

**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 Table of Contents; Revised NTB No.7495; SP No. 907-401-3 replaces SP No. 907-401-2; 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.

STP-0456-00(006)/ 109783301000

Lauderdale County(ies)

Revised 01/26/2016

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
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**PROJECT: STP-0456-00(006)/109783301 - Lauderdale**

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

02/18/2026 11:00 AM

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 – NOTICE TO BIDDERS NO. 7495**

**CODE: (SP)**

**DATE: 02/19/2026**

**SUBJECT: Scope of Work**

**PROJECT: STP-0456-00(006) / 109783 - Lauderdale County**

The contract documents do not include an official set of construction plans but may, by reference, include some Standard Drawings or Special Design Drawings.

Work on the project shall consist of the following:

Random clearing to Right of Way, spot milling/inlaying, profile milling, scrub sealing, and overlaying approximately 3.4 miles of existing pavement on SR 854 from SR 39 (Station 22+05) to the Naval Air Station (Station 199+65) in Lauderdale County. The left lanes have a station equation as follows: (Station 150+55 – Station 153+95 Ahead).

**From the BOP at Station 22+05 to EOP at Station 199+65**

The existing pavement for SR 854 consists of approximately 4 ¼” to 6 ⅞” HMA over 6” of chemically treated base material with 14’ lanes.

The existing asphalt roadway shall be rehabilitated using the following sequence of operations: Any deteriorated areas of roadway shall be spot milled/inlayed by fine milling 1 ½” and inlayed with 1 ½” of 12.5mm, ST, Asphalt Pavement at the locations listed in the attached table. The mainline shall be profile milled using a 12 ft wide milling machine. A scrub seal shall then be placed on the mainline pavement at 28’ wide. After the scrub seal has cured for five (5) calendar days, the roadway shall then be overlaid with 1” of Ultra-Thin Asphalt Pavement (UTAP). The section of Chip Pickering Road between the lanes of SR 854 and the section of Hickory Grove Rd running parallel to 854 shall also be scrub sealed and overlaid. Existing stop sign rumble bars shall be removed prior to profile milling.

The spot milled/inlayed locations shall have a fog seal applied to prevent the absorption of emulsions applied during the scrub seal. The fog seal placement shall be in accordance with Special Provision No. 907-414. The fog seal shall contain no rejuvenators. Tables showing these locations are attached.

The polymer modified asphalt rejuvenating scrub seal shall be placed on the full width of the travel lanes from BOP (22+05) to EOP (199+65) as per Special Provision No. 907-414 and the attached typical section. Prior to placing the scrub seal, the cracks in the roadway shall be cleaned using compressed air, or a comparable method, to remove any excess material. The existing thermoplastic pavement markings shall be removed prior to the scrub seal and the method of

removal shall be approved by the Engineer and shall be absorbed in other items. The thermoplastic pavement markings shall only be removed in the areas of the daily anticipated run for the scrub seal. If the Contractor elects to remove the entirety of the thermoplastic pavement markings contained in the project limits, then temporary pavement markings shall be required, and the cost shall be absorbed in other items. The scrub seal will not be applied to county roads, or driveway pads. Scrub Seal will be paid by the square yard of pavement surface to which it is applied under pay item No. 907-414-A001 and the bid price shall include all labor, materials, equipment, temporary markers, vegetation removal, thermoplastic removal, cleaning of the pavement surface, pre-sweeping, post-sweeping, removing excess aggregate, doing all the work involved in mixing, applying, and protecting the polymer modified asphalt rejuvenating scrub seal, and all incidentals necessary to complete the work. Prior to any sealing operation, the rectangular "Loose Rock" signs addressed in Special Provision No. 907-414 shall be installed and remain in place until all sealing operations are complete and the roadway is overlaid, or until directed by the Engineer. The "Loose Rock" signs shall be installed throughout the project limits in both directions at one (1) mile spacing beginning at the BOP and EOP as required. Pay for signs shown in the sign detail drawings shall be made under Pay Item No. 907-618-A001.

The scrub seal shall stop 50 feet from BOP, EOP, and bridge ends excluding the westbound bridge (Bridge #3.0A). Bridge 3.0B (eastbound) will not be overlaid and will follow the 50-foot transition detail; however, Bridge 3.0A (westbound) has previously been overlaid and will not follow the 50-foot transition detail. Bridge 3.0A (westbound) must be milled at 1 ½" before the scrub seal and ultra-thin overlay is applied to the bridge.

Local paved roads shall be overlaid with 1 ½" of 12.5-mm, ST, Asphalt Pavement from edge of existing mainline asphalt pavement to the end of MDOT maintenance or right-of-way or as directed. A milled tie in will be required at the end of local paved roads and shall adhere to the detail below.

Audible Thermoplastic Traffic Markings shall be installed at the edge stripe of the travel lanes as per Special Provision No. 907-626. Audible Thermoplastic Traffic Markings will be paid by the mile of stripe to which it is applied under pay item No. 907-626-C003 and the bid price shall include all labor, materials, equipment, and any other necessary items to install the Audible stripe in accordance with Special Provision No. 907-626.

## **Milling**

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

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

Profile milling of the roadway shall be required prior to the application of the scrub seal and subsequent to the failed area repair.

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

Milling and paving operations shall be performed such that a -2% slope from centerline is provided in normal crown roadway sections. Superelevation through curves shall be maintained as it currently exists or improved as directed.

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

Milling of driveway pads shall be keyed into the existing driveway at the tie in. Key Ins for driveway pads will be absorbed in other items bid.

Traffic will be allowed to travel on the mainline milled surface for 5 days, and the Contractor will be assessed a penalty of \$5,000 per calendar day afterwards until the mainline milled surface is covered with the next lift of asphalt. Additionally, traffic will be allowed to run on all milled surfaces other than the mainline for 30 days unless otherwise stated. The additional allowance for the non-mainline milled surface is for the Contractor's convenience, and thus, the Contractor is responsible for any pavement failures or damage sustained during this period. Milling and paving of paved shoulders shall conform to Section 406.03.2 of the Standard Specifications.

## **Paving**

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

Prior to mainline paving operations and subsequent to the repair of failed areas, spot milling shall be performed in the areas listed in the attached tables and at other areas as directed by the Engineer. Spot milling at a depth of 1 ½" inches and inlaying of 1 ½ inches shall be performed in the areas to remove cracked/oxidized asphalt. Payment for milling and paving will be made using the appropriate pay items. "Uneven Lanes" signs shall be used as required and as shown on the MDOT Standard Drawings.

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

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

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

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

### **Granular Shoulder Material**

Where applicable, the existing shoulders are to be raised to match the new pavement elevation by placing variable depth Granular, Crushed Stone Material. The shoulders shall be graded and pulled up daily to eliminate drop-offs more than 2 ¼". Placement of the granular material on the finished asphalt course shall not be permitted. The existing shoulder shall be scarified to allow incorporation of the new shoulder material. The material shall be bladed, rolled, and compacted to a finished slope of four percent (4%) in normal crown sections. Placement of this material shall be performed to provide a uniform and compacted shoulder with a minimum depth and width of material placed. Shoulders with adequate shoulder material in place shall be bladed to a slope of four percent (4%) in normal crown sections. The cost of blading will be an absorbed item and is to be included in the price of other items bid. Crushed concrete will not be allowed.

Granular Material, Crushed Stone shall be provided around driveway pads as directed to prevent shoulder drop-offs and shall be placed in a timely manner. Drop-offs exceeding 2 ¼" shall be corrected within 2 calendar days of the placement of the pad.

Any material excavated from the existing shoulder as a result of shoulder blading shall be used on the existing shoulder to match the new pavement elevation and any surplus material shall be spread along the edge of the shoulders, fore slopes, or other adjacent areas as directed by the Engineer and will be an absorbed item. Material which cannot be suitably placed in adjacent areas and deemed to be excess excavation by the Engineer shall be removed from the project site. Payment for removal of excess material will be made using Pay Item No. 203-G002 Excess Excavation.

### **Temporary and Permanent Pavement Markings**

Temporary traffic stripes will be required immediately after the milling, scrub seal, and/or required overlay and prior to opening the area to traffic. Temporary stripe is to be placed in the same location and configuration as the permanent stripe except that it may be offset as required for

milling and paving operations. If the temporary stripe is offset, the Contractor shall conduct operations in a manner to ensure the final temporary stripe is placed at the required location of the permanent stripe. If removal of temporary offset stripe is required to achieve the correct location and alignment of permanent stripe, the cost of removal will be absorbed in other items bid. Placing double temporary centerline will not be allowed.

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

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

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

Per Section 626.03.1.2, a binder-sealer shall be applied to the concrete pavement or bridge surface prior to the placement of the thermoplastic material and shall be absorbed under the thermoplastic pay items. The type and amount of binder-sealer used shall adhere to the thermoplastic manufacturer's recommendations.

Transverse Stop Sign Rumble Strips (rumble bars) are to be placed in accordance with the attached detail and at the locations listed in the attached table.

