

**SECTION 905 -- PROPOSAL (CONTINUED)**

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

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

ADDENDUM NO. <u>  1  </u>	DATED <u>  4/23/2026  </u>	ADDENDUM NO. <u>          </u>	DATED <u>          </u>
ADDENDUM NO. <u>          </u>	DATED <u>          </u>	ADDENDUM NO. <u>          </u>	DATED <u>          </u>
ADDENDUM NO. <u>          </u>	DATED <u>          </u>	ADDENDUM NO. <u>          </u>	DATED <u>          </u>

Number	Description
1	Revised Table of Contents; Revised NTB No. 7744; Added NTB No.7784; Revised Bid Items; Revised Progress Schedule; Amendment EBSx Download Required.

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

Respectfully Submitted,

DATE \_\_\_\_\_

\_\_\_\_\_  
Contractor

BY \_\_\_\_\_  
Signature

TITLE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY, STATE, ZIP \_\_\_\_\_

PHONE \_\_\_\_\_

FAX \_\_\_\_\_

E-MAIL \_\_\_\_\_

(To be filled in if a corporation)

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

\_\_\_\_\_  
President Address

\_\_\_\_\_  
Secretary Address

\_\_\_\_\_  
Treasurer Address

The following is my (our) itemized proposal.

IM-0020-01(294)/ 110069301000

Rankin County(ies)

Revised 01/26/2016

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
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**PROJECT: IM-0020-01(294)/110069301 - Rankin**

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

04/21/2026 10:19 AM

## MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**SECTION 904 - NOTICE TO BIDDERS NO. 7744**

**CODE: (SP)**

**DATE: 04/23/2026**

**SUBJECT: Scope of Work**

**PROJECT: IM-0020-01(294)/110069301 – Rankin County**

The project 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”. All other references to plans in the contract documents and Standard Specifications for Road and Bridge Construction are to be disregarded.

The project location is approximately 5.3 miles on Interstate 20 from MS 18 (Crossgates) (Sta. 571+00) to US 80 (East Brandon) (Sta. 820+12). The project consists of clearing, repair of failed areas, joint/crack sealing, removing and replacing Open Graded Friction Coarse (OGFC) on I-20, paving entrance and exit ramps, fog seal existing shoulders and replacing guardrail listed in the attached table.

The I-20 overlay will include removing and replacing the existing OGFC from Sta. 571+00 - Sta. 820+12 at 1” and variable depth with Open Graded Friction Coarse, 9.5-mm mixture. See typical sections for details of paving widths. The OGFC shall be replaced to the same locations as it currently exists except for the ramps which shall be placed as per the new standard and the section between bridges 57.1 and 56.8 which will be replaced with 1.5” of 9.5mm SMA. No OGFC will be placed between these two bridges. All asphalt ramps (Mainline) will be milled and inlayed with 1.5” of 9.5mm HT asphalt pavement. The sections of SMA at all bridge approaches and exits will be milled and replaced with 1.5” of 9.5mm SMA. The inside and outside shoulders shall be fog sealed.

### **Miscellaneous Items**

Paved ditch (6’ V-ditch) shall be installed from station 615+75 to 619+25 in the LLL. Any material removed to prepare the site shall be paid as excess excavation. All site grading shall be an absorbed item. The paved ditch edges shall be graded flush and a minimum of 2’ of sod installed on each side.

Chain link fence and guard posts shall be installed according to the attached tables and at the direction of the Engineer.

The end walls on bridges 58.0 A&B approximate station 698+00 shall be removed and replaced according to the attached details using pay item Bridge Repair, Endwall repair, Per plans, LF. Concrete shall be AA Concrete, no bag mix will be allowed.

Bridge joints shall be sealed on bridges 58.0 A&B, 57.1 A&B, 56.8 A&B according to the attached table.

Undersealing shall be done at the three overpass bridge slabs (58.0 A&B, 57.1 A&B, 56.8 A&B) to fill any voids under the panels and shall be paid as 907-420-B001 Undersealing, LBS.

Traffic Recorder System- Pay Item 907-687-A001 Traffic Recorder Classification Permanent System shall only include replacing the existing sensors damaged in construction. No other work will be required on the system.

**General Notes:**

**Milling**

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

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

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

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

Traffic will be allowed to travel on the mainline milled surface for 3 days, and the Contractor will be assessed a penalty of **\$5,000** per calendar day afterwards until the mainline milled surface is covered with the next lift of asphalt. This allowance for traffic on mainline milled surface is not a requirement. It shall be determined by the Contractor how many days up to 3 days traffic are allowed on the milled surface. If the milled surface begins to deteriorate under traffic, the Contractor shall make the necessary adjustments to prevent the roadway deterioration. The Contractor shall be responsible for any claims due to the deteriorating roadway.

Traffic will be allowed to run on all milled surfaces other than the mainline for 30 days unless otherwise stated, and the Contractor will be assessed a penalty of **\$1,000** per calendar day afterwards until the non-mainline milled surface is covered with the next lift of asphalt. The additional allowance for the non-mainline milled surface is for the Contractor's convenience, and thus, the Contractor is responsible for any pavement failures or damage sustained during this period.

**Paving**

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

Per section 401.03.1.4, irregular areas shall be compacted to refusal densification. An irregular area shall be defined as any area less than 8 feet wide by 300 feet long. The Contractor shall be responsible for conducting all necessary density shots as well as establishing the rolling pattern.

Immediately prior to mainline milling and paving operations, failed areas shall be repaired as per the attached typical sections and details. If the Contractor chooses to repair failed areas at the beginning of the project and additional failures need repair before milling and paving, no additional mobilization costs will be made. Asphalt shall be placed in multiple lifts with a maximum lift thickness of 3". Any granular/chemically treated/stone/etc. base or subgrade material deemed unsuitable by the Engineer shall be removed as directed and repaired accordingly. Payment for the excavation of the granular base and subgrade will be made using the 203-G Excess Excavation pay item. A list of the failed areas is shown in the attached tables. Pavement repairs shall be completed as a continuous operation in order to minimize traffic impacts. Lane closures shall remain in place until the failed area has been completely repaired. Lane closures may not be left unattended.

Underlying SMA joints that have separated or deteriorated shall be crack sealed prior to placement of new OGFC lift and shall be paid for as Joint sealant 907-403-S002.

The surface lift for failed area repair or concrete punchout repair shall have a maximum deviation of 1/8" as determined by a 10 foot straight edge. Any location that deviates more than this tolerance, as determined by the Engineer, shall be corrected at no additional cost to the State.

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

## **Granular Shoulder Material**

Where applicable, the existing shoulders are to be raised to match the new pavement elevation by placing variable depth Granular Material. The shoulders shall be graded and pulled up on a daily basis to eliminate drop-offs in excess of 2 1/4". Placement of the granular material on the finished asphalt course shall not be permitted. The existing shoulder shall be scarified to allow incorporation of the new shoulder material. The material shall be bladed, rolled, and compacted to a finished slope of four percent (4%) in normal crown sections. Placement of this material shall be performed to provide a uniform and compacted shoulder with a minimum depth and width of material placed. Shoulders with adequate shoulder material in place shall be bladed to a slope of four percent (4%) in normal crown sections. The cost of blading will be an absorbed item and is to be included in the price of other items bid. Crushed concrete will not be allowed.

Any material excavated from the existing shoulder during pavement widening operations or as a result of shoulder blading shall be used on the existing shoulder to match the new pavement elevation and any surplus material shall be spread along the edge of the shoulders, fore slopes, or other adjacent areas as directed by the Engineer and will be an absorbed item. Material which

cannot be suitably placed in adjacent areas and deemed to be excess excavation by the Engineer shall be removed from the project site. Payment for removal of excess material will be made using Pay Item No. 203-G Excess Excavation.

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

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

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

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

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

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

Permanent raised pavement markers shall be installed on mainline and local public roads after completion of all paving operations. Edgeline RPM's shall be installed as per Special Design Drawing RPM-1. If the usable space outside of the traffic stripe is insufficient to install the RPM's as per Special Design Drawing RPM-1, then the Contractor shall be allowed to install the outside edge of the RPM flush with the inside edge of the traffic stripe.

### **Guardrail**

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

The asphalt guardrail pad shall be milled and paved up to the face of the guardrail. The remainder of the guardrail pad shall be modified or constructed to conform to Special Design

Drawing SDGR-PI. Pay Item No. 202-B006 Removal of Asphalt Paved Shoulders, All Depths and Pay Item No. 503-C010 Saw Cut, Full Depth Guardrail shall be used to modify any existing asphalt guardrail pads. If blading is required in order to meet the minimum depth, then said blading shall be an absorbed item and the excavated material shall be retained and used to raise the existing shoulder to match the new pavement elevation. Material which cannot be placed and blended in adjacent areas and deemed to be excess excavation by the Engineer shall be removed under Pay Item No. 203-G Excess Excavation. The installed guardrail shall meet all requirements in order to be MASH compliant.0.

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

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

### **Traffic Control**

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

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

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

Temporary asphalt joints (aka paper joints) shall be employed at all locations requiring traffic to traverse an uneven, transverse, pavement joint. Paper joints shall be a minimum of 9 feet in length and for the full width of the milled/paved surface. Paper joints for 1" OGFC joints shall be a minimum of 3 feet in length. Paper joints shall be adequately maintained.

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

## Clearing

Random clearing for this contract shall be performed to a distance of 70' from the edge of pavement or ROW, whichever is closer. If the fence is 10' or less from the 70' clearing limits then the clearing shall be done to the fence and shall be included in the payment of the original station, no extra compensation will be made for this area. Overhanging vegetation shall be trimmed to a minimum height of 30' above the elevation of the edge of pavement at the edge of the clearing limits or as directed by the Engineer. Any limbs protruding into the clearing limits that are larger than 3" at the edge of clearing limits shall be cut back to the trunk of the tree. Any trees that are outside of the clearing limits but the trunk protrudes into the clearing zone shall be cut back to the stump and removed. This shall be included in the payment of that station. It is the intent of this Contract for the vegetation, with the exception of any merchantable timber that the Contractor desires, to be mulched onsite and left in place except in areas specified below. Mulched material shall be spread such that no more than four inches (4") in depth of material is placed in any location. This work shall be paid for under Random Clearing, per Station. Each side of the roadway will be measured separately. It is the contractor's responsibility to take care to prevent damage to all existing fences and other structures throughout the project within the clearing limits. The clearing limits are 70' from the edge of pavement or ROW of all mainline and ramps throughout the project. Payment shall be made for all clearing 70' from the edge of pavement or ROW under pay item 201-D001 Random Clearing by the Station (L (FT.) /100) in accordance with the attached detail. Payment will not be made for any trees selected as beautification trees to be left in place.

Median areas specified in the attached table shall be cleared further than 70' from the edge of pavement. In these areas the entire median section shall be cleared from edge of pavement to edge of pavement. In these areas specifically one station in each direction of travel will be paid for the entire limits of clearing regardless of width. The additional clearing required for these sections shall be absorbed into those stations.

At the I-20/ US 80 intersection all 4 quadrants of the ramp shall be cleared completely and shall be paid per station around the perimeter of the cleared area.

Debris from existing dead trees may be present within the ROW limits of the project. All existing debris shall be ground in place within the limits of the fence at no additional cost to the state.

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

Some trees outside of the 70' clearing limits may be cleared at the direction of the Engineer. Payment for these operations shall be made using 202-B244 Removal of Trees.

Throughout the life of the project and until the partial or full maintenance release, all dead or dying trees within ROW as identified by the Project Engineer shall be cut and removed or mulched in place. The Contractor shall cut the trees as directed by the Project Engineer and shall take precaution to prevent damage to the roadway, stripe, guardrails, and other structures. The

stumps of such trees shall be cut off or mulched flushed with the groundline. Payment shall be made under pay item 202-B244 Removal of Trees. This shall be considered full compensation for all items of work associated with the removal of any dead or dying trees outside of the defined clearing limits. The Contractor shall coordinate the activities with local utilities if any trees pose danger to utility lines. Appropriate traffic control shall be used for all tree cutting and disposal operations.

### **Box Culverts**

Box culverts listed in the attached table shall have the existing debris and sediment removed by the Contractor and shall be paid for using Pay Item No.(s) 202-B096 Removal of Debris and Sand from Box Culvert, 10-Foot and Greater Width. The applicable pay item shall be measured along the length of the box culvert or in the case of multiple barrels along the length of each barrel of the box culvert. The channels located between the drainage devices and the outsides to ROW shall be cleaned of all sand, silt, debris and vegetation to reestablish the original dimensions of the drainage channel. This operation shall be paid using 202-B276 Removal of debris from drainage channel, LF. It shall include all the necessary work to remove all the items listed from the entire channel regardless of width. The disposal of this material will not be measured for separate payment. Not all box locations were included in the attached table, only areas deemed unsatisfactory by the Engineer at the time of inspection were listed. The pay lengths at each locations in the table shall be paid in full once the area has been cleaned to the satisfaction of the Engineer. If any additional areas are added by the Engineer, the length of box or channel where debris was removed will be paid per LF.

