

SECTION 905 -- PROPOSAL (CONTINUED)

I (We) hereby certify by digital signature and electronic submission via Bid Express of the Section 905 proposal below, that all certifications, disclosures and affidavits incorporated herein are deemed to be duly executed in the aggregate, fully enforceable and binding upon delivery of the bid proposal. I (We) further acknowledge that this certification shall not extend to the bid bond or alternate security which must be separately executed for the benefit of the Commission. This signature does not cure deficiencies in any required certifications, disclosures and/or affidavits. I (We) also acknowledge the right of the Commission to require full and final execution on any certification, disclosure or affidavit contained in the proposal at the Commission's election upon award. Failure to so execute at the Commission's request within the time allowed in the Standard Specifications for execution of all contract documents will result in forfeiture of the bid bond or alternate security.

Bidder acknowledges receipt of and has added to and made a part of the proposal and contract documents the following addendum (addenda):

ADDENDUM NO. <u> 1 </u>	DATED <u> 2/19/2026 </u>	ADDENDUM NO. <u> </u>	DATED <u> </u>
ADDENDUM NO. <u> </u>	DATED <u> </u>	ADDENDUM NO. <u> </u>	DATED <u> </u>
ADDENDUM NO. <u> </u>	DATED <u> </u>	ADDENDUM NO. <u> </u>	DATED <u> </u>

Number	Description
1	Revised Table of Contents; Revised NTB No. 7632; Added SP No. 907-407-1; Revised Bid Items; Amendment EBSx Download Required.

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

Respectfully Submitted,

DATE _____

Contractor

BY _____
Signature

TITLE _____

ADDRESS _____

CITY, STATE, ZIP _____

PHONE _____

FAX _____

E-MAIL _____

(To be filled in if a corporation)

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

_____ President	_____ Address
_____ Secretary	_____ Address
_____ Treasurer	_____ Address

The following is my (our) itemized proposal.

NH-0056-01(106)/ 108246301000

Leake County(ies)

Revised 01/26/2016

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION
TABLE OF CONTENTS**

PROJECT: NH-0056-01(106)/108246301 - Leake

Section 901 - Advertisement

Section 904 - Notice to Bidders

#1	Governing Specification, w/ Supplement
#2	Status of ROW, w/ Attachments
#3	Final Cleanup
#13	Safety Edge
#296	Reduced Speed Limit Signs
#445	Mississippi Agent or Qualified Nonresident Agent
#516	Errata and Modifications to the 2017 Standard Specifications
#1225	Early Notice to Proceed
#1226	Material Storage Under Bridges
#1241	Fuel and Material Adjustments
#1963	Guardrail Pads
#2206	MASH Compliant Devices
#2273	Mississippi Special Fuel Tax Law
#2895	Exploratory Joint Cleanout
#2954	Reflective Sheeting for Signs
#3676	Asphalt Gyrotory Compactor Internal Angle Calibration
#4113	Unique Entity ID Requirement For Federal Funded Projects
#4702	App for Traffic Control Report
#5551	Federal Bridge Formula
#7624	Standard Drawings w/Supplement
#7631	Contract Time
#7632	Scope of Work
#7633	Specialty Items
#7634	Temporary Construction Signs
#7635	Underground Utilities
906	Required Federal Contract Provisions -- FHWA 1273, w/Supplements

Section 907 - Special Provisions

907-101-1	Definitions and Terms
907-102-2	Bidding Requirements and Conditions
907-104-2	Minor Alterations to the Contract
907-105-2	Control of Work
907-106-4	Control of Materials - Buy America
907-108-4	Subletting of Contract
907-108-6	Default and Termination of Contract
907-109-5	Measurement and Payment
907-401-3	Asphalt Pavements - General
907-403-4	Asphalt Pavements
907-407-1	Tack Coat
907-605-1	Underdrains
907-618-12	Traffic Control Management

PROJECT: NH-0056-01(106)/108246301 - Leake

907-626-12	Thermoplastic Traffic Markings
907-627-1	Raised Pavement Markings
907-700-2	Materials and Tests w/Attachment
907-701-4	Hydraulic Cement, w/ Supplement
907-702-4	Bituminous Materials
907-703-2	Gradation
907-705-1	Stone Riprap
907-707-3	Joint Materials
907-711-2	Plain Steel Wire
907-712-1	Fence and Guardrail
907-714-4	Miscellaneous Materials
907-718-1	Timber and Dimension Lumber
907-720-4	Pavement Marking Materials
907-721-4	Materials for Signing
907-808-1	Joint Repair
907-823-8	Preformed Joint Seal

Section 905 - Proposal, Proposal Bid Items, Combination Bid Proposal
Certification of Performance - Prior Federal-Aid Contracts
Certification Regarding Non-Collusion, Debarment and Suspension
SAM.GOV Registration and Unique Entity ID
Section 902 - Contract Form
Section 903 - Contract Bond Forms

Progress Schedule

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

02/19/2026 02:43 PM

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 – NOTICE TO BIDDERS NO. 7632

CODE: (SP)

DATE: 02/19/2026

SUBJECT: Scope of Work

PROJECT: NH-0056-01(106) / 108246-301000 – Leake 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”.

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

Mill and overlay on approximately 9.8 miles of existing asphalt pavement on SR 25 in Leake County beginning at Renfro, Station 100+00 (BOP), and ending at the Winston County Line, Station 605+38 (EOP). Note: The official termini ends at the Attala County Line, but work will extend to the Winston County Line.

Details of specific work are mentioned in the following sections.

Station 100+00 (BOP) to Station 605+38 (EOP)

Prior to beginning mill and overlay operations, repair of failed areas in the existing pavement shall be completed in areas HVC soils have caused short, sudden humps and dips in grade profile. Payment of asphalt removal and disposal will be made using Pay Item 202-B Removal of Asphalt Pavement (Failed Areas). These areas are to be removed to full depth or the depth directed by the Engineer and backfilled with 12.5mm MT asphalt leveling. After failures have been repaired, milling top 1 ½” of existing HMA on mainline shall be completed. After milling has been completed, overlaying with 2 inches of 12.5mm MT asphalt shall be completed as per the attached typical sections. Rumble Stripe will be required both North and Southbound as per attached typical sections.

Milling

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

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

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

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

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

Traffic will be allowed to travel on the mainline milled surface for 5 days, and the Contractor will be assessed a penalty of **\$5,000** per calendar day afterwards until the mainline milled surface is covered with the next lift of asphalt. This allowance for traffic on mainline milled surface is not a requirement. It shall be determined by the Contractor how many days up to 5 days traffic are allowed on the milled surface. If the milled surface begins to deteriorate under traffic, the Contractor shall make the necessary adjustments to prevent the roadway deterioration. The Contractor shall be responsible for any claims due to the deteriorating roadway.

Traffic will be allowed to run on all milled surfaces other than the mainline for 30 days unless otherwise stated. The additional allowance for the non-mainline milled surface is for the Contractor's convenience, and thus, the Contractor is responsible for any pavement failures or damage sustained during this period. Milling operations shall be performed in accordance with the Contract documents and the MDOT Standard Specifications for Road and Bridge Construction. Variable width and length transitions may be required for ties at ramps, local roads, project limits.

