

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>7/23/2026</u>	ADDENDUM NO.	_____	DATED	_____
ADDENDUM NO.	_____	DATED	_____	ADDENDUM NO.	_____	DATED	_____
ADDENDUM NO.	_____	DATED	_____	ADDENDUM NO.	_____	DATED	_____

Number

Description

1 Revised Notice to Bidder No. 7973; 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-1441-00(008)/ 110008301000

Hinds County(ies)

Revised 01/26/2016

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 7973

CODE: (SP)

DATE: 7/23/2026

SUBJECT: Scope of Work

PROJECT: SP-1441-00(008) 110008/301000 – Hinds

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:

Preventative Maintenance of approximately 10.2 miles of SR 467 from the Beginning of Maintenance (BOP Station 100+00) to south of Edwards (EOP Station 637+65). Details of specific work are mentioned in the following sections.

From Station 100+00 (BOP) to Station 637+65 (EOP):

Work in this area shall consist of placing a 1” lift of Ultra-Thin Asphalt Pavement. Prior to placement of the Ultra-Thin Asphalt Pavement, pre-grinding will be conducted at the locations listed in the provided table. Intersecting roads requiring major rehabilitation will be milled and inlaid with 12.5mm, ST, Asphalt. Intersecting roads requiring minor crack/pothole repairs less than 1½” in size will be conducted using standard crack sealing practices, with a fog seal coating. Intersecting roads requiring minor crack/pothole repairs over 1½” in size will be repaired with mastic patching material, per the manufacturer’s specifications. Failed areas shall be repaired at full depth using 12.5mm, ST, Leveling Asphalt at the locations listed in the provided tables. Cross drains listed in the provided table shall be repaired. Guardrail deficiencies will be addressed and updated to current standards, locations listed in the table provided. Bridge joints shall be repaired at the locations provided in the Joint Repair/Saw Cut/Preformed Joint Seal table.

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, and project limits.

The Contractor will be allowed to place the crushed stone to the top of the roadway temporarily until asphalt can be placed. If the Contractor elects to place the crushed stone to the top of the roadway, the crushed stone shall be adequately maintained as directed by the Engineer in order to provide a safe riding surface for the traveling public.

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.

Prior to mainline paving operations, failed areas in the existing pavement shall be removed and backfilled with 12.5-mm ST, 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". Leveling areas shall be keyed in 1½" to the existing asphalt at the locations provide in the tables. Any granular/stone base or subgrade material deemed unsuitable by the Engineer shall be removed as directed and backfilled with 12.5-mm ST, 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.

The surface lift for failed area 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.

Prior to mainline paving operations, pre-grinding shall be performed in areas determined by the Contractor as per section 412.03 and at other areas as directed by the Engineer. The Contract quantity is for estimating purposes only.

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.

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 2¼". 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 (Class 5, Group "D") shall be provided around driveway pads as directed to prevent shoulder drop-offs and shall be placed in a timely manner. Drop-offs exceeding 2¼" shall be corrected within 2 calendar days of the placement of the pad. Stabilizer aggregate shall be used as directed by the Engineer.

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.

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.

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.

Permanent Signs

Permanent signs as listed on the attached tables are to be replaced. Unless otherwise listed in the attached tables, existing posts, anchors, angles/bars, and other components are to be reused. The Contractor shall use new bolts, screws, washers, nuts, etc. of the required sizes in the installation of signs. If required as part of the sign replacement activities, all post and I-beam lengths in these plans are estimated. Post lengths for all signs shall be verified in the field by the Contractor prior to fabrication. Installation dates shall be clearly written in bold black markings on the back bottom half off all signs with a permanent marking stick that is waterproof, fade resistant, and marks on wet or dry surfaces. If existing sign posts or footings are to be replaced, the existing posts and footings are to be removed and the area backfilled and compacted in accordance with Section 203 of the Standard Specifications. Removal of sign, post, and footing and backfilling will be paid using the removal of sign pay item.

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

Traffic Control

The Contractor shall erect and maintain construction signing and provide all signs and traffic control devices necessary to safely maintain traffic around and through the work areas in accordance with the Traffic Control Plan and the MUTCD. The cost is to be included in the price bid for Pay Item No. 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. Once the Project is complete, the Department will retain the Temporary Portable Rumble Strips used on the Project.

Random Clearing

Random clearing shall be required at a distance of forty feet (40') from the center line. 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 costs associated with the cutting, mulching, removal, stump grinding, or any other work associated with the dead tree removal shall be included in Pay Item No.201-D001 Random Clearing (Per Station).

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.

The Contractor shall be allowed to close both lanes of the roadway for a maximum of five (5) minutes at one time in order to safely fell any dead trees. After the maximum time limit of five (5) minutes of both lanes being closed has occurred, the Contractor shall be required to allow one lane of traffic to be opened to traffic for a minimum of fifteen (15) minutes with all required traffic control devices. The Contractor will be charged a fee of \$500.00 for each full or partial 5 - minute period until the roadway is back in compliance with the requirements stated above.

Miscellaneous Notes

The cross drain repairs will involve removal and replacement of the existing pipe which shall be completed as a continuous operation in order to minimize traffic impacts and will require special traffic control according to the current edition of the Manual on Uniform Traffic Control Devices. Lane closures shall remain in place until the failed area has been completely repaired. Lane closures shall not be left unattended.

The Contractor will have the option to use Corrugated Polypropylene Pipe instead of Reinforced Concrete Pipe at Sites 1, 2, and 3 listed in the Cross Drain Repair table in the Scope Attachments. If the Contractor elects to use Corrugated Polypropylene Pipe, the work will be done according to Notice to Bidders No. 6531.

The existing 72" RCP at Site 4 can be kept in place and repaired or relined, or it can be replaced by a new 72" RCP. The use of Corrugated Polypropylene Pipe **WILL NOT** be allowed at Site 4.

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.

