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	1/22/2026	ADDENDUM NO.		DATED	
ADDENDUM NO		DATED		ADDENDUM NO.		DATED	
ADDENDUM NO		DATED		ADDENDUM NO.		DATED	

Number	Description
1	Revised Table of Contents; Revised NTB No. 7550; Added Notice To Bidders No. 7551; Removed NTB No. 5750; 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-0013-02(038)/ 109686301000 & NHPP-0055-01(133)/ 109688301000

Copiah County(ies)

Revised 01/26/2016

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

01/22/2026 12:07 PM

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 – NOTICE TO BIDDERS NO. 7550 **CODE: (SP)**

DATE: **01/20/2026**

SUBJECT: **Scope of Work**

PROJECT: **STBG-0013-02(038) / 109686301 – Copiah County**
NHPP-0055-01(133) / 109688301 – Copiah County

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

Minor changes in detail of design or construction procedure may be authorized by the Director of Structures, State Bridge Engineer provided such changes will not be cause for contract price adjustment. Work for which no pay item is provided will not be paid for directly and shall therefore be considered an absorbed item of work.

It shall be the responsibility of the Contractor to protect existing structures from damage which might occur during construction. The Contractor shall replace or repair, as directed by the Director of Structures, State Bridge Engineer, any structures damaged during the life of the contract. No payment will be made for replacement or repair of damaged items.

All details are based on the dimensions shown on the original plans for the existing structure. The Contractor shall be responsible for adjusting the elements of the new construction to ensure a proper fit with the existing structure. The Contractor shall verify all dimensions of the existing structure prior to beginning work.

During construction, care shall be exercised to ensure that no debris falls into the roadway crossing below the structures. All debris, including any material that has accumulated on the bridge caps, shall become the property of the Contractor and shall be removed from the construction site.

Any areas disturbed by the Contractor shall be stabilized by the end of the Project at no additional cost to the State.

Work on the project shall consist of the following repairs to bridge number 47.6 (10845) located on SR 28 over CNIC RR and bridge numbers 65.0A (10804) & 65.0B (10813) located on I-55 over Clear Creek Rd in Copiah County.

Scope of Work and Sequence of Construction – Bridge 47.6 (10845)

1. Remove and replace bearings at specified locations in accordance with the Attached

Drawings.
2. Repair spall locations with epoxy mortar in accordance with the notes in this document and the details shown in the Attached Drawings.
3. Install hybrid polymer concrete overlay on bridge deck in accordance with the notes in this document.
4. Replace all joint seals at the open joints.
5. Clean all caps.
6. Clean bridge deck and drains

Scope of Work and Sequence of Construction – Bridges 65.0A (10804) & 65.0B (10813)

1. Remove and replace bearings in accordance with the Attached Drawings.
2. Replace all joint seals at the open joints.
3. Install hybrid polymer concrete overlay on bridge deck in accordance with the notes in this document.
4. Repair spall locations with epoxy mortar in accordance with the notes in this document and the details shown in the Attached Drawings.
5. Clean all caps.
6. Clean bridge deck and drains

Joint Repair & Sealing:

The joint repair shall include installation of the preformed joint seal and other necessary work per the included attached drawings or as directed by the Engineer. If the bridge has an asphalt approach, the joint between the asphalt and concrete shall not be disturbed.

The joints shall be sealed by one of the three approved Manufacturers listed in Special Provision 907-823 and installed according to the Manufacturer's specifications. Joint Repair will be paid for under Pay Item No. 907-808-A002, Joint Repair. All new preformed joints shall be paid for under Pay Item No. 907-823-A001, Preformed Joint Seal, Type I.

Cap Cleaning and Bridge Deck Cleaning:

Cap Cleaning shall be done in accordance with Special Provision Subsection 907-824.03.3. This item of work shall be paid for under Pay Item No. 907-824-C001, Cap Cleaning. The bridge deck and gutters shall be swept clean upon completion of the Project. This shall be considered an absorbed item of work.

Bearing Replacements:

Bearings at Bridge 10845 shall be replaced in accordance with Special Provision Subsection 907-824.03.4. Payment for this work shall be made under Pay Item No. 907-824-D002, Bearing Replacements, Prestressed Concrete Girder.

General Epoxy Repairs:

General Epoxy Repair shall be done in accordance with Special Provision Subsection 907-824.03.1 and with the approved materials outlined in Special Provision Subsection 907-824.02.1.

All work and material required to perform this item of work shall be paid for under Pay Item No. 907-824-A003, General Epoxy Repair.

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

Hybrid Polymer Concrete Overlay:

Hybrid Polymer Concrete Overlay shall be placed in accordance with Special Provision 907-828.03 and with the approved materials outlined in Special Provision 907-828.02.

Overlay limits shall be edge to edge of bridge railing/curb and extend the entire length of bridge deck.

Overlay thickness shall be placed at a minimum thickness of ½", not to exceed ¾".

Estimated quantities are based on ¾" thickness.

All materials and labor associated with this item of work shall be paid for per cubic yard of overlay installed under pay item 907-828-A001 Hybrid Polymer Concrete Overlay.

Contractor Submittals:

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

Field Verification Submittal:

All dimensions of the existing bearing assemblies and caps shall be field verified. All dimensions of the existing structure and clearances shall be field verified by the Contractor. The Contractor shall be responsible for adjusting the elements of the new construction to ensure proper fit with the existing structure. The Contractor shall submit verification of the existing bridge elements associated with the work items described herein. This shall include, but is not limited to:

a. Finish grades of existing bridge.
b. Existing open joint widths.
c. Any other element that will affect the work items described herein.

Shop Drawing Submittal:

The Contractor shall submit shop drawings for the new bearing pads to be installed at the bearing locations per included Attached Drawings. Shop drawings shall not be approved without the corresponding field verification submittal outlined above.

Jacking Plan Submittal:

The Contractor shall submit a complete set of bracing and jacking arrangement plans along with

design calculations and all assumptions associated with the bearing replacements.

Notice To Bidders No. 7550 Cont'd

SUMMARY OF TRAFFIC CONTROL ITEMS REQUIRED

WORKING NUMBER	PHASE OF CONST.	TEMPORARY TRAFFIC STRIPE				CMS		BARRICADES		WARNING LIGHTS	FREE STANDING PLASTIC DRUMS	PORTABLE TRAFFIC SIGNAL													REMARKS
		TAPE						TYPE III																	
		CONTINUOUS						DOUBLE FACED		TYPE B			G20-2	R1-1	R2-1	R10-6	R10-7	R11-2	R16-3	W3-3	W20-1	W20-4		
		WHITE	YELLOW	LEGEND																					
DCS-1								72		1			6	1				1			7			
UNITS		LIN. FT.	LIN. FT.	SQ. FT.	EACH			LIN. FT.		EACH	EACH	EACH	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.		
SUBTOTAL								72		1			6	1				1			7			
TC-1	I			48	2					4	22	2			2	2	3		2	2	2	2		
UNITS		LIN. FT.		SQ. FT.	EACH			LIN. FT.		EACH	EACH	EACH	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.		
SUBTOTAL				48	2					4	22	2			2	2	3		2	2	2	2		
TC-2	II	340	340	48	2					4	22	2			2	2	3		2	2	2	2		
UNITS		LIN. FT.	LIN. FT.	SQ. FT.	EACH			LIN. FT.		EACH	EACH	EACH	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.		
SUBTOTAL		340	340	48	2					4	22	2			2	2	3		2	2	2	2		
UNITS		LIN. FT.	LIN. FT.	SQ. FT.	EACH			LIN. FT.		EACH	EACH	EACH	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.		
TOTAL		340	340	48	2			72		5	22	2	6	1	2	2	3	1	2	2	9	2		
REMOVE & RESET											12													

12/2/2025 8:55:14 AM EQ.dgn

SIGNS REQUIRED

Note	SIGN NO.	SIZE	UNIT AREA FT²	QUAN. REQ'D.	TOTAL SIGN AREA FT²	REMARKS
	G20 - 1	60" X 24"	10.00 ♦			ROAD WORK NEXT XX MILES
	G20 - 2	48" X 24"	8.00	6	48.00	END ROAD WORK
	G20 - 4	36" X 18"	4.50			PILOT CAR FOLLOW ME
1	M1 - 1	24" X 24"	4.00			1 OR 2 DIGIT
1	M1 - 1	30" X 24"	5.00			3 DIGIT
2	M1 - 4	24" X 24"	4.00			1 OR 2 DIGIT
2	M1 - 4	30" X 24"	5.00			3 DIGIT
3	M1 - 5	24" X 24"	4.00			1 OR 2 DIGIT
3	M1 - 5	30" X 24"	5.00			3 DIGIT
4	M3 - 1	24" X 12"	2.00			NORTH- 1 OR 2 DIGIT RTE. MARKER
4	M3 - 1	30" X 15"	3.13			NORTH- 3 DIGIT RTE. MARKER
4	M3 - 2	24" X 12"	2.00			EAST- 1 OR 2 DIGIT RTE. MARKER
4	M3 - 2	30" X 15"	3.13			EAST- 3 DIGIT RTE. MARKER
4	M3 - 3	24" X 12"	2.00			SOUTH- 1 OR 2 DIGIT RTE. MARKER
4	M3 - 3	30" X 15"	3.13			SOUTH- 3 DIGIT RTE. MARKER
4	M3 - 4	24" X 12"	2.00			WEST- 1 OR 2 DIGIT RTE. MARKER
4	M3 - 4	30" X 15"	3.13			WEST- 3 DIGIT RTE. MARKER
	M4 - 8	24" X 12"	2.00			DETOUR- 1 OR 2 DIGIT RTE. MARKER
	M4 - 8	30" X 15"	3.13			DETOUR- 3 DIGIT RTE. MARKER
	M4 - 9	48" X 36"	12.00 ♦			DETOUR
	M4 - 9L	48" X 36"	12.00 ♦			DETOUR
	M4 - 9BL	48" X 36"	12.00 ♦			DETOUR
	M4 - 9SL	48" X 36"	12.00 ♦			DETOUR
	M4 - 9BSL	48" X 36"	12.00 ♦			DETOUR
	M4 - 9R	48" X 36"	12.00 ♦			DETOUR
	M4 - 9BR	48" X 36"	12.00 ♦			DETOUR
	M4 - 9SR	48" X 36"	12.00 ♦			DETOUR
	M4 - 9BSR	48" X 36"	12.00 ♦			DETOUR
	M4 - 10L	48" X 18"	6.00			DETOUR
	M4 - 10R	48" X 18"	6.00			DETOUR
4	M4 - 5	24" X 12"	2.00			TO
4	M5 - 1L	21" X 15"	2.19			
4	M5 - 1R	21" X 15"	2.19			
4	M5 - 2L	21" X 15"	2.19			
4	M5 - 2R	21" X 15"	2.19			
4	M6 - 1L	21" X 15"	2.19			
4	M6 - 1R	21" X 15"	2.19			
4	M6 - 2L	21" X 15"	2.19			
4	M6 - 2R	21" X 15"	2.19			
4	M6 - 3	21" X 15"	2.19			

SIGNS REQUIRED (CONT'D)

Note	SIGN NO.	SIZE	UNIT AREA FT²	QUAN. REQ'D.	TOTAL SIGN AREA FT²	REMARKS
①	R1 - 1	36" OCTAGON	7.46			STOP
②	R1 - 1	48" OCTAGON	13.25 ♦	1	13.25	
②	R1 - 2	36" X 36" X 36"	3.90			YIELD
①	R1 - 2	48" X 48" X 48"	6.93			
②	R1 - 2	60" X 60" X 60"	10.83 ♦			
①	R1 - 3	18" X 9"	1.13			3-WAY, 4-WAY, ETC.
②	R1 - 3	24" X 12"	2.00			
①	R2-1	24" X 30"	5.00			SPEED LIMIT
②	R2-1	36" X 48"	12.00 ♦	2	24.00	
6	R2-1	48" X 60"	20.00 ♦			
①	R3-1	36" X 36"	9.00			
②	R3-1	48" X 48"	16.00 ♦			
①	R3-2	36" X 36"	9.00			
②	R3-2	48" X 48"	16.00 ♦			
①	R3-4	36" X 36"	9.00			
②	R3-4	48" X 48"	16.00 ♦			
	R3-5L	30" X 36"	7.50			ONLY
	R3-5R	30" X 36"	7.50			ONLY
	R3-6L	30" X 36"	7.50			
	R3-6R	30" X 36"	7.50			
	R3-7L	30" X 30"	6.25			LEFT LANE MUST TURN LEFT
	R3-7R	30" X 30"	6.25			RIGHT LANE MUST TURN RIGHT
①	R4-1	24" X 30"	5.00			DO NOT PASS
②	R4-1	48" X 60"	20.00 ♦			
①	R4-2	24" X 30"	5.00			PASS WITH CARE
②	R4-2	48" X 60"	20.00 ♦			
	R4-7	48" X 60"	20.00 ♦			
	R4-8	48" X 60"	20.00 ♦			
	R5-1	48" X 48"	16.00 ♦			DO NOT ENTER
	R5-1a	42" X 30"	8.75			WRONG WAY
	R6-1L	36" X 12"	3.00			ONE WAY
	R6-1R	36" X 12"	3.00			ONE WAY
	R6-2L	24" X 30"	5.00			ONE WAY
	R6-2R	24" X 30"	5.00			ONE WAY
	R10-6	24" X 36"	6.00	2	12.00	STOP HERE ON RED
	R10-7	30" X 36"	7.50	3	22.50	DO NOT BLOCK INTERSECTION
	R11-2	48" X 30"	10.00 ♦	1	10.00	ROAD CLOSED
	R11-3a	60" X 30"	12.50 ♦			ROAD CLOSED XX MILES AHEAD
	R11-3b	60" X 30"	12.50 ♦			BRIDGE OUT XX MILES AHEAD
	R11-4	60" X 30"	12.50 ♦			ROAD CLOSED TO THRU TRAFFIC
	R12-1	36" X 48"	12.00 ♦			WEIGHT LIMIT XX TONS
7	R16-3	36" X 48"	12.00 ♦			WHEN WORKERS ARE PRESENT
6 7	R16-3	48" X 60"	20.00 ♦	2	40.00	SPEEDING FINES DOUBLED

SIGNS REQUIRED (CONT'D)

Note	SIGN NO.	SIZE	UNIT AREA FT²	QUAN. REQ'D.	TOTAL SIGN AREA FT²	REMARKS
	W1 - 1L	48" X 48"	16.00 ♦			
	W1 - 1R	48" X 48"	16.00 ♦			
	W1 - 2L	48" X 48"	16.00 ♦			
	W1 - 2R	48" X 48"	16.00 ♦			
	W1 - 3L	48" X 48"	16.00 ♦			
	W1 - 3R	48" X 48"	16.00 ♦			
	W1 - 4aL	48" X 48"	16.00 ♦			
	W1 - 4aR	48" X 48"	16.00 ♦			
	W1 - 5L	48" X 48"	16.00 ♦			
	W1 - 5R	48" X 48"	16.00 ♦			
①	W1 - 6L	48" X 24"	8.00			
②	W1 - 6L	60" X 30"	12.50 ♦			
①	W1 - 6R	48" X 24"	8.00			
②	W1 - 6R	60" X 30"	12.50 ♦			
①	W1 - 7	48" X 24"	8.00			
②	W1 - 7	60" X 30"	12.50 ♦			
①	W1 - 8L	18" X 24"	3.00			
②	W1 - 8L	36" X 48"	12.00 ♦			
①	W1 - 8R	18" X 24"	3.00			
②	W1 - 8R	36" X 48"	12.00 ♦			
	W1-9L	48" X 48"	16.00 ♦			
	W1-9L	48" X 48"	16.00 ♦			
	W2-6	36" X 36"	9.00			
	W3-1a	48" X 48"	16.00 ♦			
	W3-2a	48" X 48"	16.00 ♦			
	W3-3	48" X 48"	16.00 ♦	2	32.00	
	W3-5	48" X 48"	16.00 ♦			SPEED REDUCTION
	W4-1L	48" X 48"	16.00 ♦			
	W4-1R	48" X 48"	16.00 ♦			
	W4-2L	48" X 48"	16.00 ♦			
	W4-2R	48" X 48"	16.00 ♦			
	W4-3L	48" X 48"	16.00 ♦			
	W4-3R	48" X 48"	16.00 ♦			
	W4-6	48" X 48"	16.00 ♦			
	W5-1a	48" X 48"	16.00 ♦			PAVEMENT NARROWS
	W6-1	48" X 48"	16.00 ♦			
	W6-2	48" X 48"	16.00 ♦			
	W6-3	48" X 48"	16.00 ♦			
	W8-1	48" X 48"	16.00 ♦			BUMP
	W8-4	48" X 48"	16.00 ♦			SOFT SHOULDER
	W8-6	48" X 48"	16.00 ♦			TRUCK CROSSING

