MDOT Use Only
Checked _____
Loaded _____
Keyed _____

08 -

SM No. CSTP0050010431

PROPOSAL AND CONTRACT DOCUMENTS

FOR THE CONSTRUCTION OF

08
Mill & Overlay approximately 12.4 miles of SR 9 from SR 9W to the Pontotoc County Line, known as Federal Aid Project No. STP-0050-01(043) / 109755301 in Calhoun County.

Project Completion: 183 Working Days

(STATE DELEGATED)

NOTICE

BIDDERS MUST COMPLETE AN ONLINE REQUEST FOR PERMISSION TO BID THIS PROJECT.

Electronic addendum updates will be posted on www.gomdot.com

SECTION 900

OF THE CURRENT
2017 STANDARD SPECIFICATIONS
FOR ROAD AND BRIDGE CONSTRUCTION

JACKSON, MISSISSIPPI

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
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PROJECT: STP-0050-01(043)/109755301 - Calhoun

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Section 903 - Contract Bond Forms

Progress Schedule

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

12/22/2025 11:56 AM

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 901 - ADVERTISEMENT

Electronic bids will be received by the Mississippi Transportation Commission at 10:00 o'clock A.M., Tuesday, January 27, 2026, from the Bid Express Service and shorty thereafter publicly read on the Sixth Floor For:

Mill & Overlay approximately 12.4 miles of SR 9 from SR 9W to the Pontotoc County Line, known as Federal Aid Project No. STP-0050-01(043) / 109755301 in Calhoun County.

The attention of bidders is directed to the Contract Provisions governing selection and employment of labor. Minimum wage rates have been predetermined by the Secretary of Labor and are subject to Public Law 87-581, Work Hours Act of 1962, as set forth in the Contract Provisions.

The specifications are on file in the offices of the Mississippi Department of Transportation.

Contractors may request permission to bid online at http://shop.mdot.ms.gov at no cost. Upon approval, Contractors shall be eligible to submit a bid using Bid Express at http://bidx.com. Specimen proposals may be viewed and downloaded online at no cost at http://mdot.ms.gov or purchased online at http://shop.mdot.ms.gov at a cost of Ten Dollars ($10.00) per proposal plus a small convenience fee. Cash or checks will not be accepted as payment.

Bid bond, signed or countersigned by a Mississippi Agent or Qualified Nonresident Agent, with Power of Attorney attached, a Cashier's check or Certified Check for five (5%) percent of bid, payable to STATE OF MISSISSIPPI, must accompany each proposal.

The attention of bidders is directed to the provisions of Subsection 102.07 pertaining to irregular proposals and rejection of bids.

BRAD WHITE
EXECUTIVE DIRECTOR

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO NOTICE TO BIDDERS NO. 1

DATE: **06/08/2021**

SUBJECT: **Governing Specifications**

Change the web address at the end of the first paragraph to the following.

https://shop.mdot.ms.gov/default.aspx?StoreIndex=1

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 1 **CODE: (IS)**

DATE: **03/01/2017**

SUBJECT: **Governing Specifications**

The current (2017) Edition of the Standard Specifications for Road and Bridge Construction adopted by the Mississippi Transportation Commission is made a part hereof fully and completely as if it were attached hereto, except where superseded by special provisions, or amended by revisions of the Specifications contained within this proposal. Copies of the specification book may be purchased from the MDOT Construction Division, or online at shopmdot/default.aspx?StoreIndex=1.

A reference in any contract document to controlling requirements in another portion of the contract documents shall be understood to apply equally to any revision or amendment thereof included in the contract.

In the event the plans or proposal contain references to the 2004 Edition of the Standard Specifications for Road and Bridge Construction, it is to be understood that such references shall mean the comparable provisions of the 2017 Edition of the Standard Specifications.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2 **CODE: (IS)**

DATE: **03/01/2017**

SUBJECT: **Status of Right-of-Way**

Although it is desirable to have acquired all rights-of-way and completed all railroad agreements, utility adjustments and work to be performed by others prior to receiving bids, sometimes it is not considered to be in the public interest to wait until each and every such clearance has been obtained. The bidder is hereby advised of possible unacquired rights-of-way, relocates, railroad agreements and utilities adjustments which have not been completed.

The status of right-of-way acquisition, utility adjustments, encroachments, potentially contaminated sites, railroad facilities, improvements, and asbestos contamination are set forth in the following attachments.

In the event right of entry is not available to ALL parcels of right-of-way and/or all work that is to be accomplished by others on the date set forth in the contract for the Notice to Proceed is not complete, the Department will issue a restricted Notice to Proceed.

STATUS OF RIGHT-OF-WAY
STP-0050-01(043)
109755/301000
Calhoun County

All rights of way and legal rights of entry have been acquired **except:**

None.

STATUS OF POTENTIALLY CONTAMINATED SITES REPORT

STP-0050-01(043) 109755-301000

Calhoun County

November 17, 2025

THERE IS NO RIGHT-OF-WAY REQUIRED FOR THIS PROJECT. NO INITIAL SITE ASSESSMENT WILL BE PERFORMED. IF CONTAMINATION ON THE EXISTING RIGHT-OF-WAY IS DISCOVERED, IT WILL BE HANDLED BY THE DEPARTMENT.

ASBESTOS ABATEMENT STATUS REPORT

STP-0050-01(043) 109755-301000

Calhoun County

November 17, 2025

Reference is made to notices to bidders entitled "Asbestos National Emission Standards for Hazardous Air Pollutants (NESHAP)" and "Removal of Obstructions".

The following pertinent information is furnished concerning asbestos-containing materials (ACMs), if any, found in buildings to be removed by the Contractor.

There is no right-of-way required for this project, and the contractor will not need to remove any buildings.

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Inter-Departmental Memorandum

TO: ROW DIVISION
Don Drake

FROM: James Cobbs
District 2 Construction Engineer

INFORMATION COPY TO: File
Shows (84-01)
Vance (73-01)
West (73-01)

DATE: November 17, 2025

SUBJECT OR PROJECT NO: STP-0050-01(043)
109755/301000

COUNTY: Calhoun

District Status Report

1. STATUS OF Right of Way: All work to be done within existing ROW.

2. RIGHT OF WAY CLEARANCE: There are no encroachments.

3. STATUS OF AFFFECTED RAILROAD OPERATING FACILITIES: None affected.

4. STATUS OF REQUIRED UTILITY RELOCATIONS: None affected.

5. STATUS OF CONSTRUCTION AGREEMENT: None required.

IMPROVEMENTS STATUS REPORT

Improvements to be included in the Notice to Bidders to be removed by the Construction Contractor

FMS Construction Project No: 109755-301000

FMS ROW Project No:

External ROW No: STP-0050-01(043)

Parcel No:
Station No:
Property Owner:
Description/Pictures:

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3 **CODE: (SP)**

DATE: **01/17/2017**

SUBJECT: **Final Clean-Up**

Immediately prior to final inspection for release of maintenance, the Contractor shall pick up, load, transport and properly dispose of all litter from the entire highway right-of-way that is within the termini of the project.

Litter shall include, but not be limited to, solid wastes such a glass, paper products, tires, wood products, metal, synthetic materials and other miscellaneous debris.

Litter removal is considered incidental to other items of work and will not be measured for separate payment.

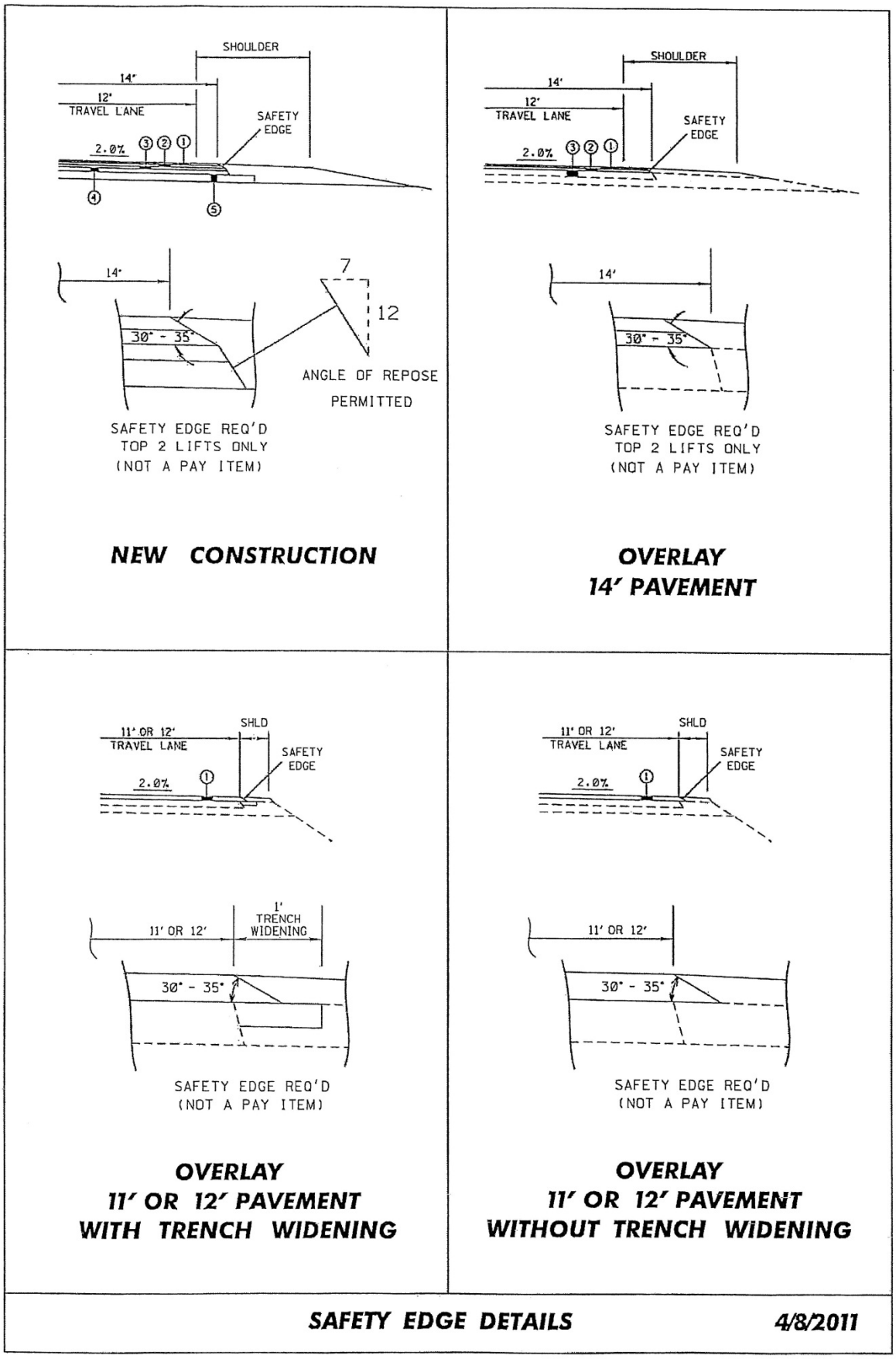
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 13 **CODE: (IS)**

DATE: **03/01/2017**

SUBJECT: **Safety Edge**

Bidders are hereby advised that the Shoulder Wedge (Safety Edge) specified in Section 401, Asphalt Pavements, shall only apply to the top two (2) lifts of asphalt. Open Graded Friction Courses (OGFC) are not to be considered a lift as it pertains to safety edge. Attached is a drawing showing the safety edge. Note that the shoulder dimensions in the bottom two drawings will be less than three feet (3').


SHOULDER
14'
12'
TRAVEL LANE
SAFETY EDGE
2.0%
30° - 35°
7
12
ANGLE OF REPOSE PERMITTED
SAFETY EDGE REQ'D TOP 2 LIFTS ONLY (NOT A PAY ITEM)
NEW CONSTRUCTION
OVERLAY 14' PAVEMENT
11' OR 12'
SHLD
1' TRENCH WIDENING
OVERLAY 11' OR 12' PAVEMENT WITH TRENCH WIDENING
OVERLAY 11' OR 12' PAVEMENT WITHOUT TRENCH WIDENING
SAFETY EDGE DETAILS
4/8/2011

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 296 **CODE: (SP)**

DATE: **07/25/2017**

SUBJECT: **Reduced Speed Limit Signs**

Bidders are advised that when the plans or contract documents require the speed limit on a project to be reduced, the Contractor shall begin work within 48 hours of installing the reduced speed limit signs. Should the Contractor not start work or have no plans to start work within 48 hours of installing the signs, the reduced speed limit signs shall be covered and existing speed limit signs uncovered.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 445 **CODE: (SP)**

DATE: **10/10/2017**

SUBJECT: **Mississippi Agent or Qualified Nonresident Agent**

Bidders are hereby advised of the requirements of Subsections 102.08, 103.05.2, and 107.14.2.1 of the *2017 Standard Specifications for Road and Bridge Construction* as it refers to bonding agents. Proposal guaranties, bonds, and liability insurance policies must be signed by a **Mississippi Agent or Qualified Nonresident Agent.**

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 516 **CODE: (IS)**

DATE: **11/28/2017**

SUBJECT: **Errata and Modifications to the 2017 Standard Specifications**

Page	Subsection	Change
16	102.06	In the seventh full paragraph, change "Engineer" to "Director."
33	105.05.1	In the sixth sentence, change "Contract Administration Engineer" to "Contract Administration Director."
34	105.05.2.1	In subparagraph 2, change "SWPPP, ECP" to "SWPPP and the ECP"
35	105.05.2.2	In subparagraphs 2, add " and" to the end of the sentence. In subparagraph 3, remove ", and" and add ".".
90	109.04.2	In the last paragraph of subparagraph (a), place a period "." at the end of the sentence.
93	109.04.2	In the last paragraph of subparagraph (g), place a period "." at the end of the sentence. Also, in the first paragraph of subparagraph (h), place a period "." at the end of the sentence.
97	109.07	Under ADJUSTMENT CODE, subparagraph (A1), change "HMA mixture" to "Asphalt mixtures."
98	109.11	In the third sentence, change "Engineer" to "Director."
219	308.04	In the last sentence of the last paragraph, change "Contractor's decision" to "Engineer's decision."
300	405.02.5.9	In the first sentence of the second paragraph, change "Hot Mix Asphalt" to "Asphalt Mixtures."
502	630.01.1	In the first paragraph, change "AASHTO" to "AASHTO's LRFD".
636	646.05	Change "each" to "per each" for the pay item units of payment.
640	656.02.6.2	In item 7), change "down stream" to "downstream".
688	630.03.2	Change the subsection number from "630.03.2" to "680.03.2."

725	702.08.3	In the second sentence of the first paragraph, change "hot-mix" to "asphalt."
954	804.02.13.1.6	In the definition for "M" in the % Reduction formulas, change "paragraph 7.3" to "paragraph 5.3."

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 1225 **CODE: (SP)**

DATE: **11/13/2018**

SUBJECT: **Early Notice to Proceed**

Bidders are advised that if an early notice to proceed is allowed by the Department and the Contractor experiences problems or delays between the early notice to proceed date and the original notice to proceed date, this shall not be justification for any monetary compensation or an extension of contract time.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 1226 **CODE: (IS)**

DATE: **11/16/2018**

SUBJECT: **Material Storage Under Bridges**

Bidders are advised that Subsection 106.08 of the Standard Specifications allows the Contractor to store materials and equipment on portions of the right-of-way. However, the Contractor will not be allowed to store or stockpile materials under bridges without written permission from the Project Engineer. The Contractor shall submit a detailed request of all proposed materials to be stored under bridges to the Engineer a minimum of 14 calendar days prior to anticipated storage. This detail shall include, but not limited to, bridge location, material type, material quantity, and duration of storage. The Project Engineer and any other needed Division will review this information and determine whether to grant approval. The Contractor shall not store any material under any bridge without written approval from the Project Engineer.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 1241 **CODE: (IS)**

DATE: **11/27/2018**

SUBJECT: **Fuel and Material Adjustments**

Bidder's attention is brought to the last paragraph of Subsection 109.07 of the Standard Specifications which states that no fuel or material adjustment will be made after the completion of contract time. Any fuels consumed or materials incorporated into the work during the monthly estimate period falling wholly after the expiration of contract time will not be subject a fuel or material adjustment.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 1963 **CODE: (SP)**

DATE: **9/23/2019**

SUBJECT: **Guardrail Pads**

Bidders are hereby advised that prior to construction of the guardrail pads, the Contractor shall coordinate with the guardrail Subcontractor to determine the guardrail pad dimensions necessary to meet MASH compliance.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2206 **CODE: (IS)**

DATE: **01/14/2020**

SUBJECT: **MASH Compliant Devices**

Bidders are hereby advised that compliance associated with the requirements of meeting either the National Cooperative Highway Research Program (NCHRP) Report 350 or the Manual for Assessing Safety Hardware (MASH) for installations of certain traffic control devices and permanent safety hardware devices (guardrails, guardrail terminals, permanent portable barriers, cast-in-place barriers, all other permanent longitudinal barriers, crash cushions, cable barriers, cable barrier terminals, bridge rails, bridge rail transitions, all other terminals, sign supports, and all other breakaway hardware) as listed throughout the Standard Specifications and/or the Standard Drawings, or both, is now replaced with the requirements of meeting the 2016 version of MASH after December 31, 2019. This change applies to new permanent installations and to full replacements of existing installations.

At the preconstruction conference or prior to starting any work on the project, the Contractor shall submit a letter stating that the traffic control devices and permanent safety hardware devices as outlined within the paragraph above that are to be used on the project are certified to meet MASH 2016.

When a MASH 2016-compliant device does not exist for the new permanent installations and/or full replacement installations of permanent safety hardware devices, as listed above, a MASH 2009-compliant or a NCHRP 350-compliant device may be proposed by the Contractor for the project. A written request for such instances must be submitted by the Contractor either at the preconstruction conference or prior to starting any work on the project. The Contractor shall submit the following items to the Project Engineer: (1) a detailed list of the proposed devices and locations thereof; and (2) certification letters indicating that the proposed devices are compliant with either MASH 2009 or NCHRP 350.

When a MASH 2016-compliant device does not exist for the temporary work zone traffic control devices (Category 1, Category 2, and Category 3 devices) , a MASH 2009-compliant or a NCHRP 350-compliant device may be proposed by the Contractor for the project. Temporary work zone traffic control devices (Category 1, Category 2, and Category 3 devices) that are MASH 2009-compliant or NCHRP 350–compliant that have been in use prior to December 31, 2019, and that have a remaining service life may be proposed for use throughout their normal service life on the project by the Contractor. For either of these scenarios for temporary work zone traffic control devices, a written request must be submitted by the Contractor either at the preconstruction conference or prior to starting any work on the project. The Contractor shall submit the following items to the Project Engineer: (1) a detailed list of the proposed devices and locations thereof; and (2) certification letters indicating that the proposed devices are compliant with either MASH 2009 or NCHRP 350.

Work will only be allowed to proceed after the Department has granted written concurrence(s) with the proposed request(s) as listed above.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2273 **CODE: (SP)**

DATE: **02/12/2020**

SUBJECT: **Mississippi Special Fuel Tax Law**

Bidder's attention is brought to the second paragraph of Subsection 107.02 of the Standard Specifications which states that all Contractors and Subcontractors must comply with all requirements contained in the Mississippi Special Fuel Tax Law, Section 27-55-501, *et seq*. Attached are two Fact Sheets provided by the Mississippi Department of Revenue (MDOR) with additional information.

DEPARTMENT OF REVENUE
STATE OF MISSISSIPPI

Gasoline and Dyed Diesel Used for Non-Highway Purposes

Mississippi provides a reduced rate for gasoline and dyed diesel used for non-highway purposes. The reduced rates are 6.44 cents per gallon and 5.75 cents per gallon of gasoline or dyed diesel. These fuels are generally taxed at 18 cents per gallon if for on road use.

Gasoline Used for Non-Highway Purposes

You may be entitled to a refund of 11.56 cents per gallon (making this an equivalent to a tax rate of 6.44 cents per gallon) if you desire to purchase gasoline to be used off road. The gasoline must be used for agricultural, maritime, industrial, manufacturing, domestic or non-highway purposes only.

Examples of non-highway include gasoline used in boats, golf carts, machinery used for manufacturing or farm equipment used exclusively in plowing, planting or harvesting farm products.

Refund Gasoline User

The refund is based on the amount of gallons used. Before a refund is issued, you are required to…

1. Obtain a refund gasoline user's permit and a certificate for refund booklet from the Department of Revenue;
2. Have a storage tank marked "REFUND GASOLINE"; and,
3. Purchase the gasoline from someone who holds a refund gasoline dealer's permit.

No refund will be allowed for gasoline used in motor vehicles owned or operated by a government entity or used in Mississippi government contracts.

Refund Gasoline Dealer

You must obtain a refund gasoline dealer's permit from the Department of Revenue before selling refund gasoline. At no time should the gasoline be delivered to a tank that is not properly marked. The gasoline must be dyed a distinctive mahogany color at the time of delivery.

The Department of Revenue may waive the dye requirement if the dye may cause damage to the equipment. The refund gasoline user is required to obtain the waiver from the Department of Revenue.

Dyed Diesel Used for Non-Highway Purposes

Unlike gasoline, you are not required to apply for a refund if you desire to purchase dyed diesel to be used off road. Mississippi provides a reduced rate of 5.75 cents per gallon on dyed diesel used off road. Diesel used on road is subjected to 18 cents per gallon. Dyed diesel used in motor vehicles owned or operated by a government entity or used in Mississippi government contracts will be subjected to 18 cents per gallon.

Dyed Diesel Used on the Highway

Any person who purchases, receives, acquires or uses dyed diesel for highway use will be liable to pay 18 cents per gallon and subject to a penalty in the amount of $1000.

Identifying Dyed Diesel

Storage facilities for dyed diesel must be plainly marked "NONHIGHWAY DIESEL FUEL" or "NONHIGHWAY KEROSENE". Retailers are also required to mark all pumps or dispensing equipment.

This fact sheet is intended to help you become more familiar with Mississippi tax laws and your rights and responsibilities under the laws. Nothing in this fact sheet supersedes, alters, or otherwise changes any provisions of the tax law, regulations, court decisions, or notices.

Revised March 2017

Petroleum Tax Bureau
P. O. Box 1033
Jackson, MS 39215-1033
Phone: (601) 923-7150

DEPARTMENT OF REVENUE
STATE OF MISSISSIPPI

Special Fuel Used on Government Contracts

State and Local Government Contracts

Special fuel purchased, acquired or used in performing contracts with the State of Mississippi, counties, municipalities or any political subdivision is taxed at a rate of 18 cents per gallon. Special fuel includes but is not limited to the following:

- Dyed diesel fuel;
- Kerosene;
- Undyed diesel fuel; and,
- Fuel oil.

State and local government contracts include construction, reconstruction and maintenance or repairs of projects such as roads, bridges, water systems, sewer systems, buildings, drainage canals and recreational facilities. The Department of Revenue may require contractors to remit the excise tax directly to the state in lieu of paying the tax to a distributor.

Special Fuel Direct Pay Permit

Contractors that remit the excise tax to the state will be issued a Special Fuel Direct Pay Permit. This permit relieves the distributor from collecting the tax and requires the contractor to file a monthly special fuel return. The distributor should include the contractor's permit number on all invoices that are related to tax-free sales.

The contractor is required to furnish a surety or cash bond guaranteeing the payment of the excise tax prior to receiving the Special Fuel Direct Pay Permit. The Department of Revenue may accept a contractors tax bond if the bond covers the excise tax levied on special fuel.

Special Fuel Distributors

If the contractor does not have a Special Fuel Direct Pay Permit, distributors are required to collect the 18 cents excise tax and remit the tax to the Department of Revenue. The additional 12.25 cents levied on special fuel (excluding undyed diesel) should be reported on schedules 5F and 5G of the special fuel return.

Environmental Protection Fee

Special fuel distributors are required to collect the environmental protection fee even if the contractor has a Special Fuel Direct Pay Permit. The fee is levied at 4/10^{ths} of a cent per gallon. The fee is suspended or reinstated when the trust fund has exceeded or fallen below the obligatory balance.

Penalties

Any person who knowingly and willfully purchases untaxed fuel for use in equipment utilized on a road or highway construction site in this state is guilty of a misdemeanor and, upon conviction, shall be fined not less than $1,000 or more than $100,000, or imprisoned in the county jail for not more than one year, or both.

This fact sheet is intended to help you become more familiar with Mississippi tax laws and your rights and responsibilities under the laws. Nothing in this fact sheet supersedes, alters, or otherwise changes any provisions of the tax law, regulations, court decisions, or notices.

Petroleum Tax Bureau
P. O. Box 1033
Jackson, MS 39215-1033
Phone: (601) 923-7150

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2954 **CODE: (IS)**

DATE: **12/01/2020**

SUBJECT: **Reflective Sheeting for Signs**

Bidders are hereby advised that the retroreflective sign sheeting used for signs on this project shall be as listed below and shall meet the requirements of Subsection 721.06.

Temporary Construction Signs
Temporary traffic control (orange) sign sheeting shall be a minimum Type IX Fluorescent Orange sheeting as shown in Special Provision 907-721.

Permanent Signs
Permanent signs, except signs on traffic signal poles/mast arms, shall be as follows:

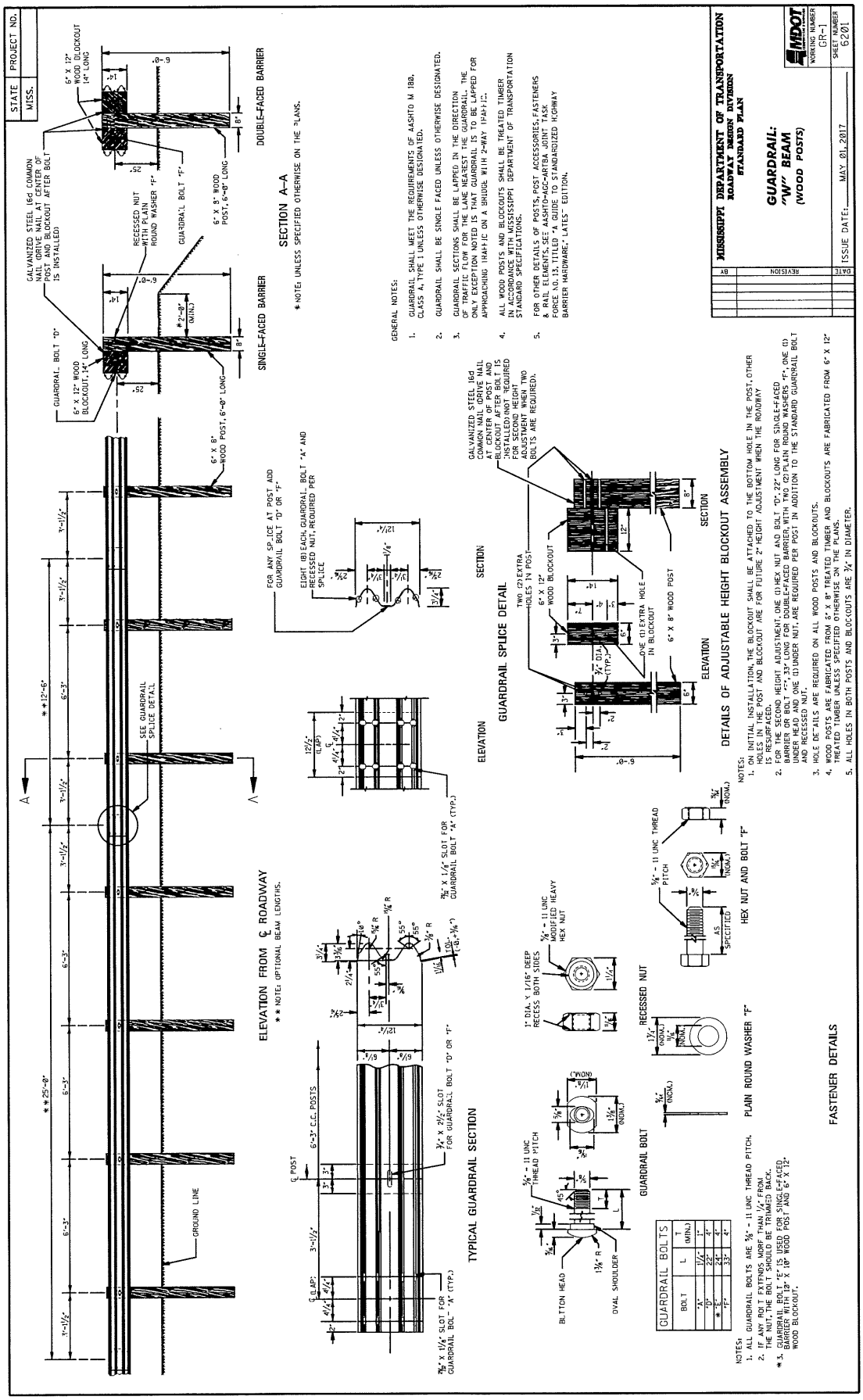
- Brown background sheeting on guide signs shall be a minimum Type VIII sheeting,
- Green and blue background sheeting on guide signs shall be a minimum Type IX sheeting, and
- All white, yellow, red, fluorescent yellow, and fluorescent yellow/green sheeting shall be Type XI sheeting.

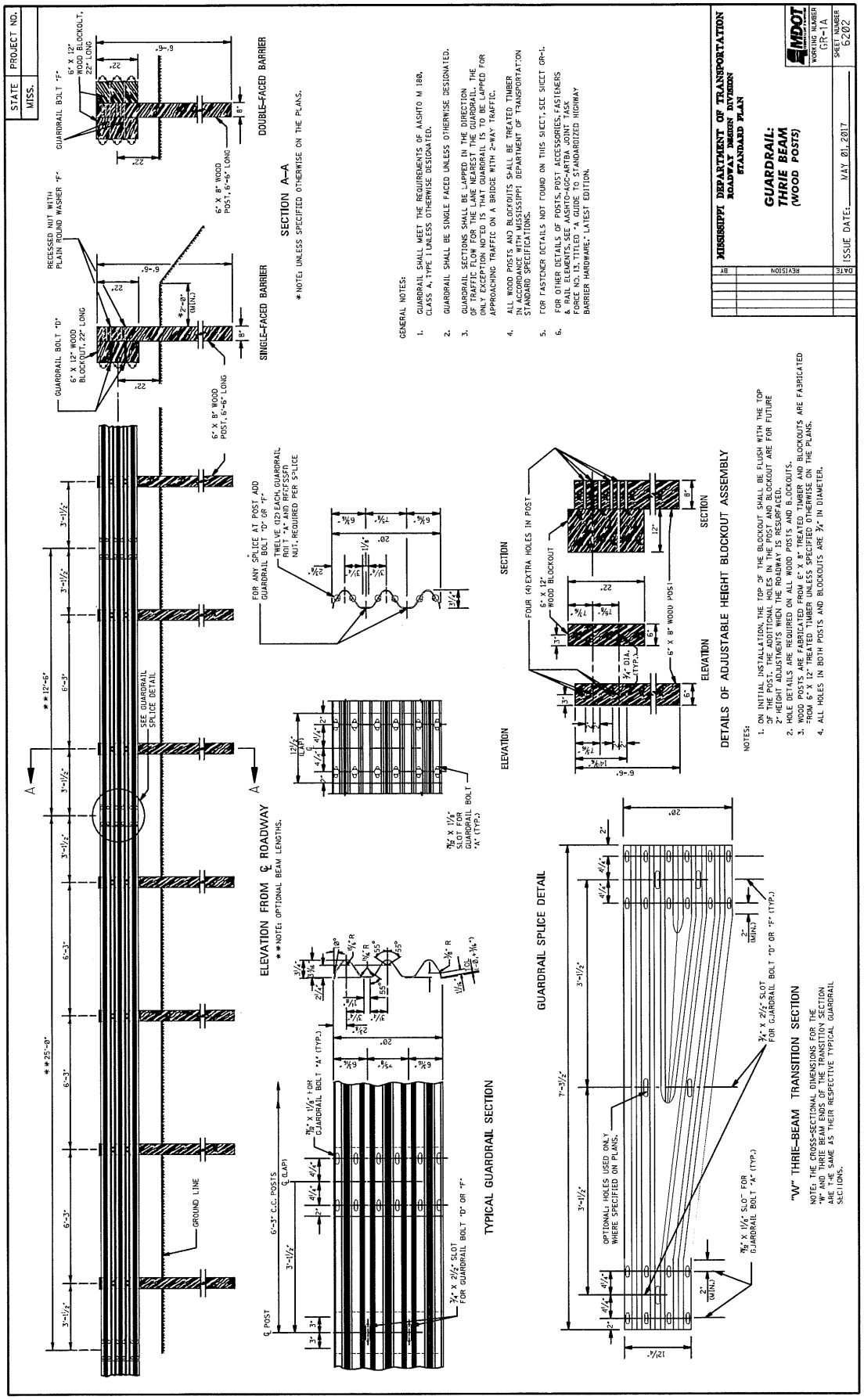
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

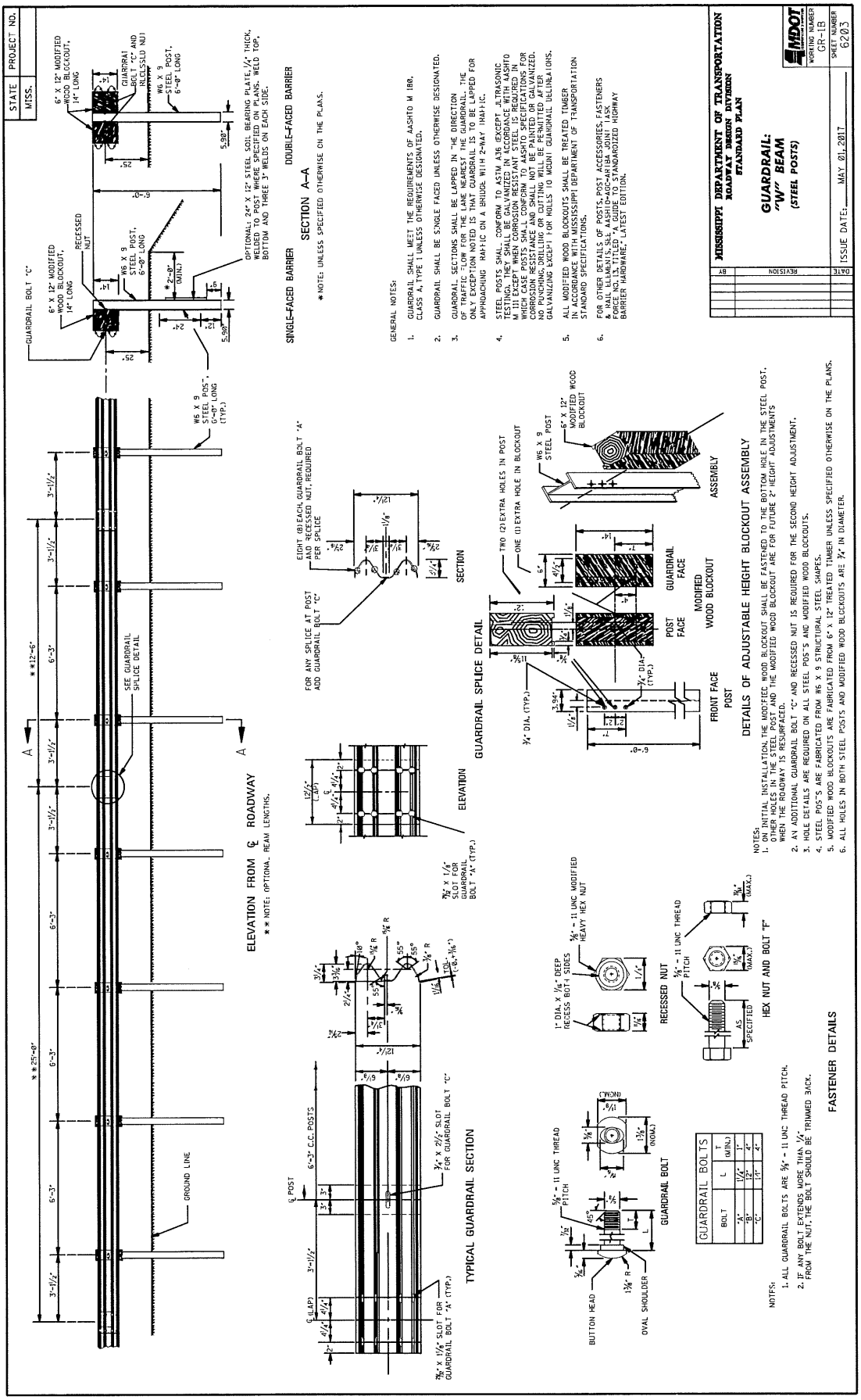
SUPPLEMENT TO NOTICE TO BIDDERS NO. 3599

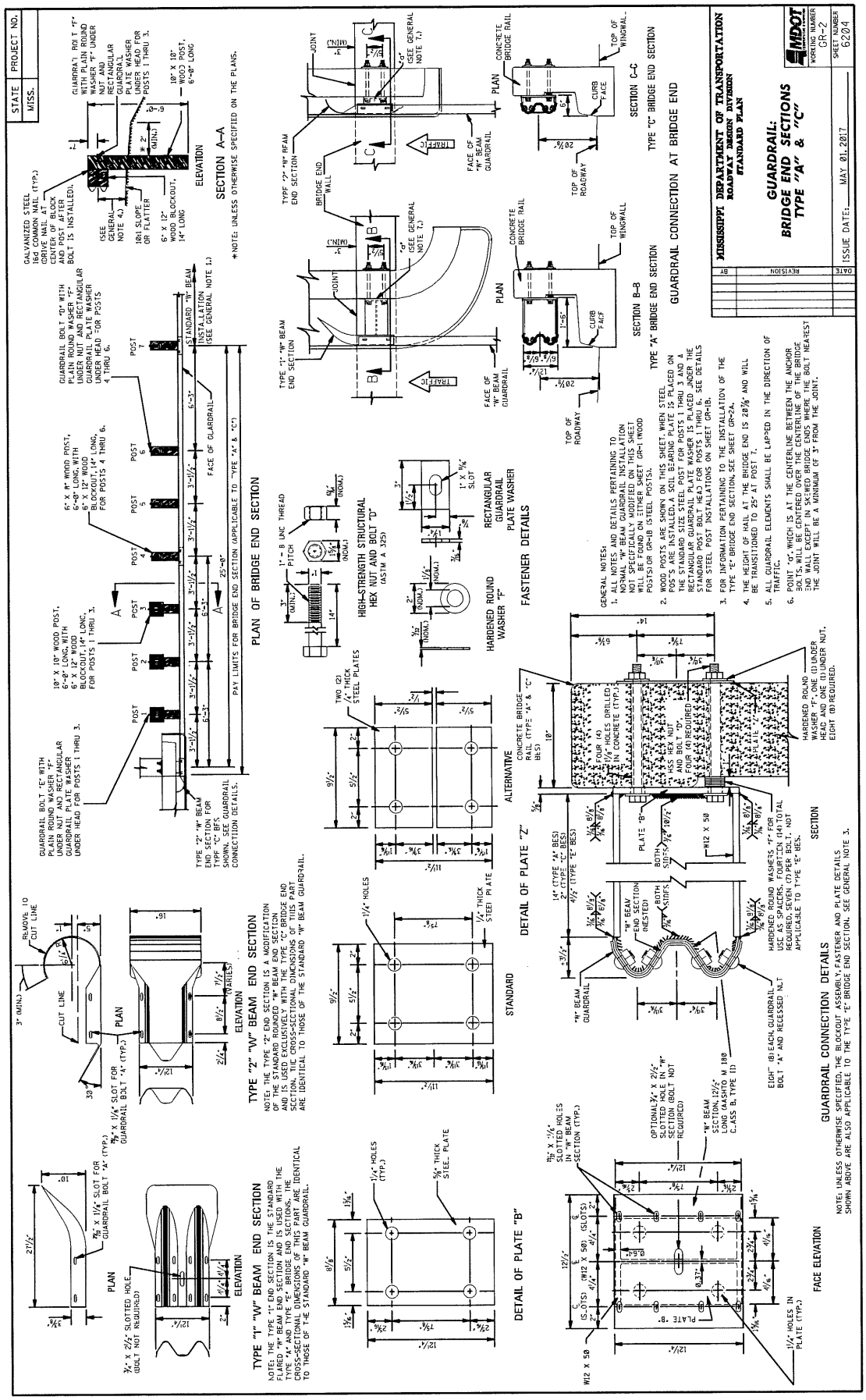
DATE: 08/11/2021

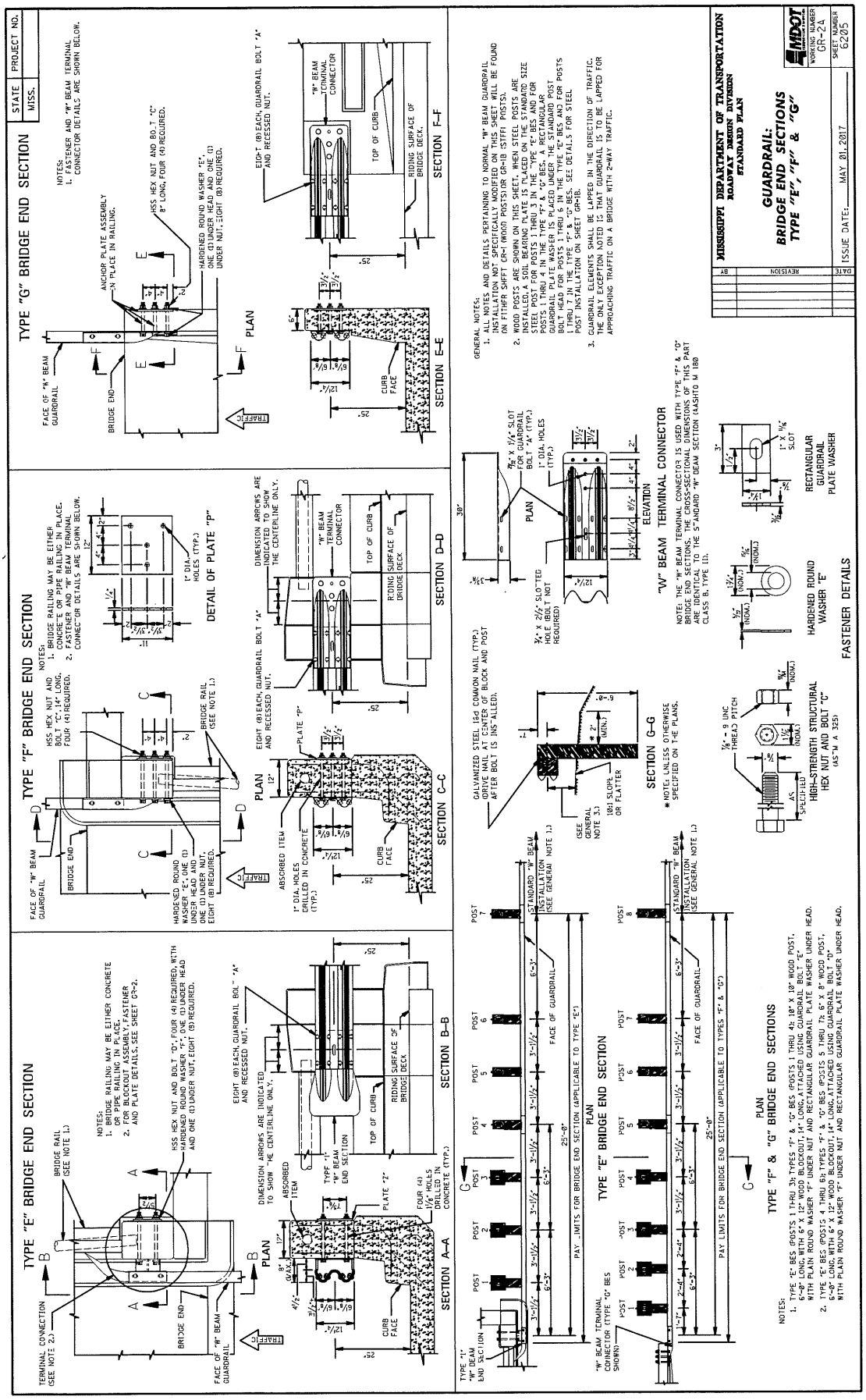
After the last drawing on page 33, add the following.

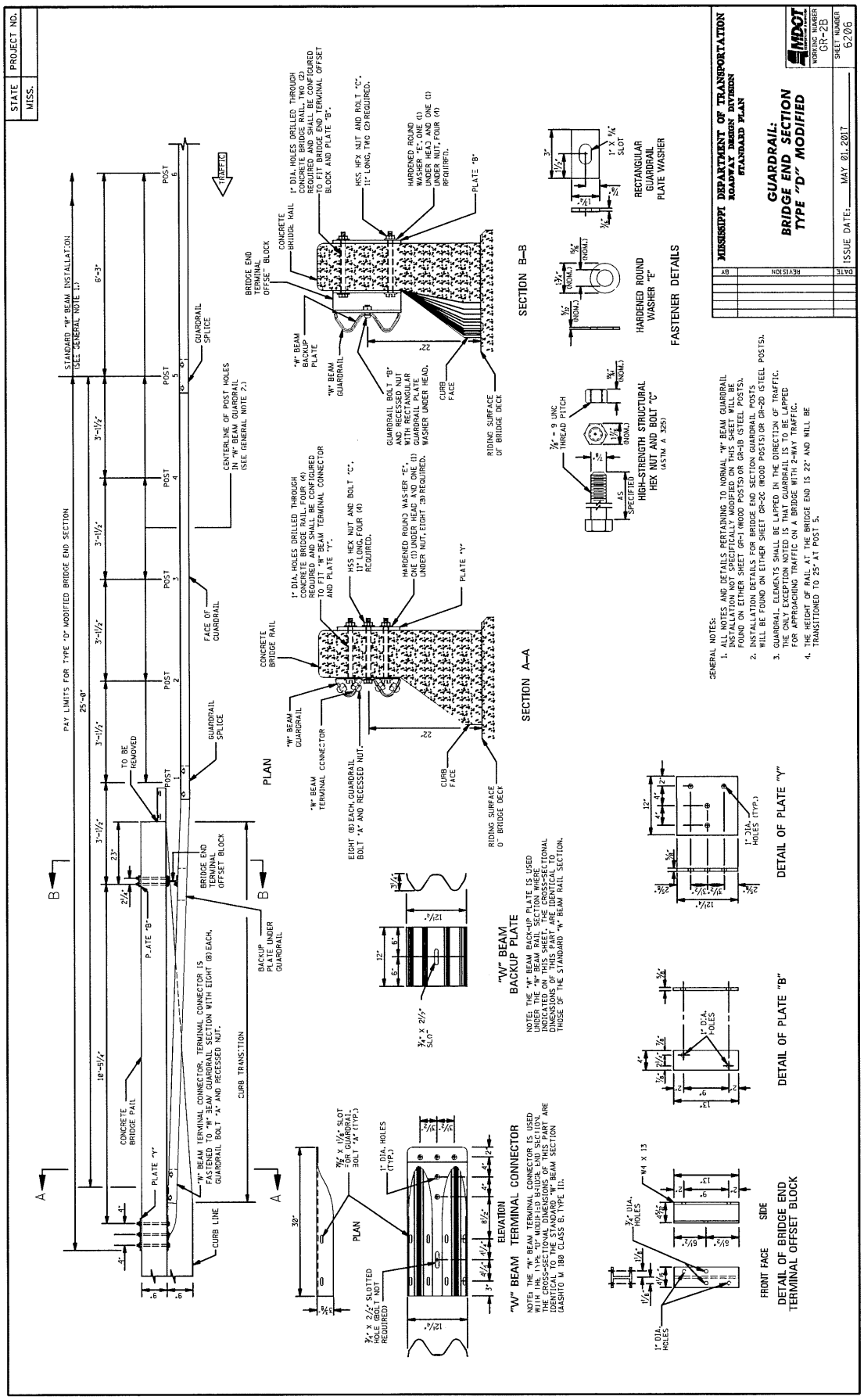

STATE
MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
GUARDRAIL:
"W" BEAM
(WOOD POSTS)
MDOT
WORKING NUMBER
GR-1
SHEET NUMBER
6201
ISSUE DATE: MAY 01, 2017
DATE
REVISION
BY
DOUBLE-FACED BARRIER
SINGLE-FACED BARRIER
SECTION A-A
* NOTE: UNLESS SPECIFIED OTHERWISE ON THE PLANS.
GENERAL NOTES:
1. GUARDRAIL SHALL MEET THE REQUIREMENTS OF AASHTO M 180, CLASS A, TYPE 1 UNLESS OTHERWISE DESIGNATED.
2. GUARDRAIL SHALL BE SINGLE FACED UNLESS OTHERWISE DESIGNATED.
3. GUARDRAIL SECTIONS SHALL BE LAPPED IN THE DIRECTION OF TRAFFIC FLOW FOR THE LANE NEAREST THE GUARDRAIL. THE ONLY EXCEPTION NOTED IS THAT GUARDRAIL IS TO BE LAPPED FOR APPROACHING TRAFFIC ON A BRIDGE WITH 2-WAY TRAFFIC.
4. ALL WOOD POSTS AND BLOCKOUTS SHALL BE TREATED TIMBER IN ACCORDANCE WITH MISSISSIPPI DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
5. FOR OTHER DETAILS OF POSTS, POST ACCESSORIES, FASTENERS & RAIL ELEMENTS, SEE AASHTO-AGC-ARTBA JOINT TASK FORCE NO. 13, TITLED "A GUIDE TO STANDARDIZED HIGHWAY BARRIER HARDWARE, LATEST EDITION.
GALVANIZED STEEL 16d COMMON NAIL (DRIVE NAIL AT CENTER OF POST AND BLOCKOUT AFTER BOLT IS INSTALLED)
6" X 12" WOOD BLOCKOUT (14" LONG)
RECESSED NUT WITH PLAIN ROUND WASHER "F"
GUARDRAIL BOLT "F"
6" X 8" WOOD POST, 6'-0" LONG
GUARDRAIL BOLT "D"
6" X 12" WOOD BLOCKOUT, 14" LONG
6" X 8" WOOD POST, 6'-0" LONG
SEE GUARDRAIL SPLICE DETAIL
GROUND LINE
ELEVATION FROM ℄ ROADWAY
** NOTE: OPTIONAL BEAM LENGTHS.
FOR ANY SPLICE AT POST ADD GUARDRAIL BOLT "D" OR "F"
EIGHT (8) EACH, GUARDRAIL BOLT "A" AND RECESSED NUT, REQUIRED PER SPLICE
7/8" X 1 1/4" SLOT FOR GUARDRAIL BOLT "A" (TYP.)
7/8" X 1 1/4" SLOT FOR GUARDRAIL BOL- "A" (TYP.)
3/4" X 2 1/2" SLOT FOR GUARDRAIL BOLT "D" OR "F"
6'-3" C.C. POSTS
TYPICAL GUARDRAIL SECTION
GALVANIZED STEEL 16d COMMON NAIL (DRIVE NAIL AT CENTER OF POST AND BLOCKOUT AFTER BOLT IS INSTALLED) (NOT REQUIRED FOR SECOND WEIGHT ADJUSTMENT WHEN TWO BOLTS ARE REQUIRED).
TWO (2) EXTRA HOLES IN POST
ONE (1) EXTRA HOLE IN BLOCKOUT
6" X 12" WOOD BLOCKOUT
6" X 8" WOOD POST
GUARDRAIL SPLICE DETAIL
ELEVATION
SECTION
DETAILS OF ADJUSTABLE HEIGHT BLOCKOUT ASSEMBLY
NOTES:
1. ON INITIAL INSTALLATION, THE BLOCKOUT SHALL BE ATTACHED TO THE BOTTOM HOLE IN THE POST. OTHER HOLES IN THE POST AND BLOCKOUT ARE FOR FUTURE 2" HEIGHT ADJUSTMENT WHEN THE ROADWAY IS RESURFACED.
2. FOR THE SECOND HEIGHT ADJUSTMENT, ONE (1) HEX NUT AND BOLT "D", 22" LONG FOR SINGLE-FACED BARRIER OR BOLT "E", 33" LONG FOR DOUBLE-FACED BARRIER, WITH TWO (2) PLAIN ROUND WASHERS "F", ONE (1) UNDER HEAD AND ONE (1) UNDER NUT, ARE REQUIRED PER POST IN ADDITION TO THE STANDARD GUARDRAIL BOLT AND RECESSED NUT.
3. HOLE DETAILS ARE REQUIRED ON ALL WOOD POSTS AND BLOCKOUTS.
4. WOOD POSTS ARE FABRICATED FROM 6" X 8" TREATED TIMBER AND BLOCKOUTS ARE FABRICATED FROM 6" X 12" TREATED TIMBER UNLESS SPECIFIED OTHERWISE ON THE PLANS.
5. ALL HOLES IN BOTH POSTS AND BLOCKOUTS ARE 3/4" IN DIAMETER.
1" DIA. x 1/16" DEEP RECESS BOTH SIDES
5/8" - 11 UNC MODIFIED HEAVY HEX NUT
5/8" - 11 UNC THREAD PITCH
BUTTON HEAD
OVAL SHOULDER
GUARDRAIL BOLT
RECESSED NUT
PLAIN ROUND WASHER "F"
HEX NUT AND BOLT "F"
FASTENER DETAILS
GUARDRAIL BOLTS
BOLT | L | T (MIN.)
"A" | 11 1/2" | 1"
"D" | 22" | 4"
* "E" | 24" | 4"
"F" | 33" | 4"
NOTES:
1. ALL GUARDRAIL BOLTS ARE 5/8" - 11 UNC THREAD PITCH.
2. IF ANY BOLT EXTENDS MORE THAN 1/4" FROM THE NUT, THE BOLT SHOULD BE TRIMMED BACK.
* 3. GUARDRAIL BOLT "E" IS USED FOR SINGLE-FACED BARRIER WITH 6" X 10" WOOD POST AND 6" X 12" WOOD BLOCKOUT.

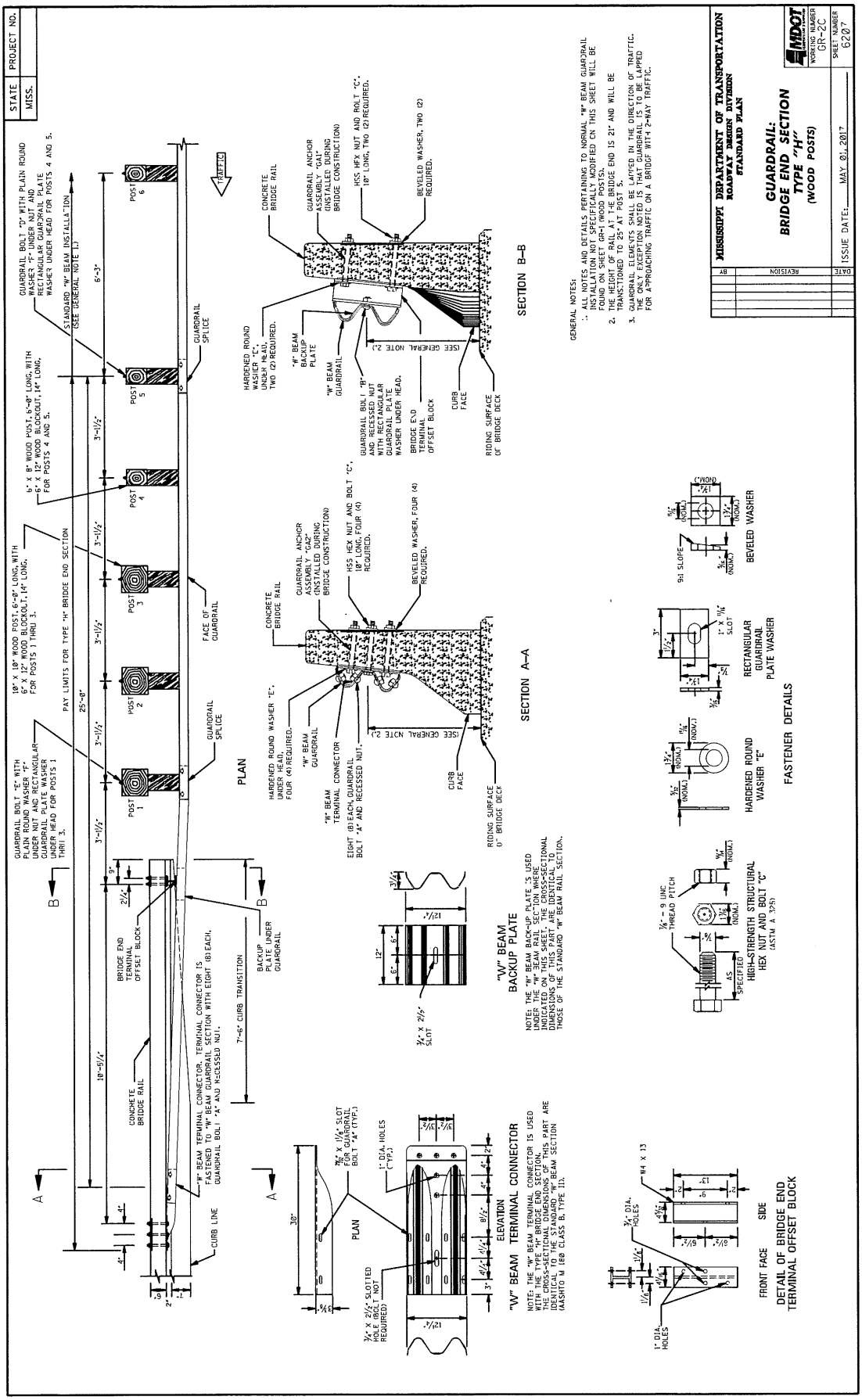

STATE MISS.
PROJECT NO.
DOUBLE-FACED BARRIER
SINGLE-FACED BARRIER
SECTION A-A
* NOTE: UNLESS SPECIFIED OTHERWISE ON THE PLANS.
GENERAL NOTES:
1. GUARDRAIL SHALL MEET THE REQUIREMENTS OF AASHTO M 180, CLASS A, TYPE I UNLESS OTHERWISE DESIGNATED.
2. GUARDRAIL SHALL BE SINGLE FACED UNLESS OTHERWISE DESIGNATED.
3. GUARDRAIL SECTIONS SHALL BE LAPPED IN THE DIRECTION OF TRAFFIC FLOW FOR THE LANE NEAREST THE GUARDRAIL. THE ONLY EXCEPTION NOTED IS THAT GUARDRAIL IS TO BE LAPPED FOR APPROACHING TRAFFIC ON A BRIDGE WITH 2-WAY TRAFFIC.
4. ALL WOOD POSTS AND BLOCKOUTS SHALL BE TREATED TIMBER IN ACCORDANCE WITH MISSISSIPPI DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
5. FOR FASTENER DETAILS NOT FOUND ON THIS SHEET, SEE SHEET GR-1.
6. FOR OTHER DETAILS OF POSTS, POST ACCESSORIES, FASTENERS & RAIL ELEMENTS, SEE AASHTO-AGC-ARTBA JOINT TASK FORCE NO. 13, TITLED "A GUIDE TO STANDARDIZED HIGHWAY BARRIER HARDWARE," LATEST EDITION.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
GUARDRAIL: THRIE BEAM (WOOD POSTS)
MDOT
WORKING NUMBER GR-1A
SHEET NUMBER 6202
ISSUE DATE: MAY 01, 2017
DATE REVISION BY
ELEVATION FROM ℄ ROADWAY
** NOTE: OPTIONAL BEAM LENGTHS.
TYPICAL GUARDRAIL SECTION
DETAILS OF ADJUSTABLE HEIGHT BLOCKOUT ASSEMBLY
NOTES:
1. ON INITIAL INSTALLATION, THE TOP OF THE BLOCKOUT SHALL BE FLUSH WITH THE TOP OF THE POST. THE ADDITIONAL HOLES IN THE POST AND BLOCKOUT ARE FOR FUTURE 2" HEIGHT ADJUSTMENTS WHEN THE ROADWAY IS RESURFACED.
2. HOLE DETAILS ARE REQUIRED ON ALL WOOD POSTS AND BLOCKOUTS.
3. WOOD POSTS ARE FABRICATED FROM 6" X 8" TREATED TIMBER AND BLOCKOUTS ARE FABRICATED FROM 6" X 12" TREATED TIMBER UNLESS SPECIFIED OTHERWISE ON THE PLANS.
4. ALL HOLES IN BOTH POSTS AND BLOCKOUTS ARE 3/4" IN DIAMETER.
GUARDRAIL SPLICE DETAIL
"W" THRIE-BEAM TRANSITION SECTION
NOTE: THE CROSS-SECTIONAL DIMENSIONS FOR THE "W" AND THRIE BEAM ENDS OF THE TRANSITION SECTION ARE THE SAME AS THEIR RESPECTIVE TYPICAL GUARDRAIL SECTIONS.

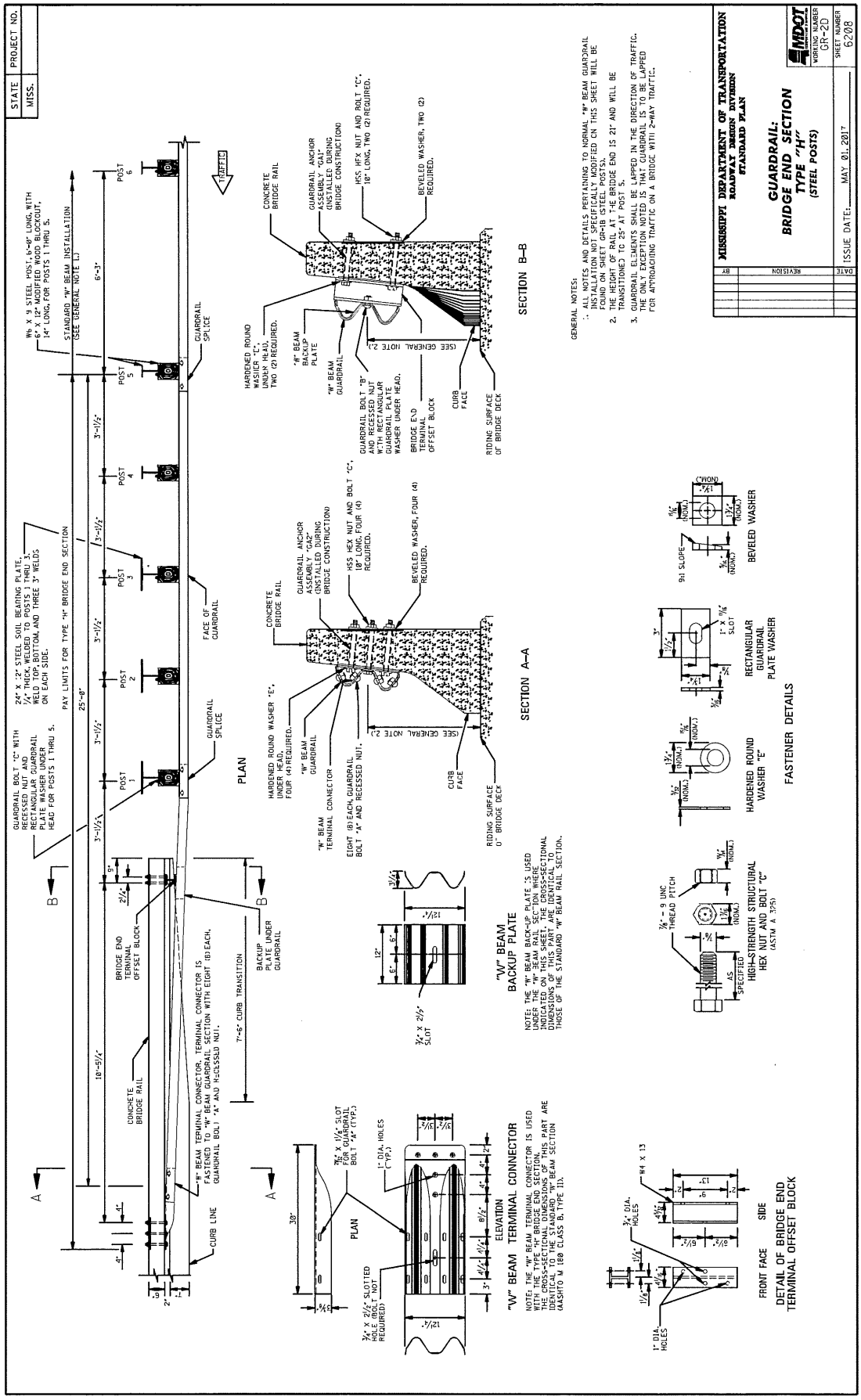

STATE MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
GUARDRAIL: "W" BEAM (STEEL POSTS)
MDOT
WORKING NUMBER GR-1B
SHEET NUMBER 6203
ISSUE DATE: MAY 01, 2017
DATE
REVISION
BY
SINGLE-FACED BARRIER
DOUBLE-FACED BARRIER
SECTION A-A
* NOTE: UNLESS SPECIFIED OTHERWISE ON THE PLANS.
GENERAL NOTES:
1. GUARDRAIL SHALL MEET THE REQUIREMENTS OF AASHTO M 180, CLASS A, TYPE I UNLESS OTHERWISE DESIGNATED.
2. GUARDRAIL SHALL BE SINGLE FACED UNLESS OTHERWISE DESIGNATED.
3. GUARDRAIL SECTIONS SHALL BE LAPPED IN THE DIRECTION OF TRAFFIC FLOW FOR THE LANE NEAREST THE GUARDRAIL. THE ONLY EXCEPTION NOTED IS THAT GUARDRAIL IS TO BE LAPPED FOR APPROACHING TRAFFIC ON A BRIDGE WITH 2-WAY TRAFFIC.
4. STEEL POSTS SHALL CONFORM TO ASTM A36 (EXCEPT ULTRASONIC TESTING). THEY SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M 111 EXCEPT WHEN CORROSION RESISTANT STEEL IS REQUIRED IN WHICH CASE POSTS SHALL CONFORM TO AASHTO SPECIFICATIONS FOR CORROSION RESISTANT STEEL. GALVANIZED POSTS SHALL BE PRIMED AND PAINTED. NO PUNCHING, DRILLING OR CUTTING WILL BE PERMITTED AFTER GALVANIZING EXCEPT FOR HOLES TO MOUNT GUARDRAIL DELINEATORS.
5. ALL MODIFIED WOOD BLOCKOUTS SHALL BE TREATED TIMBER IN ACCORDANCE WITH MISSISSIPPI DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
6. FOR OTHER DETAILS OF POSTS, POST ACCESSORIES, FASTENERS & RAIL, REFER TO AASHTO-AGC-ARTBA JOINT LAST FORCE NO. 13, TITLED "A GUIDE TO STANDARDIZED HIGHWAY BARRIER HARDWARE," LATEST EDITION.
ELEVATION FROM ℄ ROADWAY
** NOTE: OPTIONAL BEAM LENGTHS.
SEE GUARDRAIL SPLICE DETAIL
GROUND LINE
TYPICAL GUARDRAIL SECTION
ELEVATION
SECTION
GUARDRAIL SPLICE DETAIL
FOR ANY SPLICE AT POST ADD GUARDRAIL BOLT "C"
EIGHT (8) EACH GUARDRAIL BOLT "A" AND RECESSED NUT, REQUIRED
TWO (2) EXTRA HOLES IN POST
ONE (1) EXTRA HOLE IN BLOCKOUT
DETAILS OF ADJUSTABLE HEIGHT BLOCKOUT ASSEMBLY
NOTES:
1. ON INITIAL INSTALLATION, THE MODIFIED WOOD BLOCKOUT SHALL BE FASTENED TO THE BOTTOM HOLE IN THE STEEL POST. ALL OTHER HOLES IN THE STEEL POST AND THE MODIFIED WOOD BLOCKOUT ARE FOR FUTURE 2" HEIGHT ADJUSTMENTS WHEN THE ROADWAY IS RESURFACED.
2. ANY ADDITIONAL GUARDRAIL BOLT "C" AND RECESSED NUT IS REQUIRED FOR THE SECOND HEIGHT ADJUSTMENT.
3. HOLE DETAILS ARE REQUIRED ON ALL STEEL POST'S AND MODIFIED WOOD BLOCKOUTS.
4. STEEL POST'S ARE FABRICATED FROM W6 X 9 STRUCTURAL STEEL SHAPES.
5. MODIFIED WOOD BLOCKOUTS ARE FABRICATED FROM 6" X 12" TREATED TIMBER UNLESS SPECIFIED OTHERWISE ON THE PLANS.
6. ALL HOLES IN BOTH STEEL POSTS AND MODIFIED WOOD BLOCKOUTS ARE ¾" IN DIAMETER.
FASTENER DETAILS
GUARDRAIL BOLTS
BOLT | L | T
"A" | 1½" | 1"
"B" | 1½" | 4"
"C" | 1½" | 4"
NOTES:
1. ALL GUARDRAIL BOLTS ARE ⅝" - 11 UNC THREAD PITCH.
2. IF ANY BOLT EXTENDS MORE THAN ¼" FROM THE NUT, THE BOLT SHOULD BE TRIMMED BACK.

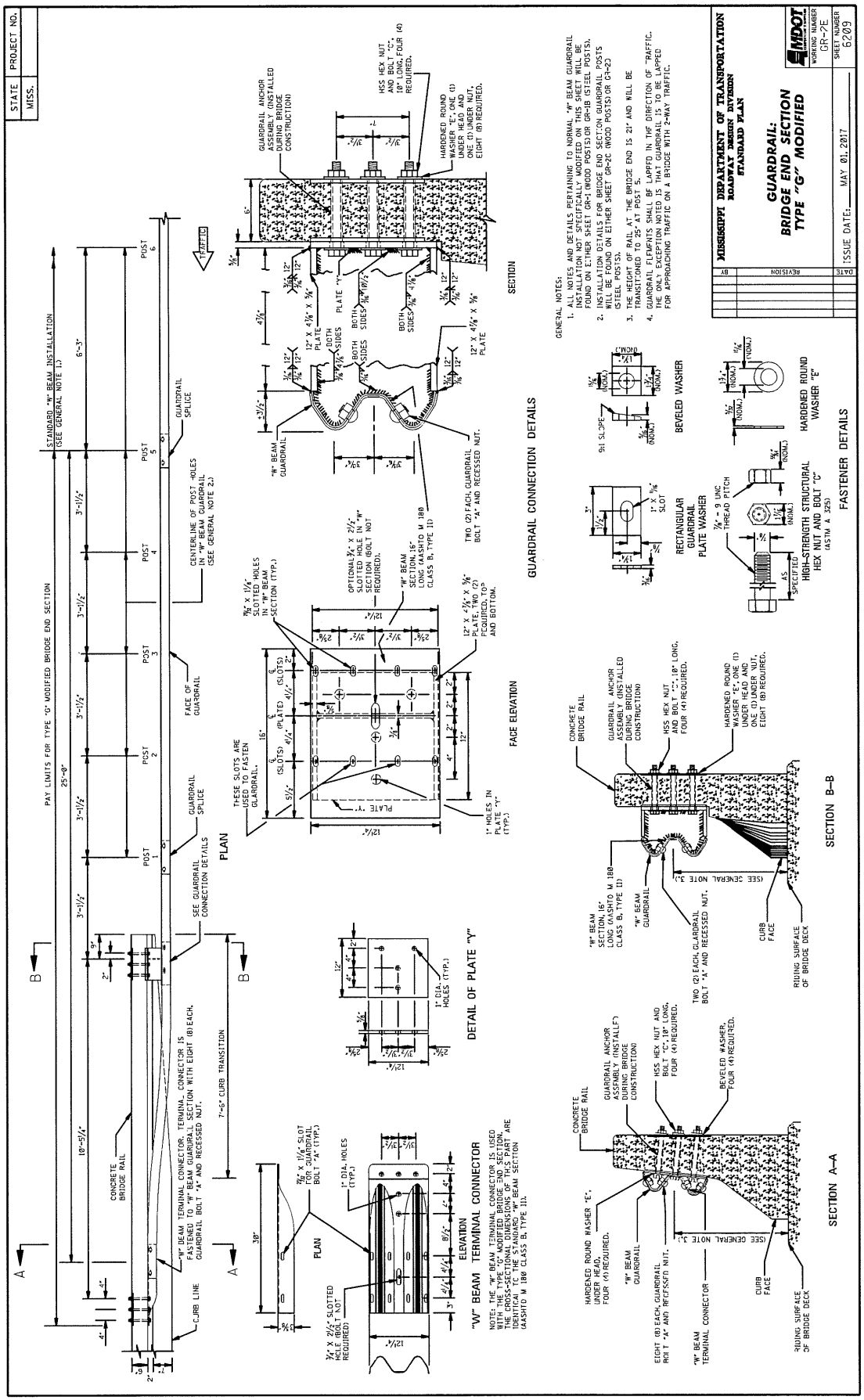

STATE
MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
GUARDRAIL:
BRIDGE END SECTIONS
TYPE "A" & "C"
MDOT
WORKING NUMBER
GR-2
SHEET NUMBER
6204
ISSUE DATE: MAY 01, 2017
DATE
REVISION
BY
PLAN OF BRIDGE END SECTION
ELEVATION
SECTION A-A
TYPE "C" BRIDGE END SECTION
GUARDRAIL CONNECTION AT BRIDGE END
TYPE "A" BRIDGE END SECTION
SECTION B-B
SECTION C-C
HIGH-STRENGTH STRUCTURAL HEX NUT AND BOLT "D" (ASTM A 325)
RECTANGULAR GUARDRAIL PLATE WASHER
HARDENED ROUND WASHER "F"
FASTENER DETAILS
TYPE "2" "W" BEAM END SECTION
TYPE "1" "W" BEAM END SECTION
DETAIL OF PLATE "Z"
DETAIL OF PLATE "B"
STANDARD
ALTERNATIVE
GUARDRAIL CONNECTION DETAILS
FACE ELEVATION
NOTE: UNLESS OTHERWISE SPECIFIED, THE BLOCKOUT ASSEMBLY, FASTENER AND PLATE DETAILS SHOWN ABOVE ARE ALSO APPLICABLE TO THE TYPE "E" BRIDGE END SECTION. SEE GENERAL NOTE 3.

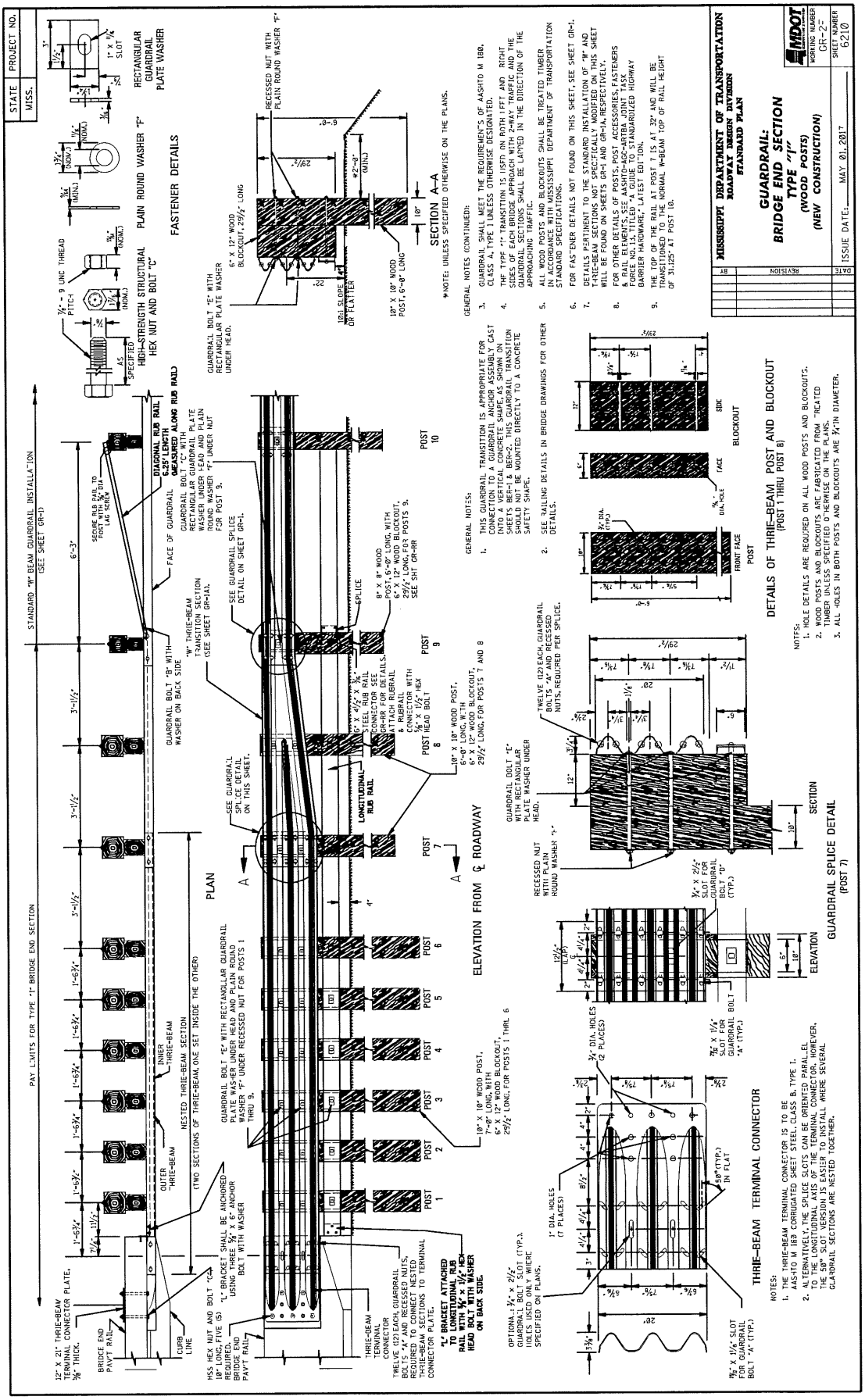

TYPE "E" BRIDGE END SECTION
TYPE "F" BRIDGE END SECTION
TYPE "G" BRIDGE END SECTION
DETAIL OF PLATE "P"
SECTION A–A
SECTION B–B
SECTION C–C
SECTION D–D
SECTION E–E
SECTION F–F
TYPE "E" BRIDGE END SECTION
TYPE "F" & "G" BRIDGE END SECTIONS
"W" BEAM TERMINAL CONNECTOR
FASTENER DETAILS
HARDENED ROUND WASHER "E"
HIGH-STRENGTH STRUCTURAL HEX NUT AND BOLT "C"
RECTANGULAR GUARDRAIL PLATE WASHER
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
GUARDRAIL:
BRIDGE END SECTIONS
TYPE "E", "F" & "G"
WORKING NUMBER OR-24
SHEET NUMBER G205
ISSUE DATE: MAY 01, 2017

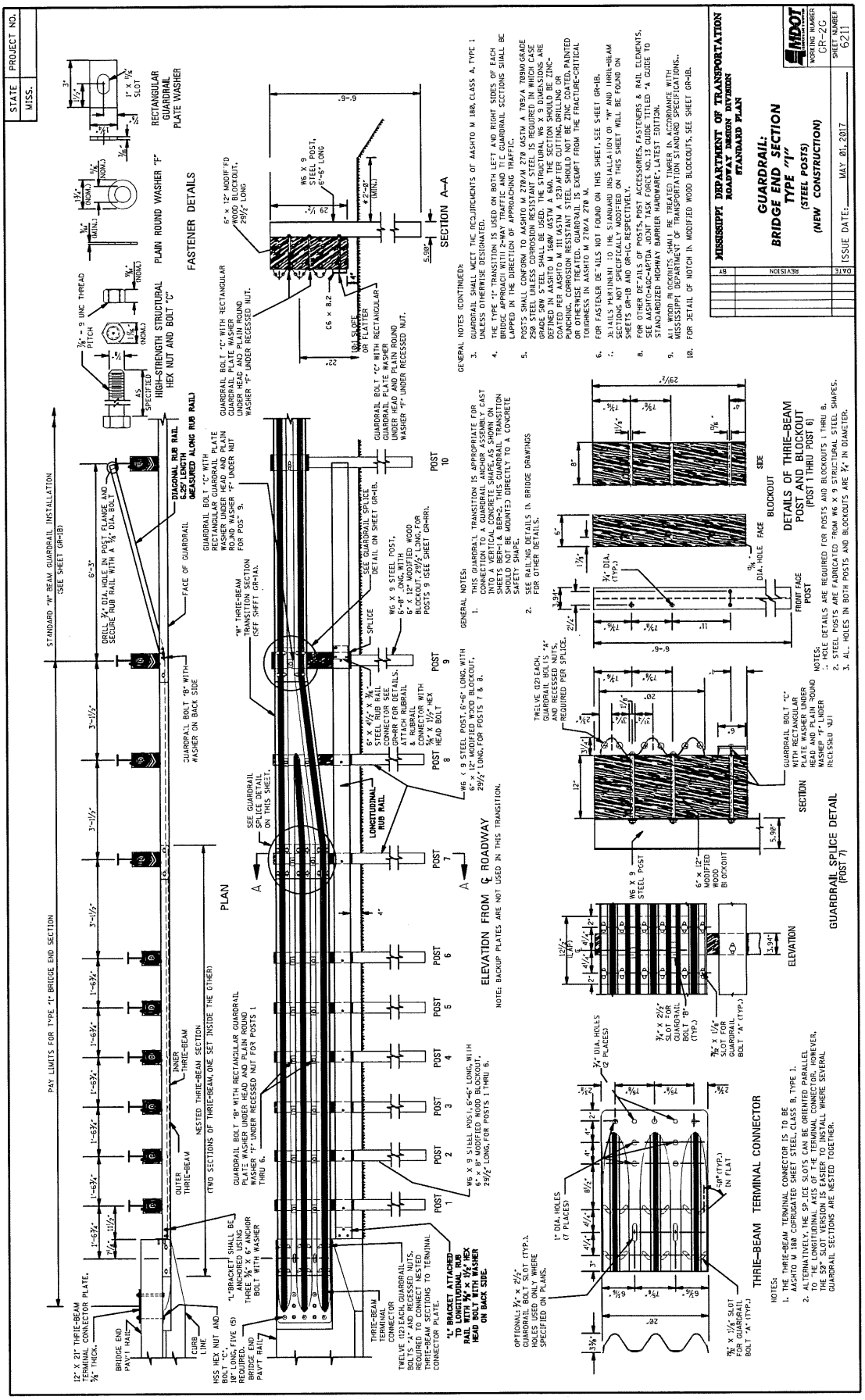

STATE
MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
GUARDRAIL:
BRIDGE END SECTION
TYPE "D" MODIFIED
WORKING NUMBER
GR-2B
SHEET NUMBER
6206
ISSUE DATE: MAY 01, 2017
DATE
REVISION
BY
PAY LIMITS FOR TYPE "D" MODIFIED BRIDGE END SECTION
STANDARD "W" BEAM INSTALLATION (SEE GENERAL NOTE 1.)
CENTERLINE OF POST HOLES IN "W" BEAM GUARDRAIL (SEE GENERAL NOTE 2.)
FACE OF GUARDRAIL
GUARDRAIL SPLICE
TO BE REMOVED
BRIDGE END TERMINAL OFFSET BLOCK
BACKUP PLATE UNDER GUARDRAIL
CURB TRANSITION
CURB LINE
CONCRETE BRIDGE RAIL
PLATE "Y"
PLATE "B"
"W" BEAM TERMINAL CONNECTOR, TERMINAL CONNECTOR IS FASTENED TO "W" BEAM GUARDRAIL SECTION WITH EIGHT (8) EACH, GUARDRAIL BOLT "A" AND RECESSED NUT.
TRAFFIC
PLAN
SECTION A-A
SECTION B-B
"W" BEAM GUARDRAIL
"W" BEAM TERMINAL CONNECTOR
EIGHT (8) EACH GUARDRAIL BOLT "A" AND RECESSED NUT.
1" DIA. HOLES DRILLED THROUGH CONCRETE BRIDGE RAIL FOUR (4) REQUIRED AND SHALL BE CONFIGURED TO FIT "W" BEAM TERMINAL CONNECTOR AND PLATE "Y".
HSS HEX NUT AND BOLT "C", 11" LONG, FOUR (4) REQUIRED.
HARDENED ROUND WASHER "E", ONE (1) UNDER HEAD AND ONE (1) UNDER NUT, EIGHT (8) REQUIRED.
CURB FACE
RIDING SURFACE OF BRIDGE DECK
"W" BEAM BACKUP PLATE
BRIDGE END TERMINAL OFFSET BLOCK
CONCRETE BRIDGE RAIL
1" DIA. HOLES DRILLED THROUGH CONCRETE BRIDGE RAIL TWO (2) REQUIRED AND SHALL BE CONFIGURED TO FIT BRIDGE END TERMINAL OFFSET BLOCK AND PLATE "B".
HSS HEX NUT AND BOLT "C", 11" LONG, TWO (2) REQUIRED.
HARDENED ROUND WASHER "E", ONE (1) UNDER HEAD AND ONE (1) UNDER NUT, FOUR (4) REQUIRED.
GUARDRAIL BOLT "B" AND RECESSED NUT WITH RECTANGULAR GUARDRAIL PLATE WASHER UNDER HEAD.
RECTANGULAR GUARDRAIL PLATE WASHER
HARDENED ROUND WASHER "E"
HIGH-STRENGTH STRUCTURAL HEX NUT AND BOLT "C" (ASTM A 325)
FASTENER DETAILS
"W" BEAM BACKUP PLATE
NOTE: THE "W" BEAM BACK-UP PLATE IS USED UNDER THE "W" BEAM RAIL SECTION WHERE INDICATED ON THIS SHEET. THE CROSS-SECTIONAL DIMENSIONS OF THIS PART ARE IDENTICAL TO THOSE OF THE STANDARD "W" BEAM RAIL SECTION.
"W" BEAM TERMINAL CONNECTOR
NOTE: THE "W" BEAM TERMINAL CONNECTOR IS USED WITH THE TYPE "D" MODIFIED BRIDGE END SECTION. THE CROSS-SECTIONAL DIMENSIONS OF THIS PART ARE IDENTICAL TO THE STANDARD "W" BEAM SECTION (AASHTO M 180 CLASS B, TYPE III).
DETAIL OF BRIDGE END TERMINAL OFFSET BLOCK
DETAIL OF PLATE "B"
DETAIL OF PLATE "Y"
GENERAL NOTES:
1. ALL NOTES AND DETAILS PERTAINING TO NORMAL "W" BEAM GUARDRAIL INSTALLATION WERE SPECIFICALLY OMITTED ON THIS SHEET. THEY WILL BE FOUND ON EITHER SHEET GP-1 (WOOD POSTS) OR GP-1B (STEEL POSTS).
2. INSTALLATION DETAILS FOR BRIDGE END SECTION GUARDRAIL POSTS WILL BE FOUND ON EITHER SHEET GP-2C (WOOD POSTS) OR GP-2D (STEEL POSTS).
3. GUARDRAIL ELEMENTS SHALL BE LAPPED IN THE DIRECTION OF TRAFFIC. THE ONLY EXCEPTION NOTED IS THAT GUARDRAIL IS TO BE LAPPED FOR APPROACHING TRAFFIC ON A BRIDGE WITH 2-WAY TRAFFIC.
4. THE HEIGHT OF RAIL AT THE BRIDGE END IS 22" AND WILL BE TRANSITIONED TO 25" AT POST 5.