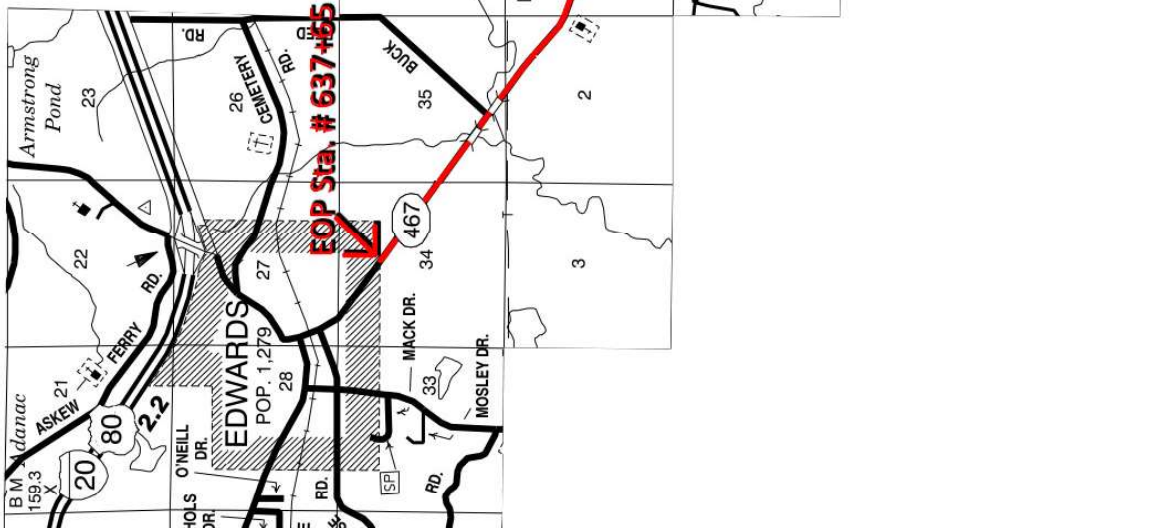
Incidental work such as removing vegetation, shaping and compacting shoulders, removing and resetting signs and/or mailboxes, removing excess asphalt material, project clean-up, and other items of incidental work necessary to complete the project will not be measured for separate payment and will be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

The cost for removal of all headwalls and wingwalls for drainage structures shall be absorbed in other items bid.

Any references to Project Number STP-1441-00(008) in the following attachments is understood to mean SP-1441-00(008) / 110008301. Any references to the statement "PRELIMINARY NOT FOR CONSTRUCTION" in the attached drawings is in error and shall be disregarded.

STP-1441-00(008) MS 467 from Beginning of Maintenance to South of Edwards





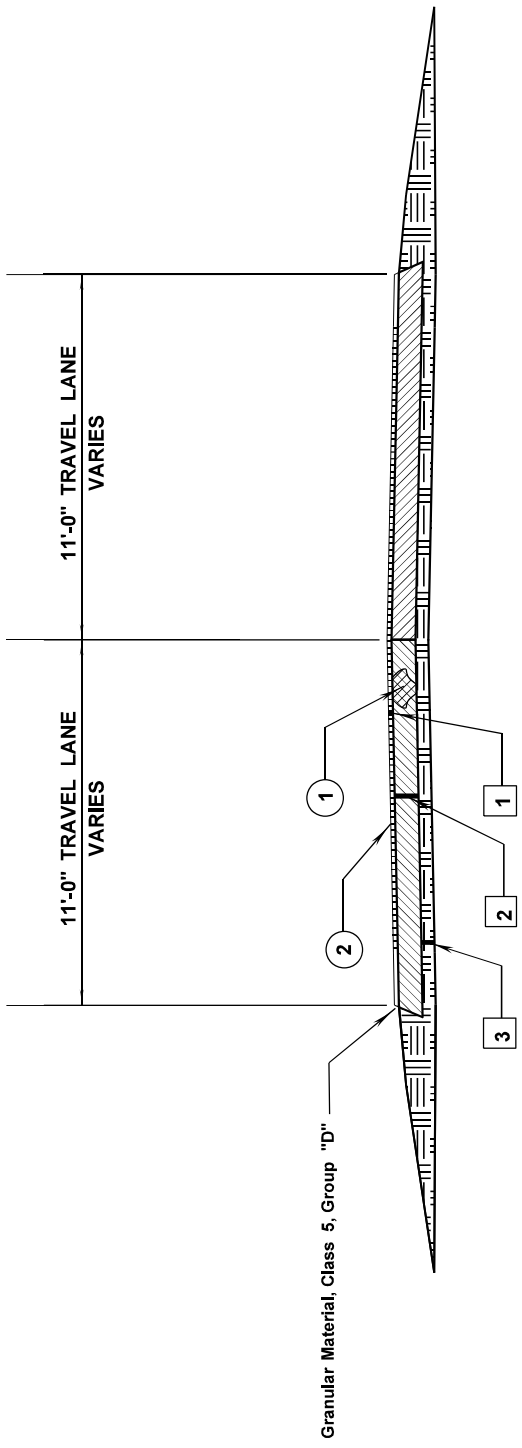
DESIGNED BY: Matthew Little
CHECKED BY: Stephen Little
DATE: March 2, 2026

FMS CON: 110008/301000
PROJECT NO.: SP-1441-00408
COUNTY: HINDS

Notice to Bidders No. 1973 -- Cont.

SHEET NO. 1

Typical Section Mainline Hwy 467



EXISTING

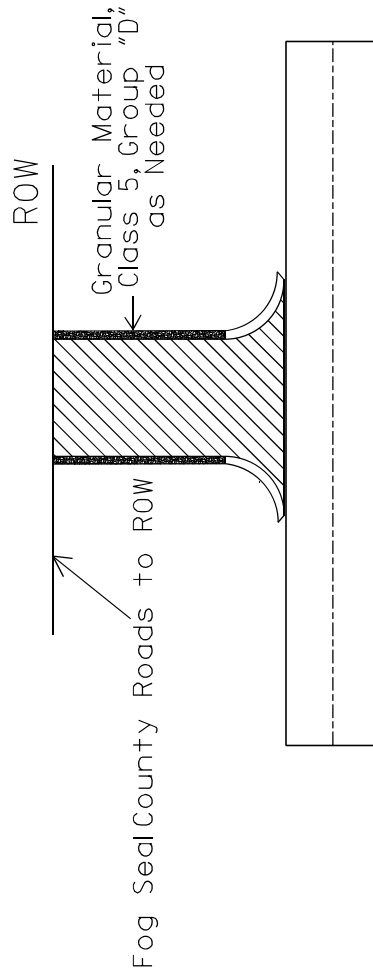
- 1 - 3/8" and Variable Chip Seal
- 2 - 5 1/2" and Variable Asphalt Pavement
- 3 - 4" Clay Gravel