Milling of driveway pads shall be conducted in a manner to prevent gouging or otherwise affecting the roadway pavement structure and slope. Milling of driveway pads shall not be done in simultaneous path with main line milling.

Paving

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

Prior to mainline milling and paving operations, failed areas in the existing pavement shall be removed and backfilled with 12.5mm, MT Leveling asphalt pavement as per the attached typical sections and details. Asphalt shall be placed in multiple lifts with a maximum lift thickness of 3". Any granular/chemically treated/stone/etc. base or subgrade material deemed unsuitable by the Engineer shall be removed as directed and backfilled with 12.5mm, MT leveling asphalt pavement. Payment for the excavation of the granular base and subgrade will be made using the 203-G001 Excess Excavation pay item. A list of the failed areas is shown in the attached tables. Pavement repairs shall be completed as a continuous operation in order to minimize traffic impacts. Lane closures shall remain in place until the failed area has been completely repaired. Lane closures may not be left unattended, unless overnight lane closures become required. If an overnight lane closure is going to be implemented a traffic control plan must be submitted and approved prior to use in the field. All additional costs associated with night time lane closure will be absorbed into other items bid.

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

Ramp aprons will be paved to the shoulder line. Unpaved turnouts, county roads, and widened areas are to be bladed, shaped and compacted prior to paving as directed by the Engineer. Following placement of asphalt, material bladed aside for widened areas shall be pulled back to the asphalt pavement edge as directed by the Engineer, all costs to be included in items bid.

The width of Asphalt overlay for the four lane sections is 28 feet and variable. This overlay shall be placed with MT 12.5mm Asphalt. The thickness will be 2" at centerline of pavement with a cross slope at a 2% minimum.

Work shall be conducted and coordinated in a manner to prevent a longitudinal joint of more than 2-1/4" where traffic is expected to cross. Adjacent lanes and shoulders shall be brought up to grade as required to prevent drop-offs and as specified in Subsection 618.03.3. Uneven Lanes signs shall be used as required and as shown on the MDOT Standard Drawings.

Publicly maintained roads and streets should be paved to the existing right-of-way and in accordance with the attached drawings.

Privately owned entrances shall be paved to the shoulder line per the included typical drawing unless otherwise directed. Pad dimensions shall match the existing lengths and widths unless otherwise directed. Pads shall be shaped horizontally and vertically to prevent excessive drop-offs. Any new driveway pads deemed necessary by the Engineer shall be placed according to specifications. Driveway pads shall be overlaid with 12.5 mm MT asphalt pavement.

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

used in conjunction with milling, payment will be made using the appropriate pay items. Payment will not be made for saw cuts that are not performed.

Intersecting roads and channelized intersections will be milled/overlaid accordingly. Mill 2" to EOM and place 2" 12.5mm, MT asphalt pavement. Asphalt shall be placed to give transition from new height of mainline pavement to the height of existing county roads as shown in attached drawings. Place RPM's on the edge of mainline, along the radius, and along the county roads per policy.

Granular Shoulder Material

Granular material Class 5 Group C shall be used to raise the existing shoulder height to match the new pavement elevation by placing variable depth material on the existing shoulders. Placement of the Class 5 Group C on the finished asphalt course shall not be permitted. The material shall be bladed, rolled, and compacted to a finished slope of four percent (4%). Placement of this material shall be performed to provide a uniform and compacted shoulder with a minimum depth and width of material placed. Shoulders with adequate shoulder material in place shall be bladed to a slope of four percent (4%). The cost of blading will be an absorbed item and is not to be included in the price of pay items bid.

Contractor shall on a daily basis, pull shoulder material up to edge of asphalt to eliminate drop offs. Granular material Class 5 Group C shall be provided around residential pads to prevent shoulder drop-offs as directed and shall be placed in a timely manner. Drop-offs exceeding 2.5" shall be corrected within 2 calendar days of placement of pad. Stabilizer aggregate shall be used as directed by the Engineer.

Temporary and Permanent Pavement Markings

Temporary traffic stripe will be required immediately after the milling and/or required overlay and prior to opening area to traffic. Temporary stripe is to be placed in the same location and configuration as the permanent stripe except that it may be offset as required for milling and paving operations. If temporary stripe is offset, the Contractor shall conduct operations in a manner to insure the final temporary stripe is placed at the required location of the permanent stripe. If removal of temporary offset stripe is required in order to achieve the correct location and alignment of permanent stripe, the cost of removal will be absorbed in other items bid. Placing double temporary centerline will not be allowed.

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

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

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

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

Red-clear raised pavement markers will be placed at 80 feet intervals in tangents and 40 feet intervals in curves. One-way clear raised pavement markers are to be placed at the same intervals along the edge line both northbound and southbound.

All mainline stripe shall be removed prior to scrub seal placement and absorbed in other pay items.

Placement of temporary stripe shall be applied daily or following placement of scrub seal, and prior to opening the lane to traffic.

All underdrain outlets shall be cleaned and free of debris. The detail stripe locating the underdrains along both edges of pavement shall be replaced once the overlay has been completed and will be paid under Pay Item No. 907-626-G004. Locating and marking these underdrain locations will be the responsibility of the contractor.

Guardrail

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

The asphalt guardrail pad shall be milled and paved up to the face of the guardrail. The remaining asphalt guardrail pad behind the face of the guardrail shall be removed and shall be paid for using the milling pay item. The guardrail pad shall be reconstructed using crushed stone granular material and shall be a minimum of 4" in depth. If blading is required in order to meet the minimum depth, then said blading shall be an absorbed item and the excavated material shall be retained and used to raise the existing shoulder to match the new pavement elevation. Material which cannot be placed and blended in adjacent areas and deemed to be excess excavation by the Engineer shall be removed under Pay Item No. 203-G Excess Excavation. Prior to the placement of the Crushed Stone, a soil sterilant shall be applied as per Section 616.03.2 and Geotextile Stabilization, Type V, Non-Woven installed underneath the limits of the crushed stone. The installed guardrail shall meet all requirements in order to be MASH compliant.

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

Delineators will be required on all guardrails within the project, as per attached tables. Existing guardrail delineators shall be removed and new delineators placed on new guardrail per the attached detail drawings. The cost of removal shall be included in the price of pay item 202-B158 Removal of Guardrail, Including Rails, Posts, and Terminal End.

Permanent Signs

Permanent signs as listed on the attached tables are to be replaced. Unless otherwise listed in the attached tables, existing posts, anchors, angles/bars, and other components are to be reused. The Contractor shall use new bolts, screws, washers, nuts, etc. of the required sizes in the installation of signs. If required as part of the sign replacement activities, all post, pipe, and I-beam lengths in these plans are estimated. Post lengths for all signs shall be verified in the field by the Contractor prior to fabrication. Installation dates shall be clearly written in bold black markings on the back bottom half off all signs with a permanent marking stick that is waterproof, fade resistant, and marks on wet or dry surfaces. If existing sign posts or footings are to be replaced, the existing posts and footings are to be removed and the area backfilled and compacted in accordance with Section 203 of the Standard Specifications. Removal of sign, post, and footing and backfilling will be paid using the removal of sign pay item.

