

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>8/20/2026</u>	ADDENDUM NO.	_____	DATED	_____
ADDENDUM NO.	_____	DATED	_____	ADDENDUM NO.	_____	DATED	_____
ADDENDUM NO.	_____	DATED	_____	ADDENDUM NO.	_____	DATED	_____

Number

Description

- 1 Revised NTB Nos.8195 & 8196; Revised FHWA-1273,w/ Supplement; Revised Bid Items; 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.

NHPP-0055-02(287)/ 110043301000, IM-0055-02(291)/ 110067301000 & IM-0055-02(292)/ 110068301000

Madison County(ies)

Revised 01/26/2016

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 8195

CODE: (SP)

DATE: 08/20/2026

SUBJECT: Scope of Work

**PROJECT: IM-0055-02(291) / 110067301 –Madison County
IM-0055-02(292) / 110068301 – Madison County
NHPP-0055-02(287) / 110043301 – Madison 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 project is as follows.

IM-0055-02(291) / 110067/301000

Replacing the OGFC on approximately 7.7 miles of I-55 beginning 0.37 miles south of Sowell Road (BOP Station 0+00) and ending at Heindl Road in Madison County (Station 371+25). Details of specific work are mentioned in the following sections.

IM-0055-02(292) / 110068/301000

Fog Seal approximately 7.2 miles of I-55 beginning at Heindl Road (Station 371+25) and ending at the Yazoo County Line in Madison County (EOP Station 730+00). Details of specific work are mentioned in the following sections.

Project wide work from Station 0+00 (BOP) to Station 371+25 (Heindl Road)

Mainline

Prior to milling, repair failed areas full depth with 12.5mm HT Leveling Asphalt. Remove the existing 1” OGFC pavement and replace with 1” of 9.5mm OGFC asphalt extending 2 feet outside the travel lane. Use 9.5mm HT asphalt to tie in ramps where OGFC will be removed to match new standard. Fog seal mainline outside shoulders.

Acceleration/Deceleration Lanes at Sowell Road and Nissan Parkway

Prior to milling, repair failed areas full depth with 12.5mm HT leveling asphalt. Mill and remove the existing OGFC pavement 1” and variable and replace with 2 lifts of micro-surface on all areas where OGFC was removed. Use 9.5mm HT asphalt to tie in ramps where OGFC will be removed to match new standard. Fog seal all shoulders.

Project wide work from Station 371+25 (Heindl Road) to Station 730+00 (EOP)

Northbound Travel Lanes

Apply a bio-based rejuvenating fog seal to both lanes leaving the northernmost 1,000 feet untreated. Replace any pavement markings that become damaged or experience performance loss due to fog seal applied.

Southbound Travel Lanes

Apply a petroleum-based rejuvenating fog seal to both lanes leaving the northernmost 1,000 feet untreated. Replace any pavement markings that become damaged or experience performance loss due to fog seal applied.

Milling

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

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

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

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

Traffic will be allowed to travel on the mainline milled surface for 3 days, and the Contractor will be assessed **\$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 **\$1,000** per calendar day afterwards until the non-mainline milled surface is covered with the next lift of asphalt. The additional allowance for the non-mainline milled surface is for the Contractor's convenience, and thus, the Contractor is responsible for any pavement failures or damage sustained during this period.

Paving

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

Per section 401.03.1.4, irregular areas shall be compacted to refusal densification. An irregular area shall be defined as any area less than 8 feet wide by 300 feet long. The Contractor shall be responsible for conducting all necessary density shots as well as establishing the rolling pattern. If the Contractor elects to not perform density shots, then cores shall be cut by the Contractor for payment determination.

Prior to mainline milling and paving operations, failed areas in the existing pavement shall be removed and backfilled with 12.5mm HT 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 base or subgrade material deemed unsuitable by the Engineer shall be removed as directed and backfilled with 12.5mm HT 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 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.

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.

Temporary and Permanent Pavement Markings

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

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

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

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

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

Permanent raised pavement markers shall be installed on mainline and local public roads after completion of all paving operations

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.

All terminal ends and hardware associated with it shall become the property of the State once removed. The Contractor shall deliver terminal ends and hardware to the Whitfield Maintenance Office located at 3769 MS-468, Pearl, MS 39208. The Contractor shall provide personnel/equipment to unload materials and shall provide Trent Holbrook (601-946-7044) a 48 hour notice prior to materials being delivered.

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. 907-618-A, Maintenance of Traffic. Fluorescent orange sheeting shall be used on all construction and traffic control signs except those designated in the plans to be black legend and border on white background.

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

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

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

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

Random Clearing

Random clearing shall be required at a distance of seventy feet (70') from the pavement edge or to the right-of-way line, whichever distance is less. In situations where the clearing limits will leave a strip of trees in the median 20 feet (20') wide or less and/or leave a strip of trees 10 feet (10') or less from the edge of ROW or ROW fence, then said strip(s) shall also be cleared. 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.

Miscellaneous Notes

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

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

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

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

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

Box culverts and drainage channels listed in the attached table shall have the existing debris and sediment removed by the Contractor, and shall be paid for using Pay Item No. 202-B276 Removal of Debris from Drainage Channels. The applicable pay item shall be measured along the length of the box culvert or in the case of multiple barrels along the length of each barrel of the box culvert, and along the length of the drainage channel. The depth of sediment listed for each box culvert/drainage channel is for estimation purposes only, and the actual depth of the sediment shall

be field verified by the Contractor prior to bidding the Project. The disposal of this material will not be measured for separate payment. The Contract quantities for box cleanout and channel excavation shall be paid which encompasses the entirety of each box location, including multiple barrels if present, and the entirety of each channel listed in the appropriate table in the Contract. Additional areas may be added as directed by the Engineer.

Work is required on bridges throughout the project, refer to the included tables for work required at each bridge and the respective pay items. All work required that does not have its own pay item should be considered an absorbed item of work and shall be bid accordingly.

NHPP-0055-02(287) / 110043301000

Minor changes in detail of design or construction procedure may be authorized by the Director of Structures, State Bridge Engineer provided such changes will not be cause for contract price adjustment. Work for which no pay item is provided will not be paid for directly and shall therefore be considered an absorbed item of work.

It shall be the responsibility of the Contractor to protect existing structures from damage which might occur during construction. The Contractor shall replace or repair, as directed by the Director of Structures, State Bridge Engineer, any structures damaged during the life of the contract. No payment will be made for replacement or repair of damaged items.

All details are based on the dimensions shown on the original plans for the existing structure. The Contractor shall be responsible for adjusting the elements of the new construction to ensure a proper fit with the existing structure. The Contractor shall verify all dimensions of the existing structure prior to any fabrication or construction.

During construction, care shall be exercised to ensure that no debris falls onto the roadway below the structures. All debris, including any material that has accumulated on the bridge caps, shall become the property of the Contractor and shall be removed from the construction site.

Work on the project shall consist of the following repairs to bridge numbers 112.3A (12986) and 112.3B (12987) located on I-55 over Church Road in Madison County.

Scope of Work Bridge 112.3A (12986):

- Install Hybrid Polymer Concrete Overlay
- Full Depth Deck Repair on Portion of Span 2
- Replace Bearings at all Bents
- Joint Repair & Sealing
- Reshape Slopes and Install Riprap
- Undersealing at End Bent Nos. 1L & 4L
- General Epoxy Repair
- Clean Caps

Scope of Work Bridge 112.3B (12987):

- Install Hybrid Polymer Concrete Overlay
- Replace Bearings at all Bents
- Joint Repair & Sealing

- Reshape Slopes and Install Riprap
- Undersealing at End Bent No. 4R
- General Epoxy Repair
- Clean Caps

For additional information and details, see work related items below and on the attached Drawings. At the Contractor's request, Bridge Division will provide a complete set of As-Built plans for the existing bridge.

Hybrid Polymer Concrete Overlay

Hybrid Polymer Concrete Overlay shall be placed in accordance with Special Provision Subsection 907-828.03 and with the approved materials outlined in Special Provision Subsection 907-828.02. Overlay limits shall be edge to edge of bridge railing/curb and extend the entire length of bridge deck. Overlay thickness shall be placed at a minimum thickness of ½", not to exceed ¾". Estimated quantities are based on ¾" thickness. All materials and labor associated with this item of work shall be paid for per cubic yard of overlay installed under Pay Item No. 907-828-A001 Hybrid Polymer Concrete Overlay.

Full Depth Deck Repair

A full depth deck repair shall be performed in the approximate area shown on the attached Drawings. Removal of concrete shall be performed using 30 lb. hammers. During the removal of concrete during the full depth deck repair, no damage shall be sustained by the existing beams, diaphragms, reinforcement, or any part of the existing structure. If damage occurs, it will be repaired by the Contractor to the satisfaction of the Project Engineer at no additional cost to the State. Removal of bridge deck concrete will be paid for under Pay Item No. 907-824-PP003, Bridge Repair, Removal of Bridge Deck. Concrete to repair full depth deck repair will be paid for under Pay Item 907-804-O001, Bridge Deck Overlay Concrete.

Bearing Replacements

Bearings shall be replaced in accordance with Special Provision Subsection 907-824.03.4. Payment for this work shall be made under Pay Item No. 907-824-D002, Bearing Replacements, Prestressed Concrete Girder.

Joint Repair & Sealing

The joint repair shall include installation of the preformed joint seal and other necessary work per the included attached Drawings or as directed by the Project Engineer. The joints shall be sealed by one of the three approved Manufacturers listed in Special Provision 907-823-8 and installed according to the Manufacturer's specifications. Joint Repair will be paid for under Pay Item No. 907-808-A003, Joint Repair Without Epoxy. All new preformed joints shall be paid for under Pay Item No. 907-823-A001, Preformed Joint Seal, Type I.

Reshape Slopes and Install Riprap:

The slopes at all End Bents shall be reshaped to a 2:1 slope and have 100lb riprap installed to the satisfaction of the Project Engineer. Geotextile fabric is required under all riprap. See Riprap Placement Plan shown on attached Drawings. Riprap shall be paid for under Pay Item No. 815-A002, Loose Riprap, Size 100. Geotextile Fabric shall be paid for under Pay Item No. 815-E001,

Geotextile Under Riprap. Reshaping Slope shall be paid for under Pay Item No. 907-824-PP004, Bridge Repair, Slope Reshaping, Per Plans

Undersealing:

In order to fill the void below End Bent Nos. 1L, 4L, & 4R, the void shall be filled with injectable urethane compound material meeting the required properties in Special Provision Subsection 907-420.02. Prior to injection, the site shall be prepared according to the Manufacturer's instructions. Urethane compound shall be installed in strict accordance with Manufacturer's instructions. All labor, preparations, and materials associated with filling the voids underneath the bent caps shall be included in Pay Item No. 907-420-A001, Undersealing.

General Epoxy Repair

General Epoxy Repair shall be done in accordance with Special Provision Subsection 907-824.3.1 and with the approved materials outlined in Special Provision Subsection 907-824.02.1. All work and materials required to perform this item of work shall be paid for under Pay Item No. 907-824-A003, General Epoxy Repair. This item shall be bid such that this item may be increased, decreased, or eliminated as directed by the Project Engineer.

Cap Cleaning

Cap Cleaning shall be done in accordance with Special Provision Subsection 907-824.03.3. This item of work shall be paid for under Pay Item No. 907-824-C001, Cap Cleaning.

Contractor Submittals

Prior to fabrication and construction, the following shall be submitted to the Director of Structures, State Bridge Engineer through the Project Engineer for approval. No work shall begin until all submittals have been authorized by the Director of Structures, State Bridge Engineer.

Field Verification Submittal:

All dimensions of the existing structure and clearances shall be field verified by the Contractor. The Contractor shall be responsible for adjusting the elements of new construction to ensure proper fit with the existing structure. The Contractor shall submit verification of the existing bridge elements associated with the work items described herein. This shall include, but is not limited to:

- a. Finish grades of existing structures.
- b. Existing open joint widths.
- c. Existing bearing dimensions.
- d. Existing cap dimensions.
- e. Any other element that will affect the work items described herein.

