



SM No. CSP0051020301

PROPOSAL AND CONTRACT DOCUMENTS

FOR THE CONSTRUCTION OF

05

Scrub Seal approximately 18.7 miles of MS 330 from east of Front Street to the Calhoun County Line and from the Yalobusha County Line to MS 32, known as State Project Nos. SP-0051-02(030) / 110057301 in Yalobusha County and SP-0051-03(011) / 110058301 in Calhoun County.

Project Completion: Flexible

(STATE DELEGATED)

NOTICE

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

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

SECTION 900

OF THE CURRENT 2017 STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION JACKSON, MISSISSIPPI

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
TABLE OF CONTENTS

PROJECT: SP-0051-02(030)/110057301 - Yalobusha
SP-0051-03(011)/110058301 - Calhoun

Section 901 - Advertisement

Section 904 - Notice to Bidders

#1	Governing Specification, w/ Supplement
#3	Final Cleanup
#13	Safety Edge
#296	Reduced Speed Limit Signs
#445	Mississippi Agent or Qualified Nonresident Agent
#516	Errata and Modifications to the 2017 Standard Specifications
#1225	Early Notice to Proceed
#1226	Material Storage Under Bridges
#1241	Fuel and Material Adjustments
#2206	MASH Compliant Devices
#2273	Mississippi Special Fuel Tax Law
#2954	Reflective Sheeting for Signs
#3676	Asphalt Gyratory Compactor Internal Angle Calibration
#4702	App for Traffic Control Report
#5086	Detail of Square Tube Sign Posts
#5551	Federal Bridge Formula
#7624	Standard Drawings w/Supplement
#7688	Contract Time
#7689	Scope of Work

Section 907 - Special Provisions

907-101-1	Definitions and Terms
907-102-2	Bidding Requirements and Conditions
907-103-2	Award and Execution of Contract
907-104-2	Minor Alterations to the Contract
907-105-2	Control of Work
907-108-4	Subletting of Contract
907-108-6	Default and Termination of Contract
907-109-5	Measurement and Payment
907-401-3	Asphalt Pavement - General
907-403-4	Asphalt Pavements
907-414-2	Polymer Modified Asphalt Rejuvenating Scrub Seal
907-605-1	Underdrains
907-618-4	Additional Signing Requirements, w/Supplement
907-618-12	Traffic Control Management
907-619-6	Temporary Portable Rumble Strips
907-626-12	Thermoplastic Traffic Markings
907-627-1	Raised Pavement Markings
907-701-4	Hydraulic Cement, w/ Supplement
907-702-4	Bituminous Materials
907-703-2	Gradation

PROJECT: SP-0051-02(030)/110057301 - Yalobusha
SP-0051-03(011)/110058301 - Calhoun

907-705-1	Stone Riprap
907-707-3	Joint Materials
907-711-2	Plain Steel Wire
907-712-1	Fence and Guardrail
907-714-4	Miscellaneous Materials
907-718-1	Timber and Dimension Lumber
907-720-4	Pavement Marking Materials
907-721-4	Materials for Signing

Section 905 - Proposal, Proposal Bid Items, Combination Bid Proposal
State Board of Contractors Requirement
State Certification Regarding Non-Collusion, Debarment and Suspensions
Section 902 - Contract Form
Section 903 - Contract Bond Forms

Progress Schedule

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

02/26/2026 03:07 PM

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 901 - ADVERTISEMENT

Electronic bids will be received by the Mississippi Transportation Commission at 10:00 o'clock A.M., Tuesday, March 24, 2026, from the Bid Express Service and shortly thereafter publicly read on the Sixth Floor for:

Scrub Seal approximately 18.7 miles of MS 330 from east of Front Street to the Calhoun County Line and from the Yalobusha County Line to MS 32, known as State Project Nos. SP-0051-02(030) / 110057301 in Yalobusha County and SP-0051-03(011) / 110058301 in Calhoun County.

The attention of bidders is directed to the predetermined minimum wage rate set by the U. S. Department of Labor under the Fair Labor Standards Act.

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

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

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

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

BRAD WHITE
EXECUTIVE DIRECTOR

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO NOTICE TO BIDDERS NO. 1

DATE: 06/08/2021

SUBJECT: Governing Specifications

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

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 1

CODE: (IS)

DATE: 03/01/2017

SUBJECT: Governing Specifications

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

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

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3

CODE: (SP)

DATE: 01/17/2017

SUBJECT: Final Clean-Up

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

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

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

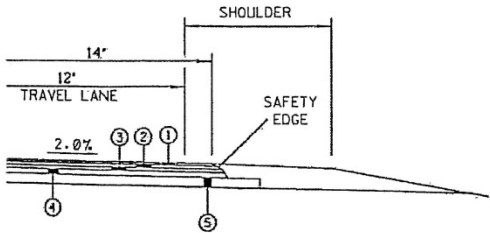
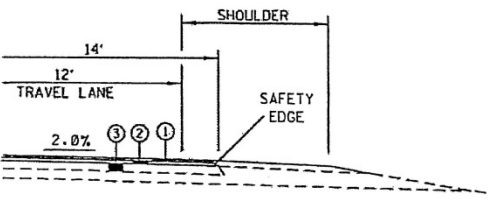
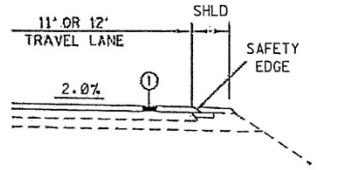
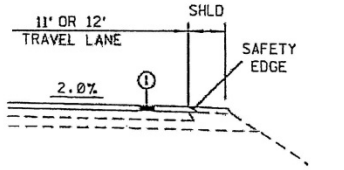
SECTION 904 - NOTICE TO BIDDERS NO. 13

CODE: (IS)

DATE: 03/01/2017

SUBJECT: Safety Edge

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

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 296

CODE: (SP)

DATE: 07/25/2017

SUBJECT: Reduced Speed Limit Signs

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 445

CODE: (SP)

DATE: 10/10/2017

SUBJECT: Mississippi Agent or Qualified Nonresident Agent

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 516

CODE: (IS)

DATE: 11/28/2017

SUBJECT: Errata and Modifications to the 2017 Standard Specifications

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

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 1225

CODE: (SP)

DATE: 11/13/2018

SUBJECT: Early Notice to Proceed

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 1226

CODE: (IS)

DATE: 11/16/2018

SUBJECT: Material Storage Under Bridges

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 1241

CODE: (IS)

DATE: 11/27/2018

SUBJECT: Fuel and Material Adjustments

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2206

CODE: (IS)

DATE: 01/14/2020

SUBJECT: MASH Compliant Devices

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

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

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

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

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2273

CODE: (SP)

DATE: 02/12/2020

SUBJECT: Mississippi Special Fuel Tax Law

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

Gasoline and Dyed Diesel Used for Non-Highway Purposes

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

Gasoline Used for Non-Highway Purposes

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

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

Refund Gasoline User

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

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

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

Refund Gasoline Dealer

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

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

Dyed Diesel Used for Non-Highway Purposes

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

Dyed Diesel Used on the Highway

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

Identifying Dyed Diesel

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



Special Fuel Used on Government Contracts

State and Local Government Contracts

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

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

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

Special Fuel Direct Pay Permit

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

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

Special Fuel Distributors

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

Environmental Protection Fee

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

Penalties

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



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2954

CODE: (IS)

DATE: 12/01/2020

SUBJECT: Reflective Sheeting for Signs

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

Temporary Construction Signs

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

Permanent Signs

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

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3676

CODE: (SP)

DATE: 09/21/2021

SUBJECT: Asphalt Gyratory Compactor Internal Angle Calibration

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 4702

CODE: (SP)

DATE: 11/22/2022

SUBJECT: App for Traffic Control Reports

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

<https://extacctmgmt.mdod.state.ms.us/>

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 5086

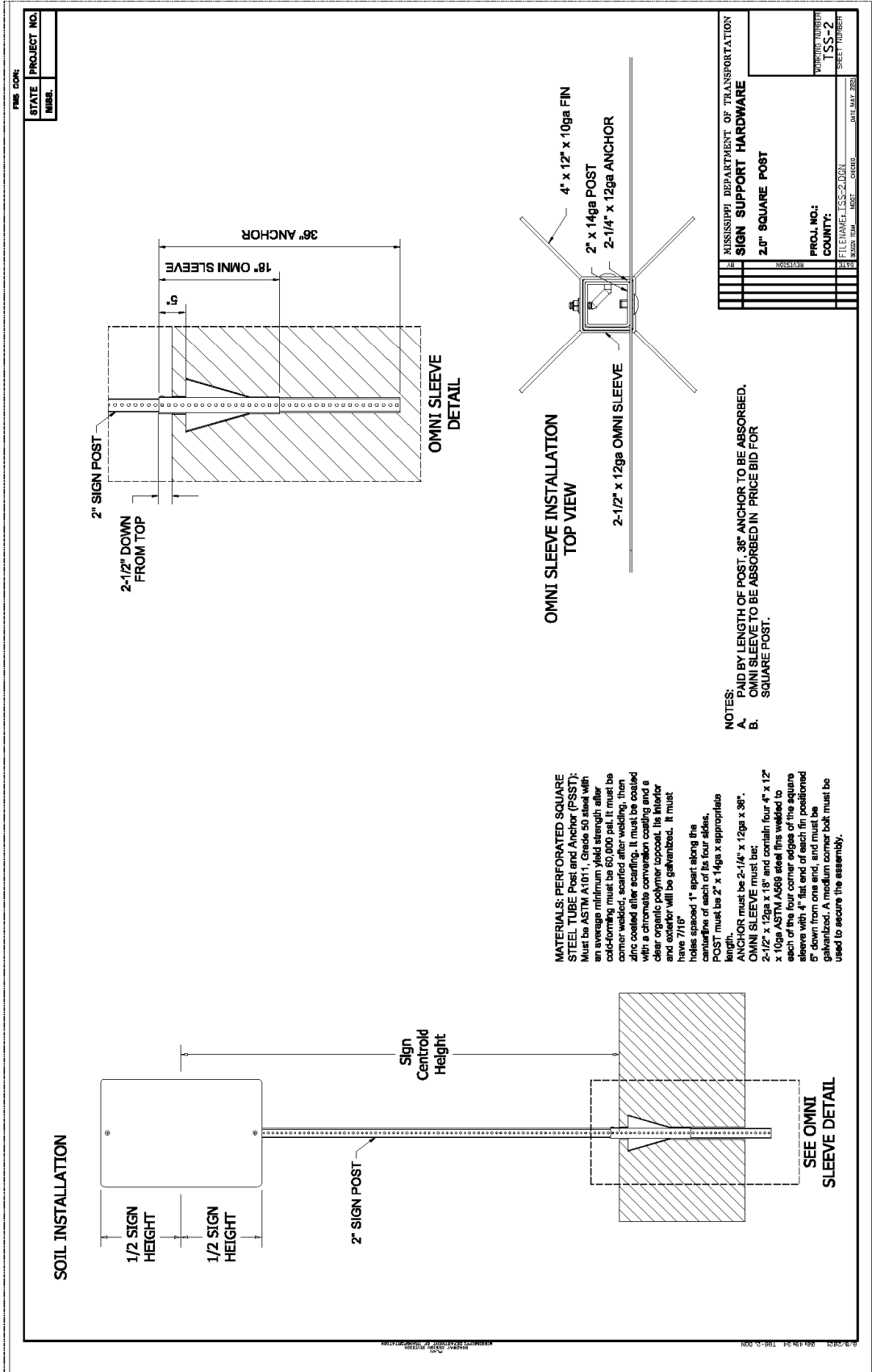
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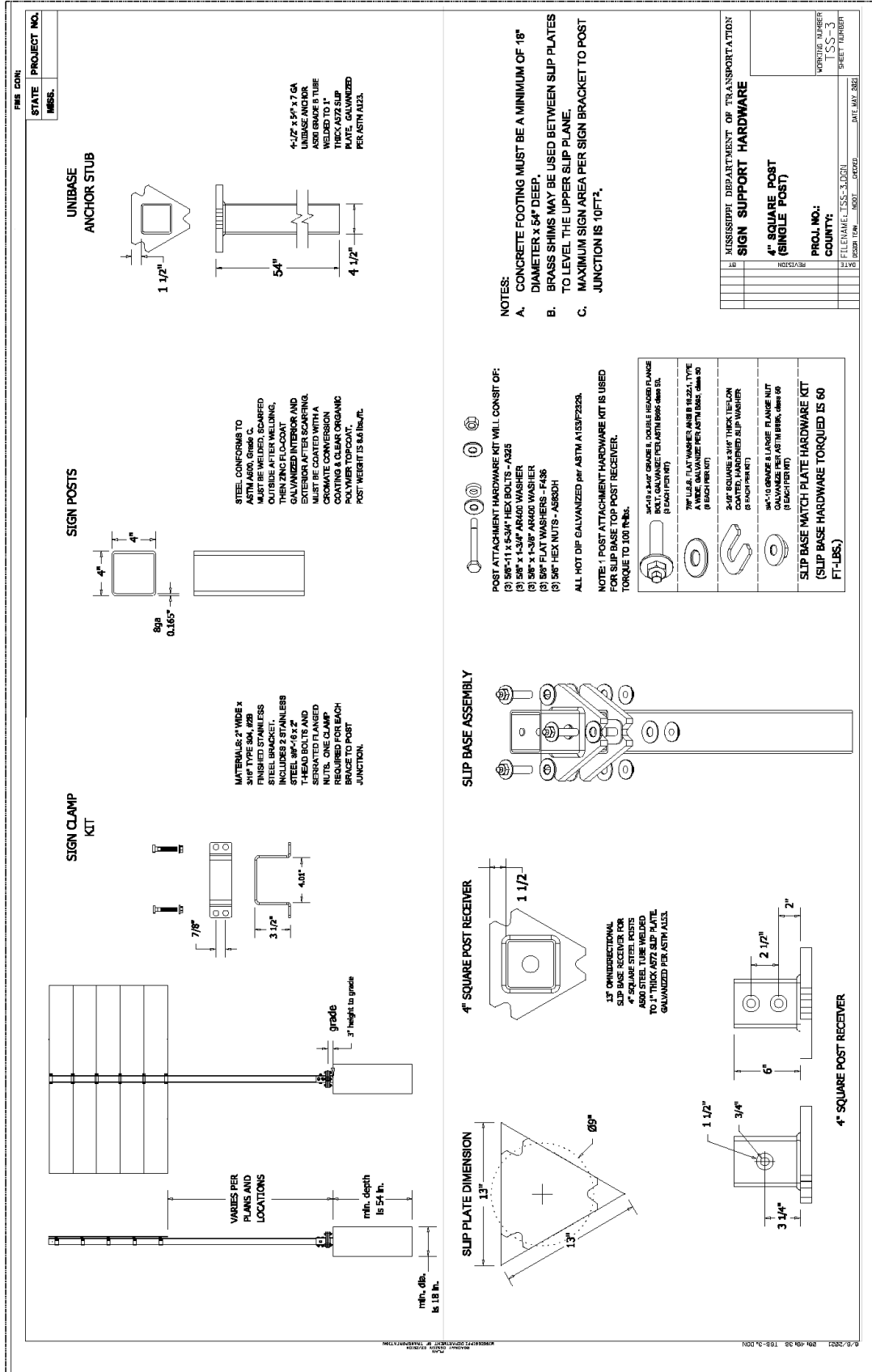
DATE: 05/02/2023

SUBJECT: Detail of Square Tube Sign Posts

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

24





MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 5551

CODE: (IS)

DATE: 12/06/2023

SUBJECT: Federal Bridge Formula

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

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

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

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

or

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

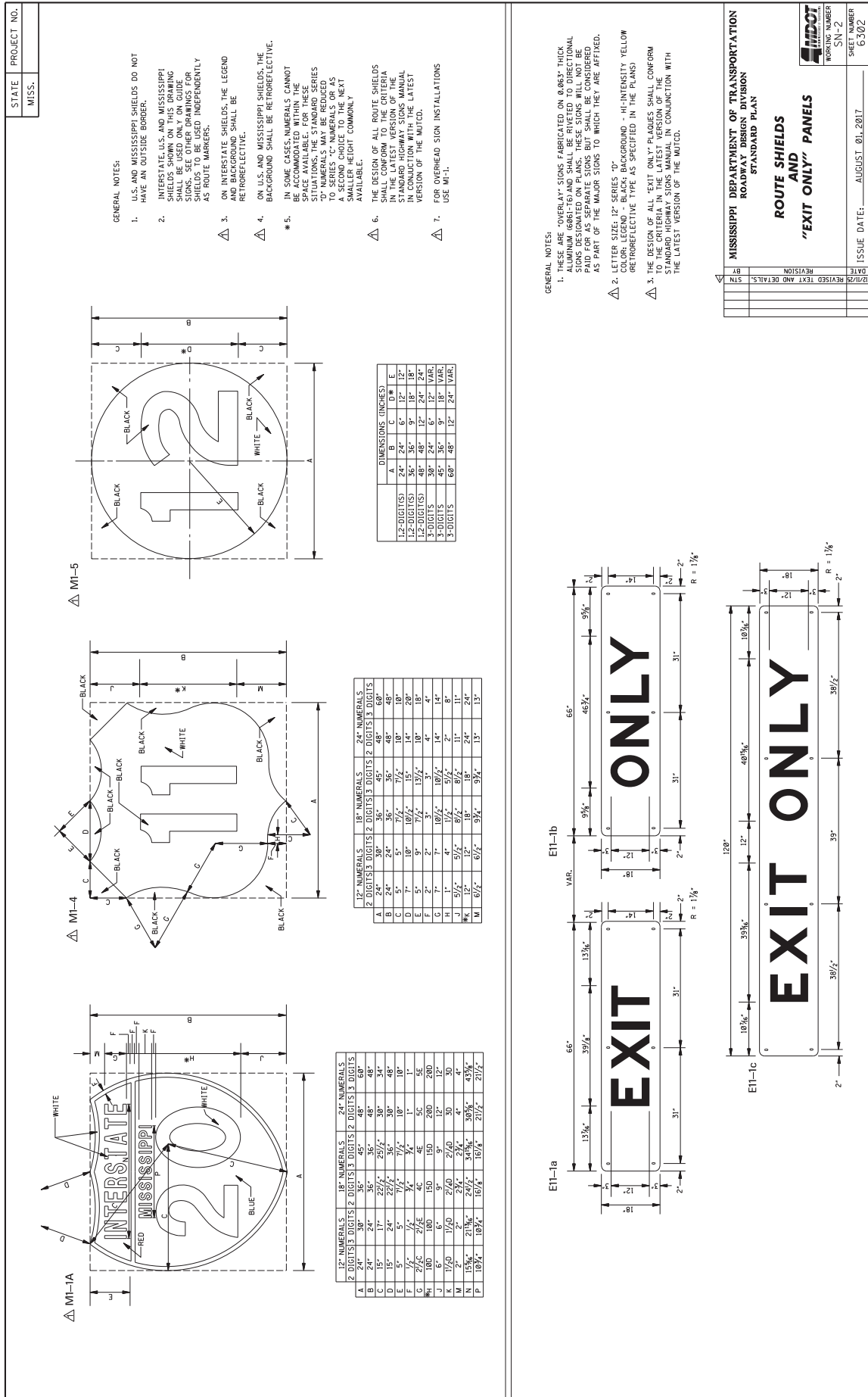
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

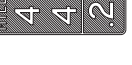
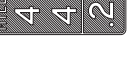
SUPPLEMENT TO NOTICE TO BIDDERS NO. 7624

DATE: **01/21/2026**

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

30



SIGN NUMBER		09-2	D10-1	D10-2	D10-3	D10-1a	D10-2a	D10-3a	D10-4	D10-5	M1-1a	M1-1a	M1-4	M1-5
SIGN BLACK THICKNESS		0.080"	0.080"	0.080"	0.100"	0.080"	0.100"	0.100"	0.100"	0.100"	0.080"	0.100"	0.080"	MISS.
LETTER & NUMERAL SERIES	20" SERIES INSIDE													
	20" SERIES OUTSIDE													
	WIDTH OF BORDER	30" SERIES	4" SERIES "B"	4" SERIES "B"	4" SERIES "B"	4" SERIES "B"	4" SERIES "B"	4" SERIES "B"	6.6" SERIES "B"	6.6" SERIES "B"	6.6" SERIES "B"	6.6" SERIES "B"	6.6" SERIES "B"	6.6" SERIES "B"
	WIDTH OF BORDER OUTSIDE	30" SERIES	4" SERIES "B"	4" SERIES "B"	4" SERIES "B"	4" SERIES "B"	4" SERIES "B"	4" SERIES "B"	6.6" SERIES "B"	6.6" SERIES "B"	6.6" SERIES "B"	6.6" SERIES "B"	6.6" SERIES "B"	6.6" SERIES "B"
	SIZE (WIDTH X HEIGHT)	24" X 24"	12" X 24"	12" X 36"	12" X 48"	12" X 36"	12" X 48"	12" X 48"	18" X 54"	18" X 60"	18" X 60"	18" X 60"	24" X 24" (1 OR 2 DIGITS)	24" X 24" (1 OR 2 DIGITS)
LETTER & NUMERAL SERIES	COLORS	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE-RED-BLUE	WHITE-RED-BLUE	WHITE-RED-BLUE	WHITE-RED-BLUE	WHITE-RED-BLUE	WHITE-RED-BLUE
	COPY	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE-RED-BLUE	WHITE-RED-BLUE	WHITE-RED-BLUE	WHITE-RED-BLUE	WHITE-RED-BLUE	WHITE-RED-BLUE
	BACKGROUND	BLUE	BLUE	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN
	REFLECTORIZATION	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
	NUMBER OF POSTS	1	1	1	1	1	1	1	1	1	1	1	1	1
LETTER & NUMERAL SERIES	20" SERIES INSIDE													
	20" SERIES OUTSIDE													
	WIDTH OF BORDER	9" SERIES "C"	7" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"
	WIDTH OF BORDER OUTSIDE	9" SERIES "C"	7" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"
	SIZE (WIDTH X HEIGHT)	21" X 15"	24" X 12"	36" X 18"	24" X 12"	24" X 12"	21" X 15"	21" X 15"	21" X 15"	21" X 15"	21" X 15"	21" X 15"	21" X 15"	21" X 15"
LETTER & NUMERAL SERIES	COLORS	BLACK	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE
	COPY	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE
	BACKGROUND	WHITE	BLUE	BLUE	BLUE	BLUE	BLUE	BLUE	BLUE	BLUE	BLUE	BLUE	BLUE	BLUE
	REFLECTORIZATION	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
	NUMBER OF POSTS	1	1	1	1	1	1	1	1	1	1	1	1	1
LETTER & NUMERAL SERIES	20" SERIES INSIDE													
	20" SERIES OUTSIDE													
	WIDTH OF BORDER	9" SERIES "C"	7" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"
	WIDTH OF BORDER OUTSIDE	9" SERIES "C"	7" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"
	SIZE (WIDTH X HEIGHT)	21" X 15"	24" X 12"	36" X 18"	24" X 12"	24" X 12"	21" X 15"	21" X 15"	21" X 15"	21" X 15"	21" X 15"	21" X 15"	21" X 15"	21" X 15"
LETTER & NUMERAL SERIES	COLORS	BLACK	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE
	COPY	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE
	BACKGROUND	WHITE	BLUE	BLUE	BLUE	BLUE	BLUE	BLUE	BLUE	BLUE	BLUE	BLUE	BLUE	BLUE
	REFLECTORIZATION	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
	NUMBER OF POSTS	1	1	1	1	1	1	1	1	1	1	1	1	1
LETTER & NUMERAL SERIES	20" SERIES INSIDE													
	20" SERIES OUTSIDE													
	WIDTH OF BORDER	9" SERIES "C"	7" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"
	WIDTH OF BORDER OUTSIDE	9" SERIES "C"	7" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"	10" SERIES "C"
	SIZE (WIDTH X HEIGHT)	21" X 15"	24" X 12"	36" X 18"	24" X 12"	24" X 12"	21" X 15"	21" X 15"	21" X 15"	21" X 15"	21" X 15"	21" X 15"	21" X 15"	21" X 15"
LETTER & NUMERAL SERIES	COLORS	BLACK	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE
	COPY	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE
	BACKGROUND	WHITE	BLUE	BLUE	BLUE	BLUE	BLUE	BLUE	BLUE	BLUE	BLUE	BLUE	BLUE	BLUE
	REFLECTORIZATION	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
	NUMBER OF POSTS	1	1	1	1	1	1	1	1	1	1	1	1	1

GENERAL NOTES:

- THE DIMENSIONS FOR ALL STANDARD ROADSIDE SIGNS SHALL CONFORM WITH THOSE SHOWN IN THE STANDARD HIGHWAY SIGNS IN CONJUNCTION WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITIONS.
- ROUTE MARKERS AND SHIELDS SHOWN ON THIS SHEET ARE FOR USE INDEPENDENTLY OF INTERSTATE DIRECTIONAL (GUIDE) SIGNS. SEE OTHER DRAWINGS FOR SHIELDS TO BE USED ON INTERSTATE DIRECTIONAL (GUIDE) SIGNS.
- THE QUANTITIES LISTED ON THE SUMMARY OF QUANTITIES SHEET FOR THE SIGNS SHOWN ON THIS SHEET WILL BE USED AS THE BASIS FOR FINAL PAYMENT, EXCEPT WHERE SIGNS ARE MODIFIED FROM THAT SHOWN.

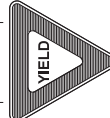
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

STANDARD
ROADSIDE SIGNS

ISSUE DATE: AUGUST 01, 2017

WORKING NUMBER
SN-3

SHEET NUMBER
6505

SIGN NUMBER		R1-1		R1-2		R2-1		R2-4g		R3-1		R3-2		R3-4		R3-5		STATE PROJECT NO.	
ALUMINUM (6061-T6) SIGN BLANK THICKNESS		0.125"	0.080"	0.100"	0.125"	0.080"	0.100"	0.125"	0.100"	0.080"	0.100"	0.080"	0.100"	0.080"	0.100"	0.125"	0.100"	MISS.	
  LEGEND																			
LETTER & NUMERAL SERIES	12" SERIES "C"	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"	
	16" SERIES "C"	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"	
	3" SERIES "C"	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"	
	5" RED	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"	
	10" SERIES "C"	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"	
	INSIDE	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"	
	OUTSIDE	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"	
	SIZE (WIDTH X HEIGHT)	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"	
	COPY	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"	
	REFLECTORIZATION	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"	
NUMBER OF POSTS	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
NUMBER OF HOLES TO BE PUNCHED (DISTANCE FROM EACH VERTICAL EDGE)	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
PUNCHING DISTANCE FROM TOP EDGE	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
SIGN NUMBER	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
ALUMINUM (6061-T6) SIGN BLANK THICKNESS	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
0.080"	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
0.125"	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
0.080"	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
0.125"	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
INSIDE	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
OUTSIDE	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
SIZE (WIDTH X HEIGHT)	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
COPY	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
BACKGROUND	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
REFLECTORIZATION	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
NUMBER OF POSTS	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
NUMBER OF HOLES TO BE PUNCHED (DISTANCE FROM EACH VERTICAL EDGE)	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
PUNCHING DISTANCE FROM TOP EDGE	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
SIGN NUMBER	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
ALUMINUM (6061-T6) SIGN BLANK THICKNESS	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
0.080"	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
0.125"	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
0.080"	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
0.125"	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
INSIDE	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
OUTSIDE	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
SIZE (WIDTH X HEIGHT)	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
COPY	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
BACKGROUND	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
REFLECTORIZATION	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
NUMBER OF POSTS	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
NUMBER OF HOLES TO BE PUNCHED (DISTANCE FROM EACH VERTICAL EDGE)	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
PUNCHING DISTANCE FROM TOP EDGE	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
SIGN NUMBER	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
ALUMINUM (6061-T6) SIGN BLANK THICKNESS	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
0.080"	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
0.125"	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
0.080"	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
0.125"	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
INSIDE	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
OUTSIDE	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
SIZE (WIDTH X HEIGHT)	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
COPY	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
BACKGROUND	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
REFLECTORIZATION	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
NUMBER OF POSTS	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
NUMBER OF HOLES TO BE PUNCHED (DISTANCE FROM EACH VERTICAL EDGE)	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
PUNCHING DISTANCE FROM TOP EDGE	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
SIGN NUMBER	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
ALUMINUM (6061-T6) SIGN BLANK THICKNESS	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
0.080"	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
0.125"	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
0.080"	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
0.125"	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
INSIDE	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
OUTSIDE	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
SIZE (WIDTH X HEIGHT)	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
COPY	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
BACKGROUND	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
REFLECTORIZATION	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
NUMBER OF POSTS	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
NUMBER OF HOLES TO BE PUNCHED (DISTANCE FROM EACH VERTICAL EDGE)	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
PUNCHING DISTANCE FROM TOP EDGE	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
SIGN NUMBER	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
ALUMINUM (6061-T6) SIGN BLANK THICKNESS	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
0.080"	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
0.125"	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
0.080"	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
0.125"	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
INSIDE	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
OUTSIDE	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
SIZE (WIDTH X HEIGHT)	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
COPY	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
BACKGROUND	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
REFLECTORIZATION	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
NUMBER OF POSTS	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
NUMBER OF HOLES TO BE PUNCHED (DISTANCE FROM EACH VERTICAL EDGE)	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
PUNCHING DISTANCE FROM TOP EDGE	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-2/4"		
SIGN NUMBER	R2-1		R1-3"		R1-1/2"		R3-3"		R1-1/2"		R1-1/2"		R1-1/2"		R1-1/2"		R2-		

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADSIDE SIGN DESIGN
STANDARD PLAN

**STANDARD
ROADSIDE SIGNS**

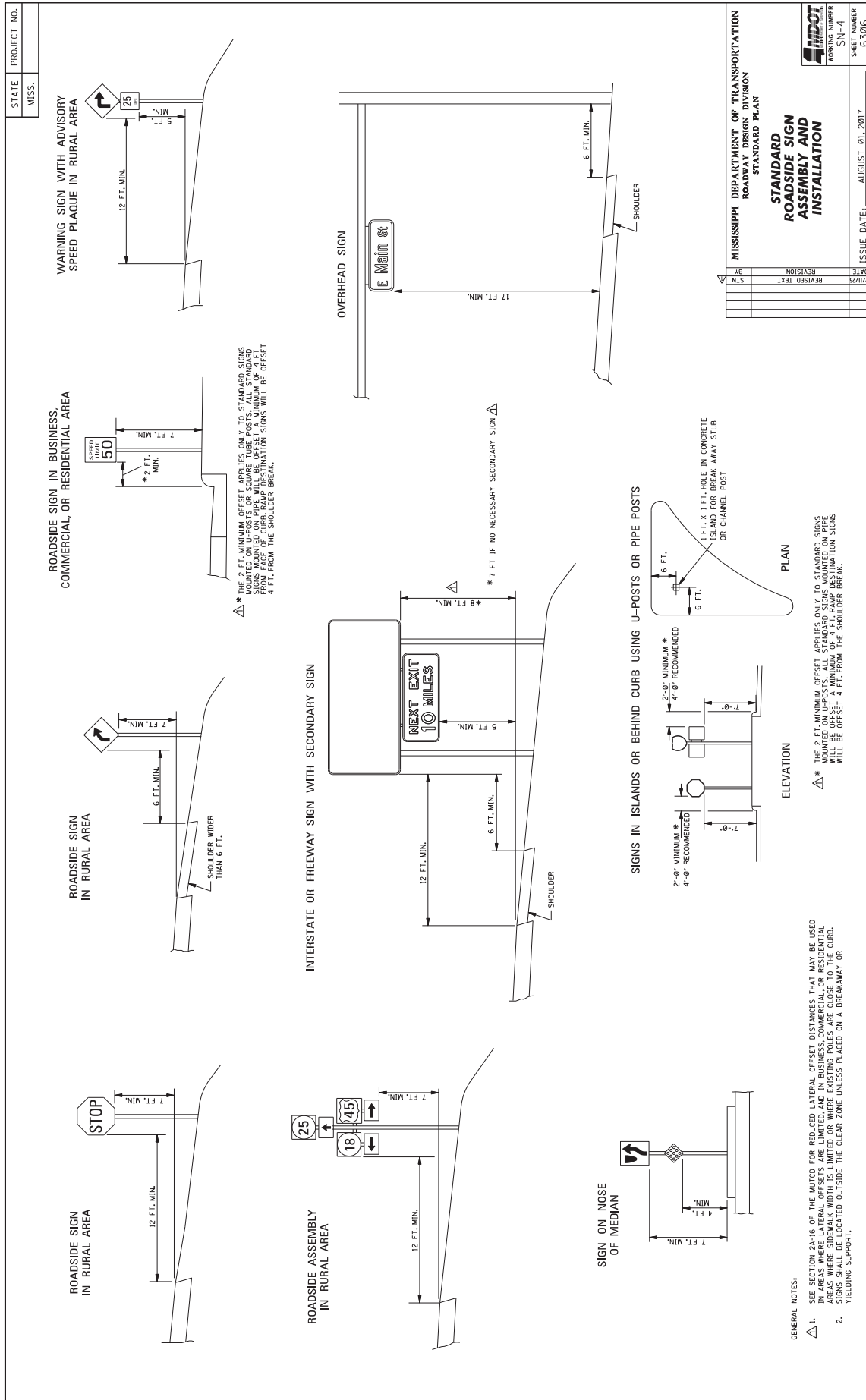
DATE: _____
REVISED TEXT _____
REVISION _____
BY _____
STA _____

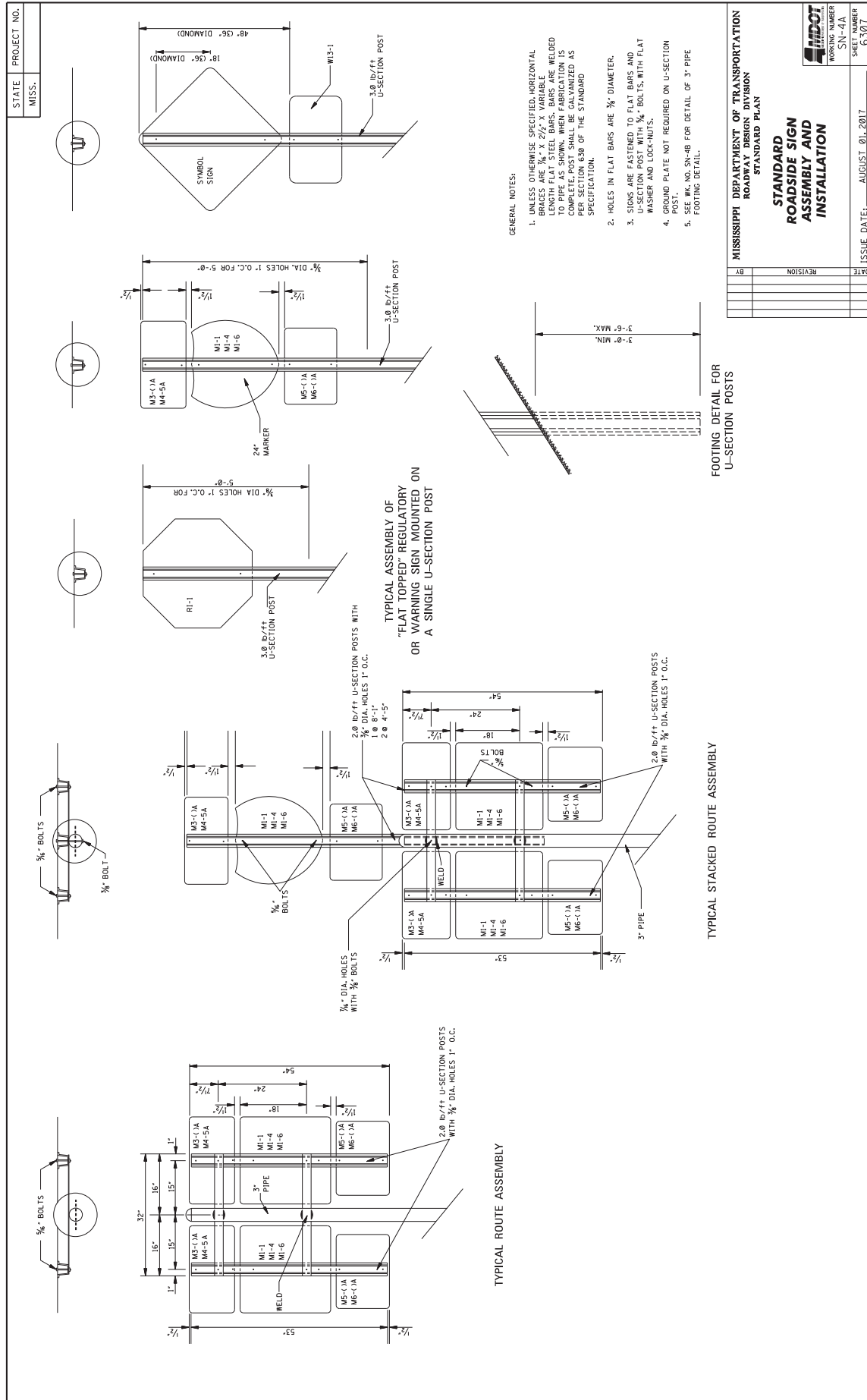


WORKING NUMBER:
SN-3B

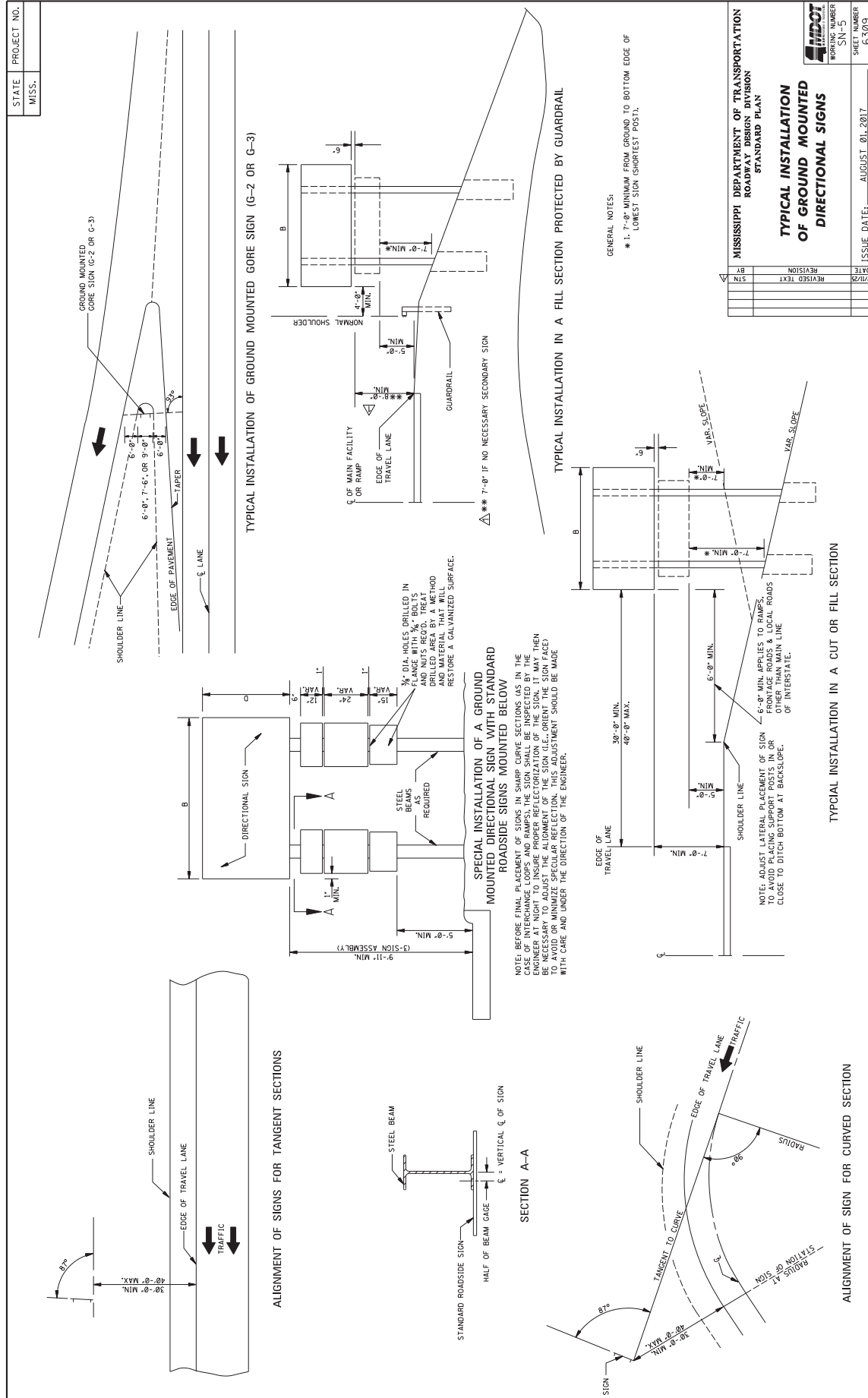
SHEET NUMBER:
6305

1. THE QUANTITIES LISTED ON THE SUMMARY OF QUANTITIES SHEET FOR THE SIGNS SHOWN ON THIS SHEET WILL BE USED AS THE BASIS FOR FINAL PAYMENT, EXCEPT WHERE SIGNS ARE MODIFIED FROM THAT SHOWN.
2. SIGNS W13-2 AND W13-3- THE STROKE WIDTH OF THE LETTER AND NUMERALS SHALL BE WIDENED TO 20% OF THE LETTER OR NUMERAL HEIGHT.
3. THE SPEEDS REQUIRED ON SIGNS W13-1, W13-2 AND W13-3 WILL BE SHOWN ON INDIVIDUAL PLAN SHEETS.

