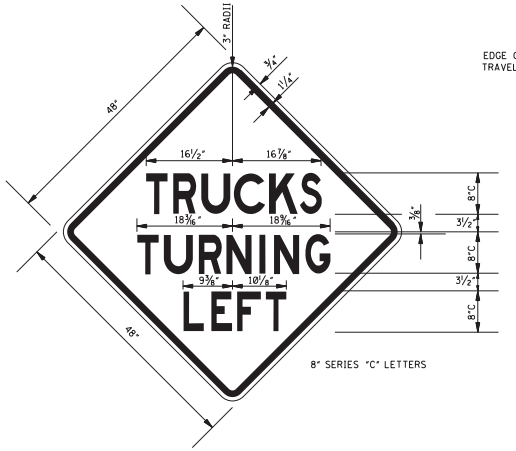

STATE MISS.
PROJECT NO.
IF MERGE REQUIRED:
FOR STOP CONDITION: PLACE CHANGEABLE MESSAGE SIGN (CMS) NEAR MIDDLE OF RAMP SHOWING PHASE I MESSAGE "STOP AHEAD" AND PHASE II MESSAGE "NO MERGE AREA".
FOR YIELD CONDITION: PLACE CHANGEABLE MESSAGE SIGN (CMS) NEAR MIDDLE OF RAMP SHOWING MESSAGE "YIELD AHEAD".
GENERAL NOTES:
1. FOR SIGNING, FLASHING ARROW BOARD, AND DRUM SPACING OPTIONAL SITE SPECIFIC TRAFFIC CONTROL PLANS FOR LANE CLOSURES ON SHEETS TCP-2, TCP-3, TCP-4, AND TCP-5 AS APPROPRIATE.
2. WHEN USED, THE YIELD SIGN SHOULD BE LOCATED SO THAT RAMP VEHICULAR TRAFFIC HAS ADEQUATE SIGHT DISTANCE AT ONCOMING MAINLINE VEHICULAR TRAFFIC TO SELECT AN ACCEPTABLE GAP IN THE MAINLINE VEHICULAR TRAFFIC FLOW, BUT SHOULD NOT BE LOCATED SO FAR FORWARD THAT MOTORISTS WILL BE ENCOURAGED TO STOP IN THE PATH OF THE MAINLINE TRAFFIC. ALSO, A LONGER ACCELERATION LANE SHOULD BE PROVIDED BEYOND THE YIELD SIGN TO PROVIDE THE GAP SIZE NEEDED, IF SUFFICIENT GAPS ARE NOT AVAILABLE. CONSIDERATION SHOULD BE GIVEN TO CLOSING THE RAMP.
3. IF NO ACCELERATION LANE EXISTS FOR THE TEMPORARY ENTRANCE RAMP, THE YIELD SIGN (R1-2) AND THE YIELD AHEAD SIGN (W3-2) SHALL BE REPLACED WITH A STOP SIGN (R1-1) AND A STOP AHEAD SIGN (W3-1), ONE ON EACH SIDE OF APPROACHING VEHICULAR TRAFFIC. WHEN USED, A TEMPORARY STOP LINE SHOULD BE PLACED ACROSS THE RAMP AT THE DESIRED STOP LOCATION.
4. WHERE THE ACCELERATION DISTANCE IS SIGNIFICANTLY REDUCED, A SUPPLEMENTAL AUXILIARY PLACARD BE PLACED BELOW THE YIELD AHEAD SIGN READING NO MERGE AREA.
5. DETERMINE TAPER LAYOUTS USING THE FOLLOWING EQUATIONS:
L = WS FOR SPEED OF 45 mph OR GREATER
L = WS²/60 FOR SPEEDS OF 40 mph OR LESS
WHERE:
L = MINIMUM LENGTH OF TAPER IN FEET
W = WIDTH OF OFFSET IN FEET
S = DESIGN SPEED OR 85TH PERCENTILE SPEED IN MILES PER HOUR
6. 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.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
DETAILS OF OUTSIDE LANE CLOSURE AT EXIT AND ENTRANCE RAMPS
MDOT
WORKING NUMBER TCP-10
SHEET NUMBER 6360
ISSUE DATE: AUGUST 01, 2017
STN REVISED TEXT 12/11/20
DATE REVISION BY
SEE NOTE 1.
L
ACCELERATION LANE
300' MIN. (SEE NOTE 2.)
RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS (TYP.)
W4-3R
R1-2
YIELD
ENTRANCE RAMP (MERGE REQUIRED)
ENTRANCE RAMP (ADDED LANE)
L (SEE NOTE 3.)
EXIT
E5-1
EXIT RAMP (PHASE I)
EXIT RAMP (PHASE II)
W4-1
W3-2o
ROAD WORK AHEAD
W20-1
500'
50' (TYP.)
200'

STATE	PROJECT NO.
MISS.	