Shop Drawing Submittal:

The Contractor shall submit, in duplicate, shop drawings for new bearing assemblies to be installed at bearing locations. Shop drawings shall not be approved without the corresponding field verification submittal outlined above.

Jacking Plan Submittal:

The Contractor shall submit a set of bracing and jacking arrangement plans along with design calculations.

Containment Plan Submittal:

The Contractor shall submit a containment plan associated with the work items described in this proposal to the Director of Structures, State Bridge Engineer for approval.

Special Provisions:

907-420: Undersealing

907-808: Joint Repair

907-823: Preformed Joint Seal

907-824: Routine Bridge Repair

907-828: Hybrid Polymer Concrete Overlay

EOP STA 730+00

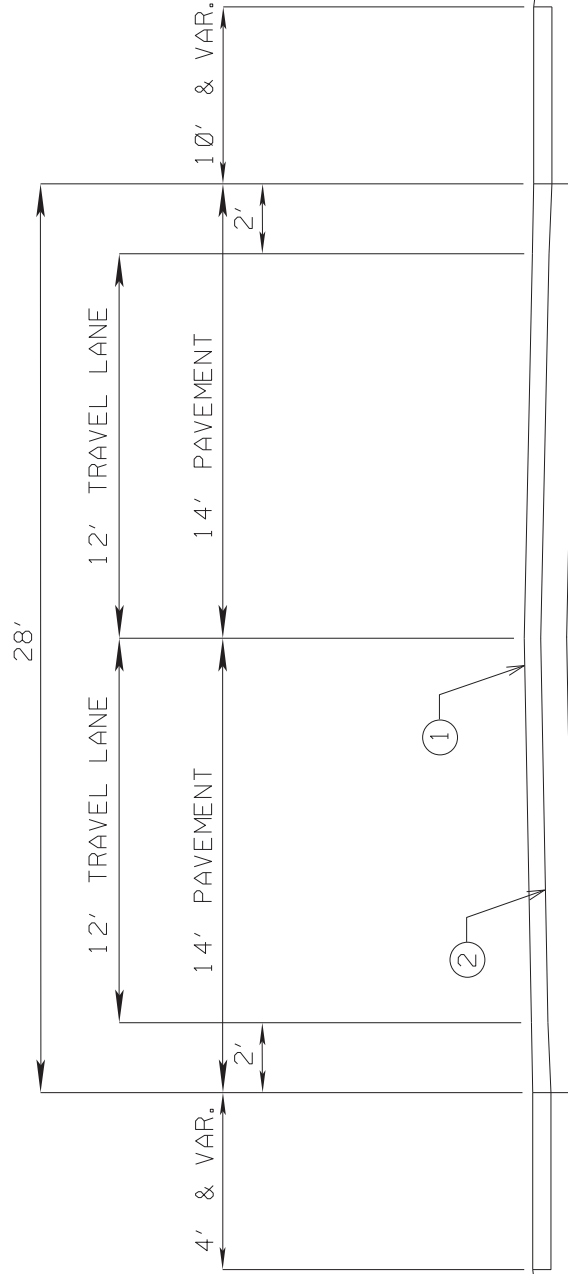


TYPICAL SECTION

The diagram illustrates the cross-section of a two-lane highway. The total width of the road is 28'. Each travel lane is 12' wide. The pavement thickness for each lane is 14'. The diagram also shows a 2' shoulder on each side, a 4' & VAR. (Variable) area on the left, and a 10' & VAR. area on the right. The layers are numbered 1 through 4, indicating different materials or construction stages.

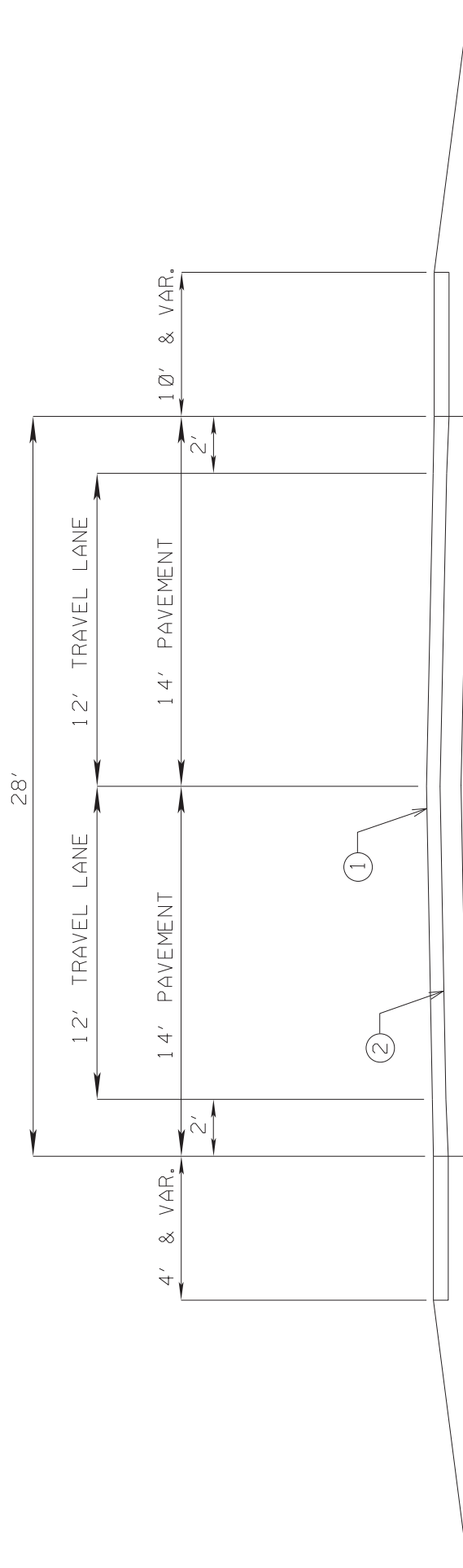
- ① Failed areas to be removed and back filled with 12.5mm HT Leveling asphalt
- ② Mill approximately 1" existing OGFC
- ③ Overlay with 1" of 9.5mm OGFC asphalt (extend 2' outside the travel lane)
- ④ Fog seal outside shoulders
- ⑤ Existing structure (5 1/2" - 16 1/2")

110068/301000
TYPICAL SECTION
STA 371-25 - STA 730+00 (EOP)
NORTH BOUND



- ① Bi-based rejuvenating fog seal (Travel lanes only)
- ② Existing structure (4' - 16")

110068/301000
TYPICAL SECTION
STA 371-25 - STA 730+00 (EOP)
SOUTH BOUND



- ① Petroleum based rejuvenating fog seal (Travel lanes only)
- ② Existing structure (14" - 16")

A diagram of a 20-foot wide deck layout. The deck is represented by a long rectangle with a hatched section in the center. Four numbered circles (1, 2, 3, 4) are placed along the top edge of the deck, corresponding to the four sections. Dimension lines with arrows indicate the widths of these sections: the first section is 3' & VAR., the second is 16' & VAR., the third is 8', and the fourth is 8' & VAR. The total width is 20 feet.

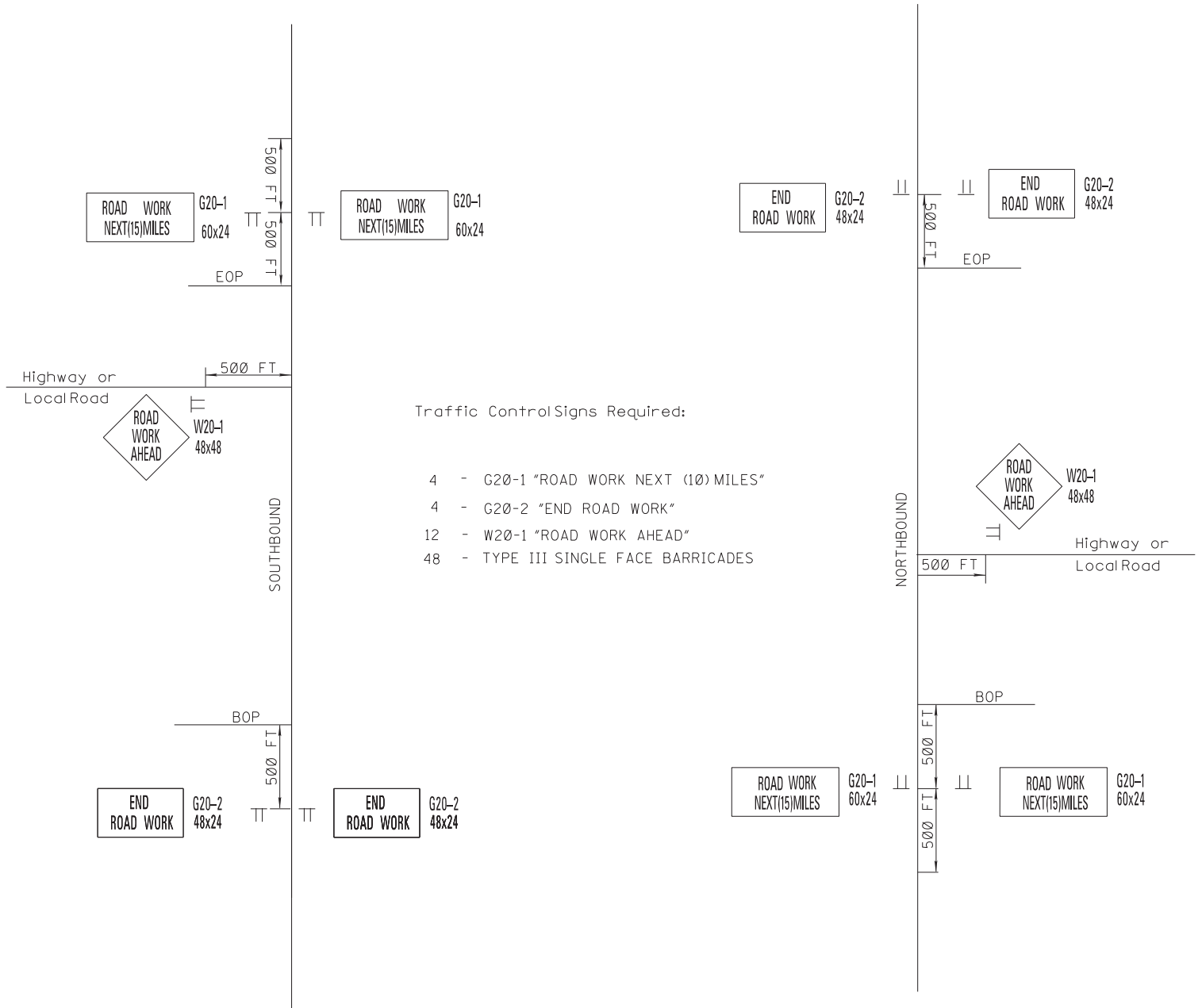
- ① Failed areas to be removed and back filled with 12mm HT Leveling asphalt
- ② Mill approximately 1" existing OGFC
- ③ Place 2 lifts Microsurface where OGFC was removed
- ④ Fog seal shoulders

CONSTRUCTION SIGNING DETAIL
I 55 OVERLAY

16

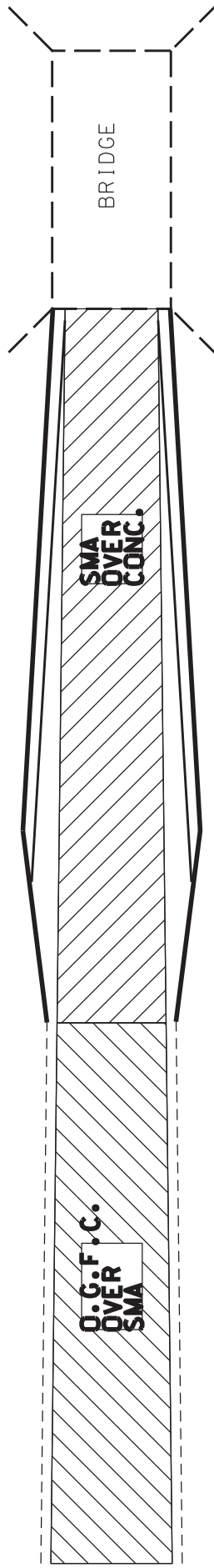
Notice to Bidders No. 8195 -- Cont'd.