PROPOSED

- 1 Repair failed areas with 12.5mm, ST, Asphalt Pavement, Leveling full depth
- 2 1" Ultra Thin Asphalt Pavement overlay

Milling and Paving Detail
County Roads
HWY 467 Hinds County

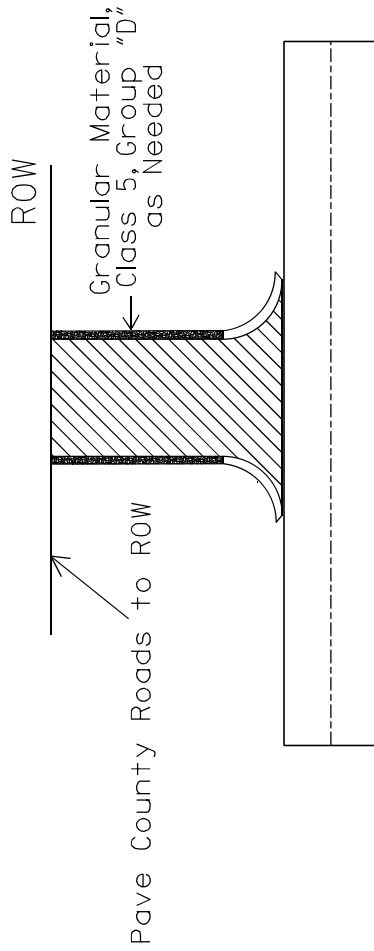
County Roads:
Chapel Hill Rd West
Darlington Cove
Adams Ln
Buck Reed Rd



Milling and Paving Detail
County Roads
HWY 467 Hinds County

County Roads:

Holliday Trace
Chapel Hill E.
Russell Tilman
Bill Downing
Military Rd



Notes:

-Mill limits of county/local roads at a maximum depth of 1".

-Place 2" of 12.5mm, ST, Mixture

-Milling/Paving area = 

SP-1441-00(008) - 110008/301					
Hinds County					
Joint Repair/Saw Cut/Preformed Joint Seal					
Sta.#	Length	907-808-A002 Joint Repair (LF)	907-823-B002 Saw Cut, Type II (LF)	907-823-A002 Preformed Joint Seal, Type II (LF)	Remarks
					Bridge #
223+09	34	68	68	34	8.7
223+10	34	68	68	34	8.7
223+99	34	68	68	34	8.7
224+00	34	68	68	34	8.7
290+50	34	68	68	34	7.3
290+51	34	68	68	34	7.3
291+70	34	68	68	34	7.3
291+71	34	68	68	34	7.3
458+35	34	68	68	34	4
458+36	34	68	68	34	4
459+96	34	68	68	34	4
459+97	34	68	68	34	4
575+71	44	88	88	44	1.8
575+72	44	88	88	44	1.8
579+57	44	88	88	44	1.8
579+58	44	88	88	44	1.8
	Total	1168	1168	584	

SP-1441-00(008) - 110008/301000																				
Hinds County																				
Cross Drain Repair																				
Site	From Station	To Station	Lane	503-C010 Saw Cut, Full Depth (LF)	202-B007 Removal of Asphalt Pavement, Failed Areas (SY)	206-A001 Structure Excavation (CY)	202-B191 Removal of Pipe, 8" and Above (LF)	202-B129 Removal of Flared End Section, All Sizes (EA)	603-CA055 36" RCP (LF)	603-CA076 48" RCP (LF)	603-CA119 72" RCP (LF)	Reinforced Concrete End Sections (EA)			304-F002 Size 610 Crushed Stone Base (Ton)	907-403-B003 12.5 ST Leveling Asphalt (Ton)	815-A007 Loose Riprap, Size 300 (Ton)	815-E001 Geotextile Under Riprap (SY)		Remarks
												36"	48"	72"				LT	RT	
1	227+21	227+56	Both	44	85,556	157,829	80	2		160			4		320.60	28.23	80	36.56	36.56	
2	427+13	427+30	Both	44	41,556	46,086	56		60			2			98.76	13.71	20	5.96	5.18	
3	493+64	493+86	Both	44	53,778	89,001	52			104			4		182.51	17.75	100	44.72	26.95	
4	633+98	634+44	Both	44	112,444	398,569	80				80			2	669.04	37.11	140	68	12.58	
				176	293,334	691,485	268	2	60	264	80	2	8	2	1270.91	96.80	340	155.24	81.27	
																				Total SY: 236.51

NOTE: Any areas disturbed by the Contractor shall be re-stabilized at no additional cost to the State.

NOTE: Installing Double Line of pipe at Sites 1 and 3.

Hinds County - SP-1441-00(008) - 110008/301000					
Removal of Debris and Sand From Box Culvert, 10-foot and Greater Width					
202-B096					
Location	Sta.	Width	Length	Total Length	Notes
Hwy 467	587+05	32	60	120	Double Barrel
TOTAL				120	

SP-1441-00(008) 110008/301000						
Hinds Co.						
Fog Seal Local Rds.						
Local Rds.	Sq. Yds.	Sta.	907-410-D001 Fog Seal (Gallons)	907-413-A002 Mastic (Gallons)	907-413-D001 Cleaning and Filling Joints and Cracks	
Chapel Hill Rd West	183.352	255+00	20.169	0	0	
Darlington Cove	205.85	271+90	22.644	30	20	
Adams Ln.	484.327	505+00	53.276	60	95	
Buck Reed Rd.	449.461	581+41	49.441	10	97	
		Total:	145.529	100	212	

