

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> 5/21/2026 </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 NTB No. 7851; Revised Wage Rates; Amendment EBSx Download Required.

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

Respectfully Submitted,

DATE _____

 Contractor

BY _____
 Signature

TITLE _____

ADDRESS _____

CITY, STATE, ZIP _____

PHONE _____

FAX _____

E-MAIL _____

(To be filled in if a corporation)

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

 President Address

 Secretary Address

 Treasurer Address

The following is my (our) itemized proposal.

SP-0023-02(068)/ 109770301000 & STBG-0024-03(021)/ 109770302000

Leake County(ies)

Revised 01/26/2016

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 7851

CODE: (SP)

DATE: 5/21/2026

SUBJECT: Scope of Work

**PROJECT: STBG-0024-03(021) / 109770302 & SP-0023-02(068) / 109770301
Leake County**

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

A general description of the work required on the project is as follows:

Mill and overlay approximately 5.5 miles of existing pavement on SR 35 in Leake County beginning at Pleasant Hill Rd. (BOP Station 10+00) and ending at SR25 (EOP Station 300+51)

Details of specific work are mentioned in the following sections.

Station 10+00 to 300+51

Prior to mainline milling and paving operations, failed areas in the existing pavement shall be removed (4 3/4" to 10") and variable and repaired full depth using 12.5 mm MT Leveling asphalt pavement as per the attached typical sections and details. Other repairs may be necessary as field conditions require and as directed by the Engineer. After failures have been repaired, mill the travel lanes, paved shoulders, local roads and driveway pads to a depth of 2" and variable with intent to correct the cross slope to 2% in tangent sections.

Station 137+98 to Station 138+83

Mill existing HMA pavement structure to a 4" depth and inlay with 4" (2 lifts @ 2") SMA, 12.5 mm, to the end of white-topping sections. No work required on white-topping sections.

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 and paving operations shall be performed such that a -2% slope from centerline is provided in normal crown roadway sections. Superelevation through curves shall be maintained as it currently exists or improved as directed. Where slope correction is required correction will be made by milling, paving, or combination thereof as directed by the engineer. Milling correction: Mill outside edge of pavement to a depth of 1 ½" on a 2% slope towards the centerline. Paving Correction: Mill to depth of 1 ½" on existing slope and 2" and variable on centerline and 1 ½" on outside edge. Combination Method: Combination of both methods as directed by the Engineer to achieve the desired slope. In super elevated areas where correct SE exist milling will transition to thickness through curves. Where correct SE does not exist milling will transition at curves to correct SE as directed by the engineer.

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

Milling of driveway pads shall be conducted in a manner to prevent gouging or otherwise affecting the roadway pavement structure and slope. Milling of driveway pads shall not be done in simultaneous path with main line milling.

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.

Prior to mainline milling and paving operations, failed areas in the existing pavement shall be removed and backfilled with 12.5 mm MT Leveling asphalt pavement as per the attached typical sections and details. 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 backfilled with 12.5 mm MT Leveling asphalt pavement. 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 except as allowed by the Engineer on multilane projects.

The surface lift for failed area repair or concrete punchout repair shall have a maximum deviation of 3/8" as determined by a 10 foot straight edge. Any location that deviates more than this tolerance, as determined by the Engineer, shall be corrected at no additional cost to the State. Publicly maintained roads and streets should be paved to the existing right-of-way and in accordance with the attached drawings.

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

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

Crushed Stone 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.

Granular material (304-D002 Granular Material, Crushed Stone) shall be provided around driveway pads as directed to prevent shoulder drop-offs and shall be placed in a timely manner. Drop-offs exceeding 2 1/4" shall be corrected within 2 calendar days of the placement of the pad.

Any material excavated from the existing shoulder as a result of shoulder blading shall be used on the existing shoulder to match the new pavement elevation and any surplus material shall be spread along the edge of the shoulders, fore slopes, or other adjacent areas as directed by the Engineer and will be an absorbed item. Material which cannot be suitably placed in adjacent areas and deemed to be excess excavation by the Engineer shall be removed from the project

site. Payment for removal of excess material will be made using Pay Item No. 203-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.

Rumble strip will be placed throughout the project limits in accordance with the attached details and MDOT Standard Drawings.

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.

Payment for edge stripe on local roads shall be made under Pay Item No. 907-626-G004, Thermoplastic Detail Stripe, White when the length of said stripe is less than 150 feet when measured from the end of the radius. If the measured length is greater than 150 feet, then payment shall be made under Pay Item No. 907-626-B006 6" Thermoplastic Traffic Stripe, Continuous White.

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

be made under Pay Item No. 907-626-E005 6" Thermoplastic Traffic Stripe, Continuous Yellow. Centerline Stripe shall be omitted on local roads whose width is less than 20 feet.

The face of all existing undisturbed curbs shall be painted with at least two coats of white traffic paint with glass beads being required in the top coat. The cost associated with the painting of new or existing curb is to be included in other items bid.

The face of all existing, painted, concrete islands shall be painted with at least two coats of white traffic paint with glass beads being required in the top coat. The cost associated with the painting of new or existing curb is to be included in other items bid.

Pavement section marking tape on this project shall be located prior to overlaying and placed back in the same location after paving operations have ceased. The section marking shall be 8-inch high performance cold plastic detail stripe and shall be four (4) feet in length. The marking shall be centered across the centerline stripe. The cost of this item shall be absorbed in other items bid. (If the section marker tape is in the project limits.)

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 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.

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.

Locations where the posts are imbedded into the concrete bridge flume shall be replaced to provide for the required MASH post spacing. The cost associated to saw cut bridge flumes and removal of concrete flumes shall be included in the price of pay item 503-C010 Saw Cut, Full Depth and 202-B063 Removal of Concrete Paved Ditch. After the new guardrail has been

installed bridge flumes shall be poured back using pay item 221-A001 Concrete Paved Ditch which shall include all materials, equipment, labor, and etc required to complete the work.

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. 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 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.

Temporary Portable Rumble Strips, as described in Special Provision No. 907-619, shall be used in advance of each lane closure. Direct payment will be made for this item, Pay Item No. 907-619-B001 Temporary Portable Rumble Strips. Pay Item No. 907-619-B001 Temporary Portable Rumble Strips shall be retained by The Department and delivered to 1577 MS-16, Carthage, MS 39051 upon completion of project.

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.

Pipe repairs are required at the intersection of W. Main St and Old Canton Rd. Quantities are included in the tables provided.

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.

All existing joints on Bridges 131.6, 132.0, 132.4 and 132.8 shall be removed and replaced with preformed joint seal. Appropriate bid items necessary to complete construction of new joints will be provided except the removal of existing joints material which will be absorbed in pay item 907-808-A002: Joint Repair. All material, labor, and equipment required for epoxy mortar mix shall be included in 907-808-A002: Joint Repair. All existing finger joints on Bridge #132.0 (station 37+54) need to be cleaned, the cost of which is to be absorbed in other items bid.

Vehicle loop detectors at desired locations are to be replaced with video detection sensors. Video detection units shall be installed per manufacturer's recommendations. Contractor may remove existing detection loop cable, if necessary. Cable quantities may be adjusted based on detector locations per manufacturer recommendations. Removal of vehicle loop detection cable shall be absorbed into other items bid.

In order to prevent long term disruptions of normal signal timing operations, the signal work must be completed prior to milling/paving activities in the applicable areas.

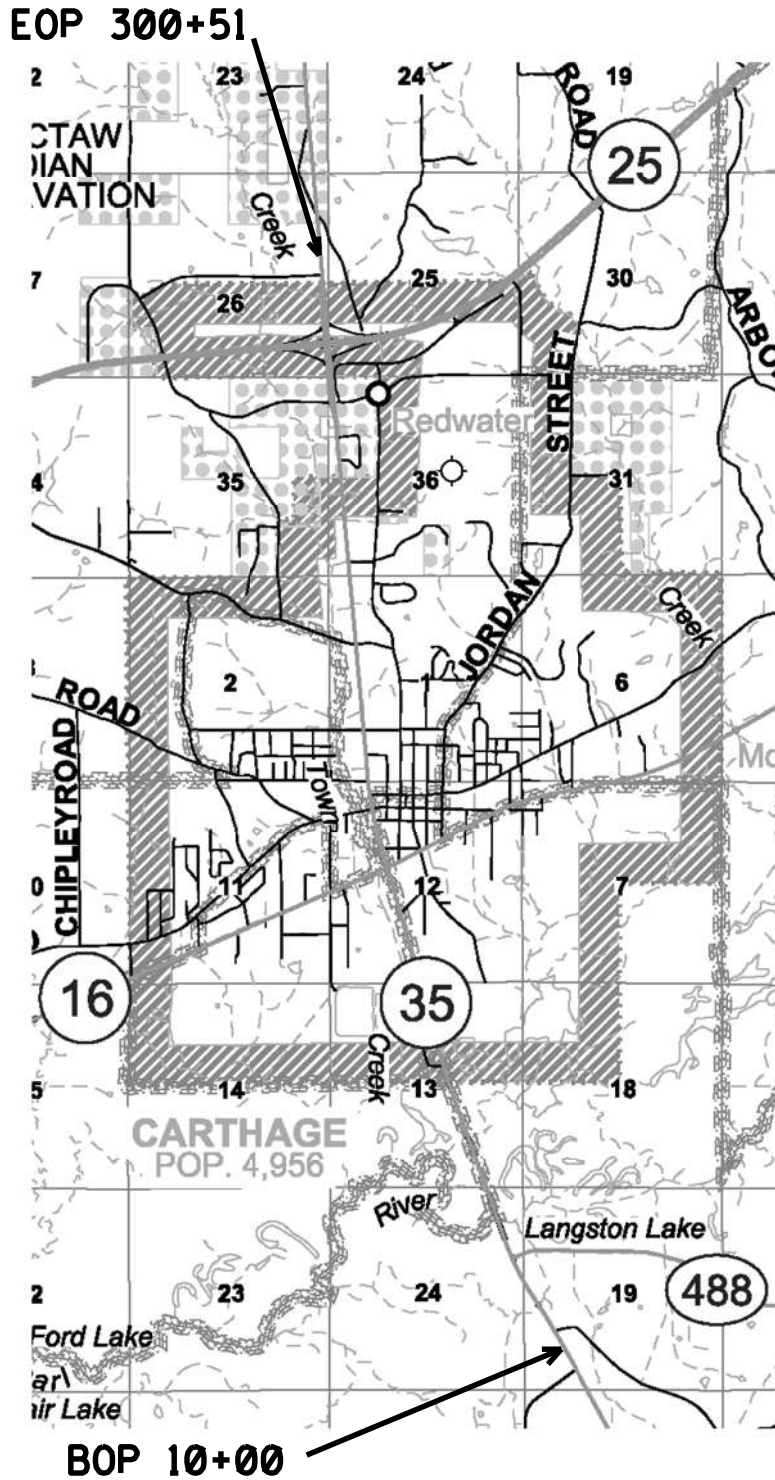
Concurrent milling/paving and signal replacement operations will be allowed provided the established signal operations are not affected.