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

Traffic Control

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

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

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

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

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

Miscellaneous Notes

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

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

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

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

All existing joints on bridges at the following locations: North and southbound 124+22, 130+44, 134+38, 136+00, 277+71, 279+23, 545+86, 547+48, 552+33, and 554+15, shall be removed and replaced with preformed joint seal as per the standard drawings and according to the manufacturer's specifications. Appropriate bid items necessary to complete construction of new joints will be provided. All material, labor, and equipment required for epoxy mortar mix shall be absorbed into 907-808-A002 Joint Repair.

The contractor shall replace missing guard post or remove existing guard post and install new guard posts at all locations deemed necessary in the included table. All guard posts that are to be removed will be paid for under the Pay Item No. 202-B135, and all new guard posts that are to be placed, whether in a system or single post, will be paid for under Pay Item No. 606-A003. The work necessary to install the Type II Modified Guard Posts with cable and other hardware shall be paid for using 606-A002.

The Contractor shall, on a daily basis, remove all debris and equipment from within the roadway and a 30-foot clear zone which, in the opinion of the Engineer, is a hazard to the traveling public. No direct payment will be made for the debris removal: the cost is to be included in the prices of items bid.

Throughout the life of the project and until the partial or full maintenance release, all dead or dying trees within the ROW as identified by the Project Engineer shall be cut and removed from the mowing areas. The initial pass of tree cutting/removal shall be prior to the milling/overlay portion of the project. If additional trees are discovered after the overlay has been completed, the Contractor shall cut the trees as directed by the Engineer and shall take precautions to prevent damage to the roadway, stripe, guardrails, and other structures. If the tree is located in the non-mowing area the stump shall not be left more than 1 foot above the ground line. The cut tree

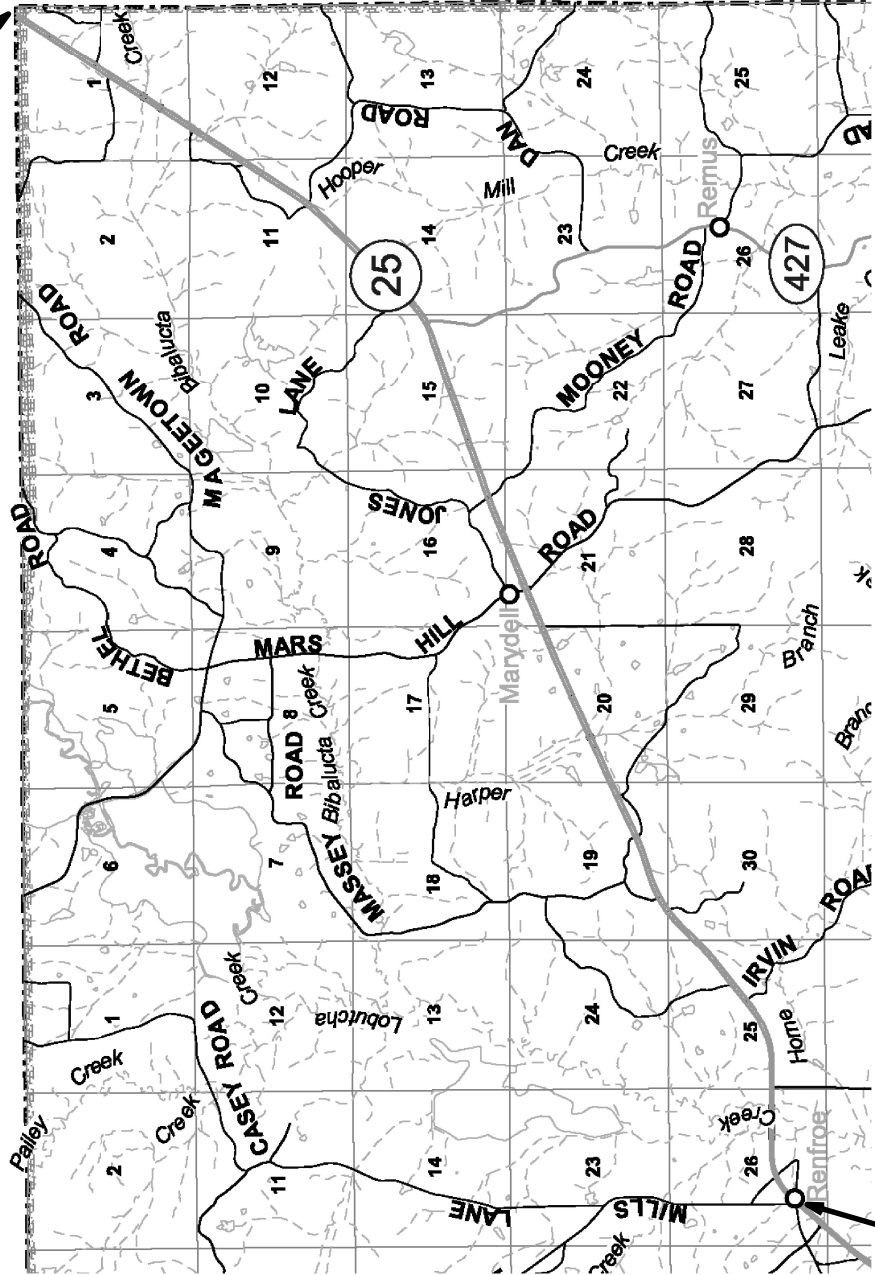
(trunk, top, and limbs) may be pushed into the adjacent wooded area of the ROW. If the tree is located in an open area of the ROW and would cause an unsightly view, it is to be removed from the ROW or moved into a wooded area on the project designated by the Engineer. The stumps of such trees shall be cut off flush with the ground line. No separate payment will be made for transporting or removing trees. The Contractor shall coordinate the activities with local utilities if any trees pose danger to utility lines. Appropriate traffic control shall be used for all tree cutting and disposal operations. Current locations of dead trees are listed in the attached table. Payment for the removal of dead/dying trees will be paid for under Pay Item 202-B244, Removal of Trees.

Delineators shall be placed at each crossover as per the standard detail attached. All payment for installation of delineators shall be made under pay item 630-F002 Delineators, Flexible Post Mounted, Crossover, Type I, Yellow.