Permanent raised pavement markers shall be installed on mainline and local public roads after completion of all paving operations. Two-way yellow permanent raised pavement markers shall be placed per layout prior to project (around west radius of crossover #1 and around east radius of crossover #12).

Payment for edge stripe on local roads shall be made under Pay Item No. 907-626-G004, Thermoplastic Detail Stripe, White when the length of said stripe is less than 150 feet when measured from the end of the radius. If the measured length is greater than 150 feet, then payment shall be made under Pay Item No. 907-626-C014, 6" Thermoplastic Edge Stripe, Continuous White.

Payment for centerline stripe on local roads shall be made under Pay Item No. 907-626-G005, Thermoplastic Detail Stripe, Yellow when the length of said stripe is less than 150 feet when measured from the stop bar. If the measured length is greater than 150 feet, then payment shall be made under Pay Item No. 907-626-F005, 6" Thermoplastic Edge Stripe, Continuous Yellow. Centerline Stripe shall be omitted on local roads whose width is less than 20 feet.

## **Guardrail**

Guardrails are to be replaced at the locations shown on the attached table. Removal of guardrail shall consist of removal of bridge end section, w-beam/thrie beam, terminal end section, posts, and all other appurtenances. All guardrail removed is to be replaced the same day and prior to

reopening the adjacent lane of traffic. Voids created by the removal of posts, concrete anchors, footings, etc. shall be backfilled and compacted in accordance with Section 203 of the Standard Specifications.

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

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

All dimensions and spacings shall be verified in the field by the Contractor prior to fabrication.

### **Permanent Signs**

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

### **Traffic Control**

The Contractor shall erect and maintain construction signing and provide all signs and traffic control devices necessary to safely maintain traffic around and through the work areas in accordance with the Traffic Control Plan and the MUTCD. The cost is to be included in the price bid for Pay Item No. 907-618-A001, Maintenance of Traffic. Fluorescent orange sheeting shall be used on all construction and traffic control signs except those designated in the plans to be black legend and border on white background.

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

The Contractor shall daily, remove all debris from within the roadway and a 30-foot clear zone which, in the opinion of the Engineer, is a hazard to the traveling public. This activity shall begin with the beginning of work or the beginning of the contract time, whichever comes first. No direct

payment will be made for the debris removal; the cost is to be included in the prices of items bid on. Failure of the Contractor to remove the debris as prescribed herein shall be just cause for withholding the monthly progress estimate payment or suspending active operations until the debris is satisfactorily removed by the Contractor.

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

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

Temporary Portable Rumble Strips, as described in Special Provision No. 907-619, shall be used in advance of each lane closure. Direct payment will not be made for this item and shall be considered absorbed under Pay Item No. 907-618-A001 Maintenance of Traffic.

### **Random Clearing**

Random clearing shall be required at a distance of seventy feet (70') from the pavement edge or to the right-of-way line, whichever distance is less. In situations where the clearing limits will leave a strip of trees in the median 20 feet (20') wide or less, then said strip shall also be cleared. Tree limbing shall be required at a distance of up to thirty feet (30') vertically within the clearing limits.

The random clearing shall encompass trees four inches (4") or greater in diameter, scrubs, and overhang within the clearing limits. Trees shall either be cut flush with the ground line or if the Contractor elects to cut the tree above the groundline then the tree stump shall be ground flush with the ground line. The cut material shall either be hauled away from the project site or mulched in place to a depth of four inches (4") maximum in any one location. If the Contractor elects to utilize other means of disposal for the cut material, then said method shall be approved by the Engineer prior to commencement.

All areas disturbed by the Contractor shall be stabilized to the satisfaction of the Engineer at no additional cost to the state. The Contractor shall be responsible for any damage caused to above ground utilities, private property, and State owned property within the limits of the random clearing.

### **Miscellaneous Notes**

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

Any signs that are in conflict with construction of this project shall be removed and relocated by the Contractor as directed by the Engineer, the cost of which is to be absorbed in other items bid.

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

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

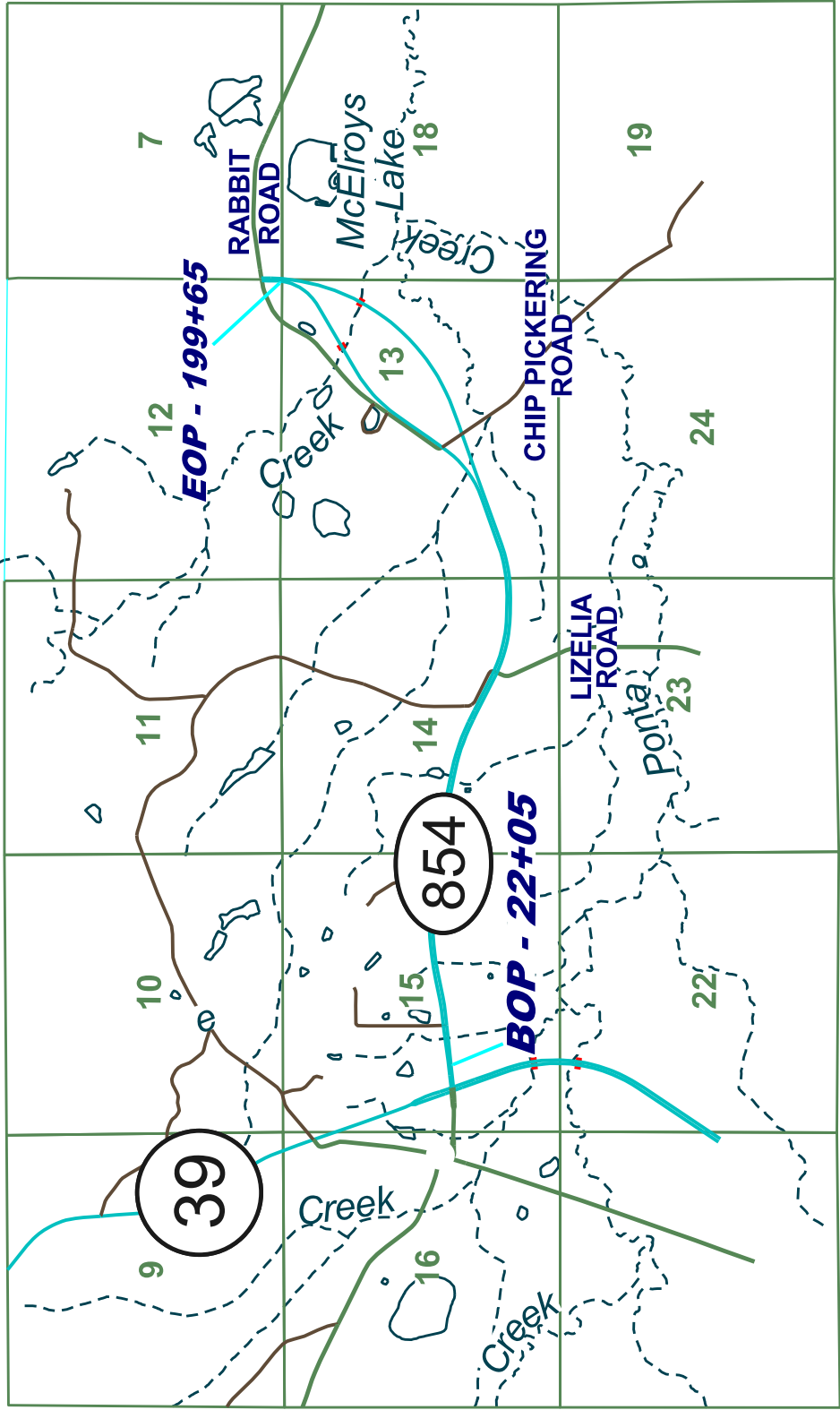
Prior to the final inspection, bridges, islands, and areas with curb shall be swept/cleaned. Care should be taken to prevent milled asphalt, asphalt debris, vegetative/granular debris, etc. from entering drainage structures or clogging other drainage ways. Disposal of material will not be measured for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

Box culverts and drainage channels listed in the attached table shall have the existing debris and sediment removed by the Contractor, and shall be paid for using Pay Item No.(s) 202-B096 Removal of Debris and Sand From Box Culvert, 10-Foot and Greater Width, and 202-B276 Removal of Debris from Drainage Channels. The applicable pay item shall be measured along the length of the box culvert or in the case of multiple barrels along the length of each barrel of the box culvert, and along the length of the drainage channel. The depth of sediment listed for each box culvert/drainage channel is for estimation purposes only, and the actual depth of the sediment shall be field verified by the Contractor prior to bidding the Project. The disposal of this material will not be measured for separate payment.

General epoxy repairs will be required at Bridge 3.0B due to the exposure of rebar on the diaphragms at Bent 1 as directed by the project engineer. Prior to placement of the mortar mix, the prepared surface shall be primed with neat epoxy. Epoxy shall be selected from the MDOT Approved Products List. The applicable pay item shall be measured by the square foot and shall be paid for using Pay Item No. 907-824-A003.