### **Miscellaneous Notes**

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

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

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

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

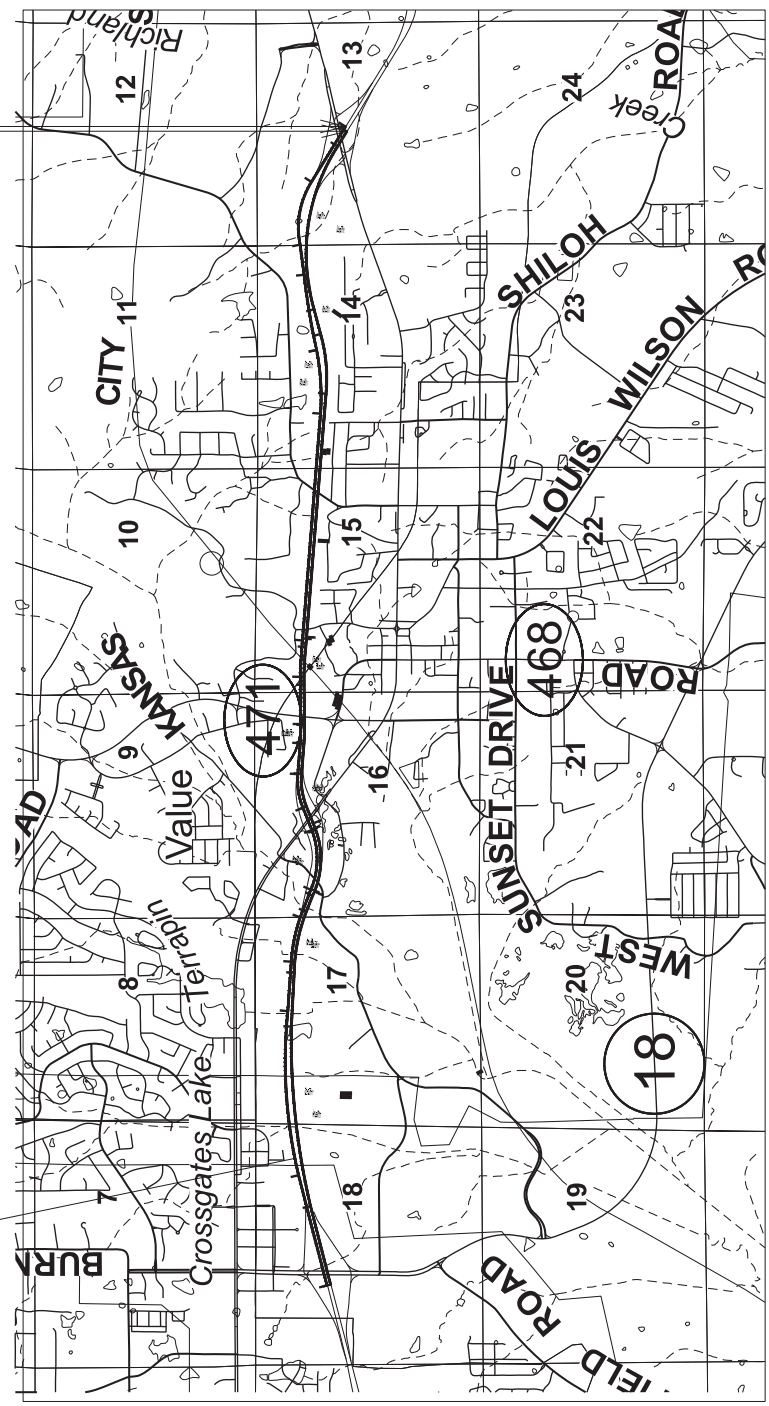
Prior to the final inspection, bridges, islands, and areas with curb shall be swept/cleaned. Care should be taken to prevent milled asphalt, asphalt debris, vegetative/granular debris, etc. from entering drainage structures or clogging other drainage ways. Disposal of material will not be measured for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

Following the overlaying operation the transverse joints in the pavement shall be sawed and sealed within 7 days. The details for sawing and sealing transverse joints for this section are in the Standard Specifications. The width of the sawing and sealing operation will be 14' on each side of centerline, unless otherwise directed by the engineer, to prevent "sympathy cracking." It is the responsibility of the Contractor to locate and mark all existing joints that are to be sawed and sealed prior to the milling operation. The Contractor is to notify the Department when this is to take place so that they can oversee the work and determine the width that each joint will be sawed and sealed.

IM-0020-01(294) / 110069301000  
 RANKIN COUNTY  
 INTERSTATE 20 FROM EAST  
 OF  
 MS18 TO US80 (EAST BRANDON)

STA. 571+00  
 BOP AND EOP

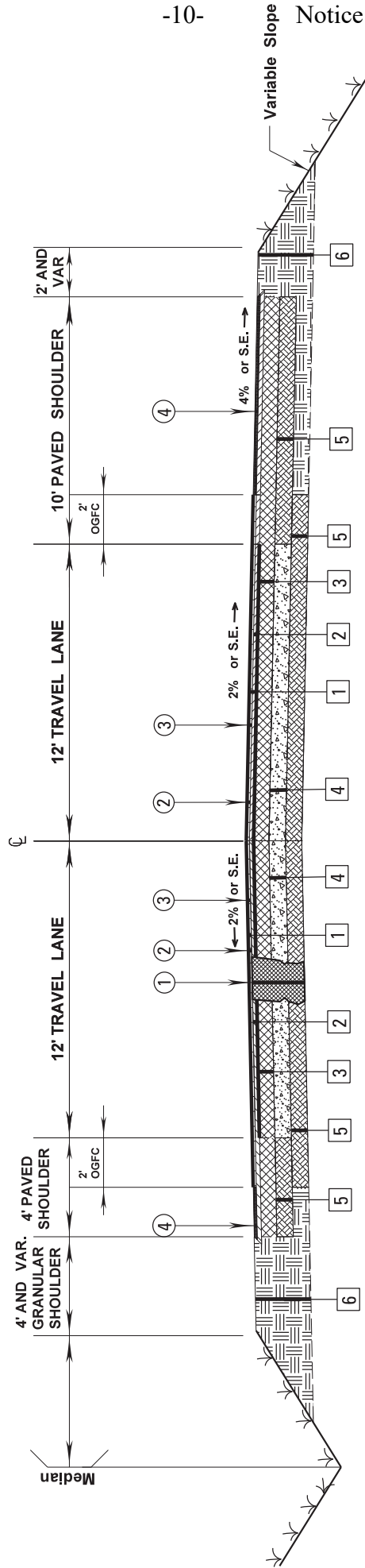
EOP WB  
 STA. 820+12.08  
 EOP EB  
 STA. 818+03.93



**TYPICAL SECTION #1  
INTERSTATE 20 MAINLINE**

**EASTBOUND** Sta. 571+00 - Sta. 818+03.93  
 Equations- 634+87 BK - Sta. 635+71 AH  
 652+38 BK - Sta. 651+77 AH  
 696+51 BK - Sta. 695+43 AH

**WESTBOUND** Sta. 571+00 - Sta. 820+12.08  
 Equations- 635+83 BK - Sta. 636+21 AH  
 650+72 BK - Sta. 651+24 AH  
 697+15 BK - Sta. 695+31 AH



**EXISTING**

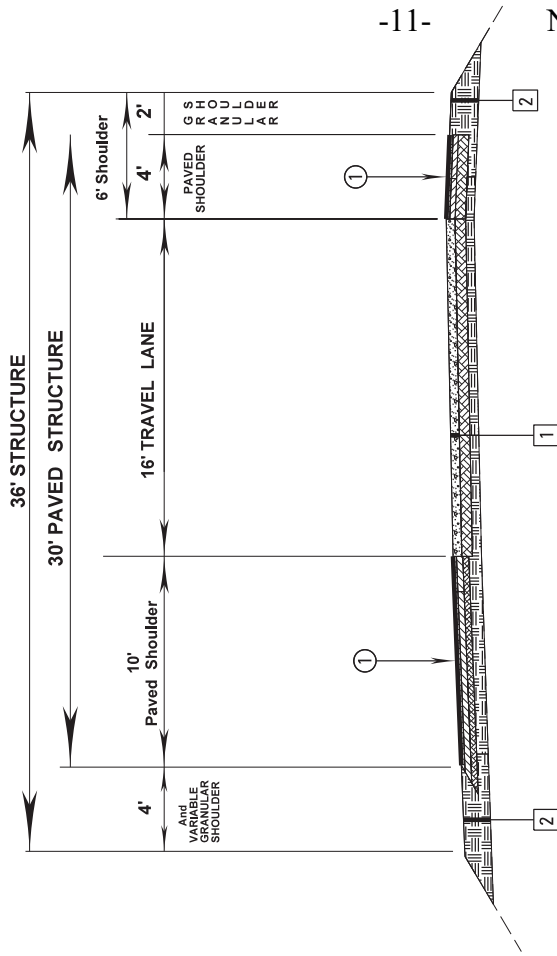
- 1 1" Open Graded Friction Course
- 2 2" Stone Matrix Mix
- 3 7-1/2" and variable Asphalt Pavement
- 4 8" of Concrete Reinforced Cement Pavement (CRCP)
- 5 6" of Cement Treated Base
- 6 Variable Depth Granular Material

**PROPOSED**

- 1 Repair failed area full depth with 12.5 MM, HT, Asphalt Pavement.
- 2 Mill existing Open Graded Friction Course at a depth of 1".
- 3 Overlay with 1" Open Graded Friction Course (OGFC), 9.5 MM Mixture.
- 4 Fog seal inside and outside shoulder.

**Note 1:** Westbound lane is similar to typical section above (mirror the section)

**RAMPS AT DOWNTOWN BRANDON**



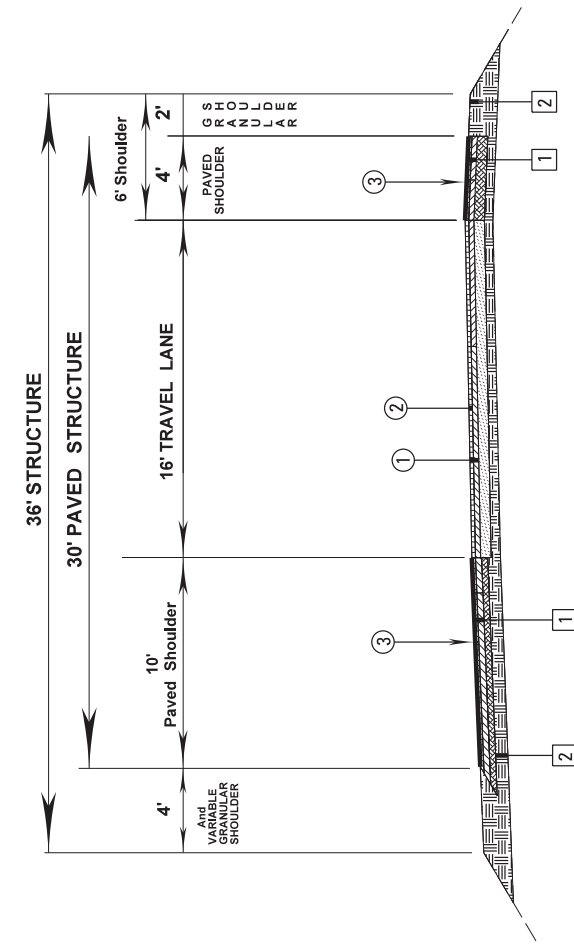
NORTHEAST RAMP AT EXIT 56 DOWNTOWN BRANDON  
 SOUTHWEST RAMP AT EXIT 56 DOWNTOWN BRANDON  
 SOUTHEAST RAMP AT EXIT 56 DOWNTOWN BRANDON

EXISTING

- 1 Concrete Reinforced Cement Pavement (CRCP)
- 2 Granular Material

PROPOSED

- 1 Fog Seal shoulder.



NORTHWEST RAMP AT EXIT 56 DOWNTOWN BRANDON

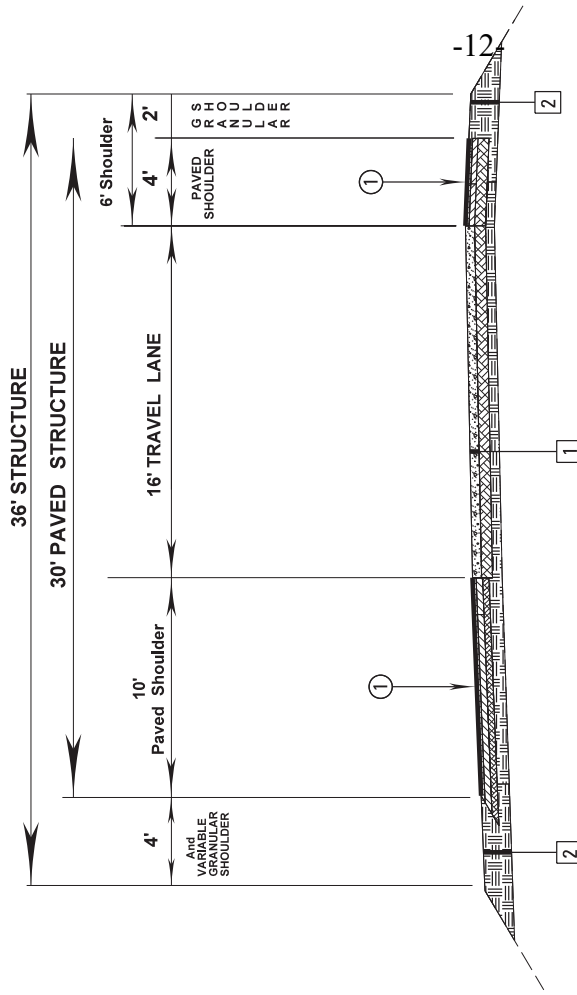
EXISTING

- 1 5" and variable Asphalt Pavement
- 2 Overlay with 1 1/2" 9.5 mm, HT, Asphalt Pavement.
- 3 Variable depth granular material

PROPOSED

- 1 Mill 1 1/2" of asphalt pavement.
- 2 Fog Seal shoulder.