SP-1441-00(008) SR 467 Guardrail Quantities												
Hinds County												
STATION	GUARDRAIL			TERMINAL END			BRIDGE END SECTION		DELINEATORS		SIGNS	REMARKS
	LOCATION (LT/RT)	606-B002 W-BEAM (LF)	THRIE BEAM TRANS. SECT. (LF)	THRIE BEAM (LF)	606-E005 FLARED END SECT. (EA)	NON-FLARED END SECT. (EA)	606-D019 TYPE "H" (EA)	TYPE "I" (EA)	630-F006 WHITE (EA)	YELLOW (EA)		
189+88	Lt	62.5			2				7			Natchez Trace
189+62	Rt	62.5			2				7			Natchez Trace
221+69	RT	93.75			1		1		5		1	
222+32	LT	31.25			1		1		3		1	
223+88	Rt	31.25			1		1		3		1	
223+88	LT	93.75			1		1		5		1	
289+10	Rt	93.75			1		1		5		1	
289+72	Lt	31.25			1		1		3		1	
291+59	Rt	31.25			1		1		3		1	
291+59	Lt	93.75			1		1		5		1	
456+95	Rt	93.75			1		1		5		1	
457+57	Lt	31.25			1		1		3		1	
459+84	Rt	31.25			1		1		3		1	
459+84	Lt	93.75			1		1		5		1	
573+70	Rt	143.75			1		1		10		1	
574+95	Lt	43.75			1		1		5		1	
579+33	Rt	43.75			1		1		5		1	
579+57	Lt	143.75			1		1		10		1	
Total		1250	0	0	20	0	16	16	92	0	16	2125

* 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, POSTS, BLOCKOUTS, CONCRETE ANCHORS, HARDWARE, 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.

*REMOVAL OF OBJECT MARKERS WILL NOT BE MEASURED AS A SEPARATE PAY ITEM AND SHALL BE ABSORBED IN OTHER ITEMS

*EXISTING TERMINAL ENDS AND HARDWARE (NUTS, BOLTS, ETC.) SHALL BE RETAINED BY THE DEPARTMENT.

SP-1441-00(008) - 110008/301000						
Hinds County						
907-403-B003 12.5-mm, ST, Asphalt Pavement, Leveling						
Station	Station	Lane	Length	Width	12.5 mm ST (Ton)	Tack (Gal)
436+80	437+34	Rt & Lt	54	22	15	13
438+92	439+44	Lt	52	11	7	6
498+23	498+72	Rt & Lt	49	22	13	12
499+55	499+78	Rt & Lt	23	22	6	6
506+25	507+28	Rt & Lt	103	22	28	25
Total:					69	62

SP-1414-00(008) 110008/301000							
Hinds County							
Standard Roadsign Sign Assembly							
Station	Location	Sign To Be Mounted	630-A005 Standard Roadside Sign, Sheet Aluminum, 0.100" Thickness (SF)	630-A003 Standard Roadside Sign, Sheet Aluminum, 0.125" Thickness (SF)	630-C005 Square Tube Post 2" (LF)	630-G005 Type III Object Markers, OM-3R or 3L, Post Mounted Each	Remarks
131+25	Rt of Rt Ln.	W1-2R		9	15		
146+25	Rt of Rt Ln.	W1-2L		9	15		
160+05	Rt of Rt Ln.	W2-2		9	15		
170+05	Lt of Lt Ln.	W2-2		9	15		
184+20	Lt of Lt Ln.	OM				1	Missing 1-OM Sign Post in Place
195+11	Lt of Lt Ln.	OM				4	4-OM Signs, 2-Post
202+90	Rt of Rt Ln.	W1-2L		9	15		
216+60	Lt of Lt Ln.	W1-2R		9	15		
227+46	Lt of Lt Ln.	OM				4	4-OM Signs, 2-Post
235+15	Rt of Rt Ln.	W1-2L		9	15		
238+17	Lt of Lt Ln.	W1-2L		9	15		
250+00	Rt of Rt Ln.	W2-1		9	15		
250+30	Lt of Lt Ln.	W1-2R		9	15		
271+95	Rt of Rt Ln.	W1-7	8		30		Sign Mounted on 2 Post
291+53	Rt of Rt Ln.	W1-2R		9	15		
303+00	Lt of Lt Ln.	OM				4	4-OM Signs, 2-Post
303+20	Rt of Rt Ln.	W2-2		9	15		
306+27	Lt of Lt Ln.	W1-2L		9	15		
332+70	Rt of Rt Ln.	W1-2R		9	15		
353+39	Lt of Lt Ln.	W1-2L		9	15		
364+08	Lt of Lt Ln.	OM				1	Missing 1-OM Sign Post in Place
367+88	Lt of Lt Ln.	OM				2	2-OM Signs, 1-Post
372+33	Rt of Rt Ln.	W1-2L		9	15		
378+20	Lt of Lt Ln.	OM				2	2-OM Signs, 1-Post
389+70	Lt of Lt Ln.	W1-2R		9	15		
399+75	Rt of Rt Ln.	W1-2L		9	15		
423+46	Rt of Rt Ln.	W1-2R		9	15		
427+33	Lt of Lt Ln.	OM				2	2-OM Signs, 1-Post
436+95	Rt of Rt Ln.	W1-2L		9	15		
458+40	Rt of Rt Ln.	W1-2R		9	15		
468+80	Rt of Rt Ln.	W1-2R		9	15		
479+80	Lt of Lt Ln.	W1-2L		9	15		
483+60	Rt of Rt Ln.	W1-2L		9	15		
495+10	Lt of Lt Ln.	W1-2R		9	15		
496+35	Rt of Rt Ln.	W1-7	8		30		Sign Mounted on 2 Post
499+88	Rt of Rt Ln.	W2-2		9	15		
501+35	Lt of Lt Ln.	W2-2		9	15		
504+88	Rt of Rt Ln.	W1-7	8		30		Sign Mounted on 2 Post
531+85	Rt of Rt Ln.	W1-2R		9	15		
548+20	Rt of Rt Ln.	W1-2L		9	15		
551+88	Lt of Lt Ln.	W1-2L		9	15		
559+75	Rt of Rt Ln.	OM				2	2-OM Signs, 1-Post
563+42	Lt of Lt Ln.	W1-2R		9	15		
576+37	Rt of Rt Ln.	W2-2		9	15		
586+37	Lt of Lt Ln.	W2-2		9	15		
589+42	Rt of Rt Ln.	W1-2L		9	15		
600+85	Lt of Lt Ln.	W1-2R		9	15		
Totals:			24	315	615	22	
NOTE: ALL INSTALLATION COMPONENTS (OMNI SLEEVES, ANCHORS, BOLTS, WASHERS, ETC.) ARE CONSIDERED INCIDENTAL AND WILL NOT BE MEASURED AS A SEPARATE PAY ITEM.							
NOTE: INSTALLATION DATES SHALL BE CLEARLY MARKED ON THE BACK BOTTOM HALF OF ALL SIGNS.							