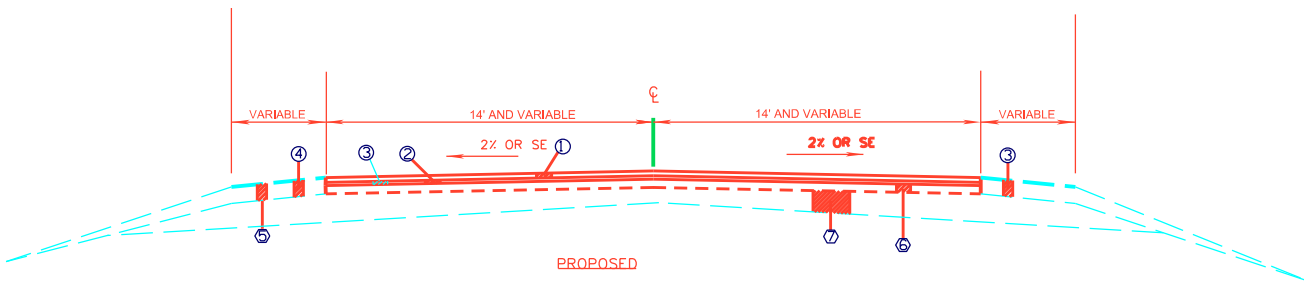
Paved ditches listed in the attached table shall be removed and re-installed by the Contractor and shall be paid for using Pay Item No.(s) 202-B063 Removal of Concrete Paved Ditch, and 221-A001 Concrete Paved Ditch. The limits of removal shall be determined by the attached table or by the project engineer. The applicable pay item shall be measured by square yards and cubic yards respectively.

**LAUDERDALE COUNTY**  
**STP-0456-00(006) / 109783-301000**  
**SR 854**



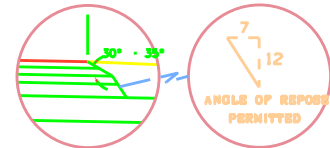
### STP-0456-00(006) / 109783-301000 TYPICAL SECTION

Station 22+05 (BOP) TO 199+65 (EOP)  
RT & LT LANES  
MAINLINE



- PROPOSED**
- ① 1" ULTRA-THIN ASPHALT PAVEMENT (UTAP)
  - ② PROFILE MILL
  - ③ SCRUB SEAL
  - ④ CRUSHED STONE AS NEEDED

- EXISTING**
- ⑤ 4" & VARIABLE GRANULAR MATERIAL IN PLACE
  - ⑥ 4½" - 6 ⅞" OF VARIABLE HMA
  - ⑦ 6" OF CHEMICALLY TREATED BASE MATERIAL

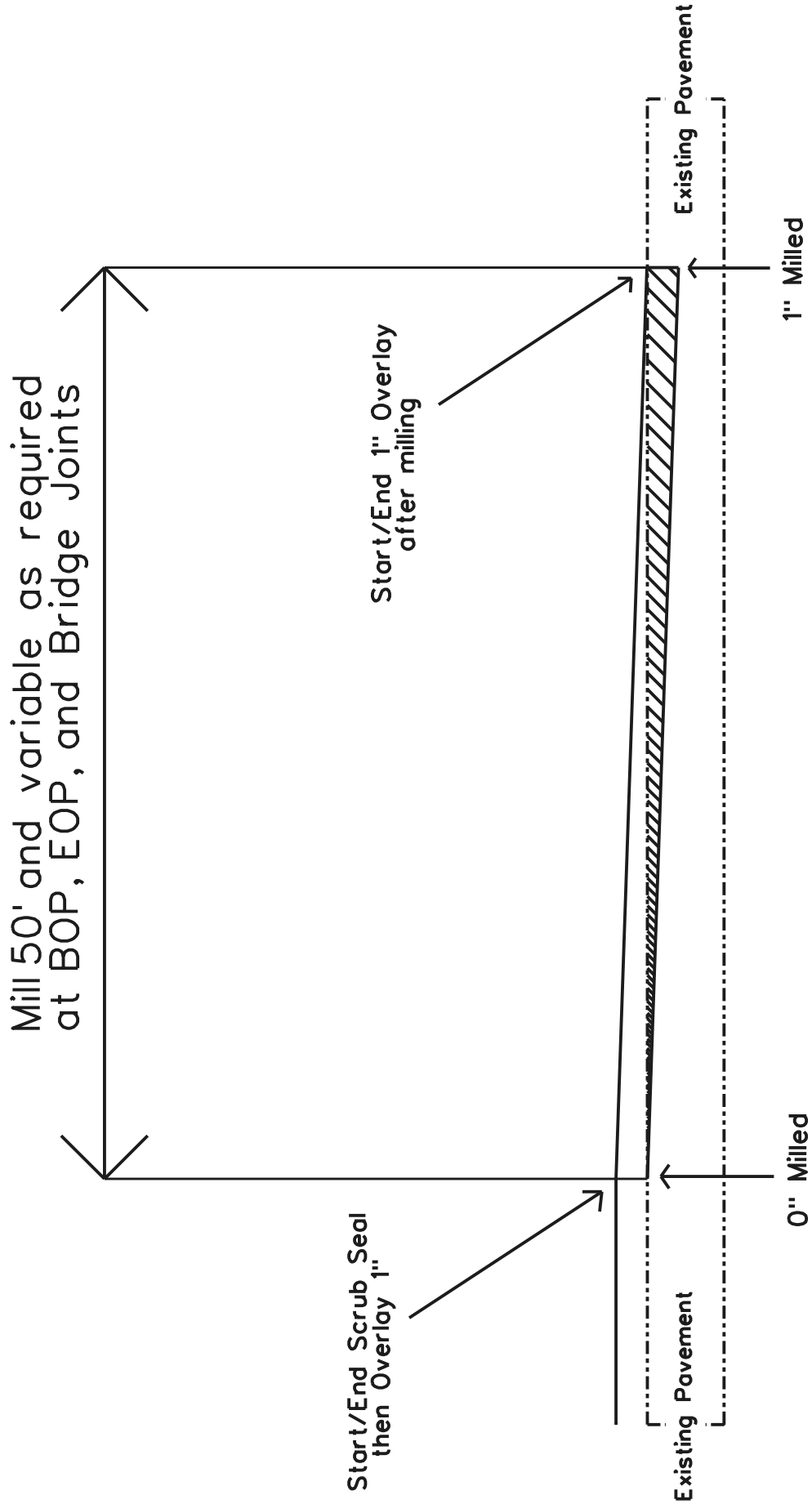


SAFETY EDGE REQ'D TOP 2 LIFTS ONLY  
(NOT A PAY ITEM)

**NOTES:**

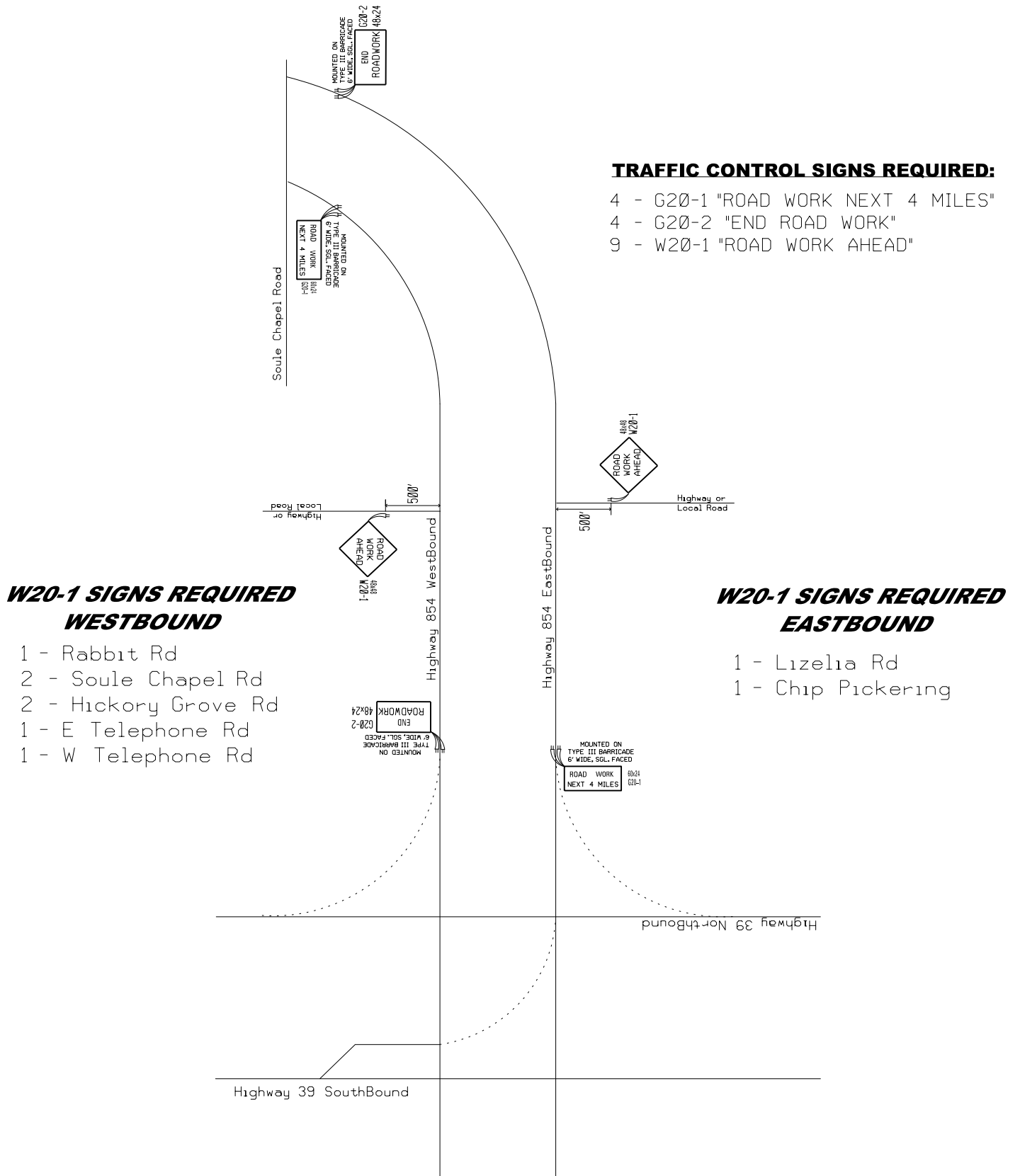
1. Repair any failed areas by 1.5" Mill and Inlay with 12.5mm, ST, Asphalt Pavement.
2. Fog seal shall be applied over all inlaid sections prior to scrub seal.
3. Scrub Seal shall terminate 50' from B.O.P./E.O.P. and Bridge Ends to allow overlay tie.