# RAMPS AT EAST BRANDON



NORTHWEST RAMP AT EXIT 59 HIGHWAY 80 EAST BRANDON  
 NORTHEAST RAMP AT EXIT 59 HIGHWAY 80 EAST BRANDON

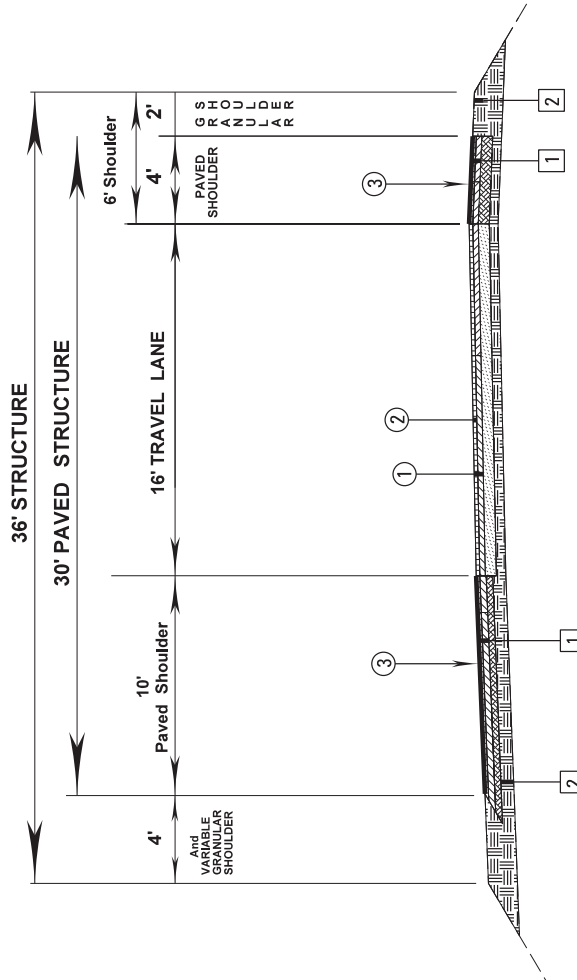
EXISTING

PROPOSED

1 Jointed Reinforced Concrete Pavement (JRCP)

2 Granular Material

1 Fog Seal shoulder.



NORTHWEST RAMP AT EXIT 59 HIGHWAY 80 EAST BRANDON  
 NORTHEAST RAMP AT EXIT 59 HIGHWAY 80 EAST BRANDON

PROPOSED

EXISTING

1 Variable Asphalt Pavement

2 Continuous Reinforced Cement Pavement (CRCP)

3 Variable depth granular material

1 Mill 1/2" of asphalt pavement.

2 Overlay with 1 1/2" 9.5 mm, HT, Asphalt Pavement.

3 Fog Seal shoulder.

**Asphalt Failed Areas**

Location	STA	Length (ft)	Width (ft)	Saw Cuts (ft)	Area (SY)	Estimated Asphalt Req. (TONS)	Estimated Excess (CY)	Removal of Cement Treated Base (SY)	Remarks
LLL	788+00	25	4	58	11	6	0.619	2.222	Joint between mainline and shoulder
LLL	764+00	15	4	38	7	3	0.371	1.333	Joint between mainline and shoulder
LLL	761+60	20	4	48	9	5	0.495	1.778	Joint between mainline and shoulder
LLL	646+80	100	4	208	44	23	2.474	8.889	Joint between mainline and shoulder
		<b>Totals</b>		<b>387</b>	<b>78</b>	<b>40</b>	<b>4</b>	<b>16</b>	

**Guard Posts**

Location	202-B135 Removal of Guard Post (Each)	606-A003 Guard Posts (Each)
565+80		11
778+60	10	13
<b>Total</b>	<b>10</b>	<b>24</b>

**Paved Ditch**

Station	Location	Removal of Concrete Paved Ditch 202-B063 (SY)	221-A001 Concrete Paved Ditch (CY)	Excess Excavation (CY)(LVM)	Crushed Stone (TON)	Notes
615+75	LLL		27.222	54.012	52.500	350' of 6' paved ditch
<b>TOTALS</b>						
			<b>27.22</b>	<b>54.01</b>	<b>52.50</b>	

109481301000 Punch Outs (Concrete Overlayed w/ Asphalt)														
Location	STA	L (ft)	W (ft)	Saw Cuts (LF)	3-in Sawcuts (LF)	Longitudinal Sawcuts (LF)	8" and variable CRCP	8" and Variable Jointed Concrete Pavement	Tie Bars (Ea)	Asphalt (Tons)	Excess (CY)	Removal of Cement Treated Base (SY)	Concrete for Base Repair (CY)	Remarks
LLL	800+20	6	12	24	24	12	12		3	5	0.557	1.600	0.533	
LLL	793+80	6	12	24	24	12	12		3	5	0.557	1.600	0.533	
LLL	734+00	8	12	24	24	16	15		4	6	0.705	2.133	0.711	
LLL	701+40	6	12	24	24	12	12		3	5	0.557	1.600	0.533	
LLL	700+00	6	12	24	24	12		8	3	2	0.557	1.600	0.533	
LLL	696+20	6	12	24	24	12		8	3	2	0.557	1.600	0.533	
LLL	695+80	6	12	24	24	12	12		3	5	0.557	1.600	0.533	
LLL	655+60	6	12	24	24	12		8	3	2	0.557	1.600	0.533	
LLL	646+20	6	12	24	24	12	12		3	5	0.557	1.600	0.533	
LLL	643+00	25	12	24	24	50	38		13	18	1.967	6.667	2.222	
LLL	637+40	6	4	8	8	12		3	3	0	0.186	0.533	0.178	Bridge Approach
RLL	637+40	6	3	6	6	12		2	3	0	0.139	0.400	0.133	Bridge Approach
RRL	631+20	6	12	24	24	12	12		3	5	0.557	1.600	0.533	
RRL	636+40	8	12	24	24	16		11	4	2	0.705	2.133	0.711	
RRL	655+20	8	12	24	24	16		11	4	2	0.705	2.133	0.711	
RRL	670+20	6	12	24	24	12	12		3	5	0.557	1.600	0.533	
RRL	677+20	6	12	24	24	12	12		3	5	0.557	1.600	0.533	
RRL	686+40	6	12	24	24	12	12		3	5	0.557	1.600	0.533	
RRL	692+20	6	12	24	24	12	12		3	5	0.557	1.600	0.533	
RRL	695+80	25	12	24	24	50		33	13	6	1.967	6.667	2.222	
RRL	700+80	6	12	24	24	12	12		3	5	0.557	1.600	0.533	
RRL	785+60	8	12	24	24	16	15		4	6	0.705	2.133	0.711	
RRL	806+00	8	12	24	24	16	15		4	6	0.705	2.133	0.711	
RRL	807+20	12	12	24	24	24	20		6	9	1.002	3.200	1.067	
RRL	808+00	12	12	24	24	24	20		6	9	1.002	3.200	1.067	
<b>Total</b>				<b>623</b>	<b>623</b>	<b>462</b>	<b>261</b>	<b>83</b>	<b>116</b>	<b>139</b>	<b>19</b>	<b>59</b>	<b>20</b>	

\*QUANTITIES WERE ROUNDED ON ESTIMATE QUANTITIES TO BE USED AS DIRECTED BY THE ENGINEER. CRCP REPAIRS WERE ESTIMATED USING THE PR-1B TYPICAL CRCP REPAIR STANDARD. IF THE CONTRACTOR ELECTS TO USE PR-1A OPTIONAL WELDING METHOD, THE PAY ITEM QUANTITIES WILL BE ADJUSTED ACCORDINGLY. Load transfer devices and wooden filler board on JRPC repairs shall be absorbed into other items bid.

Box Culverts to be Cleared of Debris						
Station	Location	Length	Size	202-B096 (LF) 10-foot and Greater Width	Drainage Channel Length	Remarks
548+00	WB/Ramp				215	Flat bottom ditch
565+50	I-20 EB/WB	50	12x10	50	None	Wing Wall Only, box is clean
589+00	WB	170	36x10	340	60	Double Barrel
588+00	EB	175	36x10	350	60	Double Barrel
				<b>740</b>	<b>335</b>	

All material must be removed from box culvert or as directed by the Engineer. Material removed from box culvert shall become property of the contractor and be disposed of at no additional cost to the state. The full pay length of each location listed above will be paid by LF for each box for box and channel clean out. Only boxes listed above required debris removal at time of inspection. Additional areas may be added. If an additional location is added by the Engineer only the length of the box or channel where debris is removed will be paid.

Bridge Number	907-823-B001 Saw Cut Type I (LF)	907-823-B002 Saw Cut Type II (LF)	907-823-A001 Preformed Joint Seal Type I (LF)	907-823-A002 Preformed Joint Seal Type II (LF)	907-824-A003 General Epoxy Repair (SF)	907-808-A003 Joint Repair Without Epoxy (LF)
58.0A	492		246			492
58.0B	492		246			492
57.1A	460		230			460
57.1B	460		230			460
56.8A	696		348		4	696
56.8B	696		348		7	696
<b>TOTALS</b>	<b>3296</b>		<b>1648</b>		<b>11</b>	<b>3296</b>

\*\*For estimation purposes the RJ Watson Silicoflex Joint Sealing System was selected. Should another supplier be chosen it is the Contractor's responsibility to ensure that the manufacturer's recommendations are followed for joint preparation, installation depths and widths, adhesive setting times and any other variances between the specifications provided by the manufacturer.\*\*



Fencing Items

Station	Station2	Location	607-B017 60" Type I Chain Link Fence, Class I (Linear Foot)	607-G058 Gate, 12' x 6' Chain Link (Each)	607-P1008 Line Post, 7' x 1 1/2" Galvanized Steel (Each)	607-P2004 Brace Post, 7 1/2' x 2" Galvanized Steel (Each)	607-P3004 Gate Post, 8'x2 1/2" Galvanized Steel (Each)	202-B126 Removal of Fence, All Types (Linear Foot)
817+37	820+12	LLL	275		29	2		275
814+50	815+00	LLL	50		6			50
813+10	813+70	LLL	60		7			60
812+20	812+50	LLL	30		4			30
809+00	811+00	LLL	200		21			200
804+00	805+00	LLL	100		11			100
801+20	802+40	LLL	120		13			120
798+00	798+50	LLL	50		6			50
797+80		LLL		1			2	0
795+60	796+60	LLL	100		11			100
776+50	795+00	LLL	1850		186	8		1850
770+00	775+20	LLL	520		53			520
767+00	768+50	LLL	150		16			150
761+50	762+00	LLL	50		6			50
755+20	760+60	LLL	540		55	2		540
751+80	753+00	LLL	120		13			120
748+40	749+00	LLL	60		7			60
746+20	746+80	LLL	60		7			60
740+00	740+60	LLL	60		7			60
738+20	739+00	LLL	80		9			80
734+30	734+80	LLL	50		6			50
726+40	726+80	LLL	40		5			40
724+60	725+20	LLL	60		7			60
722+20	723+00	LLL	80		9			80
719+40	720+40	LLL	100		11			100
717+30	718+80	LLL	150		16			150
714+40	717+00	LLL	260		27			260
701+00	713+80	LLL	1280		129	4		1280
699+00	699+40	LLL	40		5			40
684+20	687+60	LLL	340		35			340
669+00	672+20	LLL	320		33			320
660+30	660+80	LLL	50		6			50
666+60	667+20	LLL	60		7			60
608+40	609+20	LLL	80		9			80
605+20	605+60	LLL	40		5			40
589+60		LLL		1			2	0
589+20		Median		1			2	0
570+40	573+40	LLL	300		31	2		300
656+80		LLL		1	1		2	0
587+80	588+60	RRL	80		9			80
596+00	596+60	RRL	60		7			60
614+80	615+30	RRL	50		6			50
623+80	624+00	RRL	20		3			20
648+80	649+40	RRL	60		7			60
651+60	652+60	RRL	100		11			100
656+20	657+20	RRL	100		11			100

Station	Station2	Location	607-B017 60" Type I Chain Link Fence, Class I (Linear Foot)	607-G058 Gate, 12' x 6' Chain Link (Each)	607-P1008 Line Post, 7' x 1 1/2" Galvanized Steel (Each)	607-P2004 Brace Post, 7 1/2' x 2" Galvanized Steel (Each)	607-P3004 Gate Post, 8'x2 1/2" Galvanized Steel (Each)	202-B126 Removal of Fence, All Types (Linear Foot)
666+40	666+80	RRL	40		5			40
668+60	669+00	RRL	40		5			40
669+40	673+10	RRL	370		38			370
681+00	682+60	RRL	160		17			160
685+00	685+40	RRL	40		5			40
690+80	691+40	RRL	60		7			60
706+20	707+20	RRL	100		11			100
708+00	709+00	RRL	100		11			100
767+80	768+80	RRL	100		11			100
773+00	773+40	RRL	40		5			40
798+20	798+80	Median	60		7			60
800+00		RRL		1			2	
Totals			10236	5	1084	20	10	10236

\*Chain link total was increased by 10% for areas not seen or more damage found after start of project.

\*Removal of Fence, All Types shall include all items associated with the removal of fence including gates, posts, footings, hardware, etc.

**Clearing by Station**

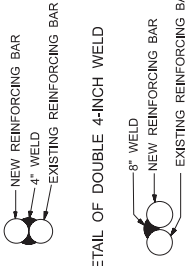
Location	Station	to	Station2	Length (STA)	Remarks
LLL	819+00		798+00	21	
LLL	790+00		731+20	59	
LLL	729+40		717+40	12	
LLL	716+00		698+20	18	
LLL	696+60		695+31	1	
LLL	697+15		679+75	17	
LLL	675+00		669+50	6	
LLL	665+80		661+00	5	
LLL	612+00		603+50	9	
LLL	601+80		591+20	11	
LLL	572+60		571+40	1	
RRL	592+00		598+00	6	
RRL	610+50		614+00	4	
RRL	618+40		628+60	10	
RRL	632+00		634+87	3	
RRL	635+71		636+60	1	
RRL	656+40		674+20	18	
RRL	678+80		696+51	18	
RRL	695+43		696+43	1	
RRL	698+00		728+00	30	
RRL	729+80		809+20	79	
LRL	755+60		766+60	11	median
LRL	767+60		769+80	2	median
RLL	769+80		767+00	3	median
RLL	766+20		756+00	10	median
RLL	790+00		804+80	15	median
LRL	790+00		803+60	14	median
RRL	805+20		813+80	9	ramp median
RRL	805+40		813+80	8	ramp median
LLL	813+00		816+00	3	ramp median
LLL	813+00		817+50	5	ramp median
RRL	816+00		820+00	6	ramp median
RRL	816+00		820+00	6	ramp median
LLL	819+00		822+00	5	ramp median
LLL	819+00		822+00	5	ramp median
				430	