SIGNS REQUIRED (CONT'D)

Note	SIGN NO.	SIZE	UNIT AREA FT²	QUAN. REQ'D.	TOTAL SIGN AREA FT²	REMARKS
	W8-7	48" X 48"	16.00 ♦			LOOSE GRAVEL
	W8-9	48" X 48"	16.00 ♦			LOW SHOULDER
	W8-11	36" X 36"	9.00			UNEVEN LANES
	W8-12	48" X 48"	16.00 ♦			NO CENTER STRIPE
①	W10-1	36" DIA.	7.07			RXR
②	W10-1	48" DIA.	12.56 ♦			
	W13-1	24" X 24"	4.00			XX MPH
①	W14-3	36" X 48" X 48"	5.56			NO PASSING ZONE
②	W14-3	48" X 64" X 64"	9.89			
	W16-2	24" X 18"	3.00			XXX FEET
	W19-2	48" X 48"	16.00 ♦			BRIDGE MAY ICE IN COLD WEATHER
①	W20 - 1	48" X 48"	16.00 ♦	9	144.00	ADVANCE ROAD WORK
②	W20 - 1	36" X 36"	9.00			
	W20 - 2	48" X 48"	16.00 ♦			ADVANCE DETOUR
	W20 - 3	48" X 48"	16.00 ♦			ADVANCE ROAD CLOSED
	W20 - 4	48" X 48"	16.00 ♦	2	32.00	ADVANCE ONE-LN. RD.
	W20 - 4b	48" X 48"	16.00 ♦			ADVANCE ONE-LN. BR.
	W20 - 5L	48" X 48"	16.00 ♦			ADVANCE LT. LN. CLOSED
	W20 - 5R	48" X 48"	16.00 ♦			ADVANCE RT. LN. CLOSED
	W20 - 7a	48" X 48"	16.00 ♦			
	W21 - 1	36" X 36"	9.00			WORKERS
	W21 - 1a	36" X 36"	9.00			
	W21-2	36" X 36"	9.00			FRESH OIL (TAR)
	W21-3	48" X 48"	16.00 ♦			ADVANCE ROAD MACHINERY
	W21-5	48" X 48"	16.00 ♦			SHOULDER WORK
	W21-6	36" X 36"	16.00 ♦			SURVEY CREW
	W24-1L	48" X 48"	16.00 ♦			
	W24-1R	48" X 48"	16.00 ♦			
	W24-1aL	48" X 48"	16.00 ♦			
	W24-1aR	48" X 48"	16.00 ♦			
	W24-1bL	48" X 48"	16.00 ♦			
	W24-1bR	48" X 48"	16.00 ♦			
	VP-IL	12" X 36"	3.00			
	VP-IR	12" X 36"	3.00			
5	OM-3L	12" X 36"	3.00			
5	OM-3R	12" X 36"	3.00			
	TOTAL SIGN AREA LESS THAN 10 SQ. FT.					82.50 SQ. FT.
	TOTAL SIGN AREA GREATER THAN 10 SQ. FT. ♦					295.25 SQ. FT.

NOTES

① STANDARD

② SPECIAL (USE WHERE WARRANTED)

1 INTERSTATE ROUTE MARKER

2 UNITED STATES ROUTE MARKER

3 STATE ROUTE MARKER

4 COLORS OF CARDINAL DIRECTION MARKERS AND DIRECTIONAL ARROWS SHALL BE APPROPRIATE TO MATCH ACCOMPANYING ROUTE MARKERS.

5 BLACK STRIPES ON YELLOW BACKGROUND

6 INTERSTATE USE ONLY

7 TOP OF SIGN - BLACK LETTERING ON ORANGE BACKGROUND, BOTTOM OF SIGN - BLACK LETTERING ON WHITE BACKGROUND

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

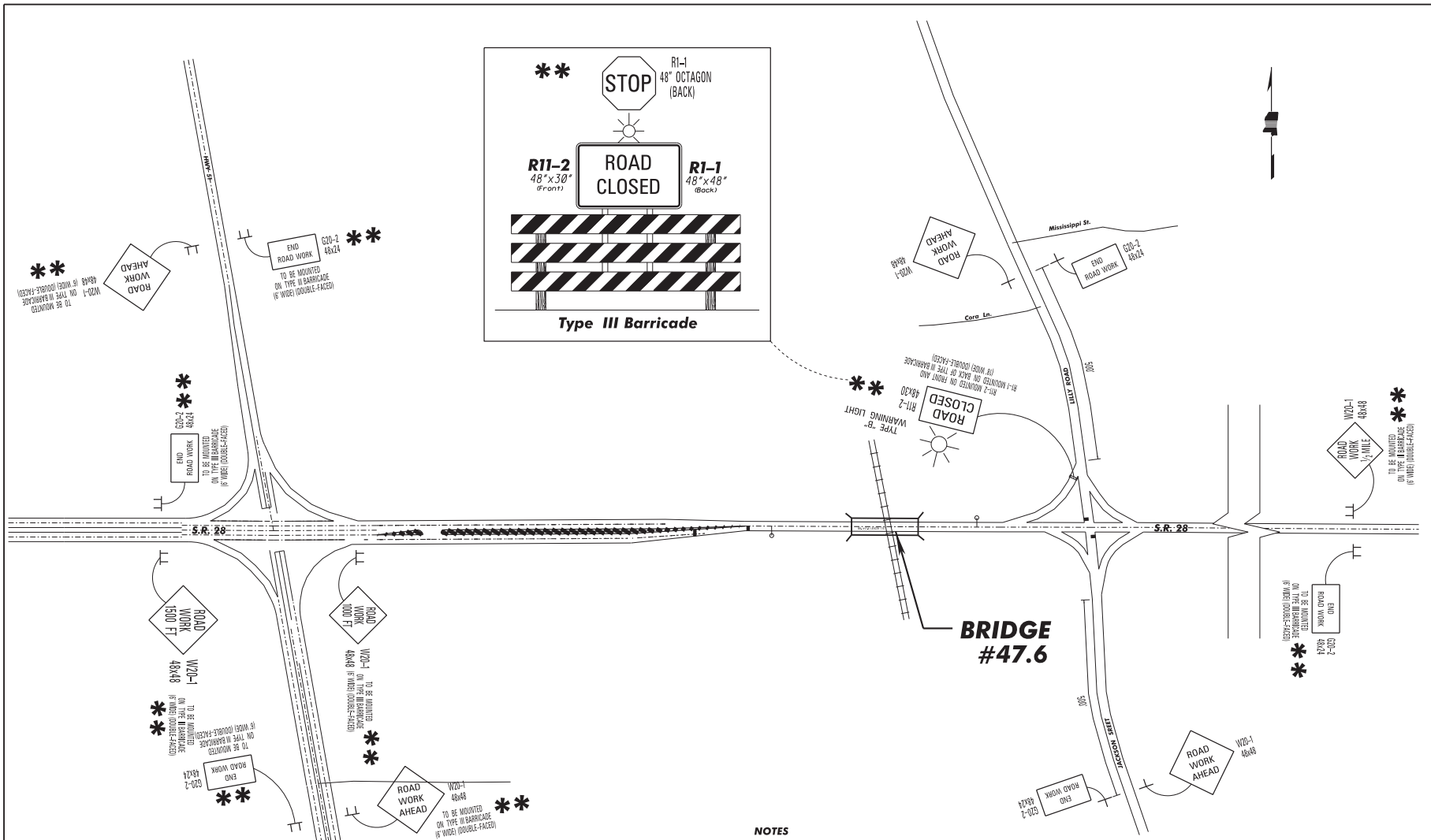
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DESIGNED BY: LEWIS
DETAILED BY:
CHECKED BY:
DATE:

FMS CON: 109686/301000
PROJECT NO.: STBG-0013-02(038)
COUNTY: COPIAH

TRAFFIC CONTROL SIGNS (ESTIMATED QUANTITIES)

SHEET ID TCEQ
SHEET NO. 3



NOTES

1. ADVANCE WARNING SIGNS AND DEVICES SHOWN ARE TYPICAL FOR ALL PHASES OF CONSTRUCTION. COORDINATION MUST BE MAINTAINED WITH OTHER CONSTRUCTION ACTIVITIES REQUIRING ADVANCE WARNING SIGNS. SIGN LOCATIONS AND TYPES ARE TO BE MODIFIED WHEN ADDITIONAL SIGNS ARE REQUIRED FOR CHANNELIZATION, SHIFTS, OR CLOSURES, AS REQUIRED FOR VARIOUS OPERATIONS. SIGNS TO REMAIN IN PLACE UNTIL ALL PHASES OF CONSTRUCTION ARE COMPLETE.
2. SIGNS MAY BE ADJUSTED FOR NECESSARY FIELD CONDITIONS.
3. ALL W20-1 "AHEAD" SIGNS TO BE PLACED AT A MINIMUM OF 500 FT. IN ADVANCE OF THE POINT OF CONSTRUCTION.
4. CLOSE ENTRANCE RAMP FROM LILLY ROAD ONTO S.R. 28.

**** TYPE III BARRICADE**
(DOUBLE-FACED) (6' WIDE)

QUANTITIES REQ'D. THIS SHEET	
G20-2	6 EACH
R1-1	1 EACH
R11-2	1 EACH
W20-1	7 EACH
TYPE B WARNING LIGHTS	1 EACH
TYPE III BARRICADE (DOUBLE-FACED)	72 L.F.

DETAIL OF CONSTRUCTION SIGNING

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DESIGNED BY: LEWIS
DETAILED BY:
CHECKED BY:
DATE:

FMS CON: 109686/301000
PROJECT NO.: STBG-0013-02(038)
COUNTY: COPIAH

SHEET ID
DC-1
SHEET NO.
4

PLAN SHEET
11/13/2025 4:10:15 PM DCS.dgn

Notice To Bidders No. 7550 Continued

NOTE:

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

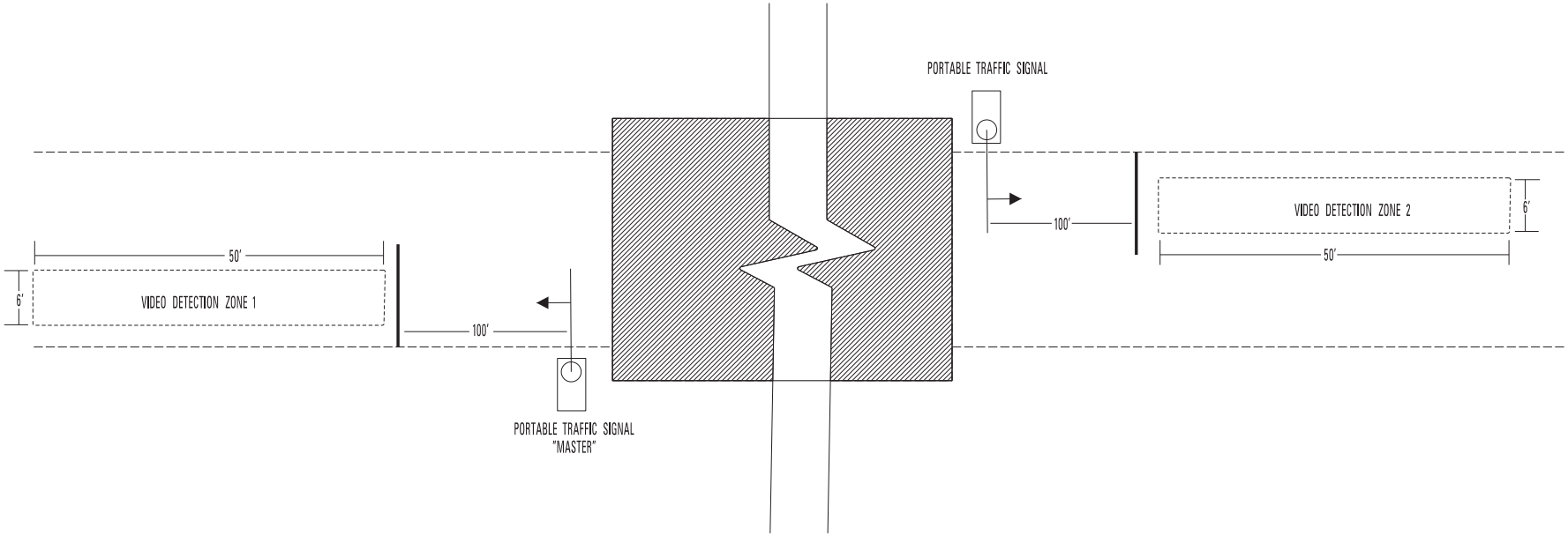
2. ALL SIGNALS AND TIMINGS SHALL BE COORDINATED THROUGH PRETIMED SIGNAL ACTUATION.

3. CONTRACTOR TO NOTIFY (48 HOURS IN ADVANCE) SIGNAL ENGINEER IN TRAFFIC ENGINEERING DIVISION TO BE PRESENT DURING PROGRAMMING. SIGNAL ENGINEER: (601) 359–1454

4. VIDEO DETECTION SHALL BE USED IN CONJUNCTION WITH PORTABLE TRAFFIC SIGNALS AND SHALL BE COST ABSORBED UNDER PAY ITEM 619–H2002.