MADISON COUNTY
110067/301000 110068/301000



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

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



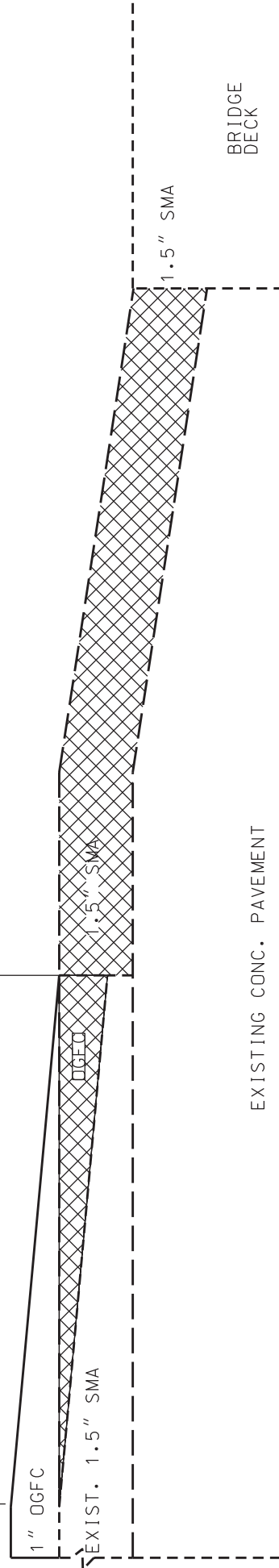
— OGFC OVER SMA PAVING LIMITS

— SMA PAVING LIMITS

BRIDGE LIMITS — APPROACH/DEPARTURE

Mill 0" to 1" for 100' for O.G.F.C. OVERLAY Over existing SMA

— SMA Area to be milled and replaced with SMA



EXISTING CONC. PAVEMENT

SMA MILLING REQUIREMENTS

(NOT TO SCALE)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PAVING LIMITS
SMA MILLING REQUIREMENTS
@ BRIDGES

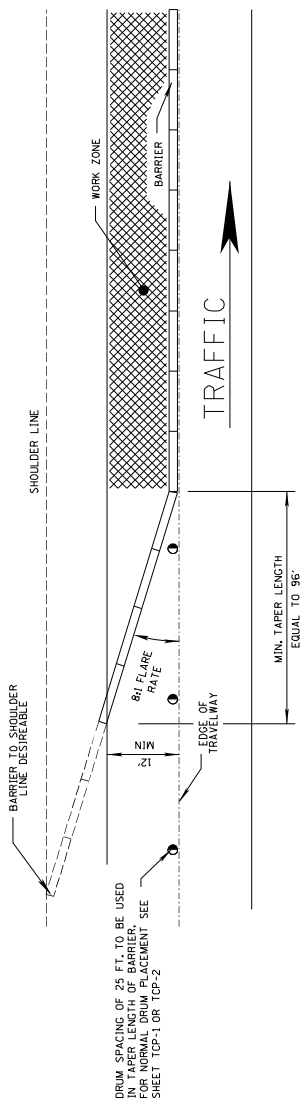
PROJECT NO. 8
COUNTY 8
LAW 8

DATE 8/8/88

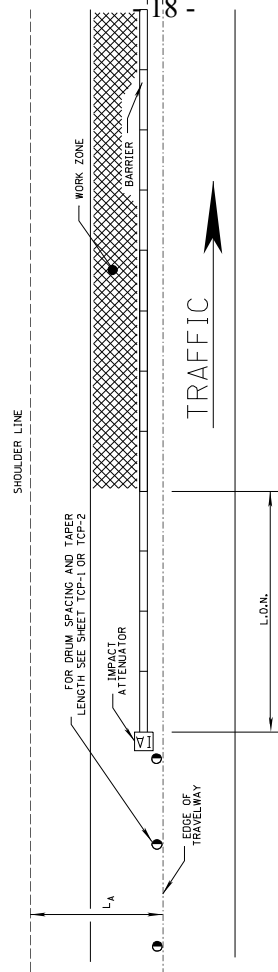


PL-8R-1

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



DETAIL OF POSITIVE
BARRIER WITH TAPER



DETAIL OF POSITIVE BARRIER
WITH IMPACT ATTENUATOR

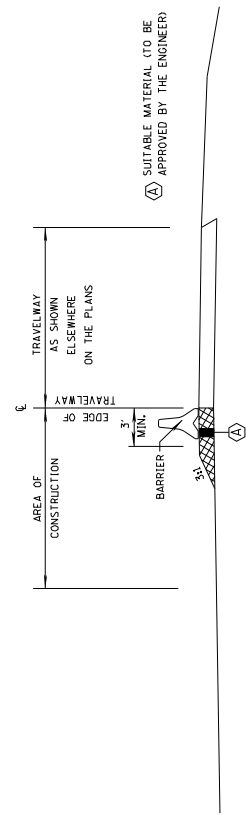
- NOTES:
1. LENGTH OF NEED, L.O.N. = $\frac{L_A L_2}{L_A}$
- WHERE: L_A = LATERAL EXTENT OF THE AREA OF CONCERN
 L_2 = LATERAL OFFSET FROM EDGE OF TRAVELED WAY TO BARRIER.

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.

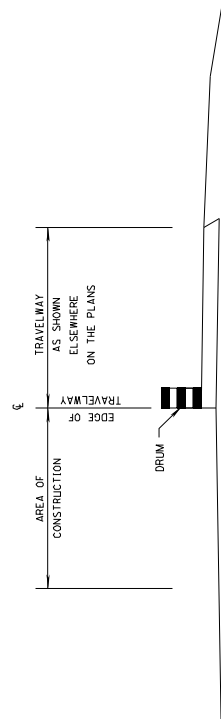
2. RUNOUT LENGTH (L_R) IS TO BE DETERMINED USING THE FOLLOWING TABLE:

DESIGN SPEED (mph)	RUNOUT LENGTH (L_R) 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. OMB-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

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

PROJ. NO.:
COUNTY:
FILE NAME: SDTCP-CADDGN
DESIGN TEAM: UPDATE DATE: UPDATE

WORKING NUMBER
SDTCP-C
SHEET NUMBER

110067/301000
201-D001 Random Clearing (Acre)

Station	Acres
94+75 Right	0.1
224+00 - 235+00 Median	1.16
320+00 Right	0.37
318+00 Left	0.1
325+50 - 352+30 Median	5.45
327+00 - 338+40 Right	0.68
BR 116.2 B (East end of Box)	0.25
Total	8.11

110067/301000						
Madison County						
203-G001						
Excess Excavation, FM,AH						
Station	Direction	Length	Width	Square Feet	Square Yards	Cubic Yards
1+00	NB/RT	140	4	560	62	7
112.3A	SB/RT	200	4	800	89	10
112.3A	SB/LT	200	4	800	89	10
67+00	NB/RT	200	4	800	89	10
68+00	NB/LT	180	4	720	80	9
71+00	SB/RT	190	4	760	84	9
72+00	SB/LT	200	4	800	89	10
90+00	NB/RT	180	4	720	80	9
90+00	NB/LT	180	4	720	80	9
91+00	SB/LT	180	4	720	80	9
91+00	SB/RT	180	4	720	80	9
114.5B	NB/RT	220	4	880	98	11
114.5B	NB/LT	220	4	880	98	11
114.5A	SB/RT	200	4	800	89	10
114.5A	SB/LT	200	4	800	89	10
119+00	NB/RT	330	4	1320	147	16
116.9D	NB/RT	210	4	840	93	10
116.9D	NB/LT	210	4	840	93	10
116.9B	NB/RT	210	4	840	93	10
116.9B	NB/LT	210	4	840	93	10
116.9A	SB/RT	200	4	800	89	10
116.9A	SB/LT	200	4	800	89	10
117.8B	NB/RT	200	4	800	89	10
117.8B	NB/LT	200	4	800	89	10
117.8A	SB/LT	200	4	800	89	10
117.8A	SB/RT	200	1	200	22	2
118.3B	NB/RT	200	4	800	89	10
118.3B	NB/LT	200	4	800	89	10
118.3A	SB/RT	200	4	800	89	10
118.3A	SB/LT	200	4	800	89	10
342+00	NB/RT	350	4	1400	156	17
225+00 (Failed Area)	SB	85	8	680	76	25
					Total	333

110067/301000

I-55 Madison County

Failed Areas Table				202-B009 Removal of Asphalt Pavement, Failed Areas		503-C010 Saw Cut, Full Depth	12.5mm Leveling
Station	Direction	Length	Width	Sqaure Feet	Square Yards	Linear Feet	Ton
225+00	SB	85	8	680	75.556	101	50

Guardrail Quantities															110067/301000				
STATION (Bridge #)	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					
		(W-BEAM) (LF)	THRIE BEAM TRANS. SECT. (LF)				TYPE "A" (EA)	TYPE "G" Modified (EA)	TYPE "I" Metal Post (EA)	SPEC. DESIGN BR END CONN. (EA)	WHITE (EA)				YELLOW (EA)				
1+00	NB/RT	65			2	2					7		140						
112.3A	SB/LT	160		1		1	1			1	8	1	200						
112.3A	SB/RT	160		1		1	1			1		1	200						
67+00	NB/RT	140		1		1			1		9		200						
68+00	NB/LT	105		1	1	2						8	180						
71+00	SB/RT	115		1	1	2						8	190						
72+00	SB/LT	140		1		1			1		8		200						
90+00	NB/RT	105		1	1	2						7	180						
90+00	NB/LT	105		1	1	2					7		180						
91+00	SB/LT	105		1	1	2						7	180						
91+00	SB/RT	105		1	1	2					7		180						
114.5B	NB/RT	180		1		1	1			1	8	1	220						
114.5B	NB/LT	180		1	1	1	1			1		1	220						
114.5A	SB/RT	160		1		1	1			1		1	200						
114.5A	SB/LT	160		1		1	1			1	8	1	200						
119+00	NB/RT	255			2	2					11		330						
116.9D	NB/RT	155		1		1			1		8	1	210						
116.9D	NB/LT	155		1		1			1			1	210						
116.9B	NB/RT	170		1	1	1	1			1	8	1	210						
116.9B	NB/LT	170		1		1	1			1		1	210						
116.9A	SB/RT	160		1	1	1	1			1		1	200						
116.9A	SB/LT	160		1		1	1			1	8	1	200						
117.8B	NB/RT	160		1		1		1			8	1	200						
117.8B	NB/LT	160		1		1		1				1	200						
117.8A	SB/LT	160		1	1	1	1			1	8	1	200						
117.8A	SB/RT	160		1		1		1				1	200						
118.3B	NB/RT	160		1	1	1	1			1	8	1	200						
118.3B	NB/LT	160		1		1	1			1		1	200						
118.3A	SB/RT	160		1	1	1	1			1		1	200						
118.3A	SB/LT	160		1		1	1			1	8	1	200						
342+00	NB/RT	275		1	1	2					12		350						
TOTAL =		4765	0	28	12	40	14	4	4	14	141	110	6390						
		L.F.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	LF.						

* ALL GUARDRAIL TERMINAL ENDS AND ALL HARDWARE ASSOCIATED WITH THE TERMINAL ENDS SHALL BECOME PROPERTY OF THE DEPARTMENT AS DESCRIBED IN THE SCOPE OF WORK.

* 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.

* OBJECT MARKERS SHALL BE MOUNTED ON SQUARE TUBE POSTS.

* 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.

* ALL GUARDRAIL TERMINAL ENDS AND ALL HARDWARE ASSOCIATED WITH THE TERMINAL ENDS SHALL BECOME PROPERTY OF THE DEPARTMENT AS DESCRIBED IN THE SCOPE OF WORK.

