

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. _____	DATED _____
ADDENDUM NO. _____	DATED _____	ADDENDUM NO. _____	DATED _____
ADDENDUM NO. _____	DATED _____	ADDENDUM NO. _____	DATED _____

Number	Description
1	Revised Notice to Bidders No. 7613; 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.

NHPP-0009-03(073)/ 109687301000 & NHPP-0072-04(034)/ 109689301000
Washington & Sunflower County(ies)

Revised 01/26/2016

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 – NOTICE TO BIDDERS NO. 7613

CODE: (SP)

DATE: 2/19/2026

SUBJECT: Scope of Work

**PROJECT: NHPP-0009-03(073) / 109687301 – Washington County
NHPP-0072 -04(034) / 109689301 – Sunflower 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.”

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

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

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

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

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

Work on the project shall consist of the following repairs to bridge number 179.1 (14969) located on US 61 over Deer Creek in Washington County and bridge numbers 244.7A (14547) and 244.7B (14548) located on US 49W over Lake Dawson in Sunflower County.

Scope of Work – Bridge 179.1 (14969)

1. Repair spall locations with epoxy mortar in accordance with the notes in this document and the details shown in the attached drawings.
2. Install polymer cement surface system on bridge deck in accordance with the notes in this document.
3. Reshape North bank at End Bent 13 and line with riprap in accordance with the notes in this document and the details shown in the attached drawings.

4. Reseal all joints in accordance with the notes in this document and the details shown in the attached drawings.
5. Clean bridge deck and all caps.

Scope of Work – Bridge 244.7A (14547)

1. Remove and replace bearings at specified locations in accordance with the attached drawings.
2. Repair spall locations with epoxy mortar in accordance with the notes in this document and the details shown in the attached drawings.
3. Install polymer cement surface system on bridge deck in accordance with the notes in this document.
4. Line banks with riprap in accordance with the details shown in the attached drawings.
5. Reseal joints in accordance with the notes in this document and the details shown in the attached drawings.
6. Clean bridge deck and all caps.

Scope of Work – Bridge 244.7B (14548)

1. Remove and replace bearings at specified locations in accordance with the attached drawings.
2. Repair spall locations with epoxy mortar in accordance with the notes in this document and the details shown in the attached drawings.
3. Install polymer cement surface system on bridge deck in accordance with the notes in this document.
4. Line banks with riprap in accordance with the details shown in the attached drawings.
5. Reseal joints in accordance with the notes in this document and the details shown in the attached drawings.
6. Underseal void at Bent 1 in accordance with the notes in this document.
7. Clean bridge deck and all caps.
8. Remove and replace damaged portion of bridge rail in accordance with the notes in this document.

Joint Removal and Replacement

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

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

Cap Cleaning and Bridge Deck Cleaning

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

Bearing Replacements

Bearings at the following location shall be replaced in accordance with Special Provision Subsection 907-824.03.4 and the attached drawings:

1. Bridge 244.7A (14547) at bents 1L, 5L, & 9L.
2. Bridge 244.7B (14548) at bents 1R, 5R & 9R.

Payment for this work shall be made under Pay Item No. 907-824-D002, Bearing Replacements, Prestressed Concrete Girder.

Prior to construction, certification for all welders and a procedure for storage and handling of welding electrodes to be used on this project shall be submitted to the Director of Structures, State Bridge Engineer, through the Project Engineer for approval. All welding shall be done by the electric arc process and shall conform to the ANSI/AASHTO/AWS D1.5 Bridge Welding Code. All steel plates shall conform to ASTM Designation A709 Grade 50. All steel plates shall be new.

All bearing plates shall be hot-dip galvanized in accordance with ASTM A123. In no case shall laminated pads be field cut. Bearing area on top of cap shall be cast smooth and true to grade. Steel plates in bearing pads shall conform to ASTM A 1011 Grade 36, Type 1. The testing acceptance procedure shall be in accordance with section 714.10.6 of the Specifications. Elastomer shall have a hardness of 50 durometer with a minimum shear modulus at 73°F of 0.095 k.s.i. and a maximum shear modulus at 73°F of 0.130 k.s.i.

General Epoxy Repairs

General epoxy repair shall be done in accordance with Special Provision Subsection 907-824.03.1 and with the approved materials outlined in Special Provision Subsection 907-824.02.1. All work and material required to perform this item of work shall be paid for under Pay Item No. 907-824-A003, General Epoxy Repair.

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

Contact areas where new epoxy mortar or concrete is placed against old concrete shall be cleaned then coated with an approved epoxy binder designed to bond new concrete to old. The binder shall be applied in accordance with the manufacturer's recommendations.

Bridge Rail Repair Bridge Number 244.7B (14548)

Damaged concrete on portion of rail near bent 6 on bridge 14548 shall be removed with hammers no larger than 30 lbs. All existing reinforcement shall remain in place. Any damage to reinforcing steel shall be repaired to the satisfaction of the Project Engineer at no cost to the State. The rail shall be restored to original dimensions. 1” saw cuts shall be absorbed under the

Bridge Repair, Bridge Rail Repair pay item. This work shall be paid under Pay Item 907-824-PP004 Bridge Repair, Bridge Rail Repair.

Polymer Cement Surface System

Polymer Cement Surface System (PCSS) repair limits are as follows:

1. Bridge 179.1 (14969) shall extend from gutter to gutter within the joints of End Bents No. 1 & 13.
2. Bridge 244.7A (14547) shall extend from gutter to gutter within the joints of End Bents No. 1L & 9L.
3. Bridge 244.7B (14548) shall extend from gutter to gutter within the joints of End Bents No. 1R & 9R.

Installation of PCSS shall be done in accordance with Special Provision 907-417.

The patterning of the PCSS shall be one of the following types:

1. Raised Checkerboard Pattern
2. Raised Hexagonal Pattern
3. Raised Staggered Hexagonal Pattern

The pattern shall be submitted to the Director of Structures, State Bridge Engineer, for approval prior to any work being performed. This work shall be paid for under Pay Item No. 907-417-A001, Polymer Cement Surface System.

Undersealing Bridge Number 244.7B (14548)

Voids under the approach pavement and under End Bent shall be filled with injectable urethane compound material meeting the required properties outlined in Special Provision Section 907-420.

Prior to injection, the site shall be prepared according to manufacturer’s recommendations. Urethane compound shall be installed in strict accordance with manufacturer's instructions.

This work shall be paid for under Pay Item 907-420-A001, Undersealing.

The accepted quantities will be paid per pound of urethane compound material as reported on packaging.

Bank Reshaping and Riprap Bridge Number 179.1 (14969)

The north bank at End Bent 13 shall be reshaped and lined with riprap in accordance with the details shown on the attached drawings. Riprap shall be embedded so that the top of rip rap is level with the natural ground. Any excess material from bank reshaping and riprap placement shall be site graded. This will be an absorbed item of work. This work shall be paid for under Pay Item 907-824-PP004 Bridge Repair, Bank Reshaping, Per Plans and Pay Item 815-A007, Loose Riprap, Size 300.

Geotextile fabric is required under all riprap. This work shall be paid for under Pay Item 815-E001, Geotextile under Riprap.

All excess dirt shall be used to fill in any washout spots or to level any low spots as instructed by the Project Engineer. This work shall be considered as an absorbed item in the bank reshaping pay item. The Contractor shall not damage any piles, bents, or substructure while placing riprap around the bent. Any vegetation that will interfere with the placement of riprap shall be removed and is the responsibility of the Contractor. All costs associated with the construction of a haul road shall be absorbed.

Riprap Bridge Numbers 244.7A&B (14547 & 14548)

The banks of both bridges shall be lined with riprap in accordance with the details shown on the Attached Drawings. Riprap shall be embedded so that the top of rip rap is level with the natural ground. Any excess material from bank reshaping and riprap placement shall be site graded. This will be an absorbed item of work. This work shall be paid for under Pay Item 815-A007, Loose Riprap, Size 300.

Geotextile fabric is required under all riprap. This work shall be paid for under Pay Item 815-E001, Geotextile under Riprap.

Contractor Submittals

Prior to any construction or fabrication, the Contractor shall comply with the following submittal requirements:

1. Polymer Cement Overlay Submittal:

The pattern of the Polymer Cement Surface System shall be submitted to the Director of Structures, State Bridge Engineer, for approval prior to any work being performed.

2. Field Verification Submittal:

Finish grades of existing bridges, dimensions of open joint widths, and any other element that will affect the work items described herein shall be field verified.

3. Bearing Pad Shop Drawing Submittal:

The Contractor shall submit shop drawings of the new bearing pads for approval by the Director of Structures, State Bridge Engineer.

4. Jacking Plan Submittal:

The Contractor shall submit a set of bracing and jacking arrangement plans along with design calculations and all assumptions. The Contractor shall employ the service of a Mississippi registered Professional Engineer knowledgeable in the field of bridge design. The submitted plans shall bear the seal of the Professional Engineer.

Special Provisions:

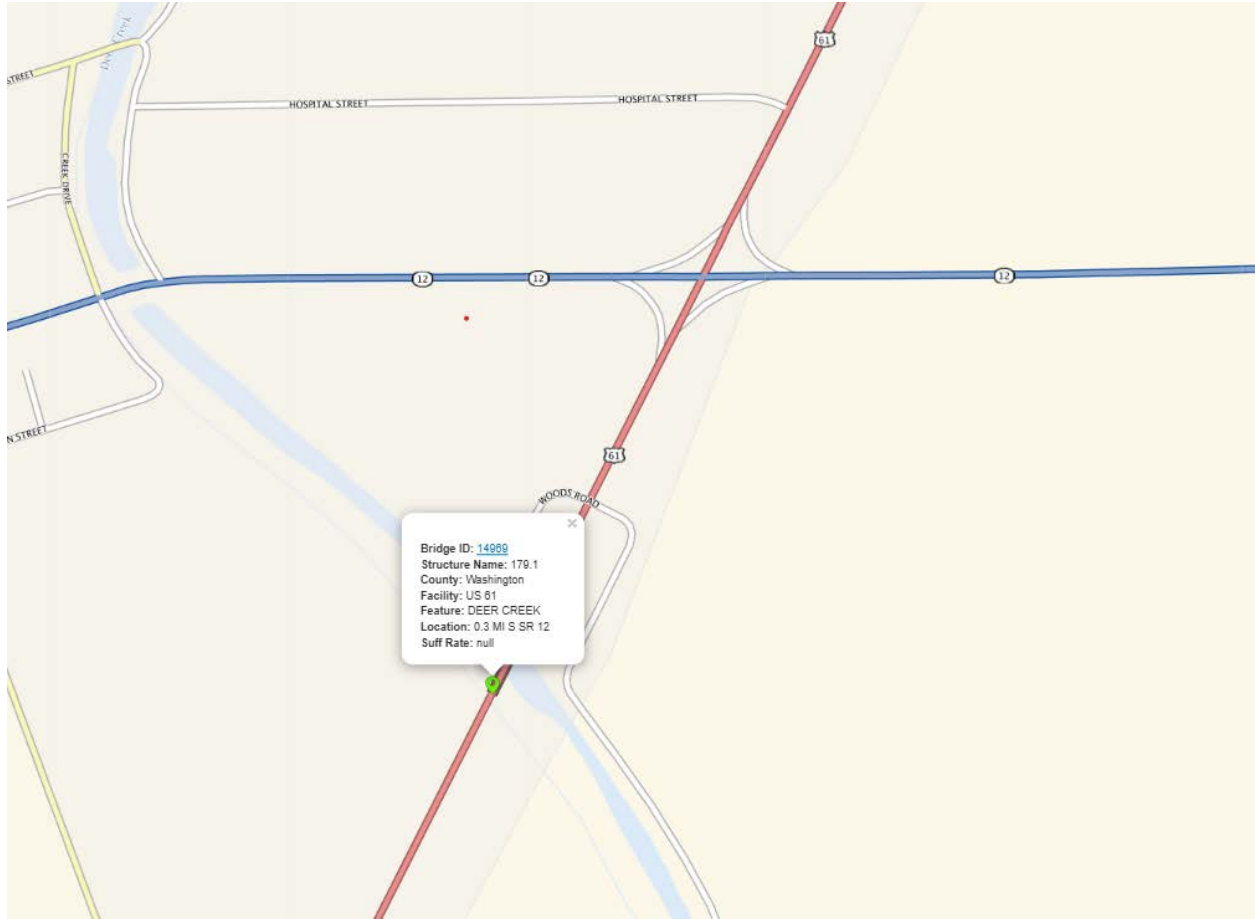
907-417: Polymer Cement Surface System

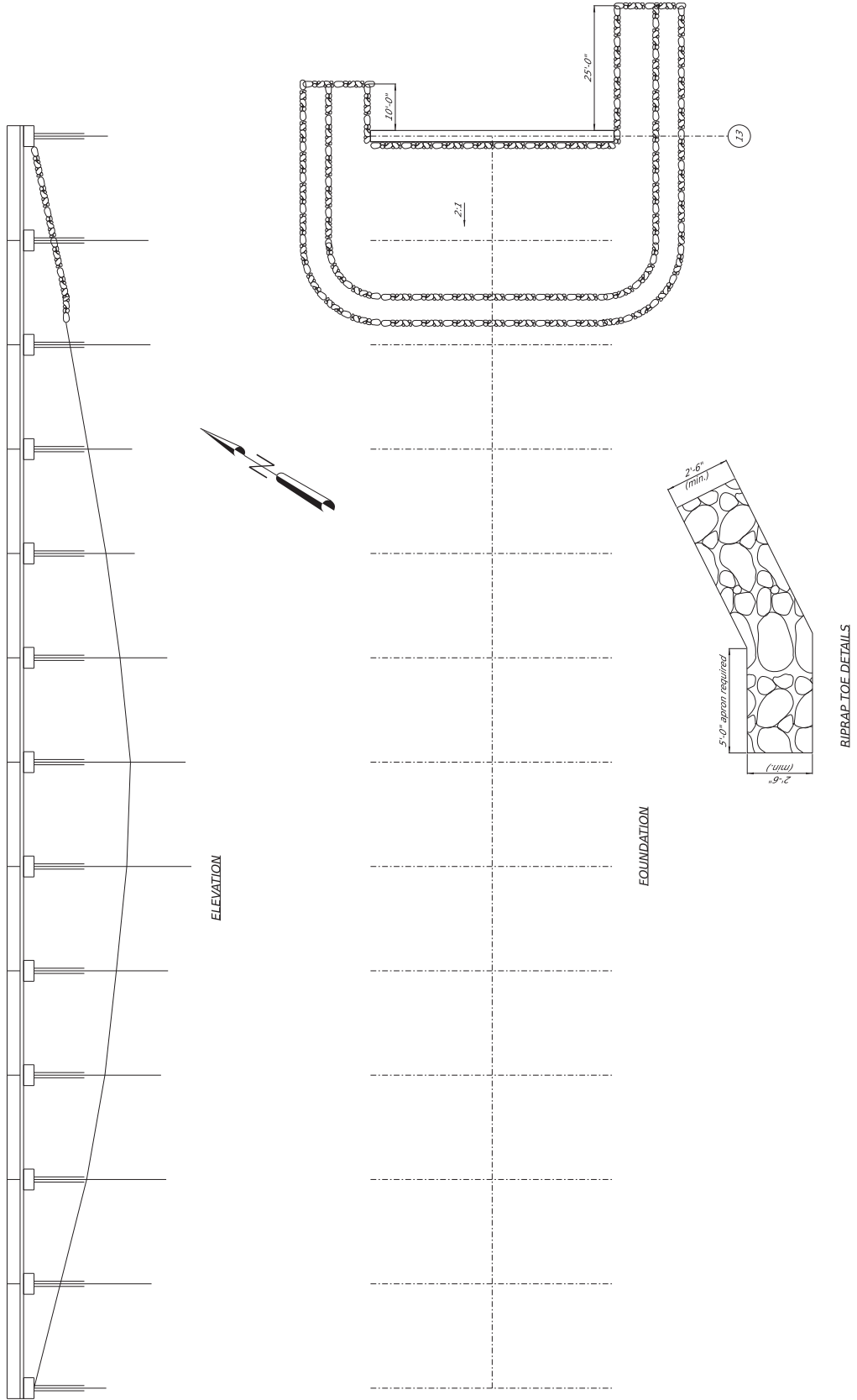
907-420: Undersealing

907-808: Joint Repair

907-823: Preformed Joint Seal

907-824: Routine Bridge Repair







DESIGNED BY: _____
 CHECKED BY: _____
 DATE: _____

FMS CN: 109687/301000
 PROJECT NO.: NHP-009.0 (2023)
 COUNTY: WASHINGTON

ESTIMATED QUANTITIES FOR
 109687/301000

SHEET NO. 10
 TOTAL SHEETS 10

SIGNS REQUIRED				REMARKS			
SIGN NO.	SIZE	UNIT AREA FT ²	QUANTITY	SIGN NO.	SIZE	UNIT AREA FT ²	QUANTITY
W8-7	48" X 48"	16.00	1	W8-7	48" X 48"	16.00	1
W8-9	48" X 48"	16.00	1	W8-9	48" X 48"	16.00	1
W8-11	36" X 36"	9.00	1	W8-11	36" X 36"	9.00	1
W8-12	48" X 48"	16.00	1	W8-12	48" X 48"	16.00	1
W10-1	36" DIA.	7.07	1	W10-1	36" DIA.	7.07	1
W10-2	24" X 24"	4.00	1	W10-2	24" X 24"	4.00	1
W14-3	36" X 48" X 48"	5.56	1	W14-3	36" X 48" X 48"	5.56	1
W14-4	48" X 64" X 64"	9.89	1	W14-4	48" X 64" X 64"	9.89	1
W19-2	48" X 48"	16.00	1	W19-2	48" X 48"	16.00	1
W20-1	36" X 36"	9.00	1	W20-1	36" X 36"	9.00	1
W20-2	48" X 48"	16.00	1	W20-2	48" X 48"	16.00	1
W20-3	48" X 48"	16.00	1	W20-3	48" X 48"	16.00	1
W20-4	48" X 48"	16.00	2	W20-4	48" X 48"	16.00	2
W20-4b	48" X 48"	16.00	1	W20-4b	48" X 48"	16.00	1
W20-5L	48" X 48"	16.00	1	W20-5L	48" X 48"	16.00	1
W20-5R	48" X 48"	16.00	1	W20-5R	48" X 48"	16.00	1
W20-7a	48" X 48"	16.00	1	W20-7a	48" X 48"	16.00	1
W21-1	36" X 36"	9.00	1	W21-1	36" X 36"	9.00	1
W21-1a	36" X 36"	9.00	1	W21-1a	36" X 36"	9.00	1
W21-2	36" X 36"	9.00	1	W21-2	36" X 36"	9.00	1
W21-3	48" X 48"	16.00	1	W21-3	48" X 48"	16.00	1
W21-5	48" X 48"	16.00	1	W21-5	48" X 48"	16.00	1
W21-6	36" X 36"	9.00	1	W21-6	36" X 36"	9.00	1
W24-1L	48" X 48"	16.00	1	W24-1L	48" X 48"	16.00	1
W24-1R	48" X 48"	16.00	1	W24-1R	48" X 48"	16.00	1
W24-1aL	48" X 48"	16.00	1	W24-1aL	48" X 48"	16.00	1
W24-1aR	48" X 48"	16.00	1	W24-1aR	48" X 48"	16.00	1
W24-1bL	48" X 48"	16.00	1	W24-1bL	48" X 48"	16.00	1
W24-1bR	48" X 48"	16.00	1	W24-1bR	48" X 48"	16.00	1
VP-4L	12" X 36"	3.00	1	VP-4L	12" X 36"	3.00	1
VP-4R	12" X 36"	3.00	1	VP-4R	12" X 36"	3.00	1
OM-3L	12" X 36"	3.00	1	OM-3L	12" X 36"	3.00	1
OM-3R	12" X 36"	3.00	1	OM-3R	12" X 36"	3.00	1
TOTAL SIGN AREA LESS THAN 10 SQ. FT.				36.00 SQ. FT.			
TOTAL SIGN AREA GREATER THAN 10 SQ. FT.				248.00 SQ. FT.			