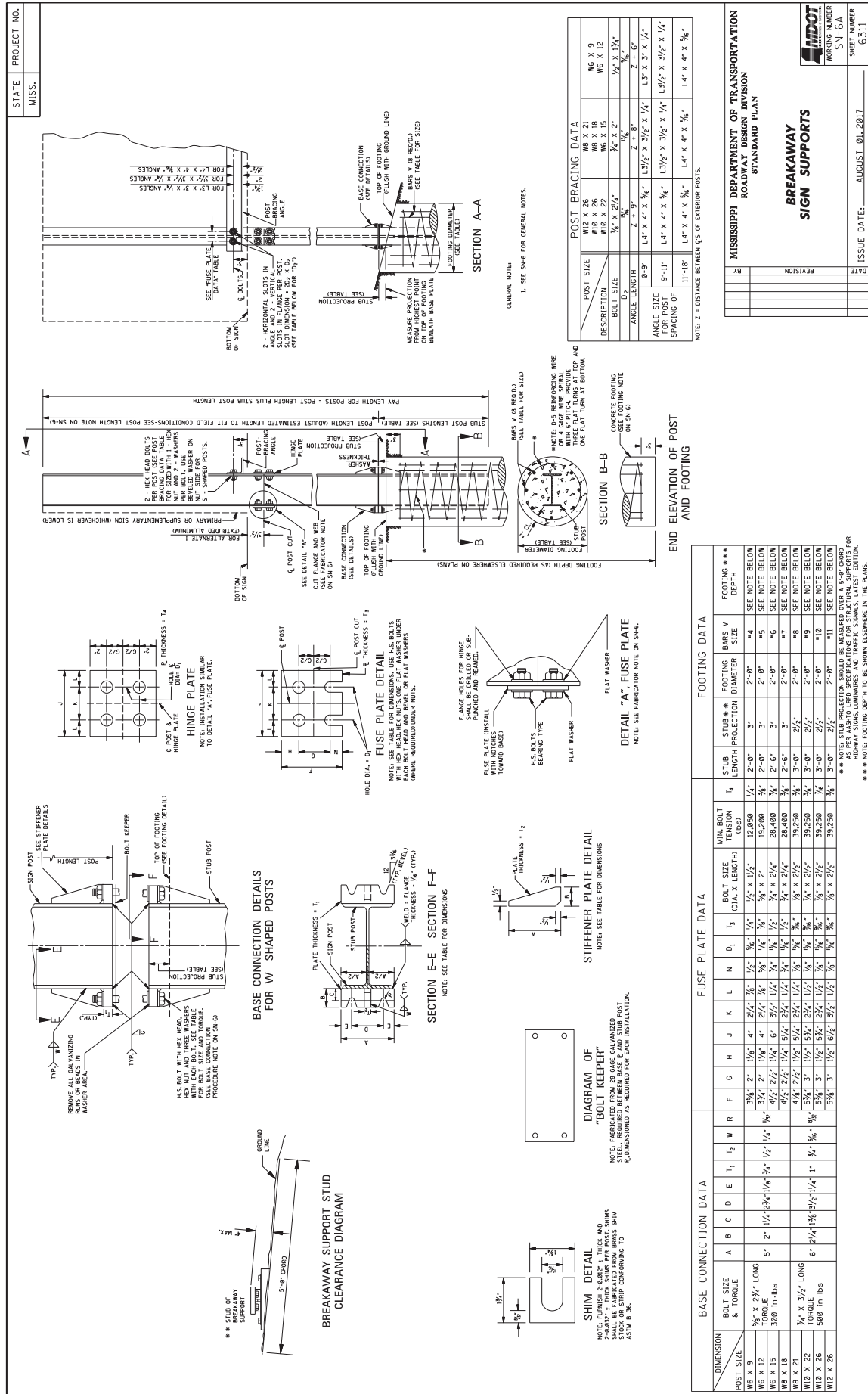




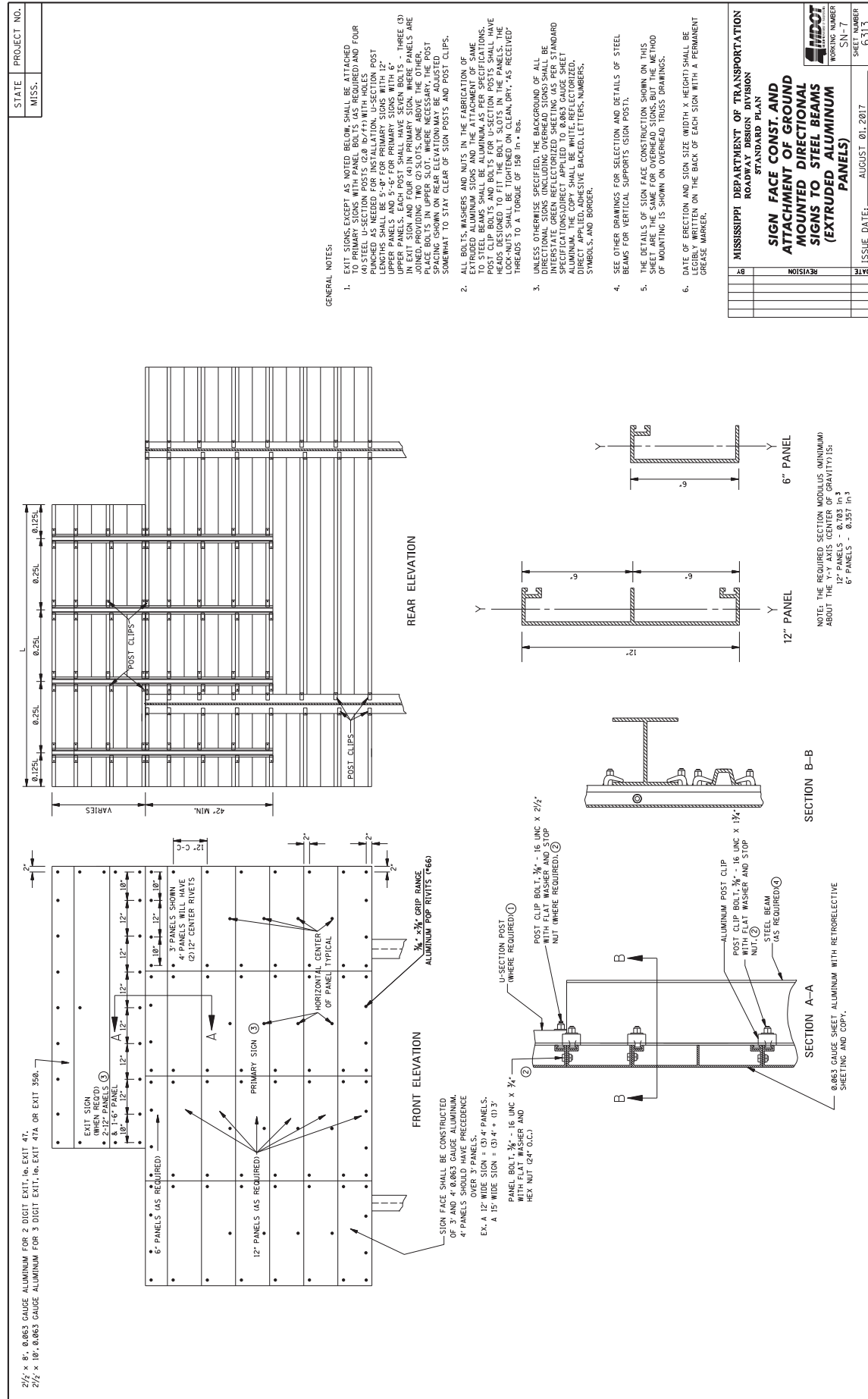
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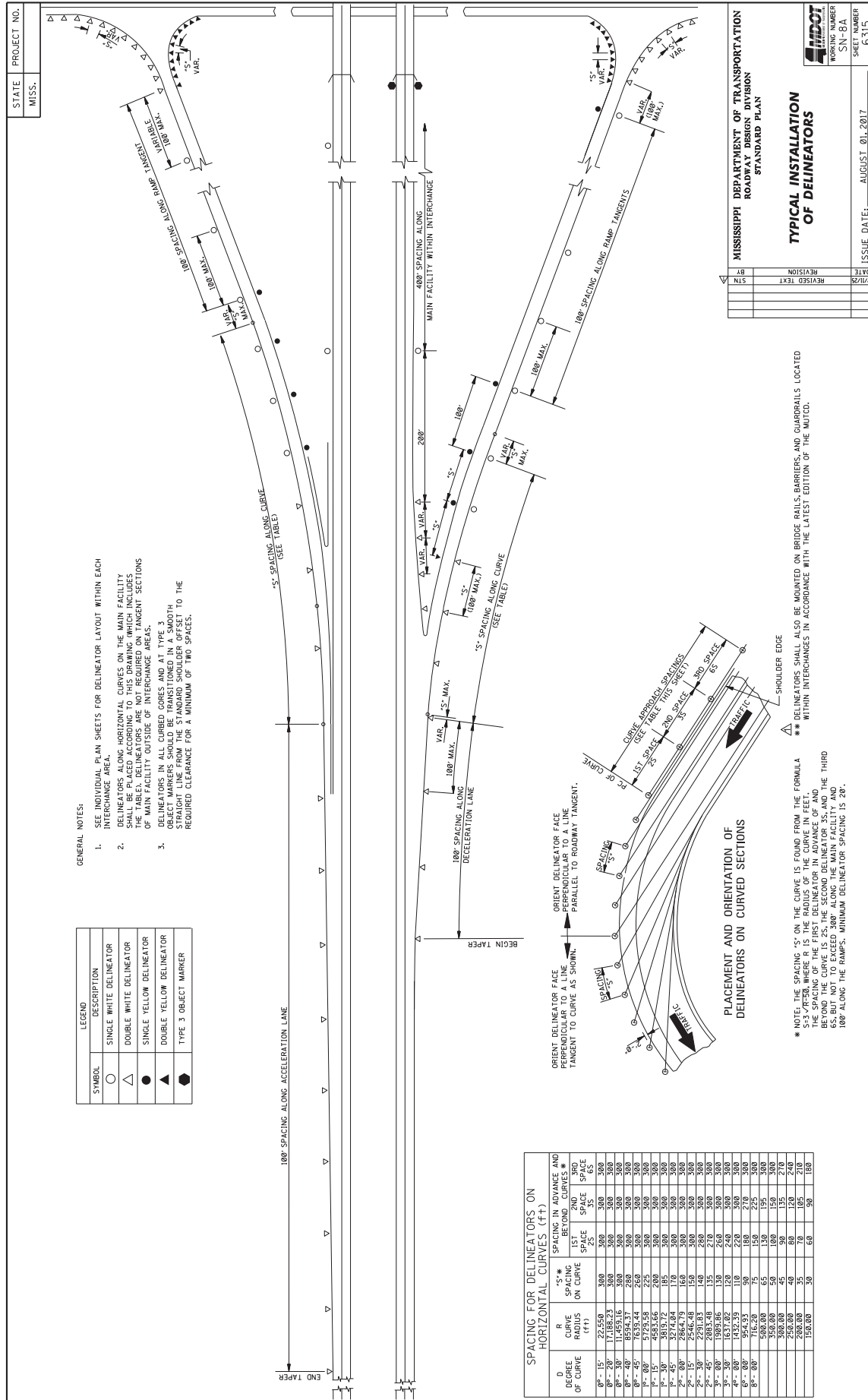
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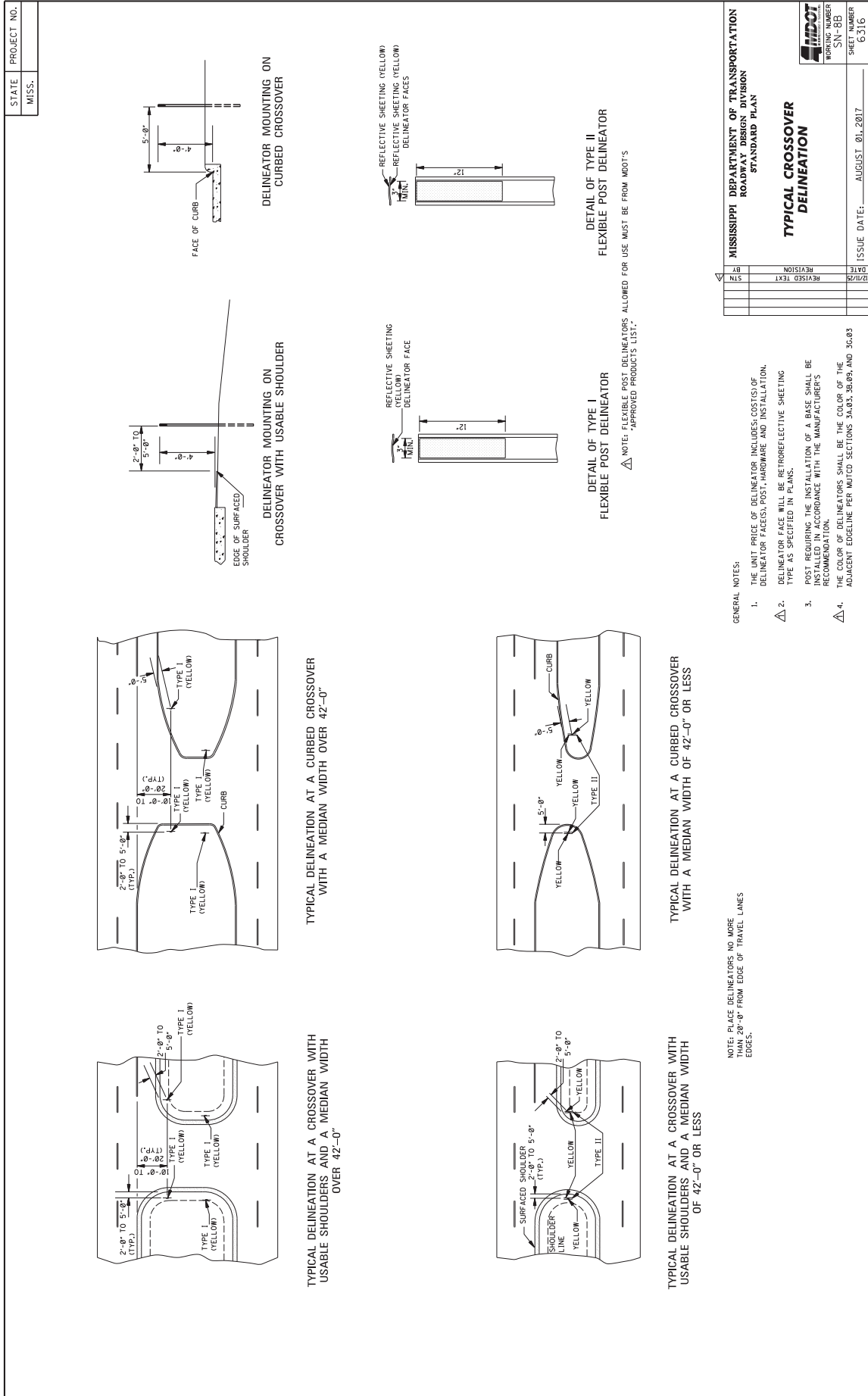


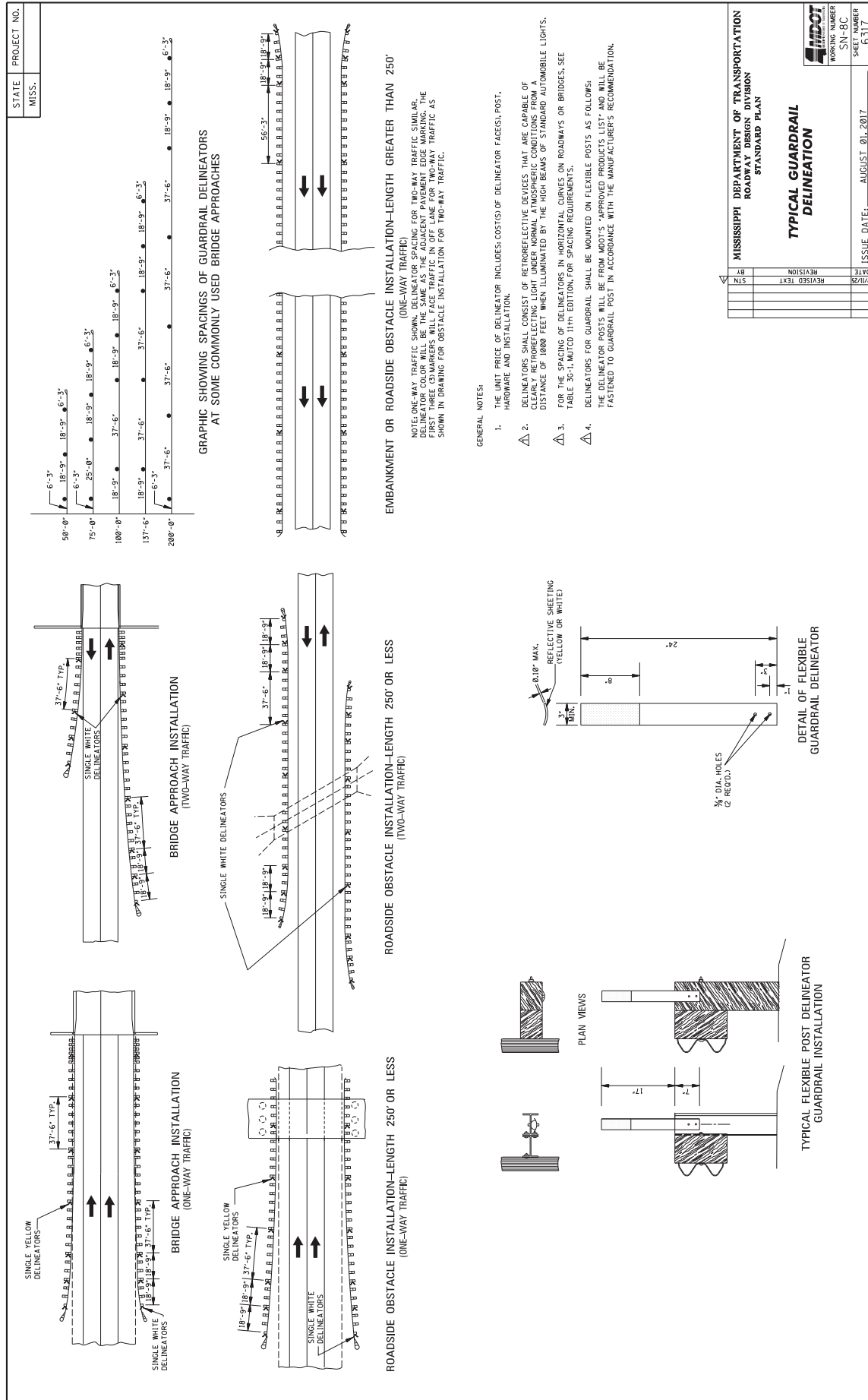
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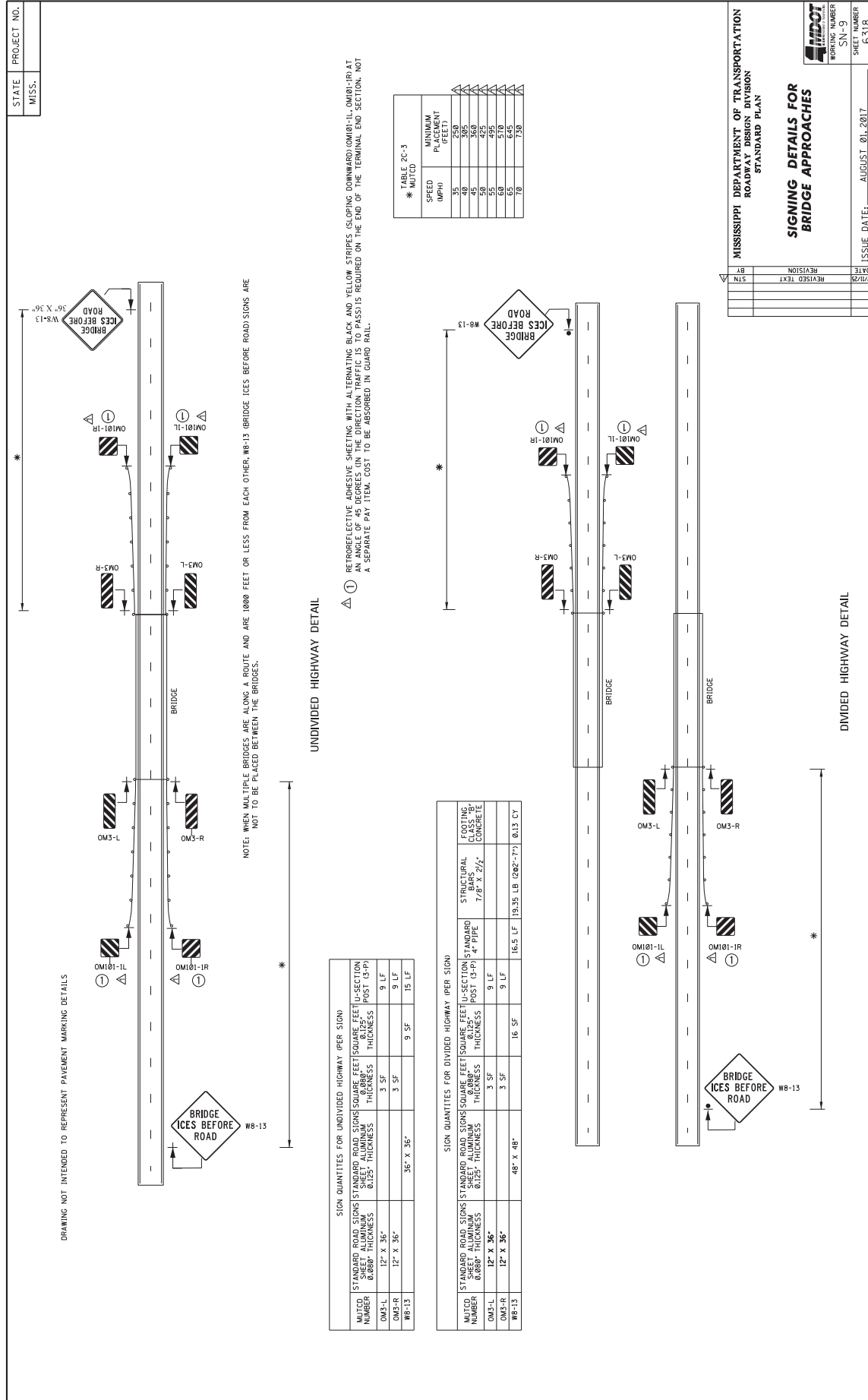


43









MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 – NOTICE TO BIDDERS NO. 7624

CODE: (SP)

DATE: 01/20/2026

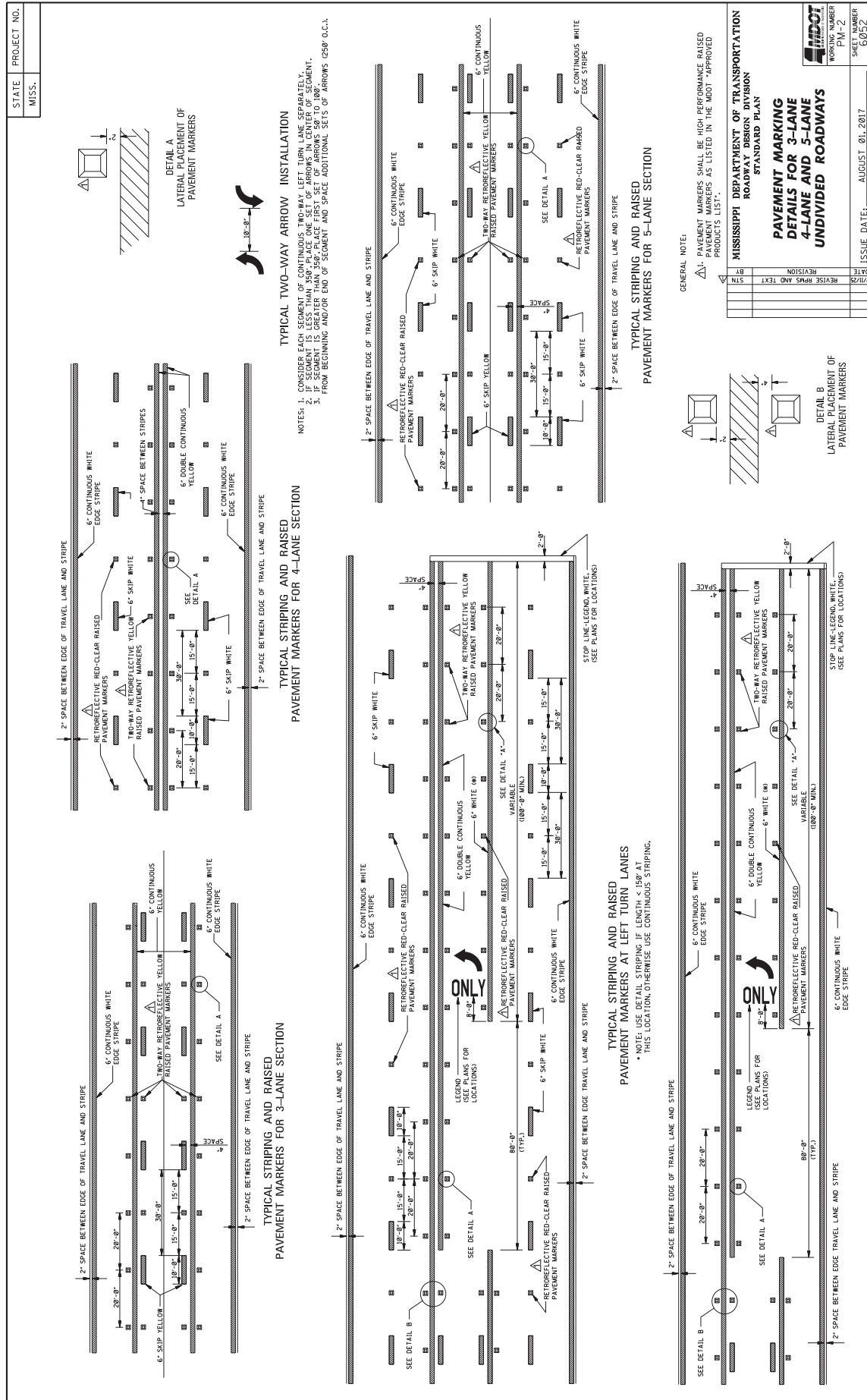
SUBJECT: Standard Drawings

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

Larger copies of Standard Drawings may be purchased from:

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

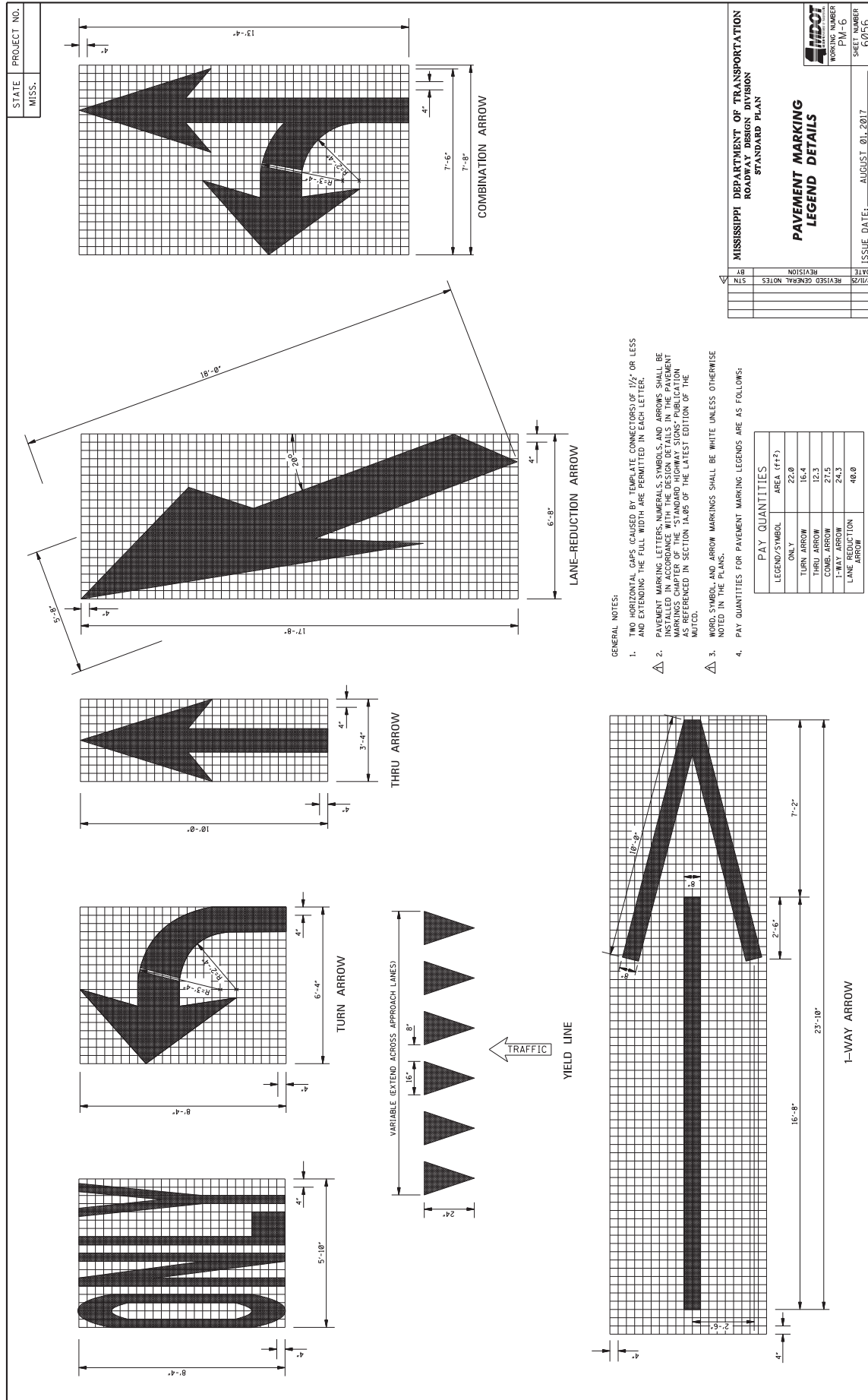






52

53

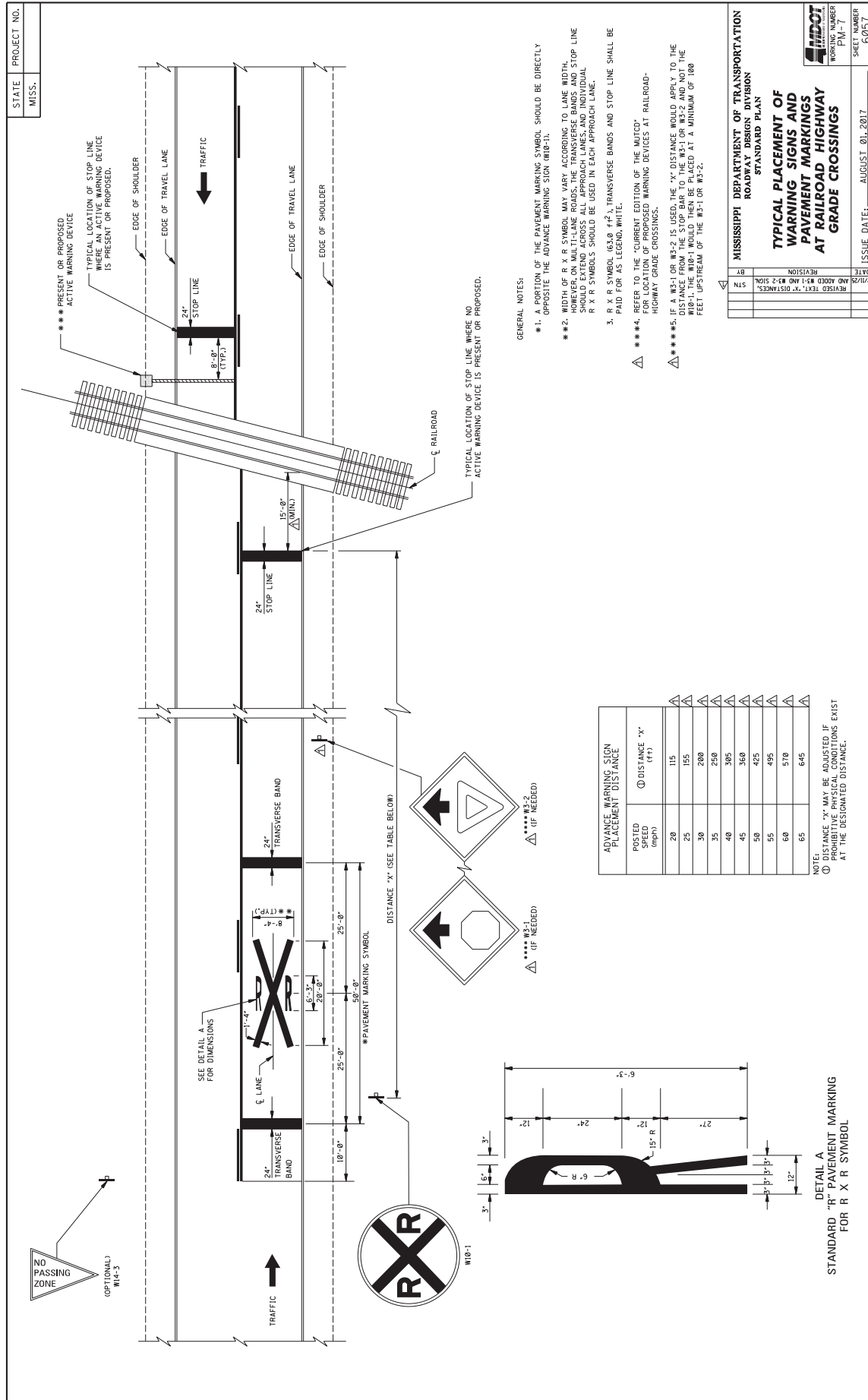


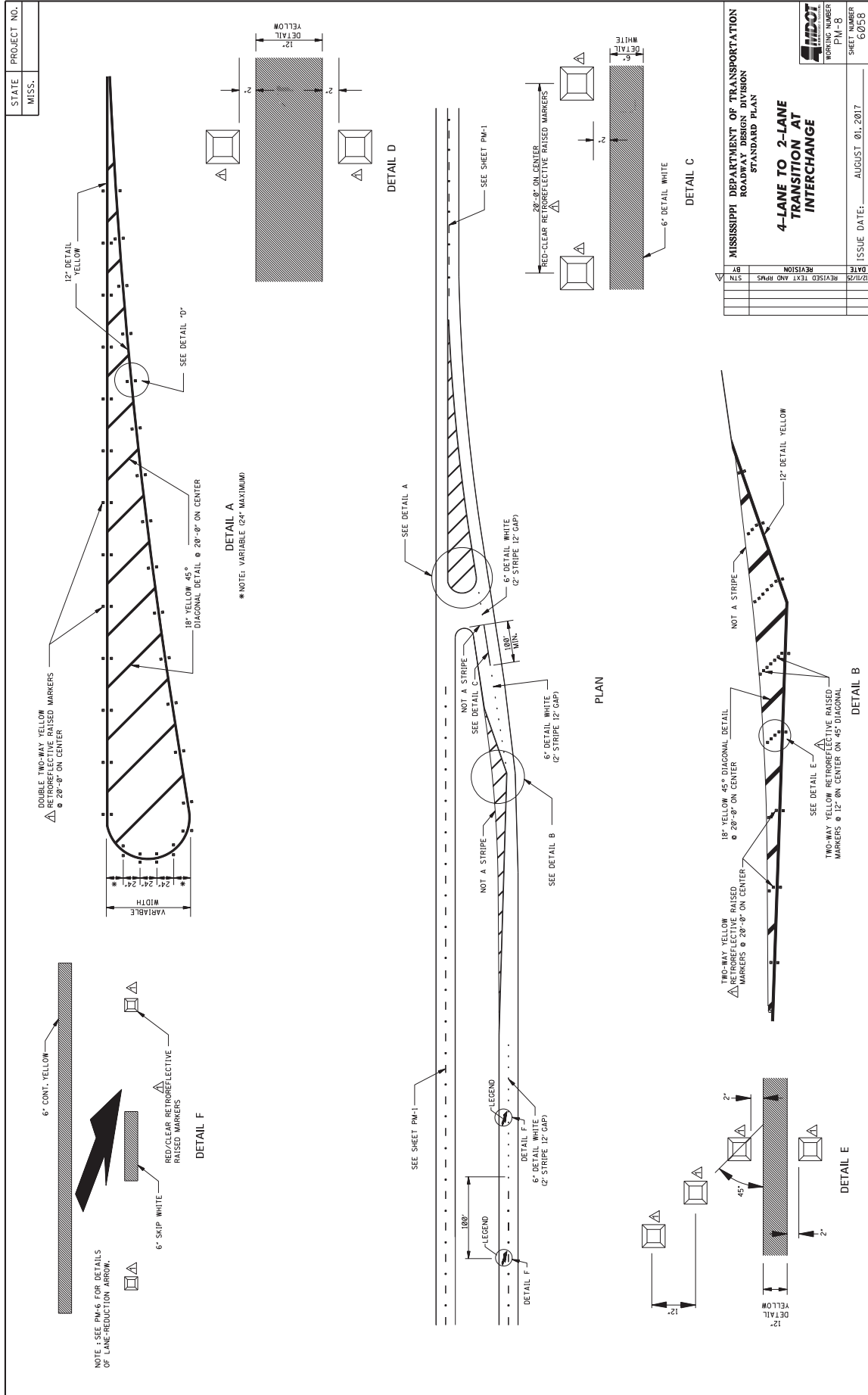
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