Random clearing shall be required at a distance of 36 feet from the pavement edge. Tree limbing shall be required at a distance of up to thirty feet (30') vertically within the clearing limits. The random clearing shall encompass trees four inches (4") or greater in diameter, scrubs, and overhang within the clearing limits. Trees shall either be cut flush with the ground line or if the Contractor elects to cut the tree above the groundline then the tree stump shall be ground flush with the ground line. The cut material shall either be hauled away from the project site or mulched in place to a depth of four inches (4") maximum in any one location. If the Contractor elects to utilize other means of disposal for the cut material, then said method shall be approved by the Engineer prior to commencement.

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

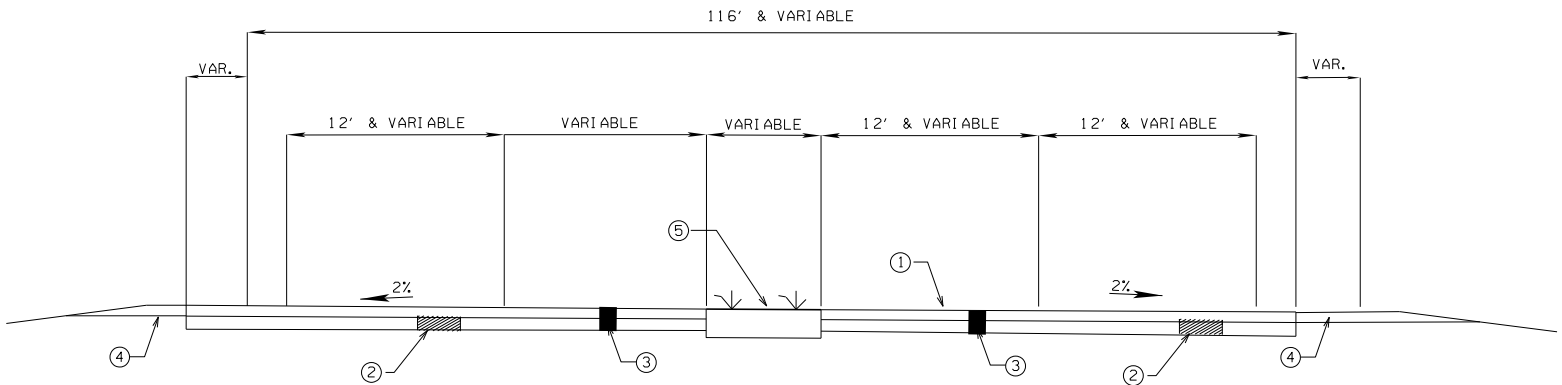
At the Intersection of MS35 and MS16 longitudinal joints shall between white-topping section and SMA , 12.5mm shall be cleaned and sealed after SMA, 12.5mm surface has been placed using pay item 907-403-S002 Joint Sealant.

SR 35 OVERLAY FROM PLEASANT HILL RD TO SR 25 LEAKE COUNTY 109770/301000



LEAKE COUNTY TYPICAL SECTION SR 35 OVERLAY 109770/301000

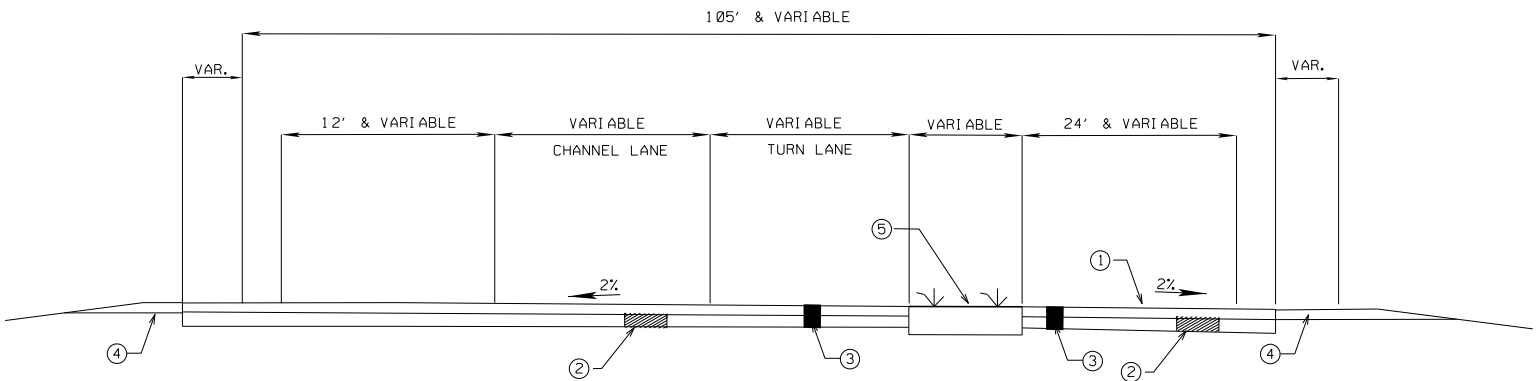
3 Lane Median 278 + 02 - 285 + 62 281 + 15 - 285 + 62 Turn Lane



- ① Mill & Overlay with 2", 12.5mm Mix, MT
- ② Repair failed area full depth, 12.5mm Mix, MT Leveling
- ③ Existing Pavement Structure (4 3/4" to 10")
- ④ Depth 5" Granular Material Crushed Stone
- ⑤ Grass Median

LEAKE COUNTY TYPICAL SECTION SR 35 OVERLAY 109770/301000

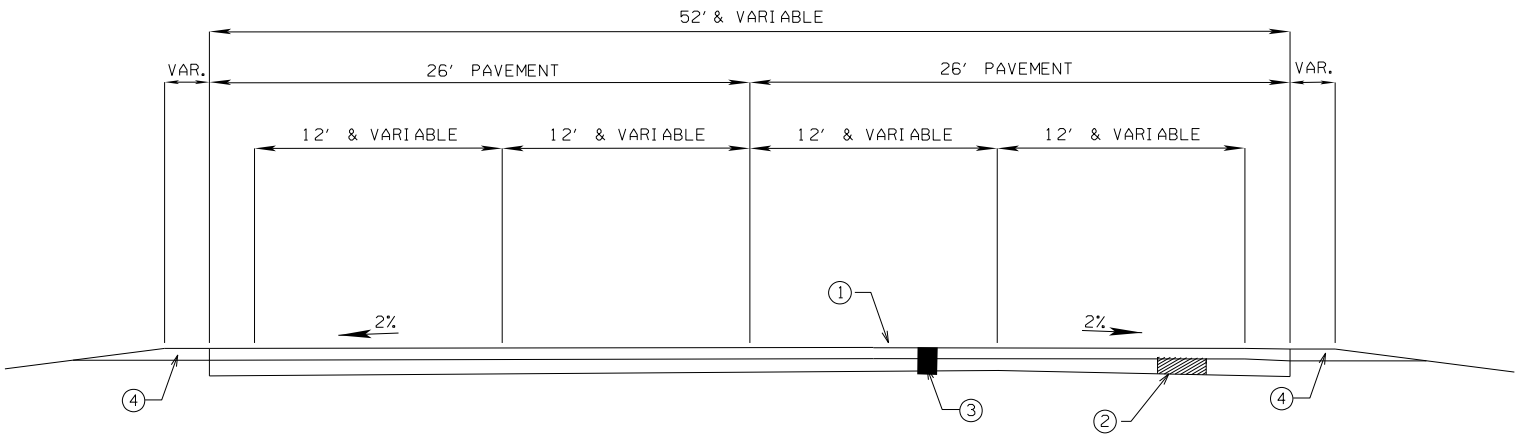
3 Lane Median 285 + 61 - 290 + 84



- ① Mill & Overlay with 2", 12.5mm Mix, MT
- ② Repair failed area full depth, 12.5mm Mix, MT Leveling
- ③ Existing Pavement Structure (4 3/4" to 10")
- ④ Depth 5" Granular Material Crushed Stone
- ⑤ Grass Median

LEAKE COUNTY TYPICAL SECTION SR 35 OVERLAY 109770/301000

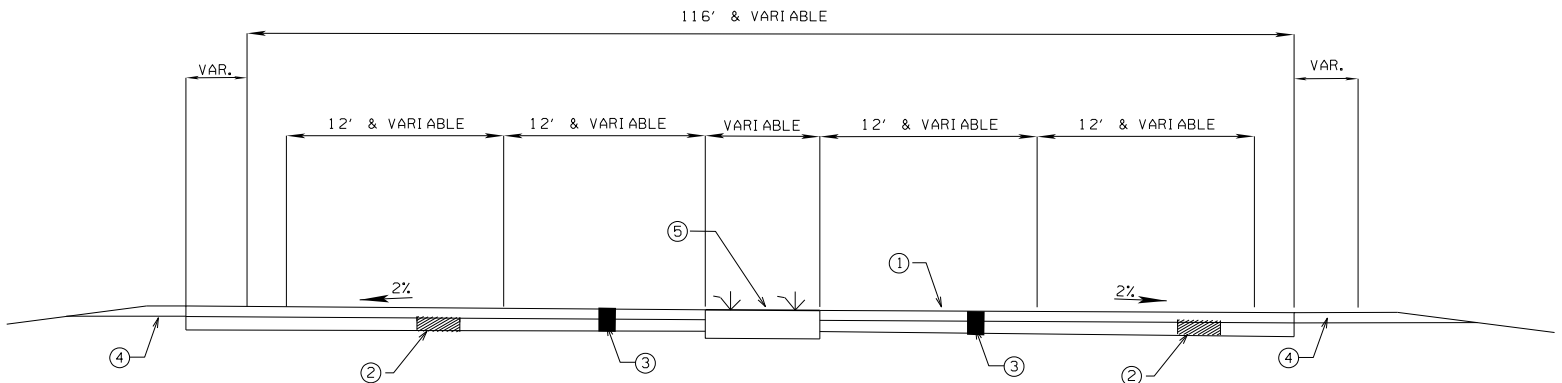
4 Lane
100 + 92 - 135 + 30
161 + 59 - 194 + 89
201 + 16 - 259 + 26



- ① Mill & Overlay with 2", 12.5mm Mix, MT
- ② Repair failed area full depth, 12.5mm Mix, MT Leveling
- ③ Existing Pavement Structure (4 3/4" to 10")
- ④ Depth 5" Granular Material Crushed Stone