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



8" SERIES "C" LETTERS

DETAIL OF W20-SD

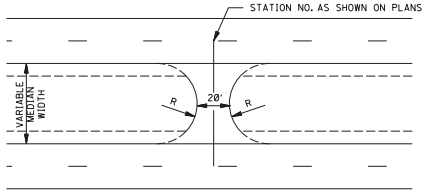
LEGEND

** THE SPEED ON W13-1 SIGN SHALL BE 10 MPH LESS THAN THE POSTED SPEED LIMIT UNLESS OTHERWISE DIRECTED BY COMMISSION ORDER.

△1 FLASHING ARROW BOARD (TYPE "C")

● RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS

☼ TYPE "B" WARNING LIGHTS



DETAIL OF TEMPORARY CROSSOVER

NOTE: R = 0.5 (MEDIAN WIDTH)

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 OR △1 ANTICIPATED OPERATING SPEED	MAXIMUM CHANNELIZING DEVICE SPACING (ft)		†† LONGITUDINAL BUFFER SPACE (ft)	△1 TAPER † LENGTH (ft)	
mph	TAPER	ALONG LANE LINE & WORK ZONE			
≤40	40	80	305	320	△1
45	45	90	360	540	△1
50	50	100	425	600	△1
55	55	110	495	660	△1
60	60	120	570	720	△1
65	65	130	645	780	△1
70	70	140	730	840	△1

△1 † NOTE: TAPER LENGTHS 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
△1 S = DESIGN SPEED OR ANTICIPATED OPERATING 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.

△1 2. FLASHING ARROW BOARD 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. ALL CHANNELIZING DEVICES SHALL BE RETROREFLECTIVE FREE STANDING PLASTIC DRUMS.

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

5. LOCATION OF CROSSOVERS WILL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

6. USE OF CROSSOVER SHALL BE LIMITED TO TRUCKS APPROACHING FROM ONE DIRECTION ONLY.

7. REVERSE LAYOUT OF TAPERS, DRUMS AND SIGNS TO ACCOMMODATE TRUCKS APPROACHING FROM OPPOSITE DIRECTION.

8. EACH CONSTRUCTION CROSSOVER SHOULD BE CLOSED AS DIRECTED BY THE ENGINEER OR WHEN THE CONSTRUCTION OPERATION, ZONE OR SIGNS ENCROACH ON OR INTERFERES WITH THE OPERATION OF THE CONSTRUCTION CROSSOVER. THE CROSSOVER SHOULD BE CLOSED USING 24' OF TYPE III BARRICADE (DOUBLE FACED).

9. 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	△1
12/01/05	REVISED TEXT	S/N	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TRAFFIC CONTROL PLAN FOR TEMPORARY CONSTRUCTION CROSSOVER
(WORK DAY ONLY)

MDOT

WORKING NUMBER TCP-11

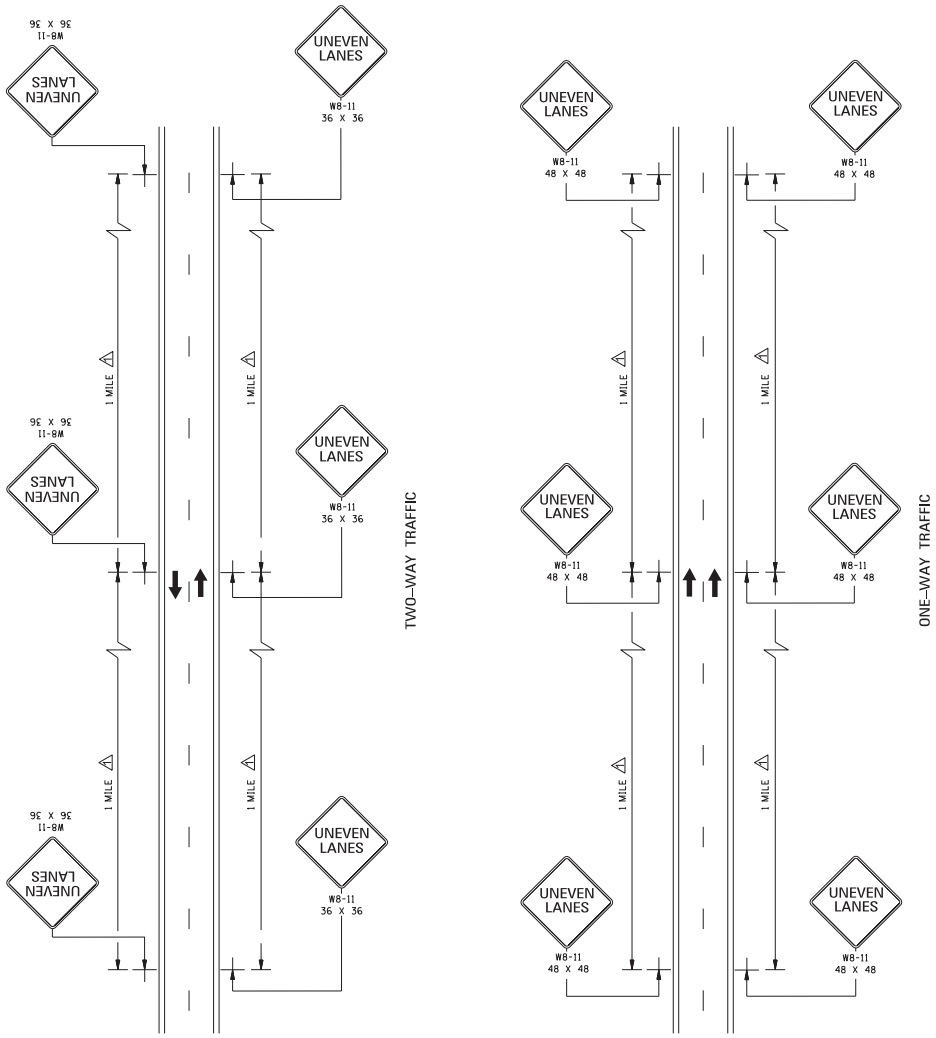
ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6361

