

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> 2/18/2026 </u>	ADDENDUM NO. <u> </u>	DATED <u> </u>
ADDENDUM NO. <u> </u>	DATED <u> </u>	ADDENDUM NO. <u> </u>	DATED <u> </u>
ADDENDUM NO. <u> </u>	DATED <u> </u>	ADDENDUM NO. <u> </u>	DATED <u> </u>

Number	Description
1	Revised Table of Contents; Revised NTB No. 7598; SP No. 907-401-3 replaces SP 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.

SP-0035-01(009)/ 109983301000 & SP-0035-01(010)/ 109984301000

Marshall County(ies)

Revised 01/26/2016

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
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PROJECT: SP-0035-01(009)/109983301 - Marshall
SP-0035-01(010)/109984301 - Marshall

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

02/18/2026 09:10 AM

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 7598

CODE: (SP)

DATE: 02/17/2026

SUBJECT: SCOPE OF WORK

**PROJECT: SP-0035-01(009) / 109983301 & SP-0035-01(010) / 109984301
Marshall County**

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

The work to be accomplished using the Pay Items and corresponding specifications set forth in this contract, which is an overlay of SR 311; 109983-301000, beginning at Landfill Road (Sta. 67+20) and going northerly for approximately 4.2 miles to Liles Road (Sta. 286+00) and 109984-301000, beginning at 0.1 miles south of Audie Todd Road (Sta. 498+40) and going northerly for approximately 3.5 miles to US 72 (Sta. 681+41).

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

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

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

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

The work shall consist of the following:

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

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

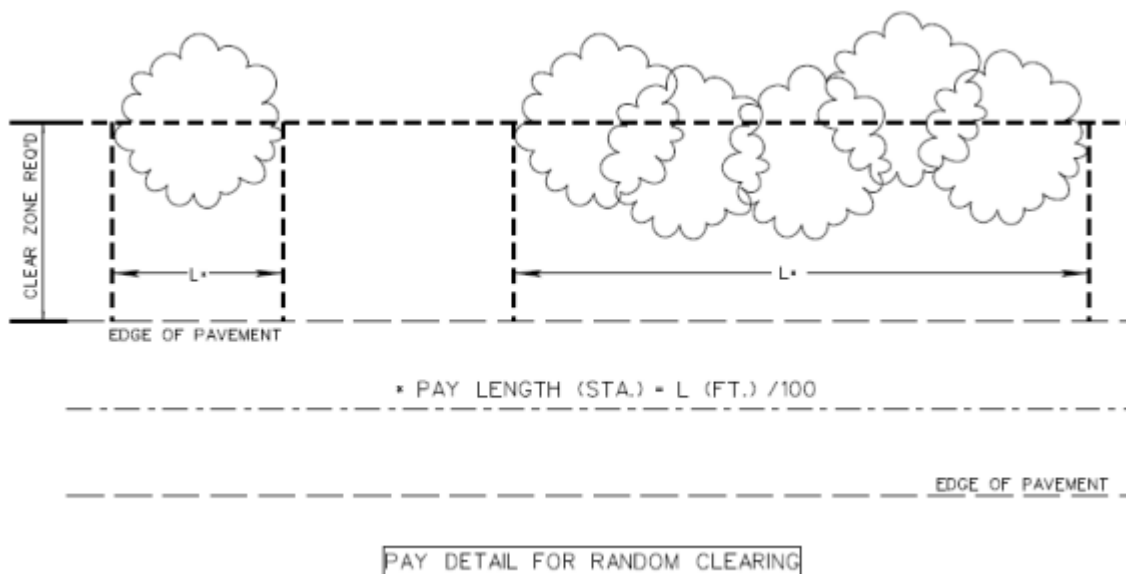
NOTE: No magnolia trees within the ROW limits are to be removed without prior approval from the Project Engineer.

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

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

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

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



2. Repair failed areas on SR 311 as needed using the following pay items:

- 202-B, Removal of Asphalt Pavement, All Depths
- 203-G, Excess Excavation – for material below the pavement structure
- 907-403-A, 19mm, ST, Asphalt Pavement
- 503-C, Saw Cut, Full Depth

FMS #	Station Start	Station End	Location	Length (ft)	Asphalt Width (ft)	Asphalt Area (SY)	Saw Cuts (LF)
109983	150+60	151+13		53	6	36	65
	166+20	166+36		16	6	11	28
109983 TOTALS						47	93

109984	540+20	540+30	L	10	6	7	22
	580+00	581+19	R	119	6	79	131
	589+00	589+28	L	28	6	19	40
	589+20	589+41	R	21	6	14	33
	590+00	590+53	L	53	6	35	65
	597+50	598+90	R	140	6	93	152
	599+20	599+54	R	34	6	23	46
	607+80	608+20	R	40	6	27	52
	608+80	609+14	L	34	6	23	46
	612+80	613+05	R	25	6	17	37
	616+20	617+13	R	93	6	62	105
	617+00	617+46	L	46	6	31	58
	621+60	622+13	L	53	6	35	65
	622+25	622+35	L & Center	10	14	16	48
	622+50	624+14	R	164	6	109	176
623+60	624+10	L	50	6	33	62	
625+75	626+90	L & Center	115	11	141	137	
109984 TOTALS						763	1275

PROJECT TOTALS	810	1368
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NOTE: Failed areas are estimated as one (1) foot of depth and backfilled with one (1) foot (maximum of 3 ½” lifts) of 19-mm, ST Asphalt. The removal to one (1) foot is paid under the Removal of Asphalt Pavement, All Depths. The asphalt shall be placed per the Project Engineer’s instructions. Saw cuts will be required and will be paid for separately.

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

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

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

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

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

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

3. The Contractor shall excavate three inches (3") deep and two feet (2') wide at the pavement edges for trench widening. The overall pavement width shall be 26' wide.

NOTE: Prior to this excavation, sufficient granular material shall be in place to provide an acceptable trench widening operation.

NOTE: Any material removed from the excavation operation of trench widening that cannot be reasonably used as part of the final shoulder shall be removed; and this material shall be moved simultaneously with the trench widening operation. The cost of this work will not be measured for separate payment, and all costs should be included in the cost bid for trench widening. Neither shall this material be allowed to remain rolled up on the existing shoulder or blade down the existing slope.

NOTE: The Contractor shall take due care to only remove the amount of trench widening that can be replaced before the end of each day in order to not leave an open trench overnight.

4. Three inches (3") of 19-mm, ST, Trench Widening asphalt shall be placed in the previously excavated trench.
5. A quantity for 9.5mm, ST, Asphalt Pavement, Leveling has been set up for curve corrections as directed by the Project Engineer, see the attached tables for curve locations. A quantity of 50 tons/mile of 9.5mm, ST, Asphalt, Leveling has been set up to be used at the discretion of the Project Engineer.