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

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



WORK ZONE

NOT TO SCALE

PLAN SHEET

11/17/2025 10:55:00 AM TTS.dgn

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DESIGNED BY: LEWIS

DETAILED BY:

CHECKED BY:

DATE:

FMS CON: 109686/301000

PROJECT NO.: STBG-0013-02(038)

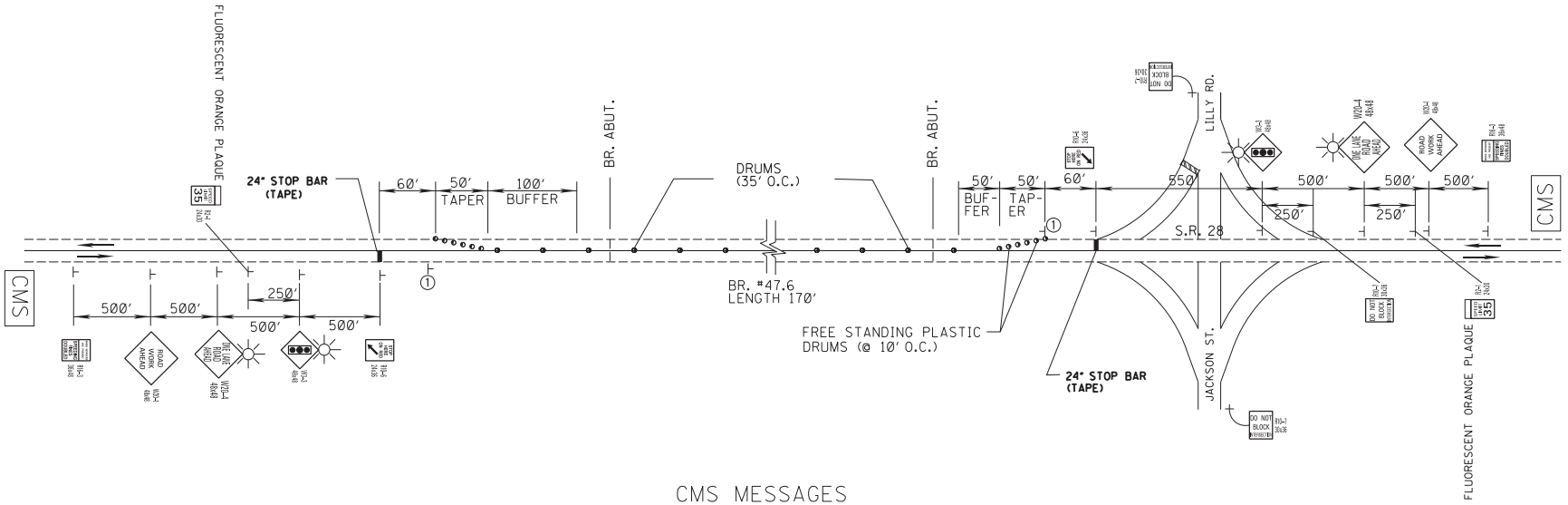
COUNTY: COPIAH

TEMPORARY TRAFFIC CONTROL SIGNALS INSTALLATION

SHEET ID
TTC1

SHEET NO.
5

TRAFFIC CONTROL PLAN - PHASE 1



CMS MESSAGES

ONE LANE ROAD AHEAD	PREPARE TO STOP

* CMS BOARDS TO BE PLACED AT LOCATIONS AS DIRECTED BY THE ENGINEER.

(1) TEMP. TRAFFIC SIGNAL REQUIRED. TTS IS TO BE LOCATED AT APPROXIMATE EXISTING LOCATION OF OVERHEAD "SIGNAL AHEAD" SIGN.

(2) CONTRACTOR SHALL COVER THE EXISTING "SIGNAL AHEAD" SIGN DURING TEMPORARY SIGNAL OPERATIONS.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DESIGNED BY: LEWIS
DETAILED BY:
CHECKED BY:
DATE:

FMS CON: 109686/301000
PROJECT NO.: STBG-0013-02(038)
COUNTY: COPIAH

TRAFFIC CONTROL PLAN
BRIDGE REPAIR
PHASE 1

SHEET ID
TC-1

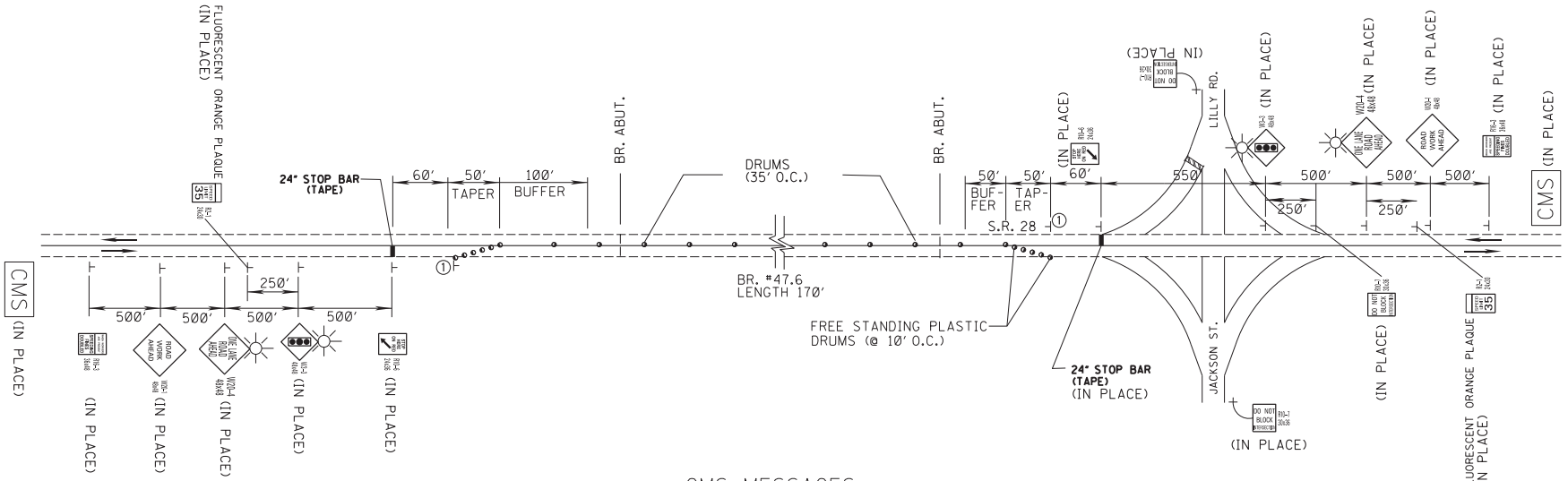
SHEET NO.
6

Notice To Bidders 9
Item 7550 - Cont'd

PLAN SHEET

12/1/2025 4:33:25 PM TC-BR. REPAIR - TEMP SIGNAL-PH1.dgn

TRAFFIC CONTROL PLAN - PHASE 2



CMS MESSAGES

ONE LANE ROAD AHEAD	PREPARE TO STOP

* CMS BOARDS TO BE PLACED AT LOCATIONS AS DIRECTED BY THE ENGINEER.

(1) TEMP. TRAFFIC SIGNAL REQUIRED. TTS IS TO BE LOCATED AT APPROXIMATE EXISTING LOCATION OF OVERHEAD "SIGNAL AHEAD" SIGN.

(2) CONTRACTOR SHALL COVER THE EXISTING "SIGNAL AHEAD" SIGN DURING TEMPORARY SIGNAL OPERATIONS.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DESIGNED BY: LEWIS
DETAILED BY:
CHECKED BY:
DATE:

FMS CON: 109686/301000
PROJECT NO.: STBG-0013-03(038)
COUNTY: COPIAH

TRAFFIC CONTROL PLAN
BRIDGE REPAIR
PHASE 2

SHEET ID
TC-BR

SHEET NO.
7

Notice To Bidders - 7550 - Cont...
10

PLAN SHEET

12/1/2025 4:37:58 PM TC-BR. REPAIR- TEMP SIGNAL-PH2.dgn

SIGNS REQUIRED

	SIGN NO.	SIZE	UNIT AREA FT²	QUAN. REQ'D.	TOTAL SIGN AREA FT²	REMARKS
	G20 - 1	48" X 24"	8.00	___	___	ROAD WORK NEXT XX MILES
	G20 - 2	48" X 24"	8.00	6	48.00	END ROAD WORK
	G20 - 4	36" X 18"	4.50	___	___	PILOT CAR FOLLOW ME
[1]	M1 - 1	24" X 24"	4.00	___	___	1 OR 2 DIGIT
[1]	M1 - 1	30" X 24"	5.00	___	___	3 DIGIT
[2]	M1 - 4	24" X 24"	4.00	___	___	1 OR 2 DIGIT
[2]	M1 - 4	30" X 24"	5.00	___	___	3 DIGIT
[3]	M1 - 5	24" X 24"	4.00	___	___	1 OR 2 DIGIT
[3]	M1 - 5	30" X 24"	5.00	___	___	3 DIGIT
[4]	M3 - 1	24" X 12"	2.00	___	___	NORTH- 1 OR 2 DIGIT RTE. MARKER
[4]	M3 - 1	30" X 15"	3.13	___	___	NORTH- 3 DIGIT RTE. MARKER
[4]	M3 - 2	24" X 12"	2.00	___	___	EAST- 1 OR 2 DIGIT RTE. MARKER
[4]	M3 - 2	30" X 15"	3.13	___	___	EAST- 3 DIGIT RTE. MARKER
[4]	M3 - 3	24" X 12"	2.00	___	___	SOUTH- 1 OR 2 DIGIT RTE. MARKER
[4]	M3 - 3	30" X 15"	3.13	___	___	SOUTH- 3 DIGIT RTE. MARKER
[4]	M3 - 4	24" X 12"	2.00	___	___	WEST- 1 OR 2 DIGIT RTE. MARKER
[4]	M3 - 4	30" X 15"	3.13	___	___	WEST- 3 DIGIT RTE. MARKER
	M4 - 8	24" X 12"	2.00			DETOUR- 1 OR 2 DIGIT RTE. MARKER
	M4 - 8	30" X 15"	3.13	___	___	DETOUR- 3 DIGIT RTE. MARKER
	M4 - 9	48" X 36"	12.00 ♦	___	___	DETOUR ↑
	M4 - 9L	48" X 36"	12.00 ♦	___	___	DETOUR ←
	M4 - 9BL	48" X 36"	12.00 ♦	___	___	DETOUR ↰
	M4 - 9SL	48" X 36"	12.00 ♦	___	___	DETOUR ↖
	M4 - 9BSL	48" X 36"	12.00 ♦	___	___	DETOUR ↰
	M4 - 9R	48" X 36"	12.00 ♦	___	___	DETOUR →
	M4 - 9BR	48" X 36"	12.00 ♦	___	___	DETOUR ↱
	M4 - 9SR	48" X 36"	12.00 ♦	___	___	DETOUR ↗
	M4 - 9BSR	48" X 36"	12.00 ♦	___	___	DETOUR ↱
	M4 - 10L	48" X 18"	6.00	___	___	DETOUR
	M4 - 10R	48" X 18"	6.00	___	___	DETOUR
[4]	M4 - 5	24" X 12"	2.00	___	___	TO
[4]	M5 - 1L	21" X 15"	2.19			↰
[4]	M5 - 1R	21" X 15"	2.19			↱
[4]	M5 - 2L	21" X 15"	2.19	___	___	↰
[4]	M5 - 2R	21" X 15"	2.19	___	___	↱
[4]	M6 - 1L	21" X 15"	2.19			←
[4]	M6 - 1R	21" X 15"	2.19			→
[4]	M6 - 2L	21" X 15"	2.19	___	___	↖
[4]	M6 - 2R	21" X 15"	2.19	___	___	↗
[4]	M6 - 3	21" X 15"	2.19			↑

SIGNS REQUIRED (CONT'D)

	SIGN NO.	SIZE	UNIT AREA FT²	QUAN. REQ'D.	TOTAL SIGN AREA FT²	REMARKS
(1)	R1 - 1	36" OCTAGON	7.46	___	___	STOP
(2)	R1 - 1	48" OCTAGON	13.25 ♦	___	___	
(2)	R1 - 2	36" X 36" X 36"	3.90	___	___	YIELD
(1)	R1 - 2	48" X 48" X 48"	6.93	___	___	
(2)	R1 - 2	60" X 60" X 60"	10.83 ♦	___	___	
(1)	R1 - 3	18" X 9"	1.13	___	___	3-WAY, 4-WAY, ETC.
(2)	R1 - 3	24" X 12"	2.00	___	___	
(1)	R2-1	24" X 30"	5.00	___	___	SPEED LIMIT
(2)	R2-1	36" X 48"	12.00 ♦	___	___	
[6]	R2-1	48" X 60"	20.00 ♦	___	___	
(1)	R3-1	36" X 36"	9.00	___	___	
(2)	R3-1	48" X 48"	16.00 ♦	___	___	
(1)	R3-2	36" X 36"	9.00	___	___	
(2)	R3-2	48" X 48"	16.00 ♦	___	___	
(1)	R3-4	36" X 36"	9.00	___	___	
(2)	R3-4	48" X 48"	16.00 ♦	___	___	
	R3-5L	30" X 36"	7.50	___	___	ONLY
	R3-5R	30" X 36"	7.50	___	___	ONLY
	R3-6L	30" X 36"	7.50	___	___	
	R3-6R	30" X 36"	7.50	___	___	
	R3-7L	30" X 30"	6.25	___	___	LEFT LANE MUST TURN LEFT
	R3-7R	30" X 30"	6.25	___	___	RIGHT LANE MUST TURN RIGHT
(1)	R4-1	24" X 30"	5.00	___	___	DO NOT PASS
(2)	R4-1	48" X 60"	20.00 ♦	___	___	
(1)	R4-2	24" X 30"	5.00	___	___	PASS WITH CARE
(2)	R4-2	48" X 60"	20.00 ♦	___	___	
	R4-7	48" X 60"	20.00 ♦	___	___	
	R4-8	48" X 60"	20.00 ♦	___	___	
	R5-1	48" X 48"	16.00 ♦	___	___	DO NOT ENTER
	R5-1a	42" X 30"	8.75	___	___	WRONG WAY
	R6-1L	36" X 12"	3.00	___	___	ONE WAY
	R6-1R	36" X 12"	3.00	___	___	ONE WAY
	R6-2L	24" X 30"	5.00	___	___	ONE WAY
	R6-2R	24" X 30"	5.00	___	___	ONE WAY
	R11-2	48" X 30"	10.00 ♦			ROAD CLOSED
	R11-3a	60" X 30"	12.50 ♦			ROAD CLOSED XX MILES AHEAD
	R11-3b	60" X 30"	12.50 ♦	___	___	BRIDGE OUT XX MILES AHEAD
	R11-4	60" X 30"	12.50 ♦			ROAD CLOSED TO THRU TRAFFIC
	R12-1	36" X 48"	12.00 ♦	___	___	WEIGHT LIMIT XX TONS
[7]	R16-3	36" X 48"	12.00 ♦	___	___	WHEN WORKERS ARE PRESENT SPEEDING FINES DOUBLED
[6][7]	R16-3	48" X 60"	20.00 ♦	___	___	

SIGNS REQUIRED (CONT'D)

	SIGN NO.	SIZE	UNIT AREA FT²	QUAN. REQ'D.	TOTAL SIGN AREA FT²	REMARKS
	W1 - 1L	48" X 48"	16.00 ♦	___	___	
	W1 - 1R	48" X 48"	16.00 ♦	___	___	
	W1 - 2L	48" X 48"	16.00 ♦	___	___	
	W1 - 2R	48" X 48"	16.00 ♦	___	___	
	W1 - 3L	48" X 48"	16.00 ♦	___	___	
	W1 - 3R	48" X 48"	16.00 ♦	___	___	
	W1 - 4aL	48" X 48"	16.00 ♦	___	___	
	W1 - 4aR	48" X 48"	16.00 ♦	___	___	
	W1 - 5L	48" X 48"	16.00 ♦	___	___	
	W1 - 5R	48" X 48"	16.00 ♦	___	___	
(1)	W1 - 6L	48" X 24"	8.00	___	___	
(2)	W1 - 6L	60" X 30"	12.50 ♦	___	___	
(1)	W1 - 6R	48" X 24"	8.00	___	___	
(2)	W1 - 6R	60" X 30"	12.50 ♦	___	___	
(1)	W1 - 7	48" X 24"	8.00	___	___	
(2)	W1 - 7	60" X 30"	12.50 ♦	___	___	
(1)	W1 - 8L	18" X 24"	3.00	___	___	
(2)	W1 - 8L	36" X 48"	12.00 ♦	___	___	
(1)	W1 - 8R	18" X 24"	3.00	___	___	
(2)	W1 - 8R	36" X 48"	12.00 ♦	___	___	
	W1-9L	48" X 48"	16.00 ♦	___	___	
	W1-9L	48" X 48"	16.00 ♦	___	___	
	W2-6	36" X 36"	9.00	___	___	
	W3-1a	48" X 48"	16.00 ♦			
	W3-2a	48" X 48"	16.00 ♦	___	___	
	W3-3	48" X 48"	16.00 ♦	___	___	
	W3-5	48" X 48"	16.00 ♦	___	___	SPEED REDUCTION
	W4-1L	48" X 48"	16.00 ♦	___	___	
	W4-1R	48" X 48"	16.00 ♦	___	___	
	W4-2L	48" X 48"	16.00 ♦	___	___	
	W4-2R	48" X 48"	16.00 ♦	___	___	
	W4-3L	48" X 48"	16.00 ♦	___	___	
	W4-3R	48" X 48"	16.00 ♦	___	___	
	W4-6	48" X 48"	16.00 ♦	___	___	
	W5-1a	48" X 48"	16.00 ♦	___	___	PAVEMENT NARROWS
	W6-1	48" X 48"	16.00 ♦	___	___	
	W6-2	48" X 48"	16.00 ♦	___	___	
	W6-3	48" X 48"	16.00 ♦	___	___	
	W8-1	48" X 48"	16.00 ♦	___	___	BUMP
	W8-4	48" X 48"	16.00 ♦	___	___	SOFT SHOULDER
	W8-6	48" X 48"	16.00 ♦	___	___	TRUCK CROSSING