STATION	LOCATION (L/R)	GUARDRAIL		FLARED TERMINAL END SECT. (EA)	TANGENT TERMINAL END SECT. (EA)	Cable Anchor TYPE I (EA)	BRIDGE END SECTION			DELINEATORS		Type 3 Object Markers (EA)	GUARDRAIL REMOVAL (LF)	Removal of Asphalt Paved Shoulders, All Depths (SY)	Saw Cut (LF)	Granular Material Crushed Stone (TON)	
		(W-BEAM) (LF)	THREE BEAM (LF)				TYPE "A" (EA)	TYPE "C" (EA)	TYPE "I" (EA)	SPEC. DESIGN BR END CONN. (EA)	WHITE (EA)						YELLOW (EA)
		TRANS. SECT. (LF)	THREE BEAM (LF)				TYPE "A" (EA)	TYPE "C" (EA)	TYPE "I" (EA)	SPEC. DESIGN BR END CONN. (EA)	WHITE (EA)						YELLOW (EA)
730+80	LLL	68.75	14,583	37.5	1	1							73,148	164,583	14		
TRICKHAM BRIDGE	NW	137.5			1	1						1	212.5	94,444	18		
TRICKHAM BRIDGE	NE	137.5			1	1						1	212.5	94,444	18		
TRICKHAM BRIDGE	SE	137.5			1	1						1	212.5	94,444	18		
TRICKHAM BRIDGE	SW	137.5			1	1						1	212.5	94,444	18		
NORTH ST	WEST	200			2	2						2	275	122,222	23		
NORTH ST	EAST	200			2	2						2	275	122,222	23		
698+90	LLL	137.5			1	1						7	200	88,889	17		
698+94	LLL	137.5			1	1						7	200	88,889	17		
694+00	LLL	606.25			1	1						12	650	288,889	54		
655+36	LLL	137.5			1	1						6	200	88,889	17		
655+10	LLL	137.5			1	1						6	200	88,889	17		
641+81	LLL	137.5			1	1						7	200	88,889	17		
641+77	LLL	137.5			1	1						7	200	88,889	17		
589+42	LLL	206.25			1	1						8	250	111,111	21		
589+72	LLL	206.25			1	1						8	250	111,111	21		
566+80	LLL	131.25			1	1						7	175	77,778	15		
MARQUETTE	WEST	225			2	2						11	300	133,333	25		
MARQUETTE	EAST	200			2	2						11	275	122,222	23		
80 ON RAMP	LLL	143.75			1	1						6	200	88,889	17		
80 ON RAMP	LLL	143.75			1	1						6	200	88,889	17		
587+00	LRL	212.5			1	1						8	256.25	113,889	21		
587+00	RRL	212.5			1	1						8	256.25	113,889	21		
634+50	LRL	143.75			1	1						8	206.25	91,667	17		
634+50	RRL	143.75			1	1						6	206.25	91,667	17		
652+00	LRL	143.75			1	1						6	206.25	91,667	17		
652+00	RRL	143.75			1	1						6	206.25	91,667	17		
676+00	LRL	681.25			1	1						24	725	322,222	60		
676+00	RRL	143.75			1	1						7	206.25	91,667	17		
676+00	LLL	143.75			1	1						7	206.25	91,667	17		
728+00	LLL	68.75	14,583	37.5	1	1						6	164,583	73,148	14		
812+00	LRL	143.75			1	1						6	206.25	91,667	17		
812+00	RRL	143.75			1	1						6	206.25	91,667	17		
		0											0	0	0		
		0											0	0	0		
TOTAL =		6031.250	29,166	75,000	12,000	25,000	9,000	10,000	8,000	2,000	4,000	159,000	105,000	3607.407	8116.666	676	

\*\*The existing asphalt behind the guardrail posts shall be removed according to the attached detail. Saw cuts for this removal will be paid for as Saw Cuts 3" regardless of asphalt thickness present.  
 \* REMOVAL OF ALL GUARDRAIL (BRIDGE END SECTIONS, W-BEAM, TYPE-I CABLE ANCHORAGE, TERMINAL END SECTIONS, ETC.) WILL BE PAID UNDER PAY ITEM 202-B REMOVAL OF GUARDRAIL.  
 \* REMOVAL OF GUARDRAIL DELINEATORS ARE CONSIDERED INCIDENTAL TO THE REMOVAL OF GUARDRAIL AND WILL NOT BE MEASURED AS A SEPARATE PAY ITEM.  
 \* ALL GUARDRAIL (METAL RAIL AND METAL POSTS ONLY) WILL BE RETAINED BY MDOT. WOODEN POSTS, ALL BLOCKOUTS, CONCRETE ANCHORS, ETC. WILL BE THE PROPERTY OF THE CONTRACTOR.  
 \*\* TOTAL GUARDRAIL LENGTH IS BASED ON A TERMINAL END SECTION 37.5' LONG. IF A TERMINAL END SECTION OF A DIFFERENT LENGTH IS USED, THE LENGTH OF THE W-BEAM MAY HAVE TO BE ADJUSTED.







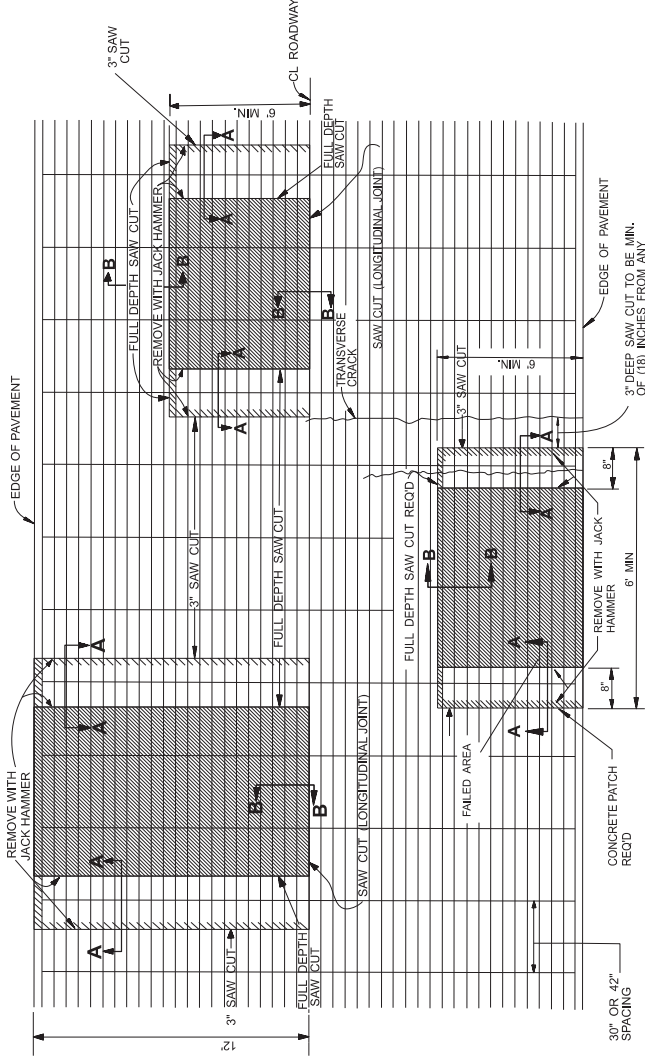
DETAIL OF DOUBLE 4-INCH WELD



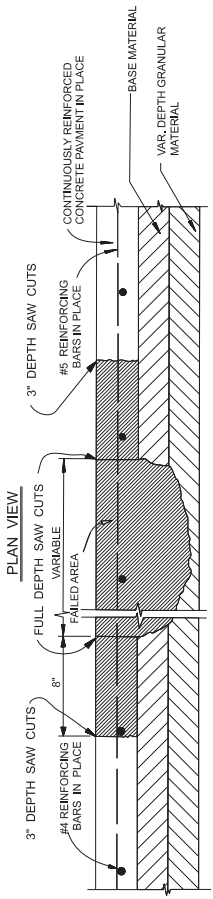
DETAIL OF SINGLE 8-INCH WELD

GENERAL NOTES

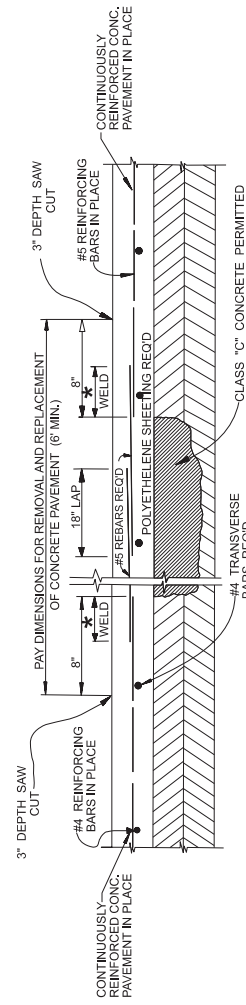
1. REMOVE EXISTING MATERIALS TO DIMENSIONS DETERMINED BY THE ENGINEER.
2. REMOVAL OF ASPHALT PATCHES AND CONCRETE PAVEMENT WILL BE PAID FOR UNDER THE APPROPRIATE PAY ITEM.
3. REINFORCING BARS TO BE FIELD CUT AS DIRECTED BY THE ENGINEER. COST OF REQUIRED REINFORCING BARS TO BE INCLUDED IN THE BID PRICE OF THE CONCRETE PAVEMENT.
4. REMOVAL OF FAILED BASE (BY AS REMOVAL OF CEMENT TREATED BASE - S.V.), BACKFILL WITH CLASS "C" CONCRETE (BASE REPAIR).
5. PAVEMENT EDGE ADJACENT TO SHOULDER SHALL BE FINISHED.
6. SEE SHEET NO. 102 FOR DETAILS NOT SHOWN.
7. POLYETHYLENE SHEETING SHALL BE TWO (2) LAYERS OF 8 MIL THICKNESS. (ABSORBED ITEM).
8. REINFORCING BARS WILL BE SUPPORTED AS SHOWN ON SHEET NO. 102.
9. ALL SAW CUTS (3" DEPTH, FULL DEPTH AND LONGITUDINAL JOINT) WILL BE PAID FOR UNDER APPROPRIATE PAY ITEMS.
10. #5 DEFORMED TIE BARS (60 IN. LONG @ 24 IN. SPACING) WILL BE PAID FOR UNDER APPROPRIATE PAY ITEM.
11. THE TRANSVERSE BARS IN THE REPAIR AREA WILL BE SPACED ON 42" CENTERS REGARDLESS OF THE EXISTING SPACING OF THE TRANSVERSE STEEL.



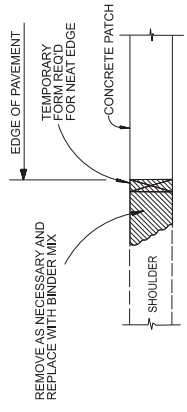
PLAN VIEW



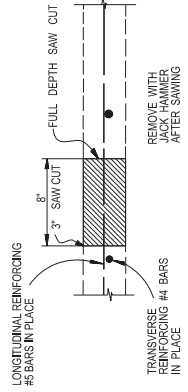
SECTIONAL VIEW (SHOWING AREA TO BE REMOVED)



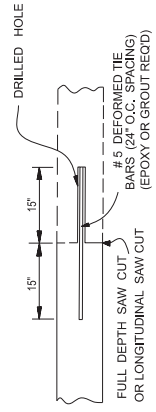
SECTIONAL VIEW (SHOWING REPLACED AREA)



DETAIL FOR FORMING OUTER EDGE



SECTION A - A



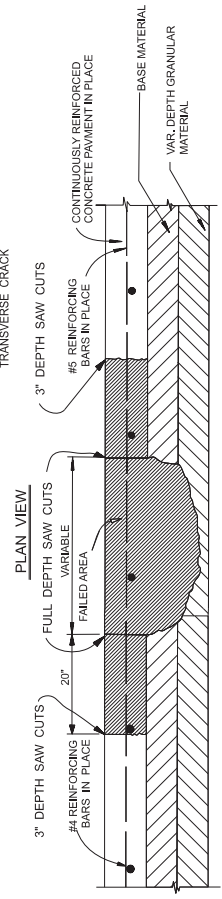
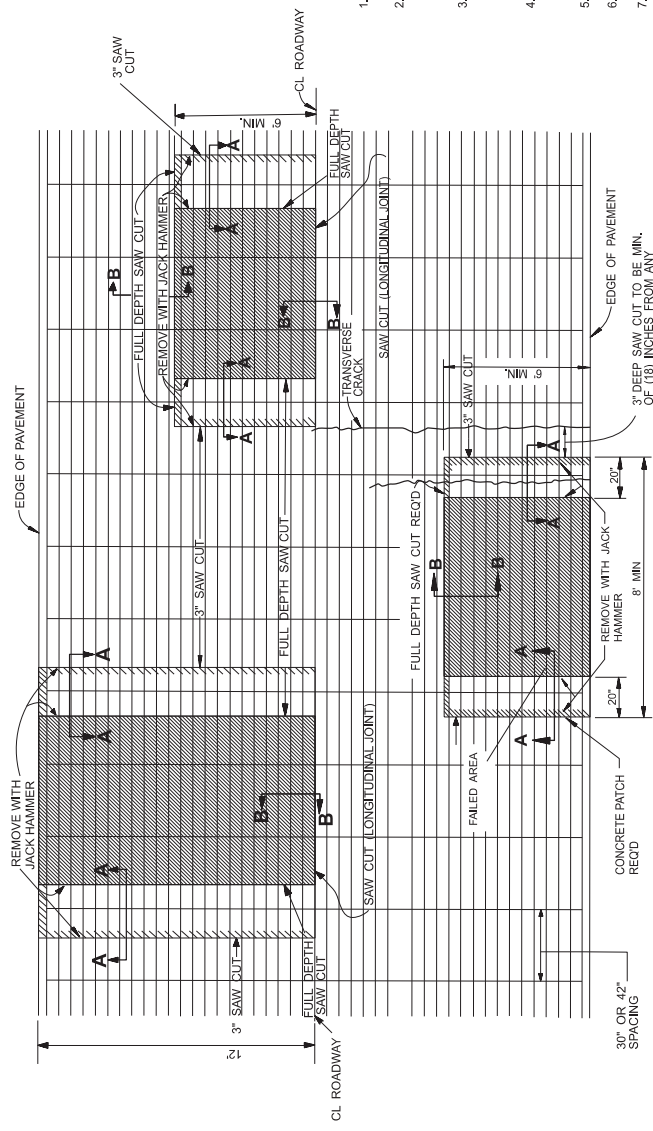
SECTION B - B