# PAVING & MILLING TRANSITION DETAIL



Area to be Milled = 

# CONSTRUCTION SIGNING DETAIL



NOTES: One (1) W20-1 "ROAD WORK AHEAD" Sign is required at each Local Road, Street, or Highway entering the Project. G20-1 and G20-2 signs mounted on Type III Single Faced Barricades. Placed a minimum of 500' before the BOP and EOP.

## SR 854 Random Clearing Locations - 109783/301000

Station #	-	Station #	Stations	Location	Notes/Remarks
23+00	-	24+00	1	RT/RT Lane	Clearing to Right of Way
28+00	-	29+00	1	RT/RT Lane	Clearing to Right of Way
29+00	-	31+00	2	RT/RT Lane	Clearing to Right of Way
33+00	-	38+00	5	RT/RT Lane	Clearing to Right of Way
38+00	-	40+00	2	RT/RT Lane	Clearing to Right of Way
56+00	-	61+00	5	RT/RT Lane	Clearing to Right of Way
64+00	-	80+00	16	RT/RT Lane	Clearing to Right of Way
90+00	-	91+00	1	RT/RT Lane	Clearing to Right of Way
91+00	-	92+00	1	RT/RT Lane	Clearing to Right of Way
92+00	-	96+00	4	RT/RT Lane	Clearing to Right of Way
100+00	-	101+00	1	RT/RT Lane	Clearing to Right of Way
103+00	-	104+00	1	RT/RT Lane	Clearing to Right of Way
105+00	-	120+00	15	RT/RT Lane	Clearing to Right of Way
122+00	-	139+00	17	RT/RT Lane	Clearing to Right of Way
140+00	-	141+00	1	RT/RT Lane	Clearing to Right of Way
141+00	-	147+00	6	RT/RT Lane	Clearing to Right of Way
150+00	-	182+00	32	RT/RT Lane	Clearing to Right of Way
182+00	-	184+00	2	RT/RT Lane	Clearing to 70' from edge of pavement
184+00	-	199+65	16	RT/RT Lane	Clearing to Right of Way
150+00	-	182+00	32	LT/RT Lane	Clearing to Right of Way
182+00	-	184+00	2	LT/RT Lane	Clearing to 70' from edge of pavement
184+00	-	193+00	9	LT/RT Lane	Clearing to Right of Way

**TOTAL = 172 Stations**

Station #	-	Station #	Stations	Location	Notes/Remarks
25+00	-	31+00	6	LT/LT Lane	Clearing to Right of Way
33+00	-	35+00	2	LT/LT Lane	Clearing to Right of Way
38+00	-	49+00	11	LT/LT Lane	Clearing to Right of Way
50+00	-	53+00	3	LT/LT Lane	Clearing to Right of Way
55+00	-	56+00	1	LT/LT Lane	Clearing to Right of Way
56+00	-	57+00	1	LT/LT Lane	Clearing to Right of Way
67+00	-	68+00	1	LT/LT Lane	Clearing to Right of Way
88+00	-	94+00	6	LT/LT Lane	Clearing to Right of Way
105+00	-	106+00	1	LT/LT Lane	Clearing to Right of Way
107+00	-	108+00	1	LT/LT Lane	Clearing to Right of Way
108+00	-	114+00	6	LT/LT Lane	Clearing to Right of Way
119+00	-	120+00	1	LT/LT Lane	Clearing to Right of Way
121+00	-	134+00	13	LT/LT Lane	Clearing to Right of Way
135+00	-	138+00	3	LT/LT Lane	Clearing to Right of Way
142+00	-	149+00	7	LT/LT Lane	Clearing to Right of Way
165+00	-	166+00	1	LT/LT Lane	Clearing to Right of Way
179+00	-	183+00	4	LT/LT Lane	Clearing to 70' from edge of pavement
189+00	-	193+00	4	LT/LT Lane	Clearing to Right of Way
156+00	-	179+00	23	RT/LT Lane	Clearing to Right of Way
179+00	-	183+00	4	RT/LT Lane	Clearing to 70' from edge of pavement
183+00	-	192+00	9	RT/LT Lane	Clearing to Right of Way

**TOTAL = 108 Stations**

<b>Transition Milling @ 0" - 1"</b>								
<b>Lane</b>	<b>Begin</b>	<b>End</b>	<b>Length</b>	<b>Width</b>	<b>SF</b>	<b>Transition Milling (SY)</b>	<b>Asphalt For Tack Coat (GAL)</b>	<b>12.5mm, ST</b>
Rt Lanes (BOP)	22+05	22+55	50	35.5	1775	197.22	19.7	11.09
Lt Lanes (BOP)	22+05	22+55	50	28	1400	155.56	15.56	8.75
Rt Lanes (Bridge)	181+15	181+65	50	40	2000	222.22	22.22	12.50
Lt Lanes (Bridge)	181+47	181+97	50	31	1550	172.22	17.22	9.68
Rt Lanes (EOP)	199+15	199+65	50	33	1650	183.33	18.33	10.31
Lt Lanes (EOP)	199+15	199+65	50	28	1400	155.56	15.56	8.75
Driveway Pads As Needed (Rt Lane)	22+05	199+65	N/A	N/A	7430.5	825.61	N/A	N/A
Driveway Pads As Needed (Lt Lane)	22+05	199+65	N/A	N/A	8294.5	921.61	N/A	N/A
County Roads (Rt Lane)	22+05	199+65	50	20	2000	222.22	N/A	N/A
County Roads (Lt Lane)	22+05	199+65	50	20	4000	444.44	N/A	N/A
<b>TOTAL</b>					<b>25500.0</b>	<b>3500.00</b>	<b>108.61</b>	<b>61.07</b>

<b>Spot Milling @ 1.5" - Cracked Areas</b>									
Lane	Begin	End	Length	Width	SF	Spot Milling (SY)	Asphalt For Tack Coat (GAL)	12.5mm, ST	Asphalt For FOG SEAL (GAL)
Crossover (Chip Pickering Rd)	149+00	149+50	10	45	450	50	5.0	5.74	0.63
Crossover (Chip Pickering Rd)	149+00	149+50	51	21	1071	119	11.9	13.66	1.50
<b>TOTAL</b>					<b>1521</b>	<b>169</b>	<b>16.9</b>	<b>19.39</b>	<b>2.13</b>

# LAUDERDALE COUNTY

## STP-0456-00(006) / 109783-301000

CONSTRUCTION SIGNS						
Sign	DESCRIPTION	DIMENSIONS	SF	QUANTITY	TOTAL (<10 SF)	TOTAL (≥10 SF)
G20-1	ROAD WORK NEXT 4 MILES	60" x 24"	10	4	0	40
G20-2	END ROAD WORK	48" x 24"	8	4	32	0
W20-1	ROAD WORK AHEAD	48" x 48"	16	9	0	144
<b>TOTAL:</b>					<b>32 SF</b>	<b>184 SF</b>

BARRICADES				
PAY ITEM	DESCRIPTION	LF	QUANTITY	TOTAL(LF)
619-G4005	TYPE III BARRICADE, 6' WIDE, SINGLE FACED	6	8	48
<b>TOTAL:</b>			<b>48 LF</b>	