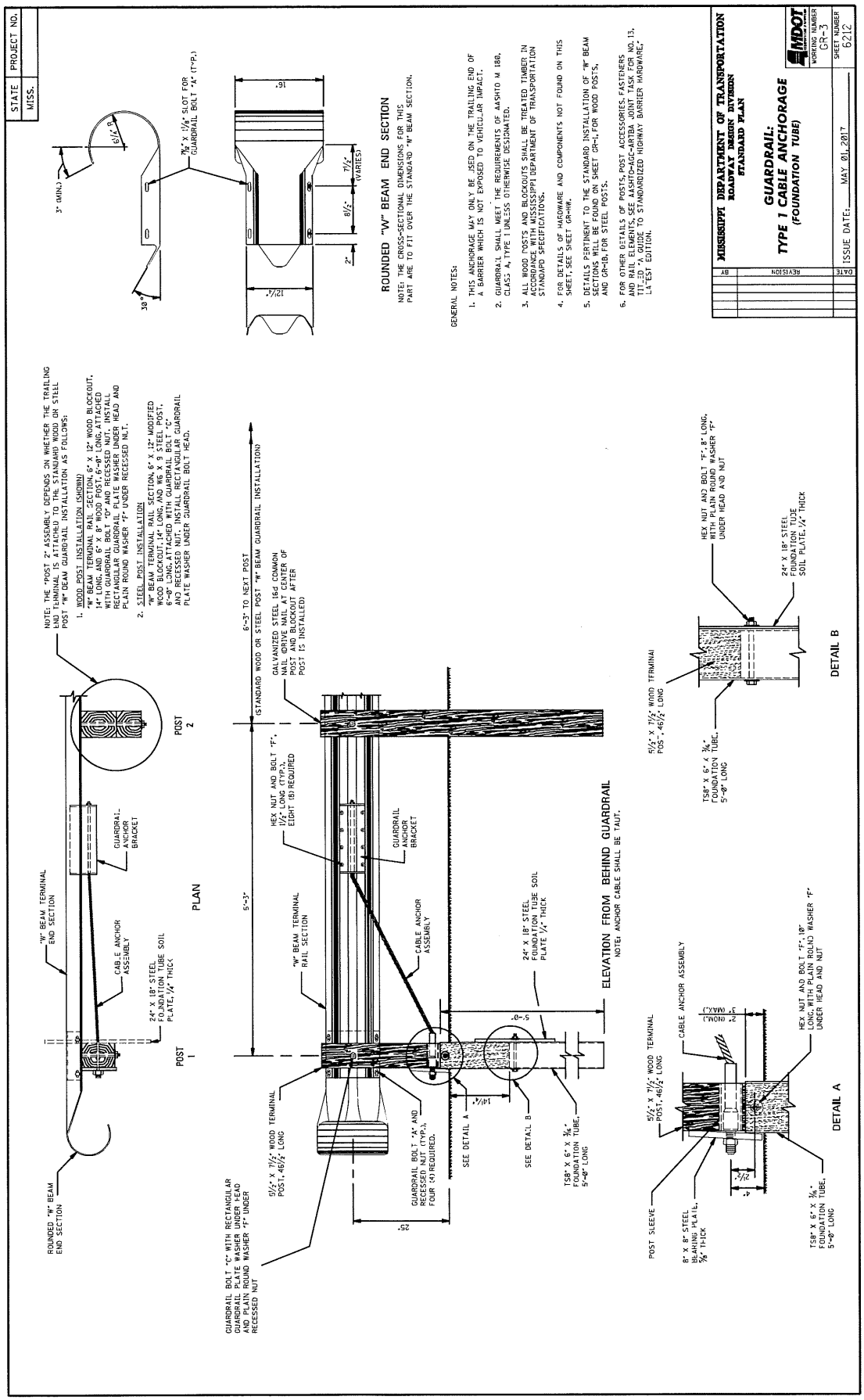

STATE PROJECT NO.
MISS.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
GUARDRAIL:
BRIDGE END SECTION
TYPE "H"
(WOOD POSTS)
WORKING NUMBER
GR-2C
SHEET NUMBER
6207
ISSUE DATE: MAY 01, 2017
DATE
REVISION
BY
GENERAL NOTES:
1. ALL NOTES AND DETAILS PERTAINING TO NORMAL "W" BEAM GUARDRAIL INSTALLATION NOT SPECIFICALLY MODIFIED ON THIS SHEET WILL BE FOUND ON SHEET GR-1 (WOOD POSTS).
2. TOP OF WEARING SURFACE AT THE BRIDGE END IS 21" AND WILL BE TRANSITIONED TO 25" AT POST 5.
3. GUARDRAIL ELEMENTS SHALL BE LAYED IN THE DIRECTION OF TRAFFIC. THE ONLY EXCEPTION NOTED IS THAT GUARDRAIL IS TO BE LAPPED FOR APPROACHING TRAFFIC ON A BRIDGE WITH 2-WAY TRAFFIC.
PLAN
SECTION A-A
SECTION B-B
"W" BEAM BACKUP PLATE
"W" BEAM TERMINAL CONNECTOR
FASTENER DETAILS
DETAIL OF BRIDGE END TERMINAL OFFSET BLOCK
FRONT FACE
SIDE
TRAFFIC
PAY LIMITS FOR TYPE "H" BRIDGE END SECTION
CONCRETE BRIDGE RAIL
GUARDRAIL
FACE OF GUARDRAIL
GUARDRAIL SPLICE
BRIDGE END TERMINAL OFFSET BLOCK
BACKUP PLATE UNDER GUARDRAIL
CURB LINE
7'-6" CURB TRANSITION
BEVELED WASHER
RECTANGULAR GUARDRAIL PLATE WASHER
HARDENED ROUND WASHER "E"
HIGH-STRENGTH STRUCTURAL HEX NUT AND BOLT "C" (ASTM A 325)

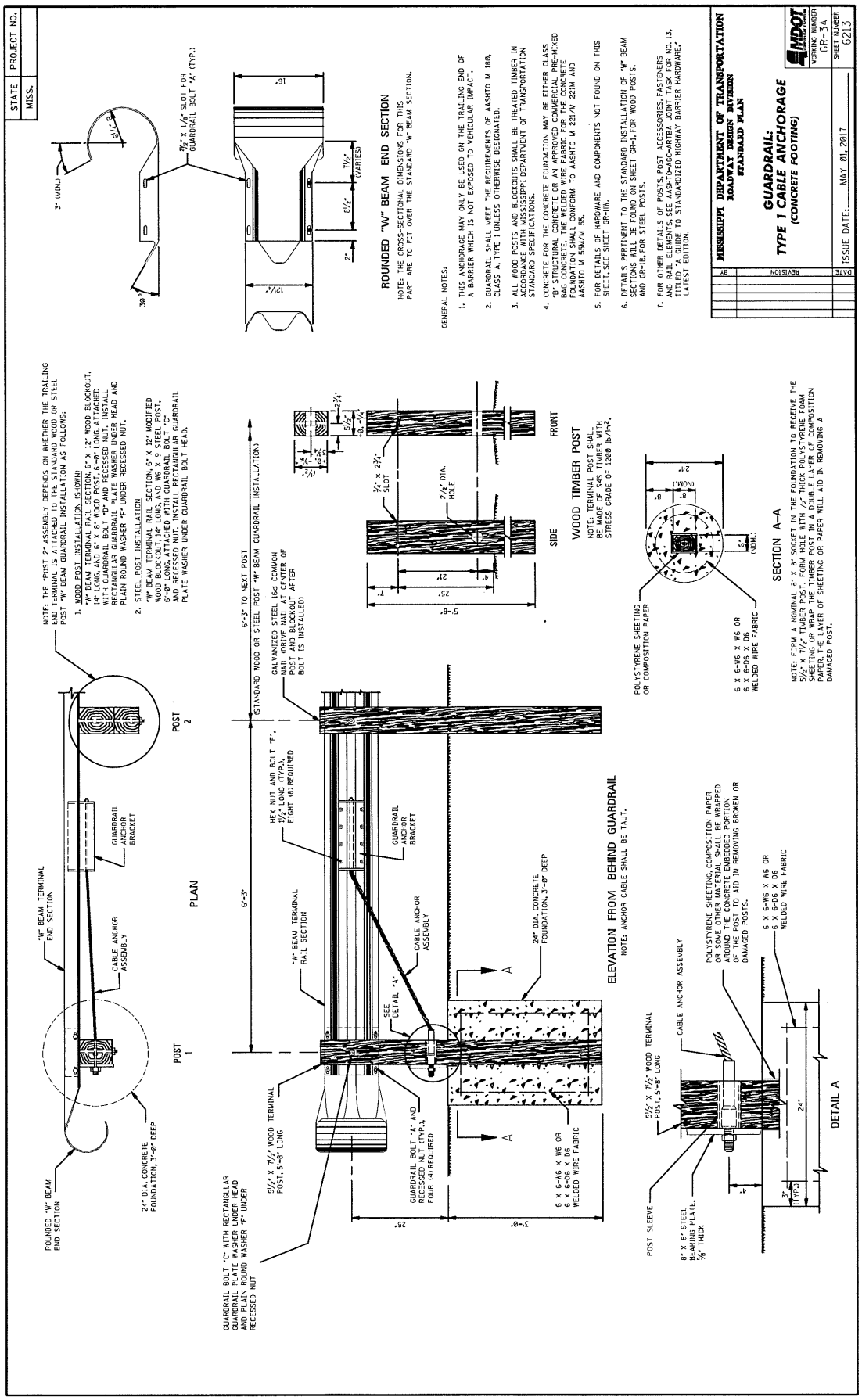

STATE MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
GUARDRAIL: BRIDGE END SECTION TYPE "H" (STEEL POSTS)
MDOT
WORKING NUMBER GR-2D
SHEET NUMBER 6208
ISSUE DATE: MAY 01, 2017
DATE
REVISION
BY
GENERAL NOTES:
1. ALL NOTES AND DETAILS PERTAINING TO NORMAL "W" BEAM GUARDRAIL INSTALLATION NOT SPECIFICALLY MODIFIED ON THIS SHEET WILL BE FOUND ON SHEET GR-1B (STEEL POSTS).
2. THE HEIGHT OF RAIL AT THE BRIDGE END IS 21" AND WILL BE TRANSITIONED TO 25" AT POST 5.
3. GUARDRAIL ELEMENTS SHALL BE LAPPED IN THE DIRECTION OF TRAFFIC. THE ONLY EXCEPTION WITH THIS GUARDRAIL IS TO BE LAPPED FOR APPROACHING TRAFFIC ON A BRIDGE WITH 2-WAY TRAFFIC.
PLAN
SECTION A-A
SECTION B-B
"W" BEAM BACKUP PLATE
"W" BEAM TERMINAL CONNECTOR
ELEVATION
FRONT FACE
SIDE
DETAIL OF BRIDGE END TERMINAL OFFSET BLOCK
FASTENER DETAILS
HARDENED ROUND WASHER "E"
RECTANGULAR GUARDRAIL PLATE WASHER
BEVELED WASHER
HIGH-STRENGTH STRUCTURAL HEX NUT AND BOLT "C" (ASTM A 325)
TRAFFIC
PAY LIMITS FOR TYPE "H" BRIDGE END SECTION
STANDARD "W" BEAM INSTALLATION (SEE GENERAL NOTE 1.)
CURB LINE
7'-6" CURB TRANSITION
CONCRETE BRIDGE RAIL
FACE OF GUARDRAIL
GUARDRAIL SPLICE
BRIDGE END TERMINAL OFFSET BLOCK
BACKUP PLATE UNDER GUARDRAIL
"W" BEAM TERMINAL CONNECTOR. TERMINAL CONNECTOR IS FASTENED TO "W" BEAM GUARDRAIL SECTION WITH EIGHT (8) EACH, GUARDRAIL BOLT "A" AND RECESSED NUT.
GUARDRAIL BOLT "C" WITH RECESSED NUT AND RECTANGULAR GUARDRAIL PLATE WASHER UNDER HEAD FOR POSTS 1 THRU 5.
24" X 12" MODIFIED WOOD BLOCKOUT, 14" LONG, FOR POSTS 1 THRU 5.
24" X 12" STEEL SOIL BEARING PLATE, 1/4" THICK, WELDED TO POSTS 1 THRU 3, WELD TOP, BOTTOM, AND THREE 3" WELDS ON EACH SIDE.
W6 X 9 STEEL POST, 6'-0" LONG, WITH 6" X 12" MODIFIED WOOD BLOCKOUT, 14" LONG, FOR POSTS 1 THRU 5.
POST 1
POST 2
POST 3
POST 4
POST 5
POST 6
25'-0"
6'-3"
3'-1 1/2"
10'-5 1/2"
HARDENED ROUND WASHER "E", UNDER HEAD, FOUR (4) REQUIRED.
"W" BEAM GUARDRAIL
"W" BEAM TERMINAL CONNECTOR
EIGHT (8) EACH, GUARDRAIL BOLT "A" AND RECESSED NUT.
GUARDRAIL ANCHOR ASSEMBLY "GA2" (INSTALLED DURING BRIDGE CONSTRUCTION)
M55 HEX NUT AND BOLT "C", 18" LONG, FOUR (4) REQUIRED.
BEVELED WASHER, FOUR (4) REQUIRED.
HARDENED ROUND WASHER "E", UNDER HEAD, TWO (2) REQUIRED.
"W" BEAM BACKUP PLATE
GUARDRAIL BOLT "B" AND RECESSED NUT WITH RECTANGULAR GUARDRAIL PLATE WASHER UNDER HEAD.
BRIDGE END TERMINAL OFFSET BLOCK
M55 HEX NUT AND BOLT "C", 18" LONG, TWO (2) REQUIRED.
BEVELED WASHER, TWO (2) REQUIRED.
(SEE GENERAL NOTE 2.)
CURB FACE
RIDING SURFACE OF BRIDGE DECK
9:1 SLOPE
HIGH-STRENGTH STRUCTURAL HEX NUT AND BOLT "C" (ASTM A 325)
AS SPECIFIED
3/4" - 9 UNC THREAD PITCH
3/4" X 2 1/2" SLOT
3/4" X 2 1/2" SLOTTED HOLE (BOLT NOT REQUIRED)
3/4" X 1 1/4" SLOT FOR GUARDRAIL BOLT "A" (TYP.)
1" DIA. HOLES (TYP.)
3/4" DIA. HOLES
W4 X 13
NOTE: THE "W" BEAM BACK-UP PLATE IS USED UNDER THE "W" BEAM RAIL SECTION WHERE INDICATED ON THIS SHEET. THE CROSS-SECTIONAL DIMENSIONS OF THIS PART ARE IDENTICAL TO THOSE OF THE STANDARD "W" BEAM RAIL SECTION.
NOTE: THE "W" BEAM TERMINAL CONNECTOR IS USED WITH THE TYPE "H" BRIDGE END SECTION. THE CROSS-SECTIONAL DIMENSIONS OF THIS PART ARE IDENTICAL TO THE STANDARD "W" BEAM SECTION (AASHTO M 180 CLASS B, TYPE II).

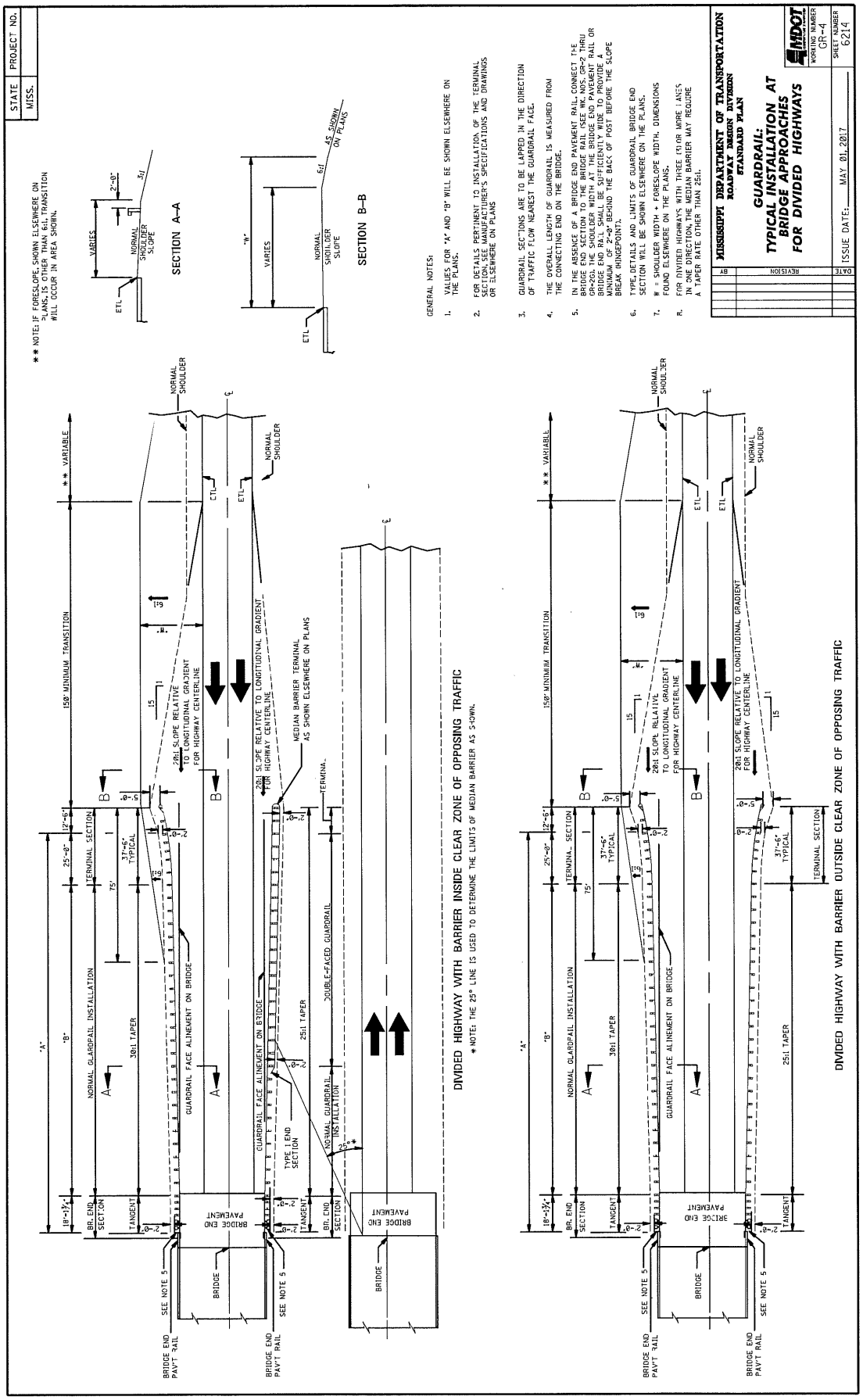

STATE MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
GUARDRAIL:
BRIDGE END SECTION
TYPE "G" MODIFIED
MDOT
WORKING NUMBER GR-2E
SHEET NUMBER 6209
ISSUE DATE: MAY 01, 2017
DATE
REVISION
BY
GENERAL NOTES:
1. ALL NOTES AND DETAILS PERTAINING TO NORMAL "W" BEAM GUARDRAIL INSTALLATION OF STANDARD DESIGN ARE NOT MODIFIED BY THIS SHEET. WILL BE FOUND ON EITHER SHEET GR-1 (WOOD POSTS) OR GR-1B (STEEL POSTS).
2. INSTALLATION DETAILS FOR BRIDGE END SECTION GUARDRAIL POSTS WILL BE FOUND ON EITHER SHEET GR-2C (WOOD POSTS) OR GR-2D (STEEL POSTS).
3. THE HEIGHT OF RAIL AT THE BRIDGE END IS 21" AND WILL BE TRANSITIONED TO 25" AT POST 5.
4. GUARDRAIL ELEMENTS SHALL BE LAPPED IN THE DIRECTION OF TRAFFIC. THE ONLY EXCEPTION NOTED IS THAT GUARDRAIL IS TO BE LAPPED FOR APPROACHING TRAFFIC ON A BRIDGE WITH 2-WAY TRAFFIC.
PAY LIMITS FOR TYPE "G" MODIFIED BRIDGE END SECTION
STANDARD "W" BEAM INSTALLATION (SEE GENERAL NOTE 1.)
CENTERLINE OF POST HOLES IN "W" BEAM GUARDRAIL (SEE GENERAL NOTE 2.)
FACE OF GUARDRAIL
GUARDRAIL SPLICE
SEE GUARDRAIL CONNECTION DETAILS
CONCRETE BRIDGE RAIL
"W" BEAM TERMINAL CONNECTOR. TERMINAL CONNECTOR IS FASTENED TO "W" BEAM GUARDRAIL SECTION WITH EIGHT (8) EACH, GUARDRAIL BOLT "A" AND RECESSED NUT.
CURB LINE
7'-6" CURB TRANSITION
PLAN
THESE SLOTS ARE USED TO FASTEN GUARDRAIL.
FACE ELEVATION
GUARDRAIL CONNECTION DETAILS
SECTION
GUARDRAIL ANCHOR ASSEMBLY (INSTALLED DURING BRIDGE CONSTRUCTION)
HSS HEX NUT AND BOLT "C", 10" LONG, FOUR (4) REQUIRED.
HARDENED ROUND WASHER "E", ONE (1) UNDER HEAD AND ONE (1) UNDER NUT, EIGHT (8) REQUIRED.
"W" BEAM GUARDRAIL
TWO (2) EACH GUARDRAIL BOLT "A" AND RECESSED NUT.
BEVELED WASHER
HARDENED ROUND WASHER "E"
RECTANGULAR GUARDRAIL PLATE WASHER
HIGH-STRENGTH STRUCTURAL HEX NUT AND BOLT "C" (ASTM A 325)
FASTENER DETAILS
DETAIL OF PLATE "Y"
ELEVATION
"W" BEAM TERMINAL CONNECTOR
NOTE: THE "W" BEAM TERMINAL CONNECTOR IS USED WITH THE TYPE "G" MODIFIED BRIDGE END SECTION. THE CROSS-SECTIONAL DIMENSIONS OF THIS PART ARE IDENTICAL TO THE STANDARD "W" BEAM SECTION (AASHTO M 180 CLASS B, TYPE II).
SECTION B-B
SECTION A-A
CURB FACE
RIDING SURFACE OF BRIDGE DECK
EIGHT (8) EACH GUARDRAIL BOLT "A" AND RECESSED NUT.
"W" BEAM TERMINAL CONNECTOR
HARDENED ROUND WASHER "E", UNDER HEAD, FOUR (4) REQUIRED.
BEVELED WASHER, FOUR (4) REQUIRED.

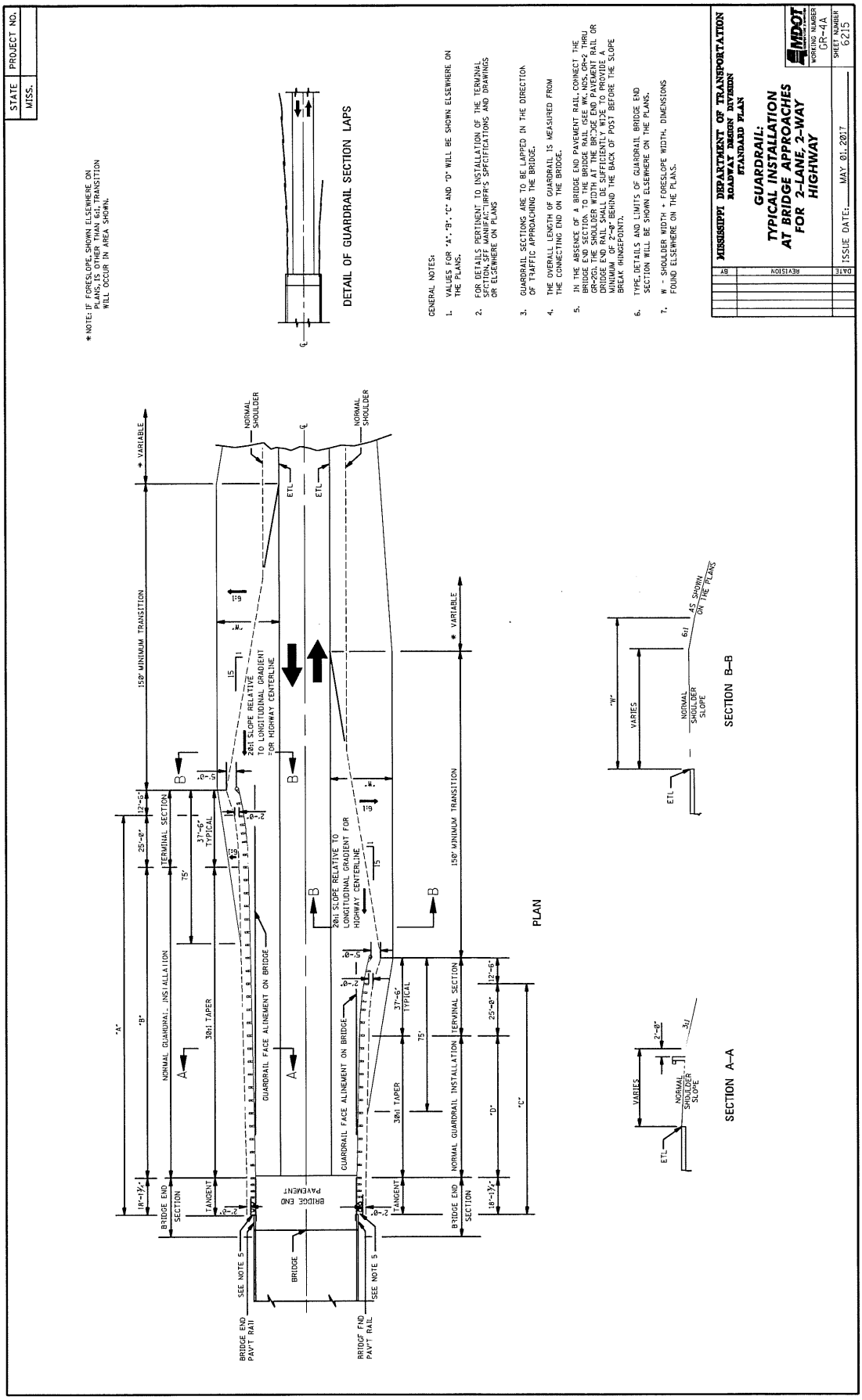

STATE
MISS.
PROJECT NO.
FASTENER DETAILS
HIGH-STRENGTH STRUCTURAL HEX NUT AND BOLT "C"
PLAIN ROUND WASHER "F"
RECTANGULAR GUARDRAIL PLATE WASHER
SECTION A-A
*NOTE: UNLESS SPECIFIED OTHERWISE ON THE PLANS.
GENERAL NOTES (CONTINUED):
3. GUARDRAIL SHALL MEET THE REQUIREMENTS OF AASHTO M 180, CLASS A, TYPE I UNLESS OTHERWISE DESIGNATED.
4. THE TYPE "T" TRANSITION IS USED ON BOTH LEFT AND RIGHT SIDES OF EACH BRIDGE APPROACH WITH 2-WAY TRAFFIC AND THE GUARDRAIL SECTIONS SHALL BE LAPPED IN THE DIRECTION OF THE APPROACHING TRAFFIC.
5. ALL WOOD POSTS AND BLOCKOUTS SHALL BE TREATED TIMBER IN ACCORDANCE WITH MISSISSIPPI DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
6. FOR FASTENER DETAILS NOT FOUND ON THIS SHEET, SEE SHEET GR-1.
7. DETAILS PERTINENT TO THE STANDARD INSTALLATION OF "W" AND T-THRIE-BEAM SECTIONS NOT SPECIFICALLY MODIFIED ON THIS SHEET WILL BE FOUND ON SHEETS GR-1 AND GR-1A, RESPECTIVELY.
8. FOR OTHER DETAILS OF POSTS, POST ACCESSORIES, FASTENERS AND FOUNDATIONS, SEE AASHTO-AGC-ARTBA JOINT COMMITTEE REPORT NO. 13, TITLED "A GUIDE TO STANDARDIZED HIGHWAY BARRIER HARDWARE," LATEST EDITION.
9. THE TOP OF THE RAIL AT POST 7 IS AT 32" AND WILL BE TRANSITIONED TO THE NORMAL W-BEAM TOP OF RAIL HEIGHT OF 31.125" AT POST 10.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
GUARDRAIL:
BRIDGE END SECTION
TYPE "1"
(WOOD POSTS)
(NEW CONSTRUCTION)
MDOT
WORKING NUMBER
GR-2
SHEET NUMBER
6210
ISSUE DATE: MAY 01, 2017
DATE
REVISION
BY
PLAN
ELEVATION FROM ℄ ROADWAY
DETAILS OF THRIE-BEAM POST AND BLOCKOUT
(POST 1 THRU POST 8)
GUARDRAIL SPLICE DETAIL
(POST 7)
THRIE-BEAM TERMINAL CONNECTOR
NOTES:
1. HOLE DETAILS ARE REQUIRED ON ALL WOOD POSTS AND BLOCKOUTS.
2. WOOD POSTS AND BLOCKOUTS ARE FABRICATED FROM TREATED TIMBER UNLESS SPECIFIED OTHERWISE ON THE PLANS.
3. ALL HOLES IN BOTH POSTS AND BLOCKOUTS ARE 3/4" IN DIAMETER.
NOTES:
1. THE THRIE-BEAM TERMINAL CONNECTOR IS TO BE AASHTO M 180 CORRUGATED SHEET STEEL, CLASS B, TYPE I.
2. ALTERNATIVELY, THE SPLICE SLOTS CAN BE ORIENTED PARALLEL TO THE LONGITUDINAL AXIS OF THE TERMINAL CONNECTOR, HOWEVER, THE 5/8" SLOT VERSION IS EASIER TO INSTALL WHERE SEVERAL GUARDRAIL SECTIONS ARE NESTED TOGETHER.

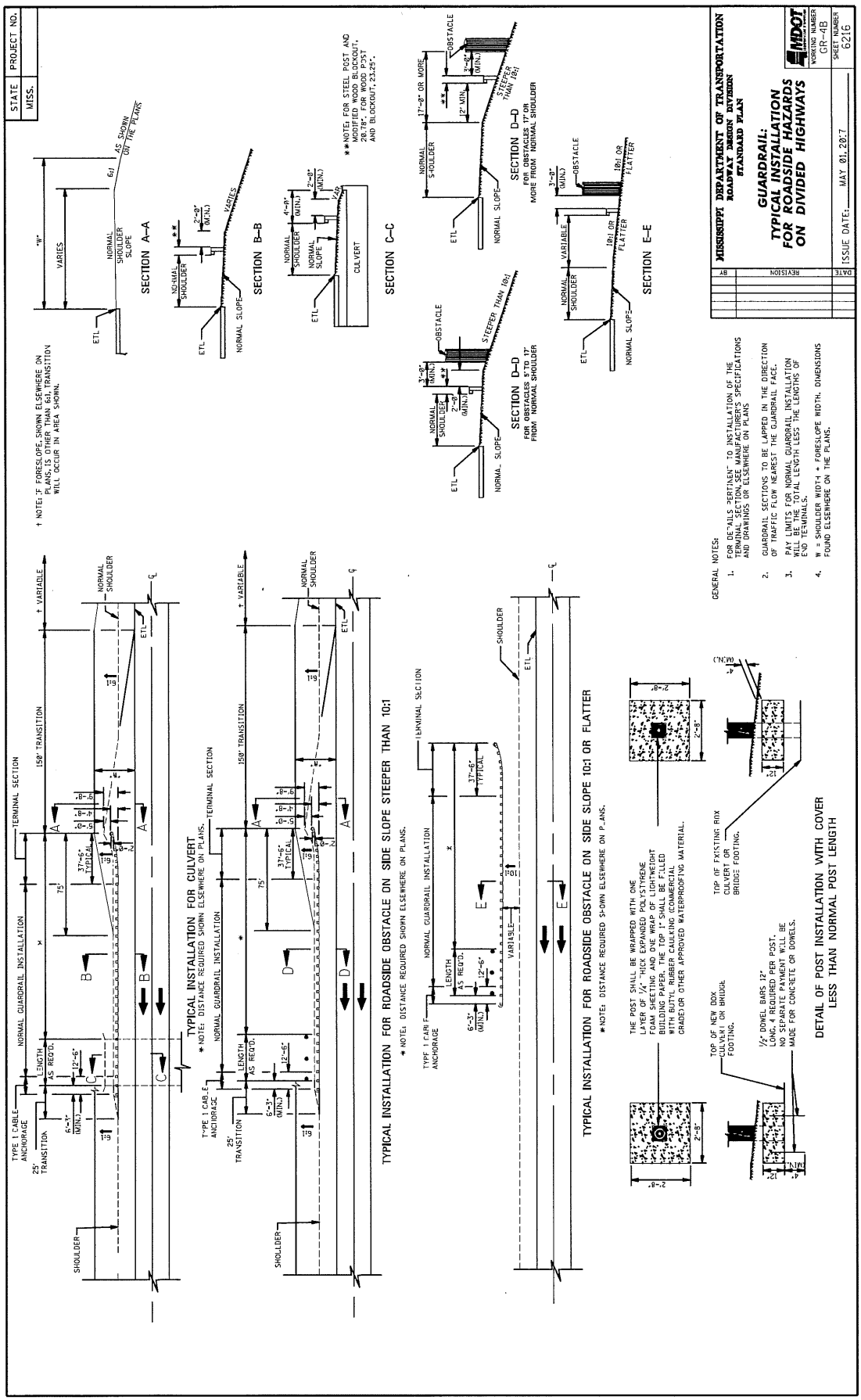

STATE
MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
GUARDRAIL:
BRIDGE END "I"
TYPE "I"
(STEEL POSTS)
(NEW CONSTRUCTION)
MDOT
WORKING NUMBER
GR-2G
SHEET NUMBER
6211
ISSUE DATE: MAY 01, 2017
DATE
REVISION
BY
STANDARD "W" BEAM GUARDRAIL INSTALLATION
(SEE SHEET GR-1B)
PAY LIMITS FOR TYPE "I" BRIDGE END SECTION
PLAN
ELEVATION FROM ℄ ROADWAY
NOTE: BACKUP PLATES ARE NOT USED IN THIS TRANSITION.
GENERAL NOTES:
GENERAL NOTES (CONTINUED):
FASTENER DETAILS
HIGH-STRENGTH STRUCTURAL HEX NUT AND BOLT "C"
PLAIN ROUND WASHER "F"
RECTANGULAR GUARDRAIL PLATE WASHER
SECTION A-A
DETAILS OF THRIE-BEAM POST AND BLOCKOUT (POST 1 THRU POST 6)
GUARDRAIL SPLICE DETAIL (POST 7)
THRIE-BEAM TERMINAL CONNECTOR
NOTES:
1. THE THRIE-BEAM TERMINAL CONNECTOR IS TO BE AASHTO M 180 CORRUGATED SHEET STEEL, CLASS B, TYPE 1.
2. ALTERNATIVELY, THE SPLICE SLOTS CAN BE ORIENTED PARALLEL TO THE LONGITUDINAL AXIS OF THE TERMINAL CONNECTOR. HOWEVER, THE 3/8" SLOT VERSION IS EASIER TO INSTALL WHERE SEVERAL GUARDRAIL SECTIONS ARE NESTED TOGETHER.

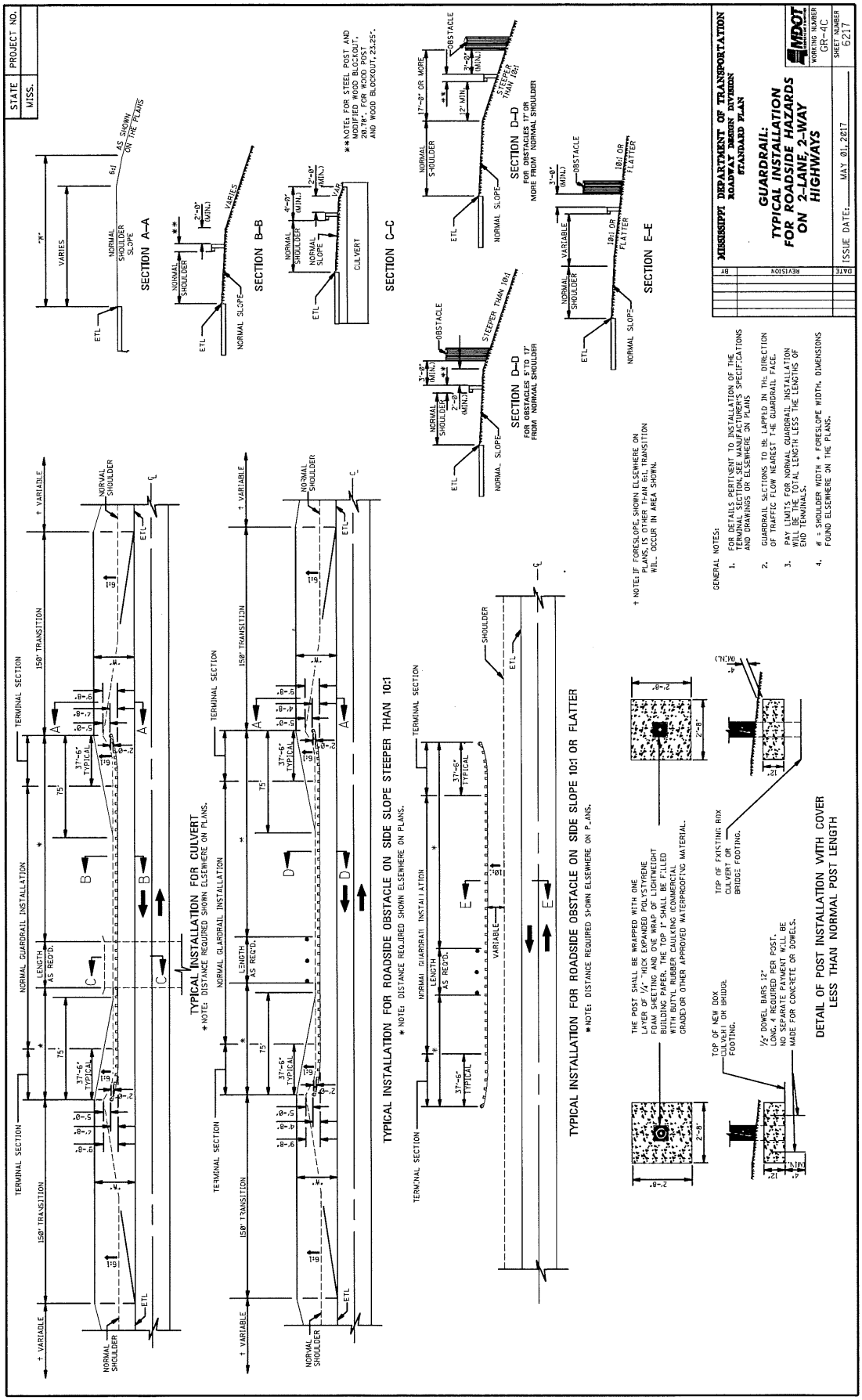

STATE
MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
GUARDRAIL:
TYPE 1 CABLE ANCHORAGE
(FOUNDATION TUBE)
WORKING NUMBER
GR-3
SHEET NUMBER
6212
ISSUE DATE: MAY 01, 2017
DATE
REVISION
BY
ROUNDED "W" BEAM END SECTION
NOTE: THE CROSS-SECTIONAL DIMENSIONS FOR THIS PART ARE TO FIT OVER THE STANDARD "W" BEAM SECTION.
GENERAL NOTES:
1. THIS ANCHORAGE MAY ONLY BE USED ON THE TRAILING END OF A BARRIER WHICH IS NOT EXPOSED TO VEHICULAR IMPACT.
2. GUARDRAIL SHALL MEET THE REQUIREMENTS OF AASHTO M 180, CLASS A, TYPE I UNLESS OTHERWISE DESIGNATED.
3. ALL WOOD POSTS AND BLOCKOUTS SHALL BE TREATED TIMBER IN ACCORDANCE WITH MISSISSIPPI DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
4. FOR DETAILS OF HARDWARE AND COMPONENTS NOT FOUND ON THIS SHEET, SEE SHEET GR-4A.
5. DETAILS PERTINENT TO THE STANDARD INSTALLATION OF "W" BEAM SECTIONS WILL BE FOUND ON SHEET GR-1, FOR WOOD POSTS, AND GR-1B, FOR STEEL POSTS.
6. FOR OTHER DETAILS OF POSTS, POST ACCESSORIES, FASTENERS AND RAIL ELEMENTS, SEE AASHTO-AGC-ARTBA JOINT TASK FOR NO. 13, TITLED "A GUIDE TO STANDARDIZED HIGHWAY BARRIER HARDWARE," LATEST EDITION.
NOTE: THE "POST 2" ASSEMBLY DEPENDS ON WHETHER THE TRAILING END TERMINAL IS ATTACHED TO THE STANDARD WOOD OR STEEL POST "W" BEAM GUARDRAIL INSTALLATION AS FOLLOWS:
1. WOOD POST INSTALLATION (SHOWN)
"W" BEAM TERMINAL RAIL SECTION, 6' X 12" WOOD BLOCKOUT, 14" LONG, AND 5' X 9" WOOD POST, 6'-6" LONG, ATTACHED WITH GUARDRAIL BOLT "D" AND RECESSED NUT. INSTALL RECTANGULAR GUARDRAIL PLATE WASHER UNDER HEAD AND PLAIN ROUND WASHER "F" UNDER RECESSED NUT.
2. STEEL POST INSTALLATION
"W" BEAM TERMINAL RAIL SECTION, 6' X 12" MODIFIED WOOD BLOCKOUT, 14" LONG, AND WG 9 STEEL POST, 6'-6" LONG, ATTACHED WITH GUARDRAIL BOLT "C" AND RECESSED NUT. INSTALL RECTANGULAR GUARDRAIL PLATE WASHER UNDER GUARDRAIL BOLT HEAD.
"W" BEAM TERMINAL END SECTION
GUARDRAIL ANCHOR BRACKET
CABLE ANCHOR ASSEMBLY
24" X 18" STEEL FOUNDATION TUBE SOIL PLATE, 1/4" THICK
POST 1
POST 2
ROUNDED "W" BEAM END SECTION
PLAN
6'-3" TO NEXT POST
STANDARD WOOD OR STEEL POST "W" BEAM GUARDRAIL INSTALLATION
GALVANIZED STEEL 16d COMMON NAIL (FORCE NAIL AT CENTER OF POST AND BLOCKOUT AFTER POST IS INSTALLED)
HEX NUT AND BOLT "F", 1/2" LONG (TYP.), EIGHT (8) REQUIRED
5'-3"
"W" BEAM TERMINAL RAIL SECTION
GUARDRAIL ANCHOR BRACKET
CABLE ANCHOR ASSEMBLY
24" X 18" STEEL FOUNDATION TUBE SOIL PLATE 1/4" THICK
5'-0"
14 1/4"
SEE DETAIL A
SEE DETAIL B
TS8" X 6' X 3/16" FOUNDATION TUBE, 5'-6" LONG
5 1/2" X 7 1/2" WOOD TERMINAL POST, 46 1/2" LONG
GUARDRAIL BOLT "A" AND RECESSED NUT (TYP.), FOUR (4) REQUIRED.
GUARDRAIL BOLT "C" WITH RECTANGULAR GUARDRAIL PLATE WASHER UNDER HEAD AND PLAIN ROUND WASHER "F" UNDER RECESSED NUT
25"
ELEVATION FROM BEHIND GUARDRAIL
NOTE: ANCHOR CABLE SHALL BE TAUT.
HEX NUT AND BOLT "F", 8" LONG, WITH PLAIN ROUND WASHER "F" UNDER HEAD AND NUT
24" X 18" STEEL FOUNDATION TUBE SOIL PLATE, 1/4" THICK
5 1/2" X 7 1/2" WOOD TERMINAL POST, 46 1/2" LONG
TS8" X 6' X 3/16" FOUNDATION TUBE, 5'-6" LONG
DETAIL B
CABLE ANCHOR ASSEMBLY
2" (MIN.)
3" (MAX.)
HEX NUT AND BOLT "F", 10" LONG WITH PLAIN ROUND WASHER "F" UNDER HEAD AND NUT
5 1/2" X 7 1/2" WOOD TERMINAL POST, 46 1/2" LONG
POST SLEEVE
8" X 8" STEEL BEARING PLATE, 3/8" THICK
TS8" X 6' X 3/16" FOUNDATION TUBE, 5'-6" LONG
DETAIL A

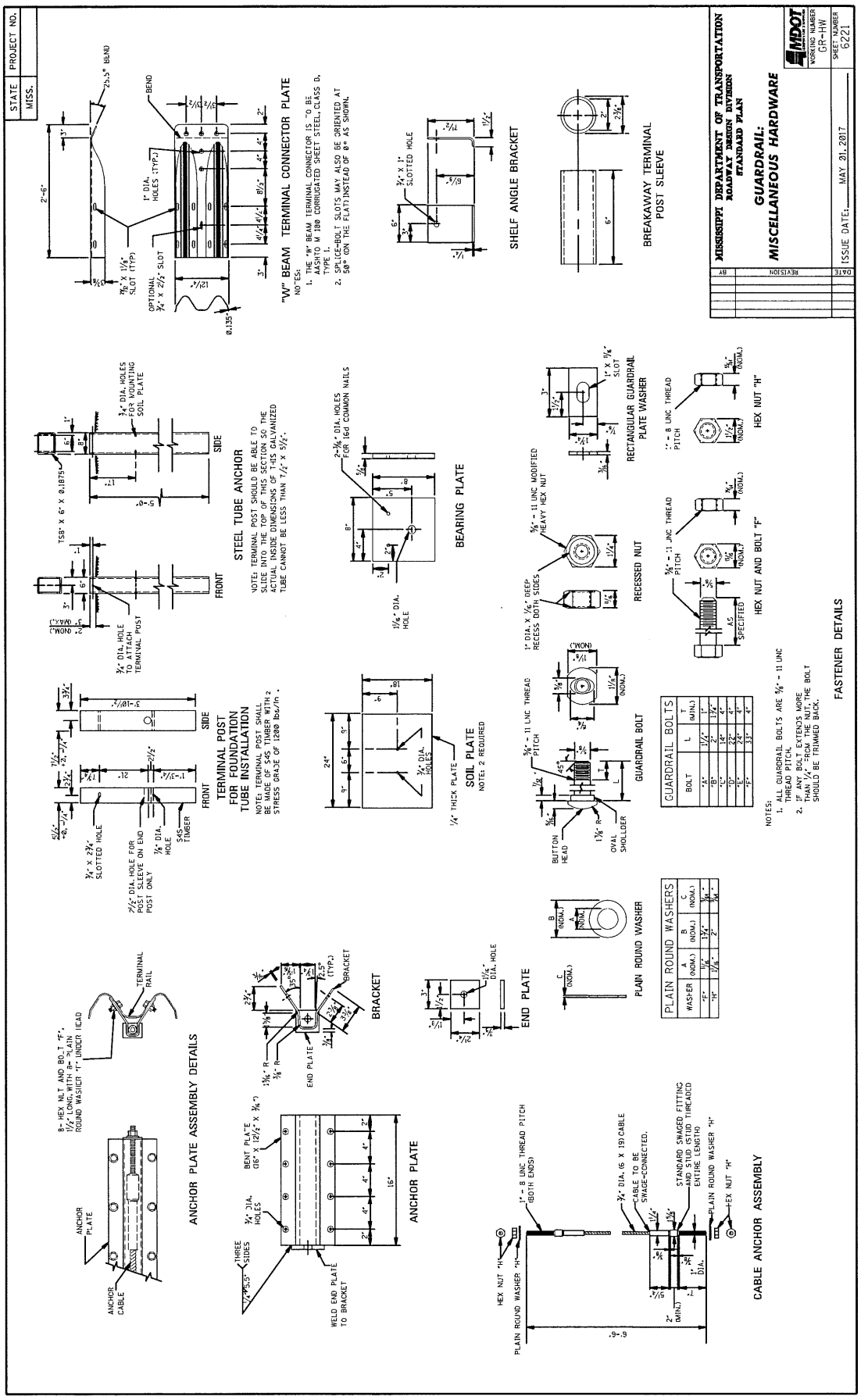

STATE MISS.
PROJECT NO.
ROUNDED "W" BEAM END SECTION
NOTE: THE CROSS-SECTIONAL DIMENSIONS FOR THIS PART ARE TO FIT OVER THE STANDARD "W" BEAM SECTION.
GENERAL NOTES:
1. THIS ANCHORAGE MAY ONLY BE USED ON THE TRAILING END OF A BARRIER WHICH IS NOT EXPOSED TO VEHICULAR IMPACT.
2. GUARDRAIL SHALL MEET THE REQUIREMENTS OF AASHTO M 180, CLASS A, TYPE 1 UNLESS OTHERWISE DESIGNATED.
3. ALL WOOD POSTS AND BLOCKOUTS SHALL BE TREATED TIMBER IN ACCORDANCE WITH MISSISSIPPI DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
4. CONCRETE FOR THE CONCRETE FOUNDATION MAY BE EITHER CLASS "B" STRUCTURAL CONCRETE OR APPROVED COMMERCIAL PRE-MIXED BAG CONCRETE. THE WELDED WIRE FABRIC FOR THE CONCRETE FOUNDATION SHALL CONFORM TO AASHTO M 221/V 221M AND AASHTO M 55M/M 55.
5. FOR DETAILS OF HARDWARE AND COMPONENTS NOT FOUND ON THIS SHEET, SEE SHEET GR-1W.
6. DETAILS PERTINENT TO THE STANDARD INSTALLATION OF "W" BEAM SECTIONS WILL BE FOUND ON SHEET GR-1, FOR WOOD POSTS, AND GR-1B1, FOR STEEL POSTS.
7. FOR OTHER DETAILS OF POSTS, POST ACCESSORIES, FASTENERS AND RAIL ELEMENTS, SEE AASHTO-AGC-ARTBA JOINT TASK FOR NO. 13, TITLED "A GUIDE TO STANDARDIZED HIGHWAY BARRIER HARDWARE," LATEST EDITION.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
GUARDRAIL:
TYPE 1 CABLE ANCHORAGE
(CONCRETE FOOTING)
MDOT
WORKING NUMBER GR-3A
SHEET NUMBER 6213
ISSUE DATE: MAY 01, 2017
DATE REVISION BY
PLAN
ELEVATION FROM BEHIND GUARDRAIL
NOTE: ANCHOR CABLE SHALL BE TAUT.
SECTION A-A
DETAIL A
WOOD TIMBER POST
SIDE
FRONT
6'-3" TO NEXT POST
(STANDARD WOOD OR STEEL POST "W" BEAM GUARDRAIL INSTALLATION)
6'-3"
POST 1
POST 2
"W" BEAM TERMINAL END SECTION
CABLE ANCHOR ASSEMBLY
GUARDRAIL ANCHOR BRACKET
24" DIA. CONCRETE FOUNDATION, 3'-0" DEEP
ROUNDED "W" BEAM END SECTION
GUARDRAIL BOLT "C" WITH RECTANGULAR GUARDRAIL PLATE WASHER UNDER HEAD AND PLAIN ROUND WASHER "F" UNDER RECESSED NUT
5½" X 7½" WOOD TERMINAL POST, 5'-8" LONG
"W" BEAM TERMINAL RAIL SECTION
GUARDRAIL BOLT "A" AND RECESSED NUT (TYP.), FOUR (4) REQUIRED
6 X 6-W6 X W6 OR 6 X 6-D6 X D6 WELDED WIRE FABRIC
SEE DETAIL "A"
HEX NUT AND BOLT "F", 3/4" X 10" LONG (TYP.), EIGHT (8) REQUIRED
GALVANIZED STEEL 16d COMMON NAIL (DRIVE NAIL AT CENTER OF POST AFTER BOLT IS INSTALLED)
POLYSTYRENE SHEETING OR COMPOSITION PAPER
NOTE: FORM A NOMINAL 5" X 8" SOCKET IN THE FOUNDATION TO RECEIVE THE 5½" X 7½" TIMBER POST. FORM HOLE WITH ½" THICK POLYSTYRENE FOAM SHEETING OR WRAP THE TIMBER POST IN A DOUBLE LAYER OF COMPOSITION PAPER. THE LAYER OF SHEETING OR PAPER WILL AID IN REMOVING A DAMAGED POST.
POST SLEEVE
8" X 8" STEEL BLANKING PLATE, ⅝" THICK
CABLE ANCHOR ASSEMBLY
POLYSTYRENE SHEETING COMPOSITION PAPER OR SOME OTHER MATERIAL SHALL BE WRAPPED AROUND THE CONCRETE EMBEDDED PORTION OF THE POST TO AID IN REMOVING BROKEN OR DAMAGED POSTS.

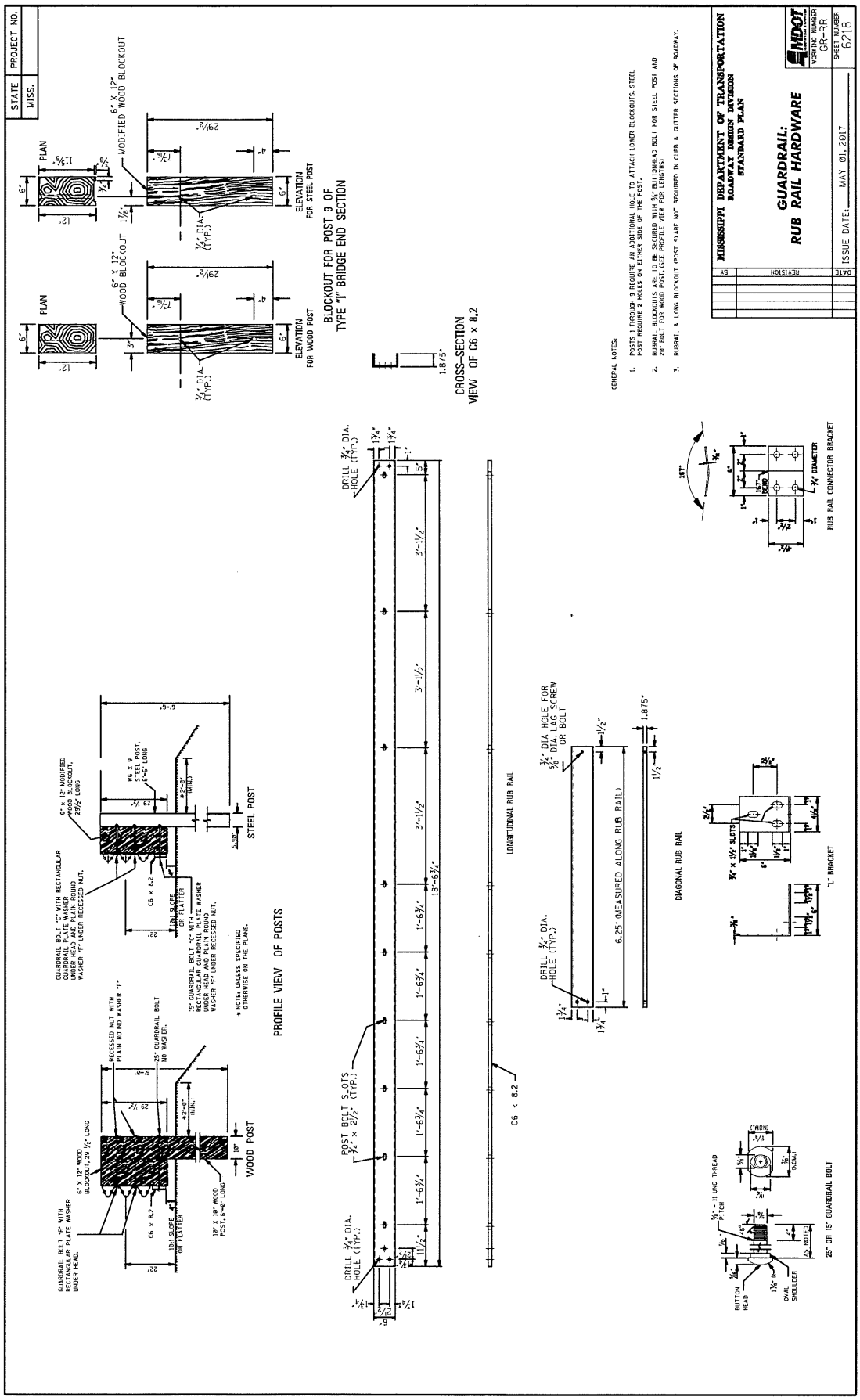

STATE MISS.
PROJECT NO.
** NOTE: IF FORESLOPE, SHOWN ELSEWHERE ON PLANS, IS OTHER THAN 6:1, TRANSITION WILL OCCUR IN AREA SHOWN.
SECTION A-A
SECTION B-B
GENERAL NOTES:
1. VALUES FOR "A" AND "B" WILL BE SHOWN ELSEWHERE ON THE PLANS.
2. FOR DETAILS PERTINENT TO INSTALLATION OF THE TERMINAL SECTION, SEE MANUFACTURER'S SPECIFICATIONS AND DRAWINGS OR ELSEWHERE ON PLANS
3. GUARDRAIL SECTIONS ARE TO BE LAPPED IN THE DIRECTION OF TRAFFIC FLOW NEAREST THE GUARDRAIL FACE.
4. THE OVERALL LENGTH OF GUARDRAIL IS MEASURED FROM THE CONNECTING END ON THE BRIDGE.
5. IN THE ABSENCE OF A BRIDGE END PAVEMENT RAIL, CONNECT THE BRIDGE END SECTION TO THE BRIDGE RAIL (SEE WK. NOS. GR-2 THRU GR-2G). THE SHOULDER WIDTH AT THE BRIDGE END PAVEMENT RAIL OR BRIDGE RAIL SHALL BE SUFFICIENT WIDTH TO PROVIDE A MINIMUM OF 2'-0" BEHIND THE BACK OF POST BEFORE THE SLOPE BREAK (MIDPOINT).
6. TYPE, DETAILS AND LIMITS OF GUARDRAIL BRIDGE END SECTION WILL BE SHOWN ELSEWHERE ON THE PLANS.
7. # = SHOULDER WIDTH + FORESLOPE WIDTH. DIMENSIONS FOUND ELSEWHERE ON THE PLANS.
8. FOR DIVIDED HIGHWAYS WITH THREE (3) OR MORE LANES IN ONE DIRECTION, THE MEDIAN BARRIER MAY REQUIRE A TAPER RATE OTHER THAN 25:1.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
GUARDRAIL:
TYPICAL INSTALLATION AT BRIDGE APPROACHES FOR DIVIDED HIGHWAYS
MDOT
WORKING NUMBER GR-4
SHEET NUMBER 6214
ISSUE DATE: MAY 01, 2017
DATE
REVISION
BY
DIVIDED HIGHWAY WITH BARRIER INSIDE CLEAR ZONE OF OPPOSING TRAFFIC
* NOTE: THE 25° LINE IS USED TO DETERMINE THE LIMITS OF MEDIAN BARRIER AS SHOWN.
DIVIDED HIGHWAY WITH BARRIER OUTSIDE CLEAR ZONE OF OPPOSING TRAFFIC
** VARIABLE
150' MINIMUM TRANSITION
NORMAL GUARDRAIL INSTALLATION
TERMINAL SECTION
BR. END SECTION
TANGENT
BRIDGE END PAVEMENT
BRIDGE
SEE NOTE 5
BRIDGE END PAV'T RAIL
NORMAL SHOULDER
GUARDRAIL FACE ALINEMENT ON BRIDGE
30:1 TAPER
25:1 TAPER
DOUBLE-FACED GUARDRAIL
TYPE I END SECTION
MEDIAN BARRIER TERMINAL AS SHOWN ELSEWHERE ON PLANS
20:1 SLOPE RELATIVE TO LONGITUDINAL GRADIENT FOR HIGHWAY CENTERLINE
37'-6" TYPICAL

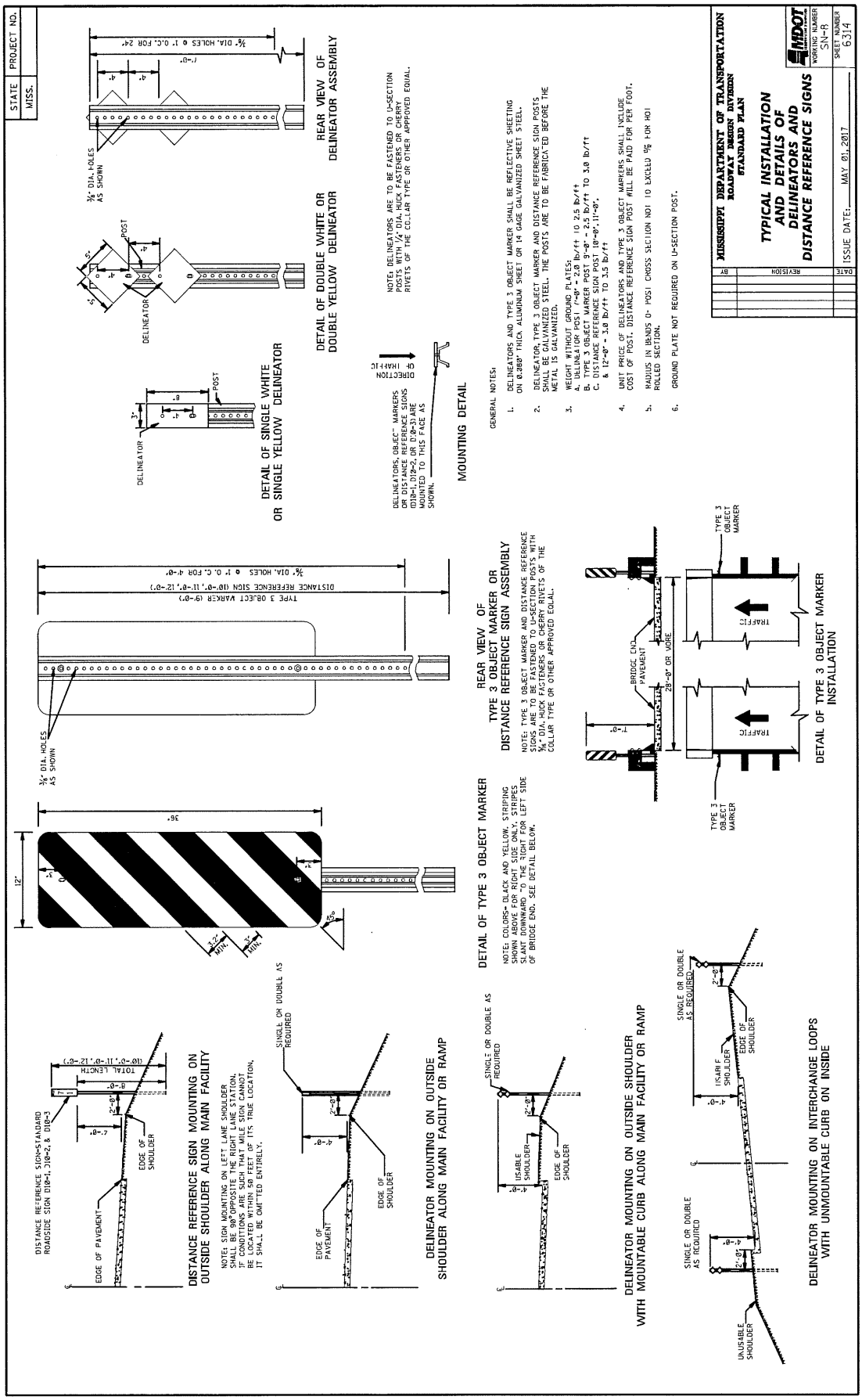

STATE MISS.
PROJECT NO.
* NOTE: IF FORESLOPE SHOWN ELSEWHERE ON PLANS OVERLAPS OVERHANG TRANSITION WILL OCCUR IN AREA SHOWN.
DETAIL OF GUARDRAIL SECTION LAPS
GENERAL NOTES:
1. VALUES FOR "A", "B", "C" AND "D" WILL BE SHOWN ELSEWHERE ON THE PLANS.
2. FOR DETAILS PERTINENT TO INSTALLATION OF THE TERMINAL SECTION, SEE MANUFACTURER'S SPECIFICATIONS AND DRAWINGS OR ELSEWHERE ON PLANS
3. GUARDRAIL SECTIONS ARE TO BE LAPPED IN THE DIRECTION OF TRAFFIC APPROACHING THE BRIDGE.
4. THE OVERALL LENGTH OF GUARDRAIL IS MEASURED FROM THE CONNECTING END ON THE BRIDGE.
5. IN THE ABSENCE OF A BRIDGE END PAVEMENT RAIL, CONNECT THE BRIDGE END SECTION TO THE BRIDGE RAIL (SEE WK. NOS. GR-2 THRU GR-2G). THE SHOULDER WIDTH AT THE BRIDGE END PAVEMENT RAIL OR BRIDGE END RAIL SHALL BE SUFFICIENTLY WIDE TO PROVIDE A MINIMUM OF 2'-0" BEHIND THE BACK OF POST BEFORE THE SLOPE BREAK (HINGEPOINT).
6. TYPE, DETAILS AND LIMITS OF GUARDRAIL BRIDGE END SECTION WILL BE SHOWN ELSEWHERE ON THE PLANS.
7. W - SHOULDER WIDTH + FORESLOPE WIDTH. DIMENSIONS FOUND ELSEWHERE ON THE PLANS.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
GUARDRAIL:
TYPICAL INSTALLATION
AT BRIDGE APPROACHES
FOR 2-LANE, 2-WAY
HIGHWAY
MDOT
WORKING NUMBER GR-4A
SHEET NUMBER 6215
DATE
REVISION
BY
ISSUE DATE: MAY 01, 2017
* VARIABLE
150' MINIMUM TRANSITION
NORMAL SHOULDER
ETL
2&1 SLOPE RELATIVE TO LONGITUDINAL GRADIENT FOR HIGHWAY CENTERLINE
NORMAL GUARDRAIL INSTALLATION
TERMINAL SECTION
BRIDGE END SECTION
TANGENT
30:1 TAPER
GUARDRAIL FACE ALINEMENT ON BRIDGE
BRIDGE END PAVEMENT
BRIDGE
SEE NOTE 5
BRIDGE END PAV'T RAIL
PLAN
SECTION A-A
SECTION B-B
VARIES
NORMAL SHOULDER SLOPE
AS SHOWN ON THE PLANS

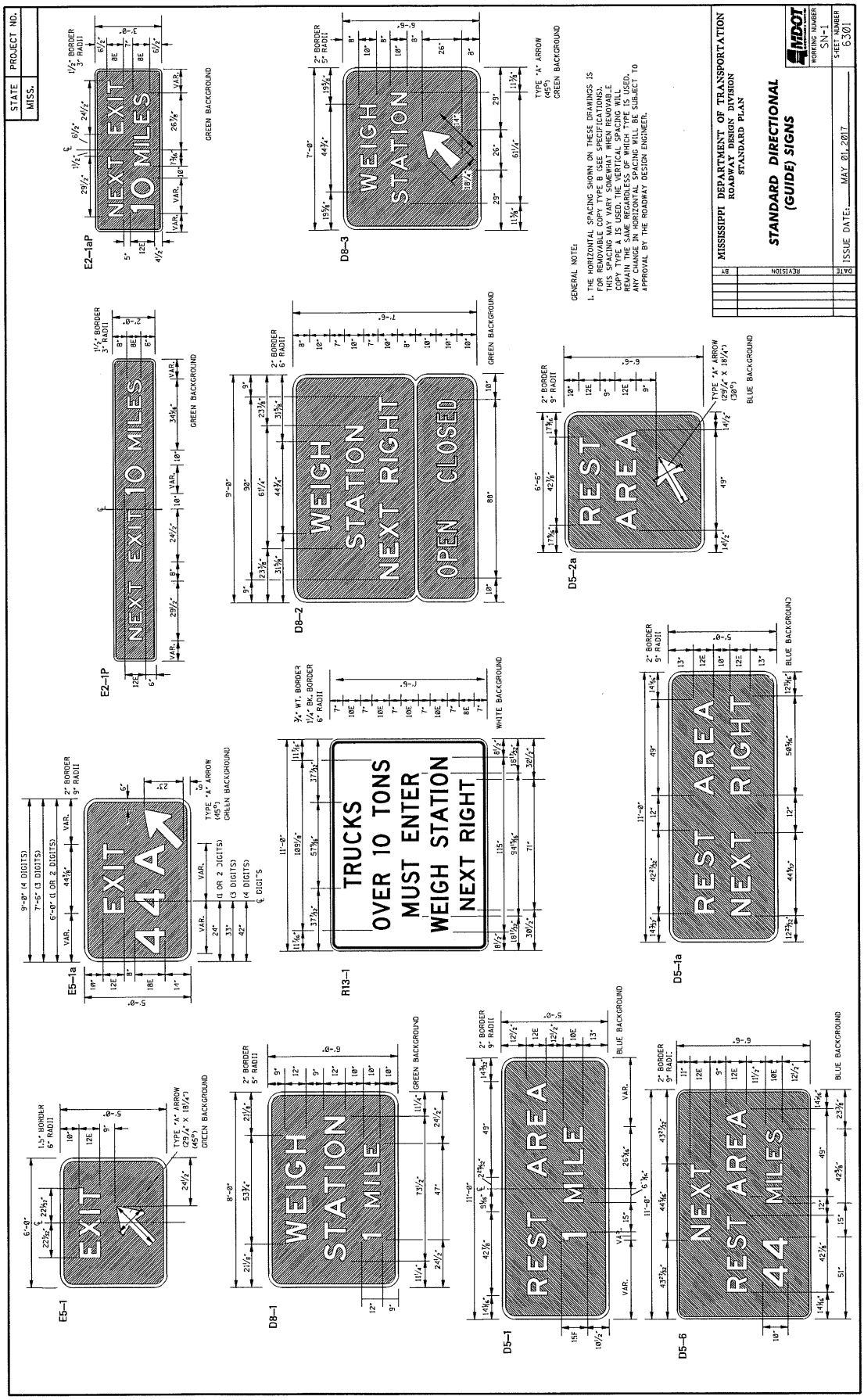

STATE MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
GUARDRAIL:
TYPICAL INSTALLATION FOR ROADSIDE HAZARDS ON DIVIDED HIGHWAYS
WORKING NUMBER GR-4B
SHEET NUMBER 6216
ISSUE DATE: MAY 01, 2017
SECTION A-A
SECTION B-B
SECTION C-C
SECTION D-D
SECTION E-E
TYPICAL INSTALLATION FOR CULVERT
TYPICAL INSTALLATION FOR ROADSIDE OBSTACLE ON SIDE SLOPE STEEPER THAN 10:1
TYPICAL INSTALLATION FOR ROADSIDE OBSTACLE ON SIDE SLOPE 10:1 OR FLATTER
DETAIL OF POST INSTALLATION WITH COVER LESS THAN NORMAL POST LENGTH
GENERAL NOTES:
1. FOR DETAILS PERTINENT TO INSTALLATION OF THE TERMINAL SECTION, SEE MANUFACTURER'S SPECIFICATIONS AND DRAWINGS OR ELSEWHERE ON PLANS
2. GUARDRAIL SECTIONS TO BE LAPPED IN THE DIRECTION OF TRAFFIC FLOW NEAREST THE GUARDRAIL FACE.
3. PAY LIMITS FOR NORMAL GUARDRAIL INSTALLATION WILL BE TO TOTAL LENGTH LESS THE LENGTHS OF END TERMINALS.
4. W = SHOULDER WIDTH + FORESLOPE WIDTH. DIMENSIONS FOUND ELSEWHERE ON THE PLANS.


STATE MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
GUARDRAIL:
TYPICAL INSTALLATION
FOR ROADSIDE HAZARDS
ON 2-LANE, 2-WAY
HIGHWAYS
WORKING NUMBER GR-4C
SHEET NUMBER 6217
ISSUE DATE: MAY 01, 2017
DATE REVISION BY
SECTION A-A
SECTION B-B
SECTION C-C
SECTION D-D
FOR OBSTACLE TO 10' FROM NORMAL SHOULDER
SECTION D-D
FOR OBSTACLE TO 17' MORE FROM NORMAL SHOULDER
SECTION E-E
**NOTE: FOR STEEL POST AND MODIFIED WOOD BLOCKOUT, 20.78". FOR WOOD POST AND WOOD BLOCKOUT, 23.25".
TYPICAL INSTALLATION FOR CULVERT
*NOTE: DISTANCE REQUIRED SHOWN ELSEWHERE ON PLANS.
TYPICAL INSTALLATION FOR ROADSIDE OBSTACLE ON SIDE SLOPE STEEPER THAN 10:1
*NOTE: DISTANCE REQUIRED SHOWN ELSEWHERE ON PLANS.
TYPICAL INSTALLATION FOR ROADSIDE OBSTACLE ON SIDE SLOPE 10:1 OR FLATTER
*NOTE: DISTANCE REQUIRED SHOWN ELSEWHERE ON PLANS.
+ NOTE: IF FORESLOPE SHOWN ELSEWHERE ON PLANS IS OTHER THAN 6:1 TRANSITION WILL OCCUR IN AREA SHOWN.
GENERAL NOTES:
1. FOR DETAILS PERTINENT TO INSTALLATION OF THE TERMINAL SECTION, SEE MANUFACTURER'S SPECIFICATIONS AND DRAWINGS OR ELSEWHERE ON PLANS
2. GUARDRAIL SECTIONS TO BE LAPPED IN THE DIRECTION OF TRAFFIC FLOW NEAREST THE GUARDRAIL FACE.
3. PAY LIMITS FOR NORMAL GUARDRAIL INSTALLATION WILL BE THE TOTAL LENGTH LESS THE LENGTHS OF END TERMINALS.
4. W = SHOULDER WIDTH + FORESLOPE WIDTH. DIMENSIONS FOUND ELSEWHERE ON THE PLANS.
THE POST SHALL BE WRAPPED WITH ONE LAYER OF 1/4" THICK EXPANDED POLYSTYRENE FOAM SHEETING AND ONE WRAP OF LIGHTWEIGHT BUILDING PAPER. THE TOP 1" SHALL BE FILLED WITH BUTYL RUBBER CAULKING (COMMERCIAL GRADE) OR OTHER APPROVED WATERPROOFING MATERIAL.
TOP OF NEW BOX CULVERT OR BRIDGE FOOTING.
TOP OF EXISTING BOX CULVERT OR BRIDGE FOOTING.
1/2" DOWEL BARS 12" LONG, 4 REQUIRED PER POST. NO SEPARATE PAYMENT WILL BE MADE FOR CONCRETE OR DOWELS.
DETAIL OF POST INSTALLATION WITH COVER LESS THAN NORMAL POST LENGTH


STATE
MISS.
PROJECT NO.
"W" BEAM TERMINAL CONNECTOR PLATE
NOTES:
1. THE "W" BEAM TERMINAL CONNECTOR IS TO BE AASHTO M 180 CORRUGATED SHEET STEEL, CLASS D, TYPE I.
2. SPECIFIC BOLT SLOTS MAY ALSO BE ORIENTED AT 90° (ON THE FLAT) INSTEAD OF 0° AS SHOWN.
SHELF ANGLE BRACKET
BREAKAWAY TERMINAL POST SLEEVE
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
GUARDRAIL:
MISCELLANEOUS HARDWARE
MDOT
WORKING NUMBER
GR-HW
SHEET NUMBER
6221
ISSUE DATE: MAY 31, 2017
DATE
REVISION
BY
STEEL TUBE ANCHOR
NOTE: TERMINAL POST SHOULD BE ABLE TO SLIDE INTO THE TOP OF THIS SECTION SO THE ACTUAL INSIDE DIMENSIONS OF THIS GALVANIZED TUBE CANNOT BE LESS THAN 1½" X 3½".
BEARING PLATE
TERMINAL POST FOR FOUNDATION TUBE INSTALLATION
NOTE: TERMINAL POST SHALL BE MADE OF S4S TIMBER WITH 2 STRESS GRADE OF 1200 lbs/in.
SOIL PLATE
NOTE: 2 REQUIRED
RECTANGULAR GUARDRAIL PLATE WASHER
RECESSED NUT
HEX NUT "H"
HEX NUT AND BOLT "F"
GUARDRAIL BOLT
FASTENER DETAILS
NOTES:
1. ALL GUARDRAIL BOLTS ARE ⅝" - 11 UNC THREAD PITCH.
2. IF ANY BOLT EXTENDS MORE THAN ½" BEYOND THE NUT, THE BOLT SHOULD BE TRIMMED BACK.
GUARDRAIL BOLTS
PLAIN ROUND WASHERS
PLAIN ROUND WASHER
ANCHOR PLATE ASSEMBLY DETAILS
BRACKET
END PLATE
ANCHOR PLATE
CABLE ANCHOR ASSEMBLY

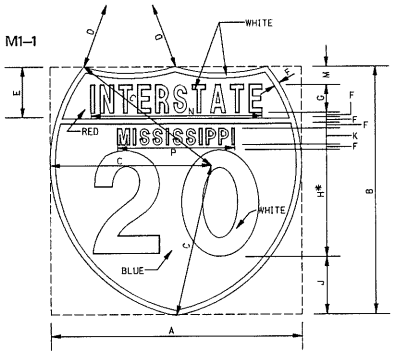

STATE
MISS.
PROJECT NO.
PLAN
6" X 12" WOOD BLOCKOUT
6" X 12" MODIFIED WOOD BLOCKOUT
ELEVATION FOR WOOD POST
ELEVATION FOR STEEL POST
BLOCKOUT FOR POST 9 OF TYPE "T" BRIDGE END SECTION
CROSS-SECTION VIEW OF C6 x 8.2
GENERAL NOTES:
1. POSTS 1 THROUGH 9 REQUIRE AN ADDITIONAL HOLE TO ATTACH LOWER BLOCKOUTS. STEEL POST REQUIRE 2 HOLES ON EITHER SIDE OF THE POST.
2. RUBRAIL BLOCKOUTS ARE 10 lb. SECURED WITH ¾" BUILTHROUGH BOLT FOR STEEL POST AND 20" BOLT FOR WOOD POST. (SEE PROFILE VIEW FOR LENGTHS)
3. RUBRAIL & LONG BLOCKOUT (POST PLATE NO.) REQUIRED IN CURB & GUTTER SECTIONS OF ROADWAY.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
GUARDRAIL: RUB RAIL HARDWARE
REVISION
DATE
BY
WORKING NUMBER GR-RR
SHEET NUMBER 6218
ISSUE DATE: MAY 01, 2017
PROFILE VIEW OF POSTS
STEEL POST
WOOD POST
LONGITUDINAL RUB RAIL
DIAGONAL RUB RAIL
RUB RAIL CONNECTOR BRACKET
"L" BRACKET
25" OR 15" GUARDRAIL BOLT


STATE PROJECT NO.
MISS.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN
STANDARD PLAN
TYPICAL INSTALLATION AND DETAILS OF DELINEATORS AND DISTANCE REFERENCE SIGNS
WORKING NUMBER SN-8
SHEET NUMBER 6314
ISSUE DATE: MAY 01, 2017
DATE
REVISION
BY
DETAIL OF DOUBLE WHITE OR DOUBLE YELLOW DELINEATOR
REAR VIEW OF DELINEATOR ASSEMBLY
DETAIL OF SINGLE WHITE OR SINGLE YELLOW DELINEATOR
MOUNTING DETAIL
GENERAL NOTES:
1. DELINEATORS AND TYPE 3 OBJECT MARKER SHALL BE REFLECTIVE SHEETING ON 0.080" THICK ALUMINUM SHEET OR 14 GAGE GALVANIZED SHEET STEEL.
2. DELINEATOR, TYPE 3 OBJECT MARKER AND DISTANCE REFERENCE SIGN POSTS SHALL BE GALVANIZED STEEL. THE POSTS ARE TO BE FABRICATED BEFORE THE METAL IS GALVANIZED.
3. WEIGHT WITHOUT GROUND PLATES:
A. WHITE DELINEATOR POST = 2.0 lb/ft TO 2.5 lb/ft
B. TYPE 3 OBJECT MARKER POST 9'-0" = 2.5 lb/ft TO 3.0 lb/ft
C. DISTANCE REFERENCE SIGN POST 10'-0", 11'-0", & 12'-0" = 3.0 lb/ft TO 3.5 lb/ft
4. UNIT PRICE OF DELINEATORS AND TYPE 3 OBJECT MARKERS SHALL INCLUDE COST OF POST. DISTANCE REFERENCE SIGN POST WILL BE PAID FOR PER FOOT.
5. RADIUS IN BENDS OF POST CROSS SECTION NOT TO EXCEED 3/8 FOR HOT ROLLED SECTION.
6. GROUND PLATE NOT REQUIRED ON U-SECTION POST.
REAR VIEW OF TYPE 3 OBJECT MARKER OR DISTANCE REFERENCE SIGN ASSEMBLY
DETAIL OF TYPE 3 OBJECT MARKER
DETAIL OF TYPE 3 OBJECT MARKER INSTALLATION
DISTANCE REFERENCE SIGN MOUNTING ON OUTSIDE SHOULDER ALONG MAIN FACILITY
DELINEATOR MOUNTING ON OUTSIDE SHOULDER ALONG MAIN FACILITY OR RAMP
DELINEATOR MOUNTING ON OUTSIDE SHOULDER WITH MOUNTABLE CURB ALONG MAIN FACILITY OR RAMP
DELINEATOR MOUNTING ON INTERCHANGE LOOPS WITH UNMOUNTABLE CURB ON INSIDE


STATE
MISS.
PROJECT NO.
E2-1aP
NEXT EXIT
10 MILES
GREEN BACKGROUND
E2-1P
NEXT EXIT 10 MILES
GREEN BACKGROUND
D8-3
WEIGH
STATION
D8-2
WEIGH
STATION
NEXT RIGHT
OPEN
CLOSED
GREEN BACKGROUND
D5-2a
REST
AREA
BLUE BACKGROUND
E5-1a
EXIT
44 A
E5-1
EXIT
R13-1
TRUCKS
OVER 10 TONS
MUST ENTER
WEIGH STATION
NEXT RIGHT
WHITE BACKGROUND
D5-1a
REST AREA
NEXT RIGHT
BLUE BACKGROUND
D8-1
WEIGH
STATION
1 MILE
GREEN BACKGROUND
D5-1
REST AREA
1 MILE
BLUE BACKGROUND
D5-6
NEXT
REST AREA
44 MILES
BLUE BACKGROUND
GENERAL NOTES:
1. THE HORIZONTAL SPACING SHOWN ON THESE DRAWINGS IS FOR REMOVABLE COPY TYPE B (SEE SPECIFICATIONS). THIS SPACING MAY VARY SOMEWHAT WHEN REMOVABLE COPY TYPE A IS USED. THE VERTICAL SPACING WILL REMAIN THE SAME REGARDLESS OF WHICH TYPE IS USED. ANY CHANGE IN VERTICAL SPACING WILL BE SUBJECT TO APPROVAL BY THE ROADWAY DESIGN ENGINEER.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
STANDARD DIRECTIONAL
(GUIDE) SIGNS
MDOT
WORKING NUMBER
SN-1
SHEET NUMBER
6301
ISSUE DATE: MAY 01, 2017
DATE
REVISION
BY

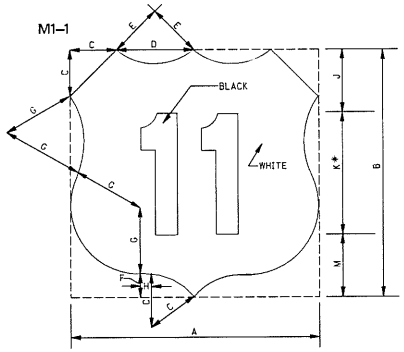
STATE	PROJECT NO.
MISS.	

M1-1



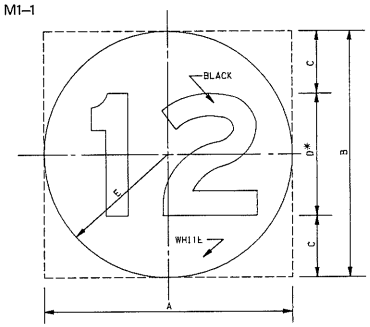
	12" NUMERALS		18" NUMERALS		24" NUMERALS	
	2 DIGITS	3 DIGITS	2 DIGITS	3 DIGITS	2 DIGITS	3 DIGITS
A	24"	30"	36"	45"	48"	60"
B	24"	24"	36"	36"	48"	48"
C	15"	17"	22½"	25½"	30"	34"
D	15"	24"	22½"	36"	30"	48"
E	5"	5"	7½"	7½"	10"	10"
F	½"	½"	¾"	¾"	1"	1"
G	2½C	2½E	4C	4E	5C	5E
*H	10D	10D	15D	15D	20D	20D
J	6"	6"	9"	9"	12"	12"
K	1½D	1½D	2¼D	2¼D	3D	3D
M	2"	2"	2¾"	2¾"	4"	4"
N	15 9/16"	21 11/16"	24½"	34 15/16"	30⅝"	43⅜"
P	10¾"	10¾"	16⅛"	16⅛"	21½"	21½"

M1-1



	12" NUMERALS		18" NUMERALS		24" NUMERALS	
	2 DIGITS	3 DIGITS	2 DIGITS	3 DIGITS	2 DIGITS	3 DIGITS
A	24"	30"	36"	45"	48"	60"
B	24"	24"	36"	36"	48"	48"
C	5"	5"	7½"	7½"	10"	10"
D	7"	10"	10½"	15"	14"	20"
E	5"	5"	7½"	13½"	10"	18"
F	2"	2"	3"	3"	4"	4"
G	7"	7"	10½"	10½"	14"	14"
H	1"	4"	1½"	5½"	2"	8"
J	5½"	5½"	8½"	8½"	11"	11"
*K	12"	12"	18"	18"	24"	24"
M	6½"	6½"	9¾"	9¾"	13"	13"

M1-1



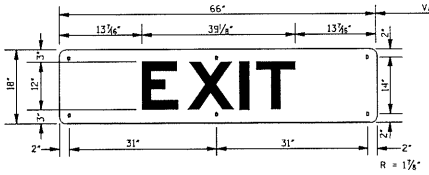
	DIMENSIONS (INCHES)				
	A	B	C	D*	E
1,2-DIGIT(S)	24"	24"	6"	12"	12"
1,2-DIGIT(S)	36"	36"	9"	18"	18"
1,2-DIGIT(S)	48"	48"	12"	24"	24"
3-DIGITS	30"	24"	6"	12"	VAR.
3-DIGITS	45"	36"	9"	18"	VAR.
3-DIGITS	60"	48"	12"	24"	VAR.

GENERAL NOTES:

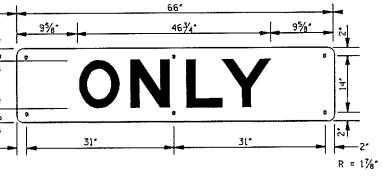
1. U.S. AND MISSISSIPPI SHIELDS DO NOT HAVE AN OUTSIDE BORDER.
2. INTERSTATE, U.S. AND MISSISSIPPI SHIELDS SHOWN ON THIS DRAWING ARE TO BE USED ONLY ON GUIDE SIGNS. SEE OTHER DRAWINGS FOR SHIELDS TO BE USED INDEPENDENTLY AS ROUTE MARKERS.
3. ON INTERSTATE SHIELDS, THE LEGEND AND BACKGROUND SHALL BE REFLECTORIZED.
4. ON U.S. AND MISSISSIPPI SHIELDS, THE BACKGROUND SHALL BE REFLECTORIZED.

*5. IN SOME CASES, NUMERALS CANNOT BE ACCOMMODATED WITHIN THE SPACE AVAILABLE. FOR THESE SITUATIONS, THE STANDARD SERIES "D" NUMERALS MAY BE REDUCED TO SERIES "C" NUMERALS OR AS A SECOND CHOICE TO THE NEXT SMALLER HEIGHT COMMONLY AVAILABLE.

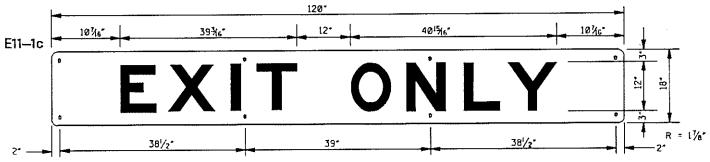
E11-1a



E11-1b



E11-1c



GENERAL NOTES:

1. THESE ARE "OVERLAY" SIGNS FABRICATED ON 0.063" THICK ALUMINUM (6061-T6) AND ARE TO BE RIVETED TO DIRECTIONAL SIGNS DESIGNATED ON PLANS. THESE SIGNS WILL NOT BE PAID FOR AS SEPARATE SIGNS BUT SHALL BE CONSIDERED AS PART OF THE MAJOR SIGNS TO WHICH THEY ARE AFFIXED.
2. LETTER SIZE: 12" SERIES "D"
   COLOR: LEGEND - BLACK; BACKGROUND - HI-INTENSITY YELLOW

REVISION	DATE
B1	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

ROUTE SHIELDS AND "EXIT ONLY" PANELS

MDOT

WORKING NUMBER SN-2

ISSUE DATE: MAY 01, 2017

SHEET NUMBER 6302

STATE	PROJECT NO.
MISS.	

SIGN NUMBER	D9-2		D10-1	D10-2	D10-3	D10-1a	D10-2a	D10-3a	D10-4	D10-5	M1-1	M1-1	M1-4	M1-6
ALUMINUM (6061-T6) SIGN BLANK THICKNESS	0.080"		0.080"	0.080"	0.100"	0.080"	0.100"	0.122"	0.100"	0.100"	0.080"	0.100"	0.080"	0.080"
LEGEND	R = 1½"	R = 1⅞"	R = 1½"	R = 1½"	R = 1½"	R = 1½"	R = 1½"	R = 1½"	R = 1½"	R = 1½"			R = 1½"	e = 11" (24" X 24") e = VAR. (30" X 24") R = 1½"
LETTER & NUMERAL SERIES	20" SERIES "E MOD."	30" SERIES "E MOD."	4" SERIES "B" 10" SERIES "D"	4" SERIES "B" 10" SERIES "D"	4" SERIES "B" 10" SERIES "D"	4" SERIES "B" 10" SERIES "D"	4" SERIES "B" 10" SERIES "D"	4" SERIES "B" 10" SERIES "D"	6.6", 6" SERIES "B" 6" SERIES "B" 8"	6.6", 6" SERIES "B" 6" SERIES "B" 8" 8" SERIES "B"	(SEE NOTES 1 & 2 BELOW)		(SEE NOTES 1 & 2 BELOW)	12" SERIES "D" (SEE NOTE BELOW)
WIDTH OF BORDER INSIDE / OUTSIDE	½" WHITE	¾" WHITE	½" WHITE	½" WHITE	½" WHITE	½" WHITE	½" WHITE	½" WHITE	½" WHITE	½" WHITE	½" WHITE	¾" WHITE	BLACK OUTSIDE BORDER	BLACK OUTSIDE BORDER
SIZE (WIDTH X HEIGHT)	24" X 24"	36" X 36"	12" X 24"	12" X 36"	12" X 48"	12" X 36"	12" X 48"	12" X 60"	18" X 54"	18" X 60"	24" X 24" (1 OR 2 DIGITS) 30" X 24" (3 DIGITS)	36" X 36" (1 OR 2 DIGITS) 45" X 36" (3 DIGITS)	24" X 24" (1 OR 2 DIGITS) 30" X 24" (3 DIGITS)	24" X 24" (1 OR 2 DIGITS) 30" X 24" (3 DIGITS)
COLORS COPY / BACKGROUND	WHITE BLUE	WHITE BLUE	WHITE GREEN	WHITE GREEN	WHITE GREEN	WHITE GREEN	WHITE GREEN	WHITE GREEN	WHITE, RED, BLUE GREEN	WHITE, RED, BLUE GREEN	WHITE TOP-RED; BOTTOM-BLUE		BLACK WHITE	BLACK WHITE
REFLECTORIZATION	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL		BACKGROUND	BACKGROUND
NUMBER OF POSTS FOR MOUNTING	1	1	1	1	1	1	1	1	1	1	1		1	1
NUMBER OF HOLES TO BE PUNCHED (3/16" DIA.)	2	2	2	2	2	2	2	2	2	2	2	4	2 (VERT. PUNCHING) 2 (HORIZ. PUNCHING)	2 (VERT. PUNCHING) 2 (HORIZ. PUNCHING)
PUNCHING DISTANCE FROM EACH VERTICAL EDGE	12" (VERT. CENTER)	18" (VERT. CENTER)	6" (VERT. CENTER)	6" (VERT. CENTER)	6" (VERT. CENTER)	6" (VERT. CENTER)	6" (VERT. CENTER)	6" (VERT. CENTER)	9" (VERT. CENTER)	9" (VERT. CENTER)	VERT. CENTER	5" FROM VERT. CENTER	VERT. CENTER 12" FROM VERT. CENTER	VERT. CENTER 12" FROM VERT. CENTER
PUNCHING DISTANCE FROM TOP EDGE	3"; 21"	6"; 30"	3"; 21"	3"; 33"	6"; 42"	3"; 33"	6"; 42"	6"; 54"	6"; 48"	6"; 54"	3"; 21"	6"; 30"	3"; 21" 3"; 21"	3"; 21" 3"; 21"

SIGN NUMBER	M2-1	M2-1A	M3-3*	M3-3A*	M3-103A*	M4-5	M4-5A	M5-1L	M5-1LA	M5-1R	M5-1RA	M5-2L	M5-2LA	M5-2R	M5-2RA	M6-1L	M6-1LA	M6-1R	M6-1RA	M6-2L	M6-2LA	M6-2R	M6-2RA	M6-3	M6-3A
ALUMINUM (6061-T6) SIGN BLANK THICKNESS	0.080"		0.080"		0.080"	0.080"		0.080"		0.080"		0.080"		0.080"		0.080"		0.080"		0.080"		0.080"		0.080"	
LEGEND	R = 1½"		R = 1½"		R = 1½"	R = 1½"		R = 1½"		R = 1½"		R = 1½"		R = 1½"		R = 1½"		R = 1½"		R = 1½"		R = 1½"		R = 1½"	
LETTER & NUMERAL SERIES	9" SERIES "C"		7" SERIES "C" 6" SERIES "C"		10" SERIES "C" 8" SERIES "C"	6" SERIES "E"																			
WIDTH OF BORDER INSIDE / OUTSIDE	⅝" BLACK ⅞" WHITE		⅝" BLACK ⅞" WHITE	½" WHITE	½" WHITE	⅝" BLACK ⅞" WHITE	½" WHITE	⅝" BLACK ⅞" WHITE	½" WHITE	⅝" BLACK ⅞" WHITE	½" WHITE	⅝" BLACK ⅞" WHITE	½" WHITE	⅝" BLACK ⅞" WHITE	½" WHITE	⅝" BLACK ⅞" WHITE	½" WHITE	⅝" BLACK ⅞" WHITE	½" WHITE	⅝" BLACK ⅞" WHITE	½" WHITE	⅝" BLACK ⅞" WHITE	½" WHITE	⅝" BLACK ⅞" WHITE	½" WHITE
SIZE (WIDTH X HEIGHT)	21" X 15"		24" X 12"		30" X 15"	24" X 12"		21" X 15"		21" X 15"		21" X 15"		21" X 15"		21" X 15"		21" X 15"		21" X 15"		21" X 15"		21" X 15"	
COLORS COPY / BACKGROUND	BLACK WHITE	WHITE BLUE	BLACK WHITE	WHITE BLUE	WHITE BLUE	BLACK WHITE	WHITE BLUE	BLACK WHITE	WHITE BLUE	BLACK WHITE	WHITE BLUE	BLACK WHITE	WHITE BLUE	BLACK WHITE	WHITE BLUE	BLACK WHITE	WHITE BLUE	BLACK WHITE	WHITE BLUE	BLACK WHITE	WHITE BLUE	BLACK WHITE	WHITE BLUE	BLACK WHITE	WHITE BLUE
REFLECTORIZATION	B'GROUND	ALL	B'GROUND	ALL	ALL	B'GROUND	ALL	B'GROUND	ALL	B'GROUND	ALL	B'GROUND	ALL	B'GROUND	ALL	B'GROUND	ALL	B'GROUND	ALL	B'GROUND	ALL	B'GROUND	ALL	B'GROUND	ALL
NUMBER OF POSTS FOR MOUNTING	1		1		1	1		1		1		1		1		1		1		1		1		1	
NUMBER OF HOLES TO BE PUNCHED (3/16" DIA.)	2		2		2	2		2		2		2		2		2		2		2		2		2	
PUNCHING DISTANCE FROM EACH VERTICAL EDGE	VERT. CENTER		12" (V. PUNCH) 7" (H.PUNCH)	12"	VERT. CENTER	12" (VERT. CENTER)		VERT. CENTER		VERT. CENTER		VERT. CENTER		VERT. CENTER		VERT. CENTER		VERT. CENTER		VERT. CENTER		VERT. CENTER		VERT. CENTER	
PUNCHING DISTANCE FROM TOP EDGE	1½"; 13½"		1½"; 10½" (V.) 6" (H.)	1½"; 12½"	1½"; 13½"	1½"; 10½"		1½"; 13½"		1½"; 13½"		1½"; 13½"		1½"; 13½"		1½"; 13½"		1½"; 13½"		1½"; 13½"		1½"; 13½"		1½"; 13½"	

GENERAL NOTES:

1. THE DIMENSIONS FOR THE INTERSTATE AND U.S. SHIELDS SHALL CONFORM WITH THOSE SHOWN IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
2. ROUTE MARKERS AND SHIELDS SHOWN ON THIS SHEET ARE FOR USE INDEPENDENTLY OF INTERSTATE DIRECTIONAL (GUIDE) SIGNS. SEE OTHER DRAWINGS FOR SHIELDS TO BE USED ON INTERSTATE DIRECTIONAL (GUIDE) SIGNS.
3. THE QUANTITIES LISTED ON THE SUMMARY OF QUANTITIES SHEET FOR THE SIGNS SHOWN ON THIS SHEET WILL BE USED AS THE BASIS FOR FINAL PAYMENT, EXCEPT WHERE SIGNS ARE MODIFIED FROM THAT SHOWN.
4. M1-6: IN SOME CASES NUMERALS CANNOT BE ACCOMMODATED WITHIN THE SPACE AVAILABLE. FOR THESE SITUATIONS, THE STANDARD SERIES "D" NUMERAL SHALL BE REDUCED TO SERIES "C".