STATE	PROJECT NO.
MISS.	

GENERAL NOTES:

1. UNEVEN LANE LINE:
   A. IF LESS THAN OR EQUAL TO 1½": NO SIGNS REQUIRED.
   B. IF GREATER THAN 1½" AND LESS THAN OR EQUAL TO 2¼": PLACE SIGNS AS SHOWN ON THIS SHEET.
   C. IF GREATER THAN 2¼": TRAFFIC SHOULD NOT BE ALLOWED TO CROSS UNEVEN LANE LINE.
2. THE W8-11 SIGNS SHOULD BE SPACED AT 1 MILE INTERVALS THROUGHOUT UNEVEN LANE LINE LIMITS.
3. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER MAINTENANCE OF TRAFFIC.
4. SIGNS SHALL BE RETROREFLECTIVE WITH ORANGE BACKGROUND/BLACK COPY.



STN	REVISED TEXT	12/11/25	
	REVISION	DATE	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

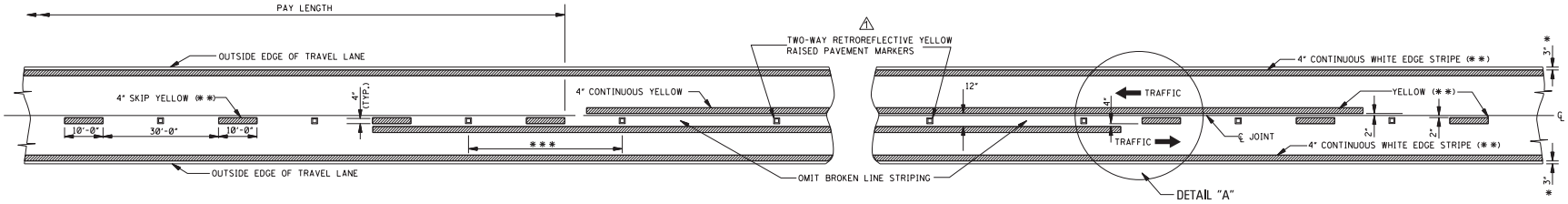
TRAFFIC CONTROL PLANS
UNEVEN PAVEMENT
DETAILS

WORKING NUMBER TCP-12

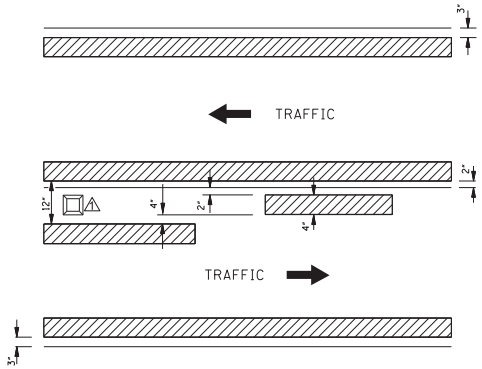
SHEET NUMBER 6362

ISSUE DATE: AUGUST 01, 2017

STATE	PROJECT NO.
MISS.	



TWO–WAY TRAFFIC
(ASPHALT OR CONCRETE PAVEMENT)



DETAIL "A"

DIRECTION OF TRAFFIC

GENERAL NOTES:

* 1. 3" UNLESS SHOWN ELSEWHERE ON THE PLANS.

** 2. EDGE STRIPE SHALL BE SAME MATERIAL AS LANE-LINE STRIPE (PAINT OR TAPE AS INDICATED IN PAY ITEMS).

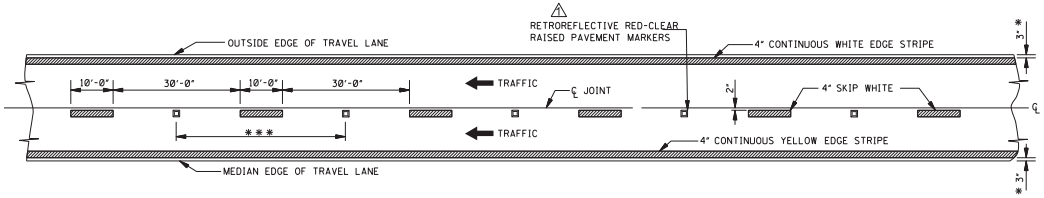
△1 3. RETROREFLECTIVE RAISED PAVEMENT MARKERS TO BE USED IF TEMPORARY MARKINGS ARE TO REMAIN IN PLACE OVER 3 MONTHS