SIGNS REQUIRED				REMARKS			
SIGN NO.	SIZE	UNIT AREA FT ²	QUANTITY	SIGN NO.	SIZE	UNIT AREA FT ²	QUANTITY
W1-1L	48" X 48"	16.00	1	W1-1L	48" X 48"	16.00	1
W1-1R	48" X 48"	16.00	1	W1-1R	48" X 48"	16.00	1
W1-2L	48" X 48"	16.00	1	W1-2L	48" X 48"	16.00	1
W1-2R	48" X 48"	16.00	1	W1-2R	48" X 48"	16.00	1
W1-3L	48" X 48"	16.00	1	W1-3L	48" X 48"	16.00	1
W1-3R	48" X 48"	16.00	1	W1-3R	48" X 48"	16.00	1
W1-4aL	48" X 48"	16.00	1	W1-4aL	48" X 48"	16.00	1
W1-4aR	48" X 48"	16.00	1	W1-4aR	48" X 48"	16.00	1
W1-5L	48" X 48"	16.00	1	W1-5L	48" X 48"	16.00	1
W1-5R	48" X 48"	16.00	1	W1-5R	48" X 48"	16.00	1
W1-6L	48" X 24"	8.00	1	W1-6L	48" X 24"	8.00	1
W1-6R	60" X 30"	12.50	1	W1-6R	60" X 30"	12.50	1
W1-6R	48" X 24"	8.00	1	W1-6R	48" X 24"	8.00	1
W1-7	48" X 24"	8.00	1	W1-7	48" X 24"	8.00	1
W1-7	60" X 30"	12.50	1	W1-7	60" X 30"	12.50	1
W1-8L	18" X 24"	3.00	1	W1-8L	18" X 24"	3.00	1
W1-8R	36" X 48"	12.00	1	W1-8R	36" X 48"	12.00	1
W1-8R	18" X 24"	3.00	1	W1-8R	18" X 24"	3.00	1
W1-8R	36" X 48"	12.00	1	W1-8R	36" X 48"	12.00	1
W1-9L	48" X 48"	16.00	1	W1-9L	48" X 48"	16.00	1
W1-9L	48" X 48"	16.00	1	W1-9L	48" X 48"	16.00	1
W2-6	36" X 36"	9.00	1	W2-6	36" X 36"	9.00	1
W3-1a	48" X 48"	16.00	1	W3-1a	48" X 48"	16.00	1
W3-2a	48" X 48"	16.00	1	W3-2a	48" X 48"	16.00	1
W3-3	48" X 48"	16.00	2	W3-3	48" X 48"	16.00	2
W3-5	48" X 48"	16.00	1	W3-5	48" X 48"	16.00	1
W4-1L	48" X 48"	16.00	1	W4-1L	48" X 48"	16.00	1
W4-1R	48" X 48"	16.00	1	W4-1R	48" X 48"	16.00	1
W4-2L	48" X 48"	16.00	1	W4-2L	48" X 48"	16.00	1
W4-2R	48" X 48"	16.00	1	W4-2R	48" X 48"	16.00	1
W4-3L	48" X 48"	16.00	1	W4-3L	48" X 48"	16.00	1
W4-3R	48" X 48"	16.00	1	W4-3R	48" X 48"	16.00	1
W4-6	48" X 48"	16.00	1	W4-6	48" X 48"	16.00	1
W5-1a	48" X 48"	16.00	1	W5-1a	48" X 48"	16.00	1
W6-1	48" X 48"	16.00	1	W6-1	48" X 48"	16.00	1
W6-2	48" X 48"	16.00	1	W6-2	48" X 48"	16.00	1
W6-3	48" X 48"	16.00	1	W6-3	48" X 48"	16.00	1
W8-1	48" X 48"	16.00	1	W8-1	48" X 48"	16.00	1
W8-4	48" X 48"	16.00	1	W8-4	48" X 48"	16.00	1
W8-6	48" X 48"	16.00	1	W8-6	48" X 48"	16.00	1

SIGNS REQUIRED				REMARKS			
SIGN NO.	SIZE	UNIT AREA FT ²	QUANTITY	SIGN NO.	SIZE	UNIT AREA FT ²	QUANTITY
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R1-1	48" OCTAGON	13.25	1	R1-1	48" OCTAGON	13.25	1
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R1-2	48" X 48" X 48"	6.93	1	R1-2	48" X 48" X 48"	6.93	1
R1-2	60" X 60" X 60"	10.83	1	R1-2	60" X 60" X 60"	10.83	1
R1-3	18" X 9"	1.13	1	R1-3	18" X 9"	1.13	1
R1-3	24" X 12"	2.00	1	R1-3	24" X 12"	2.00	1
R2-1	24" X 30"	5.00	2	R2-1	24" X 30"	5.00	2
R2-1	36" X 48"	12.00	1	R2-1	36" X 48"	12.00	1
R2-1	48" X 60"	20.00	1	R2-1	48" X 60"	20.00	1
R3-1	36" X 36"	9.00	1	R3-1	36" X 36"	9.00	1
R3-1	48" X 48"	16.00	1	R3-1	48" X 48"	16.00	1
R3-2	36" X 36"	9.00	1	R3-2	36" X 36"	9.00	1
R3-2	48" X 48"	16.00	1	R3-2	48" X 48"	16.00	1
R3-4	36" X 36"	9.00	1	R3-4	36" X 36"	9.00	1
R3-4	48" X 48"	16.00	1	R3-4	48" X 48"	16.00	1
R3-5L	30" X 36"	7.50	1	R3-5L	30" X 36"	7.50	1
R3-5R	30" X 36"	7.50	1	R3-5R	30" X 36"	7.50	1
R3-6L	30" X 36"	7.50	1	R3-6L	30" X 36"	7.50	1
R3-6R	30" X 36"	7.50	1	R3-6R	30" X 36"	7.50	1
R3-7L	30" X 30"	6.25	1	R3-7L	30" X 30"	6.25	1
R3-7R	30" X 30"	6.25	1	R3-7R	30" X 30"	6.25	1
R4-1	24" X 30"	5.00	1	R4-1	24" X 30"	5.00	1
R4-1	48" X 60"	20.00	1	R4-1	48" X 60"	20.00	1
R4-2	24" X 30"	5.00	1	R4-2	24" X 30"	5.00	1
R4-2	48" X 60"	20.00	1	R4-2	48" X 60"	20.00	1
R4-7	48" X 60"	20.00	1	R4-7	48" X 60"	20.00	1
R4-8	48" X 60"	20.00	1	R4-8	48" X 60"	20.00	1
R5-1a	42" X 30"	8.75	1	R5-1a	42" X 30"	8.75	1
R6-1L	36" X 12"	3.00	1	R6-1L	36" X 12"	3.00	1
R6-1R	36" X 12"	3.00	1	R6-1R	36" X 12"	3.00	1
R6-2L	24" X 30"	5.00	1	R6-2L	24" X 30"	5.00	1
R6-2R	24" X 30"	5.00	1	R6-2R	24" X 30"	5.00	1
R10-6	24" X 36"	6.00	2	R10-6	24" X 36"	6.00	2
R11-3a	60" X 30"	12.50	1	R11-3a	60" X 30"	12.50	1
R11-3b	60" X 30"	12.50	1	R11-3b	60" X 30"	12.50	1
R11-4	60" X 30"	12.50	1	R11-4	60" X 30"	12.50	1
R12-1	36" X 48"	12.00	1	R12-1	36" X 48"	12.00	1
R16-3	36" X 48"	12.00	2	R16-3	36" X 48"	12.00	2
R16-3	48" X 60"	20.00	1	R16-3	48" X 60"	20.00	1

SIGNS REQUIRED				REMARKS			
SIGN NO.	SIZE	UNIT AREA FT ²	QUANTITY	SIGN NO.	SIZE	UNIT AREA FT ²	QUANTITY
G20-1	48" X 24"	8.00	1	G20-1	48" X 24"	8.00	1
G20-2	48" X 24"	8.00	2	G20-2	48" X 24"	8.00	2
G20-4	36" X 18"	4.50	1	G20-4	36" X 18"	4.50	1
M1-1	24" X 24"	4.00	1	M1-1	24" X 24"	4.00	1
M1-1	30" X 24"	5.00	1	M1-1	30" X 24"	5.00	1
M1-4	24" X 24"	4.00	1	M1-4	24" X 24"	4.00	1
M1-4	30" X 24"	5.00	1	M1-4	30" X 24"	5.00	1
M1-5	30" X 24"	5.00	1	M1-5	30" X 24"	5.00	1
M3-1	24" X 12"	2.00	1	M3-1	24" X 12"	2.00	1
M3-1	30" X 15"	3.13	1	M3-1	30" X 15"	3.13	1
M3-2	24" X 12"	2.00	1	M3-2	24" X 12"	2.00	1
M3-2	30" X 15"	3.13	1	M3-2	30" X 15"	3.13	1
M3-3	24" X 12"	2.00	1	M3-3	24" X 12"	2.00	1
M3-3	30" X 15"	3.13	1	M3-3	30" X 15"	3.13	1



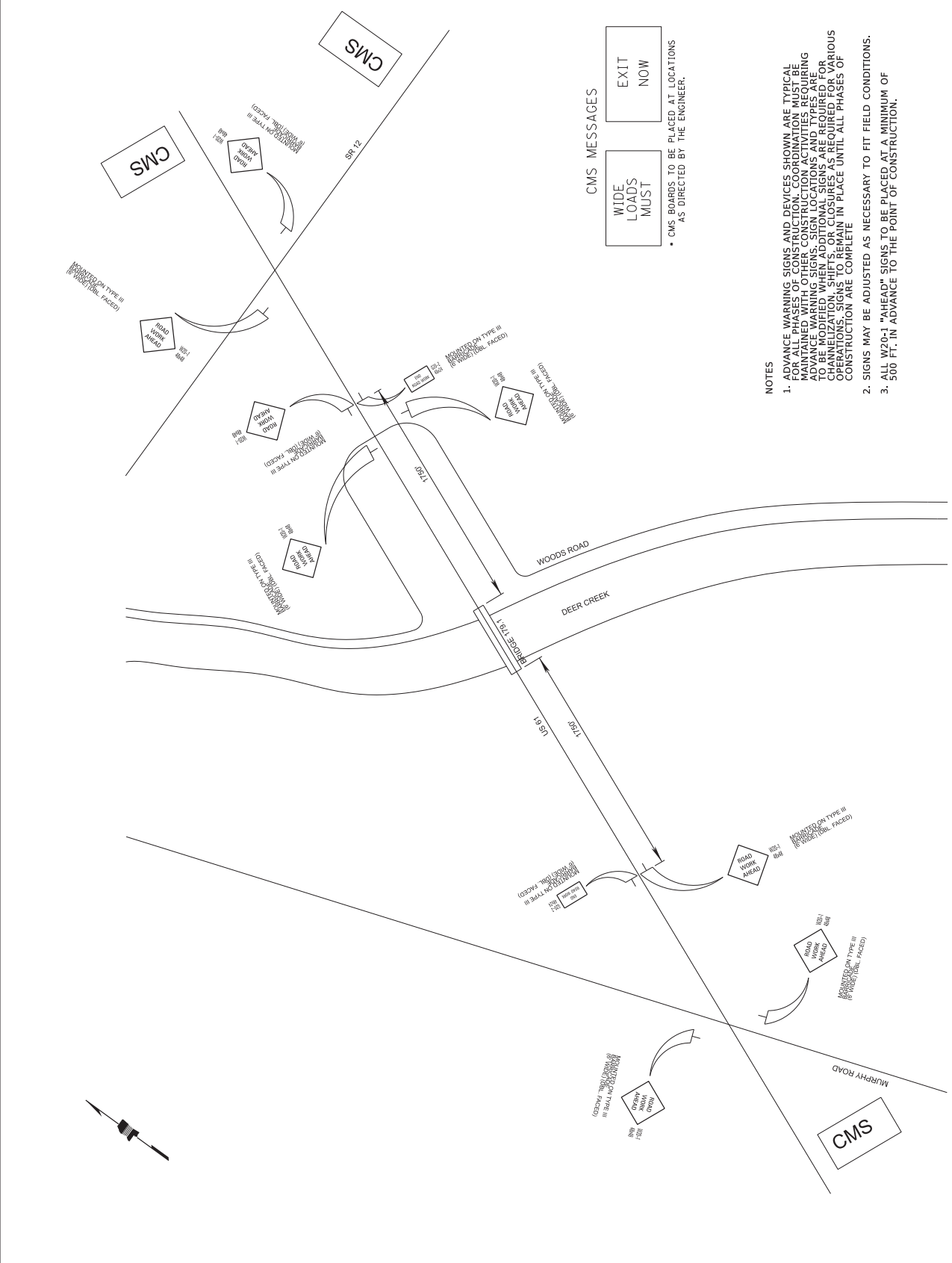
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
DETAILED BY:
CHECKED BY:
DATE:

FMS CON: 109687/301000
PROJECT NO.: NHP-000-077
COUNTY: WASHINGTON

Notice to Bidders No. 7613

SHEET NO. 10
DIST. 10



CMS MESSAGES

WIDE LOADS MUST	EXIT NOW
-----------------	----------

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

- NOTES**
1. ADVANCE WARNING SIGNS AND DEVICES SHOWN ARE TYPICAL FOR ALL PHASES OF CONSTRUCTION. COORDINATION MUST BE MAINTAINED WITH OTHER CONSTRUCTION ACTIVITIES REQUIRING ADVANCE WARNING SIGNS. SIGN LOCATIONS AND TYPES ARE SUBJECT TO CHANGE WITHOUT NOTICE. ADVANCE WARNING SIGNS, CHANNELIZATION, SHIFTS, OR CLOSURES AS REQUIRED FOR VARIOUS OPERATIONS. SIGNS TO REMAIN IN PLACE UNTIL ALL PHASES OF CONSTRUCTION ARE COMPLETE.
 2. SIGNS MAY BE ADJUSTED AS NECESSARY TO FIT FIELD CONDITIONS.
 3. ALL W20-1 "AHEAD" SIGNS TO BE PLACED AT A MINIMUM OF 500 FT. IN ADVANCE TO THE POINT OF CONSTRUCTION.



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
MDOT

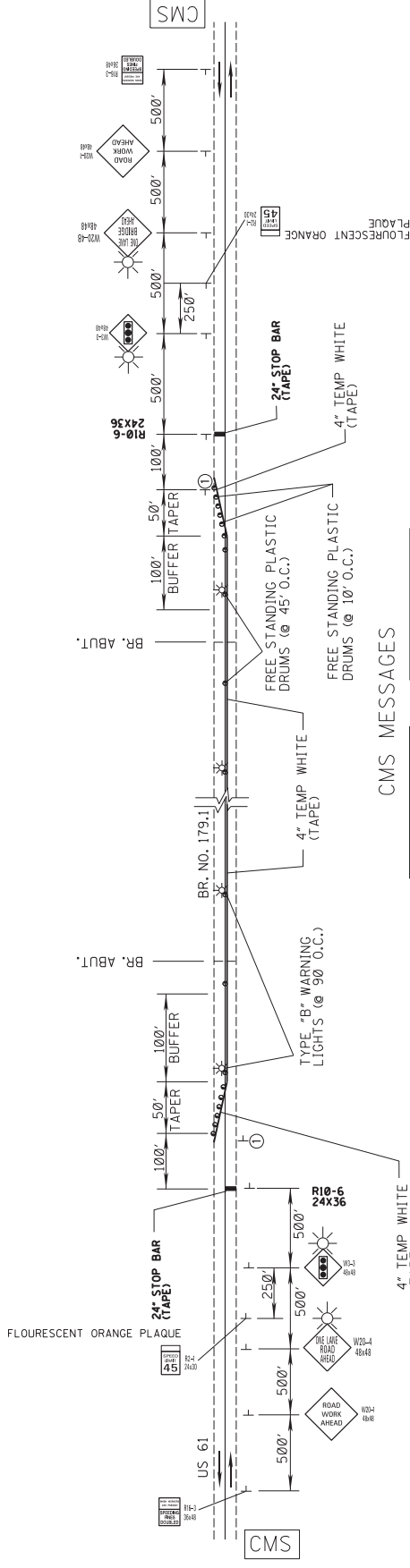
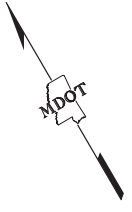
DESIGNED BY:
CHECKED BY:
DATE:

FMS CON: 109687/301000
PROJECT NO.: NHP-000-000000
COUNTY: WASHINGTON

TRAFFIC CONTROL - PHASE 1
BIDDER NO. 7613 -- Cont'd

SHEET ID
SHEET NO.

TRAFFIC CONTROL PLAN - PHASE 1



ONE LANE ROAD AHEAD

PREPARE TO STOP

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

① TEMP. TRAFFIC SIGNAL REQUIRED



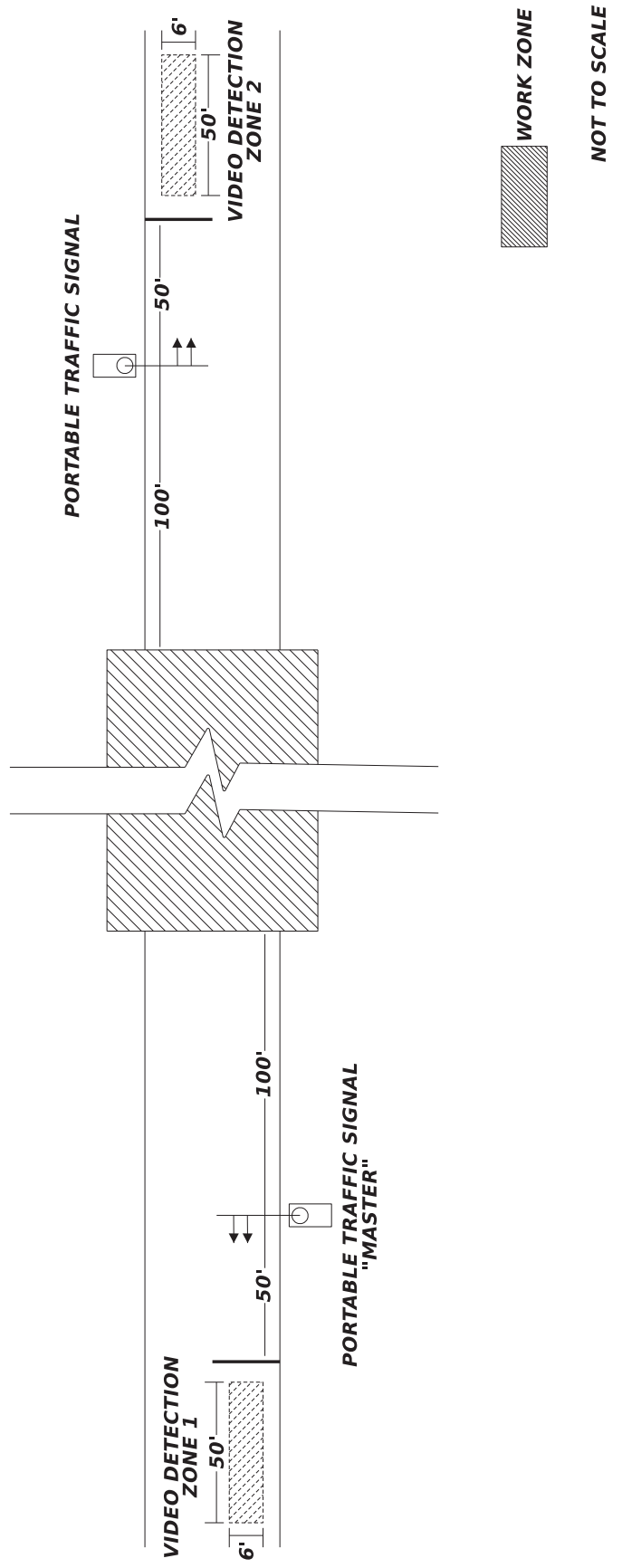
DESIGNED BY:
 DETAILED BY:
 CHECKED BY:
 DATE:

FMS CON: 109687/301000
 PROJECT NO.: NHP-000-0000-0000
 COUNTY: WASHINGTON

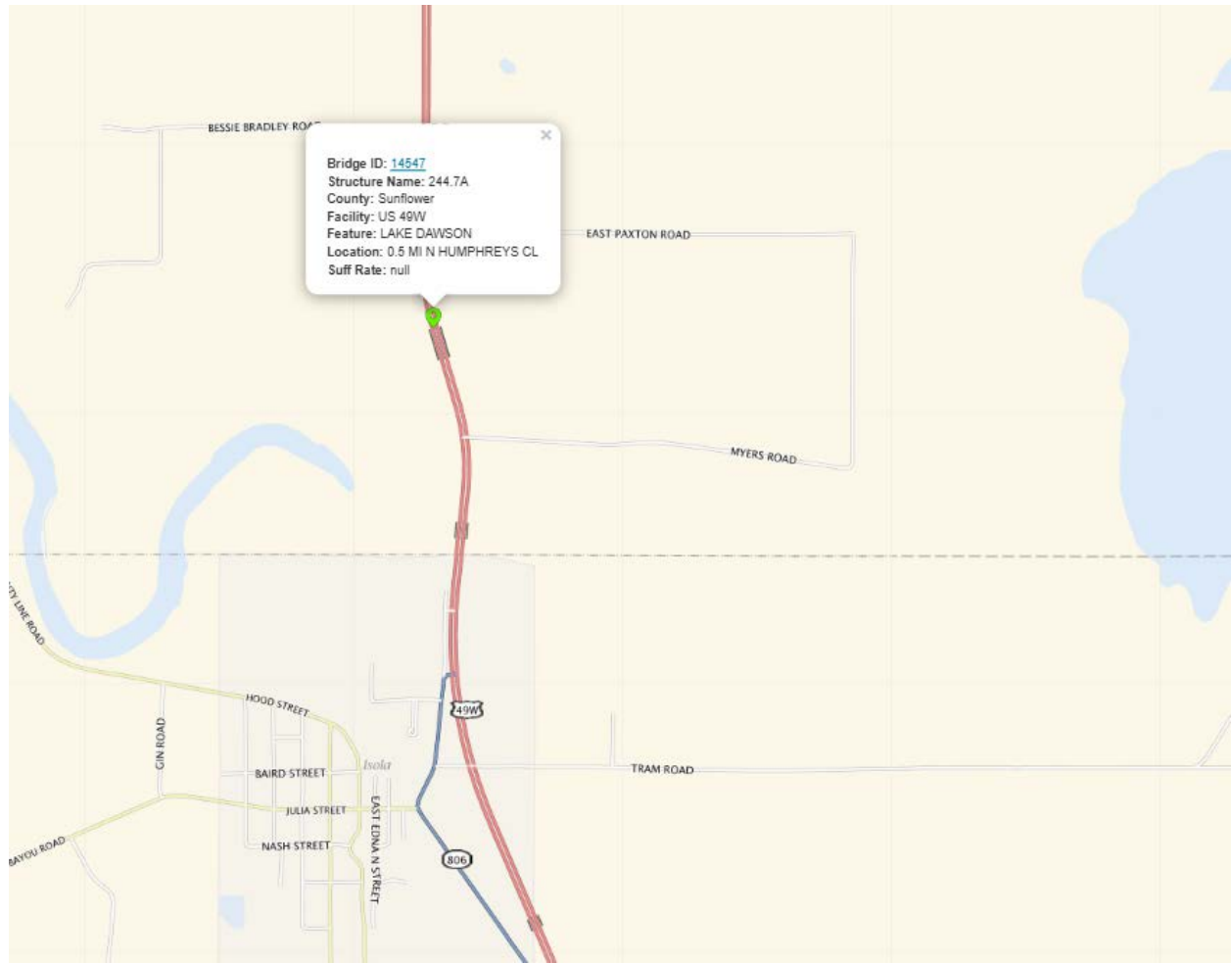
Notice to Bidders No. 7613

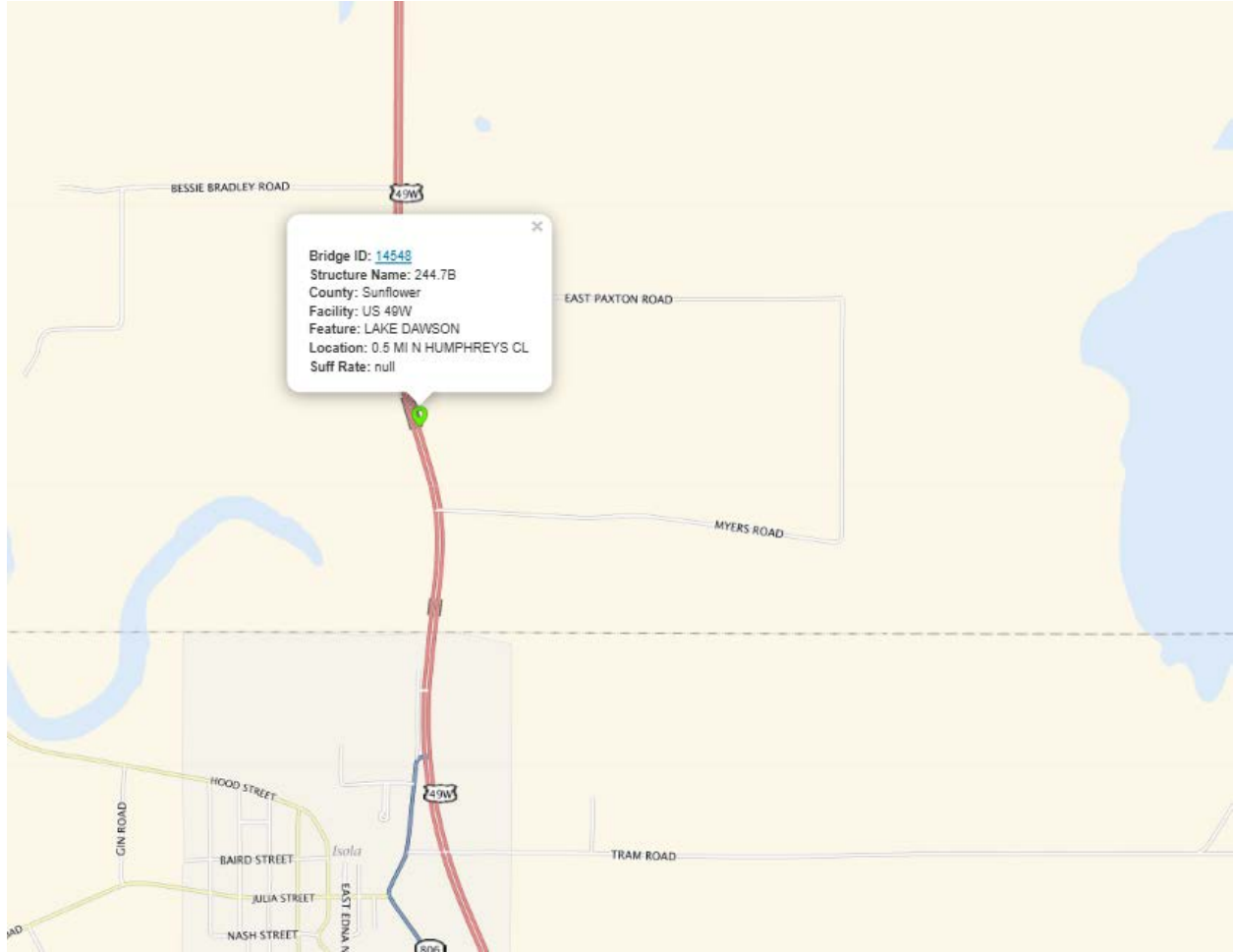
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 SHEET NO.:

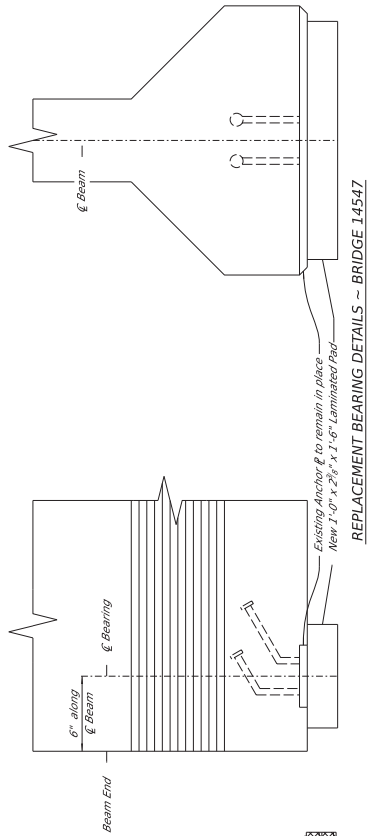
- NOTE:**
1. ALL TRAFFIC CONTROL DEVICES SHALL COMPLY WITH MUTCD (LATEST EDITION).
 2. ALL SIGNALS AND TIMINGS SHALL BE COORDINATED THROUGH PRETIMED SIGNAL ACTUATION.
 3. CONTRACTOR TO NOTIFY SIGNAL ENGINEER IN TRAFFIC ENGINEERING DIVISION TO BE PRESENT DURING PROGRAMMING. SIGNAL ENGINEER: (601) 359-1454
 4. VIDEO DETECTION SHALL BE USED IN CONJUNCTION WITH PORTABLE TRAFFIC SIGNALS. ALL VIDEO EQUIPMENT SHALL BE INCLUDED UNDER PAY ITEM 907-619-H2001, TRAFFIC SIGNAL, PORTABLE, TYPE 1.
 5. SIGNALS SHALL COMMUNICATE WITH ONE ANOTHER TO ENSURE NO CONFLICT BETWEEN THEM.
 6. DRAWING DEPICTS ONLY ONE PHASE OF CONSTRUCTION, BUT IT IS APPLICABLE FOR ALL PHASES.
 7. TEMPORARY PORTABLE TRAFFIC SIGNALS SHALL DISPLAY A MINIMUM OF TWO (2) SIGNAL HEADS FOR EACH APPROACH.



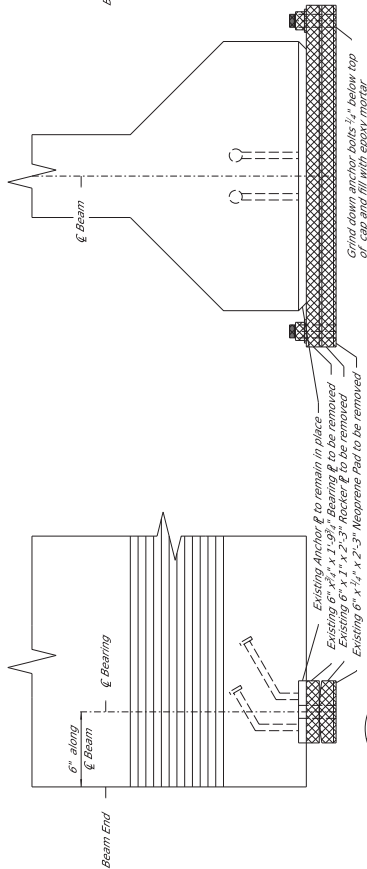
NOT TO SCALE





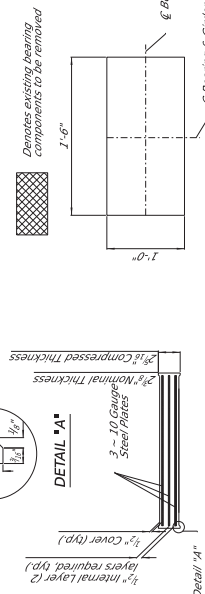


REPLACEMENT BEARING DETAILS -- BRIDGE 14547



EXISTING BEARING ASSEMBLY DETAILS

Showing existing bearing assembly details for bents 1L, 5L, & 9L on bridge 14547.

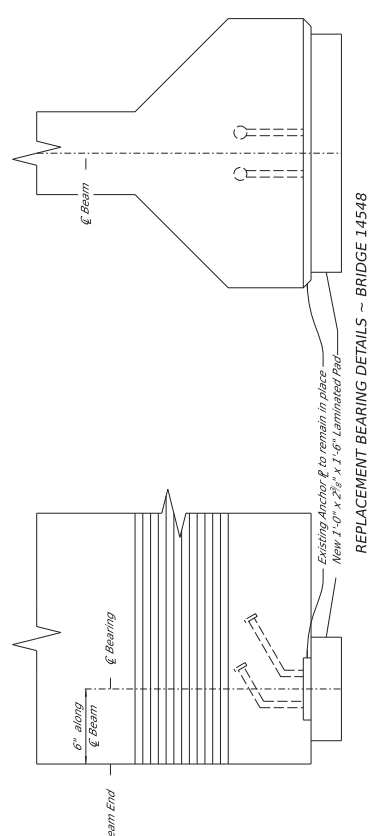


See Detail 'A'

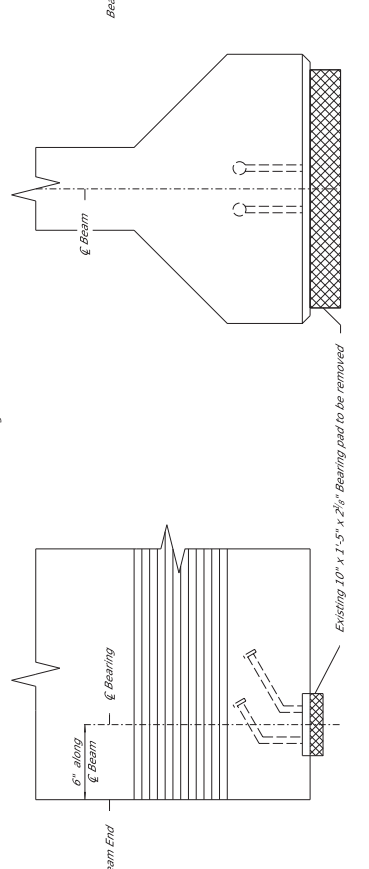
TYPICAL SECTION LAMINATED PAD (LP1)

PLAN OF LAMINATED PAD (LP1)

Reinforcing steel shall be in accordance with Section 714.10.6 of the Specifications. Epoxy resin shall have a hardness of 50 durometer with a maximum shear modulus of 0.130 ksi. Bearing area on top of caps shall be smooth and true to grade.

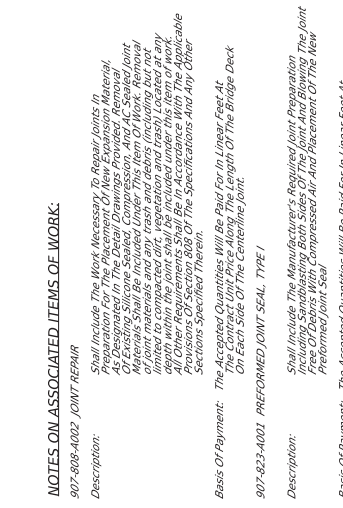


REPLACEMENT BEARING DETAILS -- BRIDGE 14548



EXISTING BEARING ASSEMBLY DETAILS

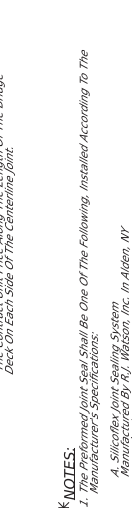
Showing existing bearing assembly details for bents 1R, 5R, & 9R on bridge 14548.



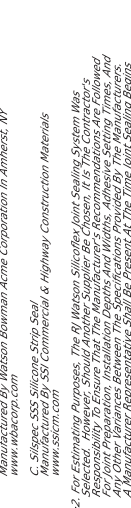
TYPICAL SECTION AT SEALED JOINT BENTS 1, 5, & 9
Showing Sealant In Place, Sawcut and Replaced with Preformed Joint Seal



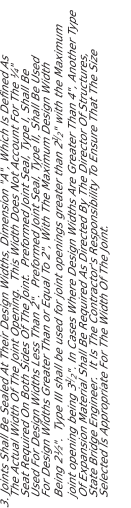
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Showing Sealant In Place, Sawcut and Replaced with Preformed Joint Seal



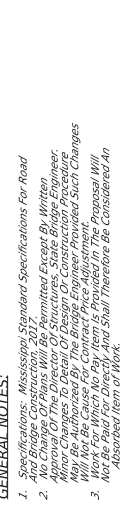
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Showing Sealant In Place, Sawcut and Replaced with Preformed Joint Seal



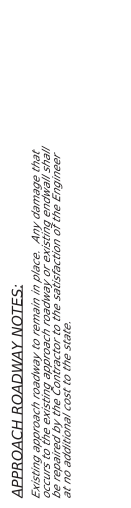
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Showing Sealant In Place, Sawcut and Replaced with Preformed Joint Seal



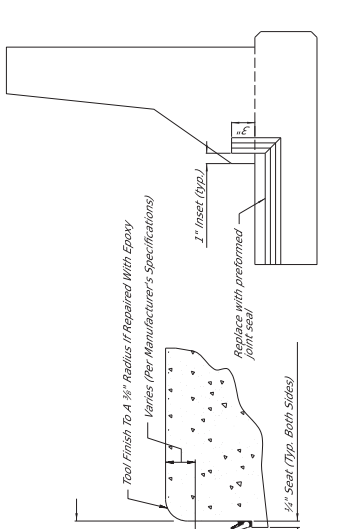
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Showing Sealant In Place, Sawcut and Replaced with Preformed Joint Seal



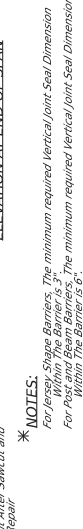
TYPICAL SECTION AT EXISTING JOINT BENTS 1, 5, & 9
Showing Sealant In Place, Sawcut and Replaced with Preformed Joint Seal



TYPICAL SECTION AT SEALED JOINT BENTS 1, 5, & 9
Showing Sealant In Place, Sawcut and Replaced with Preformed Joint Seal



ELEVATION AT END OF SPAN



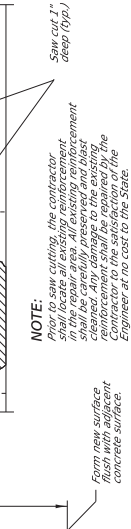
ELEVATION AT END OF SPAN



ELEVATION AT END OF SPAN



ELEVATION AT END OF SPAN



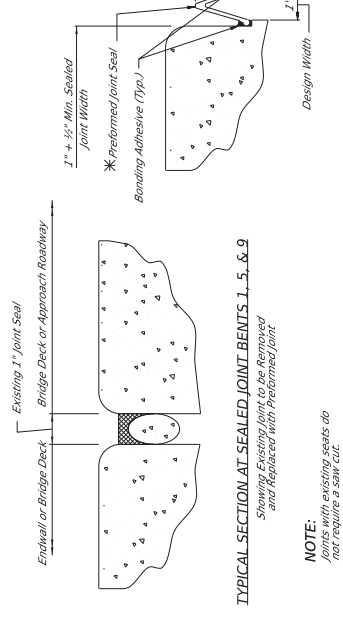
ELEVATION AT END OF SPAN



ELEVATION AT END OF SPAN



ELEVATION AT END OF SPAN



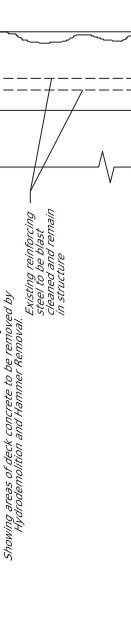
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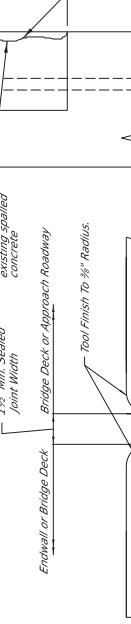
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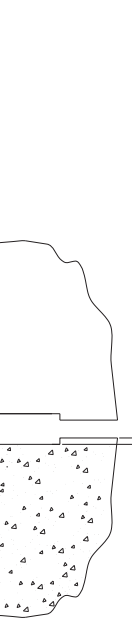
ELEVATION AT END OF SPAN



ELEVATION AT END OF SPAN



ELEVATION AT END OF SPAN



ELEVATION AT END OF SPAN



ELEVATION AT END OF SPAN

NOTES ON ASSOCIATED ITEMS OF WORK:

- 907-808-4002 JOINT REPAIR
Description: Shall include the Work Necessary to Repair Joints In Preparation For The Placement Of New Extension Material. Of Existing Silicone Sealed, Compression, And AC Sealed Joint Materials Shall Be Included Under This Item Of Work. Removal Limited to compacted dirt, vegetation and trash. Located at any depth within the joint shall be included under this item of work. Provisions Of Section 806 Of The Specifications And Any Other Sections Specified Therein.
- Basis Of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At Each Side Of The Centerline Joint.
- 907-823-4001 PREFORMED JOINT SEAL, TYPE I
Description: Shall include The Manufacturer's Required Joint Preparation Including Sandblasting Both Sides Of The Joint And Blowing The Joint Free Of Debris With Compressed Air And Placement Of The New Preformed Joint Seal.
- Basis Of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At Each Side Of The Centerline Joint.
- 907-823-8001 SAW CUT, TYPE I
Description: The Saw Cut Depth Shall Be Equivalent To The Installation Of Saw Cut. Type Shall Be The Same As The Preformed Joint Seal Selected.
- Basis Of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At Each Side Of The Centerline Joint.

1. The Preformed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:
A. Silcoflex Joint Sealing System
www.watson.com
B. Wicks SPS Joint System
www.wicksorp.com
C. Sdsqac SSS Silicone Strip Seal
Manufactured By SSI Commercial & Highway Construction Materials
www.ssi.com
2. For Estimating Purposes, The R/W Watson Silicone Joint Sealing System Was Responsibility To Ensure That The Manufacturer's Recommendations Are Followed And Other Inquiries Shall Be Presented At The Time Joint Sealing Begins Material.
3. Joints Shall Be Sealed At Their Design Widths. Dimension "A", Which Is Defined As The Actual Width Of The Joint Opening, This Width Does Not Account For The 1/4" Seal Required On Both Sides Of The Joint. Preformed Joint Seal, Type I, Shall Be For Design Widths Greater Than Or Equal To 2". With The Maximum Design Width Being 2 1/2". Type III shall be used for joint openings greater than 2 1/2", with the Maximum joint opening being 3". In Cases Where Design Widths Are Greater Than 4", Another Type State Bridge Engineer. It Is The Contractor's Responsibility To Ensure That The Size Selected Is Appropriate For The Width Of The Joint.