LEAKE COUNTY TYPICAL SECTION SR 35 OVERLAY 109770/301000

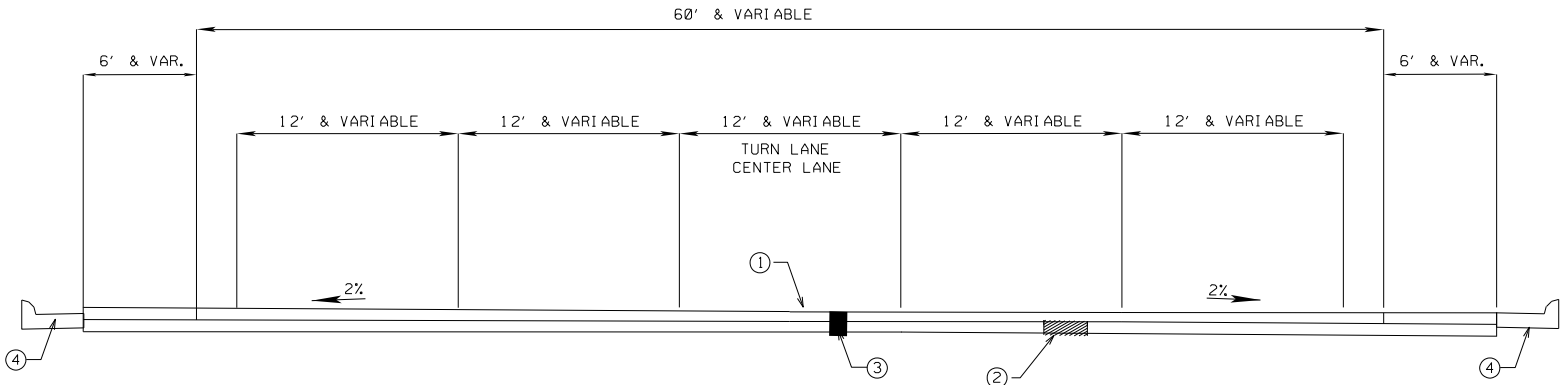
4 Lane Median 262+42 - 270+22



- ① Mill & Overlay with 2", 12.5mm Mix, MT
- ② Repair failed area full depth, 12.5mm Mix, MT Leveling
- ③ Existing Pavement Structure (4 3/4" to 10")
- ④ Depth 5" Granular Material Crushed Stone
- ⑤ Grass Median

LEAKE COUNTY TYPICAL SECTION SR 35 OVERLAY 109770/301000

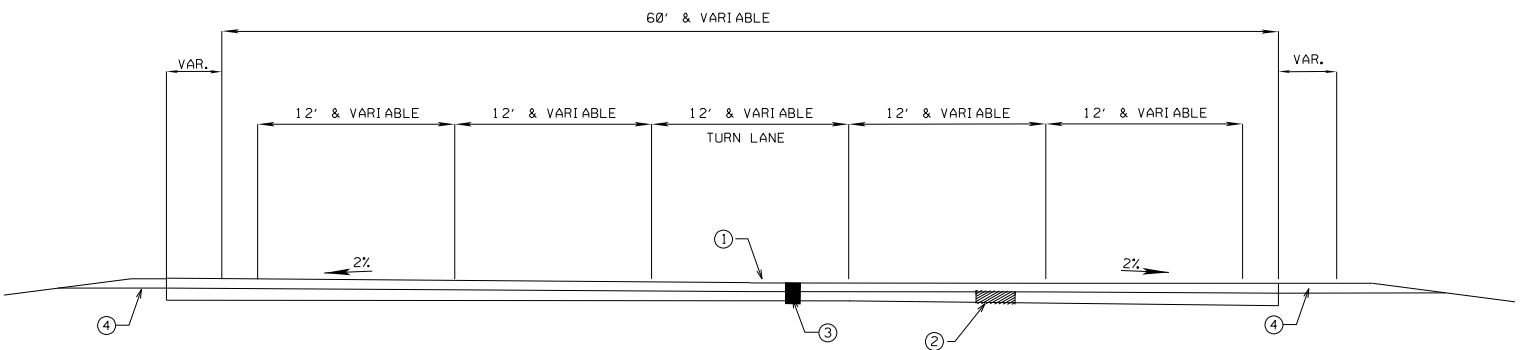
5 Lane
135 + 30 – 140 + 70 (Turn Lane)
140 + 70 – 161 + 59 (Center Lane)



- ① Mill & Overlay with 2", 12.5mm Mix, MT
- ② Repair failed area full depth, 12.5mm Mix, MT Leveling
- ③ Existing Pavement Structure (4 3/4" to 10")
- ④ Concrete Curb/Islands

LEAKE COUNTY TYPICAL SECTION SR 35 OVERLAY 109770/301000

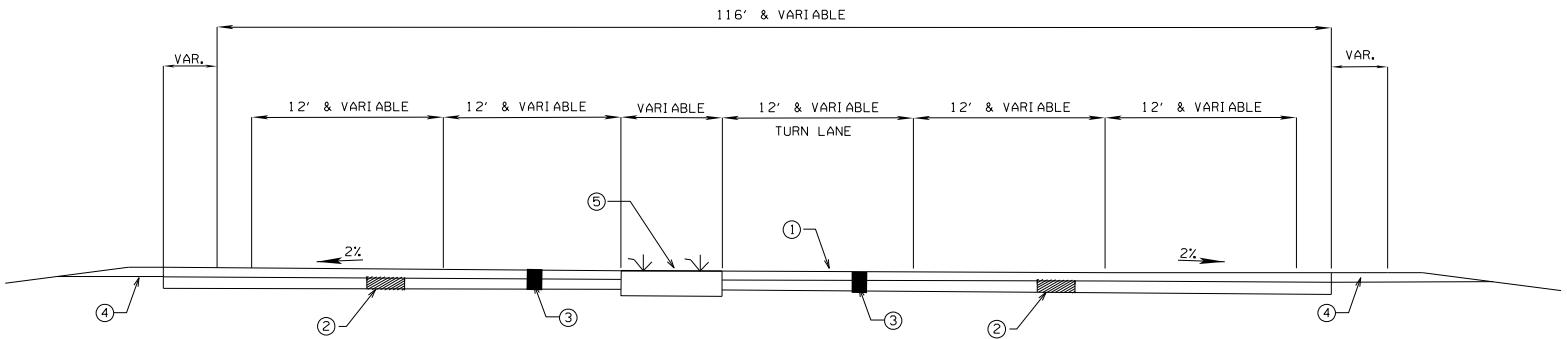
5 Lane 194 + 89 - 201 + 16



- ① Mill & Overlay with 2", 12.5mm Mix, MT
- ② Repair failed area full depth, 12.5mm Mix, MT Leveling
- ③ Existing Pavement Structure (4 3/4" to 10")
- ④ Depth 5" Granular Material Crushed Stone

LEAKE COUNTY TYPICAL SECTION SR 35 OVERLAY 109770/301000

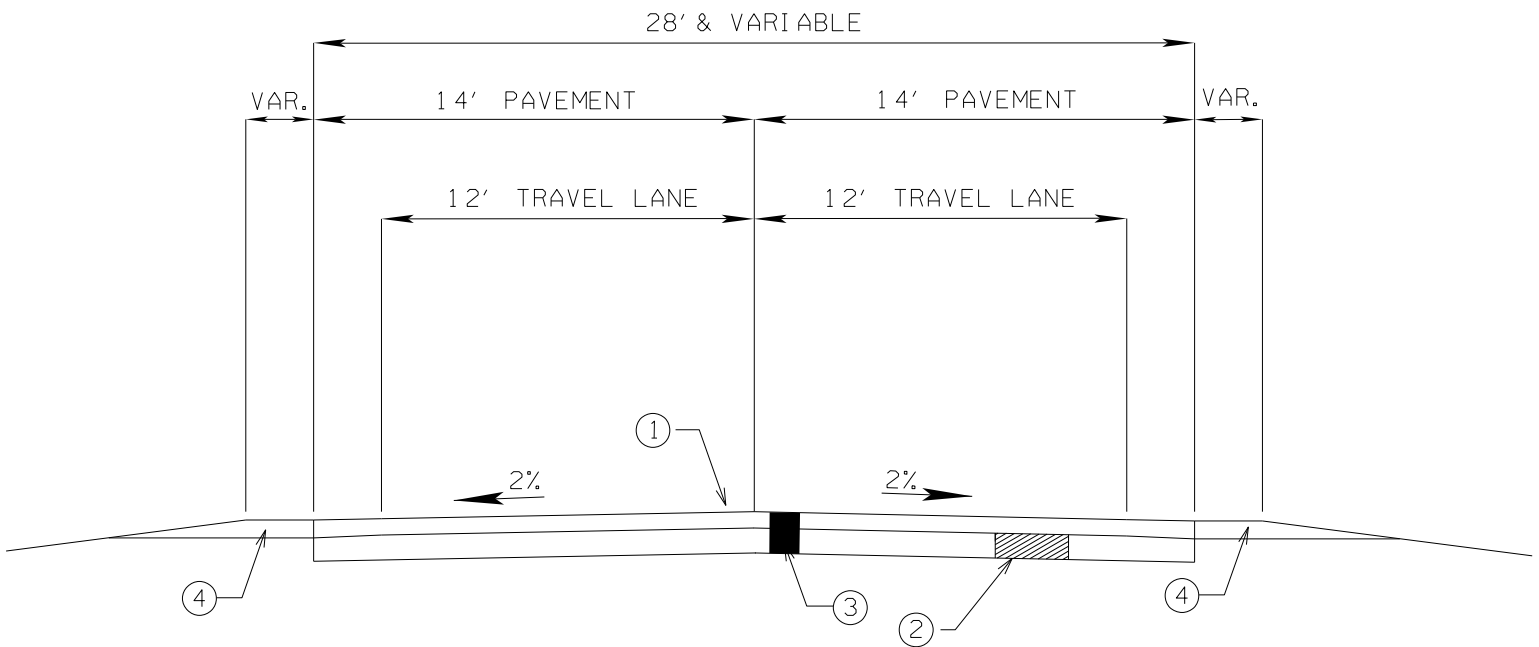
5 Lane Median 270 + 22 - 278 + 02



- ① Mill & Overlay with 2", 12.5mm Mix, MT
- ② Repair failed area full depth, 12.5mm Mix, MT Leveling
- ③ Existing Pavement Structure (4 3/4" to 10")
- ④ Depth 5" Granular Material Crushed Stone
- ⑤ Grass Median