△1 *** 4. SPACING OF RETROREFLECTIVE RAISED PAVEMENT MARKERS IS AS FOLLOWS:

	URBAN AREA (ft-in)	RURAL AREA (ft-in)
TANGENT SECTIONS	40'-0"	80'-0"
HORIZONTAL CURVES	40'-0"	40'-0"
INTERCHANGE LIMITS	40'-0"	† 40'-0"

△1 † NOTE: ON THE MAIN FACILITY, RETROREFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS ON A 40'-0" SPACING WILL BE REQUIRED ON LANE-LINE(S) THROUGH ALL INTERCHANGE AREAS BEGINNING 1000' IN ADVANCE (IN DIRECTION OF TRAFFIC) OF THE EXIT RAMP TAPER AND CONTINUING THROUGH THE INTERCHANGE TO THE END OF THE ENTRANCE RAMP TAPER.

△1 5. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE RETROREFLECTIVE RAISED PAVEMENT MARKERS FROM THE MDOT "APPROVED PRODUCTS LIST".



4–LANE WITH ONE–WAY TRAFFIC

DATE	REVISION	BY
12/01/05	REVISED TEXT	SYN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

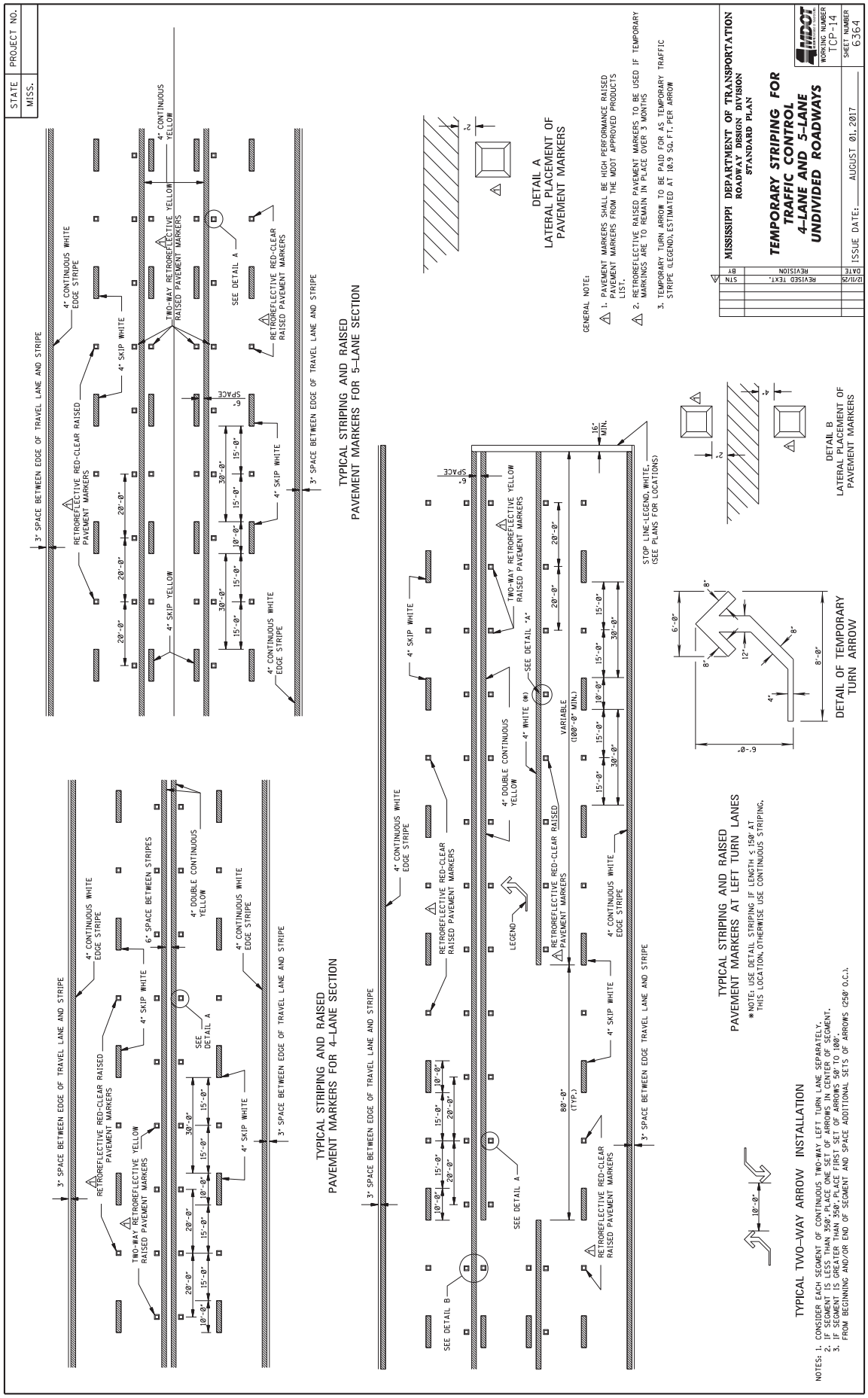
TEMPORARY STRIPING FOR TRAFFIC CONTROL 2–LANE AND 4–LANE DIVIDED HIGHWAYS

MDOT

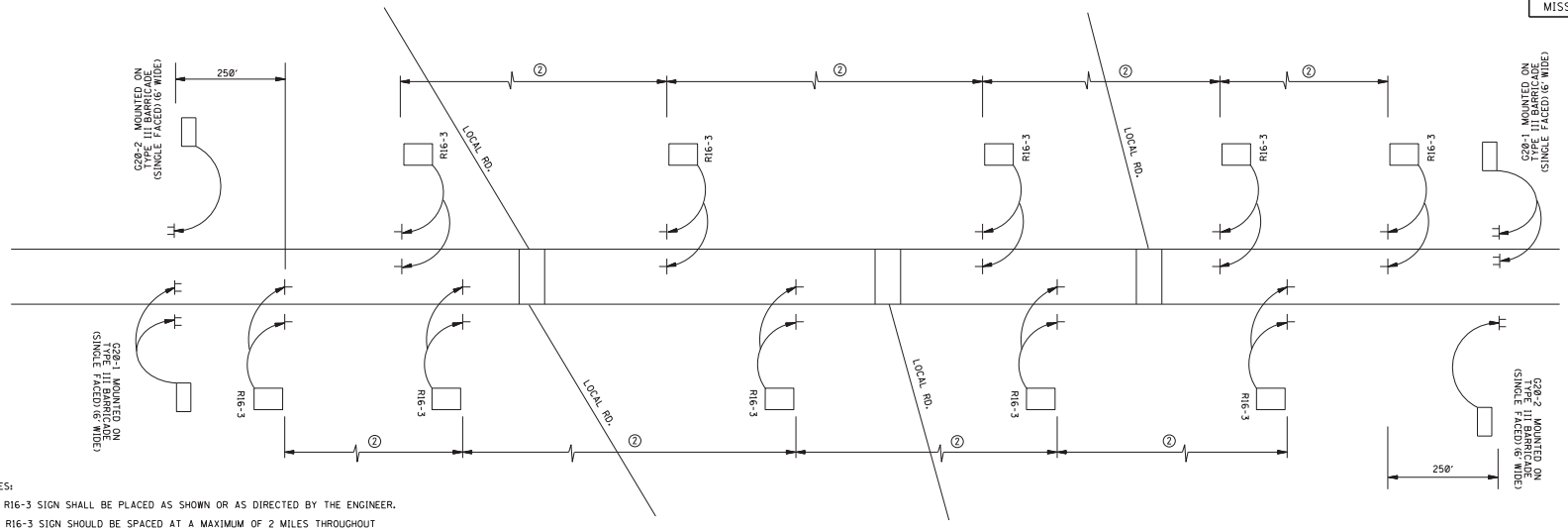
WORKING NUMBER TCP-13

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6363


STATE MISS.
PROJECT NO.
3" SPACE BETWEEN EDGE OF TRAVEL LANE AND STRIPE
4" CONTINUOUS WHITE EDGE STRIPE
4" SKIP WHITE
RETROREFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS
TWO-WAY RETROREFLECTIVE YELLOW RAISED PAVEMENT MARKERS
4" CONTINUOUS YELLOW
SEE DETAIL A
4" SKIP YELLOW
4" CONTINUOUS WHITE EDGE STRIPE
3" SPACE BETWEEN EDGE OF TRAVEL LANE AND STRIPE
TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 5-LANE SECTION