*

NORTH	EAST	SOUTH	WEST
M3-1	M3-2	M3-3	M3-4
M3-1A	M3-2A	M3-3A	M3-4A
M3-101A	M3-102A	M3-103A	M3-104A

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

STANDARD ROADSIDE SIGNS

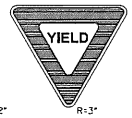
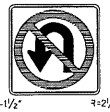
MDOT

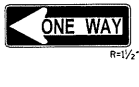
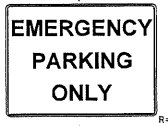
WORKING NUMBER SN-3

SHEET NUMBER 6303

ISSUE DATE: MAY 01, 2017

STATE	PROJECT NO.
MISS.	

SIGN NUMBER	R1-1		R1-2			R2-1			R2-4a	R3-1		R3-2		R3-4		R3-5	R4-3	
ALUMINUM (6061-T6) SIGN BLANK THICKNESS	0.100"	0.125"	0.080"	0.100"	0.125"	2.080"	0.100"	0.125"	0.125"	0.080"	0.100"	0.080"	0.100"	0.080"	0.100"	0.080"	0.100"	0.125"
LEGEND			 R=2" R=3" R=4"			R=1½" R=2¼" R=3"			R=3"	R=1½" R=2¼"		R=1½" R=2¼"		 R-1½" R=2¼"		R=1⅞"	R=2¼" R=3"
LETTER & NUMERAL SERIES	12" SERIES "C"	16" SERIES "C"	3" SERIES "C"		5" SERIES "C"	4" SERIES "E" 4" SERIES "E" 10" SERIES "E"	6" SERIES "E" 6" SERIES "E" 14" SERIES "E"	8" SERIES "E" 8" SERIES "E" 16" SERIES "E"	8" SERIES "E" 16" SERIES "E" 8" SERIES "C" 14" SERIES "D"							6" SERIES "D"	6" SERIES "D"	8" SERIES "D"
WIDTH OF BORDER INSIDE / OUTSIDE	⅞" WHITE	1¼" WHITE	5" RED ¾" WHITE	6" RED 1" WHITE	8" RED 1½" WHITE	⅝" BLACK ⅜" WHITE	⅞" BLACK ⅝" WHITE	1¼" BLACK ¾" WHITE	⅞" BLACK ¾" WHITE	⅝" BLACK ⅜" WHITE	⅞" BLACK ⅝" WHITE	⅝" BLACK ⅜" WHITE	⅞" BLACK ⅝" WHITE	⅝" BLACK ⅜" WHITE	⅞" BLACK ⅝" WHITE	¾" BLACK ½" WHITE	⅞" BLACK ⅝" WHITE	1¼" BLACK ¾" WHITE
SIZE (WIDTH X HEIGHT)	36" OCTAGON	48" OCTAGON	36" EQUIL. TRIANGLE	48" EQUIL. TRIANGLE	60" EQUIL. TRIANGLE	24" X 30"	36" X 48"	48" X 60"	48" X 96"	24" X 24"	36" X 36"	24" X 24"	36" X 36"	24" X 24"	36" X 36"	30" X 36"	36" X 48"	48" X 60"
COLORS COPY / BACKGROUND	WHITE / RED	WHITE / RED	RED / WHITE	RED / WHITE	RED / WHITE	BLACK / WHITE	BLACK / WHITE	BLACK / WHITE	BLACK / WHITE	BLACK & RED / WHITE	BLACK & RED / WHITE	BLACK & RED / WHITE	BLACK & RED / WHITE	BLACK & RED / WHITE	BLACK & RED / WHITE	BLACK / WHITE	BLACK / WHITE	BLACK / WHITE
REFLECTORIZATION	ALL	ALL	ALL	ALL	ALL	BGROUND	BGROUND	BGROUND	BACKGROUND	BACKGROUND, CIRCLE, & DIAG.	BACKGROUND, CIRCLE, & DIAG.	BACKGROUND, CIRCLE, & DIAG.	BACKGROUND, CIRCLE, & DIAG.	BACKGROUND, CIRCLE, & DIAG.	BACKGROUND, CIRCLE, & DIAG.	BACKGROUND	BACKGROUND	BACKGROUND
NUMBER OF POSTS FOR MOUNTING	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
NUMBER OF HOLES TO BE PUNCHED (7/32" DIA.)	2	4	2	4	4	2	4	6	10	2	2	2	2	2	2	2	4	6
PUNCHING DISTANCE FROM EACH VERTICAL EDGE	18" (VERT. CENTER)	9"	18" (VERT. CENTER)	12" (FROM CENTER)	15" (FROM CENTER)	12" (VERT. CENTER)	3"	9"	9"	12" (VERT. CENTER)	18" (VERT. CENTER)	12" (VERT. CENTER)	18" (VERT. CENTER)	12" (VERT. CENTER)	18" (VERT. CENTER)	15" (VERT. CENTER)	3"	9"
PUNCHING DISTANCE FROM TOP EDGE	3"; 33"	9"; 39"	3"; 27"	3"; 15"	3"; 21"	3"; 27"	9"; 39"	4"; 30"; 56"	4"; 28"; 52"; 68"; 92"	3"; 21"	6"; 30"	3"; 21"	6"; 30"	3"; 21"	6"; 30"	6"; 30"	9"; 39"	4"; 30"; 56"

SIGN NUMBER	R4-7			R6-3	R5-1		R5-1a	R6-1L, R6-1R	R6-2L, R6-2R	R8-4		R11-1	
ALUMINUM (6061-T6) SIGN BLANK THICKNESS	0.080"	0.125"		0.080"	0.100"	0.125"	0.100"	0.080"	0.080"	0.080"	0.100"	0.125"	0.125"
LEGEND	R=1½" R=2¼" R=3"				R=1⅞" R=3"		R=2¼"	 R=1½"	R=1½"	 R=2¼"		R=3"	
LETTER & NUMERAL SERIES					4" SERIES "D"	6" SERIES "D"	8" SERIES "D"	4" SERIES "D"	6" SERIES "D"	4" SERIES "D"	6" SERIES "D"	8" SERIES "C"	10" SERIES "C"
WIDTH OF BORDER INSIDE / OUTSIDE	⅝" BLACK ⅞" WHITE	⅞" BLACK ⅝" WHITE	1¼" BLACK ¾" WHITE	⅝" BLACK ⅞" WHITE	WHITE OUTSIDE BORDER	WHITE OUTSIDE BORDER	1" WHITE	½" WHITE	⅝" BLACK ¾" WHITE	⅝" BLACK ⅝" WHITE	⅞" BLACK ⅝" WHITE	⅞" BLACK ⅝" WHITE	1¼" BLACK ¾" WHITE
SIZE (WIDTH X HEIGHT)	24" X 30"	36" X 48"	48" X 60"	30" X 24"	36" X 36"	48" X 48"	42" X 30"	36" X 12"	24" X 30"	30" X 24"	48" X 36"	36" X 48"	48" X 60"
COLORS COPY / BACKGROUND	BLACK / WHITE	BLACK / WHITE	BLACK / WHITE	BLACK / WHITE	WHITE / RED	WHITE / RED	WHITE / RED	BLACK (WHITE ARROW) / BLACK	BLACK / WHITE	BLACK / WHITE	BLACK / WHITE	BLACK / WHITE	BLACK / WHITE
REFLECTORIZATION	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	ALL	ALL	ALL	ARROW & BORDER	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND
NUMBER OF POSTS FOR MOUNTING	1	1	1	1	1	1	1	1	1	1	2	1	1
NUMBER OF HOLES TO BE PUNCHED (7/32" DIA.)	2	4	6	2	2	4	4	2	2	2	4	4	6
PUNCHING DISTANCE FROM EACH VERTICAL EDGE	12" (VERT. CENTER)	3"	9"	15" (VERT. CENTER)	18" (VERT. CENTER)	9"	9"	18" (VERT. CENTER)	12" (VERT. CENTER)	15" (VERT. CENTER)	9"	3"	9"
PUNCHING DISTANCE FROM TOP EDGE	3"; 27"	9"; 39"	4"; 30"; 56"	3"; 21"	6"; 30"	4"; 44"	3"; 27"	1½"; 10½"	3"; 27"	3"; 21"	3"; 33"	9"; 39"	4"; 30"; 56"

GENERAL NOTES:

1. THE QUANTITIES LISTED ON THE SUMMARY OF QUANTITIES SHEET FOR THE SIGNS SHOWN ON THIS SHEET WILL BE USED AS THE BASIS FOR FINAL PAYMENT, EXCEPT WHERE SIGNS ARE MODIFIED FROM THAT SHOWN.

2. THE SPEED LIMITS REQUIRED ON SIGNS R2-1 AND R2-4a WILL BE SHOWN ON INDIVIDUAL PLAN SHEETS.

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

STANDARD ROADSIDE SIGNS

MDOT

WORKING NUMBER SN-3A

ISSUE DATE: MAY 01, 2017

SHEET NUMBER 6304

STATE	PROJECT NO.
MISS.	

SIGN NUMBER	W1-1L W1-1R		W1-2L W1-2R		W1-3L W1-3R		W1-4L W1-4R		W1-6L W1-6R	W1-7	W3-1a		W3-2a		W3-3		W4-1L W4-1R	W4-101L W4-101R
ALUMINUM (6061-T6) SIGN BLANK THICKNESS	0.125"		0.125"		0.125"		0.125"		0.100"	0.100"	0.125"		0.125"		0.125"		0.125"	0.125"
LEGEND	R=2¼"	R=3"	R=2¼"	R=3"	R=2¼"	R=3"	R=2¼"	R=3"	R=1⅞"	R=1⅞"	R=2¼" WHITE RED	R=3"	R=2¼" WHITE RED	R=3"	R=2¼" RED YELLOW GREEN	R=3"	R=2¼"	R=3"
LETTER & NUMERAL SERIES																		
WIDTH OF BORDER INSIDE / OUTSIDE	⅞" BLACK ⅝" YELLOW	1¼" BLACK ¾" YELLOW	⅞" BLACK ⅝" YELLOW	1¼" BLACK ¾" YELLOW	⅞" BLACK ⅝" YELLOW	1¼" BLACK ¾" YELLOW	⅞" BLACK ⅝" YELLOW	1¼" BLACK ¾" YELLOW	¾" BLACK ½" YELLOW	¾" BLACK ½" YELLOW	⅞" BLACK ⅝" YELLOW	1¼" BLACK ¾" YELLOW	⅞" BLACK ⅝" YELLOW	1¼" BLACK ¾" YELLOW	⅞" BLACK ⅝" YELLOW	1¼" BLACK ¾" YELLOW	⅞" BLACK ⅝" YELLOW	1¼" BLACK ¾" YELLOW
SIZE (WIDTH X HEIGHT)	36" X 36"	48" X 48"	36" X 36"	48" X 48"	36" X 36"	48" X 48"	36" X 36"	48" X 48"	48" X 24"	48" X 24"	36" X 36"	48" X 48"	36" X 36"	48" X 48"	36" X 36"	48" X 48"	36" X 36"	48" X 48"
COLORS COPY / BACKGROUND	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW
REFLECTORIZATION	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND & SYMBOL	BACKGROUND & SYMBOL	BACKGROUND & SYMBOL	BACKGROUND & SYMBOL	BACKGROUND & "LIGHTS"	BACKGROUND & "LIGHTS"	BACKGROUND	BACKGROUND
NUMBER OF POSTS FOR MOUNTING	1	1	1	1	1	1	1	1	2	2	1	1	1	1	1	1	1	1
NUMBER OF HOLES TO BE PUNCHED (13/32" DIA.)	2	4	2	4	2	4	2	4	4	4	2	4	2	4	2	4	2	4
PUNCHING DISTANCE FROM EACH VERT. EDGE	VERT. CENTER	15" FROM VERT. CENTER	VERT. CENTER	15" FROM VERT. CENTER	VERT. CENTER	15" FROM VERT. CENTER	VERT. CENTER	15" FROM VERT. CENTER	9"	9"	VERT. CENTER	15" FROM VERT. CENTER	VERT. CENTER	15" FROM VERT. CENTER	VERT. CENTER	15" FROM VERT. CENTER	VERT. CENTER	15" FROM VERT. CENTER
PUNCHING DISTANCE FROM TOP EDGE	18" FROM HORIZ. CENTER	15" FROM HORIZ. CENTER	18" FROM HORIZ. CENTER	15" FROM HORIZ. CENTER	18" FROM HORIZ. CENTER	15" FROM HORIZ. CENTER	18" FROM HORIZ. CENTER	15" FROM HORIZ. CENTER	3"; 21"	3"; 21"	18" FROM HORIZ. CENTER	15" FROM HORIZ. CENTER	18" FROM HORIZ. CENTER	15" FROM HORIZ. CENTER	18" FROM HORIZ. CENTER	15" FROM HORIZ. CENTER	18" FROM HORIZ. CENTER	15" FROM HORIZ. CENTER
SIGN NUMBER	W4-2		W6-1		W6-2		W6-3		W13-1	W13-2	W13-3		W10-1					
ALUMINUM (6061-T6) SIGN BLANK THICKNESS	0.125"		0.125"		0.125"		0.125"		0.080"	0.125"	0.125"		0.100"					
LEGEND	NOTE: SEE PLAN SHEETS FOR IDEOGRAM REQUIRED ON INDIVIDUAL SIGNS. R=2¼"	R=3"	R=2¼"	R=3"	R=2¼"	R=3"	R=2¼"	R=3"	25 MPH R=1½"	EXIT 30 MPH R=3"	RAMP 30 MPH R=3"		R R					
LETTER & NUMERAL SERIES									10" SERIES "E" 4" SERIES "E"	8" SERIES "E" 16" SERIES "E" 6" SERIES "E" (SEE NOTE)	8" SERIES "E" 16" SERIES "E" 6" SERIES "E" (SEE NOTE)		8" SERIES "E"					
WIDTH OF BORDER INSIDE / OUTSIDE	⅞" BLACK ⅝" YELLOW	1¼" BLACK ¾" YELLOW	⅞" BLACK ⅝" YELLOW	1¼" BLACK ¾" YELLOW	⅞" BLACK ⅝" YELLOW	1¼" BLACK ¾" YELLOW	⅞" BLACK ⅝" YELLOW	1¼" BLACK ¾" YELLOW	⅜" BLACK ⅜" YELLOW	1¼" BLACK ¾" YELLOW	1¼" BLACK ½" YELLOW		¾" BLACK ½" YELLOW					
SIZE (WIDTH X HEIGHT)	36" X 36"	48" X 48"	36" X 36"	48" X 48"	36" X 36"	48" X 48"	36" X 36"	48" X 48"	24" X 24"	48" X 60"	48" X 60"		36" DIAMETER					
COLORS COPY / BACKGROUND	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW		BLACK YELLOW					
REFLECTORIZATION	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND		BACKGROUND					
NUMBER OF POSTS FOR MOUNTING	1	1	1	1	1	1	1	1	1	1	1		1					
NUMBER OF HOLES TO BE PUNCHED (13/32" DIA.)	2	4	2	4	2	4	2	4	2	6	6		2					
PUNCHING DISTANCE FROM EACH VERT. EDGE	VERT. CENTER	15" FROM VERT. CENTER	VERT. CENTER	15" FROM VERT. CENTER	VERT. CENTER	15" FROM VERT. CENTER	VERT. CENTER	15" FROM VERT. CENTER	12" (VERT. CENTER)	9"	9"		15"					
PUNCHING DISTANCE FROM TOP EDGE	18" FROM HORIZ. CENTER	15" FROM HORIZ. CENTER	18" FROM HORIZ. CENTER	15" FROM HORIZ. CENTER	18" FROM HORIZ. CENTER	15" FROM HORIZ. CENTER	18" FROM HORIZ. CENTER	15" FROM HORIZ. CENTER	3"; 21"	4"; 30"; 56"	4"; 30"; 56"		15" FROM HORIZ. CENTER					

GENERAL NOTES:

1. THE QUANTITIES LISTED ON THE SUMMARY OF QUANTITIES SHEET FOR THE SIGNS SHOWN ON THIS SHEET WILL BE USED AS THE BASIS FOR FINAL PAYMENT, EXCEPT WHERE SIGNS ARE MODIFIED FROM THAT SHOWN.

2. SIGNS W13-2 AND W13-3- THE STROKE WIDTH OF THE LETTER AND NUMERALS SHALL BE WIDENED TO 20% OF THE LETTER OR NUMERAL HEIGHT.

3. THE SPEEDS REQUIRED ON SIGNS W13-1, W13-2 AND W13-3 WILL BE SHOWN ON INDIVIDUAL PLAN SHEETS.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

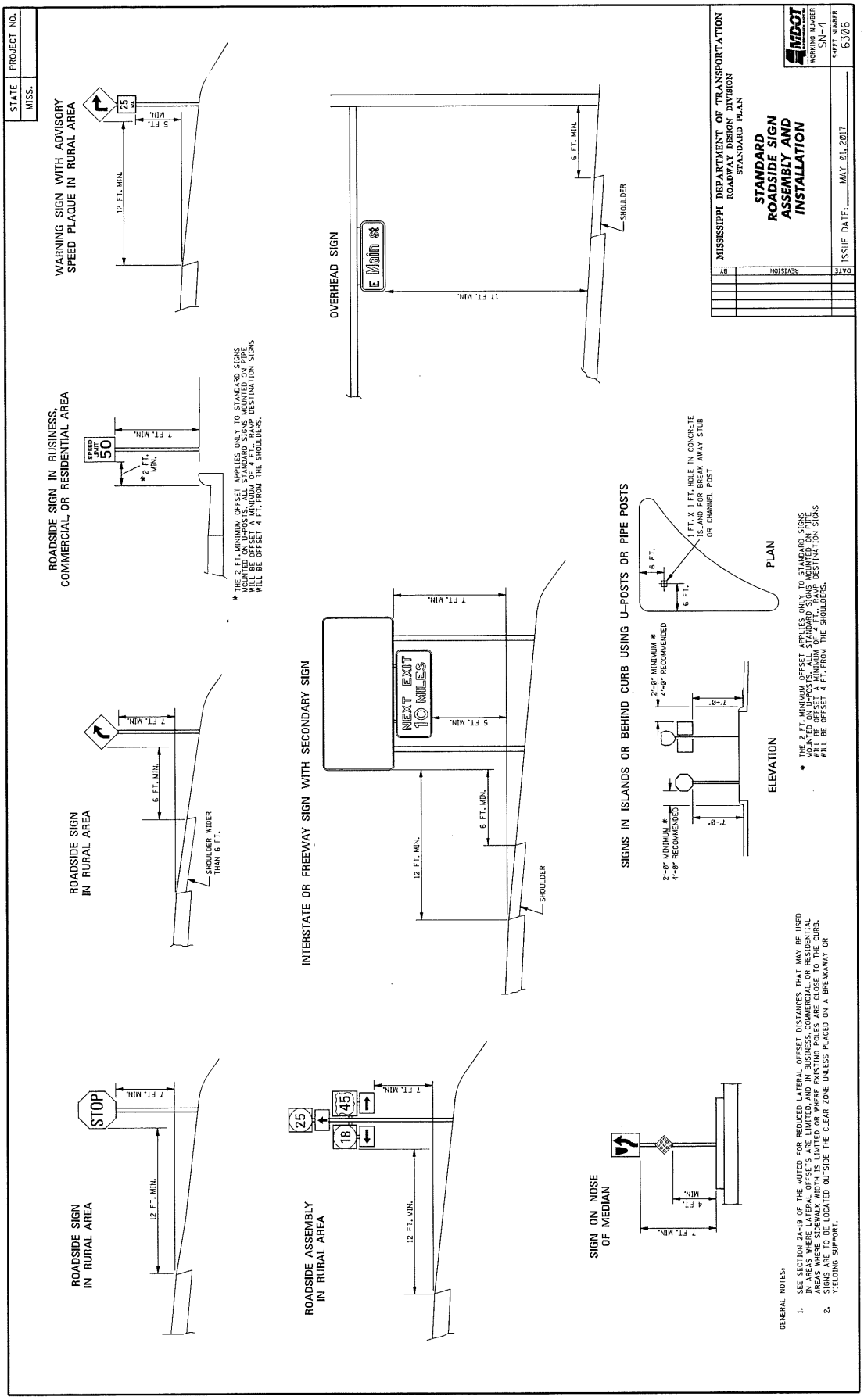
STANDARD ROADSIDE SIGNS

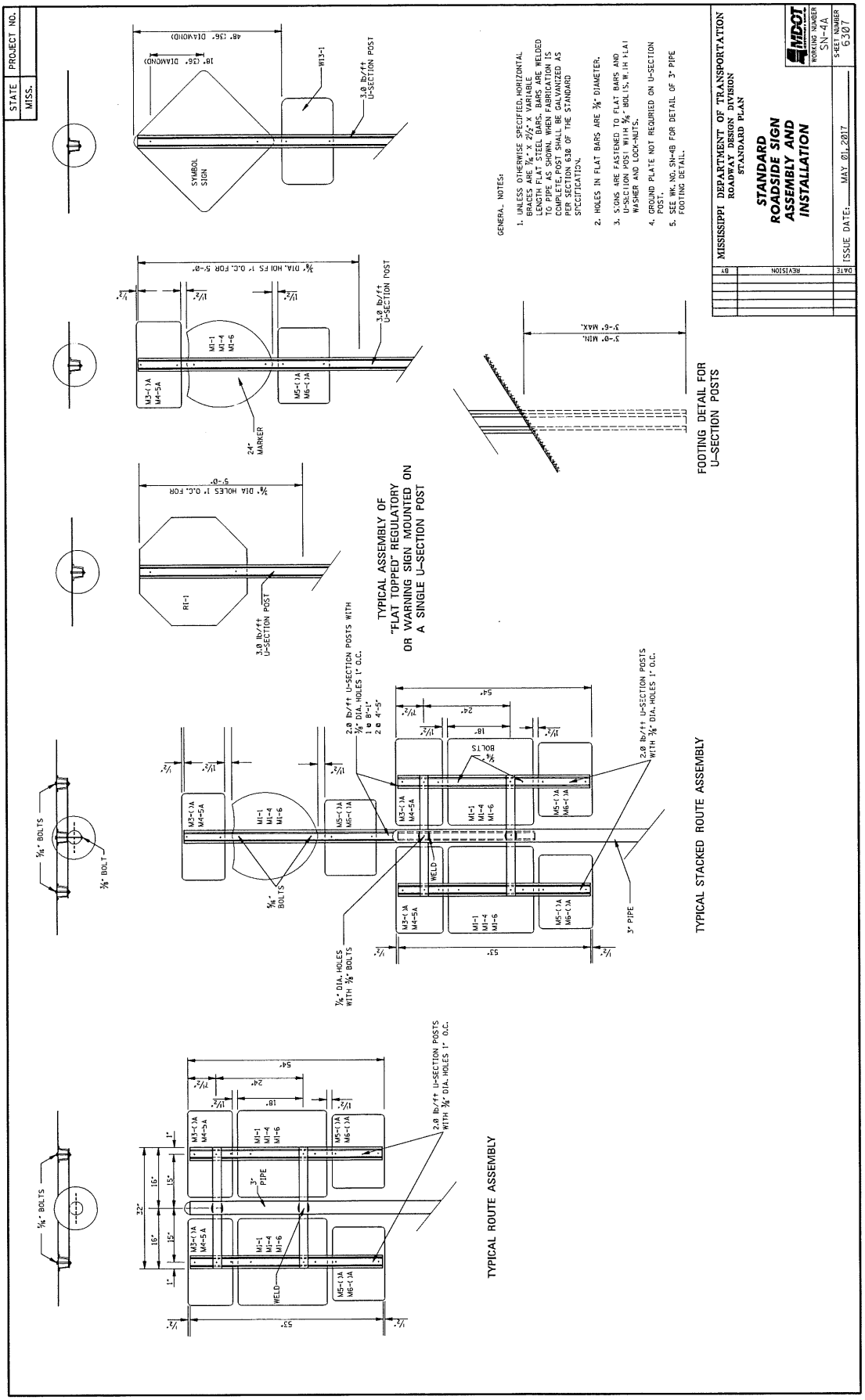
MDOT

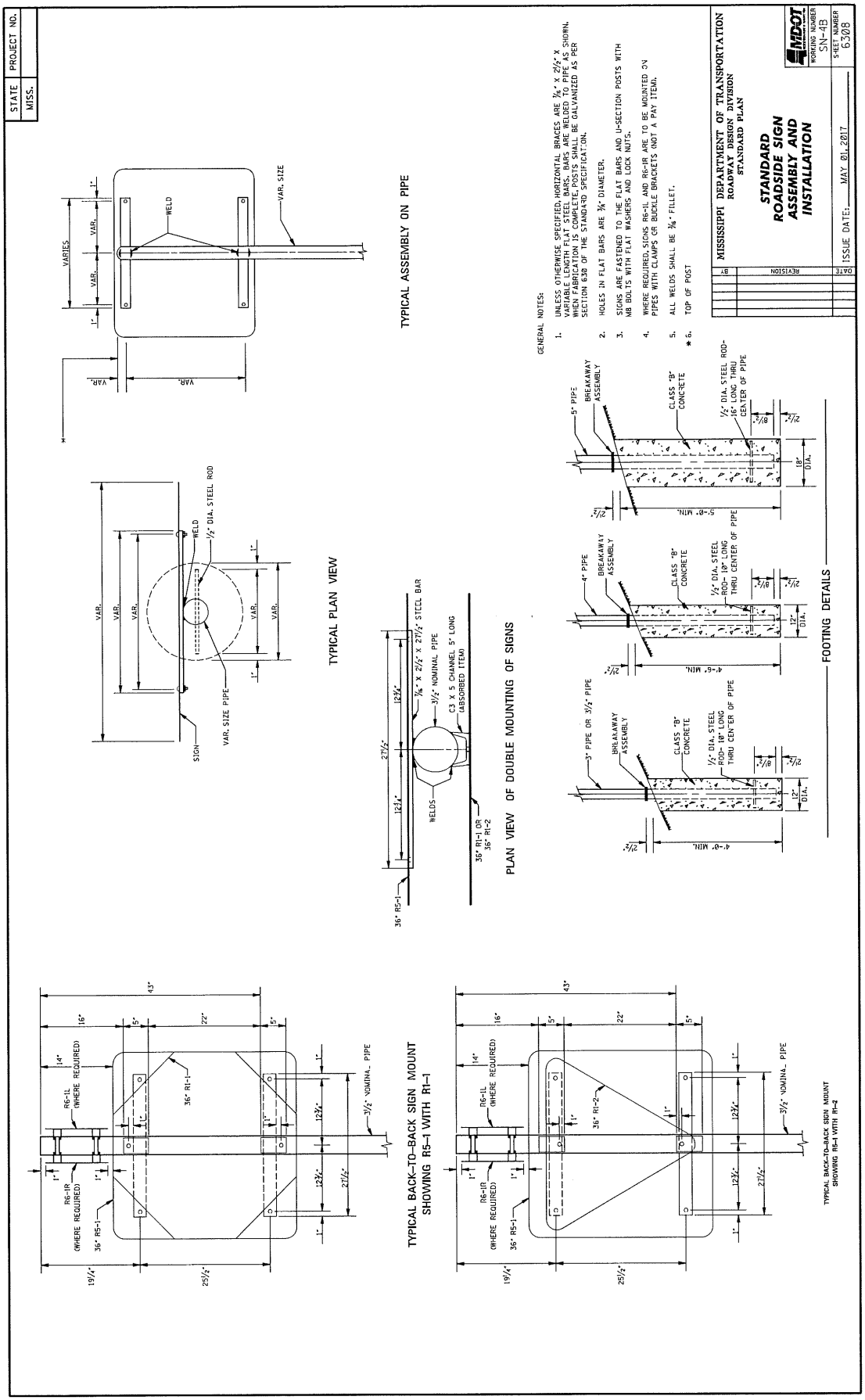
WORKING NUMBER SN-3B

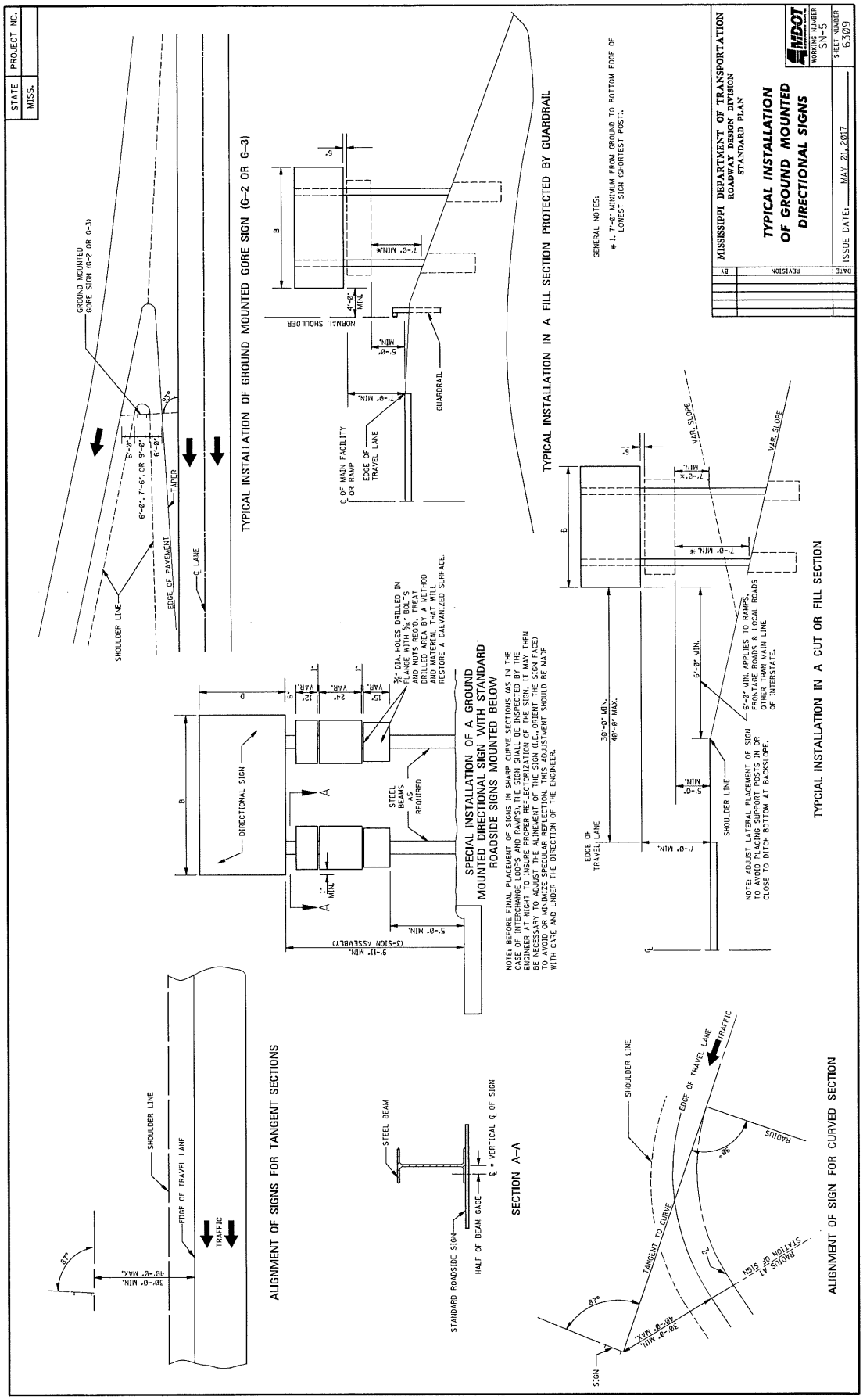
ISSUE DATE: MAY 01, 2017

SHEET NUMBER 6305

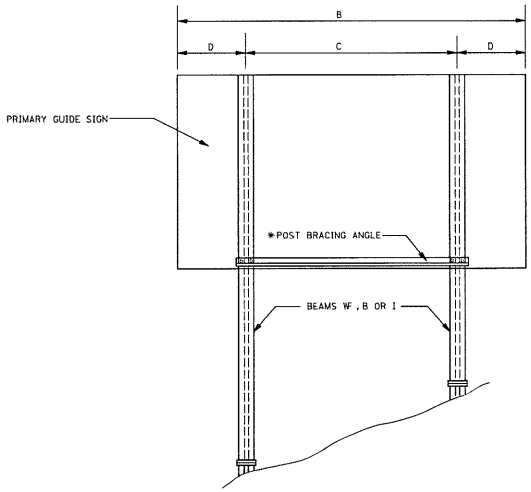

STATE
MISS.
PROJECT NO.
WARNING SIGN WITH ADVISORY SPEED PLAQUE IN RURAL AREA
25
5 FT. MIN.
12 FT. MIN.
ROADSIDE SIGN IN BUSINESS, COMMERCIAL, OR RESIDENTIAL AREA
SPEED LIMIT
50
7 FT. MIN.
* 2 FT. MIN.
* THE 2 FT. MINIMUM OFFSET APPLIES ONLY TO STANDARD SIGNS MOUNTED ON U-POSTS; ALL STANDARD SIGNS MOUNTED ON PIPE WILL BE OFFSET 4 FT. MINIMUM OF 4 FT., RAMP DESTINATION SIGNS WILL BE OFFSET 4 FT. FROM THE SHOULDERS.
ROADSIDE SIGN IN RURAL AREA
7 FT. MIN.
6 FT. MIN.
SHOULDER WIDER THAN 6 FT.
ROADSIDE SIGN IN RURAL AREA
STOP
7 FT. MIN.
12 FT. MIN.
ROADSIDE ASSEMBLY IN RURAL AREA
25
18
45
7 FT. MIN.
12 FT. MIN.
OVERHEAD SIGN
E Main St
6 FT. MIN.
17 FT. MIN.
SHOULDER
INTERSTATE OR FREEWAY SIGN WITH SECONDARY SIGN
NEXT EXIT
10 MILES
7 FT. MIN.
5 FT. MIN.
6 FT. MIN.
12 FT. MIN.
SHOULDER
SIGNS IN ISLANDS OR BEHIND CURB USING U-POSTS OR PIPE POSTS
6 FT.
6 FT.
1 FT. X 1 FT. HOLE IN CONCRETE IS AND FOR BREAK AWAY STUB OR CHANNEL POST
PLAN
2'-0" MINIMUM * 4'-0" RECOMMENDED
2'-0" MINIMUM * 4'-0" RECOMMENDED
7'-0"
7'-0"
ELEVATION
* THE 2 FT. MINIMUM OFFSET APPLIES ONLY TO STANDARD SIGNS MOUNTED ON U-POSTS; ALL STANDARD SIGNS MOUNTED ON PIPE WILL BE OFFSET 4 FT. MINIMUM OF 4 FT., RAMP DESTINATION SIGNS WILL BE OFFSET 4 FT. FROM THE SHOULDERS.
SIGN ON NOSE OF MEDIAN
4 FT. MIN.
7 FT. MIN.
GENERAL NOTES:
1. SEE SECTION 2A-19 OF THE MUTCD FOR REDUCED LATERAL OFFSET DISTANCES THAT MAY BE USED IN AREAS WHERE LATERAL OFFSETS ARE LIMITED, AND IN BUSINESS, COMMERCIAL, OR RESIDENTIAL AREAS WHERE SIDEWALK WIDTHS LIMITED PLACEMENT OF STANDARD OFFSETS.
2. SIGNS ARE TO BE LOCATED OUTSIDE THE CLEAR ZONE UNLESS PLACED ON A BREAKAWAY OR YIELDING SUPPORT.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
STANDARD ROADSIDE SIGN ASSEMBLY AND INSTALLATION
MDOT
WORKING NUMBER
SN-1
SHEET NUMBER
6306
ISSUE DATE: MAY 01, 2017
DATE
REVISION
BY


STATE
MISS.
PROJECT NO.
SYMBOL SIGN
W13-1
3.0 lb/ft U-SECTION POST
18" (36" DIAMOND)
48" (36" DIAMOND)
5/8" DIA. HOLES 1" O.C. FOR 5'-0"
M1-1
M1-4
M1-6
M3-1A
M4-5A
M5-1A
M6-1A
24" MARKER
R1-1
TYPICAL ASSEMBLY OF "FLAT TOPPED" REGULATORY OR WARNING SIGN MOUNTED ON A SINGLE U-SECTION POST
2.0 lb/ft U-SECTION POSTS WITH 5/8" DIA. HOLES 1" O.C.
5/8" BOLTS
5/8" BOLT
WELD
3" PIPE
TYPICAL STACKED ROUTE ASSEMBLY
TYPICAL ROUTE ASSEMBLY
GENERAL NOTES:
1. UNLESS OTHERWISE SPECIFIED, HORIZONTAL BRACES ARE 5/8" X 2 1/2" X VARIABLE LENGTH FLAT STEEL BARS. BARS ARE WELDED TO PIPE AS SHOWN. WHEN FABRICATION IS COMPLETE, POST SHALL BE GALVANIZED AS PER SECTION 630 OF THE STANDARD SPECIFICATION.
2. HOLES IN FLAT BARS ARE 3/8" DIAMETER.
3. SIGNS ARE FASTENED TO FLAT BARS AND U-SECTION POST WITH 5/8" BOLTS, W. IH FLAT WASHER AND LOCK-NUTS.
4. GROUND PLATE NOT REQUIRED ON U-SECTION POST.
5. SEE WK. NO. SN-4B FOR DETAIL OF 3" PIPE FOOTING DETAIL.
3'-0" MIN.
3'-6" MAX.
FOOTING DETAIL FOR U-SECTION POSTS
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
STANDARD ROADSIDE SIGN ASSEMBLY AND INSTALLATION
MDOT
WORKING NUMBER SN-4A
SHEET NUMBER 6307
ISSUE DATE: MAY 01, 2017
DATE
REVISION
BY

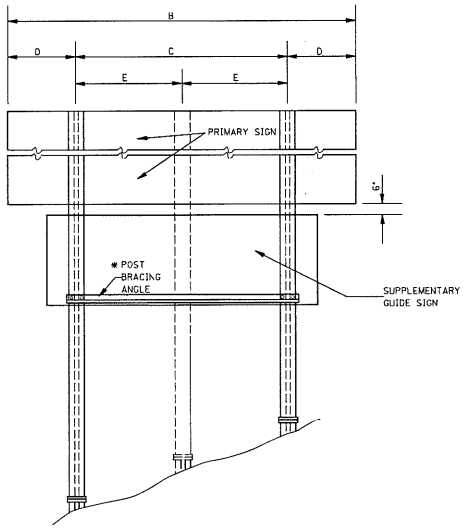

STATE MISS.
PROJECT NO.
TYPICAL ASSEMBLY ON PIPE
TYPICAL PLAN VIEW
PLAN VIEW OF DOUBLE MOUNTING OF SIGNS
FOOTING DETAILS
TYPICAL BACK-TO-BACK SIGN MOUNT SHOWING R5-1 WITH R1-1
TYPICAL BACK-TO-BACK SIGN MOUNT SHOWING R5-1 WITH R1-2
GENERAL NOTES:
1. UNLESS OTHERWISE SPECIFIED, HORIZONTAL BRACES ARE ¾" X 2½" X VARIABLE LENGTH FLAT STEEL BARS. BARS ARE WELDED TO PIPE AS SHOWN. WHEN FABRICATION IS COMPLETE, POSTS SHALL BE GALVANIZED AS PER SECTION 630 OF THE STANDARD SPECIFICATION.
2. HOLES IN FLAT BARS ARE ¾" DIAMETER.
3. SIGNS ARE FASTENED TO THE FLAT BARS AND U-SECTION POSTS WITH M8 BOLTS WITH FLAT WASHERS AND LOCK NUTS.
4. WHERE REQUIRED, SIGNS R6-1L AND R6-1R ARE TO BE MOUNTED ON PIPES WITH CLAMPS OR BUCKLE BRACKETS (NOT A PAY ITEM).
5. ALL WELDS SHALL BE ⅜" FILLET.
* 6. TOP OF POST
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
STANDARD ROADSIDE SIGN ASSEMBLY AND INSTALLATION
MDOT
WORKING NUMBER SN-4B
SHEET NUMBER 6308
ISSUE DATE: MAY 01, 2017
DATE
REVISION
BY


STATE
MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
TYPICAL INSTALLATION OF GROUND MOUNTED DIRECTIONAL SIGNS
WORKING NUMBER SN-5
SHEET NUMBER 6309
ISSUE DATE: MAY 01, 2017
DATE
REVISION
BY
GENERAL NOTES:
* 1. 7'-0" MINIMUM FROM GROUND TO BOTTOM EDGE OF LOWEST SIGN (SHORTEST POST).
TYPICAL INSTALLATION OF GROUND MOUNTED GORE SIGN (G-2 OR G-3)
GROUND MOUNTED GORE SIGN (G-2 OR G-3)
SHOULDER LINE
EDGE OF PAVEMENT
℄ LANE
TAPER
6'-0", 7'-6", OR 9'-0"
3'-0"
9°
TYPICAL INSTALLATION IN A FILL SECTION PROTECTED BY GUARDRAIL
NORMAL SHOULDER
GUARDRAIL
℄ OF MAIN FACILITY OR RAMP
EDGE OF TRAVEL LANE
7'-0" MIN.*
5'-0" MIN.
4'-0" MIN.
B
6"
TYPICAL INSTALLATION IN A CUT OR FILL SECTION
VAR. SLOPE
EDGE OF TRAVEL LANE
SHOULDER LINE
30'-0" MIN.
40'-0" MAX.
6'-0" MIN.
5'-0" MIN.
7'-0" MIN.
NOTE: ADJUST LATERAL PLACEMENT OF SIGN TO AVOID PLACING SUPPORT POSTS IN OR CLOSE TO DITCH BOTTOM AT BACKSLOPE.
6'-0" MIN. APPLIES TO RAMPS FROM MAJ. ROADS & LOCAL ROADS OTHER THAN MAIN LINE OF INTERSTATE.
SPECIAL INSTALLATION OF A GROUND MOUNTED DIRECTIONAL SIGN WITH STANDARD ROADSIDE SIGNS MOUNTED BELOW
DIRECTIONAL SIGN
STEEL BEAMS AS REQUIRED
3/4" DIA. HOLES DRILLED IN FLANGE WITH 1/16" SPACE AND NUTS TO FILL DRILLED AREA BY A METHOD AND MATERIAL THAT WILL RESTORE A GALVANIZED SURFACE.
24"
12"
15"
VAR.
1" MIN.
9'-11" MIN. (3-SIGN ASSEMBLY)
5'-0" MIN.
NOTE: BEFORE FINAL PLACEMENT OF SIGNS IN SHARP CURVE SECTIONS (AS IN THE CASE OF INTERCHANGE LOOPS AND RAMPS), THE SIGN SHALL BE INSPECTED BY THE ENGINEER WHICH TAKES PRECEDENCE OVER PLACEMENT SPECIFICATIONS. IT MAY THEN BE NECESSARY TO ADJUST THE ALINEMENT OF THE SIGN (I.E. ORIENT THE SIGN FACE) TO AVOID OR MINIMIZE SPECULAR REFLECTION. THIS ADJUSTMENT SHOULD BE MADE WITH CARE AND UNDER THE DIRECTION OF THE ENGINEER.
ALIGNMENT OF SIGNS FOR TANGENT SECTIONS
SHOULDER LINE
EDGE OF TRAVEL LANE
TRAFFIC
30'-0" MIN.
40'-0" MAX.
87°
STEEL BEAM
℄ = VERTICAL ℄ OF SIGN
HALF OF BEAM GAGE
STANDARD ROADSIDE SIGN
SECTION A-A
ALIGNMENT OF SIGN FOR CURVED SECTION
SHOULDER LINE
EDGE OF TRAVEL LANE
TRAFFIC
RADIUS
90°
TANGENT TO CURVE
RADIUS AT STATION OF SIGN
SIGN

STATE	PROJECT NO.
MISS.	



TYPICAL 2–POST INSTALLATION
WITHOUT EXIT SIGN



TYPICAL 2 OR 3 POST INSTALLATION
WITH SUPPLEMENTARY GUIDE SIGN
AND POST BRACING ANGLE LOCATION

*NOTE: PLACE POST BRACING ANGLE AT BOTTOM OF PRIMARY OR SUPPLEMENTARY SIGN WHICHEVER IS LOWER. (SEE "END ELEVATION OF POST AND FOOTING" ON SN-6A.)

SIGN POST SPACING TABLE

2 POST			2 POST (CONT'D)			3 POST			
"B"	"C"	"D"	"B"	"C"	"D"	"B"	"C"	"D"	"E"
4'-0"	2'-0"	1'-0"	14'-6"	8'-9"	2'-10½"	20'-0"	14'-0"	3'-0"	7'-0"
4'-6"	2'-6"	1'-0"	15'-0"	9'-0"	3'-0"	20'-6"	14'-3"	3'-1½"	7'-1½"
5'-0"	3'-0"	1'-0"	15'-6"	9'-3"	3'-1½"	21'-0"	14'-9"	3'-1½"	7'-4½"
5'-6"	3'-6"	1'-0"	16'-0"	9'-6"	3'-3"	21'-6"	15'-0"	3'-3"	7'-6"
6'-0"	4'-0"	1'-0"	16'-6"	10'-0"	3'-3"	22'-0"	15'-6"	3'-3"	7'-9"
6'-6"	4'-6"	1'-0"	17'-0"	10'-3"	3'-4½"	22'-6"	15'-9"	3'-4½"	7'-10½"
7'-0"	5'-0"	1'-0"	17'-6"	10'-6"	3'-6"	23'-0"	16'-0"	3'-6"	8'-0"
7'-6"	5'-6"	1'-0"	18'-0"	10'-9"	3'-7½"	23'-6"	16'-6"	3'-6"	8'-3"
8'-0"	6'-0"	1'-0"	18'-6"	11'-0"	3'-9"	24'-0"	16'-9"	3'-7½"	8'-4½"
8'-6"	6'-6"	1'-0"	19'-0"	11'-6"	3'-9"	24'-6"	17'-3"	3'-7½"	8'- 7½"
9'-0"	7'-0"	1'-0"	19'-6"	11'-9"	3'-10½"	25'-0"	17'-6"	3'-9"	8'-9"
9'-6"	7'-0"	1'-3"	20'-0"	12'-0"	4'-0"	25'-6"	17'-9"	3'-10½"	8'-10½"
10'-0"	7'-0"	1'-6"	20'-6"	12'-3"	4'-1½"	26'-0"	18'-3"	3'-10½"	9'-1½"
10'-6"	7'-0"	1'-9"	21'-0"	12'-6"	4'-3"	26'-6"	18'-6"	4'-0"	9'-3"
11'-0"	7'-0"	2'-0"	21'-6"	13'-0"	4'-3"	27'-0"	19'-0"	4'-0"	9'-6"
11'-6"	7'-0"	2'-3"	22'-0"	13'-3"	4'-4½"	27'-6"	19'-3"	4'-1½"	9'-7½"
12'-0"	7'-3"	2'-4½"	22'-6"	13'-6"	4'-6"	28'-0"	19'-6"	4'-3"	9'-9"
12'-6"	7'-6"	2'-6"	23'-0"	13'-9"	4'-7½"	28'-6"	20'-0"	4'-3"	10'-0"
13'-0"	7'-9"	2'-7½"	23'-6"	14'-0"	4'-9"	29'-0"	20'-3"	4'-4½"	10'-1½"
13'-6"	8'-0"	2'-9"	24'-0"	14'-6"	4'-9"	29'-6"	20'-6"	4'-6"	10'-3"
14'-0"	8'-6"	2'-9"				30'-0"	21'-0"	4'-6"	10'-6"

GENERAL NOTES FOR WORKING SHEETS SN-6, SN-6A AND SN-6B:

1. FOOTING
   ALL FOOTINGS SHALL BE CLASS "B" CONCRETE. POST STUBS SHALL BE SET IN CONCRETE FOOTING AT REQUIRED GRADE AND ALIGNMENT WITH CARE SO THAT MINIMUM SHIMMING WILL BE REQUIRED.

2. BASE CONNECTION PROCEDURE
   ASSEMBLE POST TO STUB WITH BOLTS AND WITH A FLAT WASHER ON EACH BOLT BETWEEN PLATES. SHIM AS REQUIRED TO PLUMB POST. TIGHTEN ALL BOLTS THE MAXIMUM POSSIBLE WITH A 12" TO 15" WRENCH TO BED WASHERS AND SHIMS AND TO CLEAN BOLT THREADS. THEN LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PRESCRIBED TORQUE AS SHOWN BY TABLE. BURR THREADS AT JUNCTION WITH NUT USING A CENTER PUNCH. HIGH STRENGTH BOLTS IN BASE CONNECTIONS SHALL BE TIGHTENED TO TORQUE AS SHOWN BY TABLE ON SN-6A. DO NOT OVER TIGHTEN!

3. POST LENGTH
   ALL POST LENGTHS SHALL BE VERIFIED AND APPROVED BY THE ENGINEER PRIOR TO FABRICATION. WHERE FIELD CONDITIONS REQUIRE THE POST LENGTH TO VARY MORE THAN 12", IT MAY BE NECESSARY TO CHANGE THE SIZE OR NUMBER OF POSTS. SUCH DETERMINATION WILL BE MADE BY THE ROADWAY DESIGN ENGINEER. ANY CHANGE OF SIZE OR NUMBER OF POSTS SHALL NOT BE JUSTIFICATION FOR ANY CONTRACT PRICE ADJUSTMENTS.

4. FABRICATOR NOTE
   IMPORTANT- ALL FRICTION FUSE BOLTS SHALL BE TIGHTENED IN SHOP BY A METHOD APPROVED BY THE BRIDGE DESIGN ENGINEER. TIGHTENING SHALL BE TO SUCH A DEGREE AS TO PROVIDE THE MINIMUM TENSION IN EACH BOLT WHEN ALL BOLTS ARE TIGHT, AS SHOWN BY TABLE SN-6A.

5. ALL HOLES IN FUSE PLATES AND HINGE PLATES SHALL BE DRILLED.

6. ALL PLATE CUTS SHALL PREFERABLY BE SAW CUTS. FLAME CUTTING WILL BE PERMITTED PROVIDED ALL EDGES ARE GROUND. METAL PROJECTING BEYOND THE PLANE OF THE PLATE FACE WILL NOT BE ACCEPTABLE.

7. WELDING FOR STEEL SIGN SUPPORTS
   WELDING SHALL BE PERFORMED IN SHOP BY ELECTRIC ARC PROCESS.

8. MATERIAL SPECIFICATIONS
   THE MATERIALS USED IN THE CONSTRUCTION OF THE GROUND MOUNTED SIGN SUPPORT STRUCTURES, AS LISTED BELOW, SHALL CONFORM WITH THE REQUIREMENTS OF THE DESIGNATED ASTM SPECIFICATION. ALL OTHER MATERIALS, FABRICATION AND ERECTION SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE SPECIFICATIONS, EXCEPT AS OTHERWISE NOTED ON THE PLANS.

DESCRIPTION	MATERIALS PER ASTM DESIGNATION	GALVANIZE (1) PER ASTM DESIGNATION
POSTS OF STEEL PIPE	A 53 (GRADE "B")(2)	A 53
BASE CONNECTION PLATES FOR PIPES	A 36	A 123
POSTS OF STEEL WF, B, AND I BEAMS INCLUDING BASE CONNECTION, FUSE AND HINGE PLATES	A 588 OR A 572 GRADE 50	A 123
POST BRACING ANGLES AND FLAT BARS USED IN FABRICATION AND ERECTION OF SIGN SUPPORTS	A 36	A 123
HIGH STRENGTH BOLTS, NUTS AND WASHERS	A 325	A 153
BOLTS OTHER THAN HIGH STRENGTH (3)	A 307 (GRADE "A")	A 153

(1) ALL STEEL SHALL BE GALVANIZED AFTER FABRICATION EXCEPT AS NOTED ON THE PLANS.
(2) PIPES MAY BE WELDED OR SEAMLESS.
(3) BOLTS, WASHERS, AND NUTS USED FOR FASTENING ALUMINUM SIGN SHEETS AND PANELS SHALL BE ALUMINUM AS PER FOLLOWING TABLE.

DESCRIPTION	ASTM DESIGNATION	ALLOY
BOLTS AND WASHERS	B 209	2024-T4
PANEL BOLT NUTS	B 211	6061-T6
STOP NUTS	B 211	2017-T4

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

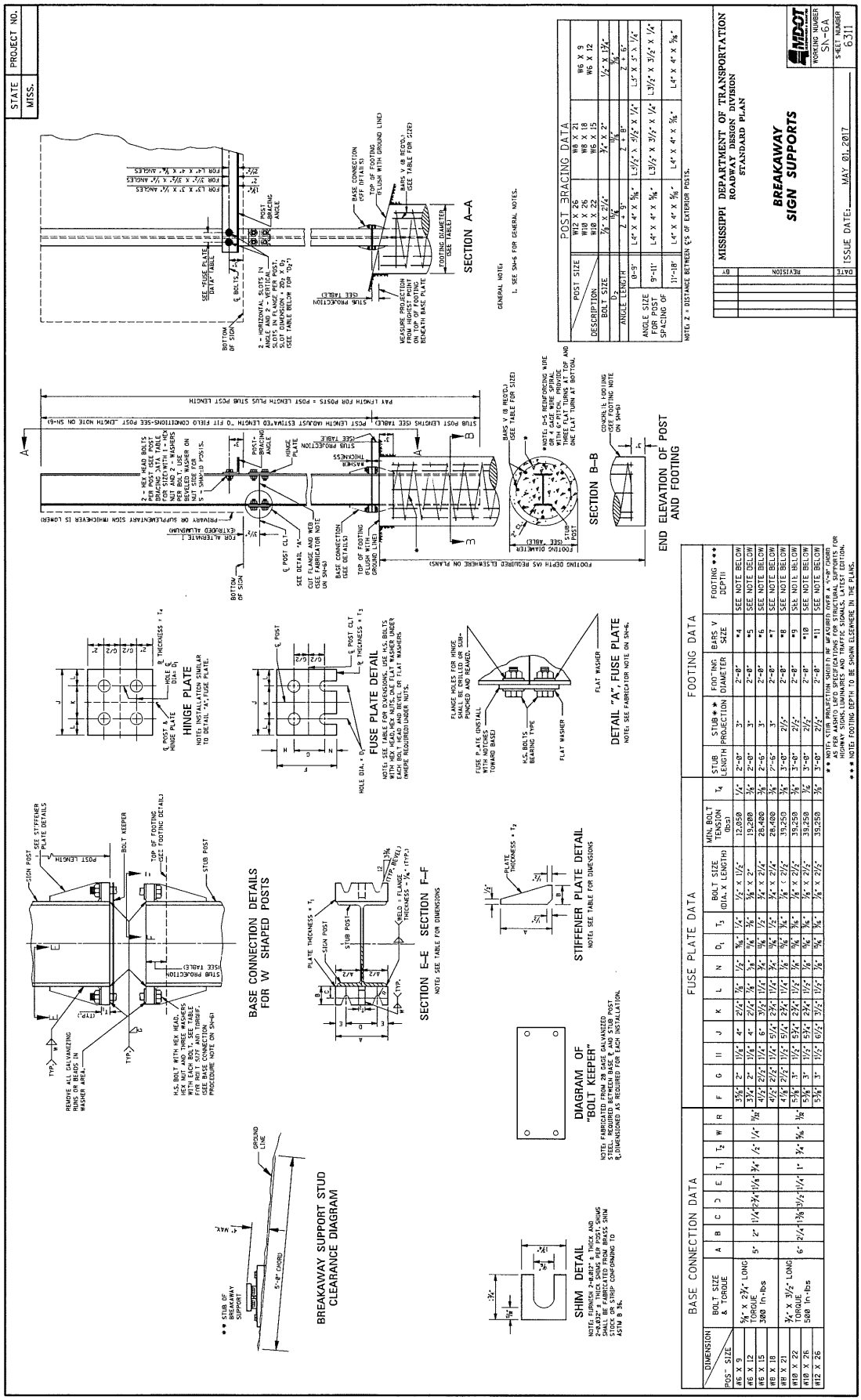
BREAKAWAY SIGN SUPPORTS

MDOT

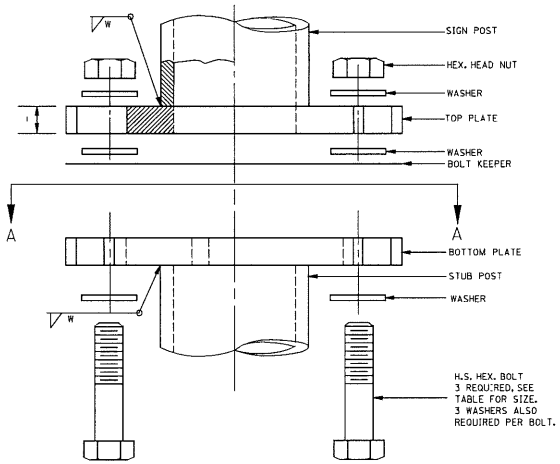
WORKING NUMBER SN-6

ISSUE DATE: MAY 01, 2017

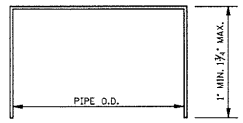
SHEET NUMBER 6310


STATE MISS.
PROJECT NO.
SECTION A–A
SECTION B–B
END ELEVATION OF POST AND FOOTING
BASE CONNECTION DETAILS FOR W SHAPED POSTS
HINGE PLATE
FUSE PLATE DETAIL
DETAIL "A", FUSE PLATE
SECTION E–E SECTION F–F
STIFFENER PLATE DETAIL
DIAGRAM OF "BOLT KEEPER"
SHIM DETAIL
BREAKAWAY SUPPORT STUD CLEARANCE DIAGRAM
POST BRACING DATA
BASE CONNECTION DATA
FUSE PLATE DATA
FOOTING DATA
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
BREAKAWAY SIGN SUPPORTS
WORKING NUMBER SN-6A
SHEET NUMBER 6311
ISSUE DATE: MAY 01, 2017

STATE	PROJECT NO.
MISS.	

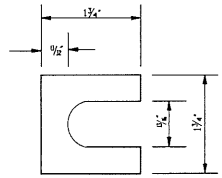


MULTI-DIRECTIONAL SIGN POST & STUB POST



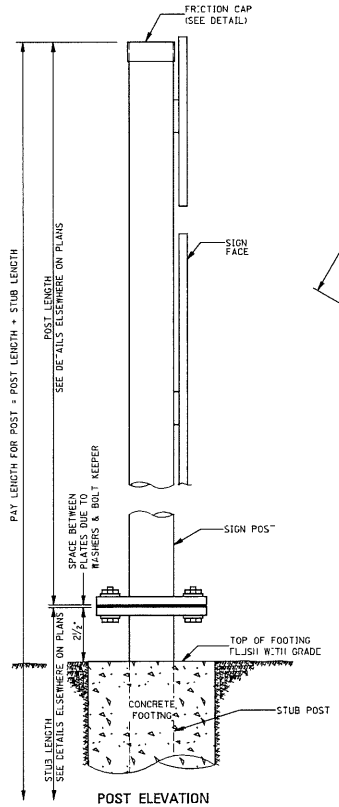
FRICTION CAP DETAIL

NOTE: SEE NOTE 3

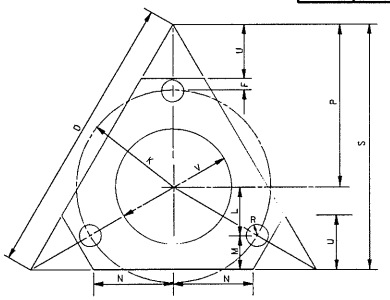


SHIM DETAIL

NOTE: FURNISH 2-0.012" ± THICK AND 7-0.032" ± THICK SHIMS PER POST. SHIMS SHALL BE FABRICATED FROM BRASS SHIM STOCK OR STRIP CONFORMING TO ASTM B 36.



POST ELEVATION



BOLT KEEPER PLATE DETAIL

NOTE: TO BE FABRICATED FROM 28 GAGE THICK GALVANIZED STEEL. TO BE INSTALLED AS SHOWN IN DETAIL AT UPPER LEFT.

GENERAL NOTES: (SEE WK. NO. SN-6 FOR ADDITIONAL GENERAL NOTES)

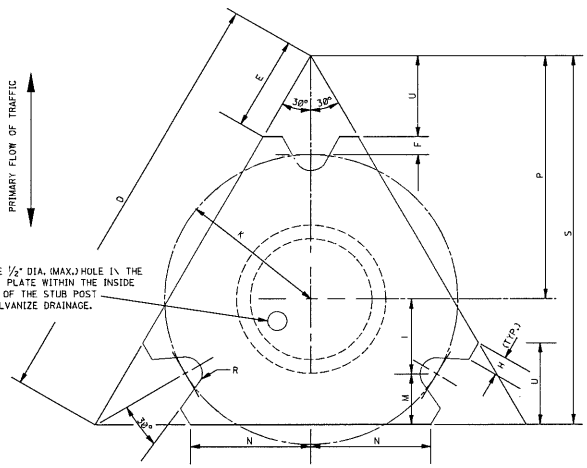
1. THE TOP PLATE OF THE TRIANGULAR SLIP BASE SHALL HAVE THE SAME EXTERIOR DIMENSIONS AS THE BOTTOM PLATE. THE LIFTING CONE SHALL BE WELDED TO THE BOTTOM PLATE ONLY. A HOLE EQUAL TO THE INSIDE DIAMETER OF THE SIGN POST SHALL BE CUT THROUGH THE CENTER OF THE TOP PLATE WITH THE HOLE EDGE BEVELED AS DETAILED. TOP & BOTTOM PLATES SHALL BE SYMMETRICAL FOR THE PURPOSE OF ASSEMBLY IN ANY POSITION.

2. BASE CONNECTION ASSEMBLY AS FOLLOWS:
   A. ASSEMBLE POST TO STUB WITH 3 BOLTS AND WITH 3 FLAT WASHERS PER BOLT.
   B. SHIM AS REQUIRED TO PLUMB POST.
   C. TIGHTEN ALL BOLTS THE MAXIMUM POSSIBLE WITH A 12" TO 15" WRENCH TO BED WASHERS, KEEPER PLATE, SHIMS AND TO CLEAN THREADS.
   D. LOOSEN EACH BOLT IN TURN & RETIGHTEN IN A SYSTEMATIC ORDER TO PRESCRIBED TORQUE. (SEE BASE CONNECTION DATA TABLE).
   E. BURR THREADS AT JUNCTION WITH NUT WITH A CENTER PUNCH TO PREVENT NUT FROM LOOSENING.

3. FRICTION CAPS TO BE MANUFACTURED FROM HOT ROLLED OR COLD ROLLED STEEL SHEETS. FOR ALL PIPE SIZES, MINIMUM THICKNESS SHALL BE 20 GAGE SHEET METAL. RIM EDGES SHALL BE REASONABLY STRAIGHT AND SMOOTH. CAPS SHALL BE SIZED AND FORMED IN SUCH A MANNER AS TO PROVIDE A DRIVE-ON FRICTION FIT AND HAVE NO TENDENCY TO ROCK WHEN SEATED ON PIPE. THE DEPTH SHALL BE SUFFICIENT TO GIVE POSITIVE PROTECTION AGAINST ENTRANCE OF RAINWATER. THEY SHALL BE FREE OF SHARP CREASES OR INDENTATIONS AND SHOW NO SIGNS OF METAL FRACTURE. ALL CAPS TO BE SAME IN SHAPE AND GENERAL APPEARANCE AS APPROVED BY THE ENGINEER.

4. STUB PROJECTION SHOULD BE MEASURED OVER A 5'-0" CHORD AS PER AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, LATEST EDITION. SEE WK. NO. SN-6A FOR DIAGRAM.

5. AS AN ALTERNATIVE THE POST LENGTH OF THE SIGN POST CAN BE MADE-UP USING A NOMINAL LENGTH OF GALVANIZED PIPE. A GALVANIZED SLIP BASE CASTING, GALVANIZED FLAT PLATES OR APPROVED EQUAL WITH ALL NECESSARY HARDWARE REQUIRED TO SECURE THEM TO THE SIGN POST. A GALVANIZED KEEPER PLATE AND A GALVANIZED FRICTION CAP. THE SLIP BASE CASTING SHALL HAVE 3-SCREWS TO SECURE THE POST TO THE CASTING AND ONE SET SCREW TO PREVENT ROTATION. THE MANUFACTURER SHALL PROVIDE SHOP DRAWINGS OF THE COMPLETE ASSEMBLY FOR MDOT APPROVAL.



SECTION A-A

NOTE: SEE DATA TABLE FOR DIMENSIONS

BASE CONNECTION DATA TABLE

DIMENSIONS NOMINAL PIPE SIZES	BOLT SIZE & TORQUE	T	W	C	*D	*E	F	G	*H	J	K	L	M	*N	P	S	U	V	R
3" 3½"	⅝" X 2½" 300 in · lbs	⅝"	⅜"	1"	10⅜"	2⅝"	½"	⅞"	½"	1¾"	3½"	1¾"	1¼"	2⅞"	6"	9"	2"	4¼"	11/16"
4"	¾" X 3" 500 in · lbs	⅞"	7/16"	17/16"	13"	2⅞"	½"	⅞"	⅝"	2½"	4½"	2¼"	1½"	3⅝"	7½"	11¼"	2½"	5¾"	15/16"

*NOTE: APPROXIMATE DIMENSIONS

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

BREAKAWAY SIGN SUPPORTS

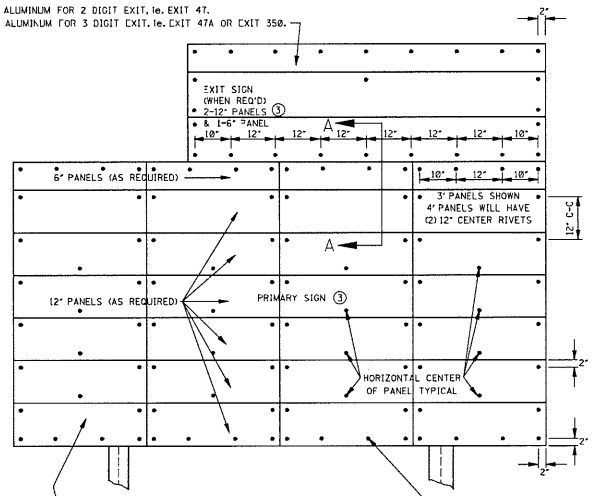
MDOT

WORKING NUMBER SN-6B

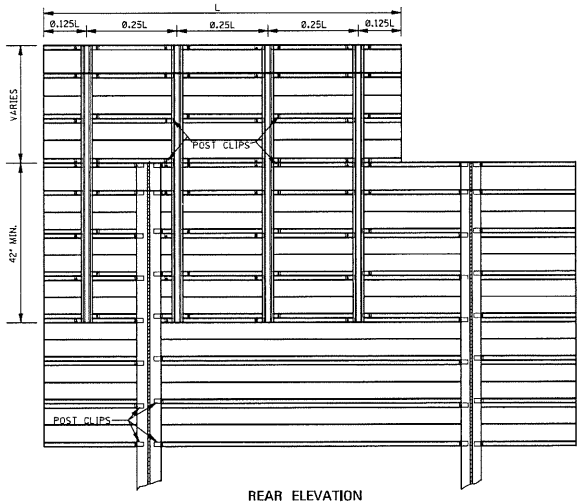
ISSUE DATE: MAY 01, 2017

SHEET NUMBER 6312

STATE	PROJECT NO.
MISS.	



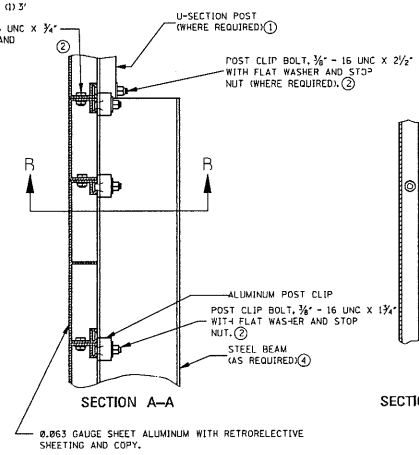
FRONT ELEVATION



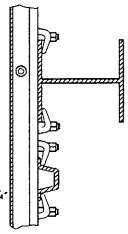
REAR ELEVATION

SIGN FACE IS TO BE CONSTRUCTED OF 3' AND 4' 0.063 GAUGE ALUMINUM. 4' PANELS SHOULD HAVE PRECEDENCE OVER 3' PANELS.
EX. A 12' WIDE SIGN = (3) 4' PANELS.
A 15' WIDE SIGN = (3) 4' + (1) 3'

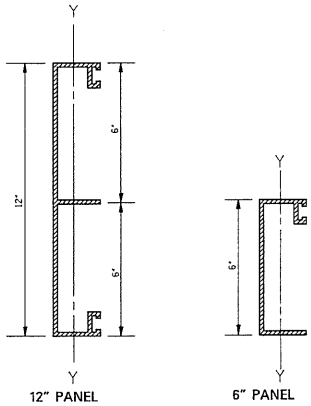
$\frac{3}{16}$" x $\frac{3}{4}$" GRIP RANGE ALUMINUM POP RIVITS (#66)



SECTION A–A



SECTION B–B



12" PANEL 6" PANEL

NOTE: THE REQUIRED SECTION MODULUS (MINIMUM) ABOUT THE Y-Y AXIS (CENTER OF GRAVITY) IS:
12" PANELS - 0.703 in^3
6" PANELS - 0.357 in^3

GENERAL NOTES:

1. EXIT SIGNS, EXCEPT AS NOTED BELOW, SHALL BE ATTACHED TO PRIMARY SIGNS WITH PANEL BOLTS (AS REQUIRED) AND FOUR (4) STEEL U-SECTION POSTS (2.0 lb/ft) WITH HOLES PUNCHED AS NEEDED FOR INSTALLATION. U-SECTION POST LENGTHS SHALL BE 5'-8" FOR PRIMARY SIGNS WITH 12" UPPER PANELS AND 5'-6" FOR PRIMARY SIGNS WITH 6" UPPER PANELS. EACH POST SHALL HAVE SEVEN BOLTS - THREE (3) IN EXIT SIGN AND FOUR (4) IN PRIMARY SIGN. WHERE PANELS ARE JOINED, PROVIDING TWO (2) SLOTS, ONE ABOVE THE OTHER, PLACE BOLTS IN UPPER SLOT. WHERE NECESSARY, THE POST SPACING (SHOWN ON REAR ELEVATION) MAY BE ADJUSTED SOMEWHAT TO STAY CLEAR OF SIGN POSTS AND POST CLIPS.
2. ALL BOLTS, WASHERS AND NUTS IN THE FABRICATION OF EXTRUDED ALUMINUM SIGNS AND THE ATTACHMENT OF SAME TO STEEL BEAMS SHALL BE ALUMINUM, AS PER SPECIFICATIONS. POST CLIP BOLTS AND BOLTS FOR U-SECTION POSTS SHALL HAVE HEADS DESIGNED TO FIT THE BOLT SLOTS IN THE PANELS. THE LOCK-NUTS SHALL BE TIGHTENED ON CLEAN, DRY, "AS RECEIVED" THREADS TO A TORQUE OF 150 in • lbs.
3. UNLESS OTHERWISE SPECIFIED, THE BACKGROUND OF ALL DIRECTIONAL SIGNS (INCLUDING OVERHEAD SIGNS) SHALL BE INTERSTATE GREEN REFLECTORIZED SHEETING (AS PER STANDARD SPECIFICATIONS), DIRECT APPLIED TO 0.063 GAUGE SHEET ALUMINUM. THE COPY SHALL BE WHITE, REFLECTORIZED, DIRECT APPLIED, ADHESIVE BACKED, LETTERS, NUMBERS, SYMBOLS, AND BORDER.
4. SEE OTHER DRAWINGS FOR SELECTION AND DETAILS OF STEEL BEAMS FOR VERTICAL SUPPORTS (SIGN POST).
5. THE DETAILS OF SIGN FACE CONSTRUCTION SHOWN ON THIS SHEET ARE THE SAME FOR OVERHEAD SIGNS, BUT THE METHOD OF MOUNTING IS SHOWN ON OVERHEAD TRUSS DRAWINGS.
6. DATE OF ERECTION AND SIGN SIZE (WIDTH X HEIGHT) SHALL BE LEGIBLY WRITTEN ON THE BACK OF EACH SIGN WITH A PERMANENT GREASE MARKER.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

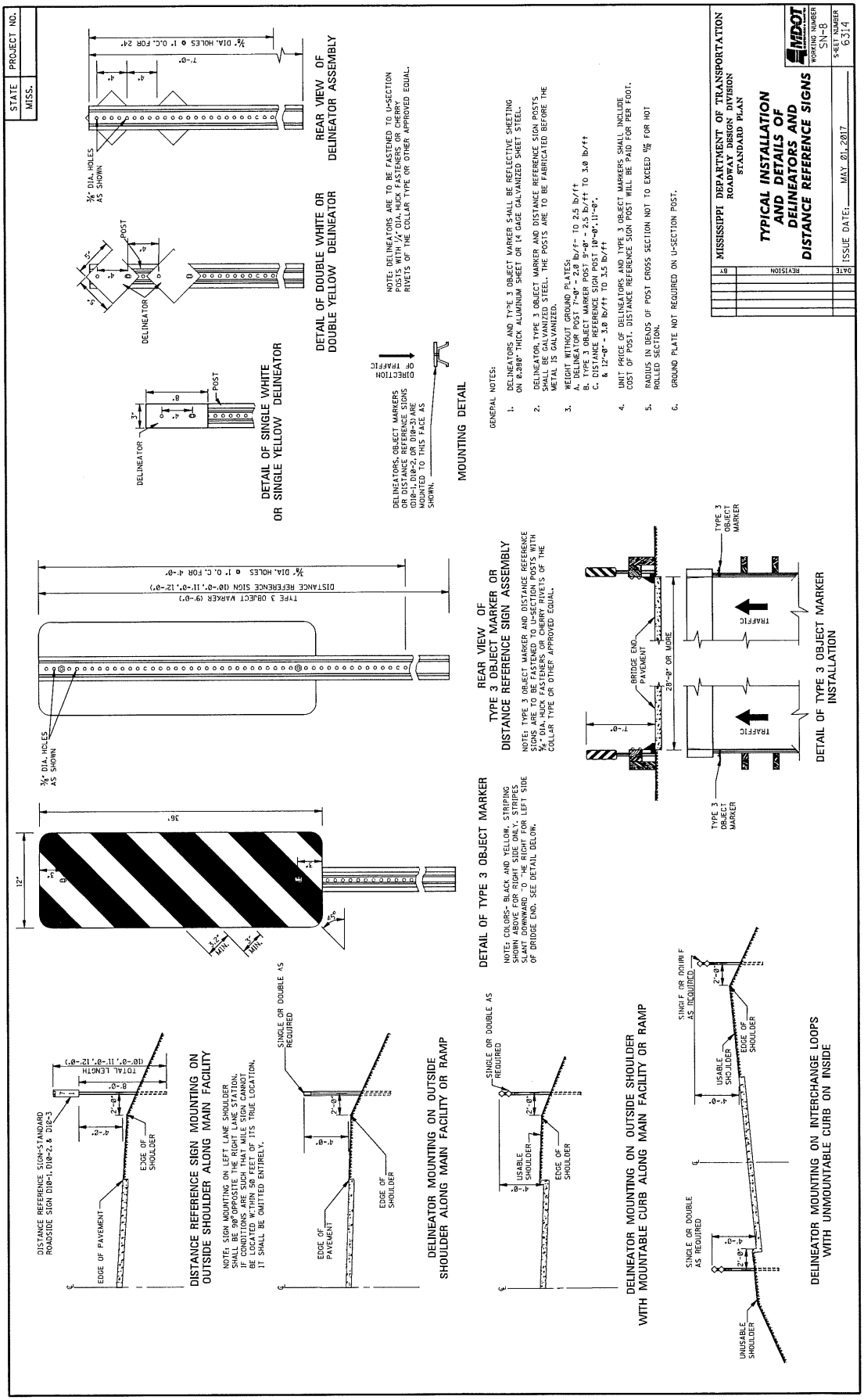
SIGN FACE CONST. AND ATTACHMENT OF GROUND MOUNTED DIRECTIONAL SIGNS TO STEEL BEAMS (EXTRUDED ALUMINUM PANELS)

ISSUE DATE: MAY 01, 2017

MDOT

WORKING NUMBER SN-7

SHEET NUMBER 6313

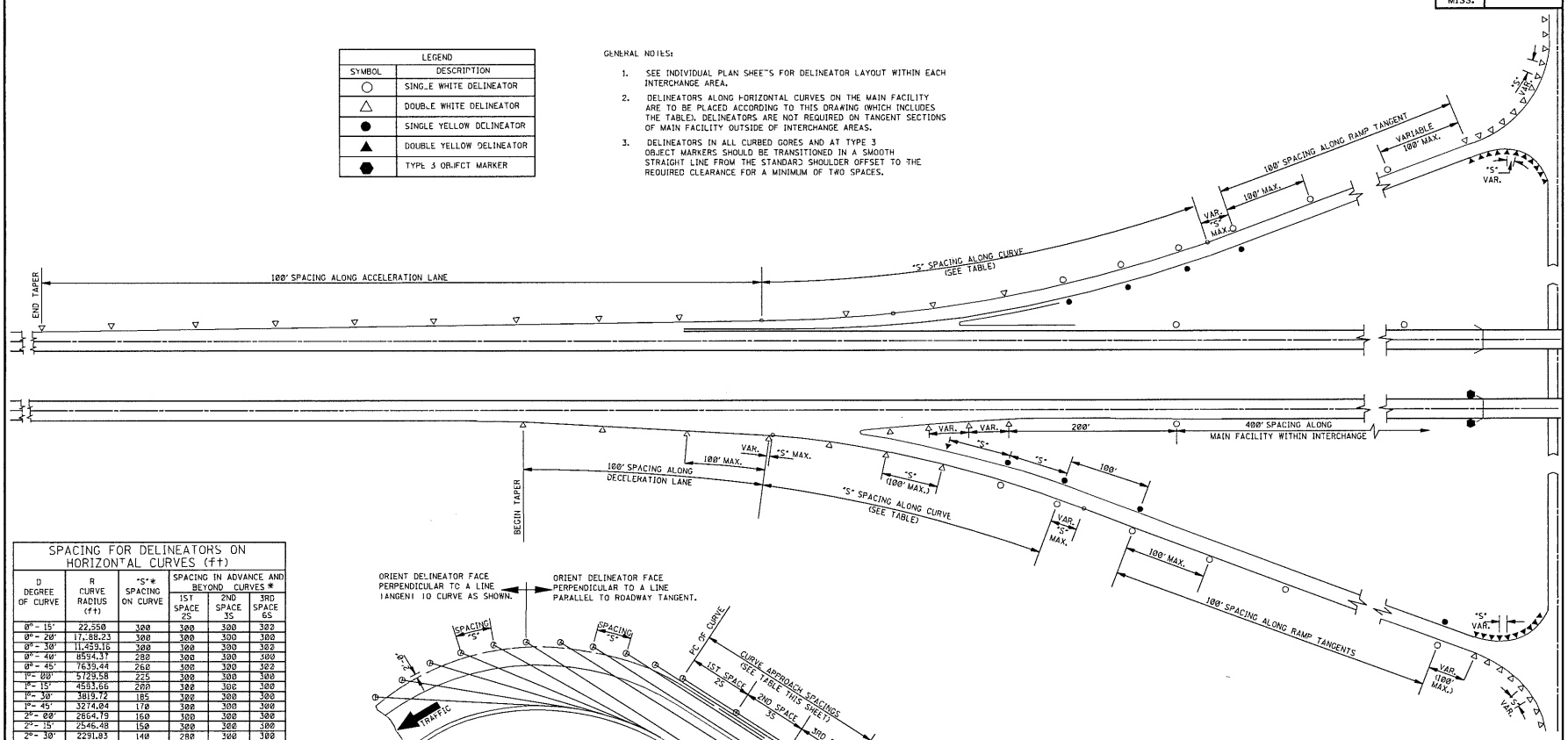

STATE
MISS.
PROJECT NO.
REAR VIEW OF DELINEATOR ASSEMBLY
DETAIL OF DOUBLE WHITE OR DOUBLE YELLOW DELINEATOR
DETAIL OF SINGLE WHITE OR SINGLE YELLOW DELINEATOR
MOUNTING DETAIL
GENERAL NOTES:
1. DELINEATORS AND TYPE 3 OBJECT MARKER SHALL BE REFLECTIVE SHEETING ON 0.080" THICK ALUMINUM SHEET OR 14 GAGE GALVANIZED SHEET STEEL.
2. DELINEATOR, TYPE 3 OBJECT MARKER AND DISTANCE REFERENCE SIGN POSTS SHALL BE GALVANIZED STEEL. THE POSTS ARE TO BE FABRICATED BEFORE THE METAL IS GALVANIZED.
3. WEIGHT WITHOUT GROUND PLATES:
A. DELINEATOR POST 7'-0" - 2.0 lb/ft TO 2.5 lb/ft
B. TYPE 3 OBJECT MARKER POST 9'-0" - 2.5 lb/ft TO 3.0 lb/ft
C. DISTANCE REFERENCE SIGN POST 10'-0", 11'-0", & 12'-0" - 3.0 lb/ft TO 3.5 lb/ft
4. UNIT PRICE OF DELINEATORS AND TYPE 3 OBJECT MARKERS SHALL INCLUDE COST OF POST. DISTANCE REFERENCE SIGN POST WILL BE PAID FOR PER FOOT.
5. RADIUS IN BENDS OF POST CROSS SECTION NOT TO EXCEED 1/2 FOR HOT ROLLED SECTION.
6. GROUND PLATE NOT REQUIRED ON U-SECTION POST.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
TYPICAL INSTALLATION AND DETAILS OF DELINEATORS AND DISTANCE REFERENCE SIGNS
WORKING NUMBER SN-8
SHEET NUMBER 6314
ISSUE DATE: MAY 01, 2017
REVISION
DATE
BY
REAR VIEW OF TYPE 3 OBJECT MARKER OR DISTANCE REFERENCE SIGN ASSEMBLY
DETAIL OF TYPE 3 OBJECT MARKER
DETAIL OF TYPE 3 OBJECT MARKER INSTALLATION
DISTANCE REFERENCE SIGN MOUNTING ON OUTSIDE SHOULDER ALONG MAIN FACILITY
DELINEATOR MOUNTING ON OUTSIDE SHOULDER ALONG MAIN FACILITY OR RAMP
DELINEATOR MOUNTING ON OUTSIDE SHOULDER WITH MOUNTABLE CURB ALONG MAIN FACILITY OR RAMP
DELINEATOR MOUNTING ON INTERCHANGE LOOPS WITH UNMOUNTABLE CURB ON INSIDE

STATE	PROJECT NO.
MISS.	

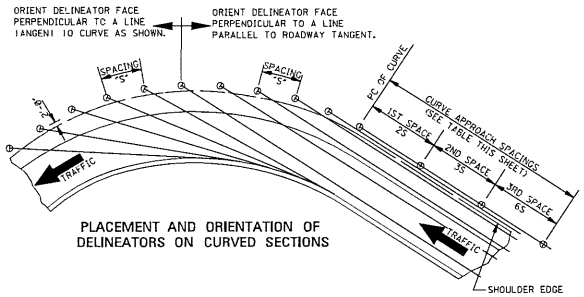
LEGEND	
SYMBOL	DESCRIPTION
○	SINGLE WHITE DELINEATOR
△	DOUBLE WHITE DELINEATOR
●	SINGLE YELLOW DELINEATOR
▲	DOUBLE YELLOW DELINEATOR
⬢	TYPE 3 OBJECT MARKER

GENERAL NOTES:

1. SEE INDIVIDUAL PLAN SHEETS FOR DELINEATOR LAYOUT WITHIN EACH INTERCHANGE AREA.
2. DELINEATORS ALONG HORIZONTAL CURVES ON THE MAIN FACILITY ARE TO BE PLACED ACCORDING TO THIS DRAWING (WHICH INCLUDES THE TABLE). DELINEATORS ARE NOT REQUIRED ON TANGENT SECTIONS OF MAIN FACILITY OUTSIDE OF INTERCHANGE AREAS.
3. DELINEATORS IN ALL CURBED GORES AND AT TYPE 3 OBJECT MARKERS SHOULD BE TRANSITIONED IN A SMOOTH STRAIGHT LINE FROM THE STANDARD SHOULDER OFFSET TO THE REQUIRED CLEARANCE FOR A MINIMUM OF TWO SPACES.



SPACING FOR DELINEATORS ON HORIZONTAL CURVES (ft)					
D DEGREE OF CURVE	R CURVE RADIUS (ft)	"S"* SPACING ON CURVE	SPACING IN ADVANCE AND BEYOND CURVES *		
			1ST SPACE 2S	2ND SPACE 3S	3RD SPACE 6S
0°- 15'	22,550	300	300	300	300
0°- 20'	17,88.23	300	300	300	300
0°- 30'	11,459.16	300	300	300	300
0°- 40'	8594.37	280	300	300	300
0°- 45'	7639.44	260	300	300	300
1°- 00'	5729.58	225	300	300	300
1°- 15'	4583.66	200	300	300	300
1°- 30'	3819.72	185	300	300	300
1°- 45'	3274.04	170	300	300	300
2°- 00'	2864.79	160	300	300	300
2°- 15'	2546.48	150	300	300	300
2°- 30'	2291.83	140	280	300	300
2°- 45'	2083.48	135	270	300	300
3°- 00'	1909.86	130	260	300	300
3°- 30'	1637.02	120	240	300	300
4°- 00'	1432.39	110	220	300	300
5°- 00'	954.93	90	180	270	300
8°- 00'	716.20	75	150	225	300
	500.00	65	130	195	300
	350.00	50	100	150	300
	300.00	45	90	135	270
	250.00	40	80	120	240
	200.00	35	70	105	210
	150.00	30	60	90	180



PLACEMENT AND ORIENTATION OF DELINEATORS ON CURVED SECTIONS

* NOTE: THE SPACING "S" ON THE CURVE IS FOUND FROM THE FORMULA $S=3\sqrt{R-50}$, WHERE R IS THE RADIUS OF THE CURVE IN FEET. THE SPACING OF THE FIRST DELINEATOR IN ADVANCE OF AND BEYOND THE CURVE IS 2S, THE SECOND DELINEATOR 3S, AND THE THIRD 6S, BUT NOT TO EXCEED 300' ALONG THE MAIN FACILITY AND 100' ALONG THE RAMPS. MINIMUM DELINEATOR SPACING IS 20'.

REVISION	BY
DATE	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TYPICAL INSTALLATION OF DELINEATORS

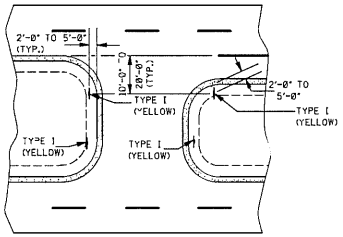
MDOT

WORKING NUMBER SN-8A

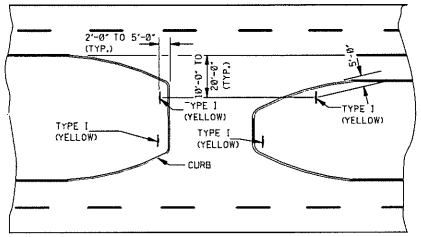
SHEET NUMBER 6315

ISSUE DATE: MAY 01, 2017

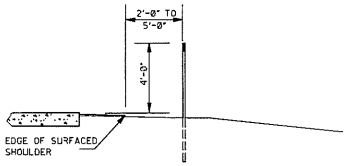
STATE	PROJECT NO.
MISS.	



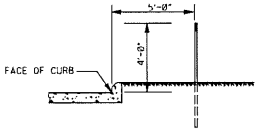
TYPICAL DELINEATION AT A CROSSOVER WITH USABLE SHOULDERS AND A MEDIAN WIDTH OVER 42'–0"



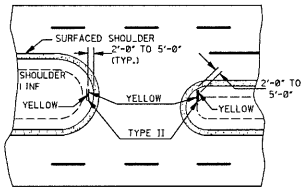
TYPICAL DELINEATION AT A CURBED CROSSOVER WITH A MEDIAN WIDTH OVER 42'–0"



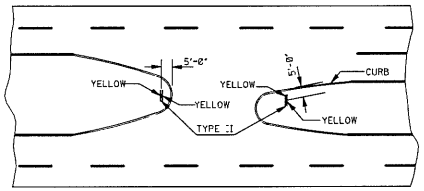
DELINEATOR MOUNTING ON CROSSOVER WITH USABLE SHOULDER



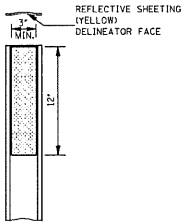
DELINEATOR MOUNTING ON CURBED CROSSOVER



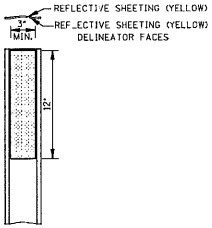
TYPICAL DELINEATION AT A CROSSOVER WITH USABLE SHOULDERS AND A MEDIAN WIDTH OF 42'–0" OR LESS



TYPICAL DELINEATION AT A CURBED CROSSOVER WITH A MEDIAN WIDTH OF 42'–0" OR LESS



DETAIL OF TYPE I
FLEXIBLE POST DELINEATOR



DETAIL OF TYPE II
FLEXIBLE POST DELINEATOR

NOTE: CARSONITE'S CURV-FLEX DELINEATOR POSTS ARE SHOWN. OTHER FLEXIBLE POSTS THAT HAVE BEEN APPROVED FOR LISTING IN THE DEPARTMENT'S "APPROVED SOURCE OF MATERIALS" MAY BE FURNISHED.

NOTE: PLACE DELINEATORS NO MORE THAN 20'-0" FROM EDGE OF TRAVEL LANES EDGES.