SP-1441-00(008) - 110008/301							
Hinds County							
412-A001 - Pre-Grinding							
North Bound				South Bound			
Start Distance (ft)	Stop Distance (ft)	Length	Area (SF)	Start Distance (ft)	Stop Distance (ft)	Length	Area (SF)
2089	2106	17	204	122	145	23	276
4699	4704	5	60	445	455	10	120
4917	4918	1	12	5533	5548	15	180
4920	4922	2	24	8497	8522	25	300
4928	4934	6	72	11827	11841	15	180
4935	4936	1	12	13217	13218	1	12
12018	12023	5	60	13612	13641	25	300
12787	12838	25	300	14471	14500	25	300
18453	18472	19	228	16065	16090	25	300
19692	19696	4	48	19955	19974	19	228
19699	19710	11	132	20123	20138	14	168
19711	19725	14	168	20159	20170	11	132
24231	24231	1	12	20189	20231	25	300
25286	25287	1	12	21301	21303	2	24
26486	26491	5	60	21314	21325	11	132
26829	26847	17	204	23348	23352	4	48
28446	28470	25	300	26613	26627	14	168
31954	31959	5	60	27828	27832	5	60
32052	32060	8	96	28438	28456	19	228
32572	32596	23	276	30246	30248	2	24
33704	33712	8	96	33674	33680	7	84
36452	36463	11	132	35524	35535	12	144
39704	39746	25	300	40609	40620	12	144
40312	40368	25	300	41224	41260	25	300
40376	40405	25	300	46343	46372	25	300
40407	40408	1	12	53886	53893	7	84
40491	40516	25	300				
40761	40772	11	132				
43546	43564	18	216				
44076	44099	23	276				
47951	47964	13	156				
48081	48087	6	72				
50911	50913	2	24				
Total			4656	Total			4536

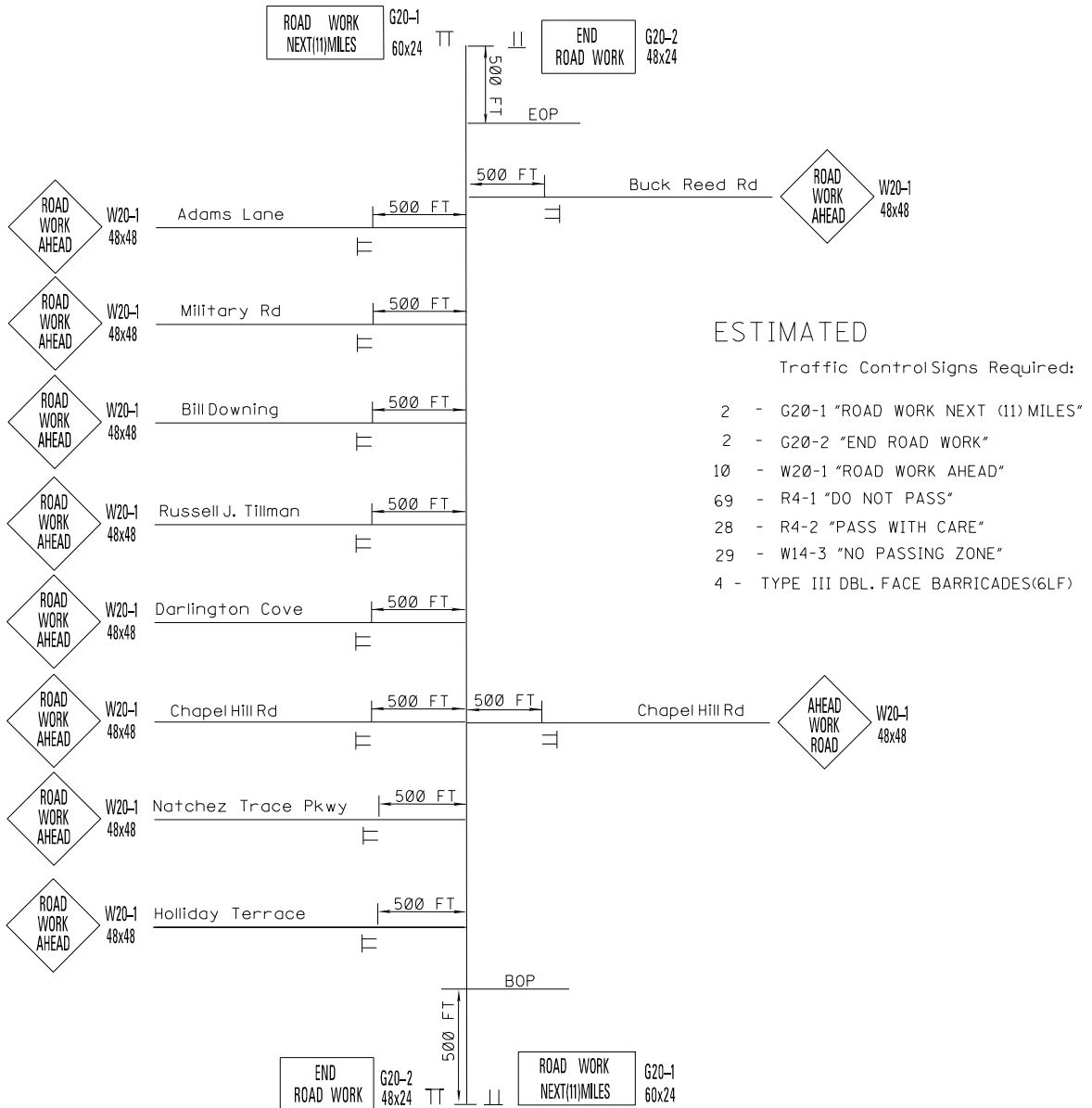
*Pre-grinding shall not exceed 25 feet in length.