108246/301000
SR 25 OVERLAY
FROM RENFROE TO ATTALA COUNTY LINE
LEAKE COUNTY

EOP 605+38

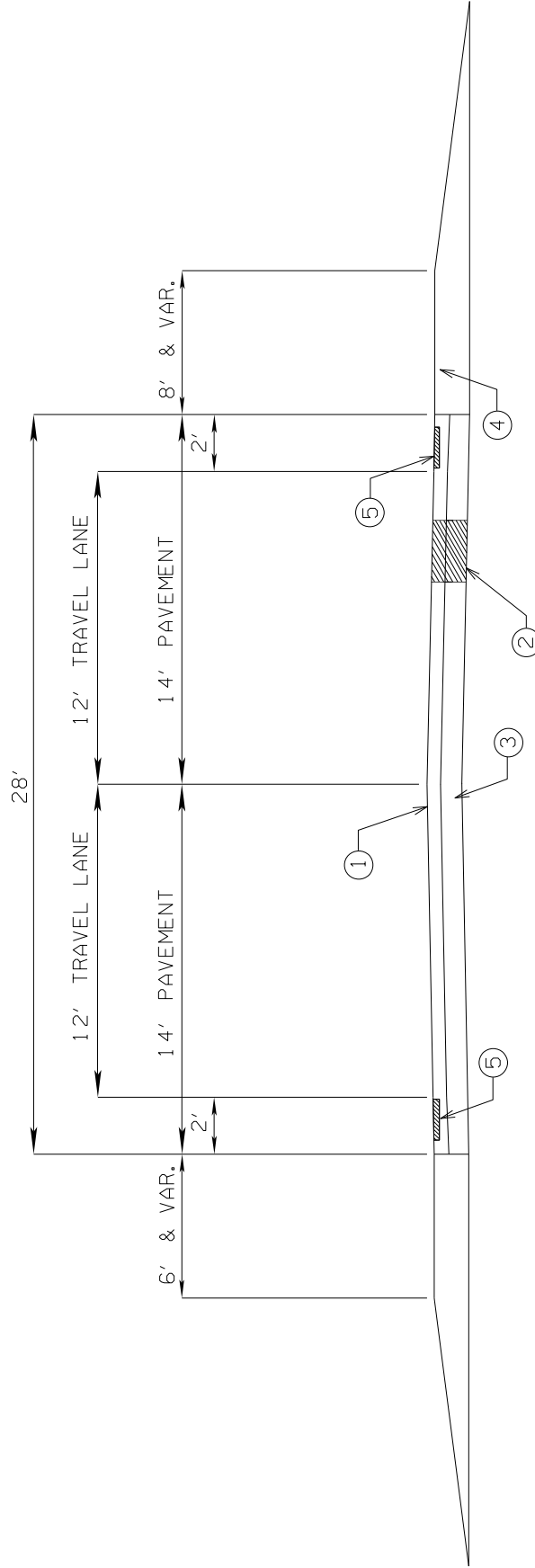
NOTE: PROJECT WILL EXTEND TO WINSTON COUNTY LINE.



BOP 100+00

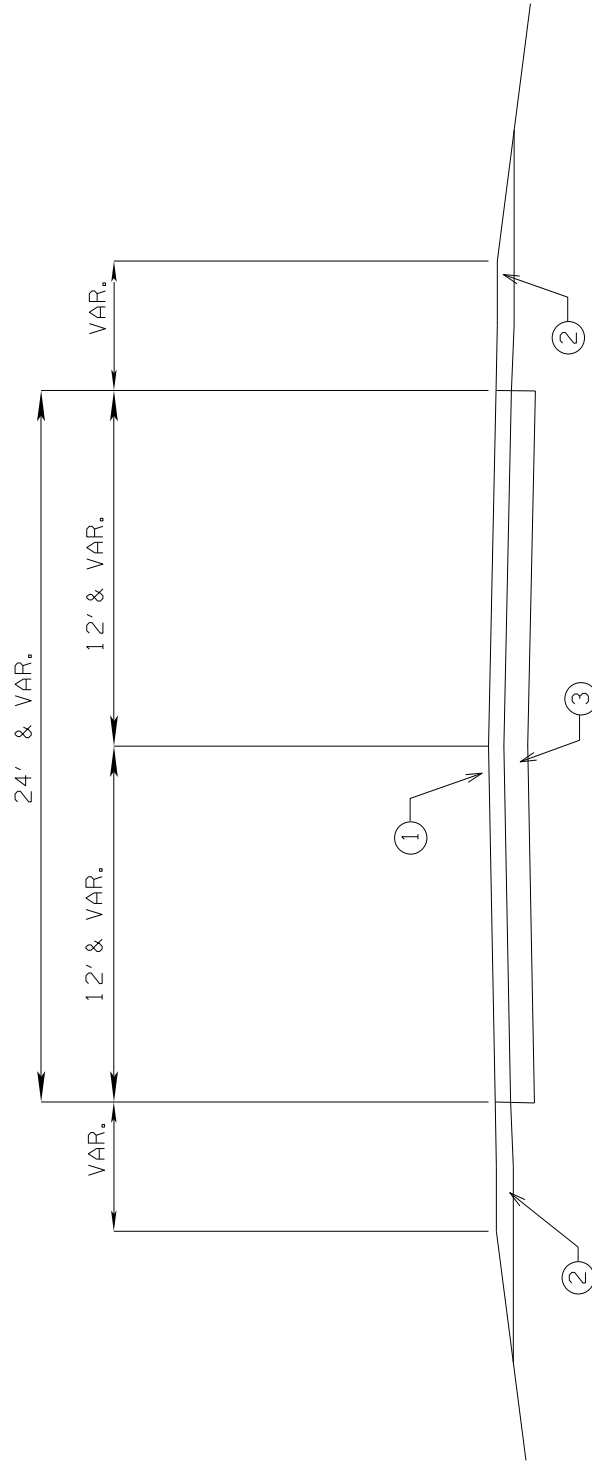
**SR 25 OVERLAY
LEAKE COUNTY
108246/307000
TYPICAL SECTION**

BOP 100+00 EOP 605+38



- ① Milling and Overlay 2" asphalt pavement 12.5mm,MT
- ② Failed areas to be removed and back filled with asphalt pavement 12.5mm Mix,MT Leveling as directed.
- ③ Existing Pavement Structure (Northbound 9" HMA, Southbound 7" HMA Asphalt Pavement)
- ④ VAR DEPTH Cl. 5, GRP. C As Required
- ⑤ Rumble Stripe Required

**SR 25 OVERLAY
FROM RENFROE TO ATTALA COUNTY LINE
LEAKE COUNTY
108246/301000
COUNTY ROADS**



- ① Mill and Overlay 2" asphalt pavement 12.5mm,MT
- ② VAR DEPTH C1.5, GRP. C As Required
- ③ Existing Pavement Structure

108246/301000

Leake County

SR25 From Renfroe to Attala County Line

630-F002	
Delineators, Flexible Post Mounted, Crossover, Type 1, Yellow	
Station	Number of Delineators per Crossover
102+50	4
112+50	4
143+25	4
176+00	4
183+75	4
217+00	4
222+75	4
245+00	4
260+00	4
278+50	4
298+75	4
324+25	4
338+00	4
372+50	4
394+00	4
412+00	4
436+75	4
447+00	4
471+00	4
495+00	4
521+00	4
542+00	4
576+25	4
582+75	4
601+50	4
Total	100

Leake County

SR 25 from Renfroe to Attala County Line

203-G001		
Excess Excavation, FM,AH		
Location	Dimension	Quantity (CY)
156+72-159+72	28' x 300' x 1'	311.111

Leake County

SR25 from Renfroe to Attala County Line

Guard Post Items for Median			
	202-B135	606-A002	606-A003
Location	Removal of Guard Post	Guard Post, Type II Modified *	Guard Posts *
105+63	4	0	6
156+50	4	10	0
226+30	6	14	0
266+41	1	0	6
281+73	1	0	2
369+80	4	0	6
377+80	3	0	6
424+50	2	0	6
502+29	3	0	6
525+46	1	0	6
580+87	4	6	0
605+25	1	6	0
Totals (EA)	34	36	44
* Cost of Steel Cable, Concrete Anchors, Clamps, and Reinforcement Bars to be absorbed in Guard Post Pay Items.			