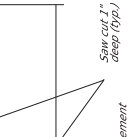
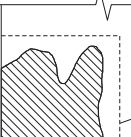
GENERAL NOTES:

- Specifications, Mississippi Standard Specifications For Road
- No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer. May Be Authorized By The Bridge Engineer Provided Such Changes
- Work For Which No Item Is Provided In The Proposal Will Be Considered As An Item Of Work.

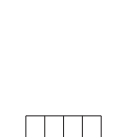
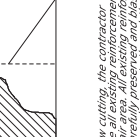
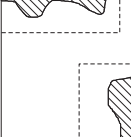
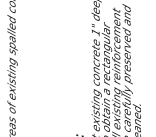
APPROACH ROADWAY NOTES:

- Existing approach roadway to remain in place. Any damage that occurs to the approach roadway shall be repaired by the Contractor at no additional cost to the state.

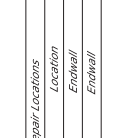
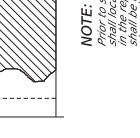
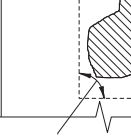
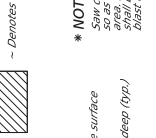
- * NOTES:
1. * Denotes areas of existing spalled concrete



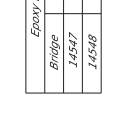
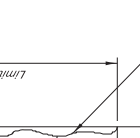
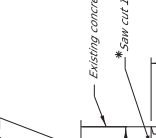
- * NOTES:
1. * Denotes areas of existing spalled concrete



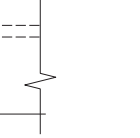
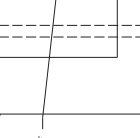
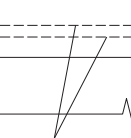
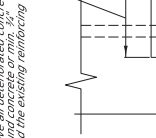
- * NOTES:
1. * Denotes areas of existing spalled concrete



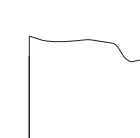
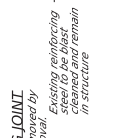
- * NOTES:
1. * Denotes areas of existing spalled concrete



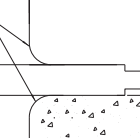
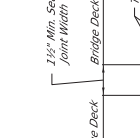
- * NOTES:
1. * Denotes areas of existing spalled concrete



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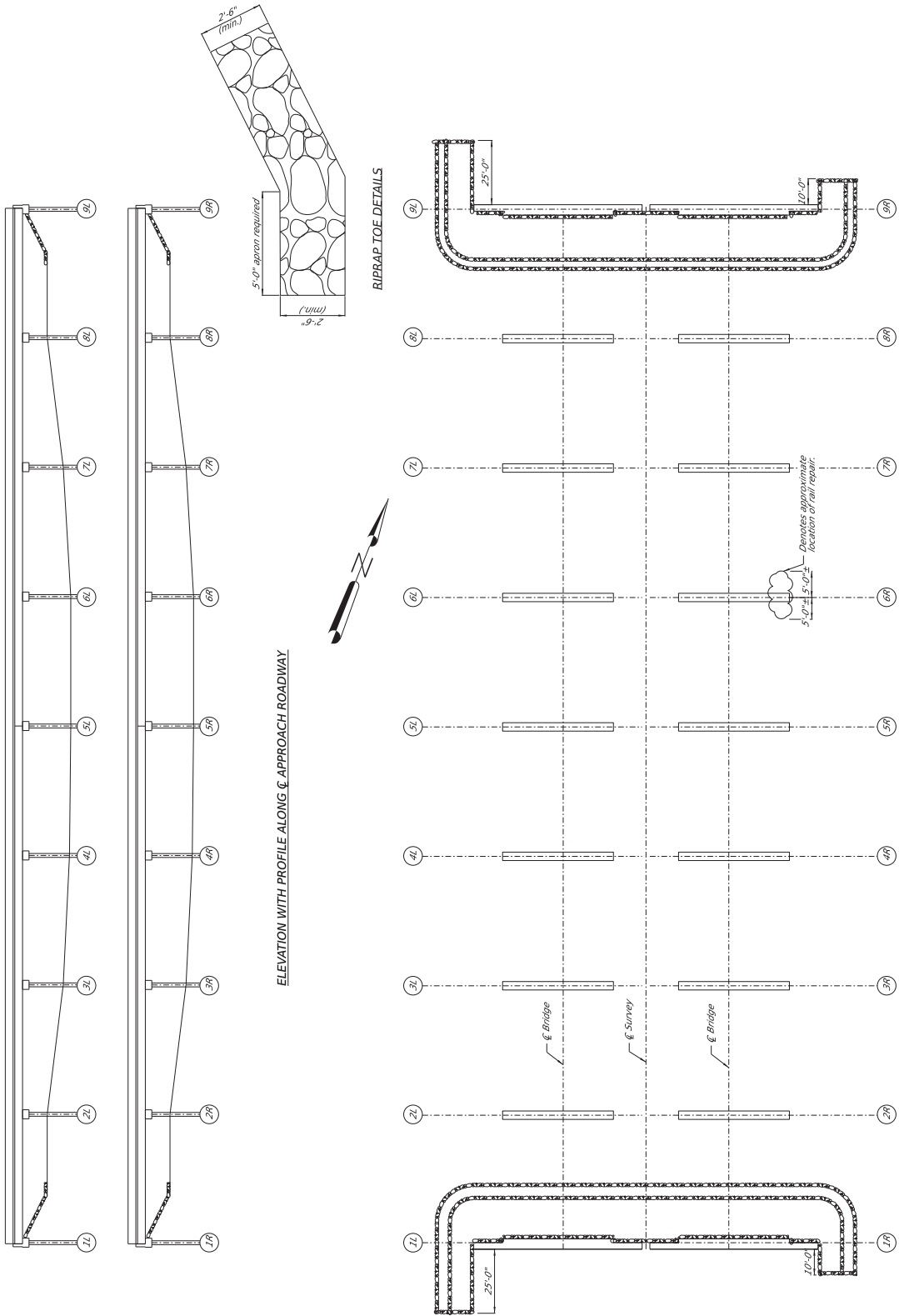


- * NOTES:
1. * Denotes areas of existing spalled concrete



EPOXY REPAIR DETAILS

Epoxy Repair Location	Location
Bridge	14547
Endwall	14548





DESIGNED BY: _____
 CHECKED BY: _____
 DATE: _____

PROJECT NO.: NHP-072-2024
 COUNTY: SUNFLOWER

FMS CN: 109689/301000
 ESTIMATED QUANTITIES FOR
 BIDDING PURPOSES

SHEET NO. 13
 TOTAL SHEETS 13

SIGNS REQUIRED (CONT'D)			
SIGN NO.	SIZE	UNIT AREA REQ'D. (SQ. FT.)	TOTAL SIGN AREA (SQ. FT.)
W8-7	48" X 48"	16.00	16.00
W8-9	48" X 48"	16.00	16.00
W8-11	36" X 36"	9.00	9.00
W8-12	48" X 48"	16.00	16.00
W10-1	36" DIA.	7.07	7.07
W10-1	24" X 24"	4.00	4.00
W14-3	36" X 48" X 48"	5.56	5.56
W16-2	24" X 18"	3.00	3.00
W19-2	48" X 48"	16.00	16.00
W20-1	48" X 48"	16.00	16.00
W20-1	36" X 36"	9.00	9.00
W20-2	48" X 48"	16.00	16.00
W20-3	48" X 48"	16.00	16.00
W20-4	48" X 48"	16.00	16.00
W20-4b	48" X 48"	16.00	16.00
W20-5L	48" X 48"	16.00	16.00
W20-5R	48" X 48"	16.00	16.00
W20-7a	48" X 48"	16.00	16.00
W21-1	36" X 36"	9.00	9.00
W21-1a	36" X 36"	9.00	9.00
W21-2	36" X 36"	9.00	9.00
W21-3	48" X 48"	16.00	16.00
W21-5	48" X 48"	16.00	16.00
W21-6	36" X 36"	9.00	9.00
W24-1L	48" X 48"	16.00	16.00
W24-1R	48" X 48"	16.00	16.00
W24-1aL	48" X 48"	16.00	16.00
W24-1aR	48" X 48"	16.00	16.00
W24-1bL	48" X 48"	16.00	16.00
W24-1bR	48" X 48"	16.00	16.00
VP-1L	12" X 36"	3.00	3.00
VP-1R	12" X 36"	3.00	3.00
OM-3L	12" X 36"	3.00	3.00
OM-3R	12" X 36"	3.00	3.00
TOTAL SIGN AREA LESS THAN 10 SQ. FT.			16.00 SQ. FT.
TOTAL SIGN AREA GREATER THAN 10 SQ. FT.			80.00 SQ. FT.

SIGNS REQUIRED (CONT'D)			
SIGN NO.	SIZE	UNIT AREA REQ'D. (SQ. FT.)	TOTAL SIGN AREA (SQ. FT.)
W1-1L	48" X 48"	16.00	16.00
W1-1R	48" X 48"	16.00	16.00
W1-2L	48" X 48"	16.00	16.00
W1-2R	48" X 48"	16.00	16.00
W1-3L	48" X 48"	16.00	16.00
W1-3R	48" X 48"	16.00	16.00
W1-4aL	48" X 48"	16.00	16.00
W1-4aR	48" X 48"	16.00	16.00
W1-5L	48" X 48"	16.00	16.00
W1-5R	48" X 48"	16.00	16.00
W1-6L	48" X 24"	9.00	9.00
W1-6L	60" X 30"	12.50	12.50
W1-6R	48" X 24"	9.00	9.00
W1-6R	60" X 30"	12.50	12.50
W1-7	48" X 24"	9.00	9.00
W1-7	60" X 30"	12.50	12.50
W1-8L	18" X 24"	3.00	3.00
W1-8L	36" X 48"	12.00	12.00
W1-8R	18" X 24"	3.00	3.00
W1-8R	36" X 48"	12.00	12.00
W1-9L	48" X 48"	16.00	16.00
W1-9L	48" X 36"	9.00	9.00
W2-6	48" X 48"	16.00	16.00
W3-2a	48" X 48"	16.00	16.00
W3-2a	48" X 48"	16.00	16.00
W3-5	48" X 48"	16.00	16.00
W4-1L	48" X 48"	16.00	16.00
W4-1R	48" X 48"	16.00	16.00
W4-2L	48" X 48"	16.00	16.00
W4-2R	48" X 48"	16.00	16.00
W4-3L	48" X 48"	16.00	16.00
W4-3R	48" X 48"	16.00	16.00
W4-6	48" X 48"	16.00	16.00
W5-1a	48" X 48"	16.00	16.00
W6-1	48" X 48"	16.00	16.00
W6-2	48" X 48"	16.00	16.00
W6-3	48" X 48"	16.00	16.00
W8-1	48" X 48"	16.00	16.00
W8-4	48" X 48"	16.00	16.00
W8-6	48" X 48"	16.00	16.00

SIGNS REQUIRED (CONT'D)			
SIGN NO.	SIZE	UNIT AREA REQ'D. (SQ. FT.)	TOTAL SIGN AREA (SQ. FT.)
R1-1	36" OCTAGON	7.46	7.46
R1-1	48" OCTAGON	13.25	13.25
R1-2	36" X 36" X 36"	3.90	3.90
R1-2	48" X 48" X 48"	6.93	6.93
R1-2	60" X 60" X 60"	10.83	10.83
R1-3	18" X 9"	1.13	1.13
R1-3	24" X 12"	2.00	2.00
R2-1	24" X 30"	5.00	5.00
R2-1	36" X 48"	12.00	12.00
R2-1	48" X 60"	20.00	20.00
R3-1	36" X 36"	9.00	9.00
R3-1	48" X 48"	16.00	16.00
R3-2	36" X 36"	9.00	9.00
R3-2	48" X 48"	16.00	16.00
R3-4	36" X 36"	9.00	9.00
R3-4	48" X 48"	16.00	16.00
R3-5L	30" X 36"	7.50	7.50
R3-5R	30" X 36"	7.50	7.50
R3-6L	30" X 36"	7.50	7.50
R3-6R	30" X 36"	7.50	7.50
R3-7L	30" X 30"	6.25	6.25
R3-7R	30" X 30"	6.25	6.25
R4-1	24" X 30"	5.00	5.00
R4-1	48" X 60"	20.00	20.00
R4-2	24" X 30"	5.00	5.00
R4-2	48" X 60"	20.00	20.00
R4-7	48" X 60"	20.00	20.00
R4-8	48" X 60"	20.00	20.00
R5-1	48" X 48"	16.00	16.00
R5-1a	42" X 30"	8.75	8.75
R6-1L	36" X 12"	3.00	3.00
R6-1R	36" X 12"	3.00	3.00
R6-2L	24" X 30"	5.00	5.00
R6-2R	24" X 30"	5.00	5.00
R11-2	48" X 30"	10.00	10.00
R11-3a	60" X 30"	12.50	12.50
R11-3b	60" X 30"	12.50	12.50
R11-4	60" X 30"	12.50	12.50
R12-1	36" X 48"	12.00	12.00
R16-3	36" X 48"	12.00	12.00
R16-3	48" X 60"	20.00	20.00

SIGNS REQUIRED			
SIGN NO.	SIZE	UNIT AREA REQ'D. (SQ. FT.)	TOTAL SIGN AREA (SQ. FT.)
G20-1	48" X 24"	8.00	8.00
G20-2	48" X 24"	8.00	16.00
G20-4	36" X 18"	4.50	4.50
M1-1	24" X 24"	4.00	4.00
M1-1	30" X 24"	5.00	5.00
M1-4	24" X 24"	4.00	4.00
M1-4	30" X 24"	5.00	5.00
M1-5	30" X 24"	5.00	5.00
M3-1	24" X 12"	2.00	2.00
M3-1	30" X 15"	3.13	3.13
M3-2	24" X 12"	2.00	2.00
M3-2	30" X 15"	3.13	3.13
M3-3	24" X 12"	2.00	2.00
M3-3	30" X 15"	3.13	3.13
M3-4	24" X 12"	2.00	2.00
M3-4	30" X 15"	3.13	3.13
M4-8	24" X 12"	2.00	2.00
M4-8	30" X 15"	3.13	3.13
M4-9	48" X 36"	12.00	12.00
M4-9L	48" X 36"	12.00	12.00
M4-9BL	48" X 36"	12.00	12.00
M4-9SL	48" X 36"	12.00	12.00
M4-9BSL	48" X 36"	12.00	12.00
M4-9BR	48" X 36"	12.00	12.00
M4-9BSR	48" X 36"	12.00	12.00
M4-10L	48" X 18"	6.00	6.00
M4-10R	48" X 18"	6.00	6.00
M4-5	24" X 12"	2.00	2.00
M5-1R	21" X 15"	2.19	2.19
M5-2L	21" X 15"	2.19	2.19
M5-2R	21" X 15"	2.19	2.19
M6-1R	21" X 15"	2.19	2.19
M6-2R	21" X 15"	2.19	2.19
M6-3	21" X 15"	2.19	2.19

NOTES

- STANDARD
- SPECIAL (USE WHERE WARRANTED)
- INTERSTATE ROUTE MARKER
- STATE ROUTE MARKER
- UNITED STATES ROUTE MARKER
- BLACK STRIPES ON YELLOW BACKGROUND
- INTERSTATE USE ONLY
- TOP OF SIGN - BLACK LETTERING ON ORANGE BACKGROUND.
- BOTTOM OF SIGN - BLACK LETTERING ON WHITE BACKGROUND.

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

COLORS OF CARDINAL DIRECTION MARKERS AND DIRECTIONAL ROUTE MARKERS.



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

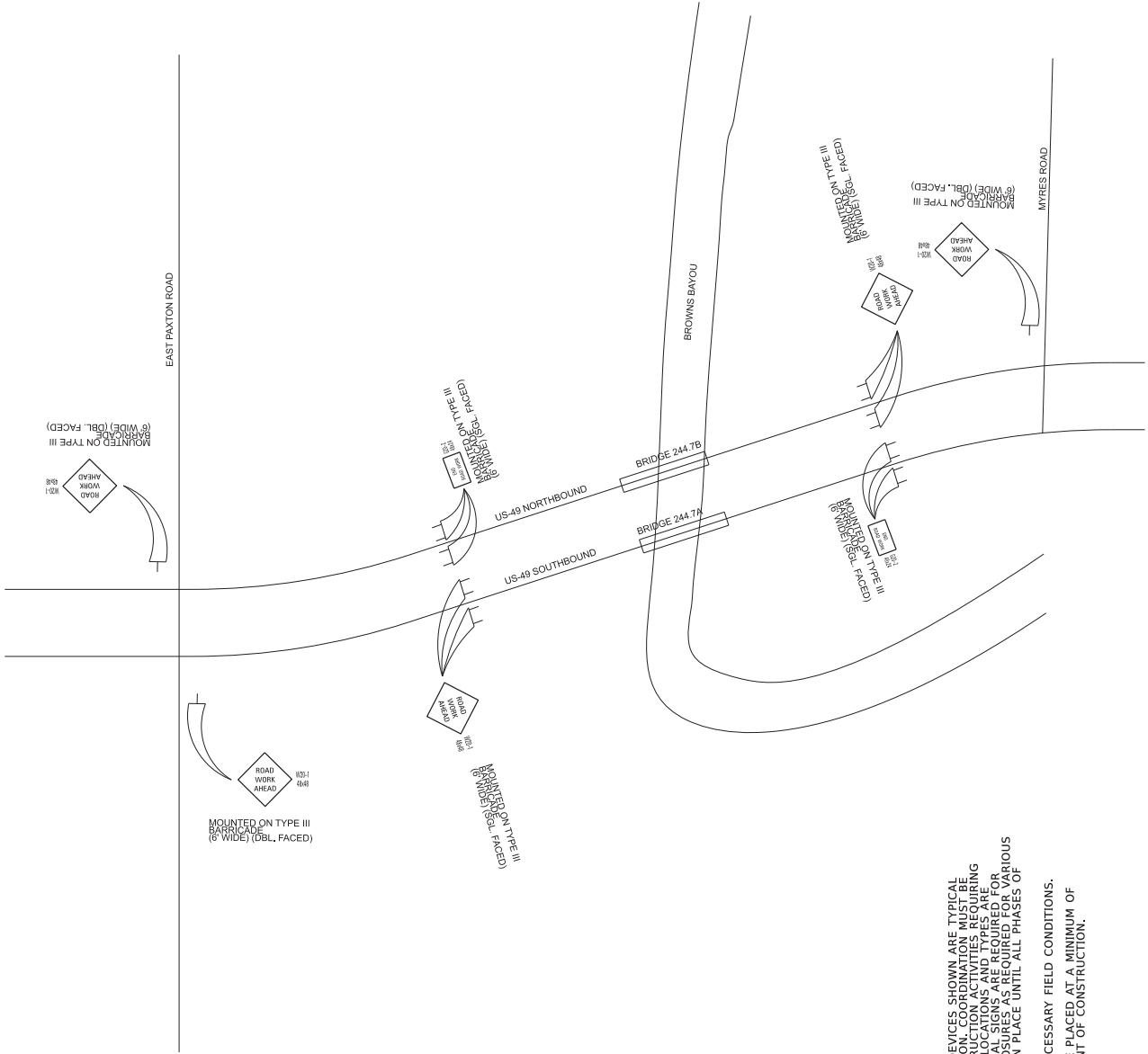


DESIGNED BY:
DETAILED BY:
CHECKED BY:
DATE:

FMS CON: 109689/301000
PROJECT NO.: NHP-0072-0231
COUNTY: SUNFLOWER

Notice to Bidders No. 7613

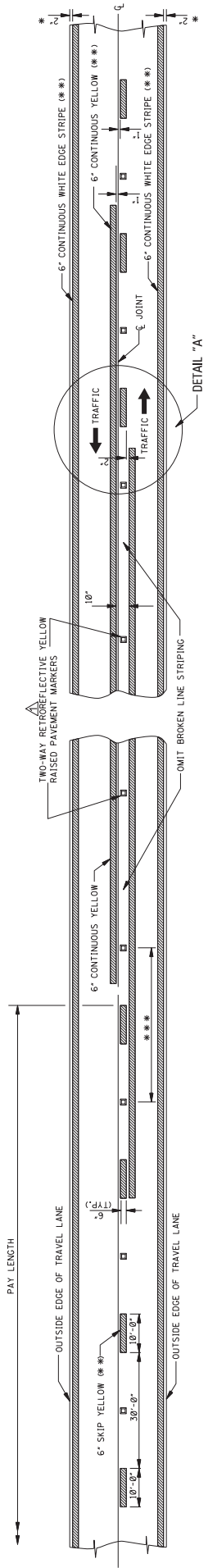
SHEET NO. 1 OF 1



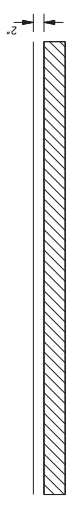
NOTES

1. ADVANCE WARNING SIGNS AND DEVICES SHOWN ARE TYPICAL AND SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION ACTIVITIES REQUIRING ADVANCE WARNING SIGNS. SIGN LOCATIONS AND TYPES ARE TO BE ADJUSTED WHEN ADDITIONAL SIGNS ARE REQUIRED FOR OPERATIONS. SIGNS TO REMAIN IN PLACE UNTIL ALL PHASES OF CONSTRUCTION ARE COMPLETE
2. SIGNS MAY BE ADJUSTED FOR NECESSARY FIELD CONDITIONS.
3. ALL W20-1 "AHEAD" SIGNS TO BE PLACED AT A MINIMUM OF 500 FT. IN ADVANCE TO THE POINT OF CONSTRUCTION.