SIGNS REQUIRED (CONT'D)

	SIGN NO.	SIZE	UNIT AREA FT²	QUAN. REQ'D.	TOTAL SIGN AREA FT²	REMARKS
	W8-7	48" X 48"	16.00 ♦	___	___	LOOSE GRAVEL
	W8-9	48" X 48"	16.00 ♦	___	___	LOW SHOULDER
	W8-11	36" X 36"	9.00	___	___	UNEVEN LANES
	W8-12	48" X 48"	16.00 ♦	___	___	NO CENTER STRIPE
(1)	W10-1	36" DIA.	7.07	___	___	
(2)	W10-1	48" DIA.	12.56 ♦	___	___	
	W13-1	24" X 24"	4.00	___	___	XX MPH
(1)	W14-3	36" X 48" X 48"	5.56	___	___	NO PASSING ZONE
(2)	W14-3	48" X 64" X 64"	9.89	___	___	
	W16-2	24" X 18"	3.00	___	___	XXX FEET
	W19-2	48" X 48"	16.00 ♦	___	___	BRIDGE MAY ICE IN COLD WEATHER
(1)	W20 - 1	48" X 48"	16.00 ♦	6	96.00	ADVANCE ROAD WORK
(2)	W20 - 1	36" X 36"	9.00	___	___	
	W20 - 2	48" X 48"	16.00 ♦	___	___	ADVANCE DETOUR
	W20 - 3	48" X 48"	16.00 ♦			ADVANCE ROAD CLOSED
	W20 - 4	48" X 48"	16.00 ♦	___	___	ADVANCE ONE-LN. RD.
	W20 - 4b	48" X 48"	16.00 ♦	___	___	ADVANCE ONE-LN. BR.
	W20 - 5L	48" X 48"	16.00 ♦	___	___	ADVANCE LT. LN. CLOSED
	W20 - 5R	48" X 48"	16.00 ♦	___	___	ADVANCE RT. LN. CLOSED
	W20 - 7a	48" X 48"	16.00 ♦	___	___	
	W21 - 1	36" X 36"	9.00	___	___	WORKERS
	W21 - 1a	36" X 36"	9.00	___	___	
	W21-2	36" X 36"	9.00	___	___	FRESH OIL (TAR)
	W21-3	48" X 48"	16.00 ♦	___	___	ADVANCE ROAD MACHINERY
	W21-5	48" X 48"	16.00 ♦	___	___	SHOULDER WORK
	W21-6	36" X 36"	16.00 ♦	___	___	SURVEY CREW
	W24-1L	48" X 48"	16.00 ♦	___	___	
	W24-1R	48" X 48"	16.00 ♦	___	___	
	W24-1aL	48" X 48"	16.00 ♦	___	___	
	W24-1aR	48" X 48"	16.00 ♦	___	___	
	W24-1bL	48" X 48"	16.00 ♦	___	___	
	W24-1bR	48" X 48"	16.00 ♦	___	___	
	VP-IL	12" X 36"	3.00	___	___	
	VP-IR	12" X 36"	3.00	___	___	
[5]	OM-3L	12" X 36"	3.00	___	___	
[5]	OM-3R	12" X 36"	3.00	___	___	
	TOTAL SIGN AREA LESS THAN 10 SQ. FT.				48.00 SQ. FT.	
	TOTAL SIGN AREA GREATER THAN 10 SQ. FT. ♦				96.00 SQ. FT.	

NOTES

(1) STANDARD

(2) SPECIAL (USE WHERE WARRANTED)

[1] INTERSTATE ROUTE MARKER

[2] UNITED STATES ROUTE MARKER

[3] STATE ROUTE MARKER

[4] COLORS OF CARDINAL DIRECTION MARKERS AND DIRECTIONAL ARROWS SHALL BE APPROPRIATE TO MATCH ACCOMPANYING ROUTE MARKERS.

[5] BLACK STRIPES ON YELLOW BACKGROUND

[6] INTERSTATE USE ONLY

[7] TOP OF SIGN - BLACK LETTERING ON ORANGE BACKGROUND, BOTTOM OF SIGN - BLACK LETTERING ON WHITE BACKGROUND

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

DEPARTMENT OF TRANSPORTATION — STATE OF MISSISSIPPI

MDOT — MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DESIGNED BY:

DETAILED BY:

CHECKED BY:

DATE:

FMS CON: 109688/301000

PROJECT NO.: NHPP-0055-00(133)

COUNTY: COPIAH

ESTIMATED QUANTITIES FOR TRAFFIC CONTROL

Notice To Bidders 2020 - Construction

SHEET ID TCPQ-1

SHEET NO. 1

PLAN SHEET

DATE 3:51:05 PM TCPQ-1.dgn

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
DETAILED BY:
CHECKED BY:
DATE:

FMS CON: 109688/301000
PROJECT NO.: NHPP-0055-4-07 (133)
COUNTY: COPIAH

DETAIL OF CONSTRUCTION SIGNING

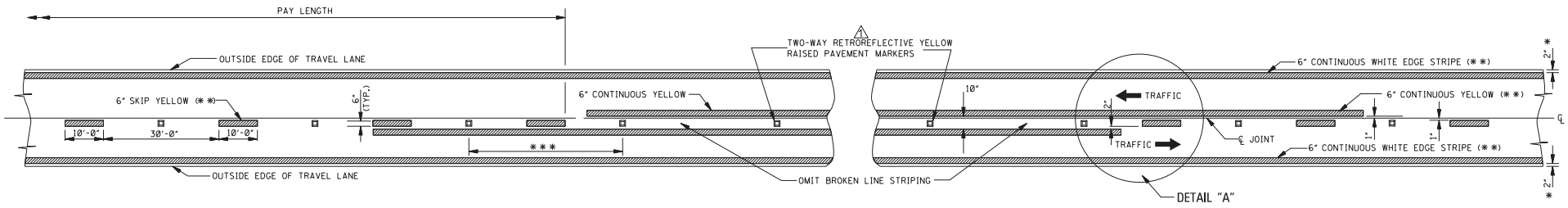
SHEET ID
DCS-1

SHEET NO.

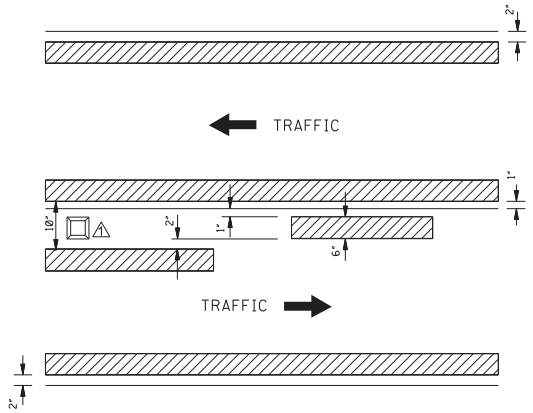
NOTES

1. ADVANCE WARNING SIGNS AND DEVICES SHOWN ARE TYPICAL FOR ALL PHASES OF CONSTRUCTION. COORDINATION MUST BE MAINTAINED WITH OTHER CONSTRUCTION ACTIVITIES REQUIRING ADVANCE WARNING SIGNS. SIGN LOCATIONS AND TYPES ARE TO BE MODIFIED WHEN ADDITIONAL SIGNS ARE REQUIRED FOR CHANNELIZATION, SHIFTS OR CLOSURES AS REQUIRED FOR VARIOUS OPERATIONS. SIGNS TO REMAIN IN PLACE UNTIL ALL PHASES OF CONSTRUCTION ARE COMPLETE
2. SIGNS MAY BE ADJUSTED FOR NECESSARY FIELD CONDITIONS.
3. ALL W20-1 "AHEAD" SIGNS TO BE PLACED AT A MINIMUM OF 500 FT. IN ADVANCE TO THE POINT OF CONSTRUCTION.

STATE	PROJECT NO.
MISS.	



TWO–WAY TRAFFIC
(ASPHALT OR CONCRETE PAVEMENT)



DETAIL "A"

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

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.

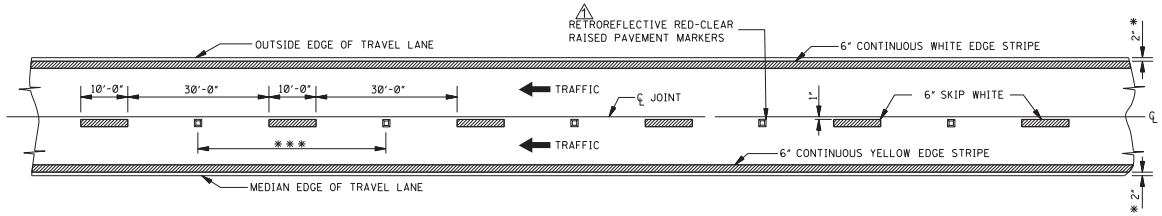
** 2. EDGE STRIPE SHALL BE SAME MATERIAL AS LANE-LINE STRIPE (PAINT OR PLASTIC AS INDICATED IN PAY ITEMS).

*** 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 IN 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	STN.
12/1/25	REVISE RPMS AND TEXT	81

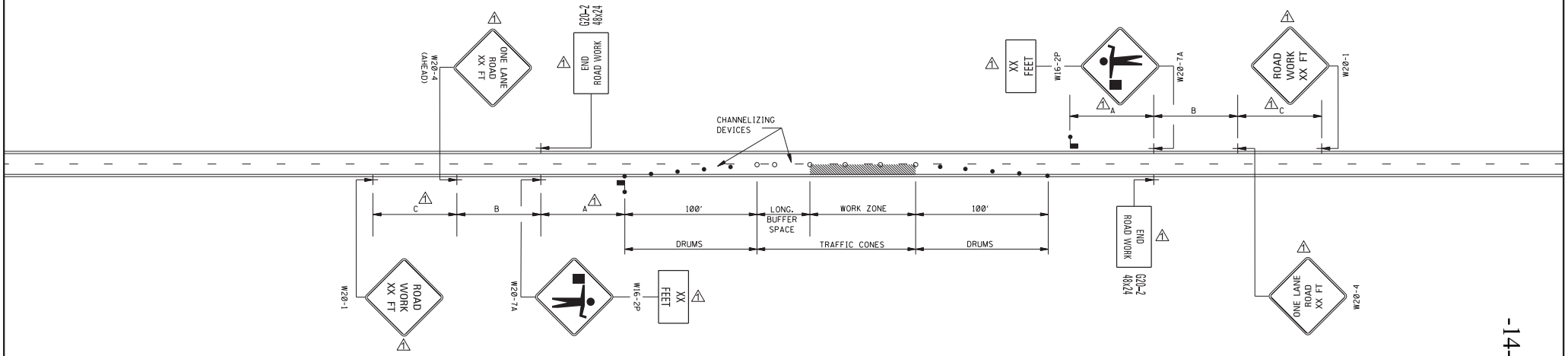
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

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

ISSUE DATE: AUGUST 01, 2017

MDOT
DRAWING NUMBER
PM-1
SHEET NUMBER
6051

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.

⚠1 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.

REVISION	DATE	BY
REVISED TEXT	12/11/25	SFN

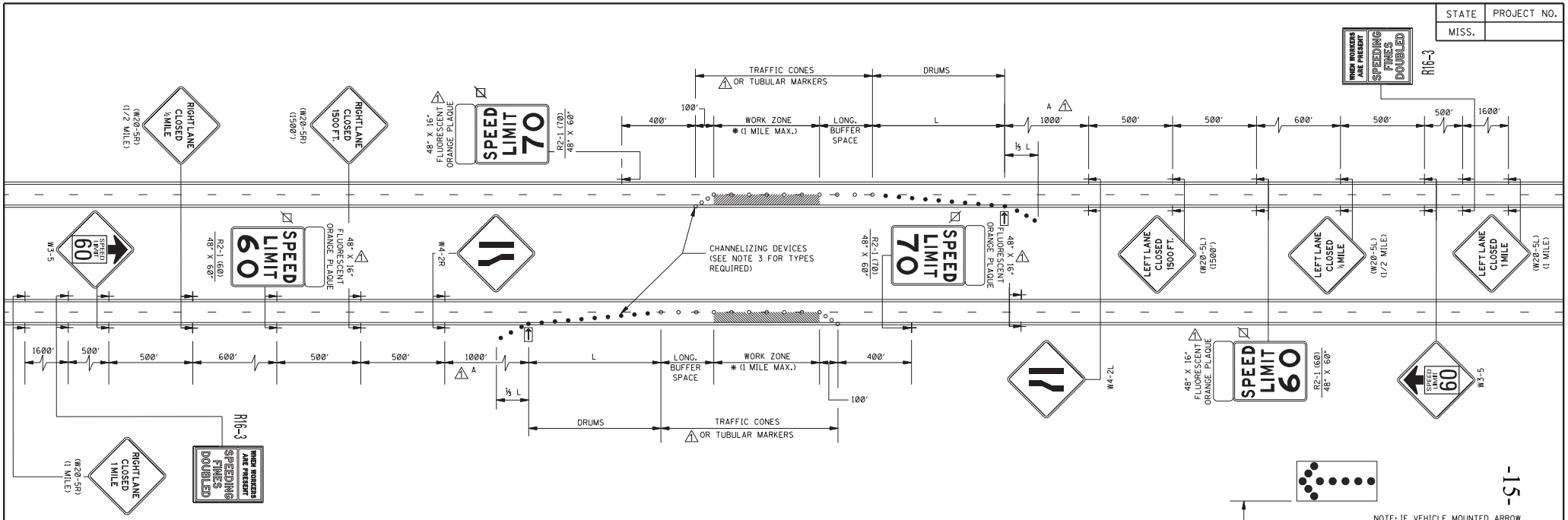
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

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

ISSUE DATE: AUGUST 01, 2017

MDOT
DRAWING NUMBER TCP-1
SHEET NUMBER 6351

STATE	PROJECT NO.
MISS.	



GENERAL NOTES:

1. THE LOCATION OF CHANNELIZING DEVICES AND THE WORK AREA LAYOUT SHALL BE BASED ON THE CRITERIA IN THE FOLLOWING TABLE:

POSTED SPEED AND/OR DESIGN SPEED	MAXIMUM CHANNELIZING DEVICE SPACING (ft)		†† LONGITUDINAL BUFFER SPACE (ft)	⚠ † TAPER 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.

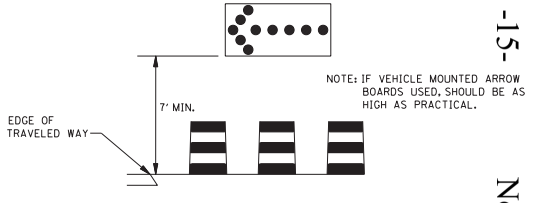
8. ADDITIONAL REDUCED REGULATORY SPEED LIMIT SIGNS ARE REQUIRED AT EACH ENTRANCE RAMP WITHIN THE SPEED ZONE. TWO (2) WILL BE REQUIRED FOR EACH RAMP AND LOCATION WILL BE DETERMINED BY THE ENGINEER.