NOTE: Daily placement of Granular Material Class 5, Group D, on the shoulders shall be placed to ensure the drop off meets minimum requirements, before opening back up to traffic.

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

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

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

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

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

- 8. Placement of Temporary Traffic Stripe daily as per Special Provisions Nos. 907-618.
- 9. Remove and replace guardrails as per the attached table. Existing guardrail is not located in asphalt and will be driven in the Granular Material.

BR #	Guardrail Removal (LF)	Guardrail Installation W-Beam (LF)	Terminal End Section, Flared (EA)	Bridge End Section (Type F)	Guard Rail, Bridge Connector, Per Plans (EA)	Delineators White (EA)
11.8	600	350	4	4	2	22

NOTE: The contractor shall be responsible for verifying the bridge end sections prior to installation.

- 10. Install a six (6) inch rumble strip for rumble stripe.
- 11. Place permanent pavement markings as required (Thermoplastic Striping, Reflective High Performance Raised Markers). The existing stripe on the bridge shall be removed and replaced. The length of the bridge is 120 feet.
- 12. All existing post-mounted standard roadside signs estimated in the attached table shall be replaced. The Contractor shall deliver the removed signs to the Marshall County Maintenance Lot located at 185 Heritage Drive, Holly Springs. All signs and hardware shall be removed from post prior to delivery. The Contractor is required to verify the sign quantity prior to ordering materials. All hardware and footings required for the erection of new signs and posts shall be absorbed in other items of work.

Sign Quantity - 109983			
Pay Item	Description	Unit	Quantity
202-B	Removal of Sign, Including Post and Footing	EA	24
630-A	Standard Roadside Signs, Sheet Aluminum, 0.080" Thickness	SF	79.1035
630-A	Standard Roadside Signs, Sheet Aluminum, .1" Thickness	SF	145.38
630-A	Standard Roadside Signs, Sheet Aluminum, 0.125" Thickness	SF	9.00
630-C	Square Tube Post, 2.0 lb/ft	LF	315
630-C	Square Tube Post, 4.0 lb/ft	LF	15

Sign Quantity - 109984			
Pay Item	Description	Unit	Quantity
202-B	Removal of Sign, Including Post and Footing	EA	45
630-A	Standard Roadside Signs, Sheet Aluminum, 0.080" Thickness	SF	77.314
630-A	Standard Roadside Signs, Sheet Aluminum, .1" Thickness	SF	103.23
630-A	Standard Roadside Signs, Sheet Aluminum, 0.125" Thickness	SF	45
630-C	Square Tube Post, 2.0 lb/ft	LF	465
630-G	Type 3 Object Markers, OM-3R or OM-3L	EA	22

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

NOTE: The Contractor will not be allowed to use rivets for attaching signs to posts. Contractor shall utilize a bolt, washer, and nut for connections as approved by the Project Engineer.

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

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

Incidental work such as removing vegetation, shaping and compaction of shoulder, necessary and incidental grading of roadway ditches, and other incidental work that is necessary to complete the work will not be measured for separate payment and the cost will be included in the bid items provided.

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

109984-301000

Location (Sta. #)	Lane Location	Sign Code	Sign Description	630-G004 Type 3 Object Markers	630-F006 Delineators, Guard Rail, White	Size	630-A001 0.08" (SF)	630-A005 0.1" (SF)	630-A003 0.125" (SF)	630-C005 Square Tube Posts, 2.0 lb/ft	20.2-B215 Removal U-Channel	Notes
503+80	Left	R1-1	Stop Sign			36" Octagon		7.46		15	1	Audie Todd Rd
511+00	Right Lane	R1-1	Stop Sign			36" Octagon		7.46		15	1	Belle Meade Rd
516+30	Right	W1-2L	Curve (Left)			36" X 36"			9	15	1	
539+20	Left	W1-2R	Curve (Right)			36" X 36"			9	15	1	
551+10	Right	W2-2	Side Road (left)			30" X 30"	6.25			15	1	
557+80	Left	R1-1	Stop Sign			36" Octagon		7.46		15	1	Carey Chapel Rd
559+30	Both			4							2	Object Markers
562+40	Right	R1-1	Stop Sign			36" Octagon		7.46		15	1	Chapel Hill Dr (new)
564+00	Left	W2-2	Side Road (right)			36" X 36"		6.25		15	1	
571+80	Right			1							1	Object Markers
572+10	Right			1							1	Object Markers
579+30	Right	R1-1	Stop Sign			36" Octagon		7.46		15	1	Cold Water Bend
581+20	Right	W1-2R	Curve (Right)			36" X 36"			9	15	1	
590+20	Both			4							2	Object Markers
592+60	Left	R1-1	Stop Sign			36" Octagon		7.46		15	1	Jessie Cove
597+95	Left	W1-2L	Curve (Left)			36" X 36"			9	15	1	
600+80	Both			4							2	Object Markers
609+00	Right	R1-1	Stop Sign			36" Octagon		7.46		15	1	Eagle Hill Dr
617+20	Right	R1-1	Stop Sign			36" Octagon		7.46		15	1	Memphis Ave
624+50	Right	W8-13	Bridge less before road			36" X 36"	9			15	1	
631+60	Right				7							South Side Guard Rail
632+60	Left				4							South Side Guard Rail
633+60	Both			2							2	South Bridge End Object Markers
634+80	Both			2							2	North Bridge End Object Markers
635+80	Right				4							North Side Guard Rail
636+80	Left				7							North Side Guard Rail
642+10	Both			4							2	Object Markers
643+20	Left	W8-13	Bridge less before road			36" X 36"	9			15	1	
643+60	Right	R1-1	Stop Sign			36" Octagon		7.46		15	1	Cold Creek Dr (new)
655+00	Right	R2-1	Speed Limit (35)			24" X 30"	5			15	1	
655+60	Left	R2-1	Speed Limit (55)			24" X 30"	5			15	1	
657+00		R2-1	Speed Limit (25)			24" X 30"	5			15	1	REPLACE POSTS ONLY
662+80	Right	S4-2P	When Children Are Present (white/black)			24" X 12"	2					All on one post
668+80	Left	S4-3P	School (yellow/black)			24" X 9"	1.5					
669+40	Right	R1-1	Stop Sign			36" Octagon		7.46		15	1	Comer Ave
671+40	Right	W3-1	Stop Ahead			36" X 36"		7.46	9	15	1	Boswell Rd
672+50	Left	R1-1	Stop Sign			36" Octagon		7.46		15	1	Mt Pleasant Rd
672+50	Right	R1-1	Stop Sign			36" Octagon		7.46		15	1	Janie Catherine Ave
676+00	Right	M1-6	72 (Black Border)			24" X 24"	4.00			15	1	
677+00	Left	M2-1	JCT			21" X 15"	2.19			15	1	All on one post
677+50	Right	R2-1	Speed Limit 35			24" X 30"	5			15	1	Memphis Walnut sign. Just replacing the posts not the sign
678+20	Left	M3-3	SOUTH (black/white)			24" X 12"	2.00			15	1	REUSE Weight Limit sign
		M1-6	311 (Black Border)			30" X 24"	5.00			30	2	
		M3-2	EAST (black/white)			24" X 12"	2			15	1	
		M1-6	72 (Black Border)			24" X 24"	4.00			15	1	
679+20	Right	M6-1L	Arrow Left (black/white)			21" X 15"	2.19			15	1	All on one post - no post in need of replacement
		M3-4	WEST (black/white)			24" X 12"	2.00			15	1	
		M1-6	72 (Black Border)			24" X 24"	4.00			15	1	
		M6-2R	Arrow Right (diagonal)			21" X 15"	2.19			15	1	
Totals				22	22		77,314	103,23	45	465	45	