GENERAL NOTES:

1. THE UNIT PRICE OF DELINEATOR INCLUDES: COST(S) OF DELINEATOR FACE(S), POST, HARDWARE AND INSTALLATION.
2. DELINEATOR FACE WILL BE ENCAPSULATED LENS REFLECTIVE SHEETING.
3. POST REQUIRING THE INSTALLATION OF A BASE SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION.
4. THE COLOR OF DELINEATORS SHALL BE THE COLOR OF THE ADJACENT EDGELINE PER MUTCD SECTION 3F.03.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

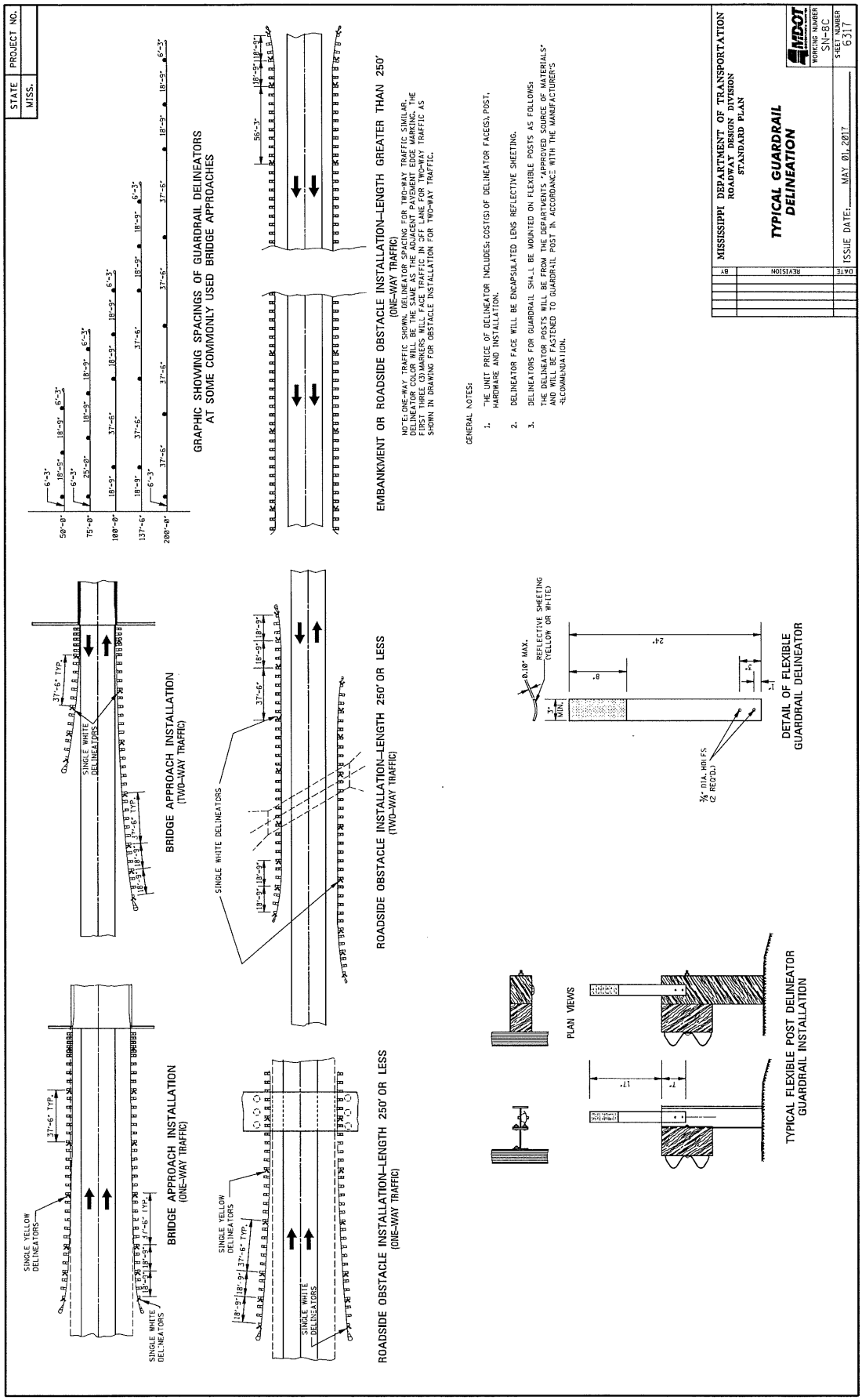
TYPICAL CROSSOVER DELINEATION

MDOT

WORKING NUMBER SN-8B

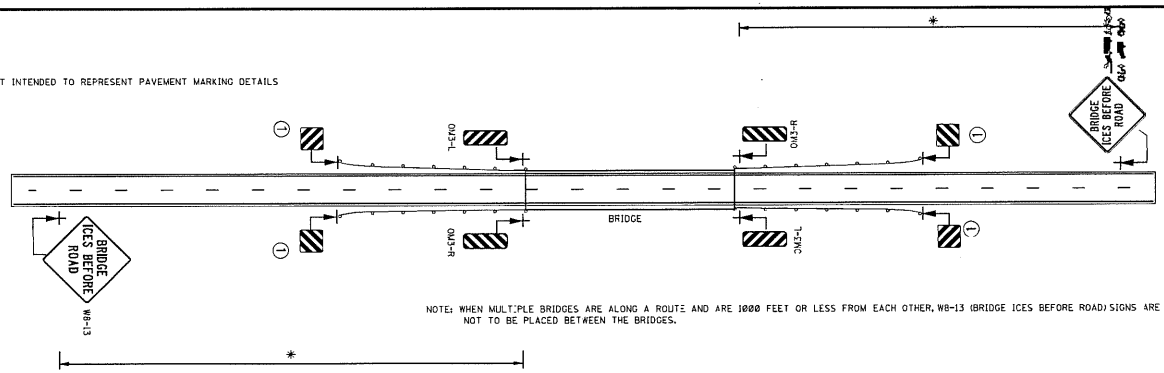
ISSUE DATE: MAY 01, 2017

SHEET NUMBER 6316


STATE
MISS.
PROJECT NO.
GRAPHIC SHOWING SPACINGS OF GUARDRAIL DELINEATORS AT SOME COMMONLY USED BRIDGE APPROACHES
EMBANKMENT OR ROADSIDE OBSTACLE INSTALLATION–LENGTH GREATER THAN 250' (ONE-WAY TRAFFIC)
NOTE: ONE-WAY TRAFFIC SHOWN. DELINEATOR SPACING FOR TWO-WAY TRAFFIC SIMILAR. DELINEATOR COLOR WILL BE THE SAME AS THE ADJACENT PAVEMENT EDGE MARKING. THE FIRST THREE (3) MARKERS WILL FACE TRAFFIC IN OFF LANE FOR TWO-WAY TRAFFIC AS SHOWN IN DRAWING FOR OBSTACLE INSTALLATION FOR TWO-WAY TRAFFIC.
GENERAL NOTES:
1. THE UNIT PRICE OF DELINEATOR INCLUDES: (COST(S) OF DELINEATOR FACE(S), POST, HARDWARE AND INSTALLATION.
2. DELINEATOR FACE WILL BE ENCAPSULATED LENS REFLECTIVE SHEETING.
3. DELINEATORS FOR GUARDRAIL SHALL BE MOUNTED ON FLEXIBLE POSTS AS FOLLOWS:
THE DELINEATOR POSTS WILL BE FROM THE DEPARTMENTS "APPROVED SOURCE OF MATERIALS" AND WILL BE FASTENED TO GUARDRAIL POST IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION.
BRIDGE APPROACH INSTALLATION (TWO-WAY TRAFFIC)
BRIDGE APPROACH INSTALLATION (ONE-WAY TRAFFIC)
ROADSIDE OBSTACLE INSTALLATION–LENGTH 250' OR LESS (TWO-WAY TRAFFIC)
ROADSIDE OBSTACLE INSTALLATION–LENGTH 250' OR LESS (ONE-WAY TRAFFIC)
SINGLE WHITE DELINEATORS
SINGLE YELLOW DELINEATORS
37'-6" TYP.
REFLECTIVE SHEETING (YELLOW OR WHITE)
0.10" MAX.
DETAIL OF FLEXIBLE GUARDRAIL DELINEATOR
PLAN VIEWS
TYPICAL FLEXIBLE POST DELINEATOR GUARDRAIL INSTALLATION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
TYPICAL GUARDRAIL DELINEATION
REVISION
DATE
BY
ISSUE DATE: MAY 01, 2017
WORKING NUMBER SN-8C
SHEET NUMBER 6317

STATE	PROJECT NO.
MISS.	

DRAWING NOT INTENDED TO REPRESENT PAVEMENT MARKING DETAILS



NOTE: WHEN MULTIPLE BRIDGES ARE ALONG A ROUTE AND ARE 1000 FEET OR LESS FROM EACH OTHER, W8-13 (BRIDGE ICES BEFORE ROAD) SIGNS ARE NOT TO BE PLACED BETWEEN THE BRIDGES.

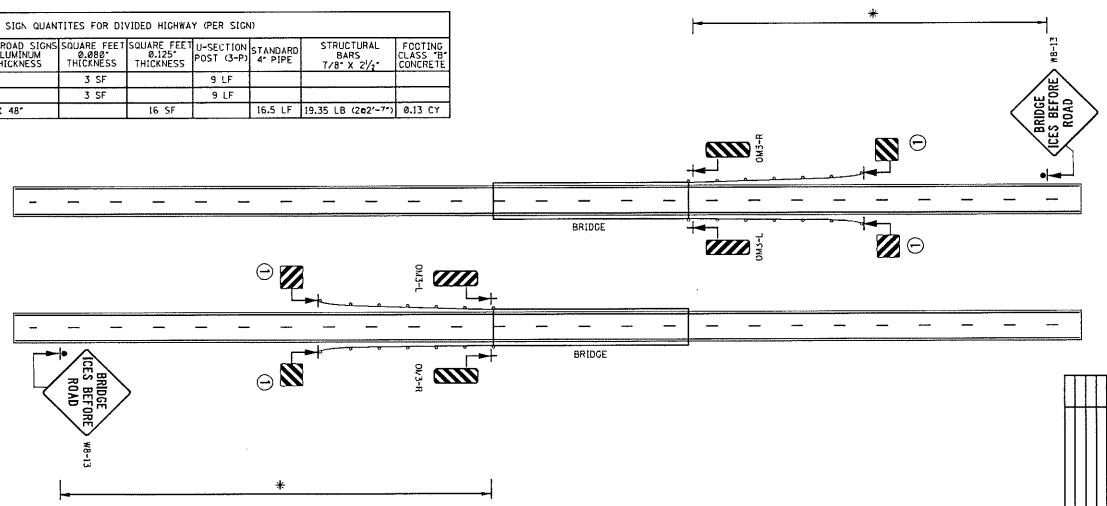
UNDIVIDED HIGHWAY DETAIL

SIGN QUANTITES FOR UNDIVIDED HIGHWAY (PER SIGN)					
MUTCD NUMBER	STANDARD ROAD SIGNS SHEET ALUMINUM 0.080" THICKNESS	STANDARD ROAD SIGNS SHEET ALUMINUM 0.125" THICKNESS	SQUARE FEET 0.080" THICKNESS	SQUARE FEET 0.125" THICKNESS	U-SECTION POST (3-P)
OM3-_	12" X 36"		3 SF		9 LF
OM3-R	12" X 36"		3 SF		9 LF
W8-13		36" X 36"		9 SF	15 LF

(1) REFLECTIVE ADHESIVE SHEETING WITH ALTERNATING BLACK AND YELLOW STRIPES (SLOPING DOWNWARD) AT AN ANGLE OF 45 DEGREES IN THE DIRECTION TRAFFIC IS TO PASS) IS REQUIRED ON THE END OF THE TERMINAL END SECTION. NOT A SEPARATE PAY ITEM. COST TO BE ABSORBED IN GUARD RAIL.

* TABLE 2C-4 MUTCD	
SPEED (MPH)	MINIMUM PLACEMENT (FEET)
35	180
40	125
45	175
50	250
55	325
60	400
65	475
70	550

SIGN QUANTITES FOR DIVIDED HIGHWAY (PER SIGN)								
MUTCD NUMBER	STANDARD ROAD SIGNS SHEET ALUMINUM 0.080" THICKNESS	STANDARD ROAD SIGNS SHEET ALUMINUM 0.125" THICKNESS	SQUARE FEET 0.080" THICKNESS	SQUARE FEET 0.125" THICKNESS	U-SECTION POST (3-P)	STANDARD 4" PIPE	STRUCTURAL BARS 7/8" X 2 1/2"	FOOTING CLASS "B" CONCRETE
OM3-_	12" X 36"		3 SF		9 LF			
OM3-R	12" X 36"		3 SF		9 LF			
W8-13		48" X 48"		16 SF		16.5 LF	19.35 LB (2@2'-7")	0.13 CY



DIVIDED HIGHWAY DETAIL

DATE	REVISION	BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN
ISSUE DATE: MAY 01, 2017			**SIGNING DETAILS FOR BRIDGE APPROACHES**

MDOT — WORKING NUMBER SN-9 — SHEET NUMBER 6318

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 – NOTICE TO BIDDERS NO. 3599 **CODE: (SP)**

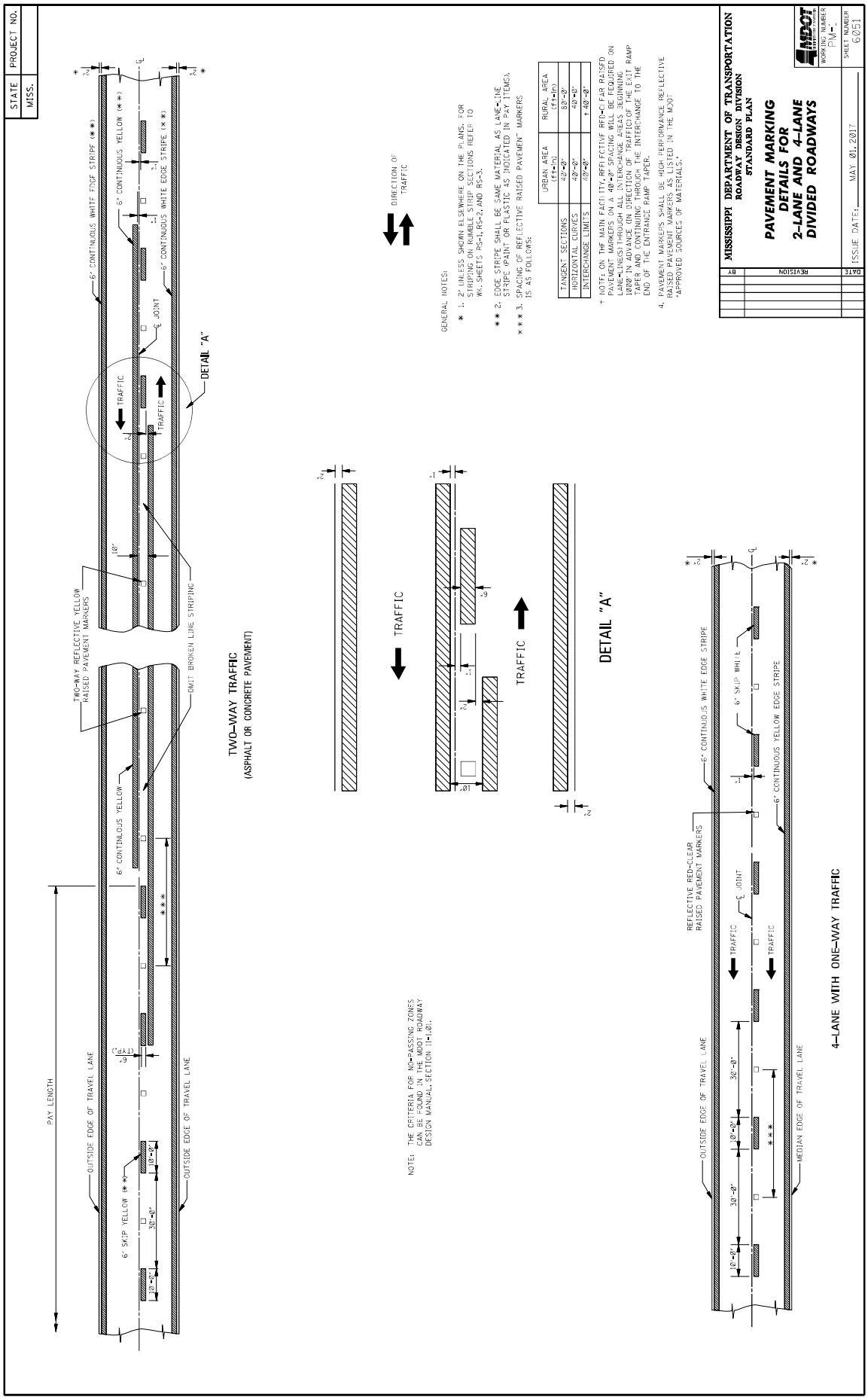
DATE: **08/11/2021**

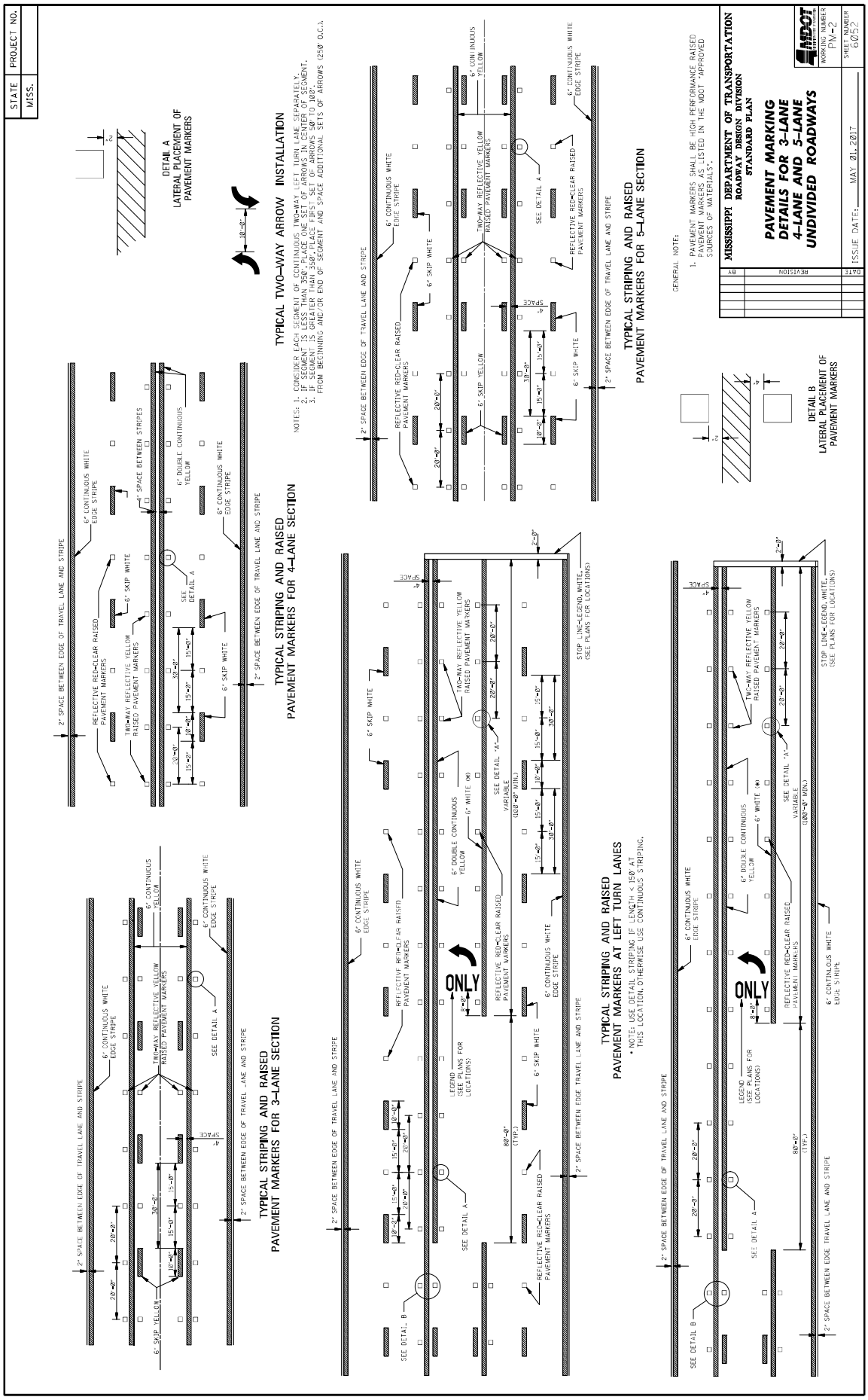
SUBJECT: **Standard Drawings**

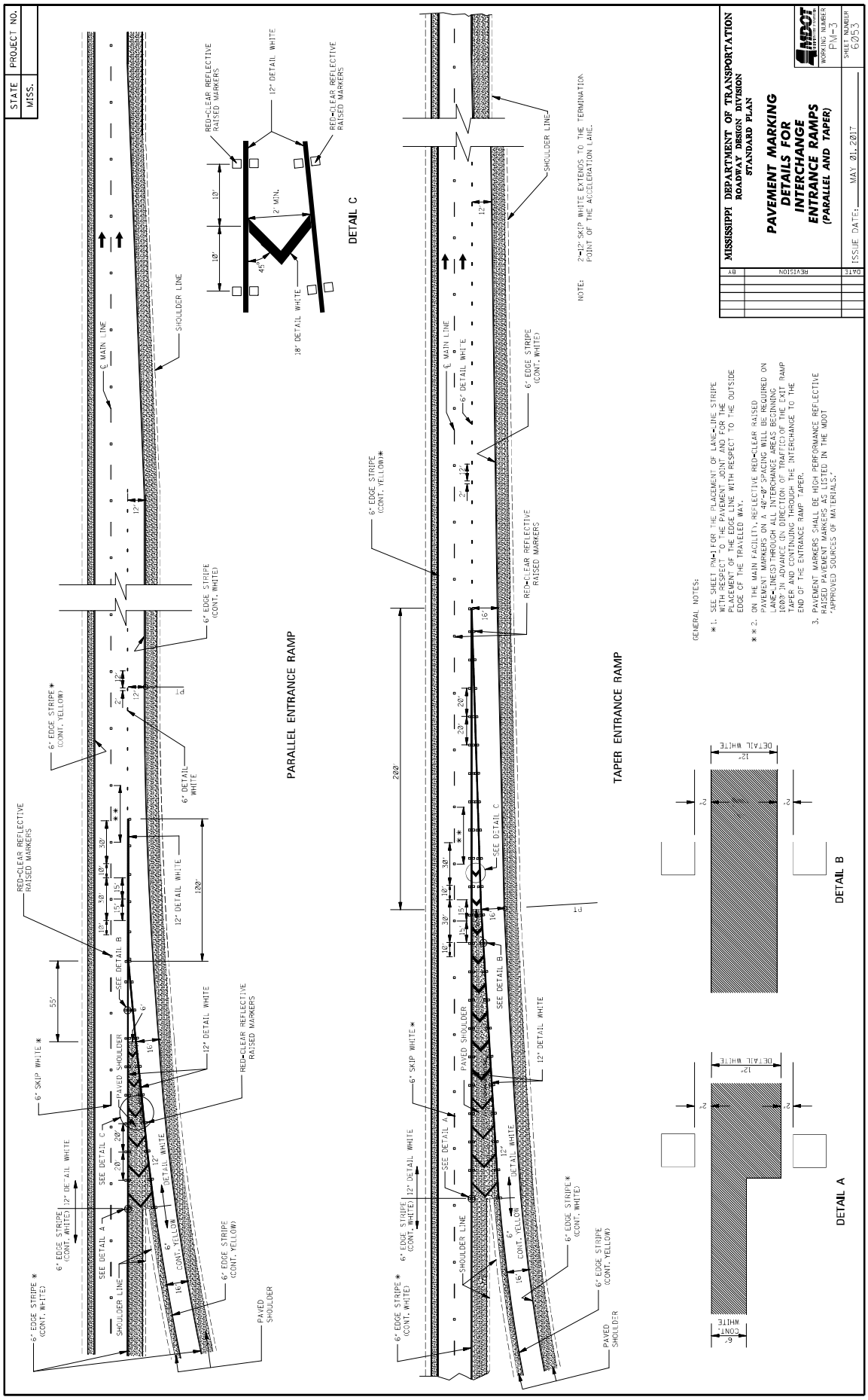
Standard Drawings attached hereto shall govern appropriate items of required work.

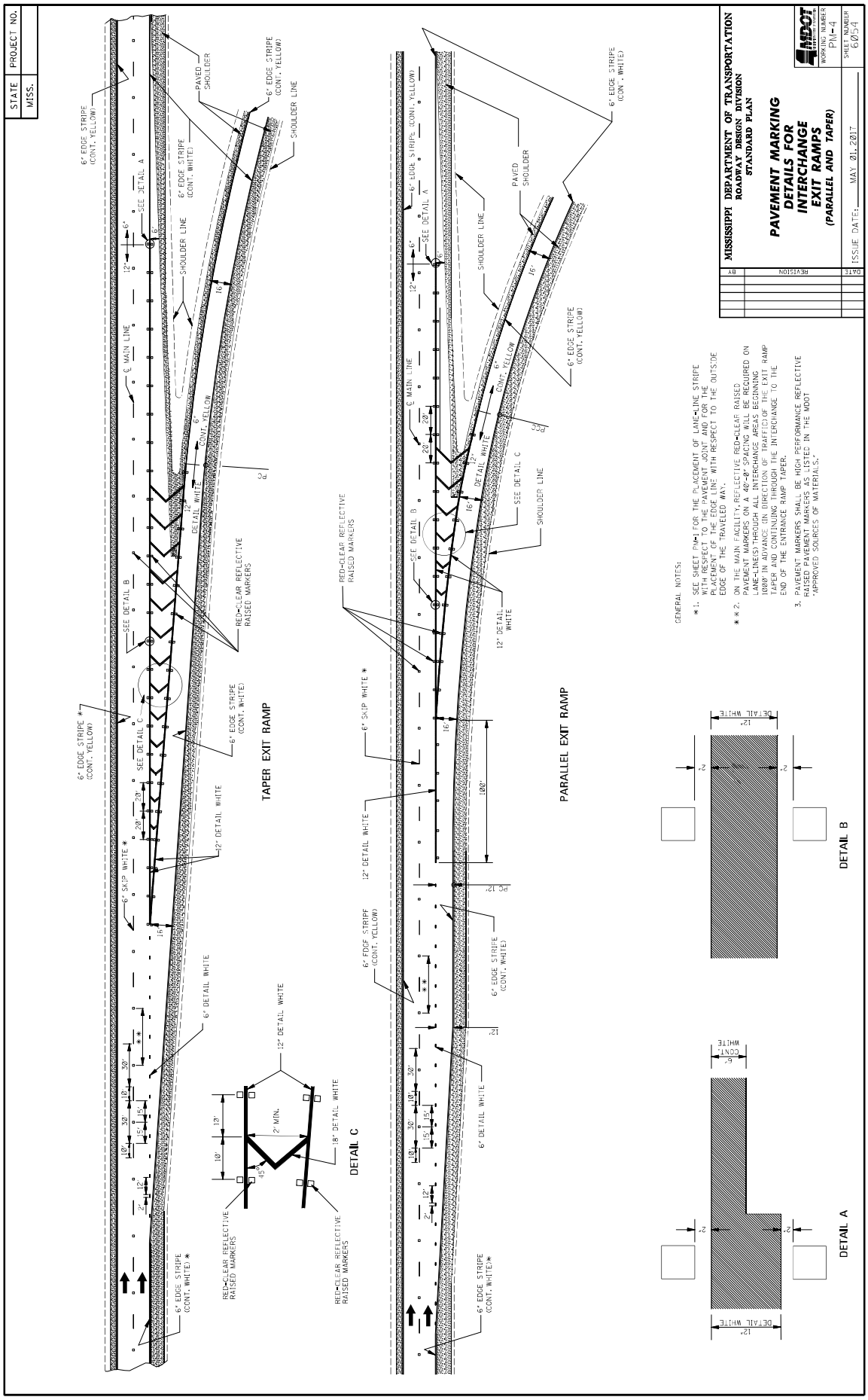
Larger copies of Standard Drawings may be purchased from:

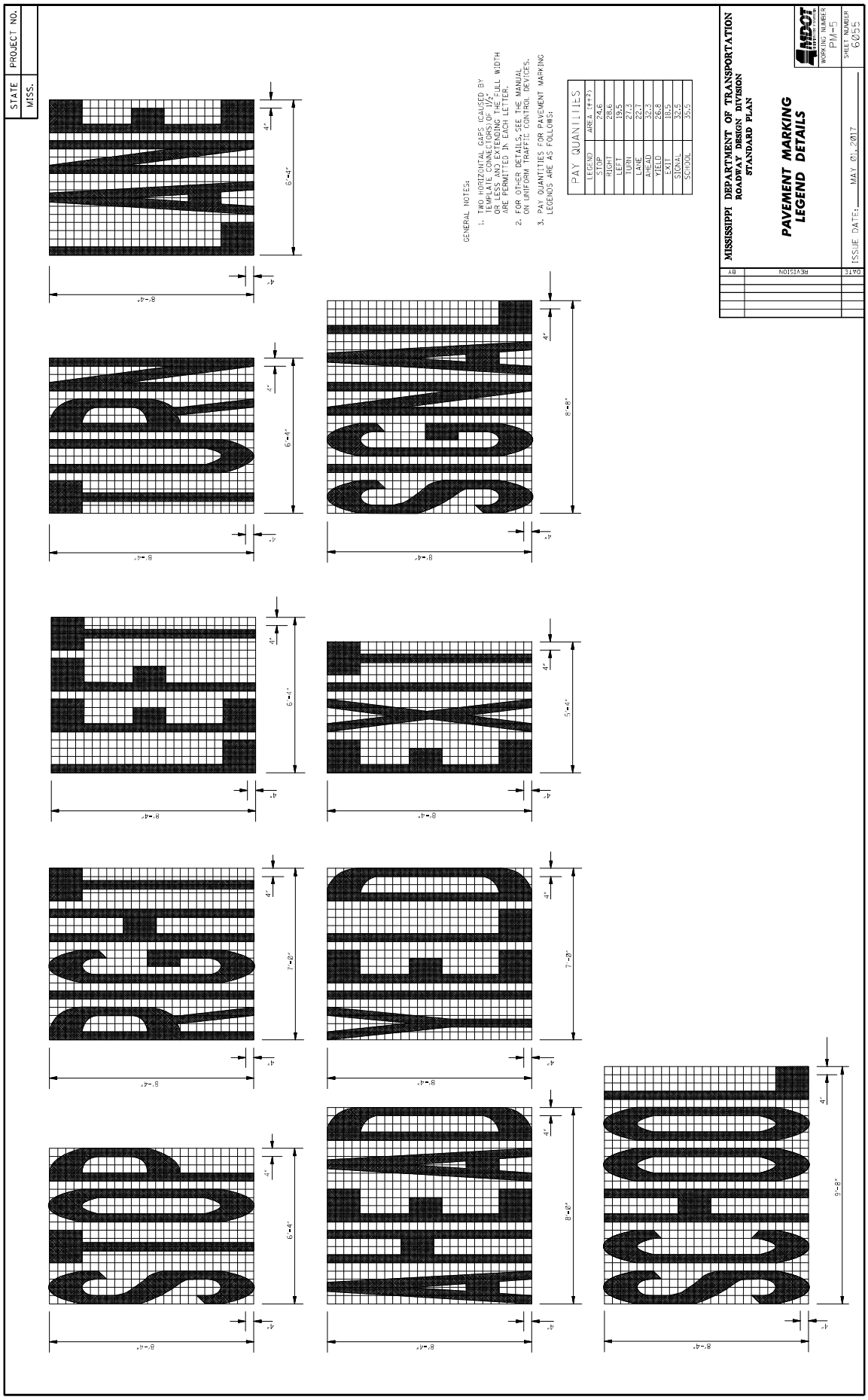
MDOT Plans Print Shop
MDOT Shop Complex, Building C, Room 114
2567 North West Street
P.O. Box 1850
Jackson, MS 39215-1850
Telephone: (601) 359-7460
or FAX: (601) 359-7461
or e-mail: plans@mdot.state.ms.us

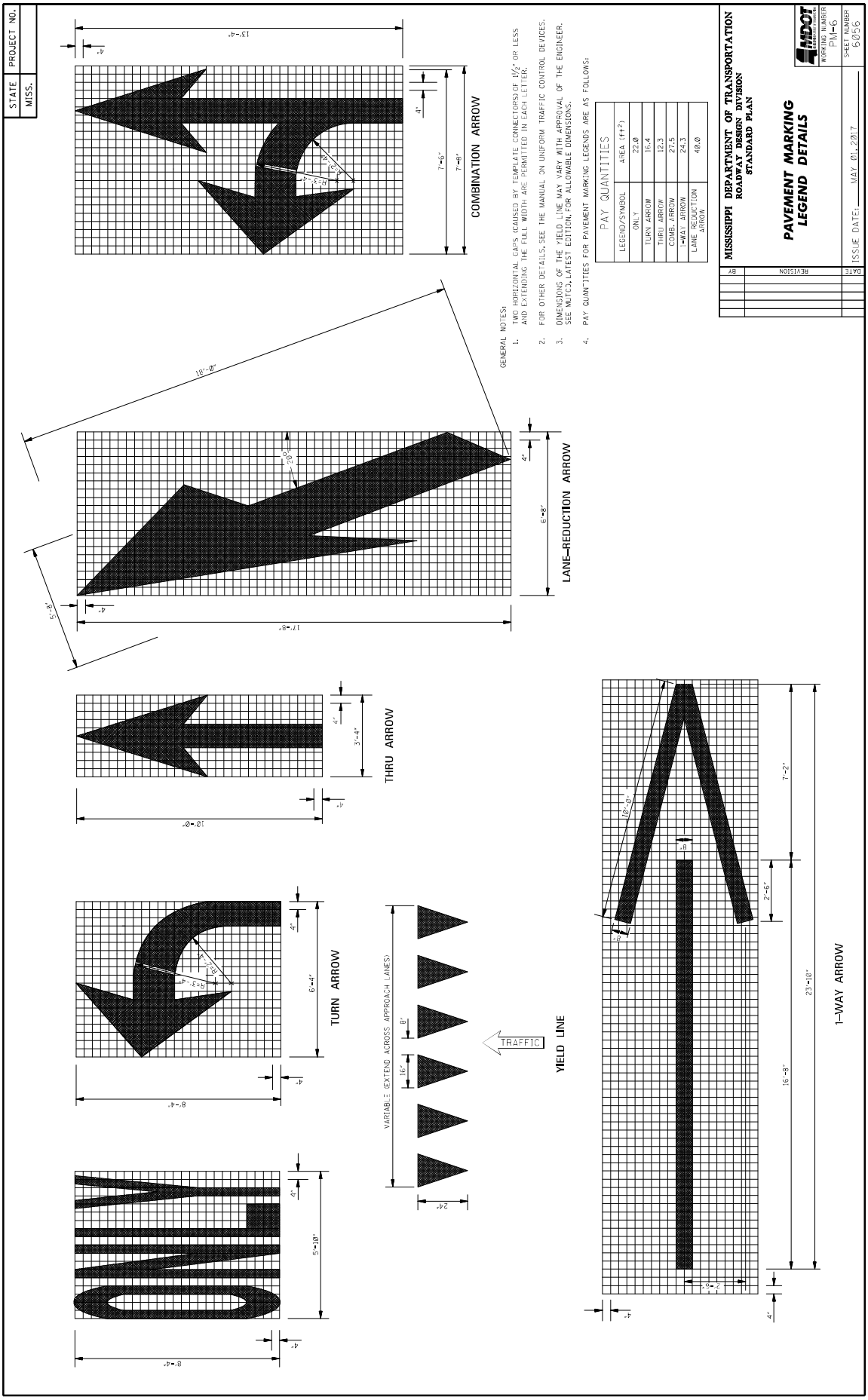

STATE
MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
PAVEMENT MARKING
DETAILS FOR
2-LANE AND 4-LANE
DIVIDED ROADWAYS
WORKING NUMBER
PW-
SHEET NUMBER
605
ISSUE DATE: MAY 01, 2017
DATE
REVISION
BY
6" CONTINUOUS WHITE EDGE STRIPE (**)
6" CONTINUOUS YELLOW (**)
6" CONTINUOUS WHITE EDGE STRIPE (**)
℄ JOINT
DETAIL "A"
TRAFFIC
TRAFFIC
TWO-WAY REFLECTIVE YELLOW RAISED PAVEMENT MARKERS
DWIT BROKEN LINE STRIPING
TWO-WAY TRAFFIC
(ASPHALT OR CONCRETE PAVEMENT)
6" CONTINUOUS YELLOW
PAY LENGTH
6" SKIP YELLOW (**)
OUTSIDE EDGE OF TRAVEL LANE
OUTSIDE EDGE OF TRAVEL LANE
NOTE: THE CRITERIA FOR NO-PASSING ZONES CAN BE FOUND IN THE MDOT ROADWAY DESIGN MANUAL, SECTION 1-1.02.
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 REFLECTIVE 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, REFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS ON 40'-0" SPACING WILL BE REQUIRED ON LANE-LINES THROUGH ALL INTERCHANGE AREAS BEGINNING 1000' IN ADVANCE OF 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 REFLECTIVE RAISED PAVEMENT MARKERS AS LISTED IN THE MDOT "APPROVED SOURCES OF MATERIALS."
TRAFFIC
TRAFFIC
DETAIL "A"
6" CONTINUOUS WHITE EDGE STRIPE
6" SKIP WHITE
6" CONTINUOUS YELLOW EDGE STRIPE
REFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS
℄ JOINT
TRAFFIC
TRAFFIC
OUTSIDE EDGE OF TRAVEL LANE
MEDIAN EDGE OF TRAVEL LANE
4-LANE WITH ONE-WAY TRAFFIC

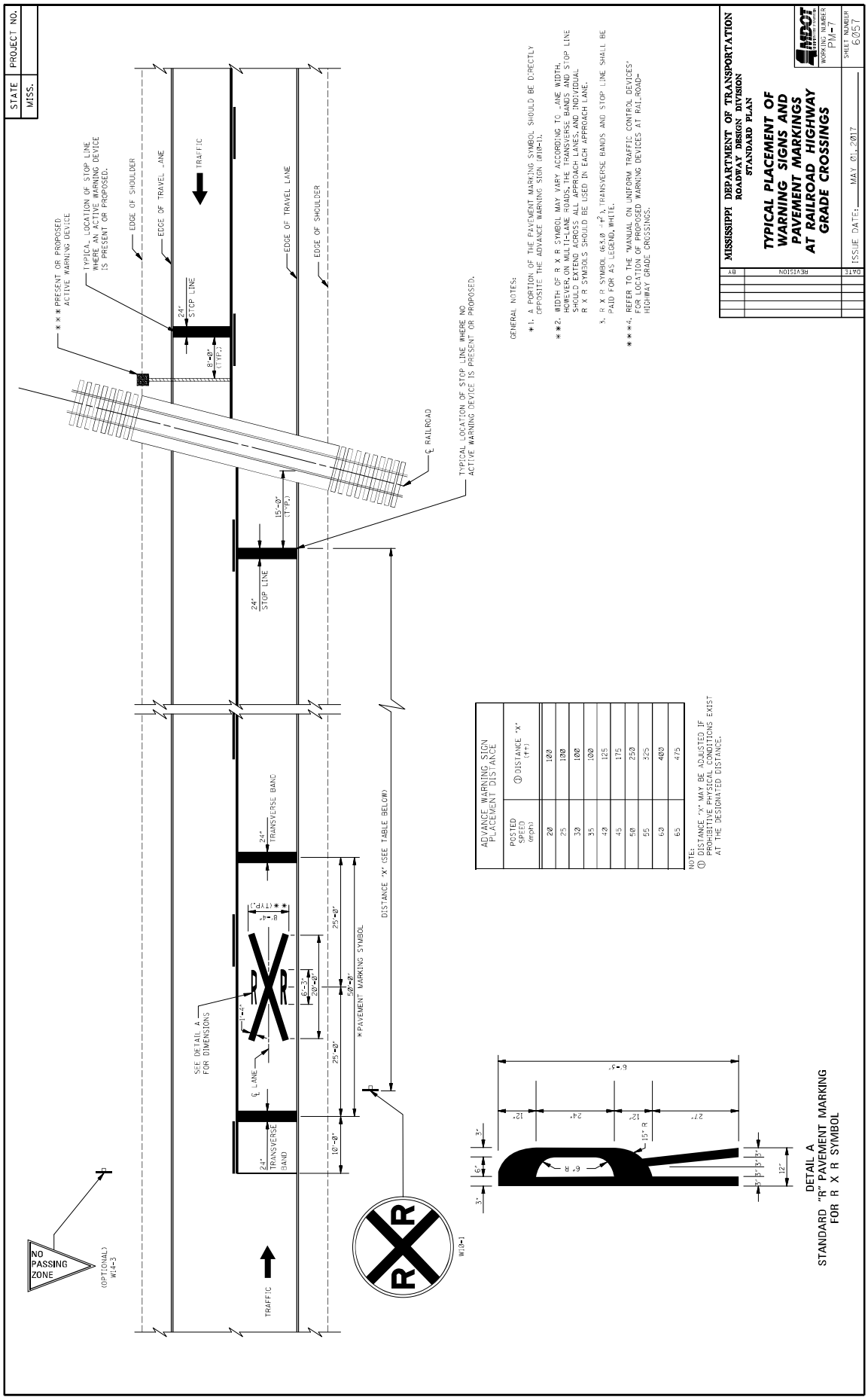

STATE PROJECT NO.
MISS.
DETAIL A
LATERAL PLACEMENT OF PAVEMENT MARKERS
TYPICAL TWO-WAY ARROW INSTALLATION
NOTES: 1. CONSIDER EACH SEGMENT OF CONTINUOUS TWO-WAY LEFT TURN LANE SEPARATELY.
2. IF SEGMENT IS LESS THAN 350' PLACE FIRST SET OF ARROWS AT BEGINNING OF SEGMENT.
3. IF SEGMENT IS GREATER THAN 350' PLACE FIRST SET OF ARROWS 50' TO 100' FROM BEGINNING AND/OR END OF SEGMENT AND SPACE ADDITIONAL SETS OF ARROWS (250' O.C.).
TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 4-LANE SECTION
TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 5-LANE SECTION
TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 3-LANE SECTION
TYPICAL STRIPING AND RAISED PAVEMENT MARKERS AT LEFT TURN LANES
* NOTE: USE DETAIL STRIPING IF LENGTH < 150' AT THIS LOCATION, OTHERWISE USE CONTINUOUS STRIPING.
GENERAL NOTE:
1. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE RAISED PAVEMENT MARKERS AS LISTED IN THE MDOT APPROVED SOURCES OF MATERIALS.
DETAIL B
LATERAL PLACEMENT OF PAVEMENT MARKERS
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
PAVEMENT MARKING DETAILS FOR 3-LANE 4-LANE AND 5-LANE UNDIVIDED ROADWAYS
WORKING NUMBER PM-2
SHEET NUMBER 6052
ISSUE DATE: MAY 01, 2017
DATE
REVISION
BY

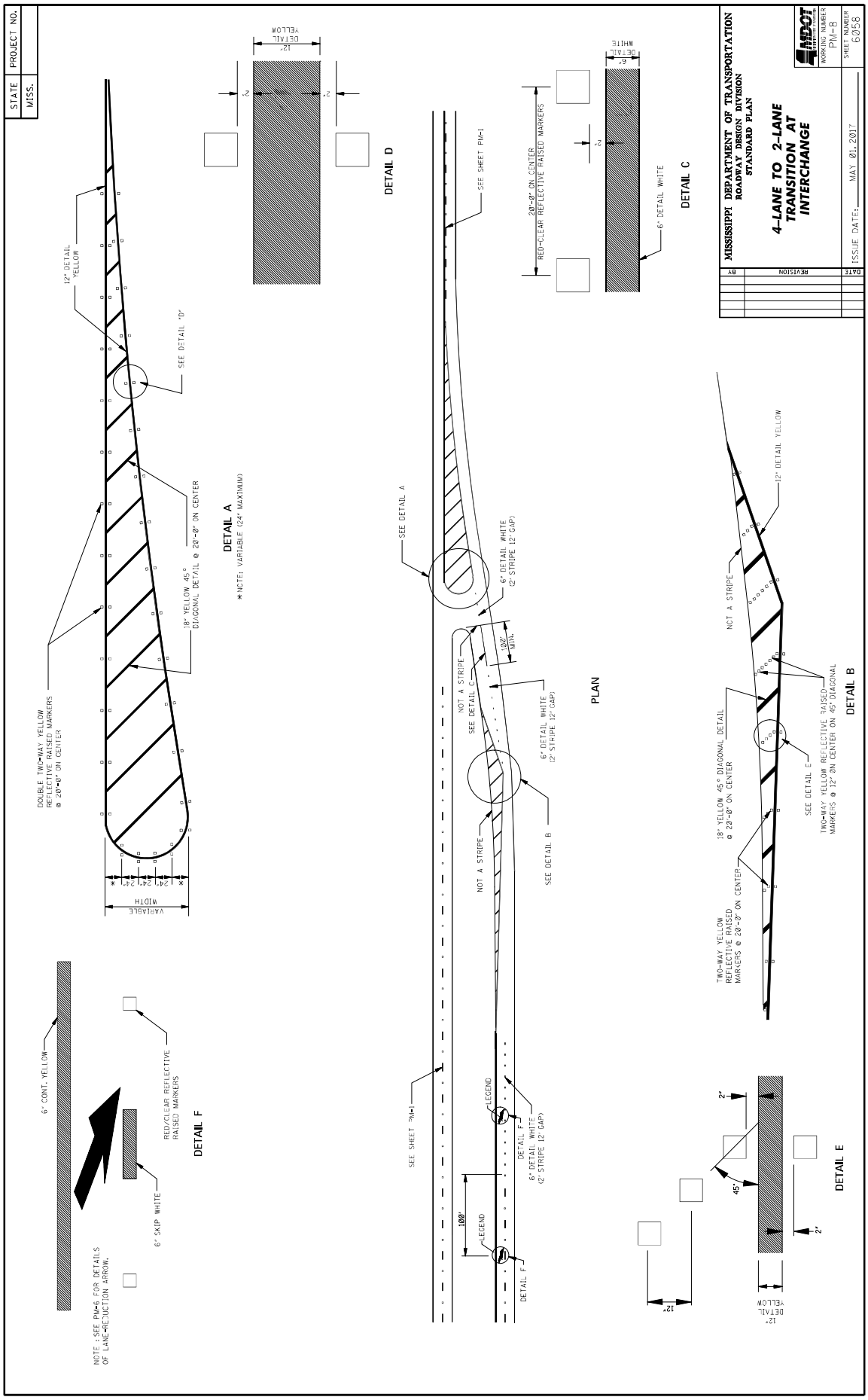

STATE
MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
PAVEMENT MARKING DETAILS FOR INTERCHANGE ENTRANCE RAMPS
(PARALLEL AND TAPER)
WORKING NUMBER
PM-3
SHEET NUMBER
6053
ISSUE DATE: MAY 01, 2017
DATE
REVISION
BY
NOTE: 2-12" SKIP WHITE EXTENDS TO THE TERMINATION POINT OF THE ACCELERATION LANE.
GENERAL NOTES:
*1. SEE SHEET PM-1 FOR THE PLACEMENT OF LANE-LINE STRIPE WITH RESPECT TO THE PAVEMENT JOINT AND FOR THE PLACEMENT OF THE EDGE LINE WITH RESPECT TO THE OUTSIDE EDGE OF THE TRAVELED WAY.
**2. ON THE MAIN FACILITY, REFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS ON A 40'-0" SPACING WILL BE REQUIRED ON LANE-LINE(S) THROUGH ALL INTERCHANGE AREAS BEGINNING 1000' IN ADVANCE (IN DIRECTION OF TRAFFIC) OF THE EXIT RAMP TAPER AND CONTINUING THROUGH THE INTERCHANGE TO THE END OF THE ENTRANCE RAMP TAPER.
3. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE REFLECTIVE RAISED PAVEMENT MARKERS AS LISTED IN THE MDOT "APPROVED SOURCES OF MATERIALS."
PARALLEL ENTRANCE RAMP
TAPER ENTRANCE RAMP
DETAIL A
DETAIL B
DETAIL C
RED-CLEAR REFLECTIVE RAISED MARKERS
12" DETAIL WHITE
18" DETAIL WHITE
6" EDGE STRIPE (CONT. WHITE)
6" EDGE STRIPE (CONT. YELLOW)
6" EDGE STRIPE* (CONT. YELLOW)
6" EDGE STRIPE* (CONT. WHITE)
6" SKIP WHITE*
6" DETAIL WHITE
SHOULDER LINE
PAVED SHOULDER
℄ MAIN LINE
SEE DETAIL A
SEE DETAIL B
SEE DETAIL C
120'
200'
55'

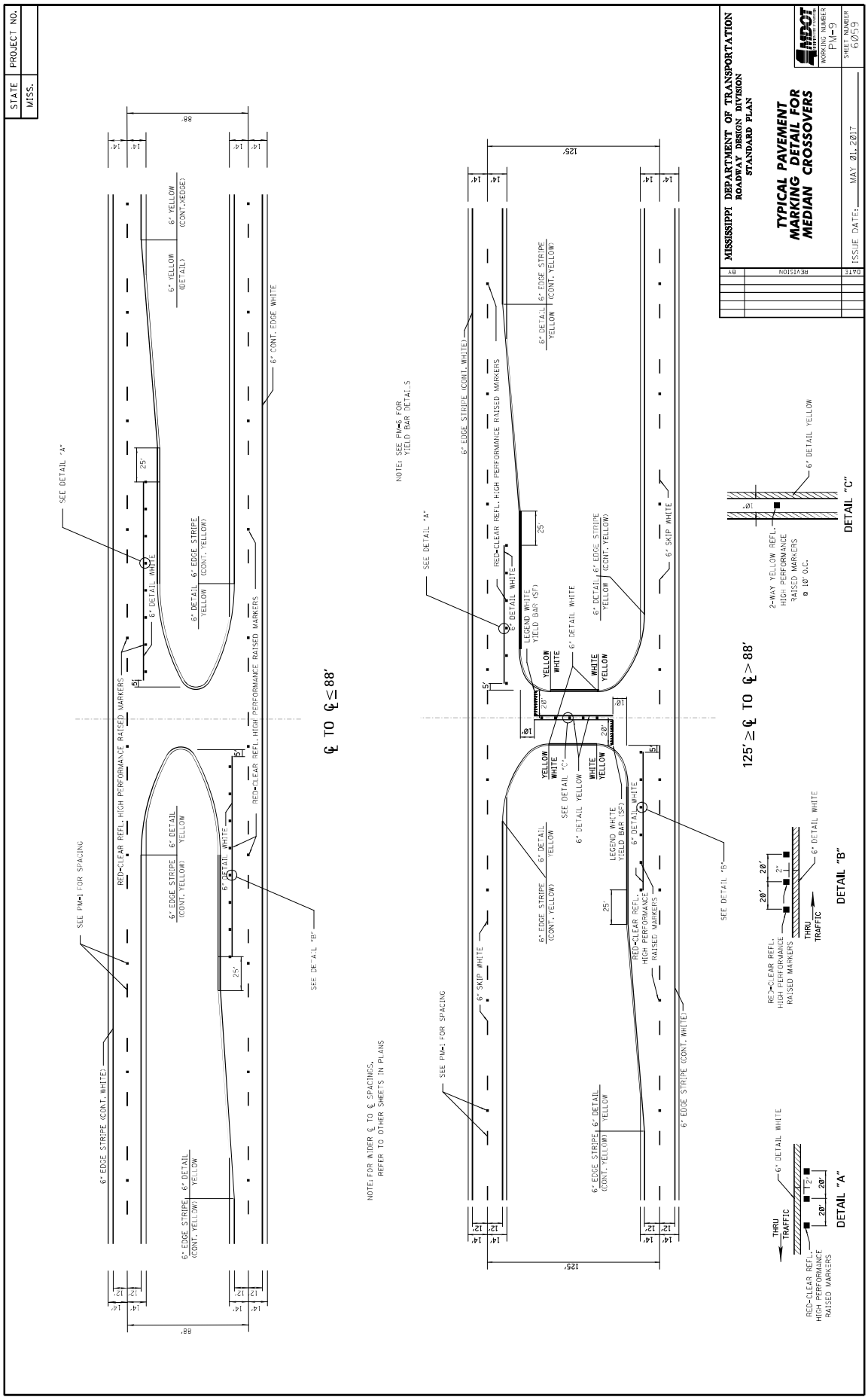

STATE
MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
PAVEMENT MARKING DETAILS FOR INTERCHANGE EXIT RAMPS
(PARALLEL AND TAPER)
WORKING NUMBER
PN-4
SHEET NUMBER
6054
ISSUE DATE: MAY 01, 2017
DATE
REVISION
BY
TAPER EXIT RAMP
PARALLEL EXIT RAMP
DETAIL A
DETAIL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

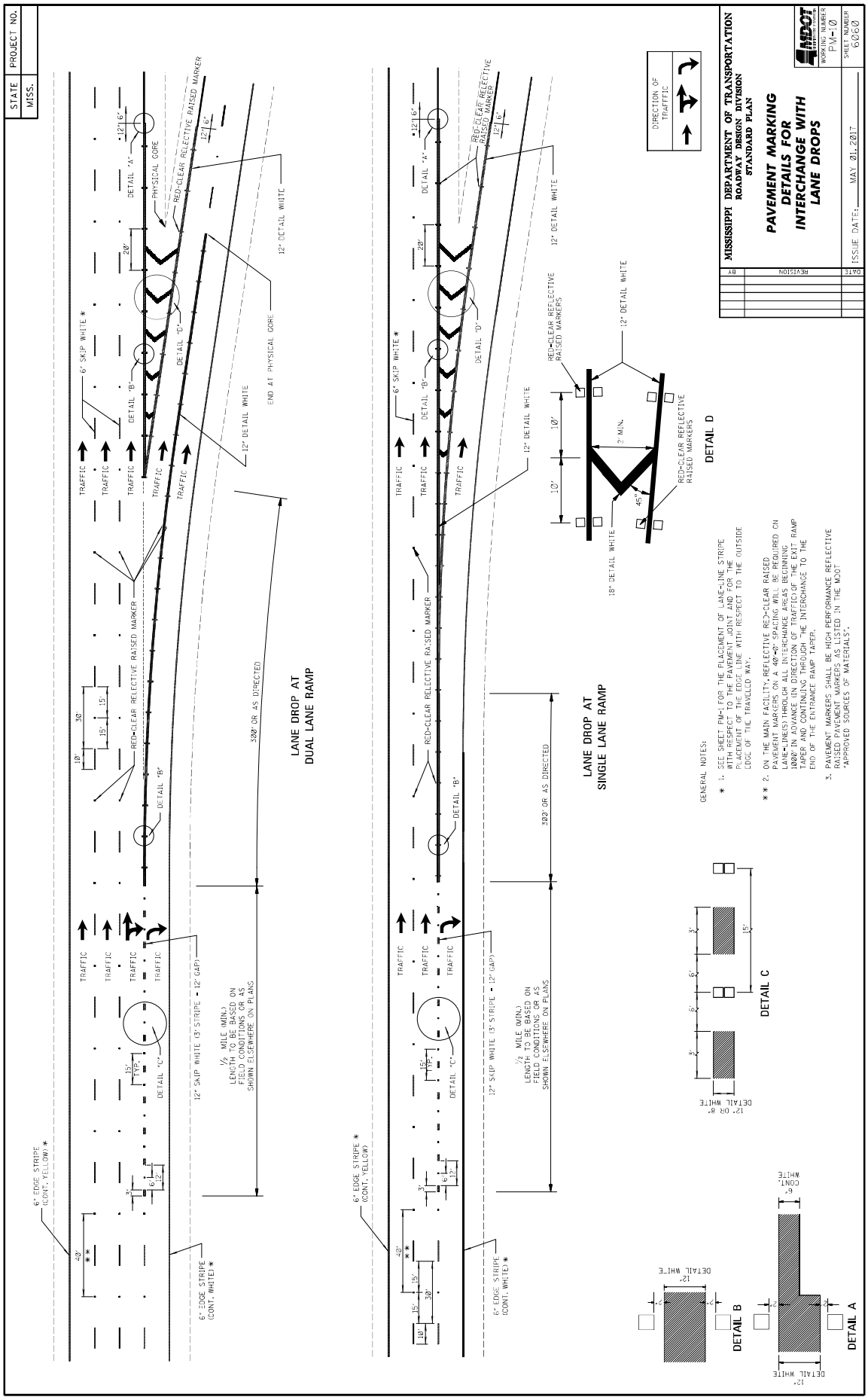

STATE
MISS.
PROJECT NO.
GENERAL NOTES:
1. TWO HORIZONTAL GAPS (CAUSED BY TEMPLATE CONNECTORS) OF 1½" OR LESS AND EXTENDING THE FULL WIDTH ARE PERMITTED IN EACH LETTER.
2. FOR OTHER DETAILS, SEE THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
3. PAY QUANTITIES FOR PAVEMENT MARKING LEGENDS ARE AS FOLLOWS:
PAY QUANTITIES
LEGEND AREA (FT²)
STOP 24.6
RIGHT 28.6
LEFT 19.5
TURN 27.3
LANE 22.7
AHEAD 32.3
YIELD 26.8
EXIT 18.5
SIGNAL 32.5
SCHOOL 35.5
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
PAVEMENT MARKING LEGEND DETAILS
WORKING NUMBER PM-5
SHEET NUMBER 6055
ISSUE DATE: MAY 01, 2017
DATE
REVISION
BY


STATE
MISS.
PROJECT NO.
COMBINATION ARROW
LANE-REDUCTION ARROW
THRU ARROW
TURN ARROW
VARIABLE (EXTEND ACROSS APPROACH LANES)
TRAFFIC
YIELD LINE
1-WAY ARROW
GENERAL NOTES:
1. TWO HORIZONTAL CAPS (CAUSED BY TEMPLATE CONNECTORS) OF 1½" OR LESS AND EXTENDING THE FULL WIDTH ARE PERMITTED IN EACH LETTER.
2. FOR OTHER DETAILS, SEE THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
3. DIMENSIONS OF THE YIELD LINE MAY VARY WITH APPROVAL OF THE ENGINEER. SEE MUTCD, LATEST EDITION, FOR ALLOWABLE DIMENSIONS.
4. PAY QUANTITIES FOR PAVEMENT MARKING LEGENDS ARE AS FOLLOWS:
PAY QUANTITIES
LEGEND/SYMBOL | AREA (ft²)
ONLY | 22.0
TURN ARROW | 16.4
THRU ARROW | 12.3
COMB. ARROW | 27.5
1-WAY ARROW | 24.3
LANE REDUCTION ARROW | 40.0
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
PAVEMENT MARKING LEGEND DETAILS
MDOT
WORKING NUMBER PM-6
SHEET NUMBER 6056
ISSUE DATE: MAY 01, 2017
DATE
REVISION
BY


STATE
MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
TYPICAL PLACEMENT OF WARNING SIGNS AND PAVEMENT MARKINGS AT RAILROAD HIGHWAY GRADE CROSSINGS
WORKING NUMBER PM-7
SHEET NUMBER 6057
ISSUE DATE: MAY 01, 2017
BY
REVISION
DATE
GENERAL NOTES:
*1. A PORTION OF THE PAVEMENT MARKING SYMBOL SHOULD BE DIRECTLY OPPOSITE THE ADVANCE WARNING SIGN (W10-1).
**2. WIDTH OF R X R SYMBOL MAY VARY ACCORDING TO LANE WIDTH. HOWEVER, ON MULTI-LANE ROADS, THE TRANSVERSE BANDS AND STOP LINE SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.
3. R X R SYMBOL (63.0 ft²), TRANSVERSE BANDS AND STOP LINE SHALL BE PAID FOR AS LEGEND, WHITE.
***4. REFER TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" FOR LOCATION OF PROPOSED WARNING DEVICES AT RAIL-ROAD-HIGHWAY GRADE CROSSINGS.
***PRESENT OR PROPOSED ACTIVE WARNING DEVICE
TYPICAL LOCATION OF STOP LINE WHERE AN ACTIVE WARNING DEVICE IS PRESENT OR PROPOSED.
EDGE OF SHOULDER
EDGE OF TRAVEL LANE
TRAFFIC
24" STOP LINE
8'-0" (TYP.)
℄ RAILROAD
TYPICAL LOCATION OF STOP LINE WHERE NO ACTIVE WARNING DEVICE IS PRESENT OR PROPOSED.
15'-0" (TYP.)
24" TRANSVERSE BAND
SEE DETAIL A FOR DIMENSIONS
℄ LANE
*PAVEMENT MARKING SYMBOL
DISTANCE "X" (SEE TABLE BELOW)
NO PASSING ZONE
(OPTIONAL) W14-3
W10-1
ADVANCE WARNING SIGN PLACEMENT DISTANCE
POSTED SPEED (mph)
① DISTANCE "X" (ft)
20 100
25 100
30 100
35 100
40 125
45 175
50 250
55 325
60 400
65 475
NOTE:
① DISTANCE "X" MAY BE ADJUSTED IF PROHIBITIVE PHYSICAL CONDITIONS EXIST AT THE DESIGNATED DISTANCE.
DETAIL A
STANDARD "R" PAVEMENT MARKING FOR R X R SYMBOL

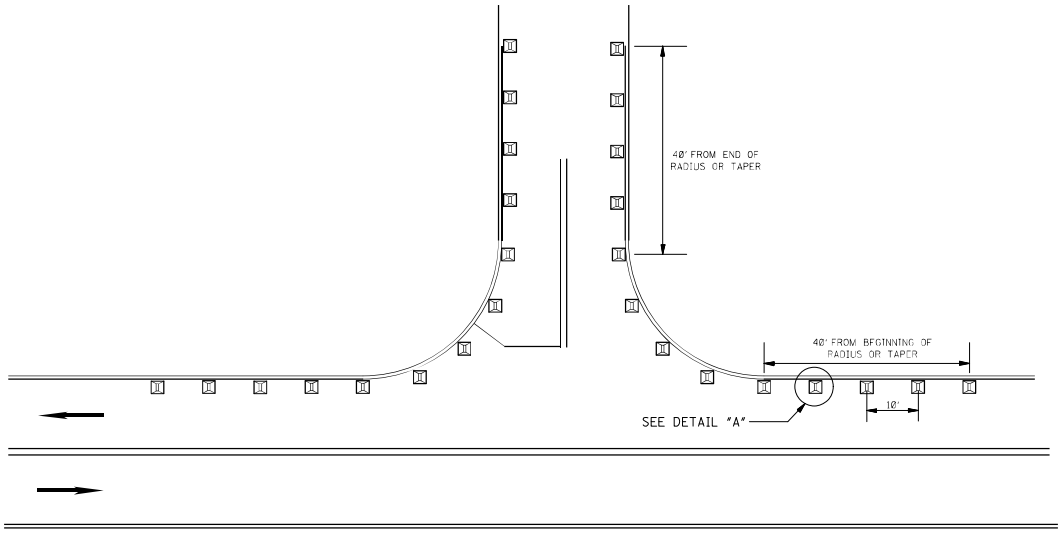

STATE
MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
4-LANE TO 2-LANE TRANSITION AT INTERCHANGE
WORKING NUMBER
PM-8
SHEET NUMBER
6058
ISSUE DATE: MAY 01, 2017
DATE
REVISION
BY
DETAIL A
* NOTE: VARIABLE (24' MAXIMUM)
DETAIL B
DETAIL C
DETAIL D
DETAIL E
DETAIL F
PLAN
12" DETAIL YELLOW
SEE DETAIL "D"
DOUBLE TWO-WAY YELLOW REFLECTIVE RAISED MARKERS @ 20'-0" ON CENTER
18" YELLOW 45° DIAGONAL DETAIL @ 20'-0" ON CENTER
VARIABLE WIDTH
24' 24' 24' 24'
6" CONT. YELLOW
RED/CLEAR REFLECTIVE RAISED MARKERS
6" SKIP WHITE
NOTE 1: SEE PM-5 FOR DETAILS OF LANE-REDUCTION ARROW.
SEE SHEET PM-1
SEE DETAIL A
6" DETAIL WHITE (2' STRIPE 12' GAP)
100' MIN.
NOT A STRIPE
SEE DETAIL C
SEE DETAIL B
LEGEND
DETAIL F
100'
20'-0" ON CENTER
RED-CLEAR REFLECTIVE RAISED MARKERS
6" DETAIL WHITE
12" DETAIL YELLOW
18" YELLOW 45° DIAGONAL DETAIL @ 20'-0" ON CENTER
TWO-WAY YELLOW REFLECTIVE RAISED MARKERS @ 12" ON CENTER ON 45° DIAGONAL
SEE DETAIL E
TWO-WAY YELLOW REFLECTIVE RAISED MARKERS @ 20'-0" ON CENTER
45°
2'
12"

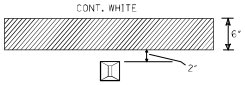

STATE
MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
TYPICAL PAVEMENT MARKING DETAIL FOR MEDIAN CROSSOVERS
WORKING NUMBER FM-9
SHEET NUMBER 6059
ISSUE DATE: MAY 01, 2017
REVISION
BY
DATE
SEE DETAIL "A"
SEE PM-1 FOR SPACING
6" EDGE STRIPE (CONT. WHITE)
RED-CLEAR REFL. HIGH PERFORMANCE RAISED MARKERS
6" DETAIL WHITE
6" EDGE STRIPE (CONT. YELLOW)
6" DETAIL YELLOW
6" YELLOW (CONT. EDGE)
6" YELLOW (DETAIL)
6" CONT. EDGE WHITE
SEE DETAIL "B"
℄ TO ℄ ≤ 88'
NOTE: FOR WIDER ℄ TO ℄ SPACINGS, REFER TO OTHER SHEETS IN PLANS
NOTE: SEE PM-5 FOR YIELD BAR DETAILS
6" SKIP WHITE
LEGEND WHITE YIELD BAR (SF)
YELLOW WHITE
WHITE YELLOW
SEE DETAIL "C"
SEE DETAIL "5"
125' ≥ ℄ TO ℄ > 88'
2-WAY YELLOW REFL. HIGH PERFORMANCE RAISED MARKERS @ 10' O.C.
DETAIL "C"
DETAIL "B"
DETAIL "A"
THRU TRAFFIC
88'
125'


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

STATE	PROJECT NO.
MISS.	

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





DETAIL A

DIRECTION OF TRAFFIC

GENERAL NOTES:

1. MARKERS SHALL BE PLACED EVERY 10 FEET.
2. MARKERS SHALL BE VISIBLE FROM THE TRAVELING MOTORIST ON STATE DESIGNATED HIGHWAYS.
3. MARKERS SHALL BE HIGH PERFORMANCE TWO-WAY CLEAR.
4. FIVE (5) MARKERS SHALL BE PLACED ALONG MAINLINE EDGE STRIPE.
5. MARKERS ON COUNTY ROADS SHALL CONTINUE DOWN THE MAINLINE EDGE STRIPE A DISTANCE OF 40 FEET.
6. MARKERS SHALL NOT BE ROTATED WHEN BEING PLACED ALONG RADIUS AND TANGENT SECTION OF LOCAL ROAD.
7. MARKERS SHALL BE INSTALLED AT SIMPLE AND CHANNELIZED INTERSECTIONS TO THE LIMITS SHOWN ABOVE.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

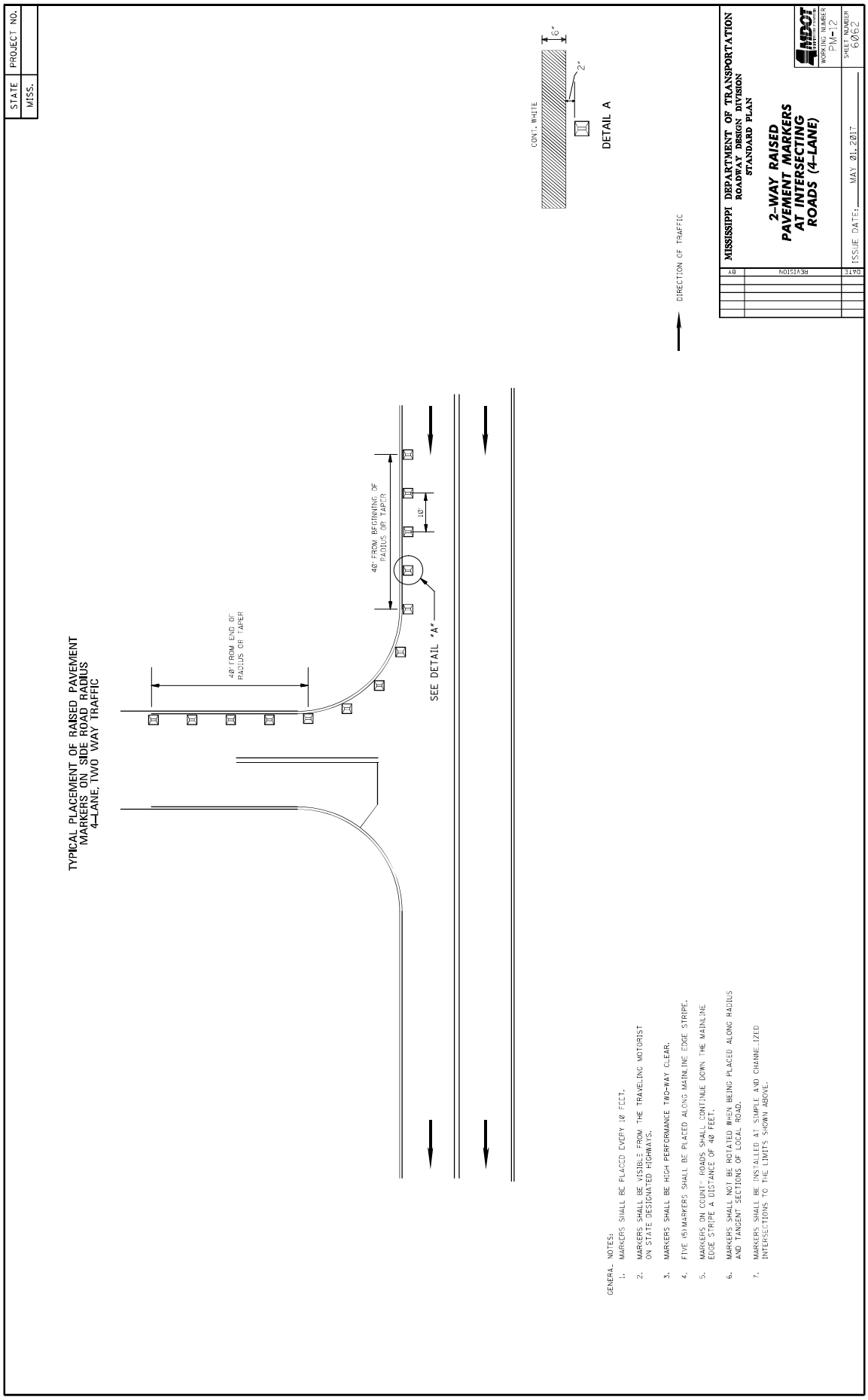
2–WAY RAISED PAVEMENT MARKERS AT INTERSECTING ROADS (2–LANE)

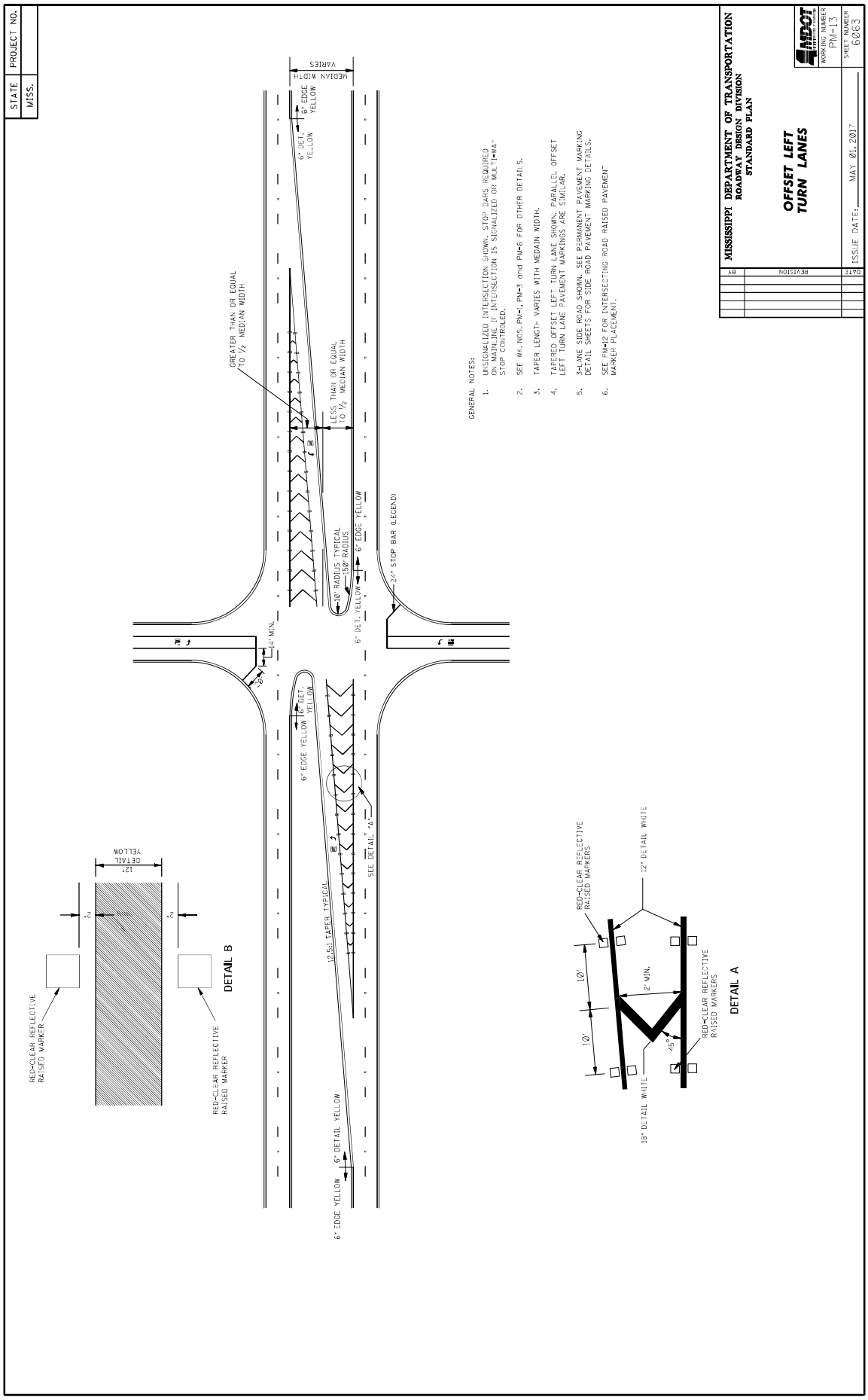
MDOT

WORKING NUMBER PM-11

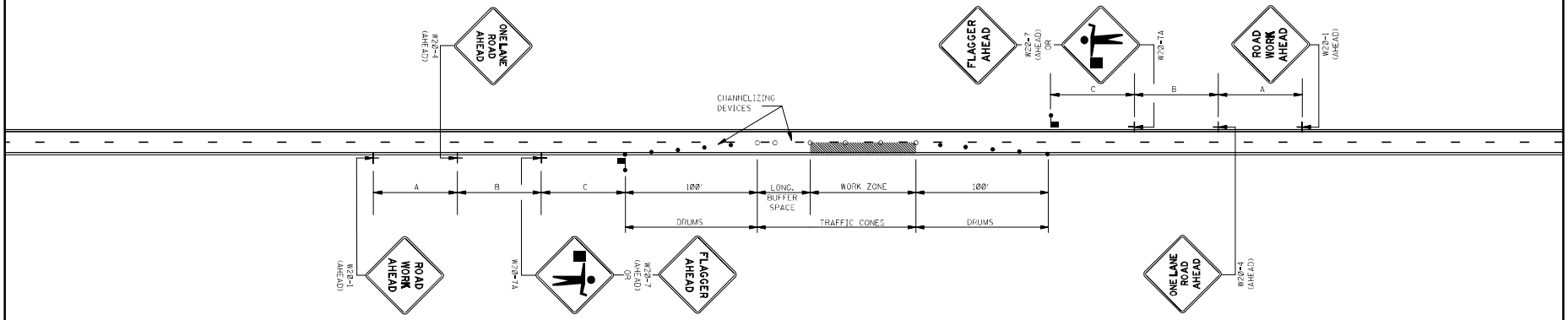
ISSUE DATE: MAY 01, 2017

SHEET NUMBER 6061


STATE
MISS.
PROJECT NO.
TYPICAL PLACEMENT OF RAISED PAVEMENT MARKERS ON SIDE ROAD RADIUS 4-LANE, TWO WAY TRAFFIC
40' FROM END OF RADIUS OR TAPER
40' FROM BEGINNING OF RADIUS OR TAPER
10'
SEE DETAIL "A"
CONT. WHITE
6"
2"
DETAIL A
DIRECTION OF TRAFFIC
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
2-WAY RAISED PAVEMENT MARKERS AT INTERSECTING ROADS (4-LANE)
WORKING NUMBER
PM-12
SHEET NUMBER
6062
ISSUE DATE: MAY 01, 2017
DATE
REVISION
BY
GENERAL NOTES:
1. MARKERS SHALL BE PLACED EVERY 10 FEET.
2. MARKERS SHALL BE VISIBLE FROM THE TRAVELING MOTORIST ON STATE DESIGNATED HIGHWAYS.
3. MARKERS SHALL BE HIGH PERFORMANCE TWO-WAY CLEAR.
4. FIVE (5) MARKERS SHALL BE PLACED ALONG MAINLINE EDGE STRIPE.
5. MARKERS ON COUNTY ROADS SHALL CONTINUE DOWN THE MAINLINE EDGE STRIPE A DISTANCE OF 40 FEET.
6. MARKERS SHALL NOT BE ROTATED WHEN BEING PLACED ALONG RADIUS AND TANGENT SECTIONS OF LOCAL ROAD.
7. MARKERS SHALL BE INSTALLED AT SIMPLE AND CHANNELIZED INTERSECTIONS TO THE LIMITS SHOWN ABOVE.


STATE
MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
OFFSET LEFT TURN LANES
WORKING NUMBER
PM-13
SHEET NUMBER
6063
ISSUE DATE: MAY 01, 2017
DATE
REVISION
BY
GENERAL NOTES:
1. UNSIGNALIZED INTERSECTION SHOWN. STOP BARS REQUIRED ONLY WHEN THE INTERSECTION IS SIGNALIZED OR MULTI-WAY STOP CONTROLLED.
2. SEE WX NOS. PM-1, PM-3 and PM-6 FOR OTHER DETAILS.
3. TAPER LENGTH VARIES WITH MEDIAN WIDTH.
4. TAPERED OFFSET LEFT TURN LANE SHOWN. PARALLEL OFFSET LEFT TURN LANE PAVEMENT MARKINGS ARE SIMILAR.
5. 3-LANE SIDE ROAD SHOWN. SEE PERMANENT PAVEMENT MARKING DETAIL SHEETS FOR SIDE ROAD PAVEMENT MARKING DETAILS.
6. SEE PM-12 FOR INTERSECTING ROAD RAISED PAVEMENT MARKER PLACEMENT.
MEDIAN WIDTH VARIES
6" EDGE YELLOW
6" DET. YELLOW
GREATER THAN OR EQUAL TO 1/2 MEDIAN WIDTH
LESS THAN OR EQUAL TO 1/2 MEDIAN WIDTH
10' RADIUS TYPICAL
24" STOP BAR (LEGEND)
6" EDGE YELLOW
6" DET. YELLOW
14' MIN.
12:61 TAPER TYPICAL
SEE DETAIL "A"
6" DETAIL YELLOW
RED-CLEAR REFLECTIVE RAISED MARKER
DETAIL B
12" DETAIL YELLOW
2"
DETAIL A
RED-CLEAR REFLECTIVE RAISED MARKERS
12" DETAIL WHITE
18" DETAIL WHITE
10'
2' MIN.
45°

STATE	PROJECT NO.
MISS.	



LEGEND

- FLAGGER
- ● RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS
- ○ TRAFFIC CONES (28" HEIGHT MINIMUM)

GENERAL NOTES:

1. THE LOCATION OF CHANNELIZING DEVICES AND THE WORK AREA LAYOUT SHALL BE BASED ON THE CRITERIA IN THE FOLLOWING TABLE. FLAGGER STATIONS SHALL BE LOCATED SUCH THAT APPROACHING VEHICLES WILL HAVE SUFFICIENT DISTANCE TO STOP. VALUES IN STOPPING SIGHT DISTANCE COLUMN MAY BE USED AS A MINIMUM FOR THIS DISTANCE.

POSTED SPEED AND/OR DESIGN SPEED	MAXIMUM CHANNELIZING DEVICE SPACING (ft)		LONGITUDINAL BUFFER SPACE (ft)†	STOPPING SIGHT DISTANCE
	TAPER	ALONG LANE LINE & WORK ZONE		
mph				
≤40	20	80	305	305
45	20	90	360	360
50	20	100	425	425
55	20	110	495	495
60	20	120	570	570
65	20	130	645	645
70	20	140	730	730

† 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.
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 IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

DISTANCE BETWEEN SIGNS

ROAD TYPE	A	B	C
URBAN (35 MPH OR LESS)	100 FT.	100 FT.	100 FT.
URBAN (40 - 70 MPH)	350 FT.	350 FT.	350 FT.
RURAL	500 FT.	500 FT.	500 FT.
EXPRESSWAY / FREEWAY	1000 FT.	1500 FT.	2640 FT.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

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

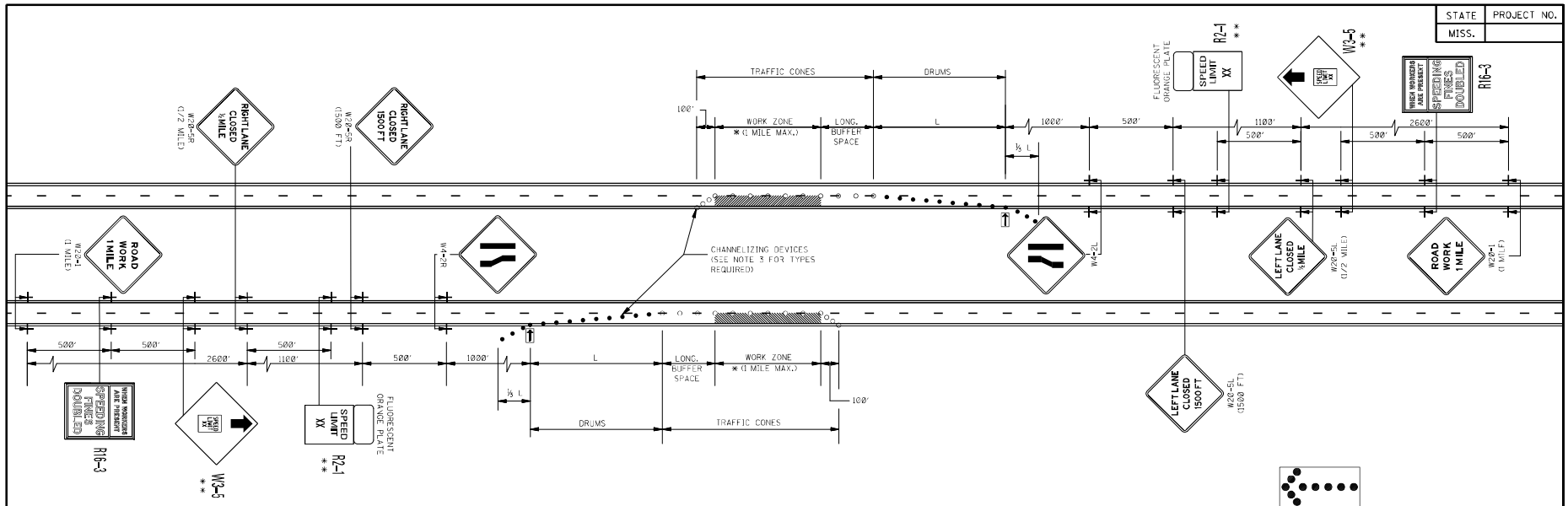
MDOT

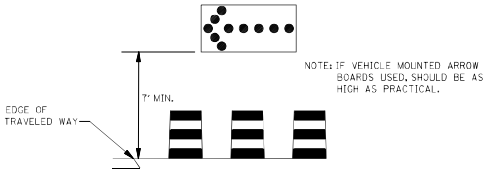
WORKING NUMBER: TCP-1

ISSUE DATE: MAY 01, 2017

SHEET NUMBER: 6351

STATE	PROJECT NO.
MISS.	





GENERAL NOTES:

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

POSTED SPEED AND/OR DESIGN SPEED	MAXIMUM CHANNELIZING DEVICE SPACING (ft)		†† LONGITUDINAL BUFFER SPACE (ft)	† TAPER RATES
	TAPER	ALONG LANE LINE & WORK ZONE		
mph				
≤40	40	80	305	27:1
45	45	90	360	45:1
50	50	100	425	50:1
55	55	110	495	55:1
60	60	120	570	60:1
65	65	130	645	65:1
70	70	140	730	70:1

† NOTE: TAPER RATES 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 (28" HEIGHT MINIMUM)
   C. EXIT TAPER- TRAFFIC CONES (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 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. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHOULD BE A MINIMUM OF 48" X 48", AND SHALL BE BLACK COPY ON FLUORESCENT ORANGE SHEETING.

7. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

LEGEND

* OR AS SHOWN ELSEWHERE ON THE PLANS.

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

FLASHING ARROW PANEL (TYPE "C")
● RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS
○ TRAFFIC CONES (28" HEIGHT MINIMUM)

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

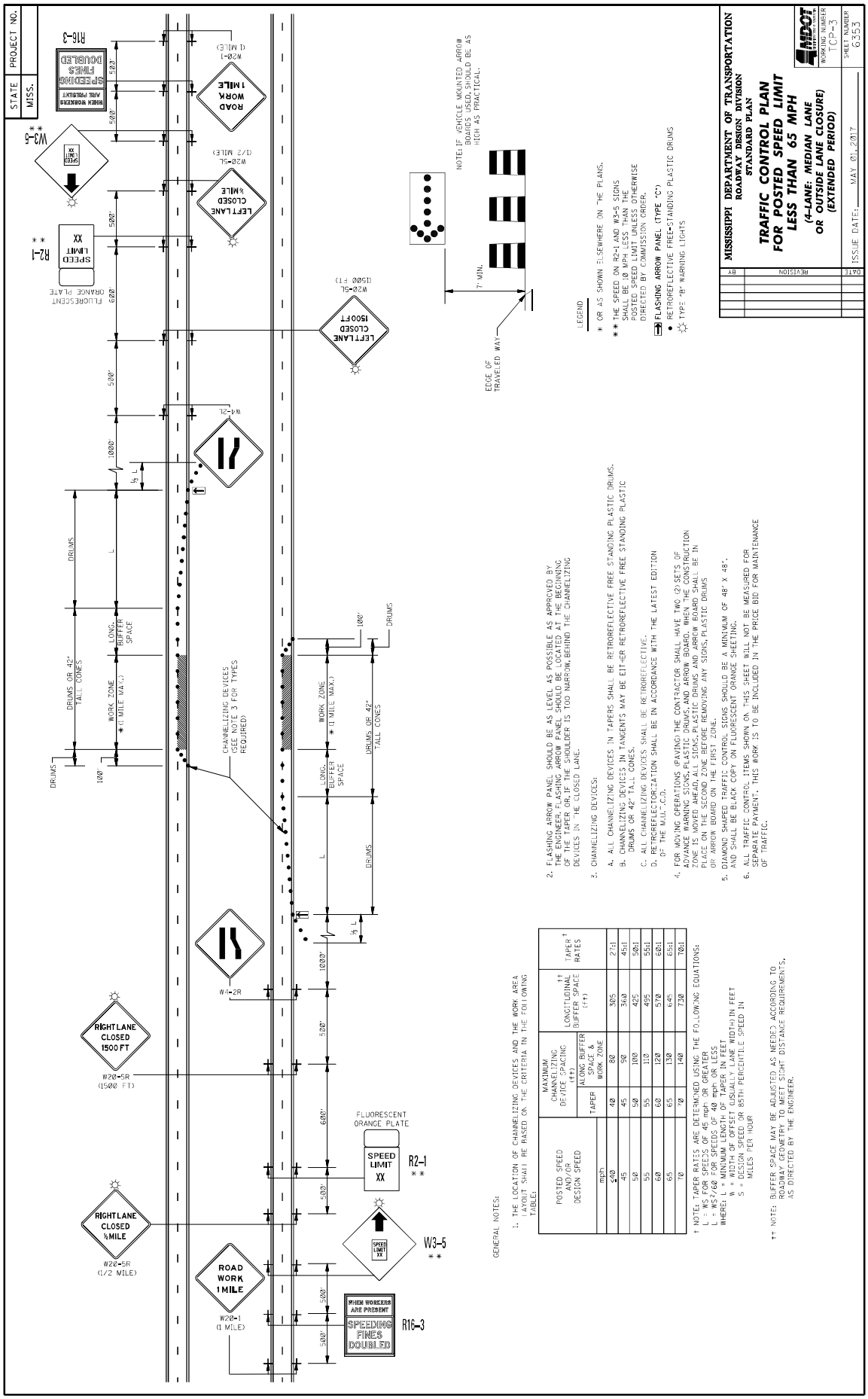
TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT LESS THAN 65 MPH
(4-LANE: MEDIAN LANE OR OUTSIDE LANE CLOSURE) (WORK DAY ONLY)

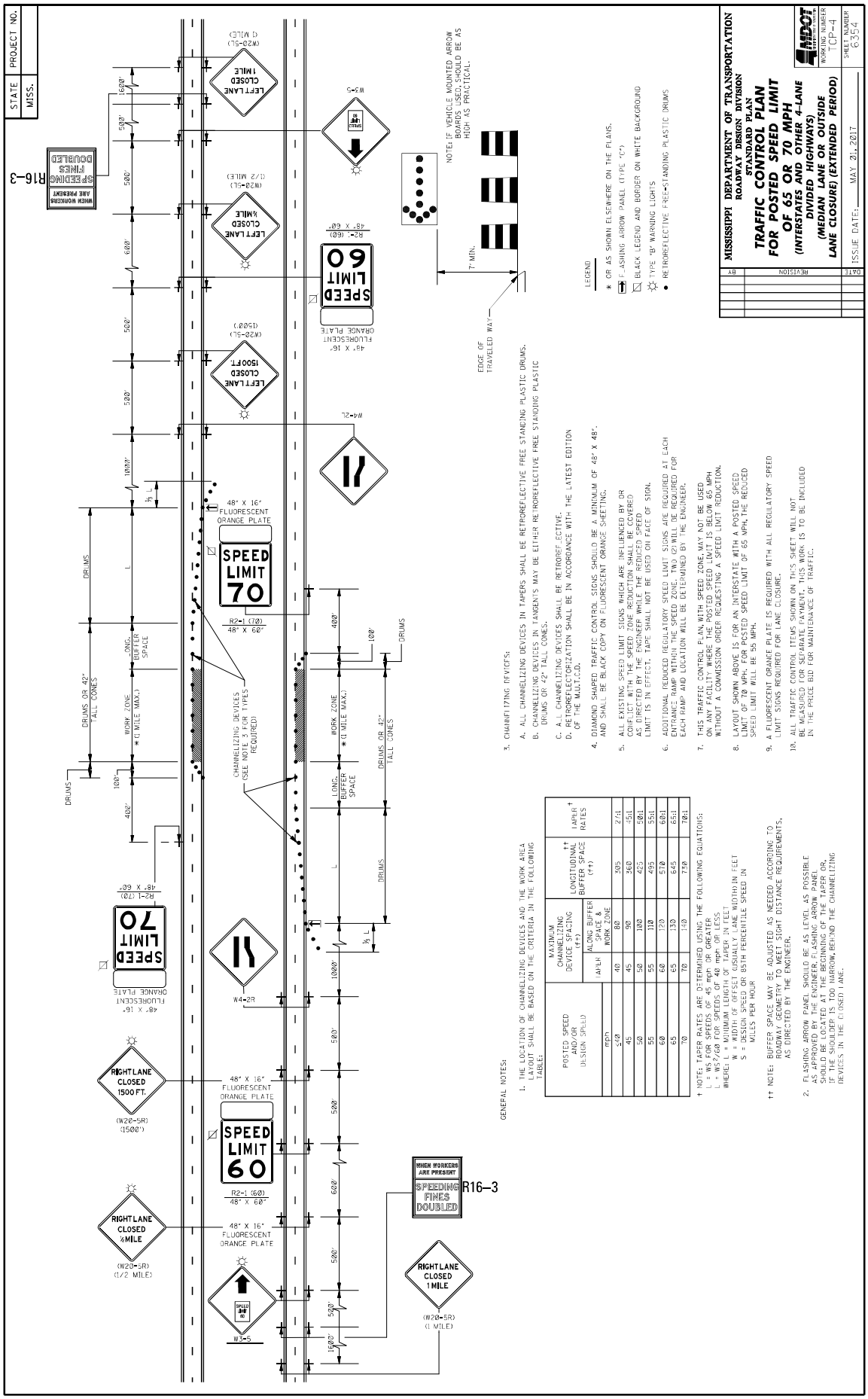
MDOT

WORKING NUMBER: TCP-2

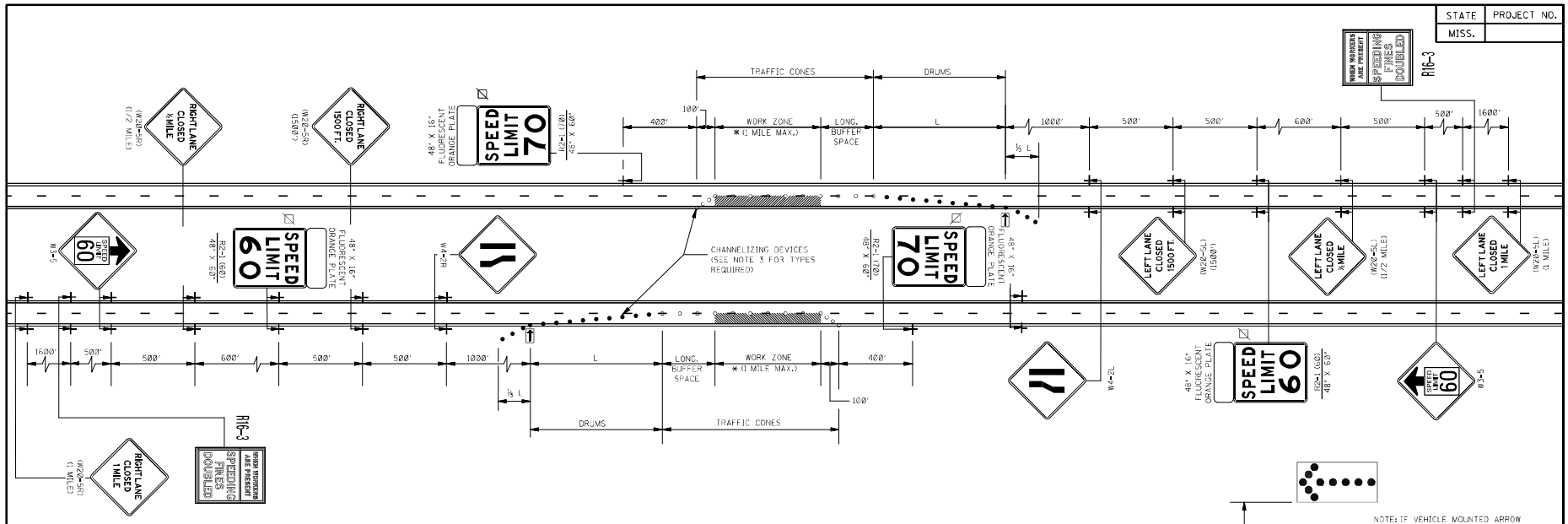
ISSUE DATE: MAY 01, 2017

SHEET NUMBER: 6352


STATE MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
TRAFFIC CONTROL PLAN
FOR POSTED SPEED LIMIT
LESS THAN 65 MPH
(4-LANE: MEDIAN LANE
OR OUTSIDE LANE CLOSURE)
(EXTENDED PERIOD)
WORKING NUMBER TCP-3
SHEET NUMBER 6353
ISSUE DATE: MAY 01, 2017
DATE REVISION BY
ROAD WORK 1 MILE
W20-1 (1 MILE)
LEFT LANE CLOSED ½ MILE
W20-5L (1/2 MILE)
LEFT LANE CLOSED 1500 FT
W20-5L (1500 FT)
RIGHT LANE CLOSED ½ MILE
W20-5R (1/2 MILE)
RIGHT LANE CLOSED 1500 FT
W20-5R (1500 FT)
SPEED LIMIT XX
R2-1
FLUORESCENT ORANGE PLATE
W3-5
WHEN WORKERS ARE PRESENT
SPEEDING FINES DOUBLED
R16-3
W4-2L
W4-2R
DRUMS
DRUMS OR 42" TALL CONES
WORK ZONE
* (1 MILE MAX.)
LONG. BUFFER SPACE
CHANNELIZING DEVICES (SEE NOTE 3 FOR TYPES REQUIRED)
EDGE OF TRAVELED WAY
7' MIN.
NOTE: IF VEHICLE MOUNTED ARROW BOARDS USED, SHOULD BE AS HIGH AS PRACTICAL.
LEGEND
* OR AS SHOWN ELSEWHERE ON THE PLANS.
** THE SPEED ON R2-1 AND W3-5 SIGNS SHALL BE 10 MPH LESS THAN THE POSTED SPEED LIMIT UNLESS OTHERWISE DIRECTED BY COMMISSION ORDER.
FLASHING ARROW PANEL (TYPE "C")
RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS
TYPE "B" WARNING LIGHTS
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 (††) | TAPER | ALONG BUFFER SPACE & WORK ZONE | LONGITUDINAL BUFFER SPACE (††) | TAPER† RATES
mph | 40 | 80 | 305 | 2:1
≤40 | 45 | 90 | 360 | 4.5:1
45 | 50 | 100 | 425 | 5.0:1
50 | 55 | 110 | 495 | 5.5:1
55 | 60 | 120 | 570 | 6.0:1
60 | 65 | 130 | 645 | 6.5:1
65 | 70 | 140 | 730 | 7.0:1
† NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
L = WS²/60 FOR SPEEDS OF 45 mph OR GREATER
L = WS/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 AT THE SHOULDER IF TOO NARROW, BEHIND THE CHANNELIZING DEVICES IN THE CLOSED LANE.
3. CHANNELIZING DEVICES:
A. ALL CHANNELIZING DEVICES IN TAPERS SHALL BE RETROREFLECTIVE FREE STANDING PLASTIC DRUMS.
B. CHANNELIZING DEVICES IN TANGENTS MAY BE EITHER RETROREFLECTIVE FREE STANDING PLASTIC DRUMS OR 42" TALL CONES.
C. ALL CHANNELIZING DEVICES SHALL BE RETROREFLECTIVE.
D. RETROREFLECTORIZATION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MUTCD.
4. FOR MOVING OPERATIONS (PAVING) THE CONTRACTOR SHALL HAVE TWO (2) SETS OF ADVANCE WARNING SIGNS, PLASTIC DRUMS, AND ARROW BOARD, WHEN THE CONSTRUCTION ZONE IS MORE THAN 2 MILES AHEAD. ALL SIGNS, PLASTIC DRUMS, AND ARROW BOARDS SHALL BE IN PLACE ON THE SECOND ZONE BEFORE REMOVING ANY SIGNS, PLASTIC DRUMS OR ARROW BOARD ON THE FIRST ZONE.
5. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHOULD BE A MINIMUM OF 48" X 48", AND SHALL BE BLACK COPY ON FLUORESCENT ORANGE SHEETING.
6. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.