108246/301000

Leake County

SR 25 from Renfroe to Attala County Line

Failed Areas				
202-B009 Removal of Asphalt Pavement, Failed Areas				
Station	Direction	Length	Width	Square Yards
156+72-159+72	NB	300	28	933.333
253+61-254+61	NB	100	28	311.111
557+65-558+65	NB	100	28	311.111
547+97-548+97	SB	100	14	155.556
293+40-292+90	SB	50	14	77.778
269+00-270+00	SB	100	14	155.556
256+11-257+11	SB	100	14	155.556
190+03-192+03	SB	200	14	311.111
187+53-188+53	SB	100	14	155.556
Total				2566.667

108246/301000

Leake County

SR 25 from Renfroe to Attala County Line

202-B169					907-808-A002					
Removal of Joint Material					Joint Repair					
NB/SB	Bridge	Joints	Length	Quantity (LF)	NB/SB	Bridge	Joints	Length	Quantity (LF)	
NB	BR 65.7 B	13	40	520.00	NB	BR 65.7 B	6	40	240.00	
NB	BR 65.9 B	5	40	200.00	NB	BR 65.9 B	4	40	160.00	
NB	BR 68.6 B	4	40	160.00	NB	BR 68.6 B	4	40	160.00	
NB	BR 73.6 B	5	40	200.00	NB	BR 73.6 B	4	40	160.00	
NB	BR 73.7 B	4	40	160.00	NB	BR 73.7 B	4	40	160.00	
SB	BR 65.7 A	13	40	520.00	SB	BR 65.7 A	6	40	240.00	
SB	BR 65.9 A	5	40	200.00	SB	BR 65.9 A	4	40	160.00	
SB	BR 68.6 A	4	40	160.00	SB	BR 68.6 A	4	40	160.00	
SB	BR 73.6 A	5	40	200.00	SB	BR 73.6 A	4	40	160.00	
SB	BR 73.7 A	4	40	160.00	SB	BR 73.7 A	4	40	160.00	
				Total					Total	1760.00
									Joint Repair	3520.00

907-823-A001					907-823-B001					
Preformed Joint Seal, Type 1					Saw Cut, Type 1					
NB/SB	Bridge	Joints	Length	Quantity (LF)	NB/SB	Bridge	Joints	Length	Quantity (LF)	
NB	BR 65.7 B	6	40	240.00	NB	BR 65.7 B	6	40	240.00	
NB	BR 65.9 B	4	40	160.00	NB	BR 65.9 B	4	40	160.00	
NB	BR 68.6 B	4	40	160.00	NB	BR 68.6 B	4	40	160.00	
NB	BR 73.6 B	4	40	160.00	NB	BR 73.6 B	4	40	160.00	
NB	BR 73.7 B	4	40	160.00	NB	BR 73.7 B	4	40	160.00	
SB	BR 65.7 A	6	40	240.00	SB	BR 65.7 A	6	40	240.00	
SB	BR 65.9 A	4	40	160.00	SB	BR 65.9 A	4	40	160.00	
SB	BR 68.6 A	4	40	160.00	SB	BR 68.6 A	4	40	160.00	
SB	BR 73.6 A	4	40	160.00	SB	BR 73.6 A	4	40	160.00	
SB	BR 73.7 A	4	40	160.00	SB	BR 73.7 A	4	40	160.00	
				Total					Total	1760.00
									Saw Cut Total	3520.00

108246/301000		
Leake County		
SR 25 From Renfroe to Attala County Line		
202-B244		
Removal of Trees		
Station	NB/SB	Quantity (Each)
238+00	NB	1
285+00	NB	1
294+00	NB	1
360+00	NB	1
366+00	NB	1
410+00	NB	1
428+00	NB	1
464+50	NB	1
523+00	NB	1
535+00	NB	1
570+50	NB	1
123+50	SB	6
161+00	SB	1
189+50	SB	1
203+00	SB	1
273+50	SB	1
278+50	SB	1
418+50	SB	1
435+50	SB	1
443+50	SB	1
527+60	SB	1
	Total	26

108246/301000

Leake County

SR 25 From Renfroe to Attala County Line

630-A001 STANDARD ROADSIDE SIGNS - 0.080" THICKNESS

STATION	SIGN NUMBER	SIZE (in. x in.)	AREA (sf)	PIPE POSTS (lf)				U POST (lf)			" x 2-1/2"	Class "B" Conc (cy)	REMARKS
				3"	3-1/2"	4"	5"	2 lb/ft	3 lb/ft	3.72 lbs/lf			
600+00	R1-2	36	4.50						10.00				
Total this sheet =			4.50	0.00	0.00	0.00	0.00	0.00	10.00		0.00		

108246/301000					
Leake County					
SR 25 From Renfroe to Attala County Line					
619-D2001					
Standard Roadside Construction Signs, 10 Square Feet or More					
Signs			Sqaure Feet	Number	S. F.
W20-1	48x48	Road Work Ahead	16	27	432
G20-1	60x24	Road Work Next 10 Miles	10	4	40
W8-7	48x48	Loose Rock	16	40	640
	36x96	Loose Rock Next XX Miles	24	4	96
				Total	1208
619-D1001					
Standard Roadside Construction Signs, Less than 10 Sqaure Feet					
Sign			Sqaure Feet	Number	S. F.
G20-2	48x24	End Road Work	8	4	32
				Total	32
Type III Single Face Barricades			48		
619-G4005					