**LEAKE COUNTY
TYPICAL SECTION
SR 35 OVERLAY
109770/301000**

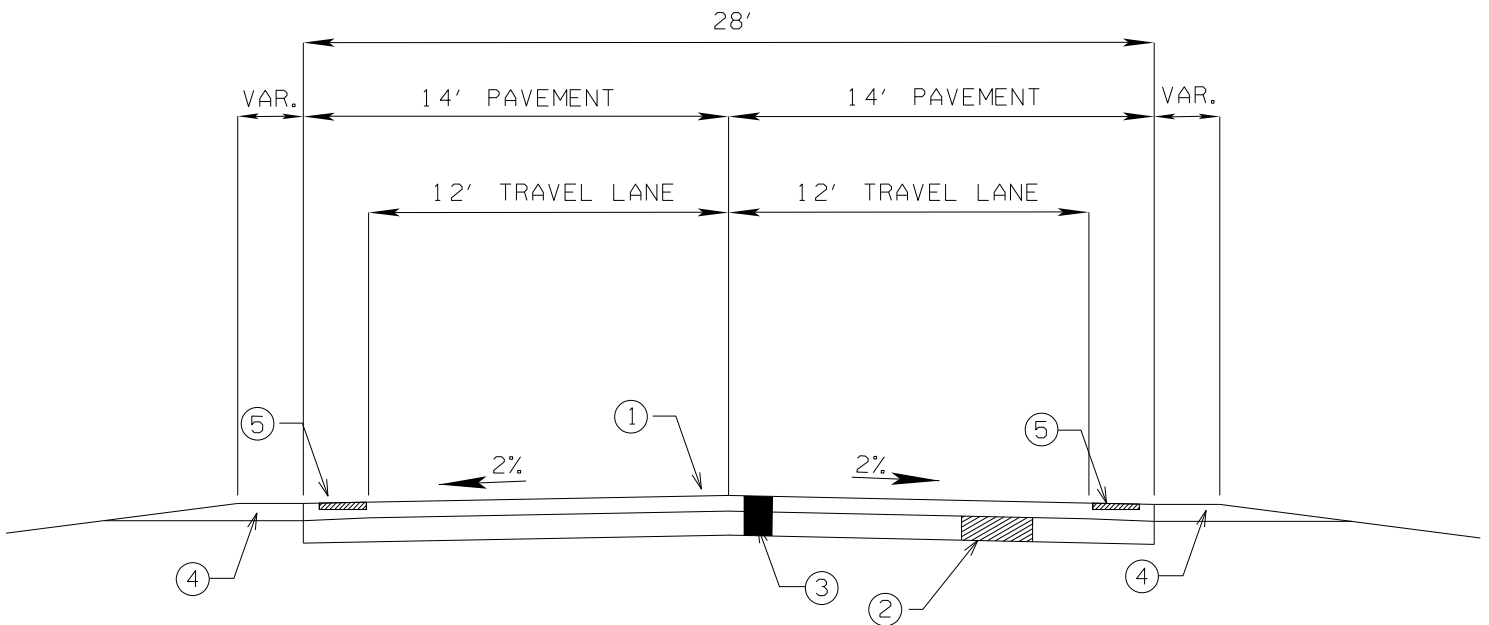
**77+46 - 100+92
290+84 to EOP**



- ① Mill & Overlay with 2", 12.5mm Mix, MT
- ② Repair failed area full depth, 12.5mm Mix, MT Leveling
- ③ Existing Pavement Structure (4 3/4" to 10")
- ④ Depth 5" Granular Material Crushed Stone

**LEAKE COUNTY
TYPICAL SECTION
SR 35 OVERLAY
109770/301000**

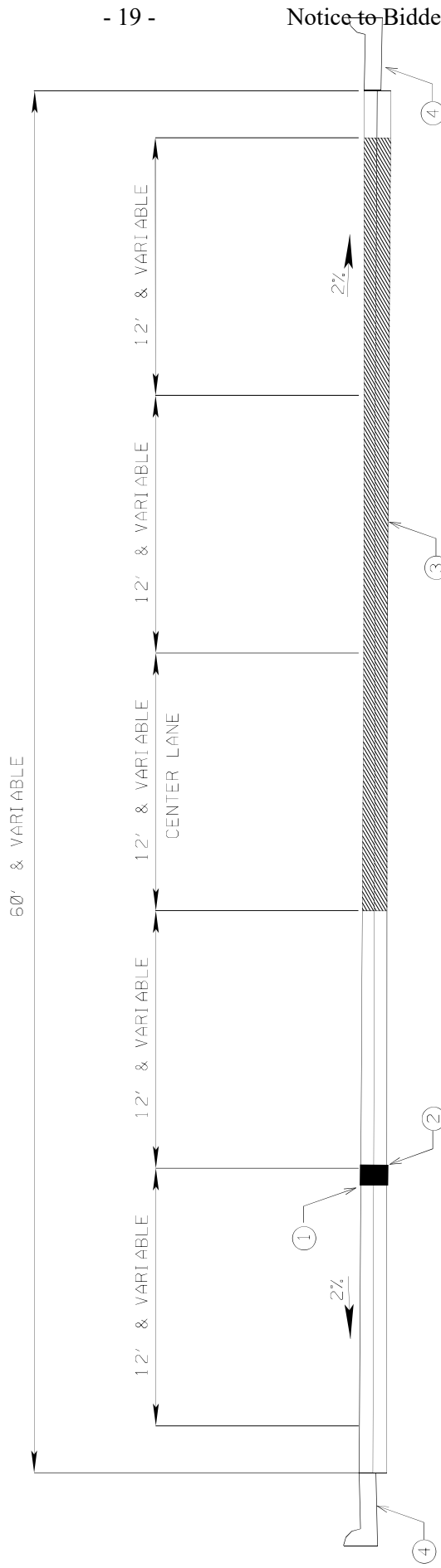
**10 + 00 - 77 + 46
(BOP to South Carthage City Limits)**



- ① Mill & Overlay with 2", 12.5mm Mix, MT
- ② Repair failed area full depth, 12.5mm Mix, MT Leveling
- ③ Existing Pavement Structure (4 3/4" to 10")
- ④ Depth 5" Granular Material Crushed Stone
- ⑤ Rumble Stripe Required

**LEAKE COUNTY
TYPICAL SECTION
SR 35 OVERLAY
109770/301000**

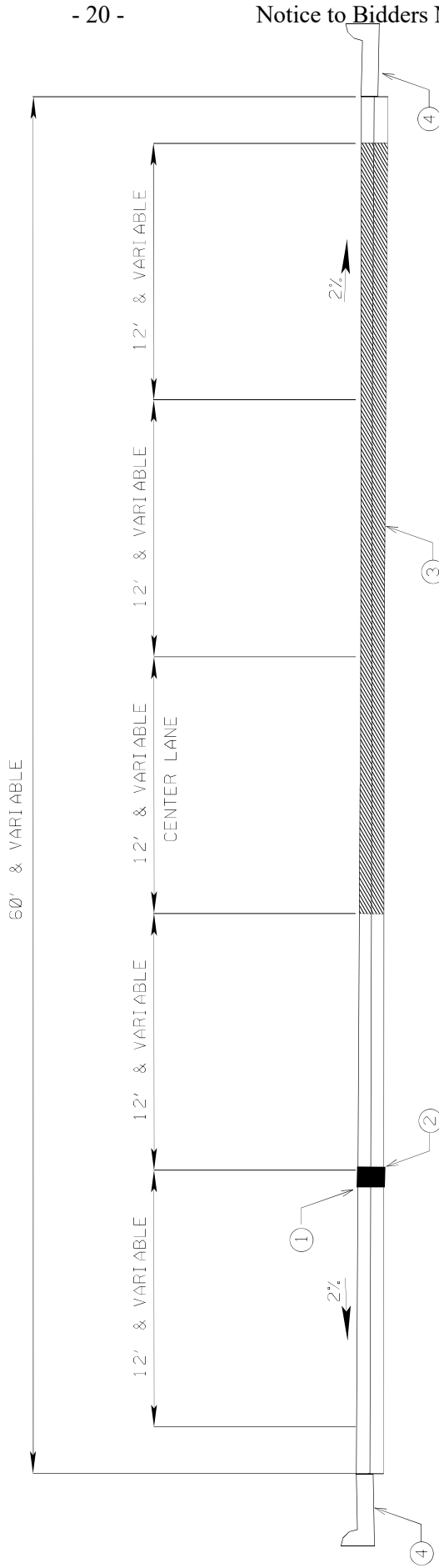
**North Bound SR35
SR16 & SR35 Intersection**



- ① MILL & OVERLAY WITH 4" SMA, 12.5MM MIX, MT
- ② EXISTING PAVEMENT STRUCTURE (10" HMA)
- ③ WHITE TOPPING
- ④ CONCRETE CURB/ISLANDS

**LEAKE COUNTY
TYPICAL SECTION
SR 35 OVERLAY
109770/301000**

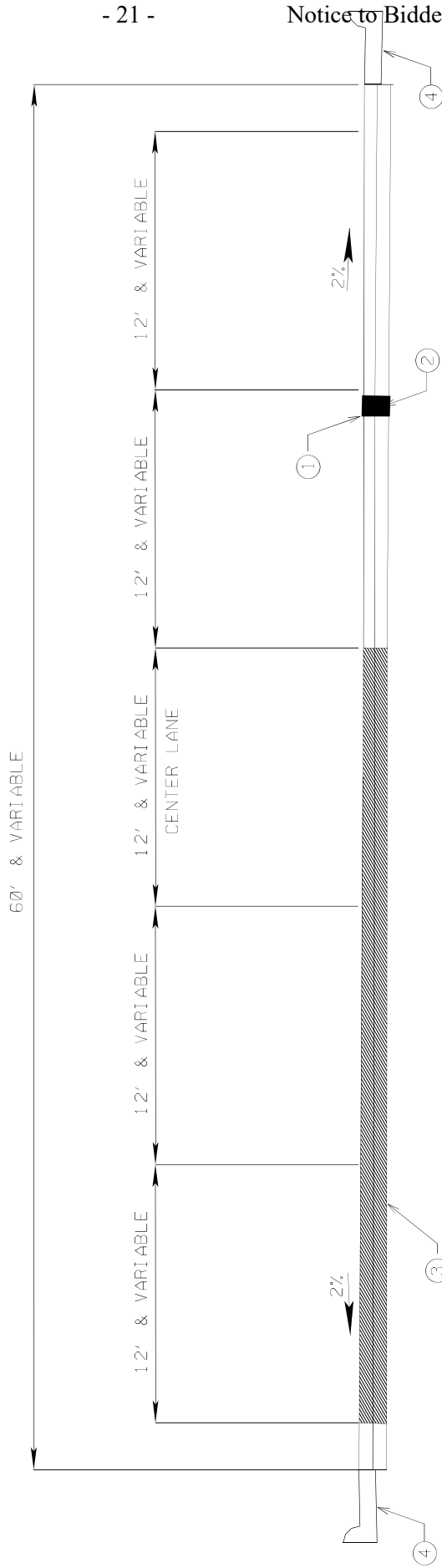
**West Bound SR16
SR16 & SR35 Intersection**



- ① MILL & OVERLAY WITH 4" SMA, 12.5MM MIX, MT
- ② EXISTING PAVEMENT STRUCTURE (10" HMA)
- ③ WHITE TOPPING
- ④ CONCRETE CURB/ISLANDS