STATE MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
TRAFFIC CONTROL PLAN
FOR POSTED SPEED LIMIT
OF 65 OR 70 MPH
(INTERSTATES AND OTHER 4-LANE DIVIDED HIGHWAYS)
(MEDIAN LANE OR OUTSIDE LANE CLOSURE) (EXTENDED PERIOD)
WORKING NUMBER TCP-4
SHEET NUMBER 6354
ISSUE DATE: MAY 01, 2017
REVISION
DATE
BY
LEGEND
* OR AS SHOWN ELSEWHERE ON THE PLANS.
FLASHING ARROW PANEL (TYPE "C")
BLACK LEGEND AND BORDER ON WHITE BACKGROUND
TYPE "B" WARNING LIGHTS
RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS
NOTE: IF VEHICLE MOUNTED ARROW BOARDS USED, SHOULD BE AS HIGH AS PRACTICAL.
7' MIN.
EDGE OF TRAVELED WAY
3. CHANNELIZING DEVICES:
A. ALL CHANNELIZING DEVICES IN TAPERS SHALL BE RETROREFLECTIVE FREE STANDING PLASTIC DRUMS.
B. CHANNELIZING DEVICES IN TANGENTS MAY BE EITHER RETROREFLECTIVE FREE STANDING PLASTIC DRUMS OR 42" TALL CONES.
C. ALL CHANNELIZING DEVICES SHALL BE RETROREFLECTIVE.
D. RETROREFLECTORIZATION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MUTCD.
4. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHOULD BE A MINIMUM OF 48" X 48", AND SHALL BE BLACK COPY ON FLUORESCENT ORANGE SHEETING.
5. ALL EXISTING SPEED LIMIT SIGNS WHICH ARE INFLUENCED BY OR CONFLICT WITH THE SPEED ZONE REDUCTION SHALL BE COVERED AS DIRECTED BY THE ENGINEER WHILE THE REDUCED SPEED LIMIT IS IN EFFECT. TAPE SHALL NOT BE USED ON FACE OF SIGN.
6. ADDITIONAL REDUCED REGULATORY SPEED LIMIT SIGNS ARE REQUIRED AT EACH EXIT RAMP AND WITHIN THE SPEED ZONE TWO (2) MILE DEPENDING ON EACH RAMP AND LOCATION WILL BE DETERMINED BY THE ENGINEER.
7. THIS TRAFFIC CONTROL PLAN, WITH SPEED ZONE, MAY NOT BE USED ON ANY FACILITY WHERE THE POSTED SPEED LIMIT IS BELOW 65 MPH WITHOUT A COMMISSION ORDER REQUESTING A SPEED LIMIT REDUCTION.
8. LAYOUT SHOWN ABOVE IS FOR AN INTERSTATE WITH A POSTED SPEED LIMIT OF 70 MPH. FOR POSTED SPEED LIMIT OF 65 MPH, THE REDUCED SPEED LIMIT WILL BE 55 MPH.
9. A FLUORESCENT ORANGE PLATE IS REQUIRED WITH ALL REGULATORY SPEED LIMIT SIGNS REQUIRED FOR LANE CLOSURE.
10. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.
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
IAPLR
ALONG BUFFER SPACE & WORK ZONE
LONGITUDINAL BUFFER SPACE (++)
IAPLR† RATES
mph
≤40 40 80 305 2:1
45 45 90 360 4:1
50 50 100 425 5:1
55 55 110 495 5:1
60 60 120 570 6:1
65 65 130 645 6:1
70 70 140 730 7:1
† NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
L = WS FOR SPEEDS OF 45 mph OR GREATER
L = WS²/60 FOR SPEEDS OF 40 mph OR LESS
WHERE: L = MINIMUM LENGTH OF TAPER IN FEET
W = WIDTH OF OFFSET (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.
SPEED LIMIT 60
SPEED LIMIT 70
SPEED LIMIT 70
RIGHT LANE CLOSED 1500 FT.
RIGHT LANE CLOSED ½ MILE
RIGHT LANE CLOSED 1 MILE
LEFT LANE CLOSED 1 MILE
LEFT LANE CLOSED ½ MILE
LEFT LANE CLOSED 1500 FT
SPEEDING FINES DOUBLED
WHEN WORKERS ARE PRESENT
R16-3
48" X 16" FLUORESCENT ORANGE PLATE
48" X 16" FLUORESCENT ORANGE PLATE
48" X 60"
R2-1 (70)
R2-1 (60)
R2-1 (60)
48" X 60"
48" X 16" FLUORESCENT ORANGE PLATE
DRUMS
DRUMS OR 42" TALL CONES
WORK ZONE
* (1 MILE MAX.)
LONG. BUFFER SPACE
CHANNELIZING DEVICES (SEE NOTE 3 FOR TYPES REQUIRED)
W3-5
W4-2R
W4-2L
(W20-5R) (1500')
(W20-5R) (1/2 MILE)
(W20-5R) (1 MILE)
(W20-5L) (1 MILE)
(W20-5L) (1/2 MILE)
(W20-5L) (1500')
R2-1 (60) 48" X 60"
48" X 16" FLUORESCENT ORANGE PLATE

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 RATES†
	TAPER	ALONG LANE LINE & WORK ZONE		
mph				
≤40	40	80	305	27:1
45	45	90	360	45:1
50	50	100	425	50:1
55	55	110	495	55:1
60	60	120	570	60:1
65	65	130	645	65:1
70	70	140	730	70:1

† NOTE: TAPER RATES 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 (28" HEIGHT MINIMUM)
   C. EXIT TAPER- TRAFFIC CONES (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. DIAMOND SHAPED TRAFFIC CONTROL 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 PLATE 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 IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

LEGEND

* OR AS SHOWN ELSEWHERE ON THE PLANS.
FLASHING ARROW PANEL (TYPE "C")
BLACK LEGEND AND BORDER ON WHITE BACKGROUND
● RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS
○ TRAFFIC CONES (28" HEIGHT)

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT OF 65 OR 70 MPH
(INTERSTATES AND OTHER 4-LANE DIVIDED HIGHWAYS)
(MEDIAN LANE OR OUTSIDE LANE CLOSURE) (WORK DAY ONLY)

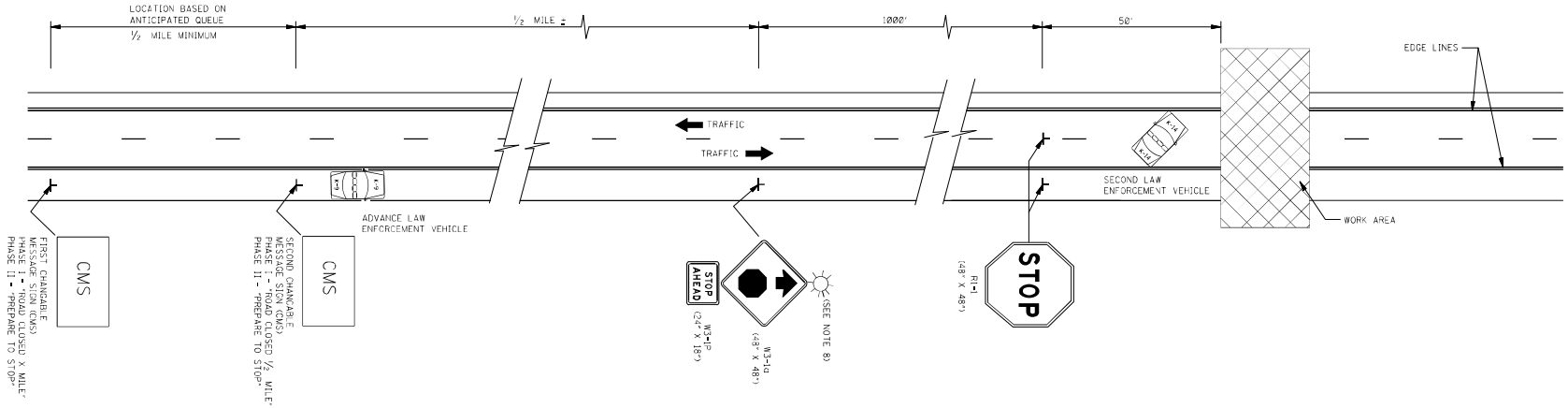
MDOT

WORKING NUMBER: TCP-5

ISSUE DATE: MAY 01, 2017

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.

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 FLASHING BLUE LIGHT OR LIGHT BAR.

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

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

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

6. TRAFFIC CONTROL FOR THE CLOSURE SHOULD BE ACCOMPLISHED IN THE FOLLOWING ORDER:
   A. FIRST CHANGABLE MESSAGE SIGN (CMS)
   B. SECOND CHANGEABLE MESSAGE SIGN (CMS)
   C. ADVANCE LAW ENFORCEMENT VEHICLE, LIGHTS AND FLASHERS ON.
   D. "W3-1a (48" X 48")" AND "W3-1P (24" X 18")" SIGNS ERECTED.
   E. "R1-1 (48" X 48")" SIGNS ERECTED TO STOP TRAFFIC. THE ORDER OF ERECTION SHOULD BE IN THE FOLLOWING ORDER: RIGHT SHOULDER THEN CENTER.
   F. SECOND LAW ENFORCEMENT VEHICLE, LIGHTS AND FLASHERS ON.

7. TRAFFIC CONTROL SHOULD BE REMOVED IN THE FOLLOWING ORDER:
   A. WITH TRAFFIC STOPPED REMOVE THE "R1-1 (48" X 48")" SIGNS TOWARD THE RIGHT SHOULDER IN THE FOLLOWING ORDER: CENTER THEN SIGN ON THE RIGHT SHOULDER. SECOND LAW ENFORCEMENT VEHICLE LEADS TRAFFIC THROUGH WORK AREA.
   B. AFTER ALL STOPPED VEHICLES HAVE STARTED MOVING, THE "W3-1a (48" X 48")" AND "W3-1P (24" X 18")" SIGNS SHOULD BE REMOVED. THESE SIGNS MAY BE COVERED IF RE-USE IS IMMENENT.
   C. AFTER ALL VEHICLES HAVE RESUMED APPROXIMATELY NORMAL SPEED, THE CHANGABLE MESSAGE SIGNS TURNED OFF.

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

9. IF AN ENTRANCE RAMP IS LOCATED BETWEEN THE SECOND CMS AND R1-1, THE CMS, "W3-1a (48" X 48")", AND "W3-1P (24 "X 18")" SIGNS SHOULD 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 IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC, INCLUDING SECURING LAW ENFORCEMENT SERVICES.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

SHORT DURATION CLOSING OF TWO-LANE TWO-WAY HIGHWAYS

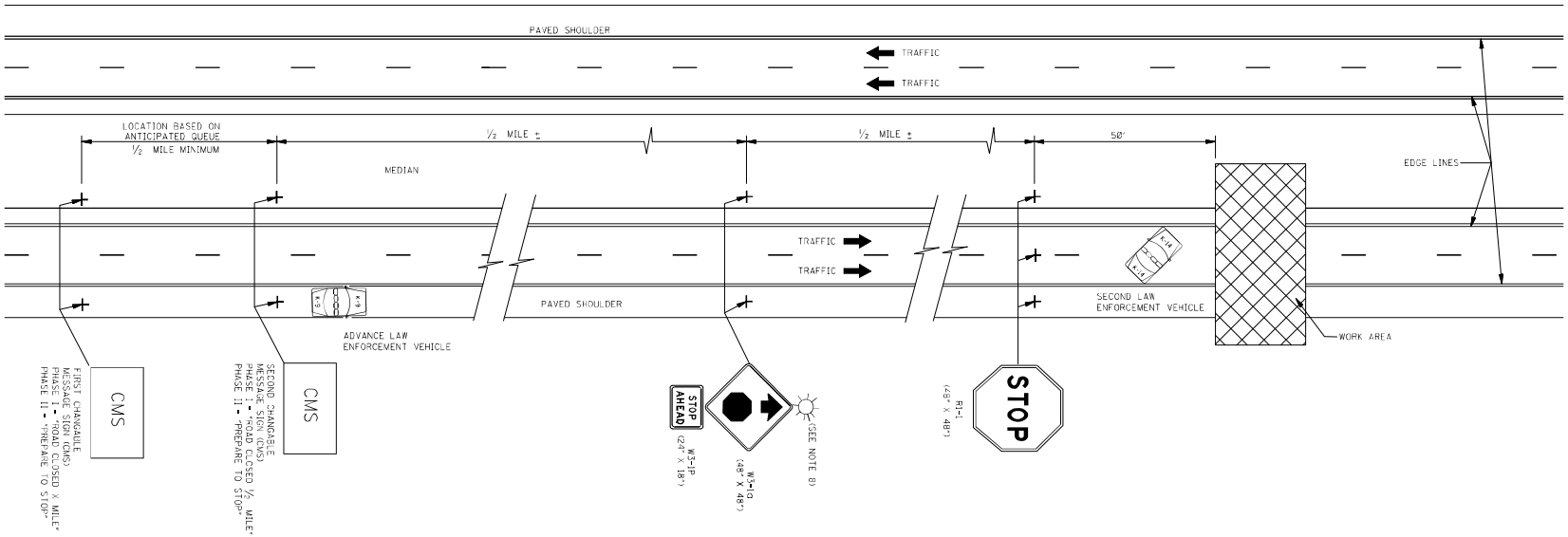
MDOT

WORKING NUMBER: TCP-6

ISSUE DATE: MAY 01, 2017

SHEET NUMBER: 6356

STATE	PROJECT NO.
MISS.	



GENERAL NOTES:

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

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

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

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

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

6. TRAFFIC CONTROL FOR THE CLOSURE SHOULD BE ACCOMPLISHED IN THE FOLLOWING ORDER:
   A. FIRST CHANGABLE MESSAGE SIGN (CMS)
   B. SECOND CHANGEABLE MESSAGE SIGN (CMS)
   C. ADVANCE LAW ENFORCEMENT VEHICLE, LIGHTS AND FLASHERS ON.
   D. "W3-1a (48" X 48")" AND "W3-1P (24" X 18")" SIGNS ERECTED.
   E. "R1-1 (48" X 48")" SIGNS ERECTED TO STOP TRAFFIC. THE ORDER OF ERECTION SHOULD BE TOWARD THE MEDIAN SHOULDER IN THE FOLLOWING ORDER: RIGHT SHOULDER, THEN CENTER, THEN MEDIAN SHOULDER.
   F. SECOND LAW ENFORCEMENT VEHICLE, LIGHTS AND FLASHERS ON.

7. TRAFFIC CONTROL SHOULD BE REMOVED IN THE FOLLOWING ORDER:
   A. WITH TRAFFIC STOPPED REMOVE THE "R1-1 (48" X 48")" SIGNS TOWARD THE RIGHT SHOULDER IN THE FOLLOWING ORDER: MEDIAN, THEN CENTER, THEN SIGN ON THE RIGHT SHOULDER. SECOND LAW ENFORCEMENT VEHICLE LEADS TRAFFIC THROUGH WORK AREA.
   B. AFTER ALL STOPPED VEHICLES HAVE STARTED MOVING, THE "W3-1a (48" X 48)" AND "W3-1P (24" X 18")" SIGNS SHOULD BE REMOVED. THESE SIGNS MAY BE COVERED IF RE-USE IS IMMENENT.
   C. AFTER ALL VEHICLES HAVE RESUMED APPROXIMATELY NORMAL SPEED, THE CHANGABLE MESSAGE SIGNS TURNED OFF.

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

9. IF AN ENTRANCE RAMP IS LOCATED BETWEEN THE SECOND CMS AND R1-1, THE CMS, "W3-1a (48" X 48")", AND "W3-1P (24 "X 18")" SIGNS SHOULD 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 IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC, INCLUDING SECURING LAW ENFORCEMENT SERVICES.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

SHORT DURATION CLOSING OF DIVIDED HIGHWAYS

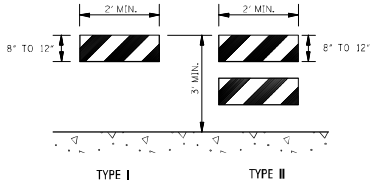
MDOT

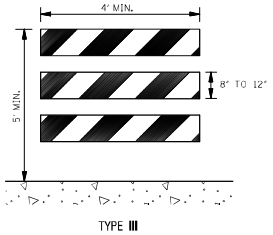
WORKING NUMBER: TCP-7

SHEET NUMBER: 6357

ISSUE DATE: MAY 01, 2017

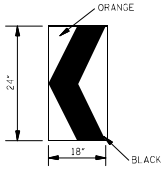
STATE	PROJECT NO.
MISS.	





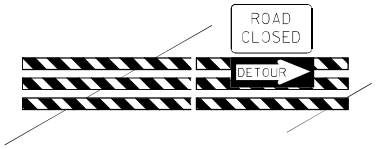
STANDARD BARRICADES

1. THE MARKING FOR BARRICADE RAILS SHALL BE ORANGE AND WHITE (SLOPING DOWNWARD AT AN ANGLE OF 45° IN THE DIRECTION TRAFFIC IS TO PASS).
2. RAIL STRIPE SHALL 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 TO PROVIDE MASS ON THE BOTTOM RAIL THAT WILL BLOCK VIEW OR RAIL FACE.
4. FOR ADDITIONAL INFORMATION OR DETAILS, SEE MUTCD, LATEST EDITION.
5. BARRICADES ARE CLASSIFIED BY FHWA AS CATEGORY II WORK ZONE DEVICES WHICH REQUIRE CRASHWORTHINESS ACCEPTANCE LETTERS. TO DATE, 2-IN. THICK TIMBER RAILS HAVE NOT BEEN SUCCESSFULLY CRASH TESTED. A LIST OF CRASHWORTHY BARRICADES AND OTHER CATAGORY II DEVICES CAN BE FOUND ON FHWA'S WEBSITE:
http://safety.fhwa.dot.gov/roadway_dept/policy.guide/road_hardware/cat2.cfm



CHEVRON SIGN DETAIL

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.



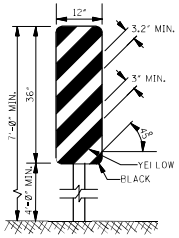
BARRICADE CLOSING A ROAD

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.	24" MIN.	48" MIN.
WIDTH OF STRIPE *	6"	6"	6"
HEIGHT	36" MIN.	36" MIN.	60" MIN.
NUMBER OF RETROREFLECTORIZED RAIL FACES	2 (ONE EACH DIRECTION)	4 (TWO EACH DIRECTION)	3 IF FACING TRAFFIC IN ONE DIRECTION 6 IF FACING TRAFFIC IN TWO DIRECTIONS

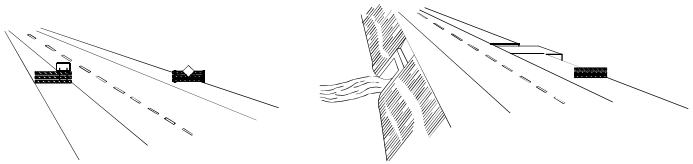
* 1. FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED.

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



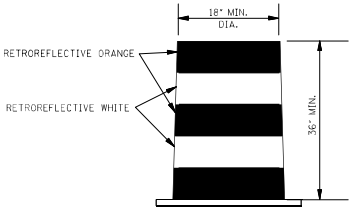
TYPE 3 OBJECT MARKER
(OM-3R)

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 OM-3R IS SHOWN. THE OM-3L 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.



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.



PLASTIC DRUM STRIPING DETAIL

1. PLASTIC DRUMS SHALL BE ON END AND USED AS AN EXPEDIENT METHOD FOR TRAFFIC CHANNELIZATION. THE COLOR AND MARKING OF DRUMS SHALL BE CONSISTENT WITH MARKING STANDARDS FOR BARRICADE. THE PREDOMINANT COLOR ON DRUMS SHALL BE ORANGE WITH FOUR (4) RETROREFLECTIVE, HORIZONTAL, CIRCUMFERENTIAL STRIPES (2 ORANGE & 2 WHITE) 6" WIDE.
2. DRUMS SHOULD NEVER BE PLACED IN THE ROADWAY WITHOUT WARNING SIGNS.
3. WHERE PRACTICAL PLASTIC DRUMS SHOULD BE PLACED NO CLOSER THAN 3'-0" FROM THE EDGE OF TRAVELED LANE.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS

MDOT

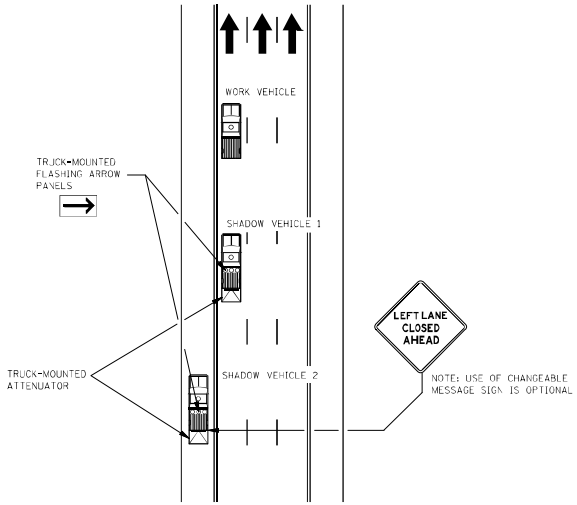
WORKING NUMBER TCP-8

ISSUE DATE: MAY 31, 2017

SHEET NUMBER 6358

STATE	PROJECT NO.
MISS.	

MOBILE OPERATIONS ON MULTILANE ROAD

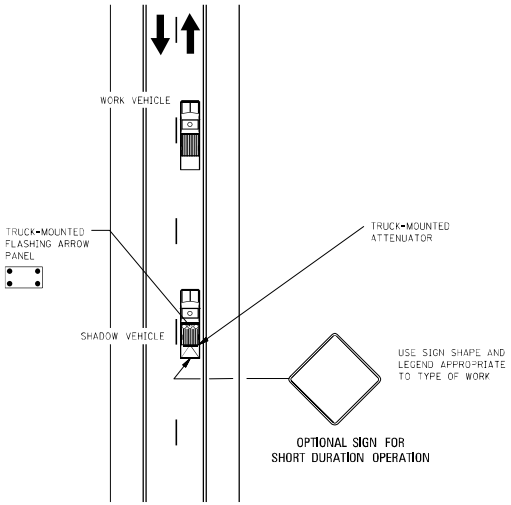


MOBILE OPERATIONS ON MULTILANE ROAD

NOTES FOR MULTILANE LANE OPERATION:

1. VEHICLES USED FOR THESE OPERATIONS SHOULD BE MADE HIGHLY VISIBLE WITH APPROPRIATE EQUIPMENT, SUCH AS FLASHING LIGHTS, ROTATING BEACONS, FLAGS, SIGNS, OR ARROW PANELS.
2. SHADOW VEHICLE 2 SHOULD BE EQUIPPED WITH AN ARROW PANEL AND TRUCK MOUNTED ATTENUATOR (TMA). AN APPROPRIATE LANE CLOSURE SIGN SHOULD BE PLACED ON SHADOW VEHICLE 2 SO AS NOT TO OBSCURE THE ARROW PANEL.
3. SHADOW VEHICLE 1 SHOULD BE EQUIPPED WITH AN ARROW PANEL 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. WHEN ADEQUATE SHOULDER WIDTH IS NOT AVAILABLE, SHADOW VEHICLE 2 SHOULD BE ELIMINATED.
6. ON HIGH-SPEED ROADWAYS, A THIRD SHADOW VEHICLE SHOULD BE USED (i.e., VEHICLE 3 ON THE SHOULDER (IF PRACTICAL), VEHICLE 2 IN THE CLOSED LANE, AND VEHICLE 1 IN THE CLOSED LANE).
7. ARROW PANELS 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. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK IS TO 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 IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

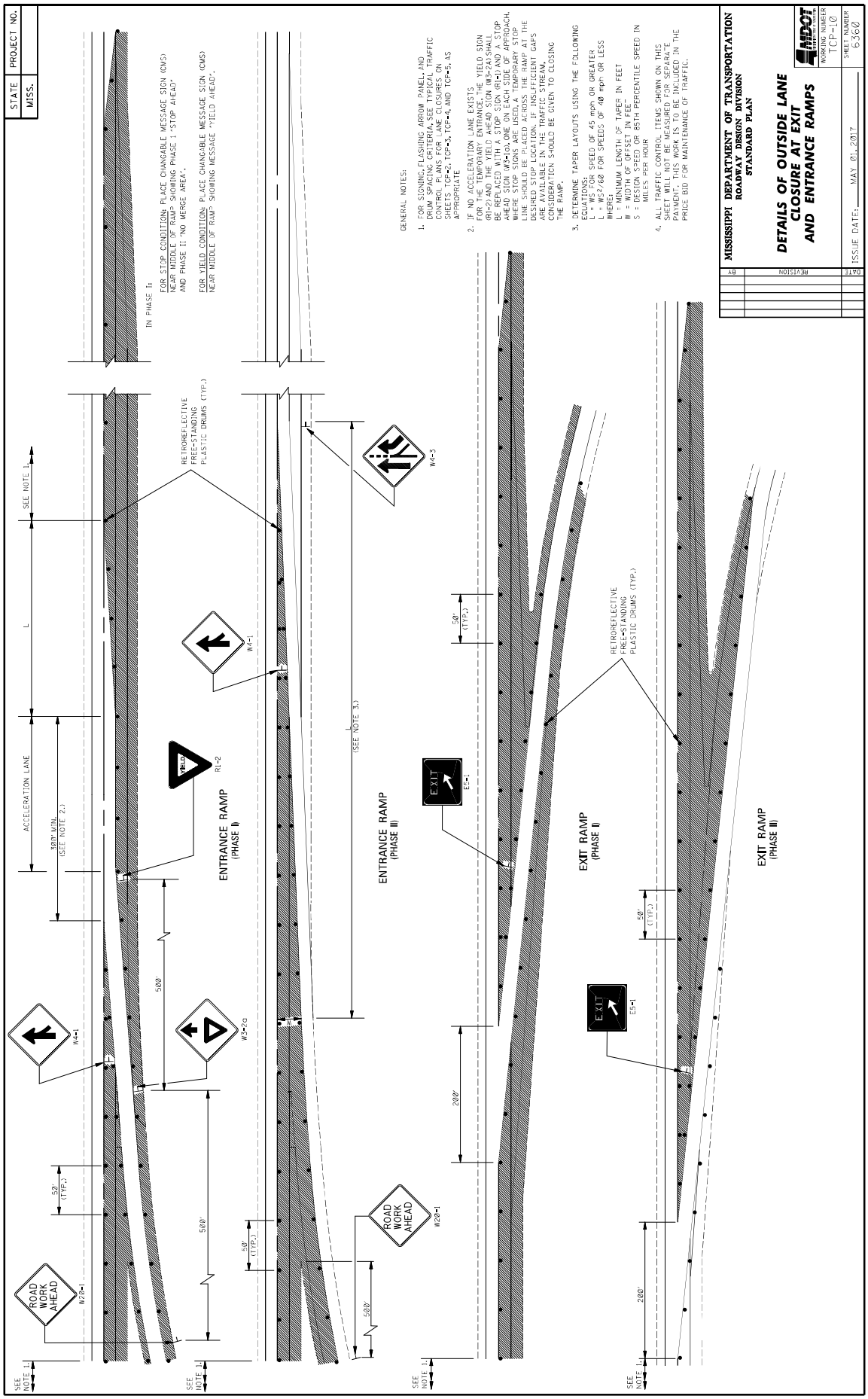
TRAFFIC CONTROL PLAN
MOBILE OPERATIONS
MULTILANE ROADS
AND
TWO-LANE ROADS

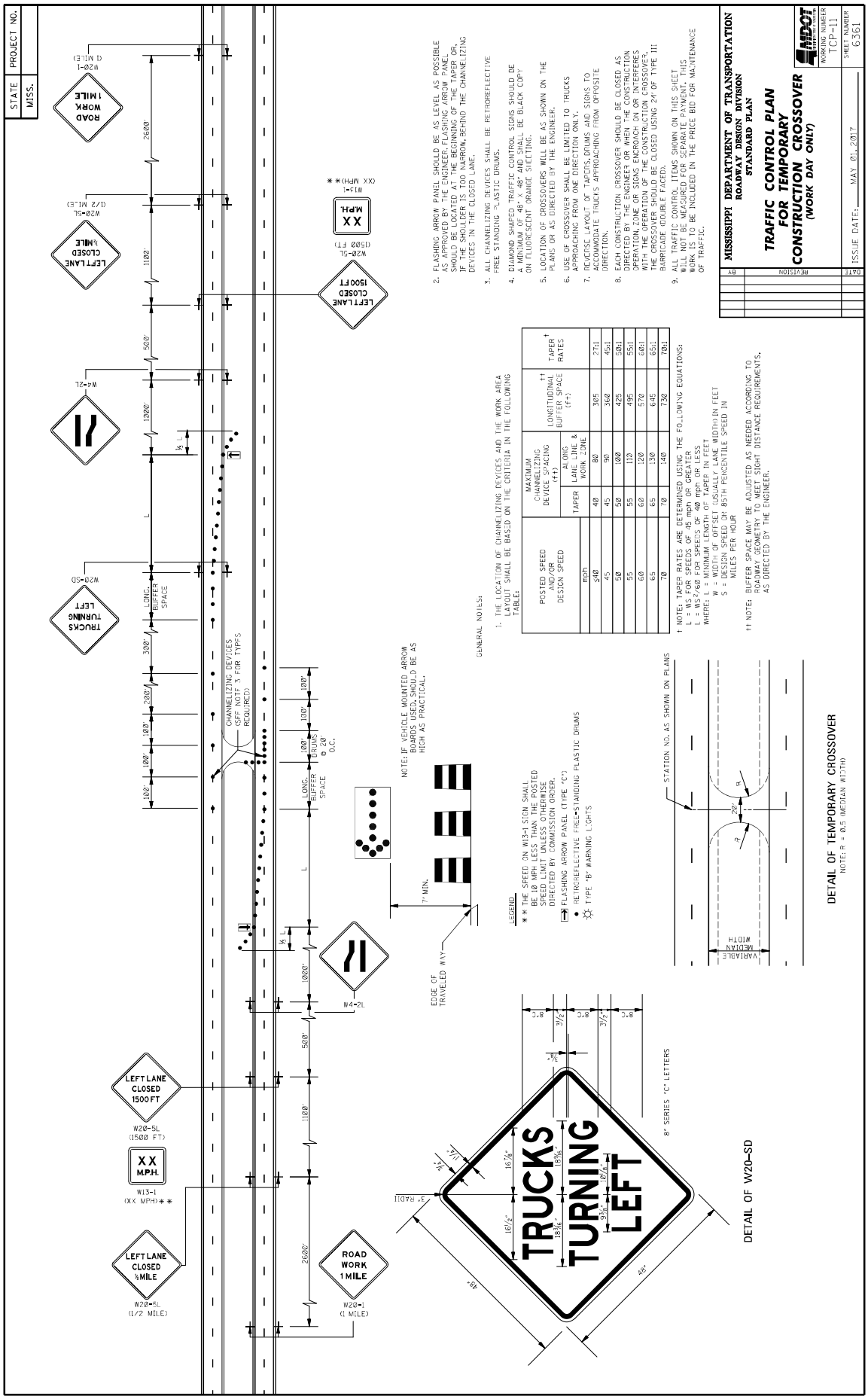
MDOT

WORKING NUMBER TCP-9

ISSUE DATE: MAY 01, 2017

SHEET NUMBER 6359

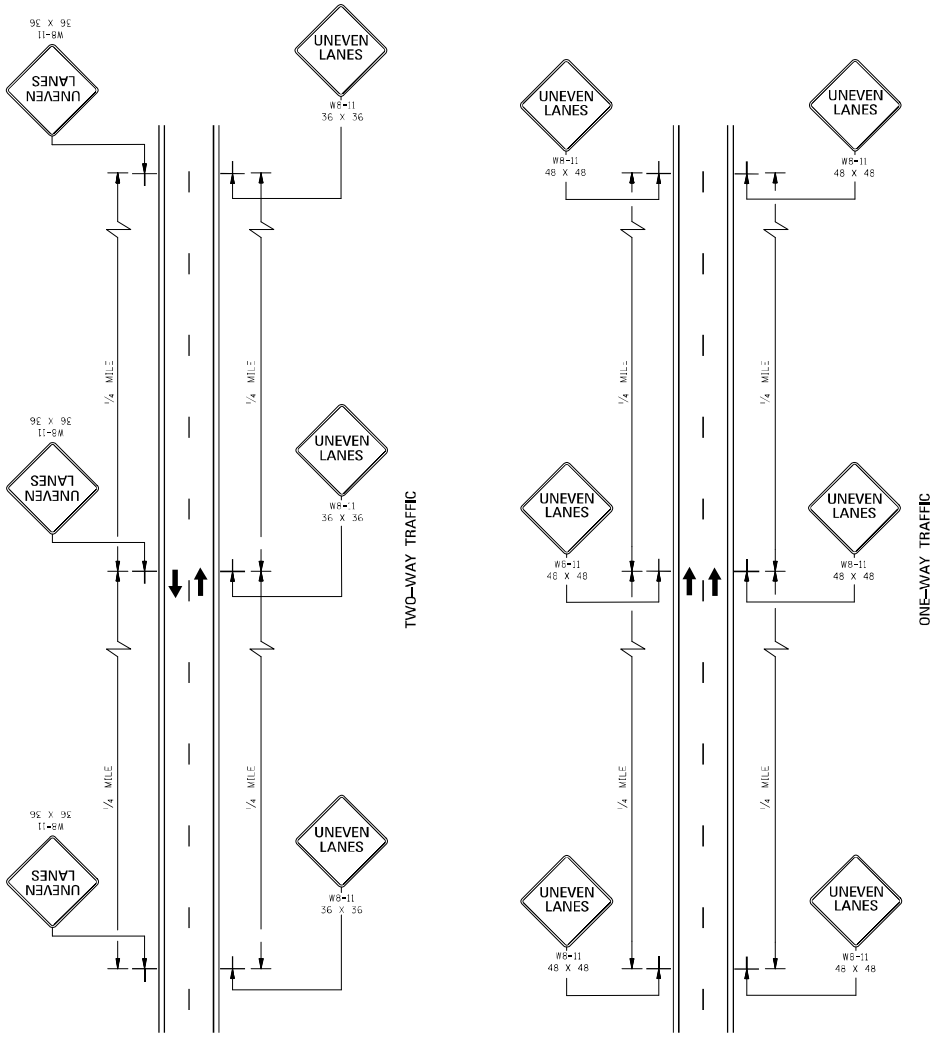

STATE MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
DETAILS OF OUTSIDE LANE CLOSURE AT EXIT AND ENTRANCE RAMPS
WORKING NUMBER TCP-10
SHEET NUMBER 6360
ISSUE DATE: MAY 01, 2017
DATE
REVISION
BY
GENERAL NOTES:
1. FOR SIGNING FLASHING ARROW PANELS AND DRUM SPACING CRITERIA, SEE TYPICAL TRAFFIC CONTROL PLANS FOR LANE CLOSURES ON SHEETS TCP-2, TCP-3, TCP-4, AND TCP-5, AS APPROPRIATE
2. IF NO ACCELERATION LANE EXISTS FOR THE TEMPORARY ENTRANCE, THE YIELD SIGN (R1-2) AND THE YIELD AHEAD SIGN (W3-2A) SHALL BE REPLACED WITH A STOP SIGN (R1-1) AND A STOP AHEAD SIGN (W3-1). ONE ON EACH SIDE OF APPROACH. WHERE STOP SIGNS ARE USED, A TEMPORARY STOP LINE SHOULD BE PLACED ACROSS THE RAMP AT THE DESIRED STOP LOCATION. IF INSUFFICIENT GAPS ARE AVAILABLE IN THE TRAFFIC STREAM, CONSIDERATION SHOULD BE GIVEN TO CLOSING THE RAMP.
3. DETERMINE TAPER LAYOUTS USING THE FOLLOWING EQUATIONS:
L = WS FOR SPEED OF 45 mph OR GREATER
L = WS²/60 FOR SPEEDS OF 40 mph OR LESS
WHERE:
L = MINIMUM LENGTH OF TAPER IN FEET
W = WIDTH OF OFFSET IN FEET
S = DESIGN SPEED OR 85TH PERCENTILE SPEED IN MILES PER HOUR
4. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.
IN PHASE I:
FOR STOP CONDITION: PLACE CHANGEABLE MESSAGE SIGN (CMS) NEAR MIDDLE OF RAMP SHOWING PHASE 1 "STOP AHEAD" AND PHASE II "NO MERGE AREA".
FOR YIELD CONDITION: PLACE CHANGEABLE MESSAGE SIGN (CMS) NEAR MIDDLE OF RAMP SHOWING MESSAGE "YIELD AHEAD".
RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS (TYP.)
SEE NOTE 1
L
ACCELERATION LANE
300' MIN. (SEE NOTE 2.)
ENTRANCE RAMP (PHASE I)
ENTRANCE RAMP (PHASE II)
EXIT RAMP (PHASE I)
EXIT RAMP (PHASE II)
ROAD WORK AHEAD
W20-1
W4-1
W3-2a
R1-2
W4-3
E5-1
EXIT
500'
50' (TYP.)
200'
L (SEE NOTE 3.)
SEE NOTE 1


STATE MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
TRAFFIC CONTROL PLAN FOR TEMPORARY CONSTRUCTION CROSSOVER
(WORK DAY ONLY)
WORKING NUMBER TCP-11
SHEET NUMBER 6361
ISSUE DATE: MAY 01, 2017
DATE REVISION BY
ROAD WORK 1 MILE
W20-1 (1 MILE)
LEFT LANE CLOSED ½ MILE
W20-5L (1/2 MILE)
LEFT LANE CLOSED 1500 FT
W20-5L (1500 FT)
W13-1 (XX MPH)**
XX M.P.H.
TRUCKS TURNING LEFT
W20-5D
W4-2L
CHANNELIZING DEVICES (SEE NOTE 3 FOR TYPES REQUIRED)
LONG. BUFFER SPACE
BOLLARDS @ 20' O.C.
NOTE: IF VEHICLE MOUNTED ARROW BOARDS USED, SHOULD BE AS HIGH AS PRACTICAL.
7' MIN.
EDGE OF TRAVELED WAY
LEGEND
** THE SPEED ON W13-1 SIGN SHALL BE 10 MPH LESS THAN THE POSTED SPEED LIMIT UNLESS OTHERWISE DIRECTED BY COMMISSION ORDER.
FLASHING ARROW PANEL (TYPE 'C')
RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS
TYPE 'B' WARNING LIGHTS
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 DEVICES SPACING (ft)
TAPER
ALONG LANE LINE & WORK ZONE
LONGITUDINAL BUFFER SPACE (ft) ††
TAPER† RATES
mph
≤40 40 80 305 27:1
45 45 90 360 45:1
50 50 100 425 50:1
55 55 110 495 55:1
60 60 120 570 60:1
65 65 130 645 65:1
70 70 140 730 70:1
† NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
L = WS FOR SPEEDS OF 45 mph OR GREATER
L = WS²/60 FOR SPEEDS OF 40 mph OR LESS
WHERE: L = MINIMUM LENGTH OF TAPER IN FEET
W = WIDTH OF OFFSET (SHIFT) 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, TRAFFIC VOLUME, SIGHT DISTANCE REQUIREMENTS, AS DIRECTED BY THE ENGINEER.
STATION NO. AS SHOWN ON PLANS
VARIABLE MEDIAN WIDTH
DETAIL OF TEMPORARY CROSSOVER
NOTE: R = 0.5 (MEDIAN WIDTH)
8" SERIES "C" LETTERS
TRUCKS TURNING LEFT
DETAIL OF W20-5D

STATE	PROJECT NO.
MISS.	

GENERAL NOTES:

1. UNEVEN LANE LINE:
   A. IF LESS THAN OR EQUAL TO 1½", NO SIGNS REQUIRED.
   B. IF GREATER THAN 1½" AND LESS THAN OR EQUAL TO 2¼", PLACE SIGNS AS SHOWN ON THIS SHEET.
   C. IF GREATER THAN 2¼", TRAFFIC SHOULD NOT BE ALLOWED TO CROSS UNEVEN LANE LINE.
2. THE W8-11 SIGNS SHOULD BE SPACED AT ¼-MILE INTERVALS THROUGHOUT UNEVEN LANE LINE LIMITS.
3. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER MAINTENANCE OF TRAFFIC.



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

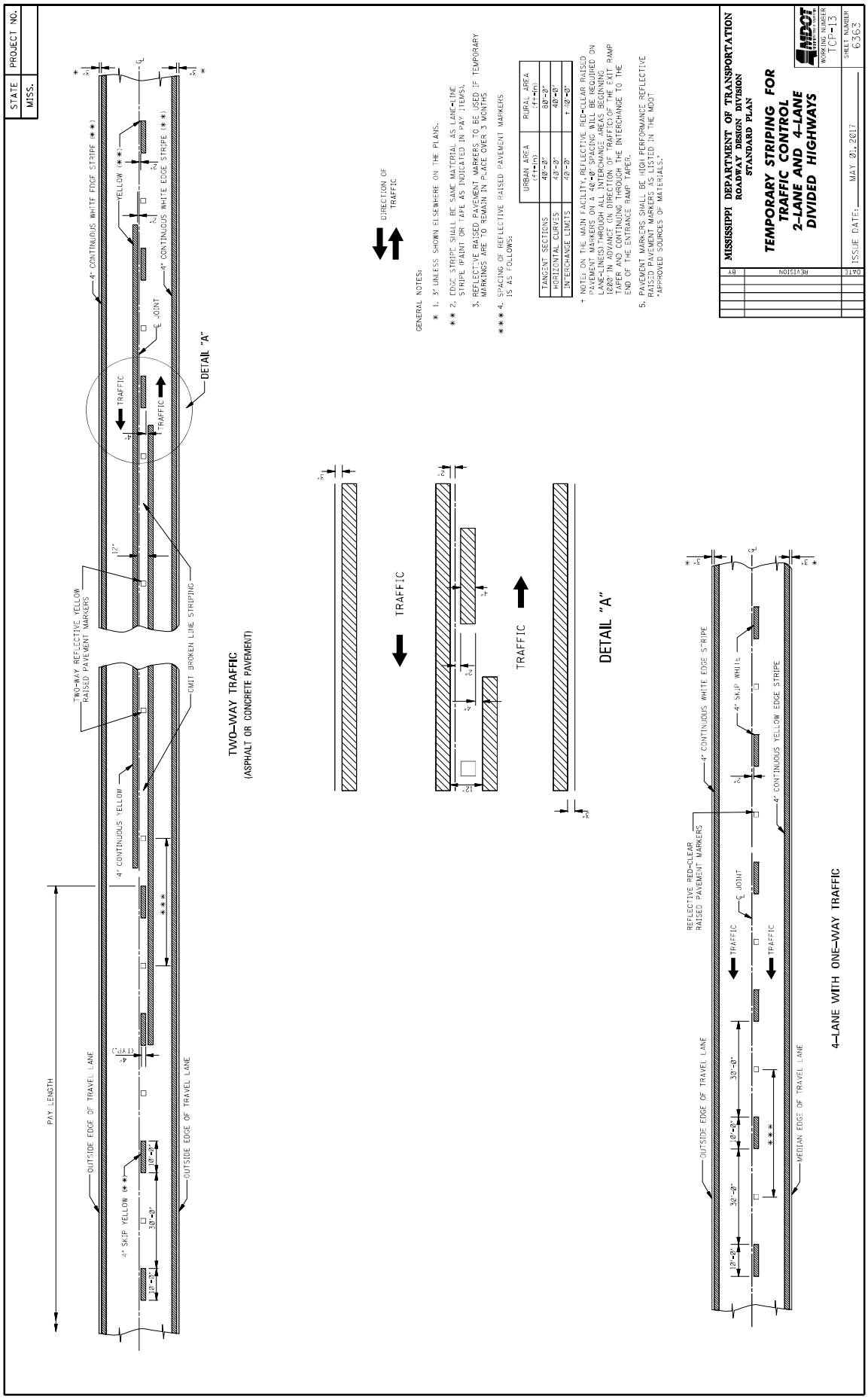
TRAFFIC CONTROL PLANS
UNEVEN PAVEMENT DETAILS

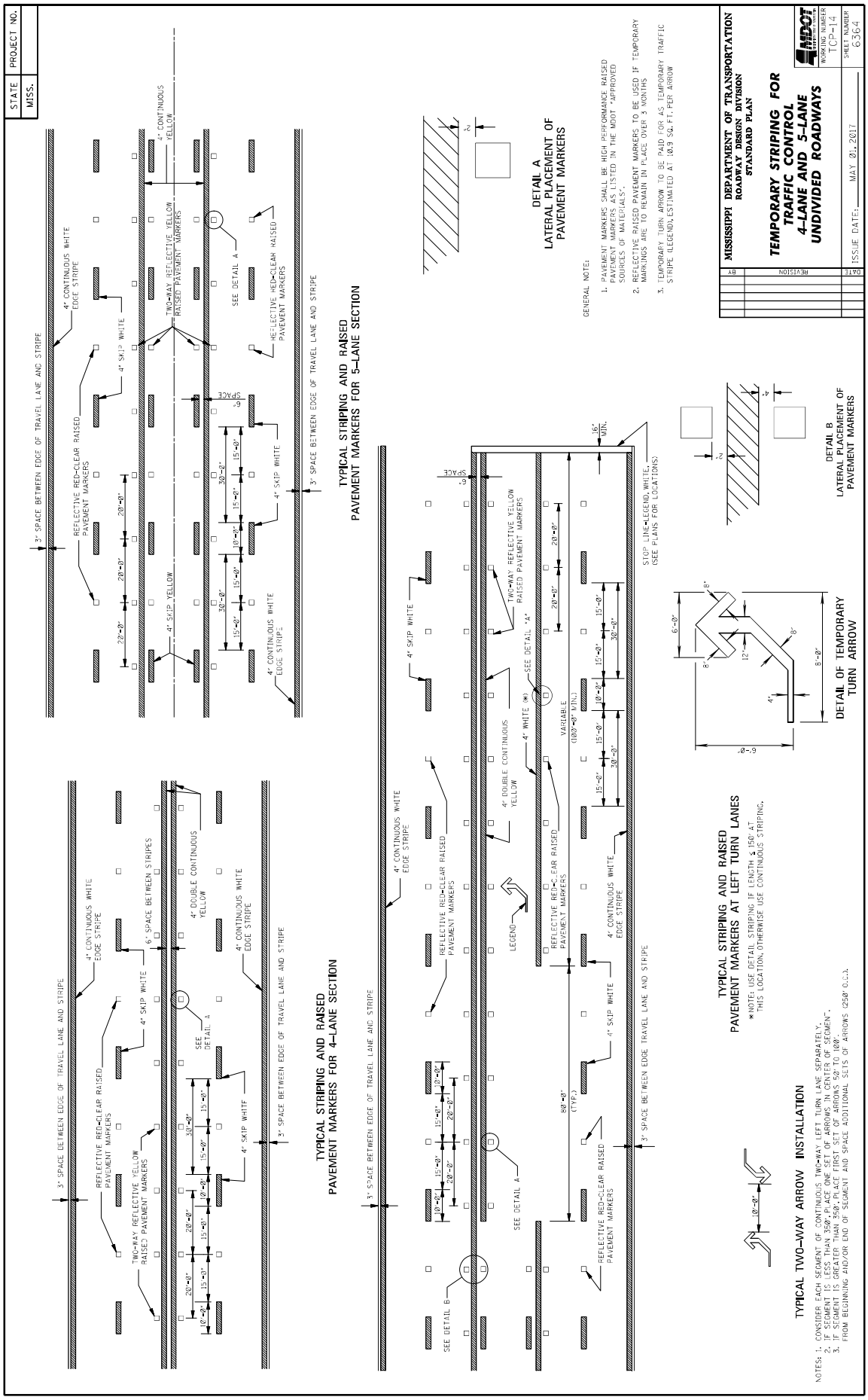
WORKING NUMBER TCP-12

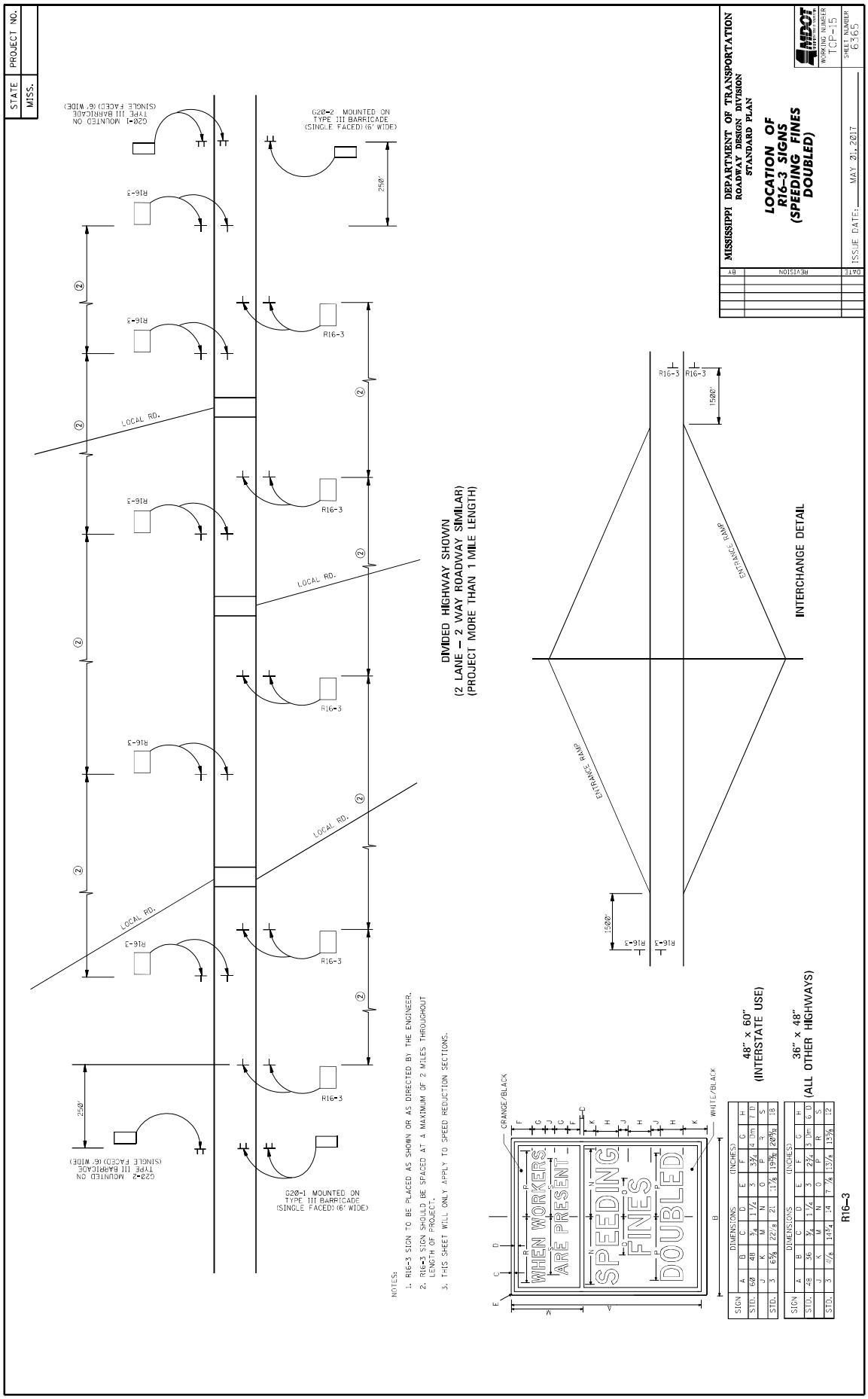
SHEET NUMBER 6362

ISSUE DATE: MAY 01, 2017

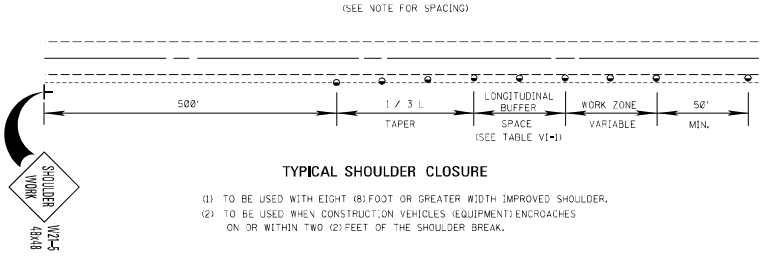
DATE	REVISION	BY


STATE MISS.
PROJECT NO.
4" CONTINUOUS WHITE EDGE STRIPE (**)
YELLOW (**)
4" CONTINUOUS WHITE EDGE STRIPE (**)
℄ JOINT
DETAIL "A"
TRAFFIC
TRAFFIC
12"
TWO-WAY REFLECTIVE YELLOW RAISED PAVEMENT MARKERS
OMIT BROKEN LINE STRIPING
4" CONTINUOUS YELLOW
***
PAY LENGTH
OUTSIDE EDGE OF TRAVEL LANE
4" SKIP YELLOW (**)
30'-0"
10'-0"
OUTSIDE EDGE OF TRAVEL LANE
TWO-WAY TRAFFIC
(ASPHALT OR CONCRETE PAVEMENT)
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. REFLECTIVE RAISED PAVEMENT MARKERS TO BE USED IF TEMPORARY MARKINGS ARE TO REMAIN IN PLACE OVER 3 MONTHS
*** 4. SPACING OF REFLECTIVE RAISED PAVEMENT MARKERS IS AS FOLLOWS:
URBAN AREA (ft-m) | RURAL AREA (ft-m)
TANGENT SECTIONS 40'-0" | 80'-0"
HORIZONTAL CURVES 40'-0" | 40'-0"
INTERCHANGE LIMITS 40'-0" | † 40'-0"
† NOTE: ON THE MAIN FACILITY, REFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS ON A 40'-0" SPACING WILL BE REQUIRED ON LANE-LINES) THROUGH ALL INTERCHANGE AREAS BEGINNING ROUGHLY 1000' IN ADVANCE OF THE FIRST GORE AREA 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 REFLECTIVE RAISED PAVEMENT MARKERS AS LISTED IN THE MDOT "APPROVED SOURCES OF MATERIALS."
TRAFFIC
TRAFFIC
DETAIL "A"
4" CONTINUOUS WHITE EDGE STRIPE
4" SKIP WHITE
4" CONTINUOUS YELLOW EDGE STRIPE
REFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS
℄ JOINT
TRAFFIC
TRAFFIC
OUTSIDE EDGE OF TRAVEL LANE
MEDIAN EDGE OF TRAVEL LANE
4-LANE WITH ONE-WAY TRAFFIC
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
TEMPORARY STRIPING FOR TRAFFIC CONTROL 2-LANE AND 4-LANE DIVIDED HIGHWAYS
MDOT
WORKING NUMBER TCP-13
SHEET NUMBER 6363
DATE
REVISION
BY
ISSUE DATE: MAY 01, 2017


STATE MISS.
PROJECT NO.
TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 4-LANE SECTION
TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 5-LANE SECTION
TYPICAL STRIPING AND RAISED PAVEMENT MARKERS AT LEFT TURN LANES
*NOTE: USE DETAIL STRIPING IF LENGTH ≤ 150' AT THIS LOCATION, OTHERWISE USE CONTINUOUS STRIPING.
TYPICAL TWO-WAY ARROW INSTALLATION
NOTES: 1. CONSIDER EACH SEGMENT OF CONTINUOUS TWO-WAY LEFT TURN LANE SEPARATELY.
2. IF SEGMENT IS LESS THAN 350', PLACE ONE SET OF ARROWS IN CENTER OF SEGMENT.
3. IF SEGMENT IS GREATER THAN 350', PLACE FIRST SET OF ARROWS 50' TO 100' FROM BEGINNING AND/OR END OF SEGMENT AND SPACE ADDITIONAL SETS OF ARROWS (250' O.C.).
DETAIL A LATERAL PLACEMENT OF PAVEMENT MARKERS
DETAIL B LATERAL PLACEMENT OF PAVEMENT MARKERS
DETAIL OF TEMPORARY TURN ARROW
GENERAL NOTE:
1. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE RAISED PAVEMENT MARKERS AS LISTED IN THE MDOT "APPROVED SOURCES OF MATERIALS".
2. REFLECTIVE RAISED PAVEMENT MARKERS TO BE USED IF TEMPORARY MARKINGS ARE TO REMAIN IN PLACE OVER 3 MONTHS
3. TEMPORARY TURN ARROW TO BE PAID FOR AS TEMPORARY TRAFFIC STRIPE (LEGEND), ESTIMATED AT 10.9 SQ. FT. PER ARROW
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
TEMPORARY STRIPING FOR TRAFFIC CONTROL 4-LANE AND 5-LANE UNDIVIDED ROADWAYS
WORKING NUMBER TCP-14
SHEET NUMBER 6364
ISSUE DATE: MAY 01, 2017
DATE REVISION BY

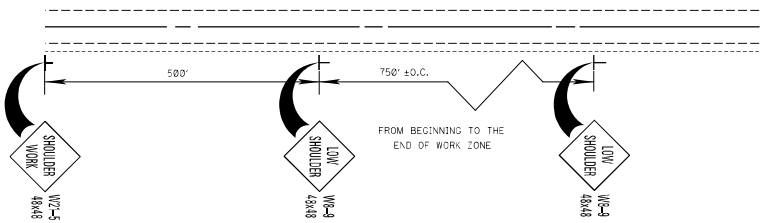

STATE MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN
LOCATION OF
R16-3 SIGNS
(SPEEDING FINES DOUBLED)
WORKING NUMBER TCP-15
SHEET NUMBER 6365
ISSUE DATE: MAY 01, 2017
REVISION
DATE
BY
G20-1 MOUNTED ON TYPE III BARRICADE (SINGLE FACED) (6' WIDE)
G20-2 MOUNTED ON TYPE III BARRICADE (SINGLE FACED) (6' WIDE)
250'
R16-3
LOCAL RD.
DIVIDED HIGHWAY SHOWN
(2 LANE – 2 WAY ROADWAY SIMILAR)
(PROJECT MORE THAN 1 MILE LENGTH)
1500'
ENTRANCE RAMP
EXIT RAMP
INTERCHANGE DETAIL
NOTES:
1. R16-3 SIGN TO 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.
ORANGE/BLACK
WHITE/BLACK
WHEN WORKERS ARE PRESENT
SPEEDING FINES DOUBLED
48" x 60" (INTERSTATE USE)
36" x 48" (ALL OTHER HIGHWAYS)
R16-3

STATE	PROJECT NO.
MISS.	

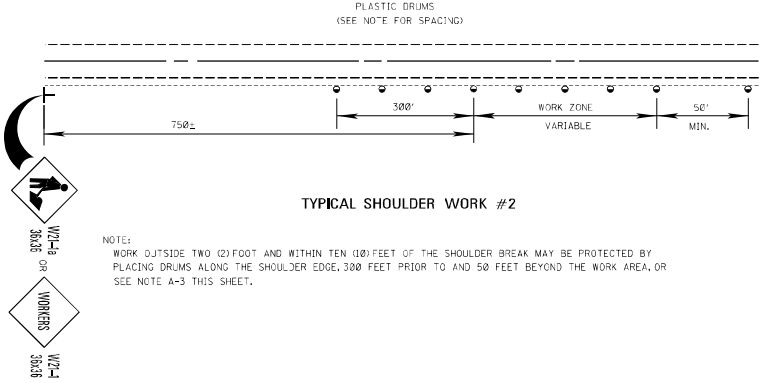


TYPICAL SHOULDER CLOSURE

(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.

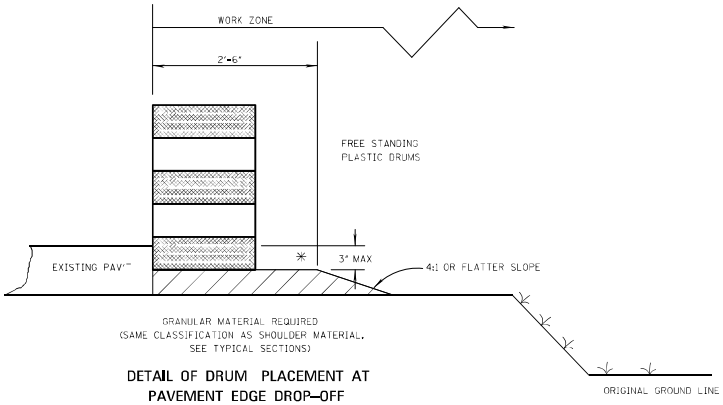


TYPICAL SHOULDER WORK #1
(SEE NOTE A-1 THIS SHEET)



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'+C.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 M.U.T.C.D. (1 / 3 L, WHERE L IS THE TAPER LENGTH IN FEET.)

3. GREATER THAN THREE (3) INCHES-POSITIVE SEPARATION OR WEDGE WITH 4:1 OR FLATTER SLOPE NEEDED. IF THERE IS EIGHT (8) FEET OR MORE DISTANCE BETWEEN THE EDGE OF TRAVEL LANE AND DROP-OFF, THEN DRUMS, PANELS OR BARRICADES MAY BE USED.

4. FOR TEMPORARY CONDITIONS, DROP-OFFS GREATER THAN THREE (3) INCHES MAY BE PROTECTED WITH DRUMS, VERTICAL PANELS OR BARRICADES FOR SHORT DISTANCES DURING DAYLIGHT HOURS WHILE WORK IS BEING DONE IN THE DROP-OFF AREA.

5. LESSER TREATMENTS THAN THOSE DESCRIBED ABOVE MAY BE CONSIDERED FOR LOW-VOLUME LOCAL STREETS.

B. DRUM 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 85 PERCENTILE)
   W = WIDTH OF OFFSET IN FEET

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

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

✳✳ SPEED (MPH)	LENGTH (FEET)
20	35
25	55
30	85
35	120
40	170
45	220
50	280
55	335
60	415
65	485

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

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TRAFFIC CONTROL DETAILS DRUM PLACEMENT AND SHOULDER CLOSURE

MDOT

WORKING NUMBER TCP-16

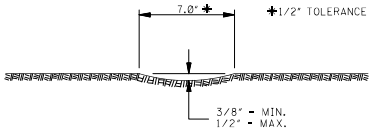
ISSUE DATE: MAY 31, 2017

SHEET NUMBER 6366

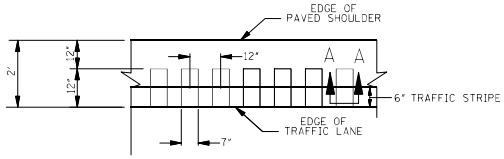
STATE	PROJECT NO.
MISS.	

GENERAL NOTES

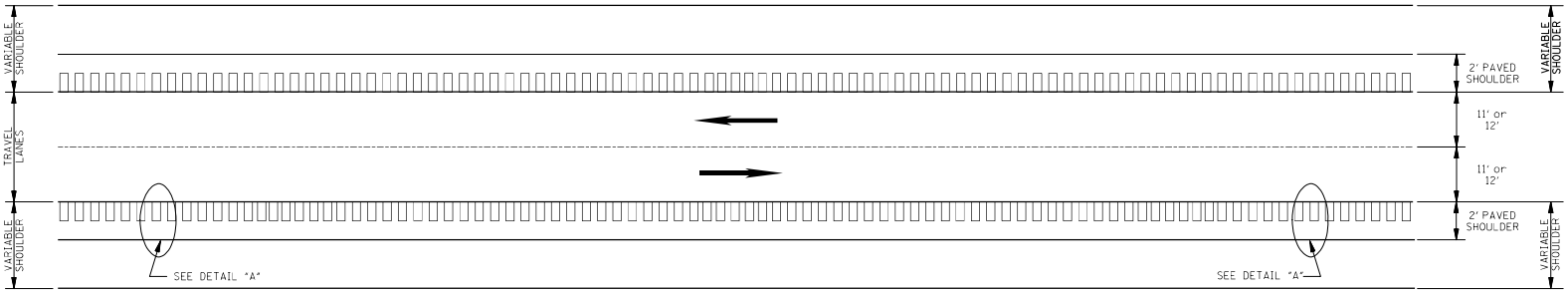
1. GROUND-IN RUMBLE STRIPES SHALL BE APPLIED ON LEFT AND RIGHT SHOULDERS OF ALL PAVED SHOULDERS ON THIS PROJECT
2. GROUND-IN RUMBLE STRIPES SHALL BE OMITTED ACROSS PUBLIC INTERSECTING ROADWAYS OR OTHER INTERRUPTIONS IN NORMAL SHOULDER WIDTH AS DIRECTED BY THE ENGINEER
3. COST TO BE PAID FOR USING APPROPRIATE PAY ITEMS
4. GROUND-IN RUMBLE STRIPES SHALL BE APPLIED TO:
   - A. MAINLINE
   - B. INTERSECTING ROADWAY IF OVERLAID OR RECONSTRUCTED BEYOND NORMAL MAINLINE R.O.W.
   - C. ANY ROADWAY WITH EXISTING RUMBLE STRIPES PRIOR TO CONSTRUCTION.
5. DO NOT USE WHERE TRAVEL LANE IS LESS THAN 11' WIDE.



SECTION "A–A"



DETAIL "A"



PLAN

NOT TO SCALE

DATE	REVISION	BY
2/8/21	REVISED STRIPE LOCATION	DSP

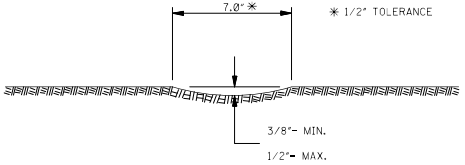
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

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

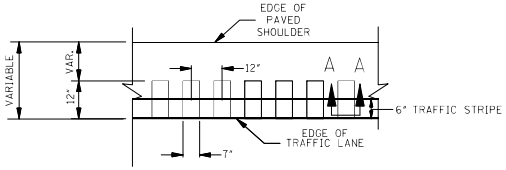
ISSUE DATE: AUGUST 01, 2017

MDOT
WORKING NUMBER
RS-1
SHEET NUMBER
6064

STATE	PROJECT NO.
MISS.	



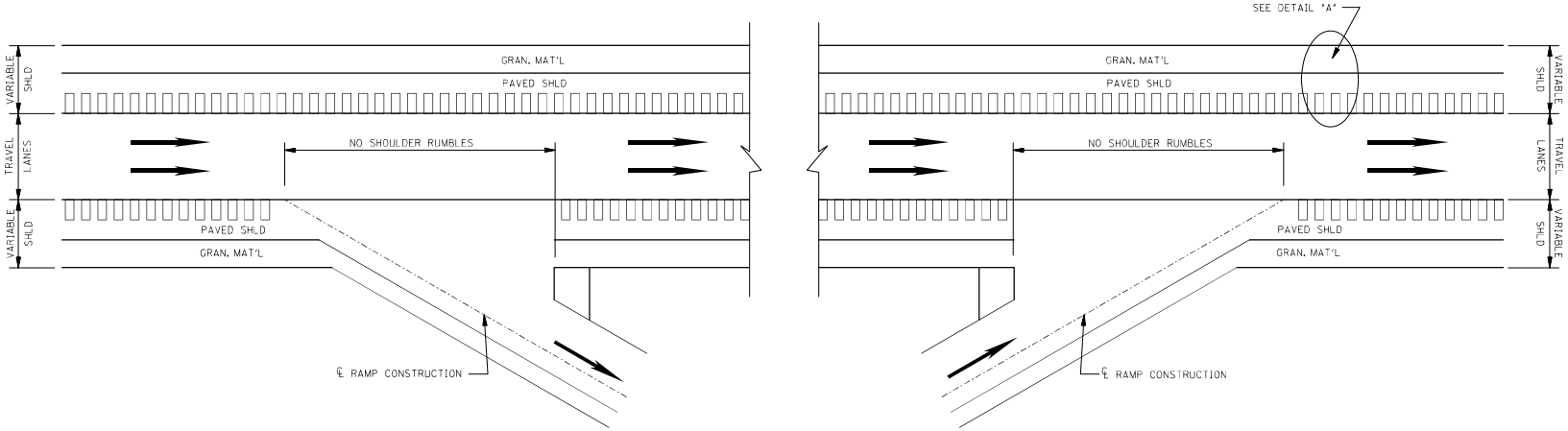
SECTION "A–A"



DETAIL "A"

GENERAL NOTES

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



PLAN

NOT TO SCALE

DETAILS OF RUMBLE STRIPS

DATE	REVISION	BY
2/8/21	REVISED STRIPE LOCATION	DSP

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

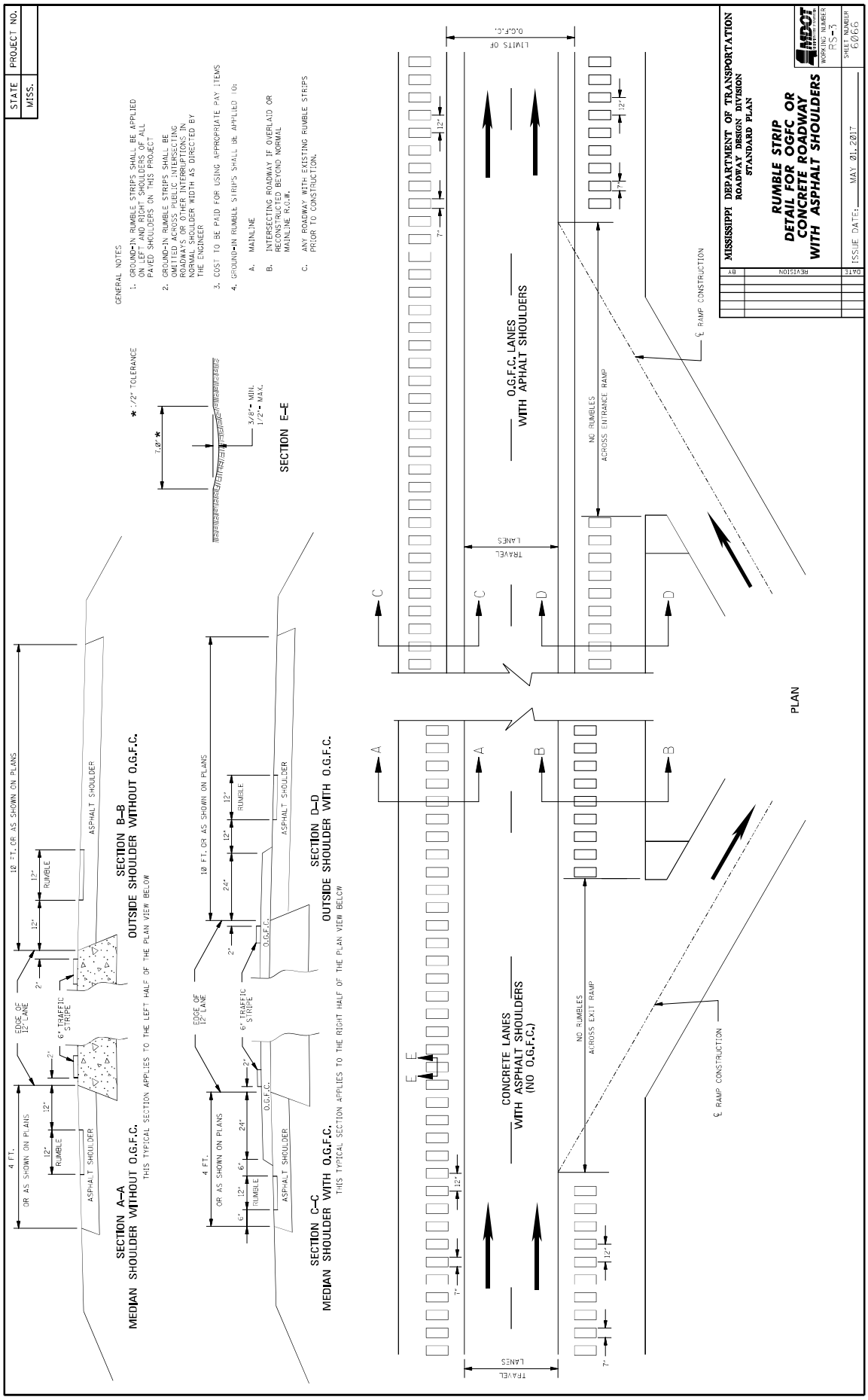
RUMBLE STRIPES 4-LANE HIGHWAYS (ASPHALT LANES, 2-FT OR WIDER ASPHALT SHOULDERS)

ISSUE DATE: AUGUST 01, 2017

MDOT

WORKING NUMBER RS-2

SHEET NUMBER 6065


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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3676 **CODE: (SP)**

DATE: **09/21/2021**

SUBJECT: **Asphalt Gyratory Compactor Internal Angle Calibration**

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 4113 **CODE: (SP)**

DATE: **03/23/2022**

SUBJECT: **Unique Entity ID (SAM) Requirement for Federal Funded Projects**

Bidders are advised that the Prime Contractor must register and maintain a current registration in the System for Award Management (http://sam.gov) at all times during this project. Upon registration, the Contractor will be assigned a SAM Unique Entity ID.

Bidders are also advised that prior to the award of this contract, they MUST be registered, active, and have no active exclusions in the System for Award Management.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 4702 **CODE: (SP)**

DATE: **11/22/2022**

SUBJECT: **App for Traffic Control Reports**

Bidders are advised that the Department has created a smart phone App for completing and submitting traffic control reports (Form CSD-762) required on this project. The Contractor who monitors traffic control activities and completes traffic control reports will be required to download and use this App when completing and submitting traffic control reports. The reports will then be readily available to all persons who need access to the forms. The App is free and is available for downloading at the following location.

https://extacctmgmt.mdot.state.ms.us/

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 5086 **CODE: (SP)**

DATE: **05/02/2023**

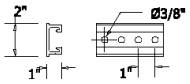
SUBJECT: **Detail of Square Tube Sign Posts**

Bidders are advised that the following drawings shall be used in the manufacture and installation of square tube sign posts, unless otherwise directed by the Engineer.

FMS CON:

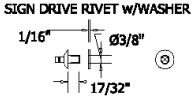
STATE	PROJECT NO.
MISS.	

FLAT PANEL SIGN BRACE



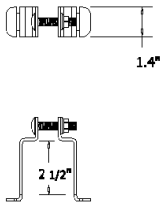
6061-T6 ALUMINUM ALLOY; 2" MOUNTING SURFACE x 7/8" DEPTH x 1/8" NOMINAL WALL THICKNESS. 3/8" HOLES ON 1" CENTERS, CENTERED ALONG ENTIRE LENGTH OF THE BRACE. A MINIMUM OF TWO HORIZONTAL BRACES MUST BE USED.

SIGN DRIVE RIVET w/WASHER



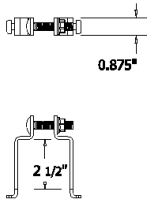
3/8" ALUMINUM SHELL / STEEL CORE RIVET WITH NYLON WASHER. MAXIMUM DISTANCE BETWEEN RIVETS SHOULD BE 12". WASHER MUST BE PRE-INSTALLED AND FIT INTO SIGN BRACE TO SECURE ALUMINUM SIGN PANEL. ALL EXTRUDED PANEL SIGNS SHALL USE 3/16"x3/8" GRIP RANGE ALUMINUM POP RIVITS (#66).

FLAT PANEL SIGN CLAMP



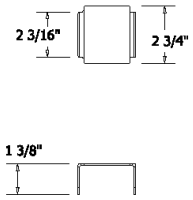
MATERIALS: 1.4" WIDE x 11ga. TYPE 304, #2B FINISHED STAINLESS STEEL BRACKET. INCLUDES STAINLESS STEEL 3/8"-16 x 2" CARRIAGE BOLT AND SERRATED FLANGED NUT. ONE CLAMP REQUIRED FOR EACH BRACE TO POST JUNCTION.

EXTRUDED PANEL SIGN CLAMP



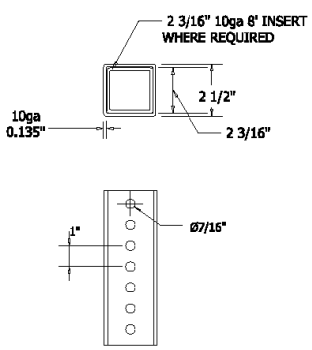
MATERIALS: 1.4" WIDE x 11ga. TYPE 304, #2B FINISHED STAINLESS STEEL BRACKET. INCLUDES STAINLESS STEEL 3/8"-16 x 2" CARRIAGE BOLT AND SERRATED FLANGED NUT. ONE CLAMP REQUIRED FOR EACH BRACE TO POST JUNCTION.

POST CAP



MADE OF 16GA PREGALVANIZED STEEL WITH AN ID CAPABLE OF FITTING INTO THE INSIDE OF A 2-1/2" SQUARE STEEL POST WITHOUT ANY FASTENERS. A CAST ALUMINUM FRICTION FIT CAP MAY ALSO BE USED.

SIGN POSTS

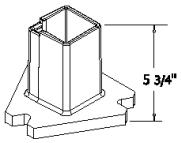


example slip base assembly (detailed below)

NOTES:

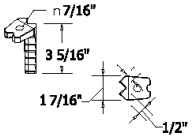
A. CONCRETE FOOTING MUST BE 12" DIAMETER x 36" DEEP.
B. BRASS SHIMS MAY BE USED BETWEEN SLIP PLATES TO LEVEL THE UPPER SLIP PLANE.
C. SLIP BASE IS FHWA ACCEPTED, MEETING CURRENT AASHTO & NCHRP 350 REQUIREMENTS.
D. SIGN BRACE CLAMPS ALLOW SIGN BRACE TO BE ADJUSTED UP, DOWN, LEFT OR RIGHT IN ORDER TO ACHIEVE PERFECT POSITION OF SIGN PANEL.
E. USE INSTALLATION INSTRUCTION RT280U-SQ1.
F. PRODUCT MUST MEET FHWA's MADE IN AMERICA CLAUSE.
G. PAID BY LENGTH OF POST, 36" STUB TO BE ABSORBED.

2-1/2" SQUARE POST RECEIVER



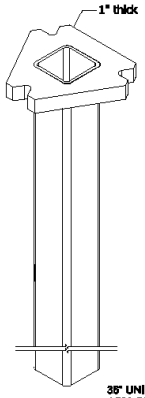
RECEIVER TO BE CAST FROM DUCTILE IRON ASTM A536 CLASS 65-45-12, GALVANIZED PER ASTM A153.

POST LOCKING WEDGE



LOCKING WEDGE FORGED FROM SAE 1035 STEEL AND GALVANIZED PER ASTM A153.

UNIBASE ANCHOR STUB



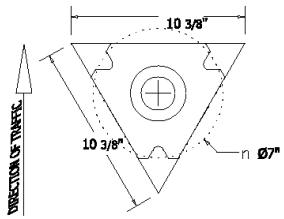
36" UNIBASE ANCHOR A500 GRADE B TUBE WELDED TO A572 SLIP PLATE. GALVANIZED PER ASTM A153.

SIGN CENTROID	2-1/2" x 10ga PSST	2-1/2" x 10ga & 2-3/16" x 10ga Inserted PSST	Sign Bracing**
16'	24.82	43.46	18" maximum distance between braces
15'	26.48	46.36	18" maximum distance between braces
14'	28.38	49.66	18" maximum distance between braces
13'	30.56	53.48	18" maximum distance between braces
12'	33.10	57.94	18" maximum distance between braces
11'	36.12	63.20	18" maximum distance between braces

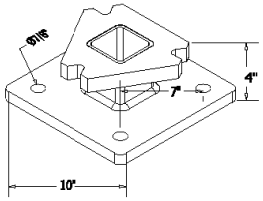
* based on two legs per sign
** Minimum of two braces per flat panel sign

NOTE: Sign area is in square feet.

SLIP PLATE DIMENSION



SURFACE MOUNT BASE

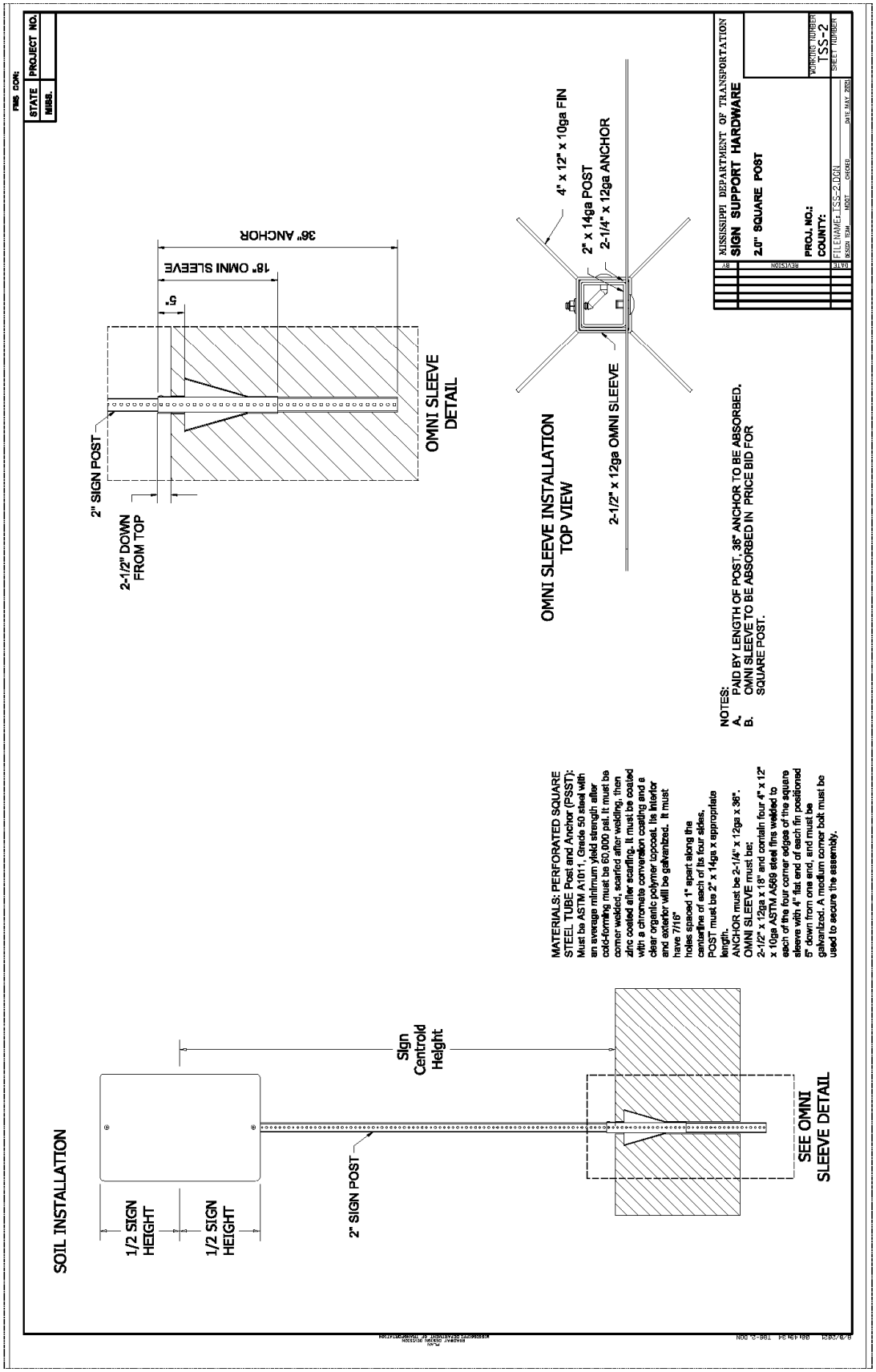


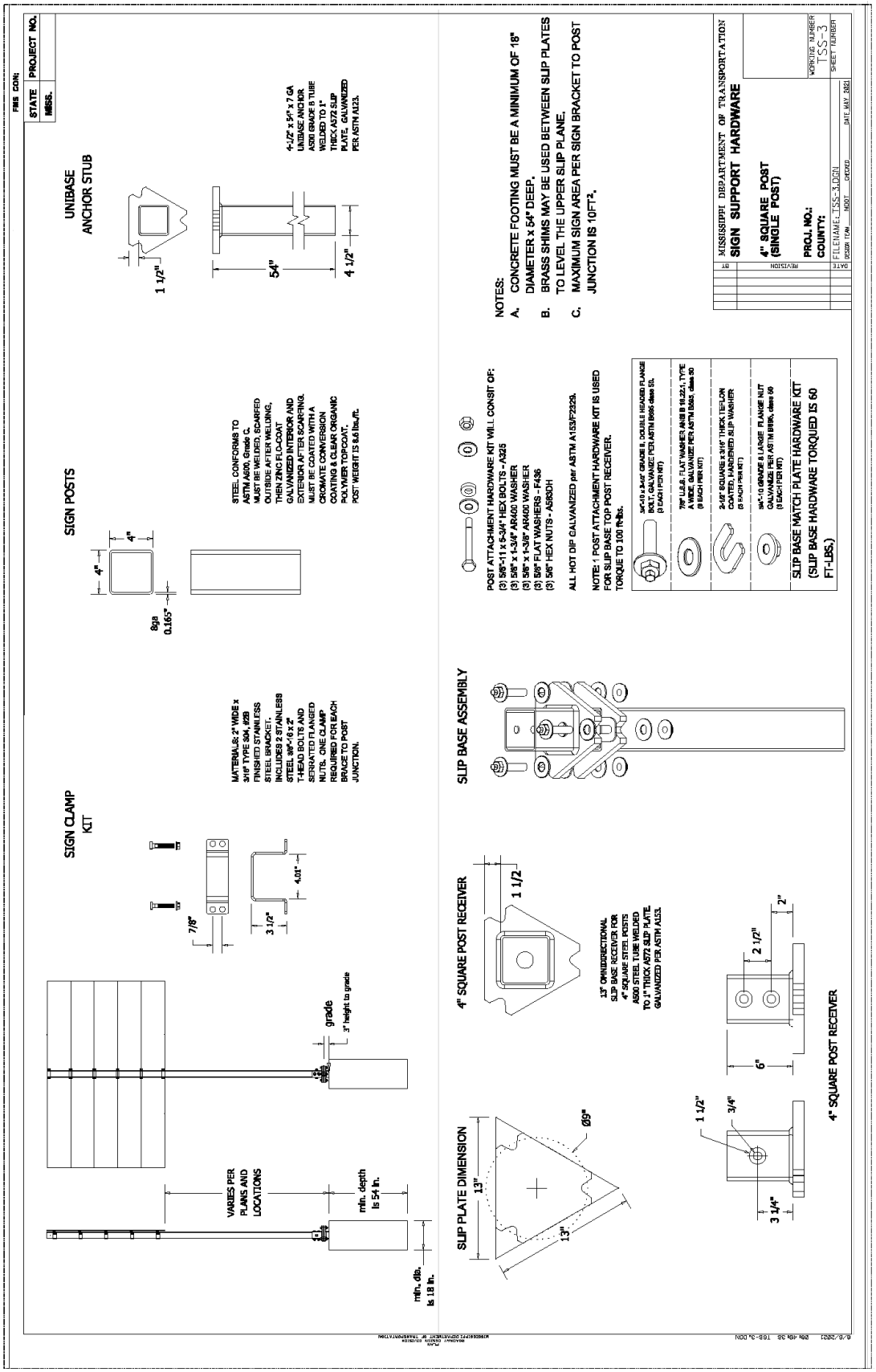
A572 SLIP PLATE WELDED TO A500 GRADE B TUBE WELDED TO A572 MOUNTING PLATE. GALVANIZED PER ASTM A153.