6" SPACE BETWEEN STRIPES
4" DOUBLE CONTINUOUS YELLOW
TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 4-LANE SECTION
4" WHITE (W)
VARIABLE (100'-0" MIN.)
LEGEND
SEE DETAIL "A"
SEE DETAIL B
80'-0" (TYP.)
16" MIN.
STOP LINE-LEGEND, WHITE, (SEE PLANS FOR LOCATIONS)
TYPICAL STRIPING AND RAISED PAVEMENT MARKERS AT LEFT TURN LANES
*NOTE: USE DETAIL STRIPING IF LENGTH ≤ 150' AT THIS LOCATION, OTHERWISE USE CONTINUOUS STRIPING.
DETAIL A LATERAL PLACEMENT OF PAVEMENT MARKERS
DETAIL B LATERAL PLACEMENT OF PAVEMENT MARKERS
DETAIL OF TEMPORARY TURN ARROW
TYPICAL TWO-WAY ARROW INSTALLATION
NOTES: 1. CONSIDER EACH SEGMENT OF CONTINUOUS TWO-WAY LEFT TURN LANE SEPARATELY.
2. IF SEGMENT IS LESS THAN 350', PLACE ONE SET OF ARROWS IN CENTER OF SEGMENT.
3. IF SEGMENT IS GREATER THAN 350', PLACE FIRST SET OF ARROWS 50' TO 100' FROM BEGINNING AND/OR END OF SEGMENT AND SPACE ADDITIONAL SETS OF ARROWS (250' O.C.).
GENERAL NOTE:
1. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE RAISED PAVEMENT MARKERS FROM THE MDOT APPROVED PRODUCTS LIST.
2. RETROREFLECTIVE RAISED PAVEMENT MARKERS TO BE USED IF TEMPORARY MARKINGS ARE TO REMAIN IN PLACE OVER 3 MONTHS
3. TEMPORARY TURN ARROW TO BE PAID FOR AS TEMPORARY TRAFFIC STRIPE (LEGEND), ESTIMATED AT 10.9 SQ. FT. PER ARROW
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
TEMPORARY STRIPING FOR TRAFFIC CONTROL 4-LANE AND 5-LANE UNDIVIDED ROADWAYS
WORKING NUMBER TCP-14
SHEET NUMBER 6364
ISSUE DATE: AUGUST 01, 2017
STN DATE REVISION BY
12/11/25 REVISED TEXT.