Notice To Bidders No. 774 - Co

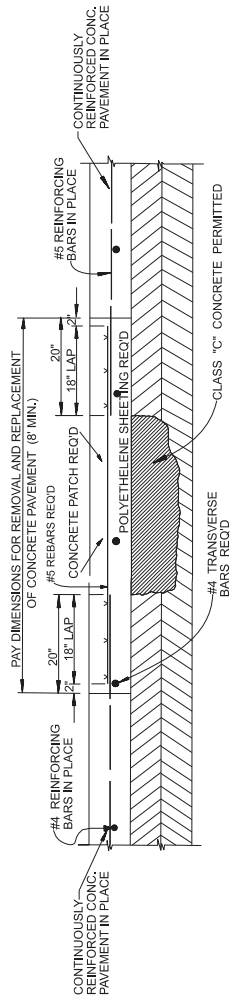
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TYPICAL CRC PAVEMENT REPAIRS (OPTIONAL WELDING METHOD)	
PROJECT NO. : IM-0020-01(294)	COUNTY : RANKIN
FILE NAME : 01-1A	DATE : 12-12-08
DESIGN TEAM	PERIOD

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TYPICAL CRC PAVEMENT REPAIR	
PROJECT NO.: IM-0020-01(294)	
COUNTY: RANKIN	
DATE	DATE
FILE NAME:	FILE
DESIGN TEAM	DATE

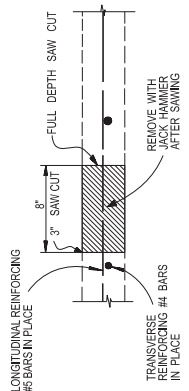
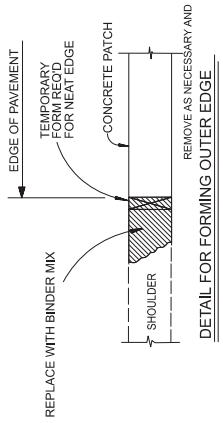
- GENERAL NOTES**
- REMOVE EXISTING MATERIALS TO DIMENSIONS DETERMINED BY THE ENGINEER.
  - REMOVAL OF ASPHALT PATCHES AND CONCRETE PAVEMENT WILL BE PAID FOR UNDER THE APPROPRIATE PAY ITEM.
  - REINFORCING BARS TO BE FIELD CUT AS DIRECTED BY THE ENGINEER. COST OF REQUIRED REINFORCING BARS TO BE INCLUDED IN THE BID PRICE OF THE CONCRETE PAVEMENT.
  - REMOVAL OF FAILED BASE (PAY AS REMOVAL OF CEMENT BASE REPAIR - S.V.), BACKFILL WITH CLASS "C" CONCRETE (BASE REPAIR).
  - PAVEMENT EDGE ADJACENT TO SHOULDER SHALL BE FORMED.
  - SEE SHEET NO. 102 FOR DETAILS NOT SHOWN.
  - POLYETHYLENE SHEETING SHALL BE TWO (2) LAYERS OF 8 MIL THICKNESS, (ABSORBED ITEM).
  - REINFORCING BARS WILL BE SUPPORTED AS SHOWN ON SHEET NO. 102.
  - ALL SAW CUTS OF DEPTH, FULL DEPTH AND LONGITUDINAL JOINTS WILL BE PAID FOR UNDER APPROPRIATE PAY ITEMS.
  - #5 DEFORMED TIE BARS (30 IN. LONG @ 24 IN. O.C. SPACING) WILL BE PAID FOR UNDER APPROPRIATE PAY ITEM.
  - THE TRANSVERSE BARS IN THE REPAIR AREA WILL BE PAID FOR UNDER APPROPRIATE PAY ITEM. THE EXISTING SPACING OF THE TRANSVERSE STEEL.



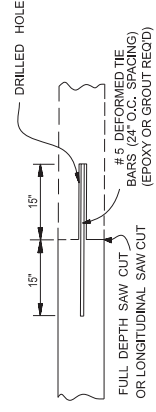
SECTIONAL VIEW (SHOWING AREA TO BE REMOVED)



SECTIONAL VIEW (SHOWING REPLACED AREA)



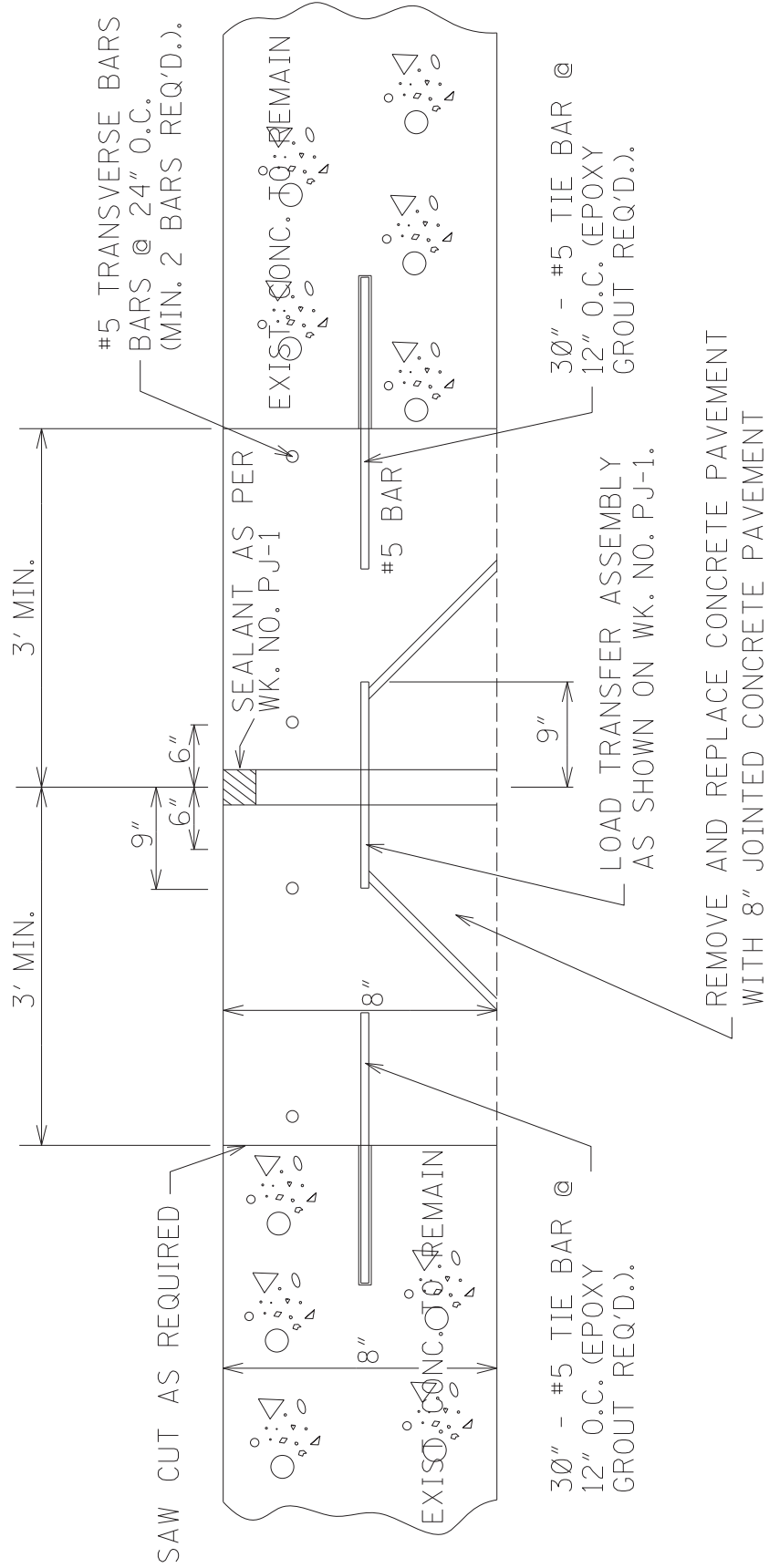
SECTION A - A



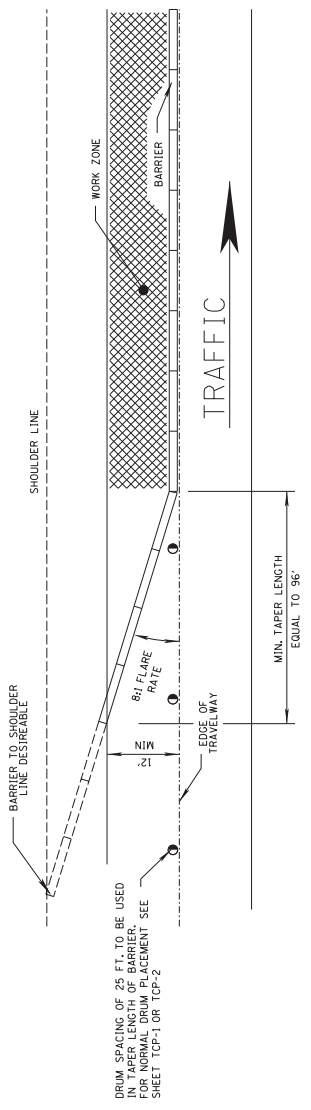
SECTION B - B

**RANKIN COUNTY**  
**IM-0020-01(294) / 110069301000**

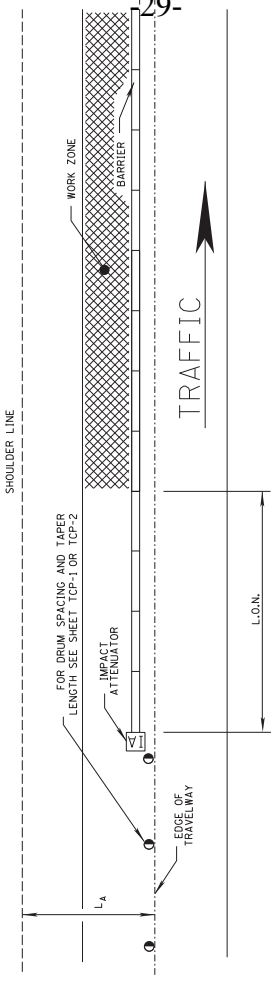
CONCRETE EXPANSION JOINT REPAIR DETAILS



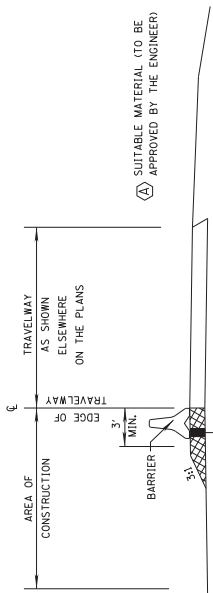
SECTIONAL VIEW OF REPLACED JOINT



DETAIL OF POSITIVE BARRIER WITH TAPER

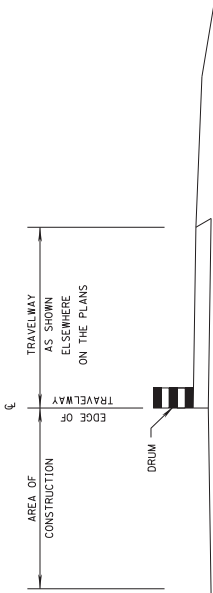


DETAIL OF POSITIVE BARRIER WITH IMPACT ATTENUATOR



ELEVATION VIEW FOR POSITIVE BARRIER

- NOTES:
1. POSITIVE BARRIER IS REQUIRED IN THE AREA OF OPEN PUNCH OUTS THAT ARE WITHIN SIX (6) FEET OF THE TRAVELWAY WHENEVER ACTUAL REPAIR WORK IS NOT BEING PERFORMED WITHIN THE LANE CLOSURE.
  2. MATERIAL USED TO SUPPORT POSITIVE BARRIER MUST BE AT SAME ELEVATION AS PAVEMENT IN ADJACENT TRAVELWAY.
  3. DELINEATORS REQUIRED ON ALL NON-REFLECTIVE BARRIER, AS SHOWN ON WORKING NO. CMB-3.



ELEVATION VIEW FOR DRUM

- NOTES:
1. WHILE WORK IS BEING PERFORMED WITHIN THE LANE CLOSURE DROP-OFFS MUST BE PROTECTED WITH DRUMS, ETC. IN EMERGENCIES EXCAVATED SECTION MAY BE BACKFILLED WITH GRANULAR MATERIAL, STONE OR OTHER APPROVED MATERIAL TO AVOID OVERNIGHT DROP-OFFS.
  2. LANE CLOSURES WITH OPEN PUNCH OUT AREAS MAY NOT BE LEFT UNATTENDED WHEN DRUMS ARE BEING USED FOR LANE CLOSURE

Notice To Bidder No. 774

GENERAL NOTES:

1. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER OTHER BID ITEMS.
2. FOR DETAILS OF DRUM PLACEMENT SEE OTHER TRAFFIC CONTROL PLANS.

DESIGN SPEED (mph)	RUNOUT LENGTH (L <sub>R</sub> ) GIVEN TRAFFIC VOLUME (ADT) (v/f)	
	OVER 10,000 veh/day	1,000-5,000 veh/day
70	360	230
60	300	210
50	230	190
40	160	130
30	110	90
		80
		70

WHERE: L<sub>A</sub> = LATERAL EXTENT OF THE AREA OF CONCERN  
 L<sub>R</sub> = RUNOUT LENGTH  
 L<sub>2</sub> = LATERAL OFFSET FROM EDGE OF TRAVELED WAY TO BARRIER.