109984-301000

ROW Widths					
Right of CL	Left of CL	Start Sta #	End Sta #	Total Length	
50	50	70+00	110+00	4000	
70	50	110+00	122+00	1200	
50	50	122+00	169+00	4700	
80	50	169+00	174+00	500	
50	50	174+00	228+00	5400	
60	60	228+00	246+00	1800	
80	60	246+00	249+00	300	
70	60	249+00	259+00	1000	
70	70	259+00	268+00	900	
70	50	268+00	269+00	100	
50	50	269+00	272+00	300	
70	70	272+00	279+00	700	
60	60	279+00	289+00	1000	

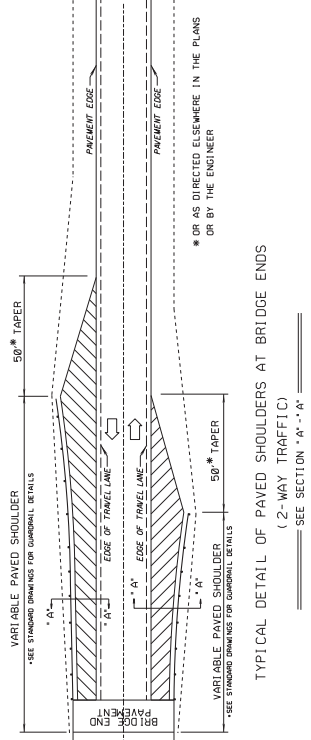
Random Clearing					
Starting Station	Ending Station	Length (ft)	No. of Stations	Location	
72+40	76+60	420	4.2	Right	
82+80	100+00	1720	17.2	Right	
103+00	106+40	340	3.4	Right	
132+00	142+40	1040	10.4	Right	
143+60	144+20	60	0.6	Right	
150+40	175+60	2520	25.2	Right	
180+00	180+60	60	0.6	Right	
185+00	188+00	300	3.0	Right	
189+40	257+00	6760	67.6	Right	
266+00	267+00	100	1.0	Right	
271+20	274+00	280	2.8	Right	
274+70	286+00	1130	11.3	Right	
72+00	97+80	2580	25.8	Left	
100+00	130+20	3020	30.2	Left	
132+00	155+80	2380	23.8	Left	
157+00	157+40	40	0.4	Left	
158+60	162+70	410	4.1	Left	
163+80	165+00	120	1.2	Left	
165+80	168+00	220	2.2	Left	
168+40	169+90	150	1.5	Left	
171+00	172+60	160	1.6	Left	
174+00	180+40	640	6.4	Left	
184+80	190+00	520	5.2	Left	
192+00	206+40	1440	14.4	Left	
207+20	217+80	1060	10.6	Left	
223+40	226+00	260	2.6	Left	
228+00	244+60	1660	16.6	Left	
245+20	266+20	2100	21.0	Left	
267+40	269+80	240	2.4	Left	
271+90	277+80	590	5.9	Left	
281+40	283+60	220	2.2	Left	
285+00	286+00	100	1.0	Left	
Total			326.4		

109983-301000

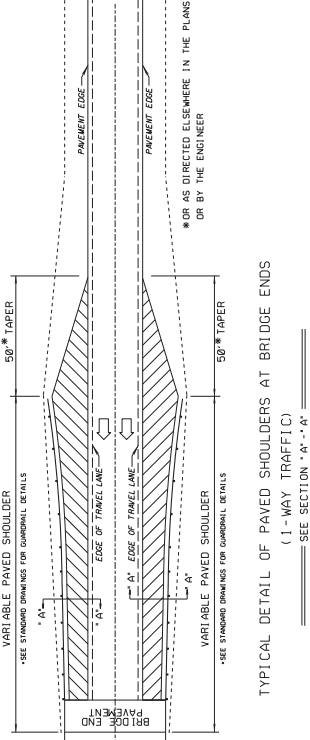
ROW Widths					
Right of CL	Left of CL	Start Sta #	End Sta #	Total Length	
50	50	498+40	536+00	3760.00	
70	90	536+00	545+00	900.00	
70	70	545+00	546+00	100.00	
80	70	546+00	555+00	900.00	
50	50	555+00	559+00	400.00	
60	50	559+00	567+00	800.00	
50	50	567+00	621+00	5400.00	
70	50	621+00	625+00	400.00	
70	70	625+00	634+00	900.00	
60	50	634+00	656+56	2256.00	
50	50	656+56	665+00	844.00	
50	50	665+00	681+41	1641.00	

Random Clearing					
Starting Station	Ending Station	Length (ft)	No. of Stations	Location	
499+40	504+80	540	5.4	Right	
507+80	510+00	220	2.2	Right	
511+40	516+60	520	5.2	Right	
517+20	521+80	460	4.6	Right	
522+20	528+00	580	5.8	Right	
534+00	544+00	1000	10.0	Right	
551+00	552+50	150	1.5	Right	
572+20	572+40	20	0.2	Right	
585+20	585+40	20	0.2	Right	
587+00	592+80	580	5.8	Right	
594+00	594+40	40	0.4	Right	
594+80	602+00	720	7.2	Right	
605+80	608+60	280	2.8	Right	
609+00	616+60	760	7.6	Right	
622+00	633+80	1180	11.8	Right	
635+00	642+80	780	7.8	Right	
646+00	665+00	1900	19.0	Right	
498+40	499+00	60	0.6	Left	
503+20	504+00	80	0.8	Left	
516+60	519+00	240	2.4	Left	
519+80	520+20	40	0.4	Left	
528+80	532+60	380	3.8	Left	
536+60	547+20	1060	10.6	Left	
547+80	551+60	380	3.8	Left	
552+20	554+00	180	1.8	Left	
558+80	571+60	1280	12.8	Left	
577+20	592+40	1520	15.2	Left	
593+00	593+40	40	0.4	Left	
594+00	595+00	100	1.0	Left	
599+00	605+80	680	6.8	Left	
609+40	613+60	420	4.2	Left	
614+80	622+60	780	7.8	Left	
625+00	627+20	220	2.2	Left	
630+20	634+00	380	3.8	Left	
657+40	667+00	960	9.6	Left	
Total			185.5		