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110067/301000					
221-A001 Concrete Paved Ditch (Flumes)					
Bridge #	CY/Flume	# Flumes	Toe Wall	# Toe Walls	Quantity CY
117.8B	0.452	1	0.114	1	0.6
117.8B	0.452	1	0.114	1	0.6
117.8A	0.452	1	0.114	1	0.6
117.8A	0.452	1	0.114	1	0.6
		Total			2.3

110067/301000 Madison County				
202-B006				
Removal of Asphalt Paved Shoulder(All Depths)				
Location	Direction	Length	Width	SY
67+00	NB/RT	200	5	111
72+00	SB/LT	200	4	89
114.5B	NB/RT	220	4	98
114.5B	NB/LT	220	4	98
114.5A	SB/RT	200	4	89
114.5A	SB/LT	200	4	89
117.8B	NB/RT	200	4	89
117.8B	NB/LT	200	4	89
117.8A	SB/LT	200	4	89
117.8A	SB/RT	200	4	89
118.3B	NB/RT	200	4	89
118.3B	NB/LT	200	4	89
118.3A	SB/RT	200	4	89
118.3A	SB/LT	200	4	89
342+00	NB/RT	350	4	156
			Total	1440

110067/301000				
Madison County				
202-B063 Removal of Paved Ditch (Bridge Flumes)				
Bridge	Location	Flume SY	Quantity	Total SY
117.8B	NB/RT	36.612	1	36.612
117.8B	NB/LT	36.612	1	36.612
117.8A	SB/RT	36.612	1	36.612
117.8A	SB/LT	36.612	1	36.612
			Total	146.448

110067/301000

STANDARD ROADSIDE SIGNS - 0.125" THICKNESS											
STATION	SIGN NUMBER	SIZE (in. x in.)	AREA (sf)	PIPE POSTS (lf)				Square POST (lf)		Class "B" Conc (cy)	REMARKS
				3"	3-1/2"	4"	5"	2 lb/ft	4 lb/ft		
315+15 RT	M1-1	24 x 24	4.00						12.00	0.5	
315+15 RT	M3-1	12 x 6	0.50								Mounted on top of M1-1
312+00 RT	W8-13	36 x 36	9.00						12.00	0.5	
Total this sheet =			13.50	0.00	0.00	0.00	0.00	0.00	24.00	1.00	

IM-0055-02(291) 110067/301000

I-55 Madison County

Bridge ID	Bridge Number	Random Clearing (AC) 201-D002	Removal of Joint Material (LF) 202-B169	Removal of Debris from Drainage Channel (LF) 202-B276	Underscaling (LB) 907-420-A001	Joint Repair (LF) 907-908-A002	Loose Riprap, Size 200 (TN) 815-A006	Geotextile Under Riprap (SY) 815-E001	Preformed Joint Seal, Type I (LF) 907-823-A001	Saw Cut, Type I (LF) 907-822-B001	General Epoxy Repairs (SF) 907-824-A003	General Notes
16175	112.3C	0	0	0	200	480	0	0	240	480	0	Replace all joints. Void under top of slope paving at SW end of Bent 1 cap.
12988	113.4	0	0	160	0	0	0	0	0	0	0	Silt and Foliage at box culvert ends.
13080	113.6	0	0	0	0	0	0	0	0	0	4	Small Spalls to Column 3 at Bent 2 and Northwest corner of box girder near endwall.
12968	114.5A	0	66	0	1000	420	0	0	210	420	4	Remove Joint Armor at Bents 2 and 3. Repair all joints. Small Deck Spalls Span 3. Inside Lane. Void under cap Bent 1.
12969	114.5B	0	99	0	2000	420	0	0	210	420	14	Remove Joint Armor at Bents 1, 3 and 4. Repair all joints. Small Deck Spalls Spans 1 and 2. Inside Lane. Void under caps at Bents 1 and 4.
12963	116.2	0	0	230	0	0	100	145	0	0	0	Silt and Foliage at box culvert ends. Riprap needed at culvert ends.
15884	116.2A	0	0	80	0	0	80	106	0	0	0	Silt and Foliage on east end of box. Riprap needed at culvert ends.
15885	116.2B	0.25	0	150	0	0	120	178	0	0	2	Silt and Foliage on west end of box. Clear and Gravel east end of box. Riprap needed at culvert ends. Epoxy SE corner damaged by mower.
12964	116.9A	0	33	0	0	490	0	0	245	490	0	Remove Joint Armor at Bent 3. Repair joints at all bents.
12991	116.9B	0	33	0	0	490	0	0	245	490	0	Remove Joint Armor at Bent 2. Repair joints at all bents.
12992	117.8A	0	0	0	0	520	0	0	260	520	0	Replace joints.
15476	117.8B	0	0	0	0	400	0	0	200	400	0	Replace joints.
12967	118.3A	0	33	0	0	70	0	0	35	70	0	Remove Joint Armor and Repair Joint at Bent 2.
12971	119.7A	0	33	0	2000	280	0	0	140	280	0	Remove Joint Armor at Bent 1 and Repair Joints at Bents 1 and 4. Void under caps at Bents 1 and 4.
12972	119.7B	0	66	0	1000	280	0	0	140	280	4	Small Deck Spalls Spans 1 and 2. Remove Joint Armor and Repair Joint at Bents 1 and 4. Void under cap at Bent 1.
	Totals	0.25	363	620	6200	3850	300	429	1925	3850	28	

Notice to Bidders No. 8195 -- Cont'd.

SUMMARY OF QUANTITIES (SHEET 1)

PAY ITEM NO.	PAY ITEM	UNIT	MADISON : 110067-301000	
			Prelim	Final
201-D002	Random Clearing	ACRE	9	
202-B006	Removal of Asphalt Paved Shoulders, All Depths	SY	1,440	
202-B009	Removal of Asphalt Pavement, Failed Areas	SY	76	
202-B063	Removal of Concrete Paved Ditch	SY	147	
202-B158	Removal of Guard Rail, Including Rails, Posts and Terminal Ends	LF	6,390	
202-B169	Removal of Joint Material	LF	363	
202-B240	Removal of Traffic Stripe	LF	6,510	
202-B276	Removal of Debris from Drainage Channel	LF	620	
203-G001	Excess Excavation, FM, AH	CY	334	
209-A005	Geotextile Stabilization, Type V, Non-Woven	SY	2,840	
221-A001	Concrete Paved Ditch	CY	3	
304-D002	Granular Material, Crushed Stone	TON	541	
907-402-A002	Open Graded Friction Course, 9.5-mm Mixture	TON	12,156	
907-402-B001	Bituminous Tack Coat	GAL	23,513	
907-403-A013	9.5-mm, HT, Asphalt Pavement	TON	538	
907-403-B001	12.5-mm, HT, Asphalt Pavement, Leveling	TON	100	
907-403-S002	Joint Sealant	LF	8,400	
907-405-A002	Stone Matrix Asphalt, 12.5 mm Mixture	TON	1,713	
406-D001	Fine Milling of Bituminous Pavement, All Depths	SY	318,050	
907-407-A001	Asphalt for Tack Coat	GAL	6,856	
907-418-A001	Emulsified Asphalt for Micro-Surfacing	GAL	55,382	
907-418-B001	Aggregate for Micro-Surfacing	TON	3,724	
907-420-A001	Undersealing	LBS	6,200	
503-C010	Saw Cut, Full Depth	LF	101	
907-601-B001	Class "B" Structural Concrete, Minor Structures	CY	1	
606-B003	Guard Rail, Class A, Type 1, 'W' Beam, Metal Post	LF	4,765	
606-C001	Guard Rail, Cable Anchor Type 1, Metal Post	EA	40	
606-D003	Guard Rail, Bridge End Section, Special Design	EA	14	
606-D005	Guard Rail, Bridge End Section, Type A	EA	14	
606-D018	Guard Rail, Bridge End Section, Type G, Modified	EA	4	
606-D023	Guard Rail, Bridge End Section, Type I, Metal Post	EA	4	
606-E005	Guard Rail, Terminal End Section, Flared	EA	28	
606-E007	Guard Rail, Terminal End Section, Non-Flared	EA	12	
907-618-A001	Maintenance of Traffic	LS	1	
907-618-M2001	Work Zone Law Enforcement	HRS	1,000	
619-A1001	Temporary Traffic Stripe, Continuous White	MI	36	
619-A2001	Temporary Traffic Stripe, Continuous Yellow	MI	36	
619-A3001	Temporary Traffic Stripe, Skip White	MI	32	
619-A5001	Temporary Traffic Stripe, Detail	LF	53,784	
619-D1001	Standard Roadside Construction Signs, Less than 10 Square Feet	SF	64	
619-D2001	Standard Roadside Construction Signs, 10 Square Feet or More	SF	192	
619-F3001	Delineators, Guard Rail, White	EA	141	
619-F3002	Delineators, Guard Rail, Yellow	EA	110	
619-G4005	Barricades, Type III, Single Faced	LF	48	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

PROJ NO: IM-0055-02(291)

COUNTY: MADISON

Working Number

SQ-1

Sheet Number

1

FILENAME: 110067/301000

Design Team

Checked

Date

SUMMARY OF QUANTITIES (SHEET 2)				
PAY ITEM NO.	PAY ITEM	UNIT	MADISON : 110067-301000	
			Prelim	Final
619-G7001	Warning Lights, Type "B"	EA	12	
620-A001	Mobilization	LS	1	
907-626-A010	6" Thermoplastic Traffic Stripe, Skip White	MI	16	
907-626-B006	6" Thermoplastic Traffic Stripe, Continuous White	MI	18	
907-626-E005	6" Thermoplastic Traffic Stripe, Continuous Yellow	MI	18	
907-626-G004	Thermoplastic Detail Stripe, White	LF	26,892	
907-626-G005	Thermoplastic Detail Stripe, Yellow	LF	614	
907-627-K001	Red-Clear Reflective High Performance Raised Markers	EA	4,657	
630-C001	Square Tube Posts, 4.0 lb/ft	LF	24	
630-G005	Type 3 Object Markers, OM-3R or OM-3L, Post Mounted	EA	20	
907-630-PP002	Roadside Directional Signs, Sheet Aluminum, 0.125" Thickness, Ground Mounted	SF	14	
907-808-A002	Joint Repair	LF	3,850	
815-A006	Loose Riprap, Size 200	TON	300	
815-E001	Geotextile under Riprap	SY	429	
907-823-A001	Preformed Joint Seal, Type I	LF	1,925	
907-823-B001	Saw Cut, Type I	LF	3,850	
907-824-A003	General Epoxy Repair	SF	28	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
SUMMARY OF QUANTITIES	
By	Revision
PROJ NO: IM-0055-02(291)	
COUNTY: MADISON	
Working Number	SQ-2
Sheet Number	2
FILENAME: 110067/301000	Date
Design Team	Checked

ADDENDUM

STATE	MISS
PROJECT NO.	110068-301000

SUMMARY OF QUANTITIES (SHEET 1)

PAY ITEM NO.	PAY ITEM	UNIT	MADISON : 110068-301000	
			Prelim	Final
202-B240	Removal of Traffic Stripe	LF	1,080	
907-428-C001	Bituminous-Based Fog Seal with Rejuvenator	GAL	13,188	
907-428-D001	Bio-Based Fog Seal with Rejuvenator	GAL	16,261	
907-618-A001	Maintenance of Traffic	LS	1	
619-A1001	Temporary Traffic Stripe, Continuous White	MI	27	
619-A2001	Temporary Traffic Stripe, Continuous Yellow	MI	27	
619-A3001	Temporary Traffic Stripe, Skip White	MI	28	
619-A5001	Temporary Traffic Stripe, Detail	LF	8,180	
620-A001	Mobilization	LS	1	
907-626-A010	6" Thermoplastic Traffic Stripe, Skip White	MI	14	
907-626-B006	6" Thermoplastic Traffic Stripe, Continuous White	MI	14	
907-626-E005	6" Thermoplastic Traffic Stripe, Continuous Yellow	MI	14	
907-626-G004	Thermoplastic Detail Stripe, White	LF	4,090	
907-627-K001	Red-Clear Reflective High Performance Raised Markers	EA	2,122	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
SUMMARY OF QUANTITIES	
	