*Distance measurements begin at 32.272690 N -90.439300 W for North Bound(at BOP) and at 32.324340 N -90.597340 W for South Bound(at EOP).

SP-1441-00(008) - 110008/301									
Hinds County									
Full Depth Asphalt Repair Quantities									
Station	Station	Location	Width	Length	503-C010 Saw Cut, Full Depth (LF)	202-B009 Removal of Asphalt Pavement, Failed Areas (SY)	203-G001 Excess Excavation, FM, AH (CY)	407-A001 Asphalt for Tack Coat (Gal)	907-403-B003 12.5-mm, ST, Asphalt Pavement Leveling (Ton)
206+67	207+04	Lt. Ln.	11	37	59	45.222	7.537	0.33	29.847
502+25	502+52	Lt. Ln.	11	27	49	33.000	5.500	0.27	21.780
504+52	504+80	Rt. Ln.	11	28	50	34.222	5.704	0.28	22.587
570+47	570+85	Lt. Ln.	11	38	60	46.444	7.741	0.33	30.653
574+19	574+78	Rt. Ln.	11	59	81	72.111	12.019	0.45	47.593
583+15	583+44	Rt. Ln.	11	29	51	35.444	5.907	0.28	23.393
				Total	350	266.444	44.407	1.94	175.853

SP1414-00(008) 110008/301000					
Hinds County					
406-D001 Fine Milling Bituminous Pavement (Transitions)					
Station	Station	Length	Width	SY	Remarks
100+00	101+00	100	22	244.444	B.O.P.
221+93	222+93	100	22	244.444	Bridge
224+22	225+22	100	22	244.444	Bridge
289+32	290+32	100	22	244.444	Bridge
291+93	292+93	100	22	244.444	Bridge
457+19	458+19	100	22	244.444	Bridge
460+17	461+17	100	22	244.444	Bridge
574+54	575+54	100	22	244.444	Bridge
579+85	580+85	100	22	244.444	Bridge
636+65	637+65	100	22	244.444	E.O.P.
165+00 Holliday Trace				105	Local Rd.
225+00 Chapel Hill E.				152	Local Rd.
308+29 Russell Tilman				150	Local Rd.
386+70 Bill Downing				183	Local Rd.
496+70 Military Rd				430	Local Rd.
Total:				3464.44	

CONSTRUCTION SIGNING DETAIL
SP-1441-00(008) -110008/301
SR 467 OVERLAY
HINDS COUNTY
FROM BOM TO SOUTH OF EDWARDS



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

G20-1 and G20-2 signs mounted on Type III 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. If No Passing zones are 1000 ft or more, install additional "DO NOT PASS" signs on maximum spacing of 750 ft.

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



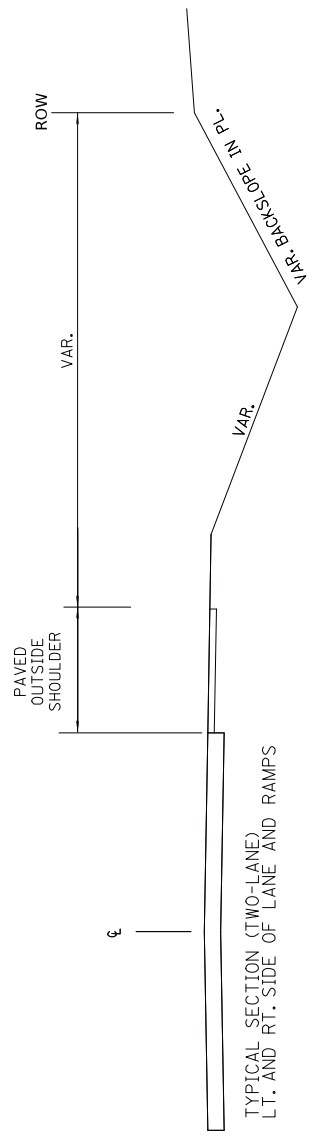
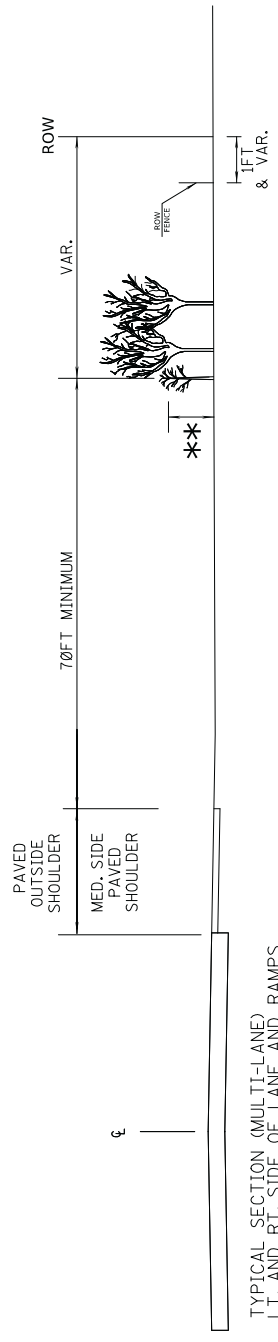
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
MDOT

DESIGNED BY:	
DETAILED BY:	
CHECKED BY:	
DATE:	

FMS CON: /	
PROJECT NO.:	
COUNTY:	