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.



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

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
12/17/25	REVISED TEXT.	STN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

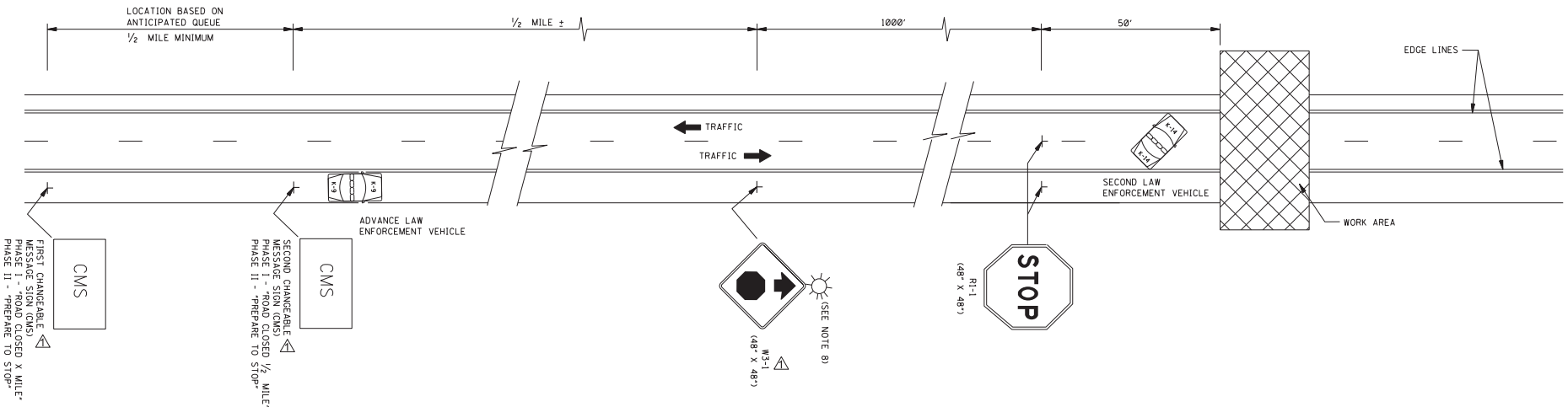
TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT OF 65 OR 70 MPH

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

ISSUE DATE: AUGUST 01, 2017

MDOT
DRAWING NUMBER
TCP-5
SHEET NUMBER
6355

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.

⚠1 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.

⚠1 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:

⚠1 A. FIRST CHANGEABLE MESSAGE SIGN (CMS)

B. SECOND CHANGEABLE MESSAGE SIGN (CMS)

C. ADVANCE LAW ENFORCEMENT VEHICLE, LIGHTS AND FLASHERS ON.

⚠1 D. "W3-1 (48" X 48") (ORANGE/BLACK TYPE XI RETROREFLECTIVE SHEETING)" SIGNS ERECTED.

⚠1 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.

⚠1 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.

⚠1 C. AFTER ALL VEHICLES HAVE RESUMED APPROXIMATELY NORMAL SPEED, THE CHANGEABLE MESSAGE SIGNS SHALL BE TURNED OFF.

⚠1 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.

⚠1 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.

12/11/25	REVISED TEXT.	STN	BY
DATE	REVISION		

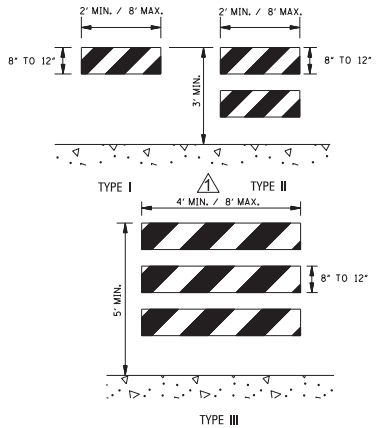
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

SHORT DURATION CLOSING OF TWO-LANE TWO-WAY HIGHWAYS

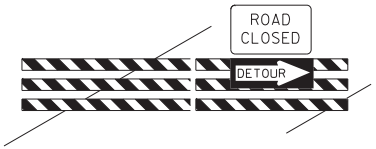
ISSUE DATE: AUGUST 01, 2017

MDOT
DRAWING NUMBER TCP-6
SHEET NUMBER 6356

STATE	PROJECT NO.
MISS.	



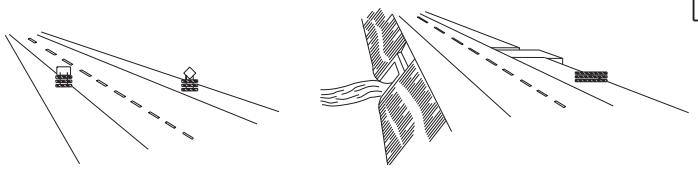
STANDARD BARRICADES



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. 1
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



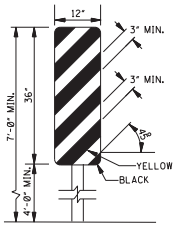
WING BARRICADES

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.

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.

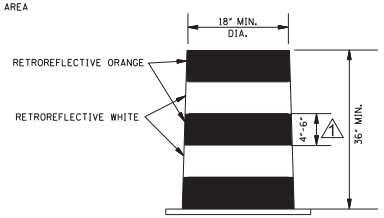
* 1. FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED.

** 2. BARRICADES INTENDED FOR USE ON EXPRESSWAYS, FREEWAYS AND OTHER HIGH SPEED ROADWAYS, SHALL HAVE A MINIMUM OF 270 in² OF REFLECTIVE AREA FACING TRAFFIC.

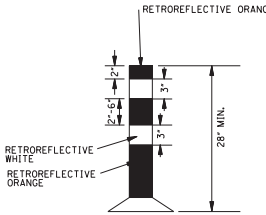


TYPE 3 OBJECT MARKER
(OM3–R)

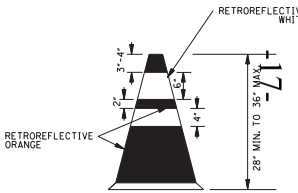
1. TYPE 3 OBJECT MARKERS SHALL BE USED AT ALL EXPOSED BRIDGE ABUTMENTS AND AT OTHER LOCATIONS AS DEEMED NECESSARY BY THE ENGINEER.
2. THE OM3-R IS SHOWN. THE OM3-L IS SIMILAR EXCEPT THE STRIPES SLOPE DOWNWARD FROM THE UPPER LEFT SIDE TO THE LOWER RIGHT SIDE AND SHALL BE PLACED ON THE LEFT SIDE OF THE 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.



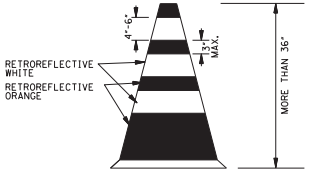
1 PLASTIC DRUM DETAIL



1 TUBULAR MARKER DETAIL

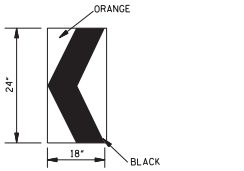


1 PLASTIC CONE DETAIL
(28" – 36")



1 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.



1 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
12/17/25	REVISED TEXT AND DETAILS.	STN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS

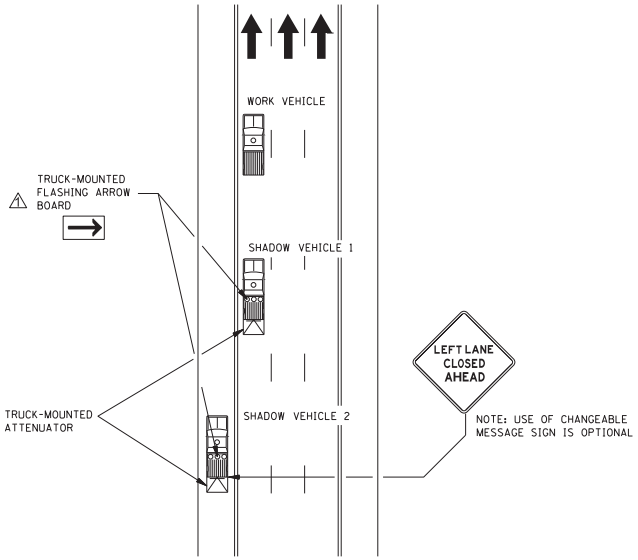
ISSUE DATE: AUGUST 01, 2017

MDOT
WORKING NUMBER
HCP-8
SHEET NUMBER
6358

Notice To Bidders No. 7550 - 17

STATE	PROJECT NO.
MISS.	

MOBILE OPERATIONS ON MULTILANE ROAD

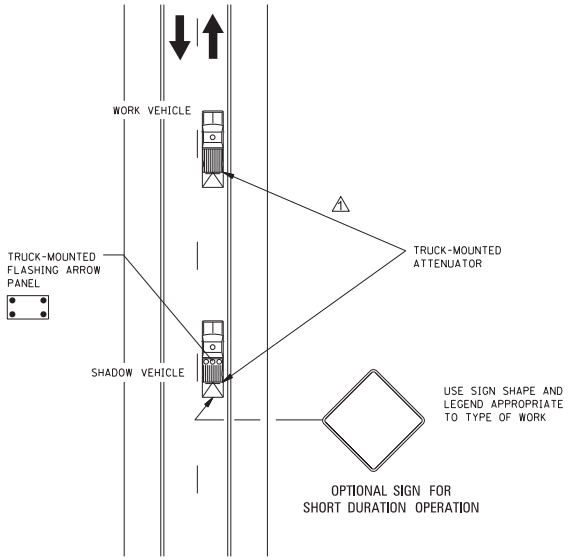


MOBILE OPERATIONS ON MULTILANE ROAD

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.

MOBILE OPERATIONS ON TWO–LANE ROAD



MOBILE OPERATIONS ON TWO–LANE ROAD

NOTES FOR TWO-LANE OPERATION:

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

DATE	REVISION	STN	BY
12/17/25	REVISED TEXT AND DETAILS.		

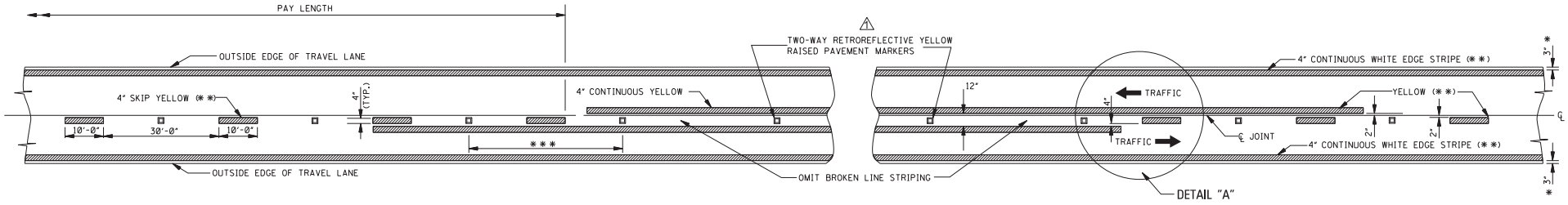
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

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

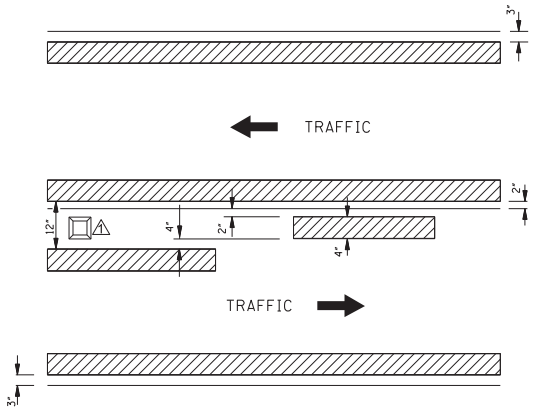
ISSUE DATE: AUGUST 01, 2017

MDOT
WORKING NUMBER TCP-9
SHEET NUMBER 6359

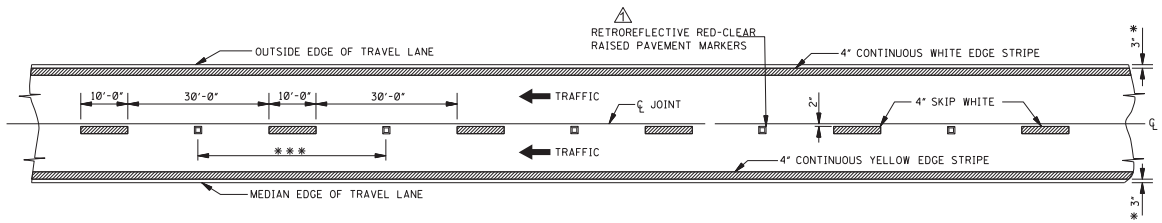
STATE	PROJECT NO.
MISS.	



TWO–WAY TRAFFIC
(ASPHALT OR CONCRETE PAVEMENT)



DETAIL "A"



4–LANE WITH ONE–WAY TRAFFIC

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).

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

⚠* * * 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"

⚠† 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.

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

DATE	REVISION	SYM
12/1/25	REVISED TEXT	B1

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

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

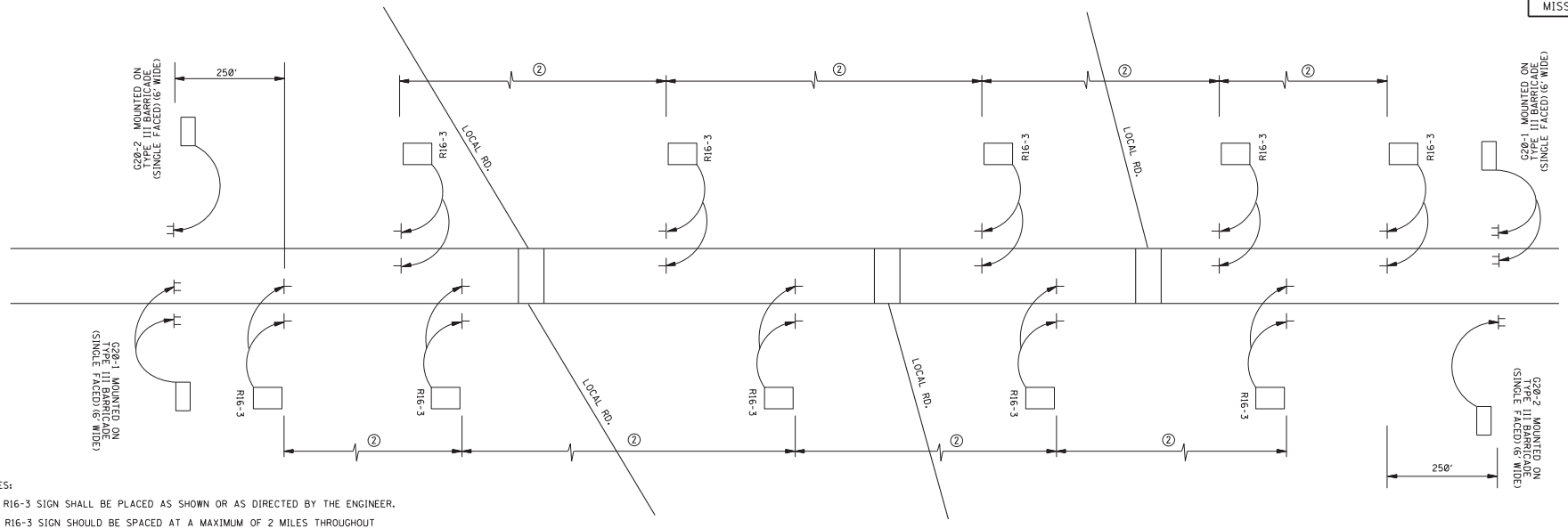
ISSUE DATE: AUGUST 01, 2017

MDOT
DRAWING NUMBER
TCP-13
SHEET NUMBER
6363

-19-

Notice To Bidders No. 7550 - Spring

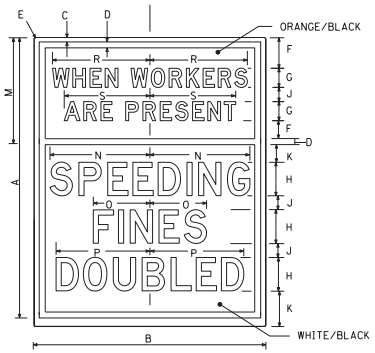
STATE	PROJECT NO.
MISS.	