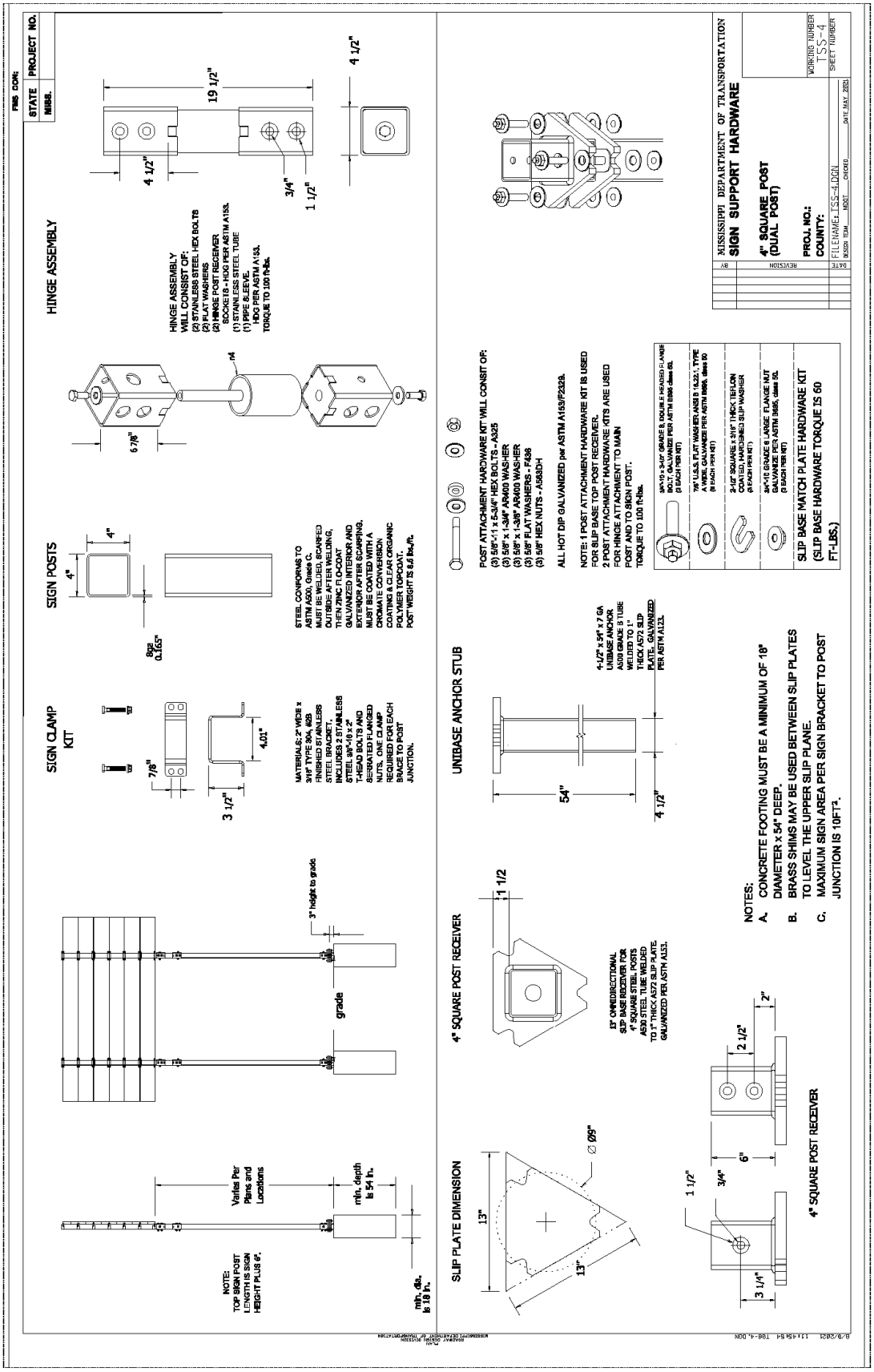
1/2"-13 x 3" GRADE 8, DOUBLE HEX BOLT, GALVANIZE PER ASTM B695 (3 EACH PER KIT)	
5/8" U.S.S. FLAT WASHER ANSI B 18.22.1, TYPE A WIDE, GALVANIZE PER ASTM B695 (6 EACH PER KIT)	
1-3/4" SQUARE x 3/16" THICK TEFLON COATED, HARDENED SLIP WASHER (6 EACH PER KIT)	
1/2"-13 GRADE 8 LARGE FLANGE NUT GALVANIZE PER ASTM B695 (6 EACH PER KIT)	
SLIP BASE MATCH PLATE HARDWARE KIT	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
SIGN SUPPORT HARDWARE
2.5" SQUARE POST

PROJ. NO.:
COUNTY:
WORKING NUMBER: TSS-1
SHEET NUMBER
FILENAME: TSS-1.DGN
DESIGN TEAM ____ MDST ____ CHECKED _____ DATE MAY 2021


FMS CON:
STATE
PROJECT NO.
MISS.
2" SIGN POST
2-1/2" DOWN FROM TOP
5"
18" OMNI SLEEVE
36" ANCHOR
OMNI SLEEVE DETAIL
4" x 12" x 10ga FIN
2" x 14ga POST
2-1/4" x 12ga ANCHOR
2-1/2" x 12ga OMNI SLEEVE
OMNI SLEEVE INSTALLATION TOP VIEW
NOTES:
A. PAID BY LENGTH OF POST. 36" ANCHOR TO BE ABSORBED.
B. OMNI SLEEVE TO BE ABSORBED IN PRICE BID FOR SQUARE POST.
MATERIALS: PERFORATED SQUARE STEEL TUBE Post and Anchor (PSST): Must be ASTM A1011, Grade 50 steel with an average minimum yield strength after cold-forming must be 60,000 psi. It must be corner welded, scarfed after welding, then zinc coated after scarfing. It must be coated with a chromate conversion coating and a clear organic polymer topcoat. Its interior and exterior will be galvanized. It must have 7/16" holes spaced 1" apart along the centerline of each of its four sides.
POST must be 2" x 14ga x appropriate length.
ANCHOR must be 2-1/4" x 12ga x 36".
OMNI SLEEVE must be:
2-1/2" x 12ga x 18" and contain four 4" x 12" x 10ga ASTM A569 steel fins welded to each of the four corner edges of the square sleeve with 4" flat end of each fin positioned 5" down from one end, and must be galvanized. A medium corner bolt must be used to secure the assembly.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
SIGN SUPPORT HARDWARE
2.0" SQUARE POST
PROJ. NO.:
COUNTY:
FILENAME: TSS-2.DGN
WORKING NUMBER
TSS-2
SHEET NUMBER
REVISION
BY
DATE
DESIGN TEAM
MDOT
CHECKED
DATE: MAY 2005
SOIL INSTALLATION
1/2 SIGN HEIGHT
1/2 SIGN HEIGHT
2" SIGN POST
Sign Centroid Height
SEE OMNI SLEEVE DETAIL


FHWA CON:
STATE
MISS.
PROJECT NO.
UNIBASE ANCHOR STUB
1 1/2"
54"
4 1/2"
4-1/2" x 54" x 7 GA. UNIBASE ANCHOR ASTM GRADE B TUBE WELDED TO 1" THICK A572 SLIP PLATE, GALVANIZED PER ASTM A123.
SIGN POSTS
4"
4"
8ga 0.165"
STEEL CONFORMS TO ASTM A500, Grade C. MUST BE WELDED, SCARFED OUTSIDE AFTER WELDING, THEN ZINC FLO-COAT GALVANIZED INTERIOR AND EXTERIOR AFTER SCARFING. MUST BE COATED WITH A CROMATE CONVERSION COATING & CLEAR ORGANIC POLYMER TOPCOAT. POST WEIGHT IS 5.5 lbs./ft.
SIGN CLAMP KIT
7/8"
3 1/2"
4.01"
MATERIALS: 2" WIDE x 3/16" TYPE 304 #89 FINISHED STAINLESS STEEL BRACKET. INCLUDES 2 STAINLESS STEEL 3/8"-16 x 2" T-HEAD BOLTS AND SERRATED FLANGED NUTS. ONE CLAMP REQUIRED FOR EACH BRACE TO POST JUNCTION.
grade
3" height to grade
VARIES PER PLANS AND LOCATIONS
mtn. depth is 54 in.
mtn. dia. is 18 in.
SLIP BASE ASSEMBLY
POST ATTACHMENT HARDWARE KIT WILL CONSIT OF:
(3) 5/8"-11 x 5-3/4" HEX BOLTS - A325
(3) 5/8" x 1-3/4" AR400 WASHER
(3) 5/8" x 1-3/8" AR400 WASHER
(3) 5/8" FLAT WASHERS - F436
(3) 5/8" HEX NUTS - A563DH
ALL HOT DIP GALVANIZED per ASTM A153/F2329.
NOTE: 1 POST ATTACHMENT HARDWARE KIT IS USED FOR SLIP BASE TOP POST RECEIVER. TORQUE TO 100 ft-lbs.
3/4"-10 x 3-1/2" GRADE 8, DOUBLE HEXADED FLANGE BOLT GALVANIZED PER ASTM B695 class 55. (3 EACH PER KIT)
7/8" U.S.S. FLAT WASHER ANSI B 18.22.1, TYPE A WIDE. GALVANIZE PER ASTM B695 class 50 (6 EACH PER KIT)
2-1/4" SQUARE x 3/16" THICK TEFLON COATED, FINISHED SLIP WASHER (6 EACH PER KIT)
3/4"-10 GRADE 8 LARGE FLANGE NUT GALVANIZE PER ASTM B695, class 55 (3 EACH PER KIT)
SLIP BASE MATCH PLATE HARDWARE KIT (SLIP BASE HARDWARE TORQUED IS 50 FT-LBS.)
NOTES:
A. CONCRETE FOOTING MUST BE A MINIMUM OF 18" DIAMETER x 54" DEEP.
B. BRASS SHIMS MAY BE USED BETWEEN SLIP PLATES TO LEVEL THE UPPER SLIP PLANE.
C. MAXIMUM SIGN AREA PER SIGN BRACKET TO POST JUNCTION IS 10FT².
4" SQUARE POST RECEIVER
1 1/2
13" OMNIDIRECTIONAL SLIP BASE RECEIVER FOR 4" SQUARE STEEL POSTS A500 STEEL TUBE WELDED TO 1" THICK A572 SLIP PLATE, GALVANIZED PER ASTM A123.
SLIP PLATE DIMENSION
13"
13"
Ø9"
2"
2 1/2"
6"
1 1/2"
3/4"
3 1/4"
4" SQUARE POST RECEIVER
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
SIGN SUPPORT HARDWARE
4" SQUARE POST (SINGLE POST)
PROJ. NO.:
COUNTY:
WORKTAB NUMBER
TSS-3
SHEET NUMBER
FILENAME: TSS-3.DGN
DATE MAY 2021
BY
REVISION
DATE
DESIGN TEAM
MDOT
CHECKED


FMS CON:
STATE PROJECT NO.
MISS.
HINGE ASSEMBLY
HINGE ASSEMBLY WILL CONSIST OF:
(2) STAINLESS STEEL HEX BOLTS
(2) FLAT WASHERS
(2) HINGE POST RECEIVER SOCKETS - HDG PER ASTM A153.
(1) STAINLESS STEEL TUBE
(1) PIPE SLEEVE.
HDG PER ASTM A153.
TORQUE TO 100 ft-lbs.
19 1/2"
4 1/2"
3/4"
1 1/2"
SIGN POSTS
STEEL CONFORMS TO ASTM A500, Grade C. MUST BE WELDED, SCARFED OUTSIDE AFTER WELDING, THEN ZINC FLO-COAT GALVANIZED INTERIOR AND EXTERIOR AFTER SCARFING. MUST BE COATED WITH A CHROMATE CONVERSION COVERED WITH A CLEAR ORGANIC POLYMER TOPCOAT. POST WEIGHT IS 5.6 lbs./ft.
SIGN CLAMP KIT
MATERIALS: 2" WIDE x 3/16" TYPE 304, #2B FINISHED STAINLESS STEEL BRACKET. INCLUDES 2 STAINLESS STEEL 3/8"-16 x 2" T-HEAD BOLTS AND SERRATED FLANGED NUTS. ONE CLAMP REQUIRED FOR EACH BRACKET TO POST JUNCTION.
UNIBASE ANCHOR STUB
POST ATTACHMENT HARDWARE KIT WILL CONSIT OF:
(3) 5/8"-11 x 5-3/4" HEX BOLTS - A325
(3) 5/8" x 1-3/4" AR400 WASHER
(3) 5/8" x 1-3/8" AR400 WASHER
(3) 5/8" FLAT WASHERS - F436
(3) 5/8" HEX NUTS - A563DH
ALL HOT DIP GALVANIZED per ASTM A153/F2329.
NOTE: 1 POST ATTACHMENT HARDWARE KIT IS USED FOR SLIP BASE TOP POST RECEIVER.
2 POST ATTACHMENT HARDWARE KITS ARE USED FOR HINGE ATTACHMENT TO MAIN POST AND TO SIGN POST.
TORQUE TO 100 ft-lbs.
4-1/2" x 54" x 7 GA UNIBASE ANCHOR A500 GRADE B TUBE WELDED TO 1" THICK A572 SLIP PLATE. GALVANIZED PER ASTM A123.
54"
4 1/2"
3" height to grade.
grade
NOTE: TOP SIGN POST LENGTH IS SIGN HEIGHT PLUS 6'.
Varies Per Plans and Locations
min. depth is 54 in.
min. dia. is 18 in.
4" SQUARE POST RECEIVER
1 1/2"
13" OMNIDIRECTIONAL SLIP BASE RECEIVER FOR 4" SQUARE STEEL POSTS A500 STEEL TUBE WELDED TO 1" THICK A572 SLIP PLATE. GALVANIZED PER ASTM A123.
SLIP PLATE DIMENSION
13"
13"
Ø 09"
4" SQUARE POST RECEIVER
2 1/2"
2"
6"
1 1/2"
3/4"
3 1/4"
NOTES:
A. CONCRETE FOOTING MUST BE A MINIMUM OF 18" DIAMETER x 54" DEEP.
B. BRASS SHIMS MAY BE USED BETWEEN SLIP PLATES TO LEVEL THE UPPER SLIP PLANE.
C. MAXIMUM SIGN AREA PER SIGN BRACKET TO POST JUNCTION IS 10FT².
3/4"-10 x 3-1/2" GRADE B, DOUBLE HEADED FLANGE BOLT - GALVANIZED PER ASTM B695 class 50. (8 EACH PER KIT)
7/8" U.S.S. FLAT WASHER ANSI B 18.22.1, TYPE A WIDE - GALVANIZED PER ASTM B695, class 50 (8 EACH PER KIT)
2-1/2" SQUARE x .315" THICK TEFLON COATED, HARDENED SLIP WASHER (8 EACH PER KIT)
3/4"-10 GRADE B LARGE FLANGE NUT GALVANIZE PER ASTM B695, class 50. (8 EACH PER KIT)
SLIP BASE MATCH PLATE HARDWARE KIT
(SLIP BASE HARDWARE TORQUE IS 60 FT-LBS.)
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
SIGN SUPPORT HARDWARE
4" SQUARE POST (DUAL POST)
PROJ. NO.:
COUNTY:
FILENAME: TSS-4.DGN
DESIGN TEAM: MDOT CHECKED
DATE: MAY, 2021
WORKING NUMBER TSS-4
SHEET NUMBER
BY REVISION DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 5551 **CODE: (IS)**

DATE: **12/06/2023**

SUBJECT: **Federal Bridge Formula**

Bidders are hereby advised that the latest revision of Federal Highway Administration Publication No. FHWA-HOP-06-105, **BRIDGE FORMULA WEIGHTS**, dated August 2006, is made a part of this contract when applicable.

Prior to the preconstruction conference, the Contractor shall advise the Engineer, in writing, what materials, if any, will be delivered to the jobsite via Interstate route(s).

Copies of the **BRIDGE FORMULA WEIGHTS** publication may be obtained by contacting:

Federal Highway Administration
400 7th Street, SW
Washington, DC 20590
(202) 366-2212

or

https://ops.fhwa.dot.gov/freight/publications/brdg_frm_wghts/

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 5750 **CODE: (SP)**

DATE: **03/19/2024**

SUBJECT: **Manual on Uniform Traffic Control Devices (MUTCD)**

Bidders are advised that any reference to the current edition of the MUTCD or the latest edition of the MUTCD within plans, proposal, or standard specifications means the 2009 Edition and the 3 Revisions thereto.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 7560 **CODE: (SP)**

DATE: **12/08/2025**

SUBJECT: **Contract Time**

PROJECT: **STP-0050-01(043) –109755/301000 – Calhoun County**

The completion of work to be performed by the Contractor for this project will not be a specified date but shall be when all allowable working days are assessed, or any extension thereto as provided in Subsection 108.06. It is anticipated that the Notice of Award will be issued no later than **February 10, 2026** and the date for Notice to Proceed / Beginning of Contract Time will be **March 12, 2026** .

Should the Contractor request a Notice to Proceed earlier than **March 12, 2026** and it is agreeable with the Department for an early Notice to Proceed, the requested date will become the new Notice to Proceed date. Regardless of whether or not an early Notice to Proceed is granted, contract time will start at the original Notice to Proceed date.

All requests for an early Notice to Proceed shall be sent to the Project Engineer who will forward it to the Contract Administration Division.

183 Working Days have been allowed for the completion of work on this project.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 7561

DATE: 12/9/2025

SUBJECT: Specialty Items

PROJECT: STP-0050-01(043)/109755301 - CALHOUN

Pursuant to the provisions of Section 108, the following work items are hereby designated as "Specialty Items" for this contract. Bidders are reminded that these items must be subcontracted in order to be considered as specialty items.

CATEGORY: MISCELLANEOUS/ SPECIALTY WORK ITEMS

Line No	Pay Item	Description
0130	423-A001	Rumble Strips, Ground In

CATEGORY: TRAFFIC CONTROL - PERMANENT

Line No	Pay Item	Description
0260	630-A001	Standard Roadside Signs, Sheet Aluminum, 0.080" Thickness
0270	630-A003	Standard Roadside Signs, Sheet Aluminum, 0.125" Thickness
0280	630-A005	Standard Roadside Signs, Sheet Aluminum, 0.1" Thickness
0290	630-C005	Square Tube Posts, 2.0 lb/ft
0300	630-F006	Delineators, Guard Rail, White
0310	630-G004	Type 3 Object Markers, OM-3R or OM-3L

CATEGORY: TRAFFIC CONTROL - TEMPORARY

Line No	Pay Item	Description
0200	619-A1001	Temporary Traffic Stripe, Continuous White
0210	619-A2001	Temporary Traffic Stripe, Continuous Yellow
0220	619-A4002	Temporary Traffic Stripe, Skip Yellow
0230	619-A5001	Temporary Traffic Stripe, Detail
0240	619-A6002	Temporary Traffic Stripe, Legend

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 7562 **CODE: (SP)**

DATE: 12/08/2025

SUBJECT: Scope of Work

PROJECT: STP-0050-01(043) –109755/301000 – Calhoun County

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

The work to be accomplished using the Pay Items and corresponding specifications set forth in this contract, which is for scrub sealing and overlay of SR 9, beginning at SR 9W (Sta. 51+75) and going northerly for approximately 12.4 miles to the Pontotoc County Line (Sta. 702+15).

It shall be the responsibility of the contractor to protect the roadway and all existing structures, such as bridges and curbs, from damage occurring as a result of the contractor's operations. Damages to existing features caused by the contractor's operations shall be repaired or replaced at no cost to the Mississippi Department of Transportation.

At bridge ends and at the end of workday, a taper of one (1) vertical inch for each three (3) horizontal foot shall be provided.

The contractor shall make a utility location request to 811 prior to any excavation, except for trench widening or pavement removal/repair.

In order to expedite the safe movement of traffic and to protect each phase of the work as it is performed, a firm sequence of operations is essential. The work shall begin and continually prosecuted.

The work shall consist of the following:

1. Random clearing shall be performed from the beginning of the project to the end of the project limits as directed by the Engineer. Following the MDOT Tree Management Policy, right-of-way shall be cleared from the edge of pavement or to the right-of-way line. Overhanging vegetation shall be trimmed to a minimum heigh of thirty feet (30') above the ground elevation at the edge of the clearing limits. It is the intent of this Contract for vegetation and trees, to be fully removed from the project site. This work shall be paid for under pay item 201-D: Random Clearing, per station. Each side of the roadway will be measured separately. Clearing within two feet (2') of fences, utilities, and other obstructions as directed by the Project Engineer within the ROW is to be omitted in order to avoid damages.

If roadside foreslopes are steeper than 3:1 or include other roadway features that would make tree removal infeasible, risk assessment should be conducted by the Project Engineer and Highway Safety Division.

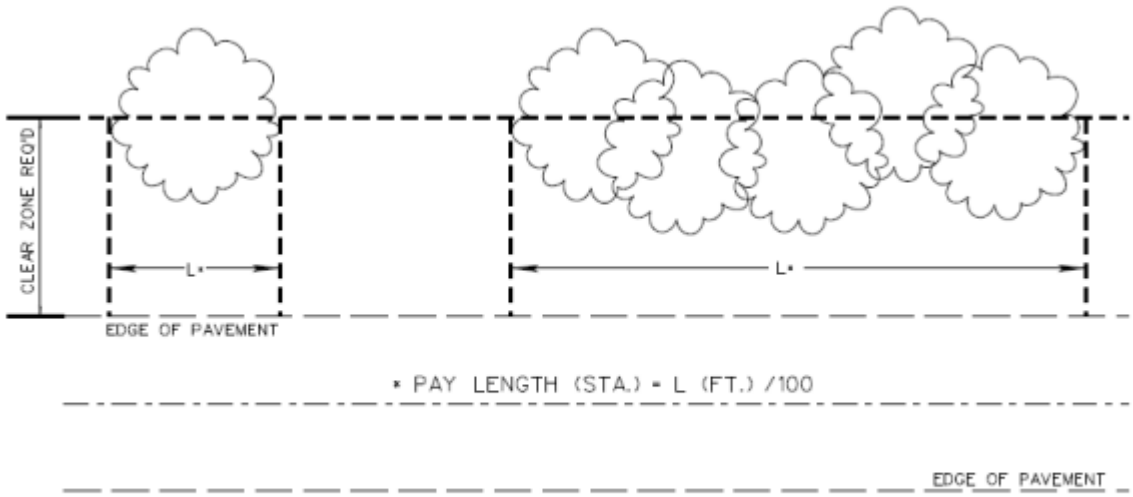
NOTE: No magnolia trees within the ROW limits are to be removed without prior approval from the Project Engineer.

NOTE: Due care should be taken to prevent damage in areas within the ROW that are outside the clearing limits as shown in the table. Any disturbed areas not shown above will not be measured for separate payment and shall be reestablished at no additional cost to the Department.

NOTE: Herbicide shall be used for sprout control of cut stumps. Paint or spray freshly cut stump surface thoroughly covering cambium area next to bark until the herbicide runs down around the root collar. Treat stump as soon as practical after cutting for more effective control but no later than day of cutting except when spraying must be postponed due to inclement weather. Pine stumps and all other stumps larger than 15 inches in diameter do not require spraying for control of sprouting. Permissible herbicides are 2,4-D (amine); picloram +2,4-D; ammonium sulfamate; and dicamba. Specific requirements such as mixing, diluting, rate, application, use restrictions, safety precautions, etc. will be in accordance with the manufacturer's printed container label.

NOTE: Re-spraying will be required when the herbicide is washed off by rain within eight hours of application or diluted to such an extent that it is rendered ineffective.

NOTE: Grinding of all stumps will be required to be flush with the ground.



PAY DETAIL FOR RANDOM CLEARING

2. Repair failed areas on SR 9 as needed using the following pay items:

- 202-B, Removal of Asphalt Pavement, All Depths
- 203-G, Excess Excavation – for material below the pavement structure
- 304-F, Crushed Stone Base – to be used as directed by the Project Engineer
- 907-403-A, 19mm, ST, Asphalt Pavement
- 503-C, Saw Cut, Full Depth

Northbound Lanes					
Station Start	**Station End**	**Length (ft)**	**Asphalt Width (ft)**	**Asphalt Area (SY)**	**Saw Cuts (LF)**
69+50	70+25	75	13	108.3	101
83+75	84+25	50	13	72.2	76
106+90	107+50	60	13	86.7	86
153+90	154+25	35	13	50.6	61
178+15	178+75	60	13	86.7	86
188+50	189+00	50	13	72.2	76
203+90	204+50	60	13	86.7	86
209+00	211+10	210	13	303.3	236
230+85	231+15	30	13	43.3	56
243+50	245+00	150	13	216.7	176
247+65	247+85	20	13	28.9	46
291+45	292+10	65	13	93.9	91
315+15	316+00	85	13	122.8	111
322+40	324+00	160	13	231.1	186
351+45	352+00	55	13	79.4	81
355+50	356+25	75	13	108.3	101
363+25	363+75	50	13	72.2	76
390+00	391+10	110	13	158.9	136
392+29	393+25	96	13	138.7	122
396+50	397+50	100	13	144.4	126
421+00	423+00	200	13	288.9	226
432+00	434+00	200	13	288.9	226
436+00	437+10	110	13	158.9	136
438+50	439+50	100	13	144.4	126
441+50	442+25	75	13	108.3	101
442+45	442+75	30	13	43.3	56
443+25	444+50	125	13	180.6	151
445+35	447+25	190	13	274.4	216
457+00	466+00	900	13	1300.0	926
495+00	497+00	200	13	288.9	226
507+15	507+75	60	13	86.7	86

511+80	512+20	40	13	57.8	66
535+90	536+10	20	13	28.9	46
543+25	547+75	450	13	650.0	476
548+10	548+20	10	13	14.4	36
553+75	555+75	200	13	288.9	226
582+00	583+00	100	13	144.4	126
607+00	609+00	200	13	288.9	226
625+75	626+25	50	13	72.2	76

Southbound Lanes					
Station Start	**Station End**	**Length (ft)**	**Asphalt Width (ft)**	**Asphalt Area (SY)**	**Saw Cuts (LF)**
85+35	86+10	75	13	108.3	163
86+80	87+00	20	13	28.9	53
87+90	88+25	35	13	50.6	83
177+50	178+00	50	13	72.2	113
187+15	188+00	85	13	122.8	183
189+50	189+65	15	13	21.7	43
210+00	210+50	50	13	72.2	113
243+50	244+50	100	13	144.4	213
245+25	245+50	25	13	36.1	63
247+65	247+80	15	13	21.7	43
390+00	391+10	110	13	158.9	233
392+29	393+25	96	13	138.7	205
438+50	439+50	100	13	144.4	213
442+25	442+75	50	13	72.2	113
443+25	444+50	125	13	180.6	263
544+75	545+25	50	13	72.2	113
546+50	548+00	150	13	216.7	313
549+00	549+20	20	13	28.9	53
553+25	555+25	200	13	288.9	413
563+00	563+20	20	13	28.9	53
573+55	573+75	20	13	28.9	53
667+90	668+50	60	13	86.7	133
691+50	692+10	60	13	86.7	133
				9226	**9231**

NOTE: Failed areas are estimated as one (1) foot of depth and backfilled with one (1) foot (maximum of 3 ½" lifts) of 19-mm, ST Asphalt. The removal to one (1) foot is paid under the Removal of Asphalt Pavement, All Depths. The asphalt shall be placed per the Project Engineer's instructions. Saw cuts will be required and will be paid for separately.

NOTE: Any extra excavation below one (1) foot depth required, as determined by the Project Engineer, will be paid for as Excess Excavation.

NOTE: Failed areas are to be backfilled the same day as excavation.

2. Cold milling of the existing asphalt pavement at local road tie-ins and bridge ends to a depth of one and one-half (1 1/2") inches and variable in order to provide a smooth transition will be required. The entire roadway section will not be milled.

   The cold milling material obtained shall become the property of the contractor. Payment for Cold Milling of Pavement will be made under Pay Item No. 406-D, per square yard, and shall include all cost associated with the milling operation.

   NOTE: During this operation and prior to placement of the asphalt, due care shall be required to keep surface water from ponding on the roadway surface; continuous monitoring of the project may be required.

   NOTE: During this operation and prior to placement of the asphalt, contractor shall repair and maintain all potholes.

3. Placement of a scrub seal on the mainline. As per Special Provision 907-414, the Contractor shall submit to the Engineer a mix design that provides the project a target, or design, application rate for bituminous material in gal/yd^2 and cover material in lbs/yd^2.

   NOTE: The scrub seal shall cover the entire roadway.

   NOTE: County road intersections and bridges will not require a scrub seal

   NOTE: Existing raised markers shall be removed prior to the scrub seal operations. The cost shall be absorbed in other bid items.

   NOTE: All loose traffic stripe shall be removed prior to the scrub seal operation. The cost will be absorbed in other pay items.

   NOTE: All sweeping/brooming operations will require that all excess aggregate will be removed using vacuum trucks or other approved methods. Excess aggregate will not be allowed to be swept off the roadway into adjacent areas. After final sweeping/brooming and prior to the asphalt overlay operations, any excess material will be removed from the roadway and gutter pans by vacuum trucks or other approved methods. This cost shall be absorbed in other pay items.

4. A quantity for 9.5mm, ST, Asphalt Pavement, Leveling has been set up for curve corrections and for leveling as directed by the Project Engineer.

9.5mm, ST, Asphalt Pavement, Leveling	
Area	Tons
Mainline	1300
Curve Corrections	750
Totals	2050

5. The contractor shall place one and one-half inches (1.5") of ST 9.5mm for the surface course on the previously sealed and leveled mainline.

6. The contractor will be required to remove all cold mix from the bridge deck for BR # 60.8 and place three-quarters of an inch (3/4") of ST 9.5mm on the bridge deck surface. The bridge deck shall not be milled. Any damages to the deck will be repaired at the Contractor's expense. Costs associated with the removal of cold mix will be absorbed in other pay items.

   NOTE: The use of dynamic rollers shall be prohibited for compaction of the asphalt lifts on the bridge deck. Only static compaction will be allowed. Due care shall be given to ensure asphalt thickness does not exceed a compacted thickness of three-quarters of an inch (3/4"). Asphalt cores may be used to verify this thickness. An allowable tolerance of +0" to -1/4" is permitted. If thicknesses have been verified to exceed the three quarters of an inch maximum tolerance, the entire bridge deck shall be milled with the approval of the Director of Structures and replaced at no additional cost to MDOT.

   NOTE: Sawing and Sealing at the bridge ends will be required after asphalt pavement has been placed.

7. Placement of Granular Material Class 5, Group D on the shoulders as directed to raise the existing shoulders to the new surface course grade.

   NOTE: Shoulders shall be bladed, shaped and compacted throughout the length of the project regardless of whether granular material is required.

   NOTE: Granular material not required for the final shape of the shoulders may require removal under the pay item for excess excavation and may include small amounts of asphalt.

   NOTE: Due care shall be taken during this operation to blade material to the roadway and away from the ditch line. Material inadvertently bladed to the roadway vegetation shall be removed at no cost to the Mississippi Department of Transportation.

8. Placement of Temporary Traffic Stripe daily as per Special Provisions Nos. 907-618.

9. Remove and replace guardrails as per the attached table. Existing guardrail is not located in asphalt and will be driven in the Granular Material.

BR #	Guardrail Removal (LF)	Guardrail Installation (LF)	Terminal End Section, Flared (EA)	Bridge End Section (Type C)	Bridge End Section (Type C Mod)	Delineators White (EA)
60.8	747	550	4	2	2	26

NOTE: The contractor is responsible for verifying the bridge end sections.

10. Install a six (6) inch rumble strip for rumble stripe.
11. Place permanent pavement markings as required (Thermoplastic Striping, Reflective High Performance Raised Markers).

12. All existing post-mounted standard roadside signs estimated in the attached table shall be replaced. The Contractor shall deliver the removed signs to the Calhoun County Maintenance Lot located at 132 Shannon Street, Calhoun. All signs and hardware shall be removed from post prior to delivery. The Contractor is required to verify the sign quantity prior to ordering materials. All hardware and footings required for the erection of new signs and posts shall be absorbed in other items of work.

Sign Quantity			
Pay Item	Description	Unit	Quantity
202-B	Removal of Sign	EA	19
202-B	Removal of Sign, Including Post and Footing	EA	107
630-A	Standard Roadside Signs, Sheet Aluminum, 0.080" Thickness	SF	70.94
630-A	Standard Roadside Signs, Sheet Aluminum, .1" Thickness	SF	35
630-A	Standard Roadside Signs, Sheet Aluminum, 0.125" Thickness	SF	745.46
630-C	Square Tube Post, 2.0 lb/ft	LF	1770

NOTE: Any Existing Pipe Post will remain in place for the new signs to be attached as shown in the Sign Table attached to the Scope of Work.

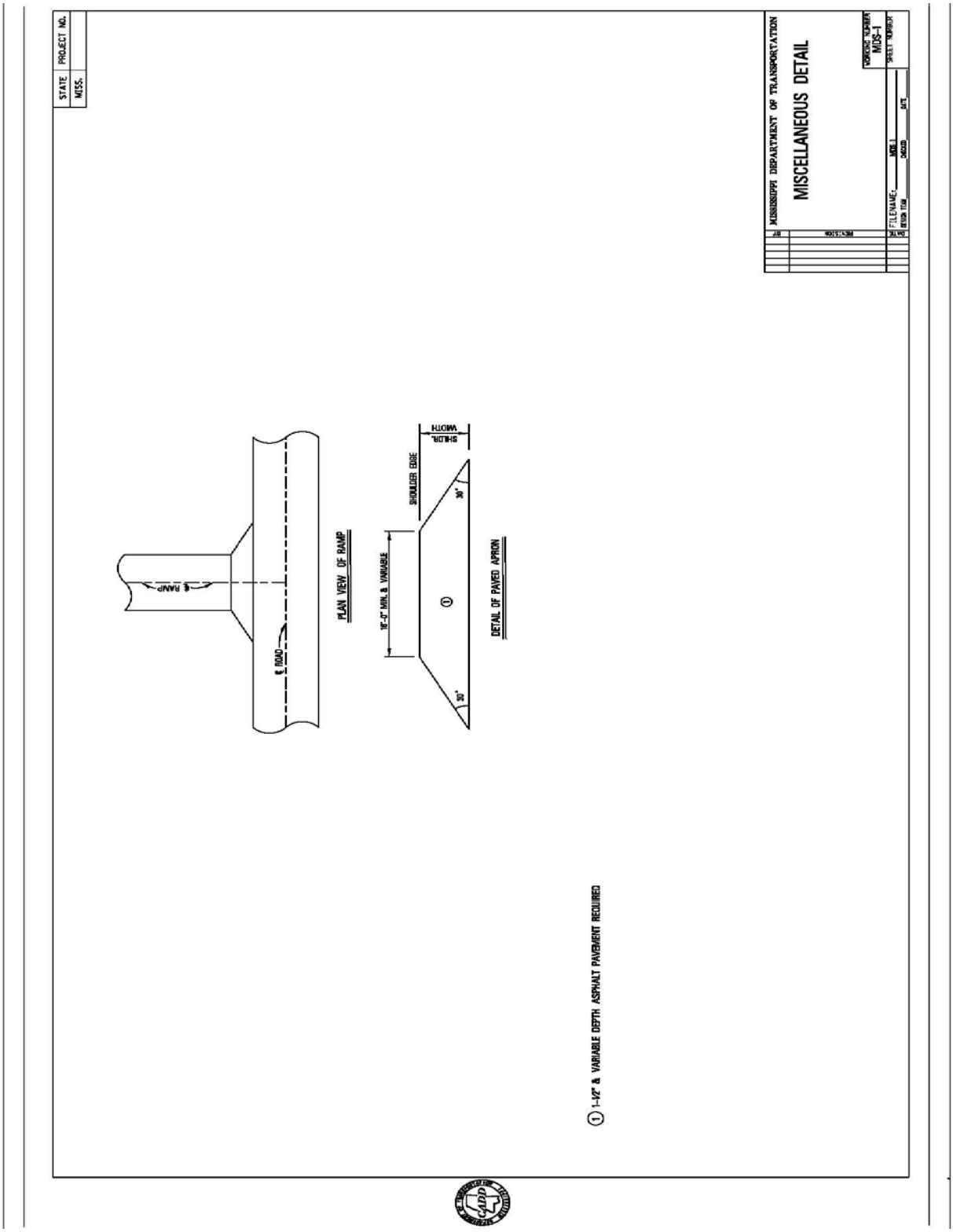
The contractor shall provide all signs and traffic handling devices necessary to safely maintain traffic around or through the work areas.

The Engineer may direct the use of additional cones at County roads or intersections within lane closures and will be absorbed in Maintenance of Traffic.

Incidental work such as removing vegetation, shaping and compaction of shoulder, necessary and incidental grading of roadway ditches, and other incidental work that is necessary to

complete the work will not be measured for separate payment and the cost will be included in the bid items provided.

Prior to grinding rumble strips, the Contractor shall mark the beginning and ending of these rumble strips. Temporary paint shall not be used solely as a final location of begin and end of rumble strip.


STATE
MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
MISCELLANEOUS DETAIL
WORKING SUBSHEET
MDS-1
SHEET NUMBER
FILENAME:
DATE:
DESIGN TEAM
DRAWN
APP.
REVISION
BY
℄ RAMP
℄ ROAD
PLAN VIEW OF RAMP
18'-0" MIN. & VARIABLE
SHOULDER EDGE
SHLDR. WIDTH
30°
30°
1
DETAIL OF PAVED APRON
1 1-½" & VARIABLE DEPTH ASPHALT PAVEMENT REQUIRED

Random Clearing NB

Starting Station	Ending Station	Length (ft)	No. of Stations	Location	> 3:1 Slope
56+00	58+00	200	2	NB Outside	
59+00	61+00	200	2	NB Outside	Yes
65+00	66+00	100	1	NB Outside	
68+00	70+00	200	2	NB Outside	
70+00	73+00	300	3	NB Outside	Yes
76+00	76+96	96	1	NB Outside	
77+10	78+00	90	1	NB Outside	
79+00	80+00	100	1	NB Outside	
81+00	84+00	300	3	NB Outside	Yes
85+00	86+00	100	1	NB Outside	
86+00	87+00	100	1	NB Outside	Yes
89+00	91+00	200	2	NB Outside	
93+00	94+00	100	1	NB Outside	
94+00	98+00	400	4	NB Outside	Yes
98+00	100+00	200	2	NB Outside	
101+00	103+00	200	2	NB Outside	Yes
103+00	104+00	100	1	NB Outside	
106+00	109+00	300	3	NB Outside	Yes
109+00	116+00	700	7	NB Outside	
116+00	117+00	100	1	NB Outside	Yes
119+00	123+00	400	4	NB Outside	Yes
123+00	126+00	300	3	NB Outside	
126+00	131+00	500	5	NB Outside	Yes
131+00	132+00	100	1	NB Outside	
132+00	137+00	500	5	NB Outside	Yes
137+00	144+00	700	7	NB Outside	
144+00	146+00	200	2	NB Outside	Yes
146+00	150+00	400	4	NB Outside	
150+00	156+00	600	6	NB Outside	Yes
156+00	167+00	1100	11	NB Outside	
167+00	171+00	400	4	NB Outside	Yes
171+00	172+00	100	1	NB Outside	
174+00	177+00	300	3	NB Outside	
177+00	179+00	200	2	NB Outside	Yes
179+00	180+00	100	1	NB Outside	
180+00	181+00	100	1	NB Outside	Yes
181+00	186+00	500	5	NB Outside	
186+00	189+00	300	3	NB Outside	Yes
189+00	199+00	1000	10	NB Outside	
199+00	204+00	500	5	NB Outside	Yes
206+00	209+00	300	3	NB Outside	
209+00	211+00	200	2	NB Outside	Yes
211+00	214+00	300	3	NB Outside	
226+00	232+00	600	6	NB Outside	
232+00	236+00	400	4	NB Outside	Yes
236+00	248+00	1200	12	NB Outside	

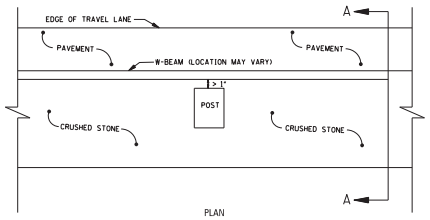
248+00	249+00	100	1	NB Outside	Yes
249+00	252+00	300	3	NB Outside	
253+00	256+00	300	3	NB Outside	Yes
256+00	264+00	800	8	NB Outside	
264+00	266+00	200	2	NB Outside	Yes
266+00	277+00	1100	11	NB Outside	
297+00	303+00	600	6	NB Outside	
304+00	305+00	100	1	NB Outside	
308+00	309+00	100	1	NB Outside	
311+00	323+00	1200	12	NB Outside	
323+00	336+00	1300	13	NB Outside	Yes
338+00	340+00	200	2	NB Outside	
340+00	344+00	400	4	NB Outside	Yes
345+00	348+00	300	3	NB Outside	Yes
348+00	352+00	400	4	NB Outside	
352+00	403+00	5100	51	NB Outside	Yes
403+00	405+00	200	2	NB Outside	
407+00	408+00	100	1	NB Outside	
410+00	413+00	300	3	NB Outside	
415+00	418+00	300	3	NB Outside	Yes
421+00	429+00	800	8	NB Outside	Yes
433+00	446+00	1300	13	NB Outside	Yes
446+00	459+00	1300	13	NB Outside	
459+00	465+00	600	6	NB Outside	Yes
465+00	469+00	400	4	NB Outside	
469+00	474+00	500	5	NB Outside	Yes
477+00	479+00	200	2	NB Outside	Yes
482+00	493+00	1100	11	NB Outside	Yes
494+00	503+00	900	9	NB Outside	Yes
506+00	511+00	500	5	NB Outside	
511+00	520+00	900	9	NB Outside	Yes
520+00	528+00	800	8	NB Outside	
537+00	544+00	700	7	NB Outside	
544+00	559+00	1500	15	NB Outside	Yes
561+00	565+00	400	4	NB Outside	Yes
565+00	568+71	371	4	NB Outside	
569+71	576+00	629	7	NB Outside	
576+00	580+00	400	4	NB Outside	Yes
580+00	593+00	1300	13	NB Outside	
593+00	598+00	500	5	NB Outside	Yes
604+00	633+00	2900	29	NB Outside	Yes
633+00	635+00	200	2	NB Outside	
635+00	639+00	400	4	NB Outside	
642+00	675+00	3300	33	NB Outside	Yes
675+00	682+00	700	7	NB Outside	
682+00	702+15	2015	21	NB Outside	

Random Clearing SB

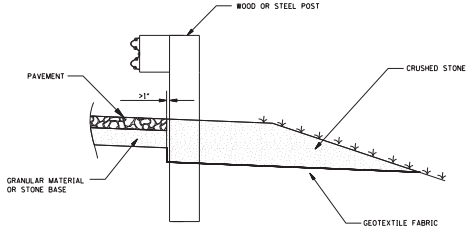
Starting Station	Ending Station	Length (ft)	No. of Stations	Location	> 3:1 Slope
75+00	76+96	196	2	SB Outside	
77+10	78+00	90	1	SB Outside	
80+00	84+00	400	4	SB Outside	
85+00	95+00	1000	10	SB Outside	Yes
117+00	120+00	300	3	SB Outside	Yes
121+00	130+00	900	9	SB Outside	Yes
134+00	138+00	400	4	SB Outside	Yes
139+00	142+00	300	3	SB Outside	
146+00	158+00	1200	12	SB Outside	Yes
158+00	165+00	700	7	SB Outside	
174+00	176+00	200	2	SB Outside	
176+00	179+00	300	3	SB Outside	Yes
179+00	186+00	700	7	SB Outside	
186+00	190+00	400	4	SB Outside	Yes
190+00	198+00	800	8	SB Outside	
198+00	202+00	400	4	SB Outside	Yes
202+00	209+00	700	7	SB Outside	
209+00	211+00	200	2	SB Outside	Yes
230+00	236+00	600	6	SB Outside	Yes
238+00	240+00	200	2	SB Outside	Yes
243+00	254+00	1100	11	SB Outside	Yes
275+00	297+00	2200	22	SB Outside	Yes
315+00	317+00	200	2	SB Outside	
319+00	324+00	500	5	SB Outside	
326+00	334+00	800	8	SB Outside	Yes
340+00	347+00	700	7	SB Outside	Yes
347+00	349+00	200	2	SB Outside	
353+00	354+00	100	1	SB Outside	Yes
379+00	383+00	400	4	SB Outside	Yes
384+00	408+00	2400	24	SB Outside	Yes
410+00	413+00	300	3	SB Outside	
427+00	429+00	200	2	SB Outside	
432+00	434+00	200	2	SB Outside	
434+00	447+00	1300	13	SB Outside	Yes
447+00	463+00	1600	16	SB Outside	
465+00	469+00	400	4	SB Outside	
469+00	474+00	500	5	SB Outside	Yes
474+00	478+00	400	4	SB Outside	
481+00	486+00	500	5	SB Outside	
486+00	488+00	200	2	SB Outside	Yes
488+00	492+00	400	4	SB Outside	
492+00	494+00	200	2	SB Outside	Yes
496+00	500+00	400	4	SB Outside	
500+00	509+00	900	9	SB Outside	
509+00	518+00	900	9	SB Outside	Yes
518+00	523+00	500	5	SB Outside	

523+00	556+00	3300	33	SB Outside	Yes
556+00	562+00	600	6	SB Outside	
562+00	568+71	671	7	SB Outside	Yes
569+71	573+00	329	4	SB Outside	Yes
573+00	577+00	400	4	SB Outside	
579+00	593+00	1400	14	SB Outside	Yes
597+00	599+00	200	2	SB Outside	Yes
605+00	614+00	900	9	SB Outside	Yes
619+00	621+00	200	2	SB Outside	
621+00	628+00	700	7	SB Outside	Yes
628+00	636+00	800	8	SB Outside	
641+00	648+00	700	7	SB Outside	Yes
648+00	654+00	600	6	SB Outside	
654+00	662+00	800	8	SB Outside	Yes
662+00	664+00	200	2	SB Outside	
666+00	670+00	400	4	SB Outside	Yes
670+00	677+00	700	7	SB Outside	
680+00	686+00	600	6	SB Outside	
686+00	689+00	300	3	SB Outside	Yes
689+00	692+00	300	3	SB Outside	
692+00	695+00	300	3	SB Outside	Yes
695+00	699+00	400	4	SB Outside	
699+00	701+00	200	2	SB Outside	Yes

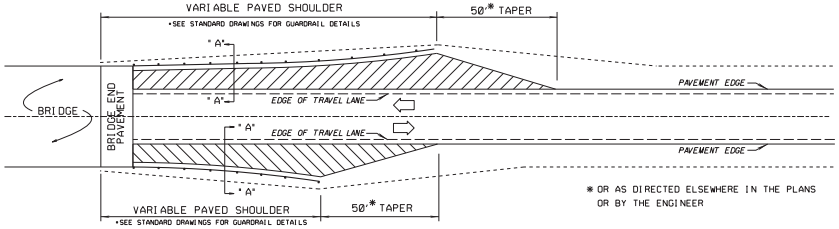
Total	Outside Lane	> 3:1 Slope	Difference	
NB	536	295	241	Stations
SB	426	270	156	Stations
Overall	962	565	397	Stations



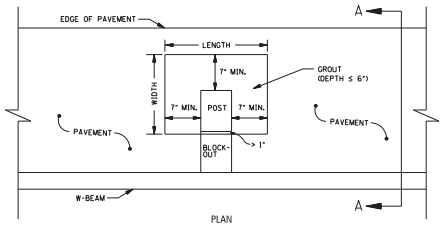
PAVEMENT LEAVE-OUT AREA FOR GUARDRAIL POSTS
SINGLE-FACED GUARDRAIL (CRUSHED STONE OPTION)



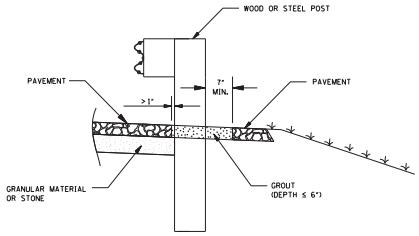
SECTION A-A



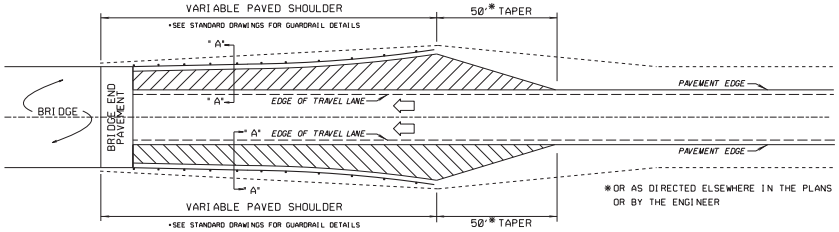
TYPICAL DETAIL OF PAVED SHOULDERS AT BRIDGE ENDS
(2-WAY TRAFFIC)
SEE SECTION "A"-"A"



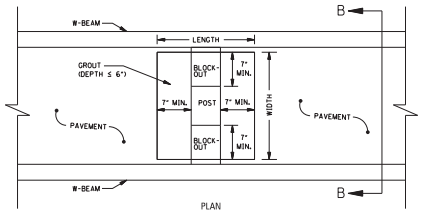
PAVEMENT LEAVE-OUT AREA FOR GUARDRAIL POSTS
SINGLE-FACED GUARDRAIL (GROUT OPTION)



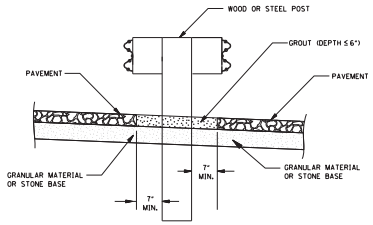
SECTION A-A



TYPICAL DETAIL OF PAVED SHOULDERS AT BRIDGE ENDS
(1-WAY TRAFFIC)
SEE SECTION "A"-"A"



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



SECTION B-B

GENERAL NOTES FOR CRUSHED STONE OPTION

1. GUARDRAIL POSTS SHALL NOT BE COMPLETELY SURROUNDED BY PAVEMENT.
2. PAVEMENT LEAVE-OUT AREAS ARE REQUIRED FOR STEEL AND WOOD POSTS.
3. STANDARD EMBEDMENT DEPTHS STILL APPLY, MEASURED FROM THE TOP OF THE PROJECTED PAVEMENT SURFACE.
4. IMMEDIATELY PRIOR TO PLACING GEOTEXTILE FABRIC AND CRUSHED STONE ON THE GUARDRAIL PAD, THE ENTIRE AREA SHALL BE TREATED UNIFORMLY WITH A SOIL STERILANT. THE SOIL STERILANT SHALL BE APPLIED AT THE MAXIMUM RATE RECOMMENDED ON THE MANUFACTURER'S LABEL FOR PERENNIAL WEED CONTROL. ANY GRANULAR OR PELLETIZED SOIL STERILANT THAT IS APPROVED BY THE ENGINEER MAY BE USED. SEPARATE PAYMENT WILL NOT BE MADE FOR TREATING THE GUARDRAIL PAD AREA WITH SOIL STERILANT.

GENERAL NOTES FOR GROUT OPTION

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

MIN. PAV'T LEAVE-OUT AREA

POST	SINGLE-FACED LENGTH (IN.)	SINGLE-FACED WIDTH (IN.)	DOUBLE-FACED LENGTH (IN.)	DOUBLE-FACED WIDTH (IN.)
6"x8" WOOD	20	15	20	22
8"x8" WOOD	22	15	22	22
10"x10" WOOD	24	17	24	24
W6x9 STEEL	18	13	18	20

NOTE: THE ALTERNATIVES SHOWN HEREIN APPLY TO ALL GUARDRAIL CONSTRUCTION WHERE MOW STRIPS ARE ADDED.

PRELIMINARY
NOT FOR
CONSTRUCTION

MDOT
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
DETAILED BY:
CHECKED BY:
DATE:

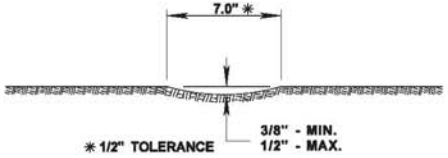
FMS CON: /
PROJECT NO.:
COUNTY:

GUARDRAIL: POST INSTALLATION
DETAILS

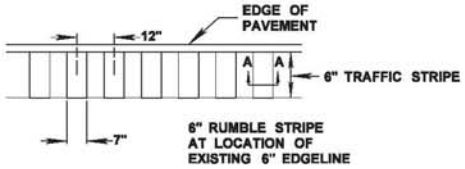
SHEET ID
SDGR-PI
SHEET NO.

Notice To Bidders
Contract No. 75562

STATE	PROJECT NO.
MISS.	HSIP-0040-02(031)



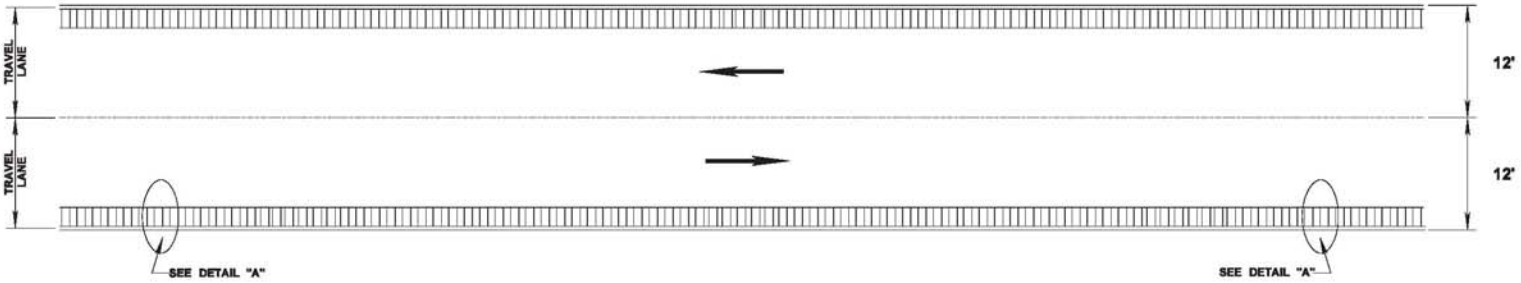
SECTION "A-A"



DETAIL "A"

GENERAL NOTES

1. GROUND-IN RUMBLE STRIPES SHALL BE APPLIED ON LEFT AND RIGHT EDGELINES.
2. GROUND-IN RUMBLE STRIPES SHALL BE OMITTED ACROSS PRINCIPAL INTERSECTING ROADWAYS OR OTHER INTERRUPTIONS IN NORMAL SHOULDER WIDTH AS DIRECTED BY THE ENGINEER
3. COST TO BE PAID FOR USING APPROPRIATE PAY ITEMS
4. GROUND-IN RUMBLE STRIPES SHALL BE APPLIED TO MAINLINE ONLY.



PLAN

NOT TO SCALE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL DESIGN:
RUMBLE STRIPES (GROUND-IN)
2 LANE, 24 FT.

PROJ.No.:HSIP-0033-02(004)
COUNTY: ALCORN
FILENAME: rumble stripe 2 Lane.DG
DESIGN TEAM ATKINS CHECKED JRY DATE 01/06/14

WORKING NUMBER RS-2L
SHEET NUMBER 18

NB Lane HWY 9

Location (Sta. #)	Lane Location	Sign Code	Sign Description	Type 3 Object Markers	Size SQ IN	0.08"	0.1"	0.125"	Square Tube (LF)	Removal of Sign	Removal of Sign Including Post	Notes
51+75	NB Outside	M1-5	9(white,black)		576	4.00			15		1	Same Post
51+75	NB Outside	M3-1P	North(white,black)		288	2.00			15	1		Same Post
55+00	NB Outside	W3-1	Stop Ahead(yellow,black)		1296			9.00	15	1		
56+50	NB Outside	R2-1	Speed Limit 55(white,black)		720		5.00		15		1	
97+65	NB Outside	W2-2	Left County Rd Ahead(yellow,black)		1296			9.00	15		1	
103+00	NB Outside	W1-7	Left&Right Arrow(yellow,black)		1152			8.00	15		1	Missing
142+50	NB Outside	W2-2	Right County Rd Ahead(yellow,black)		1296			9.00	15		1	Missing
147+50	NB Outside	W1-7	Left&Right Arrow(yellow,black)		1152			8.00	15		1	Missing
147+50	NB Outside	R1-1	Stop(red,white)		1072.5			7.45	15			No Stop Ahead Needed
156+75	NB Outside	W2-2	Right County Rd Ahead(yellow,black)		1296			9.00	15		1	Missing
161+25	NB Outside	R1-1	Stop(red,white)		1072.5			7.45	15			No Stop Ahead Needed
161+25	NB Outside	W1-7	Left&Right Arrow(yellow,black)		1152			8.00	15		1	Missing
168+00	NB Outside	W2-1	Cross Arrow(yellow,black)		1296			9.00	15		1	Missing
174+50	NB Outside	R1-1	Stop(red,white)		1072.5			7.45	15		1	
174+50	NB Outside	W3-1	Stop Ahead(yellow,black)		1296			9.00	15		1	
191+50	NB Outside	W2-2	Right County Rd Ahead(yellow,black)		1296			9.00	15		1	
197+00	NB Outside	R1-1	Stop(red,white)		1072.5			7.45	15		1	
197+00	NB Outside	W3-1	Stop Ahead(yellow,black)		1296			9.00	15		1	
209+15	NB Outside	W2-2	Right County Rd Ahead(yellow,black)		1296			9.00	15		1	
214+50	NB Outside	R1-1	Stop(red,white)		1072.5			7.45	15		1	
214+50	NB Outside	W3-1	Stop Ahead(yellow,black)		1296			9.00	15		1	
284+85	NB Outside	OM-3	Object Marker(yellow,black)	1	0				0			Box Culvert
284+85	NB Outside	OM-3	Object Marker(yellow,black)	1	0				0			Box Culvert
306+50	NB Outside	W2-2	Left County Rd Ahead(yellow,black)		1296			9.00	15		1	
312+75	NB Outside	W1-7	Left&Right Arrow(yellow,black)		1152			8.00	15		1	
315+75	NB Outside	M1-5	9(white,black)		576	4.00			15		1	Same Post
315+75	NB Outside	M3-1P	North(white,black)		288	2.00			15			Same Post
340+00	NB Outside	W2-1	Cross Arrow(yellow,black)		1296			9.00	15		1	
344+50	NB Outside	M2-1P	Junction(white,black)		315	2.19			15		1	Same Post
344+50	NB Outside	M1-6	331(white,black)		576	4.00			15			Same Post
349+60	NB Outside	M3-1P	North(white,black)		288	2.00			15	1		
349+60	NB Outside	M1-6	331(white,black)		576	4.00			15	1		
349+60	NB Outside	N/A	Left Arrow(blue,white)		0				0	1		
349+60	NB Outside	M3-1P	North(white,black)		288	2.00			15	1		
349+60	NB Outside	M1-5	9(white,black)		576	4.00			15	1		
349+60	NB Outside	M6-3	Up Arrow(white,black)		315	2.19			15	1		
350+00	NB Outside	R1-1	Stop(red,white)		1072.5			7.45	15		1	
350+00	NB Outside	W3-1	Stop Ahead(yellow,black)		1296			9.00	15		1	
385+75	NB Outside	W8-13	Bridge Ices Before Road(yellow,black)		1296			9.00	15		1	
391+00	NB Outside	W12-6	Weight Limit(white,black)		1260			8.75	15		1	Same Post
391+00	NB Outside	W12-7aP	Emergency Vehicles(white,black)		900		6.25		15	1		Same Post
391+10	NB Outside	OM-3	Object Marker(yellow,black)	1	0				0			
392+29	NB Outside	OM-3	Object Marker(yellow,black)	1	0				0			
402+50	NB Outside	W2-2	Right County Rd Ahead(yellow,black)		1296			9.00	15		1	
409+50	NB Outside	R1-1	Stop(red,white)		1072.5			7.45	15		1	
409+50	NB Outside	W3-1	Stop Ahead(yellow,black)		1296			9.00	15		1	
446+00	NB Outside	W2-2	Right County Rd Ahead(yellow,black)		1296			9.00	15		1	
451+00	NB Outside	R1-1	Stop(red,white)		1072.5			7.45	15		1	
451+00	NB Outside	W3-1	Stop Ahead(yellow,black)		1296			9.00	15		1	
474+50	NB Outside	W2-1	Cross Arrow(yellow,black)		1296			9.00	15		1	

480+30	NB Outside	R1-1	Stop(red,white)		1072.5			7.45	15		1	
481+50	NB Outside	R1-1	Stop(red,white)		1072.5			7.45	15		1	
481+50	NB Outside	W3-1	Stop Ahead(yellow,black)		1296			9.00	15		11	
500+00	NB Outside	W2-1	Cross Arrow(yellow,black)		1296			9.00	15		1	
506+00	NB Outside	R1-1	Stop(red,white)		1072.5			7.45	15		1	
513+00	NB Outside	OM-3	Object Marker(yellow,black)	1	0				0			
513+00	NB Outside	OM-3	Object Marker(yellow,black)	1	0				0			
520+50	NB Outside	W2-1	Cross Arrow(yellow,black)		1296			9.00	15		1	Temporary Log Trucks Sign on post
524+00	NB Outside	OM-3	Object Marker(yellow,black)	1	0				0			Sign&Post Missing
524+00	NB Outside	OM-3	Object Marker(yellow,black)	1	0				0			Sign&Post Missing
552+00	NB Outside	W2-2	Right County Rd Ahead(yellow,black)		1296			9.00	15		1	
557+50	NB Outside	R1-1	Stop(red,white)		1072.5			7.45	15		1	
557+50	NB Outside	W3-1	Stop Ahead(yellow,black)		1296			9.00	15		1	
568+00	NB Outside	W2-2	Left County Rd Ahead(yellow,black)		1296			9.00	15		1	
575+50	NB Outside	W1-7	Left&Right Arrow(yellow,black)		1152			8.00	15		1	Sign&Post Missing
598+00	NB Outside	OM-3	Object Marker(yellow,black)	1	0				0			
598+00	NB Outside	OM-3	Object Marker(yellow,black)	1	0				0			
607+00	NB Outside	OM-3	Object Marker(yellow,black)	1	0				0			
607+00	NB Outside	OM-3	Object Marker(yellow,black)	1	0				0			
608+00	NB Outside	N/A	Curve Left(yellow,black)		0				0		1	
626+00	NB Outside	W2-2	Right County Rd Ahead(yellow,black)		1296			9.00	15		1	
631+00	NB Outside	R1-1	Stop(red,white)		1072.5			7.45	15		1	
647+00	NB Outside	W2-2	Left County Rd Ahead(yellow,black)		1296			9.00	15		1	
675+00	NB Outside	W1-7	Left&Right Arrow(yellow,black)		1152			8.00	15		1	

SB Lane HWY 9

Location (Sta. #)	Lane Location	Sign Code	Sign Description	Type 3 Object Markers	Size SQ IN	0.08"	0.1"	0.125"	Square Tube (LF)	Removal of Sign	Removal of Sign Including Post	Notes
55+00	SB Outside	W3-1	Stop Ahead(yellow,black)		1296			9.00	15	1		
61+00	SB Outside	M2-1P	Junction(white,black)		315	2.19			15		1	Same Post
61+00	SB Outside	M1-5	9(white,black)		576	4.00			15	1		Same Post
103+00	SB Outside	W1-7	Left&Right Arrow(yellow,black)		1152			8.00	15		1	
142+00	SB Outside	W2-2	Left County Rd Ahead(yellow,black)		1296			9.00	15		1	Missing
147+50	SB Outside	W1-7	Left&Right Arrow(yellow,black)		1152			8.00	15		1	
154+00	SB Outside	W2-2	Left County Rd Ahead(yellow,black)		1296			9.00	15		1	Missing
161+25	SB Outside	W1-7	Left&Right Arrow(yellow,black)		1152			8.00	15		1	
167+00	SB Outside	W2-2	Left County Rd Ahead(yellow,black)		1296			9.00	15		1	Missing
174+50	SB Outside	R1-1	Stop(red,white)		1072.5			7.45	15		1	
174+50	SB Outside	W3-1	Stop Ahead(yellow,black)		1296			9.00	15		1	
180+50	SB Outside	W2-1	Cross Arrow(yellow,black)		1296			9.00	15		1	
197+00	SB Outside	W1-7	Left&Right Arrow(yellow,black)		1152			8.00	15		1	
202+00	SB Outside	W2-2	Left County Rd Ahead(yellow,black)		1296			9.00	15		1	
214+00	SB Outside	W1-7	Left&Right Arrow(yellow,black)		1152			8.00	15		1	
221+00	SB Outside	W2-2	Left County Rd Ahead(yellow,black)		1296			9.00	15		1	
279+00	SB Outside	W1-5	Curvy Rd Ahead(yellow,black)		900		6.25		15		1	
284+85	SB Outside	OM-3	Object Marker(yellow,black)	1	0				0			
284+85	SB Outside	OM-3	Object Marker(yellow,black)	1	0				0			

309+00	SB Outside	M3-3P	South(white,black)		288	2.00			15		1	Same Post
309+00	SB Outside	M1-5	9(white,black)		576	4.00			15	1		Same Post
312+75	SB Outside	R1-1	Stop(red,white)		1072.5			7.45	15		1	
312+75	SB Outside	W3-1	Stop Ahead(yellow,black)		1296			9.00	15		1	
318+50	SB Outside	W2-2	Right County Rd Ahead(yellow,black)		1296			9.00	15		1	
349+00	SB Outside	M3-3P	South(white,black)		288	2.00			15		1	Same Post
349+00	SB Outside	M1-5	9(white,black)		576	4.00			15	1		Same Post
350+00	SB Outside	W1-7	Left&Right Arrow(yellow,black)		1152			8.00	15		1	
352+00	SB Outside	M3-3P	South(white,black)		288	2.00			15		1	Same Post
352+00	SB Outside	M1-5	9(white,black)		576	4.00			15	1		Same Post
352+00	SB Outside	M6-3	Up Arrow(white,black)		315	2.19			15	1		Same Post
352+00	SB Outside	M3-1P	North(white,black)		288	2.00			15	1		Same Post
352+00	SB Outside	M1-6	331(white,black)		576	4.00			15	1		Same Post
359+50	SB Outside	M2-1P	Junction(white,black)		315	2.19			15		1	Same Post
359+50	SB Outside	M1-6	331(white,black)		576	4.00			15	1		Same Post
361+72	SB Outside	W2-1	Cross Arrow(yellow,black)		1296			9.00	15		1	
391+10	SB Outside	OM-3	Object Marker(yellow,black)	1	0				0			
392+29	SB Outside	OM-3	Object Marker(yellow,black)	1	0				0			
392+45	SB Outside	W12-6	Weight Limit(white,black)		1260			8.75	15		1	Same Post
392+45	SB Outside	W12-7aP	Emergency Vehicles(white,black)		900		6.25		15	1		Same Post
400+00	SB Outside	W8-13	Bridge Ices Before Road(yellow,black)		1296			9.00	15		1	
409+50	SB Outside	W1-7	Left&Right Arrow(yellow,black)		1152			8.00	15		1	
456+00	SB Outside	W2-2	Left County Rd Ahead(yellow,black)		1296			9.00	15		1	
481+50	SB Outside	R1-1	Stop(red,white)		1072.5			7.45	15		1	
481+50	SB Outside	W3-1	Stop Ahead(yellow,black)		1296			9.00	15		1	
491+00	SB Outside	W2-1	Cross Arrow(yellow,black)		1296			9.00	15		1	
506+00	SB Outside	R1-1	Stop(red,white)		1072.5			7.45	15		1	
506+00	SB Outside	W3-1	Stop Ahead(yellow,black)		1296			9.00	15		1	
513+00	SB Outside	OM-3	Object Marker(yellow,black)	1	0				0			
513+00	SB Outside	OM-3	Object Marker(yellow,black)	1	0				0			
524+00	SB Outside	OM-3	Object Marker(yellow,black)	1	0				0			Sign&Post Missing
524+00	SB Outside	OM-3	Object Marker(yellow,black)	1	0				0			Sign&Post Missing
532+00	SB Outside	W2-1	Cross Arrow(yellow,black)		1296			9.00	15		1	
557+50	SB Outside	W1-7	Left&Right Arrow(yellow,black)		1152			8.00	15		1	
563+50	SB Outside	W2-2	Left County Rd Ahead(yellow,black)		1296			9.00	15		1	
575+50	SB Outside	R1-1	Stop(red,white)		1072.5			7.45	15		1	
575+50	SB Outside	W3-1	Stop Ahead(yellow,black)		1296			9.00	15		1	
584+50	SB Outside	W2-2	Right County Rd Ahead(yellow,black)		1296			9.00	15		1	
598+00	SB Outside	OM-3	Object Marker(yellow,black)	1	0				0			
598+00	SB Outside	OM-3	Object Marker(yellow,black)	1	0				0			
607+00	SB Outside	OM-3	Object Marker(yellow,black)	1	0				0			
607+00	SB Outside	OM-3	Object Marker(yellow,black)	1	0				0			
631+00	SB Outside	W1-7	Left&Right Arrow(yellow,black)		1152			8.00	15		1	
635+50	SB Outside	W2-2	Left County Rd Ahead(yellow,black)		1296			9.00	15		1	
641+00	SB Outside	R2-1	Speed Limit 55(white,black)		720		5.00		15		1	
653+50	SB Outside	R1-1	Stop(red,white)		1072.5			7.45	15		1	
653+50	SB Outside	W3-1	Stop Ahead(yellow,black)		1296			9.00	15		1	
658+50	SB Outside	W2-2	Right County Rd Ahead(yellow,black)		1296			9.00	15		1	
666+00	SB Outside	W1-5	Curvy Rd Ahead(yellow,black)		900		6.25		15		1	
675+00	SB Outside	R1-1	Stop(red,white)		1072.5			7.45	15		1	
683+00	SB Outside	W2-2	Right County Rd Ahead(yellow,black)		1296			9.00	15		1	
			TOTALS	**36**		**70.937**	**35**	**745.46**	**1770**	**19**	**107**	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 – NOTICE TO BIDDERS NO. 7578 **CODE: (IS)**

DATE: **12/16/2025**

SUBJECT: **Obligation Date**

With respect to the obligation date referenced in Special Provision No. 907-700-2 (Materials and Tests), bidders are advised that this project will be obligated on or after October 1, 2025, and before October 1, 2026.

"General Decision Number: MS20250083 12/12/2025

Superseded General Decision Number: MS20240083

State: Mississippi

Construction Type: Highway

County: Calhoun County in Mississippi.

HIGHWAY CONSTRUCTION PROJECTS

Modification Number	Publication Date
0	01/03/2025
1	12/12/2025

SUMS2010-006 08/04/2014

	Rates	Fringes
CARPENTER (Form Work Only).....	$ 14.13	0.00
CARPENTER, Excludes Form Work....	$ 13.49	0.00
CEMENT MASON/CONCRETE FINISHER...	$ 13.70	0.00
ELECTRICIAN.....	$ 21.80	7.93
HIGHWAY/PARKING LOT STRIPING: Truck Driver (Line Striping Truck).....	$ 17.59	0.00
INSTALLER - GUARDRAIL.....	$ 11.51	0.00
IRONWORKER, REINFORCING.....	$ 14.82	0.00
LABORER: Common or General, Including Asphalt Raking, Shoveling, Spreading and Concrete Work.....	$ 10.36	0.00
LABORER: Flagger.....	$ 9.76	0.00
LABORER: Grade Checker.....	$ 12.77	0.00
LABORER: Landscape.....	$ 8.35	0.00
LABORER: Mason Tender - Cement/Concrete.....	$ 11.08	0.00
LABORER: Pipelayer.....	$ 10.76	0.00
LABORER: Laborer-Cones/ Barricades/Barrels - Setter/Mover/Sweeper.....	$ 10.38	0.00
OPERATOR: Asphalt Spreader.....	$ 16.03	0.00
OPERATOR: Backhoe/Excavator/Trackhoe.....	$ 14.40	0.00
OPERATOR: Boring Machine.....	$ 15.14	0.00
OPERATOR: Broom/Sweeper.....	$ 10.94	0.00

OPERATOR: Bulldozer.....$ 15.00 0.00

OPERATOR: Concrete Saw.....$ 15.68 0.00

OPERATOR: Crane.....$ 18.32 0.00

OPERATOR: Distributor.....$ 12.59 0.00

OPERATOR: Drill.....$ 19.22 0.00

OPERATOR: Grader/Blade.....$ 14.57 0.00

OPERATOR: Loader.....$ 11.54 0.00

OPERATOR: Mechanic.....$ 15.13 0.00

OPERATOR: Milling Machine.....$ 15.12 0.00

OPERATOR: Oiler.....$ 12.33 0.00

OPERATOR: Paver (Asphalt,
Aggregate, and Concrete).....$ 14.47 0.00

OPERATOR: Piledriver.....$ 15.13 0.00

OPERATOR: Roller (All Types)....$ 11.54 0.00

OPERATOR: Scraper.....$ 13.15 0.00

OPERATOR: Tractor.....$ 11.25 0.00

OPERATOR: Trencher.....$ 15.00 0.00

TRUCK DRIVER: Flatbed Truck.....$ 13.79 0.00

TRUCK DRIVER: Lowboy Truck.....$ 13.30 0.00

TRUCK DRIVER: Mechanic.....$ 14.23 0.00

TRUCK DRIVER: Off the Road
Truck.....$ 12.29 0.00

TRUCK DRIVER: Water Truck.....$ 10.58 0.00

TRUCK DRIVER: Dump Truck (All
Types).....$ 14.29 0.00

TRUCK DRIVER: Semi/Trailer
Truck.....$ 15.81 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"

SUPPLEMENT TO FORM FHWA-1273

DATE: 07/26/2022

SUBJECT: Federal Contract Provisions for Subcontracts

Federal Contract Provisions for Subcontracts

All subcontracts shall be in writing and contain all pertinent provisions and requirements of the prime contract.

Each "Request for Permission to Subcontract" (Mississippi Department of Transportation Form CAD-720) shall include a copy of the subcontract. The federal contract provisions (FHWA-1273, SUPPLEMENT TO FORM FHWA-1273, NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION TO ENSURE EQUAL EMPLOYMENT OPPORTUNITY (EXECUTIVE ORDER 11246), DAVIS-BACON AND RELATED ACT PROVISIONS (WAGE RATES)) must be physically incorporated as part of the subcontract. A completed Mississippi Department of Transportation Form CAD-521 and Form CAD-725 must be attached to the CAD-720.

REQUIRED CONTRACT PROVISIONS
FEDERAL-AID CONSTRUCTION CONTRACTS

I. General
II. Nondiscrimination
III. Non-segregated Facilities
IV. Davis-Bacon and Related Act Provisions
V. Contract Work Hours and Safety Standards Act Provisions
VI. Subletting or Assigning the Contract
VII. Safety: Accident Prevention
VIII. False Statements Concerning Highway Projects
IX. Implementation of Clean Air Act and Federal Water Pollution Control Act
X. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion
XI. Certification Regarding Use of Contract Funds for Lobbying
XII. Use of United States-Flag Vessels:

ATTACHMENTS

A. Employment and Materials Preference for Appalachian Development Highway System or Appalachian Local Access Road Contracts (included in Appalachian contracts only)

I. GENERAL

1. Form FHWA-1273 must be physically incorporated in each construction contract funded under title 23, United States Code, as required in 23 CFR 633.102(b) (excluding emergency contracts solely intended for debris removal). The contractor (or subcontractor) must insert this form in each subcontract and further require its inclusion in all lower tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services). 23 CFR 633.102(e).

The applicable requirements of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider. 23 CFR 633.102(e).

Form FHWA-1273 must be included in all Federal-aid design-build contracts, in all subcontracts and in lower tier subcontracts (excluding subcontracts for design services, purchase orders, rental agreements and other agreements for supplies or services) in accordance with 23 CFR 633.102. The design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Contracting agencies may reference Form FHWA-1273 in solicitation-for-bids or request-for-proposals documents, however, the Form FHWA-1273 must be physically incorporated (not referenced) in all contracts, subcontracts and lower-tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services related to a construction contract). 23 CFR 633.102(b).

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract. 23 CFR 633.102(d).

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, supervised release, or probation. 23 U.S.C. 114(b). The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors. 23 U.S.C. 101(a).

II. NONDISCRIMINATION (23 CFR 230.107(a); 23 CFR Part 230, Subpart A, Appendix A; EO 11246)

The provisions of this section related to 23 CFR Part 230, Subpart A, Appendix A are applicable to all Federal-aid construction contracts and to all related construction subcontracts of $10,000 or more. The provisions of 23 CFR Part 230 are not applicable to material supply, engineering, or architectural service contracts.

In addition, the contractor and all subcontractors must comply with the following policies: Executive Order 11246, 41 CFR Part 60, 29 CFR Parts 1625-1627, 23 U.S.C. 140, Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.), and related regulations including 49 CFR Parts 21, 26, and 27; and 23 CFR Parts 200, 230, and 633.

The contractor and all subcontractors must comply with: the requirements of the Equal Opportunity Clause in 41 CFR 60-1.4(b) and, for all construction contracts exceeding $10,000, the Standard Federal Equal Employment Opportunity Construction Contract Specifications in 41 CFR 60-4.3.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with Executive Order 11246 and the policies of the Secretary of Labor including 41 CFR Part 60, and 29 CFR Parts 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with 23 U.S.C. 140, Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.), and related regulations including 49 CFR Parts 21, 26, and 27; and 23 CFR Parts 200, 230, and 633.

The following provision is adopted from 23 CFR Part 230, Subpart A, Appendix A, with appropriate revisions to conform to the U.S. Department of Labor (US DOL) and FHWA requirements.

1. Equal Employment Opportunity: Equal Employment Opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (*see* 28 CFR Part 35, 29 CFR Part 1630, 29 CFR Parts 1625-1627, 41 CFR Part 60 and 49 CFR Part 27) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140, shall constitute the EEO and specific affirmative action standards for the contractor's project activities under this contract. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR Part 35 and 29 CFR Part 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the contracting agency and the Federal Government to ensure that it has made every good faith effort to provide equal opportunity with respect to all of its terms and conditions of employment and in their review of activities under the contract. 23 CFR 230.409 (g)(4) & (5).

b. The contractor will accept as its operating policy the following statement:

> "It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, sexual orientation, gender identity, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, pre-apprenticeship, and/or on-the-job training."

2. EEO Officer: The contractor will designate and make known to the contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active EEO program and who must be assigned adequate authority and responsibility to do so.

3. Dissemination of Policy: All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action or are substantially involved in such action, will be made fully cognizant of and will implement the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer or other knowledgeable company official.

b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minorities and women.

d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

4. Recruitment: When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minorities and women in the area from which the project work force would normally be derived.

a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minorities and women. To meet this requirement, the contractor will identify sources of potential minority group employees and establish with such identified sources procedures whereby minority and women applicants may be referred to the contractor for employment consideration.

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, the contractor is expected to observe the provisions of that agreement to the extent that the system meets the contractor's compliance with EEO contract provisions. Where implementation of such an agreement has the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Federal nondiscrimination provisions.

c. The contractor will encourage its present employees to refer minorities and women as applicants for employment. Information and procedures with regard to referring such applicants will be discussed with employees.

5. Personnel Actions: Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, age or disability. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to ensure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with its obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action

within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of their avenues of appeal.

6. Training and Promotion:

a. The contractor will assist in locating, qualifying, and increasing the skills of minorities and women who are applicants for employment or current employees. Such efforts should be aimed at developing full journey level status employees in the type of trade or job classification involved.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs (i.e., apprenticeship and on-the-job training programs for the geographical area of contract performance). In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision. The contracting agency may reserve training positions for persons who receive welfare assistance in accordance with 23 U.S.C. 140(a).

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of employees who are minorities and women and will encourage eligible employees to apply for such training and promotion.

7. Unions: If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use good faith efforts to obtain the cooperation of such unions to increase opportunities for minorities and women. 23 CFR 230.409. Actions by the contractor, either directly or through a contractor's association acting as agent, will include the procedures set forth below:

a. The contractor will use good faith efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minorities and women for membership in the unions and increasing the skills of minorities and women so that they may qualify for higher paying employment.

b. The contractor will use good faith efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the contracting agency and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability; making full efforts to obtain qualified and/or qualifiable minorities and women. The failure of a union to provide sufficient referrals (even though it is obligated to provide exclusive referrals under the terms of a collective bargaining agreement) does not relieve the contractor from the requirements of this paragraph. In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the contracting agency.

8. Reasonable Accommodation for Applicants / Employees with Disabilities: The contractor must be familiar with the requirements for and comply with the Americans with Disabilities Act and all rules and regulations established thereunder. Employers must provide reasonable accommodation in all employment activities unless to do so would cause an undue hardship.

9. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment: The contractor shall not discriminate on the grounds of race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of this contract.

a. The contractor shall notify all potential subcontractors, suppliers, and lessors of their EEO obligations under this contract.

b. The contractor will use good faith efforts to ensure subcontractor compliance with their EEO obligations.

10. Assurances Required:

a. The requirements of 49 CFR Part 26 and the State DOT's FHWA-approved Disadvantaged Business Enterprise (DBE) program are incorporated by reference.

b. The contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:
(1) Withholding monthly progress payments;
(2) Assessing sanctions;
(3) Liquidated damages; and/or
(4) Disqualifying the contractor from future bidding as non-responsible.

c. The Title VI and nondiscrimination provisions of U.S. DOT Order 1050.2A at Appendixes A and E are incorporated by reference. 49 CFR Part 21.

11. Records and Reports: The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following the date of the final payment to the contractor for all contract work and shall be available at reasonable times and places for inspection by authorized representatives of the contracting agency and the FHWA.

a. The records kept by the contractor shall document the following:

(1) The number and work hours of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women; and

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women.

b. The contractors and subcontractors will submit an annual report to the contracting agency each July for the duration of the project indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on Form FHWA-1391. The staffing data should represent the project work force on board in all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

III. NONSEGREGATED FACILITIES

This provision is applicable to all Federal-aid construction contracts and to all related construction subcontracts of more than $10,000. 41 CFR 60-1.5.

As prescribed by 41 CFR 60-1.8, the contractor must ensure that facilities provided for employees are provided in such a manner that segregation on the basis of race, color, religion, sex, sexual orientation, gender identity, or national origin cannot result. The contractor may neither require such segregated use by written or oral policies nor tolerate such use by employee custom. The contractor's obligation extends further to ensure that its employees are not assigned to perform their services at any location under the contractor's control where the facilities are segregated. The term "facilities" includes waiting rooms, work areas, restaurants and other eating areas, time clocks, restrooms, washrooms, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing provided for employees. The contractor shall provide separate or single-user restrooms and necessary dressing or sleeping areas to assure privacy between sexes.

IV. DAVIS-BACON AND RELATED ACT PROVISIONS

This section is applicable to all Federal-aid construction projects exceeding $2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size), in accordance with 29 CFR 5.5. The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. 23 U.S.C. 113. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. 23 U.S.C. 101. Where applicable law requires that projects be treated as a project on a Federal-aid highway, the provisions of this subpart will apply regardless of the location of the project. Examples include: Surface Transportation Block Grant Program projects funded under 23 U.S.C. 133 [excluding recreational trails projects], the Nationally Significant Freight and Highway Projects funded under 23 U.S.C. 117, and National Highway Freight Program projects funded under 23 U.S.C. 167.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 “Contract provisions and related matters” with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

1. Minimum wages (29 CFR 5.5)

a. *Wage rates and fringe benefits.* All laborers and mechanics employed or working upon the site of the work (or otherwise working in construction or development of the project under a development statute), will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR part 3)), the full amount of basic hourly wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics. As provided in paragraphs (d) and (e) of 29 CFR 5.5, the appropriate wage determinations are effective by operation of law even if they have not been attached to the contract. Contributions made or costs reasonably anticipated for bona fide fringe benefits under the Davis-Bacon Act (40 U.S.C. 3141(2)(B)) on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph 1.e. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics must be paid the appropriate wage rate and fringe benefits on the wage determination for the classification(s) of work actually performed, without regard to skill, except as provided in paragraph 4. of this section. Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: *Provided,* That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classifications and wage rates conformed under paragraph 1.c. of this section) and the Davis-Bacon poster (WH–1321) must be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b. *Frequently recurring classifications.* (1) In addition to wage and fringe benefit rates that have been determined to be prevailing under the procedures set forth in 29 CFR part 1, a wage determination may contain, pursuant to § 1.3(f), wage and fringe benefit rates for classifications of laborers and mechanics for which conformance requests are regularly submitted pursuant to paragraph 1.c. of this section, provided that:

(i) The work performed by the classification is not performed by a classification in the wage determination for which a prevailing wage rate has been determined;

(ii) The classification is used in the area by the construction industry; and

(iii) The wage rate for the classification bears a reasonable relationship to the prevailing wage rates contained in the wage determination.

(2) The Administrator will establish wage rates for such classifications in accordance with paragraph 1.c.(1)(iii) of this section. Work performed in such a classification must be paid at no less than the wage and fringe benefit rate listed on the wage determination for such classification.

c. *Conformance.* (1) The contracting officer must require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract be classified in conformance with the wage determination. Conformance of an additional classification and wage rate and fringe benefits is appropriate only when the following criteria have been met:

(i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and

(ii) The classification is used in the area by the construction industry; and

(iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) The conformance process may not be used to split, subdivide, or otherwise avoid application of classifications listed in the wage determination.

(3) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken will be sent by the contracting officer by email to *DBAconformance@dol.gov*. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30–day period that additional time is necessary.

(4) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer will, by email to *DBAconformance@dol.gov,* refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Administrator for determination. The Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30–day period that additional time is necessary.

(5) The contracting officer must promptly notify the contractor of the action taken by the Wage and Hour Division under paragraphs 1.c.(3) and (4) of this section. The contractor must furnish a written copy of such determination to each affected worker or it must be posted as a part of the wage determination. The wage rate (including fringe benefits where appropriate) determined pursuant to paragraph 1.c.(3) or (4) of this section must be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

d. *Fringe benefits not expressed as an hourly rate.* Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor may either pay the benefit as stated in the wage determination or may pay another bona fide fringe benefit or an hourly cash equivalent thereof.

e. *Unfunded plans.* If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, *Provided,* That the Secretary of Labor has found, upon the written request of the contractor, in accordance with the criteria set forth in § 5.28, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

f. *Interest.* In the event of a failure to pay all or part of the wages required by the contract, the contractor will be required to pay interest on any underpayment of wages.

2. Withholding (29 CFR 5.5)

a. *Withholding requirements.* The contracting agency may, upon its own action, or must, upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor so much of the accrued payments or advances as may be considered necessary to satisfy the liabilities of the prime contractor or any subcontractor for the full amount of wages and monetary relief, including interest, required by the clauses set forth in this section for violations of this contract, or to satisfy any such liabilities required by any other Federal contract, or federally assisted contract subject to Davis-Bacon labor standards, that is held by the same prime contractor (as defined in § 5.2). The necessary funds may be withheld from the contractor under this contract, any other Federal contract with the same prime contractor, or any other federally assisted contract that is subject to Davis-Bacon labor standards requirements and is held by the same prime contractor, regardless of whether the other contract was awarded or assisted by the same agency, and such funds may be used to satisfy the contractor liability for which the funds were withheld. In the event of a contractor's failure to pay any laborer or mechanic, including any apprentice or helper working on the site of the work all or part of the wages required by the contract, or upon the contractor's failure to submit the required records as discussed in paragraph 3.d. of this section, the contracting agency may on its own initiative and after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

b. *Priority to withheld funds.* The Department has priority to funds withheld or to be withheld in accordance with paragraph

2.a. of this section or Section V, paragraph 3.a., or both, over claims to those funds by:

(1) A contractor's surety(ies), including without limitation performance bond sureties and payment bond sureties;

(2) A contracting agency for its reprocurement costs;

(3) A trustee(s) (either a court-appointed trustee or a U.S. trustee, or both) in bankruptcy of a contractor, or a contractor's bankruptcy estate;

(4) A contractor's assignee(s);

(5) A contractor's successor(s); or

(6) A claim asserted under the Prompt Payment Act, 31 U.S.C. 3901–3907.

3. Records and certified payrolls (29 CFR 5.5)

a. *Basic record requirements* (1) *Length of record retention.* All regular payrolls and other basic records must be maintained by the contractor and any subcontractor during the course of the work and preserved for all laborers and mechanics working at the site of the work (or otherwise working in construction or development of the project under a development statute) for a period of at least 3 years after all the work on the prime contract is completed.

(2) *Information required.* Such records must contain the name; Social Security number; last known address, telephone number, and email address of each such worker; each worker's correct classification(s) of work actually performed; hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in 40 U.S.C. 3141(2)(B) of the Davis-Bacon Act); daily and weekly number of hours actually worked in total and on each covered contract; deductions made; and actual wages paid.

(3) *Additional records relating to fringe benefits.* Whenever the Secretary of Labor has found under paragraph 1.e. of this section that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in 40 U.S.C. 3141(2)(B) of the Davis-Bacon Act, the contractor must maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits.

(4) *Additional records relating to apprenticeship.* Contractors with apprentices working under approved programs must maintain written evidence of the registration of apprenticeship programs, the registration of the apprentices, and the ratios and wage rates prescribed in the applicable programs.

b. *Certified payroll requirements* (1) *Frequency and method of submission.* The contractor or subcontractor must submit weekly, for each week in which any DBA- or Related Acts-covered work is performed, certified payrolls to the contracting agency. The prime contractor is responsible for the submission of all certified payrolls by all subcontractors. A contracting agency or prime contractor may permit or require contractors to submit certified payrolls through an electronic system, as long as the electronic system requires a legally valid electronic signature; the system allows the contractor, the contracting agency, and the Department of Labor to access the certified payrolls upon request for at least 3 years after the work on the prime contract has been completed; and the contracting agency or prime contractor permits other methods of submission in situations where the contractor is unable or limited in its ability to use or access the electronic system.

(2) *Information required.* The certified payrolls submitted must set out accurately and completely all of the information required to be maintained under paragraph 3.a.(2) of this section, except that full Social Security numbers and last known addresses, telephone numbers, and email addresses must not be included on weekly transmittals. Instead, the certified payrolls need only include an individually identifying number for each worker (*e.g.,* the last four digits of the worker's Social Security number). The required weekly certified payroll information may be submitted using Optional Form WH–347 or in any other format desired. Optional Form WH–347 is available for this purpose from the Wage and Hour Division website at *https://www.dol.gov/sites/dolgov/files/WHD/legacy/files/wh347/.pdf* or its successor website. It is not a violation of this section for a prime contractor to require a subcontractor to provide full Social Security numbers and last known addresses, telephone numbers, and email addresses to the prime contractor for its own records, without weekly submission by the subcontractor to the contracting agency.

(3) *Statement of Compliance.* Each certified payroll submitted must be accompanied by a “Statement of Compliance,” signed by the contractor or subcontractor, or the contractor's or subcontractor's agent who pays or supervises the payment of the persons working on the contract, and must certify the following:

(i) That the certified payroll for the payroll period contains the information required to be provided under paragraph 3.b. of this section, the appropriate information and basic records are being maintained under paragraph 3.a. of this section, and such information and records are correct and complete;

(ii) That each laborer or mechanic (including each helper and apprentice) working on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in 29 CFR part 3; and

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification(s) of work actually performed, as specified in the applicable wage determination incorporated into the contract.

(4) *Use of Optional Form WH–347.* The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH–347 will satisfy the requirement for submission of the “Statement of Compliance” required by paragraph 3.b.(3) of this section.

(5) *Signature.* The signature by the contractor, subcontractor, or the contractor's or subcontractor's agent must be an original handwritten signature or a legally valid electronic signature.

(6) *Falsification.* The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under 18 U.S.C. 1001 and 31 U.S.C. 3729.

(7) *Length of certified payroll retention.* The contractor or subcontractor must preserve all certified payrolls during the course of the work and for a period of 3 years after all the work on the prime contract is completed.

c. *Contracts, subcontracts, and related documents.* The contractor or subcontractor must maintain this contract or subcontract and related documents including, without limitation, bids, proposals, amendments, modifications, and extensions. The contractor or subcontractor must preserve these contracts, subcontracts, and related documents during the course of the work and for a period of 3 years after all the work on the prime contract is completed.

d. *Required disclosures and access* (1) *Required record disclosures and access to workers.* The contractor or subcontractor must make the records required under paragraphs 3.a. through 3.c. of this section, and any other documents that the contracting agency, the State DOT, the FHWA, or the Department of Labor deems necessary to determine compliance with the labor standards provisions of any of the applicable statutes referenced by § 5.1, available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and must permit such representatives to interview workers during working hours on the job.

(2) *Sanctions for non-compliance with records and worker access requirements.* If the contractor or subcontractor fails to submit the required records or to make them available, or refuses to permit worker interviews during working hours on the job, the Federal agency may, after written notice to the contractor, sponsor, applicant, owner, or other entity, as the case may be, that maintains such records or that employs such workers, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available, or to permit worker interviews during working hours on the job, may be grounds for debarment action pursuant to § 5.12. In addition, any contractor or other person that fails to submit the required records or make those records available to WHD within the time WHD requests that the records be produced will be precluded from introducing as evidence in an administrative proceeding under 29 CFR part 6 any of the required records that were not provided or made available to WHD. WHD will take into consideration a reasonable request from the contractor or person for an extension of the time for submission of records. WHD will determine the reasonableness of the request and may consider, among other things, the location of the records and the volume of production.

(3) *Required information disclosures.* Contractors and subcontractors must maintain the full Social Security number and last known address, telephone number, and email address of each covered worker, and must provide them upon request to the contracting agency, the State DOT, the FHWA, the contractor, or the Wage and Hour Division of the Department of Labor for purposes of an investigation or other compliance action.

4. Apprentices and equal employment opportunity (29 CFR 5.5)

a. *Apprentices* (1) *Rate of pay.* Apprentices will be permitted to work at less than the predetermined rate for the work they perform when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship (OA), or with a State Apprenticeship Agency recognized by the OA. A person who is not individually registered in the program, but who has been certified by the OA or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice, will be permitted to work at less than the predetermined rate for the work they perform in the first 90 days of probationary employment as an apprentice in such a program. In the event the OA or a State Apprenticeship Agency recognized by the OA withdraws approval of an apprenticeship program, the contractor will no longer be permitted to use apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

(2) *Fringe benefits.* Apprentices must be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringe benefits must be paid in accordance with that determination.