PROJ NO: IM-0055-02(292)	Working Number
COUNTY: MADISON	SQ-1
FILENAME: 110068/301000	Sheet Number
Design Team	2
Checked	Date

SUMMARY OF QUANTITIES (SHEET 1)				
PAY ITEM NO.	PAY ITEM	UNIT	MADISON : 110043-301000	
			Prelim	Final
907-618-A001	Maintenance of Traffic	LS	1	
619-A1003	Temporary Traffic Stripe, Continuous White, Paint	LF	320	
619-A2003	Temporary Traffic Stripe, Continuous Yellow, Paint	LF	320	
619-A3004	Temporary Traffic Stripe, Skip White, Paint	LF	320	
619-D1001	Standard Roadside Construction Signs, Less than 10 Square Feet	SF	56	
619-D2001	Standard Roadside Construction Signs, 10 Square Feet or More	SF	159	
907-619-E3001	Chargeable Message Sign	EA	2	
619-G4001	Barricades, Type III, Double Faced	LF	126	
619-G4005	Barricades, Type III, Single Faced	LF	24	
619-G5001	Free Standing Plastic Drums	EA	21	
619-G7001	Warning Lights, Type 'B'	EA	11	
619-G8001	Warning Lights, Type 'C'	EA	4	
620-A001	Mobilization	LS	1	
907-626-A009	6" Thermoplastic Traffic Stripe, Skip White	LF	320	
907-626-E006	6" Thermoplastic Traffic Stripe, Continuous Yellow	LF	320	
907-626-E006	6" Thermoplastic Traffic Stripe, Continuous Yellow	LF	320	
907-627-K001	Red-Clear Reflective High Performance Raised Markers	EA	4	

PRELIMINARY
NOT FOR
CONSTRUCTION



DESIGNED BY:	
DETAILED BY:	
CHECKED BY:	
DATE:	

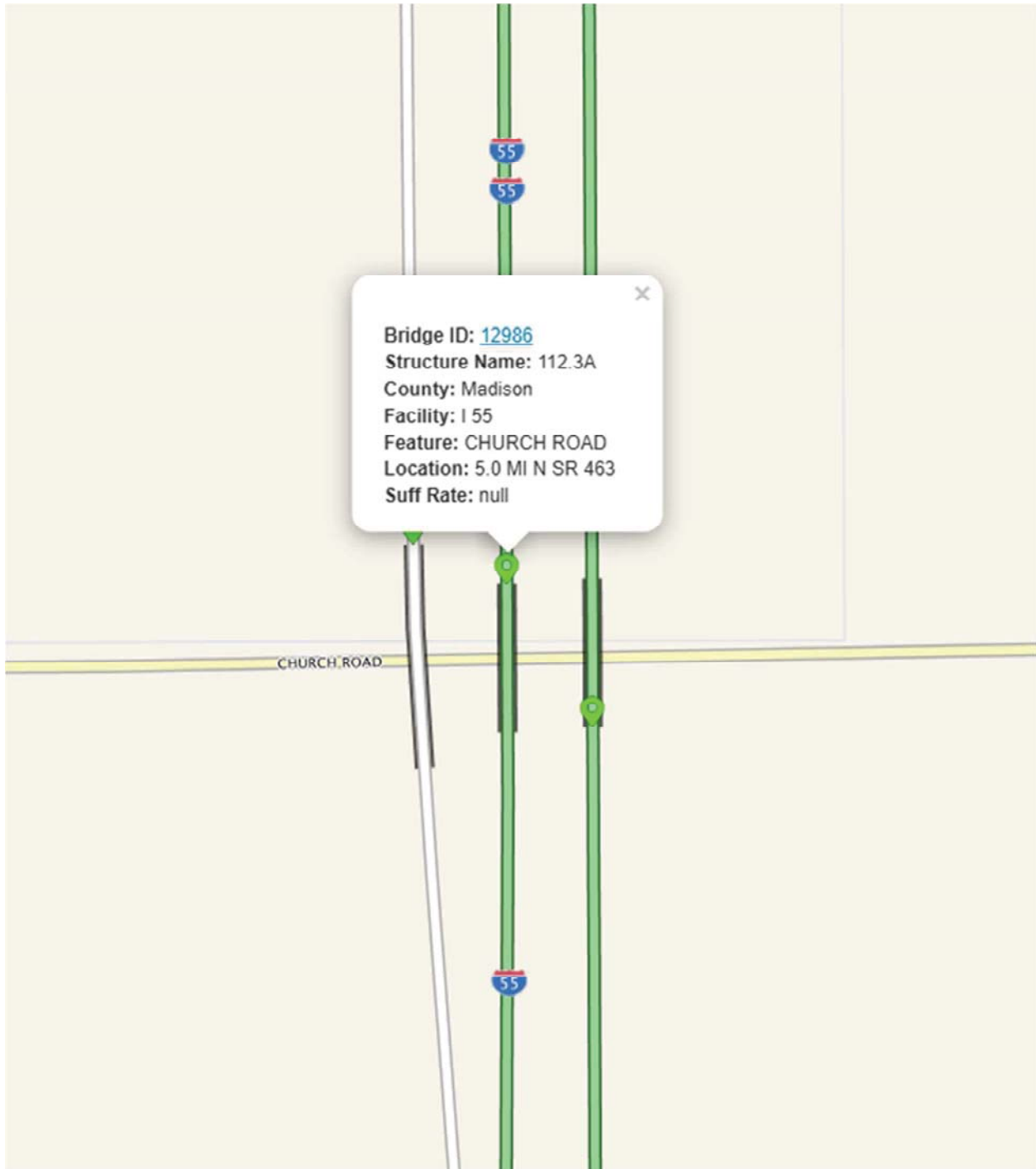
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PROJECT NO.: NHP-0055-02(827)
COUNTY: MADISON

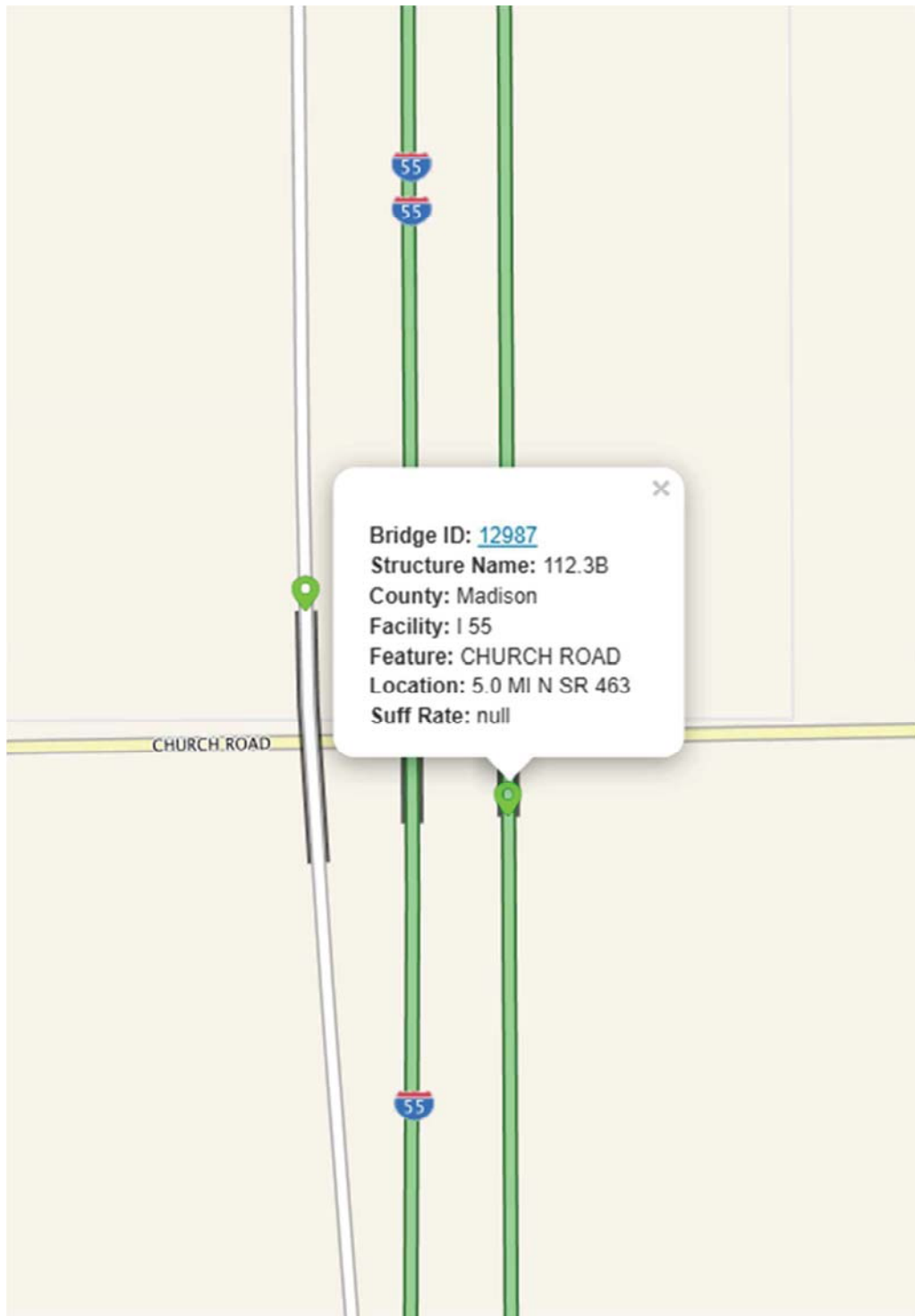
Notice to Bidders No. 8195 -- Cont

SHEET ID
SP-1
SHEET NO.
1

110403/301000 ESTIMATED QUANTITIES

PAY ITEM NO.	DESCRIPTION	UNITS	BRIDGE 112.3A (12986)	BRIDGE 112.3B (12987)	PROJECT TOTAL
815-A002	Loose Riprap, Size 100	Ton	182.74	182.74	366
815-E001	Geotextile Under Riprap	SY	260.11	260.11	521
907-420-A001	Undersealing	LBS	4000.00	2000.00	6000
907-804-O001	Bridge Deck Overlay Concrete	CY	2.07	0.00	3
907-808-A002	Joint Repair, Without Epoxy	LF	224.00	224.00	448
907-823-A001	Preformed Joint Seal, Type I	LF	116.67	116.67	234
907-823-B001	Saw Cut, Type I	LF	224.00	224.00	448
907-824-A003	General Epoxy Repair	SF	10.00	10.00	20
907-824-C001	Cap Cleaning	EACH	4.00	4.00	8
907-824-D002	Bearing Replacements, Prestressed Concrete Girder	EACH	30.00	30.00	60
907-824-PP003	Bridge Repair, Removal of Bridge Deck	SF	96.00	0.00	96
907-824-PP004	Bridge Repair, Slope Reshaping, Per Plans	LS	1.00	1.00	2
907-828-A001	Hybrid Polymer Concrete Overlay	CY	9.92	9.92	20