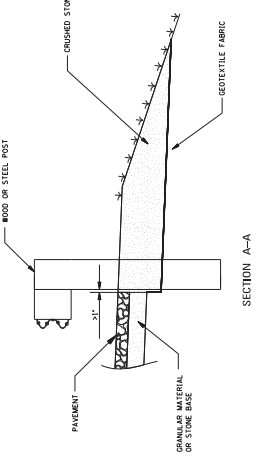
109984-301000



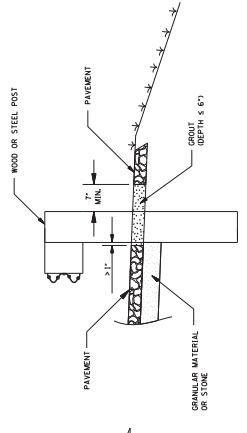
TYPICAL DETAIL OF PAVED SHOULDERS AT BRIDGE ENDS
 (2 - WAY TRAFFIC)
 SEE SECTION 'A' - 'A'



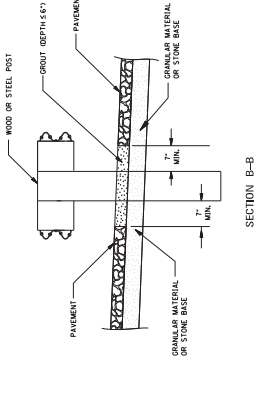
TYPICAL DETAIL OF PAVED SHOULDERS AT BRIDGE ENDS
 (1 - WAY TRAFFIC)
 SEE SECTION 'A' - 'A'



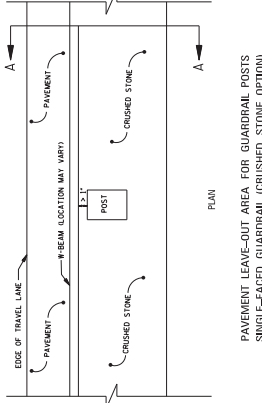
SECTION A-A



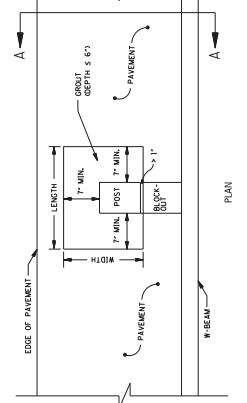
SECTION A-A



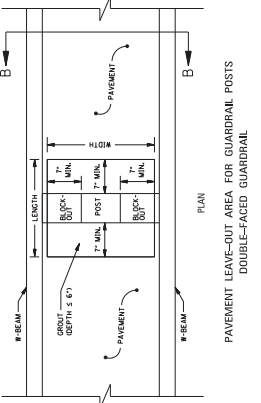
SECTION B-B



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



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



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

POST	MIN. PAV'T LEAVE-OUT AREA	
	SINGLE-FACED	DOUBLE-FACED
LENGTH	18	15
WIDTH	15	12
DEPTH	6"	6"
WOOD	2x4	2x4
STEEL	18	15

- GENERAL NOTES FOR CRUSHED STONE OPTION
- GUARDRAIL POSTS SHALL NOT BE COMPLETELY SURROUNDED BY PAVEMENT. THE AREA BEHIND AND LATERAL OF THE POST SHALL BE FILLED WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 120 PSL.
 - STANDARD EMBEMENT DEPTH SHALL BE ABSORBED IN THE COST OF OTHER STONE ON THE GUARDRAIL PAD. THE ENTIRE AREA SHALL BE TREATED UNIFORMLY WITH A SOIL STERILANT. THE SOIL STERILANT SHALL BE APPLIED TO THE ENTIRE AREA OF THE GUARDRAIL PAD. THE STERILANT SHALL BE APPROVED BY THE MANUFACTURER'S LABEL FOR PERENNIAL WEED CONTROL. ANY GRANULAR OR FILLER SOIL STERILANT SHALL NOT BE MADE FOR TREATING THE GUARDRAIL PAD AREA WITH SOIL STERILANT.
- GENERAL NOTES FOR GROUT OPTION
- GUARDRAIL POSTS SHALL NOT BE COMPLETELY SURROUNDED BY PAVEMENT. THE AREA BEHIND AND LATERAL OF THE POST SHALL BE FILLED WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 120 PSL.
 - STANDARD EMBEMENT DEPTH SHALL BE ABSORBED IN THE COST OF OTHER STONE ON THE GUARDRAIL PAD. THE ENTIRE AREA SHALL BE TREATED UNIFORMLY WITH A SOIL STERILANT. THE SOIL STERILANT SHALL BE APPLIED TO THE ENTIRE AREA OF THE GUARDRAIL PAD. THE STERILANT SHALL BE APPROVED BY THE MANUFACTURER'S LABEL FOR PERENNIAL WEED CONTROL. ANY GRANULAR OR FILLER SOIL STERILANT SHALL NOT BE MADE FOR TREATING THE GUARDRAIL PAD AREA WITH SOIL STERILANT.

NOTE: THE ALTERNATIVES SHOWN HEREIN APPLY TO ALL GUARDRAIL CONSTRUCTION WHERE MON STRIPS ARE AVOIDED.

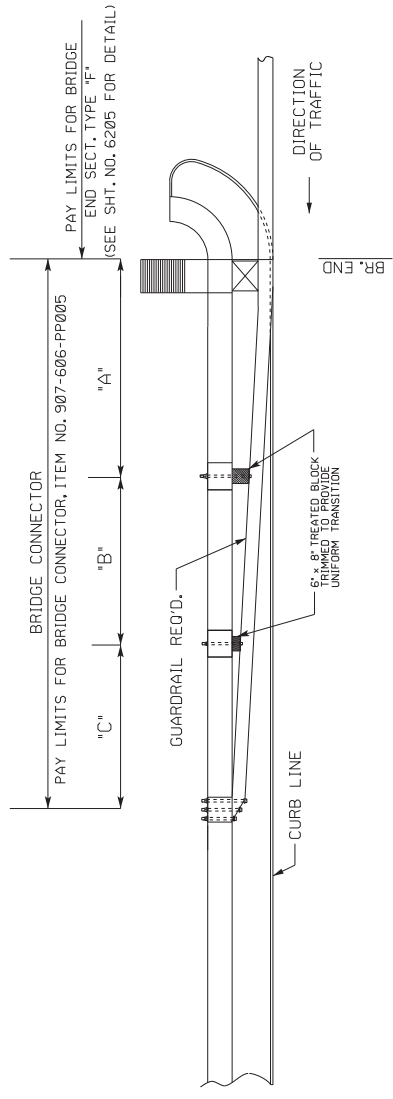
PRELIMINARY
NOT FOR
CONSTRUCTION



DESIGNED BY: DISTRICT 2
CHECKED BY:
DATE:

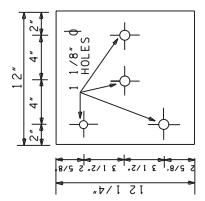
FMS CON: 109984/301000
PROJECT NO.: SP-0035-01-10
COUNTY: MARSHALL

Notice to Contractors
DETAIL OF BRIDGE CONNECTOR
WYDOT NO. BGRCC-1
SHEET NO. 1

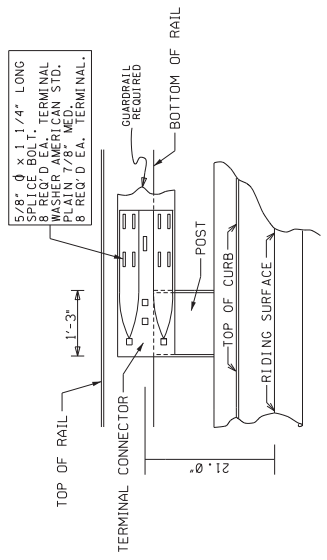
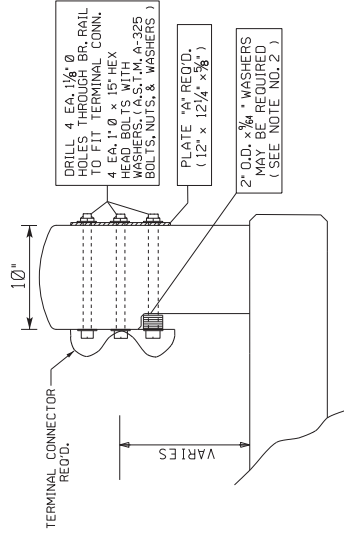


PLAN VIEW

Bridge #	NB	SB	A	B	C	RT	LT
118	6'-4"	6'-3 1/2"	6'-1"	6'-2"	6'		



DETAIL OF PLATE
(12' x 12 1/4' x 5/8")



- NOTE
- GUARDRAIL MAY BE CUT AT ONE END OF BRIDGE CONNECTOR AND HOLES FIELD DRILLED TO MATCH POST LOCATIONS. HOLES AND CUT END OF RAIL TO BE FIELD PAINTED AS DIRECTED BY THE PROJECT ENGINEER.
 - 7 WASHERS EACH, FOR SPACERS, MAY BE REQUIRED, ACCORDING TO THE VARIATIONS OF HEIGHT OF GUARDRAIL FROM THE TOP OF CURB.
 - CONTRACTOR IS TO FIELD VERIFY POST SPACING FOR BRIDGE CONNECTIONS.

<u>89+51</u>		<u>Slope</u>			
		Plan		Existing	
<u>Crown</u>	<u>Station</u>	<u>LT. of CL.</u>	<u>RT. Of CL.</u>	<u>LT. of CL.</u>	<u>RT. Of CL.</u>
NC	88+03	-2.0%	-2.0%		
	88+29	-1.0%	-2.0%		
TS	88+54	0.0%	-2.0%		
	88+80	1.0%	-2.0%		
RC	89+06	2.0%	-2.0%		
	89+21	2.6%	-2.6%		
	89+36	3.2%	-3.2%		
PC	89+51	3.8%	-3.8%		
	89+72	4.6%	-4.6%		
FS	89+92	5.4%	-5.4%		
	91+00	5.4%	-5.4%		
	93+00	5.4%	-5.4%	2.62%	-4.8%
	95+00	5.4%	-5.4%		
	97+00	5.4%	-5.4%		
	99+00	5.4%	-5.4%		
	101+00	5.4%	-5.4%		
		5.4%	-5.4%		
		5.4%	-5.4%		
		5.4%	-5.4%		
FS	96+74	5.4%	-5.4%		
	96+94	4.6%	-4.6%		
PT	97+15	3.8%	-3.8%		
	97+30	3.2%	-3.2%		
	97+45	2.6%	-2.6%		
RC	97+60	2.0%	-2.0%		
	97+86	1.0%	-2.0%		
TS	98+12	0.0%	-2.0%		
	98+37	-1.0%	-2.0%		
NC	98+63	-2.0%	-2.0%		

<u>122+35</u>		<u>Slope</u>			
		Plan		Existing	
<u>Crown</u>	<u>Station</u>	<u>LT. of CL.</u>	<u>RT. Of CL.</u>	<u>LT. of CL.</u>	<u>RT. Of CL.</u>
NC	120+52	-2.0%	-2.0%		
	120+77	-2.0%	-1.0%		
TS	121+03	-2.0%	0.0%		
	121+28	-2.0%	1.0%		
RC	121+54	-2.0%	2.0%		
	121+81	-3.1%	3.1%		
	122+08	-4.1%	4.1%		
PC	122+35	-5.2%	5.2%		
	122+63	-6.3%	6.3%		
FS	122+92	-7.4%	7.4%		
	123+00	-7.4%	7.4%		
	124+00	-7.4%	7.4%		
	125+00	-7.4%	7.4%		
	126+00	-7.4%	7.4%		
	127+00	-7.4%	7.4%		
	128+00	-7.4%	7.4%	-5.79%	3.34%
	129+00	-7.4%	7.4%		
	130+00	-7.4%	7.4%		
		-7.4%	-7.4%		
FS	130+66	-7.4%	7.4%		
	130+95	-6.3%	6.3%		
PT	131+23	-5.2%	5.2%		
	131+50	-4.1%	4.1%		
	131+77	-3.1%	3.1%		
RC	132+04	-2.0%	2.0%		
	132+30	-2.0%	1.0%		
TS	132+55	-2.0%	0.0%		
	132+81	-2.0%	-1.0%		
NC	133+06	-2.0%	-2.0%		

<u>140+84</u>		<u>Slope</u>			
		Plan		Existing	
<u>Crown</u>	<u>Station</u>	<u>LT. of CL.</u>	<u>RT. Of CL.</u>	<u>LT. of CL.</u>	<u>RT. Of CL.</u>
NC	139+65	-2.0%	-2.0%		
	139+90	-2.0%	-1.0%		
TS	140+16	-2.0%	0.0%		
	140+41	-2.0%	1.0%		
RC	140+67	-2.0%	2.0%		
	140+72	-2.2%	2.2%		
	140+78	-2.4%	2.4%		
PC	140+84	-2.7%	2.7%		
	140+98	-3.2%	3.2%		
FS	141+13	-3.8%	3.8%		
	142+00	-3.8%	3.8%		
	143+00	-3.8%	3.8%	-4.78%	1.29%
	144+00	-3.8%	3.8%		
FS	144+34	-3.8%	3.8%		
	144+48	-3.2%	3.2%		
PT	144+63	-2.7%	2.7%		
	144+69	-2.4%	2.4%		
	144+74	-2.2%	2.2%		
RC	144+80	-2.0%	2.0%		
	145+05	-2.0%	1.0%		
TS	145+31	-2.0%	0.0%		
	145+56	-2.0%	-1.0%		
NC	145+82	-2.0%	-2.0%		