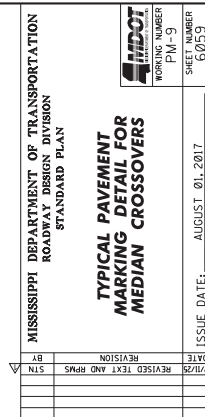
**PAVEMENT MARKING
LEGEND DETAILS**

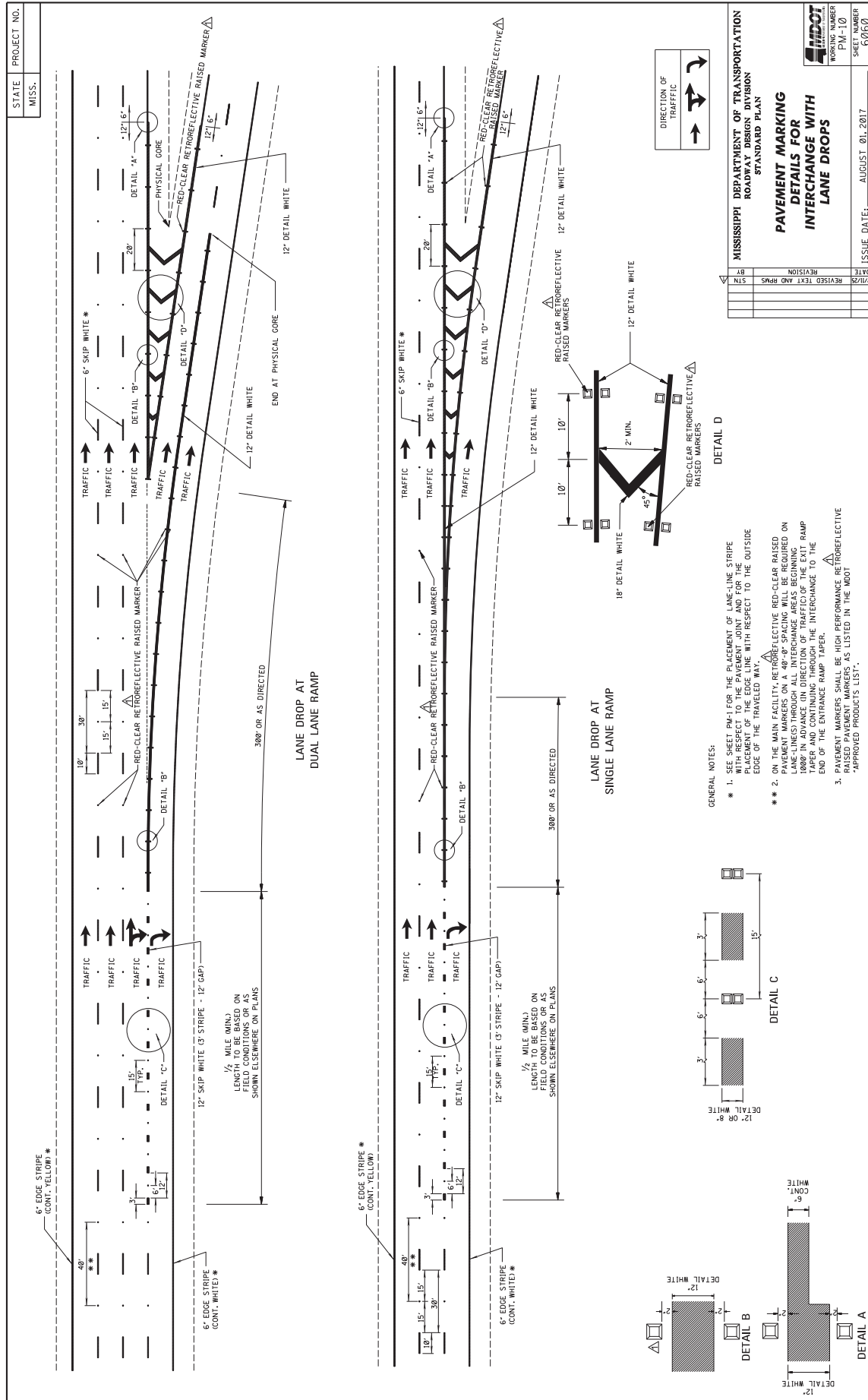
ISSUE DATE: AUGUST 01, 2017

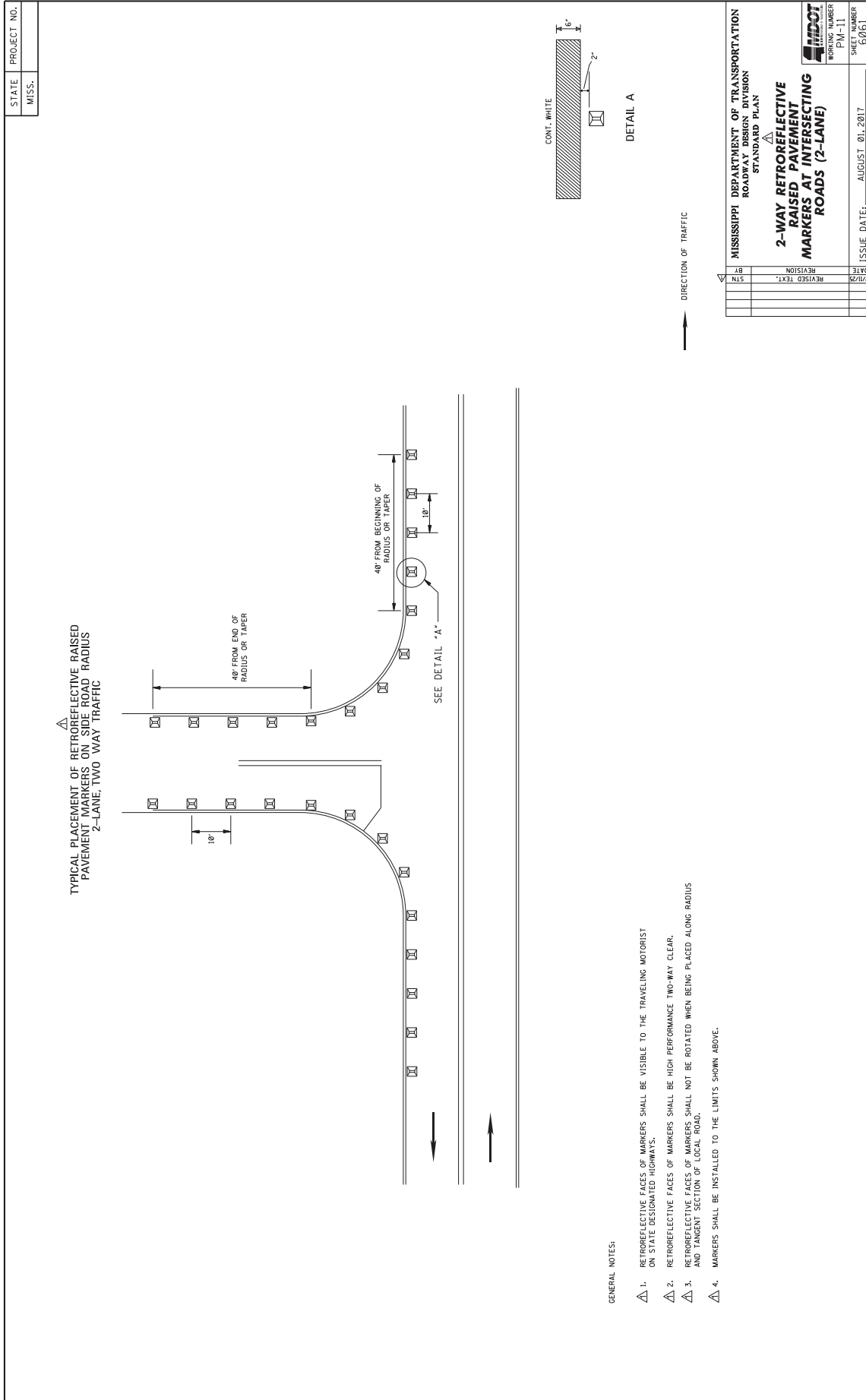
WORKING NUMBER: FM-6
SHEET NUMBER: 6036

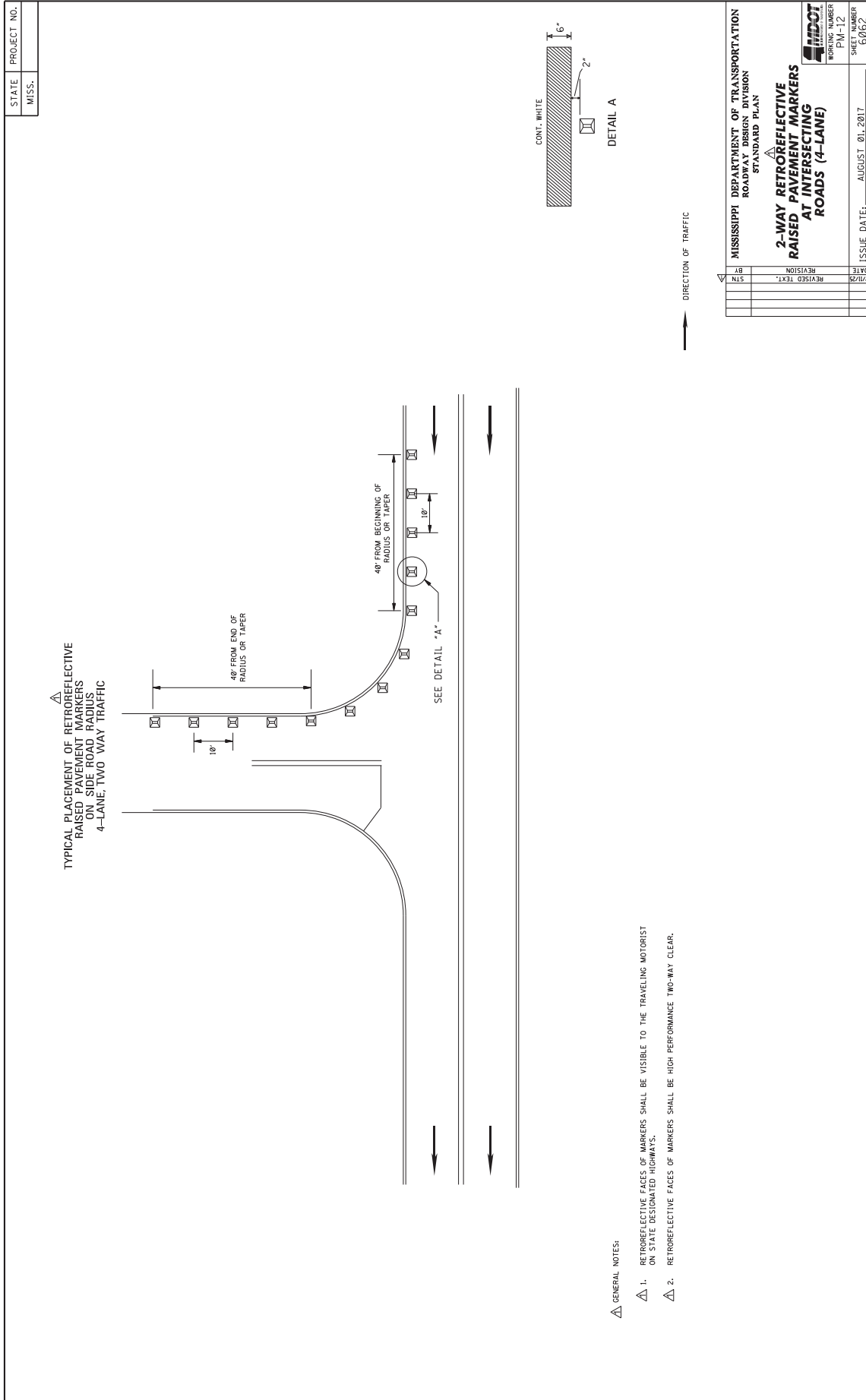


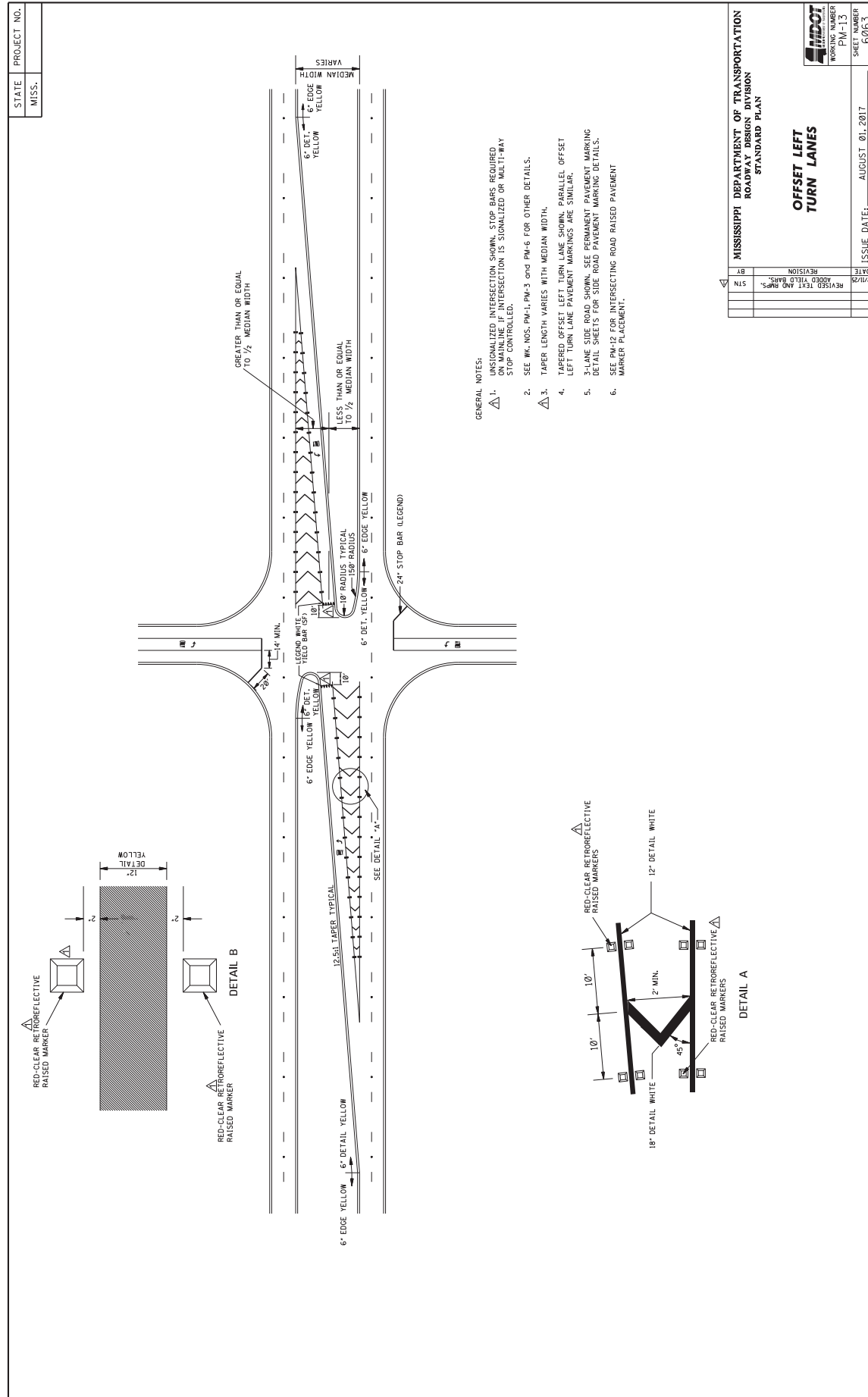


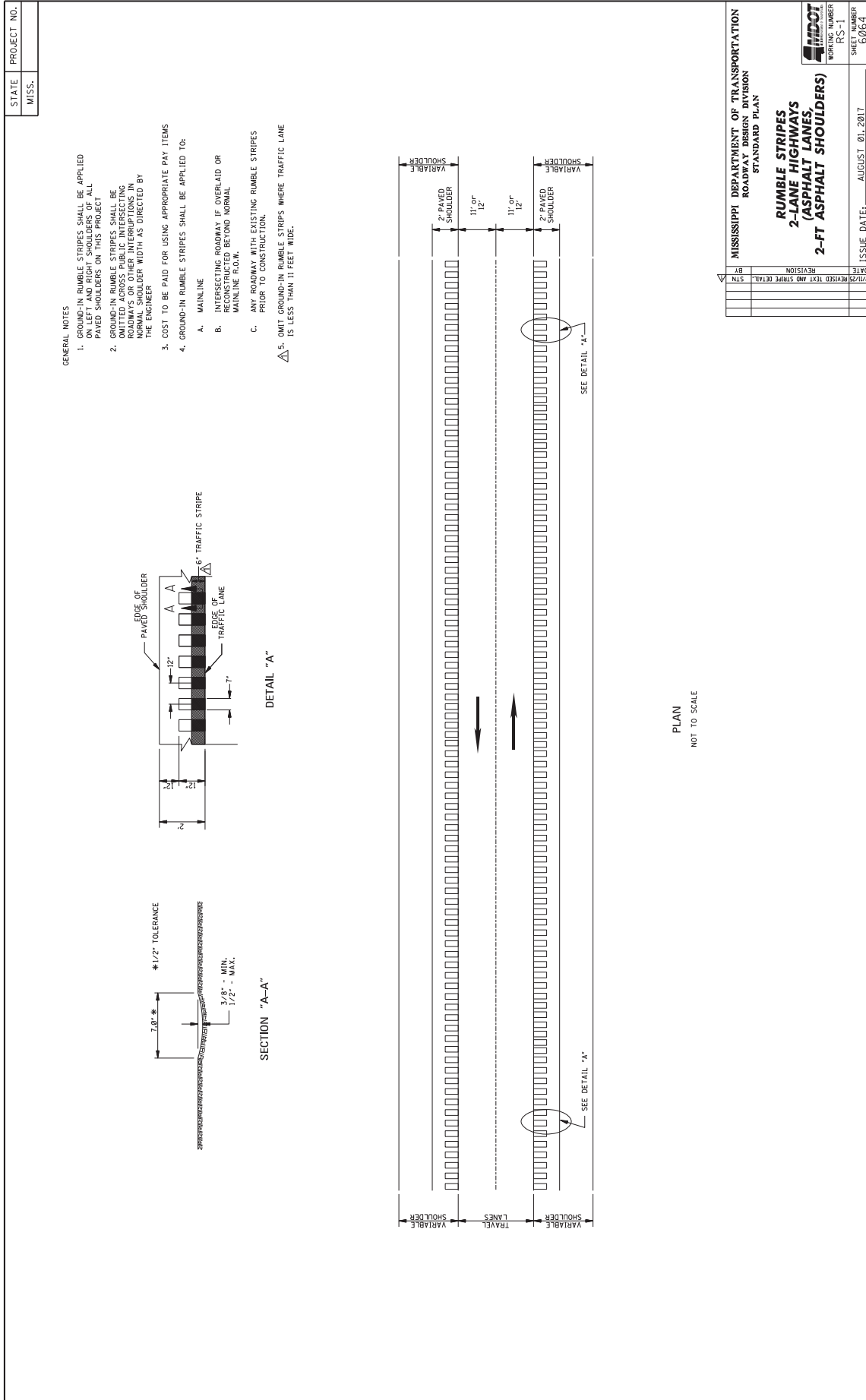


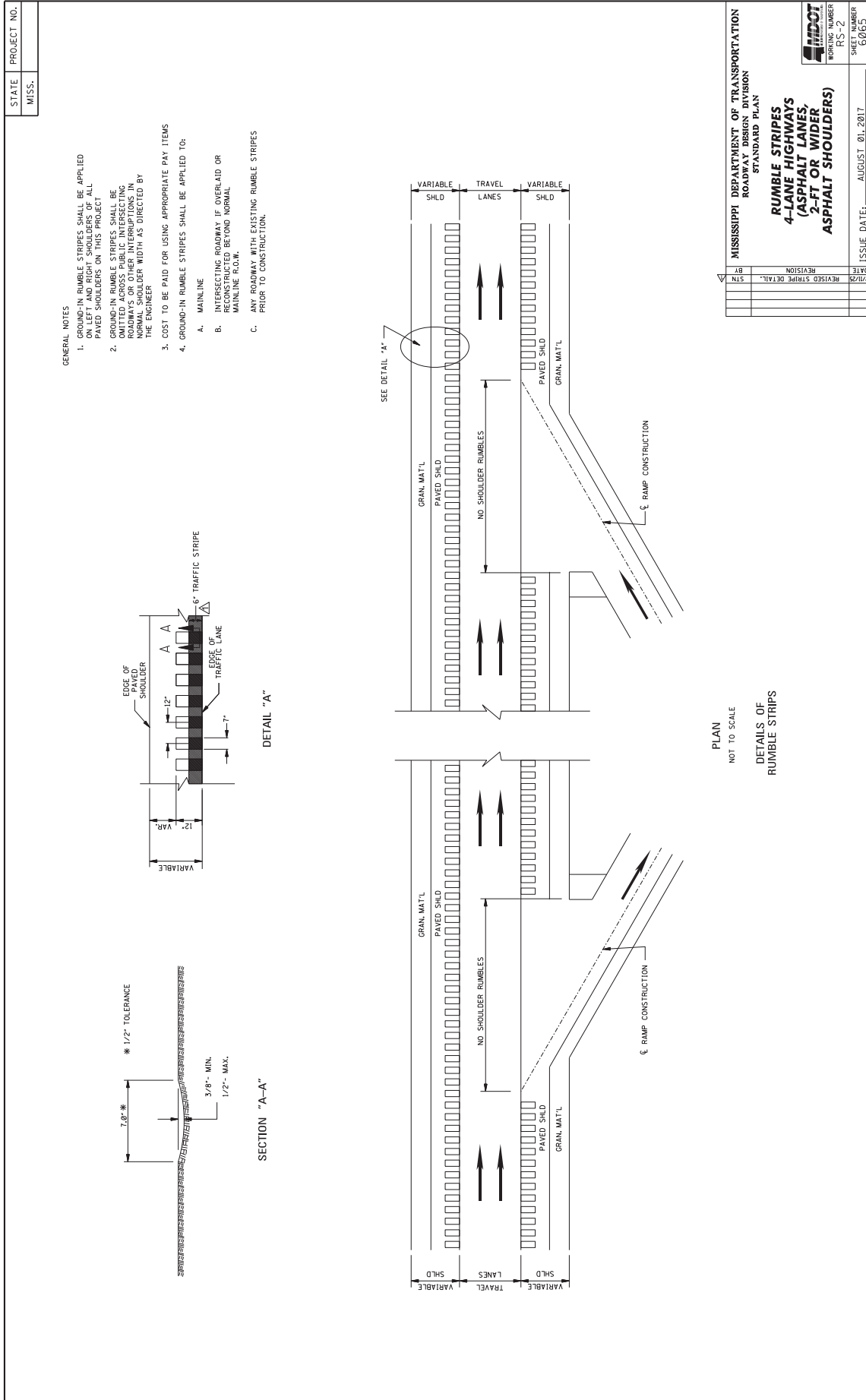


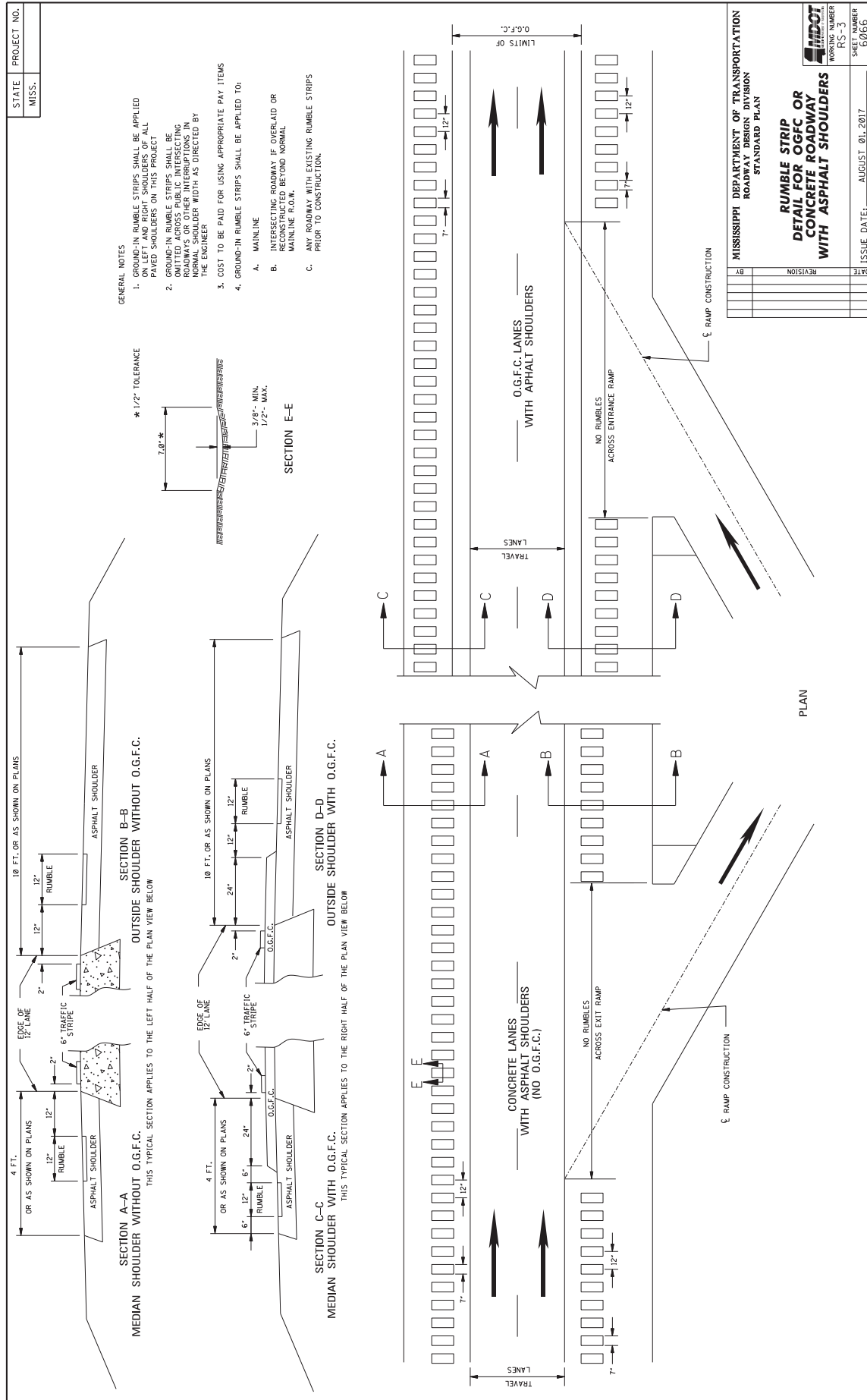


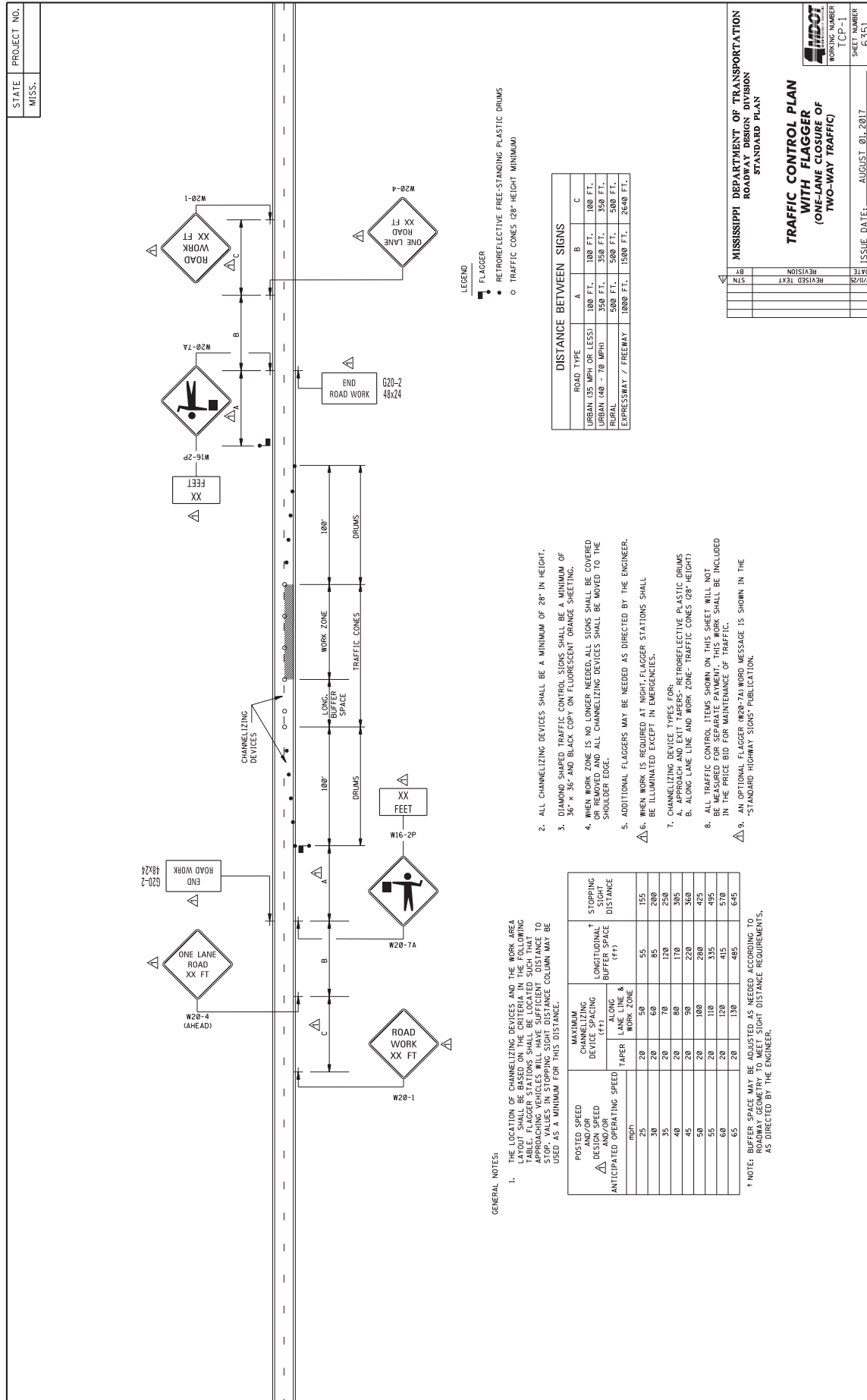








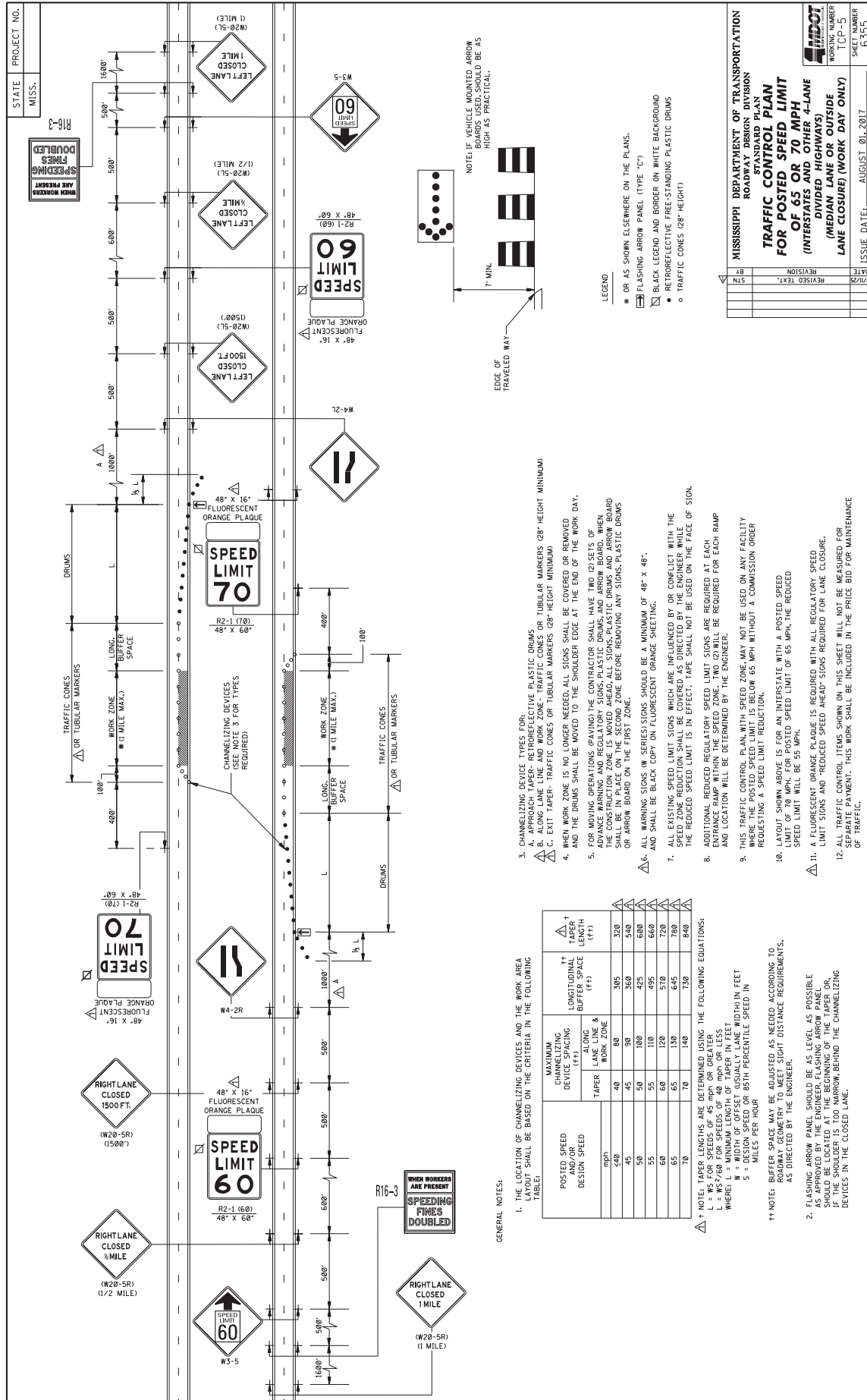


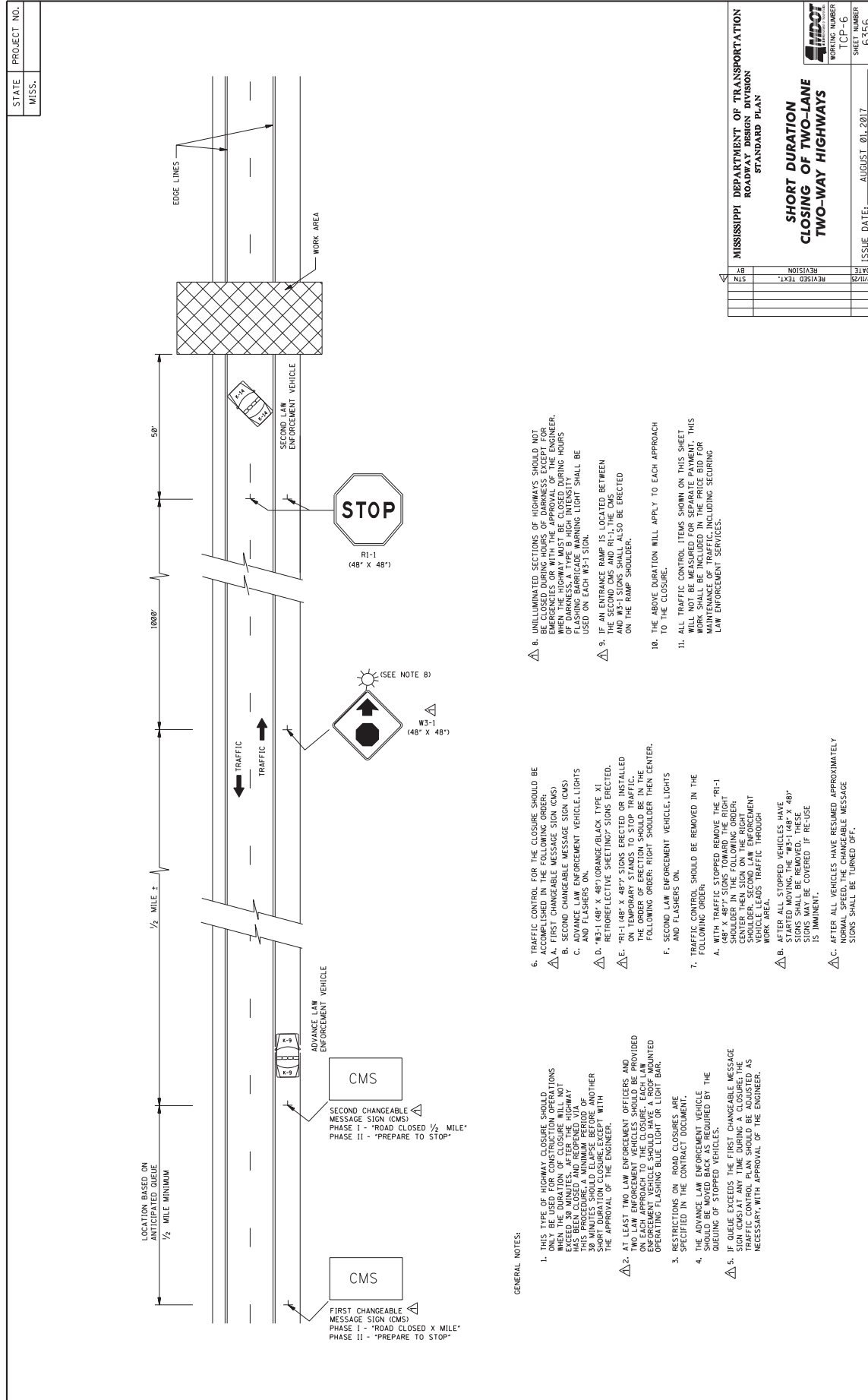


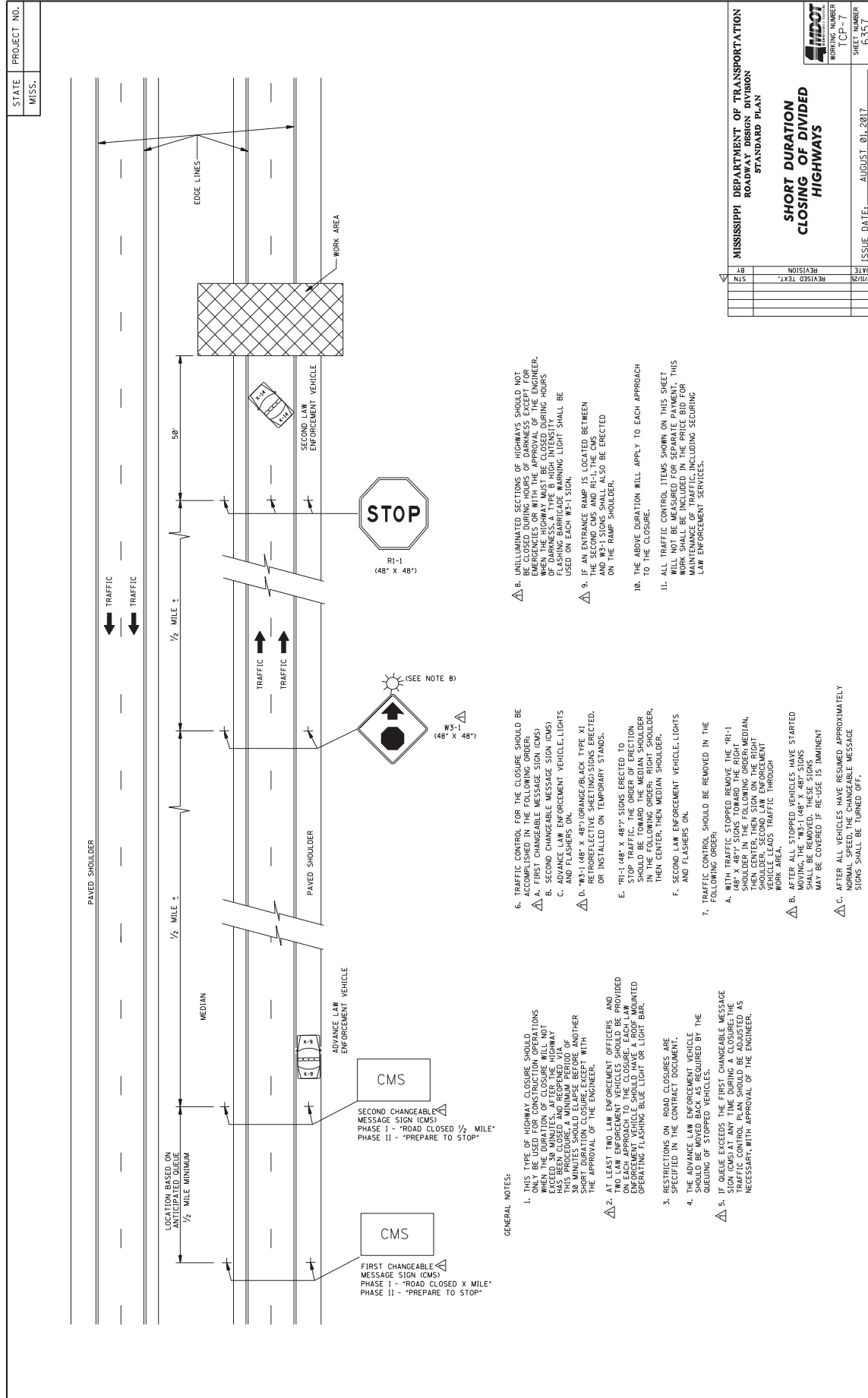


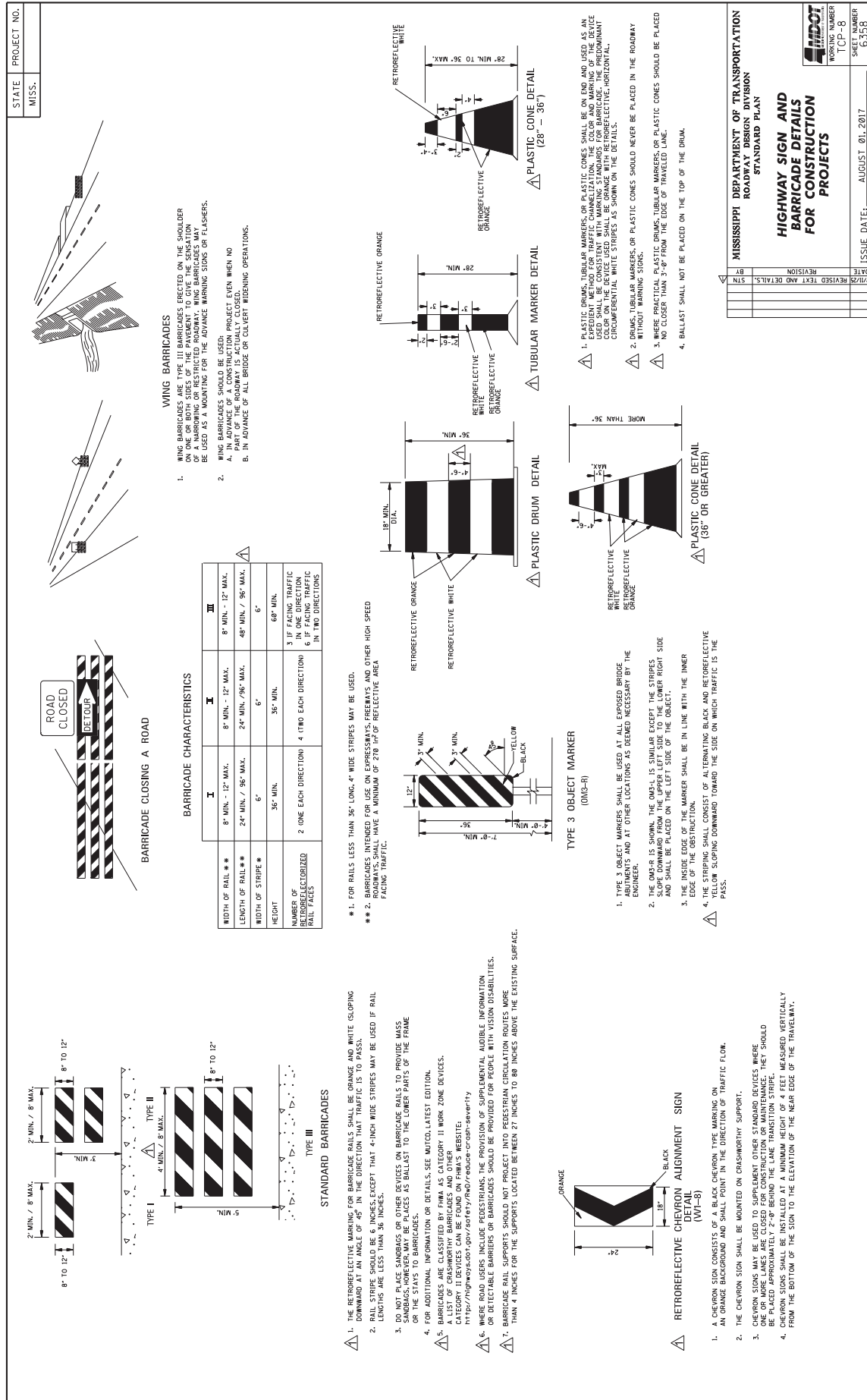












STATE | PROJECT NO.
MISS. |

MOBILE OPERATIONS ON MULTILANE ROAD

WORK VEHICLE

SHADOW VEHICLE 1

SHADOW VEHICLE 2

TRUCK MOUNTED FLASHING ARROW BOARD

TRUCK MOUNTED ATTENUATOR

NOTE: USE OF CHANGEABLE MESSAGE SIGN IS OPTIONAL

LEFT LANE CLOSED AHEAD

MOBILE OPERATIONS ON TWO-LANE ROAD

WORK VEHICLE

SHADOW VEHICLE

TRUCK MOUNTED FLASHING ARROW PANEL

TRUCK MOUNTED ATTENUATOR

USE SIGN SHADE AND LEGEND APPROPRIATE TO TYPE OF WORK

OPTIONAL SIGN FOR SHORT DURATION OPERATION

MOBILE OPERATIONS ON TWO-LANE ROAD

WORK VEHICLE

SHADOW VEHICLE

TRUCK MOUNTED FLASHING ARROW PANEL

TRUCK MOUNTED ATTENUATOR

USE SIGN SHADE AND LEGEND APPROPRIATE TO TYPE OF WORK

OPTIONAL SIGN FOR SHORT DURATION OPERATION

NOTES FOR MULTILANE LANE OPERATION:

- SHADOW AND WORK VEHICLES SHALL DISPLAY HIGH-INTENSITY FLASHING RED LIGHTS. A TRUCK MOUNTED FLASHING ARROW BOARD SHALL BE USED WHEN A FREEWAY LANE IS CLOSED. WHEN MORE THAN ONE FREEWAY LANE IS CLOSED, A SEPARATE ARROW BOARD SHALL BE USED FOR EACH CLOSED LANE.
- SHADOW VEHICLE 2 SHOULD BE EQUIPPED WITH AN ARROW BOARD. WHEN THE WORK VEHICLE OCCUPIES AN INTERIOR LANE (A LANE OTHER THAN THE FAR RIGHT OR FAR LEFT) OF A FREEWAY, SHADOW VEHICLE 2 SHOULD BE EQUIPPED WITH AN ARROW BOARD. WHEN THE WORK VEHICLE OCCUPIES THE FAR RIGHT OR FAR LEFT LANE OF A FREEWAY, SHADOW VEHICLE 2 SHOULD DRIVE ON THE RIGHT-HAND SHOULDER WITH A SIGN INDICATING THAT WORK IS TAKING PLACE IN THE INTERIOR LANE.
- SHADOW VEHICLE 1 SHOULD BE EQUIPPED WITH AN ARROW BOARD AND TRUCK-MOUNTED ATTENUATOR (TMA).
- SHADOW VEHICLE 2 SHOULD TRAVEL AT A VARYING DISTANCE FROM THE WORK OPERATION SO AS TO PROVIDE ADEQUATE SIGHT DISTANCE FOR TRAFFIC APPROACHING FROM THE REAR.
- THE SPACING BETWEEN THE WORK VEHICLES AND THE SHADOW VEHICLES, AND BETWEEN EACH SHADOW VEHICLE, SHOULD BE MINIMIZED TO DETERMINE ROAD USERS FROM DRIVING IN BETWEEN.
- ON HIGH-SPEED ROADWAYS, A THIRD SHADOW VEHICLE (NOT SHOWN) MAY BE USED WITH SHADOW VEHICLE 1 IN THE CLOSED LANE, SHADOW VEHICLE 2 STRADDLING THE EDGE LINE, AND SHADOW VEHICLE 3 ON THE SHOULDER.
- WHERE ADEQUATE SHOULDER WIDTH IS NOT AVAILABLE, SHADOW VEHICLE 3 MAY ALSO STRADDLE THE EDGE LINE.
- ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

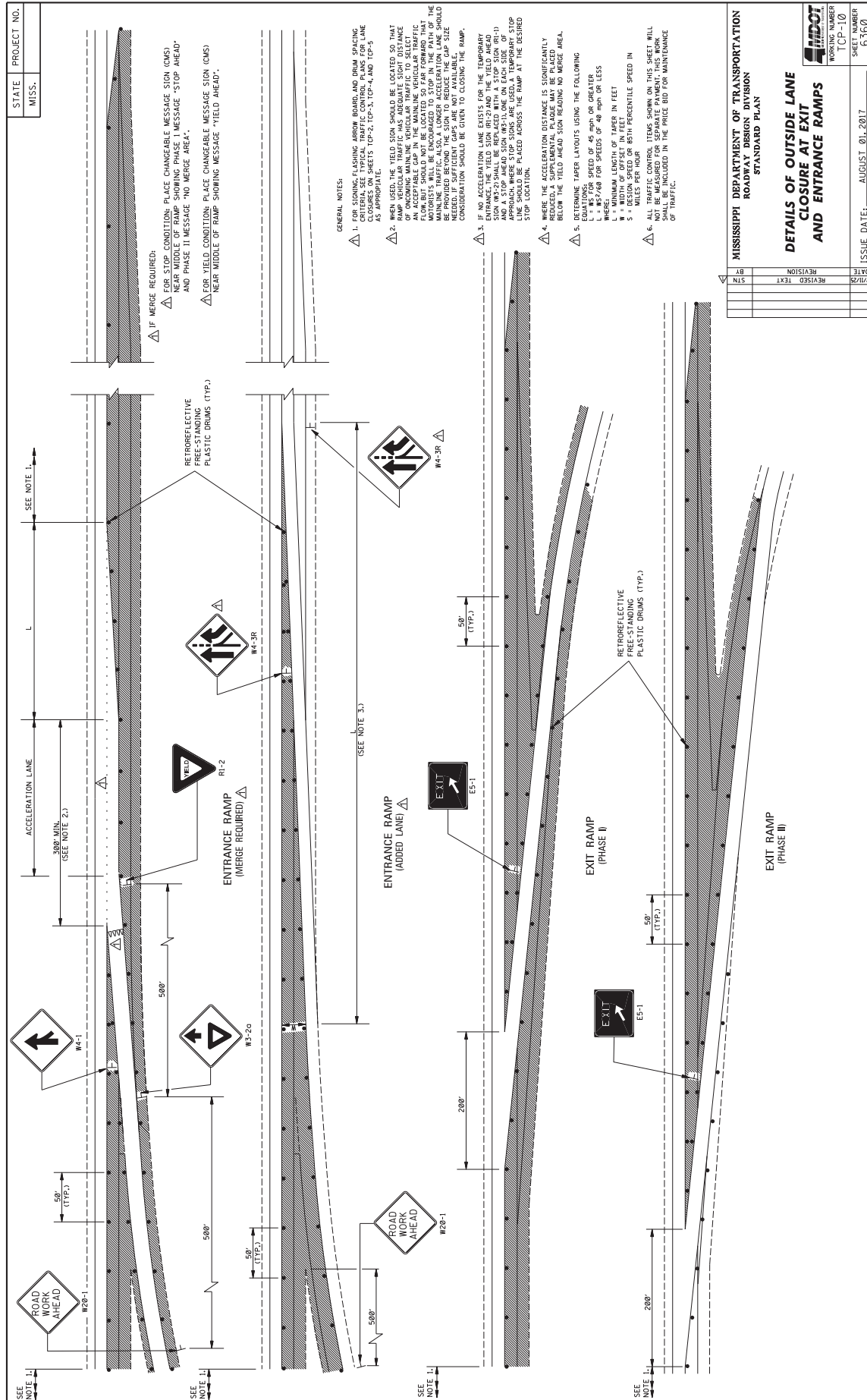
NOTES FOR TWO-LANE OPERATION:

- WHERE PRACTICAL AND WHEN NEEDED, THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS. IF THIS CAN NOT BE DONE FREQUENTLY, AS AN ALTERNATIVE, A "DO NOT PASS" SIGN MAY BE PLACED ON THE REAR OF THE VEHICLE BLOCKING THE LANE.