SIGNS REQUIRED						
SIGN NO.	SIZE	UNIT AREA SQ. FT.	QUAN. REQ'D	TOTAL SQIN. AREA FT.	REMARKS	
G20 - 1	60" X 24"	10.00 ◆	—	—	ROAD WORK NEXT 30 MILES	
G20 - 2	48" X 24"	8.00	7	56	END ROAD WORK	
G20 - 4	36" X 18"	4.50	—	—	PILOT CAR FOLLOW ME	
M1 - 1	30" X 24"	4.00	—	—	1 OR 2 DIGIT	
M1 - 1	30" X 24"	5.00	—	—	3 DIGIT	
M1 - 4	24" X 24"	4.00	—	—	1 OR 2 DIGIT	
M1 - 4	24" X 24"	4.00	—	—	3 DIGIT	
M1 - 5	30" X 24"	4.00	—	—	1 OR 2 DIGIT	
M1 - 5	30" X 24"	5.00	—	—	3 DIGIT	
M3 - 1	24" X 12"	2.00	—	—	NORTH - LOR 2 DIGIT RATE MARKER	
M3 - 1	30" X 15"	3.13	—	—	DIGIT RATE MARKER	
M3 - 2	24" X 12"	2.00	—	—	EAST - 1 OR 2 DIGIT RATE MARKER	
M3 - 2	30" X 15"	3.13	—	—	DIGIT RATE MARKER	
M3 - 3	24" X 12"	2.00	—	—	SOUTH - 1 DIGIT RATE MARKER	
M3 - 3	30" X 15"	3.13	—	—	DIGIT RATE MARKER	
M3 - 4	24" X 12"	2.00	—	—	WEST - 1 OR 2 DIGIT RATE MARKER	
M3 - 4	30" X 15"	3.13	—	—	DIGIT RATE MARKER	
M4 - 8	24" X 12"	2.00	—	—	DIGIT RATE MARKER	
M4 - 8	30" X 15"	3.13	—	—	DIGIT RATE MARKER	
M4 - 9	48" X 36"	12.00 ◆	—	—	DETOUR - 1 DETOUR	
M4 - 9L	48" X 36"	12.00 ◆	—	—	DETOUR - 1 DETOUR	
M4 - 9BL	48" X 36"	12.00 ◆	—	—	DETOUR - 1 DETOUR	
M4 - 9SL	48" X 36"	12.00 ◆	—	—	DETOUR - 1 DETOUR	
M4 - 9BSL	48" X 36"	12.00 ◆	—	—	DETOUR - 1 DETOUR	
M4 - 9R	48" X 36"	12.00 ◆	—	—	DETOUR - 1 DETOUR	
M4 - 9BR	48" X 36"	12.00 ◆	—	—	DETOUR - 1 DETOUR	
M4 - 9SR	48" X 36"	12.00 ◆	—	—	DETOUR - 1 DETOUR	
M4 - 9BSR	48" X 36"	12.00 ◆	—	—	DETOUR - 1 DETOUR	
M4 - 10L	48" X 18"	6.00	—	—	DETOUR - 2 DETOUR	
M4 - 10R	48" X 18"	6.00	—	—	DETOUR - 2 DETOUR	
M4 - 5	24" X 12"	2.00	—	—	TO	
M5 - 1L	21" X 15"	2.19	—	—	TO	
M5 - 1R	21" X 15"	2.19	—	—	TO	
M5 - 2L	21" X 15"	2.19	—	—	TO	
M5 - 2R	21" X 15"	2.19	—	—	TO	
M6 - 1L	21" X 15"	2.19	—	—	TO	
M6 - 1R	21" X 15"	2.19	—	—	TO	
M6 - 2L	21" X 15"	2.19	—	—	TO	
M6 - 2R	21" X 15"	2.19	—	—	TO	

SIGNS REQUIRED (CONT'D)					
SIGN NO.	SIZE	UNIT AREA SQUARE FEET	QUANTITY REQUIRED	TOTAL SIGN AREA, SQ. FT.	REMARKS
R1-1	36" OCTAGON	7.46			
R1-1	48" X 36" OCTAGON	13.25	2	26.5	STOP
R1-2	36" X 36" X 36"	3.90			
R1-2	48" X 48" X 48"	6.93			YIELD
R1-2	60" X 60" X 60"	10.83			
R1-3	18" X 9"	1.13			3-WAY, 4-WAY, ETC.
R1-3	24" X 12"	2.00			
R2-1	24" X 30"	5.00			
R2-1	36" X 48"	12.00			SPEED LIMIT
R2-1	48" X 60"	20.00			
R3-1	36" X 36"	9.00			
R3-1	48" X 48"	16.00			
R3-2	36" X 36"	9.00			
R3-2	48" X 48"	16.00			
R3-4	36" X 36"	9.00			
R3-4	48" X 48"	16.00			ONLY
R3-5L	30" X 36"	7.50			ONLY
R3-5R	30" X 36"	7.50			ONLY
R3-6L	30" X 36"	7.50			ONLY
R3-6R	30" X 36"	7.50			ONLY
R3-7L	30" X 30"	6.25			LEFT LANE MUST TURN LEFT
R3-7R	30" X 30"	6.25			RIGHT LANE MUST TURN RIGHT
R4-1	24" X 30"	5.00			DO NOT PASS
R4-1	48" X 60"	20.00			PASS WITH CARE
R4-2	24" X 30"	5.00			
R4-2	48" X 60"	20.00			
R4-7	48" X 60"	20.00			
R4-8	48" X 60"	20.00			
R5-1	48" X 48"	16.00			DO NOT ENTER
R5-1a	42" X 30"	8.75			WRONG WAY
R6-1R	36" X 12"	3.00			ONE WAY
R6-1R	36" X 12"	3.00			ONE WAY
R6-2L	24" X 30"	5.00			ONE WAY
R6-2R	24" X 30"	5.00			ONE WAY
R11-2	48" X 30"	10.00	2	20	ROAD CLOSED
R11-3a	60" X 30"	12.50			ROAD CLOSED AHEAD
R11-3b	60" X 30"	12.50			XX MILES AHEAD
R11-4	60" X 30"	12.50			XX MILES AHEAD
R12-1	36" X 48"	12.00			WEIGHT LIMIT TO TRUCKS
R15-3	36" X 48"	12.00			WHEN WORKERS ARE PRESENT
R16-3	48" X 60"	20.00			SPEED LIMIT DOUBLED

SIGNS REQUIRED (CONT'D)					
SIGN NO.	SIZE	UNIT AREA SQ. FT.	QUAN- TITY	TOTAL SIGN AREA SQ. FT.	REMARKS
W1-1L	48" X 48"	16.00 *	—	—	↙
W1-1R	48" X 48"	16.00 *	—	—	↘
W1-2L	48" X 48"	16.00 *	—	—	↖
W1-2R	48" X 48"	16.00 *	—	—	↗
W1-3L	48" X 48"	16.00 *	—	—	↵
W1-3R	48" X 48"	16.00 *	—	—	↴
W1-4AL	48" X 48"	16.00 *	—	—	↶
W1-4AR	48" X 48"	16.00 *	—	—	↷
W1-5L	48" X 48"	16.00 *	—	—	↺
W1-5R	48" X 48"	16.00 *	—	—	↻
W1-6L	48" X 24"	8.00	—	—	→
W1-6R	60" X 30"	12.50 *	—	—	←
W1-6R	48" X 24"	8.00	—	—	→
W1-6R	60" X 30"	12.50 *	—	—	←
W1-7	48" X 24"	8.00	—	—	↔
W1-7	60" X 30"	12.50 *	—	—	↔
W1-8L	18" X 24"	3.00	—	—	⬮
W1-8L	36" X 48"	12.00 *	—	—	⬭
W1-8R	18" X 24"	3.00	—	—	⬯
W1-8R	36" X 48"	12.00 *	—	—	⬰
W1-9L	48" X 48"	16.00 *	—	—	↱
W1-9L	48" X 48"	16.00 *	—	—	↲
W2-6	36" X 36"	9.00	—	—	⦿
W3-1a	48" X 48"	16.00 *	—	—	⦿
W3-2a	48" X 48"	16.00 *	—	—	⦿
W3-3	48" X 48"	16.00 *	—	—	⦿
W3-5	48" X 48"	16.00 *	—	—	⦿
W4-1L	48" X 48"	16.00 *	—	—	↑
W4-1R	48" X 48"	16.00 *	—	—	↓
W4-2L	48" X 48"	16.00 *	—	—	↕
W4-2R	48" X 48"	16.00 *	—	—	↕
W4-3L	48" X 48"	16.00 *	—	—	↕
W4-3R	48" X 48"	16.00 *	—	—	↕
W4-6	48" X 48"	16.00 *	—	—	↕
W5-1a	48" X 48"	16.00 *	—	—	↕
W6-1	48" X 48"	16.00 *	—	—	↕
W6-2	48" X 48"	16.00 *	—	—	↕
W6-3	48" X 48"	16.00 *	—	—	↕
W6-4	48" X 48"	16.00 *	—	—	BUMP
W6-5	48" X 48"	16.00 *	—	—	SOFT SHOULDER
W6-6	48" X 48"	16.00 *	—	—	TRUCK CROSSING

SIGNS REQUIRED (CONT'D)					
SIGN NO.	SIZE	UNIT AREA SQ. FT.	QUAN. REQ'D	TOTAL SIGN AREA SQ. FT.	REMARKS
WB-7	48" X 48"	16.00	—	—	LOOSE GRAVEL
WB-9	48" X 48"	16.00	—	—	LOW SHOULDER
WB-11	36" X 36"	9.00	—	—	UNEVEN LANES
WB-12	48" X 48"	16.00	—	—	NO CENTER STRIPE
W10-1	36" DIA.	7.07	—	—	
W10-1	48" DIA.	12.56	—	—	
W13-1	24" X 24"	4.00	—	—	XX MPH
W14-3	36" X 48" X 48"	5.56	—	—	NO PASSING ZONE
W14-3	48" X 64" X 64"	9.89	—	—	XX FEET
W16-2	24" X 18"	3.00	—	—	BRIDGE MAY ICE IN COLD WEATHER
W19-2	48" X 48"	16.00	—	—	ADVANCE ROAD WORK
W20 - 1	48" X 48"	16.00	7	112	ADVANCE DETOUR
W20 - 1	36" X 36"	9.00	—	—	ADVANCE ROADWORK
W20 - 2	48" X 48"	16.00	—	—	ADVANCE ROADWORK
W20 - 3	48" X 48"	16.00	—	—	ADVANCE ROADWORK
W20 - 4	48" X 48"	16.00	—	—	ADVANCE ROADWORK
W20 - 4b	48" X 48"	16.00	—	—	ADVANCE ROADWORK
W20 - 5L	48" X 48"	16.00	—	—	ADVANCE ROADWORK
W20 - 5R	48" X 48"	16.00	—	—	ADVANCE ROADWORK
W20 - 7a	48" X 48"	16.00	—	—	ADVANCE ROADWORK
W21 - 1	36" X 36"	9.00	—	—	WORKERS
W21 - 1a	36" X 36"	9.00	—	—	WORKERS
W21-2	36" X 36"	9.00	—	—	FRESH
W21-3	48" X 48"	16.00	—	—	ADVANCE ROADWORK
W21-5	48" X 48"	16.00	—	—	ADVANCE ROADWORK
W21-6	36" X 36"	9.00	—	—	ADVANCE ROADWORK
W24-1L	48" X 48"	16.00	—	—	ADVANCE ROADWORK
W24-1R	48" X 48"	16.00	—	—	ADVANCE ROADWORK
W24-1aL	48" X 48"	16.00	—	—	ADVANCE ROADWORK
W24-1aR	48" X 48"	16.00	—	—	ADVANCE ROADWORK
W24-1bL	48" X 48"	16.00	—	—	ADVANCE ROADWORK
W24-1bR	48" X 48"	16.00	—	—	ADVANCE ROADWORK
VP-1L	12" X 36"	3.00	—	—	ADVANCE ROADWORK
VP-1R	12" X 36"	3.00	—	—	ADVANCE ROADWORK
OM-3L	12" X 36"	3.00	—	—	ADVANCE ROADWORK
OM-3R	12" X 36"	3.00	—	—	ADVANCE ROADWORK
TOTAL SIGN AREA LESS THAN 10 SQ. FT.					56 SQ. FT.
TOTAL SIGN AREA GREATER THAN 10 SQ. FT. +					158.50 SQ. FT.