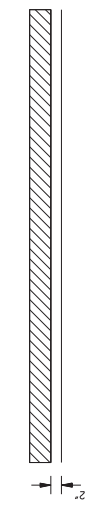
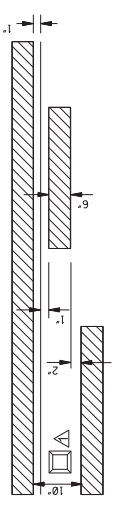




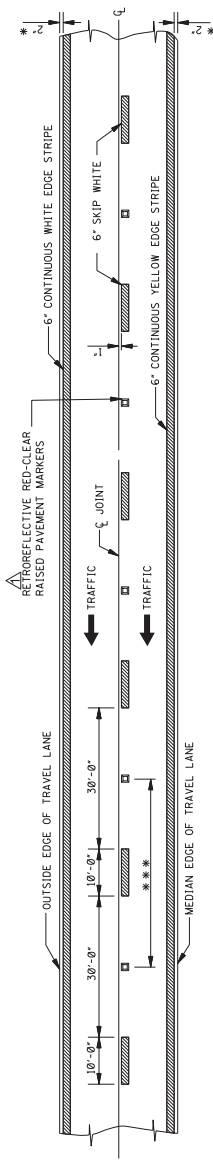
TWO-WAY TRAFFIC
(ASPHALT OR CONCRETE PAVEMENT)



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



DETAIL "A"



4-LANE WITH ONE-WAY TRAFFIC

GENERAL NOTES:

- * 1. UNLESS SHOWN ELSEWHERE ON THE PLANS, FOR STRIPING ON RUMBLE STRIP SECTIONS REFER TO WK. SHEETS RS-1, RS-2, AND RS-3.
- ** 2. EDGE STRIPE SHALL BE SAME MATERIAL AS LANE-LINE STRIPE (PAINT OR PLASTIC AS INDICATED IN PAY ITEMS).
- *** 3. SPACING OF RETROREFLECTIVE RAISED PAVEMENT MARKERS IS AS FOLLOWS:

TANGENT SECTIONS	RURAL AREA (R-1, R-2)	URBAN AREA (U-1, U-2)
HORIZONTAL CURVES	40'-0"	40'-0"
INTERCHANGE LIMITS	40'-0"	1-40'-0"

- 1. NOTE: ON THE MAIN FACILITY, RETROREFLECTIVE RED-CLEAR PAVEMENT MARKERS ON A 40'-0" SPACING WILL BE REQUIRED ON ALL INTERCHANGES THROUGH THE INTERCHANGE. RETROREFLECTIVE RAISED PAVEMENT MARKERS SHALL BE REQUIRED ON ALL INTERCHANGES THROUGH THE INTERCHANGE TO THE END OF THE ENTRANCE RAMP TAPER.
- 2. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE RETROREFLECTIVE RAISED PAVEMENT MARKERS AS LISTED IN THE MOOT "APPROVED PRODUCTS LIST."

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

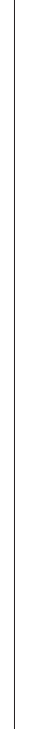
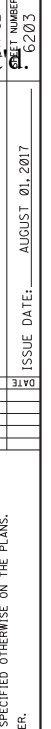
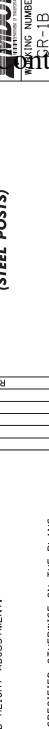
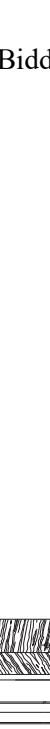
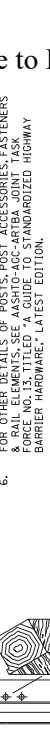
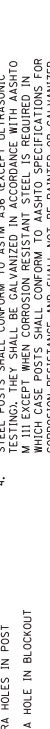
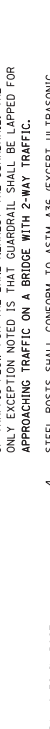
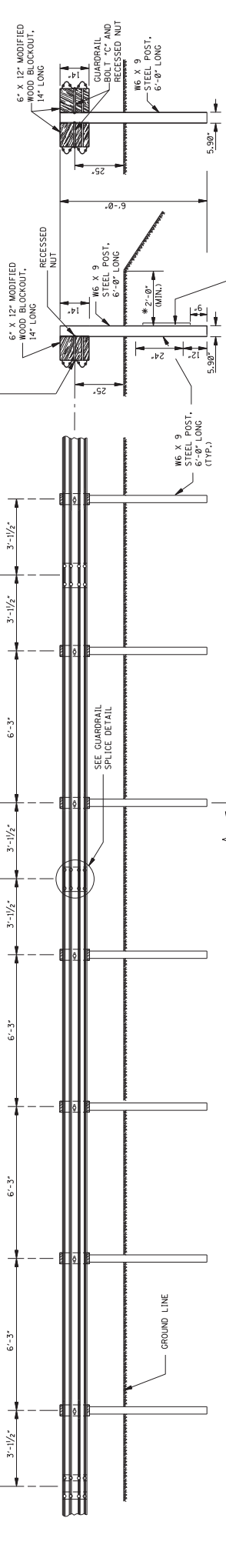
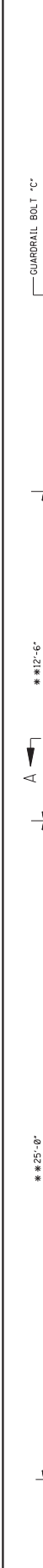
**PAVEMENT MARKING
DETAILS FOR
2-LANE AND 4-LANE
DIVIDED ROADWAYS**

ISSUE DATE: AUGUST 01, 2017

PROJECT NUMBER: 6051

REVISION NUMBER: PM-1

DATE: 08/01/17



OPTIONAL: 2 1/2" X 1/2" STEEL 60L BEARING PLATE, 1/4" THICK, WELDED TO POST WHERE SPECIFIED ON PLANS. WELD TOP, BOTTOM AND THREE 3" WELDS ON EACH SIDE.

DOUBLE-FACED BARRIER

SECTION A-A

*NOTE: UNLESS SPECIFIED OTHERWISE ON THE PLANS.

SINGLE-FACED BARRIER

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 SHALL 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 288. EXCESS CORROSION RESISTANT STEEL EQUIPPED IN WHICH THE POSTS ARE GALVANIZED SHALL BE SPECIFIC FOR CORROSION RESISTANCE AND SHALL NOT BE PAINTED OR GALVANIZED. GALVANIZING EXCEPT FOR HOLES TO MOUNT GUARDRAIL DELINEATORS SHALL CONFORM TO ASTM A780.
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 ELEMENTS, SEE AASHTO-ACC-ARTEA JOINT TASK FORCE NO. 13, TITLED "A GUIDE TO STANDARDIZED HIGHWAY BARRIER HARDWARE," LATEST EDITION.

FOR ANY SPLICE AT POST AND RECESSED NUT, REQUIRED PER SPLICE

EIGHT (8) EACH GUARDRAIL BOLT 'A' AND RECESSED NUT, REQUIRED PER SPLICE

FOR ANY SPLICE AT POST AND RECESSED NUT, REQUIRED PER SPLICE

FOR ANY SPLICE AT POST AND RECESSED NUT, REQUIRED PER SPLICE

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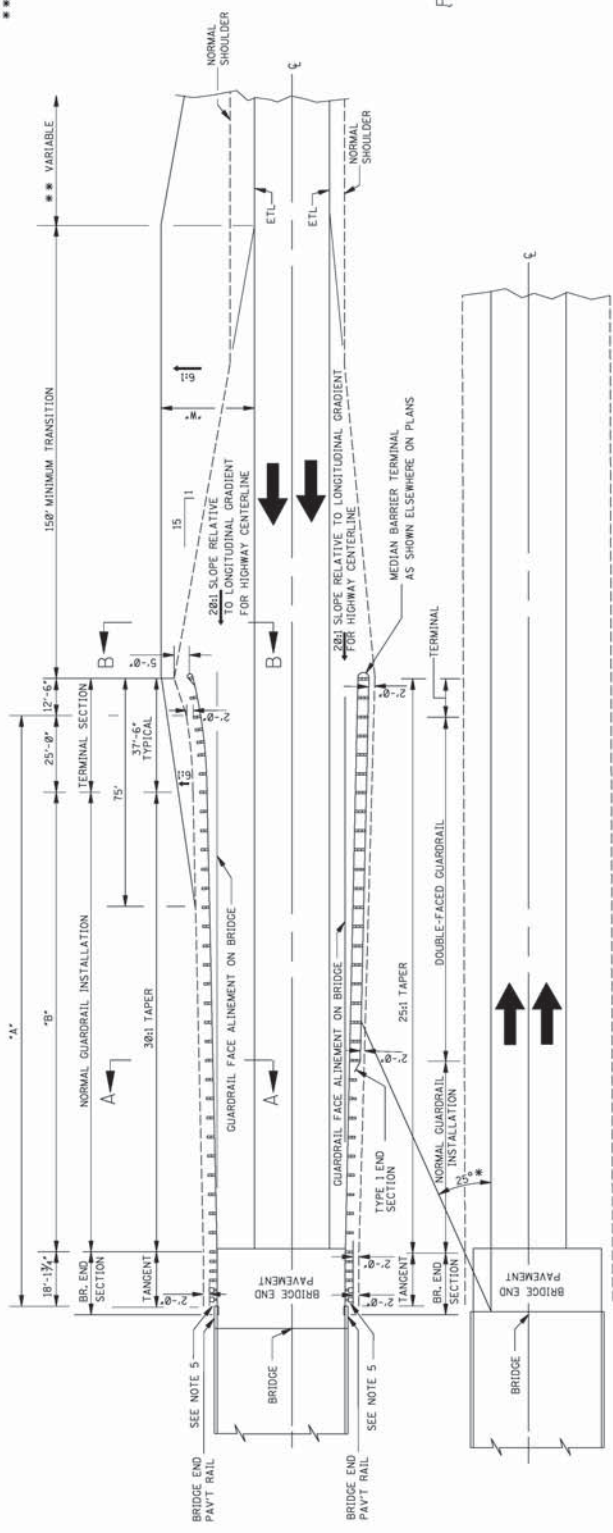
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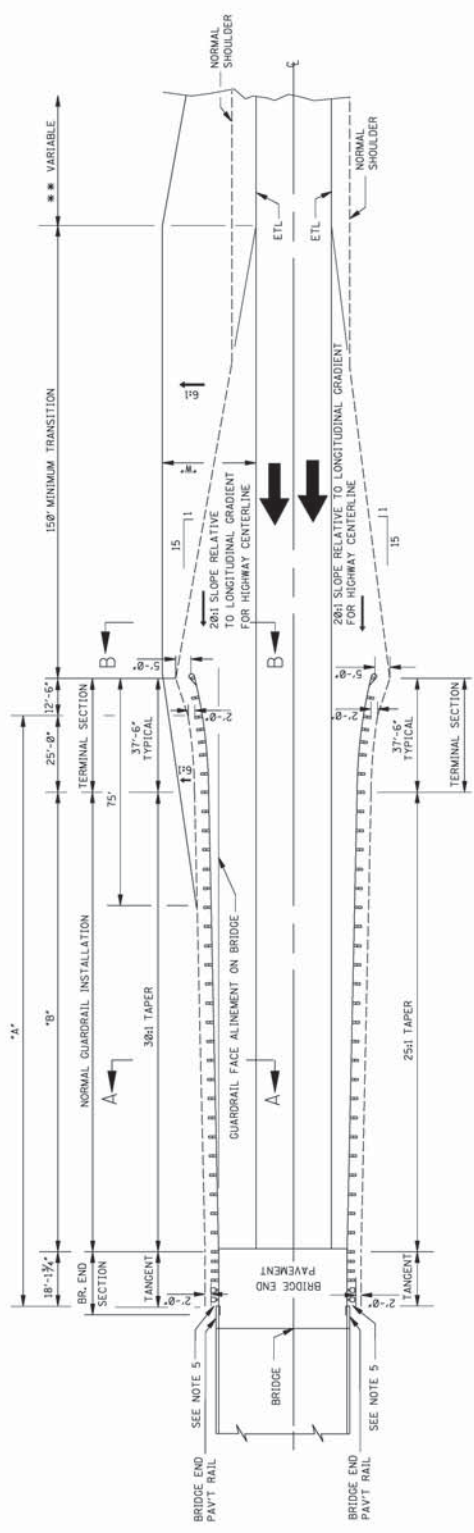
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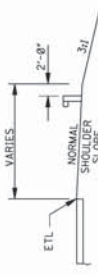
*** NOTE: IF FORCES ARE SHOWN ELSEWHERE ON PLANS, THE MOST PROMINENT POSITION WILL OCCUR IN AREA SHOWN.



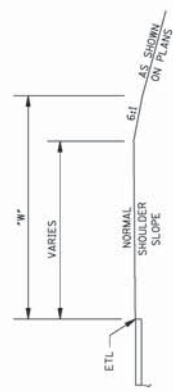
DIVIDED HIGHWAY WITH BARRIER INSIDE CLEAR ZONE OF OPPOSING TRAFFIC
 * NOTE: THE 25° LINE IS USED TO DETERMINE THE LIMITS OF MEDIAN BARRIER AS SHOWN.



DIVIDED HIGHWAY WITH BARRIER OUTSIDE CLEAR ZONE OF OPPOSING TRAFFIC



SECTION A-A



SECTION B-B

GENERAL NOTES:

- VALUES FOR 'A' AND 'B' WILL BE SHOWN ELSEWHERE ON THE PLANS.
- FOR DETAILS PERTINENT TO INSTALLATION OF THE TERMINAL SECTION, REFER TO THE CONTRACTOR'S SPECIFICATIONS AND DRAWINGS OR ELSEWHERE ON PLANS.
- GUARDRAIL SECTIONS SHALL BE LAPPED IN THE DIRECTION OF TRAFFIC FLOW NEAREST THE GUARDRAIL FACE.
- THE OVERALL LENGTH OF GUARDRAIL IS MEASURED FROM THE CONNECTING END ON THE BRIDGE.
- IN THE ABSENCE OF A BRIDGE END PAVEMENT RAIL, CONNECT THE BRIDGE END SECTION TO THE BRIDGE RAIL (SEE MK, NOS. GR-1 AND GR-2). THE SHOULDER WIDTH AT THE BRIDGE END PAVEMENT RAIL OR BRIDGE END SECTION SHALL BE MEASURED TO THE POINT OF MINIMUM OF 2'-0" BEHIND THE BACK OF POST BEFORE THE SLOPE BREAK (HINGEPOINT).
- TYPE DETAILS AND LIMITS OF GUARDRAIL BRIDGE END SECTION WILL BE SHOWN ELSEWHERE ON THE PLANS.
- W = SHOULDER WIDTH + FORESLOPE WIDTH. DIMENSIONS FOUND ELSEWHERE ON THE PLANS.
- FOR DIVIDED HIGHWAYS WITH THREE (3) OR MORE LANES IN ONE DIRECTION, THE MEDIAN BARRIER MAY REQUIRE A TAPER RATE OTHER THAN 25:1.

Notice to Bidders No. 7613 - cont'd.