**LAUDERDALE COUNTY**  
**STP-0456-00(006) /**  
**109783-301000**

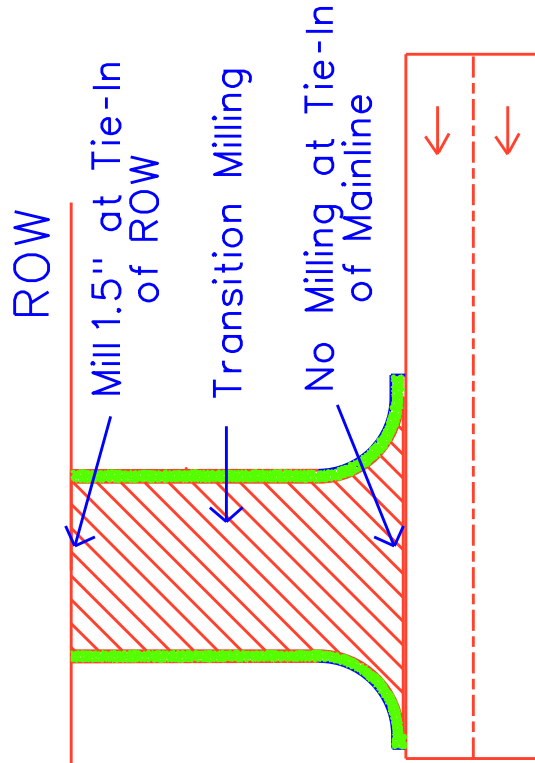
<b>Concrete Paved Ditch</b>					
Station No.	Length	Width	Slope	Removal: SY	CY
141+80 - 142+00	20	6	4:1	13.33	1.5269
142+50 - 142+70	20	6	4:1	13.33	1.5269
<b>TOTAL:</b>				<b>26.66</b>	<b>3.0538</b>

<b>Toe Wall for Concrete Paved Ditch</b>					
Station No.	Length	Width	Depth	CY	Notes
141+80	0.5	6	1.5	0.1667	Toe Wall paid as additional concrete for paved ditch
142+00	0.5	6	1.5	0.1667	
142+50	0.5	6	1.5	0.1667	
142+70	0.5	6	1.5	0.1667	
<b>TOTAL:</b>				<b>0.6667</b>	

<b>Drainage Structure Cleanout Quantities</b>							
Station	Box Width	Box Length	Depth of Sediment	Length of Channels	Total Length for Pay	Pay Item	Notes
142+70	N/A	N/A	4.5	32	32	202-B276 (Removal of Debris from Drainage Channel)	Median (Between Box Culverts)
142+40	N/A	N/A	4.5	11	11	202-B276 (Removal of Debris from Drainage Channel)	L/L
143+00	32	123	4.5	N/A	113	202-B096 (Removal of Debris and Sand from Box Culvert - 10' and Greater)	Rt Lane
142+25	32	172	4.5	N/A	172	202-B096 (Removal of Debris and Sand from Box Culvert - 10' and Greater)	Lt Lane

\* Pay Item "Removal of Debris and Sand from Box Culvert" represents the length from end of apron to end of apron.

# Milling Detail County Roads



Mill County Roads to ROW

## Notes:

-Transition Milling from 1.5" at Tie-In of ROW to 0" at Tie-In of Mainline.

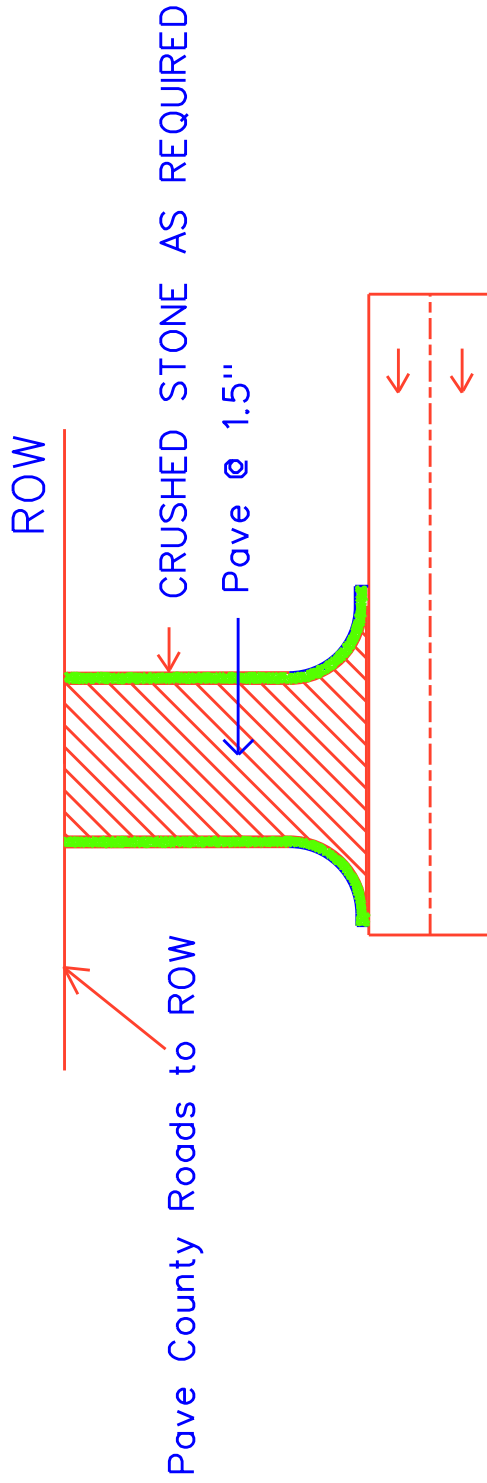
-Milling for transitions and ties will be absorbed in other items bid.

-Milling area = 

## COUNTY ROADS:

- LIZELIA ROAD
- CHIP PICKERING ROAD
- W TELEPHONE ROAD
- E TELEPHONE ROAD
- HICKORY GROVE ROAD
- SOULE CHAPEL ROAD

# Paving Detail County Roads



## Notes:

- Paving limits of county/local roads tie-in at ROW..
- Place 1.5" of 12.5mm, ST, Mixture to tie to mainline overlay.