NOTES:

1. R16-3 SIGN SHALL BE PLACED AS SHOWN OR AS DIRECTED BY THE ENGINEER.
2. R16-3 SIGN SHOULD BE SPACED AT A MAXIMUM OF 2 MILES THROUGHOUT LENGTH OF PROJECT.
3. THIS SHEET WILL ONLY APPLY TO SPEED REDUCTION SECTIONS.

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



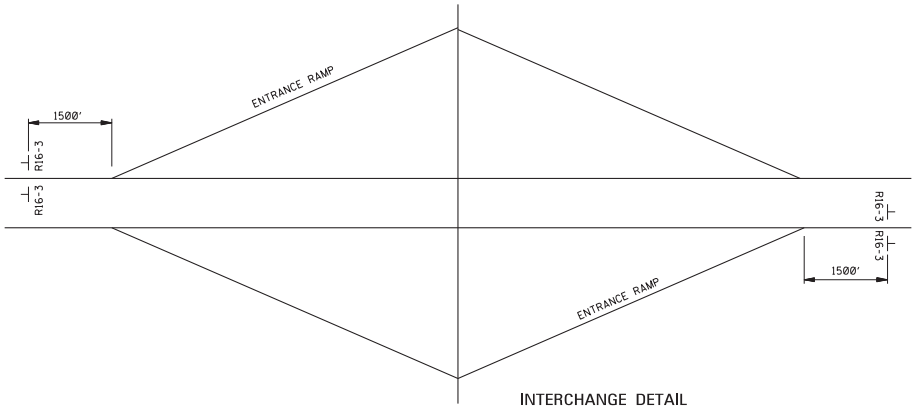
SIGN	DIMENSIONS (INCHES)							
	A	B	C	D	E	F	G	H
STD.	60	48	3/4	1 1/4	3	3 3/4	4 Dm	7 D
	J	K	M	N	O	P	R	S
STD.	3	6 5/8	22 1/8	21	11 1/8	19 21/32	20 9/32	18

48" x 60"
(INTERSTATE USE)

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

36" x 48"
(ALL OTHER HIGHWAYS)

R16–3



INTERCHANGE DETAIL

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

LOCATION OF R16–3 SIGNS (SPEEDING FINES DOUBLED)

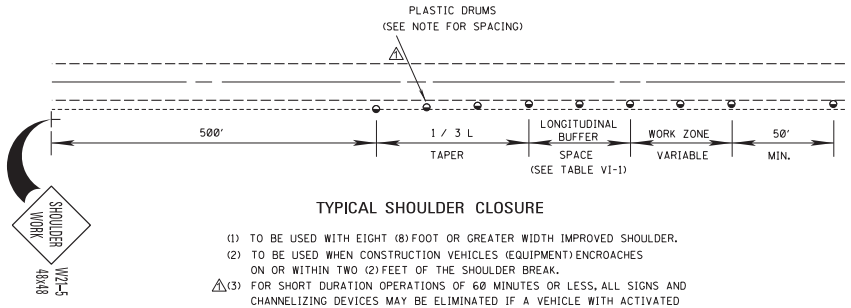
ISSUE DATE: AUGUST 01, 2017

MDOT
DRAWING NUMBER TCP-15
SHEET NUMBER 6365

-20-

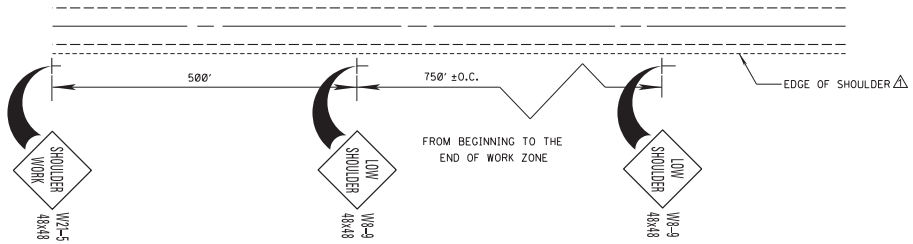
Notice To Bidders No. 7550 - Split

STATE	PROJECT NO.
MISS.	

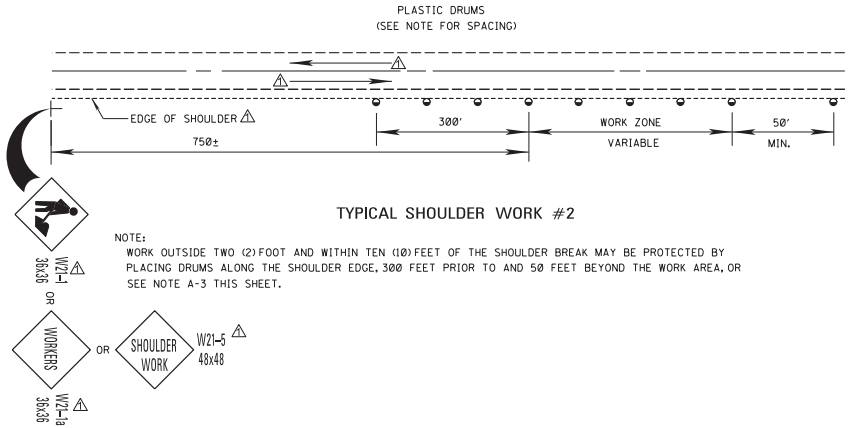


TYPICAL SHOULDER CLOSURE

(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.

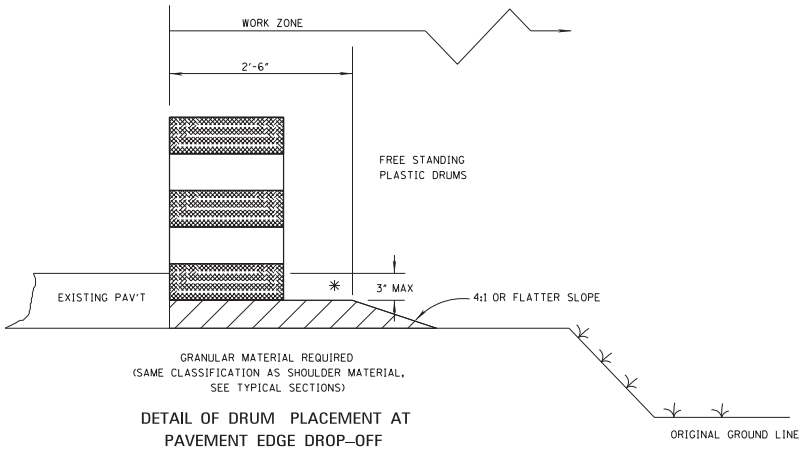


TYPICAL SHOULDER WORK #1
(SEE NOTE A–1 THIS SHEET)



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 @ (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.

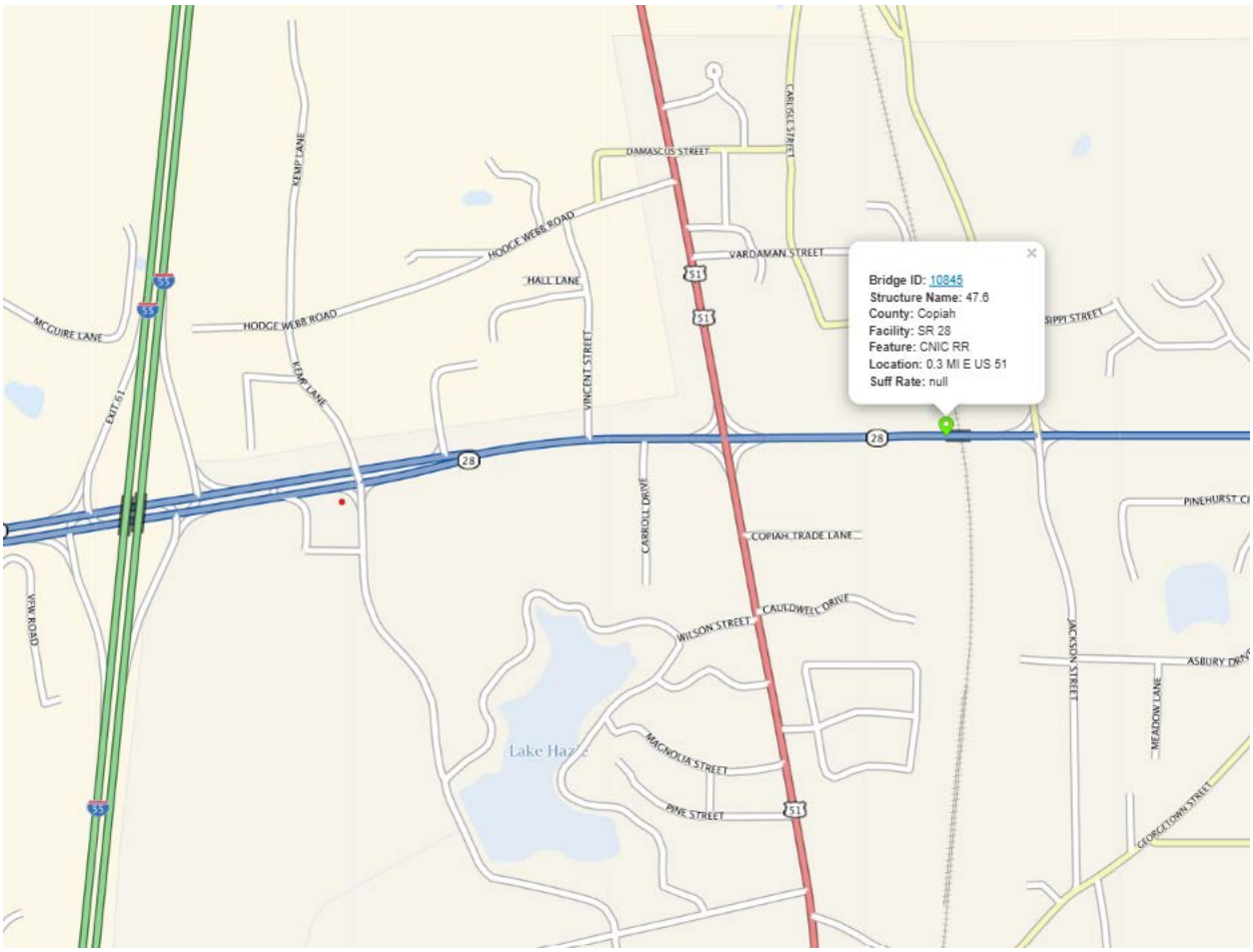
DATE	REVISED TEXT / REVISION	STN	BY
12/17/25			

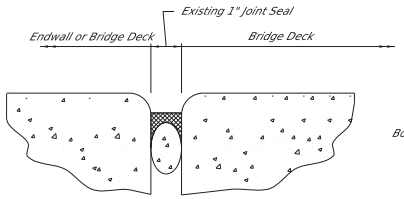
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TRAFFIC CONTROL DETAILS DRUM PLACEMENT AND SHOULDER CLOSURE

ISSUE DATE: AUGUST 01, 2017

MDOT
DRAWING NUMBER
TCP-16
SHEET NUMBER
6366

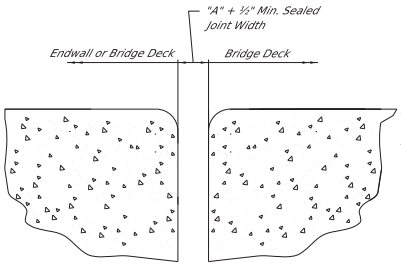

Bridge ID: 10845
Structure Name: 47.6
County: Copiah
Facility: SR 28
Feature: CNIC RR
Location: 0.3 MI E US 51
Suff Rate: null
DAMASCUS STREET
CARLISLE STREET
KEMP LANE
HODGE WEBB ROAD
HALL LANE
VARDAMAN STREET
MCGUIRE LANE
VINCENT STREET
EXIT 61
CARROLL DRIVE
COPIAH TRADE LANE
WILSON STREET
CAULDWELL DRIVE
MAGNOLIA STREET
PINE STREET
JACKSON STREET
MEADOW LANE
GEORGETOWN STREET
55
51
28



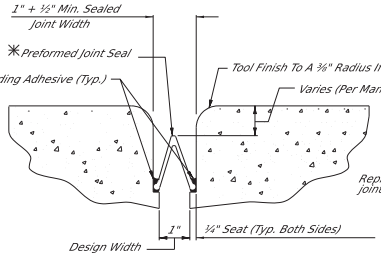
TYPICAL SECTION AT SEALED JOINT

Showing Existing Joint to be Removed and Replaced with Preformed Joint

NOTE:
Joints with existing seats do not require a saw cut.

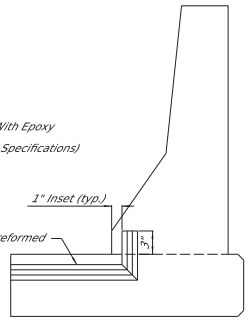


TYPICAL SECTION AT EXISTING JOINT



TYPICAL SECTION AT SEALED JOINT

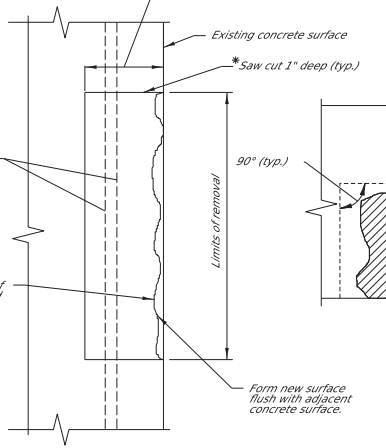
Showing Sealed Joint After Sawcut and Joint Repair



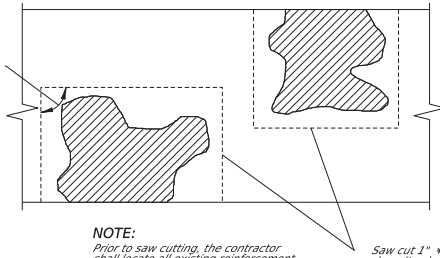
ELEVATION AT END OF SPAN

✳NOTES:
For Jersey Shape Barriers, The minimum required Vertical Joint Seal Dimension Within The Barrier is 3".
For Post and Beam Barriers, The minimum required Vertical Joint Seal Dimension Within The Barrier is 6".

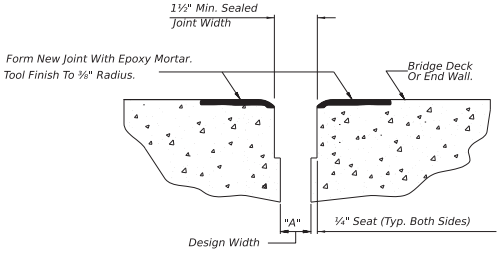
~ Denotes areas of existing spalled concrete



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



NOTE:
Prior to saw cutting, the contractor shall locate all existing reinforcement in the repair area. All existing reinforcement shall be carefully preserved and blast cleaned. Any damage to the existing reinforcement shall be repaired by the Contractor to the satisfaction of the Engineer at no cost to the State.