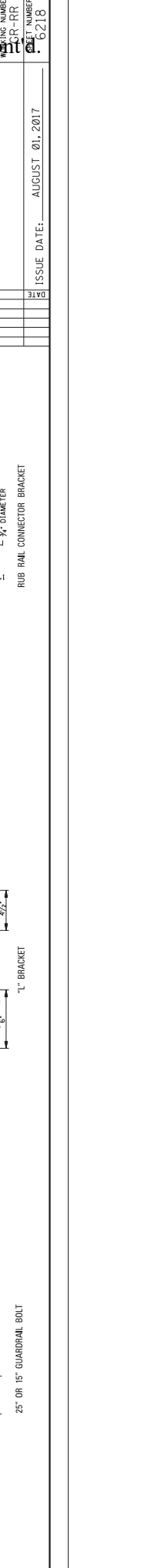
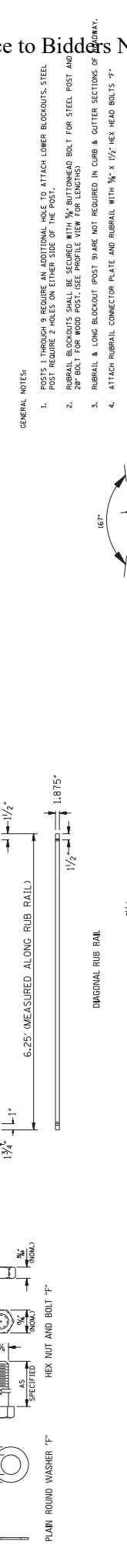
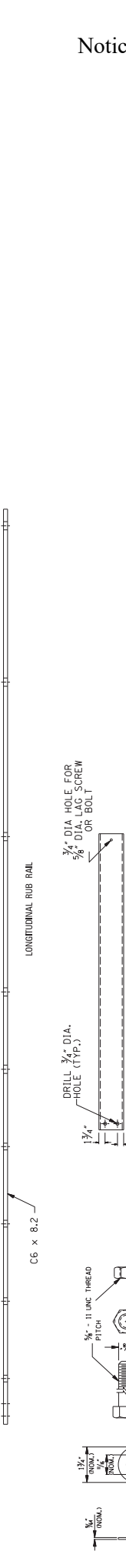
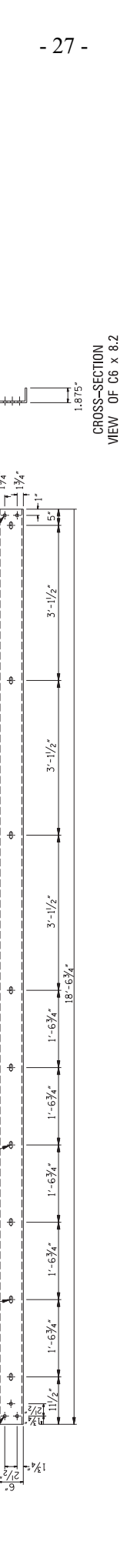
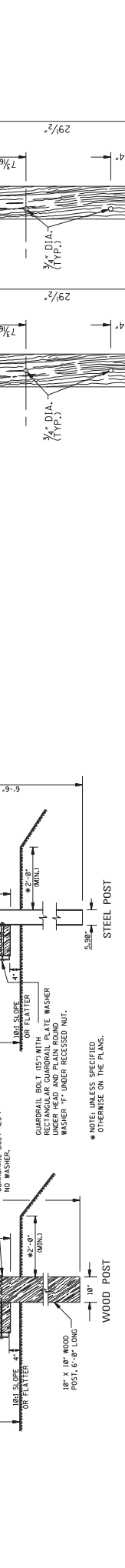
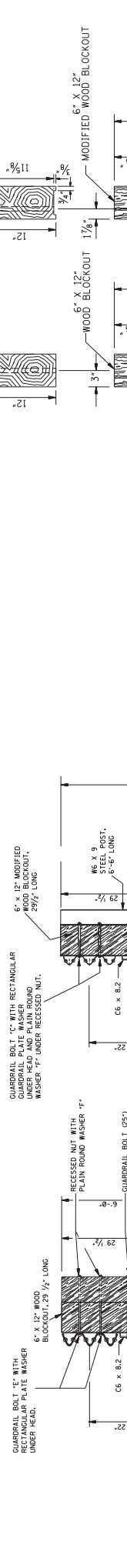
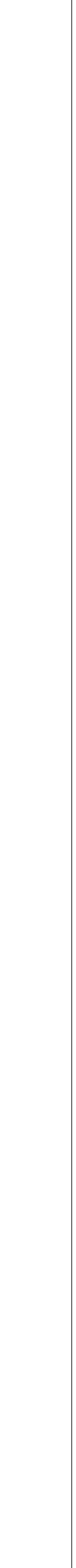
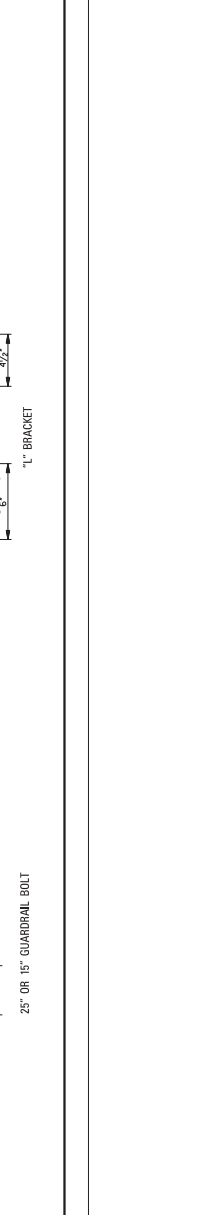
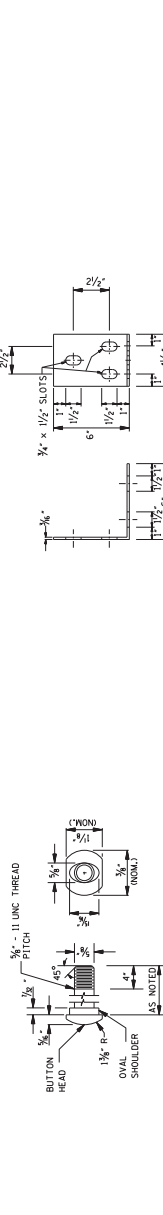
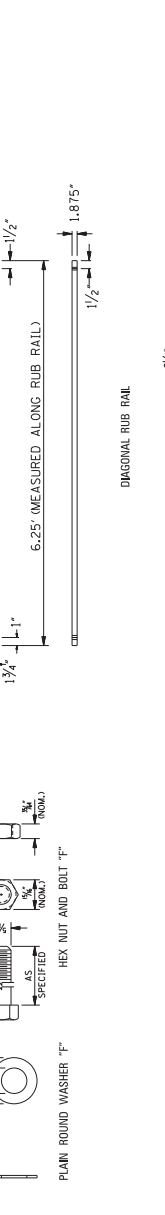
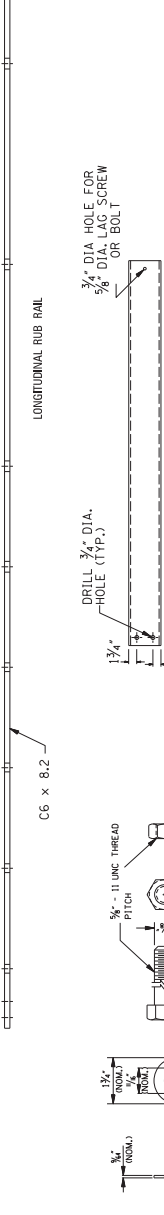
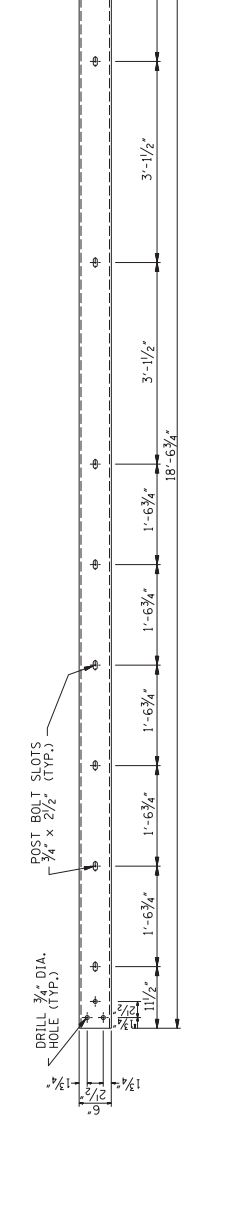
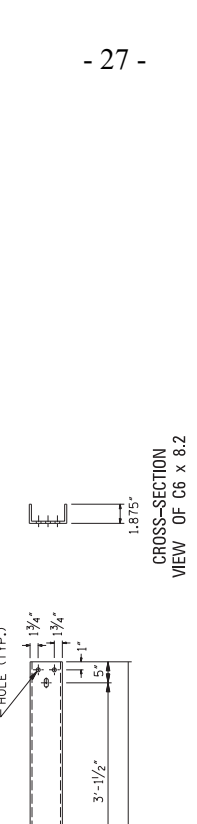
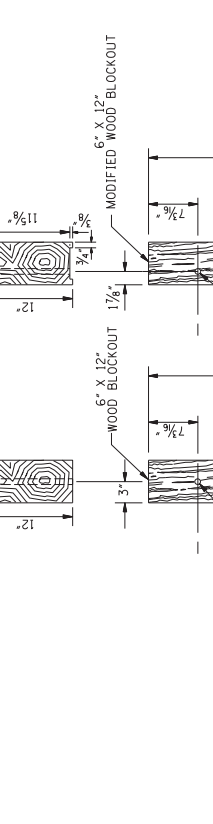
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 STANDARD PLAN

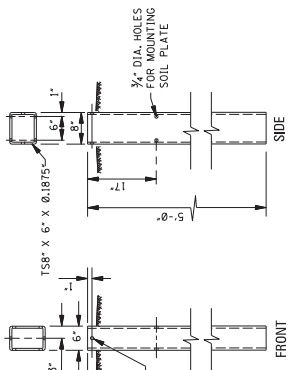
**GUARDRAIL:
 TYPICAL INSTALLATION AT
 BRIDGE APPROACHES
 FOR DIVIDED HIGHWAYS**

PLATE NUMBER
 CR-4

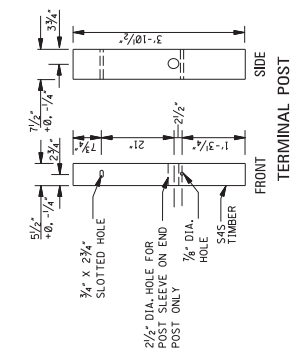
ISSUE DATE: AUGUST 01, 2017

REVISION	DATE

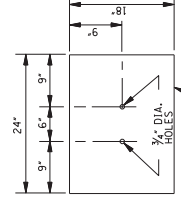




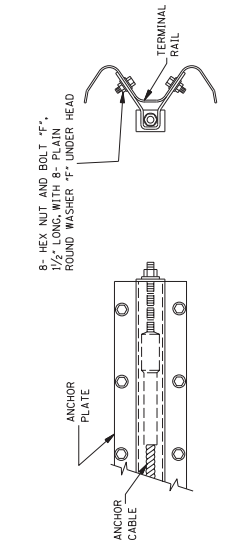
STEEL TUBE ANCHOR
NOTE: TERMINAL POST SHALL BE ABLE TO SLIDE INTO THE TOP OF THIS SECTION SO THE ACTUAL INSIDE DIMENSIONS OF THIS GALVANIZED TUBE CANNOT BE LESS THAN 1/2" X 5/2".



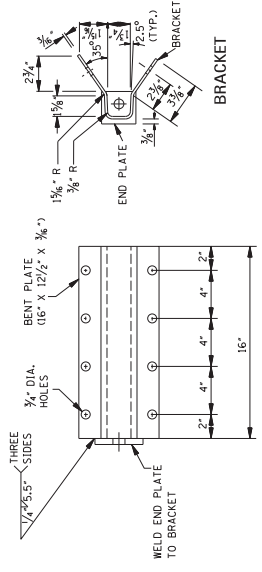
TERMINAL POST FOR FOUNDATION TUBE INSTALLATION
NOTE: TERMINAL POST SHALL BE MADE OF S4S TIMBER WITH A STRESS GRADE OF 1200 lbs/in².



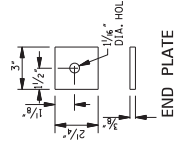
SOIL PLATE
NOTE: 2 REQUIRED



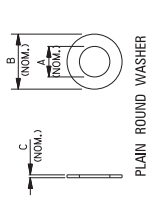
ANCHOR PLATE ASSEMBLY DETAILS



ANCHOR PLATE

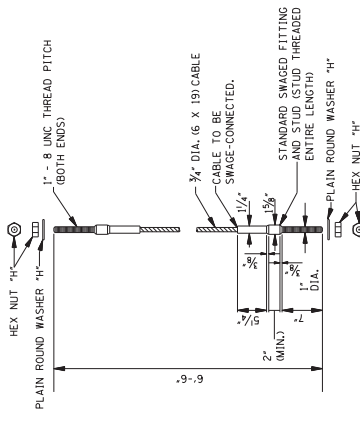


END PLATE

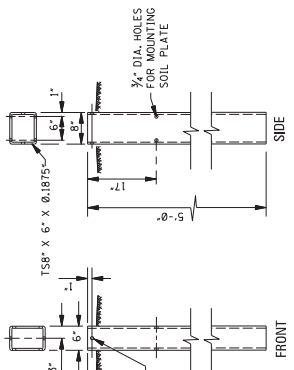


PLAIN ROUND WASHER

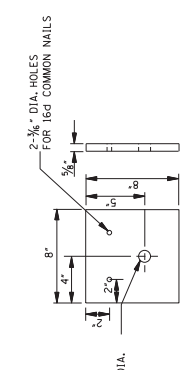
WASHER	A (NOM.)	B (NOM.)	C (NOM.)
"F"	1 1/2"	1 3/4"	3/16"
"H"	1 1/2"	2"	3/16"



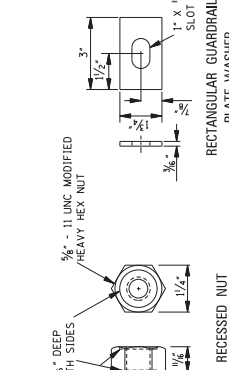
CABLE ANCHOR ASSEMBLY



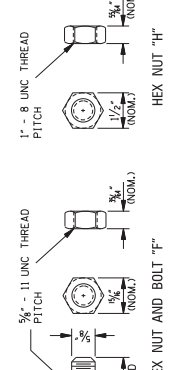
"W" BEAM TERMINAL CONNECTOR PLATE
NOTES:
1. THE "W" BEAM TERMINAL CONNECTOR SHALL BE AASHTO M 180 CORRUGATED SHEET STEEL, CLASS B, TYPE 1.
2. SPLICE-BOLT SLOTS MAY ALSO BE ORIENTED AT 50° (ON THE FLAT) INSTEAD OF 0° AS SHOWN.



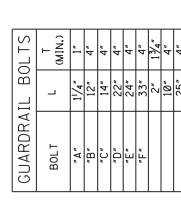
BEARING PLATE



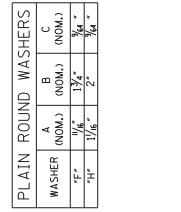
SHELF ANGLE BRACKET



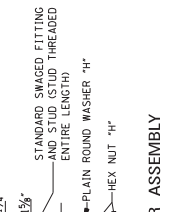
RECTANGULAR GUARDRAIL PLATE WASHER



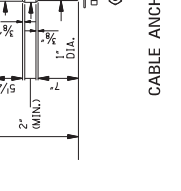
RECESSED NUT



GUARDRAIL BOLT



HEX NUT AND BOLT "F"



HEX NUT "H"

- NOTES:
1. ALL GUARDRAIL BOLTS ARE 5/8" - 11 UNC THREAD PITCH.
2. IF ANY BOLT EXTENDS MORE THAN 1/2" FROM THE BACK, THE BOLT SHOULD BE TRIMMED BACK.

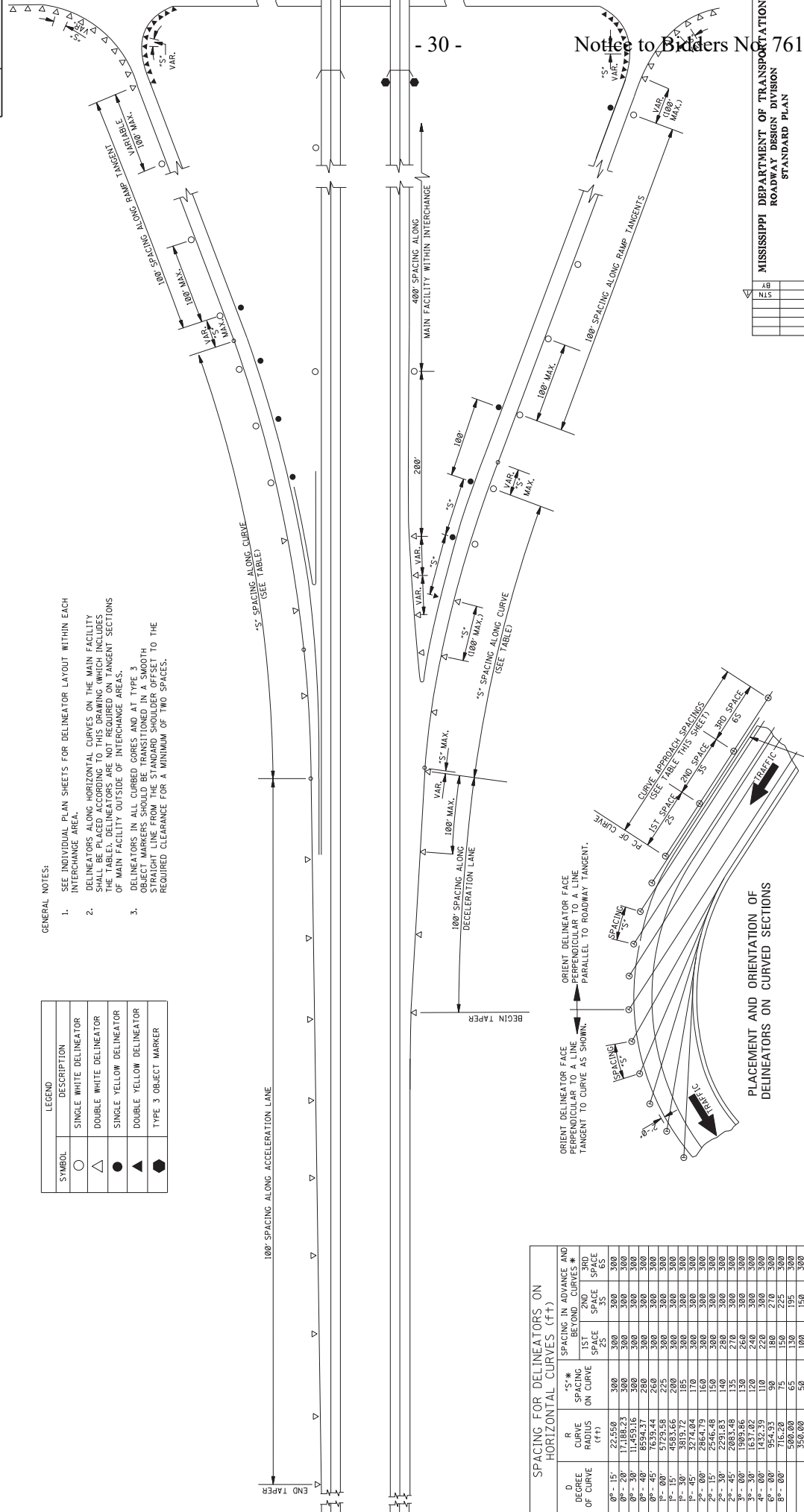
FASTENER DETAILS

DATE	REVISION	BY

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

GENERAL NOTES:

- SEE INDIVIDUAL PLAN SHEETS FOR DELINEATOR LAYOUT WITHIN EACH INTERCHANGE AREA.
- DELINEATORS ALONG HORIZONTAL CURVES ON THE MAIN FACILITY SHALL BE PLACED ACCORDING TO THIS DRAWING (WHICH INCLUDES THE TABLE). DELINEATORS ARE NOT REQUIRED ON TANGENT SECTIONS OF MAIN FACILITY OUTSIDE OF INTERCHANGE AREAS.
- DELINEATORS IN ALL CURBED GORES AND AT TYPE 3 OBJECT MARKERS SHOULD BE TRANSITIONED IN A SMOOTH MANNER 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 RADIUS (ft)	SPACING IN ADVANCE AND BEYOND CURVES *		
		1ST SPACE S1	2ND SPACE S2	3RD SPACE S3
0° - 15°	22,550.00	300	300	300
0° - 20°	17,188.23	300	300	300
0° - 30°	11,451.16	300	300	300
0° - 40°	8,594.21	280	300	300
0° - 45°	6,924.18	220	300	300
1° - 15°	4,583.66	200	300	300
1° - 30°	3,151.72	185	300	300
1° - 45°	2,274.94	170	300	300
2° - 15°	2,566.48	150	300	300
2° - 30°	1,746.78	140	280	300
2° - 45°	2,083.48	135	270	300
3° - 00°	1,903.86	130	260	300
3° - 30°	1,577.92	120	240	300
3° - 45°	1,456.78	110	230	300
4° - 00°	1,346.43	100	220	270
4° - 30°	1,246.20	95	210	255
4° - 45°	1,156.20	90	200	240
5° - 00°	1,076.20	85	190	225
5° - 30°	1,000.00	80	180	210
5° - 45°	930.00	75	170	200
6° - 00°	865.00	70	160	190
6° - 30°	805.00	65	150	180

PLACEMENT AND ORIENTATION OF DELINEATORS ON CURVED SECTIONS

ORIENT DELINEATOR FACE PERPENDICULAR TO A LINE TANGENT TO CURVE AS SHOWN.
ORIENT DELINEATOR FACE PERPENDICULAR TO A LINE PARALLEL TO ROADWAY TANGENT.CURVE APPROACH SPACINGS (SEE TABLE THIS SHEET)
1ST SPACE 25'
2ND SPACE 25'
3RD SPACE 30'
SHOULDER EDGE
TRAFFIC

* NOTE: THE SPACING 'S' ON THE CURVE IS FOUND FROM THE FORMULA $S = 3 \sqrt{R^2 - 50}$, WHERE R IS THE RADIUS OF THE CURVE IN FEET. THE SPACING OF THE FIRST DELINEATOR IN ADVANCE OF AND BEHIND THE CURVE SHALL BE THE SPACING 'S' THROUGHOUT THE MAIN FACILITY AND 65' BUT NOT TO EXCEED 100' ALONG THE MAIN FACILITY AND 100' ALONG THE RAMPS. MINIMUM DELINEATOR SPACING IS 20'.

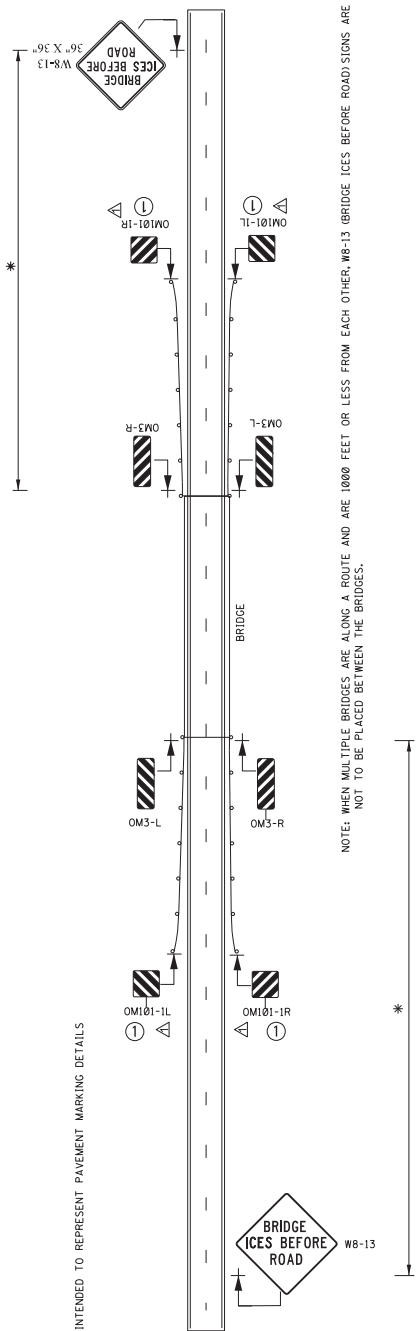
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

DATE	REVISION
BY	TEXT
STN	

TYPICAL INSTALLATION OF DELINEATORS

ISSUE DATE: AUGUST 01, 2017
SHEET NUMBER 6315

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.