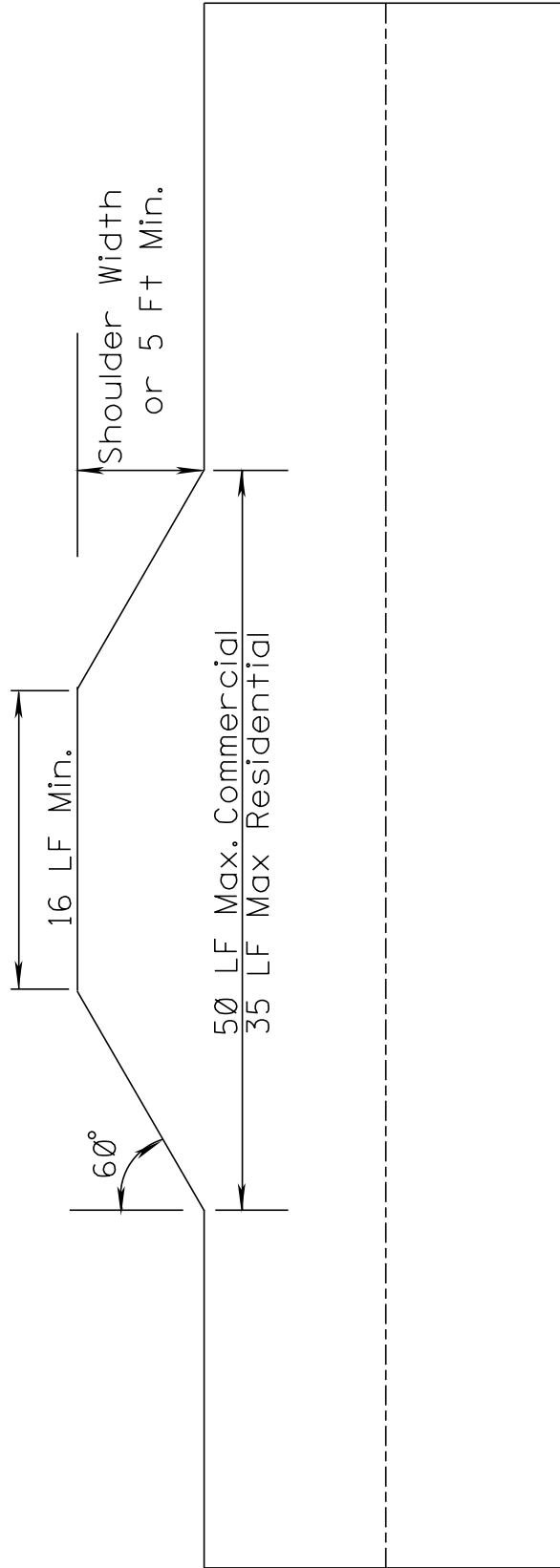
Paving area = 

## COUNTY ROADS:

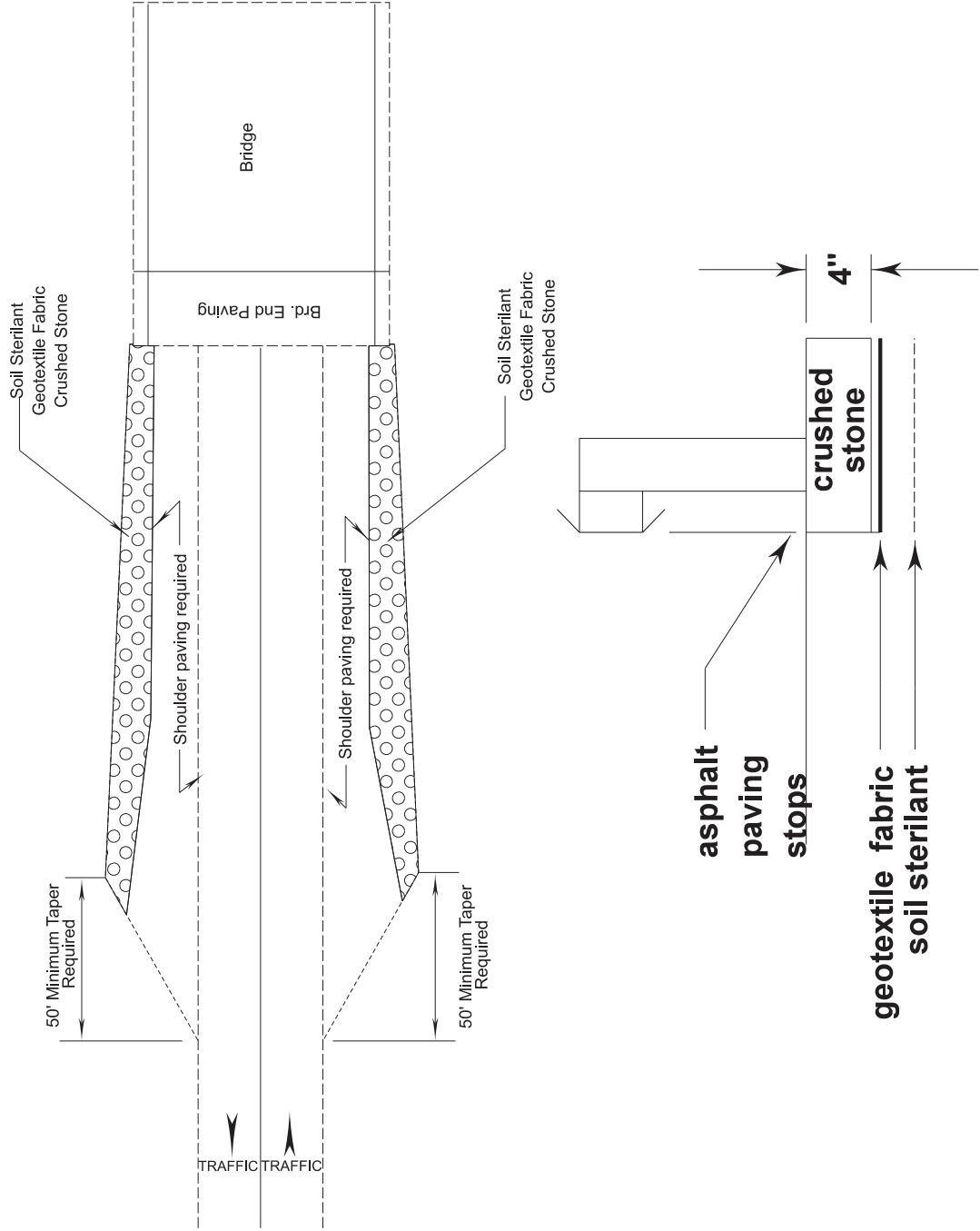
- LIZELIA ROAD
- CHIP PICKERING ROAD
- W TELEPHONE ROAD
- E TELEPHONE ROAD
- HICKORY GROVE ROAD
- SOULE CHAPEL ROAD



TYPICAL RAMP/PAD DETAIL



**LAUDERDALE COUNTY**  
**STP-0456-00(006) / 109783-301000**





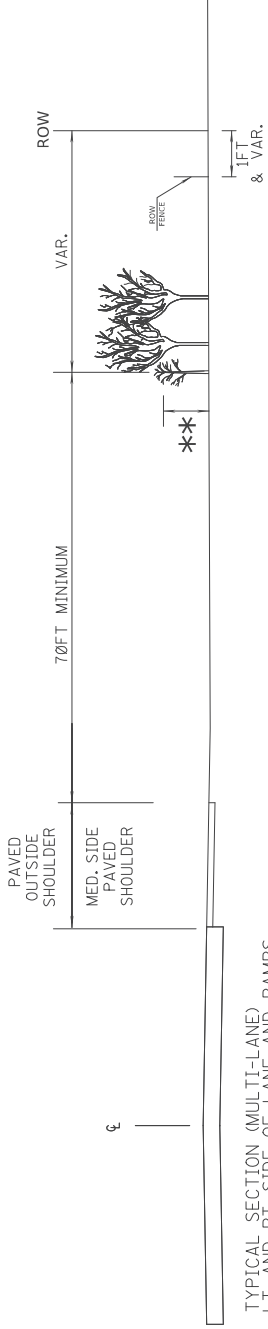
MDOT  
MICHIGAN DEPARTMENT OF TRANSPORTATION

DESIGNED BY:	
DETAILED BY:	
CHECKED BY:	
DATE:	

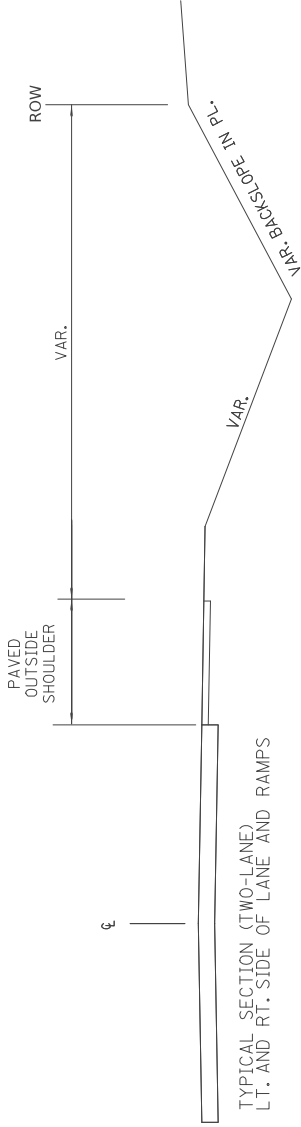
FMS CON: /	
PROJECT NO.:	
COUNTY:	

**TYPICAL SECTION**  
**ROADSIDE CLEAR ZONE**  
**REQUIRED**

SHEET ID	
SHEET NO.	



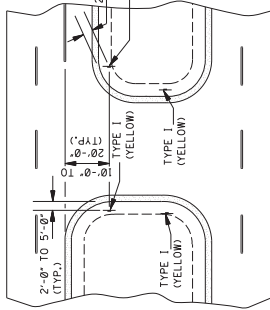
TYPICAL SECTION (MULTI-LANE)  
LT. AND RT. SIDE OF LANE AND RAMPS



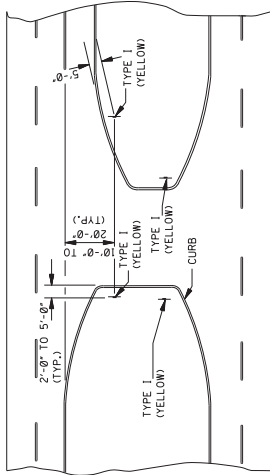
TYPICAL SECTION (TWO-LANE)  
LT. AND RT. SIDE OF LANE AND RAMPS

TYPICAL SECTIONS - ROADSIDE CLEAR ZONE REQ'D

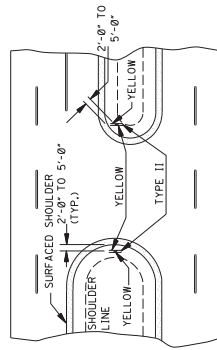
NOTE: THE PROJECT ENGINEER MAY REQUEST CLEARING IN OTHER LOCATIONS AS NEEDED.