- THE DISTANCE BETWEEN THE WORK AND SHADOW VEHICLES MAY VARY ACCORDING TO TERRAIN, PAINT DRYING TIME, AND OTHER FACTORS. SHADOW VEHICLES ARE USED TO WARN TRAFFIC OF THE OPERATION AHEAD. WHENEVER ADEQUATE SIGHT DISTANCE CANNOT BE MAINTAINED, SHADOW VEHICLES SHOULD BE USED TO MAINTAIN THE MINIMUM DISTANCE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. THE SHADOW VEHICLE SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
- ADDITIONAL SHADOW VEHICLES TO WARN AND REDUCE THE SPEED OF ONCOMING OR OPPOSING TRAFFIC MAY BE USED. POLICE PATROL CARS MAY BE USED FOR THIS PURPOSE.
- A TRUCK-MOUNTED ATTENUATOR (TMA) SHOULD BE USED ON THE SHADOW VEHICLE AND MAY BE USED ON THE WORK VEHICLE.
- THE WORK VEHICLE SHALL BE EQUIPPED WITH BEACONS, AND THE SHADOW VEHICLES SHALL BE EQUIPPED WITH BEACONS. BEACONS SHOULD BE MOUNTED ON THE REAR, ADJACENT TO THE SIGN. SHADOW AND WORK VEHICLES SHALL DISPLAY FLASHING OR ROTATING BEACONS BOTH FORWARD AND TO THE REAR.
- VEHICLE-MOUNTED SIGNS SHOULD BE MOUNTED WITH THE BOTTOM OF THE SIGN LOCATED AT A MINIMUM HEIGHT OF 48" ABOVE THE PAVEMENT AND SHALL NOT BE OBTURED BY EQUIPMENT OR SUPPLIES. SIGN LEGENDS SHALL BE COVERED OR TURNED FROM VIEW WHEN WORK IS NOT IN PROGRESS.
- ARROW BOARD TO BE USED IN CAUTION MODE.
- ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

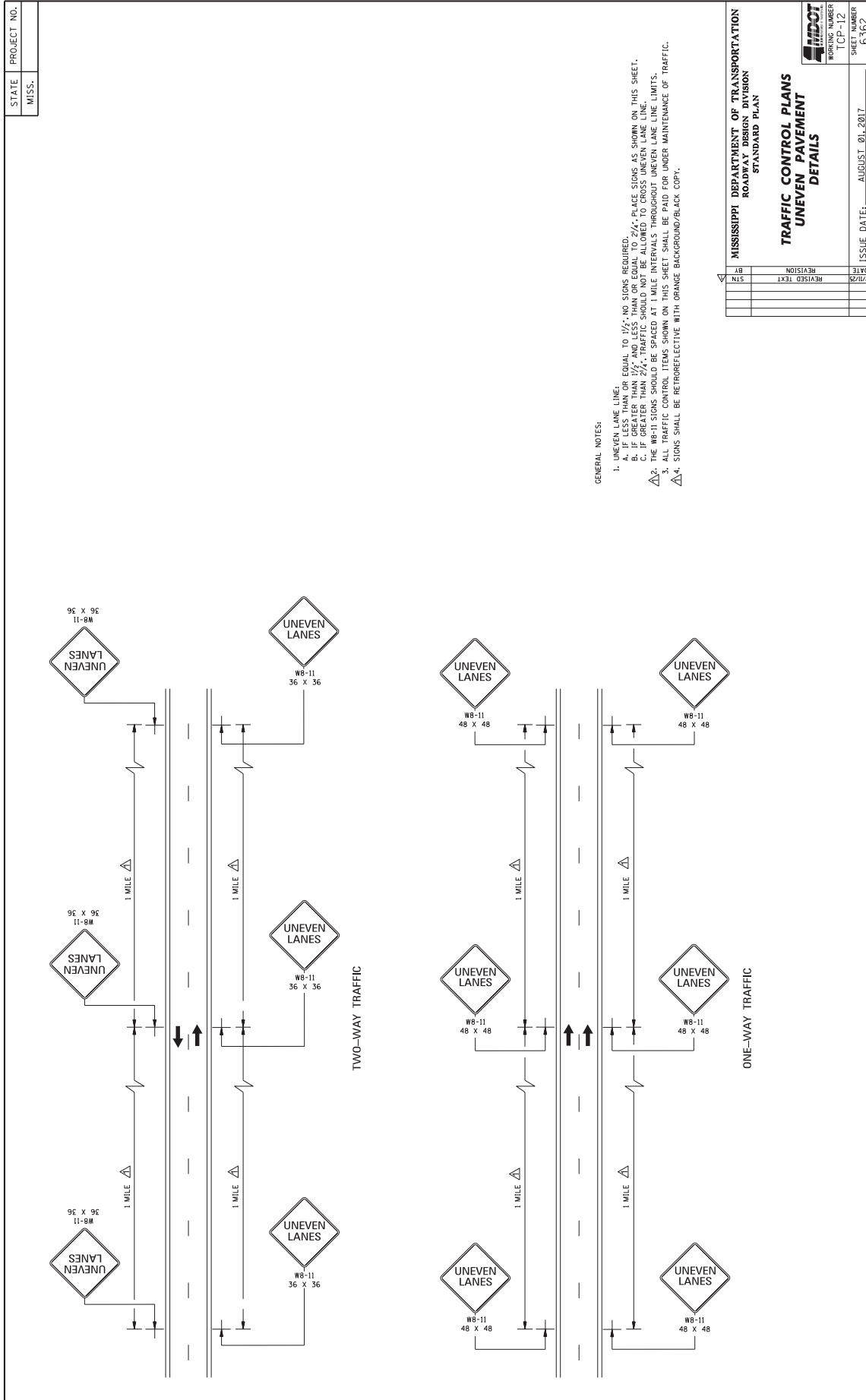
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

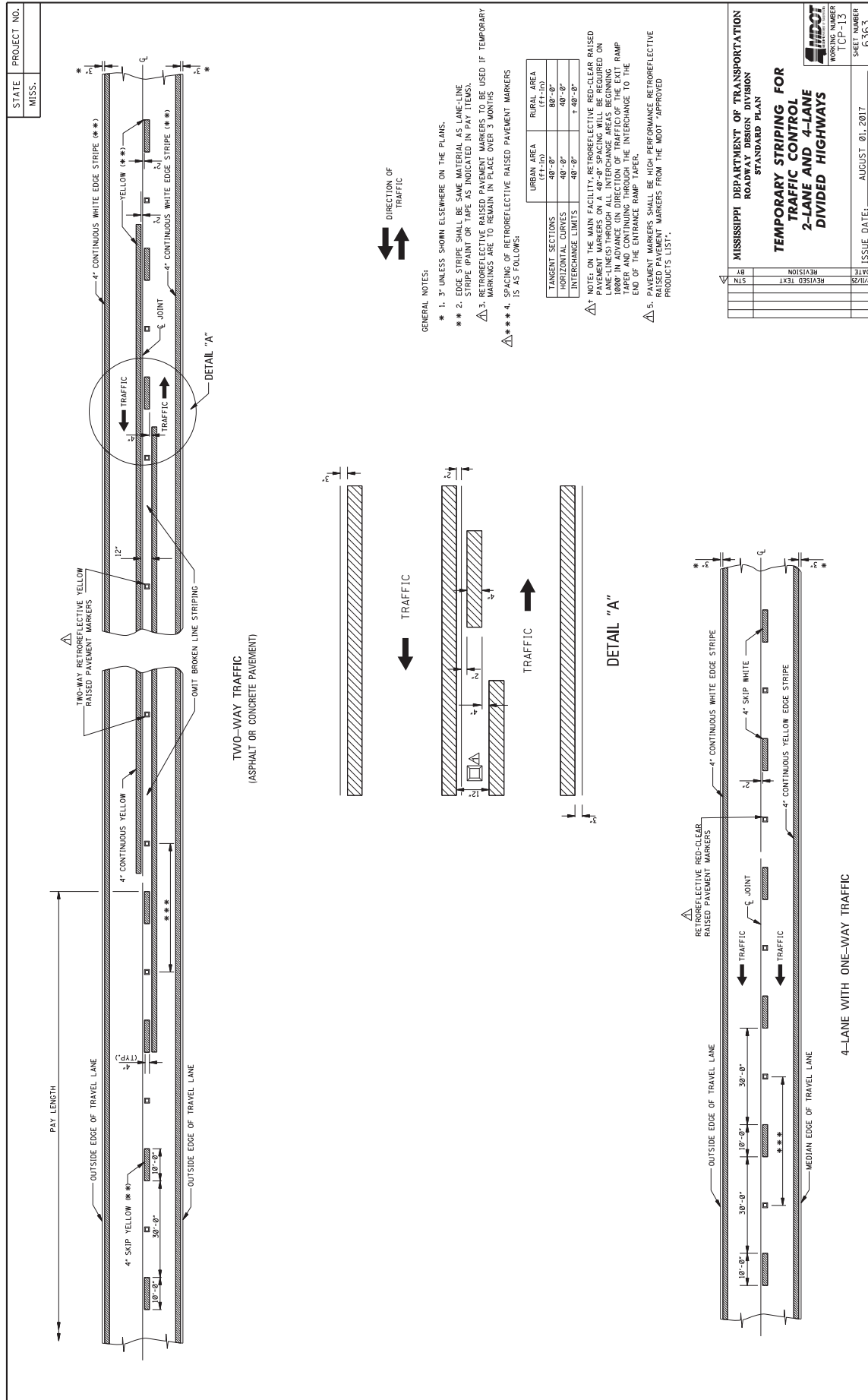
TRAFFIC CONTROL PLAN
MOBILE OPERATIONS
MULTILANE ROADS
AND
TWO-LANE ROADS

ISSUE DATE: AUGUST 01, 2017
SHEET NUMBER
TCP-9
6359

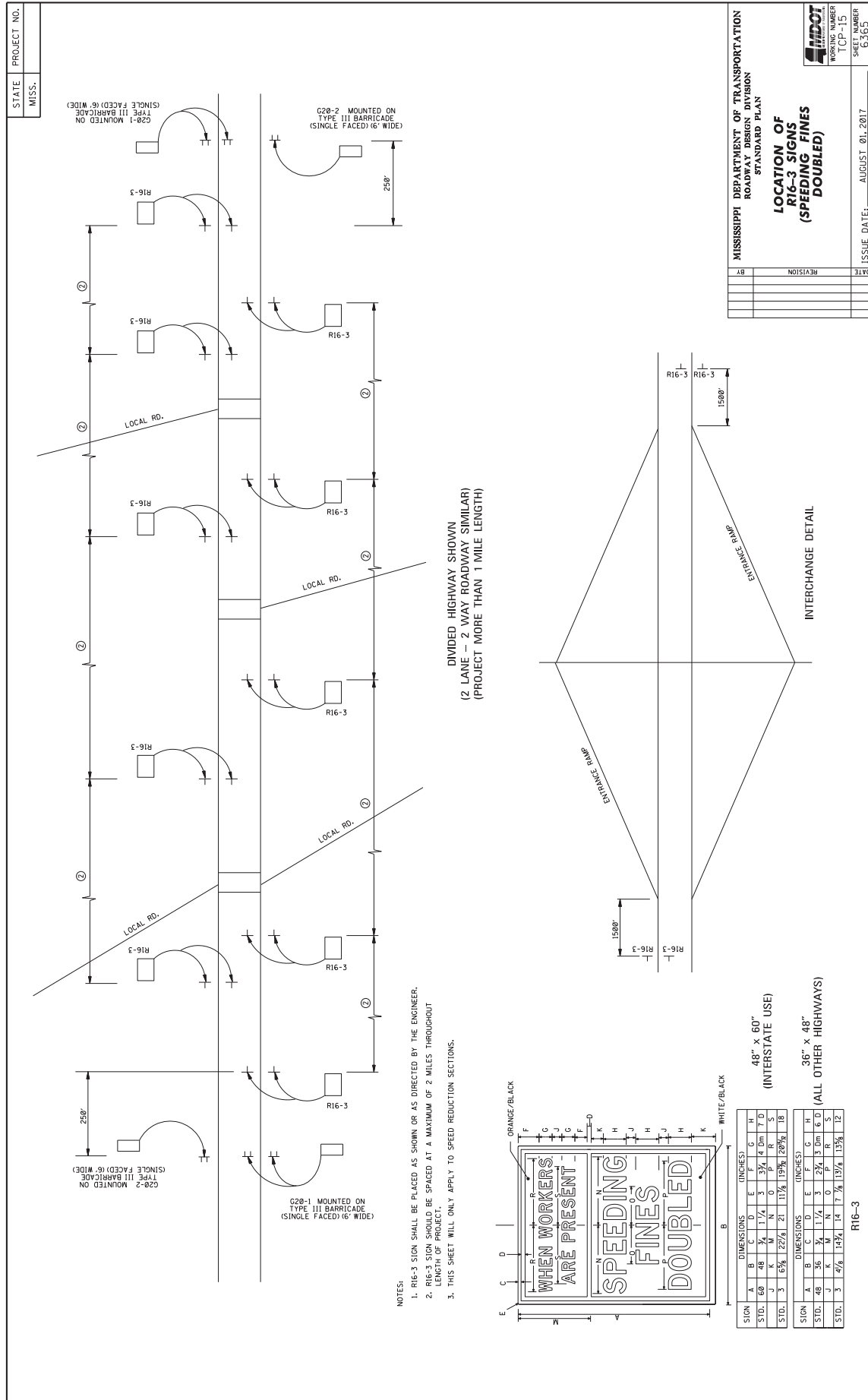


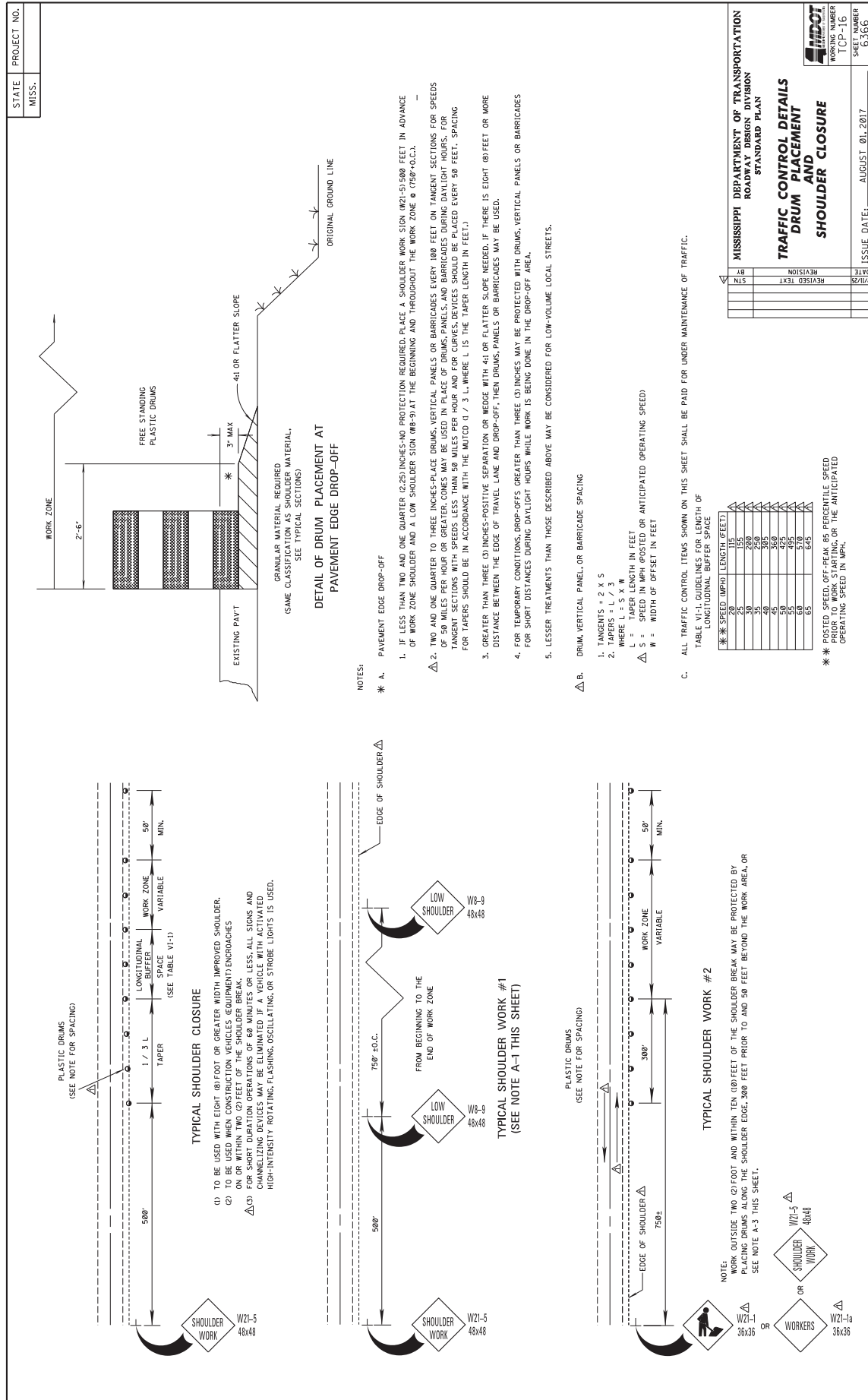












MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
ROADWAY DESIGN DIVISION	
STANDARD PLAN	
TRAFFIC CONTROL DETAILS	
DRUM PLACEMENT	
SHOULDER CLOSURE	
DATE	ISSUE DATE: AUGUST 01, 2017
BY	
REVISED	
TEXT	
STN	
WORKING NUMBER	SHEET NUMBER
TCP-16	0366

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 7688

CODE: (SP)

DATE: 2/24/2026

SUBJECT: Contract Time

PROJECT: SP-0051-02(030) / 110057301 – Yalobusha County
SP-0051-03(011) / 110058301 – Calhoun County

The completion of work to be performed by the Contractor for this project will not be a specified date but shall be when all allowable working days are assessed, or any extension thereto as provided in Subsection 108.06. It is anticipated that the Notice of Award will be issued no later than **April 14, 2026**.

The Contractor shall request a Notice to Proceed/Beginning of Contract Time date between the dates of the **May 14, 2026 and June 11, 2026**.

Should the Contractor request a Notice to Proceed earlier than **May 14, 2026** and it is agreeable with the Department for an early Notice to Proceed, the requested date will become the new Notice to Proceed and Beginning of Contract Time date.

Should the Contractor not request a Notice to Proceed by **June 11, 2026**, the date for the Notice to Proceed and Beginning of Contract Time will be **June 11, 2026**.