1. LENGTH OF NEED, L.O.N. =  $\frac{L_R L_A - L_2^2}{L_A}$

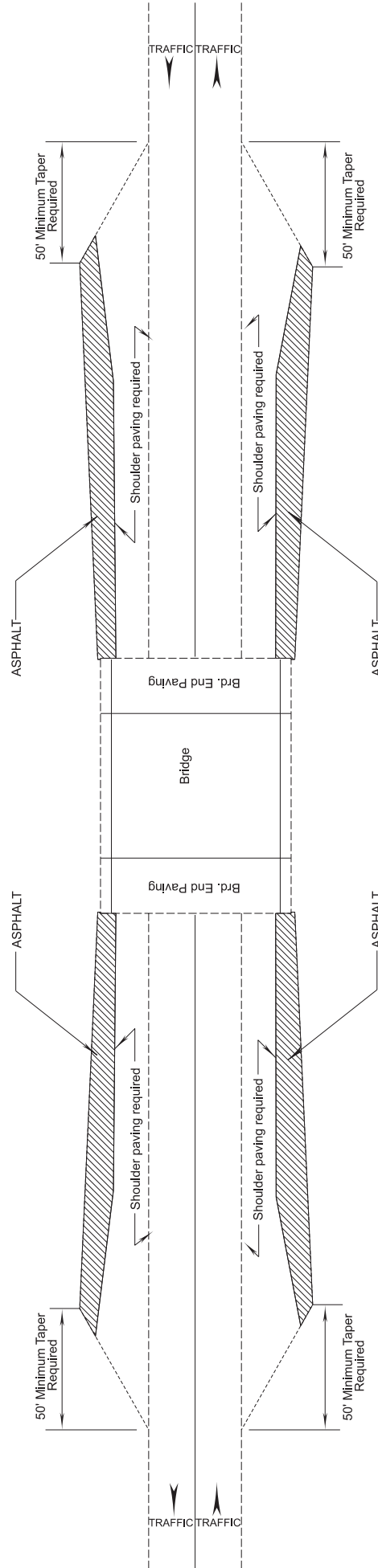
2. RUNOUT LENGTH (L<sub>R</sub>) IS TO BE DETERMINED USING THE FOLLOWING TABLE:

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
**LANE CLOSURE DETAILS FOR GREATER THAN 3 INCH DROPOFF**

PROJ. NO.: UPDATE  
 COUNTY: UPDATE  
 SHEET NUMBER: SDTCP-C  
 DESIGN TEAM: UPDATE  
 CHECKED: UPDATE  
 DATE: UPDATE

CONSTRUCTION NUMBER: SDTCP-C  
 SHEET NUMBER: SDTCP-C  
 \$PG\$

**RANKIN COUNTY**  
**IM-0020-01(294)/110069-301000**





MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
**MDOT**

DESIGNED BY:	
DETAILED BY:	
CHECKED BY:	
DATE:	

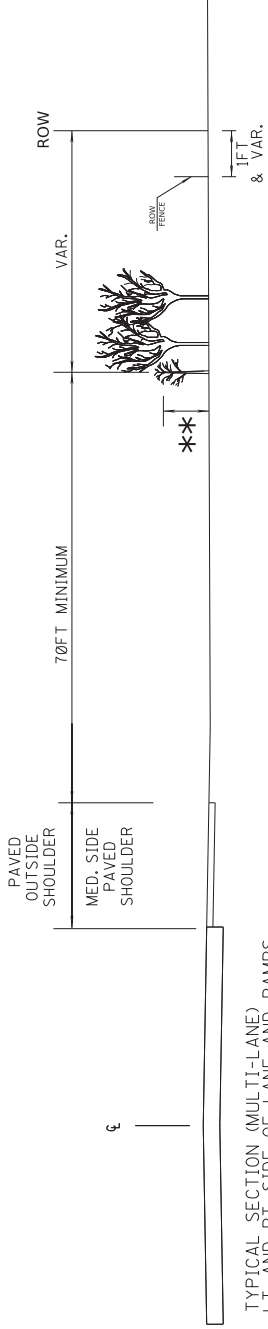
FMS CON: /	
PROJECT NO.:	
COUNTY:	

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

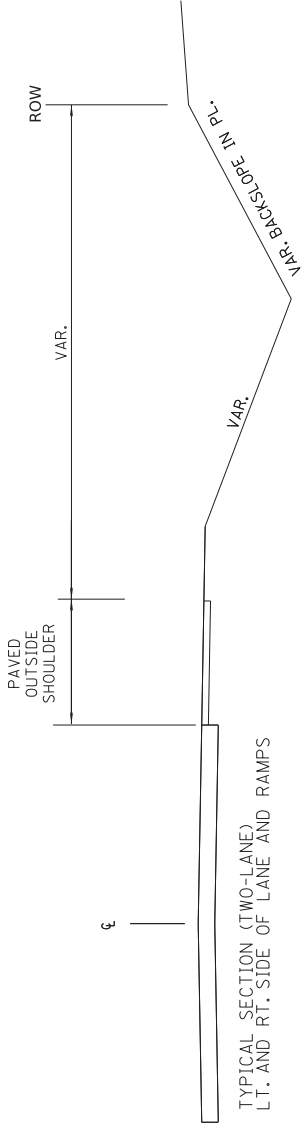
SHEET ID	
SHEET NO.	

-31-

Notice To Bidders No. 7744 Cont'd



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

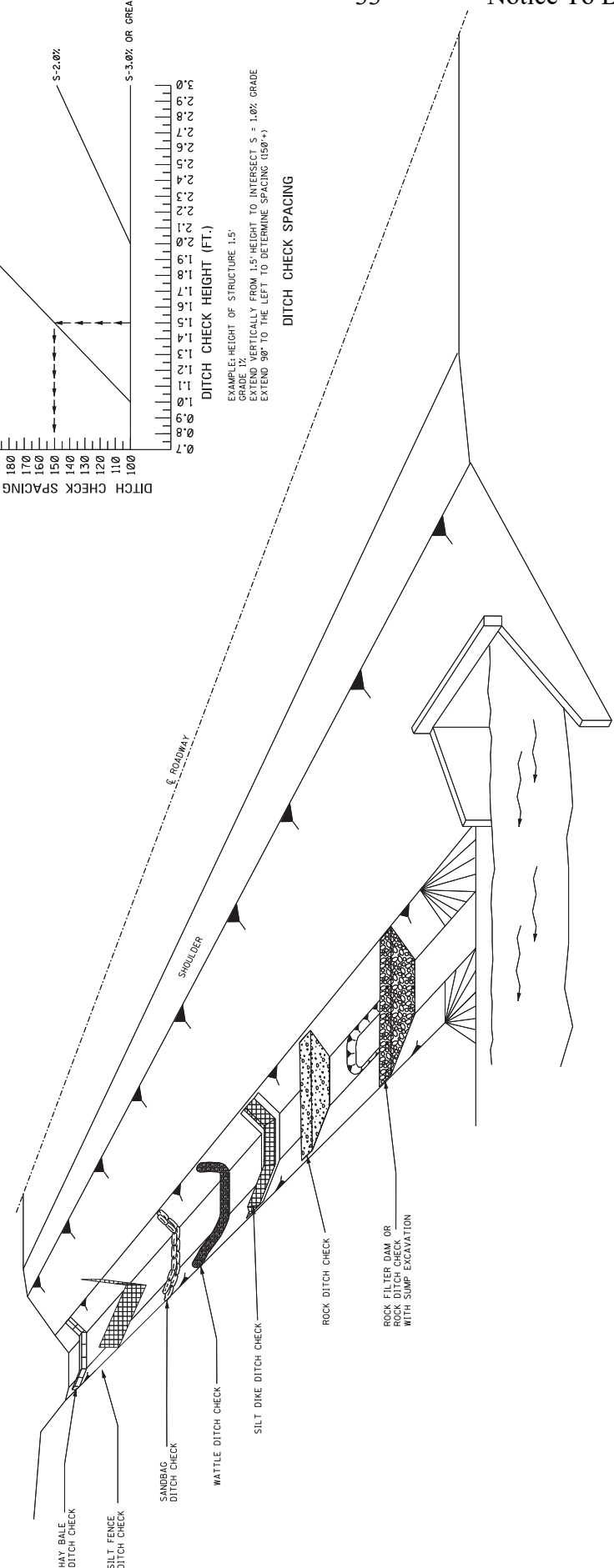
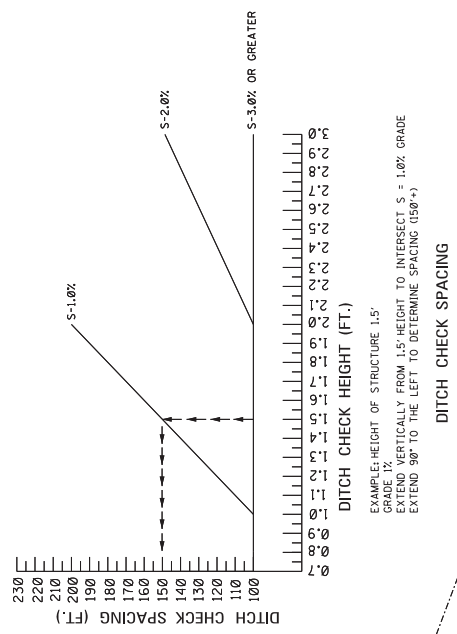


TYPICAL SECTION (TWO-LANE)  
LT. AND RT. SIDE OF LANE AND RAMPS

TYPICAL SECTIONS - ROADSIDE CLEAR ZONE REQ'D

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





**GENERAL NOTES:**

1. THE DITCH CHECK PERSPECTIVE ILLUSTRATES A TOOL BOX OF TEMPORARY PRACTICES THAT MAY BE USED. DITCH CHECKS ARE INSTALLED TO CONTROL RUNOFF VELOCITY AND THUS REDUCE EROSION AND PROVIDE FOR TRAPPING OF SEDIMENTS.
2. SELECTION OF THE APPROPRIATE DITCH CHECK SHOULD BE A FUNCTION OF CONSTRUCTION PHASE, DRAINAGE AREA, DITCH GRADIENT, SOIL TYPE, ECONOMY AND SAFETY.
3. DITCH CHECKS CAN BE REMOVED FOR MAINTENANCE AND/OR REPLACEMENT BUT MUST REMAIN IN PLACE UNTIL UPSLOPE AREAS HAVE BEEN PERMANENTLY STABILIZED. MAINTENANCE INCLUDES REMOVAL OF SEDIMENT BEGINNING WHEN SEDIMENT ACCUMULATION REACHES 1/2 THE CAPACITY OR HEIGHT OF THE STRUCTURE AND NEVER ALLOWING FOR SEDIMENT TO ACCUMULATE MORE THAN 1/2 THE VOLUME OR HEIGHT OF THE DITCH CHECK STRUCTURE.
4. HAY BALES SHOULD BE USED TO INTERCEPT LOW VOLUME FLOWS IN LOW TO MODERATE GRADIENT DITCHES.
5. SILTS FENCE DITCH CHECKS SHOULD BE USED WHERE IT HAS BEEN DETERMINED THAT HAY BALE CHECKS ARE INADEQUATE. SILTS FENCE DITCH CHECKS SHOULD BE USED TO INTERCEPT LOW VOLUME FLOWS IN LOW TO MODERATE GRADIENT DITCHES.
6. SANDBAG DITCH CHECKS SHOULD BE USED FOR VELOCITY REDUCTION AND MINIMAL SEDIMENT TRAPPING IN CONCRETE PAVED DITCHES OR IN DITCHES THAT HAVE ROCK BOTTOMS.
7. WATTLE DITCH CHECKS CAN BE USED FOR VELOCITY REDUCTION AND CONTROL OF SEDIMENT TRANSPORT UNDER LOW TO MEDIUM FLOW CONDITIONS.
8. SILTS DIKE CHECKS CAN BE USED IN DITCHES WITH CONCENTRATED FLOWS WITHIN THE CLEAR ZONE WHERE RIPRAP CAN NOT BE USED, AS CONSTRUCTION PROGRESSES.
9. ROCK DITCH CHECKS WITH SUMP EXCAVATION CAN BE PLACED IN DITCHES TO ASSURE ON-SITE SEDIMENT TRAPPING REQUIREMENTS ARE MET. DITCH CHECK WITH SUMP EXCAVATION IS USED WHEN DITCHES RECEIVE DRAINAGE FROM CUT OR FILL SLOPES OR OTHER CRITICAL AREAS WHERE SOIL EROSION IS EXPECTED. DRAINAGE AREA FOR A TEMPORARY SEDIMENT TRAP SHOULD BE LIMITED TO 3 ACRES. THEY CAN BE USED IN SERIES TO INCREASE ON-SITE SEDIMENT TRAPPING EFFICIENCY.
10. DITCH CHECKS, IN NO CASE, SHALL BE PLACED IN LIVE STREAMS.
11. CONFIGURATION AND SPACING MAY BE ADJUSTED IF APPROVED BY THE ENGINEER TO ACCOMMODATE TRAVELWAY SAFETY, WATER FLOW, OR SOIL AND INSTALLATION CHALLENGES.

REVISION	
BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

**DITCH CHECK STRUCTURES,  
TYPICAL APPLICATIONS  
AND DETAILS**

DRAWING NUMBER: CD-4  
SHEET NUMBER: 6104  
ISSUE DATE: AUGUST 01, 2017

**EPOXY MORTAR REPAIR NOTES:**

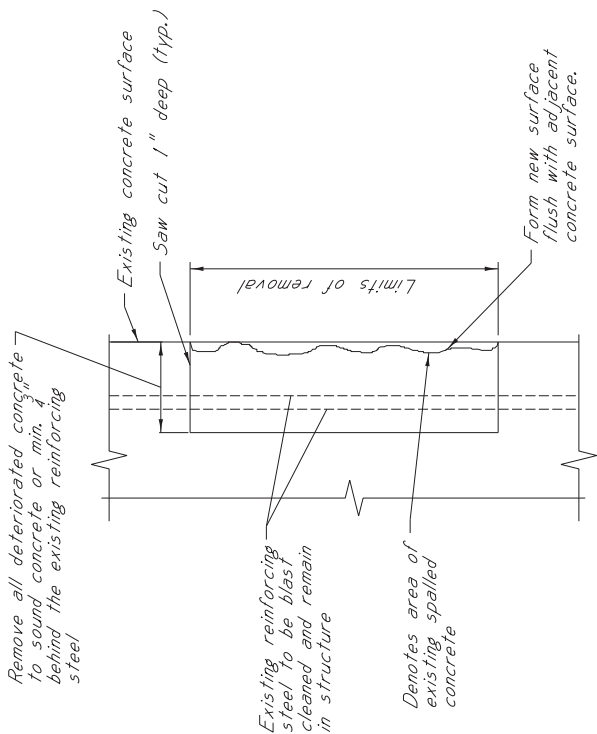
1. Repair concrete spalled areas on the bridge as directed by the Project Engineer using epoxy mortar.
2. Repair all concrete spalled areas listed on this page and as directed by the Project Engineer.
3. Repair any additional concrete spalled areas not listed on this page as directed by the Project Engineer.
4. Contractor shall sawcut around the perimeter of the damaged and unsound concrete. The Contractor shall determine the depth of reinforcement prior to any saw cutting.
6. Spalled areas where pack rust has developed around or on reinforcement shall be removed by small hand tools or pressure washing (using 3500 psi pressure). Hammers used to remove concrete shall be limited to 30 pounds.
7. All areas of the bridge repaired with epoxy mortar shall be restored to the original dimensions and details as shown in the information plans, unless noted otherwise.
8. Materials:
  - a. Epoxy Resin: Resin shall be selected from the MDOT approved materials list.
  - b. Silica Sand: Silica sand material shall be bagged general purpose blast cleaning sand.
  - c. Epoxy Mortar Mix: Epoxy mortar mix shall consist of part liquid epoxy and part clean, dry sand mixed in the ratio recommended by the manufacturer.
9. Application:
  - a. A representative of the epoxy manufacturer must be present for sufficient time to ensure the Contractor is properly schooled in the use of the epoxy materials.
  - b. Prior to placement of the mortar mix the prepared surface shall be lightly primed with neat epoxy.
  - c. Curing time shall be in accordance with manufacturer's recommendations.
10. The cost of saw cutting, removing spalled or cracked concrete, cleaning exposed reinforcing steel, patching material, labor and any miscellaneous materials necessary to complete the repairs as shown shall be paid for on a square feet basis as Bridge Repair, Epoxy Repair. This item shall be bid such that this item may be increased, decreased, or eliminated as directed by the Project Engineer.