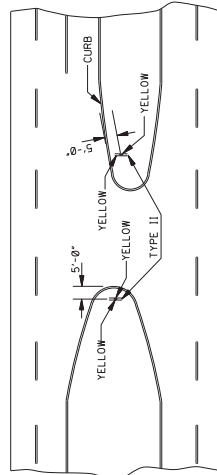
TYPICAL DELINEATION AT A CROSSOVER WITH USABLE SHOULDERS AND A MEDIAN WIDTH OVER 42'-0"



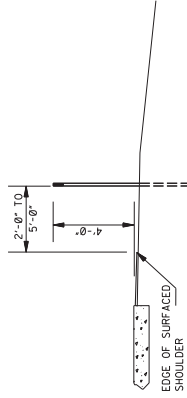
TYPICAL DELINEATION AT A CURBED CROSSOVER WITH A MEDIAN WIDTH OVER 42'-0"



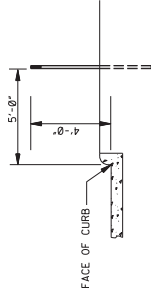
TYPICAL DELINEATION AT A CROSSOVER WITH USABLE SHOULDERS AND A MEDIAN WIDTH OF 42'-0" OR LESS



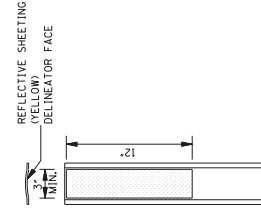
TYPICAL DELINEATION AT A CURBED CROSSOVER WITH A MEDIAN WIDTH OF 42'-0" OR LESS



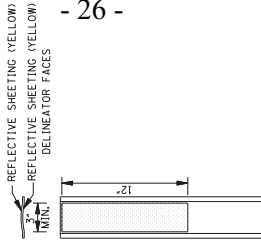
DELINEATOR MOUNTING ON CROSSOVER WITH USABLE SHOULDER



DELINEATOR MOUNTING ON CURBED CROSSOVER



DETAIL OF TYPE I FLEXIBLE POST DELINEATOR



DETAIL OF TYPE II FLEXIBLE POST DELINEATOR

NOTE: FLEXIBLE POST DELINEATORS ALLOWED FOR USE MUST BE FROM MOOT'S APPROVED PRODUCTS LIST.

NOTE: PLACE DELINEATORS NO MORE THAN 28'-0" FROM EDGE OF TRAVEL LANES EDGES.

- GENERAL NOTES:
1. THE UNIT PRICE OF DELINEATOR INCLUDES COST(S) OF DELINEATOR FACE(S), POST, HARDWARE AND INSTALLATION.
  2. DELINEATOR FACE WILL BE RETROREFLECTIVE SHEETING TYPE AS SPECIFIED IN PLANS.
  3. POST REQUIRING THE INSTALLATION OF A BASE SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION.
  4. THE COLOR OF DELINEATORS SHALL BE THE COLOR OF THE ADJACENT EDGELINE PER MUTCD SECTIONS 3A.03, 3B.09, AND 3C.03

DATE	BY	REVISION
		REVISED TEXT

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

**TYPICAL CROSSOVER DELINEATION**

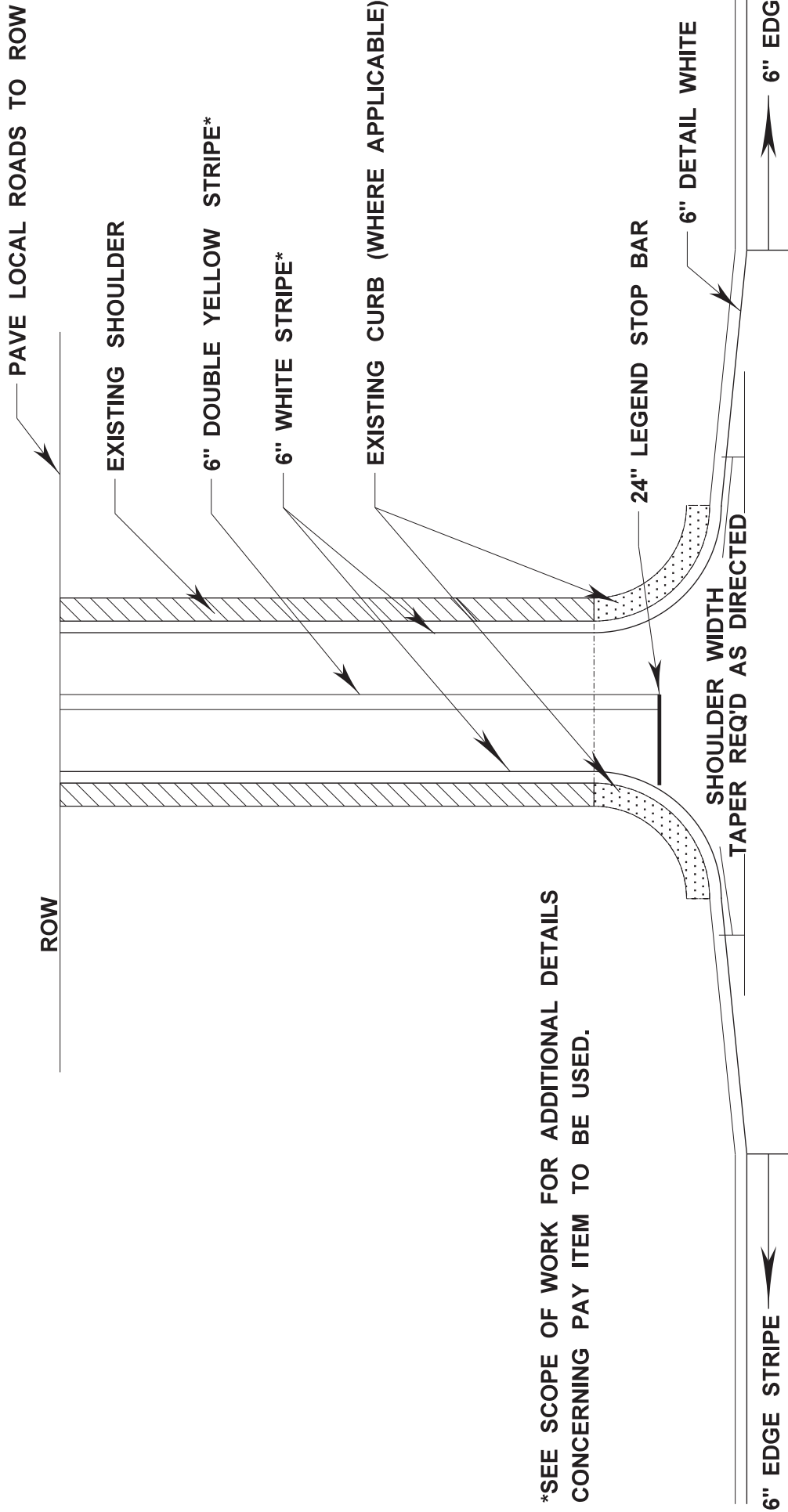
ISSUE DATE: AUGUST 01, 2017

PROJECT NUMBER: 7495-1

POST NUMBER: 6316



STRIPE DETAIL - LOCAL ROADS



\*SEE SCOPE OF WORK FOR ADDITIONAL DETAILS CONCERNING PAY ITEM TO BE USED.

NOTE: CENTERLINE STRIPE SHALL BE OMITTED ON LOCAL ROADS WHOSE WIDTH IS LESS THAN 20 FEET.



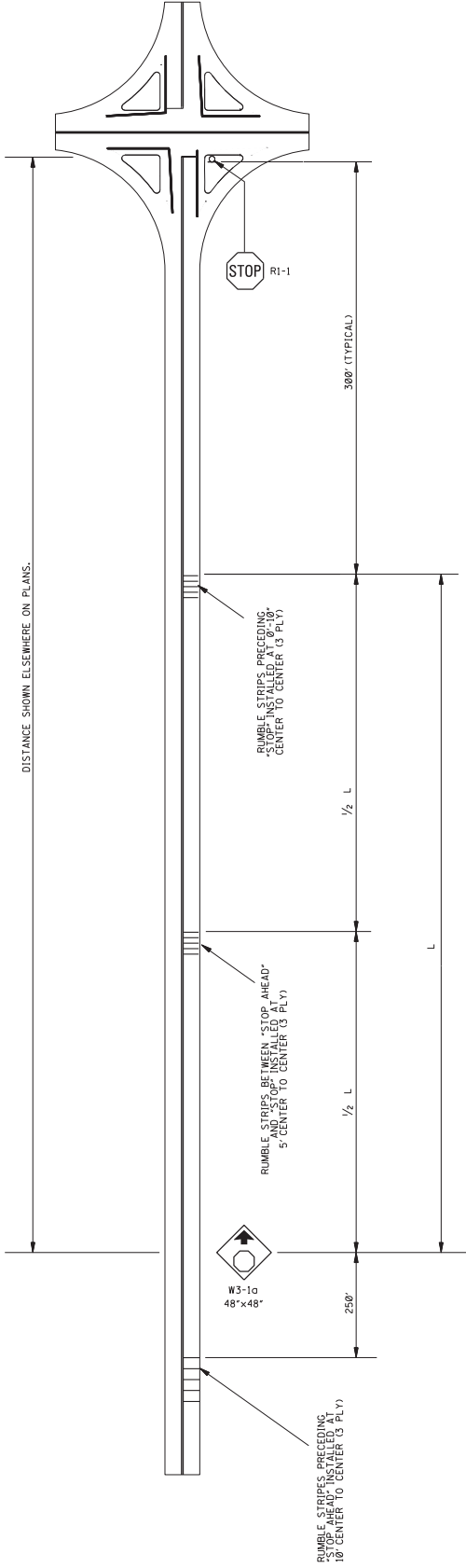
MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
**MDOT**

DESIGNED BY:  
CHECKED BY:  
DATE:

FMS CON: /  
PROJECT NO.:  
COUNTY:

Notice to Builders No. 7495-- Cont

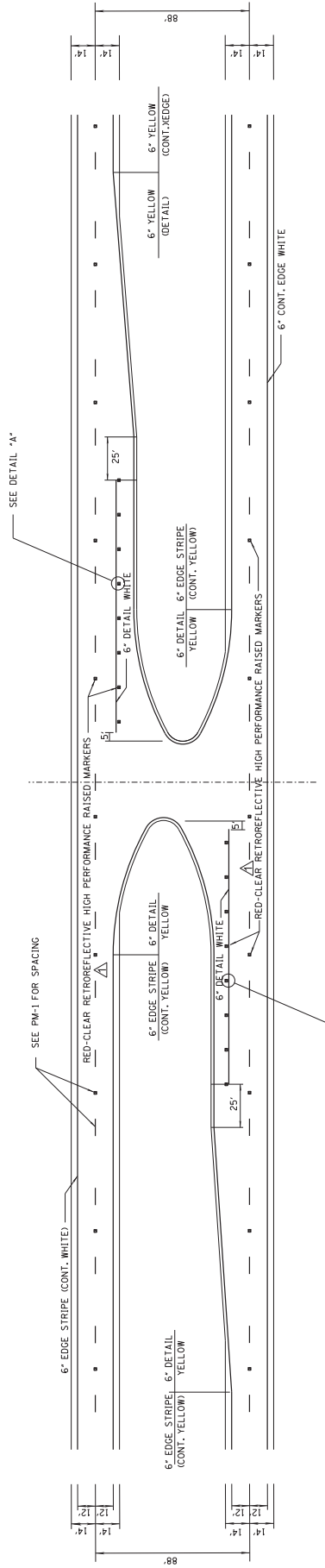
WY NO.  
SD SER: 1  
SHEET NO. 0



DISTANCE SHOWN ELSEWHERE ON PLANS.

- NOTES:  
INSTALL RUMBLE STRIPS AS SHOWN:
1. ONE SET OF RUMBLE STRIPS APPROXIMATELY 250 FT. FROM "STOP AHEAD".
  2. ONE SET OF RUMBLE STRIPS APPROXIMATELY 300 FT. FROM "STOP".
  3. ONE SET OF RUMBLE STRIPS APPROXIMATELY HALFWAY BETWEEN FIRST AND LAST SET.
  4. RUMBLE STRIPS TO BE THERMOPLASTIC (20 MIL/EACH, 360 MIL TOTAL).
  5. FIVE RUMBLE STRIPS PER SET MINIMUM.
  6. INSTALLATION MAY VARY DUE TO TERRAIN.
  7. SIGNS SHOULD BE 48" FOR CHANNELIZED INTERSECTION, 36" FOR NON-CHANNELIZED INTERSECTION.

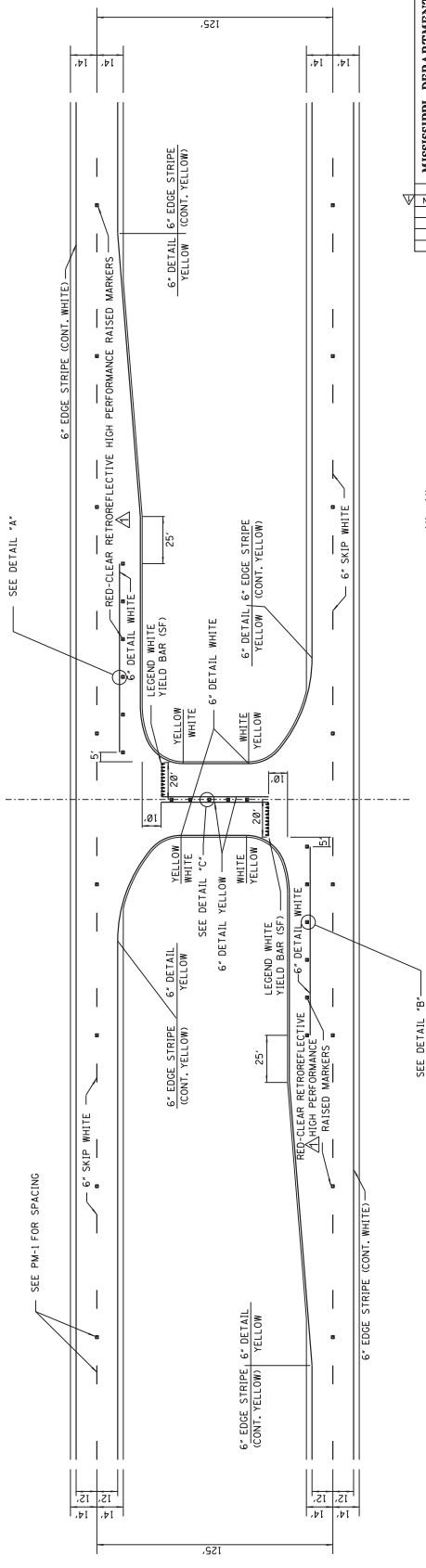
NOT TO SCALE



$\phi$  TO  $\phi \leq 88'$

NOTE: FOR WIDER  $\phi$  TO  $\phi$  SPACINGS,  
REFER TO OTHER SHEETS IN PLANS

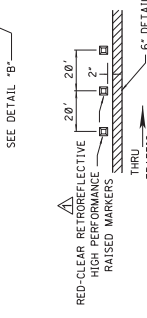
NOTE: SEE PM-6 FOR  
YIELD BAR DETAILS



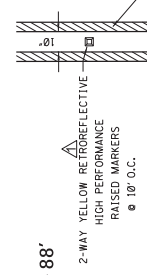
$125' \geq \phi$  TO  $\phi > 88'$



DETAIL "A"



DETAIL "B"



DETAIL "C"

DATE	BY	REVISION

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

**TYPICAL PAVEMENT MARKING DETAIL FOR MEDIAN CROSSOVERS**

PROJECT NUMBER: PM-9  
SHEET NUMBER: 6059  
ISSUE DATE: AUGUST 01, 2017







# MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-401-3

CODE: (SP)

DATE: 01/16/2026

SUBJECT: Asphalt Pavement - General

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

## 907-401.02--Materials.

### 907-401.02.6--Standards of Acceptance.

#### 907-401.02.6.4—Acceptance Procedure for Density.

Delete the paragraph and Lot Determination table of Subsection 401.02.6.4 and substitute the following:

Each completed lift will be accepted with respect to compaction on a lot to lot basis from density tests performed by the Department. For normal production days, every 350 tons will be considered a lot. When cores are being used for the compaction evaluation, randomly obtain one core from each lot. When the nuclear density gauge is being used for compaction evaluation, obtain two random readings from each lot and average the results. See Chapter 7 of the latest edition of MDOT's Field Manual for Asphalt Mixtures for more details. Additional tests may be required by the Engineer to determine acceptance of work appearing deficient. The Contractor shall furnish and maintain traffic control for all compaction evaluations, including coring, required in satisfying specified density requirements.

#### 907-401.02.6.4.1 –Roadway Density.

Delete the last sentence in section 1 of Subsection 401.02.6.4.1 on page 250 and substitute the following:

For all other leveling, no density shall be required but the pavement shall be rolled to refusal densification as defined in Subsection 907-401.02.6.4.3.

#### 907-401.02.6.4.3—Roll to Refusal Densification.

Roll to refusal densification is defined as the number of roller passes to maximize the in-place unit weight of the mixture. A density gauge shall be used to determine the number of passes to achieve the maximum in-place unit weight.

**907-401.02.6.4.4—Irregular Areas.**

Irregular areas are defined as a mat with a width of less than 8 feet or shorter than 300 feet in length, pre-leveling, wedging [less than fifty percent (50%) of width greater than minimum lift thickness], ramp pads, median crossovers, turnouts, and other areas where an established rolling pattern cannot be obtained.

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

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

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

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

Once paving has concluded, one final smoothness measurement shall be performed for both pay adjustments and corrective action. Multiple smoothness measurements for pay adjustments and correction can still be performed at the Engineer's discretion. These measurements must be performed at the posted speed limit or 50 miles per hour ( $\pm 5$  miles per hour), whichever is lower. Measurements will be made in both wheel paths of exterior and interior lanes. The wheel paths shall be designated as being located three feet (3') and nine feet (9') from centerline or longitudinal joint, respectively. Testing will also be required on sections that have been surface corrected. No smoothness testing shall be performed when there is any residual moisture on the pavement surface. Any additional testing shall meet the requirements of Subsection 907-403.03.2.

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

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

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

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

**907-401.02.6.9--Inertial Profiling System.**

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

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

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

Project\_County\_Route

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

Direction\_Lane\_BeginStation\_EndStation

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

**907-401.03--Construction Requirements.**

**907-401.03.1--Specific Requirements.**

**907-401.03.1.2--Tack Coat.** Delete the fourth sentence of Subsection 401.03.1.2 and substitute the following:

A hand wand will only be allowed for applying tack coat on irregular areas as defined in Subsection 907-401.02.6.4.4 if the distributor bar is not a feasible option.

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

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

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