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

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

The progress schedule for this project shows the Notice to Proceed and Beginning of Contract Time starting at the latest possible date. If the Contractor requests a Notice to Proceed earlier than this date, the Contractor shall submit a revised progress schedule showing the work beginning at the new Notice to Proceed and Beginning of Contract Time date.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 7689

CODE: (SP)

DATE: 01/05/2026

SUBJECT: Scope of Work

**PROJECT: SP-0051-02(030) / 110057301 – Yalobusha County
SP-0051-03(011)/110058-301000 – Calhoun Counties**

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

The work to be accomplished using the Pay Items and corresponding specifications set forth in this contract, which is for scrub sealing of SR 330, beginning east of Front Street and going easterly for approximately 18.7 miles to SR 32.

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. Repair failed bridge ends on SR 330 in Calhoun County as needed using the following pay items:
 - 202-B, Removal of Asphalt Pavement, All Depths
 - 203-G, Excess Excavation – for material below the pavement structure
 - 304-F, Crushed Stone Base – to be used as directed by the Project Engineer
 - 907-403-A, 19mm, ST, Asphalt Pavement
 - 503-C, Saw Cut, Full Depth

Location		Length (ft)	Width (ft)	Asphalt Area (SY)	Saw Cuts (LF)
BR # 33.4	east end	15	26	43.33333	82
	west end	15	26	43.33333	82
BR # 33.6	east end	15	26	43.33333	82
	west end	15	26	43.33333	82
BR # 33.9	east end	15	26	43.33333	82
	west end	15	26	43.33333	82
BR # 34.0	east end	15	26	43.33333	82
	west end	15	26	43.33333	82
BR # 34.4	east end	15	26	43.33333	82
	west end	15	26	43.33333	82
				433.33	820

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. Fine milling shall be done after the dig outs are completed at no more than ¾" in depth to ensure a smooth transition between the roadway and bridge. Milling shall include the dig outs and asphalt bridge decks. Payment for fine milling of pavement shall be made under Pay Item 406-D per square yard and shall include all costs associated with the milling operation. The milling material obtained shall become the property of the contractor.

NOTE: A milling machine with a milling head no larger than four (4') feet shall be used. Asphalt shall be milled to no more than three-quarters of an inch (¾") so the milling head does not come in contact with the bridge deck. The Contractor shall provide all technical data on the milling machine that will be used on this project to the Director of Structures, State Bridge Engineer through the Project Engineer for approval.

NOTE: Any damages to the deck will be repaired at the Contractor's expense.

3. Placement of a scrub seal on the mainline. As per Special Provision 907-414, the Contractor shall submit to the Engineer a mix design that provides the Project a target, or design, application rate for bituminous material in gal/yd² and cover material in lbs/yd².

NOTE: The scrub seal shall not be placed on existing rumble strips.

NOTE: County road intersections will require the scrub seal to be placed to the Right-of-Way limits.

NOTE: The scrub seal will be placed on top of the bridge decks that have an asphalt surface.

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

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

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

4. Fog seal to be sprayed at a rate of 0.11 gal/SY, as per 907-414.

NOTE: The fog seal is to be sprayed on all areas that received a scrub seal.

5. Placement of granular material on the shoulders as directed to raise the existing shoulders to the 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: 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.

6. Placement of Temporary Traffic Stripe daily as per Special Provisions Nos. 907-618.
7. Place permanent pavement markings as required (Thermoplastic Striping, Reflective High Performance Raised Markers). Concrete bridge deck lengths total 930 feet.
8. All existing post-mounted standard roadside signs estimated in the attached table shall be replaced. The Contractor shall deliver the removed signs to the Yalobusha County Maintenance Lot located at 14510 County Road 436, Coffeeville. All signs and hardware shall be removed from post prior to delivery. The Contractor is required to verify the sign quantity prior to ordering materials. All hardware and footings required for the erection of new signs and posts shall be absorbed in other items of work.

Sign Quantity			
Pay Item	Description	Unit	Quantity
202-B	Removal of Sign	EA	8
202-B	Removal of Sign, Including Post and Footing	EA	195
630-A	Standard Roadside Signs, Sheet Aluminum, 0.080" Thickness	SF	60.19
630-A	Standard Roadside Signs, Sheet Aluminum, .1" Thickness	SF	375.12
630-A	Standard Roadside Signs, Sheet Aluminum, 0.125" Thickness	SF	812.25
630-C	Square Tube Post, 2.0 lb/ft	LF	2385
630-C	Square Tube Post, 4.0 lb/ft	LF	30

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 as shown on Working Number TSS-1. Contractor shall utilize a bolt, washer, and nut for connections as approved by the Project Engineer.

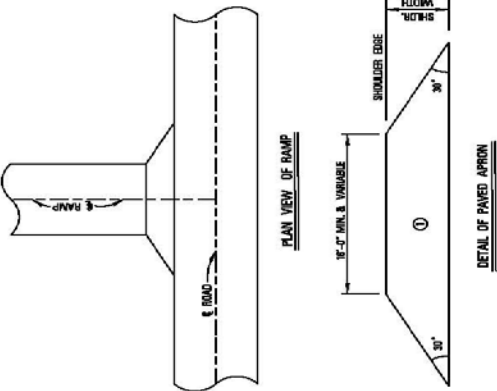
The contractor shall provide all signs and traffic handling devices necessary to safely maintain traffic around or through the work areas.

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.

STATE		PROJECT NO.	
MISS.			



PLAN VIEW OF RAMP

DETAIL OF PAVED APRON

① 1-1/2" & VARIABLE DEPTH ASPHALT PAVEMENT REQUIRED

MISSISSIPPI DEPARTMENT OF TRANSPORTATION			
MISCELLANEOUS DETAIL			
DATE	DESIGNED BY	DATE	CHECKED BY
PROJECT NUMBER			
MIS-1			
SHEET NUMBER			
107			



110057-301000 Yalobusha County													
Location (Sta. #)	Lane Location	Sign Code	Sign Description	630-C004 Type 3 Object Markers	Size	630-A001 0.08" (SF)	630-A005 0.1" (SF)	630-A003 0.125" (SF)	630-C001 4lb Post (LF)	630-C005 2lb Post (LF)	202-B213 Removal of Sign	202-B215 Removal Pipe Post & Footling	Notes
36+00	RT	R2-1	Speed Limit 45		24X30	5				15		1	
36+80	LT	W3-1a	Stop Ahead 48"		48X48			16	15			1	
37+50	RT	W8-13	Bridge Iles Before Road		36X36			9		15		1	
37+50	LT	R2-1	Speed Limit 35		24X30	5				15		1	
43+84	RT & LT		Type 3 OM's	2								2	
45+06	LT & RT		Type 3 OM's	2								2	
48+00	RT	R2-1	Speed Limit 55		24X30	5				15		1	
48+00	LT	R2-1	Speed Limit 45		24X30	5				15		1	
51+30	RT & LT		Type 3 OM's	2								2	
52+40	LT		Type 3 OM's	2								2	
55+80	LT	W3-5	Speed Zone		36X36			9				1	
57+40	RT & LT		Type 3 OM's	2								2	
58+60	LT & RT		Type 3 OM's	2								2	
62+30	RT & LT		Type 3 OM's	2								2	
67+00	LT & RT		Type 3 OM's	2								2	
68+00	RT	W2-2R	Side Road RT		36X36			9		15			Missing
71+40	LT	W8-13	Bridge Iles Before Road		36X36			9		15		1	
71+40	LT	W1-7	Left/Right Arrow		48X24		8			30			Missing
71+70	RT	R1-1	Stop 36"		36X36		7.46			15		1	
71+70	RT	W3-1a	Stop Ahead		36X36			9					Missing
71+70	RT	W2-2R	Side Road RT		36X36			9					Missing
78+00	LT	W2-2L	Side Road LT		36X36			9		15			Missing
79+50	RT	R1-1	Stop 36"		36" Octagon		7.46			15		1	
79+50	RT	W3-1a	Stop Ahead		36X36			9		15			Missing
79+50	LT	W1-7	Left/Right Arrow		48X24		8			30			Missing
85+00	LT	W2-2L	Side Road LT		36X36			9		15			Missing
86+40	RT & LT		Type 3 OM's	2								1	Signs on front and back of post
86+40	LT		Type 3 OM's	2									Missing/ One post with signs front and back
92+00	RT	W2-2R	Side Road RT		36X36			9		15			Missing
97+00	LT	S3-1	School Bus Stop Ahead		36X36			9		15		1	Found In MUTCD
102+20	RT	R1-1	Stop 36"		36" Octagon		7.46			15		1	
102+20	RT	W3-1a	Stop Ahead		36X36			9		15			Missing
108+80	RT	W1-2R	Right Curve		36X36			9		15		1	
108+80	RT	W13-1	45 MPH (Black and Yellow)		24X24	4					1		Same Post as sign above
112+00	LT	W2-2L	Side Road LT		36X36			9		15			Missing
114+30	RT	W2-2L	Side Road LT		36X36			9		15		1	
118+40	RT	W1-7	Left/Right Arrow		48X24		8			30			Missing
119+00	LT	R1-1	Stop 36"		36" Octagon		7.46			15		1	
119+00	LT	W3-1a	Stop Ahead		36X36			9		15		1	
120+30	LT	W2-2R	Side Road RT		36X36			9		15		1	
130+00	RT	W1-2R	Right Curve		36X36			9		15		1	
134+50	RT	W2-2R	Side Road RT		36X36			9		15		1	
138+00	RT	R1-1	Stop 36"		36" Octagon		7.46			15		1	
138+00	RT	W3-1a	Stop Ahead		36X36			9		15		1	
138+00	LT	W1-7	Left/Right Arrow		48X24		8			30			Missing
137+50	LT	W1-2L	Left Curve		36X36			9		15		1	
137+50	LT	W13-1	45 MPH (Black and Yellow)		24X24	4					1		Same post as above sign
144+40	LT	W2-2L	Side Road LT		36X36			9		15		1	
153+00	RT	W1-5	S Curve		36X36			9		15		1	
153+00	RT	W13-1	45 MPH (Black and Yellow)		24X24	4					1		Same Post as sign above
177+00	RT	S3-1	School Bus Stop Ahead		36X36			9		15		1	Found In MUTCD
179+90	LT	W1-5	S Curve		36X36			9		15		1	
179+90	LT	W13-1	45 MPH (Black and Yellow)		24X24	4					1		Same post as above sign
186+00	RT	W1-2L	Left Curve		36X36			9		15		1	
197+00	LT	W1-2R	Right Curve		36X36			9		15		1	
198+80	RT	W1-2L	Left Curve		36X36			9		15		1	
201+40	LT	S3-1	School Bus Stop Ahead		36X36			9		15		1	Found In MUTCD
209+00	RT	W1-2R	Right Curve		36X36			9		15		1	
209+00	LT	W1-2R	Right Curve		36X36			9		15		1	

[illegible]

110058-301000 Calhoun County													
Location (Sta. #)	Lane Location	Sign Code	Sign Description	630-C004 Type 3 Object Markers	Size	630-A001 0.08" (SF)	630-A005 0.1 " (SF)	630-A003 0.125" (SF)	630-C001 4th Post (LF)	630-C005 2th Post (LF)	202-B213 Removal of Sign	202-B215 Removal Pipe Post & Footing	Notes
412+00	LT	W2-2L	Side Road LT		36X36			9	15	15		1	
438+40	LT	R1-1	Stop 36"		36" Octagon		7.46		15	15		1	
438+40	LT	W3-1a	Stop Ahead		36X36			9	15	15		1	
438+70	RT	W1-7	Left/Right Arrow		48X24		8		30	30		2	Remove 2 post but only one sign
447+00	LT	W2-2R	Side Road RT		36X36			9	15	15		1	Missing
467+80	RT	W2-2L	Side Road LT		36X36			9	15	15		1	
470+00	RT		Type 3 OM's	2									Signs on front and back of post
473+30	LT	R1-1	Stop 36"		36" Octagon		7.46		15	15		1	
473+30	LT	W3-1a	Stop Ahead		36X36			9	15	15		1	
473+50	RT	W1-7	Left/Right Arrow		48X24		8		30	30		2	Remove 2 Post but only one sign
481+60	LT	W2-2R	Side Road RT		36X36			9	15	15		1	
566+80	RT	W2-2R	Side Road RT		36X36			9	15	15		1	
573+80	LT	W1-7	Left/Right Arrow		48X24		8		30	30		2	Removal of 2 posts but only one sign
574+00	RT	R1-1	Stop 36"		36" Octagon		7.46		15	15		1	
574+00	RT	W3-1a	Stop Ahead		36X36			9	15	15		1	
579+24	LT	W2-2L	Side Road LT		36X36			9	15	15		1	
601+70	RT & LT		Type 3 OM's	2									Missing
602+00	LT & RT		Type 3 OM's	2								2	
646+00	RT & LT		Type 3 OM's	2								2	
646+00	LT & RT		Type 3 OM's	2								2	
651+50	RT	W2-2L	Side Road LT		36X36			9	15	15		1	
657+30	LT	R1-1	Stop 36"		36" Octagon		7.46		15	15		1	
657+30	LT	W3-1a	Stop Ahead		36X36			9	15	15		1	
657+60	RT	W1-7	Left/Right Arrow		48X24		8		30	30		1	Missing
664+50	LT	W2-2R	Side Road RT		36X36			9	15	15		1	
239+00	RT	W2-2L	Side Road LT		36X36			9	15	15		1	Missing
234+30	LT	R1-1	Stop 36"		36" Octagon		7.46		15	15		1	
234+30	LT	W3-1a	Stop Ahead		36X36			9	15	15		1	
235+30	RT	W1-7	Left/Right Arrow		48X24		8		30	30		2	Remove 2 Post but only one sign
236+20	RT	W8-13	Bridge Ices Before Road		36X36			9	15	15		1	
240+70	LT	W2-2R	Side Road RT		36X36			9	15	15		1	
242+50	RT & LT		Type 3 OM's	2								2	
242+50	RT	R12-7aP	Emergency Vehicles (Tandem Axles)		30X30		6.25		15	15		1	
243+10	LT & RT		Type 3 OM's	2								2	
243+10	LT	R12-7aP	Emergency Vehicles (Tandem Axles)		30X30		6.25		15	15		1	
249+00	RT	R12-7aP	Emergency Vehicles (Tandem Axles)		30X30		6.25		15	15		1	
249+00	RT		Type 3 OM's	2									Missing
250+70	LT & RT		Type 3 OM's	2								2	
250+70	LT	R12-7aP	Emergency Vehicles (Tandem Axles)		30X30		6.25		15	15		1	
265+00	RT		Type 3 OM's	2								2	

110058

265+00	RT	R12-7aP	Emergency Vehicles (Tandem Axles)		30X30		6.25				15		1	
265+80	LT & RT		Type 3 OM's	2									2	
265+80	LT	R12-7aP	Emergency Vehicles (Tandem Axles)		30X30		6.25				15		1	
273+20	RT		Type 3 OM's	2									2	
273+20	RT	R12-7aP	Emergency Vehicles (Tandem Axles)		30X30		6.25				15		1	
275+00	LT & RT		Type 3 OM's	2									2	
275+00	LT	R12-7aP	Emergency Vehicles (Tandem Axles)		30X30		6.25				15		1	
294+30	RT		Type 3 OM's	2									2	
294+30	RT	R12-7aP	Emergency Vehicles (Tandem Axles)		30X30		6.25				15		1	
294+90	LT & RT		Type 3 OM's	2									2	
294+90	LT	R12-7aP	Emergency Vehicles (Tandem Axles)		30X30		6.25				15		1	
300+70	LT	W8-13	Bridge Iles Before Road		36X36			9			15		1	
323+00	LT	W2-2L	Side Road LT		36X36			9			15			Missing
312+72	RT	W2-2R	Side Road RT		36X36			9			15		1	
315+50	LT	M3-4	West		24X12	2					15		1	
315+50	LT	M1-6	330		30X24	5					15			Same post as above sign
316+60	RT	M2-1	JCT		21X15	2.19					15		1	
316+60	RT	M1-6	32		24X24	4					15		1	Same Post as about sign
318+00	RT	R1-1	Stop 36"		36" Octagon		7.46				15		1	
318+00	RT	W3-1a	Stop Ahead		36X36			9			15			Missing
318+00	LT	W1-7	Left/Right Arrow		48X24		8				30			Missing
319+00	RT	R1-1	Stop 48"		36" Octagon			13.25	15	750			1	
110058 TOTALS														69
PROJECT TOTALS														195
				82	60.19	375.12	812.25	30	2385	8				

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-101-1

CODE: (IS)

DATE: 07/20/2023

SUBJECT: Definitions and Terms

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

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

APL Approved Products List

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

AWPA American Wood Protection Association

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

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

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

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

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

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-102-2

CODE: (IS)

DATE: 11/22/2017

SUBJECT: Bidding Requirements and Conditions

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

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

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

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

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-103-2

CODE: (SP)

DATE: 06/22/2017

SUBJECT: Award and Execution of Contract

Section 103, Award and Execution of Contract, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-103.01--Consideration of Proposal. Delete the second and third paragraphs of Subsection 103.01 on page 19, and substitute the following.

907-103.01.1--For Projects Constructed Without Federal Funds. Resident Contractors actually domiciled in Mississippi are to be granted preference over nonresidents in awarding of Contracts financed 100% with State funds.

In consideration of proposals that are equal to or in excess of \$50,000 and financed 100% with State funds, a nonresident bidder domiciled in a state having laws granting preference to local Contractors will be considered for such contracts on the same basis as the nonresident bidder's state awards contracts to Mississippi Contractors bidding under similar circumstances. When a nonresident Contractor submits a bid equal to or in excess of \$50,000 on a contract financed 100% with State funds, a copy of the current laws from the state of domicile and an explanation thereof pertaining to treatment of nonresident Contractors shall be attached. If no preferential treatment is provided for Contractors in the state of domicile and contracts are awarded to the lowest responsible bidder, a statement to this effect shall be attached. Should the attachment not accompany the bid when submitted, the Contractor shall have 10 days following the opening of the bids to furnish the required information to the Contract Administration Director for attachment to the bid. Failure to provide the attachment within 10 days will result in the nonresident Contractor's bid being rejected and not considered for award. As used herein, the term "resident Contractor" includes a nonresident person, firm or corporation that has been qualified to do business in this State and has maintained a permanent full-time office in the State of Mississippi for two years prior to the submission of the bid, and the subsidiaries and affiliates of such a person, firm or corporation.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-104-2

CODE: (SP)

DATE: 06/17/2025

SUBJECT: Minor Alteration to the Contract

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

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

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-105-2

CODE: (IS)

DATE: 07/20/2023

SUBJECT: Control of Work

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

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

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

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

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-108-4

CODE: (SP)

DATE: 10/07/2020

SUBJECT: Subletting of Contract

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

907-108.01--Subletting of Contract.

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-108-6

CODE: (SP)

DATE: 03/11/2025

SUBJECT: Default and Termination of Contract

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

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

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-109-5

CODE: (IS)

DATE: 11/14/2023

SUBJECT: Measurement and Payment

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

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

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

907-109.04--Extra Work.

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

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

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

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

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

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

are determined as follows:

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

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

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

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

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

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

907-109.06--Partial Payment.

907-109.06.2--Advancement on Materials.

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

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

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

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-401-3

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”.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-403-4

CODE: (SP)

DATE: 03/19/2025

SUBJECT: Asphalt Pavements

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

907-403.03--Construction Requirements.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

907-403.05--Basis of Payment.

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-414-2

CODE: (SP)

DATE: 01/14/2025

SUBJECT: Polymer Modified Asphalt Rejuvenating Scrub Seal

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

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

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

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

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

907-414.02--Materials.

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

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

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

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

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

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

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

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

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

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

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

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

907-410.02.3--Mix Design. The Contractor shall submit to the Engineer for approval the application rates for the cover material and bituminous material using a design method such as that described by AASHTO R 107. This design must be performed at a minimum of one time per construction season and can be required more frequently by the Engineer. This mix design provides the project a target, or design, application rate for bituminous material in gal/yd² and cover material in lbs/yd².

907-414.03--Construction Requirements.

907-414.03.1--General. Prime coats, when specified, shall meet the requirements of Section 408. After the application of a prime coat, the primed surface shall be kept in continuous repair. All holes, raveled areas, and areas deficient in prime shall be patched and repaired with approved materials.

The attached sign drawings shall be used during scrub seal operations. Prior to any sealing operation, the rectangular "Loose Rock" signs shall be installed and remain in place until all sealing operations are complete. Prior to any daily sealing operation, the portable "Loose Rock" signs shall be installed in accordance with the attached drawings. Portable signs shall be installed and remain in place on a daily basis in the active sealing area. Payment for signs shown on the sign detail drawings shall be made under pay item no. 618-A, Maintenance of Traffic.

907-414.03.2--Seasonal and Weather Limitations. Emulsified asphalt and cut-back asphalt shall be applied only when both the air and pavement temperatures are above 70°F. Asphalt cement shall be applied only when both the air and surface temperatures are above 75°F.

Cut-back asphalt shall not be placed during the period between October 15 and March 1. No prime shall be placed when soil and weather conditions would prevent the proper placement and retention of the materials.

Bituminous materials for surface treatment shall not be placed during the period between November 1 and March 1, nor when weather conditions otherwise prevent the proper placement and retention of the materials.

On projects where completion of seal coats between November 1 and March 1 is determined to be in the public interest, the Engineer may permit variations from the above under the condition that all the following requirements are met:

- (a) The air and pavement temperature is 70°F or higher.
- (b) Asphalt cement used is cut back with naphtha of the type that will yield from 5-10 percent off at 680°F when tested by method AASHTO T 78 and the naphtha is added at the refinery.
- (c) As an alternate to (b), the Contractor substitutes a rapid setting cationic emulsified asphalt meeting the requirements of AASHTO M 208.
- (d) Aggregate is satisfactorily air dried in covered storage, or mechanically dried.
- (e) The sun is shining.
- (f) Aggregate is applied immediately behind the distributor.
- (g) No shot is made after mid-afternoon, and rolling is increased as directed for shots made after noon.
- (h) The Contractor retains full responsibility for the acceptable quality of the work within the intent of the contract, these conditions notwithstanding.
- (i) The work is performed under these modifications at no additional cost to the State.

Blanket authorization will not be given for use of the above modification but will be given only when completion of the surface treatment would make the facility available for use by public traffic, or for subsequent construction.

Prior to November 1 and after March 1, when the requirements of these specifications are being met, but conditions are less than good for the adhesion of cover aggregate to the bituminous material, the Engineer may permit or require, at no additional cost to the State that the asphalt cement be cut back with naphtha as previously indicated. Less than good placement conditions shall be understood to include, but not limited to: lower than desirable temperature; higher than desirable humidity; surface dampness; or coolness of the foundation or aggregate.

907-414.03.3--Equipment. All equipment used on the project shall be evaluated by the Engineer. The following or equivalent equipment shall be furnished.

907-414.03.3.1--Asphalt Distributor. The asphalt distributor for application of the emulsion shall have a full circulation spray bar that is adjustable to at least sixteen feet (16') wide in two (2) feet increments and capable of heating and circulating the emulsion simultaneously. It must have computerized rate control for adjusting and controlling the application from the cab within 0.01 gallons per square yard increments. The distributor shall also be equipped with a volume measuring device and a thermometer for measuring the emulsion temperature in the tank.

907-414.03.3.2--Scrub Broom. A scrub broom as described herein shall be used to scrub the emulsion after application. The scrub broom frame shall be constructed of metal. The scrub broom shall be attached to and pulled by the distributor truck. The scrub broom must be equipped with a means of raising and lowering the scrub broom at desired points. It shall be towable in the elevated position to the next area of construction. The weight of the broom assembly shall be such that it does not squeegee the emulsion off the roadway surface.

The main body of the scrub broom shall have a frame size as shown in the drawing at the end of this special provision. The nearest and furthest members, paralleling the back of the distributor truck, and diagonal members shall be equipped with street brooms. The leading member and the trailing member shall have broom heads angled at 10 to 15 degrees off the centerline of the supporting member. The diagonal members shall have broom heads attached in line with the centerline of the supporting member. Each individual street broom attached to the scrub broom assembly shall be 3.5 inches wide x 6.5 inches high x 16 inches long and have stiff nylon bristles. Bristle height is to be maintained at a minimum of five inches (5"). The scrub broom shall be equipped with hinged wing assemblies attached to the main body not to exceed 4.5 feet per side, with diagonals and equipped with street brooms. The purpose of the maximum rigid frame width and the hinged wing extensions is not only for maximum width of 16 feet but to maintain the scrubbing process evenly as contours and cross-sections change across the existing road surface.

The Contractor is responsible for maintaining street broom heads in good condition to produce satisfactory performance during scrub sealing operations. Prior to starting scrub seal operations, all street broom heads shall be inspected and approved for use by the Engineer. At any point during construction, if a street broom head is observed to be in poor condition, the broom head shall be replaced, as directed by the Engineer.

907-414.03.3.3--Aggregate Spreader. A self-propelled mechanical type aggregate spreader with a computerized spread control, capable of distributing the aggregate uniformly to the required width and at the designed rate shall be used.

907-414.03.3.4--Pneumatic-Tire Rollers. Multiple self-propelled pneumatic-tire rollers capable of ballast loading, either with water or sand to allow the weight of the machine to be varied from 6 to 8 tons to achieve a minimum contact pressure of 80 lb/in.² shall be used. The alignment of the axles shall be such the rear axle tires, when inflated to the proper pressure, can compact the voids untouched by the front-axle tire. All tires shall be as supplied by the roller manufacturer. Width of the rollers shall exceed 60 in.

Steel wheel rollers will not be allowed.

907-414.03.3.5--Brooms. Two (2) mechanically powered kick-brooms or vacuum type brooms. Rotary brooms shall be constructed to permit the revolutions of the broom to be adjusted to its progression and to permit adjustment of the broom in relation to the surface. The broom bristles shall be stiff enough to sweep clean without injury to the surface.

907-414.03.3.6--Trucks. Trucks of sufficient number and size to adequately supply the material shall be furnished.

907-414.03.4--Preparation of Surface. The entire surface to be treated and at least one foot (1') on each side shall be cleaned by sweeping, blowing, or other methods until all dust, mud, clay lumps, and foreign material is removed. A primed base shall be properly cured and approved prior to application of bituminous material.

Prior to the scrub seal operation, the Contractor shall remove any and all vegetation within the

limits of the scrub seal installation. The use of herbicides will be allowed at the discretion of the Engineer.

If used, the herbicide shall be applied at least 10 days prior to the scrub seal operation, or as directed by the manufacturer of the approved herbicide. The application of the herbicide shall be performed in accordance with all applicable regulations. Any and all fines or clean-up costs for unlawful misuse or discarding of herbicides shall be the sole responsibility of the Contractor. Mixtures and spread rates for the herbicides shall be determined by the manufacturer's specifications. Wash down of equipment or discarding of herbicides shall not enter catch basins or positive drainage facilities.

907-410.03.4.1--Cleaning Pavement. The roadway surface shall be cleaned by sweeping no more than 30 minutes prior to application of the emulsified asphalt and aggregate. However, this 30-minute window may be extended if authorized by the Engineer in cases where extending the time does not jeopardize a clean surface prior to scrub seal operations. The pavement shall be swept with a motorized broom to remove loose material. Depressions not reached by the motorized broom shall be cleaned with a hand broom. The outer edges of the pavement to be sealed including an adjacent paved shoulder shall be cleaned.

907-414.03.4.2--Protecting Accessories. Utility castings (manholes, gate valve covers, catch basins, sensors, etc.) shall be covered to prevent coating with emulsified asphalt. Suitable covering includes plywood disks, Kraft paper, roofing felt or other approved methods. The protective coverings shall be removed before opening the road to traffic.

907-414.03.4.3--Stripe Removal. Prior to the scrub seal operations, the Contractor shall remove all existing thermoplastic striping, thermoplastics legends, and raised pavement markers within the scrub seal limits. Such removal shall be performed to the satisfaction of the Engineer.

907-414.03.5--Application. The scrub seal shall be applied from edge of pavement to edge of pavement. The edges of the scrub seal application shall be maintained in a neat and uniform line. Scrub seal shall not be applied on concrete gutters or pads unless directed by the Engineer.

907-414.03.5.1--Application of Bituminous Material. Bituminous material shall not be applied until the prepared surface has been approved by the Engineer and any application rate adjustments must be approved by the Engineer. Where practicable, shots shall be at least 500 feet in length, and longer shots are desirable. No shot shall be in excess of a length which can be covered with aggregate before the bitumen hardens.

The bituminous material shall be uniformly heated and maintained within the specified temperature range during application. All material damaged by heating shall be rejected, and if a section has been treated with damaged material it shall be removed and replaced by the Contractor without additional compensation.

The asphalt emulsion for scrub seal temperature when applied shall be a minimum of 140° to 180°F. For smaller areas, the emulsion may be applied with a wand. The emulsion scrub broom shall be as described below.

The application rate of the bituminous material shall result in complete and uniform coverage of the pavement receiving the bituminous surface treatment. If the application of the bituminous material does not result in complete coverage, the Contractor shall cease operations and adjust the distributor bar height and/or nozzle(s) such that complete coverage is attained. At a minimum, the application rate of the bituminous material should be verified daily by the Department.

The type and condition of the surface being covered and the size of the aggregate being used, will affect the required application rate of asphalt material. The Contractor shall begin with application rates as recommended by the mix design and accepted by the Engineer. Actual rates shall be established during the first application of bituminous material/aggregate and adjusted to field condition changes as required.

The application shall be stopped before the distributor is completely empty, and the length of shots shall be computed so that the application is stopped before it begins to run light. At the beginning of the application, including joints with preceding applications, intersections, and junctions with all pavements, etc., the distributor nozzles shall be operating at full force when the application begins. Building paper or other suitable material shall be used to receive the initial application from the nozzles before the asphalt reaches the road surface at the joint. The material shall be removed immediately after use without spilling asphalt on the road surface.

Spray bar nozzles shall be kept clean at all times, and should one become blocked during application of the bituminous material, the distributor shall be stopped immediately, and the nozzle cleaned before proceeding. Bare or light areas shall be immediately made uniform by use of a hand hose or pouring pot.

Due to possible spillage, the transfer of material from the delivery truck to the distributor shall be outside the limits of the roadway. Bituminous material shall not be discharged on the right-of-way when cleaning out the distributor. Any spillage shall be removed from the roadway and right-of-way.

During application of bituminous material, the Contractor shall provide adequate protection to prevent marring or discoloration of pavements, structures, curbs, trees, etc., adjacent to the area being treated.

Longitudinal joints, when permitted, shall be reasonably true to line and parallel to the centerline. The overlap in the application of the bituminous material shall be the minimum to assure complete coverage.

At construction joints, the treatment of the edges shall be blended so that there are no gaps, the elevations are the same, and the joints are free from ridges and depressions.

Immediately following the application of the emulsion to the road surface, the material shall be scrubbed with a scrub broom for the purpose of forcing the emulsion into the existing surface and distributing the emulsion evenly over variable road surface contours.

The application of the asphalt emulsion for scrub seal and scrub broom operation shall cease 40 feet prior to the end of the application. The remaining asphalt emulsion for scrub seal shall be dragged out by the scrub broom, and the remaining emulsified material required to complete the pass shall be applied only by the distributor truck, at the specified rate.

907-414.03.5.2--Application of Cover Coat Material. The application of cover material shall immediately follow the application of bituminous material. Adhesion of the cover aggregate to the bitumen is the Contractor's responsibility. Application rate adjustments must be approved by the Engineer.

Aggregate shall be spread directly from approved spreaders. Trucks or spreaders shall not drive on the uncovered bituminous material.

Aggregate shall be placed at the design application rate. If necessary, the rate of application may be adjusted so that some emulsified asphalt can be seen between the aggregate chips, but not so much that aggregate chips adhere to the pneumatic rollers. If needed, additional adjustments may be made to the rate of application during the project, at the discretion of the Engineer.

During the first day of production and at least once a week thereafter, the application rate of the aggregate shall be verified by the Department to assure that the appropriate application rate of the aggregate is applied. The rate can be verified by placing a tarp of at least 1.0 yd² area on the roadway surface. After allowing the aggregate spreader to pass over the tarp, the aggregate on the tarp should be collected and weighed to determine the weight of aggregate. The measured weight should then be compared to the target weight calculated using the following formula.

$$W = 0.85(G_{sb})(U_w)(R)(A)(e)$$

Where:

- W = target weight of aggregate in lbs.
- G_{sb} = bulk specific gravity of aggregate
- U_w = Unit weight of water at 70°F = 62.3 lbs./ft³
- R = target application rate in ft³/yd²
- A = area of tarp in yd²
- e = air voids in loose aggregate = 0.4

G_{sb} for gravel = 2.650

G_{sb} for limestone = 2.700

Note: Bulk specific gravities of expanded clay and steel slag should be obtained from the seal aggregate supplier.

Upon determining the target weight, it should be compared to the actual measured weight. If the difference in the target weight and the actual measured weight is over 2.5 pounds, the aggregate distributor should be adjusted such that the spread rate is within the above tolerance. The above procedure shall be repeated until the spread rate is within the allowable tolerance.

If at any point during production, excessive aggregate is noted, the aggregate application rate should be verified and the spread rate adjusted. The intent is to minimize the amount of excess aggregate. Excess aggregate removed from the roadway surface after brooming shall be removed from the job site and should not be reused in the seal aggregate operation.

The dry aggregate shall be spread uniformly to cover the bituminous material with the quantity of mineral aggregate specified by the Engineer. All deficient areas shall be covered by additional material.

If needed, approved drag brooms and hand brooms shall be used to distribute the aggregate uniformly before and while the rolling operations are in progress.

The entire application of aggregate shall be rolled as soon as possible after application. Rolling shall be continued and repeated as often as necessary to key the cover material thoroughly into the bituminous material over the entire surface.

Pneumatic rollers shall be used in the sequence that will provide the rolling pattern that results in the best adhesion of the aggregate to the bituminous material and the best surface qualities.

Subsequent to the initial application of the aggregate the Contractor shall distribute, as many times as is deemed necessary, loose aggregate over the surface to absorb free bituminous material and to cover areas deficient in aggregate. Immediately following each distribution, the Contractor shall roll the entire surface treatment or seal with a pneumatic-tire roller until the maximum quantity of aggregate is embedded in the bitumen. Rolling in each case shall be at least one complete coverage and as many additional coverages as necessary to properly embed the aggregate. All rolling shall be performed while the temperature is favorable for sealing the aggregate into the bitumen.

In all cases, there shall be at least five complete coverages of the entire surface of the treatment with a pneumatic-tire roller.

If specified, a fog seal will be placed at a rate of 0.11 gallons per square yard, or as directed by the Project Engineer. The fog seal shall not be placed until after final brooming.

907-414.03.6-- Control of Traffic. Unless otherwise advised, the Contractor's operations shall be scheduled such that all lanes of traffic are open to the traveling public at the end of each day. Considering time needed for curing and preparation prior to opening traffic, the Contractor should not apply bituminous material two (2) hours before dusk, or later, to allow sufficient time for bonding of the aggregates.

After the scrub seal has been rolled and the bituminous material has cured a minimum of one (1) hour, or longer if necessary to sufficiently hold the aggregate in place, the Contractor shall perform an initial brooming operation consisting of lightly sweeping excess aggregate material from the surface. After the initial brooming has been completed, public traffic will be allowed on the roadway.

Immediately the next morning, a final brooming shall be performed to remove any remaining

excess aggregate material from the previous day's seal operation.

907-414.03.7--Quality Control. The Contractor shall be responsible for quality control (QC) sampling and testing and shall submit a written Quality Control Plan (QCP) acceptable to the Engineer.

907-414.03.7.1--Personnel. The Contractor shall be responsible for staffing their project with qualified personnel.

907-414.03.7.2--Testing Facilities and Equipment. The Contractor shall supply any testing and equipment needed to comply with their approved QCP.

907-414.03.7.3--Materials Testing. The Contractor shall test the materials utilized in a manner to comply with their approved QCP and as required by the Engineer.

907-414.03.7.4--Compliance with Specifications. The Contractor shall attest in writing to the Department that the scrub seal has been constructed in accordance with and meets the requirements of the specifications and their approved QCP at the conclusion of the project.

907-414.03.7.5--Department Acceptance. The Department will conduct acceptance sampling, testing, and inspection activities according to TMD-20-04-00-000 to ensure material quality, correct application rates, rolling, sweeping, and traffic control are within specification requirements.

907-414.04--Method of Measurement. Scrub seal shall be measured by the square yard. Accepted quantities for asphalt for fog seal will be measured by the gallon as prescribed in Subsection 109.01. Unless otherwise specified, distributor tank measurement will be used. The volume of material over five percent (5%) above the quantity ordered for each shot will be deducted from measured quantities, except that 15 percent will be allowed for irregular areas where hand spraying is necessary.