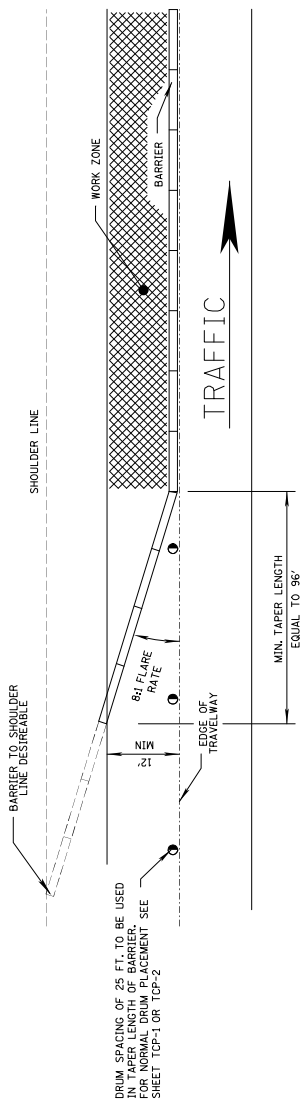
TYPICAL SECTION	
Roadside Clearing Zones	
Notice to Bidders No. 7973	
REQUIRED	

SHEET NO.	
SHEET ID	

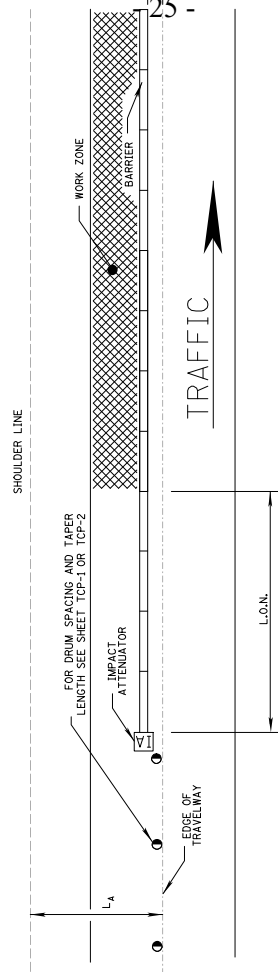


TYPICAL SECTIONS - ROADSIDE CLEAR ZONE REQ'D

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



DETAIL OF POSITIVE
BARRIER WITH TAPER



DETAIL OF POSITIVE BARRIER
WITH IMPACT ATTENUATOR

- NOTES:
1. LENGTH OF NEED, L.N. = $\frac{L_1 L_2}{L_1 + L_2}$

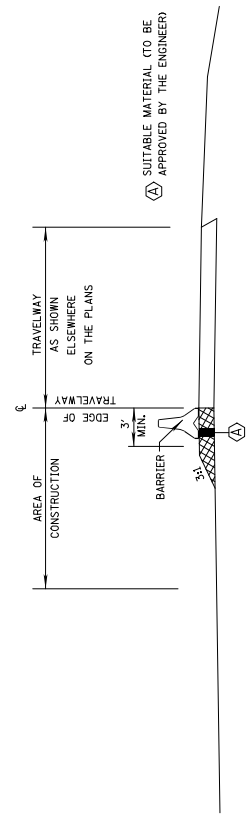
WHERE: L_1 = LATERAL EXTENT OF THE AREA OF CONCERN
 L_2 = RUNOUT LENGTH
 L_3 = LATERAL OFFSET FROM EDGE OF TRAVELED WAY TO BARRIER.

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.

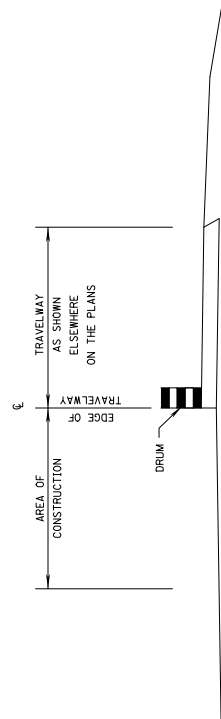
2. RUNOUT LENGTH L_3 IS TO BE DETERMINED USING THE FOLLOWING TABLE:

DESIGN SPEED mph	RUNOUT LENGTH L_3 GIVEN TRAFFIC VOLUME (ADT) (ft)			
	OVER 10,000 veh/day	5,000-10,000 veh/day	1,000-5,000 veh/day	UNDER 1,000 veh/day
70	360	330	290	250
60	300	250	210	200
50	230	190	160	150
40	160	130	110	100
30	110	90	80	70