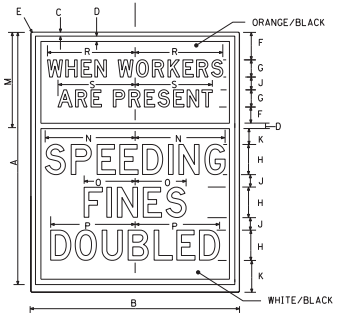
STATE	PROJECT NO.
MISS.	



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)



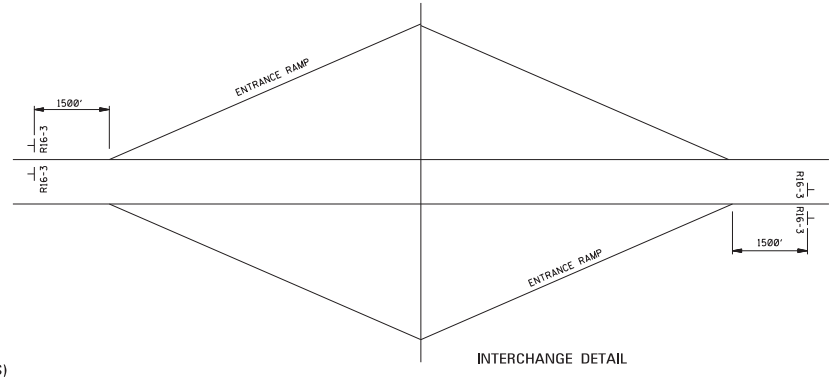
SIGN	DIMENSIONS (INCHES)							
	A	B	C	D	E	F	G	H
STD.	60	48	3/4	1 1/4	3	3 3/4	4 Dm	7 D
	J	K	M	N	O	P	R	S
STD.	3	6 5/8	22 7/8	21	11 7/8	19 11/16	20 11/16	18

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 1/8	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)

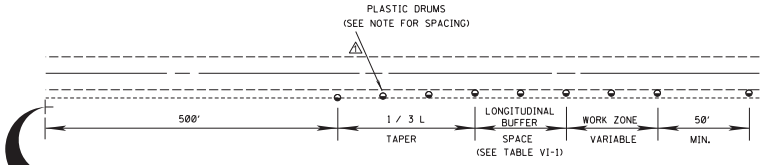
MDOT

WORKING NUMBER TCP-15

ISSUE DATE: AUGUST 01, 2017

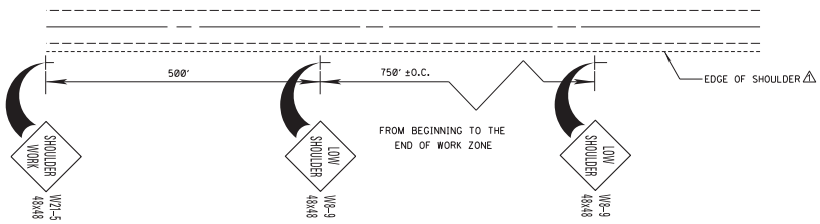
SHEET NUMBER 6365

STATE	PROJECT NO.
MISS.	

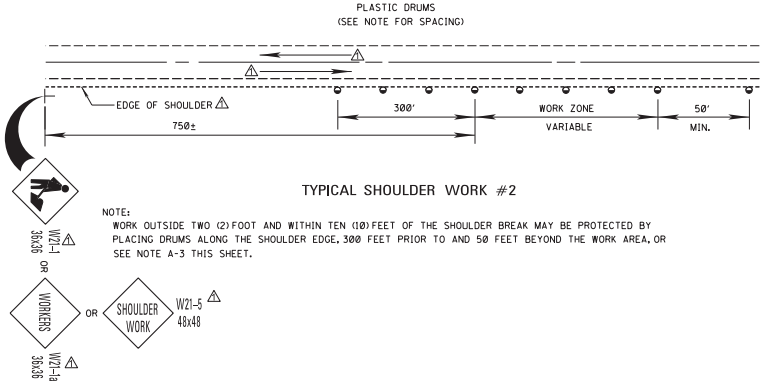


TYPICAL SHOULDER CLOSURE

(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.
△(3) FOR SHORT DURATION OPERATIONS OF 60 MINUTES OR LESS, ALL SIGNS AND CHANNELIZING DEVICES MAY BE ELIMINATED IF A VEHICLE WITH ACTIVATED HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS IS USED.