NOTES

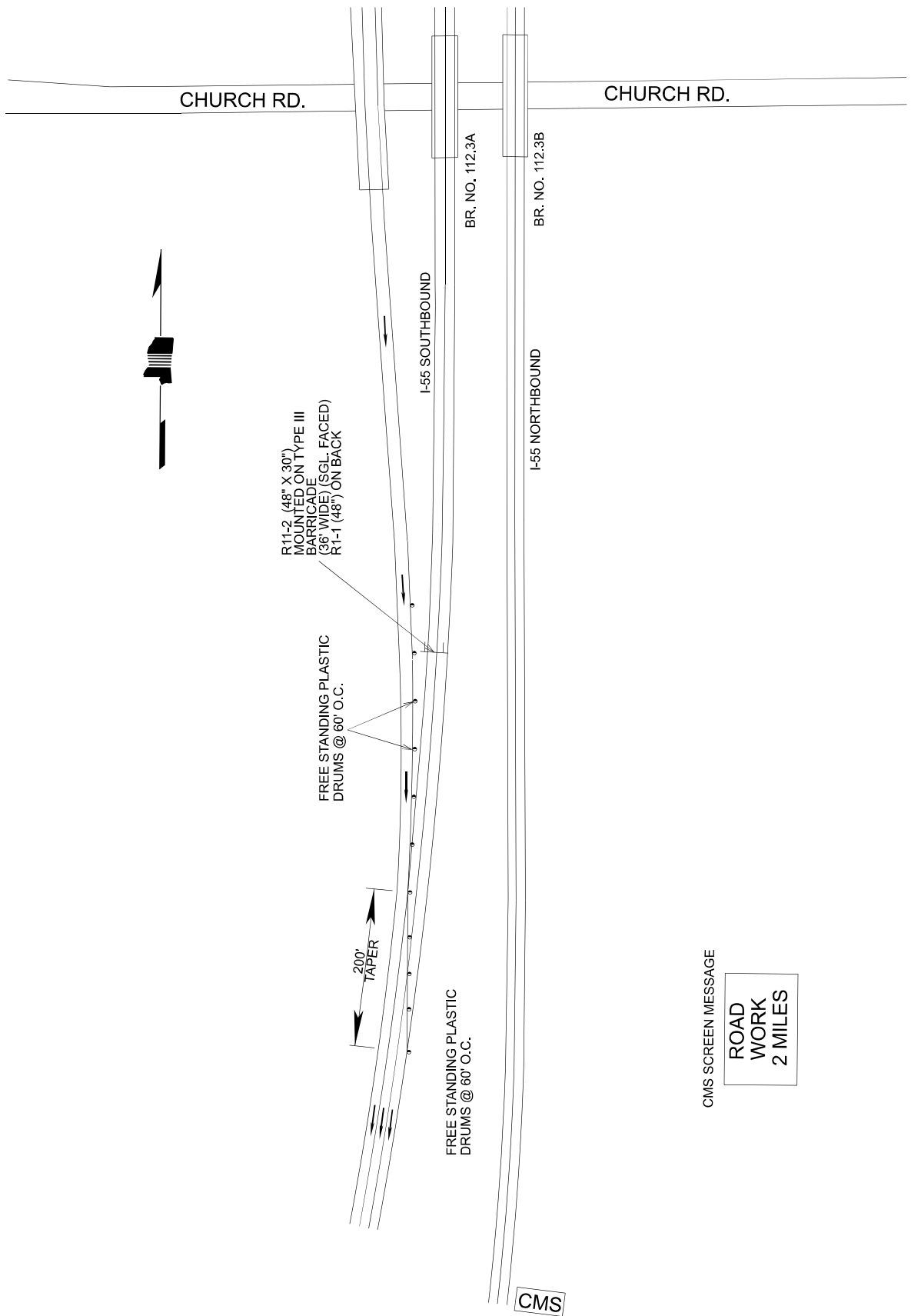
- | | | | |
|---|-------------------------------|---|---|
| 1 | STANDARD | 5 | BLACK STRIPES ON YELLOW BACKGROUND |
| 2 | SPECIAL (USE WHERE WARRANTED) | 6 | INTERSTATE USE ONLY |
| 3 | INTERSTATE ROUTE MARKER | 7 | TOP OF SIGN - BLACK LETTERING ON ORANGE BACKGROUND,
BOTTOM OF SIGN - BLACK LETTERING ON WHITE BACKGROUND |
| 4 | UNITED STATES ROUTE MARKER | | THE BACKGROUND OF ALL WARNING SIGNS ("W" SERIES) EXCEPT W10-1 SHALL BE ORANGE. THE W10-1 BACKGROUND SHALL BE YELLOW IN ALL CASES. |



DESIGNED BY:	
DETAILED BY:	
CHECKED BY:	
DATE:	
PROJECT NO.: NHP-0055-0282	
COUNTY: MADISON	
FMS CON: 110043/301000	

Notice to Bidders No. 8195 - GOLF COURSE ROAD	
---	--

SHEET NO.	1
SHEET ID	1



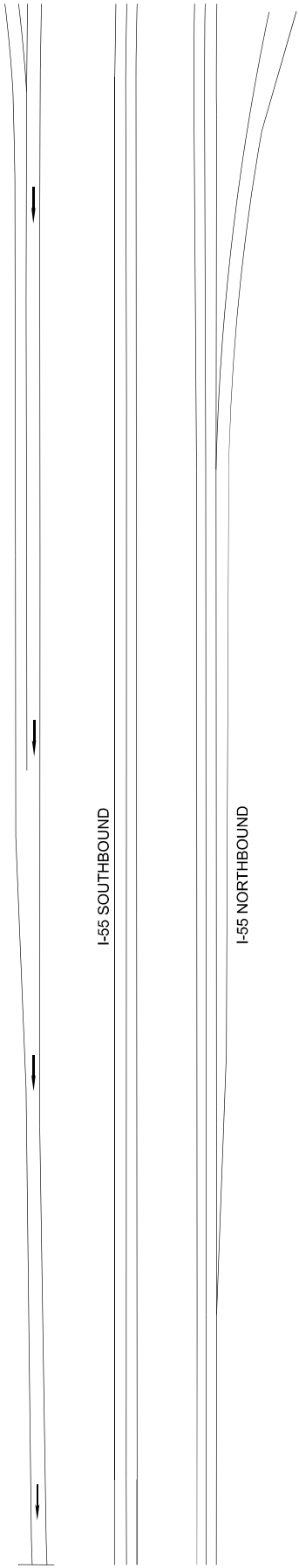


DESIGNED BY:	
DETAILED BY:	
CHECKED BY:	
DATE:	

FMS CON: 110043/301000
PROJECT NO.: NHP-0055-0282
COUNTY: MADISON

Notice to Bidders No. 8195 - Cont.

SHEET NO.
SHEET ID





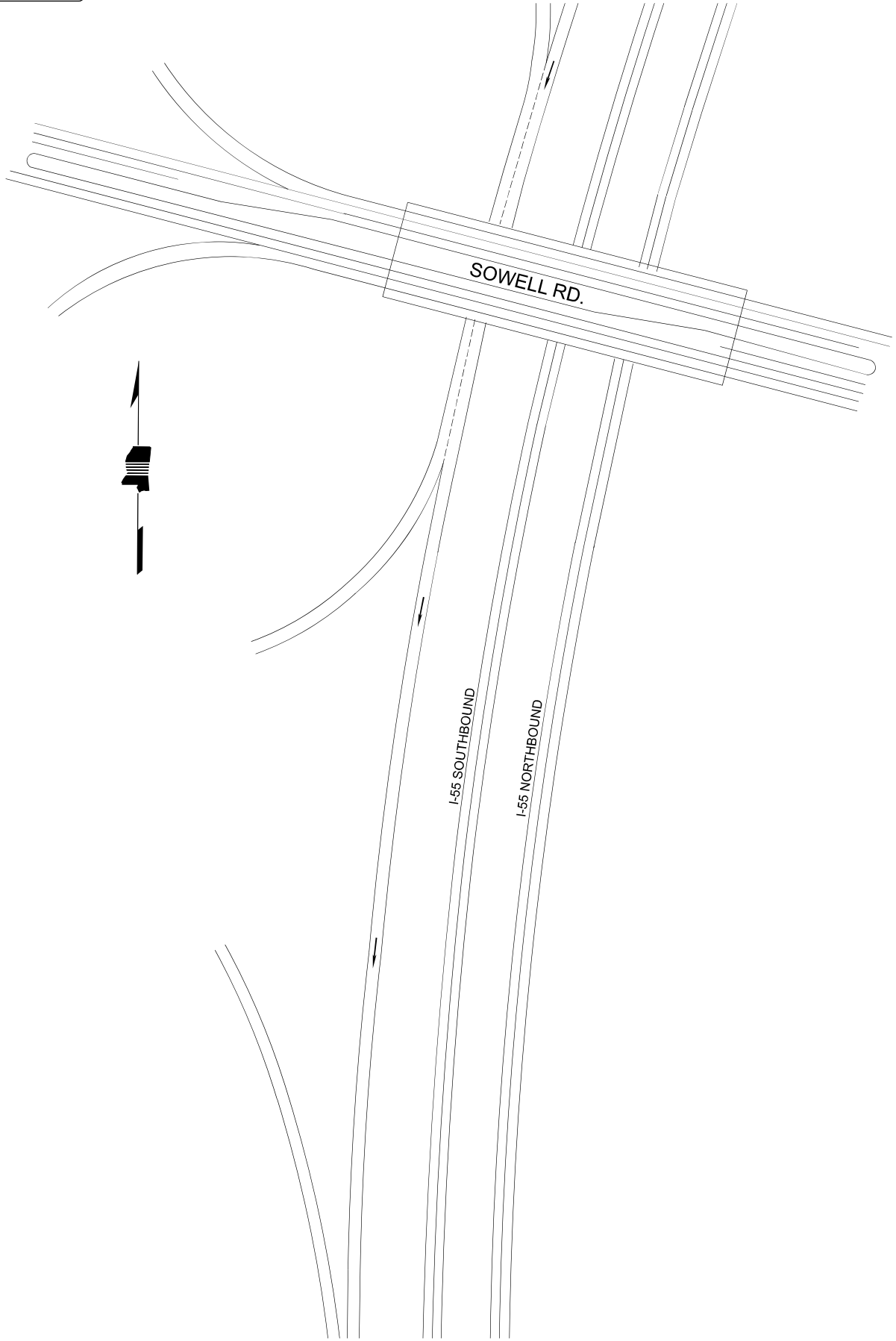
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
MDOT

DESIGNED BY:	
DETAILED BY:	
CHECKED BY:	
DATE:	

FMS CON: 110043/301000
PROJECT NO.: NHP-0055-0(287)
COUNTY: MADISON

Notice to Bidders No. 8195 - Cont'd	
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SHEET NO.
SHEET ID





DESIGNED BY:	
DETAILED BY:	
CHECKED BY:	
DATE:	

FMS CON: 110043/301000
PROJECT NO.: NHP-0055-0282
COUNTY: MADISON

Notice to Bidders No. 8195	
Traffic Control Plan for I-55 Southbound	

SHEET ID	TC-1
SHEET NO.	