<u>152+38</u>		<u>Slope</u>			
		Plan		Existing	
<u>Crown</u>	<u>Station</u>	<u>LT. of CL.</u>	<u>RT. Of CL.</u>	<u>LT. of CL.</u>	<u>RT. Of CL.</u>
NC	150+65	-2.0%	-2.0%		
	150+90	-1.0%	-2.0%		
TS	151+16	0.0%	-2.0%		
	151+41	1.0%	-2.0%		
RC	151+67	2.0%	-2.0%		
	151+91	2.9%	-2.9%		
	152+14	3.8%	-3.8%		
PC	152+38	4.8%	-4.8%		
	152+64	5.8%	-5.8%		
FS	152+90	6.8%	-6.8%		
	153+00	6.8%	-6.8%		
	154+00	6.8%	-6.8%		
	155+00	6.8%	-6.8%		
	156+00	6.8%	-6.8%		
	157+00	6.8%	-6.8%		
	158+00	6.8%	-6.8%	2.68%	-5.36%
	159+00	6.8%	-6.8%		
	160+00	6.8%	-6.8%		
	161+00	6.8%	-6.8%		
FS	162+27	6.8%	-6.8%		
	162+53	5.8%	-5.8%		
PT	162+79	4.8%	-4.8%		
	163+03	3.8%	-3.8%		
	163+26	2.9%	-2.9%		
RC	163+50	2.0%	-2.0%		
	163+76	1.0%	-2.0%		
TS	164+01	0.0%	-2.0%		
	164+27	-1.0%	-2.0%		
NC	164+52	-2.0%	-2.0%		

<u>187+54</u>		<u>Slope</u>			
		Plan		Existing	
<u>Crown</u>	<u>Station</u>	<u>LT. of CL.</u>	<u>RT. Of CL.</u>	<u>LT. of CL.</u>	<u>RT. Of CL.</u>
NC	186+17	-2.0%	-2.0%		
	186+42	-1.0%	-2.0%		
TS	186+68	0.0%	-2.0%		
	186+94	1.0%	-2.0%		
RC	187+19	2.0%	-2.0%		
	187+31	2.5%	-2.5%		
	187+42	2.9%	-2.9%		
PC	187+54	3.4%	-3.4%		
	187+72	4.1%	-4.1%		
FS	187+91	4.8%	-4.8%		
	188+00	4.8%	-4.8%	1.17%	-3.16%
	189+00	4.8%	-4.8%		
	190+00	4.8%	-4.8%		
	191+00	4.8%	-4.8%		
	192+00	4.8%	-4.8%		
	193+00	4.8%	-4.8%		
	194+00	4.8%	-4.8%		
	195+00	4.8%	-4.8%		
FS	195+61	4.8%	-4.8%		
	195+80	4.1%	-4.1%		
PT	195+98	3.4%	-3.4%		
	196+10	2.9%	-2.9%		
	196+21	2.5%	-2.5%		
RC	196+33	2.0%	-2.0%		
	196+58	1.0%	-2.0%		
TS	196+84	0.0%	-2.0%		
	197+10	-1.0%	-2.0%		
NC	197+35	-2.0%	-2.0%		

<u>214+64</u>		<u>Slope</u>			
		Plan		Existing	
<u>Crown</u>	<u>Station</u>	<u>LT. of CL.</u>	<u>RT. Of CL.</u>	<u>LT. of CL.</u>	<u>RT. Of CL.</u>
NC	212+67	-2.0%	-2.0%		
	212+92	-2.0%	-1.0%		
TS	213+18	-2.0%	0.0%		
	213+43	-2.0%	1.0%		
RC	213+67	-2.0%	2.0%		
	214+00	-3.3%	3.3%		
	214+32	-4.6%	4.6%		
PC	214+64	-5.9%	5.9%		
	214+95	-7.1%	7.1%		
FS	215+27	-8.4%	8.4%		
	216+00	-8.4%	8.4%		
	217+00	-8.4%	8.4%		
	218+00	-8.4%	8.4%	-8.50%	4.91%
	219+00	-8.4%	8.4%		
	220+00	-8.4%	8.4%		
	221+00	-8.4%	8.4%		
	222+00	-8.4%	8.4%		
	223+00	-8.4%	8.4%		
FS	223+58	-8.4%	8.4%		
	223+90	-7.1%	7.1%		
PT	224+21	-5.9%	5.9%		
	224+53	-4.6%	4.6%		
	224+85	-3.3%	3.3%		
RC	225+18	-2.0%	2.0%		
	225+42	-2.0%	1.0%		
TS	225+67	-2.0%	0.0%		
	225+93	-2.0%	-1.0%		
NC	226+18	-2.0%	-2.0%		

<u>554+67</u>		<u>Slope</u>			
		Plan		Existing	
<u>Crown</u>	<u>Station</u>	<u>LT. of CL.</u>	<u>RT. Of CL.</u>	<u>LT. of CL.</u>	<u>RT. Of CL.</u>
NC	553+48	-2.0%	-2.0%		
	553+74	-2.0%	-1.0%		
TS	553+99	-2.0%	0.0%		
	554+25	-2.0%	1.0%		
RC	554+50	-2.0%	2.0%		
	554+56	-2.2%	2.2%		
	554+61	-2.4%	2.4%		
PC	554+67	-2.7%	2.7%		
	554+82	-3.2%	3.2%		
FS	554+96	-3.8%	3.8%		
	555+00	-3.8%	3.8%		
	556+00	-3.8%	3.8%		
	557+00	-3.8%	3.8%		
	558+00	-3.8%	3.8%	-4%	1%
	559+00	-3.8%	3.8%		
	560+00	-3.8%	3.8%		
	561+00	-3.8%	3.8%		
	562+00	-3.8%	3.8%		
FS	562+51	-3.8%	3.8%		
	562+65	-3.2%	3.2%		
PT	562+80	-2.7%	2.7%		
	562+86	-2.4%	2.4%		
	562+91	-2.2%	2.2%		
RC	562+97	-2.0%	2.0%		
	563+22	-2.0%	1.0%		
TS	563+48	-2.0%	0.0%		
	563+73	-2.0%	-1.0%		
NC	563+99	-2.0%	-2.0%		