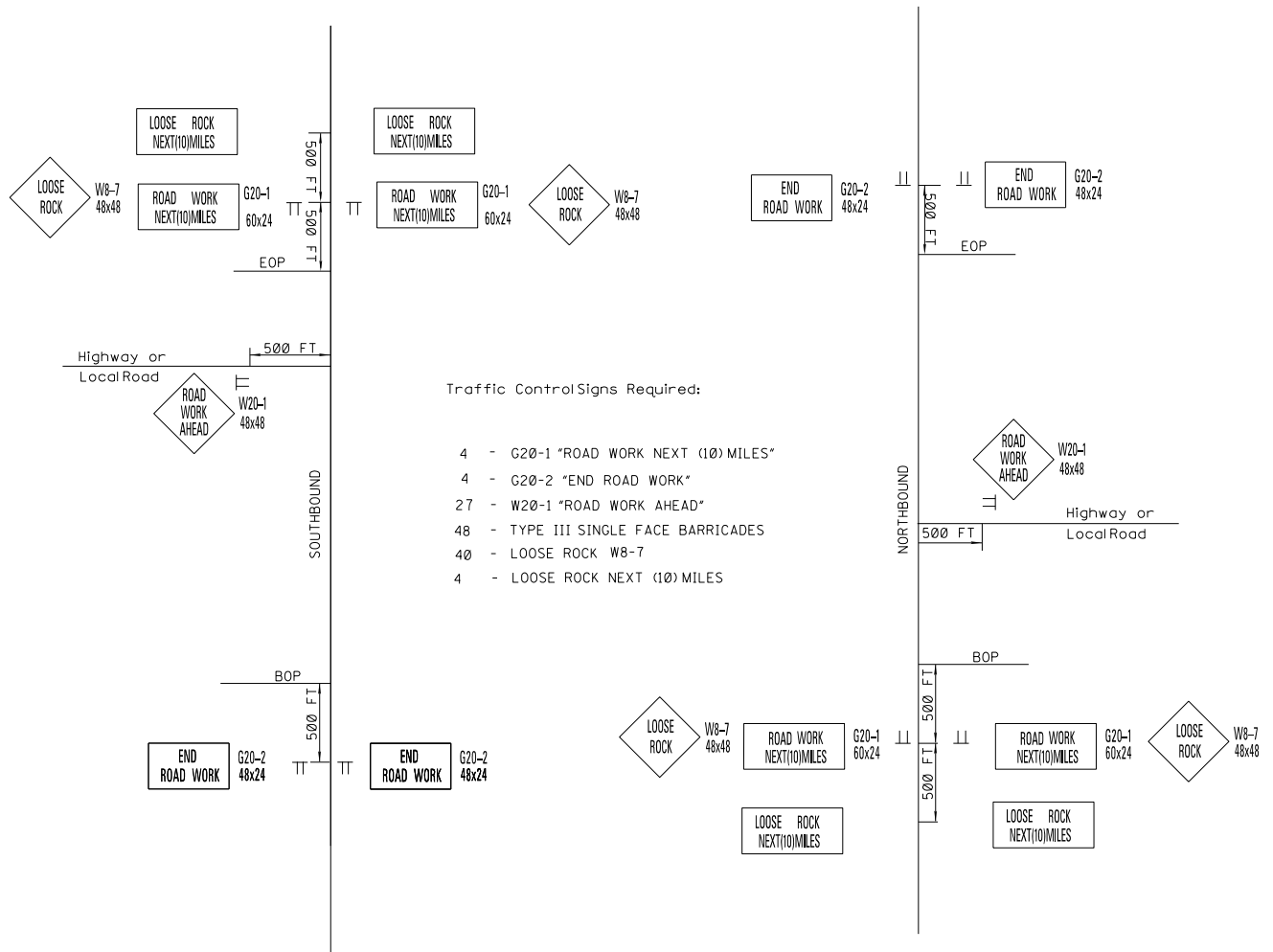
CONSTRUCTION SIGNING DETAIL

SR 25 OVERLAY

FROM RENFROE TO ATTALA COUNTY LINE

LEAKE COUNTY

108246/301000



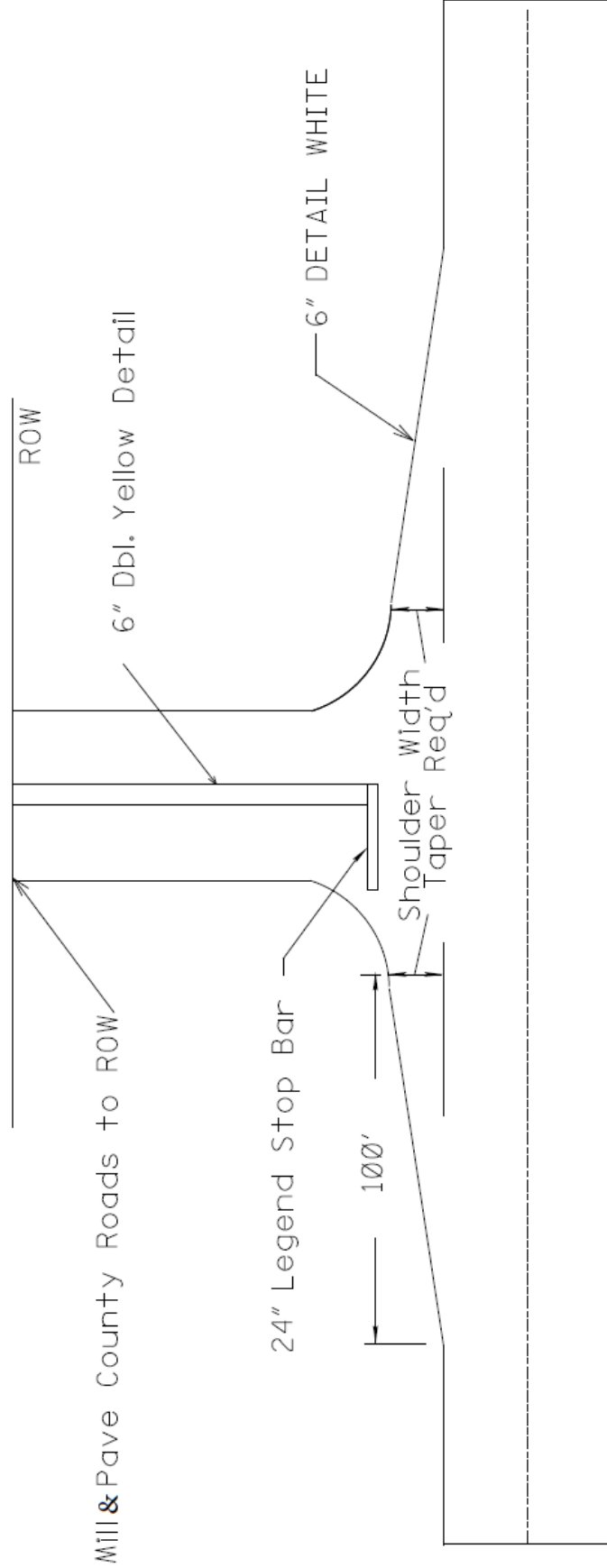
NOTES: One (1) W20-1 "ROAD WORK AHEAD" Sign is Required at each Local Road, Street, Ramps or Highway Entering the Project.

G20-1 and G20-2 signs mounted on Type III Single Faced Barricade.

Loose Rock signs placed every 1 mile thru project.