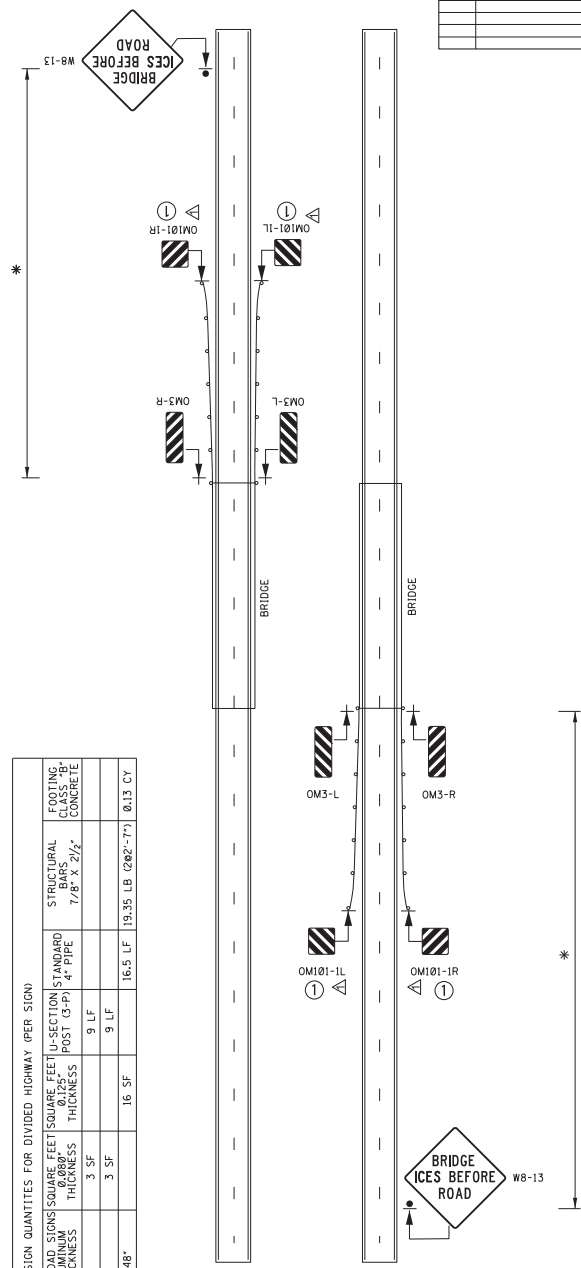
UNDIVIDED HIGHWAY DETAIL

SIGN QUANTITIES FOR UNDIVIDED HIGHWAY (PER SIGN)			
MUTCD NUMBER	STANDARD ROAD SIGN SIZE (FEET)	SQUARE FEET THICKNESS	POST (3-P)
OM3-L	12" X 36"	3 SF	9 LF
OM3-R	12" X 36"	3 SF	9 LF
W8-13	36" X 36"	3 SF	15 LF

SIGN QUANTITIES FOR DIVIDED HIGHWAY (PER SIGN)			
MUTCD NUMBER	STANDARD ROAD SIGN SHEET ALUMINUM THICKNESS	SQUARE FEET THICKNESS	U-SECTION POST (3-P)
OM3-L	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

① RETROREFLECTIVE ADHESIVE SHEETING WITH ALTERNATING BLACK AND YELLOW STRIPES (SLOPING DOWNWARD) (OM101-1L, OM101-1R) 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.

* MUTCD	
SPEED (MPH)	MINIMUM PLACEMENT (FEET)
35	250
40	305
45	370
50	425
55	495
60	570
65	645
70	730



DIVIDED HIGHWAY DETAIL

DATE	BY	REVISION

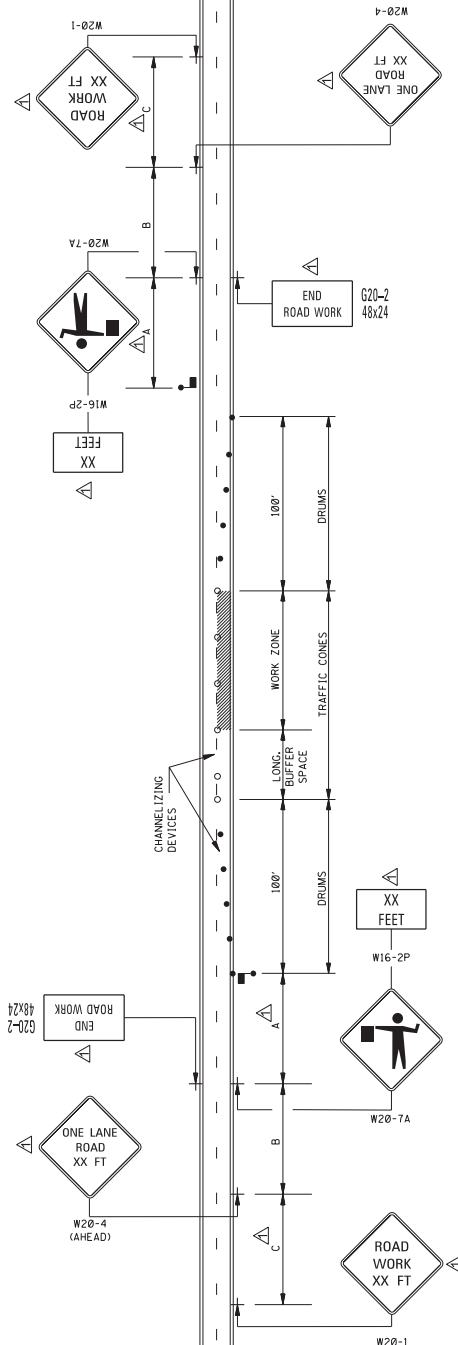
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

**SIGNING DETAILS FOR
BRIDGE APPROACHES**

ISSUE DATE: AUGUST 01, 2017

PROJECT NUMBER: 6318





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.

- LEGEND**
- ◻ FLAGGER
 - RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS
 - TRAFFIC CONES (28" HEIGHT MINIMUM)

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 APPROACH AND EXIT TAPERS ARE LOCATED AT THE STOPPING DISTANCE VALUES IN STOPPING SIGHT DISTANCE COLUMN MAY BE USED AS A MINIMUM FOR THIS DISTANCE.
2. ALL CHANNELIZING DEVICES SHALL BE A MINIMUM OF 28" IN HEIGHT.
3. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHALL BE A MINIMUM OF 36" x 36" AND BLACK COPY ON FLUORESCENT ORANGE SHEETING.
4. WHEN WORK ZONE IS NO LONGER NEEDED, ALL SIGNS SHALL BE COVERED OR REMOVED AND ALL CHANNELIZING DEVICES SHALL BE MOVED TO THE SHOULDER EDGE.
5. ADDITIONAL FLAGGERS MAY BE NEEDED AS DIRECTED BY THE ENGINEER.
6. WHEN WORK IS REQUIRED AT NIGHT, FLAGGER STATIONS SHALL BE ILLUMINATED EXCEPT IN EMERGENCIES.
7. CHANNELIZING DEVICE TYPES FOR APPROACH AND EXIT TAPERS:
 - a. ALONG LANE LINE AND WORK ZONE - TRAFFIC CONES (28" HEIGHT)
 - b. ALONG LANE LINE AND WORK ZONE - RETROREFLECTIVE PLASTIC DRUMS
8. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.
9. AN OPTIONAL FLAGGER (W20-7A) WORD MESSAGE IS SHOWN IN THE "STANDARD HIGHWAY SIGNS" PUBLICATION.

POSTED SPEED AND/OR DESIGN SPEED AND/OR ANTICIPATED OPERATING SPEED mph	MAXIMUM CHANNELIZING DEVICES (ft)		LONGITUDINAL BUFFER SPACE (ft)	STOPPING SIGHT DISTANCE
	TAPER	ALONG LANE LINE & WORK ZONE		
25	20	50	55	155
30	20	60	85	200
35	20	70	120	250
40	20	80	170	305
45	20	90	220	360
50	20	100	280	425
55	20	110	335	495
60	20	120	415	570
65	20	130	485	645

* NOTE: BUFFER SPACE MAY BE ADJUSTED AS NEEDED ACCORDING TO ROADWAY GEOMETRY TO MEET SIGHT DISTANCE REQUIREMENTS, AS DIRECTED BY THE ENGINEER.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

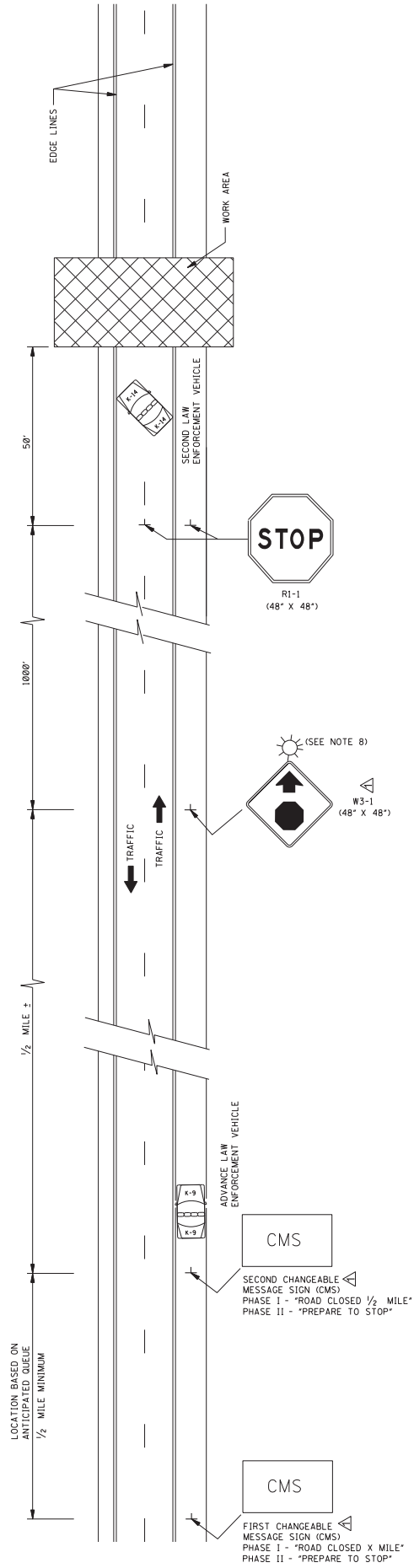
**TRAFFIC CONTROL PLAN
WITH FLAGGER
(ONE-LANE CLOSURE OF
TWO-WAY TRAFFIC)**

ISSUE DATE: AUGUST 01, 2017

PROJECT NUMBER: 6351

DATE	BY	REVISION

STATE PROJECT NO.
MISS.



GENERAL NOTES:

1. THIS TYPE OF HIGHWAY CLOSURE SHOULD ONLY BE USED FOR CONSTRUCTION OPERATIONS THAT WILL BE COMPLETED WITHIN 30 MINUTES. AFTER THE HIGHWAY HAS BEEN CLOSED AND REOPENED VIA THE CONTRACT DOCUMENTS, THE CONTRACTOR SHALL REMOVE THE CLOSURE WITHIN 30 MINUTES. 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 PROTRUDING OPERATING FLASHING BLUE LIGHT ON LIGHT BAR.
3. RESTRICTIONS ON ROAD CLOSURES ARE SPECIFIED IN THE CONTRACT DOCUMENT.
4. THE ADVANCE LAW ENFORCEMENT VEHICLE SHOULD BE MOVED BACK AS REQUIRED BY THE QUEUING OF STOPPED VEHICLES.
5. IF QUEUE EXCEEDS THE FIRST CHANGEABLE MESSAGE SIGN (CMS) AT ANY TIME DURING A CLOSURE, THE TRAFFIC CONTROL PLAN SHOULD BE ADJUSTED AS NECESSARY, WITH APPROVAL OF THE ENGINEER.
6. TRAFFIC CONTROL FOR THE CLOSURE SHOULD BE ACCOMPLISHED IN THE FOLLOWING ORDER:
 - A. FIRST CHANGEABLE MESSAGE SIGN (CMS)
 - B. SECOND CHANGEABLE MESSAGE SIGN (CMS)
 - C. ADVANCE LAW ENFORCEMENT VEHICLE, LIGHTS AND FLASHERS ON.
 - D. "W3-1 (48" X 48") (ORANGE/BLACK TYPE XI RETROREFLECTIVE SHEETING) SIGNS ERRECTED.
 - E. "R1-1 (48" X 48") SIGNS ERRECTED OR INSTALLED ON TEMPORARY STANDS TO STOP TRAFFIC. THE ORDER OF ERECTION SHOULD BE IN THE FOLLOWING ORDER: RIGHT SHOULDER THEN CENTER, AND FLASHERS ON.
 - 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" SHOULDER IN THE FOLLOWING ORDER: CENTER THEN SIGN ON THE RIGHT SHOULDER. SECOND LAW ENFORCEMENT VEHICLE LEADS TRAFFIC THROUGH WORK AREA.
 - B. AFTER ALL STOPPED VEHICLES HAVE STARTED MOVING, THE "W3-1 (48" X 48") SIGNS SHALL BE REMOVED. THESE SIGNS MAY BE COVERED IF RE-USE IS IMMINENT.
 - C. AFTER ALL VEHICLES HAVE RESUMED APPROXIMATELY NORMAL SPEED, THE CHANGEABLE MESSAGE SIGNS SHALL BE TURNED OFF.
8. UNILLUMINATED SECTIONS OF HIGHWAYS SHOULD NOT BE CLOSED DURING HOURS OF DARKNESS EXCEPT FOR EMERGENCIES OR WITH THE APPROVAL OF THE ENGINEER. IF DARKNESS OCCURS DURING HOURS OF DARKNESS, A TYPE B HIGH INTENSITY FLASHING BARRICADE WARNING LIGHT SHALL BE USED ON EACH W3-1 SIGN.
9. IF AN ENTRANCE RAMP IS LOCATED BETWEEN THE SECOND CMS AND R1-1, THE CMS AND W3-1 SIGNS SHALL ALSO BE ERRECTED ON THE RAMP SHOULDER.
10. THE ABOVE DURATION WILL APPLY TO EACH APPROACH TO THE CLOSURE.
11. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC, INCLUDING SECURING LAW ENFORCEMENT SERVICES.

DATE	BY	REVISION

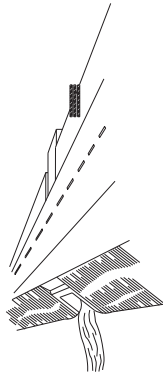
ISSUE DATE: AUGUST 01, 2017

PROJECT NUMBER: 6356

PLAN NUMBER: 6356

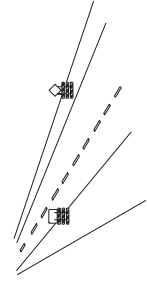
SHORT DURATION
CLOSING OF TWO-LANE
TWO-WAY HIGHWAYS

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN



WING BARRICADES

- WING BARRICADES ARE TYPE III BARRICADES ERECTED ON THE SHOULDER OF A ROADWAY TO NARROW OR RESTRICT ROADWAY. WING BARRICADES MAY BE USED AS A MOUNTING FOR THE ADVANCE WARNING SIGNS OR FLASHERS.
 - IN ADVANCE OF A CONSTRUCTION PROJECT EVEN WHEN NO PART OF THE ROADWAY IS ACTUALLY CLOSED.
 - IN ADVANCE OF ALL BRIDGE OR CULVERT WIDENING OPERATIONS.
- WING BARRICADES SHOULD BE USED:
 - IN ADVANCE OF A CONSTRUCTION PROJECT EVEN WHEN NO PART OF THE ROADWAY IS ACTUALLY CLOSED.
 - IN ADVANCE OF ALL BRIDGE OR CULVERT WIDENING OPERATIONS.

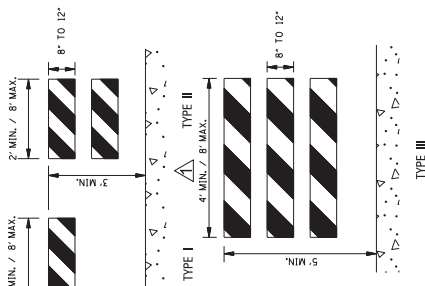


BARRICADE CLOSING A ROAD

BARRICADE CHARACTERISTICS

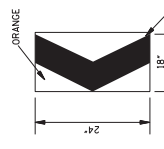
	I	II	III
WIDTH OF RAIL **	8" MIN. - 12" MAX.	8" MIN. - 12" MAX.	8" MIN. - 12" MAX.
LENGTH OF RAIL **	24" MIN. / 95" MAX.	24" MIN. / 95" MAX.	48" MIN. / 95" MAX.
WIDTH OF STRIPE *	6"	6"	6"
HEIGHT	36" MIN.	36" MIN.	60" MIN.
NUMBER OF RETROREFLECTORIZED RAIL FACES	2 (ONE EACH DIRECTION)	4 (TWO EACH DIRECTION)	3 IF FACING TRAFFIC IN TWO DIRECTIONS 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 210 IP OF REFLECTIVE AREA FACING TRAFFIC.



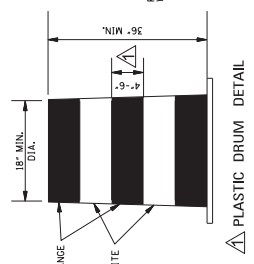
STANDARD BARRICADES

- THE RETROREFLECTIVE MARKING FOR BARRICADE RAILS SHALL BE ORANGE AND WHITE (SLOPING DOWNWARD AT AN ANGLE OF 45° IN THE DIRECTION THAT TRAFFIC IS TO PASS).
- RAIL STRIPE SHOULD BE 6 INCHES, EXCEPT THAT 4-INCH WIDE STRIPES MAY BE USED IF RAIL LENGTHS ARE LESS THAN 36 INCHES.
- DO NOT PLACE SANDBARS OR OTHER DEVICES ON BARRICADE RAILS TO PROVIDE MASS SLOWDOWN. SANDBARS MAY BE PLACED AS BALLAST TO THE LOWER PARTS OF THE FRAME OR THE STAYS TO BARRICADES.
- FOR ADDITIONAL INFORMATION OR DETAILS, SEE MUTCD, LATEST EDITION.
- BARRICADES ARE CLASSIFIED BY FHWA AS CATEGORY II WORK ZONE DEVICES. A LIST OF CRASHWORTHY BARRICADES AND OTHER CATEGORY II DEVICES CAN BE FOUND ON FHWA'S WEBSITE: <http://highways.dot.gov/safety/rwd/rdw/reduce-crash-severity>
- WHERE ROAD USERS INCLUDE PEDESTRIANS, THE PROVISION OF SUPPLEMENTAL AUDIBLE INFORMATION OR DETECTABLE BARRIERS OR BARRICADES SHOULD BE PROVIDED FOR PEOPLE WITH VISION DISABILITIES.
- BARRICADE RAIL SUPPORTS SHOULD NOT PROJECT INTO PEDESTRIAN CIRCULATION ROUTES MORE THAN 4 INCHES FOR THE SUPPORTS LOCATED BETWEEN 27 INCHES TO 88 INCHES ABOVE THE EXISTING SURFACE.

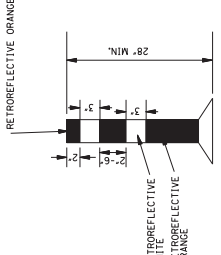


RETROREFLECTIVE CHEVRON ALIGNMENT SIGN DETAIL (W1-8)

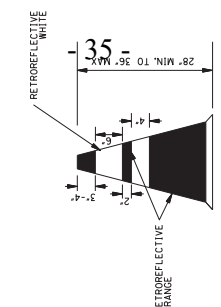
- CHEVRON SIGN CONSISTS OF A BLACK CHEVRON TYPE MARKING ON AN ORANGE BACKGROUND AND SHALL POINT IN THE DIRECTION OF TRAFFIC FLOW.
- THE CHEVRON SIGN SHALL BE MOUNTED ON CRASHWORTHY SUPPORT.
- CHEVRON SIGNS MAY BE USED TO SUPPLEMENT OTHER STANDARD DEVICES WHERE ONE OR MORE LANES ARE CLOSED FOR CONSTRUCTION OR MAINTENANCE. THEY SHOULD BE PLACED APPROXIMATELY 2'-0" BEHIND THE LANE TRANSITION STRIPE.
- CHEVRON SIGNS SHALL BE INSTALLED AT A MINIMUM HEIGHT OF 4 FEET MEASURED VERTICALLY FROM THE BOTTOM OF THE SIGN TO THE ELEVATION OF THE NEAR EDGE OF THE TRAVELWAY.