**EPOXY BINDER**

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

**1" SAWCUT NOTES:**

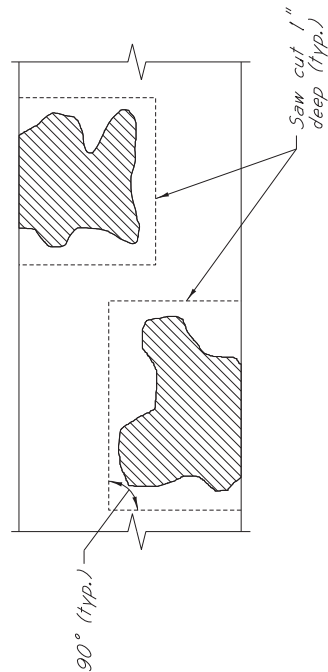
All 1" sawcuts shall be considered an absorbed item of work. The Contractor shall verify depth of reinforcing steel before making any sawcuts. The depth of the sawcut shall be no more than the depth of the reinforcing steel. Any damage to reinforcing steel shall be repaired to the satisfaction of the Engineer at no cost to the State.



~ Denotes areas of existing spalled concrete

**\*NOTE:**

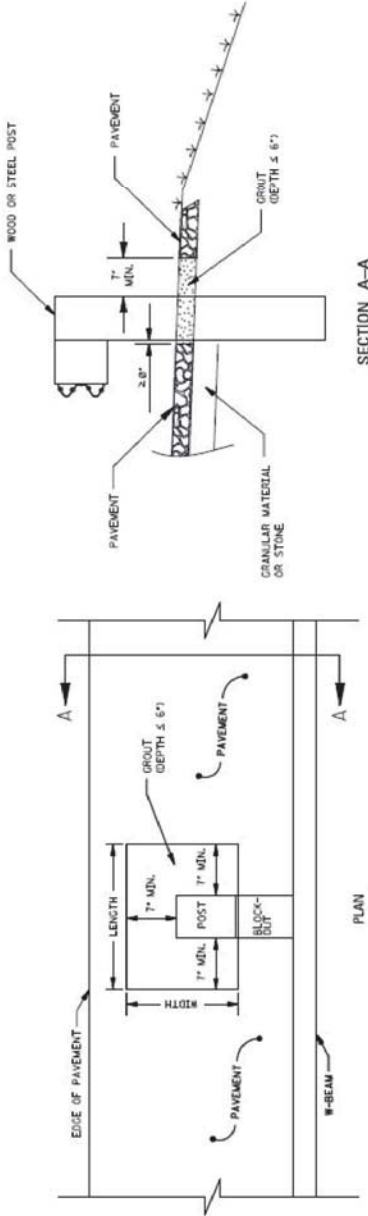
Saw cut existing concrete 1" deep so as to obtain a rectangular area. All existing reinforcement shall be carefully preserved and blast cleaned.



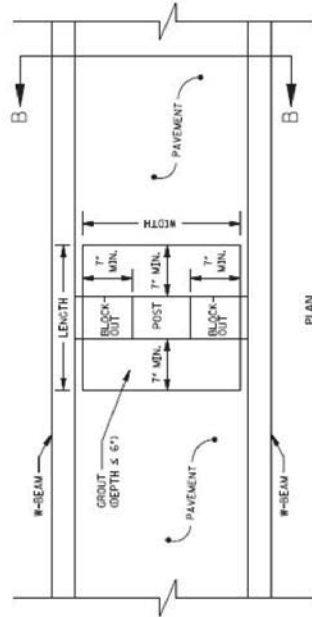
**EPOXY MORTAR SPALL REPAIR DETAIL**

**RANKIN COUNTY**  
**IM-0020-01(294)/110069-301000**

**Guardrail Post Installation in Paved Areas**



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



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

POST	SINGLE-FACED		DOUBLE-FACED	
	LENGTH (IN.)	WIDTH (IN.)	LENGTH (IN.)	WIDTH (IN.)
6"x6" WOOD	22	15	22	22
8"x8" WOOD	24	17	24	24
10"x10" WOOD	24	17	24	24
WEX3 STEEL	18	13	18	28

GENERAL NOTES:

1. GUARDRAIL POSTS SHALL NOT BE COMPLETELY SURROUNDED BY PAVEMENT. THE MINIMUM 7' CLEARANCE FROM THE POST SHALL HAVE A MINIMUM 7' CLEARANCE FROM THE PAVEMENT. THIS AREA SHALL BE FILLED WITH A LOW STRENGTH GROUT WITH A MAXIMUM 28 DAY COMPRESSIVE STRENGTH OF 1200 PSI.
2. GROUT SHALL BE INSTALLED AT A DEPTH EQUAL TO THE SURROUNDING PAVEMENT UP TO A MAXIMUM OF 6". IF SURROUNDING PAVEMENT IS GREATER THAN 6", THE DIFFERENCE SHALL BE FILLED IN WITH SHOULDER GRANULAR MATERIAL.
3. COST OF GROUT SHALL BE ABSORBED IN THE COST OF OTHER ITEMS BID.
4. PAVEMENT LEAVE-OUT AREAS ARE REQUIRED FOR STEEL AND WOOD POSTS.
5. STANDARD EMBEDMENT DEPTHS STILL APPLY, MEASURED FROM THE TOP OF THE PROJECTED PAVEMENT SURFACE.











MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAIL OF CONSTRUCTION  
SIGN SCHEDULE  
Trickhambidge Road  
COUNTY: RANKIN  
PROJ: IM-0020-01(294)/110069

FILENAME: DETAIL\_CSS.DGN

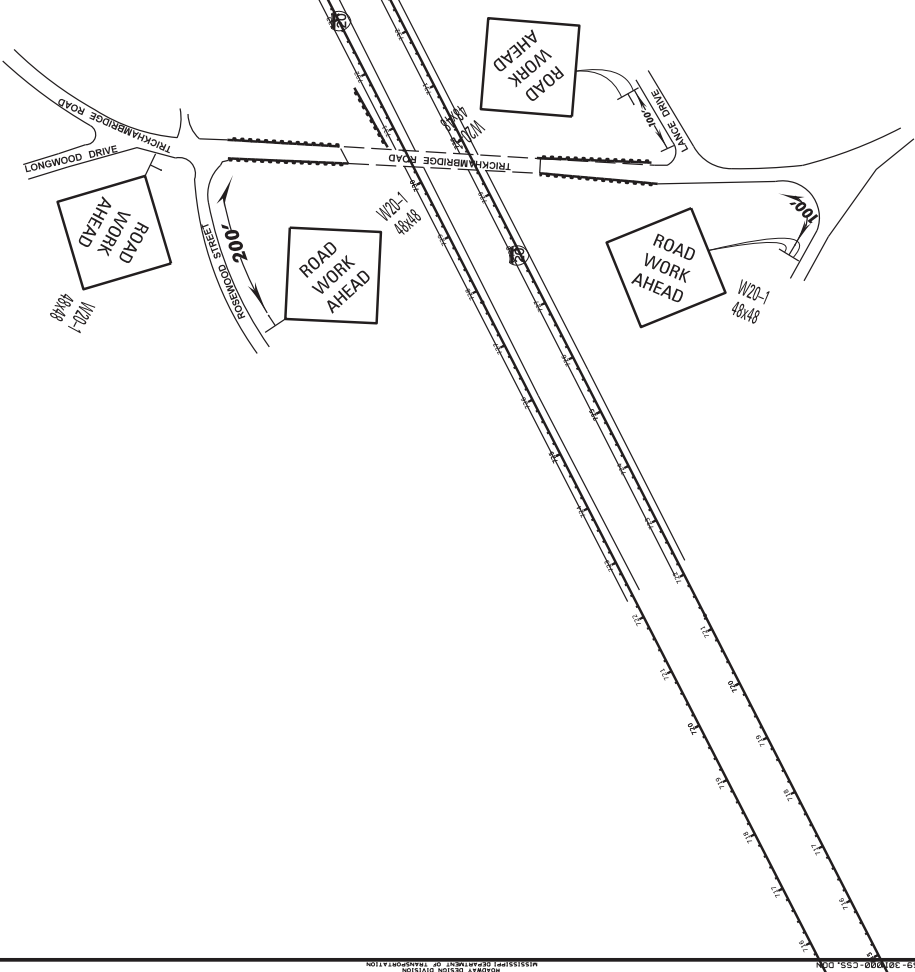
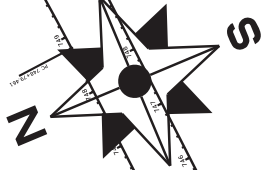
DESIGN TEAM

DATE	REVISION	BY

FWS CON-110069/301000

IM-0020-01(294) / 110069301000  
RANKIN COUNTY  
(at TRICKHAMBRIDGE ROAD )

CONSTRUCTION SIGN SCHEDULE #4

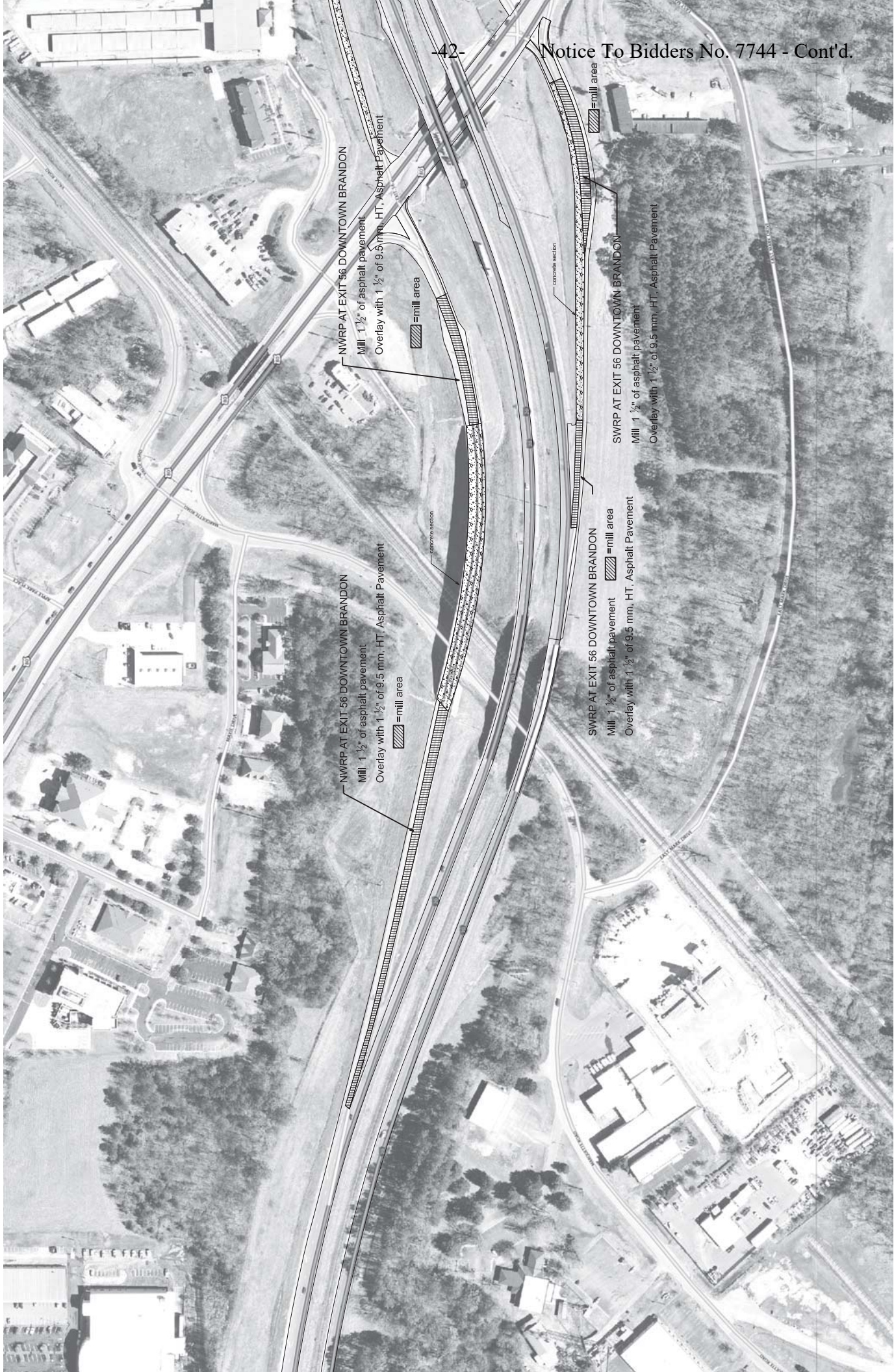


CONSTRUCTION SIGNS  
4- ROAD WORK AHEAD (W20-1)

NOTE:  
\*\* SIGN TO BE PLACED AS DIRECTED BY ENGINEER

\* DRAWING NOT TO SCALE





NWRRP AT EXIT 56 DOWNTOWN BRANDON  
 Mill 1 1/2" of asphalt pavement  
 Overlay with 1 1/2" of 9.5 mm, HT, Asphalt Pavement

=mill area

NWRRP AT EXIT 56 DOWNTOWN BRANDON  
 Mill 1 1/2" of asphalt pavement  
 Overlay with 1 1/2" of 9.5 mm, HT, Asphalt Pavement

=mill area

SWRRP AT EXIT 56 DOWNTOWN BRANDON  
 Mill 1 1/2" of asphalt pavement  
 Overlay with 1 1/2" of 9.5 mm, HT, Asphalt Pavement

SWRRP AT EXIT 56 DOWNTOWN BRANDON  
 Mill 1 1/2" of asphalt pavement  
 Overlay with 1 1/2" of 9.5 mm, HT, Asphalt Pavement

=mill area

=mill area

concrete section

concrete section

concrete section

concrete section

concrete section

concrete section

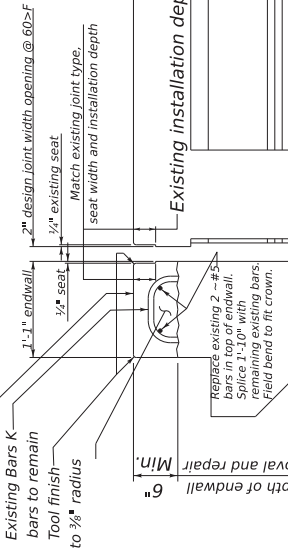
concrete section

concrete section

STATE MISS. PROJECT NO. IM-0020-01(294)

**FINISH NOTE:**  
The new top surface of endwall shall receive a broom or drag finish per section 501.03.18 of the Specifications. To help preclude future edge spalling, do not mechanically groove the top surface of the endwall.