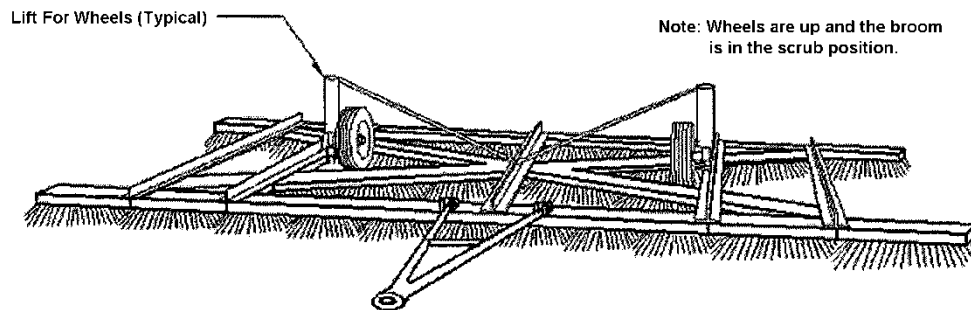
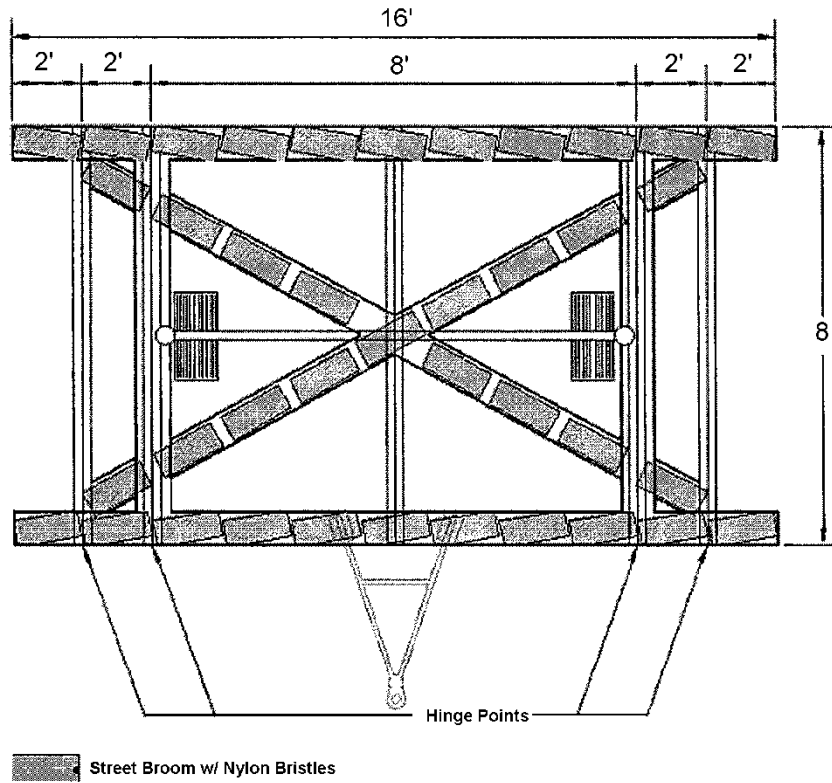
907-414.05--Basis of Payment. Scrub seal, measured as prescribed above, will be paid for at the contract bid price per square yard, which shall be full compensation for furnishing all labor, materials, equipment, temporary markers, vegetation removal, cleaning of the surface, pre-sweeping, post-sweeping, doing all the work involved in mixing, applying and protecting the polymer modified asphaltic rejuvenating scrub seal, and all incidentals necessary to complete the work.

Asphalt for fog seal will be paid for at the contract unit price per gallon, which shall be full compensation for furnishing all labor, materials, equipment, applying and protecting the fog seal, and all incidentals necessary to complete the work.

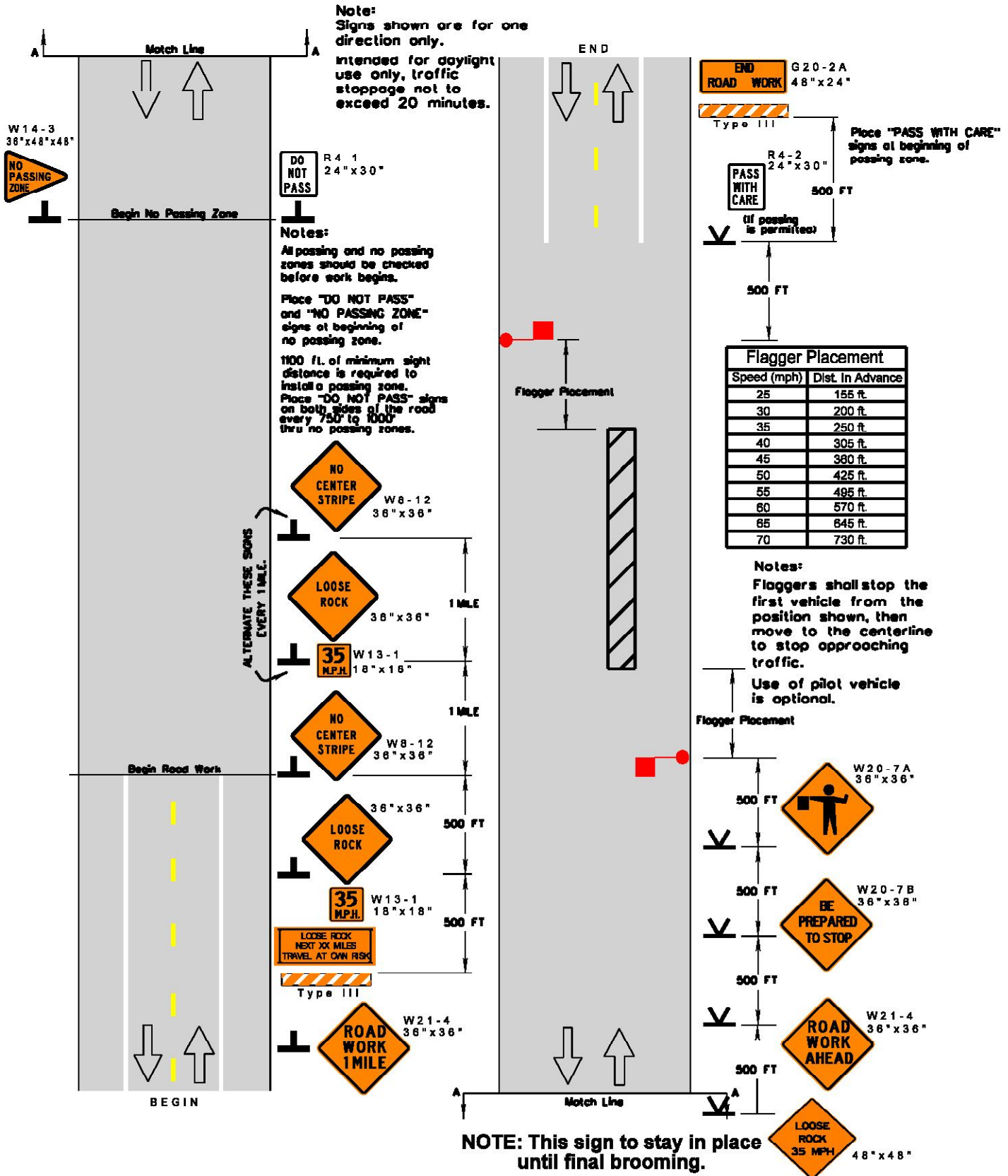
Payment will be made under:

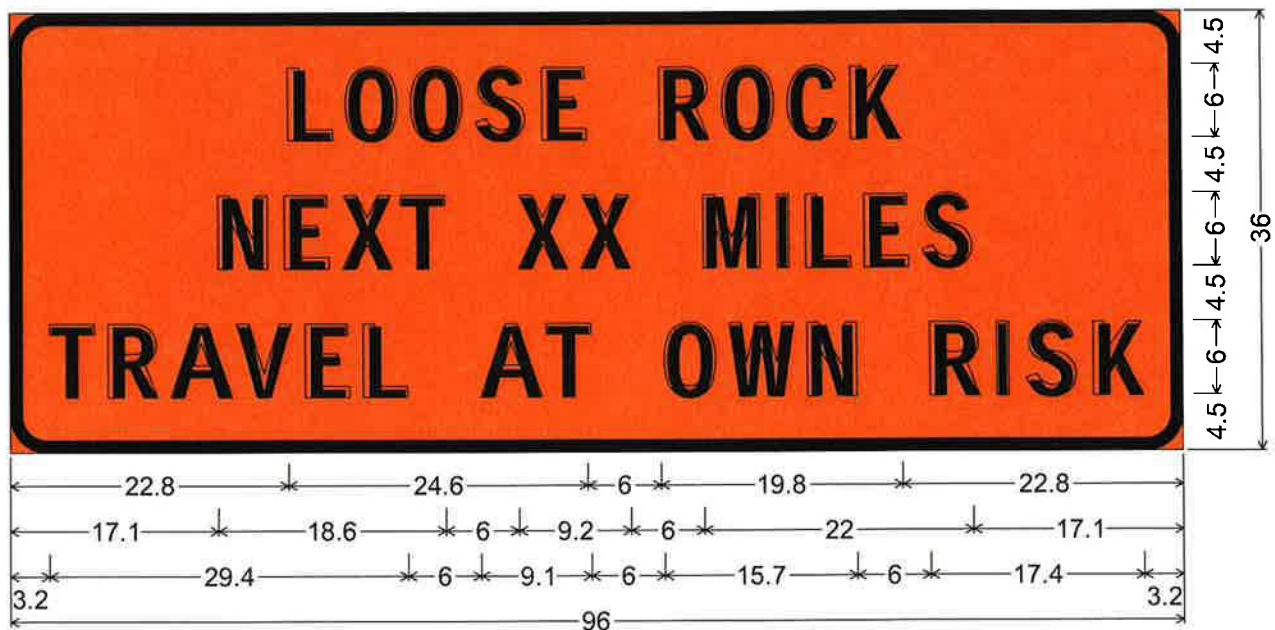
907-414-A: Scrub Seal - per square yard

907-414-B: Asphalt for Fog Seal - per gallon



Scrub Broom



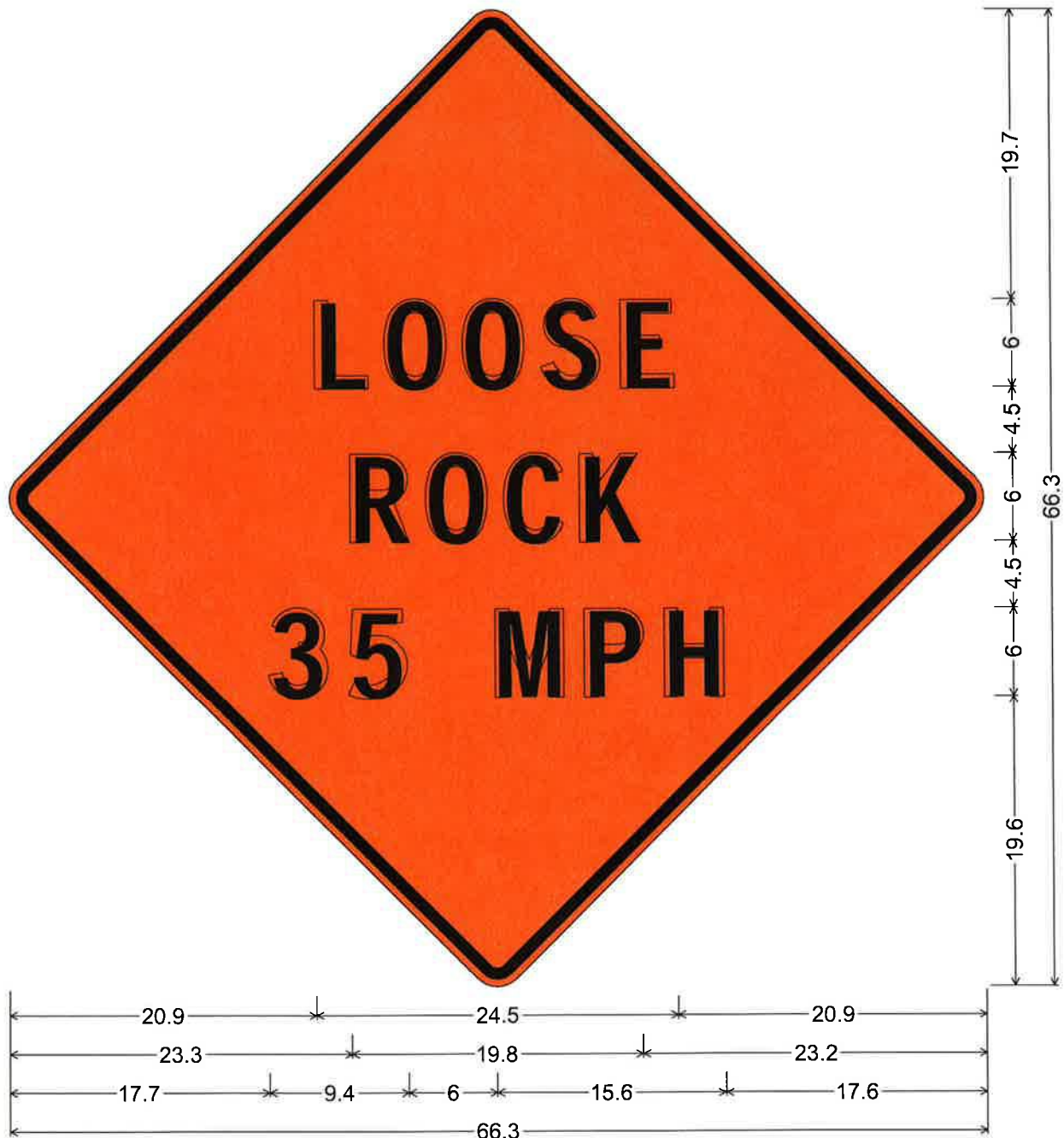


3.0" Radius, 1.0" Border, Black on Orange;

"LOOSE ROCK" D; "NEXT XX MILES" D; "TRAVEL AT OWN RISK" D;

Table of letter and object lefts.

L	O	O	S	E	R	O	C	K						
22.8	27.6	33.0	38.3	43.7	53.4	58.5	63.9	69.0						
N	E	X	T	X	X	M	I	L	E	S				
17.1	22.5	27.3	32.1	41.7	46.9	56.9	63.0	65.3	70.1	74.9				
T	R	A	V	E	L	A	T	O	W	N	R	I	S	K
3.2	8.0	13.2	18.6	24.2	29.0	38.6	44.0	53.7	59.0	65.4	75.4	80.9	83.2	88.6



48.0" across sides 1.9" Radius, 0.8" Border, 0.5" Indent, Black on Orange;

"LOOSE" D; "ROCK" D; "35 MPH" D;

Table of letter and object lefts.

L	O	O	S	E
20.9	25.7	31.0	36.4	41.8
R	O	C	K	
23.3	28.4	33.8	38.9	
3	5	M	P	H
17.7	23.1	33.1	39.2	44.6

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-605-1

CODE: (IS)

DATE: 11/21/2023

SUBJECT: Underdrains

Section 605, Underdrains, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-605.02--Materials.

907-605.02.4--Edge Drain Pipe and Fittings.

907-605.02.4.4--Miscellaneous. Delete the first paragraph of Subsection 605.02.4.4 on page 398, and substitute the following.

Concrete for aprons shall be Class "C" concrete meeting the requirements of Section 907-799.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO SPECIAL PROVISION NO. 907-618-4

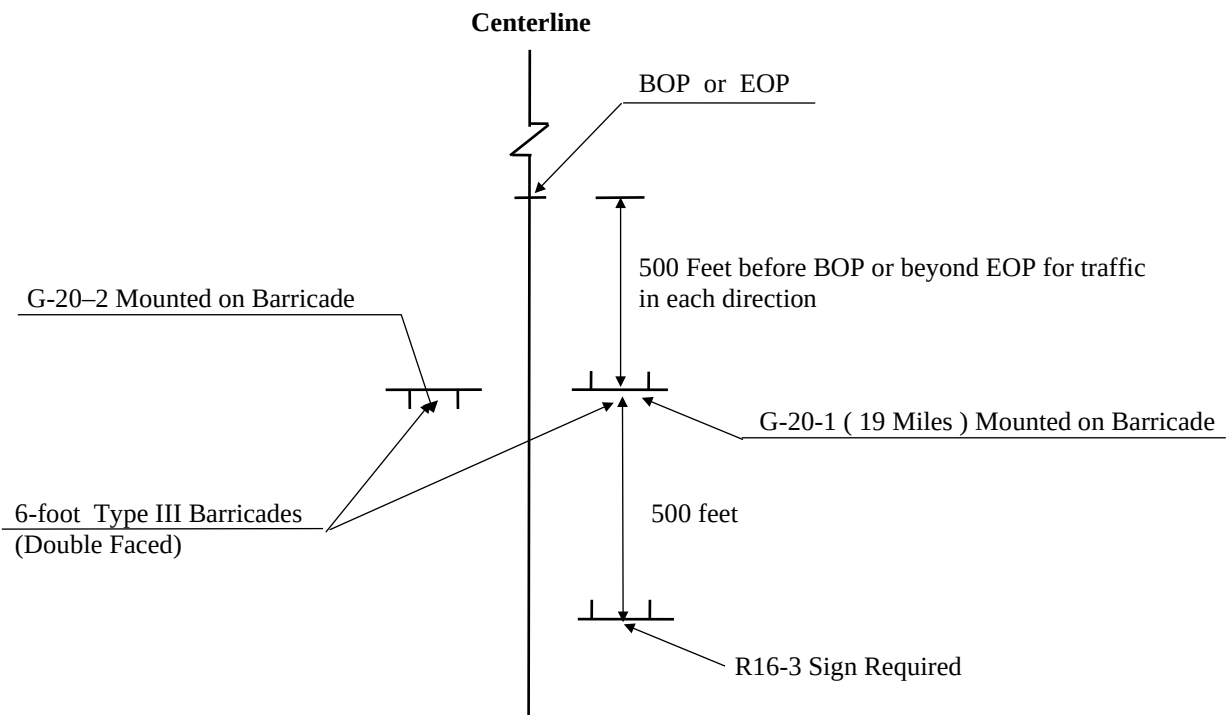
DATE: 2/24/2026

PROJECT: SP-0051-02(030)/110057-301000 and SP-0051-03(011)/110058-301000 – Yalobusha and Calhoun Counties

Delete the paragraph in Subsection 907-618.01.2 on page 1, and substitute the following.

For compliance with the traffic control plan, the Contractor will be required to install and maintain traffic control devices at various locations throughout the project. Payment for these devices will be included in the price bid for pay item no. 907-618-A: Maintenance of Traffic per lump sum.

Additional traffic control devices will be required as follows.



ADDITIONAL TRAFFIC CONTROL SIGNS REQUIRED:

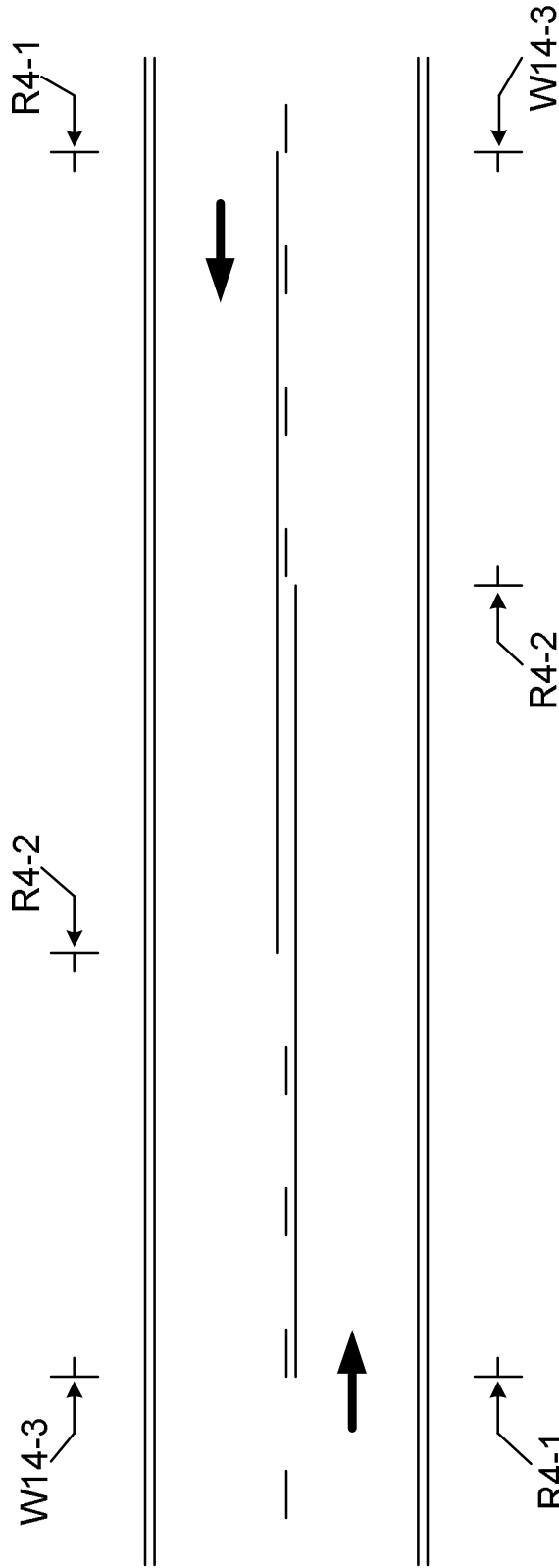
- 24 - W20-1 "AHEAD" signs required. One (1) W20-1 "AHEAD" sign is required at each local road or street entering the project.
- 90 - R4-1 "DO NOT PASS" signs required.
- 21 - R4-2 "PASS WITH CARE" signs required.
- 25 - R16-3 "SPEEDING FINES DOUBLED" signs required.

R4-1 "DO NOT PASS", R4-2 "PASS WITH CARE", and W14-3 "NO PASSING ZONE" signs are required in accordance with Subsection 618.03.3, this drawing, and as specified in the Manual on Uniform Traffic Control Devices.

R16-3 signs shall be spaced in accordance with sheet titled "Location of R16-3 Signs".

All construction signs and barricades shown on this page shall be included in the bid price for pay item 907-618-A, Maintenance of Traffic. Fluorescent orange sheeting shall be used on all construction and traffic control signs except for R16-3, R4-1 and R4-2 signs which shall be black legend and border on white background.

124



The W14-3, No Passing Zone sign, shall be placed on the left side of the road at the beginning of each no passing zone.

The R4-1, Do Not Pass signs, shall be placed on the right side of the road at the beginning of the no passing zone. Additional R4-1 signs shall be placed right and left in increments of 750 to 1000 feet throughout the length of the no passing zone.

The R4-2, Pass With Care sign, shall be placed on the right side of the road at the end of the no passing zone.

The R4-1, R4-2 and W14-3 signs are to be used when standard pavement markings are not in place. The signs may also be used to emphasize pavement markings.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-618-4

CODE: (SP)

DATE: 02/01/2018

SUBJECT: Additional Signing Requirements

Section 618, Maintenance of Traffic and Traffic Control Plan, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-618.01.2--Traffic Control Plan. At the end of Subsection 618.01.2 on page 441, add the following:

For compliance with the traffic control plan, the Contractor will be required to install and maintain traffic control devices at various locations throughout the project. Payment for these devices will be included in the price bid for pay item no. 618-A, Maintenance of Traffic per lump sum.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-618-12

CODE: (SP)

DATE: 05/03/2024

SUBJECT: Traffic Control Management

Section 618, Maintenance of Traffic and Traffic Control Plan, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-618.01--Description.

907-618.01.2--Traffic Control Management. Delete subparagraph (g) of Subsection 618.01.2 on page 441, and substitute the following.

- g) Perform a minimum of once-a-week inspections from the Notice to Proceed until a Partial or Final Maintenance Release is obtained. Once work begins, daily daytime inspections and weekly nighttime inspections are required on projects with predominantly daytime work, and daily nighttime inspections and weekly daytime inspections are required on projects with predominantly nighttime work. Weekly inspections will be allowed for periods outside of active construction. When lane closures are present or any non-fixed signs or traffic handling devices such as cones or barrels are in place, inspections shall be performed daily whether work is being performed or not.

907-618.05--Basis of Payment. Delete pay item 618-A on page 449 and substitute the following.

907-618-A: Maintenance of Traffic

- lump sum

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-619-6

CODE: (SP)

DATE: 03/21/2018

SUBJECT: Temporary Portable Rumble Strips

Section 619, Traffic Control for Construction Zones, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-619.02--Materials. After Subsection 619.02.15 on page 472, add the following.

907-619.02.16--Temporary Portable Rumble Strips. Temporary portable rumble strips shall be RoadQuake manufactured by PSS and meet the following requirements:

- capable of being installed without adhesives or bolts,
- have a minimum weight of 100 pounds,
- have a minimum overall length of 11 feet,
- have a minimum width of 12 inches, and
- have a maximum height of 3/4 inch.

Temporary portable rumble strips shall be installed in accordance with the attached details, or as directed by the Engineer.

907-619.03--Construction Requirements. After Subsection 619.03.11 on page 476, add the following.

907-619.03.16--Temporary Portable Rumble Strips. Temporary portable rumble strips shall be placed at locations shown on the traffic control plans, attached drawing, or as directed by the Engineer. The rumble strips shall be removed when lane closures are removed, relocated when lane closures are relocated, or as directed by the Engineer.

Prior to placement of the rumble strips, the roadway shall be cleaned to be free of dust, sand, and other materials that may cause slippage. The minimum roadway temperature at the time of installation shall be in accordance with manufacturer recommendations.

A minimum of three (3) temporary portable rumble strips shall be arranged in an array. The spacing of temporary portable rumble strips in each array shall be on 15-foot centers. One array of three (3) strips shall be used in each lane. The rumble strips shall be regularly monitored and maintained to ensure they stay in place under traffic.

907-619.04--Method of Measurement. At the end of Subsection 619.04 on page 478, add the following.

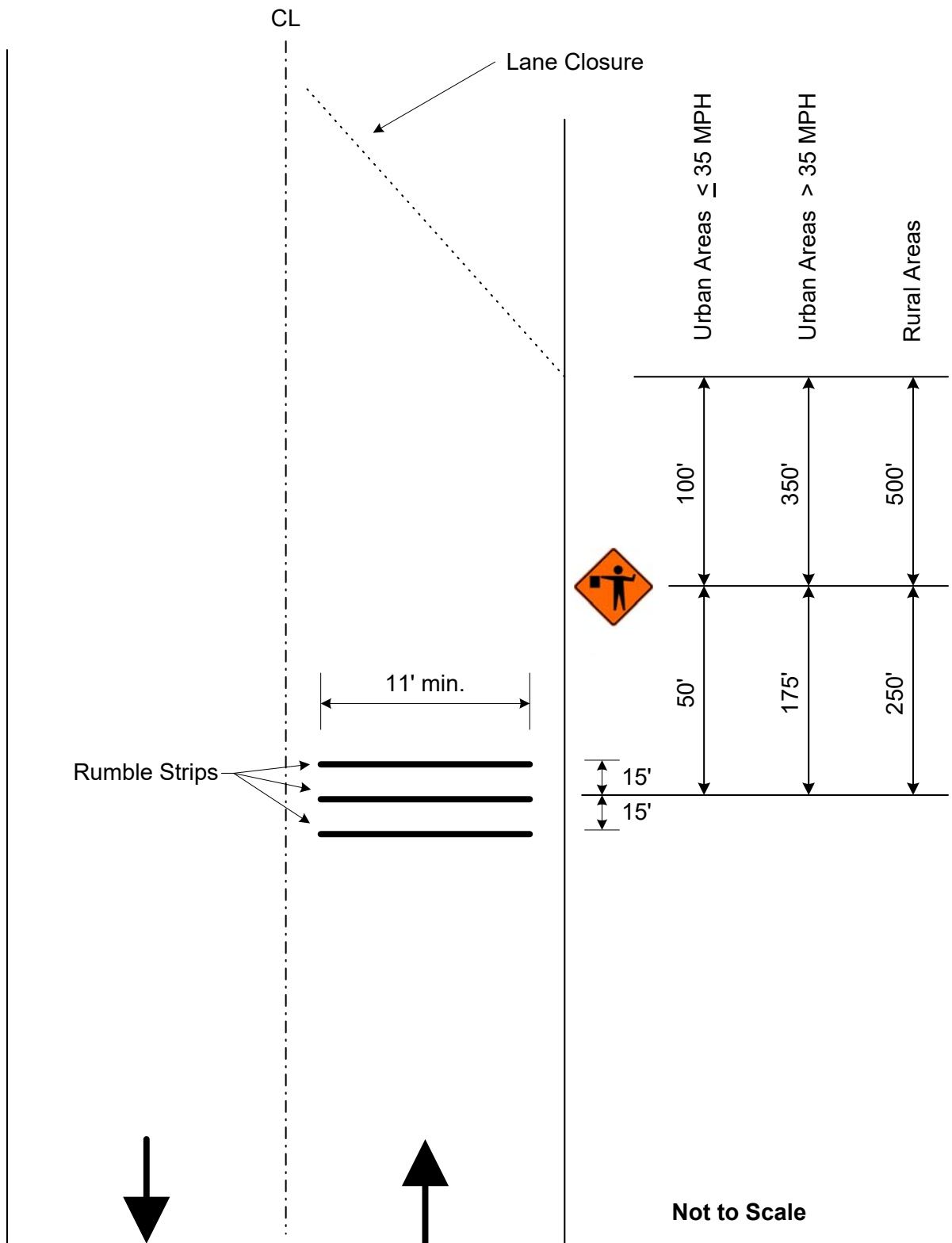
Temporary Portable Rumble Strips will be measured for payment by the linear foot only when a pay item for temporary portable rumble strips is included in the contract. Otherwise, temporary portable rumble strips will be included in the cost of pay item 618-A, Maintenance of Traffic. The quantity of temporary portable rumble strips will be the length of rumble strips approved by the Engineer to be in-place on the project at any one time.

907-619.05--Basis of Payment. After the fifth paragraph of Subsection 619.05 on page 478, add the following.

Temporary Portable Rumble Strips measured as prescribed above, will be paid for at the contract unit price per linear foot, which price shall be full compensation for cleaning the roadway surface, installing the rumble strips, maintenance and repair of the strips, cleaning and resetting of the strips, removal and replacement, and for all labor, equipment, tools, and incidentals necessary to complete the work.

After the last pay item listed on page 480, add the following.

907-619-B: Temporary Portable Rumble Strips - per linear foot



Detail of Temporary Portable Rumble Strips

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-626-12

CODE: (IS)

DATE: 06/17/2025

SUBJECT: Thermoplastic Traffic Markings

Section 626, Thermoplastic Traffic Markings, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

Delete Section 626 on pages 492 thru 496, and substitute the following.

SECTION 626 - THERMOPLASTIC TRAFFIC MARKINGS

907-626.01--Description. This work consists of furnishing materials and placing thermoplastic pavement markings of the type specified in conformity with these specifications and the details shown on the plans or established. All hot-applied thermoplastic pavement markings shall be coated with a double-drop combination of optics.

This work may also consist of placing an audible bump or puck style marking system on the edge line that provides an audible and vibratory warning when driven over. The marking system shall be a road marking system of the dimensions indicated at regular and predetermined intervals.

This work may also consist of placing a profile or raised shape marking system on centerline or edge line that provides audible and vibratory warning when driven over. The marking system shall be a road marking system of the dimensions indicated and at regular and predetermined intervals. When placed on centerline, the markings system shall consist of an extruded black transverse thermoplastic bar of the dimensions indicated at regular and predetermined intervals.

This work may also consist of placing high contrast thermoplastic markings. High contrast thermoplastic markings shall consist of placing thermoplastic pavement markings over a black thermoplastic pavement marking to enhance the marking's visibility.

All pavement marking material, excluding lines over rumble strips, shall be applied using the extrusion/ribbon method. Lines placed over rumble strips shall be applied using the atomization/spray method, [unless the extrusion/ribbon method can be demonstrated to perform adequately and is approved by the Engineer.](#)

Permanent pavement marking tape (permanent cold plastic tape) may be used in lieu of hot applied thermoplastic markings. Substitution will only be allowed for pay items 907-626-A through H. Substituted pavement marking tape shall be of the same color and width as that required for the hot applied thermoplastic. Unless otherwise specified, the markings, whether hot applied or pavement marking tape, shall be of the same type of material for the entire project. Stop bars and crosswalks shall not be substituted with pavement marking tape and shall be alkylid hot-applied thermoplastic markings or heat-fused preformed pavement markings. Material and construction

requirements for substituted pavement marking tape shall meet the requirements of Special Provision 907-628. The layout and spacing for substituted pavement markings will remain as shown in the plans, or in the contract documents, for hot applied thermoplastic markings. Measurement of adhesive substituted pavement markings shall be made in accordance with Special Provision 907-628. Payment for adhesive substituted pavement markings shall be made at the unit price for the appropriate hot applied thermoplastic marking.

When thermoplastic pavement markings are used on bridge decks or concrete surfaces, the surface shall be sealed with an epoxy sealer prior to the application of thermoplastic.

907-626.02--Materials. All pavement marking materials shall meet the requirements of Special Provision 907-720.

907-626.02.1--Audible Bumps. Audible bumps shall have a profile such that the leading and trailing edges are sloped at a sufficient angle to create an audible and vibratory warning.

Audible bumps shall be at least 0.45 inches above the pavement surface at the highest point of the bump. The height shall be measured after the application of drop-on material. The bumps shall have a minimum dimension of two and one-half inches (2½") in both transverse and longitudinal directions. The bumps may have a drainage channel. The width of each drainage channel shall not exceed one-quarter of an inch (¼") at the bottom of the channel.

907-626.02.2--Audible Transverse Bars. The length of transverse bars is the measurement lateral to the direction of travel, also known as transverse width. The width of transverse bars is the measurement parallel to the travel way.

Transverse bars on centerline shall have a length of 10 inches, a width of three inches (3"), and a height of 350 mils. Transverse bars on centerline shall be placed on 2-foot centers through no-passing zones and 5-foot centers through passing zones. Transverse bars on centerline shall be placed in advance of permanent thermoplastic markings.

Transverse bars on edge lines shall have a length of six inches (6"), a width of three inches (3"), and a height of 350 mils. Transverse bars on edge lines shall be placed on 2-foot centers. Tolerance for the longitudinal and transverse measurements shall be one quarter of an inch (¼") and the tolerance for height shall be 50 mils. The above dimensions are based on 6-inch strip application.

Thermoplastic material for edge line transverse bars shall be as specified on the Plans and meet the requirements of Special Provision 907-720 or as specified on the plans. Thermoplastic material for centerline transverse bars shall be black and shall meet the requirements of Special Provision 907-720.

907-626.02.3--High Contrast Markings. High contrast markings shall be black with the pertinent marking color overlaid on top and shall meet the requirements of Special Provision 907-720.

907-626.03--Construction Requirements.

907-626.03.1--Equipment. Equipment for hot application shall be of sufficient size and stability to ensure smooth, uniform, properly aligned markings of the dimensions specified. The equipment shall be suitably equipped for heating and controlling the flow of the material. The equipment shall be constructed to provide continuous mixing and agitation of the material. The conveying parts of the equipment, between the main material reservoir and applicator, shall be so constructed as to prevent accumulation and clogging. The equipment shall be constructed so that all mixing and conveying parts, up to and including the applicator, maintain the material at the plastic temperature. The thermoplastic material shall be dispensed at a temperature recommended by the manufacturer. The applicator shall include a cutoff device remotely controlled to provide clean, square stripe ends and to provide a method for applying skip lines. The thermoplastic reservoir shall be insulated and equipped with an automatic thermostatic control to maintain the proper temperature of the material.

The application equipment shall be capable of automatic placement of intermittent and continuous line patterns in single or double line applications simultaneously. The intermittent timer mechanism shall provide a variable ratio of materials applied and variable cycle length such that accurate placement of new patterns, or replacement of existing patterns can be achieved.

The equipment shall also be capable of applying the top dressing of optics (beads) in a manner that firmly embeds them into the surface of the thermoplastic material for at least one half of the diameter of the larger gradation sizes of the optics. The dispensing equipment shall be equipped with an automatic cut-off control for the application of the optics that is synchronized with the cut-off of the thermoplastic material.

Optics applied to the surface of the completed stripe shall be applied by an automatic dispenser attached to the pavement marking equipment in such a manner that the optics are immediately dispensed upon the completed line. The dispenser shall be equipped with an automatic cutoff control, synchronized with the cutoff of the pavement marking equipment. The double-drop optics as defined in 907-720 shall be automatically applied at a uniform rate to achieve the minimum retroreflectivity requirements of 907-626.

907-626.03.2--Construction Details. The thermoplastic compound shall be screed or ribbon extruded to the pavement surface. Heat-fused, pre-formed pavement markings shall be fusible to asphalt surfaces by means of the normal heat of a propane weed-burner type of torch or other heating device as recommended by the manufacturer. Heat-fused, pre-formed pavement markings shall be instantly highly reflective without the application of additional optics.

Thermoplastic markings shall not be applied to the pavement surface when the pavement surface temperature is less than 55°F. The pavement surface shall be dry, to the satisfaction of the Engineer, before application will be permitted. Unless otherwise specified by the manufacturer, thermoplastic pavement marking material shall be applied to the surface between 400°F and 450°F with a recommended application temperature being 420°F.

Immediately before application, all areas to be marked shall be thoroughly cleaned. Cleaning may be done by rotary brooms, air blast, scrapers, or whatever combination of equipment is necessary to clean the pavement thoroughly without damage to the pavement surface. On areas of pavement

cured with compound, the membrane shall be removed completely by shot blasting, sand blasting or other approved method. Before edge striping, particular care shall be taken to remove all vegetation, loose soil, and the like from the area to be marked. Should other methods fail, the surface shall be wetted with a water jet and scrubbed as necessary to dislodge all foreign material. After washing, the surface shall be allowed to dry thoroughly, and all films of dried mud apparent after surface drying shall be removed before application of markings. Marking shall follow as closely as practicable after the surface has been cleaned and dried, but no markings shall be applied until the surface has been inspected and permission given to proceed. The cost for preparing the surface shall be included in the contract unit prices for the marking items.

Unless otherwise directed by the Engineer, traffic stripes that are conflicting with the thermoplastic stripe shall be removed prior to placement of the thermoplastic material. Removal of pavement markings shall be done by a means that will not gouge the surface of the pavement in a manner that requires patching to ensure the integrity of the pavement. Temporary paint stripe may be left in place when satisfactorily placed in the proper location. Any temporary stripe not covered shall be removed. Payment for removal of stripe, except temporary stripe, will be made under Section 202.

On newly constructed asphalt pavements, any sand, grit, or other surface contaminants shall be removed using compressed air and/or sweeping. Water blasting may be necessary to remove surface contaminants which cannot be removed by the use of compressed air and/or sweeping. This work is considered surface preparation.

The finished lines shall have well defined edges and the thickness of thermoplastic markings above the roadway surface shall be no less than 90 mils for edge lines, center lines, lane lines, barrier lines, and detail stripe including gore markings, and no less than 120 mils for crosswalks, stop lines, and railroad, word and symbol markings. The minimum thickness, as required above, will be measured in the center of the line when gauged. The minimum thickness one-half inch ($\frac{1}{2}$ ") from the edges shall not be less than 75% of the thickness required in the center.