SR 25
FROM RENFROE TO ATTALA COUNTY LINE
LEAKE COUNTY
108246/301000

Typical Section - County Roads



SR 25 FROM RENFROE TO ATTALA COUNTY LINE LEAKE COUNTY 108246/301000

PRELIMINARY
NOT FOR
CONSTRUCTION

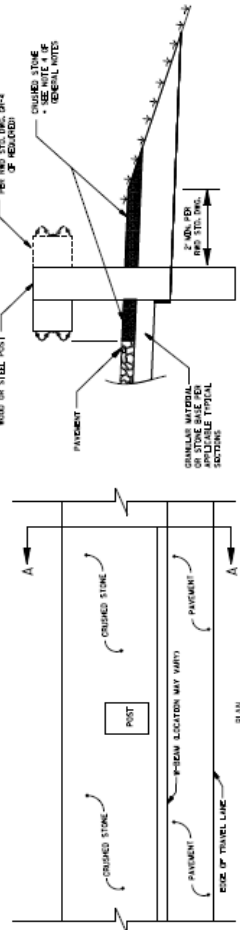


DESIGNED BY: _____
 CHECKED BY: _____
 DATE: 11-04-2025

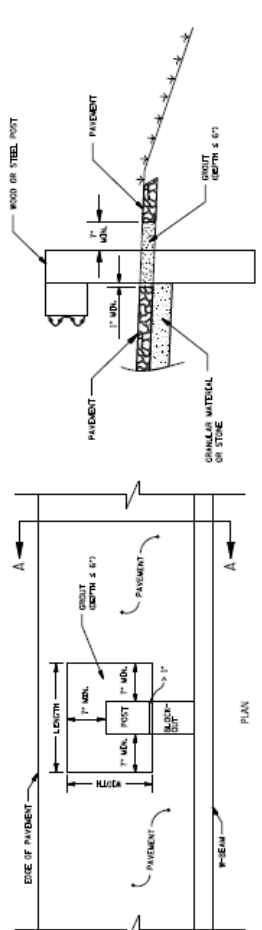
FMS CON: / _____
 COUNTY: _____

Notice to Bidders No. _____

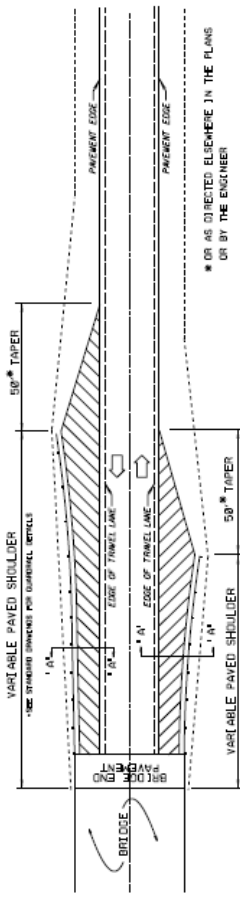
SHEET ID
SDGR-P1
SHEET NO.



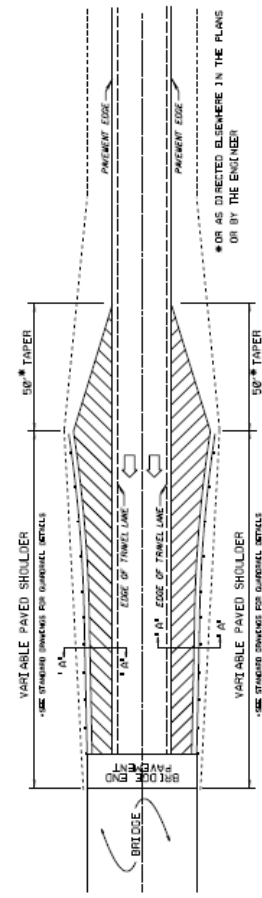
SECTION A-A



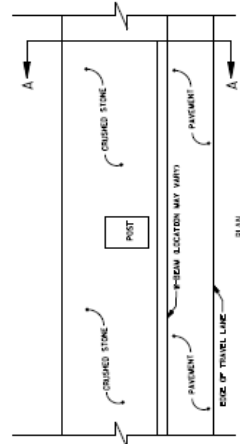
SECTION B-B



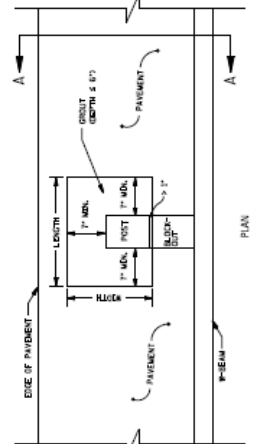
TYPICAL DETAIL OF PAVED SHOULDERS AT BRIDGE ENDS
(1-2-WAY TRAFFIC)



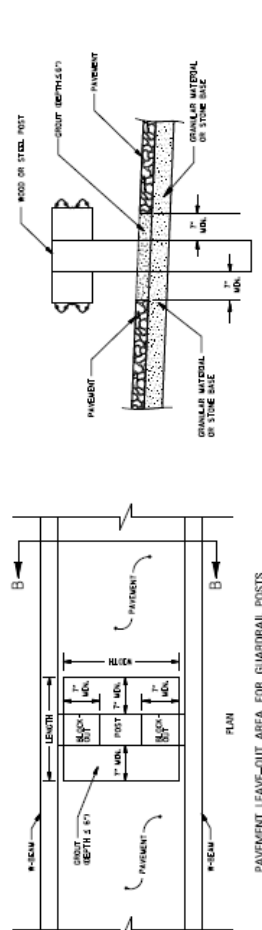
TYPICAL DETAIL OF PAVED SHOULDERS AT BRIDGE ENDS
(1-1-WAY TRAFFIC)