**NOTE:**  
For endbent PART PLAN and PART ELEVATION views, see sheet no. 7.



**\*NOTE:**  
Remove 6" (min.) depth of endwall without damaging K Bars. Clean and prepare according to Specifications.



MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
WORKING NUMBER	PROJECT IM-0020-01(294) 110069/301000
COUNTY	RANKIN
CHECKED	DESIGNED
ISSUED DATE	DATE
NUMBER	NUMBER
SHEET	SHEET

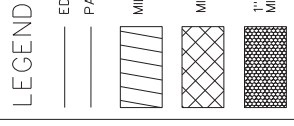
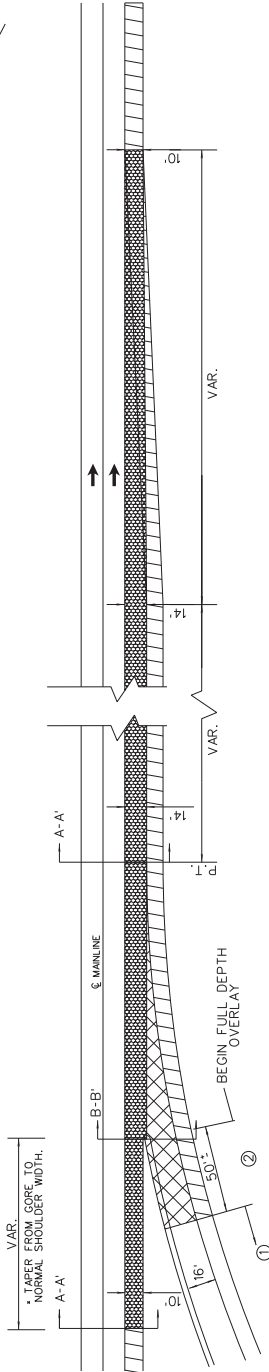
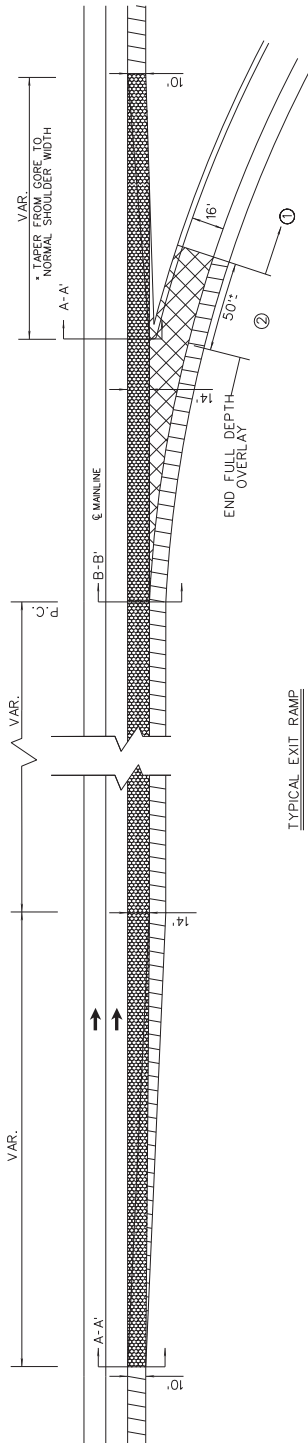




MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
TYPICAL SECTION  
OGFC PAVING DETAILS  
AT INTERCHANGE RAMPS

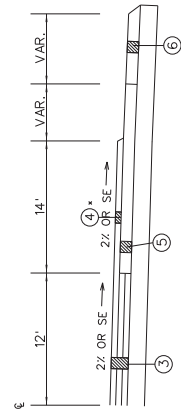
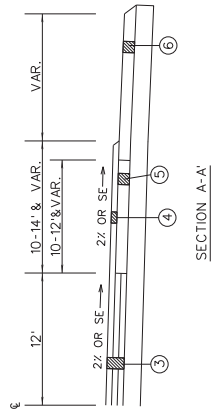
PROJECT NO: IM-0020-01(277)  
COUNTY: RANKIN

FILE NAME: OGFC\_AT\_INTERCHANGE.DGN  
DESIGN TEAM: \_\_\_\_\_  
CHECKED: \_\_\_\_\_  
DATE: \_\_\_\_\_



PAVING DETAILS

- ① MILL AND OVERLAY OR OVERLAY AS PER APPLICABLE TYPICAL SECTIONS
- ② MILL AND INLAY AS PER APPLICABLE TYPICAL SECTIONS
- ③ MAINLINE ASPHALT OVERLAY AS PER APPLICABLE TYPICAL SECTION
- ④ 1" - OGFC MIX REQ'D (10")
- ⑤ PER TYPICAL SECTION
- ⑥ PER TYPICAL SECTION



\* COMPACT OUTER 2" OF OGFC TO 1/2" THICKNESS

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

**SECTION 904 - NOTICE TO BIDDERS NO. 7784**

**CODE: (SP)**

**DATE: 4/21/2026**

**SUBJECT: Pay Item Correction**

**PROJECT: IM-0020-01(294) / 110069301 -- Rankin County**

Bidders are hereby advised of the following pay item changes:

The note at the bottom of the Guardrail Table describing payment for saw cuts is in error. Saw cuts for removal of asphalt behind the guardrail posts will be paid for using Pay Item **503-C010 Saw Cut, Full Depth Guardrail**.

The Bid Sheets are correct.

OGFC Lift approximately 5.3 miles on I-20 from MS 18 to US 80 (East Brandon), known as Federal Aid Project No. IM-0020-01(294) / 110069301 in Rankin County.

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
<b>Roadway Items</b>					
0010	201-D001		430	Station	Random Clearing
0020	202-B006		3,608	Square Yard	Removal of Asphalt Paved Shoulders, All Depths
0030	202-B009		79	Square Yard	Removal of Asphalt Pavement, Failed Areas
0040	202-B045		74	Square Yard	Removal of Cement Treated Base, All Depths
0050	202-B069		316	Square Yard	Removal of Concrete Pavement w/ Variable Depth Overlay
0060	202-B096		740	Linear Feet	Removal of Debris and Sand From Box Culvert, 10-foot and Greater Width
0070	202-B117		100	Each	Removal of Delineator, All Types
0080	202-B126		10,236	Linear Feet	Removal of Fence, All Types
0090	202-B135		10	Each	Removal of Guard Post
0100	202-B158		8,117	Linear Feet	Removal of Guard Rail, Including Rails, Posts and Terminal Ends
0110	202-B172		119	Square Feet	Removal of Legend, All Types
0120	202-B240		17,105	Linear Feet	Removal of Traffic Stripe
0130	202-B244		200	Each	Removal of Trees
0140	202-B276		335	Linear Feet	Removal of Debris from Drainage Channel
0150	203-G002	(E)	241	Cubic Yard	Excess Excavation, LVM, AH
0160	216-A001		250	Square Yard	Solid Sodding
0170	221-A001	(S)	28	Cubic Yard	Concrete Paved Ditch
0180	304-D002	(GT)	966	Ton	Granular Material, Crushed Stone
0190	406-D001		191,571	Square Yard	Fine Milling of Bituminous Pavement, All Depths
0200	413-D002		912	Linear Feet	Cleaning and Filling Joints
0210	503-B001		463	Linear Feet	Saw Cut, Longitudinal Joints
0220	503-C004		629	Linear Feet	Saw Cut, 3-inch
0230	503-C010		1,472	Linear Feet	Saw Cut, Full Depth
0240	503-C010		8,117	Linear Feet	Saw Cut, Full Depth Guardrail
0250	503-D001		20	Cubic Yard	Concrete for Base Repair
0260	503-E002		116	Each	Tie Bars, No. 5 Deformed Drilled and Epoxied or Grouted
0270	606-A003		24	Each	Guard Posts
0280	606-B003		6,032	Linear Feet	Guard Rail, Class A, Type 1, 'W' Beam, Metal Post
0290	606-B011		75	Linear Feet	Guard Rail, Class A, Type 1, Thrie Beam, Metal Post
0300	606-B013		30	Linear Feet	Guard Rail, Class A, Type 1, Thrie Beam, Transition Section
0310	606-C001		9	Each	Guard Rail, Cable Anchor Type 1, Metal Post
0320	606-D005		10	Each	Guard Rail, Bridge End Section, Type A

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
0330	606-D009		8	Each	Guard Rail, Bridge End Section, Type C
0340	606-D023		2	Each	Guard Rail, Bridge End Section, Type I, Metal Post
0350	606-E005		12	Each	Guard Rail, Terminal End Section, Flared
0360	606-E007		25	Each	Guard Rail, Terminal End Section, Non-Flared
0370	606-G003		4	Each	Special Sections, Special Design Bridge Connector
0380	607-B017		10,236	Linear Feet	60" Type I Chain Link Fence, Class I
0390	607-G058		5	Each	Gate, 12' x 6' Chain Link
0400	607-P1008		1,084	Each	Line Post, 7' x 1 1/2" Galvanized Steel
0410	607-P2004		20	Each	Brace Post, 7 1/2' x 2" Galvanized Steel
0420	607-P3004		10	Each	Gate Post, 8' x 2 1/2" Galvanized Steel
0430	619-A1001		24	Mile	Temporary Traffic Stripe, Continuous White
0440	619-A2001		24	Mile	Temporary Traffic Stripe, Continuous Yellow
0450	619-A3001		22	Mile	Temporary Traffic Stripe, Skip White
0460	619-A5001		14,563	Linear Feet	Temporary Traffic Stripe, Detail
0470	619-A6001		240	Square Feet	Temporary Traffic Stripe, Legend
0480	619-D1001		32	Square Feet	Standard Roadside Construction Signs, Less than 10 Square Feet
0490	619-D2001		232	Square Feet	Standard Roadside Construction Signs, 10 Square Feet or More
0500	619-G4005		48	Linear Feet	Barricades, Type III, Single Faced
0510	620-A001		1	Lump Sum	Mobilization
0520	630-F010		155	Each	Delineators, Post Mounted, Double White
0530	630-F011		45	Each	Delineators, Post Mounted, Double Yellow
0540	630-F012		80	Each	Delineators, Post Mounted, Single White
0550	630-F013		35	Each	Delineators, Post Mounted, Single Yellow
0560	907-402-A002	(BA1)	7,893	Ton	Open Graded Friction Course, 9.5-mm Mixture
0570	907-402-B001	(A3)	20,787	Gallon	Bituminous Tack Coat
0580	907-403-A013	(BA1)	1,609	Ton	9.5-mm, HT, Asphalt Pavement
0590	907-403-B001	(BA1)	180	Ton	12.5-mm, HT, Asphalt Pavement, Leveling
0600	907-403-S002		26,681	Linear Feet	Joint Sealant
0610	907-405-A001	(BA1)	1,480	Ton	Stone Matrix Asphalt, 9.5 mm Mixture
0620	907-407-A001	(A2)	3,768	Gallon	Asphalt for Tack Coat
0630	907-413-A001		2,000	Linear Feet	Joint Sealer Material, Mastic Patching Material
0640	907-413-E001		1,064	Linear Feet	Sawing and Sealing Transverse Joints in Asphalt Pavement
0650	907-414-B001	(A2)	3,700	Gallon	Asphalt for Fog Seal
0660	907-420-A002		1,000	Pounds	Undersealing Concrete Pavement

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
0670	907-503-A001	(C)	261	Square Yard	8" and Variable Continuously Reinforced Concrete Pavement, Broom Finish
0680	907-503-A002	(C)	83	Square Yard	8" and Variable Jointed Concrete Pavement
0690	907-618-A001		1	Lump Sum	Maintenance of Traffic
0700	907-618-M2001		1,080	Hours	Work Zone Law Enforcement [\$60.00]
0710	907-626-A010		11	Mile	6" Thermoplastic Traffic Stripe, Skip White
0720	907-626-B006		12	Mile	6" Thermoplastic Traffic Stripe, Continuous White
0730	907-626-E005		12	Mile	6" Thermoplastic Traffic Stripe, Continuous Yellow
0740	907-626-G004		14,563	Linear Feet	Thermoplastic Detail Stripe, White
0750	907-626-H009		240	Square Feet	Thermoplastic Legend, White
0760	907-627-K001		2,500	Each	Red-Clear Reflective High Performance Raised Markers
0770	907-687-A001		1	Each	Traffic Recorder Classification Permanent System
0780	907-808-A003	(S)	3,296	Linear Feet	Joint Repair Without Epoxy
0790	907-823-A001		1,648	Linear Feet	Preformed Joint Seal, Type I
0800	907-823-B001		3,296	Linear Feet	Saw Cut, Type I
0810	907-824-A003		11	Square Feet	General Epoxy Repair
0820	907-824-PP008		80	Linear Feet	Bridge Repair, Endwall Repair, Per Plans