**LEAKE COUNTY
TYPICAL SECTION
SR 35 OVERLAY
109770/301000**

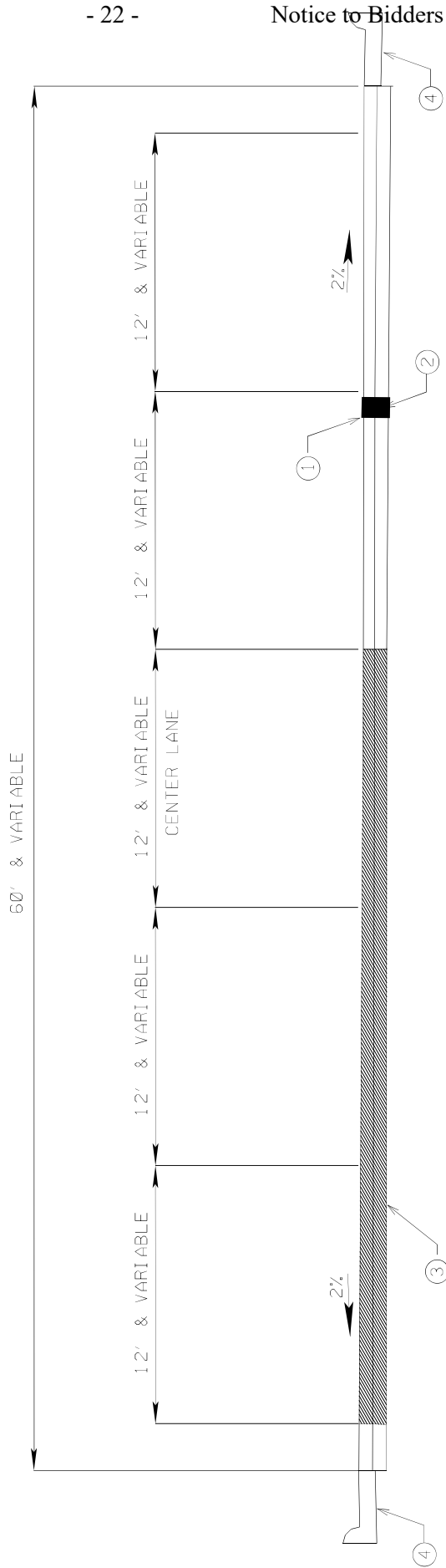
**South Bound SR35
SR16 & SR35 Intersection**



- ① MILL & OVERLAY WITH 4" SMA, 12.5MM MIX, MT
- ② EXISTING PAVEMENT STRUCTURE (10' HMA)
- ③ WHITE TOPPING
- ④ CONCRETE CURB/ISLANDS

**LEAKE COUNTY
TYPICAL SECTION
SR 35 OVERLAY
109770/301000**

**East Bound SR16
SR16 & SR35 Intersection**



- ① MILL & OVERLAY WITH 4" SMA, 12.5MM MIX, MT
- ② EXISTING PAVEMENT STRUCTURE (10" HMA)
- ③ WHITE TOPPING
- ④ CONCRETE CURB/ISLANDS

907-824-A003 General Epoxy Repairs				
Station	Bridge ID	Bridge Number	Unit	Total
37+54	12517	132	Square Feet	3
Total				3

SR 35 Overlay from Pleasant Hill Rd. to SR 25 Leake Co. 109770/301000

907-403-A002 12.5-mm, MT, Asphalt Pavement---- Failed Area

Beginning Station	Ending Station	Location	Total Length	Width	Thickness	LBS Per Square Inch	Total Tons
140+00	146+75	RT, RT Lane	675	14	10	1100	577.50

Total	577.50
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503-C010 Saw Cut, Full Depth---- Failed Area

Beginning Station	Ending Station	Location	Total Length	Width	Total Length
140+00	146+75	RT, RT Lane	675	14	1378

Total	1378
-------	------

SR35 Overlay from Pleasant Hill Rd. to SR25, Leake County, 109770/30100

Guardrail Quantities

STATION	LOCATION (LT/RT)	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)	REMARKS
		THREE BEAM TRANS. SECT. (LF)	THREE BEAM (LF)				TYPE "A" (EA)	TYPE "C" (EA)	TYPE "G" (EA)	SPEC. DESIGN BR END CONN. (EA)	WHITE (EA)			
15+24	RT	165			1			1			7	1	215	
15+24	LT	65			1			1			5	1	115	
16+89	RT	65			1			1			5	1	115	
16+89	LT	165			1			1			7	1	215	
37+54	RT	165			1			1			7	1	215	
37+54	LT	65			1			1			5	1	115	
50+98	RT	65			1			1			5	1	115	
50+98	LT	165			1			1			7	1	215	
60+95	RT	165			1			1			7	1	215	
60+95	LT	65			1			1			5	1	115	
66+69	RT	95			1			1			5	1	115	
66+69	LT	165			1			1			7	1	215	
79+96	RT	165			1			1			7	1	215	
79+96	LT	65			1			1			5	1	115	
81+97	RL	65			1			1			5	1	115	
81+97	LT	165			1			1			7	1	215	
TOTAL =		1840	0	0	16	0	0	16	0	0	96	0	2640	
		L.F.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	L.F.

* 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 GUARD RAIL.
 * 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.

SR 35 Overlay from Pleasant Hill Rd. to SR 25 Leake Co. 109770/301000

202-B006 Removal of Asphalt Paved Shoulders, All Depths ---Gaurdrail Pads			
Bridge No.	Total Length	Width	Total Square Yards
131.6	680	4	302.22
132	680	4	302.22
132.4	680	4	302.22
132.8	680	4	302.22
		Total	1208.89

209-A005 Geotextile Stabilization, Type V, Non Woven ---Gaurdrail Pads			
Bridge No.	Total Length	Width	Total Square Yards
131.6	680	5	377.78
132	680	5	377.78
132.4	680	5	377.78
132.8	680	5	377.78
		Total	1511.11

304-D002 Granular Material, Crushed Stone ---Gaurdrail Pads				
Bridge No.	Total Length	Width	Depth	Tons
131.6	680	5	0.25	6.8
132	680	5	0.25	6.8
132.4	680	5	0.25	6.8
132.8	680	5	0.25	6.8
			Total	27.20

406-D001 Fine Milling of Bituminous Pavement, All Depths ---Gaurdrail Pads			
Bridge No.	Total Length	Width	Total Square Yards
131.6	680	14	1057.78
132	680	14	1057.78
132.4	680	14	1057.78
132.8	680	14	1057.78
		Total	4231.11

503-C010 Saw Cut, Full Depth ---Gaurdrail Pads			
Bridge No.	Total Length		Linear Feet
131.6	680		680.00
132	680		680.00
132.4	680		680.00
132.8	680		680.00
		Total	2720.00

SR 35 Overlay from Pleasant Hill Rd. to SR 25 Leake Co. 109770/301000					
Pay Item:	206-A001	Structure Excavation			
	Location	Length	Width	Depth (Inches)	Cubic Yards
	Sta 154+38 W.Main St & Old Canton Rd (NB Lanes South Side of Intersection)	85.0	8.0	72	151.111
	Sta 154+38 W.Main St & Old Canton Rd (NB Lanes North Side of Intersection)	50.0	8.0	72	88.889
					0.000
	Total				240.000

Pay Item:	304-D002	Granular Material, Crushed Stone			
	Location	Length	Width	Depth (Inches)	Tons
	Sta 154+38 W.Main St & Old Canton Rd (NB Lanes South Side of Intersection)	85.0	8.0	72	255.000
	Sta 154+38 W.Main St & Old Canton Rd (NB Lanes North Side of Intersection)	50.0	8.0	72	150.000
					0.000
	Total				405.000

Pay Item:	601-B001	Class "B" Structural Concrete, Minor Structures		
	Location			Cubic Yards
	Sta 154+38 W.Main St & Old Canton Rd (NB Lanes South Side of Intersection)			2.000
	Sta 154+38 W.Main St & Old Canton Rd (NB Lanes North Side of Intersection)			2.000
	Total			4.000

Pay Item:	602-A001	Reinforcing Steel		
	Location			Pounds
	Sta 154+38 W.Main St & Old Canton Rd (NB Lanes South Side of Intersection)			100.000
	Sta 154+38 W.Main St & Old Canton Rd (NB Lanes North Side of Intersection)			100.000
	Total			200.000

SR 35 Overlay from Pleasant Hill Rd. to SR 25 Leake Co. 109770/301000		
201-D001 Random Clearing		
Beginning Station	Ending Station	No. of Stations
10+00	17+50	7.50
19+00	20+00	1.00
26+50	27+50	1.00
45+00	46+00	1.00
68+00	69+00	1.00
71+00	72+00	1.00
89+00	90+00	1.00
Total		13.50

SR 35 Overlay from Pleasant Hill Rd. to SR 25 Leake Co. 109770/301000				
907-403-S002 Joint Sealant				
Location	Length	No. of Joints	Linear Feet	
Hwy 35 North Bound	220.00	3	660.00	
Hwy 35 South Bound	220.00	3	660.00	
Hwy 16 West Bound	220.00	3	660.00	
Hwy 16 East Bound	220.00	3	660.00	
		Total		2640.00

907-405-A002 Stone Matrix Asphalt, 12.5 mm Mixture					
Location	Total Length	Width	Thickness	LBS Per Square Inch	Total Tons
Hwy 35 North Bound	220	28	4	440	150.58
Hwy 35 South Bound	220	28	4	440	150.58
Hwy 16 West Bound	220	28	4	440	150.58
Hwy 16 East Bound	220	28	4	440	150.58
Hwy 35 & 16 Intersection	120	80	4	440	234.67
				Total	686.40

PAY ITEM NO.	PAY ITEM	UNIT	QUANTITY
907-643-A004	Video Vehicle Detection Sensor, Type 1A	EA	8
907-643-B001	Video Vehicle Detection Cable	LF	680
907-643-C002	Video Vehicle Detection Processor, Type 1	EA	2

Notes

#2

#3 #4

#2 Video detection sensors shall be mounted per manufacturer recommendations. Contractor shall be responsible for setting up all detection units to communicate with MDOT Network via existing network switch in each signal cabinet. MDOT shall provide the IP addresses.

#3 Contractor may remove existing detection loop cable, if necessary.