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 Bidders No. 797

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

LANE CLOSURE DETAILS
FOR GREATER THAN
3 INCH DROPOFF

PRELIMINARY
NOT FOR
CONSTRUCTION

PROJECT NO.: UPDATE
COUNTY: UPDATE

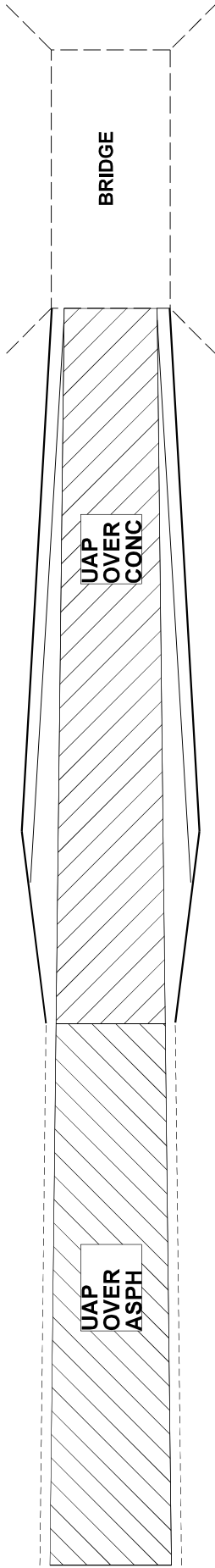
WORKING NUMBER
SDTCP-C

SHEET NUMBER
FILENAME: SDTCP-C.DGN

DATE
DESIGN TEAM
UPDATE
CHECKED
DATE
UPDATE

\$PG\$

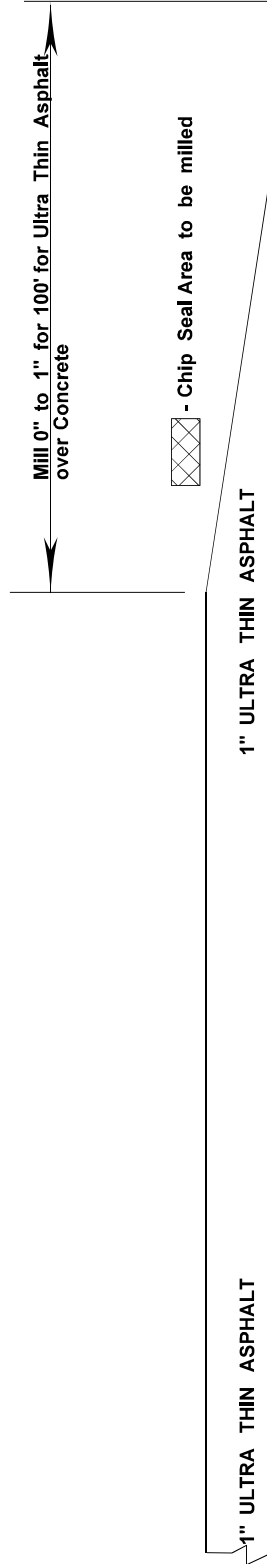
STATE	PROJECT NO.
MISS.	SP-1441-00(008)



ULTRA THIN ASPHALT PAVING LIMITS

ULTRA THIN ASPHALT PAVING LIMITS

BRIDGE LIMITS - APPROACH/DEPARTURE



1" ULTRA THIN ASPHALT

1" ULTRA THIN ASPHALT

1" ULTRA THIN ASPHALT

BRIDGE
DECK

EXISTING CONC. PAVEMENT

MILLING REQUIREMENTS

Note:
Weep holes shall be required through the shoulder to prevent water from ponding in the milled areas as directed by Engineer.

(NOT TO SCALE)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
PAVING LIMITS	
ULTRA THIN ASPHALT	
REQUIREMENTS	
@ BRIDGES	
PROJECT NO.: SP-1441-00(008)	
COUNTY: HINDS	
FILE NAME: LITTLE	
DESIGNER: LITTLE	
DATE: 01/01/00	
SCALE: ONE	

SP-1441-00(008) 110008/301000					
Hinds County					
201-D001 Random Clearing					
Northbound			Southbound		
From STA	To STA	Quantity (STA)	From STA	To STA	Quantity (STA)
100+00	104+16	4.160	100+00	101+45	1.450
105+80	109+00	3.200	101+79	102+10	0.310
110+00	110+50	0.500	103+44	105+10	1.660
112+00	117+65	5.650	105+47	105+68	0.210
121+30	125+65	4.350	106+28	106+32	0.040
128+20	128+74	0.540	108+00	112+26	4.260
133+30	137+16	3.860	112+72	122+31	9.590
140+27	144+10	3.830	124+85	132+21	7.360
147+73	165+00	17.270	133+95	134+35	0.400
165+18	174+04	8.860	135+93	136+73	0.800
178+90	185+10	6.200	138+09	138+65	0.560
197+35	224+15	26.800	141+91	150+37	8.460
225+90	226+95	1.050	153+12	158+60	5.480
227+38	227+60	0.220	159+60	160+33	0.730
228+10	241+25	13.150	160+76	164+50	3.740
241+75	254+45	12.700	165+45	181+28	15.830
255+30	287+36	32.060	181+88	182+35	0.470
288+88	291+70	2.820	183+09	184+10	1.010
294+54	295+10	0.560	196+37	198+30	1.930
295+48	337+92	42.440	198+97	199+37	0.400
338+45	346+95	8.500	202+92	204+92	2.000
348+60	349+83	1.230	205+87	207+85	1.980
350+42	351+43	1.010	208+60	228+00	19.400
352+33	367+13	14.800	232+72	232+92	0.200
369+54	369+80	0.260	234+00	234+16	0.160
370+24	371+50	1.260	235+41	235+89	0.480
372+00	372+72	0.720	237+06	237+28	0.220
375+73	379+70	3.970	237+93	239+25	1.320
379+87	388+50	8.630	245+00	254+52	9.520
388+82	395+31	6.490	255+32	266+27	10.950
400+76	416+87	16.110	268+76	269+64	0.880
417+17	418+10	0.930	270+20	271+67	1.470
418+59	441+34	22.750	272+00	279+38	7.380
442+25	442+60	0.350	279+58	281+21	1.630
443+00	448+16	5.160	281+58	286+92	5.340
450+21	452+66	2.450	289+40	292+40	3.000
453+24	461+08	7.840	294+43	308+00	13.570
Total (STA):		292.680	Total (STA):		144.190

SP-1441-00(008) 110008/301000					
Hinds County					
201-D001 Random Clearing					
Northbound			Southbound		
From STA	To STA	Quantity (STA)	From STA	To STA	Quantity (STA)
463+00	466+96	3.960	308+57	340+12	31.550
493+19	494+43	1.240	351+17	386+30	35.130
496+74	497+97	1.230	386+97	400+53	13.560
498+69	501+35	2.660	401+13	406+46	5.330
504+45	513+38	8.930	407+34	420+10	12.760
514+35	524+53	10.180	421+06	427+20	6.140
527+36	532+05	4.690	430+42	431+25	0.830
533+78	540+25	6.470	434+31	440+15	5.840
573+26	579+30	6.040	443+04	446+58	3.540
580+79	580+96	0.170	450+37	452+39	2.020
581+85	637+65	55.800	455+61	460+46	4.850
			462+55	465+08	2.530
			465+49	470+77	5.280
			471+12	473+11	1.990
			473+91	475+75	1.840
			480+21	480+43	0.220
			492+81	494+65	1.840
			497+38	498+59	1.210
			498+80	500+53	1.730
			507+00	510+94	3.940
			514+80	516+00	1.200
			517+00	517+17	0.170
			517+61	522+00	4.390
			524+65	525+90	1.250
			528+63	528+93	0.300
			529+65	535+55	5.900
			536+43	536+75	0.320
			537+25	537+50	0.250
			542+06	542+71	0.650
			550+58	550+98	0.400
			566+53	571+29	4.760
			572+00	605+88	33.880
			606+38	606+80	0.420
			607+50	609+00	1.500
			609+18	613+38	4.200
			613+75	631+77	18.020
			634+88	635+18	0.300
Total (STA):		101.370	Total (STA):		220.040