TYPICAL SECTION AT SAWCUT & JOINT REPAIR

Showing Area Where Repairs Are Made After Sawcut, With Epoxy Mortar Or Approved Equivalent

EPOXY REPAIR DETAILS

Epoxy Repair Locations
Endwalls on bents 1 & 4
Cap on bents 1 & 4

✳NOTES:
1. *The Preformed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:*

   A. Silicoflex Joint Sealing System
   Manufactured By R.J. Watson, Inc. In Alden, NY
   www.rjwatson.com

   B. Wabo SPS Joint System
   Manufactured By Watson Bowman Acme Corporation In Amherst, NY
   www.wbacorp.com

   C. Silspec SSS Silicone Strip Seal
   Manufactured By SSI Commercial & Highway Construction Materials
   www.ssicm.com

2. *For Estimating Purposes, The RJ Watson Silicoflex Joint Sealing System Was Selected. However, Should Another Supplier Be Chosen, It Is The Contractor's Responsibility To Ensure That The Manufacturer's Recommendations Are Followed For Joint Preparation, Installation Depths And Widths, Adhesive Setting Times, And Any Other Variances Between The Specifications Provided By The Manufacturers. A Manufacturer Representative Shall Be Present At The Time Joint Sealing Begins To Ensure That The Contractor Is Properly Schooled In Installation Of The Joint Material.*
3. *Joints Shall Be Sealed At Their Design Widths, Dimension "A", Which Is Defined As The Actual Width Of The Joint Opening. This Width Does Not Account For The ¼" Seat Required On Both Sides Of The Joint. Preformed Joint Seal, Type I, Shall Be Used For Design Widths Less Than 2". Preformed Joint Seal, Type II, Shall Be Used For Design Widths Greater Than or Equal To 2", With The Maximum Design Width Being 2½". Type III shall be used for joint openings greater than 2½" with the Maximum joint opening being 3½". In Cases Where Design Widths Are Greater Than 4", Another Type Of Expansion Material Shall Be Required As Directed By The Director Of Structures, State Bridge Engineer. It Is The Contractor's Responsibility To Ensure That The Size Selected Is Appropriate For The Width Of The Joint.*

GENERAL NOTES:

1. *Specifications: Mississippi Standard Specifications For Road And Bridge Construction, 2017.*
2. *No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer. Minor Changes To Detail Of Design Or Construction Procedure May Be Authorized By The Bridge Engineer Provided Such Changes Will Not Be Cause For Contract Price Adjustment.*
3. *Work For Which No Pay Item Is Provided In The Proposal Will Not Be Paid For Directly And Shall Therefore Be Considered An Absorbed Item of Work.*

EPOXY MORTAR AND POLYMER CONCRETE NOTES:

Either Epoxy Mortar or Polymer Concrete may be used. Guidelines for selection of materials can be found in Section 808 of the Specifications.

APPROACH ROADWAY NOTES:

Existing approach roadway to remain in place. Any damage that occurs to the existing approach roadway or existing endwall shall be repaired by the Contractor to the satisfaction of the Engineer at no additional cost to the state.

NOTES ON ASSOCIATED ITEMS OF WORK:

907-808-A002 JOINT REPAIR

Description: Shall Include The Work Necessary To Repair Joints In Preparation For The Placement Of New Expansion Material, As Designated In The Detail Drawings Provided. Removal Of Existing Silicone Sealed, Compression, And AC Sealed Joint Materials Shall Be Included Under This Item Of Work. Removal of joint materials and any trash and debris (including but not limited to compacted dirt, vegetation and trash) Located at any depth within the joint shall be included under this item of work. All Other Requirements Shall Be In Accordance With The Applicable Provisions Of Section 808 Of The Specifications And Any Other Sections Specified Therein.

Basis Of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint.

907-823-A001 PREFORMED JOINT SEAL, TYPE I

Description: Shall Include The Manufacturer's Required Joint Preparation Including Sandblasting Both Sides Of The Joint And Blowing The Joint Free Of Debris With Compressed Air And Placement Of The New Preformed Joint Seal

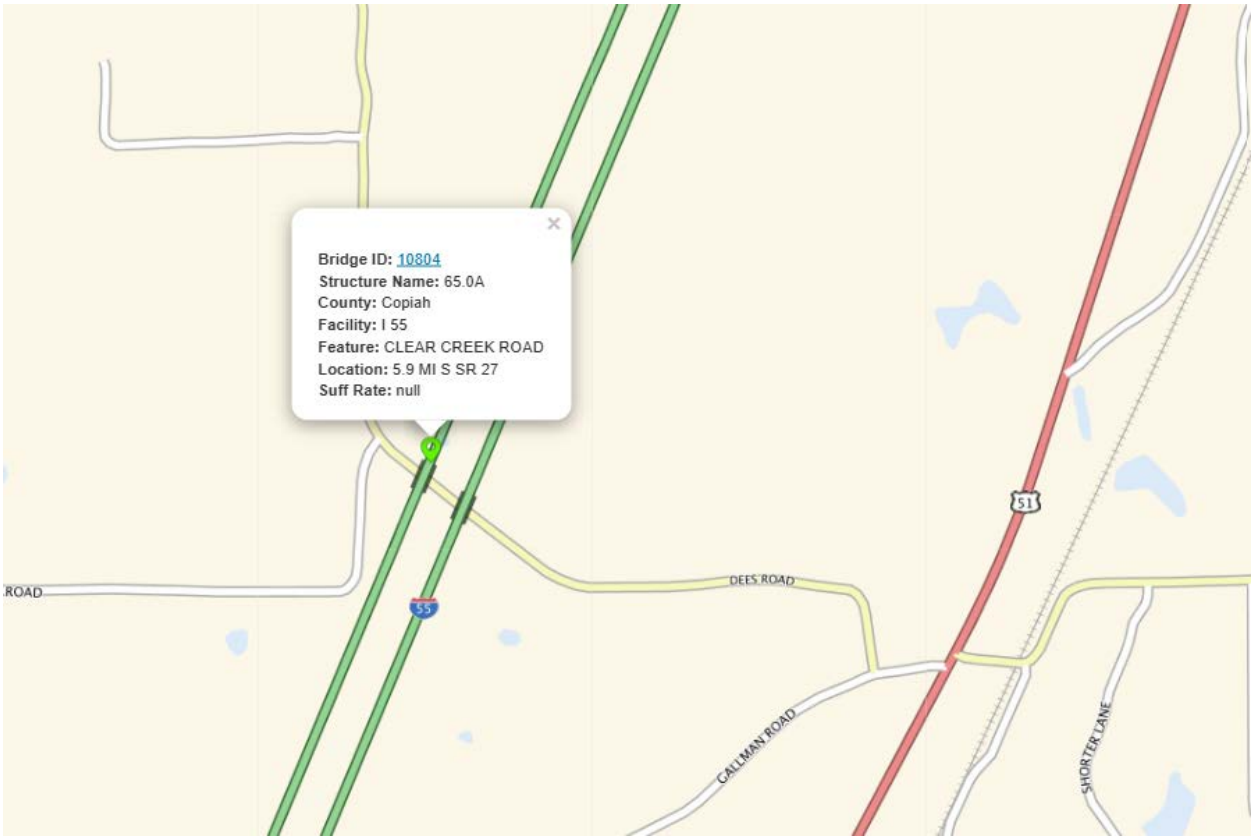
Basis Of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Centerline Joint.

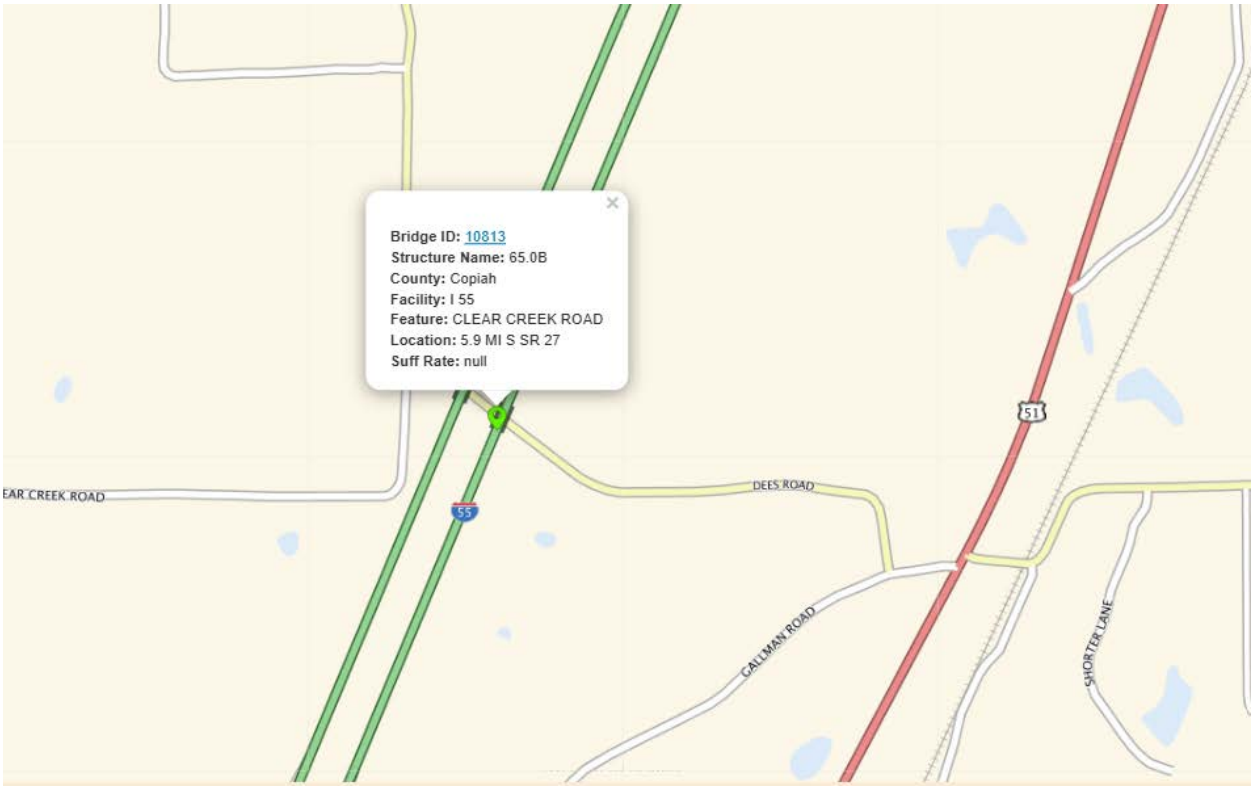
907-823-B001 SAW CUT, TYPE I

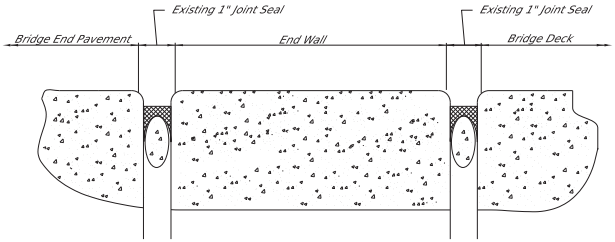
Description: The Saw Cut Depth Shall Be Equivalent To The Installation Depth Required By The Manufacturer's Specifications. The Saw Cut Type Shall Be The Same As The Preformed Joint Seal Selected

Basis Of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint.

℄ Beam
℄ Bearing
A" along ℄ Beam
Beam End
Existing Anchor ℄ to remain in place
New 1'-0" x 1 9/16" x 1'-6" Laminated Pad
REPLACEMENT BEARING DETAILS – BRIDGE 10845
Existing A" x 1'-7" neoprene pad to be removed
Cut portion of existing dowel that is protruding above the concrete surface. Fill remaining existing dowel that is left in the beam with epoxy mortar (not a separate pay item). The protruding dowel that remains shall be ground to 1/4" below the concrete surface. The concrete cap shall be finished smooth and free of the rough edges with epoxy mortar, and shall be considered an absorbed item of work.
Location | A
50' Spans 1 & 3 | 10"
68' Span 2 | 11"
EXISTING BEARING ASSEMBLY DETAILS
Showing existing bearing assembly details on bridge 10845.
Denotes existing bearing components to be removed
DETAIL "A"
2 – 14 Gauge Steel Plates
1 1/8" Nominal Thickness
1 1/16" Compressed Thickness
1/16" Internal Layer (2 layers required, typ.)
1/16" Cover (typ.)
See Detail "A"
TYPICAL SECTION LAMINATED PAD (LP1)
1'-6"
1'-0"
℄ Bearing
℄ Bearing & Girder
PLAN OF LAMINATED PAD (LP1)
Testing acceptance procedure shall be in accordance with Section 14.4.1 of the Standard Specifications. Elastomer shall have a hardness of 50 durometer with a minimum shear modulus at 73°F of 0.095 ksi and a maximum shear modulus at 73°F of 0.130 ksi. Bearing area on top of cap shall be smooth and true to grade.

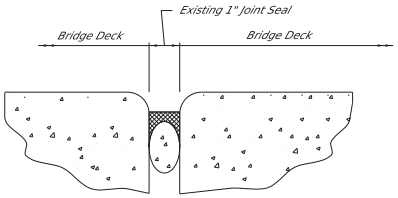

Bridge ID: 10804
Structure Name: 65.0A
County: Copiah
Facility: I 55
Feature: CLEAR CREEK ROAD
Location: 5.9 MI S SR 27
Suff Rate: null
ROAD
DEES ROAD
CALLMAN ROAD
SHORTER LANE
51
55


Bridge ID: 10813
Structure Name: 65.0B
County: Copiah
Facility: I 55
Feature: CLEAR CREEK ROAD
Location: 5.9 MI S SR 27
Suff Rate: null
EAR CREEK ROAD
DEES ROAD
CALLMAN ROAD
SHORTER LANE
51
55



TYPICAL SECTION AT END BENTS 1 & 4

Showing Existing Joint Material to be Removed and Replaced with Preformed Joint

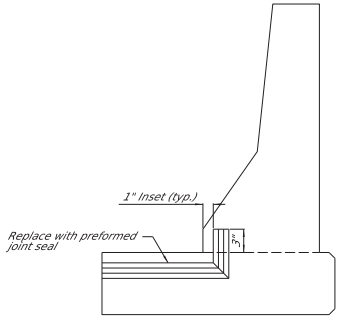


TYPICAL SECTION AT INT. BENTS 2 & 3

Showing Existing Joint Material to be Removed and Replaced with Preformed Joint

NOTE:

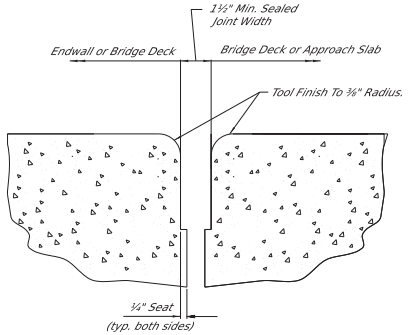
Joints with existing seats do not require a saw cut.



ELEVATION AT END OF SPAN

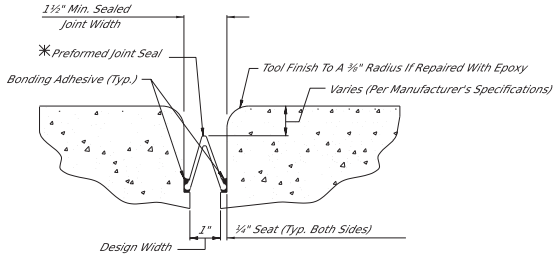
✳NOTES:

For Jersey Shape Barriers, The minimum required Vertical Joint Seal Dimension Within The Barrier is 3".
For Post and Beam Barriers, The minimum required Vertical Joint Seal Dimension Within The Barrier is 6".