<u>588+95</u>		<u>Slope</u>			
		Plan		Existing	
<u>Crown</u>	<u>Station</u>	<u>LT. of CL.</u>	<u>RT. Of CL.</u>	<u>LT. of CL.</u>	<u>RT. Of CL.</u>
NC	587+76	-2.0%	-2.0%		
	588+02	-1.0%	-2.0%		
TS	588+27	0.0%	-2.0%		
	588+53	1.0%	-2.0%		
RC	588+78	2.0%	-2.0%		
	588+84	2.2%	-2.2%		
	588+89	2.4%	-2.4%		
PC	588+95	2.7%	-2.7%		
	589+10	3.2%	-3.2%		
FS	589+24	3.8%	-3.8%		
	590+00	3.8%	-3.8%		
	591+00	3.8%	-3.8%		
	592+00	3.8%	-3.8%		
	593+00	3.8%	-3.8%	0.15%	-3.60%
	594+00	3.8%	-3.8%		
	595+00	3.8%	-3.8%		
	596+00	3.8%	-3.8%		
	597+00	3.8%	-3.8%		
	598+00	3.8%	-3.8%		
	599+00	3.8%	-3.8%		
	600+00	3.8%	-3.8%		
FS	600+57	3.8%	-3.8%		
	600+71	3.2%	-3.2%		
PT	600+86	2.7%	-2.7%		
	600+92	2.4%	-2.4%		
	600+97	2.2%	-2.2%		
RC	601+03	2.0%	-2.0%		
	601+28	1.0%	-2.0%		
TS	601+54	0.0%	-2.0%		
	601+79	-1.0%	-2.0%		
NC	602+05	-2.0%	-2.0%		

<u>618+64</u>		<u>Slope</u>			
		Plan		Existing	
<u>Crown</u>	<u>Station</u>	<u>LT. of CL.</u>	<u>RT. Of CL.</u>	<u>LT. of CL.</u>	<u>RT. Of CL.</u>
NC	617+59	-2.0%	-2.0%		
	617+85	-2.0%	-1.0%		
TS	618+10	-2.0%	0.0%		
	618+36	-2.0%	1.0%		
RC	618+61	-2.0%	2.0%		
	618+62	-2.0%	2.0%		
	618+63	-2.1%	2.1%		
PC	618+64	-2.1%	2.1%		
	618+76	-2.6%	2.6%		
FS	618+87	-3.0%	3.0%		
	619+00	-3.0%	3.0%		
	620+00	-3.0%	3.0%		
	621+00	-3.0%	3.0%		
	622+00	-3.0%	3.0%		
	623+00	-3.0%	3.0%	-2.76%	2.14%
	624+00	-3.0%	3.0%		
FS	624+46	-3.0%	3.0%		
	624+57	-2.6%	2.6%		
PT	624+69	-2.1%	2.1%		
	624+70	-2.1%	2.1%		
	624+71	-2.0%	2.0%		
RC	624+72	-2.0%	2.0%		
	624+97	-2.0%	1.0%		
TS	625+23	-2.0%	0.0%		
	625+48	-2.0%	-1.0%		
NC	625+74	-2.0%	-2.0%		

STATE	PROJECT NO.
MISS	SP-0035-01(009)/SP-0035-01(010)

SUMMARY OF QUANTITIES (SHEET 1)

PAY ITEM NO.	PAY ITEM	UNIT	MARSHALL : 109983-301000	
			Prelim	Final
201-D001	Random Clearing	STA	327	
202-B007	Removal of Asphalt Pavement, All Depths	SY	47	
202-B215	Removal of Sign Including Post & Footing	EA	24	
203-G001	Excess Excavation, FM, AH	CY	20	
304-B004	Granular Material, Class 5, Group D	TON	1,600	
907-403-A006	19-mm, ST, Asphalt Pavement	TON	50	
907-403-A015	9.5-mm, ST, Asphalt Pavement	TON	5,750	
907-403-B012	9.5-mm, ST, Asphalt Pavement, Leveling	TON	1,700	
907-403-C003	19-mm, ST, Asphalt Pavement, Trench Widening	TON	1,800	
406-A002	Cold Milling of Bituminous Pavement, All Depths	SY	635	
407-A001	Asphalt for Tack Coat	GAL	6,800	
423-A001	Rumble Strips, Ground In	MI	9	
503-C010	Saw Cut, Full Depth	LF	93	
907-618-A001	Maintenance of Traffic	LS	1	
618-B001	Additional Construction Signs	SF	1	
619-A1001	Temporary Traffic Stripe, Continuous White	MI	9	
619-A2001	Temporary Traffic Stripe, Continuous Yellow	MI	5	
619-A4002	Temporary Traffic Stripe, Skip Yellow	MI	3	
619-A5001	Temporary Traffic Stripe, Detail	LF	300	
619-A6002	Temporary Traffic Stripe, Legend	LF	100	
907-619-B001	Temporary Portable Rumble Strips	LF	66	
620-A001	Mobilization	LS	1	
907-626-C014	6" Thermoplastic Edge Stripe, Continuous White	MI	9	
907-626-D005	6" Thermoplastic Traffic Stripe, Skip Yellow	MI	3	
907-626-E005	6" Thermoplastic Traffic Stripe, Continuous Yellow	MI	5	
907-626-G004	Thermoplastic Detail Stripe, White	LF	300	
907-626-G005	Thermoplastic Detail Stripe, Yellow	LF	1,024	
907-626-H009	Thermoplastic Legend, White	SF	118	
907-626-H010	Thermoplastic Legend, White	LF	100	
907-627-J001	Two-Way Clear Reflective High Performance Raised Markers	EA	1,208	
907-627-L001	Two-Way Yellow Reflective High Performance Raised Markers	EA	574	
630-A001	Standard Roadside Signs, Sheet Aluminum, 0.080" Thickness	SF	80	
630-A003	Standard Roadside Signs, Sheet Aluminum, 0.125" Thickness	SF	9	
630-A005	Standard Roadside Signs, Sheet Aluminum, 0.1" Thickness	SF	146	
630-C001	Square Tube Posts, 4.0 lb/ft	LF	15	
630-C005	Square Tube Posts, 2.0 lb/ft	LF	315	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
SUMMARY OF QUANTITIES	
Revision	
PROJ NO: SP-0035-01(009)	Working Number: SQ-1
COUNTY: MARSHALL	Sheet Number
FILENAME: 109983-109984 - SQS	1
Design Team	Checked
Date	

STATE	PROJECT NO.
MISS	SP-0035-01(009)/SP-0035-01(010)

SUMMARY OF QUANTITIES (SHEET 2)