PLASTIC DRUM DETAIL (36" OR GREATER)

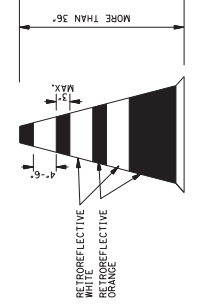


TUBULAR MARKER DETAIL



PLASTIC CONE DETAIL (28" - 36")

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

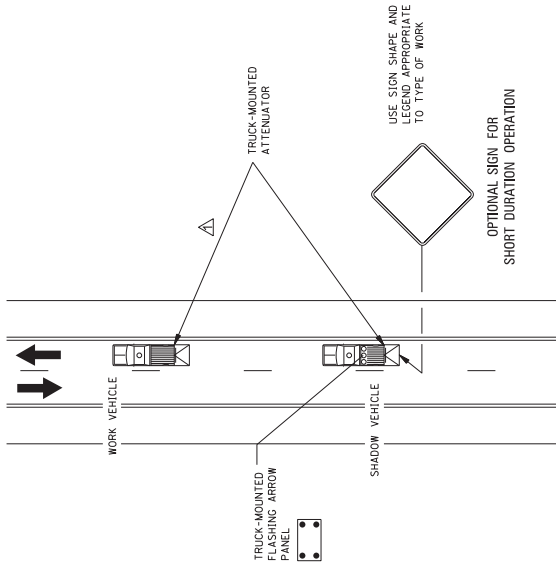


PLASTIC CONE DETAIL (36" OR GREATER)

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

TYPE 3 OBJECT MARKER (OMS-R)

MOBILE OPERATIONS ON TWO-LANE ROAD

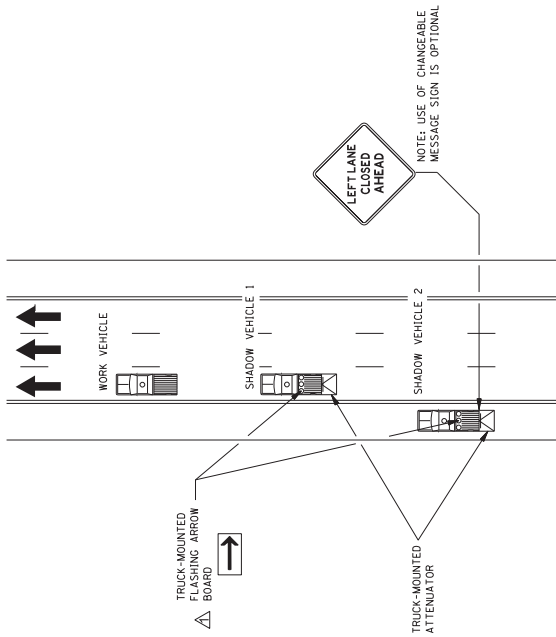


MOBILE OPERATIONS ON TWO-LANE ROAD

NOTES FOR TWO-LANE OPERATION:

- WHERE PRACTICAL AND WHEN NEEDED, THE WORK AND SHADOW VEHICLES SHOULD ROLL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS. 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.
- THE DISTANCE BETWEEN THE WORK AND SHADOW VEHICLES MAY VARY ACCORDING TO THE TYPE OF ROADWAY. SHADOW VEHICLES SHOULD BE 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.
- 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.
- A TRUCK-MOUNTED ATTENUATOR (TMA) SHOULD BE USED ON THE SHADOW VEHICLE AND MAY BE USED ON THE WORK VEHICLE.
- VEHICLES SHALL BE EQUIPPED WITH BEACONS, AND THE SHADOW 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.
- 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 OBTURED BY EQUIPMENT OR SUPPLIES. SIGN LEGENDS SHALL BE COVERED OR TURNED FROM VIEW WHEN WORK IS NOT IN PROGRESS.
- ARROW BOARD TO BE USED IN CAUTION MODE.
- ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

MOBILE OPERATIONS ON MULTILANE ROAD



MOBILE OPERATIONS ON MULTILANE ROAD

NOTES FOR MULTILANE OPERATION:

- SHADOW AND WORK VEHICLES SHALL DISPLAY HIGH-INTENSITY FLASHING BEACONS. SIGN LEGENDS SHALL NOT BE OBTURED BY EQUIPMENT OR SUPPLIES. SIGN LEGENDS SHALL BE COVERED OR TURNED FROM VIEW WHEN WORK IS NOT IN PROGRESS.
- WHEN THE WORK VEHICLE OCCUPIES AN INTERIOR LANE (A DIRECT OR OTHER THAN THE FAR RIGHT OR FAR LEFT) ON A DIRECTIONAL ROADWAY HAVING A RIGHT-HAND SHOULDER 10 FEET OR MORE IN WIDTH, SHADOW VEHICLE 2 SHOULD DRIVE ON THE RIGHT-HAND SHOULDER WITH A SIGN INDICATING THAT WORK IS TAKING PLACE IN THE INTERIOR LANE.
- ON HIGH-SPEED ROADWAYS, A THIRD SHADOW VEHICLE (NOT SHOWN) MAY BE USED WITH SHADOW VEHICLE 1 IN THE CLOSED LANE, SHADOW VEHICLE 2 STRADDLING THE EDGE LINE, AND SHADOW VEHICLE 3 ON THE SHOULDER.
- WHERE ADEQUATE SHOULDER WIDTH IS NOT AVAILABLE, SHADOW VEHICLE 3 MAY ALSO STRADDLE THE EDGE LINE.
- ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL BE MEASURED FOR SEPARATE PAYMENT. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.
- ON HIGH-SPEED ROADWAYS, A THIRD SHADOW VEHICLE (NOT SHOWN) MAY BE USED WITH SHADOW VEHICLE 1 IN THE CLOSED LANE, SHADOW VEHICLE 2 STRADDLING THE EDGE LINE, AND SHADOW VEHICLE 3 ON THE SHOULDER.
- ARROW BOARD SHALL BE AS A MINIMUM TYPE B, 60" X 30" IN ACCORDANCE WITH THE CRITERIA PRESENTED IN THE MUTCD.
- WORK SHOULD NORMALLY BE DONE DURING OFF-PEAK HOURS.

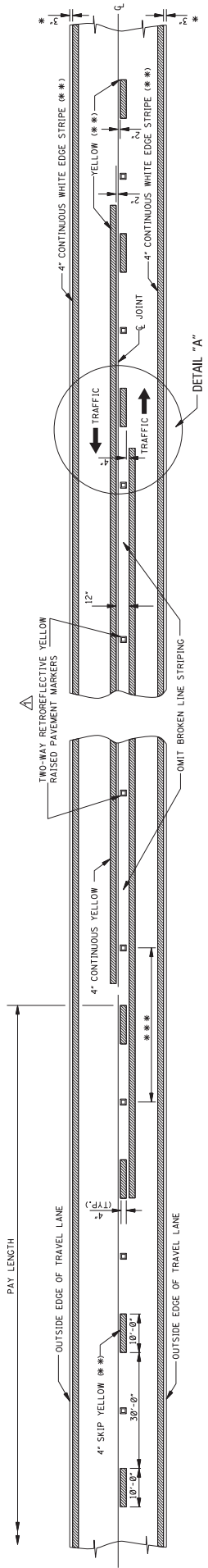
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

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

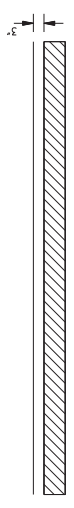
DATE	BY	REVISION

ISSUE DATE: AUGUST 01, 2017

PROJECT NUMBER: 6359



TWO-WAY TRAFFIC
(ASPHALT OR CONCRETE PAVEMENT)



DETAIL "A"



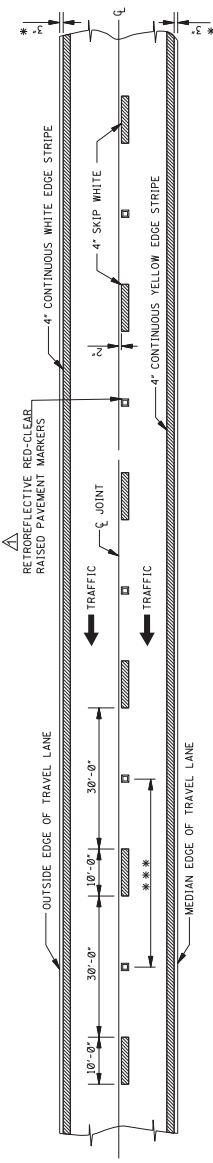
DIRECTION OF TRAFFIC

GENERAL NOTES:

- * 1. 3" UNLESS SHOWN ELSEWHERE ON THE PLANS.
- ** 2. EDGE STRIPE SHALL BE SAME MATERIAL AS LANE-LINE STRIPE (PAINT OR TAPE AS INDICATED IN PAY ITEMS).
- ▲ 3. RETROREFLECTIVE RAISED PAVEMENT MARKERS TO BE USED IF TEMPORARY MARKINGS ARE TO REMAIN IN PLACE OVER 3 MONTHS.
- ▲▲▲ 4. SPACING OF RETROREFLECTIVE RAISED PAVEMENT MARKERS IS AS FOLLOWS:

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

- ▲▲ NOTE: ON THE MAIN FACILITY, RETROREFLECTIVE RED-CLEAR PAVEMENT MARKERS ON A 40'-0" SPACING WILL BE REQUIRED IN LANE-LINES THROUGH ALL INTERCHANGE AREAS BEGINNING 1000' IN ADVANCE (IN DIRECTION OF TRAFFIC) OF THE EXIT RAMP AND ENDING 1000' BEFORE THE INTERCHANGE TO THE END OF THE ENTRANCE RAMP TAPER.
- ▲▲ 5. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE RETROREFLECTIVE RAISED PAVEMENT MARKERS FROM THE MOST APPROVED PRODUCTS LIST.



4-LANE WITH ONE-WAY TRAFFIC

DETAIL "A"

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

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

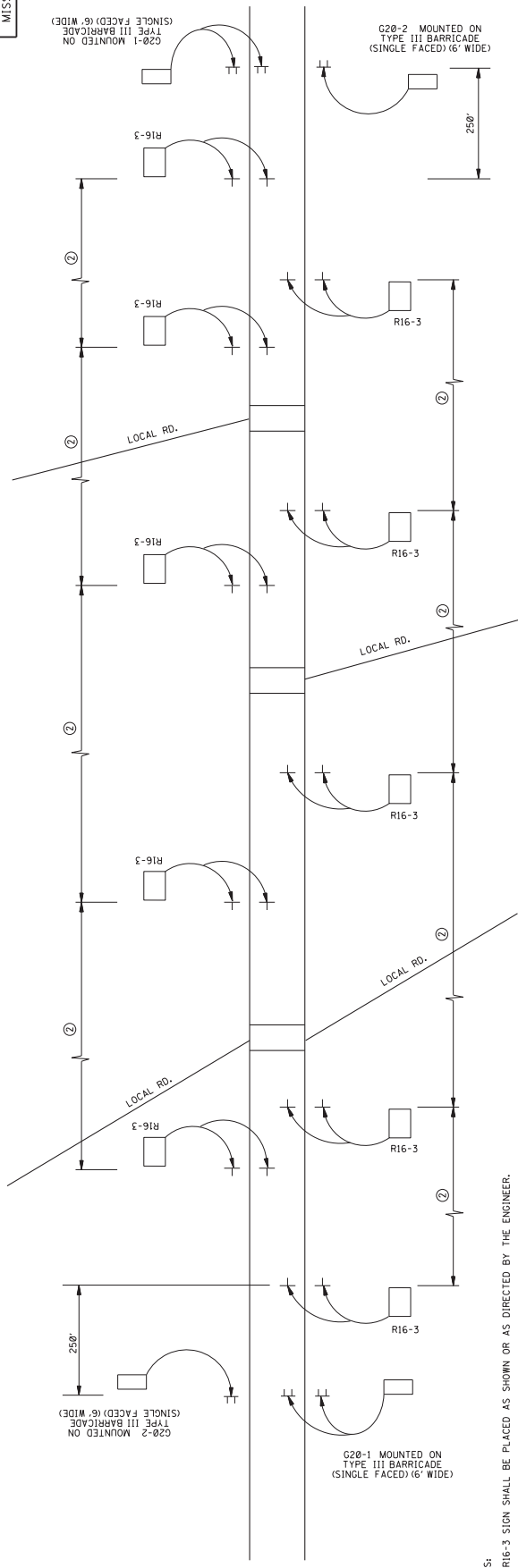
ISSUE DATE: AUGUST 01, 2017

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CP-13

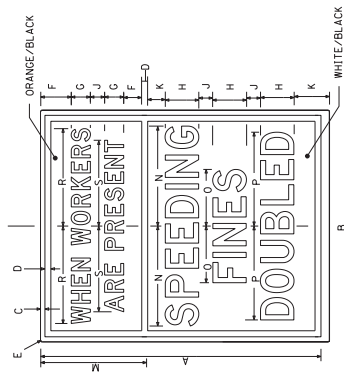
REVISIONS:

NO.	DATE	BY	REVISION



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

- NOTES:
1. R16-3 SIGN SHALL BE 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.



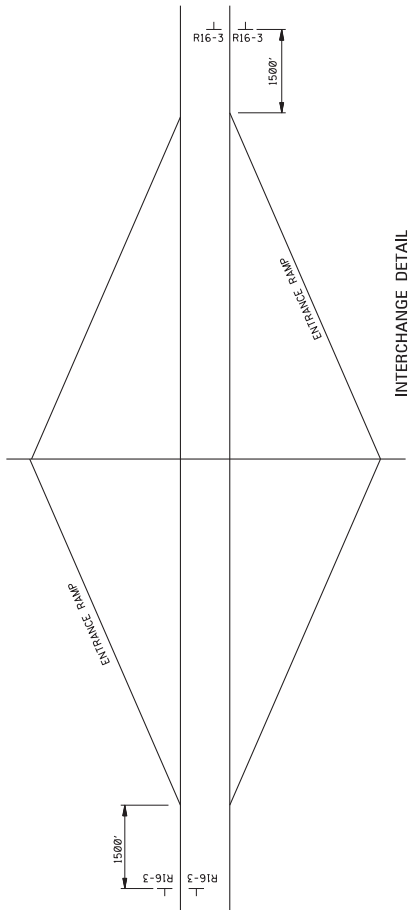
SIGN	DIMENSIONS (INCHES)												
	A	B	C	D	E	F	G	H	I	J	K	L	M
STD.	60	48	3/4	1 1/4	3	3 3/4	4	0m 7 D	P	R	S		
STD.	3	6 5/8	1 22/8	2 1/8	1 7/8	1 9/8	2 0 3/8	1 8					

SIGN	DIMENSIONS (INCHES)												
	A	B	C	D	E	F	G	H	I	J	K	L	M
STD.	48	36	3/4	1 1/4	3	2 3/4	3	0m 6 D	P	R	S		
STD.	3	4 7/8	1 4 3/4	1 4	1 7/8	1 3/8	1 3 1/2	1 2					

48" x 60"
(INTERSTATE USE)

36" x 48"
(ALL OTHER HIGHWAYS)

R16-3



REVISION		DATE

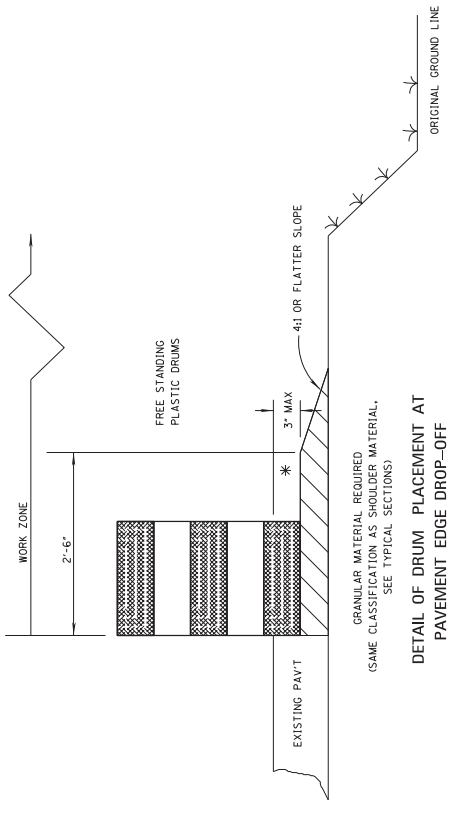
ISSUE DATE: AUGUST 01, 2017

PROJECT NUMBER: 6365

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

LOCATION OF R16-3 SIGNS (SPEEDING FINES DOUBLED)

CP-15
SIGN NUMBER



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'±0.C.).
- 2. TWO AND ONE QUARTER TO THREE INCHES-PLACE DRUMS, VERTICAL PANELS OR BARRICADES EVERY 100 FEET ON TANGENT SECTIONS FOR SPEEDS OF 50 MILES PER HOUR OR GREATER. CONES MAY BE USED IN PLACE OF DRUMS, PANELS, AND BARRICADES DURING DAYLIGHT HOURS. FOR TANGENT SECTIONS WITH SPEEDS LESS THAN 50 MILES PER HOUR AND FOR CURVES, DEVICES SHOULD BE PLACED EVERY 50 FEET. SPACING FOR TAPERS SHOULD BE IN ACCORDANCE WITH THE MUTCD (1 / 3 L, WHERE L IS THE TAPER LENGTH IN FEET).
- 3. GREATER THAN THREE (3) INCHES-POSITIVE SEPARATION OR WEDGE WITH 4:1 OR FLATTER SLOPE NEEDED, IF THERE IS EIGHT (8) FEET OR MORE DISTANCE BETWEEN THE EDGE OF TRAVEL LANE AND DROP-OFF. THEN DRUMS, PANELS OR BARRICADES MAY BE USED.
- 4. FOR TEMPORARY CONDITIONS, DROP-OFFS GREATER THAN THREE (3) INCHES MAY BE PROTECTED WITH DRUMS, VERTICAL PANELS OR BARRICADES FOR SHORT DISTANCES DURING DAYLIGHT HOURS WHILE WORK IS BEING DONE IN THE DROP-OFF AREA.
- 5. LESSER TREATMENTS THAN THOSE DESCRIBED ABOVE MAY BE CONSIDERED FOR LOW-VOLUME LOCAL STREETS.

△ B. DRUM, VERTICAL PANEL, OR BARRICADE SPACING

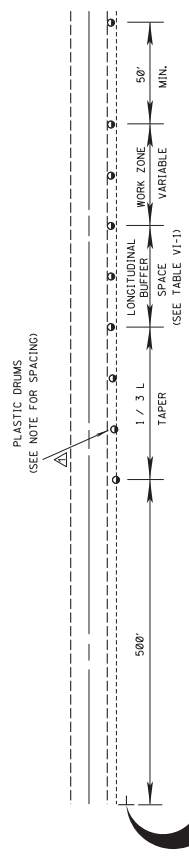
- 1. TANGENTS = 2 X S
- 2. TAPERS = L / 3
- WHERE L = L / 3
- L = TAPER LENGTH IN FEET
- S = SPEED IN MPH (POSTED OR ANTICIPATED OPERATING SPEED)
- W = WIDTH OF OFFSET IN FEET

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

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

PERCENTILE SPEED (MPH)	PERCENTILE BUFFER SPACE (FEET)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645

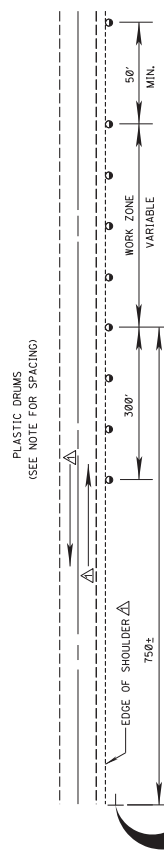
* POSTED SPEED, OFF-PEAK 85 PERCENTILE SPEED (OR LOWER SPEED, OR THE ANTICIPATED OPERATING SPEED IN MPH)



TYPICAL SHOULDER CLOSURE

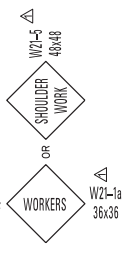
- (1) TO BE USED WITH EIGHT (8) FOOT OR GREATER WIDTH IMPROVED SHOULDER.
- (2) TO BE USED WHEN CONSTRUCTION VEHICLES (EQUIPMENT) ENCROACHES ON OR WITHIN TWO (2) FEET OF THE SHOULDER BREAK.
- (3) FOR SHORT DURATION OPERATIONS OF 60 MINUTES OR LESS, ALL SIGNS AND CHANNELIZING DEVICES MAY BE ELIMINATED IF A VEHICLE WITH ACTIVATED HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS IS USED.

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



TYPICAL SHOULDER WORK #2

NOTE: WORK OUTSIDE TWO (2) FOOT AND WITHIN TEN (10) FEET OF THE SHOULDER BREAK MAY BE PROTECTED BY PLACING DRUMS ALONG THE SHOULDER EDGE, 300 FEET PRIOR TO AND 50 FEET BEYOND THE WORK AREA, OR SEE NOTE A-3 THIS SHEET.



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

**TRAFFIC CONTROL DETAILS
DRUM PLACEMENT
AND
SHOULDER CLOSURE**

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