TYPICAL SECTION AT EXISTING JOINT

Showing Typ. Joint After Removal of Existing Joint Material and Saw Cuts



TYPICAL SECTION AT SEALED JOINT

Showing Sealed Joint After Saw Cut and Joint Repair

NOTES ON ASSOCIATED ITEMS OF WORK:

907-808-A002 JOINT REPAIR

Description: Shall Include The Work Necessary To Repair Joints In Preparation For The Placement Of New Expansion Material, As Designated In The Detail Drawings Provided. Removal Of Existing Silicone Sealed, Compression, And AC Sealed Joint Materials Shall Be Included Under This Item Of Work. Removal of joint materials and any trash and debris (including but not limited to compacted dirt, vegetation and trash) Located at any depth within the joint shall be included under this item of work. All Other Requirements Shall Be In Accordance With The Applicable Provisions Of Section 809 Of The Specifications And Any Other Sections Specified Therein.

Basis Of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint.

907-823-A001 PREFORMED JOINT SEAL, TYPE I

Description: Shall Include The Manufacturer's Required Joint Preparation Including Sandblasting Both Sides Of The Joint And Blowing The Joint Free Of Debris With Compressed Air And Placement Of The New Preformed Joint Seal

Basis Of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Centerline Joint.

907-823-B001 SAW CUT, TYPE I

Description: The Saw Cut Depth Shall Be Equivalent To The Installation Depth Required By The Manufacturer's Specifications. The Saw Cut Type Shall Be The Same As The Preformed Joint Seal Selected

Basis Of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint.

✳NOTES:

1. The Preformed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:

   A. Silicoflex Joint Sealing System
   Manufactured By R.J. Watson, Inc. In Alden, NY
   www.rjwatson.com

   B. Wabo SPS Joint System
   Manufactured By Watson Bowman Acme Corporation In Amherst, NY
   www.wbacorp.com

   C. Silspec SSS Silicone Strip Seal
   Manufactured By SSI Commercial & Highway Construction Materials
   www.ssicm.com

2. For Estimating Purposes, The RJ Watson Silicoflex Joint Sealing System Was Selected. However, Should Another Supplier Be Chosen, It Is The Contractor's Responsibility To Ensure That The Manufacturer's Recommendations Are Followed For Joint Preparation, Installation Depths And Widths, Adhesive Setting Times, And Any Other Variances Between The Specifications Provided By The Manufacturers. A Manufacturer Representative Shall Be Present At The Time Joint Sealing Begins To Ensure That The Contractor Is Properly Schooled In Installation Of The Joint Material.

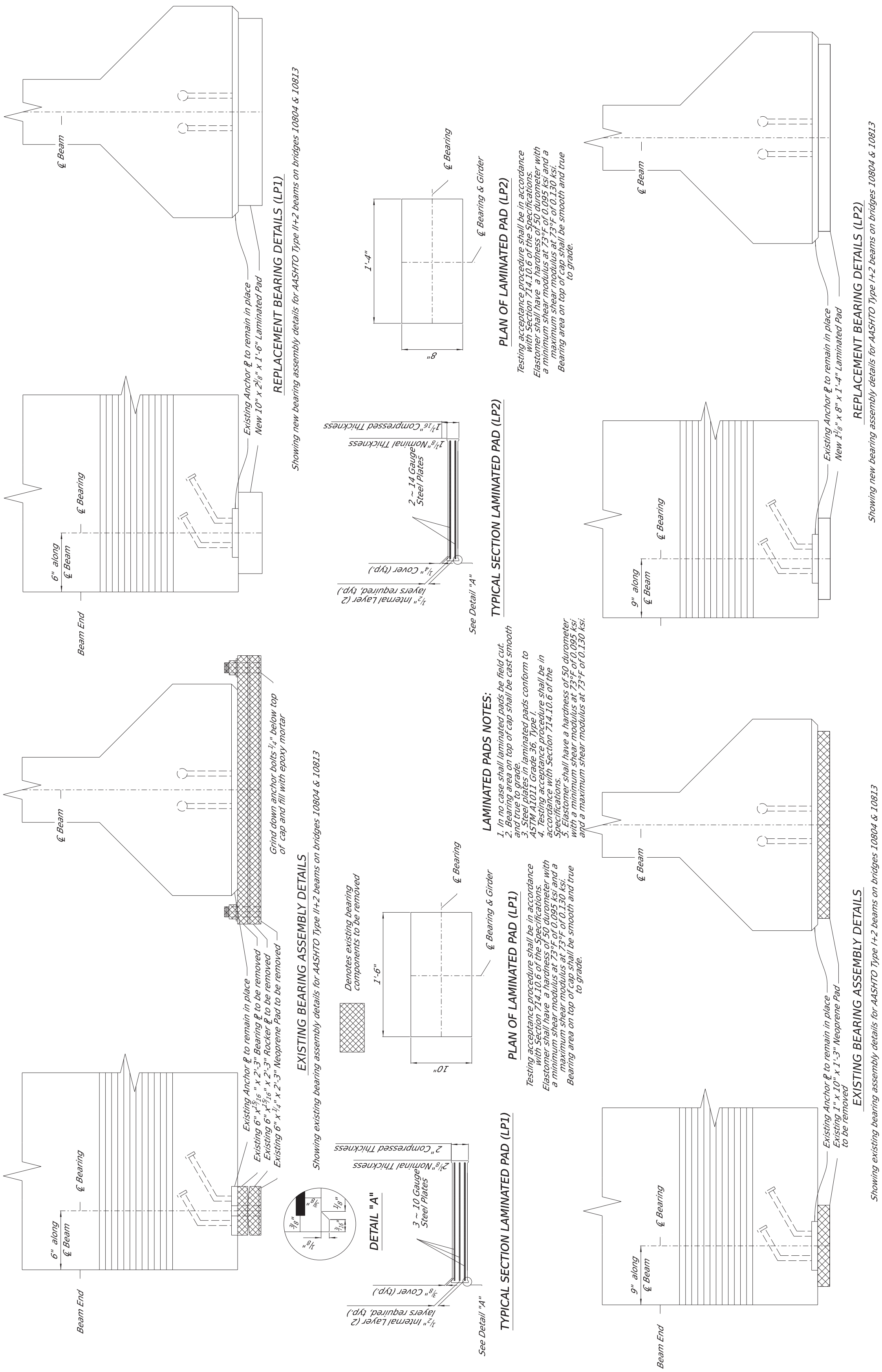
3. Joints Shall Be Sealed At Their Design Widths, Dimension "A", Which Is Defined As The Actual Width Of The Joint Opening. This Width Does Not Account For The ¼" Seat Required On Both Sides Of The Joint. Preformed Joint Seal, Type I, Shall Be Used For Design Widths Less Than 2". Preformed Joint Seal, Type II, Shall Be Used For Design Widths Greater Than or Equal To 2" and less than or equal to 2½". Type III shall be used for joint openings greater than 2½" with the Maximum joint opening being 3½". In Cases Where Design Widths Are Greater Than 3½", Another Type Of Expansion Material Shall Be Required As Directed By The Director Of Structures, State Bridge Engineer. It Is The Contractor's Responsibility To Ensure That The Size Selected Is Appropriate For The Width Of The Joint.

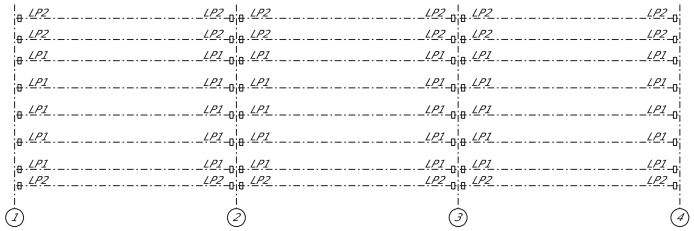
GENERAL NOTES:

1. Specifications: Mississippi Standard Specifications For Road And Bridge Construction, 2017.
2. No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer. Minor Changes To Detail Of Design Or Construction Procedure May Be Authorized By The Bridge Engineer Provided Such Changes Will Not Be Cause For Contract Price Adjustment.
3. Work For Which No Pay Item Is Provided In The Proposal Will Not Be Paid For Directly And Shall Therefore Be Considered An Absorbed Item of Work.

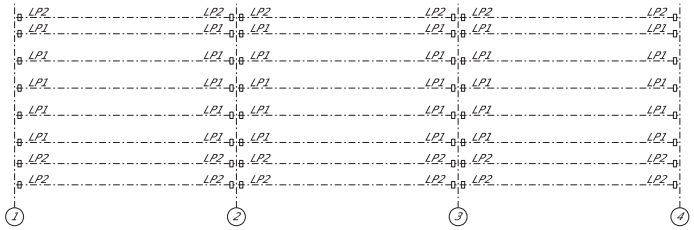
APPROACH ROADWAY NOTES:

Existing approach roadway to remain in place. Any damage that occurs to the existing approach roadway or existing endwall shall be repaired by the Contractor to the satisfaction of the Engineer at no additional cost to the state.


EXISTING BEARING ASSEMBLY DETAILS
Showing existing bearing assembly details for AASHTO Type II+2 beams on bridges 10804 & 10813
REPLACEMENT BEARING DETAILS (LP1)
Showing new bearing assembly details for AASHTO Type II+2 beams on bridges 10804 & 10813
EXISTING BEARING ASSEMBLY DETAILS
Showing existing bearing assembly details for AASHTO Type I+2 beams on bridges 10804 & 10813
REPLACEMENT BEARING DETAILS (LP2)
Showing new bearing assembly details for AASHTO Type I+2 beams on bridges 10804 & 10813
TYPICAL SECTION LAMINATED PAD (LP1)
TYPICAL SECTION LAMINATED PAD (LP2)
PLAN OF LAMINATED PAD (LP1)
PLAN OF LAMINATED PAD (LP2)
DETAIL "A"
Denotes existing bearing components to be removed
Grind down anchor bolts 1/4" below top of cap and fill with epoxy mortar
Existing Anchor ℓ to remain in place
New 1 1/8" x 8" x 1'-4" Laminated Pad
Existing 1" x 10" x 1'-3" Neoprene Pad to be removed
Beam End
℄ Beam
℄ Bearing
℄ Bearing & Girder
6" along ℄ Beam
9" along ℄ Beam
1'-6"
1'-4"
10"
8"
2" Compressed Thickness
1 1/16" Compressed Thickness
1 1/8" Nominal Thickness
3 ~ 10 Gauge Steel Plates
2 ~ 14 Gauge Steel Plates
See Detail "A"
LAMINATED PADS NOTES:
1. In no case shall laminated pads be field cut.
2. Bearing area on top of cap shall be cast smooth and true to grade.
3. Steel plates in laminated pads conform to ASTM A1011 Grade 36, Type I.
4. Testing acceptance procedure shall be in accordance with Section 714.10.6 of the Specifications.
5. Elastomer shall have a hardness of 50 durometer with a minimum shear modulus at 73°F of 0.095 ksi and a maximum shear modulus at 73°F of 0.130 ksi.
Testing acceptance procedure shall be in accordance with Section 714.10.6 of the Specifications. Elastomer shall have a hardness of 50 durometer with a minimum shear modulus at 73°F of 0.095 ksi and a maximum shear modulus at 73°F of 0.130 ksi. Bearing area on top of cap shall be smooth and true to grade.

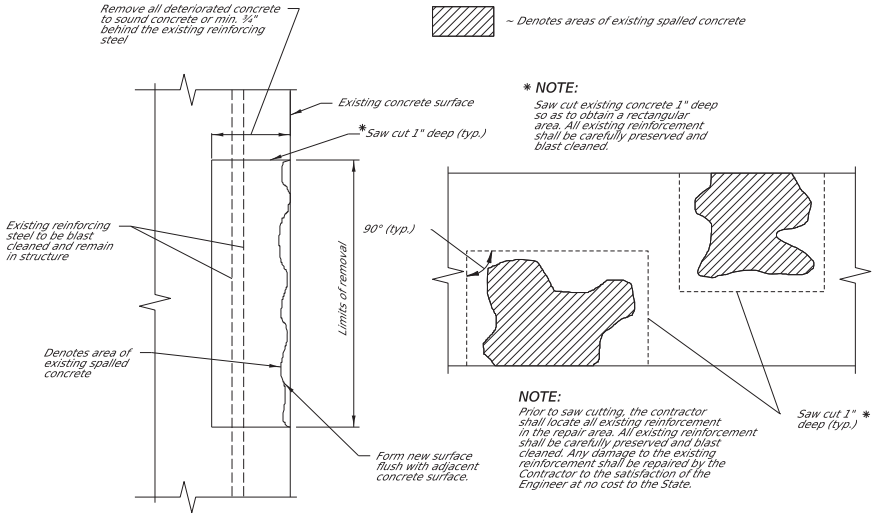


PAD PLACEMENT PLAN: BRIDGE 10804



PAD PLACEMENT PLAN: BRIDGE 10813

Epoxy Repair Locations	
Bridge	Location
10804	Span 1, Beams 3 & 7
10804	Span 3, Beam 3
10804	Cap at Bent 1
10813	Span 1, Beam 1
10813	Span 3, Beam 6
10813	Cap at Bents 2 & 3



EPOXY REPAIR DETAILS

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 7551 **CODE: (SP)**

DATE: **1/20/2026**

SUBJECT: **Scope of Work Revision**

PROJECT: **STBG-0013-02(038) / 109686301 – Copiah County**
NHPP-0055-01(133) / 109688301 – Copiah County

Bidders are hereby advised of the following changes to the scope of work:

- MDOT Roadway Design Standard Drawing revisions dated 12/11/2025 have been included in the revised scope of work.

"General Decision Number: MS20260129 01/02/2026

Superseded General Decision Number: MS20250129

State: Mississippi

Construction Type: Highway

County: Copiah 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

SUMS2010-052 08/04/2014

	Rates	Fringes
CARPENTER (Form Work Only)	$ 13.28	0.00
CEMENT MASON/CONCRETE FINISHER	$ 15.01	0.00
ELECTRICIAN	$ 24.04	5.87
HIGHWAY/PARKING LOT STRIPING:		
Truck Driver (Line Striping Truck)	$ 12.05	0.00
INSTALLER - GUARDRAIL	$ 12.07	0.00
INSTALLER - SIGN	$ 12.38	0.00
IRONWORKER, REINFORCING	$ 15.47	0.00
LABORER: Common or General, Including Asphalt Raking, Shoveling, Spreading	$ 10.06	0.00
LABORER: Flagger	$ 10.40	0.00
LABORER: Grade Checker	$ 9.94	0.00
LABORER: Luteman	$ 12.88	0.00
LABORER: Mason Tender - Cement/Concrete	$ 11.27	0.00
LABORER: Pipelayer	$ 13.44	0.00
LABORER: Laborer-Cones/ Barricades/Barrels - Setter/Mover/Sweeper	$ 8.25	0.00
OPERATOR: Asphalt Spreader	$ 14.71	0.00
OPERATOR:		

Backhoe/Excavator/Trackhoe.....$ 14.69 0.00

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

OPERATOR: Broom/Sweeper.....$ 10.14 0.00

OPERATOR: Bulldozer.....$ 15.25 0.00

OPERATOR: Concrete Saw.....$ 16.50 0.00

OPERATOR: Crane.....$ 19.22 0.00

OPERATOR: Distributor.....$ 11.17 0.00

OPERATOR: Grader/Blade.....$ 11.67 0.00

OPERATOR: Grinding/Grooving
Machine.....$ 16.86 0.00

OPERATOR: Loader.....$ 16.75 0.00

OPERATOR: Mechanic.....$ 19.16 0.00

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

OPERATOR: Mixer.....$ 14.25 0.00

OPERATOR: Oiler.....$ 12.35 0.00

OPERATOR: Paver (Asphalt,
Aggregate, and Concrete).....$ 11.40 0.00

OPERATOR: Roller (All Types)....$ 11.29 0.00

OPERATOR: Scraper.....$ 12.25 0.00

OPERATOR: Tractor.....$ 11.22 0.00

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

TRUCK DRIVER: Lowboy Truck.....$ 11.96 0.00

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

TRUCK DRIVER: Water Truck.....$ 19.00 0.00

TRUCK DRIVER: Dump Truck (All
Types).....$ 12.66 0.00

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

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

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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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