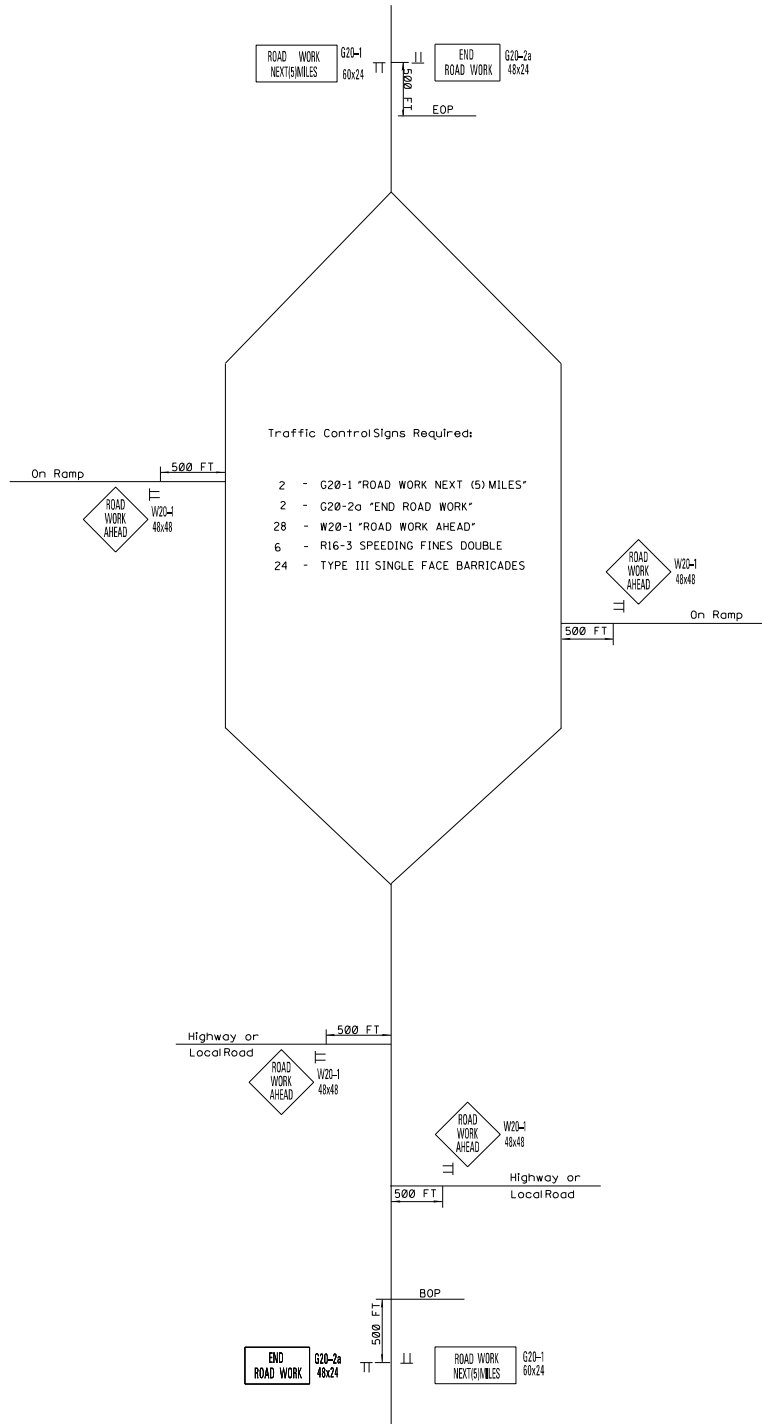
#4 Cable quantities may be adjusted based on radar locations per manufacturer recommendations

907-420-A001 Undersealing				
Station	Bridge ID	Bridge Number	Unit	Total
79+96	12519	176	Lbs	1000
Total				1000

CONSTRUCTION SIGNING DETAIL

SR 35

LEAKE COUNTY



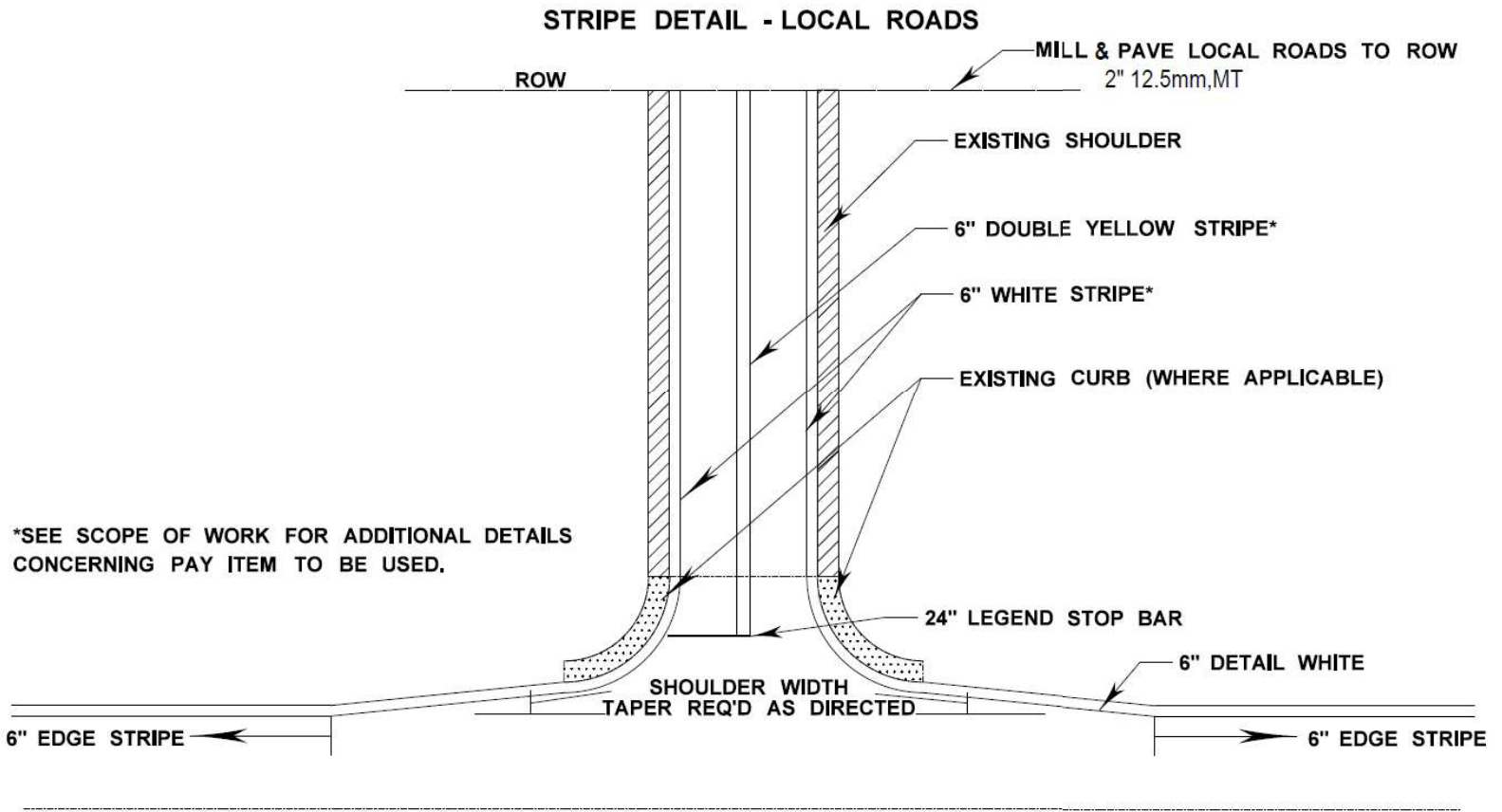
NOTES: One (1) W20-1 "ROAD WORK AHEAD" Sign is Required at each Local Road, each on ramp, Street or Highway Entering the Project.

G20-1 and G20-2a signs mounted on Type III Double Faced Barricade.

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 and as specified in the MUTCD. SPEEDING FINES DOUBLE SIGNS TO BE PLACED EVERY 2 MILES THROUGHOUT PROJECT.

Payment for these signs will be under the appropriate pay item numbers in the summary of quantities

109770/301000
SR 35
LEAKE COUNTY
FROM PLEASANT HILL RD TO SR 25



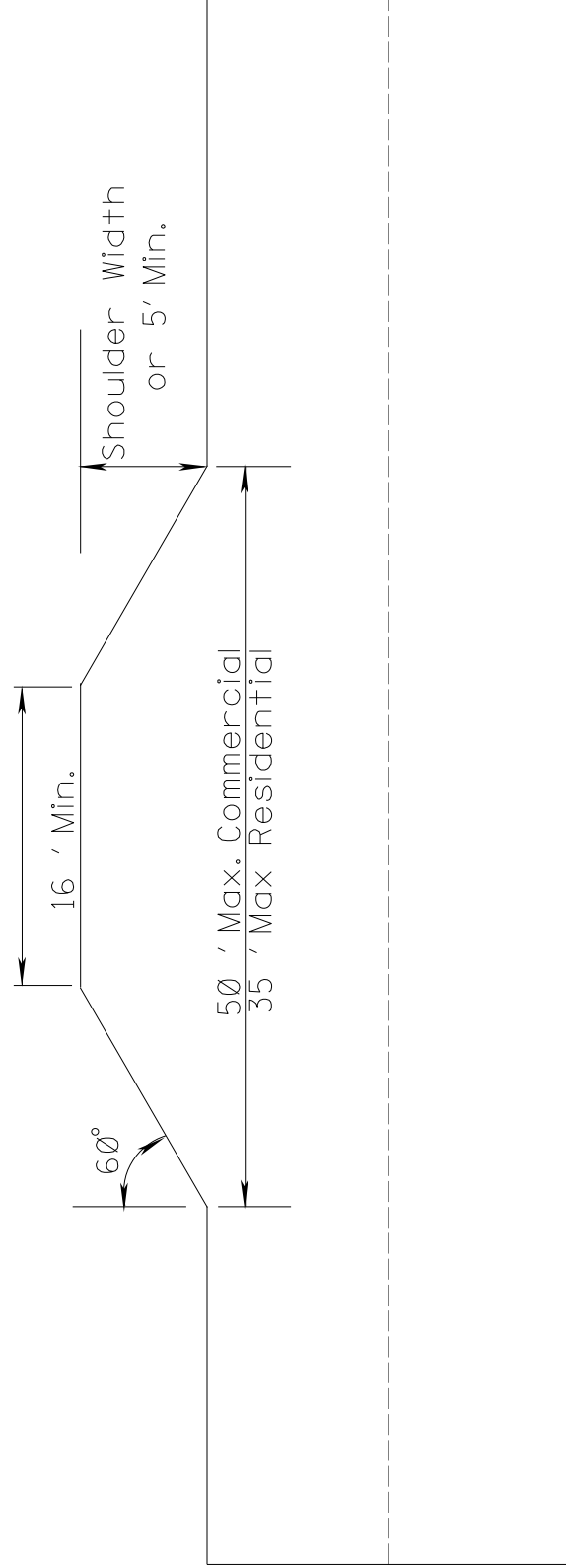
NOTE: CENTERLINE STRIPE SHALL BE OMITTED ON LOCAL ROADS WHOSE WIDTH IS LESS THAN 20 FEET.