Any thermoplastic traffic marking less than the required thickness shall be corrected by recapping at no additional costs to the Department. Although a thickness tolerance of 25 percent from center to edge is allowed, a consistent underrun of any amount in thickness as determined by the Engineer will not be acceptable.

The length and width of lines shall be within a tolerance of ± 3 inches and $\pm 1/8$ inch, respectively. For skip markings, the tolerance for intervals shall not exceed the line length tolerance. On curves, unsightly variations from the normal curvature will not be permitted unless specifically shown on the plans or ordered by the Engineer.

Heat-fused, pre-formed pavement markings shall be supplied with a minimum average thickness of 90 mils before application on the roadway surface.

All newly applied thermoplastic material shall be protected from traffic until the material is sufficiently dry so as not to sustain damage from vehicle tires. Any material so damaged by traffic shall be repaired, and the thermoplastic material tracked onto the pavement shall be removed and

replaced.

907-626.03.3--Reflectivity Requirements. The longitudinal pavement markings shall meet the following retroreflectivity values when measured within 10 to 30 calendar days of placement, after removing loose beads.

Table 1. Minimum Dry Retroreflectivity

Color	All Stripe without Rumble mcd/m ² /lx	Rumble Stripe mcd/m ² /lx
White	375	250
Yellow	225	150

For projects with less than two miles between the BOP and EOP, retroreflectivity measurements will not be required.

907-626.03.3.1--Measuring Devices. Retroreflectivity measurements are required to be taken using a vehicle mounted mobile retroreflectometer using 30-meter geometry with video and mapping capabilities as per AASHTO T-398. The retroreflectometer and operator shall be certified by the manufacturer, authorized representative of the manufacturer, or an MDOT approved program such as the Texas A&M Transportation Institute (TTI) Mobile Retroreflectometer Certification Program. The Contractor shall provide copies of current certifications for the operator(s) and the device(s) to the Engineer.

907-626.03.3.2--Acceptance Procedure. Averages of the mobile measurements shall be provided for every 0.1 miles unless otherwise specified or approved. Take measurements on each section of roadway for each series of markings (i.e., edge line, center skip line, each line of a double line, etc.) and for each direction of traffic flow. Measure each line in both directions for centerlines on two-way roadways (i.e., measure both double solid line in both directions and measure all center skip lines in both directions). Furnish measurements in compliance with the below requirements. Use all equipment in accordance with the manufacturer's recommendations and directions. Inform the Engineer at least 24 hours before taking any measurements.

A marking meets the retroreflectivity requirements if:

- The combined average retroreflectivity value for a one-mile segment meets the minimum retroreflectivity values specified, and
- Within the one-mile segment, no more than three consecutive 0.1 mile intervals shall have an average retroreflectivity value below the minimum required value.

The one-mile segment will start from the beginning of the data collection and end after a mile worth of measurements have been taken; each subsequent mile of measurements will be a new segment. If the remainder is 0.5 miles or less, it shall be included in the previous mile segment, otherwise the remaining segment of greater than 0.5 mile shall be its own segment. Centerlines with 2 stripes (either solid or broken) will result in 2 miles of data for each mile segment. Each centerline stripe must be tested for compliance as a stand-alone stripe.

The Contractor may elect to restripe with a minimum of 0.060 in. (60 mils) at no cost to the Department each one-mile segment that failed to meet the minimum retroreflectivity requirements.

Measurements shall be retaken within 10 to 30 calendar days after the second application for the mile segment for that series of markings. If the markings do not meet minimum retroreflectivity after the second application, the Engineer may require removal of all existing markings, a new application as initially specified, and a repeat of the application process until minimum retroreflectivity requirements are met.

907-626.03.3.3--Mobile Retroreflectivity Data Collection. Mobile Retroreflectivity Data Collection (MRDC) shall be conducted on dry pavement only and when the ambient air temperature is greater than 40°F. Data shall be submitted to the Engineer no later than 3 working days after the day the data is collected. Submit all raw data collected in addition to all other data submitted. Provide data files in Microsoft Excel format or a format approved by the Engineer. The data file and video must contain the following information.

907-626.03.3.3.1--Data File. Data files shall be provided with the following:

- Date;
- District;
- County;
- Name of mobile retroreflectometer operator;
- Route number with reference markers or other reference information provided by the Engineer to indicate the location of beginning and end data collection points on that roadway;
- Cardinal direction;
- Line type (single solid, single broken, double solid, etc.);
- Line color;
- File name corresponding to video;
- Data for each centerline listed separately;
- Average reading taken for each 0.1-mi. interval (or interval designated by the Engineer);
- Accurate GPS coordinates (within 20 ft.) for each interval;
- Color-coding for each interval indicating passing or failing, unless otherwise directed by the Engineer (passing and failing thresholds provided by the Engineer);
- Graphical representation of the MRDC (y-axis showing retroreflectivity and x-axis showing intervals) corresponding with each data file;
- Distance in miles driven while measuring the pavement markings;
- Event codes (pre-approved by the Engineer) indicating problems with measurement;
- Upper validation threshold (may be included separately with the raw data but must be clearly identified with the data collected using that threshold).

907-626.03.3.3.2--Map. A map shall be provided in an electronic format approved by the Engineer with each MRDC submission that includes the following information:

- Date;
- District number;
- County;

- Color-coded 1-mi. intervals (or interval length designated by the Engineer) for passing and failing retroreflectivity values or retroreflectivity threshold values provided by the Engineer; and
- Percentage of passing and failing intervals, if required by the Engineer.

907-626.03.3.3--Video. A high-quality video file shall be provided with the following information:

- Date and corresponding data file name on label;
- District number;
- County;
- Route number with reference markers or other designated reference information to indicate the location of beginning and end collection points on that roadway; and
- Retroreflectivity values presented on the same screen with the following information:
 - Date;
 - Location;
 - Starting and ending mileage;
 - Total miles;
 - Retroreflectivity readings; and
 - Upper validation thresholds (may be included separately with the raw data but must be clearly identified with the data collected using that threshold).

907-626.03.4--Reflectivity Verification Testing. The Engineer or a third party may perform retroreflectivity verification testing on any project. At a minimum, each Contractor performing work for the Department will be verified on an annual basis. The Contractor-submitted retroreflectivity data will be compared to the verification test data to determine acceptability of the Contractor's mobile retroreflectometer data. Comparison of the data will result in one of the two scenarios below:

- Contractor's Data is Validated – If the difference between Contractor's and Engineer/third party data is 20% or less, then the Contractor's data is validated. The Contractor's data will be used for acceptance.
- Contractor's Data is not Validated – If the difference between the Contractor's and Engineer/third party data is more than 20%, then the Contractor's data is not validated. The Engineer/third party data will be used for acceptance and the Contractor will be required to take corrective action prior to additional Contractor data collection and may require re-certification of the mobile retroreflectometer.

907-626.04--Method of Measurement. Thermoplastic stripe completed in accordance with the plans and specifications will be measured by the mile or by the linear foot, as indicated, from end-to-end of individual stripes. In the case of skip lines the measurement will include skip intervals. The length used to measure centerline, lane lines, and edge stripes will be the horizontal length computed along the roadway.

Detail traffic stripe will be measured by the linear foot from end-to-end of individual stripes. Measurements will be made along the surface of each stripe and will exclude skip intervals where

strips are specified. Stripes more than six inches (6") in width will be converted to equivalent lengths of 6-inch stripe.

Hot-applied legend, which is to include railroad markings, pedestrian crosswalks, and stop lines, will be measured by the square foot or linear foot. Pay areas of individual letters and symbols will usually be shown on the plans and measured by the square foot. Transverse railroad bands, pedestrian crosswalks and stop lines will generally be measured by the linear foot, in which case, stripes more than six inches (6") in width will be converted to equivalent lengths of 6-inch widths.

Pre-formed legend which is to include railroad markings and pedestrian crosswalks will be measured and paid for by each.

The length measured for thermoplastic audible bump edge stripe will not include the permanent thermoplastic edge stripe. Permanent thermoplastic edge stripe will be measured for payment under a separate pay item.

Thermoplastic audible bar centerline skip stripe will be measured by the linear foot or mile. Measurements will be made along the surface from end-to-end of the stripe and will include skip intervals. The length used to measure audible bar centerline stripe will be the horizontal length computed along the roadway. The length measured for thermoplastic audible bar centerline skip stripe will not include the permanent centerline continuous or skip stripe. Permanent centerline continuous and skip stripe will be measured for payment under separate pay items.

Thermoplastic audible bar edge stripe will be measured by the linear foot or mile. Measurements will be made along the surface from end-to-end of the stripe. The length used to measure thermoplastic audible bar edge stripe will be the horizontal length computed along the roadway. The length measured for thermoplastic audible bar edge stripe will not include the permanent thermoplastic edge stripe. Permanent thermoplastic edge stripe will be measured for payment under a separate pay item.

907-626.05--Basis of Payment. Thermoplastic traffic markings will be paid for at the contract unit price per mile, linear foot, square foot or each as applicable. Any deductions for non-satisfactory material test results will be made after final testing has been performed.

Payment will be made under:

907-626-A:	6" Thermoplastic Traffic Stripe, Skip White	- per linear foot or mile
907-626-B:	6" Thermoplastic Traffic Stripe, Continuous White	- per linear foot or mile
907-626-C:	6" Thermoplastic Edge Stripe, Continuous White	- per linear foot or mile
907-626-D:	6" Thermoplastic Traffic Stripe, Skip Yellow	- per linear foot or mile
907-626-E:	6" Thermoplastic Traffic Stripe, Continuous Yellow	- per linear foot or mile

907-626-F:	6" Thermoplastic Edge Stripe, Continuous Yellow	- per linear foot or mile
907-626-G:	Thermoplastic Detail Stripe, Color *	- per linear foot
907-626-H:	Thermoplastic Legend, Color *	- per linear foot, square foot, or per each
907-626-Q:	Thermoplastic Audible Bump Edge Stripe	-per linear foot or mile
907-626-R:	Thermoplastic Detail Audible *** Stripe, Color **,	-per mile
907-626-AA:	6" High Contrast Thermoplastic Traffic Stripe, Skip White	- per linear foot or mile
907-626-BB:	6" High Contrast Thermoplastic Traffic Stripe, Continuous White	- per linear foot or mile
907-626-CC:	6" High Contrast Thermoplastic Edge Stripe, Continuous White	- per linear foot or mile
907-626-DD:	6" High Contrast Thermoplastic Traffic Stripe, Skip Yellow	- per linear foot or mile
907-626-EE:	6" High Contrast Thermoplastic Traffic Stripe, Continuous Yellow	- per linear foot or mile
907-626-FF:	6" High Contrast Thermoplastic Edge Stripe, Continuous Yellow	- per linear foot or mile
907-626-GG:	High Contrast Thermoplastic Detail Stripe, Color *	- per linear foot
907-626-HH:	High Contrast Thermoplastic Legend, Color *	- per linear foot, square foot, or each

* Indicate Blue - ADA if applicable

** Indicate White or Black

*** Indicate Centerline - Passing Zone, Centerline - No-Passing Zone, or Edge Line

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-627-1

CODE: (IS)

DATE: 06/24/2024

SUBJECT: Raised Pavement Markers

Section 627, Raised Pavement Markers, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

Delete Subsection 627.02 on page 496, and substitute the following.

907-627.02--Materials. Pavement and jiggle markers of the types specified shall conform to the applicable requirements of Subsection 907-720.06 and shall be listed on the Department's APL.

Type B through G High Performance reflective markers shall be listed on the Department's APL for high performance raised pavement markers.

The bituminous adhesive for pavement markers shall meet the requirements of Subsection 907-720.07.3.

907-627.05--Basis of Payment. Add the “907” prefix to the pay items listed on page 498.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO SPECIAL PROVISION NO. 907-701-4

DATE: 11/05/2024

SUBJECT: Hydraulic Cement

907-701.04--Blended Hydraulic Cement.

907-701.04.1--Types of Blended Hydraulic Cement. After the last paragraph of Subsection 907-701.04.1 on page 1, add the following.

Blended cement Types IL meeting the “HE” high early strength requirement listed in AASHTO M 240, Table 3 shall have the “(HE)” suffix added to the type designation.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-701-4

CODE: (IS)

DATE: 11/21/2023

SUBJECT: Hydraulic Cement

Section 701, Hydraulic Cement, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-701.01--General. In the first sentence of the second paragraph of Subsection 701.01 on page 718, change “mills” to “plants.”

In the second sentence of the sixth paragraph of Subsection 701.01 on pages 718 and 719, change “shall” to “will.”

907-701.02--Portland Cement.

907-701.02.1--General. Delete Subsections 701.02.1.1, 701.02.1.2, 701.02.2, 701.02.2.1, and 701.02.2.2 on pages 719 and 720, and substitute the following.

907-701.02.1.1--Types of Portland Cement. Portland cement shall be either Type I, Type II, or Type III conforming to AASHTO M85 or Type III (MS). Type III (MS) is defined as a Type III cement conforming to AASHTO M85 having a maximum tricalcium aluminate (C₃A) content of 8%.

907-701.02.2--Blank.

907-701.02.2.1--Blank.

907-701.02.2.2--Blank.

Delete Subsection 701.04 on pages 720 and 721, and substitute the following.

907-701.04--Blended Hydraulic Cement.

907-701.04.1--Types of Blended Hydraulic Cement. Blended hydraulic cements (blended cements) shall be of the following types and conform to AASHTO M 240:

- Type IL – Portland-limestone cement
- Type IP – Portland-pozzolan cement
- Type IS – Portland blast-furnace slag cement

Blended cement Types IL, IP, and IS meeting the “MS” sulfate resistance requirement listed in AASHTO M 240, Table 3 shall have the “(MS)” suffix added to the type designation.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-702-4

CODE: (IS)

DATE: 09/11/2018

SUBJECT: Bituminous Materials

Section 702, Bituminous Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-702.04--Sampling. Delete the sentence in Subsection 702.04 on page 722, and substitute the following.

Sampling of bituminous materials shall be as set out in AASHTO R 66.

907-702.07--Emulsified Asphalt. Delete the last sentence in Subsection 702.07 on page 724, and substitute the following.

Asphalt for fog seal shall conform to the requirements of Subsection 907-702.12, Table V.

907-702.12--Tables. Delete Table V in Subsection 702.12 on page 729, and substitute the following.

**TABLE V
SPECIFICATION FOR FOG SEAL**

Test Requirements	LD-7		CHPF-1		Test Method
	Min.	Max.	Min.	Max.	
Viscosity, Saybolt Furol, @ 25°C, Sec.	10	100	-	100	AASHTO T 72
Storage Stability Test, 24 hr, %	-	1	-	1	AASHTO T 59
Settlement, 5 day, %	-	5	-	-	AASHTO T 59
Oil Distillate, %	-	1	-	-	AASHTO T 59
Sieve Test, % *	-	0.3	-	0.1	AASHTO T 59
Residue by Distillation, %	40	-	40	-	AASHTO T 59
Test on Residue from Distillation					
Penetration @ 25°C, 100g, 5 sec	-	20	40	90	AASHTO T 49
Softening Point, °C	65	-	-	-	ASTM D 36
Solubility in trichloroethylene, %	97.5	-	-	-	AASHTO T 44
Elastic Recovery @ 25°C, %	-	-	40	-	AASHTO T 301
Original DSR @ 82° (G*/Sinδ, 10 rad/sec)	1	-	-	-	AASHTO T 111

* The Sieve Test result is tested for reporting purposes only and may be waived if no application problems are present in the field.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-703-2

CODE: (SP)

DATE: 11/29/2022

SUBJECT: Gradation

Section 703, Aggregates, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-703.03--Coarse Aggregates for Hydraulic Cement Concrete.

907-703.03.2--Detail Requirements.

907-703.03.2.4--Gradation. In the table in Subsection 703.03.2.4 on page 734, add 100 for the percent passing by weight on the 1½-inch sieve for Size No. 67 aggregates.

Delete Note 2 under the table in Subsection 703.03.2.4 on page 734, and substitute the following.

Note ² – 100 percent shall pass the 1-inch sieve for Size 67 used in Class F and Class FX concrete.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-705-1

CODE: (IS)

DATE: 06/13/2018

SUBJECT: Stone Riprap

Section 705, Stone Blanket Protection and Filter Blanket Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-705.04--Stone Riprap. Delete the last sentence of the first paragraph of Subsection 705.04 on page 750, and substitute the following.

Quality requirements for rock to be furnished under these specifications will come from a pre-approved source and be visually approved prior to use.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-707-3

CODE: (IS)

DATE: 10/27/2021

SUBJECT: Joint Materials

Section 707, Joint Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-707.02--Joint Filler.

907-707.02.2--Preformed Sponge, Rubber, Cork and Closed-Cell Polypropylene Foam Joint Fillers for concrete Paving and Structural Constructions. Delete the two paragraphs of Subsection 707.02.2 on page 755, and substitute the following.

Preformed joint filler shall conform to AASHTO M 153 for sponge, rubber, and cork and tested according to ASTM D545. The type required will be indicated on the plans.

Closed-cell polypropylene foam shall conform to the requirements in ASTM D8139 and tested in accordance with ASTM D545.

907-707.02.3--Wood. Delete paragraph (b) of Subsection 707.02.3 on page 755, and substitute the following:

- (b) Dimensions shall be as shown on the plans. Dimensions shown on the plans are “dressed” sizes in accordance with Table 3 of the American Softwood Lumber Standard, SP-20. At the discretion of the Engineer, a 3/4-inch dressed board may be used in lieu of a 1-inch dressed board. A tolerance of plus or minus 1/16 inch thickness and plus or minus 1/8 inch width will be permitted. For slip-form paving a tolerance of minus 1/4 inch on each end in length will be permitted.

907-707.06--Flexible Plastic Gasket for Joining Conduit. Delete the third paragraph of Subsection 707.06 on page 756, and substitute the following.

The Department may require the performance test described in ASTM C 990.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-711-2

CODE: (IS)

DATE: 09/11/2018

SUBJECT: Plain Steel Wire

Section 711, Reinforcement and Wire Rope, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-711.02--Deformed and Plain Carbon-Steel Bars for Concrete Reinforcing.

907-711.02.3--Steel Welded and Non-Welded Wire Reinforcement, Plain and Deformed, for Concrete.

907-711.02.3.1--Plain Steel Wire. Delete the sentence in Subsection 711.02.3.1 on pages 780 and 781, and substitute the following.

Plain steel wire and plain steel welded wire shall conform to the requirements of AASHTO M 336.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-712-1

CODE: (SP)

DATE: 12/07/2021

SUBJECT: Fence and Guardrail

Section 712, Fence and Guardrail, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-712.01--General. After the sentence in Subsection 712.01 on page 785, add the following.

All materials' inspection, testing, and certification will be performed in accordance with the requirements of the current version of the Department's *Materials Division Inspection, Testing, and Certification Manual*.

Delete Subsections 712.02 and 712.03 on page 785, and substitute the following.

907-712.02--Barbed Wire. Barbed wire shall conform to the requirements of AASHTO M 280. In the coastal counties of Hancock, Harrison, and Jackson, either Coating Type Z Class 3 or Coating Type A shall be furnished. In all other areas of the State, either Coating Type Z Class 1, Coating Type Z Class 3, Coating Type ZA Class 60, or Coating Type A shall be furnished.

907-712.03--Metallic-Coated, Steel Woven Wire Fence Fabric. Woven wire fencing (i.e., "hog wire") shall conform to the requirements of AASHTO M 279. In the coastal counties of Hancock, Harrison, and Jackson, either Coating Type Z Class 3 or Coating Type A shall be furnished. In all other areas of the State, either Coating Type Z Class 1, Coating Type Z Class 3, Coating Type ZA Class 60, or Coating Type A shall be furnished.

907-712.04--Chain Link Fence. Delete Subsections 712.04.1 thru 712.04.7 on pages 785 & 786, and substitute the following.

907-712.04.1--Fabric. In the coastal counties of Hancock, Harrison, and Jackson, either Type I Class D, Type II, Type III, or Type IV fabrics shall be furnished. In all other areas of the State, either Type I Class C, Type I Class D, Type II, Type III, or Type IV fabrics shall be furnished.

907-712.04.2--Tie Wire. Tie wire shall be of the same material as the fencing wire being used, shall be of good commercial quality, and shall meet the requirements of AASHTO M 181. Either Type I, Type II, Type III, or Type IV tie wire shall be furnished.

907-712.04.3--Tension Wire. Tension wire shall be of the same material as the fencing wire being used, shall be of good commercial quality, and shall meet the requirements of AASHTO M 181. In the coastal counties of Hancock, Harrison, and Jackson, either Type I Class 3, Type II, Type III, or Type IV tension shall be furnished. In all other areas of the State, either Type II, Type III, Type IV, or Type I Classes 1, 2, or 3 tension wires shall be furnished.

907-712.04.4--Posts Rails, Gate Frames, and Expansion Sleeves. Posts, rails, gate frames, and expansion sleeves shall conform to the requirements for posts in Subsection 712.05.2, unless otherwise designated in the contract.

907-712.04.5--Miscellaneous Fittings and Hardware. Miscellaneous fittings and hardware shall conform to the requirements of Subsection 712.16.

907-712.05--Fence Posts and Braces.

907-712.05.1--Treated Timber Posts and Braces.

907-712.05.1.1--General. Delete the third, fourth, fifth, and sixth paragraphs of Subsection 712.05.1.1 on page 787, and substitute the following.

All wood posts and braces shall be treated in accordance with Subsections 718.03 and 718.04.

907-712.05.1.2--Round Posts. Delete the last sentence of the last paragraph of Subsection 712.05.1.2 on page 788.

907-712.05.1.3--Sawed Posts. Delete the last sentence of the paragraph of Subsection 712.05.1.3 on page 788.

907-712.05.1.4--Sawed Braces. Delete the last sentence of the paragraph of Subsection 712.05.1.4 on page 788.

Delete Subsection 712.05.2 on page 788, and substitute the following.

907-712.05.2--Metal Posts.

907-712.05.2.1--Round Steel Pipe. Round steel pipe shall meet the requirements of AASHTO M 181, either Grade 1 (i.e., meeting the requirements in ASTM F 1083) or Grade 2 (i.e., meeting the requirements of ASTM F 1043).

Round steel pipe shall be sized in accordance with NPS (nominal pipe size) designations as shown on Plans, and not according to the outer or inner pipe diameter.

907-712.05.2.2--Steel Fence Post and Assemblies, Hot-Wrought. Steel posts with the following section shapes, Tee, channel or U, and Y-Bar shall meet the requirements of AASHTO M 281, galvanized in accordance with the requirements of AASHTO M 111, unless otherwise specified in the contract. Acceptance of these steel posts shall be by certification from the manufacturer, producer, supplier, or fabricator, as applicable.

907-712.05.2.3--Blank.

907-712.05.2.4--Steel H-Beam Posts. Steel H-Beam posts shall be produced from structural quality weldable steel having a minimum yield strength of 45,000 psi and shall be galvanized in accordance with ASTM A 123. Steel H-Beam line posts shall be 2.250 inches by 1.625 inches and shall weigh 3.43 pounds per foot. A tolerance of plus or minus 5.0 percent is allowed for

weight per foot. A tolerance of plus or minus 1.0 percent is allowed for dimensions.

907-712.05.2.5--Aluminum-Alloy Posts and Assemblies. Round aluminum-alloy posts shall meet the requirements of ASTM B 241, Alloy 6061, T6. Aluminum-Alloy H-Beam posts shall meet the requirements of ASTM B 221, Alloy 6061, T6.

907-712.05.2.6--Formed Steel Section Posts. Formed steel section posts, "C" sections, shall be formed from sheet steel conforming to ASTM A 1011, Grade 45, and shall be galvanized in accordance with ASTM A 123.

907-712.06--Guard and Guardrail Posts.

907-712.06.2--Treated Wood Posts.

907-712.06.2.1--Square Posts. Delete the paragraph in Subsection 712.06.2.1 on page 789, and substitute the following.

All square posts shall be inspected for conformance with Section 712.05, except that the posts may be rough and shall be within $\pm 3/8$ " of the dimensions shown on the plans.

907-712.06.2.2--Round Posts. Delete the paragraph in Subsection 712.06.2.2 on page 789, and substitute the following.

All round posts shall be inspected for conformance with Section 712.05, except that the posts shall be of the shape and dimensions shown on the plans.

907-712.06.5--Treated Wood Blocks for Use with Metal Guardrail Posts. Delete the paragraphs of Subsection 712.06.5 on pages 789 & 790, and substitute the following.

Treated wood blocks for use with metal guardrail posts shall be within $\pm 3/8$ " of the size and dimensions shown on the plans, except that a minus tolerance shall not be allowed for the slotted width in which the metal post must fit.

Delete Subsection 712.16 on page 791, and substitute the following.

907-712.16--Hardware. All ferrous metal hardware for fencing such as bolts, nuts, washers, and metal straps shall be as specified on the plans and galvanizing shall not be less than 1.0 ounce per square foot of uncoated area. Aluminum coated hardware shall be coated with aluminum meeting the requirements of AASHTO M 181 for aluminum coating and at the rate of not less than 0.4 ounces per square foot of uncoated area.

Aluminum alloy hardware shall conform to the requirements of ASTM B 221 for extruded aluminum alloy 6063, T6. The finished members shall be of uniform quality.

Aluminum-zinc coated hardware shall be coated with an aluminum-zinc alloy meeting the chemical requirements and weight of coating specified for aluminum-zinc alloy coated metal gates.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-714-4

CODE: (SP)

DATE: 07/28/2025

SUBJECT: Miscellaneous Materials

Section 714, Miscellaneous Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-714.01--Water.

907-714.01.1--General. Delete the last sentence of the second paragraph in Subsection 714.01.1 on page 794.

907-714.01.2--Water for Use in Concrete. Delete Subsection 714.01.2 on page 794, and substitute the following:

Water from municipal sources is permitted be used as mixing water in concrete, mortar, and grout without Department testing. Water from non-municipal water sources used in mixing of concrete, mortar, and grout which does not meet the requirements in Subsection 714.01.1 shall be tested for conformance as required in AASHTO M157, Table 1 and Table 2.

907-714.01.3--Water for Use in Chemically Stabilized Based. Delete the first sentence of first paragraph in Subsection 714.01.3 on page 794, and substitute the following:

Water used in the construction of bases that contain cement, lime, or other chemical additive shall be as set out in Subsection 714.01.1. Water from municipal sources is permitted to be used without testing for conformance to the requirements below. If water is not from a municipal source, it shall not contain impurities in excess of the following limits:

Delete Subsection 714.01.6 on page 795, and substitute the following.

907-714.01.6--Blank.

907-714.05--Fly Ash.

907-714.05.1--General. Delete the first sentence of the fifth paragraph in Subsection 714.05.1 on page 797.

Delete Subsection 714.06 on page 798, and substitute the following.

907-714.06--Slag Cement.

907-714.06.1--General. The slag cement source must be approved for listing in the Department's

APL prior to use. The acceptance of slag cement shall be based on certified test reports, certification of shipment from the supplier, and tests performed on samples obtained after delivery in accordance with the Department's *Materials Division Inspection, Testing, and Certification Manual* and Department SOP.

The Contractor shall provide suitable means for storing and protecting the slag cement against dampness and contamination. Separate storage silos, bins, or containers shall be provided for slag cement. Slag cement that is partially set, caked or contains lumps shall not be used.

The State Materials Engineer shall be notified in writing of the nature, amount and identity of any processing or other additions made to the slag cement during production.

Slag cement from different mills shall not be mixed or used alternately in any one class of construction or structure without written permission from the Engineer; except that this requirement will not be applicable to cement treatment of design soils or bases.

No additional cementitious materials, such as blended hydraulic cement, fly ash, metakaolin, or others, shall be added to or as a replacement for hydraulic cement when used with slag cement in the production of concrete. The replacement of hydraulic cement with slag cement shall be in accordance with the applicable replacement content specified in Subsection 701.02.2.

907-714.06.2--Specific Requirements. Slag cement shall meet the requirements of AASHTO M 302, Grade 100 or 120. Slag cement shall contain no chlorides.

907-714.13--Geotextiles.

907-714.13.11--Tables. Delete Table 1 in Subsection 714.13.11 on page 813, and substitute the following.

Table 1 - Geotextiles

Type Designation	I ¹	II ¹	III	IV	V	VI		VII		VIII	IX
	Sediment Control		Drainage	Paving	Separation & Drainage	Separation, Stabilization & Reinforcement		High Strength		Test Method	
Physical Property ²						Woven	Non-Woven	Woven	Non-Woven		
Grab Strength (lb)	50	90	110	90	200	280	180	450	280	----	ASTM D 4632
Elongation (%)	----	50% max @ 45 lb	20% min	50% min @ break	50% min	50% max	50% Min	50% max	50% Min	----	ASTM D 4632
Seam Strength (lb)	----	----	70	----	180	240	160	400	240	----	ASTM D 4632
Puncture Strength (lb)	----	----	40	----	80	110	75	180	115	----	ASTM D 6241
Trapezoidal Tear (lb)	----	----	40	----	80	100	70	150	100	----	ASTM D 4533
Asphalt Retention (gal/yd ²)	----	----	----	0.2	----	----	----	----	----	----	ASTM D 6140
Permittivity (sec ⁻¹) min	0.05	0.05	0.5	----	0.2	0.2	0.2	0.2	0.2	----	ASTM D 4491
AOS Woven (mm) max	0.60	0.60	0.6	----	0.6	0.43	----	0.43	----	----	ASTM D 4751
AOS Non-Woven (mm) max	0.84	0.84	0.43	----	0.43	----	0.43	----	0.43	----	
Tensile Strength after UV (% Retained)	70% @ 500 hr	70% @ 500 hr	50% @ 500 hr	----	50% @ 500 hr	50% @ 500 hr	50% @ 500 hr	50% @ 500 hr	50% @ 500 hr	----	ASTM D 4355
Melting Point °(F)	----	----	----	325	----	----	----	----	----	----	ASTM D 276
Minimum Ultimate Tensile Strength ³ (lb/in)	----	----	----	----	----	----	----	----	----	660	ASTM D 4595

Notes: 1- All property values, with the exception of apparent opening size (AOS), represent minimum average roll values in the weakest principal direction. Values for AOS represent the maximum average roll values, 2 - Values not identified in this table should meet manufacturer certification for the use and application, 3- Machine direction

Delete Subsec

907-714.15--Geogrids.

907-714.15.1--General. A geogrid is defined as a geosynthetic formed by a regular network of connected elements with apertures greater than 0.25 inch to allow interlocking with surrounding soil, rock, and other surrounding materials to function primarily as reinforcement.

Geogrid shall be manufactured from an expanded strain hardened monolithic polymer sheet composed of one or more synthetic polymers and shall be mildew resistant and inert to biological degradation and naturally encountered chemicals, alkalis and acids. The geogrid shall contain stabilizers and/or inhibitors, or a resistance finish or covering to make it resistant to deterioration from direct sunlight, ultraviolet rays, and heat.

Geogrid manufacturers shall participate in and be in compliance with the American Association of State Highway Transportation Officials (AASHTO) National Transportation Product Evaluation Program's (NTPEP) Geosynthetics audit program. Geogrid shall meet the requirements of Table II for the application and type shown on the plans and shall be selected from the Department's Approved Lists.

907-714.15.1.1--Geogrid for Retaining Walls and Reinforced Soil Slopes. Geogrid for retaining walls and reinforced soil slopes shall be creep tested in accordance with AASHTO R69 and meet Long Term Design Load, Minimum Ultimate Tensile Strength, and open area criteria listed in Table II. Manufacturers shall perform at least one long-term creep test for no less than 10,000 hours in accordance to ASTM D 5262 for each polymer or composition of polymers from which the geogrid is produced. The long-term design load that shall be reported for design use, shall be that load at which no more than 10% strain occurs over a 100-year design life of the geogrid, as calculated in accordance with AASHTO R69. Long-term design loads shall be reported unfactored, and the AASHTO strength reduction factors (Durability and Installation, and safety factors) will be considered by the Department's Geotechnical Branch on a site specific design basis.

907-714.15.1.2--Geogrid for Subgrade Stabilization. Geogrid for subgrade stabilization shall meet Minimum Ultimate Tensile Strength and open area criteria listed in Table II.

907-714.15.2--Marking, Shipment, and Storage. Each roll or container of geogrid shall be visibly labeled with the name of the manufacturer, trade name of the product, lot number, and quantity of material. In addition, each roll or container shall be clearly tagged to show the type designation that corresponds to that required by the plans. During shipment and storage the geogrid shall be protected from direct sunlight, and temperatures above 120°F or below 0°F. The geogrid shall either be wrapped and maintained in a heavy duty protective covering or stored in a safe enclosed area to protect from damage during prolonged storage.

907-714.15.3--Manufacturer Certification. The Contractor shall furnish the Engineer three copies of the manufacturer's certified test reports indicating that the geogrid furnished conforms to the requirements of the specifications and is of the same composition as the originally approved by the Department.

907-714.15.4--Acceptance Sampling and Testing. Final acceptance of each shipment will be

based upon results of tests performed by the Department on verification samples submitted from the project, as compared to the manufacturer's certified test reports. The Engineer will select one roll or container at random from each shipment for sampling. As sample extending full width of the randomly selected roll or container and being at least five (5) square yards in area will be obtained and submitted by the Engineer. All material samples shall be provided at no cost to the State.

**TABLE II
GEOGRIDS**

Physical Properties	Type Designation						Test Method
	I	II	III	IV	V	VI	
Long Term Design Load ¹ , pounds per foot, Machine Direction	250	500	750	1500	2500	3500	AASHTO R69, ASTM D5262
Minimum Ultimate Tensile Strength ² , pounds per foot, Machine Direction	500	1000	1500	3000	5000	7000	ASTM D6637
Open Area, percent	70	70	50	50	50	50	Direct Measurement

¹ Minimum design criteria requirement.

² Minimum Average Roll Value (MARV).

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-718-1

CODE: (SP)

DATE: 12/07/2021

SUBJECT: Timber and Dimension Lumber

Section 718, Timber and Dimension Lumber, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

Delete the Subsections in Section 718 on pages 836 thru 838, and substitute the following.

907-718.01--General. All timber and dimension lumber shall be Southern pine and shall conform in all respects to applicable requirements of AASHTO M 168. The Department reserves the right to sample and to test all materials at any time; all inspection, testing, and certification of materials will be performed in accordance with the requirements of the current version of the Department's *Materials Division Inspection, Testing, and Certification Manual*.

Timber and dimension lumber shall be furnished in the sizes shown on the plans or as specified. Unless otherwise specified, timber and dimension lumber shall be No. 1, or better, graded according to the latest American Lumber Standards.

Only one type of preservative shall be used for the treatment of materials for any one class of construction on a project, unless otherwise specified.

Where treated timber and dimensional lumber is to be used in non-highway construction or use, such as decking, handrails in walking trails, or in any manner where general public exposure by touch is possible, the treatment requirements will be as per project plans and/or approved by the State Materials Engineer.

907-718.02--Untreated Timber and Dimension Lumber. Untreated timber and dimension lumber shall conform to the requirements of AASHTO M 168.

907-718.03--Treated Timber and Dimension Lumber. Timber and dimension lumber to be treated shall meet the requirements herein specified and shall be treated as specified. Treated timber or dimensional lumber will not be accepted for use unless it has been inspected by an authorized representative of the Department and found to be satisfactory after treatment.

907-718.03.1--Blank.

907-718.03.2--Treatment.

907-718.03.2.1--General. All materials shall be treated in accordance with AASHTO M 133 unless otherwise directed by the Environmental Protection Agency (EPA).

907-718.03.2.2--Blank.

907-718.03.2.3--Inspection. Treated timber and dimension lumber shall be inspected by an authorized representative of the Department before being incorporated into the work. Treatment reports shall be provided to the Department for each lot of material supplied.

907-718.03.3--Blank.

907-718.03.4--Storage of Treated Material. All material treated for stock shall be stacked as compactly as possible on a well-drained surface. Material shall be supported on sills spaced as necessary, not to exceed 10 foot intervals and shall have at least one foot of air space beneath the stacks.

All materials treated with preservatives for use in buildings and applications where painting is required shall be dried after treatment. The treated wood shall be dried in accordance with American Lumber Standards.

907-718.04--Preservative. Preservatives shall be as specified in AASHTO M 133 unless otherwise directed by the Environmental Protection Agency (EPA).

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-720-4

CODE: (IS)

DATE: 06/17/2025

SUBJECT: Pavement Marking Materials

Section 720, Pavement Marking Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

Delete Section 720 on pages 840 thru 854, and substitute the following.

SECTION 720 - PAVEMENT MARKING MATERIALS

907-720.01--General. The Department reserves the right to perform sampling and testing of any materials at any time. Upon request of the Engineer, samples of the material shall be furnished.

907-720.02--Color Requirements. All pavement markings except raised pavement markers are required to meet the color requirements of ASTM D6628.

907-720.03--Optics. Optics used in thermoplastic pavement markings shall consist of a double-drop system of glass beads or advanced optics.

907-720.03.1--Glass Beads. The manufacturer shall furnish the Engineer with a certified test report indicating that the glass beads meet AASHTO M 247. AASHTO Type 4 beads shall be applied to the newly placed stripe first, followed by the application of AASHTO Type 1 or Type 2 beads. Type 1, 2, and 4 glass beads shall be transparent, clean, colorless glass, smooth and spherically shaped, free from milkiness, pits, or excessive air bubbles. Type 1, 2, and 4 glass beads shall be coated with a bead coating that is compatible with the traffic marking material to which the glass beads will be applied and will provide adequate moisture proofing, increased adhesion, and optimum embedment of the glass beads.

907-720.03.1.1—Acceptance Procedure. The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

Acceptance sampling and testing will be in accordance with the Materials Division Inspection, Testing, and Certification Manual (Materials Manual).