(3) *Apprenticeship ratio.* The allowable ratio of apprentices to journeyworkers on the job site in any craft classification must not be greater than the ratio permitted to the contractor as to the entire work force under the registered program or the ratio applicable to the locality of the project pursuant to paragraph 4.a.(4) of this section. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated in paragraph 4.a.(1) of this section, must be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under this section must be paid not less than the applicable wage rate on the wage determination for the work actually performed.

(4) *Reciprocity of ratios and wage rates.* Where a contractor is performing construction on a project in a locality other than the locality in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyworker's hourly rate) applicable within the locality in which the construction is being performed must be observed. If there is no applicable ratio or wage rate for the locality of the project, the ratio and wage rate specified in the contractor's registered program must be observed.

b. *Equal employment opportunity.* The use of apprentices and journeyworkers under this part must be in conformity with

the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR part 30.

c. Apprentices and Trainees (programs of the U.S. DOT).

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. 23 CFR 230.111(e)(2). The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeyworkers shall not be greater than permitted by the terms of the particular program.

5. Compliance with Copeland Act requirements. The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract as provided in 29 CFR 5.5.

6. Subcontracts. The contractor or subcontractor must insert FHWA-1273 in any subcontracts, along with the applicable wage determination(s) and such other clauses or contract modifications as the contracting agency may by appropriate instructions require, and a clause requiring the subcontractors to include these clauses and wage determination(s) in any lower tier subcontracts. The prime contractor is responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in this section. In the event of any violations of these clauses, the prime contractor and any subcontractor(s) responsible will be liable for any unpaid wages and monetary relief, including interest from the date of the underpayment or loss, due to any workers of lower-tier subcontractors, and may be subject to debarment, as appropriate. 29 CFR 5.5.

7. Contract termination: debarment. A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance with Davis-Bacon and Related Act requirements. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract as provided in 29 CFR 5.5.

9. Disputes concerning labor standards. As provided in 29 CFR 5.5, disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of eligibility. a. By entering into this contract, the contractor certifies that neither it nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of 40 U.S.C. 3144(b) or § 5.12(a).

b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of 40 U.S.C. 3144(b) or § 5.12(a).

c. The penalty for making false statements is prescribed in the U.S. Code, Title 18 Crimes and Criminal Procedure, 18 U.S.C. 1001.

11. Anti-retaliation. It is unlawful for any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, or to cause any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, any worker or job applicant for:

a. Notifying any contractor of any conduct which the worker reasonably believes constitutes a violation of the DBA, Related Acts, this part, or 29 CFR part 1 or 3;

b. Filing any complaint, initiating or causing to be initiated any proceeding, or otherwise asserting or seeking to assert on behalf of themselves or others any right or protection under the DBA, Related Acts, this part, or 29 CFR part 1 or 3;

c. Cooperating in any investigation or other compliance action, or testifying in any proceeding under the DBA, Related Acts, this part, or 29 CFR part 1 or 3; or

d. Informing any other person about their rights under the DBA, Related Acts, this part, or 29 CFR part 1 or 3.

V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

Pursuant to 29 CFR 5.5(b), the following clauses apply to any Federal-aid construction contract in an amount in excess of $100,000 and subject to the overtime provisions of the Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchpersons and guards.

1. Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek. 29 CFR 5.5.

2. Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph 1. of this section the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages and interest from the date of the underpayment. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or

mechanic, including watchpersons and guards, employed in violation of the clause set forth in paragraph 1. of this section, in the sum currently provided in 29 CFR 5.5(b)(2)* for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph 1. of this section.

* $31 as of January 15, 2023 (See 88 FR 88 FR 2210) as may be adjusted annually by the Department of Labor, pursuant to the Federal Civil Penalties Inflation Adjustment Act of 1990.

3. Withholding for unpaid wages and liquidated damages

a. *Withholding process.* The FHWA or the contracting agency may, upon its own action, or must, upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor so much of the accrued payments or advances as may be considered necessary to satisfy the liabilities of the prime contractor or any subcontractor for any unpaid wages; monetary relief, including interest; and liquidated damages required by the clauses set forth in this section on this contract, any other Federal contract with the same prime contractor, or any other federally assisted contract subject to the Contract Work Hours and Safety Standards Act that is held by the same prime contractor (as defined in § 5.2). The necessary funds may be withheld from the contractor under this contract, any other Federal contract with the same prime contractor, or any other federally assisted contract that is subject to the Contract Work Hours and Safety Standards Act and is held by the same prime contractor, regardless of whether the other contract was awarded or assisted by the same agency, and such funds may be used to satisfy the contractor liability for which the funds were withheld.

b. *Priority to withheld funds.* The Department has priority to funds withheld or to be withheld in accordance with Section IV paragraph 2.a. or paragraph 3.a. of this section, or both, over claims to those funds by:

(1) A contractor's surety(ies), including without limitation performance bond sureties and payment bond sureties;

(2) A contracting agency for its reprocurement costs;

(3) A trustee(s) (either a court-appointed trustee or a U.S. trustee, or both) in bankruptcy of a contractor, or a contractor's bankruptcy estate;

(4) A contractor's assignee(s);

(5) A contractor's successor(s); or

(6) A claim asserted under the Prompt Payment Act, 31 U.S.C. 3901–3907.

4. Subcontracts. The contractor or subcontractor must insert in any subcontracts the clauses set forth in paragraphs 1. through 5. of this section and a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor is responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs 1. through 5. In the event of any violations of these clauses, the prime contractor and any subcontractor(s) responsible will be liable for any unpaid wages and monetary relief, including interest from the date of the underpayment or loss, due to any workers of lower-tier subcontractors, and associated liquidated damages and may be subject to debarment, as appropriate.

5. Anti-retaliation. It is unlawful for any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, or to cause any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, any worker or job applicant for:

a. Notifying any contractor of any conduct which the worker reasonably believes constitutes a violation of the Contract Work Hours and Safety Standards Act (CWHSSA) or its implementing regulations in this part;

b. Filing any complaint, initiating or causing to be initiated any proceeding, or otherwise asserting or seeking to assert on behalf of themselves or others any right or protection under CWHSSA or this part;

c. Cooperating in any investigation or other compliance action, or testifying in any proceeding under CWHSSA or this part; or

d. Informing any other person about their rights under CWHSSA or this part.

VI. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System pursuant to 23 CFR 635.116.

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).

a. The term “perform work with its own organization” in paragraph 1 of Section VI refers to workers employed or leased by the prime contractor, and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions: (based on longstanding interpretation)

(1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;

(2) the prime contractor remains responsible for the quality of the work of the leased employees;

(3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and

(4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract as a whole and in general are to be limited to minor components of the overall contract. 23 CFR 635.102.

2. Pursuant to 23 CFR 635.116(a), the contract amount upon which the requirements set forth in paragraph (1) of Section VI is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. Pursuant to 23 CFR 635.116(c), the contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the contracting agency has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract. (based on long-standing interpretation of 23 CFR 635.116).

5. The 30-percent self-performance requirement of paragraph (1) is not applicable to design-build contracts; however, contracting agencies may establish their own self-performance requirements. 23 CFR 635.116(d).

VII. SAFETY: ACCIDENT PREVENTION

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR Part 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract. 23 CFR 635.108.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR Part 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704). 29 CFR 1926.10.

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).

VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR Part 635) in one or more places where it is readily available to all persons concerned with the project:

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 11, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

IX. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (42 U.S.C. 7606; 2 CFR 200.88; EO 11738)

This provision is applicable to all Federal-aid construction contracts in excess of $150,000 and to all related subcontracts. 48 CFR 2.101; 2 CFR 200.327.

By submission of this bid/proposal or the execution of this contract or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, subcontractor, supplier, or vendor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401-7671q) and the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251-1387). Violations must be reported to the Federal Highway Administration and the Regional Office of the Environmental Protection Agency. 2 CFR Part 200, Appendix II.

The contractor agrees to include or cause to be included the requirements of this Section in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements. 2 CFR 200.327.

X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost $25,000 or more – as defined in 2 CFR Parts 180 and 1200. 2 CFR 180.220 and 1200.220.

1**. Instructions for Certification – First Tier Participants:**

a. By signing and submitting this proposal, the prospective first tier participant is providing the certification set out below.

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this covered transaction. The prospective first tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction. 2 CFR 180.320.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default. 2 CFR 180.325.

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances. 2 CFR 180.345 and 180.350.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180, Subpart I, 180.900-180.1020, and 1200. “First Tier Covered Transactions” refers to any covered transaction between a recipient or subrecipient of Federal funds and a participant (such as the prime or general contract). “Lower Tier Covered Transactions” refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). “First Tier Participant” refers to the participant who has entered into a covered transaction with a recipient or subrecipient of Federal funds (such as the prime or general contractor). “Lower Tier Participant” refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction. 2 CFR 180.330.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the $25,000 threshold. 2 CFR 180.220 and 180.300.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. 2 CFR 180.300; 180.320, and 180.325. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. 2 CFR 180.335. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the System for Award Management website (https://www.sam.gov/). 2 CFR 180.300, 180.320, and 180.325.

i. Nothing contained in the foregoing shall be construed to require the establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of the prospective participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

j. Except for transactions authorized under paragraph (f) of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default. 2 CFR 180.325.

* * * * *

2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

(1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency, 2 CFR 180.335;.

(2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property, 2 CFR 180.800;

(3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification, 2 CFR 180.700 and 180.800; and

(4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default. 2 CFR 180.335(d).

(5) Are not a corporation that has been convicted of a felony violation under any Federal law within the two-year period preceding this proposal (USDOT Order 4200.6 implementing appropriations act requirements); and

(6) Are not a corporation with any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability (USDOT Order 4200.6 implementing appropriations act requirements).

b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant should attach an explanation to this proposal. 2 CFR 180.335 and 180.340.

* * * * *

3. **Instructions for Certification - Lower Tier Participants:**

(Applicable to all subcontracts, purchase orders, and other lower tier transactions requiring prior FHWA approval or estimated to cost $25,000 or more - 2 CFR Parts 180 and 1200). 2 CFR 180.220 and 1200.220.

a. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances. 2 CFR 180.365.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180, Subpart I, 180.900 – 180.1020, and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. “First Tier Covered Transactions” refers to any covered transaction between a recipient or subrecipient of Federal funds and a participant (such as the prime or general contract). “Lower Tier Covered Transactions” refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). “First Tier Participant” refers to the participant who has entered into a covered transaction with a recipient or subrecipient of Federal funds (such as the prime or general contractor). “Lower Tier Participant” refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated. 2 CFR 1200.220 and 1200.332.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the $25,000 threshold. 2 CFR 180.220 and 1200.220.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the System for Award Management website (https://www.sam.gov/), which is compiled by the General Services Administration. 2 CFR 180.300, 180.320, 180.330, and 180.335.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily

excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment. 2 CFR 180.325.

* * * * *

4. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Participants:

a. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals:

(1) is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency, 2 CFR 180.355;

(2) is a corporation that has been convicted of a felony violation under any Federal law within the two-year period preceding this proposal (USDOT Order 4200.6 implementing appropriations act requirements); and

(3) is a corporation with any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability. (USDOT Order 4200.6 implementing appropriations act requirements)

b. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant should attach an explanation to this proposal.

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XI. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed $100,000. 49 CFR Part 20, App. A.

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

3. The prospective participant also agrees by submitting its bid or proposal that the participant shall require that the language of this certification be included in all lower tier subcontracts, which exceed $100,000 and that all such recipients shall certify and disclose accordingly.

XII. USE OF UNITED STATES-FLAG VESSELS:

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, or any other covered transaction. 46 CFR Part 381.

This requirement applies to material or equipment that is acquired for a specific Federal-aid highway project. 46 CFR 381.7. It is not applicable to goods or materials that come into inventories independent of an FHWA funded-contract.

When oceanic shipments (or shipments across the Great Lakes) are necessary for materials or equipment acquired for a specific Federal-aid construction project, the bidder, proposer, contractor, subcontractor, or vendor agrees:

1. To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels. 46 CFR 381.7.

2. To furnish within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, ‘on-board’ commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (b)(1) of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Office of Cargo and Commercial Sealift (MAR-620), Maritime Administration, Washington, DC 20590. (MARAD requires copies of the ocean carrier's (master) bills of lading, certified onboard, dated, with rates and charges. These bills of lading may contain business sensitive information and therefore may be submitted directly to MARAD by the Ocean Transportation Intermediary on behalf of the contractor). 46 CFR 381.7.

ATTACHMENT A - EMPLOYMENT AND MATERIALS PREFERENCE FOR APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM OR APPALACHIAN LOCAL ACCESS ROAD CONTRACTS (23 CFR 633, Subpart B, Appendix B)
This provision is applicable to all Federal-aid projects funded under the Appalachian Regional Development Act of 1965.

1. During the performance of this contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DOL wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:

a. To the extent that qualified persons regularly residing in the area are not available.

b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.

c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph (1c) shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph (4) below.

2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which the participant estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, the participant shall promptly notify the State Employment Service.

3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.

4. If, within one week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph (1c) above.

5. The provisions of 23 CFR 633.207(e) allow the contracting agency to provide a contractual preference for the use of mineral resource materials native to the Appalachian region.

6. The contractor shall include the provisions of Sections 1 through 4 of this Attachment A in every subcontract for work which is, or reasonably may be, done as on-site work.

NOTICE OF REQUIREMENTS FOR AFFIRMATIVE ACTION TO ENSURE EQUAL EMPLOYMENT OPPORTUNITY (EXECUTIVE ORDER 11246)

1. The Offeror's or Bidder's attention is called to the "Equal Opportunity Clause" and the "Standard Federal Equal Employment Opportunity Construction Contract Specifications" set forth herein.

2. The goal for female participation, expressed in percentage terms for the Contractor's aggregate workforce in each trade on all construction work, is 6.9%.

Until further notice	Goals for minority participation for each trade (percent)
SHSA Cities:	
Pascagoula - Moss Point	16.9
Biloxi - Gulfport	19.2
Jackson	30.3
SMSA Counties:	
Desoto	32.3
Hancock, Harrison, Stone	19.2
Hinds, Rankin	30.3
Jackson	16.9
Non-SMSA Counties:	
George, Greene	26.4
Alcorn, Benton, Bolivar, Calhoun, Carroll, Chickasaw, Clay, Coahoma, Grenada, Itawamba, Lafayette, Lee, Leflore, Marshall, Monroe, Montgomery, Panola, Pontotoc, Prentiss, Quitman, Sunflower, Tallahatchie, Tate, Tippah, Tishomingo, Tunica, Union, Washington, Webster, Yalobusha	26.5
Attala, Choctaw, Claiborne, Clarke, Copiah, Covington, Franklin, Holmes, Humphreys, Issaquena, Jasper, Jefferson, Jefferson Davis, Jones Kemper, Lauderdale, Lawrence, Leake, Lincoln, Lowndes, Madison, Neshoba, Newton, Noxubee, Oktibbeha, Scott, Sharkey, Simpson, Smith, Warren, Wayne, Winston, Yazoo	32.0
Forrest, Lamar, Marion, Pearl River, Perry, Pike, Walthall	27.7
Adams, Amite, Wilkinson	30.4

These goals are applicable to all the Contractor's construction work (whether or not it is Federal or federally assisted) performed in the covered area. If the contractor performs construction work in a geographical area located outside of the covered area, it shall apply the goals established for such geographical area where the work is actually performed. With regard to this second area, the contractor also is subject to the goals for both its federally involved and nonfederally involved construction.

The Contractor's compliance with the Executive Order and the regulations in 41 CFR Part 60-4 shall be based on its implementation of the Equal Opportunity clause, specific affirmative action obligations required by the specifications set forth in 41 CFR 60-4.3(a), and its efforts to meet the goals. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, and in each trade, and the Contractor shall make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority or female employees or trainees from Contractor to Contractor or from project to project for the sole purpose of meeting the Contractor's goals shall be a violation of the contract, the Executive Order and the regulations in 41 CFR Part 60-4.2(d). Compliance with the goals will be measured against the total work hours performed.

3. The Contractor shall provide written notification to the Director of the Office of Federal Contract Compliance Programs within 10 working days of award of any construction subcontract in excess of $10,000 at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address and telephone number of the subcontractor, employer identification number of the subcontractor, estimated dollar amount of the subcontract; estimated starting and completion dates of the subcontract; and the geographical area in which the subcontract is to be performed.

4. As used in this Notice, and in the contract resulting from this solicitation, the "covered area" is to the county and city (if any), stated in the advertisement.

5. The notification required in Paragraph 3 shall be addressed to the following:

Contract Compliance Officer
Mississippi Department of Transportation
P.O. Box 1850
Jackson, Mississippi 39215-1850

(12/04/2018)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-101-1 **CODE: (IS)**

DATE: **07/20/2023**

SUBJECT: **Definitions and Terms**

Section 101, Definitions and Terms, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-101.01--Abbreviations. After the abbreviation API on page 1, add the following.

APL Approved Products List

Replace the abbreviation for AWPA on page 1 with the following.

AWPA American Wood Protection Association

907-101.02--Definitions. Delete the sentence after the list of holidays in Subsection 101.02 on page 6 under **holidays, legal**, and substitute the following.

When a legal holiday falls on a Saturday or Sunday, the succeeding Monday, or as proclaimed by the Governor, will be observed as a legal holiday.

Delete the definition for Notice to Proceed in Subsection 101.02 on page 8, and substitute the following.

Notice to Proceed - Written notice to the Contractor to proceed with the contract work.

Delete the definition for "Plans" in Subsection 101.02 on page 8, and substitute the following.

plans - The approved plans, profiles, typical cross-sections, working drawings and supplemental drawings, or exact reproduction thereof, that show the location, character, dimensions, and details of the work to be done. The plans may also include electronic files, referred to on the plans as Electronic Files Identified as Plans, which may include engineering models, spreadsheets, CADD files or other electronic files used to convey design intent. When the contract does not have an official set of plans, reference to the plans shall mean the contract documents.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-102-2 **CODE: (IS)**

DATE: **11/22/2017**

SUBJECT: **Bidding Requirements and Conditions**

Section 102, Bidding Requirements and Conditions, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-102.01--Prequalification of Bidders. Delete the last sentence of the third paragraph of Subsection 102.01 on page 13, and substitute the following.

The Bidder's Certificate of Responsibility number must be on file with the Department's Contract Administration Division prior to request for permission to bid.

907-102.02--Contents of Proposal Forms. Delete the fourth paragraph in Subsection 102.02 on page 13, and substitute the following.

Prospective bidders must complete an online request for permission to be eligible to bid a project. Upon approval, the bidder will be authorized to submit a bid electronically using Bid Express at http://bidx.com.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-104-2 **CODE: (SP)**

DATE: **06/17/2025**

SUBJECT: **Minor Alteration to the Contract**

Section 104, Scope of Work, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-104.02--Alterations of Plans or Character of Work.

907-104.02.3--Minor Alteration to the Contract. In the first paragraph of Subsection 104.02.3 on page 25, change $10,000.00 to $25,000.00.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-105-2 **CODE: (IS)**

DATE: **07/20/2023**

SUBJECT: **Control of Work**

Section 105, Control of Work, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-105.01--Authority of the Engineer. Delete the first sentence of the second paragraph of Subsection 105.01 on page 31, and substitute the following.

The Engineer has the right to suspend the work wholly or in part and to withhold payments because of the Contractor's failure to correct conditions unsafe for workmen or the general public, for failure to carry out provisions of the Contract, or for failure to carry out orders.

907-105.02--Plans and Working Drawings. Delete the first paragraph of Subsection 105.02 on page 31, and substitute the following.

After the contract is executed by the Executive Director, the Contractor will receive, free of charge, two bound copies of the proposal and contract documents (one executed and one blank) two full scale copies of the plans, five half-scale copies of the Plans, and Electronic Files Identified as Plans. The Contractor shall have one copy of the proposal and contract documents and one half-scale copy of the plans available at all times during work activity on the project.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-106-4 **CODE: (IS)**

DATE: **12/16/2025**

SUBJECT: **Control of Materials**

Section 106, Control of Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

After Subsection 106.13 on page 47, add the following:

907-106.14--Buy America Materials Sourcing Requirements for Federal-Aid Projects.

The "Infrastructure Investment and Jobs Act" (the "Act"), or Bipartisan Infrastructure Law (BIL), was enacted on November 15, 2021 (See Public Law No. 117-58, Sections 70901-70953). The Buy America provisions of the Act expand the previous Buy America requirements beyond what was currently required for steel and iron products.

Articles, materials, or supplies will only be classified under one of the following categories: iron or steel products, construction materials, manufactured products, or excluded materials (as further described in subsection 907-700.01.1). An article, material, or supply shall not be considered to fall under multiple categories. The applicable classification of the article, material, or supply being permanently incorporated into a construction project will be based on the status at the time the article, material, or supply is brought to the project work site.

Any iron or steel products, construction materials, and manufactured products that are permanently incorporated into a construction project, shall be domestically manufactured and compliant with current requirements of the Act, including 2 CFR 184, 2 CFR 200.322, 0MB 24-02 Memo and related requirements therein, and with the current requirements within 23 CFR 635.410.

It is the prime Contractor's responsibility to ensure all submittals and/or certifications required by the above listed Buy America provisions are submitted to the Project Engineer prior to the article, material, or supply being incorporated into the work.

Buy America provisions do not apply to temporarily used articles, materials, or supplies that: (1) are specified to be removed at the end of the project per the contract provisions, or (2) are specified to remain in place per the contract provisions and are also documented by the Department in the contract provisions to be removed in a subsequent imminent, near-term phased project.

The following categories, as described above, require Domestic Materials Self-Certification Form (as described within Subsection 907-700.01.2) on construction projects:

Iron or Steel Products
Construction Materials
Manufactured Products.

Buy America provisions do not apply to excluded materials.

A list of items that must comply with the above listed Buy America requirements and require Buy America Certificate of Conformance may be viewed at www.goMDOT.com under Business Center ➔ Engineering Standards/Guides/Manuals ➔ Construction Materials.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-108-4 **CODE: (SP)**

DATE: **10/07/2020**

SUBJECT: **Subletting of Contract**

Section 108, Prosecution and Progress, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-108.01--Subletting of Contract.

907-108.01.1--General. Delete the third sentence of the tenth paragraph of Subsection 108.01.1 on the bottom of page 72.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-108-6 **CODE: (SP)**

DATE: **03/11/2025**

SUBJECT: **Default and Termination of Contract**

Section 108, Prosecution and Progress, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-108.08--Default and Termination of Contract. At the end of the Subsection 108.08 on page 85, add the following.

907-108.08.1--Debarment of Contractor. If the Contractor is declared to be in default under this Subsection and the Contract terminated for the reason(s) indicated in Subsections 108.08 (d), (f), or (g) above, the Commission may, in its discretion and in addition to default and termination, declare the Contractor to be debarred from bidding on any other projects for a period of one (1) year from the date of the termination letter. If the debarred Contractor has multiple on-going Contracts with the Commission and receives a one (1) year debarment, the on-going Contract(s) may continue; however, the Contractor will not be allowed to bid another project until one (1) year has passed from date of the termination letter.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-109-5 **CODE: (IS)**

DATE: **11/14/2023**

SUBJECT: **Measurement and Payment**

Section 109, Measurement and Payment, of the 2017 Edition of the Mississippi StandardSpecifications for Road and Bridge Construction is hereby amended as follows.

907-109.01--Measurement of Quantities. Delete the sixth full paragraph of Subsection 109.01on page 88, and substitute the following.

If appropriate based on the specific circumstances of the project, the Contractor may request that material specified to be measured by the cubic yard or ton be converted to the other measure. The Contractor must submit this request to the Engineer. The Engineer will provide an approval or denial in writing. The decision is in the sole discretion of the Engineer. If approved, factors for this conversion will be determined by the District Materials Engineer and agreed to by the Contractor. The conversion of the materials along with the conversion factor will be incorporated into the Contract by supplemental agreement. The supplemental agreement must be executed before such method of measurement is used.

907-109.04--Extra Work.

907-109.04.1--Supplemental Agreement. Delete the second paragraph of Subsection 109.04.1 on page 90.

907-109.04.2--Force Account Agreement. Delete the last sentence of subparagraph (c) in Subsection 109.04.2 on page 91, and substitute the following.

An amount will be added equal to fifteen percent (15%) of the sum thereof, excluding sales tax.

Delete subparagraph (d) in Subsection 109.04.2 on pages 91 & 92, and substitute the following.

(d) **Equipment.** Equipment used for force account work shall be of sufficient size and type necessary to perform the required work in an economic and expeditious manner. The Contractor must provide the manufacturer, make, model, year, type of fuel and other necessary information to determine proper hourly payment rates. Subject to advance approval of the Engineer, actual transportation cost for a distance of not more than 200 miles will be reimbursed for equipment not already on the project.

For equipment authorized by the Engineer for use on the force account work, the Engineer will use the equipment rental rates from the "*Rental Rate Blue Book*" as published on the Equipment Watch website www.equipmentwatch.com for the time period the force account work is authorized to determine payment to the Contractor. The maximum allowable rates

are determined as follows:

1. The hourly equipment rate will equal the FHWA total hourly rate. This rate takes into account adjustment factors for age and region.
2. The hourly estimated operating costs have been included in the FHWA total hourly rate.
3. The idle and standby rates shall be as listed in the "*Rental Rate Blue Book*" as reported by *Equipment Watch*.
4. These rates include the basic machine plus any necessary attachments.

Standby rates shall apply when equipment is not in operation and is approved by the Engineer to standby for later use to complete the work. Idle rates shall apply to equipment located on the project and the engine is burning fuel but no ground engaging or other components are actively engaged in meaningful work. In general, idle or standby rates shall apply when equipment is not in use, but will be needed again to complete the work and the cost of moving the equipment will exceed the accumulated standby cost. If the idle standby cost should exceed the equipment moving cost to or from the work site, the Contractor will be entitled to the moving cost only. Idle or standby rates will be used under the following conditions:

1. The equipment is totally dedicated to the force account work and not used intermittently on other work.
2. Idle or standby cost will be considered only after equipment has been operated on force account work.
3. The sum of idle or standby time and operating time shall not exceed eight (8) hours per day or 40 hours in a week.
4. Idle or standby payment will not apply to days not normally considered to be work days such as holidays, weekends, or days of inclement weather when no other work is taking place.

The Department will not pay for idle or standby time when equipment is inoperable, for time spent repairing equipment, or for the time elapsed after the Engineer has advised the Contractor that the equipment is no longer needed. The Department will determine if it will be more cost effective to pay standby time on approved equipment on site or for multiple mobilizations.

If equipment is needed, which is not included in the *Rental Rate Blue Book* as reported by *Equipment Watch*, the Department and Contractor will agree upon reasonable rental rates in writing before the equipment is used.

All equipment shall be subject to approval from day to day in accordance with the requirements of Subsection 108.05.

907-109.06--Partial Payment.

907-109.06.2--Advancement on Materials.
Delete the next to last paragraph of Subsection 109.06.2 on page 95, and substitute the following.

Materials for which an advanced payment has been allowed must be paid for by the Contractor within 30 days of the estimate on which the advanced payment was first allowed and proof of said payment must be verified by the supplier. If proof of payment is not furnished within the allowable 30 days, the advanced payment will be deducted on subsequent current estimates until such time that proof of payment is furnished.

907-109.07--Changes in Material Costs. After the fifth paragraph of Subsection 109.07 on page 96, change the web address to the following.

https://mdot.ms.gov/portal/current_letting

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-401-2 **CODE: (SP)**

DATE: **01/06/2025**

SUBJECT: **Asphalt Pavement - General**

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

907-401.02--Materials.

907-401.02.6--Standards of Acceptance.

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

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

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

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

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

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

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

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

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

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

907-401.02.6.9--Inertial Profiling System.

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

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

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

Project_County_Route

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

Direction_Lane_BeginStation_EndStation

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

907-401.03--Construction Requirements.

907-401.03.1--Specific Requirements.

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

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

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

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

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

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-403-4 **CODE: (SP)**

DATE: **03/19/2025**

SUBJECT: **Asphalt Pavements**

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

907-403.03--Construction Requirements.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

907-403.05--Basis of Payment.

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-413-2 **CODE: (SP)**

DATE: **05/09/2023**

SUBJECT: **Cleaning and Sealing Joints and Cracks**

Section 413, Cleaning and Sealing Joints and Cracks, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-413.03--Construction Requirements.

907-413.03.3--Sawing and Sealing Transverse Joints in Asphalt Pavement.

907-413.03.3.4--Sealing. Delete the last sentence of the last paragraph of Subsection 413.03.3.4 on page 333, and substitute the following.

Poured joint sealing material shall only be placed when the air temperature is within the limits specified by the manufacturer.

907-413.05--Basis of Payment. Delete the last pay item listed on page 336, and substitute the following.

907-413-E: Sawing and Sealing Transverse Joints in Asphalt Pavement - per linear foot

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-414-2 **CODE: (SP)**

DATE: **01/14/2025**

SUBJECT: **Polymer Modified Asphalt Rejuvenating Scrub Seal**

Section 907-414, Scrub Seal, is hereby added to and made a part of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as follows.

SECTION 907-414 -- POLYMER MODIFIED ASPHALT REJUVENATING SCRUB SEAL

907-414.01--Description. This work shall consist of, but not be limited to, furnishing all labor, materials, equipment and transportation for the application of a polymer modified asphalt rejuvenating scrub seal. All ingredients shall be properly proportioned, mixed, and spread on the paved surface in accordance with this Specification and as directed by the Engineer. The application rates of asphalt material and aggregates will vary with aggregate size and existing roadway conditions but, for bid purposes only, the bituminous material and cover material shall be estimated by the Contractor. The rates in the below table are provided as guidance for the Contractor if desired with ranges in parentheses. The Engineer will review the actual application rates.

Seal Aggregate Gradation	Seal Aggregate Estimated Application Rate[1], ft^3 / yd^2	Bituminous Material	Bituminous Material Estimated Application Rate[1], gal/yd[1]
Size No. 7	0.30 (0.28-0.32)	Emulsified Asphalt	0.33 (0.30-0.36)
Size No. 8 or 89	0.25 (0.23-0.27)	Emulsified Asphalt	0.30 (0.27-0.33)

[1] Values shown are the best estimate followed by the range that could occur on the actual project.

907-414.02--Materials.

907-414.02.1--Aggregate. Cover aggregate shall meet the applicable requirements of Subsection 703.14, but in any instance the cover material requirements listed below govern. The kind and type will be specified in the contract. The sampling location for cover material testing is the project stockpile(s).

- The maximum allowable passing the #200 sieve will be 1.5% for any cover material used.
- For the Size No. 89 aggregate the range for passing the #8 sieve shall be 0-20%.

Only one type of aggregate or combination of aggregates shall be used on a particular project except with written permission of the Engineer.

Sites for stockpiles of materials shall be grubbed and cleaned prior to storing the aggregates, and the ground shall be firm, smooth, and well drained.

907-414.02.2--Asphalt Emulsion for Scrub Seal. The asphalt emulsion for scrub seal shall meet the requirements of the following table and shall be composed of a polymer modifier, a petroleum based rejuvenating agent, and asphalt.

Test on Emulsion	Method	Specification (min)	(max)
Viscosity @77 (SFS)	AASHTO T 59	50	350
Residue, w% (1)	AASHTO T 59	60	-
Storage Stability, 24 h, %	AASHTO T 59	-	1.0
Sieve, w%	AASHTO T 59		0.1
Oil distillate, w%	AASHTO T 59		0.5
Test on Residue(1)			
Viscosity @ 140°F, P	AASHTO T 202	-	3000
Penetration @ 4°C (39.2°F), 200 g, 60 sec	AASHTO T 59	30	-
Test on Polymer Modifier			
Swelling in rejuvenating agent, %; 48 hours exposure @ 104°F	ASTM D 471(2) Modified	-	40% intact film
Test on Rejuvenating Agent			
Flash point, COC , °F	AASHTO T 48	380	-
Viscosity @ 140°F, CST	AASHTO T 201	15	300
Saturate, % by weight	ASTM D 2007	-	30
Asphaltenes	ASTM D 2007	-	1.0
Test on Residue			
Weight Change, %			6.5
Viscosity Ratio			3

(1) Exception to AASHTO T59: Bring the temperature on the lower thermometer slowly to 350ºF plus or minus 10ºF. Maintain at this temperature for 20 minutes. Complete total distillation in 60 plus or minus 5 minutes from first application of heat.

(2) Polymer Modifier Testing: Suitable substrate for film formation shall be polyethylene boards, silicone rubber sheeting, glass, or any substrate which produces a cured film of uniform cross-section. Polymer film shall be prepared from latex as follows:

Resistance to Swelling: Polymer films shall be formed by using a 50 mil drawdown bar and drawing down 50 mils of the latex on polyethylene boards. Films shall be cured for 14 days at 75°F and 50% humidity. Samples for resistance to swelling in rejuvenating agent shall be 1" by 2" rectangles cut from the cured film. Cut at least 3 specimens for each sample to be tested for swelling. Fill 3- 8 oz ointment tins with at least a ½" deep of rejuvenating agent. Swelling samples shall be weighed and then placed in the ointment tins on top of the rejuvenating agent. Then, add at least another ½" deep of rejuvenating agent over each of the latex samples. The ointment tins shall be covered and placed in an oven at 104°F for the specified 48 hours +/- 15 minutes. The ointment tins are allowed to cool to 75°F and then the latex films are removed from the tins. Unabsorbed rejuvenating agent is removed from the intact latex film by scraping with a rubber policeman and blotting with paper towels. If the latex film does not remain intact during removal from the tins or while removing the

unabsorbed rejuvenating agent the sample shall be rejected. After the rejuvenating agent is removed from the samples they are then weighed. Percent swelling is reported as weight increase of the polymer film; report mass increase as a percent by weight of the original latex film mass upon exposure of films to the rejuvenating agent.

When a fog seal is required, the asphalt emulsion shall meet the requirements of Subsection 702.07.

907-414.02.2.1--Certification and Acceptance. The Emulsion supplier shall submit a certification that the polymer modified rejuvenating emulsion meets the requirements of the specification. The certification shall be submitted to the Engineer prior to starting the work. The Engineer will sample the polymer-modified rejuvenating emulsion according to Department procedures. Final acceptance of the emulsion for scrub seal will be based on the Manufacturer's Certification and testing conducted by the Department.

907-410.02.3--Mix Design. The Contractor shall submit to the Engineer for approval the application rates for the cover material and bituminous material using a design method such as that described by AASHTO R 107. This design must be performed at a minimum of one time per construction season and can be required more frequently by the Engineer. This mix design provides the project a target, or design, application rate for bituminous material in gal/yd^2 and cover material in lbs/yd^2.

907-414.03--Construction Requirements.

907-414.03.1--General. Prime coats, when specified, shall meet the requirements of Section 408. After the application of a prime coat, the primed surface shall be kept in continuous repair. All holes, raveled areas, and areas deficient in prime shall be patched and repaired with approved materials.

The attached sign drawings shall be used during scrub seal operations. Prior to any sealing operation, the rectangular "Loose Rock" signs shall be installed and remain in place until all sealing operations are complete. Prior to any daily sealing operation, the portable "Loose Rock" signs shall be installed in accordance with the attached drawings. Portable signs shall be installed and remain in place on a daily basis in the active sealing area. Payment for signs shown on the sign detail drawings shall be made under pay item no. 618-A, Maintenance of Traffic.

907-414.03.2--Seasonal and Weather Limitations. Emulsified asphalt and cut-back asphalt shall be applied only when both the air and pavement temperatures are above 70°F. Asphalt cement shall be applied only when both the air and surface temperatures are above 75°F.

Cut-back asphalt shall not be placed during the period between October 15 and March 1. No prime shall be placed when soil and weather conditions would prevent the proper placement and retention of the materials.

Bituminous materials for surface treatment shall not be placed during the period between November 1 and March 1, nor when weather conditions otherwise prevent the proper placement and retention of the materials.

On projects where completion of seal coats between November 1 and March 1 is determined to be in the public interest, the Engineer may permit variations from the above under the condition that all the following requirements are met:

(a) The air and pavement temperature is 70°F or higher.
(b) Asphalt cement used is cut back with naphtha of the type that will yield from 5-10 percent off at 680°F when tested by method AASHTO T 78 and the naphtha is added at the refinery.
(c) As an alternate to (b), the Contractor substitutes a rapid setting cationic emulsified asphalt meeting the requirements of AASHTO M 208.
(d) Aggregate is satisfactorily air dried in covered storage, or mechanically dried.
(e) The sun is shining.
(f) Aggregate is applied immediately behind the distributor.
(g) No shot is made after mid-afternoon, and rolling is increased as directed for shots made after noon.
(h) The Contractor retains full responsibility for the acceptable quality of the work within the intent of the contract, these conditions notwithstanding.
(i) The work is performed under these modifications at no additional cost to the State.

Blanket authorization will not be given for use of the above modification but will be given only when completion of the surface treatment would make the facility available for use by public traffic, or for subsequent construction.

Prior to November 1 and after March 1, when the requirements of these specifications are being met, but conditions are less than good for the adhesion of cover aggregate to the bituminous material, the Engineer may permit or require, at no additional cost to the State that the asphalt cement be cut back with naphtha as previously indicated. Less than good placement conditions shall be understood to include, but not limited to: lower than desirable temperature; higher than desirable humidity; surface dampness; or coolness of the foundation or aggregate.

907-414.03.3--Equipment. All equipment used on the project shall be evaluated by the Engineer. The following or equivalent equipment shall be furnished.

907-414.03.3.1--Asphalt Distributor. The asphalt distributor for application of the emulsion shall have a full circulation spray bar that is adjustable to at least sixteen feet (16') wide in two (2) feet increments and capable of heating and circulating the emulsion simultaneously. It must have computerized rate control for adjusting and controlling the application from the cab within 0.01 gallons per square yard increments. The distributor shall also be equipped with a volume measuring device and a thermometer for measuring the emulsion temperature in the tank.

907-414.03.3.2--Scrub Broom. A scrub broom as described herein shall be used to scrub the emulsion after application. The scrub broom frame shall be constructed of metal. The scrub broom shall be attached to and pulled by the distributor truck. The scrub broom must be equipped with a means of raising and lowering the scrub broom at desired points. It shall be towable in the elevated position to the next area of construction. The weight of the broom assembly shall be such that it does not squeegee the emulsion off the roadway surface.

The main body of the scrub broom shall have a frame size as shown in the drawing at the end of this special provision. The nearest and furthest members, paralleling the back of the distributor truck, and diagonal members shall be equipped with street brooms. The leading member and the trailing member shall have broom heads angled at 10 to 15 degrees off the centerline of the supporting member. The diagonal members shall have broom heads attached in line with the centerline of the supporting member. Each individual street broom attached to the scrub broom assembly shall be 3.5 inches wide x 6.5 inches high x 16 inches long and have stiff nylon bristles. Bristle height is to be maintained at a minimum of five inches (5"). The scrub broom shall be equipped with hinged wing assemblies attached to the main body not to exceed 4.5 feet per side, with diagonals and equipped with street brooms. The purpose of the maximum rigid frame width and the hinged wing extensions is not only for maximum width of 16 feet but to maintain the scrubbing process evenly as contours and cross-sections change across the existing road surface.

The Contractor is responsible for maintaining street broom heads in good condition to produce satisfactory performance during scrub sealing operations. Prior to starting scrub seal operations, all street broom heads shall be inspected and approved for use by the Engineer. At any point during construction, if a street broom head is observed to be in poor condition, the broom head shall be replaced, as directed by the Engineer.

907-414.03.3.3--Aggregate Spreader. A self-propelled mechanical type aggregate spreader with a computerized spread control, capable of distributing the aggregate uniformly to the required width and at the designed rate shall be used.

907-414.03.3.4--Pneumatic-Tire Rollers. Multiple self- propelled pneumatic-tire rollers capable of ballast loading, either with water or sand to allow the weight of the machine to be varied from 6 to 8 tons to achieve a minimum contact pressure of 80 lb/in.^{2} shall be used. The alignment of the axles shall be such the rear axle tires, when inflated to the proper pressure, can compact the voids untouched by the front-axle tire. All tires shall be as supplied by the roller manufacturer. Width of the rollers shall exceed 60 in.

Steel wheel rollers will not be allowed.

907-414.03.3.5--Brooms. Two (2) mechanically powered kick-brooms or vacuum type brooms. Rotary brooms shall be constructed to permit the revolutions of the broom to be adjusted to its progression and to permit adjustment of the broom in relation to the surface. The broom bristles shall be stiff enough to sweep clean without injury to the surface.

907-414.03.3.6--Trucks. Trucks of sufficient number and size to adequately supply the material shall be furnished.

907-414.03.4--Preparation of Surface. The entire surface to be treated and at least one foot (1') on each side shall be cleaned by sweeping, blowing, or other methods until all dust, mud, clay lumps, and foreign material is removed. A primed base shall be properly cured and approved prior to application of bituminous material.

Prior to the scrub seal operation, the Contractor shall remove any and all vegetation within the

limits of the scrub seal installation. The use of herbicides will be allowed at the discretion of the Engineer.

If used, the herbicide shall be applied at least 10 days prior to the scrub seal operation, or as directed by the manufacturer of the approved herbicide. The application of the herbicide shall be performed in accordance with all applicable regulations. Any and all fines or clean-up costs for unlawful misuse or discarding of herbicides shall be the sole responsibility of the Contractor. Mixtures and spread rates for the herbicides shall be determined by the manufacturer's specifications. Wash down of equipment or discarding of herbicides shall not enter catch basins or positive drainage facilities.

907-410.03.4.1--Cleaning Pavement. The roadway surface shall be cleaned by sweeping no more than 30 minutes prior to application of the emulsified asphalt and aggregate. However, this 30-minute window may be extended if authorized by the Engineer in cases where extending the time does not jeopardize a clean surface prior to scrub seal operations. The pavement shall be swept with a motorized broom to remove loose material. Depressions not reached by the motorized broom shall be cleaned with a hand broom. The outer edges of the pavement to be sealed including an adjacent paved shoulder shall be cleaned.

907-414.03.4.2--Protecting Accessories. Utility castings (manholes, gate valve covers, catch basins, sensors, etc.) shall be covered to prevent coating with emulsified asphalt. Suitable covering includes plywood disks, Kraft paper, roofing felt or other approved methods. The protective coverings shall be removed before opening the road to traffic.

907-414.03.4.3--Stripe Removal. Prior to the scrub seal operations, the Contractor shall remove all existing thermoplastic striping, thermoplastics legends, and raised pavement markers within the scrub seal limits. Such removal shall be performed to the satisfaction of the Engineer.

907-414.03.5--Application. The scrub seal shall be applied from edge of pavement to edge of pavement. The edges of the scrub seal application shall be maintained in a neat and uniform line. Scrub seal shall not be applied on concrete gutters or pads unless directed by the Engineer.

907-414.03.5.1--Application of Bituminous Material. Bituminous material shall not be applied until the prepared surface has been approved by the Engineer and any application rate adjustments must be approved by the Engineer. Where practicable, shots shall be at least 500 feet in length, and longer shots are desirable. No shot shall be in excess of a length which can be covered with aggregate before the bitumen hardens.

The bituminous material shall be uniformly heated and maintained within the specified temperature range during application. All material damaged by heating shall be rejected, and if a section has been treated with damaged material it shall be removed and replaced by the Contractor without additional compensation.

The asphalt emulsion for scrub seal temperature when applied shall be a minimum of 140º to 180ºF. For smaller areas, the emulsion may be applied with a wand. The emulsion scrub broom shall be as described below.

The application rate of the bituminous material shall result in complete and uniform coverage of the pavement receiving the bituminous surface treatment. If the application of the bituminous material does not result in complete coverage, the Contractor shall cease operations and adjust the distributor bar height and/or nozzle(s) such that complete coverage is attained. At a minimum, the application rate of the bituminous material should be verified daily by the Department.

The type and condition of the surface being covered and the size of the aggregate being used, will affect the required application rate of asphalt material. The Contractor shall begin with application rates as recommended by the mix design and accepted by the Engineer. Actual rates shall be established during the first application of bituminous material/aggregate and adjusted to field condition changes as required.

The application shall be stopped before the distributor is completely empty, and the length of shots shall be computed so that the application is stopped before it begins to run light. At the beginning of the application, including joints with preceding applications, intersections, and junctions with all pavements, etc., the distributor nozzles shall be operating at full force when the application begins. Building paper or other suitable material shall be used to receive the initial application from the nozzles before the asphalt reaches the road surface at the joint. The material shall be removed immediately after use without spilling asphalt on the road surface.

Spray bar nozzles shall be kept clean at all times, and should one become blocked during application of the bituminous material, the distributor shall be stopped immediately, and the nozzle cleaned before proceeding. Bare or light areas shall be immediately made uniform by use of a hand hose or pouring pot.

Due to possible spillage, the transfer of material from the delivery truck to the distributor shall be outside the limits of the roadway. Bituminous material shall not be discharged on the right-of-way when cleaning out the distributor. Any spillage shall be removed from the roadway and right-of-way.

During application of bituminous material, the Contractor shall provide adequate protection to prevent marring or discoloration of pavements, structures, curbs, trees, etc., adjacent to the area being treated.

Longitudinal joints, when permitted, shall be reasonably true to line and parallel to the centerline. The overlap in the application of the bituminous material shall be the minimum to assure complete coverage.

At construction joints, the treatment of the edges shall be blended so that there are no gaps, the elevations are the same, and the joints are free from ridges and depressions.

Immediately following the application of the emulsion to the road surface, the material shall be scrubbed with a scrub broom for the purpose of forcing the emulsion into the existing surface and distributing the emulsion evenly over variable road surface contours.

The application of the asphalt emulsion for scrub seal and scrub broom operation shall cease 40 feet prior to the end of the application. The remaining asphalt emulsion for scrub seal shall be dragged out by the scrub broom, and the remaining emulsified material required to complete the pass shall be applied only by the distributor truck, at the specified rate.

907-414.03.5.2--Application of Cover Coat Material. The application of cover material shall immediately follow the application of bituminous material. Adhesion of the cover aggregate to the bitumen is the Contractor's responsibility. Application rate adjustments must be approved by the Engineer.

Aggregate shall be spread directly from approved spreaders. Trucks or spreaders shall not drive on the uncovered bituminous material.

Aggregate shall be placed at the design application rate. If necessary, the rate of application may be adjusted so that some emulsified asphalt can be seen between the aggregate chips, but not so much that aggregate chips adhere to the pneumatic rollers. If needed, additional adjustments may be made to the rate of application during the project, at the discretion of the Engineer.

During the first day of production and at least once a week thereafter, the application rate of the aggregate shall be verified by the Department to assure that the appropriate application rate of the aggregate is applied. The rate can be verified by placing a tarp of at least 1.0 yd^2 area on the roadway surface. After allowing the aggregate spreader to pass over the tarp, the aggregate on the tarp should be collected and weighed to determine the weight of aggregate. The measured weight should then be compared to the target weight calculated using the following formula.

$$W = 0.85(G_{sb})(U_w)(R)(A)(e)$$

Where:
W = target weight of aggregate in lbs.
G_{sb} = bulk specific gravity of aggregate
U_w = Unit weight of water at 70°F = 62.3 lbs./ft^3
R = target application rate in ft^3/yd^2
A = area of tarp in yd^2
e = air voids in loose aggregate = 0.4

G_{sb} for gravel = 2.650
G_{sb} for limestone = 2.700

Note: Bulk specific gravities of expanded clay and steel slag should be obtained from the seal aggregate supplier.

Upon determining the target weight, it should be compared to the actual measured weight. If the difference in the target weight and the actual measured weight is over 2.5 pounds, the aggregate distributor should be adjusted such that the spread rate is within the above tolerance. The above procedure shall be repeated until the spread rate is within the allowable tolerance.

If at any point during production, excessive aggregate is noted, the aggregate application rate should be verified and the spread rate adjusted. The intent is to minimize the amount of excess aggregate. Excess aggregate removed from the roadway surface after brooming shall be removed from the job site and should not be reused in the seal aggregate operation.

The dry aggregate shall be spread uniformly to cover the bituminous material with the quantity of mineral aggregate specified by the Engineer. All deficient areas shall be covered by additional material.

If needed, approved drag brooms and hand brooms shall be used to distribute the aggregate uniformly before and while the rolling operations are in progress.

The entire application of aggregate shall be rolled as soon as possible after application. Rolling shall be continued and repeated as often as necessary to key the cover material thoroughly into the bituminous material over the entire surface.

Pneumatic rollers shall be used in the sequence that will provide the rolling pattern that results in the best adhesion of the aggregate to the bituminous material and the best surface qualities.

Subsequent to the initial application of the aggregate the Contractor shall distribute, as many times as is deemed necessary, loose aggregate over the surface to absorb free bituminous material and to cover areas deficient in aggregate. Immediately following each distribution, the Contractor shall roll the entire surface treatment or seal with a pneumatic-tire roller until the maximum quantity of aggregate is embedded in the bitumen. Rolling in each case shall be at least one complete coverage and as many additional coverages as necessary to properly embed the aggregate. All rolling shall be performed while the temperature is favorable for sealing the aggregate into the bitumen.

In all cases, there shall be at least five complete coverages of the entire surface of the treatment with a pneumatic-tire roller.

If specified, a fog seal will be placed at a rate of 0.11 gallons per square yard, or as directed by the Project Engineer. The fog seal shall not be placed until after final brooming.

907-414.03.6-- Control of Traffic. Unless otherwise advised, the Contractor's operations shall be scheduled such that all lanes of traffic are open to the traveling public at the end of each day. Considering time needed for curing and preparation prior to opening traffic, the Contractor should not apply bituminous material two (2) hours before dusk, or later, to allow sufficient time for bonding of the aggregates.

After the scrub seal has been rolled and the bituminous material has cured a minimum of one (1) hour, or longer if necessary to sufficiently hold the aggregate in place, the Contractor shall perform an initial brooming operation consisting of lightly sweeping excess aggregate material from the surface. After the initial brooming has been completed, public traffic will be allowed on the roadway.

Immediately the next morning, a final brooming shall be performed to remove any remaining

excess aggregate material from the previous day's seal operation.

907-414.03.7--Quality Control. The Contractor shall be responsible for quality control (QC) sampling and testing and shall submit a written Quality Control Plan (QCP) acceptable to the Engineer.

907-414.03.7.1--Personnel. The Contractor shall be responsible for staffing their project with qualified personnel.

907-414.03.7.2--Testing Facilities and Equipment. The Contractor shall supply any testing and equipment needed to comply with their approved QCP.

907-414.03.7.3--Materials Testing. The Contractor shall test the materials utilized in a manner to comply with their approved QCP and as required by the Engineer.

907-414.03.7.4--Compliance with Specifications. The Contractor shall attest in writing to the Department that the scrub seal has been constructed in accordance with and meets the requirements of the specifications and their approved QCP at the conclusion of the project.

907-414.03.7.5--Department Acceptance. The Department will conduct acceptance sampling, testing, and inspection activities according to TMD-20-04-00-000 to ensure material quality, correct application rates, rolling, sweeping, and traffic control are within specification requirements.

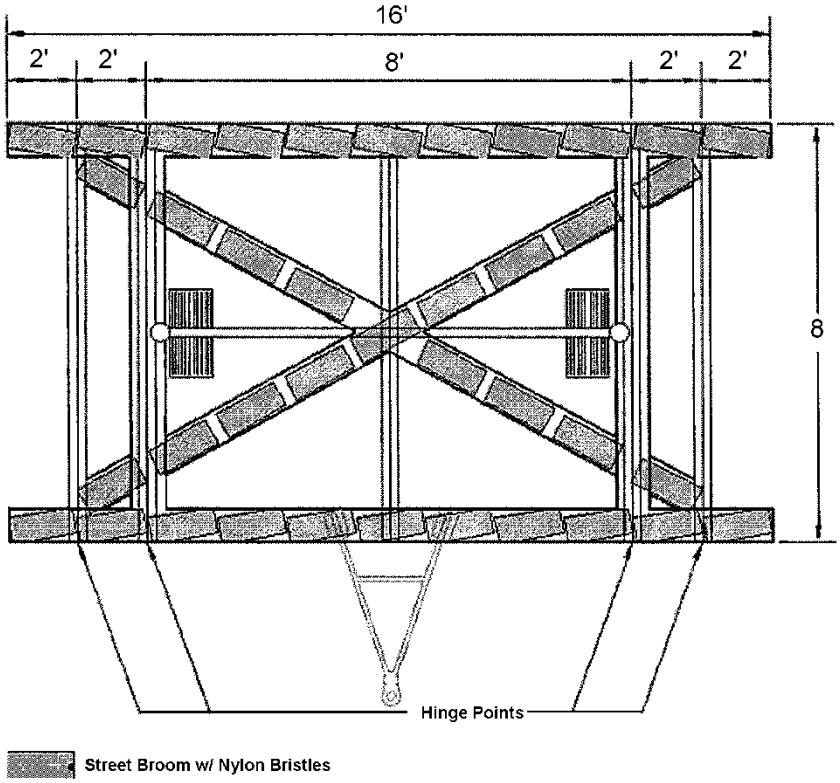
907-414.04--Method of Measurement. Scrub seal shall be measured by the square yard. Accepted quantities for asphalt for fog seal will be measured by the gallon as prescribed in Subsection 109.01. Unless otherwise specified, distributor tank measurement will be used. The volume of material over five percent (5%) above the quantity ordered for each shot will be deducted from measured quantities, except that 15 percent will be allowed for irregular areas where hand spraying is necessary.

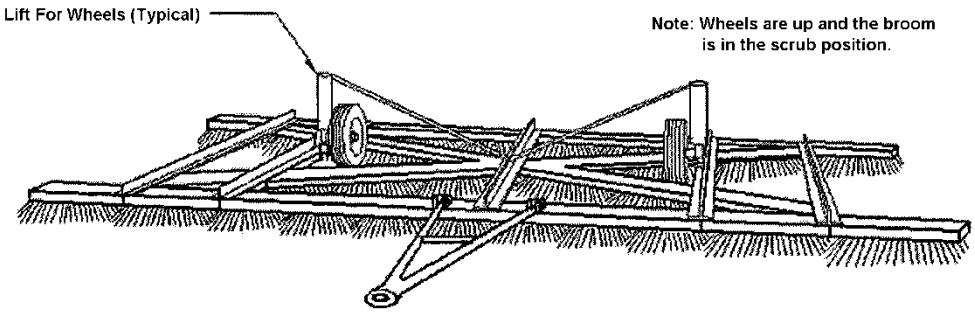
907-414.05--Basis of Payment. Scrub seal, measured as prescribed above, will be paid for at the contract bid price per square yard, which shall be full compensation for furnishing all labor, materials, equipment, temporary markers, vegetation removal, cleaning of the surface, pre-sweeping, post-sweeping, doing all the work involved in mixing, applying and protecting the polymer modified asphaltic rejuvenating scrub seal, and all incidentals necessary to complete the work.

Asphalt for fog seal will be paid for at the contract unit price per gallon, which shall be full compensation for furnishing all labor, materials, equipment, applying and protecting the fog seal, and all incidentals necessary to complete the work.

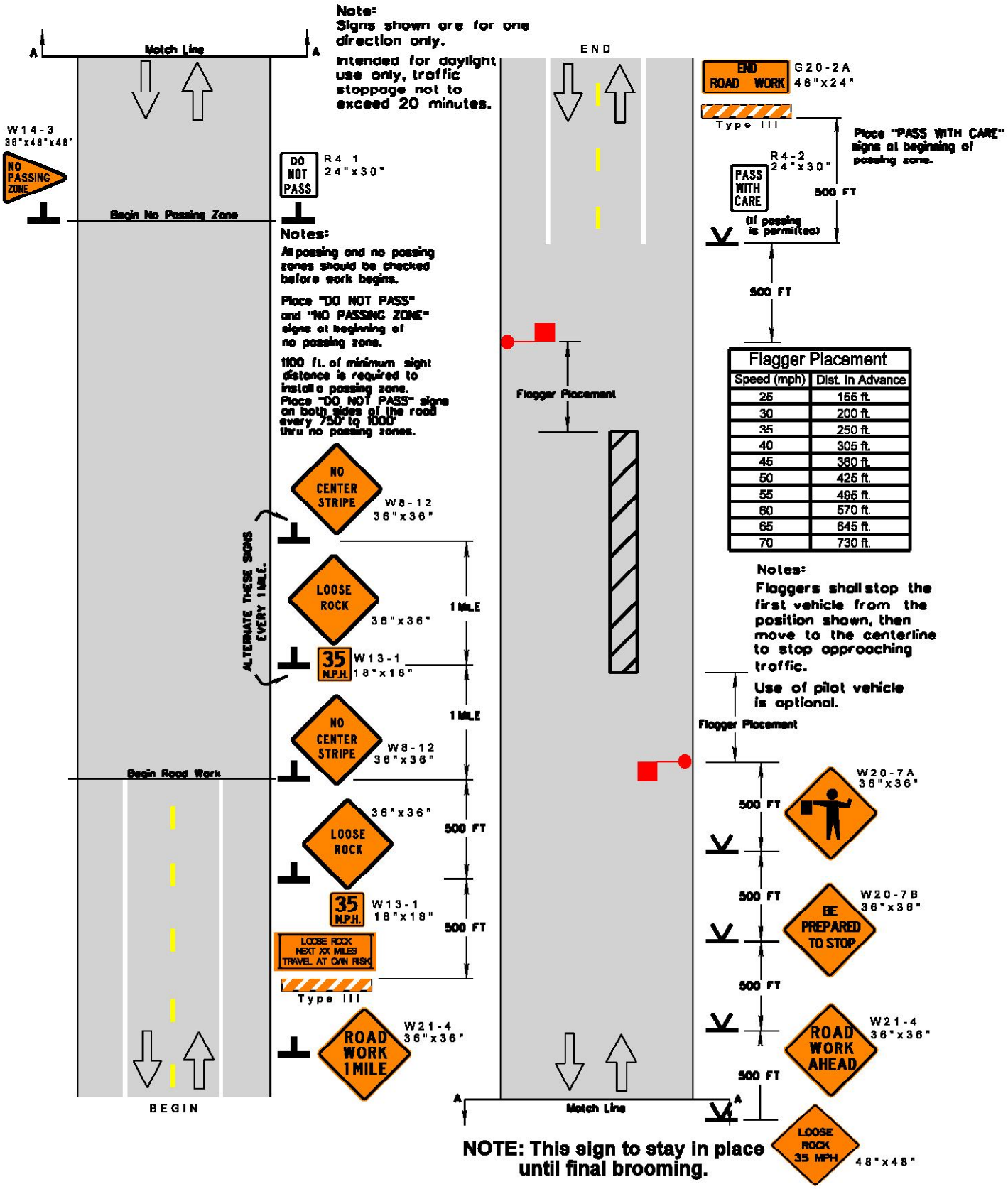
Payment will be made under:

907-414-A:	Scrub Seal	- per square yard
907-414-B:	Asphalt for Fog Seal	- per gallon

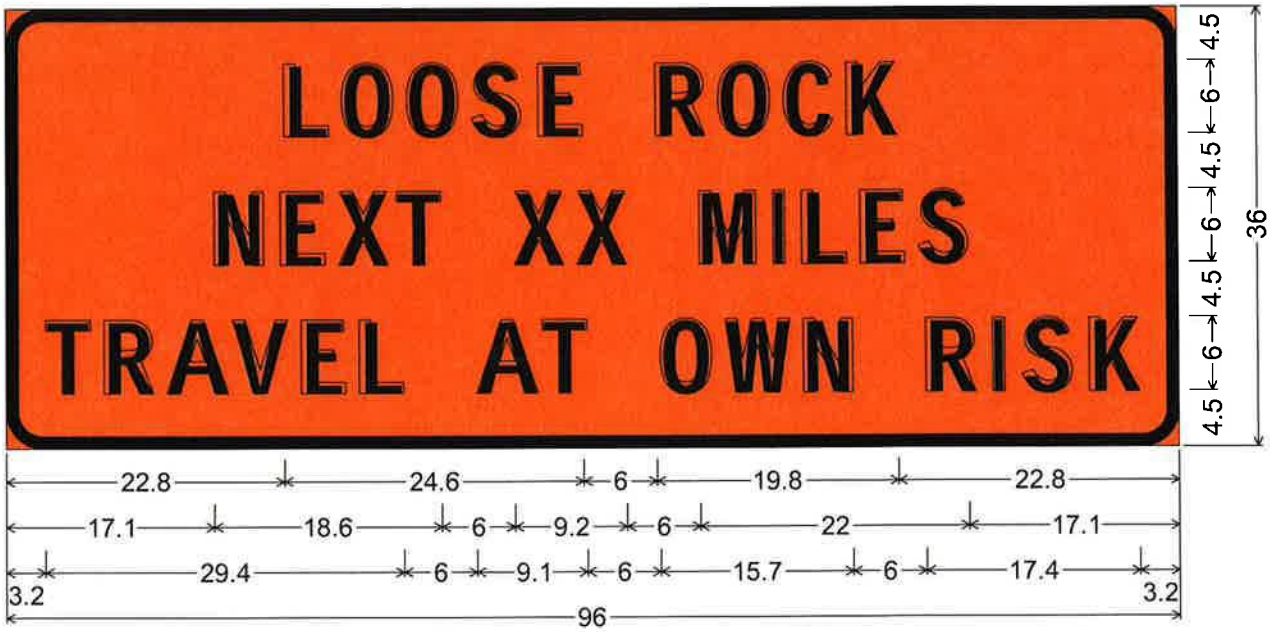

16'
2'
2'
8'
2'
2'
8
Hinge Points
Street Broom w/ Nylon Bristles


Lift For Wheels (Typical)
Note: Wheels are up and the broom is in the scrub position.

Scrub Broom



Flagger Placement	
Speed (mph)	Dist. In Advance
25	155 ft.
30	200 ft.
35	250 ft.
40	305 ft.
45	380 ft.
50	425 ft.
55	495 ft.
60	570 ft.
65	645 ft.
70	730 ft.

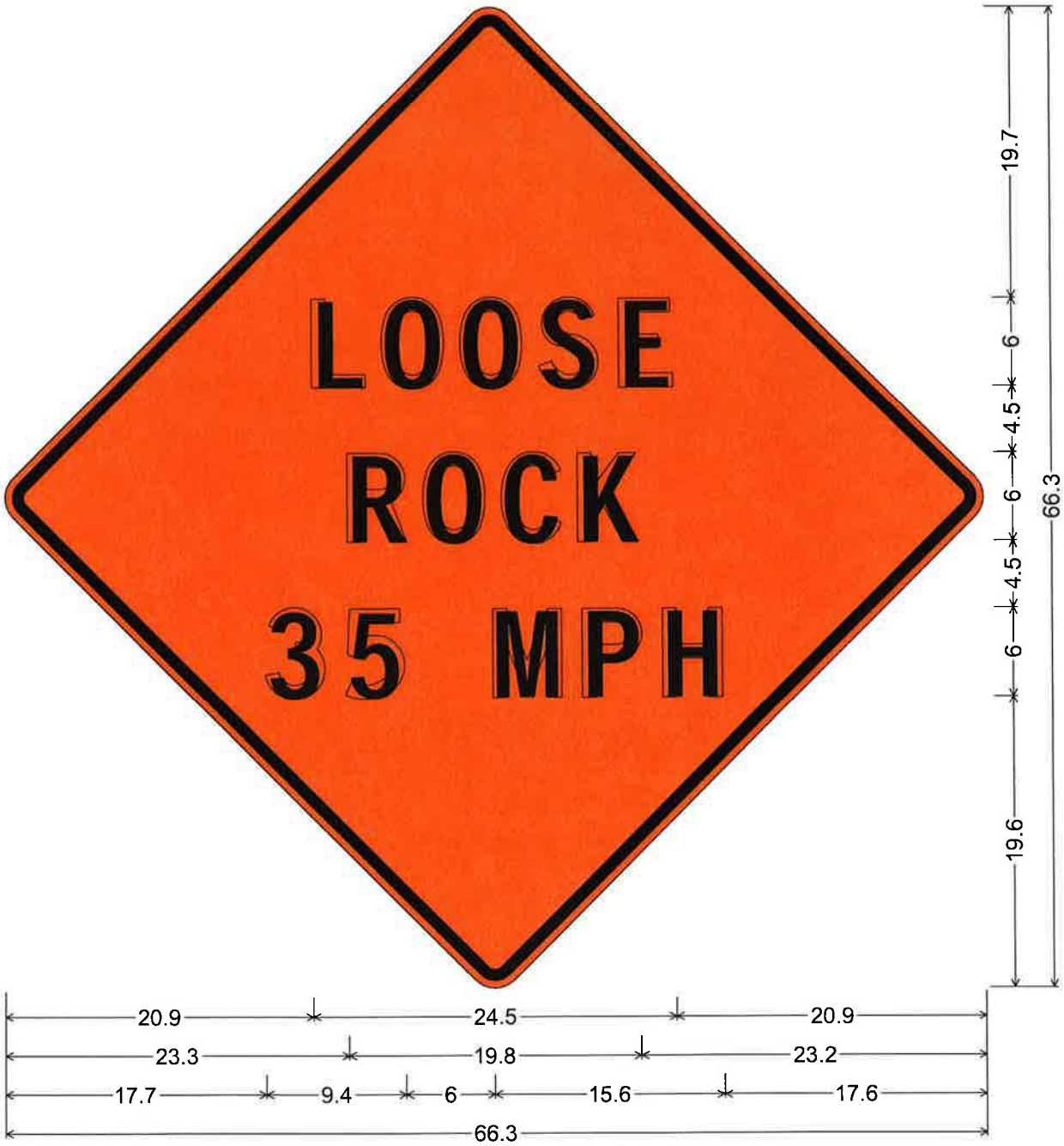


3.0" Radius, 1.0" Border, Black on Orange;
"LOOSE ROCK" D; "NEXT XX MILES" D; "TRAVEL AT OWN RISK" D;
Table of letter and object lefts.

L	**O**	**O**	**S**	**E**	**R**	**O**	**C**	**K**
22.8	27.6	33.0	38.3	43.7	53.4	58.5	63.9	69.0

N	**E**	**X**	**T**	**X**	**X**	**M**	**I**	**L**	**E**	**S**
17.1	22.5	27.3	32.1	41.7	46.9	56.9	63.0	65.3	70.1	74.9

T	**R**	**A**	**V**	**E**	**L**	**A**	**T**	**O**	**W**	**N**	**R**	**I**	**S**	**K**
3.2	8.0	13.2	18.6	24.2	29.0	38.6	44.0	53.7	59.0	65.4	75.4	80.9	83.2	88.6



48.0" across sides 1.9" Radius, 0.8" Border, 0.5" Indent, Black on Orange;
"LOOSE" D; "ROCK" D; "35 MPH" D;
Table of letter and object lefts.

L 20.9	**O** 25.7	**O** 31.0	**S** 36.4	**E** 41.8
R 23.3	**O** 28.4	**C** 33.8	**K** 38.9	
3 17.7	**5** 23.1	**M** 33.1	**P** 39.2	**H** 44.6

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-605-1 **CODE: (IS)**

DATE: **11/21/2023**

SUBJECT: **Underdrains**

Section 605, Underdrains, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-605.02--Materials.

907-605.02.4--Edge Drain Pipe and Fittings.

907-605.02.4.4--Miscellaneous. Delete the first paragraph of Subsection 605.02.4.4 on page 398, and substitute the following.

Concrete for aprons shall be Class "C" concrete meeting the requirements of Section 907-799.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO SPECIAL PROVISION NO. 907-618-4

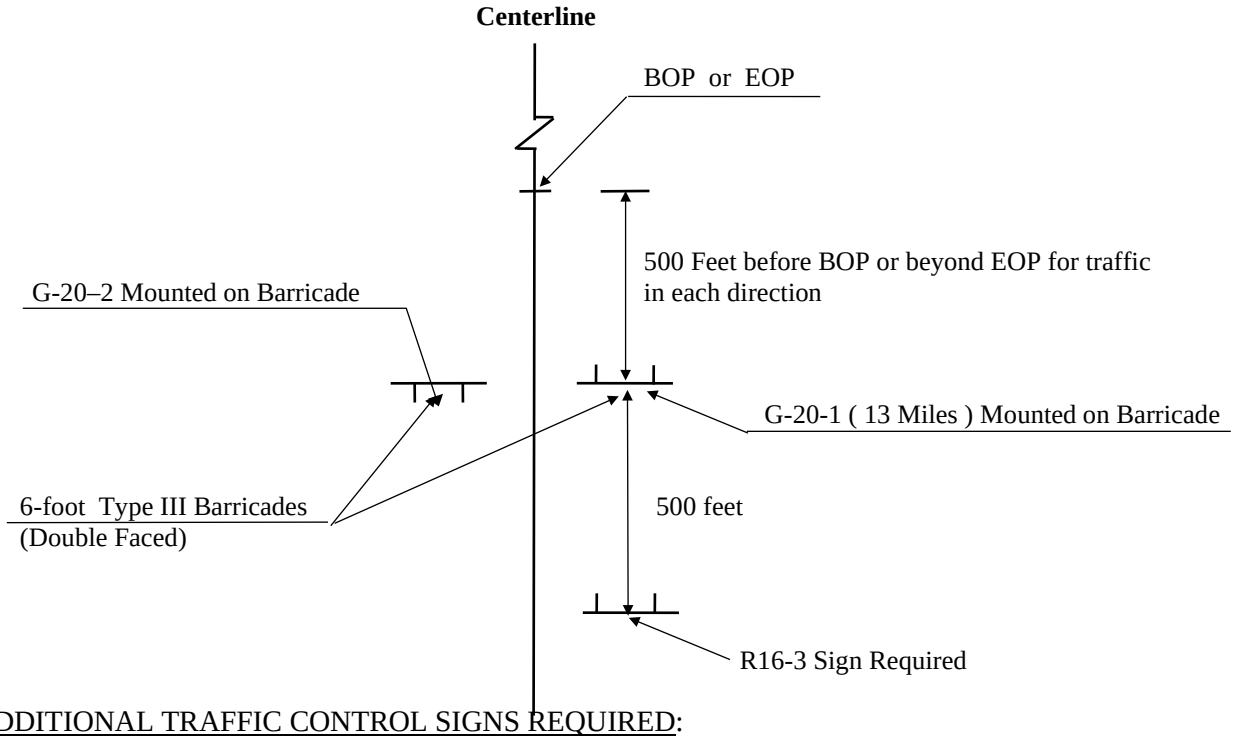
DATE: 12/08//2025

PROJECT: STP-0050-01(043) –109755/301000 – Calhoun County

Delete the paragraph in Subsection 907-618.01.2 on page 1, and substitute the following.

For compliance with the traffic control plan, the Contractor will be required to install and maintain traffic control devices at various locations throughout the project. Payment for these devices will be included in the price bid for pay item no. 907-618-A: Maintenance of Traffic per lump sum.

Additional traffic control devices will be required as follows.



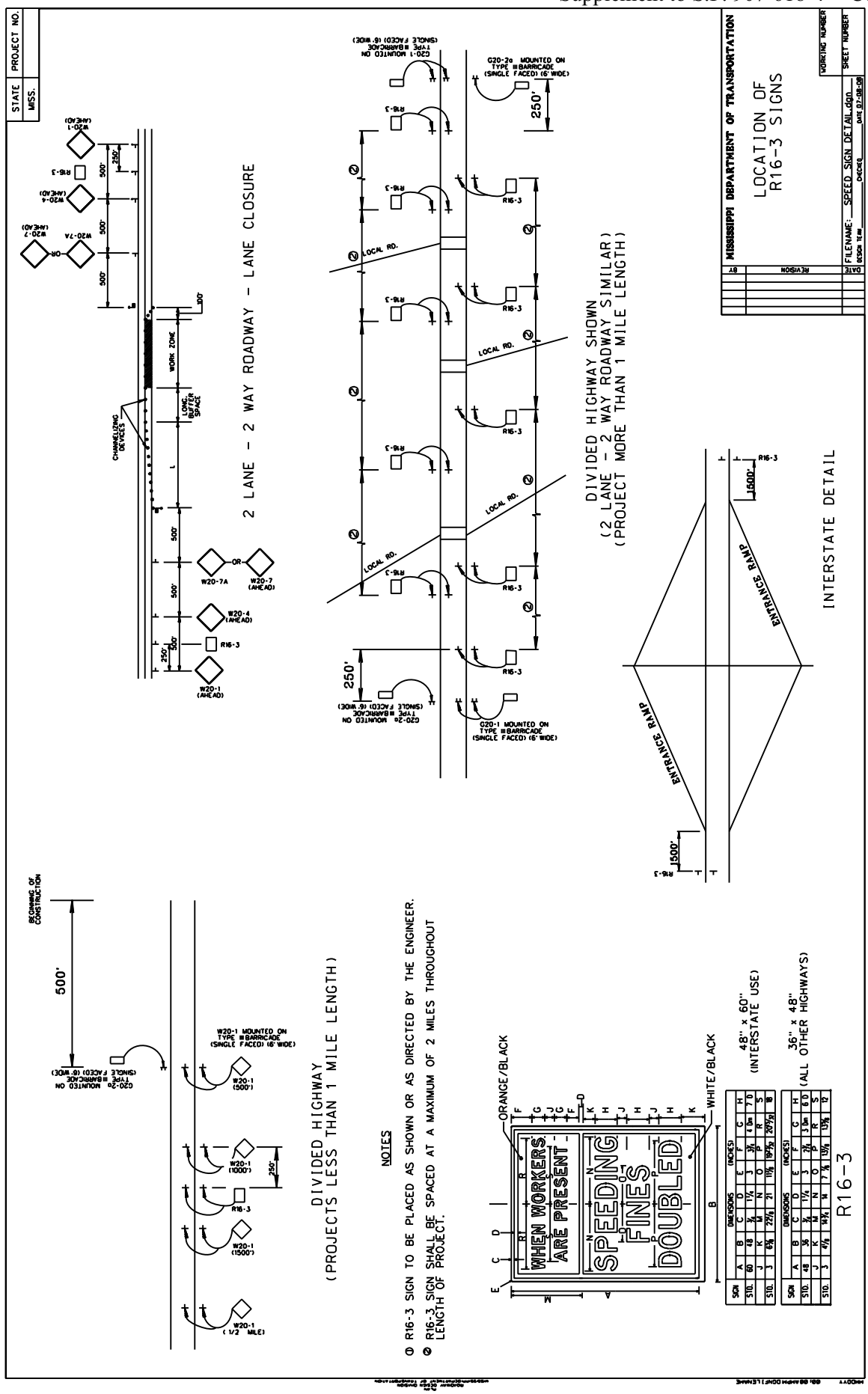
ADDITIONAL TRAFFIC CONTROL SIGNS REQUIRED:

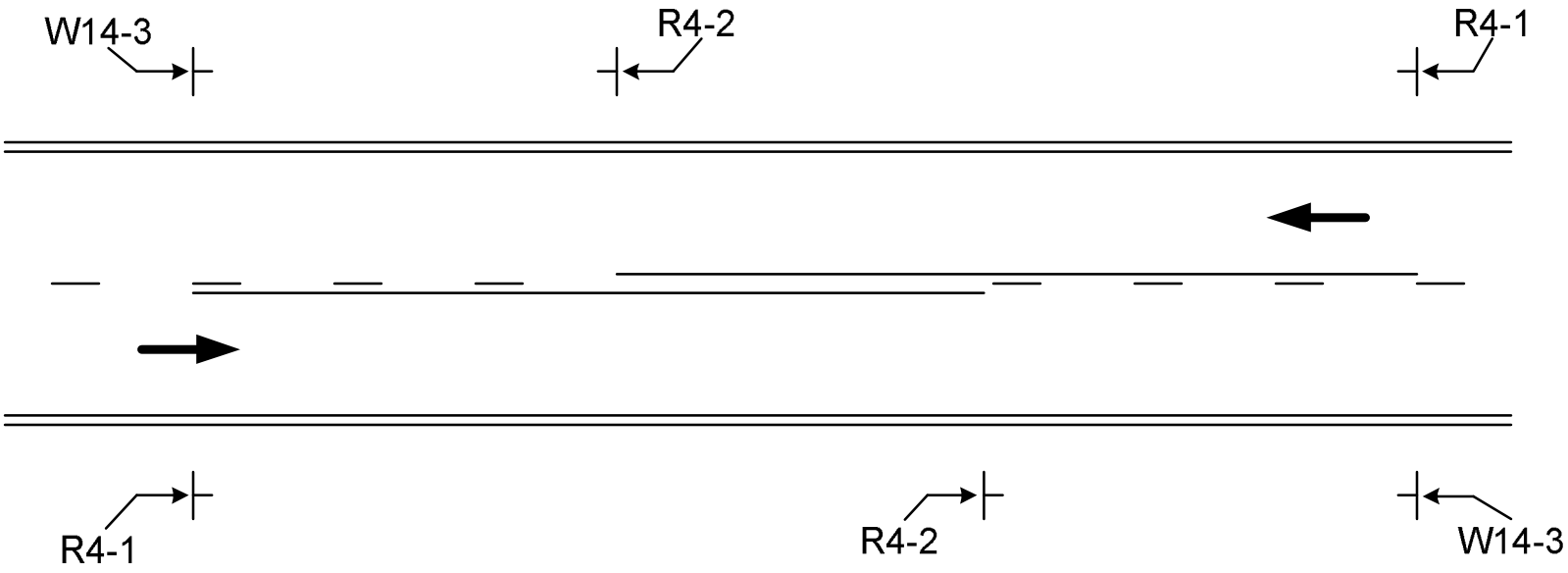
- 34 - W20-1 “AHEAD” signs required. One (1) W20-1 “AHEAD” sign is required at each local road or street entering the project.
- 145 - R4-1 “DO NOT PASS” signs required.
- 17 - R4-2 “PASS WITH CARE” signs required.
- 18 - W14-3 “NO PASSING ZONE” signs required.
- 14 - R16-3 “SPEEDING FINES DOUBLED” signs required.

R4-1 “DO NOT PASS”, R4-2 “PASS WITH CARE”, and W14-3 “NO PASSING ZONE” signs are required in accordance with Subsection 618.03.3, this drawing, and as specified in the Manual on Uniform Traffic Control Devices.

R16-3 signs shall be spaced in accordance with sheet titled “Location of R16-3 Signs”.

All construction signs and barricades shown on this page shall be included in the bid price for pay item 907-618-A, Maintenance of Traffic. Fluorescent orange sheeting shall be used on all construction and traffic control signs except for R16-3, R4-1 and R4-2 signs which shall be black legend and border on white background.


STATE MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
LOCATION OF R16-3 SIGNS
WORKING NUMBER
SHEET NUMBER
FILENAME: SPEED_SIGN_DETAIL.dgn
DESIGN TEAM
CHECKED
DATE 07-08-09
REVISION
BY
DATE
2 LANE - 2 WAY ROADWAY - LANE CLOSURE
CHANNELIZING DEVICES
LONG BUFFER SPACE
WORK ZONE
W20-1 (AHEAD)
R16-3
W20-4 (AHEAD)
W20-7A
OR
W20-7 (AHEAD)
W20-7A (AHEAD)
W20-4 (AHEAD)
W20-1 (AHEAD)
DIVIDED HIGHWAY SHOWN
(2 LANE - 2 WAY ROADWAY SIMILAR)
(PROJECT MORE THAN 1 MILE LENGTH)
LOCAL RD.
G20-2a MOUNTED ON TYPE III BARRICADE (SINGLE FACED) (6' WIDE)
G20-1 MOUNTED ON TYPE III BARRICADE (SINGLE FACED) (6' WIDE)
G20-2a MOUNTED ON TYPE III BARRICADE (SINGLE FACED) (6' WIDE)
250'
INTERSTATE DETAIL
ENTRANCE RAMP
1500'
BEGINNING OF CONSTRUCTION
500'
G20-2a MOUNTED ON TYPE III BARRICADE (SINGLE FACED) (6' WIDE)
W20-1 MOUNTED ON TYPE III BARRICADE (SINGLE FACED) (6' WIDE)
W20-1 (500')
W20-1 (1000')
W20-1 (1500')
W20-1 (1/2 MILE)
DIVIDED HIGHWAY
(PROJECTS LESS THAN 1 MILE LENGTH)
NOTES
① R16-3 SIGN TO BE PLACED AS SHOWN OR AS DIRECTED BY THE ENGINEER.
② R16-3 SIGN SHALL BE SPACED AT A MAXIMUM OF 2 MILES THROUGHOUT LENGTH OF PROJECT.
ORANGE/BLACK
WHEN WORKERS ARE PRESENT
SPEEDING FINES DOUBLED
WHITE/BLACK
48" x 60" (INTERSTATE USE)
36" x 48" (ALL OTHER HIGHWAYS)
R16-3



The W14-3, No Passing Zone sign, shall be placed on the left side of the road at the beginning of each no passing zone.

The R4-1, Do Not Pass signs, shall be placed on the right side of the road at the beginning of the no passing zone. Additional R4-1 signs shall be placed right and left in increments of 750 to 1000 feet throughout the length of the no passing zone.

The R4-2, Pass With Care sign, shall be placed on the right side of the road at the end of the no passing zone.

The R4-1, R4-2 and W14-3 signs are to be used when standard pavement markings are not in place. The signs may also be used to emphasize pavement markings.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-618-4 **CODE: (SP)**

DATE: 02/01/2018

SUBJECT: Additional Signing Requirements

Section 618, Maintenance of Traffic and Traffic Control Plan, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-618.01.2--Traffic Control Plan. At the end of Subsection 618.01.2 on page 441, add the following:

For compliance with the traffic control plan, the Contractor will be required to install and maintain traffic control devices at various locations throughout the project. Payment for these devices will be included in the price bid for pay item no. 618-A, Maintenance of Traffic per lump sum.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-618-12 **CODE: (SP)**

DATE: **05/03/2024**

SUBJECT: **Traffic Control Management**

Section 618, Maintenance of Traffic and Traffic Control Plan, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-618.01--Description.

907-618.01.2--Traffic Control Management. Delete subparagraph (g) of Subsection 618.01.2 on page 441, and substitute the following.

g) Perform a minimum of once-a-week inspections from the Notice to Proceed until a Partial or Final Maintenance Release is obtained. Once work begins, daily daytime inspections and weekly nighttime inspections are required on projects with predominantly daytime work, and daily nighttime inspections and weekly daytime inspections are required on projects with predominantly nighttime work. Weekly inspections will be allowed for periods outside of active construction. When lane closures are present or any non-fixed signs or traffic handling devices such as cones or barrels are in place, inspections shall be performed daily whether work is being performed or not.

907-618.05--Basis of Payment. Delete pay item 618-A on page 449 and substitute the following.

907-618-A: Maintenance of Traffic - lump sum

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-619-6 **CODE: (SP)**

DATE: 03/21/2018

SUBJECT: Temporary Portable Rumble Strips

Section 619, Traffic Control for Construction Zones, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-619.02--Materials. After Subsection 619.02.15 on page 472, add the following.

907-619.02.16--Temporary Portable Rumble Strips. Temporary portable rumble strips shall be RoadQuake manufactured by PSS and meet the following requirements:

- capable of being installed without adhesives or bolts,
- have a minimum weight of 100 pounds,
- have a minimum overall length of 11 feet,
- have a minimum width of 12 inches, and
- have a maximum height of 3/4 inch.

Temporary portable rumble strips shall be installed in accordance with the attached details, or as directed by the Engineer.

907-619.03--Construction Requirements. After Subsection 619.03.11 on page 476, add the following.

907-619.03.16--Temporary Portable Rumble Strips. Temporary portable rumble strips shall be placed at locations shown on the traffic control plans, attached drawing, or as directed by the Engineer. The rumble strips shall be removed when lane closures are removed, relocated when lane closures are relocated, or as directed by the Engineer.

Prior to placement of the rumble strips, the roadway shall be cleaned to be free of dust, sand, and other materials that may cause slippage. The minimum roadway temperature at the time of installation shall be in accordance with manufacturer recommendations.

A minimum of three (3) temporary portable rumble strips shall be arranged in an array. The spacing of temporary portable rumble strips in each array shall be on 15-foot centers. One array of three (3) strips shall be used in each lane. The rumble strips shall be regularly monitored and maintained to ensure they stay in place under traffic.

907-619.04--Method of Measurement. At the end of Subsection 619.04 on page 478, add the following.

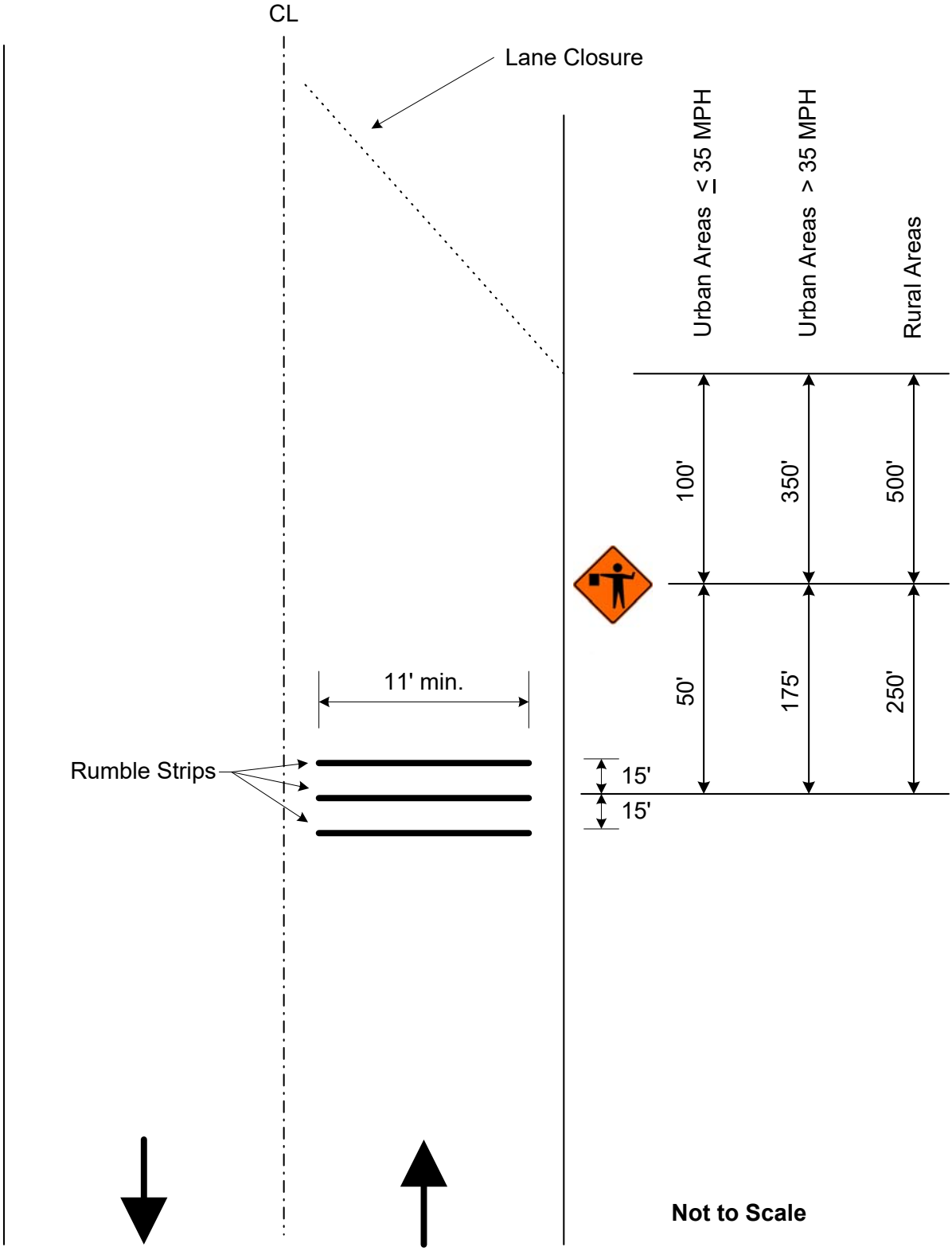
Temporary Portable Rumble Strips will be measured for payment by the linear foot only when a pay item for temporary portable rumble strips is included in the contract. Otherwise, temporary portable rumble strips will be included in the cost of pay item 618-A, Maintenance of Traffic. The quantity of temporary portable rumble strips will be the length of rumble strips approved by the Engineer to be in-place on the project at any one time.

907-619.05--Basis of Payment. After the fifth paragraph of Subsection 619.05 on page 478, add the following.

Temporary Portable Rumble Strips measured as prescribed above, will be paid for at the contract unit price per linear foot, which price shall be full compensation for cleaning the roadway surface, installing the rumble strips, maintenance and repair of the strips, cleaning and resetting of the strips, removal and replacement, and for all labor, equipment, tools, and incidentals necessary to complete the work.

After the last pay item listed on page 480, add the following.

907-619-B: Temporary Portable Rumble Strips - per linear foot



Detail of Temporary Portable Rumble Strips

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-626-12 **CODE: (IS)**

DATE: 06/17/2025

SUBJECT: Thermoplastic Traffic Markings

Section 626, Thermoplastic Traffic Markings, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

Delete Section 626 on pages 492 thru 496, and substitute the following.

SECTION 626 - THERMOPLASTIC TRAFFIC MARKINGS

907-626.01--Description. This work consists of furnishing materials and placing thermoplastic pavement markings of the type specified in conformity with these specifications and the details shown on the plans or established. All hot-applied thermoplastic pavement markings shall be coated with a double-drop combination of optics.

This work may also consist of placing an audible bump or puck style marking system on the edge line that provides an audible and vibratory warning when driven over. The marking system shall be a road marking system of the dimensions indicated at regular and predetermined intervals.

This work may also consist of placing a profile or raised shape marking system on centerline or edge line that provides audible and vibratory warning when driven over. The marking system shall be a road marking system of the dimensions indicated and at regular and predetermined intervals. When placed on centerline, the markings system shall consist of an extruded black transverse thermoplastic bar of the dimensions indicated at regular and predetermined intervals.

This work may also consist of placing high contrast thermoplastic markings. High contrast thermoplastic markings shall consist of placing thermoplastic pavement markings over a black thermoplastic pavement marking to enhance the marking's visibility.

All pavement marking material, excluding lines over rumble strips, shall be applied using the extrusion/ribbon method. Lines placed over rumble strips shall be applied using the atomization/spray method, unless the extrusion/ribbon method can be demonstrated to perform adequately and is approved by the Engineer.

Permanent pavement marking tape (permanent cold plastic tape) may be used in lieu of hot applied thermoplastic markings. Substitution will only be allowed for pay items 907-626-A through H. Substituted pavement marking tape shall be of the same color and width as that required for the hot applied thermoplastic. Unless otherwise specified, the markings, whether hot applied or pavement marking tape, shall be of the same type of material for the entire project. Stop bars and crosswalks shall not be substituted with pavement marking tape and shall be alkyd hot-applied thermoplastic markings or heat-fused preformed pavement markings. Material and construction

requirements for substituted pavement marking tape shall meet the requirements of Special Provision 907-628. The layout and spacing for substituted pavement markings will remain as shown in the plans, or in the contract documents, for hot applied thermoplastic markings. Measurement of adhesive substituted pavement markings shall be made in accordance with Special Provision 907-628. Payment for adhesive substituted pavement markings shall be made at the unit price for the appropriate hot applied thermoplastic marking.

When thermoplastic pavement markings are used on bridge decks or concrete surfaces, the surface shall be sealed with an epoxy sealer prior to the application of thermoplastic.

907-626.02--Materials. All pavement marking materials shall meet the requirements of Special Provision 907-720.

907-626.02.1--Audible Bumps. Audible bumps shall have a profile such that the leading and trailing edges are sloped at a sufficient angle to create an audible and vibratory warning.

Audible bumps shall be at least 0.45 inches above the pavement surface at the highest point of the bump. The height shall be measured after the application of drop-on material. The bumps shall have a minimum dimension of two and one-half inches (2½") in both transverse and longitudinal directions. The bumps may have a drainage channel. The width of each drainage channel shall not exceed one-quarter of an inch (¼") at the bottom of the channel.

907-626.02.2--Audible Transverse Bars. The length of transverse bars is the measurement lateral to the direction of travel, also known as transverse width. The width of transverse bars is the measurement parallel to the travel way.

Transverse bars on centerline shall have a length of 10 inches, a width of three inches (3"), and a height of 350 mils. Transverse bars on centerline shall be placed on 2-foot centers through no-passing zones and 5-foot centers through passing zones. Transverse bars on centerline shall be placed in advance of permanent thermoplastic markings.

Transverse bars on edge lines shall have a length of six inches (6"), a width of three inches (3"), and a height of 350 mils. Transverse bars on edge lines shall be placed on 2-foot centers. Tolerance for the longitudinal and transverse measurements shall be one quarter of an inch (¼") and the tolerance for height shall be 50 mils. The above dimensions are based on 6-inch strip application.

Thermoplastic material for edge line transverse bars shall be as specified on the Plans and meet the requirements of Special Provision 907-720 or as specified on the plans. Thermoplastic material for centerline transverse bars shall be black and shall meet the requirements of Special Provision 907-720.