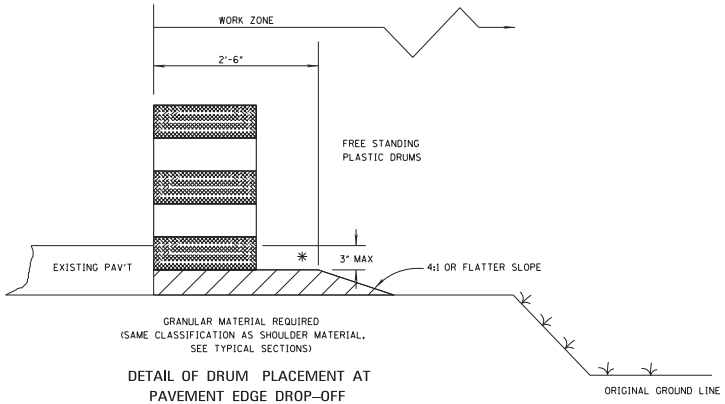


TYPICAL SHOULDER WORK #1
(SEE NOTE A–1 THIS SHEET)



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 ø (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 MUTCD (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, VERTICAL PANEL, OR BARRICADE 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 ANTICIPATED OPERATING SPEED)
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	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645

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

DATE	REVISION	BY	△
12/01/25	REVISED TEXT	SJN	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TRAFFIC CONTROL DETAILS DRUM PLACEMENT AND SHOULDER CLOSURE

WORKING NUMBER TCP-16

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6366

"General Decision Number: MS20260134 01/02/2026

Superseded General Decision Number: MS20250134

State: Mississippi

Construction Type: Highway

County: Hinds County in Mississippi.

HIGHWAY CONSTRUCTION PROJECTS

Modification Number	Publication Date
0	01/02/2026

ELEC0480-010 01/01/2025

	Rates	Fringes
TRAFFIC SIGNALIZATION		
Electrician	$ 30.35	11.39

SUMS2010-057 08/04/2014

	Rates	Fringes
CARPENTER (Form Work Only)	$ 13.73	0.00
CEMENT MASON/CONCRETE FINISHER	$ 13.93	0.00
ELECTRICIAN	$ 24.04	5.87
HIGHWAY/PARKING LOT STRIPING: Truck Driver (Line Striping Truck)	$ 11.81	0.00
INSTALLER - GUARDRAIL	$ 12.07	0.00
INSTALLER - SIGN	$ 12.13	0.00
IRONWORKER, REINFORCING	$ 15.47	0.00
LABORER: Common or General, Including Asphalt Raking, Shoveling, Spreading; and Grade Checking	$ 10.32	0.00
LABORER: Flagger	$ 9.69	0.00
LABORER: Luteman	$ 12.88	0.00
LABORER: Mason Tender - Cement/Concrete	$ 12.11	0.00
LABORER: Pipelayer	$ 13.44	0.00
LABORER: Laborer-Cones/ Barricades/Barrels - Setter/Mover/Sweeper	$ 10.39	0.00
OPERATOR: Asphalt Spreader	$ 14.71	0.00
OPERATOR: Backhoe/Excavator/Trackhoe	$ 16.01	0.00

OPERATOR: Bobcat/Skid
Steer/Skid Loader.....$ 11.64 0.00

OPERATOR: Broom/Sweeper.....$ 9.75 0.00

OPERATOR: Bulldozer.....$ 13.87 0.00

OPERATOR: Concrete Saw.....$ 14.38 0.00

OPERATOR: Crane.....$ 21.33 0.00

OPERATOR: Distributor.....$ 10.25 0.00

OPERATOR: Grader/Blade.....$ 14.31 0.00

OPERATOR: Grinding/Grooving
Machine.....$ 15.90 0.00

OPERATOR: Loader.....$ 11.96 0.00

OPERATOR: Mechanic.....$ 15.20 0.00

OPERATOR: Milling Machine.....$ 14.68 0.00

OPERATOR: Mixer.....$ 14.25 0.00

OPERATOR: Oiler.....$ 12.13 0.00

OPERATOR: Paver (Asphalt,
Aggregate, and Concrete).....$ 11.59 0.00

OPERATOR: Roller (All Types)....$ 11.53 0.00

OPERATOR: Scraper.....$ 12.25 0.00

OPERATOR: Tractor.....$ 11.81 0.00

TRUCK DRIVER: Flatbed Truck.....$ 14.06 0.00

TRUCK DRIVER: Lowboy Truck.....$ 12.56 0.00

TRUCK DRIVER: Mechanic.....$ 13.00 0.00

TRUCK DRIVER: Water Truck.....$ 10.00 0.00

TRUCK DRIVER: Dump Truck (All
Types).....$ 11.39 0.00

TRUCK DRIVER: Semi/Trailer
Truck.....$ 14.60 0.00

WELDERS - Receive rate prescribed for craft performing
operation to which welding is incidental.