PAY ITEM NO.	PAY ITEM	UNIT	MARSHALL : 109984-301000	
			Prelim	Final
201-D001	Random Clearing	STA	186	
202-B007	Removal of Asphalt Pavement, All Depths	SY	763	
202-B158	Removal of Guard Rail, Including Rails, Posts and Terminal Ends	LF	600	
202-B215	Removal of Sign Including Post & Footing	EA	45	
202-B240	Removal of Traffic Stripe	LF	360	
203-G001	Excess Excavation, FM, AH	CY	255	
304-B004	Granular Material, Class 5, Group D	TON	1,200	
907-403-A006	19-mm, ST, Asphalt Pavement	TON	500	
907-403-A015	9.5-mm, ST, Asphalt Pavement	TON	5,000	
907-403-B012	9.5-mm, ST, Asphalt Pavement, Leveling	TON	825	
907-403-C003	19-mm, ST, Asphalt Pavement, Trench Widening	TON	1,500	
406-A002	Cold Milling of Bituminous Pavement, All Depths	SY	1,628	
407-A001	Asphalt for Tack Coat	GAL	5,417	
423-A001	Rumble Strips, Ground In	MI	7	
503-C010	Saw Cut, Full Depth	LF	1,275	
606-B002	Guard Rail, Class A, Type 1, 'W' Beam	LF	350	
606-D015	Guard Rail, Bridge End Section, Type F	EA	4	
606-E005	Guard Rail, Terminal End Section, Flared	EA	4	
907-606-PP005	Guard Rail, Bridge Connector, Per Plans	EA	2	
907-618-A001	Maintenance of Traffic	LS	1	
618-B001	Additional Construction Signs	SF	1	
619-A1001	Temporary Traffic Stripe, Continuous White	MI	7	
619-A2001	Temporary Traffic Stripe, Continuous Yellow	MI	4	
619-A4002	Temporary Traffic Stripe, Skip Yellow	MI	3	
619-A5001	Temporary Traffic Stripe, Detail	LF	1,440	
619-A6002	Temporary Traffic Stripe, Legend	LF	928	
907-619-B001	Temporary Portable Rumble Strips	LF	66	
620-A001	Mobilization	LS	1	
907-626-C014	6" Thermoplastic Edge Stripe, Continuous White	MI	7	
907-626-D005	6" Thermoplastic Traffic Stripe, Skip Yellow	MI	3	
907-626-E005	6" Thermoplastic Traffic Stripe, Continuous Yellow	MI	4	
907-626-G004	Thermoplastic Detail Stripes, White	LF	1,440	
907-626-H010	Thermoplastic Legend, White	LF	928	
907-627-J001	Two-Way Clear Reflective High Performance Raised Markers	EA	1,084	
907-627-L001	Two-Way Yellow Reflective High Performance Raised Markers	EA	470	
630-A001	Standard Roadside Signs, Sheet Aluminum, 0.080" Thickness	SF	78	
630-A003	Standard Roadside Signs, Sheet Aluminum, 0.125" Thickness	SF	45	
630-A005	Standard Roadside Signs, Sheet Aluminum, 0.1" Thickness	SF	104	
630-C005	Square Tube Posts, 2.0 lb/ft	LF	465	
630-F006	Delimiters, Guard Rail, White	EA	22	
630-G004	Type 3 Object Markers, OM-3R or OM-3L	EA	22	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES

PROJ NO: SP-0035-01(010)
 COUNTY: MARSHALL

Working Number: SQ-2
 Sheet Number: 2

FILENAME: 109983-109984 - SQS
 Design Team Checked Date

STATE	PROJECT NO.
MISS	SP-0035-01(009)/SP-0035-01(010)

SUMMARY OF QUANTITIES (SHEET 3)

PAY ITEM NO.	PAY ITEM	UNIT	Total Amount	
			Prelim	Final
201-D001	Random Clearing	STA	513	
202-B007	Removal of Asphalt Pavement, All Depths	SY	810	
202-B158	Removal of Guard Rail, Including Rails, Posts and Terminal Ends	LF	600	
202-B215	Removal of Sign Including Post & Footing	EA	69	
202-B240	Removal of Traffic Stripe	LF	360	
203-G001	Excess Excavation, FM, AH	CY	275	
304-B004	Granular Material, Class 5, Group D	TON	2,800	
907-403-A006	19-mm, ST, Asphalt Pavement	TON	550	
907-403-A015	9.5-mm, ST, Asphalt Pavement	TON	10,750	
907-403-B012	9.5-mm, ST, Asphalt Pavement, Leveling	TON	2,525	
907-403-C003	19-mm, ST, Asphalt Pavement, Trench Widening	TON	3,300	
406-A002	Cold Milling of Bituminous Pavement, All Depths	SY	2,263	
407-A001	Asphalt for Tack Coat	GAL	12,217	
423-A001	Rumble Strips, Ground In	MI	16	
503-C010	Saw Cut, Full Depth	LF	1,368	
606-B002	Guard Rail, Class A, Type 1, 'W' Beam	LF	350	
606-D015	Guard Rail, Bridge End Section, Type F	EA	4	
606-E005	Guard Rail, Terminal End Section, Flared	EA	4	
907-606-PP005	Guard Rail, Bridge Connector, Per Plans	EA	2	
907-618-A001	Maintenance of Traffic	LS	1	
618-B001	Additional Construction Signs	SF	2	
619-A1001	Temporary Traffic Stripe, Continuous White	MI	16	
619-A2001	Temporary Traffic Stripe, Continuous Yellow	MI	9	
619-A4002	Temporary Traffic Stripe, Skip Yellow	MI	6	
619-A5001	Temporary Traffic Stripe, Detail	LF	1,740	
619-A6002	Temporary Traffic Stripe, Legend	LF	1,028	
907-619-B001	Temporary Portable Rumble Strips	LF	132	
620-A001	Mobilization	LS	1	
907-626-C014	6" Thermoplastic Edge Stripe, Continuous White	MI	16	
907-626-D005	6" Thermoplastic Traffic Stripe, Skip Yellow	MI	6	
907-626-E005	6" Thermoplastic Traffic Stripe, Continuous Yellow	MI	9	
907-626-G004	Thermoplastic Detail Stripes, White	LF	1,740	
907-626-G005	Thermoplastic Detail Stripes, Yellow	LF	1,024	
907-626-H009	Thermoplastic Legend, White	SF	118	
907-626-H010	Thermoplastic Legend, White	LF	1,028	
907-627-J001	Two-Way Clear Reflective High Performance Raised Markers	EA	2,292	
907-627-L001	Two-Way Yellow Reflective High Performance Raised Markers	EA	1,044	
630-A001	Standard Roadside Signs, Sheet Aluminum, 0.080" Thickness	SF	158	
630-A003	Standard Roadside Signs, Sheet Aluminum, 0.125" Thickness	SF	54	
630-A005	Standard Roadside Signs, Sheet Aluminum, 0.1" Thickness	SF	250	
630-C001	Square Tube Posts, 4.0 lb/ft	LF	15	
630-C005	Square Tube Posts, 2.0 lb/ft	LF	780	
630-F006	Delineators, Guard Rail, White	EA	22	
630-G004	Type 3 Object Markers, OM-3R or OM-3L	EA	22	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
SUMMARY OF QUANTITIES - PROJECT TOTALS	
Working Number	SQ-3
PROJ NO: SP-0035-01(009)/SP-0035-01(010)	FMS: 109983-301000/109984-301000
FILENAME: 109983-109984 - SQS	Checked Date
Design Team	3

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 (± 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”.