907-626.02.3--High Contrast Markings. High contrast markings shall be black with the pertinent marking color overlaid on top and shall meet the requirements of Special Provision 907-720.

907-626.03--Construction Requirements.

907-626.03.1--Equipment. Equipment for hot application shall be of sufficient size and stability to ensure smooth, uniform, properly aligned markings of the dimensions specified. The equipment shall be suitably equipped for heating and controlling the flow of the material. The equipment shall be constructed to provide continuous mixing and agitation of the material. The conveying parts of the equipment, between the main material reservoir and applicator, shall be so constructed as to prevent accumulation and clogging. The equipment shall be constructed so that all mixing and conveying parts, up to and including the applicator, maintain the material at the plastic temperature. The thermoplastic material shall be dispensed at a temperature recommended by the manufacturer. The applicator shall include a cutoff device remotely controlled to provide clean, square stripe ends and to provide a method for applying skip lines. The thermoplastic reservoir shall be insulated and equipped with an automatic thermostatic control to maintain the proper temperature of the material.

The application equipment shall be capable of automatic placement of intermittent and continuous line patterns in single or double line applications simultaneously. The intermittent timer mechanism shall provide a variable ratio of materials applied and variable cycle length such that accurate placement of new patterns, or replacement of existing patterns can be achieved.

The equipment shall also be capable of applying the top dressing of optics (beads) in a manner that firmly embeds them into the surface of the thermoplastic material for at least one half of the diameter of the larger gradation sizes of the optics. The dispensing equipment shall be equipped with an automatic cut-off control for the application of the optics that is synchronized with the cut-off of the thermoplastic material.

Optics applied to the surface of the completed stripe shall be applied by an automatic dispenser attached to the pavement marking equipment in such a manner that the optics are immediately dispensed upon the completed line. The dispenser shall be equipped with an automatic cutoff control, synchronized with the cutoff of the pavement marking equipment. The double-drop optics as defined in 907-720 shall be automatically applied at a uniform rate to achieve the minimum retroreflectivity requirements of 907-626.

907-626.03.2--Construction Details. The thermoplastic compound shall be screed or ribbon extruded to the pavement surface. Heat-fused, pre-formed pavement markings shall be fusible to asphalt surfaces by means of the normal heat of a propane weed-burner type of torch or other heating device as recommended by the manufacturer. Heat-fused, pre-formed pavement markings shall be instantly highly reflective without the application of additional optics.

Thermoplastic markings shall not be applied to the pavement surface when the pavement surface temperature is less than 55°F. The pavement surface shall be dry, to the satisfaction of the Engineer, before application will be permitted. Unless otherwise specified by the manufacturer, thermoplastic pavement marking material shall be applied to the surface between 400°F and 450°F with a recommended application temperature being 420°F.

Immediately before application, all areas to be marked shall be thoroughly cleaned. Cleaning may be done by rotary brooms, air blast, scrapers, or whatever combination of equipment is necessary to clean the pavement thoroughly without damage to the pavement surface. On areas of pavement

cured with compound, the membrane shall be removed completely by shot blasting, sand blasting or other approved method. Before edge striping, particular care shall be taken to remove all vegetation, loose soil, and the like from the area to be marked. Should other methods fail, the surface shall be wetted with a water jet and scrubbed as necessary to dislodge all foreign material. After washing, the surface shall be allowed to dry thoroughly, and all films of dried mud apparent after surface drying shall be removed before application of markings. Marking shall follow as closely as practicable after the surface has been cleaned and dried, but no markings shall be applied until the surface has been inspected and permission given to proceed. The cost for preparing the surface shall be included in the contract unit prices for the marking items.

Unless otherwise directed by the Engineer, traffic stripes that are conflicting with the thermoplastic stripe shall be removed prior to placement of the thermoplastic material. Removal of pavement markings shall be done by a means that will not gouge the surface of the pavement in a manner that requires patching to ensure the integrity of the pavement. Temporary paint stripe may be left in place when satisfactorily placed in the proper location. Any temporary stripe not covered shall be removed. Payment for removal of stripe, except temporary stripe, will be made under Section 202.

On newly constructed asphalt pavements, any sand, grit, or other surface contaminants shall be removed using compressed air and/or sweeping. Water blasting may be necessary to remove surface contaminants which cannot be removed by the use of compressed air and/or sweeping. This work is considered surface preparation.

The finished lines shall have well defined edges and the thickness of thermoplastic markings above the roadway surface shall be no less than 90 mils for edge lines, center lines, lane lines, barrier lines, and detail stripe including gore markings, and no less than 120 mils for crosswalks, stop lines, and railroad, word and symbol markings. The minimum thickness, as required above, will be measured in the center of the line when gauged. The minimum thickness one-half inch (½") from the edges shall not be less than 75% of the thickness required in the center.

Any thermoplastic traffic marking less than the required thickness shall be corrected by recapping at no additional costs to the Department. Although a thickness tolerance of 25 percent from center to edge is allowed, a consistent underrun of any amount in thickness as determined by the Engineer will not be acceptable.

The length and width of lines shall be within a tolerance of ±3 inches and ±1/8 inch, respectively. For skip markings, the tolerance for intervals shall not exceed the line length tolerance. On curves, unsightly variations from the normal curvature will not be permitted unless specifically shown on the plans or ordered by the Engineer.

Heat-fused, pre-formed pavement markings shall be supplied with a minimum average thickness of 90 mils before application on the roadway surface.

All newly applied thermoplastic material shall be protected from traffic until the material is sufficiently dry so as not to sustain damage from vehicle tires. Any material so damaged by traffic shall be repaired, and the thermoplastic material tracked onto the pavement shall be removed and

replaced.

907-626.03.3--Reflectivity Requirements. The longitudinal pavement markings shall meet the following retroreflectivity values when measured within 10 to 30 calendar days of placement, after removing loose beads.

Table 1. Minimum Dry Retroreflectivity

Color	All Stripe without Rumble mcd/m²/lx	Rumble Stripe mcd/m²/lx
White	375	250
Yellow	225	150

For projects with less than two miles between the BOP and EOP, retroreflectivity measurements will not be required.

907-626.03.3.1--Measuring Devices. Retroreflectivity measurements are required to be taken using a vehicle mounted mobile retroreflectometer using 30-meter geometry with video and mapping capabilities as per AASHTO T-398. The retroreflectometer and operator shall be certified by the manufacturer, authorized representative of the manufacturer, or an MDOT approved program such as the Texas A&M Transportation Institute (TTI) Mobile Retroreflectometer Certification Program. The Contractor shall provide copies of current certifications for the operator(s) and the device(s) to the Engineer.

907-626.03.3.2--Acceptance Procedure. Averages of the mobile measurements shall be provided for every 0.1 miles unless otherwise specified or approved. Take measurements on each section of roadway for each series of markings (i.e., edge line, center skip line, each line of a double line, etc.) and for each direction of traffic flow. Measure each line in both directions for centerlines on two-way roadways (i.e., measure both double solid line in both directions and measure all center skip lines in both directions). Furnish measurements in compliance with the below requirements. Use all equipment in accordance with the manufacturer's recommendations and directions. Inform the Engineer at least 24 hours before taking any measurements.

A marking meets the retroreflectivity requirements if:

- The combined average retroreflectivity value for a one-mile segment meets the minimum retroreflectivity values specified, and
- Within the one-mile segment, no more than three consecutive 0.1 mile intervals shall have an average retroreflectivity value below the minimum required value.

The one-mile segment will start from the beginning of the data collection and end after a mile worth of measurements have been taken; each subsequent mile of measurements will be a new segment. If the remainder is 0.5 miles or less, it shall be included in the previous mile segment, otherwise the remaining segment of greater than 0.5 mile shall be its own segment. Centerlines with 2 stripes (either solid or broken) will result in 2 miles of data for each mile segment. Each centerline stripe must be tested for compliance as a stand-alone stripe.

The Contractor may elect to restripe with a minimum of 0.060 in. (60 mils) at no cost to the Department each one-mile segment that failed to meet the minimum retroreflectivity requirements.

Measurements shall be retaken within 10 to 30 calendar days after the second application for the mile segment for that series of markings. If the markings do not meet minimum retroreflectivity after the second application, the Engineer may require removal of all existing markings, a new application as initially specified, and a repeat of the application process until minimum retroreflectivity requirements are met.

907-626.03.3.3--Mobile Retroreflectivity Data Collection. Mobile Retroreflectivity Data Collection (MRDC) shall be conducted on dry pavement only and when the ambient air temperature is greater than 40°F. Data shall be submitted to the Engineer no later than 3 working days after the day the data is collected. Submit all raw data collected in addition to all other data submitted. Provide data files in Microsoft Excel format or a format approved by the Engineer. The data file and video must contain the following information.

907-626.03.3.3.1--Data File. Data files shall be provided with the following:

- Date;
- District;
- County;
- Name of mobile retroreflectometer operator;
- Route number with reference markers or other reference information provided by the Engineer to indicate the location of beginning and end data collection points on that roadway;
- Cardinal direction;
- Line type (single solid, single broken, double solid, etc.);
- Line color;
- File name corresponding to video;
- Data for each centerline listed separately;
- Average reading taken for each 0.1-mi. interval (or interval designated by the Engineer);
- Accurate GPS coordinates (within 20 ft.) for each interval;
- Color-coding for each interval indicating passing or failing, unless otherwise directed by the Engineer (passing and failing thresholds provided by the Engineer);
- Graphical representation of the MRDC (y-axis showing retroreflectivity and x-axis showing intervals) corresponding with each data file;
- Distance in miles driven while measuring the pavement markings;
- Event codes (pre-approved by the Engineer) indicating problems with measurement;
- Upper validation threshold (may be included separately with the raw data but must be clearly identified with the data collected using that threshold).

907-626.03.3.3.2--Map. A map shall be provided in an electronic format approved by the Engineer with each MRDC submission that includes the following information:

- Date;
- District number;
- County;

- Color-coded 1-mi. intervals (or interval length designated by the Engineer) for passing and failing retroreflectivity values or retroreflectivity threshold values provided by the Engineer; and
- Percentage of passing and failing intervals, if required by the Engineer.

907-626.03.3.3.3--Video. A high-quality video file shall be provided with the following information:

- Date and corresponding data file name on label;
- District number;
- County;
- Route number with reference markers or other designated reference information to indicate the location of beginning and end collection points on that roadway; and
- Retroreflectivity values presented on the same screen with the following information:
    - Date;
    - Location;
    - Starting and ending mileage;
    - Total miles;
    - Retroreflectivity readings; and
    - Upper validation thresholds (may be included separately with the raw data but must be clearly identified with the data collected using that threshold).

907-626.03.4--Reflectivity Verification Testing. The Engineer or a third party may perform retroreflectivity verification testing on any project. At a minimum, each Contractor performing work for the Department will be verified on an annual basis. The Contractor-submitted retroreflectivity data will be compared to the verification test data to determine acceptability of the Contractor's mobile retroreflectometer data. Comparison of the data will result in one of the two scenarios below:

- Contractor's Data is Validated – If the difference between Contractor's and Engineer/third party data is 20% or less, then the Contractor's data is validated. The Contractor's data will be used for acceptance.
- Contractor's Data is not Validated – If the difference between the Contractor's and Engineer/third party data is more than 20%, then the Contractor's data is not validated. The Engineer/third party data will be used for acceptance and the Contractor will be required to take corrective action prior to additional Contractor data collection and may require re-certification of the mobile retroreflectometer.

907-626.04--Method of Measurement. Thermoplastic stripe completed in accordance with the plans and specifications will be measured by the mile or by the linear foot, as indicated, from end-to-end of individual stripes. In the case of skip lines the measurement will include skip intervals. The length used to measure centerline, lane lines, and edge stripes will be the horizontal length computed along the roadway.

Detail traffic stripe will be measured by the linear foot from end-to-end of individual stripes. Measurements will be made along the surface of each stripe and will exclude skip intervals where

skips are specified. Stripes more than six inches (6") in width will be converted to equivalent lengths of 6-inch stripe.

Hot-applied legend, which is to include railroad markings, pedestrian crosswalks, and stop lines, will be measured by the square foot or linear foot. Pay areas of individual letters and symbols will usually be shown on the plans and measured by the square foot. Transverse railroad bands, pedestrian crosswalks and stop lines will generally be measured by the linear foot, in which case, stripes more than six inches (6") in width will be converted to equivalent lengths of 6-inch widths.

Pre-formed legend which is to include railroad markings and pedestrian crosswalks will be measured and paid for by each.

The length measured for thermoplastic audible bump edge stripe will not include the permanent thermoplastic edge stripe. Permanent thermoplastic edge stripe will be measured for payment under a separate pay item.

Thermoplastic audible bar centerline skip stripe will be measured by the linear foot or mile. Measurements will be made along the surface from end-to-end of the stripe and will include skip intervals. The length used to measure audible bar centerline stripe will be the horizontal length computed along the roadway. The length measured for thermoplastic audible bar centerline skip stripe will not include the permanent centerline continuous or skip stripe. Permanent centerline continuous and skip stripe will be measured for payment under separate pay items.

Thermoplastic audible bar edge stripe will be measured by the linear foot or mile. Measurements will be made along the surface from end-to-end of the stripe. The length used to measure thermoplastic audible bar edge stripe will be the horizontal length computed along the roadway. The length measured for thermoplastic audible bar edge stripe will not include the permanent thermoplastic edge stripe. Permanent thermoplastic edge stripe will be measured for payment under a separate pay item.

907-626.05--Basis of Payment. Thermoplastic traffic markings will be paid for at the contract unit price per mile, linear foot, square foot or each as applicable. Any deductions for non-satisfactory material test results will be made after final testing has been performed.

Payment will be made under:

907-626-A:	6" Thermoplastic Traffic Stripe, Skip White	- per linear foot or mile
907-626-B:	6" Thermoplastic Traffic Stripe, Continuous White	- per linear foot or mile
907-626-C:	6" Thermoplastic Edge Stripe, Continuous White	- per linear foot or mile
907-626-D:	6" Thermoplastic Traffic Stripe, Skip Yellow	- per linear foot or mile
907-626-E:	6" Thermoplastic Traffic Stripe, Continuous Yellow	- per linear foot or mile

907-626-F:	6" Thermoplastic Edge Stripe, Continuous Yellow	- per linear foot or mile
907-626-G:	Thermoplastic Detail Stripe, Color *	- per linear foot
907-626-H:	Thermoplastic Legend, Color *	- per linear foot, square foot, or per each
907-626-Q:	Thermoplastic Audible Bump Edge Stripe	-per linear foot or mile
907-626-R:	Thermoplastic Detail Audible *** Stripe, Color **,	-per mile
907-626-AA:	6" High Contrast Thermoplastic Traffic Stripe, Skip White	- per linear foot or mile
907-626-BB:	6" High Contrast Thermoplastic Traffic Stripe, Continuous White	- per linear foot or mile
907-626-CC:	6" High Contrast Thermoplastic Edge Stripe, Continuous White	- per linear foot or mile
907-626-DD:	6" High Contrast Thermoplastic Traffic Stripe, Skip Yellow	- per linear foot or mile
907-626-EE:	6" High Contrast Thermoplastic Traffic Stripe, Continuous Yellow	- per linear foot or mile
907-626-FF:	6" High Contrast Thermoplastic Edge Stripe, Continuous Yellow	- per linear foot or mile
907-626-GG:	High Contrast Thermoplastic Detail Stripe, Color *	- per linear foot
907-626-HH:	High Contrast Thermoplastic Legend, Color *	- per linear foot, square foot, or each

* Indicate Blue - ADA if applicable
** Indicate White or Black
*** Indicate Centerline - Passing Zone, Centerline - No-Passing Zone, or Edge Line

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-627-1 **CODE: (IS)**

DATE: **06/24/2024**

SUBJECT: **Raised Pavement Markers**

Section 627, Raised Pavement Markers, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

Delete Subsection 627.02 on page 496, and substitute the following.

907-627.02--Materials. Pavement and jiggle markers of the types specified shall conform to the applicable requirements of Subsection 907-720.06 and shall be listed on the Department's APL.

Type B through G High Performance reflective markers shall be listed on the Department's APL for high performance raised pavement markers.

The bituminous adhesive for pavement markers shall meet the requirements of Subsection 907-720.07.3.

907-627.05--Basis of Payment. Add the "907" prefix to the pay items listed on page 498.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-700-2 **CODE: (IS)**

DATE: **10/01/2025**

SUBJECT: **Materials and Tests**

Section 700, Materials and Tests, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

Delete fourth, fifth, sixth, and seventh paragraph of Subsection 700.01 on page 713, and add the following.

907-700.01.1--Buy America Requirements.

Iron or Steel Products. Iron or steel or wire products (including prestressed cables and strands) are products that consist wholly or predominantly of iron or steel or a combination of both.

Predominantly of iron or steel or a combination of both means that the cost of the iron and steel content exceeds 50 percent of the total cost of all components. The cost of iron and steel is the cost of the iron or steel mill products (such as bar, billet, slab, wire, plate, or sheet), castings, or forgings utilized in the manufacture of the product and a good faith estimate of the cost of the iron and steel components.

Iron or steel or wire products, as described above, that are permanently incorporated into a construction project must be produced domestically. All manufacturing processes for iron or steel or wire products, from the initial melting stage through the application of coatings, that are permanently incorporated into a construction project, must occur domestically. However, pig iron and processed, pelletized, and reduced iron ore manufactured outside of the United States may be used in the domestic manufacturing process for iron and/or steel and/or wire products. Coating includes all processes that protect or enhance the value of the material to which the coating is applied.

Construction Materials. Construction materials are articles, materials, or supplies that consist of only one of the items listed (non-ferrous metals, plastic and polymer-based products, glass, fiber-optic cables (including drop cables), optical fibers, lumber, drywall, and engineered woods). Minor additions of articles, materials, supplies, or binding agents to a construction material do not change the categorization of the construction material. All manufacturing processes for the listed construction materials, from the initial processes as described within 2 CFR 184.6 to the final processes as described within 2 CFR 184.6, that are permanently incorporated into a construction project, must occur domestically.

Manufactured Products. Manufactured products are articles, materials, or supplies that have been processed into a specific form or shape; or when combined with other articles, materials, or supplies create a product with different properties than the individual articles, materials, or supplies. An item that is classified as an iron or steel product, a construction material, or an excluded material is not a manufactured product. However, an article, material, or supply classified as a manufactured product

may include components that are iron or steel products, excluded materials, or other product categories as specified by law or in 2 CFR part 184. Mixtures of excluded materials delivered to a work site without final form for incorporation into a project are not a manufactured product. For construction projects obligated on or after October 1, 2025, the manufactured product must be manufactured domestically. For construction projects obligated on or after October 1, 2026, the manufactured product must be manufactured domestically and the cost of the components of the manufactured product that are mined, produced, or manufactured domestically is greater than 55 percent of the total cost of all components of the manufactured product.

Excluded Materials. Excluded materials, as listed in Section 70917(c) of the Build America, Buy America Act, are cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives. However, an article, material, or supply classified as a manufactured product may include components that are iron or steel products, excluded materials, or other product categories as specified by law or in 2 CFR part 184. Mixtures of excluded materials delivered to a work site without final form for incorporation into a project are not a manufactured product.

Domestically shall be understood to mean all States of the United States, District of Columbia, Puerto Rico, American Samoa, Guam, and Virgin Islands and any other place subject to the jurisdiction of the United States.

907-700.01.2—Certificate of Compliance Requirements. Prior to incorporation into the work, the Contractor shall furnish the Project Engineer with a Domestic Materials Self-Certification Form documenting conformance to the requirements of Subsection 907-106.14. Attached hereto is the Domestic Materials Self-Certification Form that shall be furnished by the Contractor to the Project Engineer.

Domestic Materials
Self-Certification Form

This certification is for a manufacturer/supplier to certify the below articles, materials, or supplies are in compliance with the applicable domestic material content procurement preferences found in the Buy America Act requirements (23 CFR 635.410) and the Build America, Buy America Act (BABA) requirements (2 CFR part 184). The individual completing this form takes full responsibility for the information included in the form. State agencies have the authority to request additional details related to the information provided in the form. All forms shall be submitted via AASHTO DataMine for delivery to authorized governmental users through the Industry Document Repository. The manufacturer/supplier is required to include updates to process changes within 10 days of the change occurring via uploading a revised form into DataMine.

PART 1: COMPANY CONTACT INFORMATION

Company/Producer/Manufacturer Name:

Supplier Representative Name:

Contact Email Address: Contact Phone Number:

Date Form is Being Submitted:

PART 2: DETAILS OF THE ARTICLE, MATERIAL, OR SUPPLY:

Using Table 1 below, provide the classification of the article, material, or supply as one of the following: (1) iron or steel product; (2) construction material (3) manufactured product; or (4) excluded materials including Section 70917(c) materials.

Classification	
Producer of the Article, Material, or Supply:	
Product/Model/Part/Material:	
Manufacturing Address:	
Manufacturing City:	
Manufacturing State:	
Manufacturing Zip Code:	
DataMine # (if applicable):	
Federal/State/Local Project number(s):	
Pay Code Number (PCN):	
Project Item code:	
Project Item Description:	
Quantity Certified:	

TABLE 1: Material Classifications

(1) Iron or Steel Product	
Wholly or predominantly Iron or Steel, or a combination of both (23 CFR 635.410(b)(1)(ii))	Certification requires predominantly of iron or steel or a combination of both means that the cost of the iron and steel content exceeds 50 percent of the total cost of all its components. The cost of iron and steel is the cost of the iron or steel mill products (such as bar, billet, slab, wire, plate, or sheet), castings, or forgings utilized in the manufacture of the product and a good faith estimate of the cost of iron or steel components.
(2) Construction Material	
Non-Ferrous Metals (2 CFR 184.6(a)(1))	Certification requires all manufacturing processes, from initial smelting or melting through final shaping, coating, and assembly, occurred in the United States.
Plastic and Polymer based products (including polyvinyl chloride, composite building materials, and polymers used in fiber optic cables) (2 CFR 184.6(a)(2))	Certification requires all manufacturing processes, from initial combination of constituent plastic or polymer-based inputs, or where applicable, constituent composite materials, until the item is in its final form, occurred in the United States.
Glass (including optic glass) (2 CFR 184.6(a)(3))	Certification requires all manufacturing processes, from initial batching and melting of raw materials through annealing, cooling, and cutting, occurred in the United States.
Fiber Optic Cable (including drop cable) (2 CFR 184.6(a)(4))	Certification requires all manufacturing processes, from the initial ribboning (if applicable), through buffering, fiber stranding and jacking, occurred in the United States. All manufacturing processes also include the standards for glass and optical fiber, but not for non-ferrous metals, plastics and polymer-based products, or any others.
Optical Fiber (2 CFR 184.6(a)(5))	Certification requires all manufacturing processes, from the initial preform fabrication stage through the completion of the draw, occurred in the United States
Lumber (2 CFR 184.6(a)(6))	Certification requires all manufacturing processes, from initial debarking through treatment and planing, occurred in the United States.
Drywall (2 CFR 184.6(a)(7))	Certification requires all manufacturing processes, from initial blending of mined or synthetic gypsum plaster and additives through cutting and drying of sandwiched panels, occurred in the United States.
Engineered Wood (2 CFR 184.6(a)(8))	Certification requires all manufacturing processes, from initial combination of constituent materials until the wood product is in its final form, occurred in the United States.
(3) Manufactured Product	
Manufactured Products other than Precast Concrete Products and Intelligent Transportation Systems and Other Electronic Hardware Systems Installed on the Highway ROW or Other Real Property (23 CFR 635.410(c)(1)(vii)) and 23 CFR 635.410(c)(1)(iv)	• Certification requires for projects obligated before October 1, 2025, no certification is required (excludes EV chargers). • Certification requires for projects obligated on or after October 1, 2025, certification requires the final manufacturing process occurred in the United States (excludes EV chargers). • Certification requires for projects obligated on or after October 1, 2026, and all EV chargers , certification requires the final manufacturing process occurred in the United States and the cost of the components that are mined,

	produced, or manufactured in the United States is greater than 55 percent of the total cost of all components of the manufactured product.
Precast Concrete Products (23 CFR 635.410(c)(2)(i))	Classified as a manufactured product must comply with both the wholly or predominantly iron or steel or a combination of both product and manufactured product certification requirements as stated above.
Intelligent Transportation Systems and Other Electronic Hardware Systems Installed on the Highway ROW or Other Real Property (23 CFR 635.410(c)(2)(ii))	Classified as a manufactured product must comply with both the wholly or predominantly iron or steel or a combination of both product certification requirements for any iron or steel enclosures as well as the manufacturing certification requirements as stated above.
(4) Excluded Materials	
Excluded Materials Including Section 70917(c) Materials (23 CFR 635.410(c)(1)(ii))	No certification is required for excluded materials including Section 70917(c) materials. Section 70917(c) materials means cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives.

PART 3: DECLARATION OF SUBMITTAL

Do the articles, materials, or supplies submitted in this form comply with applicable domestic materials content procurement preferences found in the Buy America Act requirements (23 CFR 635.410) and the Build America, Buy America Act requirements (2 CFR part 184) (Y/N)? _____

PART 4: CERTIFICATION (Read and check all boxes before signing)
Note: State Departments of Transportation may have different language requirements for this section.

☐ I certify that the description above is a true and accurate description of the article, material, or supply provided, and that the undersigned is in a position to legally bind the Company/Organization represented in this form.

☐ I certify that the iron or steel product, construction material, or manufactured product complies with the applicable Buy America or BABA requirements.

Signature: Date:

Printed Name:
Title:
Company/Organization:
Company/Organization address:

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO SPECIAL PROVISION NO. 907-701-4

DATE: **11/05/2024**

SUBJECT: **Hydraulic Cement**

907-701.04--Blended Hydraulic Cement.

907-701.04.1--Types of Blended Hydraulic Cement. After the last paragraph of Subsection 907-701.04.1 on page 1, add the following.

Blended cement Types IL meeting the "HE" high early strength requirement listed in AASHTO M 240, Table 3 shall have the "(HE)" suffix added to the type designation.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-701-4 **CODE: (IS)**

DATE: 11/21/2023

SUBJECT: Hydraulic Cement

Section 701, Hydraulic Cement, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-701.01--General. In the first sentence of the second paragraph of Subsection 701.01 on page 718, change "mills" to "plants."

In the second sentence of the sixth paragraph of Subsection 701.01 on pages 718 and 719, change "shall" to "will."

907-701.02--Portland Cement.

907-701.02.1-General. Delete Subsections 701.02.1.1, 701.02.1.2, 701.02.2, 701.02.2.1, and 701.02.2.2 on pages 719 and 720, and substitute the following.

907-701.02.1.1--Types of Portland Cement. Portland cement shall be either Type I, Type II, or Type III conforming to AASHTO M85 or Type III (MS). Type III (MS) is defined as a Type III cement conforming to AASHTO M85 having a maximum tricalcium aluminate (C_3A) content of 8%.

907-701.02.2--Blank.

907-701.02.2.1--Blank.

907-701.02.2.2--Blank.

Delete Subsection 701.04 on pages 720 and 721, and substitute the following.

907-701.04--Blended Hydraulic Cement.

907-701.04.1--Types of Blended Hydraulic Cement. Blended hydraulic cements (blended cements) shall be of the following types and conform to AASHTO M 240:

Type IL – Portland-limestone cement
Type IP – Portland-pozzolan cement
Type IS – Portland blast-furnace slag cement

Blended cement Types IL, IP, and IS meeting the "MS" sulfate resistance requirement listed in AASHTO M 240, Table 3 shall have the "(MS)" suffix added to the type designation.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-702-4 **CODE: (IS)**

DATE: 09/11/2018

SUBJECT: Bituminous Materials

Section 702, Bituminous Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-702.04--Sampling. Delete the sentence in Subsection 702.04 on page 722, and substitute the following.

Sampling of bituminous materials shall be as set out in AASHTO R 66.

907-702.07--Emulsified Asphalt. Delete the last sentence in Subsection 702.07 on page 724, and substitute the following.

Asphalt for fog seal shall conform to the requirements of Subsection 907-702.12, Table V.

907-702.12--Tables. Delete Table V in Subsection 702.12 on page 729, and substitute the following.

TABLE V
SPECIFICATION FOR FOG SEAL

	LD-7		CHPF-1		
Test Requirements	**Min.**	**Max.**	**Min.**	**Max.**	**Test Method**
Viscosity, Saybolt Furol, @ 25°C, Sec.	10	100	-	100	AASHTO T 72
Storage Stability Test, 24 hr, %	-	1	-	1	AASHTO T 59
Settlement, 5 day, %	-	5	-	-	AASHTO T 59
Oil Distillate, %	-	1	-	-	AASHTO T 59
Sieve Test, % *	-	0.3	-	0.1	AASHTO T 59
Residue by Distillation, %	40	-	40	-	AASHTO T 59
Test on Residue from Distillation					
Penetration @ 25°C, 100g, 5 sec	-	20	40	90	AASHTO T 49
Softening Point, °C	65	-	-	-	ASTM D 36
Solubility in trichloroethylene, %	97.5	-	-	-	AASHTO T 44
Elastic Recovery @ 25°C, %	-	-	40	-	AASHTO T 301
Original DSR @ 82° (G*/Sinδ, 10 rad/sec)	1	-	-	-	AASHTO T 111

* The Sieve Test result is tested for reporting purposes only and may be waived if no application problems are present in the field.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-703-2 **CODE: (SP)**

DATE: **11/29/2022**

SUBJECT: **Gradation**

Section 703, Aggregates, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-703.03--Coarse Aggregates for Hydraulic Cement Concrete.

907-703.03.2--Detail Requirements.

907-703.03.2.4--Gradation. In the table in Subsection 703.03.2.4 on page 734, add 100 for the percent passing by weight on the 1½-inch sieve for Size No. 67 aggregates.

Delete Note 2 under the table in Subsection 703.03.2.4 on page 734, and substitute the following.

Note [2] – 100 percent shall pass the 1-inch sieve for Size 67 used in Class F and Class FX concrete.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-705-1 **CODE: (IS)**

DATE: **06/13/2018**

SUBJECT: **Stone Riprap**

Section 705, Stone Blanket Protection and Filter Blanket Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-705.04--Stone Riprap. Delete the last sentence of the first paragraph of Subsection 705.04 on page 750, and substitute the following.

Quality requirements for rock to be furnished under these specifications will come from a pre-approved source and be visually approved prior to use.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-707-3 **CODE: (IS)**

DATE: **10/27/2021**

SUBJECT: **Joint Materials**

Section 707, Joint Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-707.02--Joint Filler.

907-707.02.2--Preformed Sponge, Rubber, Cork and Closed-Cell Polypropylene Foam Joint Fillers for concrete Paving and Structural Constructions. Delete the two paragraphs of Subsection 707.02.2 on page 755, and substitute the following.

Preformed joint filler shall conform to AASHTO M 153 for sponge, rubber, and cork and tested according to ASTM D545. The type required will be indicated on the plans.

Closed-cell polypropylene foam shall conform to the requirements in ASTM D8139 and tested in accordance with ASTM D545.

907-707.02.3--Wood. Delete paragraph (b) of Subsection 707.02.3 on page 755, and substitute the following:

(b) Dimensions shall be as shown on the plans Dimensions shown on the plans are "dressed" sizes in accordance with Table 3 of the American Softwood Lumber Standard, SP-20. At the discretion of the Engineer, a 3/4-inch dressed board may be used in lieu of a 1-inch dressed board. A tolerance of plus or minus 1/16 inch thickness and plus or minus 1/8 inch width will be permitted. For slip-form paving a tolerance of minus 1/4 inch on each end in length will be permitted.

907-707.06--Flexible Plastic Gasket for Joining Conduit. Delete the third paragraph of Subsection 707.06 on page 756, and substitute the following.

The Department may require the performance test described in ASTM C 990.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-711-2 **CODE: (IS)**

DATE: **09/11/2018**

SUBJECT: **Plain Steel Wire**

Section 711, Reinforcement and Wire Rope, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-711.02--Deformed and Plain Carbon-Steel Bars for Concrete Reinforcing.

907-711.02.3--Steel Welded and Non-Welded Wire Reinforcement, Plain and Deformed, for Concrete.

907-711.02.3.1--Plain Steel Wire. Delete the sentence in Subsection 711.02.3.1 on pages 780 and 781, and substitute the following.

Plain steel wire and plain steel welded wire shall conform to the requirements of AASHTO M 336.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-712-1 **CODE: (SP)**

DATE: 12/07/2021

SUBJECT: Fence and Guardrail

Section 712, Fence and Guardrail, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-712.01--General. After the sentence in Subsection 712.01 on page 785, add the following.

All materials' inspection, testing, and certification will be performed in accordance with the requirements of the current version of the Department's *Materials Division Inspection, Testing, and Certification Manual*.

Delete Subsections 712.02 and 712.03 on page 785, and substitute the following.

907-712.02--Barbed Wire. Barbed wire shall conform to the requirements of AASHTO M 280. In the coastal counties of Hancock, Harrison, and Jackson, either Coating Type Z Class 3 or Coating Type A shall be furnished. In all other areas of the State, either Coating Type Z Class 1, Coating Type Z Class 3, Coating Type ZA Class 60, or Coating Type A shall be furnished.

907-712.03--Metallic-Coated, Steel Woven Wire Fence Fabric. Woven wire fencing (i.e., "hog wire") shall conform to the requirements of AASHTO M 279. In the coastal counties of Hancock, Harrison, and Jackson, either Coating Type Z Class 3 or Coating Type A shall be furnished. In all other areas of the State, either Coating Type Z Class 1, Coating Type Z Class 3, Coating Type ZA Class 60, or Coating Type A shall be furnished.

907-712.04--Chain Link Fence. Delete Subsections 712.04.1 thru 712.04.7 on pages 785 & 786, and substitute the following.

907-712.04.1--Fabric. In the coastal counties of Hancock, Harrison, and Jackson, either Type I Class D, Type II, Type III, or Type IV fabrics shall be furnished. In all other areas of the State, either Type I Class C, Type I Class D, Type II, Type III, or Type IV fabrics shall be furnished.

907-712.04.2--Tie Wire. Tie wire shall be of the same material as the fencing wire being used, shall be of good commercial quality, and shall meet the requirements of AASHTO M 181. Either Type I, Type II, Type III, or Type IV tie wire shall be furnished.

907-712.04.3--Tension Wire. Tension wire shall be of the same material as the fencing wire being used, shall be of good commercial quality, and shall meet the requirements of AASHTO M 181. In the coastal counties of Hancock, Harrison, and Jackson, either Type I Class 3, Type II, Type III, or Type IV tension shall be furnished. In all other areas of the State, either Type II, Type III, Type IV, or Type I Classes 1, 2, or 3 tension wires shall be furnished.

907-712.04.4--Posts Rails, Gate Frames, and Expansion Sleeves. Posts, rails, gate frames, and expansion sleeves shall conform to the requirements for posts in Subsection 712.05.2, unless otherwise designated in the contract.

907-712.04.5--Miscellaneous Fittings and Hardware. Miscellaneous fittings and hardware shall conform to the requirements of Subsection 712.16.

907-712.05--Fence Posts and Braces.

907-712.05.1--Treated Timber Posts and Braces.

907-712.05.1.1--General. Delete the third, fourth, fifth, and sixth paragraphs of Subsection 712.05.1.1 on page 787, and substitute the following.

All wood posts and braces shall be treated in accordance with Subsections 718.03 and 718.04.

907-712.05.1.2--Round Posts. Delete the last sentence of the last paragraph of Subsection 712.05.1.2 on page 788.

907-712.05.1.3--Sawed Posts. Delete the last sentence of the paragraph of Subsection 712.05.1.3 on page 788.

907-712.05.1.4--Sawed Braces. Delete the last sentence of the paragraph of Subsection 712.05.1.4 on page 788.

Delete Subsection 712.05.2 on page 788, and substitute the following.

907-712.05.2--Metal Posts.

907-712.05.2.1--Round Steel Pipe. Round steel pipe shall meet the requirements of AASHTO M 181, either Grade 1 (i.e., meeting the requirements in ASTM F 1083) or Grade 2 (i.e., meeting the requirements of ASTM F 1043).

Round steel pipe shall be sized in accordance with NPS (nominal pipe size) designations as shown on Plans, and not according to the outer or inner pipe diameter.

907-712.05.2.2--Steel Fence Post and Assemblies, Hot-Wrought. Steel posts with the following section shapes, Tee, channel or U, and Y-Bar shall meet the requirements of AASHTO M 281, galvanized in accordance with the requirements of AASHTO M 111, unless otherwise specified in the contract. Acceptance of these steel posts shall be by certification from the manufacturer, producer, supplier, or fabricator, as applicable.

907-712.05.2.3--Blank.

907-712.05.2.4--Steel H-Beam Posts. Steel H-Beam posts shall be produced from structural quality weldable steel having a minimum yield strength of 45,000 psi and shall be galvanized in accordance with ASTM A 123. Steel H-Beam line posts shall be 2.250 inches by 1.625 inches and shall weigh 3.43 pounds per foot. A tolerance of plus or minus 5.0 percent is allowed for

weight per foot. A tolerance of plus or minus 1.0 percent is allowed for dimensions.

907-712.05.2.5--Aluminum-Alloy Posts and Assemblies. Round aluminum-alloy posts shall meet the requirements of ASTM B 241, Alloy 6061, T6. Aluminum-Alloy H-Beam posts shall meet the requirements of ASTM B 221, Alloy 6061, T6.

907-712.05.2.6--Formed Steel Section Posts. Formed steel section posts, "C" sections, shall be formed from sheet steel conforming to ASTM A 1011, Grade 45, and shall be galvanized in accordance with ASTM A 123.

907-712.06--Guard and Guardrail Posts.

907-712.06.2--Treated Wood Posts.

907-712.06.2.1--Square Posts. Delete the paragraph in Subsection 712.06.2.1 on page 789, and substitute the following.

All square posts shall be inspected for conformance with Section 712.05, except that the posts may be rough and shall be within ±3/8" of the dimensions shown on the plans.

907-712.06.2.2--Round Posts. Delete the paragraph in Subsection 712.06.2.2 on page 789, and substitute the following.

All round posts shall be inspected for conformance with Section 712.05, except that the posts shall be of the shape and dimensions shown on the plans.

907-712.06.5--Treated Wood Blocks for Use with Metal Guardrail Posts. Delete the paragraphs of Subsection 712.06.5 on pages 789 & 790, and substitute the following.

Treated wood blocks for use with metal guardrail posts shall be within ±3/8" of the size and dimensions shown on the plans, except that a minus tolerance shall not be allowed for the slotted width in which the metal post must fit.

Delete Subsection 712.16 on page 791, and substitute the following.

907-712.16--Hardware. All ferrous metal hardware for fencing such as bolts, nuts, washers, and metal straps shall be as specified on the plans and galvanizing shall not be less than 1.0 ounce per square foot of uncoated area. Aluminum coated hardware shall be coated with aluminum meeting the requirements of AASHTO M 181 for aluminum coating and at the rate of not less than 0.4 ounces per square foot of uncoated area.

Aluminum alloy hardware shall conform to the requirements of ASTM B 221 for extruded aluminum alloy 6063, T6. The finished members shall be of uniform quality.

Aluminum-zinc coated hardware shall be coated with an aluminum-zinc alloy meeting the chemical requirements and weight of coating specified for aluminum-zinc alloy coated metal gates.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-714-4 **CODE: (SP)**

DATE: **07/28/2025**

SUBJECT: **Miscellaneous Materials**

Section 714, Miscellaneous Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-714.01--Water.

907-714.01.1--General. Delete the last sentence of the second paragraph in Subsection 714.01.1 on page 794.

907-714.01.2--Water for Use in Concrete. Delete Subsection 714.01.2 on page 794, and substitute the following:

Water from municipal sources is permitted be used as mixing water in concrete, mortar, and grout without Department testing. Water from non-municipal water sources used in mixing of concrete, mortar, and grout which does not meet the requirements in Subsection 714.01.1 shall be tested for conformance as required in AASHTO M157, Table 1 and Table 2.

907-714.01.3--Water for Use in Chemically Stabilized Based. Delete the first sentence of first paragraph in Subsection 714.01.3 on page 794, and substitute the following:

Water used in the construction of bases that contain cement, lime, or other chemical additive shall be as set out in Subsection 714.01.1. Water from municipal sources is permitted to be used without testing for conformance to the requirements below. If water is not from a municipal source, it shall not contain impurities in excess of the following limits:

Delete Subsection 714.01.6 on page 795, and substitute the following.

907-714.01.6--Blank.

907-714.05--Fly Ash.

907-714.05.1--General. Delete the first sentence of the fifth paragraph in Subsection 714.05.1 on page 797.

Delete Subsection 714.06 on page 798, and substitute the following.

907-714.06--Slag Cement.

907-714.06.1--General. The slag cement source must be approved for listing in the Department's

APL prior to use. The acceptance of slag cement shall be based on certified test reports, certification of shipment from the supplier, and tests performed on samples obtained after delivery in accordance with the Department's *Materials Division Inspection, Testing, and Certification Manual* and Department SOP.

The Contractor shall provide suitable means for storing and protecting the slag cement against dampness and contamination. Separate storage silos, bins, or containers shall be provided for slag cement. Slag cement that is partially set, caked or contains lumps shall not be used.

The State Materials Engineer shall be notified in writing of the nature, amount and identity of any processing or other additions made to the slag cement during production.

Slag cement from different mills shall not be mixed or used alternately in any one class of construction or structure without written permission from the Engineer; except that this requirement will not be applicable to cement treatment of design soils or bases.

No additional cementitious materials, such as blended hydraulic cement, fly ash, metakaolin, or others, shall be added to or as a replacement for hydraulic cement when used with slag cement in the production of concrete. The replacement of hydraulic cement with slag cement shall be in accordance with the applicable replacement content specified in Subsection 701.02.2.

907-714.06.2--Specific Requirements. Slag cement shall meet the requirements of AASHTO M 302, Grade 100 or 120. Slag cement shall contain no chlorides.

907-714.13--Geotextiles.

907-714.13.11--Tables. Delete Table 1 in Subsection 714.13.11 on page 813, and substitute the following.

Delete Subsec

907-714.15--Geogrids.

Table 1 - Geotextiles

Type Designation	**I**[1]	**II**[1]	**III**	**IV**	**V**	**VI**		**VII**		**VIII**	**IX**	
	Sediment Control		Drainage	Paving	Separation & Drainage	Separation, Stabilization & Reinforcement				High Strength		
Physical Property[2]						Woven	Non-Woven	Woven	Non-Woven	----	----	**Test Method**
Grab Strength (lb)	50	90	110	90	200	280	180	450	280	----	----	ASTM D 4632
Elongation (%)	----	50% max @ 45 lb	20% min	50% min @ break	50% min	50% max	50% Min	50% max	50% Min	----	----	ASTM D 4632
Seam Strength (lb)	----	----	70	----	180	240	160	400	240	----	----	ASTM D 4632
Puncture Strength (lb)	----	----	40	----	80	110	75	180	115	----	----	ASTM D 6241
Trapezoidal Tear (lb)	----	----	40	----	80	100	70	150	100	----	----	ASTM D 4533
Asphalt Retention (gal/yd^2)	----	----	----	0.2	----	----	----	----	----	----	----	ASTM D 6140
Permittivity (sec^{-1}) min	0.05	0.05	0.5	----	0.2	0.2	0.2	0.2	0.2	----	----	ASTM D 4491
AOS Woven (mm) max	0.60	0.60	0.6	----	0.6	0.43	----	0.43	----	----	----	ASTM D 4751
AOS Non-Woven (mm) max	0.84	0.84	0.43	----	0.43	----	0.43	----	0.43	----	----	
Tensile Strength after UV (% Retained)	70% @ 500 hr	70% @ 500 hr	50% @ 500 hr	----	50% @ 500 hr	50% @ 500 hr	50% @ 500 hr	50% @ 500 hr	50% @ 500 hr	----	----	ASTM D 4355
Melting Point °(F)	----	----	----	325	----	----	----	----	----	----	----	ASTM D 276
Minimum Ultimate Tensile Strength[3] (lb/in)	----	----	----	----	----	----	----	----	----	660	2000	ASTM D 4595

Notes: 1 - All property values, with the exception of apparent opening size (AOS), represent minimum average roll values in the weakest principal direction. Values for AOS represent the maximum average roll values, 2 - Values not identified in this table should meet manufacturer certification for the use and application, 3- Machine direction

907-714.15.1–General. A geogrid is defined as a geosynthetic formed by a regular network of connected elements with apertures greater than 0.25 inch to allow interlocking with surrounding soil, rock, and other surrounding materials to function primarily as reinforcement.

Geogrid shall be manufactured from an expanded strain hardened monolithic polymer sheet composed of one or more synthetic polymers and shall be mildew resistant and inert to biological degradation and naturally encountered chemicals, alkalis and acids. The geogrid shall contain stabilizers and/or inhibitors, or a resistance finish or covering to make it resistant to deterioration from direct sunlight, ultraviolet rays, and heat.

Geogrid manufacturers shall participate in and be in compliance with the American Association of State Highway Transportation Officials (AASHTO) National Transportation Product Evaluation Program's (NTPEP) Geosynthetics audit program. Geogrid shall meet the requirements of Table II for the application and type shown on the plans and shall be selected from the Department's Approved Lists.

907-714.15.1.1--Geogrid for Retaining Walls and Reinforced Soil Slopes. Geogrid for retaining walls and reinforced soil slopes shall be creep tested in accordance with AASHTO R69 and meet Long Term Design Load, Minimum Ultimate Tensile Strength, and open area criteria listed in Table II. Manufacturers shall perform at least one long-term creep test for no less than 10,000 hours in accordance to ASTM D 5262 for each polymer or composition of polymers from which the geogrid is produced. The long-term design load that shall be reported for design use, shall be that load at which no more than 10% strain occurs over a 100-year design life of the geogrid, as calculated in accordance with AASHTO R69. Long-term design loads shall be reported unfactored, and the AASHTO strength reduction factors (Durability and Installation, and safety factors) will be considered by the Department's Geotechnical Branch on a site specific design basis.

907-714.15.1.2--Geogrid for Subgrade Stabilization. Geogrid for subgrade stabilization shall meet Minimum Ultimate Tensile Strength and open area criteria listed in Table II.

907-714.15.2--Marking, Shipment, and Storage. Each roll or container of geogrid shall be visibly labeled with the name of the manufacturer, trade name of the product, lot number, and quantity of material. In addition, each roll or container shall be clearly tagged to show the type designation that corresponds to that required by the plans. During shipment and storage the geogrid shall be protected from direct sunlight, and temperatures above 120°F or below 0°F. The geogrid shall either be wrapped and maintained in a heavy duty protective covering or stored in a safe enclosed area to protect from damage during prolonged storage.

907-714.15.3--Manufacturer Certification. The Contractor shall furnish the Engineer three copies of the manufacturer's certified test reports indicating that the geogrid furnished conforms to the requirements of the specifications and is of the same composition as the originally approved by the Department.

907-714.15.4--Acceptance Sampling and Testing. Final acceptance of each shipment will be

based upon results of tests performed by the Department on verification samples submitted from the project, as compared to the manufacturer's certified test reports. The Engineer will select one roll or container at random from each shipment for sampling. As sample extending full width of the randomly selected roll or container and being at least five (5) square yards in area will be obtained and submitted by the Engineer. All material samples shall be provided at no cost to the State.

TABLE II
GEOGRIDS

Physical Properties	Type Designation						Test Method
	I	II	III	IV	V	VI	
Long Term Design Load[1], pounds per foot, Machine Direction	250	500	750	1500	2500	3500	AASHTO R69, ASTM D5262
Minimum Ultimate Tensile Strength[2], pounds per foot, Machine Direction	500	1000	1500	3000	5000	7000	ASTM D6637
Open Area, percent	70	70	50	50	50	50	Direct Measurement

[1] Minimum design criteria requirement.
[2] Minimum Average Roll Value (MARV).

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-718-1 **CODE: (SP)**

DATE: 12/07/2021

SUBJECT: Timber and Dimension Lumber

Section 718, Timber and Dimension Lumber, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

Delete the Subsections in Section 718 on pages 836 thru 838, and substitute the following.

907-718.01--General. All timber and dimension lumber shall be Southern pine and shall conform in all respects to applicable requirements of AASHTO M 168. The Department reserves the right to sample and to test all materials at any time; all inspection, testing, and certification of materials will be performed in accordance with the requirements of the current version of the Department's *Materials Division Inspection, Testing, and Certification Manual*.

Timber and dimension lumber shall be furnished in the sizes shown on the plans or as specified. Unless otherwise specified, timber and dimension lumber shall be No. 1, or better, graded according to the latest American Lumber Standards.

Only one type of preservative shall be used for the treatment of materials for any one class of construction on a project, unless otherwise specified.

Where treated timber and dimensional lumber is to be used in non-highway construction or use, such as decking, handrails in walking trails, or in any manner where general public exposure by touch is possible, the treatment requirements will be as per project plans and/or approved by the State Materials Engineer.

907-718.02--Untreated Timber and Dimension Lumber. Untreated timber and dimension lumber shall conform to the requirements of AASHTO M 168.

907-718.03--Treated Timber and Dimension Lumber. Timber and dimension lumber to be treated shall meet the requirements herein specified and shall be treated as specified. Treated timber or dimensional lumber will not be accepted for use unless it has been inspected by an authorized representative of the Department and found to be satisfactory after treatment.

907-718.03.1--Blank.

907-718.03.2--Treatment.

907-718.03.2.1--General. All materials shall be treated in accordance with AASHTO M 133 unless otherwise directed by the Environmental Protection Agency (EPA).

907-718.03.2.2--Blank.

907-718.03.2.3--Inspection. Treated timber and dimension lumber shall be inspected by an authorized representative of the Department before being incorporated into the work. Treatment reports shall be provided to the Department for each lot of material supplied.

907-718.03.3--Blank.

907-718.03.4--Storage of Treated Material. All material treated for stock shall be stacked as compactly as possible on a well-drained surface. Material shall be supported on sills spaced as necessary, not to exceed 10 foot intervals and shall have at least one foot of air space beneath the stacks.

All materials treated with preservatives for use in buildings and applications where painting is required shall be dried after treatment. The treated wood shall be dried in accordance with American Lumber Standards.

907-718.04--Preservative. Preservatives shall be as specified in AASHTO M 133 unless otherwise directed by the Environmental Protection Agency (EPA).

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-720-4 **CODE: (IS)**

DATE: **06/17/2025**

SUBJECT: **Pavement Marking Materials**

Section 720, Pavement Marking Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

Delete Section 720 on pages 840 thru 854, and substitute the following.

SECTION 720 - PAVEMENT MARKING MATERIALS

907-720.01--General. The Department reserves the right to perform sampling and testing of any materials at any time. Upon request of the Engineer, samples of the material shall be furnished.

907-720.02--Color Requirements. All pavement markings except raised pavement markers are required to meet the color requirements of ASTM D6628.

907-720.03--Optics. Optics used in thermoplastic pavement markings shall consist of a double-drop system of glass beads or advanced optics.

907-720.03.1--Glass Beads. The manufacturer shall furnish the Engineer with a certified test report indicating that the glass beads meet AASHTO M 247. AASHTO Type 4 beads shall be applied to the newly placed stripe first, followed by the application of AASHTO Type 1 or Type 2 beads. Type 1, 2, and 4 glass beads shall be transparent, clean, colorless glass, smooth and spherically shaped, free from milkiness, pits, or excessive air bubbles. Type 1, 2, and 4 glass beads shall be coated with a bead coating that is compatible with the traffic marking material to which the glass beads will be applied and will provide adequate moisture proofing, increased adhesion, and optimum embedment of the glass beads.

907-720.03.1.1—Acceptance Procedure. The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

Acceptance sampling and testing will be in accordance with the Materials Division Inspection, Testing, and Certification Manual (Materials Manual).

907-720.03.2--Advanced Optics. Advanced optics are materials that do not meet the specific requirements of AASHTO M 247 but produce a final drop-on optics system that meets or exceeds the reflectivity requirements in Special Provision 907-626. Advanced optics shall be a double-

drop system that is pre-approved and listed on the Department's Approved Products List.

907-720.03.2.1—Acceptance Procedure. The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

Acceptance sampling and testing may be conducted at the request of the Engineer.

907-720.04--Thermoplastic Marking Material. Thermoplastic marking material shall meet the color requirements of Subsection 907-720.02.

There shall be no obvious change in the color of the material if held at its plastic temperature for a period of four (4) hours nor by reason of four (4) re-heatings to its plastic temperature.

The pavement markings shall maintain its original dimension and placement. The material shall not be slippery when wet and it shall not lift from the pavement in freezing weather.

907-720.04.1--Extruded Thermoplastic Material. Extruded thermoplastic pavement marking material shall meet the requirements of AASHTO M 249, and shall meet the requirements of 907-720.04 with the following exceptions:

- Blue - ADA thermoplastic marking material shall meet the requirements of Subsection 907-720.04.2 with the exception that the color shall be Blue – ADA, and the Contractor may use hot applied thermoplastic materials meeting the satisfaction of the Engineer.

907-720.04.2--Spray-Applied Thermoplastic Material. Spray-applied thermoplastic pavement marking material shall meet the requirements of AASHTO M 249 and shall meet the requirements of 907-720.04.

907-720.04.3--Pre-formed Thermoplastic Material. Heat-fused, pre-formed thermoplastic pavement marking material shall meet the color requirements of 907-720.02.

907-720.04.4—Acceptance Procedure. The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

907-720.05--Pavement Marking Tape. Pavement marking tape shall be listed on the Department's Approved Lists.

907-720.05.1—Cold Plastic Pavement Markings (Permanent Pavement Marking Tape). Pavement marking tape for use in roadway applications shall be designated on the Department's Approved Lists as permanent.

The prefabricated markings described shall consist of white or yellow pigmented plastic films with reflective optics uniformly distributed throughout their entire cross-sectional area, and be capable of being affixed by either a pressure sensitive pre-coated adhesive or a liquid contact cement. The markings shall be provided complete in a form that will facilitate rapid application and protect the markings in shipment and storage. The manufacturer shall identify proper solvents and/or adhesives to be applied at the time of application, all equipment necessary for proper application, and recommendations for application that will assure an effective performance life.

Prefabricated legends and symbols shall conform to the applicable shapes and sizes as outlined in the current "Manual on Uniform Traffic Control Devices."

907-720.05.1.1--Specific Requirements. Unless otherwise indicated on the plans, the patterned material without adhesive shall have a minimum caliper of 0.065 inch at the thickest portion of the patterned cross-section and a minimum caliper of 0.020 inch at the thinnest portion of the cross-section. The material shall be a pliant polymer film with 50±15% of the surface are raised and presenting a near vertical face angle of 0° to 60° to traffic from any direction. The channels between the raised areas shall be substantially free of exposed optics or particles.

The size and quality of the optics will be such that performance requirements of Subsection 907-720.02 for the retroreflective pliant polymer film shall be met. The pigments shall be selected and blended to provide a marking film that is white or yellow conforming to the performance requirements of Subsection 907-720.02 through the expected life of the film.

907-720.05.1.2--Conformability and Resealing. The marking shall be capable of conforming to pavement contours, breaks, faults, etc. through the action of traffic at normal pavement temperatures.

The marking shall have resealing characteristics that allows it to be capable of fusing with itself and previously applied marking of the same composition under normal conditions of use. The marking shall be capable of use for patching worn areas of the same type in accordance with manufacturer's instructions.

907-720.05.1.3--Tensile Strength and Elongation. The material shall have a minimum tensile strength of 40 pounds per square inch of cross section when tested according to ASTM D 638. A 6-inch x 1-inch x 0.06-inch sample shall be tested at a temperature between 70°F and 80°F using a jaw speed of 12 inches per minute.

The material shall have a minimum elongation of 75% at break when tested according to ASTM D 638 using a jaw speed of 12 inches per minute.

907-720.05.1.4--Skid Resistance. The surface of the material shall provide a minimum skid resistance value of 45 BPN when tested according to ASTM E 303 except values will be taken at

downweb and at a 45-degree angle from downweb. These two values will then be averaged to find the skid resistance of the patterned surface.

907-720.05.1.5--Effective Performance Life and Warranty. When applied according to the recommendations of the manufacturer the pavement marking tape shall provide a neat and durable marking that will not flow or distort due to temperature if the pavement surface remains stable. The film shall be weather resistant and through normal traffic wear shall show no appreciable fading, lifting, or shrinkage throughout the useful life of the marking, nor shall it show significant tearing, roll back, or other signs of poor adhesion.

All manufacturer's standard warranties and guarantees on pavement marking tape, which are provided as customary trade practice, shall be delivered to the Engineer at the final inspection. All warranties and guarantees shall be made out to the Department.

907-720.05.1.6—Acceptance Procedure. The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

Acceptance sampling and testing will be in accordance with the Materials Division Inspection, Testing, and Certification Manual (Materials Manual). Samples of the material shall be furnished and shall be provided at no cost to the State.

907-720.05.2--Preformed Pavement Markings for Construction Zones. Preformed pavement markings for construction zones shall be designated Department's Approved Lists as temporary. Retroreflective preformed pavement markings for construction zones shall be as specified on the plans or in the contract documents.

The markings shall be provided in specified widths and shapes. Preformed words and symbols shall conform to the applicable shapes and sizes as outlined in the current "Manual on Uniform Traffic Control Devices for Streets and Highways," or as modified.

The materials shall be packaged in accordance with accepted commercial standards and when stored indoors in a cool dry place, shall be suitable for use one year after date of purchase.

907-720.05.2.1--Specific Requirements. Preformed markings shall consist of retroreflective materials on a conformable backing and shall meet the performance requirements of Subsection 907-720.02. The markings shall consist of a mixture of high-quality polymeric materials, pigments, and optics with a reflective layer of optics bonded to the top surface. The markings shall be pre-coated with a pressure sensitive adhesive capable of adhering to pavement in accordance with the manufacturer's instructions without the use of heat, solvents, or other additional adhesives. The markings and/or adhesive shall not require any curing time after application. A coated non-metallic medium shall be incorporated with the pressure sensitive adhesive to facilitate removal.

907-720.05.2.2—Acceptance Procedure. The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

907-720.06--Raised Pavement Markers. Pavement markers shall be listed on the Department's Approved Lists and shall conform to ASTM D 4280.

907-720.06.1--Packaging. Shipments shall be made in containers acceptable to common carriers and packaged in such a manner as to ensure delivery in perfect condition. All damaged shipments shall be replaced by the Contractor. Each package shall be clearly marked as to the name of the manufacturer, type, quantity enclosed, lot number, and date of manufacture.

907-720.06.2--Non-Reflective Pavement Markers. Non-reflective pavement markers are occasionally referred to as "jiggle markers". Non-reflective markers consisting of a heat-fired, vitreous, ceramic base, and a heat-fired, opaque, glazed surface are permitted for use; the bottom of the marker shall not be glazed. Ceramic markers shall be produced from any suitable combination of intimately mixed clays, shales, talcs, flints, feldspars, or other inorganic material. Ceramic markers shall be thoroughly and evenly matured, and all non-reflective pavement markers shall be free from defects which affect appearance or serviceability.

Ceramic non-reflective markers shall conform to the following finish and testing requirements in Table 2 below.

Table 2

Ceramic Non-Reflective Marker Requirements	
Glaze Thickness	0.005 inch, minimum
Mohs Hardness	6, minimum
Autoclave	Glaze shall not spall, craze, or peel.
Compressive Strength	750 psi, minimum
Water Absorption	2.0%, maximum

907-720.06.3—Acceptance Procedure. The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

907-720.07--Adhesive for Pavement Markers. The adhesive shall be listed on the Department's Approved Lists and shall be an asphaltic material suitable for bonding pavement markers to surfaces when the road surface and marker temperatures are in the range of 50°F to 160°F. The composition of the adhesive must be such that its properties will not deteriorate when heated to and applied at temperatures up to 425°F. Samples may be submitted in the form of an adhesive

testing package from each batch or material obtained from a package shipped to the project.

907-720.07.1--Packaging and Labeling. The adhesive shall be packaged in self-releasing cardboard containers that will stack properly. The label shall show the manufacturer, quantity, and lot or batch number. "Adhesive for Pavement Markers" or "Adhesive for Traffic Markers" shall be printed in bold lettering on the label.

907-720.07.2--Bituminous Adhesive. The asphaltic adhesive material shall be flexible type.

907-720.07.2.1--Flexible Bituminous Adhesive. Flexible bituminous adhesive shall be designated on the Department's Approved Lists as flexible and shall comply with requirements of Table 3 below.

Table 3

Flexible Bituminous Adhesive Properties			
	Min	Max	Test Method
Penetration @ 77°F	-	25	ASTM D 5
Softening Point, °F	200	-	ASTM D 36
Brookfield Viscosity @ 400°F, cp.	-	10,000	ASTM D 3236
Ductility @ 77°F, 5 cm/min	15	-	ASTM D 113
Ductility @ 39.2°F, 1 cm/min	5	-	ASTM D 113
Asphalt Compatibility	Pass		ASTM D 5329
Flexibility @ 20°F	Pass		Per Subsection

907-720.07.3—Acceptance Procedure. The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

Acceptance sampling and testing will be in accordance with the Materials Division Inspection, Testing, and Certification Manual (Materials Manual). Samples of the material shall be furnished and shall be provided at no cost to the State.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-721-4 **CODE: (IS)**

DATE: **04/19/2022**

SUBJECT: **Materials for Signing**

Section 721, Materials for Signing, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-721.06--Reflective Sheeting.

907-721.06.2--Performance Requirements. Delete Table 4 and Table 5 in Subsection 721.06.2 on pages 860 & 861, and substitute the following.

MINIMUM COEFFICIENTS OF RETROREFLECTION
Candela per foot candle per square foot (cd/fc/ft^2)
Per ASTM Designation D4956

TABLE 4
Type IX Sheeting

Observation Angle	Entrance Angle	White	Yellow	Green	Red	Blue	Fluorescent Yellow/Green	Fluorescent Yellow	Fluorescent Orange
0.2°	-4.0°	380	285	38	76	17	300	230	115
0.2°	+30.0°	215	162	22	43	10	170	130	65
0.5°	-4.0°	240	180	24	48	11	190	145	72
0.5°	+30.0°	135	100	14	27	6.0	110	81	41
1.0°	-4.0°	80	60	8.0	16	3.6	64	48	24
1.0°	+30.0°	45	34	4.5	9.0	2.0	36	27	14

TABLE 5
Type XI Sheeting

Observation Angle	Entrance Angle	White	Yellow	Green	Red	Blue	Brown	Fluorescent Yellow/Green	Fluorescent Yellow	Fluorescent Orange
0.2°	-4.0°	580	435	58	87	26	17	460	350	175
0.2°	+30.0°	220	165	22	33	10	7.0	180	130	66
0.5°	-4.0°	420	315	42	63	19	13	340	250	125
0.5°	+30.0°	150	110	15	23	7.0	5.0	120	90	45
1.0°	-4.0°	120	90	12	18	5.0	4.0	96	72	36
1.0°	+30.0°	45	34	5.0	7.0	2.0	1.0	36	27	14

After Subsection 721.10 on page 864, add the following.

907-721.11--Digital Applied Printing. The following addresses the requirements for digitally printed finished retroreflective traffic control signs on flat sheet aluminum and digitally printed traffic sign faces intended to be applied to a sign substrate.

907-721.11.1--Digitally Printed Ink Systems. Traffic signs must be produced using components, and processes that comply with the retroreflective sheeting manufacturer's recommendations.

Digital printed ink systems used to print traffic signs must meet and comply with daytime and nighttime chromaticity (color standards) as recognized in ASTM D4956 "Standard Specification for Retroreflective Sheeting for Traffic Control."

Digital printed ink systems must meet 70% of the initial retroreflectivity specifications of each respective reflective film color as found in ASTM D4956 "Standard Specification for Retroreflective Sheeting for Traffic Control."

Prior to fabrication and preferably at the preconstruction meeting, the Contractor shall advise the Project Engineer in writing as to which signs on the project will be digitally printed and which ones will be screen printed. The Contractor shall submit to the Project Engineer certifications for all digitally printed signs, which will be forwarded to the State Traffic Engineer for review.

907-721.11.2--Protective Overlay Film. Permanent traffic signs printed with digital ink systems will be fabricated with a full sign protective overlay film designed to provide a smooth surface needed for retroreflectivity, and to protect the sign from fading and UV degradation. The overlaminate shall comply with the retroreflective sheeting manufacturer's recommendations to ensure proper adhesion and transparency and will also meet the reflective film durability as identified in Table 1.

Table 1
Retroreflective Film Minimum Durability Requirements

ASTM D4956 Type	Full Sign Replacement Term (years)	Sheeting Replacement Term (years)
IV	7	10
VIII	7	10
IX	7	12
XI	7	12

Temporary signs used in work zones printed with black ink only will not require a protective overlay film as long as the finished sign is warranted for a minimum outdoor durability of three years by the sheeting manufacturer.

907-721.11.3--Inspection. During fabrication, the Contractor shall provide sufficient testing and quality control throughout fabrication to insure good workmanship. Once the material has been received, it may be subject to random testing to ensure compliance with all requirements. If any test samples do not conform to the requirements, the entire order may be returned at the vendor's expense.

907-721.11.4--Traffic Sign Performance Warranty Provisions. Based on the ASTM Type of sheeting specified, traffic control signs shall be warranted for the duration shown in Table 1. The Contractor shall supply a copy of the warranty document with complete details of terms and conditions upon request of the Department.

907-721.11.5--Certified Digital Sign Fabricator. Sign fabricators using digital imaging methods to produce regulated traffic signs must be certified by the reflective sheeting manufacturer whose materials are used to produce the delivered signs.

Certified sign fabricators must undergo an audit process by the sheeting manufacturer to ensure they have the proper equipment, manufacturing capabilities, manufacturing application processes and the materials required to fulfill the sheeting manufacturer's warranty obligations. Sign fabricators must recertify annually with reflective sheeting manufacturers or utilize a 3rd party certifier approved by the reflective sheeting manufacturer.

The Contractor shall submit proof of Sign Fabricator Certification as issued by the retroreflective sign sheeting manufacturer to the Project Engineer upon delivery of the signs, or with the Shop Drawings.

S E C T I O N 9 0 5 - P R O P O S A L

Date _____

Mississippi Transportation Commission
Jackson, Mississippi

Sirs: The following proposal is made on behalf of _____
_____ of _____
_____
for constructing the following designated project(s) within the time(s) hereinafter specified.

The plans are composed of drawings and blue prints on file in the offices of the Mississippi Department of Transportation, Jackson, Mississippi.

The Specifications are the current Standard Specifications of the Mississippi Department of Transportation approved by the Federal Highway Administration, except where superseded or amended by the plans, Special Provisions and Notice(s) to Bidders attached hereto and made a part thereof.

I (We) certify that I (we) possess a copy of said Standard and any Supplemental Specifications.

Evidence of my (our) authority to submit the Proposal is hereby furnished. The proposal is made without collusion on the part of any person, firm or corporation. I (We) certify that I (we) have carefully examined the Plans, the Specifications, including the Special Provisions and Notice(s) to Bidders, herein, and have personally examined the site of the work. On the basis of the Specifications, Special Provisions, Notice(s) to Bidders, and Plans, I (we) propose to furnish all necessary machinery, tools, apparatus and other means of construction and do all the work and furnish all the materials in the manner specified. I (We) understand that the quantities mentioned herein are approximate only and are subject to either increase or decrease, and hereby propose to perform any increased or decreased quantities of work at the unit prices bid, in accordance with the above.

I (We) acknowledge that this proposal will be found irregular and/or non-responsive unless a certified check, cashier's check, or Proposal Guaranty Bond in the amount as required in the Advertisement (or, by law) is submitted electronically with the proposal or is delivered to the Contract Administration Engineer prior to the bid opening time specified in the advertisement.

INSTRUCTION TO BIDDERS: Alternate and Optional Items on Bid Schedule.

1. Two or more items entered opposite a single unit quantity WITHOUT DEFINITE DESIGNATION AS "ALTERNATE ITEMS" are considered as "OPTIONAL ITEMS". Bidders may or may not indicate on bids the Optional Item proposed to be furnished or performed WITHOUT PREJUDICE IN REGARD TO IRREGULARITY OF BIDS.
2. Items classified on the bid schedule as "ALTERNATE ITEMS" and/or "ALTERNATE TYPES OF CONSTRUCTION" must be preselected and indicated on bids. However, "Alternate Types of Construction" may include Optional Items to be treated as set out in Paragraph 1, above.
3. Optional items not preselected and indicated on the bid schedule MUST be designated in accordance with Subsection 102.06 prior to or at the time of execution of the contract.
4. Optional and Alternate items designated must be used throughout the project.

I (We) further propose to perform all "force account or extra work" that may be required of me (us) on the basis provided in the Specifications and to give such work my (our) personal attention in order to see that it is economically performed.

I (We) further propose to execute the attached contract agreement (Section 902) as soon as the work is awarded to me (us), and to begin and complete the work within the time limit(s) provided for in the Specifications and Advertisement. I (We) also propose to execute the attached contract bond (Section 903) in an amount not less than one hundred (100) percent of the total of my (our) part, but also to guarantee the excellence of both workmanship and materials until the work is finally accepted.

I (We) shall submit electronically with our proposal or deliver prior to the bid opening time a certified check, cashier's check or bid bond for **five percent (5%) of total bid** and hereby agree that in case of my (our) failure to execute the contract and furnish bond within Ten (10) days after notice of award, the amount of this check (bid bond) will be forfeited to the State of Mississippi as liquidated damages arising out of my (our) failure to execute the contract as proposed. It is understood that in case I am (we are) not awarded the work, the check will be returned as provided in the Specifications.

For Informational Purposes Only

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.

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.

For Informational Purposes Only

Mill & Overlay approximately 12.4 miles of SR 9 from SR 9W to the Pontotoc County Line, known as Federal Aid Project No. STP-0050-01 (043) / 109755301 in Calhoun County.

Line no.	Item Code	Adj Code	Quantity	Units	Description[Fixed Unit Price]
					Roadway Items
0010	201-D001		962	Station	Random Clearing
0020	202-B007		9,226	Square Yard	Removal of Asphalt Pavement, All Depths
0030	202-B158		747	Linear Feet	Removal of Guard Rail, Including Rails, Posts and Terminal Ends
0040	202-B213		19	Each	Removal of Sign
0050	202-B215		107	Each	Removal of Sign Including Post & Footing
0060	203-G001	(E)	769	Cubic Yard	Excess Excavation, FM, AH
0070	304-B004	(GT)	5,700	Ton	Granular Material, Class 5, Group D
0080	406-A002		5,800	Square Yard	Cold Milling of Bituminous Pavement, All Depths
0090	407-A001	(A2)	19,000	Gallon	Asphalt for Tack Coat
0100	423-A001		25	Mile	Rumble Strips, Ground In
0110	503-C010		9,231	Linear Feet	Saw Cut, Full Depth
0120	606-B002		550	Linear Feet	Guard Rail, Class A, Type 1, 'W' Beam
0130	606-D009		2	Each	Guard Rail, Bridge End Section, Type C
0140	606-D010		2	Each	Guard Rail, Bridge End Section, Type C Modified
0150	606-E005		4	Each	Guard Rail, Terminal End Section, Flared
0160	618-B001		1	Square Feet	Additional Construction Signs ($10.00)
0170	619-A1001		49	Mile	Temporary Traffic Stripe, Continuous White
0180	619-A2001		38	Mile	Temporary Traffic Stripe, Continuous Yellow
0190	619-A4002		9	Mile	Temporary Traffic Stripe, Skip Yellow
0200	619-A5001		5,262	Linear Feet	Temporary Traffic Stripe, Detail
0210	619-A6002		2,188	Linear Feet	Temporary Traffic Stripe, Legend
0220	620-A001		1	Lump Sum	Mobilization
0230	630-A001		71	Square Feet	Standard Roadside Signs, Sheet Aluminum, 0.080" Thickness
0240	630-A003		746	Square Feet	Standard Roadside Signs, Sheet Aluminum, 0.125" Thickness
0250	630-A005		35	Square Feet	Standard Roadside Signs, Sheet Aluminum, 0.1" Thickness
0260	630-C005		1,770	Linear Feet	Square Tube Posts, 2.0 lb/ft
0270	630-F006		26	Each	Delineators, Guard Rail, White
0280	630-G004		36	Each	Type 3 Object Markers, OM-3R or OM-3L
0290	907-403-A006	(BA1)	6,025	Ton	19-mm, ST, Asphalt Pavement
0300	907-403-A015	(BA1)	16,300	Ton	9.5-mm, ST, Asphalt Pavement
0310	907-403-B012	(BA1)	2,050	Ton	9.5-mm, ST, Asphalt Pavement, Leveling
0320	907-413-E001		60	Linear Feet	Sawing and Sealing Transverse Joints in Asphalt Pavement
0330	907-414-A001		188,000	Square Yard	Scrub Seal
0340	907-618-A001		1	Lump Sum	Maintenance of Traffic
0350	907-619-B001		66	Linear Feet	Temporary Portable Rumble Strips

For Informational Purposes Only

Line no.	Item Code	Adj Code	Quantity	Units	Description[Fixed Unit Price]
0360	907-626-C014		25	Mile	6" Thermoplastic Edge Stripe, Continuous White
0370	907-626-D005		5	Mile	6" Thermoplastic Traffic Stripe, Skip Yellow
0380	907-626-E005		19	Mile	6" Thermoplastic Traffic Stripe, Continuous Yellow
0390	907-626-G004		3,322	Linear Feet	Thermoplastic Detail Stripe, White
0400	907-626-G005		1,940	Linear Feet	Thermoplastic Detail Stripe, Yellow
0410	907-626-H010		2,188	Linear Feet	Thermoplastic Legend, White
0420	907-627-J001		640	Each	Two-Way Clear Reflective High Performance Raised Markers
0430	907-627-L001		1,626	Each	Two-Way Yellow Reflective High Performance Raised Markers
				ALTERNATE GROUP AA NUMBER 1	
0440	304-F001	(GT)	1,475	Ton	3/4" and Down Crushed Stone Base
				ALTERNATE GROUP AA NUMBER 2	
0450	304-F002	(GT)	1,475	Ton	Size 610 Crushed Stone Base
				ALTERNATE GROUP AA NUMBER 3	
0460	304-F003	(GT)	1,475	Ton	Size 825B Crushed Stone Base

For Informational Purposes Only

CONDITIONS FOR COMBINATION BID

If a bidder elects to submit a combined bid for two or more of the contracts listed for this month's letting, the bidder must complete and execute these sheets of the proposal in each of the individual proposals to constitute a combination bid. In addition to this requirement, each individual contract shall be completed, executed and submitted in the usual specified manner.

Failure to execute this Combination Bid Proposal in each of the contracts combined will be just cause for each proposal to be received and evaluated as a separate bid.

It is understood that the Mississippi Transportation Commission not only reserves the right to reject any and all proposals, but also the right to award contracts upon the basis of lowest separate bids or combination bids most advantageous to the State.

It is further understood and agreed that the Combination Bid Proposal is for comparison of bids only and that each contract shall operate in every respect as a separate contract in accordance with its proposal and contract documents.

I (We) agree to complete each contract on or before its specified completion date.

* *

COMBINATION BID PROPOSAL

This proposal is tendered as one part of a Combination Bid Proposal utilizing option ___* of Subsection 102.11 on the following contracts:

* Option to be shown as either (a), (b), or (c).

	Project No.	County		Project No.	County
1.	______________	______________	6.	______________	______________
2.	______________	______________	7.	______________	______________
3.	______________	______________	8.	______________	______________
4.	______________	______________	9.	______________	______________
5.	______________	______________	10.	______________	______________

(a) If Combination A has been selected, your Combination Bid is complete.

(b) If Combination B has been selected, then complete the following page.

For Informational Purposes Only

SECTION 905 - COMBINATION BID PROPOSAL (Continued)

Project Number	Pay Item Number	Unit	Unit Price Reduction	Total Item Reduction	Total Contract Reduction
1.					
2.					
3.					
4.					
5.					
6.					
7.					
8.					

For Informational Purposes Only

Project Number	Pay Item Number	Unit	Unit Price Reduction	Total Item Reduction	Total Contract Reduction
9. _____	_____ _____	_____ _____	_____ _____	_____ _____	
10. _____	_____ _____	_____ _____	_____ _____	_____ _____	

(c) If Combination C has been selected, then initial and complete ONE of the following.

_____ I (We) desire to be awarded work not to exceed a total monetary value of $ _____.

_____ I (We) desire to be awarded work not to exceed _____ number of contracts.

For Informational Purposes Only

Certification with regard to the Performance of Previous Contracts or Subcontracts subject to the Equal Opportunity Clause and the filing of Required Reports

The Bidder hereby certifies that he has ____, has not ____, participated in a previous contract or subcontract subject to the Equal Opportunity Clause, as required by Executive Orders 10925, 11114, or 11246, and that he has ____, has not ____, filed with the Joint Reporting Committee, the Director of the Office of Federal Contract Compliance, a Federal Government contracting or administering agency, or the former President's Committee on Equal Employment Opportunity, all reports due under the applicable filing requirements.

_____
(COMPANY)

DATE: _____

NOTE: The above certification is required by the Equal Employment Opportunity Regulations of the Secretary of Labor (41 CFR 60-1.7 (b) (1)), and must be submitted by bidders and proposed subcontractors only in connection with contracts and subcontracts which are subject to the Equal Opportunity Clause. Contracts and Subcontracts which are exempt from the Equal Opportunity Clause are set forth in 41 CFR 60-1.5. (Generally only contracts or subcontracts of $10,000 or under are exempt.)

Currently, Standard Form 100 (EEO-1) is the only report required by the Executive Orders or their implementing regulations.

Proposed prime Contractors and Subcontractors who have participated in a previous contract or subcontract subject to the Executive orders and have not filed the required reports should note that 41 CFR 60-1.7 (b) (1) prevents the award of contracts and subcontracts unless such Contractors submit a report covering the delinquent period or such other period specified by the Federal Highway Administration or by the Director, Office of Federal Contract Compliance, U. S. Department of Labor.

For Informational Purposes Only

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

CERTIFICATION

I,_____,
(Name of person signing bid)

individually, and in my capacity as_____ of
(Title of person signing bid)

_____do hereby certify under
(Name of Firm, partnership, or Corporation)

penalty of perjury under the laws of the United States and the State of Mississippi that_____

_____, Bidder
(Name of Firm, Partnership, or Corporation)

on Project No. **STP-0050-01(043)/ 109755301000**

in **Calhoun** County(ies), Mississippi, has not either

directly or indirectly entered into any agreement, participated in any collusion; or otherwise taken any action in restraint of free competitive bidding in connection with this contract; nor have any of its corporate officers or principal owners.

Except as noted hereafter, it is further certified that said legal entity and its corporate officers, principal owners, managers, auditors and others in a position of administering federal funds:

a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;

b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in (b) above; and

d) Have not within a three-year period preceding this application/ proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

Do exceptions exist and are made a part thereof? Yes / No

Any exceptions shall address to whom it applies, initiating agency and dates of such action.

For Informational Purposes Only

Note: Exceptions will not necessarily result in denial of award but will be considered in determining bidder responsibility. Providing false information may result in criminal prosecution or administrative sanctions.

The bidder further certifies that the certification requirements contained in Section XI of Form FHWA 1273, will be or have been included in all subcontracts, material supply agreements, purchase orders, etc. except those procurement contracts for goods or services that are expected to be less than the Federal procurement small purchase threshold fixed at 10 U.S.C. 2304(g) and 41 U.S.C. 253(g) (currently $25,000) which are excluded from the certification requirements.

The bidder further certifies, to the best of his or her knowledge and belief, that:

1) No Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this contract, Standard Form-LLL, Disclosure Form to Report Lobbying, in accordance with its instructions will be completed and submitted.

The certification contained in (1) and (2) above is a material representation of fact upon which reliance is placed and a prerequisite imposed by Section 1352, Title 31, U.S. Code prior to entering into this contract. Failure to comply shall be subject to a civil penalty of not less than $10,000 and not more than $100,000. The bidder shall include the language of the certification in all subcontracts exceeding $100,000 and all subcontractors shall certify and disclose accordingly.

All of the foregoing is true and correct.

Executed on _____ _____

Signature

(01/2016 F)

For Informational Purposes Only

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SAM.GOV Registration and Unique Entity ID

Bidders are advised that the Prime Contractor must register and maintain a current registration in the **System for Award Management** (http://sam.gov) at all times during the project. Upon registration, the Contractor will be assigned a SAM Unique Entity ID.

Bidders are advised that prior to the award of this contract, they MUST be registered in the System for Award Management.

I (We) acknowledge that this contract cannot be awarded if I (We) are not registered in the System for Award Management prior to the award of this contract. _____ (Yes / No)

I (We) have a SAM Unique Entity ID. _____ (Yes / No)

SAM Unique Entity ID: _____

Company Name: _____

Company e-mail address: _____

For Informational Purposes Only

SECTION 902

CONTRACT FOR _____
LOCATED IN THE COUNTY(IES) OF _____

STATE OF MISSISSIPPI
COUNTY OF HINDS

This Contract is entered into by and between the Mississippi Transportation Commission (the "Commission") and the undersigned contractor (the "Contractor"), as follows:

As consideration for this Contract, the Commission agrees to pay the Contractor the amount(s) set out in the Proposal attached hereto. Said payment will be made in the manner and at the time(s) specified in the Specifications and/or Special Provisions, if any. In exchange for said consideration, the Contractor hereby agrees to accept the prices stated in the Proposal as full compensation for the furnishing of all labor, materials and equipment, and the execution of the scope of work identified for this referenced Project as contemplated in this Contract, and as more fully outlined in the Contract Documents (the "Work"). The Contract Documents consist of the Advertisement, the Notice to Bidders, the Proposal, the Specifications, the Special Provisions, and the approved Plans, all of which are hereby made a part of this Contract and incorporated herein by reference.

The Contractor shall be responsible for all loss or damage arising out of, or in any way in connection with the Work, or from any unforeseen obstructions or difficulties that may be encountered in the prosecution of the Work, and for all risks of every description connected with the Work, with the exception of any items specifically excluded in the Contract Documents. The Contractor shall fully and faithfully complete the Work in a good and workmanlike manner, according to the Contract Documents and any Supplemental Agreements thereto.

The Contractor further agrees that the Work shall be done under the direct supervision of, and to the complete satisfaction of, the Executive Director of the Mississippi Department of Transportation, or his authorized representative(s), and, when federal funds are involved, subject to the inspection and approval of the Federal Highway Administration, or its agents, and/or the agents of any other state or federal agency whose funds are involved. Further, the Work shall be done in accordance with any applicable state and federal laws, and any such rules and regulations issued by the Commission and/or any relevant Federal Agency.

The Contractor agrees that all labor as outlined in the Contract Documents may be secured from a list furnished by the Manager of the Win Job Center nearest the project location, or any successor thereto.

It is agreed and understood that each and every provision of law and clause required by law to be inserted into this Contract shall be deemed to be inserted herein, and this Contract shall be read and enforced as though it were included herein. If through mere mistake or otherwise, any such provision is not inserted, then upon the application of either party hereto, the Contract shall be physically amended to make such insertion.

For Informational Purposes Only

The Contractor agrees that he has read each and every clause of the Contract Documents, and fully understands the meaning of same, and hereby acknowledges that he will comply with all terms, covenants and agreements therein.

Witness our signatures, this the _____ day of _____, 20___.

_____
Contractor

By: _____
Title: _____

_____
Signed and sealed in the presence of: (name and address of witness)

_____
_____

MISSISSIPPI TRANSPORTATION COMMISSION

_____
Executive Director

_____
Secretary to the Commission

Award authorized by the Mississippi Transportation Commission in session on the ____ day of _____, _____, Minute Book No._____, Page No. _____.

For Informational Purposes Only

SECTION 903
PERFORMANCE BOND

PERFORMANCE BOND FOR THE FOLLOWING CONTRACT:
Project No.: _____

For the construction of: _____

Contract date: _____ Contract Price: _____

FOR OWNER: MISSISSIPPI TRANSPORTATION COMMISSION, 401 N. WEST STREET, JACKSON, MISSISSIPPI 39201.

CONTRACTOR (full legal name, contact person, phone number and address):
_____
_____
_____
_____

SURETY (legal name, phone number, principal place of business and address ***for notice purposes***):
_____
_____
_____

Second Surety (if applicable):
_____
_____
_____

The Contractor and Surety, jointly and severally, bind themselves, their heirs, executors, administrators, successors and assigns, to the Owner for the performance of the Contract, which is incorporated herein by reference, and subject to the following terms:

1. If the Contractor fully and faithfully performs the Contract, the Surety and the Contractor shall have no obligation under this Bond.

2. The Surety's obligation under this Bond shall arise after:
   (a) the Owner first provides notice to the Contractor and the Surety that termination is imminent, pursuant to the current edition of the Mississippi Standard Specifications for Road and Bridge Construction, which is a part of the Contract; and
   (b) the Owner declares a Contractor Default, terminates the Contract, and notifies the Surety.

3. Within 20 calendar days as set forth in Section 108.08 of the current edition of the Mississippi Standard Specifications for Road and Bridge Construction, the Surety shall, after discussions with and consent from the Owner, and at the Surety's expense, elect to take one of the following actions:
   (a) Arrange for the Contractor, with the consent of the Owner, to perform and complete the Contract;
   (b) Undertake to perform and complete the Contract itself, through its agents or independent contractors;
   (c) Waive its right to perform and complete, arrange for completion, or obtain a new contractor, and after investigation, determine the amount for which it may be liable to the Owner (subject to the consent of the Owner) and as soon as practicable after the amount is determined, make payment to the Owner.

For Informational Purposes Only

4. If the Surety does not proceed, within a reasonable time frame, to enact and carry out the election made in Paragraph 3, then the Surety shall be deemed to be in default on this Bond, and the Owner shall be entitled to enforce any remedy available to it under the Contract and applicable law.

5. Subject to the commitment by the Owner to pay the Balance of the Contract Price, the Surety is obligated, without duplication, for
   (a) the responsibilities of the Contractor for correction of defective work and completion of the Contract;
   (b) additional legal, design professional and delay costs resulting from the Contractor's Default, and resulting from the actions or failure to act of the Surety under Paragraph 3; and
   (c) liquidated damages, or if no liquidated damages are specified in the Contract, actual damages caused by delayed performance or non-performance of the Contractor.

6. The Surety hereby waives notice of any change, including changes of time, to the Contract or to related subcontracts, purchase orders and other obligations.

7. The penal sum of the Bond shall be equal to the Contract Price; however, the penal sum may be increased or decreased as the result of any subsequent Supplemental Agreements and/or final contract quantities.

8. Notice to the Surety, the Owner or the Contractor shall be mailed or delivered to the address listed for notice purposes on the first page of this Bond.

CONTRACTOR AS PRINCIPAL
Company: _____

Signature: _____
Name: _____
Title: _____
Address: _____
_____

SURETY
Company: _____

Signature: _____ MS Insurance ID # _____
Name: _____
Title: _____
Address: _____
_____

SURETY (if applicable)
Company: _____

Signature: _____ MS Insurance ID # _____
Name: _____
Title: _____
Address: _____
_____

For Informational Purposes Only

SECTION 903
PAYMENT BOND

PAYMENT BOND FOR THE FOLLOWING CONTRACT:
Project No.: _____

For the construction of: _____

Contract date: _____ Contract Price: _____

FOR OWNER: MISSISSIPPI TRANSPORTATION COMMISSION, 401 N. WEST STREET, JACKSON, MISSISSIPPI 39201.

CONTRACTOR (full legal name, contact person, phone number and address):
_____
_____
_____

SURETY (legal name, phone number, principal place of business and address ***for notice purposes***):
_____
_____
_____
Second Surety (if applicable):
_____
_____
_____

The Contractor and Surety, jointly and severally, bind themselves, their heirs, executors, administrators, successors and assigns, to the Owner for payment of labor, materials and equipment furnished for use in the performance of the Contract, which is incorporated herein by reference, subject to the following terms:

1. If the Contractor promptly makes payment of all sums due to any and all subcontractors, sub-subcontractors, suppliers to the Contractor, suppliers to subcontractors and/or laborers who have performed work on the project site, and defends, indemnifies and holds harmless the Owner from claims, demands, liens or suits by any person or entity seeking payment for labor, materials or equipment furnished for use in the performance of the Contract, then the Surety and the Contractor shall have no obligation under this Bond.

2. The Owner shall provide notice to the Surety of any claims, demands, liens or suits against the Owner or the Owner's property that it receives from any person or entity ("Claimants") seeking payment for labor, materials or equipment furnished for use in the performance of the Contract.

3. Upon notice of any claims, demands, liens or suits provided by the Owner or Contractor or given to the Surety by a Claimant, the Surety shall promptly and at the Surety's expense, defend, indemnify and hold harmless the Owner against said claim, demand, lien or suit and shall take the following additional actions:
    (a) Send an answer to the Claimant, with a copy to the Owner, within sixty (60) days after receipt of the Claim, stating the amounts that are undisputed and the basis for challenging any amounts that are disputed; and
    (b) Pay or arrange for payment of any undisputed amounts.

For Informational Purposes Only

4. The Surety shall not be liable to the Owner, Claimants or others for obligations of the Contractor that are unrelated to the Contract. The Owner shall not be liable for the payment of any costs or expenses of any Claimant under this Bond and shall have no obligation under this Bond to make payments to, or give notice on behalf of, Claimants, or otherwise have any obligations to Claimants under this Bond.

5. The Surety hereby waives notice of any change, including changes of time, to the Contract or to related subcontracts, purchase orders and other obligations.

6. The penal sum of the Bond shall be equal to the Contract Price; however, the penal sum may be increased or decreased as the result of any subsequent Supplemental Agreements and/or final contract quantities.

CONTRACTOR AS PRINCIPAL
Company: _____

Signature: _____
Name: _____
Title: _____
Address: _____
_____

SURETY
Company: _____

Signature:_____ MS Insurance ID # _____
Name: _____
Title: _____
Address: _____
_____

SURETY (if applicable)
Company: _____

Signature:_____ MS Insurance ID # _____
Name: _____
Title: _____
Address: _____
_____

For Informational Purposes Only

BID BOND

KNOW ALL MEN BY THESE PRESENTS, that we_____
Contractor

_____
Address

_____
City, State ZIP

As principal, hereinafter called the Principal, and _____
Surety

a corporation duly organized under the laws of the state of _____

as Surety, hereinafter called the Surety, are held and firmly bound unto **State of Mississippi, Jackson, Mississippi**

As Obligee, hereinafter called Obligee, in the sum of **Five Per Cent (5%) of Amount Bid**

Dollars($_____)

for the payment of which sum will and truly to be made, the said Principal and said Surety, bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has submitted a bid for **Mill & Overlay approximately 12.4 miles of SR 9 from SR 9W to the Pontotoc County Line, known as Federal Aid Project No. STP-0050-01(043) / 109755301 in Calhoun County.**
NOW THEREFORE, the condition of this obligation is such that if the aforesaid Principal shall be awarded the contract, the said Principal will, within the time required, enter into a formal contract and give a good and sufficient bond to secure the performance of the terms and conditions of the contract, then this obligation to be void; otherwise the Principal and Surety will pay unto the Obligee the difference in money between the amount of the bid of the said Principal and the amount for which the Obligee legally contracts with another party to perform the work if the latter amount be in excess of the former, but in no event shall liability hereunder exceed the penal sum hereof.

Signed and sealed this _____day of _____, 20___

_____
(Principal) (Seal)

_____ By:_____
(Witness) (Name) (Title)

_____
(Surety) (Seal)

_____ By:_____
(Witness) (Attorney-in-Fact)

_____
(MS Agent)

_____
Mississippi Insurance ID Number

FORM CSD-612
Rev. 1 / 2015

YEAR 2026 PROGRESS SCHEDULE YEAR 2027

PROJECT NUMBER STP-0050-01(043) / 109775301000
COUNTY Calhoun County

NO.	WORK PHASE DESCRIPTION	LINE NUMBERS	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOV	DEC	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOV	DEC	
1	Miscellaneous	30-50; 140-190; 250-310; 370			0													183									
2	Random Clearing	10			5				82																		
3	Base/ Pavements	20; 60; 70-130; 320-360; 380						41					150			168	179										
4	Stripe	200-240; 390-460															179	183									
	LET:	1/27/2026																									
	NOA:	2/10/2026																									
	NTP/BCT:	3/12/2026																									
	W.D.:	183																									
MONTH			JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOV	DEC	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOV	DEC	172 WORKING DAYS PER YEAR
ANTICIPATED WORKING DAYS PER MONTH			6	7	11	15	19	20	21	21	20	16	11	5	6	7	11	15	19	20	21	21	20	16	11	5	

NOTE: THE ANTICIPATED WORKING DAYS SHOWN ON THIS SCHEDULE ARE FOR INFORMATIONAL PURPOSES ONLY.
THE ACTUAL WORKING DAY TOTAL AS ASSESSED BY THE PROJECT ENGINEER ON FORM CSD-765 SHALL GOVERN.