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



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



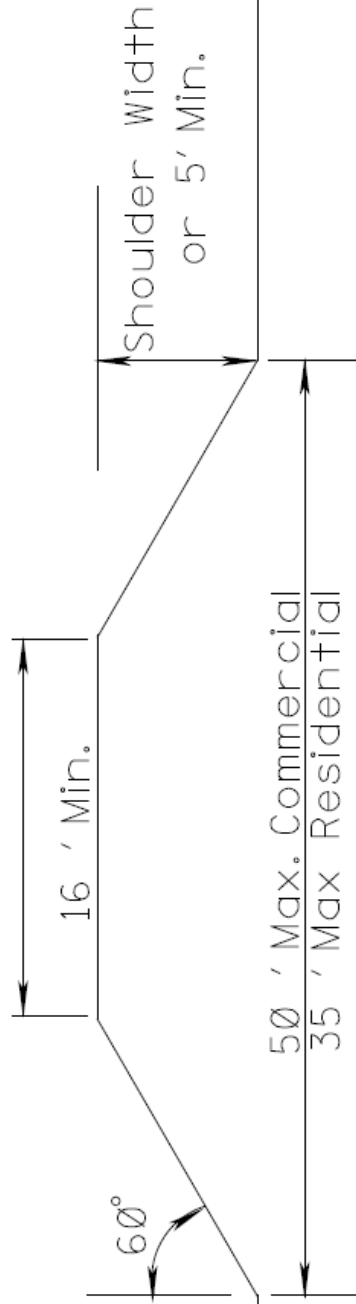
GENERAL NOTES

- GUARDRAIL POSTS SHALL NOT BE COMPLETELY SURROUNDED BY PAVEMENT. THE AREA BEHIND AND LATERAL OF THE POST SHALL BE OPEN TO THE PAVEMENT. THIS AREA SHALL BE FILLED WITH A LOW STRENGTH GROUT WITH A MAXIMUM 28 DAY COMPRESSIVE STRENGTH OF 100 PSI.
- PAVEMENT LEAVE-OUT AREAS ARE REQUIRED FOR STEEL AND WOOD POSTS.
- STANDARD EMBEDMENT DEPTHS STILL APPLY, MEASURED FROM THE TOP OF THE PROTECTED PAVEMENT SURFACE.
- IMMEDIATELY PRIOR TO PLACING CRUSHED STONE ON THE GUARDRAIL PAD, THE ENTIRE AREA SHALL BE TREATED UNIFORMLY WITH A SOIL STABILANT. THE SOIL STABILANT SHALL BE APPLIED TO THE ENTIRE AREA. THE SOIL STABILANT SHALL BE APPLIED TO THE ENTIRE AREA. THE SOIL STABILANT SHALL BE APPLIED TO THE ENTIRE AREA.
- PAVEMENT FOR CONSTRUCTION OF NEW STREETS FOR THIS OPTION SHALL BE CONSTRUCTED WITH 10% STONE IN THE TOP 4 INCHES OF GRANULAR MATERIAL ASPHALT ET AL.
- THIS OPTION MAY BE USED FOR APPLICATIONS OF DOUBLE-FACED GUARDRAIL WITH OPEN SHOULDERS PER STD. DET. OR-4.

MIN. PAVT LEAVE-OUT AREA	
POST	DOUBLE-FACED GUARDRAIL
STEEL	10'
WOOD	10'
STEEL	10'
WOOD	10'
STEEL	10'
WOOD	10'

SR 25
FROM RENFROE TO ATTALA COUNTY LINE
LEAKE COUNTY
108246/301000

TYPICAL RAMP/PAD DETAIL



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-407-1

CODE: (SP)

DATE: 01/16/2026

SUBJECT: Tack Coat

Section 407, Tack Coat, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-407.03—Construction Requirements.

907-407.03.3—Application of Bituminous Material.

Delete the second sentence of the first paragraph of Subsection 407.03.3 and substitute the following.

A hand wand will only be allowed for applying tack coat on irregular areas as defined in Subsection 907-401.02.6.4.4.

907-407-05-- Basis of Payment.

Add the “907” prefix to the pay item listed on page 309.

Mill & Overlay approximately 9.8 miles of SR 25 from Renfroe to the Attala County Line, known as Federal Aid Project No. NH-0056-01(106) / 108246301 in Leake County.

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
Roadway Items					
0010	202-B009		2,823	Square Yard	Removal of Asphalt Pavement, Failed Areas
0020	202-B135		34	Each	Removal of Guard Post
0030	202-B158		4,530	Linear Feet	Removal of Guard Rail, Including Rails, Posts and Terminal Ends
0040	202-B169		2,480	Linear Feet	Removal of Joint Material
0042	202-B240		7,311	Linear Feet	Removal of Traffic Stripe
0050	202-B244		26	Each	Removal of Trees
0060	203-G001	(E)	342	Cubic Yard	Excess Excavation, FM, AH
0070	209-A005		7,073	Square Yard	Geotextile Stabilization, Type V, Non-Woven
0080	304-B003	(GT)	15,096	Ton	Granular Material, Class 5, Group C
0090	304-D002	(GT)	234	Ton	Granular Material, Crushed Stone
0100	406-D001		383,313	Square Yard	Fine Milling of Bituminous Pavement, All Depths
0110	423-A001		34	Mile	Rumble Strips, Ground In
0120	606-A002		36	Each	Guard Post, Type II Modified
0130	606-A003		44	Each	Guard Posts
0140	606-B003		3,000	Linear Feet	Guard Rail, Class A, Type 1, 'W' Beam, Metal Post
0150	606-D020		10	Each	Guard Rail, Bridge End Section, Type H, Metal Post
0160	606-D023		10	Each	Guard Rail, Bridge End Section, Type I, Metal Post
0170	606-E005		20	Each	Guard Rail, Terminal End Section, Flared
0180	619-A1001		38	Mile	Temporary Traffic Stripe, Continuous White
0190	619-A2001		34	Mile	Temporary Traffic Stripe, Continuous Yellow
0200	619-A3001		42	Mile	Temporary Traffic Stripe, Skip White
0210	619-A5001		70,202	Linear Feet	Temporary Traffic Stripe, Detail
0220	619-A6002		3,436	Linear Feet	Temporary Traffic Stripe, Legend
0230	619-D1001		32	Square Feet	Standard Roadside Construction Signs, Less than 10 Square Feet
0240	619-D2001		1,208	Square Feet	Standard Roadside Construction Signs, 10 Square Feet or More
0250	619-G4005		48	Linear Feet	Barricades, Type III, Single Faced
0260	620-A001		1	Lump Sum	Mobilization
0270	630-A001		5	Square Feet	Standard Roadside Signs, Sheet Aluminum, 0.080" Thickness
0280	630-C003		130	Linear Feet	Steel U-Section Posts, 3.0 lb/ft
0290	630-F002		100	Each	Delineators, Flexible Post Mounted, Crossover, Type I, Yellow
0300	630-F006		70	Each	Delineators, Guard Rail, White
0310	630-F007		70	Each	Delineators, Guard Rail, Yellow

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
0320	630-G004		20	Each	Type 3 Object Markers, OM-3R or OM-3L
0330	907-403-A002	(BA1)	46,660	Ton	12.5-mm, MT, Asphalt Pavement
0340	907-403-B002	(BA1)	1,842	Ton	12.5-mm, MT, Asphalt Pavement, Leveling
0350	907-407-A001	(A2)	58,027	Gallon	Asphalt for Tack Coat
0360	907-618-A001		1	Lump Sum	Maintenance of Traffic
0370	907-626-A010		21	Mile	6" Thermoplastic Traffic Stripe, Skip White
0380	907-626-B006		19	Mile	6" Thermoplastic Traffic Stripe, Continuous White
0390	907-626-E005		17	Mile	6" Thermoplastic Traffic Stripe, Continuous Yellow
0400	907-626-G004		27,880	Linear Feet	Thermoplastic Detail Stripe, White
0410	907-626-G005		38,198	Linear Feet	Thermoplastic Detail Stripe, Yellow
0420	907-626-H010		3,436	Linear Feet	Thermoplastic Legend, White
0430	907-627-J001		875	Each	Two-Way Clear Reflective High Performance Raised Markers
0440	907-627-K001		3,213	Each	Red-Clear Reflective High Performance Raised Markers
0450	907-627-L001		174	Each	Two-Way Yellow Reflective High Performance Raised Markers
0460	907-627-M001		2,921	Each	One-Way Clear Reflective High Performance Raised Markers
0470	907-808-A002	(S)	3,520	Linear Feet	Joint Repair
0480	907-823-A001		1,760	Linear Feet	Preformed Joint Seal, Type I
0490	907-823-B001		3,520	Linear Feet	Saw Cut, Type I