109770/301000

SR 35

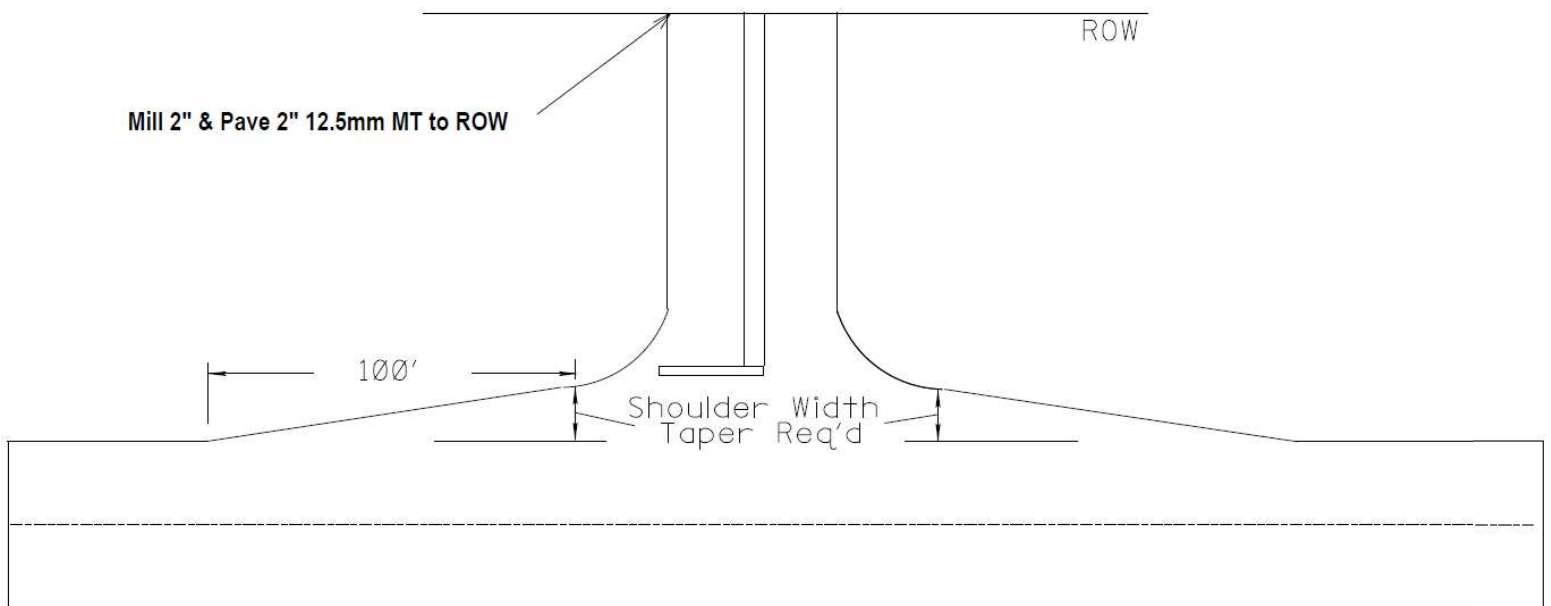
**LEAKE COUNTY
FROM PLEASANT HILL RD TO SR 25
DRIVEWAY PAD DETAIL**

TYPICAL RAMP / PAD DETAIL



109770/301000
SR 35
LEAKE COUNTY
FROM PLEASANT HILL RD TO SR 25

Typical Section - County Roads



SR 35
 LEAKE COUNTY
 109770/301000
 FROM PLEASANT HILL RD TO SR 25



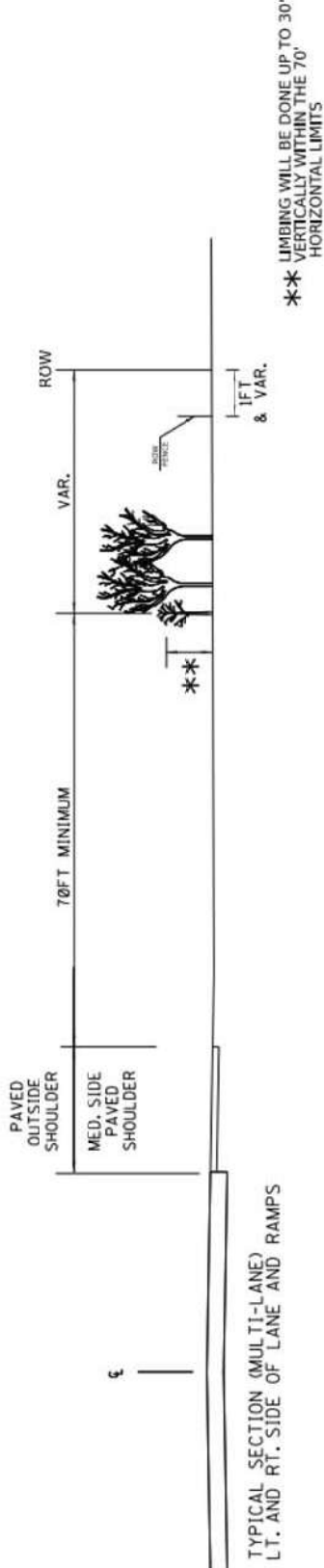
MDOT
 MICHIGAN DEPARTMENT OF TRANSPORTATION

DESIGNED BY:	
DETAILED BY:	
CHECKED BY:	36
DATE:	

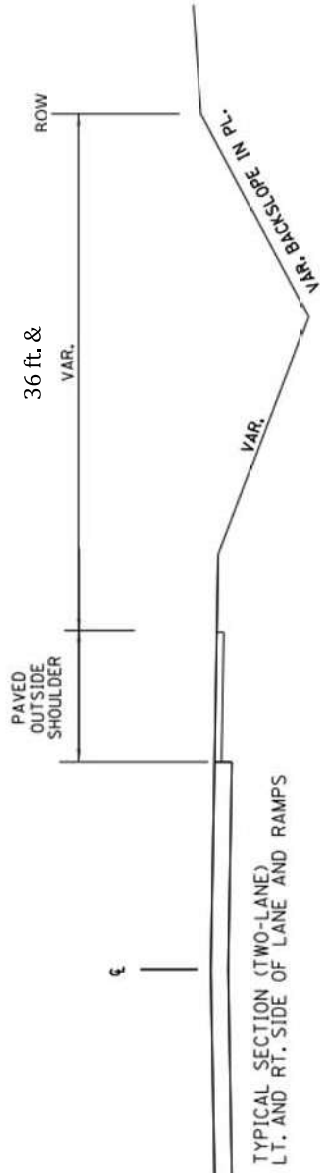
FMS CON: /	
COUNTY:	

TYPICAL SECTION
ROADSIDE CLEAR ZONES
 REQUIRED
 Notice to Bidders No. 7851 - Cont'd

SHEET ID	
SHEET NO.	