==========

Note: Executive Order (EO) 13706, Establishing Paid Sick Leave
for Federal Contractors applies to all contracts subject to the
Davis-Bacon Act for which the contract is awarded (and any
solicitation was issued) on or after January 1, 2017. If this
contract is covered by the EO, the contractor must provide
employees with 1 hour of paid sick leave for every 30 hours
they work, up to 56 hours of paid sick leave each year.

Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at https://www.dol.gov/agencies/whd/government-contracts.

Note: Executive Order 13658 generally applies to contracts subject to the Davis-Bacon Act that were awarded on or between January 1, 2015 and January 29, 2022, and that have not been renewed or extended on or after January 30, 2022. Executive Order 13658 does not apply to contracts subject only to the Davis-Bacon Related Acts regardless of when they were awarded. If a contract is subject to Executive Order 13658, the contractor must pay all covered workers at least $13.30 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in 2025. The applicable Executive Order minimum wage rate will be adjusted annually. Additional information on contractor requirements and worker protections under Executive Order 13658 is available at www.dol.gov/whd/govcontracts.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (iii)).

The body of each wage determination lists the classifications and wage rates that have been found to be prevailing for the type(s) of construction and geographic area covered by the wage determination. The classifications are listed in alphabetical order under rate identifiers indicating whether the particular rate is a union rate (current union negotiated rate), a survey rate, a weighted union average rate, a state adopted rate, or a supplemental classification rate.

Union Rate Identifiers

A four-letter identifier beginning with characters other than ""SU"", ""UAVG"", ?SA?, or ?SC? denotes that a union rate was prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2024. PLUM is an identifier of the union whose collectively bargained rate prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. The date, 07/01/2024 in the example, is the effective date of the most current negotiated rate.

Union prevailing wage rates are updated to reflect all changes over time that are reported to WHD in the rates in the collective bargaining agreement (CBA) governing the classification.

Union Average Rate Identifiers

The UAVG identifier indicates that no single rate prevailed for those classifications, but that 100% of the data reported for the classifications reflected union rates. EXAMPLE: UAVG-OH-0010 01/01/2024. UAVG indicates that the rate is a weighted union average rate. OH indicates the State of Ohio. The next number, 0010 in the example, is an internal number used in producing the wage determination. The date, 01/01/2024 in the example, indicates the date the wage determination was updated to reflect the most current union average rate.

A UAVG rate will be updated once a year, usually in January, to reflect a weighted average of the current rates in the collective bargaining agreements on which the rate is based.

Survey Rate Identifiers

The ""SU"" identifier indicates that either a single non-union rate prevailed (as defined in 29 CFR 1.2) for this classification in the survey or that the rate was derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As a weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SUFL2022-007 6/27/2024. SU indicates the rate is a single non-union prevailing rate or a weighted average of survey data for that classification. FL indicates the State of Florida. 2022 is the year of the survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. The date, 6/27/2024 in the example, indicates the survey completion date for the classifications and rates under that identifier.

?SU? wage rates typically remain in effect until a new survey is conducted. However, the Wage and Hour Division (WHD) has the discretion to update such rates under 29 CFR 1.6(c)(1).

State Adopted Rate Identifiers

The ""SA"" identifier indicates that the classifications and prevailing wage rates set by a state (or local) government were adopted under 29 C.F.R 1.3(g)-(h). Example: SAME2023-007 01/03/2024. SA reflects that the rates are state adopted. ME refers to the State of Maine. 2023 is the year during which the state completed the survey on which the listed classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. The date, 01/03/2024 in the example, reflects the date on which the classifications and rates under the ?SA? identifier took effect under state law in the state from which the rates were adopted.

WAGE DETERMINATION APPEALS PROCESS

1) Has there been an initial decision in the matter? This can be:

a) a survey underlying a wage determination
b) an existing published wage determination
c) an initial WHD letter setting forth a position on a wage determination matter
d) an initial conformance (additional classification

and rate) determination

On survey related matters, initial contact, including requests for summaries of surveys, should be directed to the WHD Branch of Wage Surveys. Requests can be submitted via email to davisbaconinfo@dol.gov or by mail to:

Branch of Wage Surveys
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

Regarding any other wage determination matter such as conformance decisions, requests for initial decisions should be directed to the WHD Branch of Construction Wage Determinations. Requests can be submitted via email to BCWD-Office@dol.gov or by mail to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2) If an initial decision has been issued, then any interested party (those affected by the action) that disagrees with the decision can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Requests for review and reconsideration can be submitted via email to dba.reconsideration@dol.gov or by mail to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210.

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END OF GENERAL DECISION
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