907-720.03.2--Advanced Optics. Advanced optics are materials that do not meet the specific requirements of AASHTO M 247 but produce a final drop-on optics system that meets or exceeds the reflectivity requirements in Special Provision 907-626. Advanced optics shall be a double-

drop system that is pre-approved and listed on the Department's Approved Products List.

907-720.03.2.1—Acceptance Procedure. The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

Acceptance sampling and testing may be conducted at the request of the Engineer.

907-720.04--Thermoplastic Marking Material. Thermoplastic marking material shall meet the color requirements of Subsection 907-720.02.

There shall be no obvious change in the color of the material if held at its plastic temperature for a period of four (4) hours nor by reason of four (4) re-heatings to its plastic temperature.

The pavement markings shall maintain its original dimension and placement. The material shall not be slippery when wet and it shall not lift from the pavement in freezing weather.

907-720.04.1--Extruded Thermoplastic Material. Extruded thermoplastic pavement marking material shall meet the requirements of AASHTO M 249, and shall meet the requirements of 907-720.04 with the following exceptions:

- Blue - ADA thermoplastic marking material shall meet the requirements of Subsection 907-720.04.2 with the exception that the color shall be Blue – ADA, and the Contractor may use hot applied thermoplastic materials meeting the satisfaction of the Engineer.

907-720.04.2--Spray-Applied Thermoplastic Material. Spray-applied thermoplastic pavement marking material shall meet the requirements of AASHTO M 249 and shall meet the requirements of 907-720.04.

907-720.04.3--Pre-formed Thermoplastic Material. Heat-fused, pre-formed thermoplastic pavement marking material shall meet the color requirements of 907-720.02.

907-720.04.4—Acceptance Procedure. The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

907-720.05--Pavement Marking Tape. Pavement marking tape shall be listed on the Department's Approved Lists.

907-720.05.1—Cold Plastic Pavement Markings (Permanent Pavement Marking Tape). Pavement marking tape for use in roadway applications shall be designated on the Department's Approved Lists as permanent.

The prefabricated markings described shall consist of white or yellow pigmented plastic films with reflective optics uniformly distributed throughout their entire cross-sectional area, and be capable of being affixed by either a pressure sensitive pre-coated adhesive or a liquid contact cement. The markings shall be provided complete in a form that will facilitate rapid application and protect the markings in shipment and storage. The manufacturer shall identify proper solvents and/or adhesives to be applied at the time of application, all equipment necessary for proper application, and recommendations for application that will assure an effective performance life.

Prefabricated legends and symbols shall conform to the applicable shapes and sizes as outlined in the current "Manual on Uniform Traffic Control Devices."

907-720.05.1.1--Specific Requirements. Unless otherwise indicated on the plans, the patterned material without adhesive shall have a minimum caliper of 0.065 inch at the thickest portion of the patterned cross-section and a minimum caliper of 0.020 inch at the thinnest portion of the cross-section. The material shall be a pliant polymer film with 50±15% of the surface are raised and presenting a near vertical face angle of 0° to 60° to traffic from any direction. The channels between the raised areas shall be substantially free of exposed optics or particles.

The size and quality of the optics will be such that performance requirements of Subsection 907-720.02 for the retroreflective pliant polymer film shall be met. The pigments shall be selected and blended to provide a marking film that is white or yellow conforming to the performance requirements of Subsection 907-720.02 through the expected life of the film.

907-720.05.1.2--Conformability and Resealing. The marking shall be capable of conforming to pavement contours, breaks, faults, etc. through the action of traffic at normal pavement temperatures.

The marking shall have resealing characteristics that allows it to be capable of fusing with itself and previously applied marking of the same composition under normal conditions of use. The marking shall be capable of use for patching worn areas of the same type in accordance with manufacturer's instructions.

907-720.05.1.3--Tensile Strength and Elongation. The material shall have a minimum tensile strength of 40 pounds per square inch of cross section when tested according to ASTM D 638. A 6-inch x 1-inch x 0.06-inch sample shall be tested at a temperature between 70°F and 80°F using a jaw speed of 12 inches per minute.

The material shall have a minimum elongation of 75% at break when tested according to ASTM D 638 using a jaw speed of 12 inches per minute.

907-720.05.1.4--Skid Resistance. The surface of the material shall provide a minimum skid resistance value of 45 BPN when tested according to ASTM E 303 except values will be taken at

downweb and at a 45-degree angle from downweb. These two values will then be averaged to find the skid resistance of the patterned surface.

907-720.05.1.5--Effective Performance Life and Warranty. When applied according to the recommendations of the manufacturer the pavement marking tape shall provide a neat and durable marking that will not flow or distort due to temperature if the pavement surface remains stable. The film shall be weather resistant and through normal traffic wear shall show no appreciable fading, lifting, or shrinkage throughout the useful life of the marking, nor shall it show significant tearing, roll back, or other signs of poor adhesion.

All manufacturer's standard warranties and guarantees on pavement marking tape, which are provided as customary trade practice, shall be delivered to the Engineer at the final inspection. All warranties and guarantees shall be made out to the Department.

907-720.05.1.6—Acceptance Procedure. The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

Acceptance sampling and testing will be in accordance with the Materials Division Inspection, Testing, and Certification Manual (Materials Manual). Samples of the material shall be furnished and shall be provided at no cost to the State.

907-720.05.2--Preformed Pavement Markings for Construction Zones. Preformed pavement markings for construction zones shall be designated Department's Approved Lists as temporary. Retroreflective preformed pavement markings for construction zones shall be as specified on the plans or in the contract documents.

The markings shall be provided in specified widths and shapes. Preformed words and symbols shall conform to the applicable shapes and sizes as outlined in the current "Manual on Uniform Traffic Control Devices for Streets and Highways," or as modified.

The materials shall be packaged in accordance with accepted commercial standards and when stored indoors in a cool dry place, shall be suitable for use one year after date of purchase.

907-720.05.2.1--Specific Requirements. Preformed markings shall consist of retroreflective materials on a conformable backing and shall meet the performance requirements of Subsection 907-720.02. The markings shall consist of a mixture of high-quality polymeric materials, pigments, and optics with a reflective layer of optics bonded to the top surface. The markings shall be pre-coated with a pressure sensitive adhesive capable of adhering to pavement in accordance with the manufacturer's instructions without the use of heat, solvents, or other additional adhesives. The markings and/or adhesive shall not require any curing time after application. A coated non-metallic medium shall be incorporated with the pressure sensitive adhesive to facilitate removal.

907-720.05.2.2—Acceptance Procedure. The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

907-720.06--Raised Pavement Markers. Pavement markers shall be listed on the Department's Approved Lists and shall conform to ASTM D 4280.

907-720.06.1--Packaging. Shipments shall be made in containers acceptable to common carriers and packaged in such a manner as to ensure delivery in perfect condition. All damaged shipments shall be replaced by the Contractor. Each package shall be clearly marked as to the name of the manufacturer, type, quantity enclosed, lot number, and date of manufacture.

907-720.06.2--Non-Reflective Pavement Markers. Non-reflective pavement markers are occasionally referred to as "jiggle markers". Non-reflective markers consisting of a heat-fired, vitreous, ceramic base, and a heat-fired, opaque, glazed surface are permitted for use; the bottom of the marker shall not be glazed. Ceramic markers shall be produced from any suitable combination of intimately mixed clays, shales, talcs, flints, feldspars, or other inorganic material. Ceramic markers shall be thoroughly and evenly matured, and all non-reflective pavement markers shall be free from defects which affect appearance or serviceability.

Ceramic non-reflective markers shall conform to the following finish and testing requirements in Table 2 below.

Table 2

Ceramic Non-Reflective Marker Requirements	
Glaze Thickness	0.005 inch, minimum
Mohs Hardness	6, minimum
Autoclave	Glaze shall not spall, craze, or peel.
Compressive Strength	750 psi, minimum
Water Absorption	2.0%, maximum

907-720.06.3—Acceptance Procedure. The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

907-720.07--Adhesive for Pavement Markers. The adhesive shall be listed on the Department's Approved Lists and shall be an asphaltic material suitable for bonding pavement markers to surfaces when the road surface and marker temperatures are in the range of 50°F to 160°F. The composition of the adhesive must be such that its properties will not deteriorate when heated to and applied at temperatures up to 425°F. Samples may be submitted in the form of an adhesive

testing package from each batch or material obtained from a package shipped to the project.

907-720.07.1--Packaging and Labeling. The adhesive shall be packaged in self-releasing cardboard containers that will stack properly. The label shall show the manufacturer, quantity, and lot or batch number. "Adhesive for Pavement Markers" or "Adhesive for Traffic Markers" shall be printed in bold lettering on the label.

907-720.07.2--Bituminous Adhesive. The asphaltic adhesive material shall be flexible type.

907-720.07.2.1--Flexible Bituminous Adhesive. Flexible bituminous adhesive shall be designated on the Department's Approved Lists as flexible and shall comply with requirements of Table 3 below.

Table 3

Flexible Bituminous Adhesive Properties			
	Min	Max	Test Method
Penetration @ 77°F	-	25	ASTM D 5
Softening Point, °F	200	-	ASTM D 36
Brookfield Viscosity @ 400°F, cp.	-	10,000	ASTM D 3236
Ductility @ 77°F, 5 cm/min	15	-	ASTM D 113
Ductility @ 39.2°F, 1 cm/min	5	-	ASTM D 113
Asphalt Compatibility	Pass		ASTM D 5329
Flexibility @ 20°F	Pass		Per Subsection

907-720.07.3—Acceptance Procedure. The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

Acceptance sampling and testing will be in accordance with the Materials Division Inspection, Testing, and Certification Manual (Materials Manual). Samples of the material shall be furnished and shall be provided at no cost to the State.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-721-4

CODE: (IS)

DATE: 04/19/2022

SUBJECT: Materials for Signing

Section 721, Materials for Signing, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-721.06--Reflective Sheeting.

907-721.06.2--Performance Requirements. Delete Table 4 and Table 5 in Subsection 721.06.2 on pages 860 & 861, and substitute the following.

MINIMUM COEFFICIENTS OF RETROREFLECTION Candela per foot candle per square foot (cd/fc/ft²) Per ASTM Designation D4956

TABLE 4
Type IX Sheeting

Observation Angle	Entrance Angle	White	Yellow	Green	Red	Blue	Fluorescent Yellow/Green	Fluorescent Yellow	Fluorescent Orange
0.2°	-4.0°	380	285	38	76	17	300	230	115
0.2°	+30.0°	215	162	22	43	10	170	130	65
0.5°	-4.0°	240	180	24	48	11	190	145	72
0.5°	+30.0°	135	100	14	27	6.0	110	81	41
1.0°	-4.0°	80	60	8.0	16	3.6	64	48	24
1.0°	+30.0°	45	34	4.5	9.0	2.0	36	27	14

TABLE 5
Type XI Sheeting

Observation Angle	Entrance Angle	White	Yellow	Green	Red	Blue	Brown	Fluorescent Yellow/Green	Fluorescent Yellow	Fluorescent Orange
0.2°	-4.0°	580	435	58	87	26	17	460	350	175
0.2°	+30.0°	220	165	22	33	10	7.0	180	130	66
0.5°	-4.0°	420	315	42	63	19	13	340	250	125
0.5°	+30.0°	150	110	15	23	7.0	5.0	120	90	45
1.0°	-4.0°	120	90	12	18	5.0	4.0	96	72	36
1.0°	+30.0°	45	34	5.0	7.0	2.0	1.0	36	27	14

After Subsection 721.10 on page 864, add the following.

907-721.11--Digital Applied Printing. The following addresses the requirements for digitally printed finished retroreflective traffic control signs on flat sheet aluminum and digitally printed traffic sign faces intended to be applied to a sign substrate.

907-721.11.1--Digitally Printed Ink Systems. Traffic signs must be produced using components, and processes that comply with the retroreflective sheeting manufacturer's recommendations.

Digital printed ink systems used to print traffic signs must meet and comply with daytime and nighttime chromaticity (color standards) as recognized in ASTM D4956 “Standard Specification for Retroreflective Sheeting for Traffic Control.”

Digital printed ink systems must meet 70% of the initial retroreflectivity specifications of each respective reflective film color as found in ASTM D4956 “Standard Specification for Retroreflective Sheeting for Traffic Control.”

Prior to fabrication and preferably at the preconstruction meeting, the Contractor shall advise the Project Engineer in writing as to which signs on the project will be digitally printed and which ones will be screen printed. The Contractor shall submit to the Project Engineer certifications for all digitally printed signs, which will be forwarded to the State Traffic Engineer for review.

907-721.11.2--Protective Overlay Film. Permanent traffic signs printed with digital ink systems will be fabricated with a full sign protective overlay film designed to provide a smooth surface needed for retroreflectivity, and to protect the sign from fading and UV degradation. The overlamine shall comply with the retroreflective sheeting manufacturer’s recommendations to ensure proper adhesion and transparency and will also meet the reflective film durability as identified in Table 1.

Table 1
Retroreflective Film Minimum Durability Requirements

ASTM D4956 Type	Full Sign Replacement Term (years)	Sheeting Replacement Term (years)
IV	7	10
VIII	7	10
IX	7	12
XI	7	12

Temporary signs used in work zones printed with black ink only will not require a protective overlay film as long as the finished sign is warranted for a minimum outdoor durability of three years by the sheeting manufacturer.

907-721.11.3--Inspection. During fabrication, the Contractor shall provide sufficient testing and quality control throughout fabrication to insure good workmanship. Once the material has been received, it may be subject to random testing to ensure compliance with all requirements. If any test samples do not conform to the requirements, the entire order may be returned at the vendor’s expense.

907-721.11.4--Traffic Sign Performance Warranty Provisions. Based on the ASTM Type of sheeting specified, traffic control signs shall be warranted for the duration shown in Table 1. The Contractor shall supply a copy of the warranty document with complete details of terms and conditions upon request of the Department.

907-721.11.5--Certified Digital Sign Fabricator. Sign fabricators using digital imaging methods to produce regulated traffic signs must be certified by the reflective sheeting manufacturer whose materials are used to produce the delivered signs.

Certified sign fabricators must undergo an audit process by the sheeting manufacturer to ensure they have the proper equipment, manufacturing capabilities, manufacturing application processes and the materials required to fulfill the sheeting manufacturer's warranty obligations. Sign fabricators must recertify annually with reflective sheeting manufacturers or utilize a 3rd party certifier approved by the reflective sheeting manufacturer.

The Contractor shall submit proof of Sign Fabricator Certification as issued by the retroreflective sign sheeting manufacturer to the Project Engineer upon delivery of the signs, or with the Shop Drawings.

SECTION 905 - PROPOSAL

Date _____

Mississippi Transportation Commission
Jackson, Mississippi

Sirs: The following proposal is made on behalf of _____
_____ of _____

for constructing the following designated project(s) within the time(s) hereinafter specified.

The plans are composed of drawings and blue prints on file in the offices of the Mississippi Department of Transportation, Jackson, Mississippi.

The Specifications are the current Standard Specifications of the Mississippi Department of Transportation approved by the Federal Highway Administration, except where superseded or amended by the plans, Special Provisions and Notice(s) to Bidders attached hereto and made a part thereof.

I (We) certify that I (we) possess a copy of said Standard and any Supplemental Specifications.

Evidence of my (our) authority to submit the Proposal is hereby furnished. The proposal is made without collusion on the part of any person, firm or corporation. I (We) certify that I (we) have carefully examined the Plans, the Specifications, including the Special Provisions and Notice(s) to Bidders, herein, and have personally examined the site of the work. On the basis of the Specifications, Special Provisions, Notice(s) to Bidders, and Plans, I (we) propose to furnish all necessary machinery, tools, apparatus and other means of construction and do all the work and furnish all the materials in the manner specified. I (We) understand that the quantities mentioned herein are approximate only and are subject to either increase or decrease, and hereby propose to perform any increased or decreased quantities of work at the unit prices bid, in accordance with the above.

I (We) acknowledge that this proposal will be found irregular and/or non-responsive unless a certified check, cashier's check, or Proposal Guaranty Bond in the amount as required in the Advertisement (or, by law) is submitted electronically with the proposal or is delivered to the Contract Administration Engineer prior to the bid opening time specified in the advertisement.

INSTRUCTION TO BIDDERS: Alternate and Optional Items on Bid Schedule.

1. Two or more items entered opposite a single unit quantity WITHOUT DEFINITE DESIGNATION AS "ALTERNATE ITEMS" are considered as "OPTIONAL ITEMS". Bidders may or may not indicate on bids the Optional Item proposed to be furnished or performed WITHOUT PREJUDICE IN REGARD TO IRREGULARITY OF BIDS.
2. Items classified on the bid schedule as "ALTERNATE ITEMS" and/or "ALTERNATE TYPES OF CONSTRUCTION" must be preselected and indicated on bids. However, "Alternate Types of Construction" may include Optional Items to be treated as set out in Paragraph 1, above.
3. Optional items not preselected and indicated on the bid schedule MUST be designated in accordance with Subsection 102.06 prior to or at the time of execution of the contract.
4. Optional and Alternate items designated must be used throughout the project.

I (We) further propose to perform all "force account or extra work" that may be required of me (us) on the basis provided in the Specifications and to give such work my (our) personal attention in order to see that it is economically performed.

I (We) further propose to execute the attached contract agreement (Section 902) as soon as the work is awarded to me (us), and to begin and complete the work within the time limit(s) provided for in the Specifications and Advertisement. I (We) also propose to execute the attached contract bond (Section 903) in an amount not less than one hundred (100) percent of the total of my (our) part, but also to guarantee the excellence of both workmanship and materials until the work is finally accepted.

I (We) shall submit electronically with our proposal or deliver prior to the bid opening time a certified check, cashier's check or bid bond for **five percent (5%) of total bid** and hereby agree that in case of my (our) failure to execute the contract and furnish bond within Ten (10) days after notice of award, the amount of this check (bid bond) will be forfeited to the State of Mississippi as liquidated damages arising out of my (our) failure to execute the contract as proposed. It is understood that in case I am (we are) not awarded the work, the check will be returned as provided in the Specifications.

SECTION 905 -- PROPOSAL (CONTINUED)

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

Respectfully Submitted,

DATE _____

Contractor

BY _____
Signature

TITLE _____

ADDRESS _____

CITY, STATE, ZIP _____

PHONE _____

FAX _____

E-MAIL _____

(To be filled in if a corporation)

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

President

Address

Secretary

Address

Treasurer

Address

The following is my (our) itemized proposal.

Scrub Seal approximately 18.7 miles of MS 330 from east of Front Street to the Calhoun County Line and from the Yalobusha County Line to MS 32, known as State Project Nos. SP-0051-02(030) / 110057301 in Yalobusha County and SP-0051-03(011) / 110058301 in Calhoun County.

Line no.	Item Code	Adj Code	Quantity	Units	Description[Fixed Unit Price]
Roadway Items					
0010	202-B007		434	Square Yard	Removal of Asphalt Pavement, All Depths
0020	202-B213		8	Each	Removal of Sign
0030	202-B215		195	Each	Removal of Sign Including Post & Footing
0040	202-B240		2,473	Linear Feet	Removal of Traffic Stripe
0050	203-G001	(E)	50	Cubic Yard	Excess Excavation, FM, AH
0060	304-B004	(GT)	5,000	Ton	Granular Material, Class 5, Group D
0070	406-D001		1,936	Square Yard	Fine Milling of Bituminous Pavement, All Depths
0080	503-C010		820	Linear Feet	Saw Cut, Full Depth
0090	618-B001		2	Square Feet	Additional Construction Signs (\$10.00)
0100	619-A1001		38	Mile	Temporary Traffic Stripe, Continuous White
0110	619-A2001		9	Mile	Temporary Traffic Stripe, Continuous Yellow
0120	619-A4002		17	Mile	Temporary Traffic Stripe, Skip Yellow
0130	619-A5001		6,094	Linear Feet	Temporary Traffic Stripe, Detail
0140	619-A6002		2,052	Linear Feet	Temporary Traffic Stripe, Legend
0150	620-A001		1	Lump Sum	Mobilization
0160	630-A001		61	Square Feet	Standard Roadside Signs, Sheet Aluminum, 0.080" Thickness
0170	630-A003		813	Square Feet	Standard Roadside Signs, Sheet Aluminum, 0.125" Thickness
0180	630-A005		376	Square Feet	Standard Roadside Signs, Sheet Aluminum, 0.1" Thickness
0190	630-C001		30	Linear Feet	Square Tube Posts, 4.0 lb/ft
0200	630-C005		2,385	Linear Feet	Square Tube Posts, 2.0 lb/ft
0210	630-G004		82	Each	Type 3 Object Markers, OM-3R or OM-3L
0220	907-403-A006	(BA1)	300	Ton	19-mm, ST, Asphalt Pavement
0230	907-414-A001		340,179	Square Yard	Scrub Seal
0240	907-414-B001	(A2)	37,421	Gallon	Asphalt for Fog Seal
0250	907-618-A001		1	Lump Sum	Maintenance of Traffic
0260	907-619-B001		66	Linear Feet	Temporary Portable Rumble Strips
0270	907-626-C014		38	Mile	6" Thermoplastic Edge Stripe, Continuous White
0280	907-626-D005		17	Mile	6" Thermoplastic Traffic Stripe, Skip Yellow
0290	907-626-E005		9	Mile	6" Thermoplastic Traffic Stripe, Continuous Yellow
0300	907-626-G004		3,830	Linear Feet	Thermoplastic Detail Stripe, White
0310	907-626-G005		2,264	Linear Feet	Thermoplastic Detail Stripe, Yellow
0320	907-626-H010		2,052	Linear Feet	Thermoplastic Legend, White
0330	907-627-J001		384	Each	Two-Way Clear Reflective High Performance Raised Markers
0340	907-627-L001		1,752	Each	Two-Way Yellow Reflective High Performance Raised Markers
ALTERNATE GROUP AA NUMBER 1					
0350	304-F001	(GT)	100	Ton	3/4" and Down Crushed Stone Base

(Date Printed 02/26/26)

Line no.	Item Code	Adj Code	Quantity	Units	Description[Fixed Unit Price]
ALTERNATE GROUP AA NUMBER 2					
0360	304-F002	(GT)	100	Ton	Size 610 Crushed Stone Base
ALTERNATE GROUP AA NUMBER 3					
0370	304-F003	(GT)	100	Ton	Size 825B Crushed Stone Base

SECTION 905 - COMBINATION BID PROPOSAL (Continued)

CONDITIONS FOR COMBINATION BID

If a bidder elects to submit a combined bid for two or more of the contracts listed for this month's letting, the bidder must complete and execute these sheets of the proposal in each of the individual proposals to constitute a combination bid. In addition to this requirement, each individual contract shall be completed, executed and submitted in the usual specified manner.

Failure to execute this Combination Bid Proposal in each of the contracts combined will be just cause for each proposal to be received and evaluated as a separate bid.

It is understood that the Mississippi Transportation Commission not only reserves the right to reject any and all proposals, but also the right to award contracts upon the basis of lowest separate bids or combination bids most advantageous to the State.

It is further understood and agreed that the Combination Bid Proposal is for comparison of bids only and that each contract shall operate in every respect as a separate contract in accordance with its proposal and contract documents.

I (We) agree to complete each contract on or before its specified completion date.

COMBINATION BID PROPOSAL

This proposal is tendered as one part of a Combination Bid Proposal utilizing option ____* of Subsection 102.11 on the following contracts:

* Option to be shown as either (a), (b), or (c).

	<u>Project No.</u>	<u>County</u>	<u>Project No.</u>	<u>County</u>
1.	_____	_____	6.	_____
2.	_____	_____	7.	_____
3.	_____	_____	8.	_____
4.	_____	_____	9.	_____
5.	_____	_____	10.	_____

(a) If Combination A has been selected, your Combination Bid is complete.

(b) If Combination B has been selected, then complete the following page.

SECTION 905 - COMBINATION BID PROPOSAL (Continued)

Project Number	Pay Item Number	Unit	Unit Price Reduction	Total Item Reduction	Total Contract Reduction
1. _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____
2. _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____
3. _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____
4. _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____
5. _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____
6. _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____
7. _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____
8. _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____

SECTION 905 - COMBINATION BID PROPOSAL (Continued)

Project Number	Pay Item Number	Unit	Unit Price Reduction	Total Item Reduction	Total Contract Reduction
9. _____ _____	_____ _____	_____ _____	_____ _____	_____ _____	
10. _____ _____	_____ _____	_____ _____	_____ _____	_____ _____	

(c) If Combination C has been selected, then initial and complete ONE of the following.

_____ I (We) desire to be awarded work not to exceed a total monetary value of \$ _____.

_____ I (We) desire to be awarded work not to exceed _____ number of contracts.

TO: EXECUTIVE DIRECTOR, MISSISSIPPI DEPARTMENT OF TRANSPORTATION
JACKSON, MISSISSIPPI

CERTIFICATE

If awarded this contract, I (we) contemplate that portions of the contract will be sublet. I (we) certify that those subcontracts which are equal to or in excess of fifty thousand dollars (\$50,000.00) will be in accordance with regulations promulgated and adopted by the Mississippi State Board of Contractors on September 8, 2011.

I (we) agree that this notification of intent DOES NOT constitute APPROVAL of the subcontracts.

_____ (Individual or Firm)	_____ (Address)
_____ (Individual or Firm)	_____ (Address)
_____ (Individual or Firm)	_____ (Address)
_____ (Individual or Firm)	_____ (Address)

NOTE: Failure to complete the above DOES NOT preclude subsequent subcontracts. Subsequent subcontracts, if any, equal to or in excess of fifty thousand dollars (\$50,000.00) will be in accordance with regulations promulgated and adopted by the Mississippi State Board of Contractors on September 8, 2011.

Contractor _____

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
CERTIFICATION

I, _____,
(Name of person signing bid)

individually, and in my capacity as _____ of
(Title of person signing bid)

(Name of Firm, partnership, or Corporation)

do hereby certify under penalty of perjury under the laws of the United States and the State of Mississippi

that _____, Bidder
(Name of Firm, Partnership, or Corporation)

on Project No. **SP-0051-02(030)/ 110057301000 & SP-0051-03(011)/ 110058301000**

in **Yalobusha & Calhoun** County(ies), Mississippi, has not either directly or indirectly entered into any agreement, participated in any collusion; or otherwise taken any action in restraint of free competitive bidding in connection with this contract; nor have any of its corporate officers or principal owners.

Except as noted hereafter, it is further certified that said legal entity and its corporate officers, principal owners, managers, auditors and others in a position of administering federal funds are not currently under suspension, debarment, voluntary exclusion or determination of ineligibility; nor have a debarment pending; nor been suspended, debarred, voluntarily excluded or determined ineligible within the past three years by the Mississippi Transportation Commission, the State of Mississippi, any other State or a federal agency; nor been indicted, convicted or had a civil judgment rendered by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past three years.

Do exceptions exist and are made a part thereof? Yes / No

Any exceptions shall address to whom it applies, initiating agency and dates of such action.

Note: Exceptions will not necessarily result in denial of award but will be considered in determining bidder responsibility. Providing false information may result in criminal prosecution or administrative sanctions.

All of the foregoing is true and correct.

(1/2016 S)

SECTION 902

CONTRACT FOR _____
LOCATED IN THE COUNTY(IES) OF _____

STATE OF MISSISSIPPI
COUNTY OF HINDS

This Contract is entered into by and between the Mississippi Transportation Commission (the "Commission") and the undersigned contractor (the "Contractor"), as follows:

As consideration for this Contract, the Commission agrees to pay the Contractor the amount(s) set out in the Proposal attached hereto. Said payment will be made in the manner and at the time(s) specified in the Specifications and/or Special Provisions, if any. In exchange for said consideration, the Contractor hereby agrees to accept the prices stated in the Proposal as full compensation for the furnishing of all labor, materials and equipment, and the execution of the scope of work identified for this referenced Project as contemplated in this Contract, and as more fully outlined in the Contract Documents (the "Work"). The Contract Documents consist of the Advertisement, the Notice to Bidders, the Proposal, the Specifications, the Special Provisions, and the approved Plans, all of which are hereby made a part of this Contract and incorporated herein by reference.

The Contractor shall be responsible for all loss or damage arising out of, or in any way in connection with the Work, or from any unforeseen obstructions or difficulties that may be encountered in the prosecution of the Work, and for all risks of every description connected with the Work, with the exception of any items specifically excluded in the Contract Documents. The Contractor shall fully and faithfully complete the Work in a good and workmanlike manner, according to the Contract Documents and any Supplemental Agreements thereto.

The Contractor further agrees that the Work shall be done under the direct supervision of, and to the complete satisfaction of, the Executive Director of the Mississippi Department of Transportation, or his authorized representative(s), and, when federal funds are involved, subject to the inspection and approval of the Federal Highway Administration, or its agents, and/or the agents of any other state or federal agency whose funds are involved. Further, the Work shall be done in accordance with any applicable state and federal laws, and any such rules and regulations issued by the Commission and/or any relevant Federal Agency.

The Contractor agrees that all labor as outlined in the Contract Documents may be secured from a list furnished by the Manager of the Win Job Center nearest the project location, or any successor thereto.

It is agreed and understood that each and every provision of law and clause required by law to be inserted into this Contract shall be deemed to be inserted herein, and this Contract shall be read and enforced as though it were included herein. If through mere mistake or otherwise, any such provision is not inserted, then upon the application of either party hereto, the Contract shall be physically amended to make such insertion.

The Contractor agrees that he has read each and every clause of the Contract Documents, and fully understands the meaning of same, and hereby acknowledges that he will comply with all terms, covenants and agreements therein.

Witness our signatures, this the ____ day of _____, 20____.

Contractor

By: _____
Title: _____

Signed and sealed in the presence of: (name and address of witness)

MISSISSIPPI TRANSPORTATION COMMISSION

Executive Director

Secretary to the Commission

Award authorized by the Mississippi Transportation Commission in session on the ____ day of _____, _____, Minute Book No. _____, Page No. _____.

**SECTION 903
PERFORMANCE BOND**

PERFORMANCE BOND FOR THE FOLLOWING CONTRACT:

Project No.: _____

For the construction of: _____

Contract date: _____ Contract Price: _____

FOR OWNER: MISSISSIPPI TRANSPORTATION COMMISSION, 401 N. WEST STREET, JACKSON, MISSISSIPPI 39201.

CONTRACTOR (full legal name, contact person, phone number and address):

SURETY (legal name, phone number, principal place of business and address for notice purposes):

Second Surety (if applicable):

The Contractor and Surety, jointly and severally, bind themselves, their heirs, executors, administrators, successors and assigns, to the Owner for the performance of the Contract, which is incorporated herein by reference, and subject to the following terms:

1. If the Contractor fully and faithfully performs the Contract, the Surety and the Contractor shall have no obligation under this Bond.
2. The Surety's obligation under this Bond shall arise after:
 - (a) the Owner first provides notice to the Contractor and the Surety that termination is imminent, pursuant to the current edition of the Mississippi Standard Specifications for Road and Bridge Construction, which is a part of the Contract; and
 - (b) the Owner declares a Contractor Default, terminates the Contract, and notifies the Surety.
3. Within 20 calendar days as set forth in Section 108.08 of the current edition of the Mississippi Standard Specifications for Road and Bridge Construction, the Surety shall, after discussions with and consent from the Owner, and at the Surety's expense, elect to take one of the following actions:
 - (a) Arrange for the Contractor, with the consent of the Owner, to perform and complete the Contract;
 - (b) Undertake to perform and complete the Contract itself, through its agents or independent contractors;
 - (c) Waive its right to perform and complete, arrange for completion, or obtain a new contractor, and after investigation, determine the amount for which it may be liable to the Owner (subject to the consent of the Owner) and as soon as practicable after the amount is determined, make payment to the Owner.

4. If the Surety does not proceed, within a reasonable time frame, to enact and carry out the election made in Paragraph 3, then the Surety shall be deemed to be in default on this Bond, and the Owner shall be entitled to enforce any remedy available to it under the Contract and applicable law.
5. Subject to the commitment by the Owner to pay the Balance of the Contract Price, the Surety is obligated, without duplication, for
 - (a) the responsibilities of the Contractor for correction of defective work and completion of the Contract;
 - (b) additional legal, design professional and delay costs resulting from the Contractor's Default, and resulting from the actions or failure to act of the Surety under Paragraph 3; and
 - (c) liquidated damages, or if no liquidated damages are specified in the Contract, actual damages caused by delayed performance or non-performance of the Contractor.
6. The Surety hereby waives notice of any change, including changes of time, to the Contract or to related subcontracts, purchase orders and other obligations.
7. The penal sum of the Bond shall be equal to the Contract Price; however, the penal sum may be increased or decreased as the result of any subsequent Supplemental Agreements and/or final contract quantities.
8. Notice to the Surety, the Owner or the Contractor shall be mailed or delivered to the address listed for notice purposes on the first page of this Bond.

CONTRACTOR AS PRINCIPAL

Company: _____

Signature: _____

Name: _____

Title: _____

Address: _____

SURETY

Company: _____

Signature: _____

MS Insurance ID # _____

Name: _____

Title: _____

Address: _____

SURETY (if applicable)

Company: _____

Signature: _____

MS Insurance ID # _____

Name: _____

Title: _____

Address: _____

**SECTION 903
PAYMENT BOND**

PAYMENT BOND FOR THE FOLLOWING CONTRACT:

Project No.: _____

For the construction of: _____

Contract date: _____ Contract Price: _____

**FOR OWNER: MISSISSIPPI TRANSPORTATION COMMISSION, 401 N. WEST STREET,
JACKSON, MISSISSIPPI 39201.**

CONTRACTOR (full legal name, contact person, phone number and address):

SURETY (legal name, phone number, principal place of business and address **for notice purposes**):

Second Surety (if applicable):

The Contractor and Surety, jointly and severally, bind themselves, their heirs, executors, administrators, successors and assigns, to the Owner for payment of labor, materials and equipment furnished for use in the performance of the Contract, which is incorporated herein by reference, subject to the following terms:

1. If the Contractor promptly makes payment of all sums due to any and all subcontractors, sub-subcontractors, suppliers to the Contractor, suppliers to subcontractors and/or laborers who have performed work on the project site, and defends, indemnifies and holds harmless the Owner from claims, demands, liens or suits by any person or entity seeking payment for labor, materials or equipment furnished for use in the performance of the Contract, then the Surety and the Contractor shall have no obligation under this Bond.
2. The Owner shall provide notice to the Surety of any claims, demands, liens or suits against the Owner or the Owner's property that it receives from any person or entity ("Claimants") seeking payment for labor, materials or equipment furnished for use in the performance of the Contract.
3. Upon notice of any claims, demands, liens or suits provided by the Owner or Contractor or given to the Surety by a Claimant, the Surety shall promptly and at the Surety's expense, defend, indemnify and hold harmless the Owner against said claim, demand, lien or suit and shall take the following additional actions:
 - (a) Send an answer to the Claimant, with a copy to the Owner, within sixty (60) days after receipt of the Claim, stating the amounts that are undisputed and the basis for challenging any amounts that are disputed; and
 - (b) Pay or arrange for payment of any undisputed amounts.

4. The Surety shall not be liable to the Owner, Claimants or others for obligations of the Contractor that are unrelated to the Contract. The Owner shall not be liable for the payment of any costs or expenses of any Claimant under this Bond and shall have no obligation under this Bond to make payments to, or give notice on behalf of, Claimants, or otherwise have any obligations to Claimants under this Bond.
5. The Surety hereby waives notice of any change, including changes of time, to the Contract or to related subcontracts, purchase orders and other obligations.
6. The penal sum of the Bond shall be equal to the Contract Price; however, the penal sum may be increased or decreased as the result of any subsequent Supplemental Agreements and/or final contract quantities.

CONTRACTOR AS PRINCIPAL

Company: _____

Signature: _____

Name: _____

Title: _____

Address: _____

SURETY

Company: _____

Signature: _____

Name: _____

Title: _____

Address: _____

MS Insurance ID # _____

SURETY (if applicable)

Company: _____

Signature: _____

Name: _____

Title: _____

Address: _____

MS Insurance ID # _____



BID BOND

KNOW ALL MEN BY THESE PRESENTS, that we _____
Contractor

Address

City, State ZIP

As principal, hereinafter called the Principal, and _____
Surety

a corporation duly organized under the laws of the state of _____

as Surety, hereinafter called the Surety, are held and firmly bound unto **State of Mississippi, Jackson, Mississippi**

As Obligee, hereinafter called Obligee, in the sum of **Five Per Cent (5%) of Amount Bid**

Dollars(\$ _____)

for the payment of which sum will and truly to be made, the said Principal and said Surety, bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has submitted a bid for **Scrub Seal approximately 18.7 miles of MS 330 from east of Front Street to the Calhoun County Line and from the Yalobusha County Line to MS 32, known as State Project Nos. SP-0051-02(030) / 110057301 in Yalobusha County and SP-0051-03(011) / 110058301 in Calhoun County.**

NOW THEREFORE, the condition of this obligation is such that if the aforesaid Principal shall be awarded the contract, the said Principal will, within the time required, enter into a formal contract and give a good and sufficient bond to secure the performance of the terms and conditions of the contract, then this obligation to be void; otherwise the Principal and Surety will pay unto the Obligee the difference in money between the amount of the bid of the said Principal and the amount for which the Obligee legally contracts with another party to perform the work if the latter amount be in excess of the former, but in no event shall liability hereunder exceed the penal sum hereof.

Signed and sealed this _____ day of _____, 20__

(Principal)

(Seal)

(Witness) (Name) By: _____ (Title)

(Surety) (Seal)

(Witness) (Attorney-in-Fact) By: _____

(MS Agent)

Mississippi Insurance ID Number

NOTE: THE ANTICIPATED WORKING DAYS SHOWN ON THIS SCHEDULE ARE FOR INFORMATIONAL PURPOSES ONLY. THE ACTUAL WORKING DAY TOTAL AS ASSESSED BY THE PROJECT ENGINEER ON FORM CSD-765 SHALL GOVERN.