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



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

TYPICAL SECTIONS - ROADSIDE CLEAR ZONE REQ'D

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

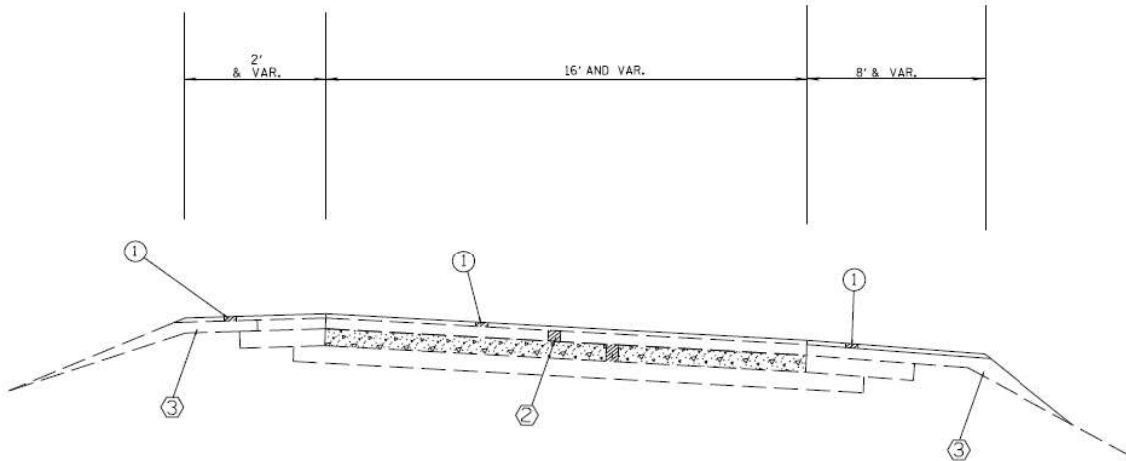
109770/301000

SR 35

LEAKE COUNTY

FROM PLEASANT HILL RD TO SR 25

STATE	PROJECT NO.
MISS.	24-0019-01020



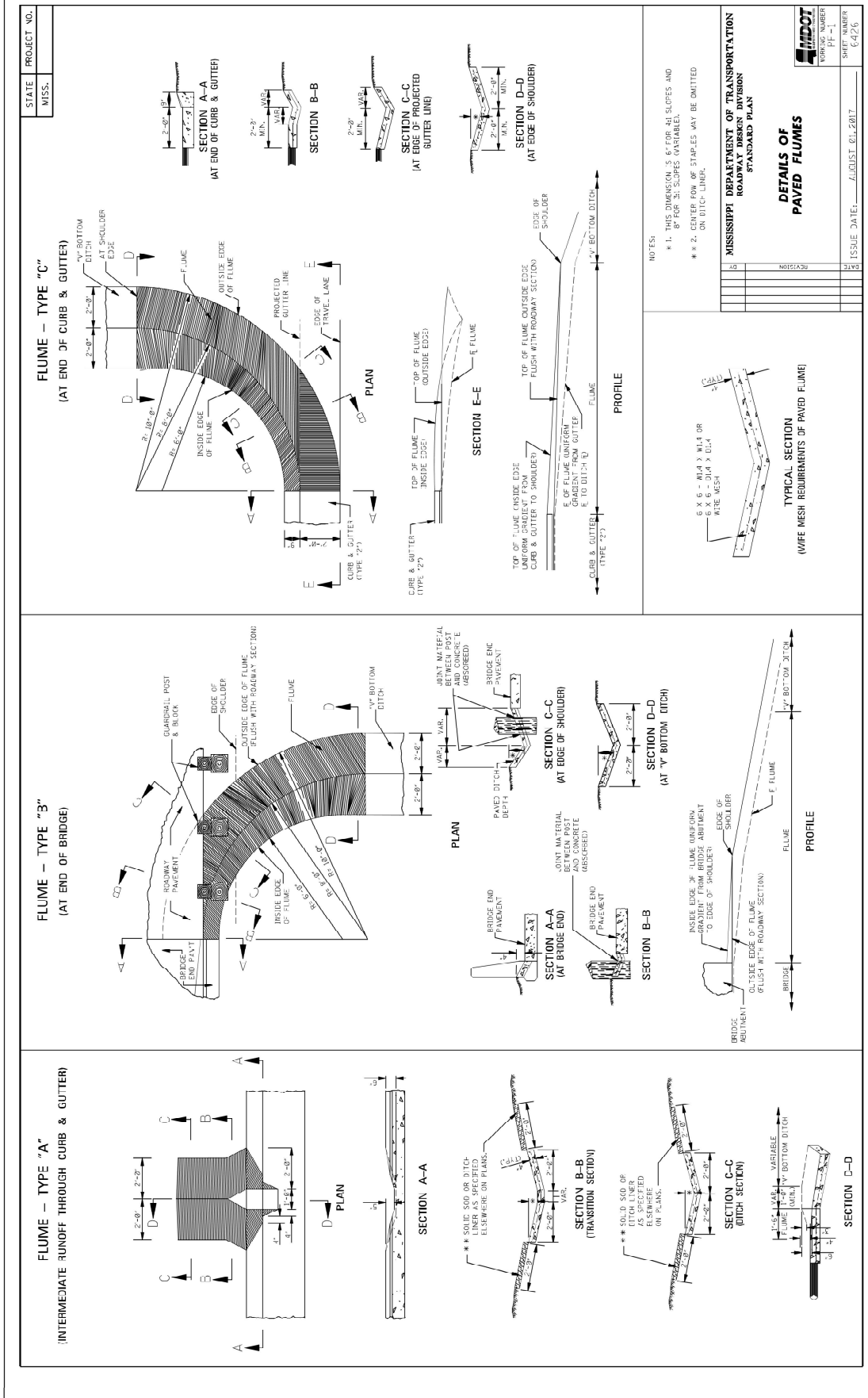
TYPICAL SECTION
INTERCHANGE RAMPS

- ① Mill 2", then overlay shoulders & mainline with 2" HMA, HT 9.5mm (Polymer Modified)
- ② Repair any failed areas with full depth HMA, 19mm Mix, HT (Polymer Modified)
- ③ Granular Material (Class 5 Group E)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TYPICAL SECTION	
INTERCHANGE RAMPS	
FILENAME: TYPICAL S.DGN	PROJECT NUMBER TS-3
DESIGN TEAM	DATE
SOUTH	06/25/10
SHEET NUMBER 6	



SR 35 Overlay
Leake County
109770/30100



BLANCHE ST

330' TAPER TO 3-LANE SECTION 285





150' TAPER

TIE TO EXIST.

LEFT TURN ONLY LEGEND

LANE REDUCTION ARROW
W4-2R SIGN

245' TAPER FROM 5-LANE TO 3-LANE

State: Mississippi

Construction Types: Highway

Counties: Mississippi Counties of
George, Greene, Jasper, Kemper, Leake
and Smith

Modification Number	Publication Date
1	01/23/2026
2	05/18/2026

ELEC0917-006 12/01/2025

	Rates	Fringes
ELECTRICIAN.....	\$ 33.30	11.63

SUMS2010-048 08/04/2014

	Rates	Fringes
TRUCK DRIVER: SEMI/TRAILER TRUCK.....	\$ 12.50	0.00
TRUCK DRIVER: DUMP TRUCK (ALL TYPES).....	\$ 11.90	0.00
TRUCK DRIVER: WATER TRUCK.....	\$ 9.63	0.00
TRUCK DRIVER: OFF THE ROAD TRUCK.....	\$ 12.31	0.00
TRUCK DRIVER: MECHANIC.....	\$ 12.30	0.00
TRUCK DRIVER: LOWBOY TRUCK.....	\$ 11.00	0.00
TRUCK DRIVER: FLATBED TRUCK.....	\$ 13.29	0.00
SURVEYOR (STAKING, MARKING AND BRUSH CLEARING).....	\$ 12.34	0.00
OPERATOR: TRENCHER.....	\$ 13.75	0.00
OPERATOR: TRACTOR.....	\$ 11.02	0.00
OPERATOR: SCRAPER.....	\$ 12.63	0.00
OPERATOR: ROLLER (ALL TYPES).....	\$ 11.52	0.00
OPERATOR: PILEDRIVER.....	\$ 15.13	0.00
OPERATOR: PAVER (ASPHALT, AGGREGATE, AND CONCRETE).....	\$ 12.75	0.00
OPERATOR: OILER.....	\$ 13.05	0.00
OPERATOR: MIXER.....	\$ 12.42	0.00
OPERATOR: MILLING MACHINE.....	\$ 14.96	0.00
OPERATOR: MECHANIC.....	\$ 15.41	0.00
OPERATOR: LOADER.....	\$ 14.31	0.00
OPERATOR: GRADER/BLADE.....	\$ 15.16	0.00
OPERATOR: DRILL.....	\$ 19.22	0.00
OPERATOR: DISTRIBUTOR.....	\$ 12.00	0.00
OPERATOR: CRANE.....	\$ 18.35	0.00
OPERATOR: CONCRETE SAW.....	\$ 14.37	0.00
OPERATOR: BULLDOZER.....	\$ 14.32	0.00
OPERATOR: BROOM/SWEEPER.....	\$ 10.17	0.00
OPERATOR: BACKHOE/EXCAVATOR/TRACKHOE.....	\$ 14.43	0.00
OPERATOR: ASPHALT SPREADER.....	\$ 15.33	0.00
LABORER: LABORER-CONES/ BARRICADES/BARRELS - SETTER/MOVER/SWEEPER.....	\$ 11.23	0.00
LABORER: PIPELAYER.....	\$ 12.27	0.00
LABORER: MASON TENDER - CEMENT/CONCRETE.....	\$ 11.30	0.00

LABORER: GRADE CHECKER.....	\$ 12.41	0.00
LABORER: FLAGGER.....	\$ 10.00	0.00
LABORER: COMMON OR GENERAL.....	\$ 10.38	0.00
LABORER: ASPHALT, INCLUDES RAKER, SHOVELER, SPREADER AND DISTRIBUTOR.....	\$ 10.61	0.00
IRONWORKER, REINFORCING.....	\$ 15.28	0.00
INSTALLER - SIGN.....	\$ 12.01	0.00
INSTALLER - GUARDRAIL.....	\$ 11.68	0.00
HIGHWAY/PARKING LOT STRIPING: TRUCK DRIVER (LINE STRIPING TRUCK).....	\$ 12.26	0.00
CEMENT MASON/CONCRETE FINISHER.....	\$ 12.99	0.00
CARPENTER, EXCLUDES FORM WORK.....	\$ 14.21	0.00
CARPENTER (FORM WORK ONLY).....	\$ 12.85	0.00

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at <https://www.dol.gov/agencies/whd/government-contracts>.

Note: Executive Order 13658 generally applies to contracts subject to the Davis-Bacon Act that were awarded on or between January 1, 2015 and January 29, 2022, and that have not been renewed or extended on or after January 30, 2022. Executive Order 13658 does not apply to contracts subject only to the Davis-Bacon Related Acts regardless of when they were awarded. If a contract is subject to Executive Order 13658, the contractor must pay all covered workers at least \$13.65 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract from May 11, 2026, through December 31, 2026. The applicable Executive Order minimum wage rate will be adjusted annually. Additional information on contractor requirements and worker protections under Executive Order 13658 is available at www.dol.gov/whd/govcontracts.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (iii)).

The body of each wage determination lists the classifications and wage rates that have been found to be prevailing for the type(s) of construction and geographic area covered by the wage determination. The classifications are listed in alphabetical order under rate identifiers indicating whether the particular rate is a union rate (current union negotiated rate), a survey rate, a weighted union average rate, a state adopted rate, or a

supplemental classification rate.

Union Rate Identifiers

A four-letter identifier beginning with characters other than **SU**, **UAVG**, **SA**, or **SC** denotes that a union rate was prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2024. PLUM is an identifier of the union whose collectively bargained rate prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. The date, 07/01/2024 in the example, is the effective date of the most current negotiated rate.

Union prevailing wage rates are updated to reflect all changes over time that are reported to WHD in the rates in the collective bargaining agreement (CBA) governing the classification.

Union Average Rate Identifiers

The UAVG identifier indicates that no single rate prevailed for those classifications, but that 100% of the data reported for the classifications reflected union rates. EXAMPLE: UAVG-OH-0010 01/01/2024. UAVG indicates that the rate is a weighted union average rate. OH indicates the State of Ohio. The next number, 0010 in the example, is an internal number used in producing the wage determination. The date, 01/01/2024 in the example, indicates the date the wage determination was updated to reflect the most current union average rate.

A UAVG rate will be updated once a year, usually in January, to reflect a weighted average of the current rates in the collective bargaining agreements on which the rate is based.

Survey Rate Identifiers

The **SU** identifier indicates that either a single non-union rate prevailed (as defined in 29 CFR 1.2) for this classification in the survey or that the rate was derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As a weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SUFL2022-007 6/27/2024. SU indicates the rate is a single non-union prevailing rate or a weighted average of survey data for that classification. FL indicates the State of Florida. 2022 is the year of the survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. The date, 6/27/2024 in the example, indicates the survey completion date for the classifications and rates under that identifier.

SU wage rates typically remain in effect until a new survey is conducted. However, the Wage and Hour Division (WHD) has the discretion to update such rates under 29 CFR 1.6(c)(1).

State Adopted Rate Identifiers

The **SA** identifier indicates that the classifications and prevailing wage rates set by a state (or local) government were adopted under 29 C.F.R 1.3(g)-(h). Example: SAME2023-007

01/03/2024. SA reflects that the rates are state adopted. ME refers to the State of Maine. 2023 is the year during which the state completed the survey on which the listed classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. The date, 01/03/2024 in the example, reflects the date on which the classifications and rates under the **SA** identifier took effect under state law in the state from which the rates were adopted.

WAGE DETERMINATION APPEALS PROCESS

1) Has there been an initial decision in the matter? This can be:

- a) a survey underlying a wage determination
- b) an existing published wage determination
- c) an initial WHD letter setting forth a position on a wage determination matter
- d) an initial conformance (additional classification and rate) determination

On survey related matters, initial contact, including requests for summaries of surveys, should be directed to the WHD Branch of Wage Surveys. Requests can be submitted via email to davisbaconinfo@dol.gov or by mail to:

Branch of Wage Surveys
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

Regarding any other wage determination matter such as conformance decisions, requests for initial decisions should be directed to the WHD Branch of Construction Wage Determinations. Requests can be submitted via email to BCWD-Office@dol.gov or by mail to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2) If an initial decision has been issued, then any interested party (those affected by the action) that disagrees with the decision can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Requests for review and reconsideration can be submitted via email to dba.reconsideration@dol.gov or by mail to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210.

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END OF GENERAL DECISION

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