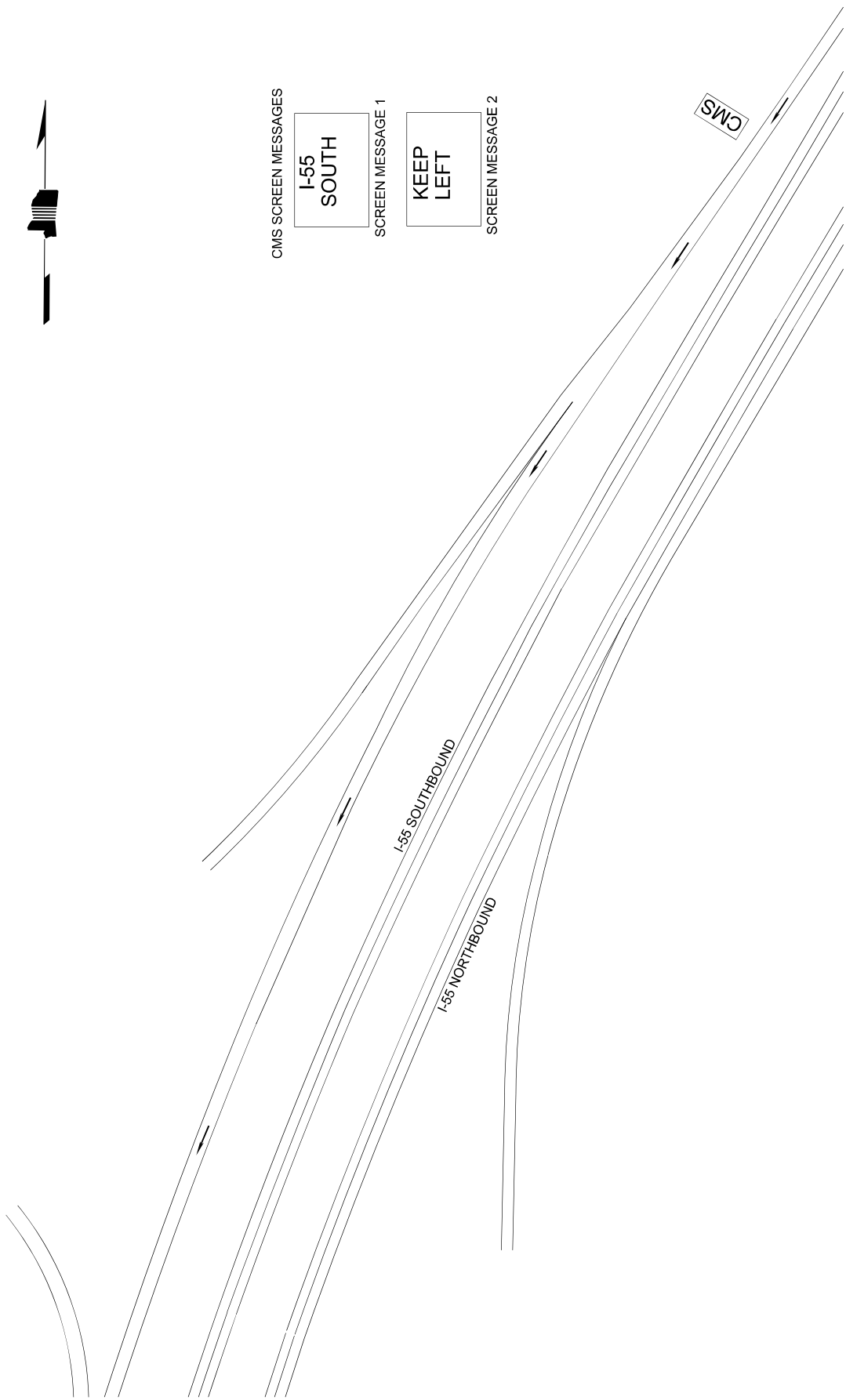
CMS SCREEN MESSAGES

I-55
SOUTH

SCREEN MESSAGE 1

KEEP
LEFT

SCREEN MESSAGE 2



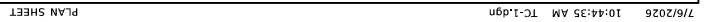


DESIGNED BY:	
DETAILED BY:	
CHECKED BY:	
DATE:	

FMS CON: 110043/30
PROJECT NO.: NHPP-
COUNTY: MADISON

Notice to Bidders No. 8195 - Cont'd.

SHEET ID
T65
SHEET NO.



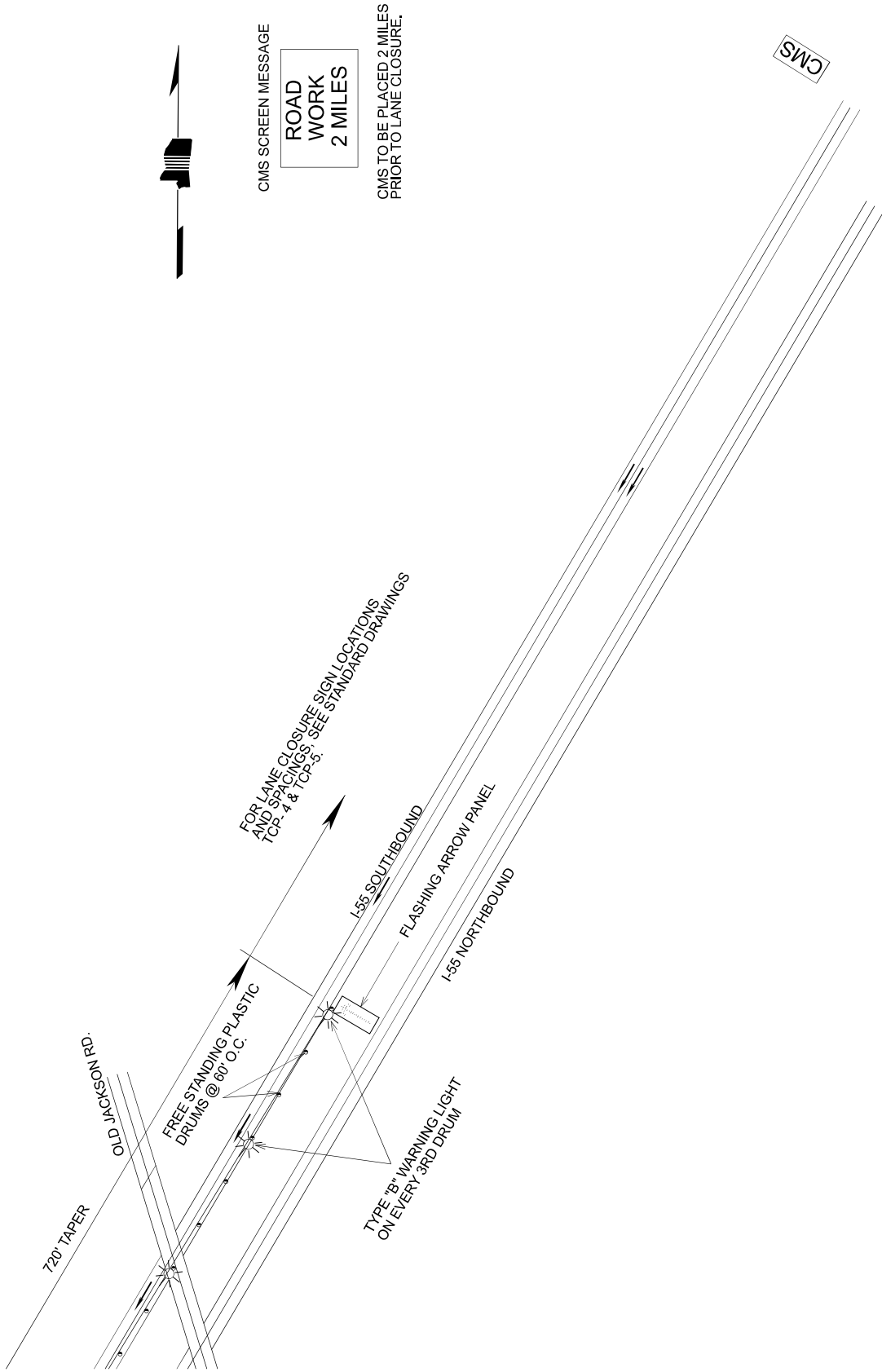


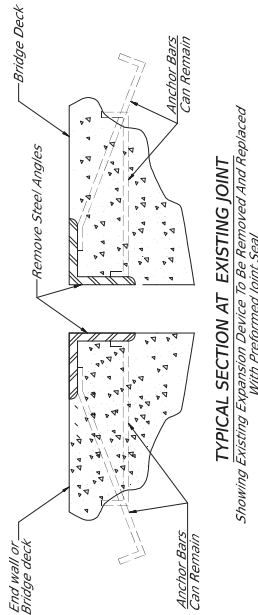
DESIGNED BY:
DETAILED BY:
CHECKED BY:
DATE:

FMS CON: 110043/30
PROJECT NO.: NHPP-
COUNTRY: MADISON

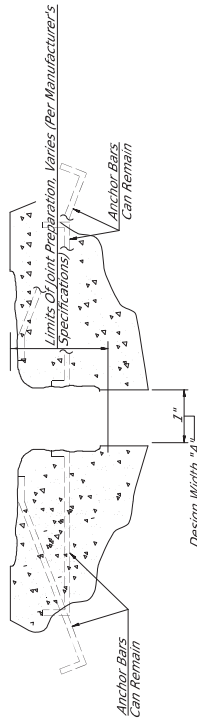
Notice to Bidders No. 8195 - Cont'd

SHEET ID
T66
SHEET NO.



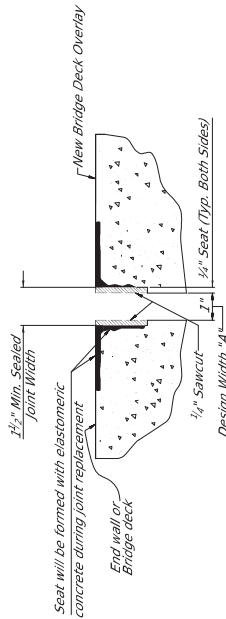


TYPICAL SECTION AT EXISTING JOINT



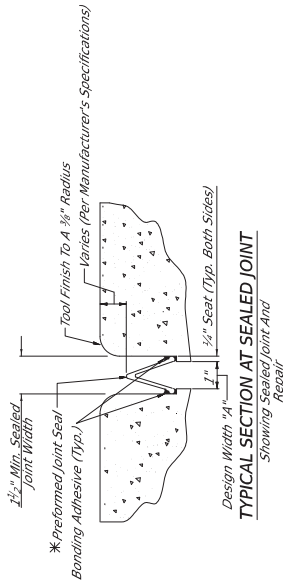
TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING EXPANSION DEVICE

Showing Limits Of Joint Preparation For Application Of New Joint Seal Materials



TYPICAL SECTION AT SAWCUT & JOINT REPAIR

Showing Area Where Repairs Are Made



TYPICAL SECTION AT SEALED JOINT

Showing Sealed Joint And Repair

* NOTES:

1. The Preformed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:

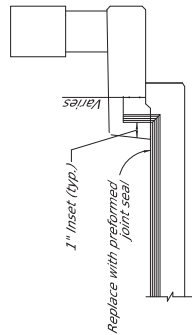
A. Silcoflex Joint Sealing System
Manufactured By R. J. Watson, Inc. In Alden, NY
www.rjwatson.com

B. Wibo SPS Joint System
Manufactured By Watson Bowman Acme Corporation In Amherst, NY
www.wbacorp.com

C. Silsege SSS Silicone Strip Seal
Manufactured By SSI Commercial & Highway Construction Materials
www.sscm.com

2. For Estimating Purposes, The R J Watson Silcoflex Joint Sealing System May Be Used To Estimate The Quantity Of Sealant Required. The Contractor Shall Be Responsible To Ensure That The Manufacturer's Recommendations Are Followed For Joint Preparation, Installation Depths And Widths, Adhesive Setting Times, And Any Other Variances Between The Specifications Provided By The Manufacturers. The Contractor Shall Be Responsible For Ensuring That The Sealant Is Applied To Ensure That The Contractor Is Properly Schooled In Installation Of The Joint Material.

3. Joints Shall Be Sealed At Their Design Widths, Dimension "A", Which Is Defined As The Actual Width Of The Joint Opening. This Width Does Not Account For The 1/2" Seal Required On Both Sides Of The Joint. Preformed Joint Seal, Type I, Shall Be Used For Design Widths Greater Than 2". Preformed Joint Seal, Type II, Shall Be Used For Design Widths Greater Than Or Equal To 2". And Less Than Or Equal To 2 1/2". Preformed Joint Seal Type III, Shall Be Used For Design Widths Greater Than 2 1/2". With The Maximum Design Width Being 3 1/2". In Cases Where Design Widths Are Greater Than 3 1/2", Another Type Of Expansion Material Shall Be Required As Directed By The Director Of Structures, State Bridge Engineer.



ELEVATION AT END OF SPAN

East side of bridge looking north

NOTES ON ASSOCIATED ITEMS OF WORK:

907-808-4003 JOINT REPAIR WITHOUT EPOXY

Description: Shall Include The Work Necessary To Repair Joints In Preparation For The Placement Of New Expansion Material. As Designated In The Detail Drawings Provided. Removal Of Existing Sealant And Joint Material. The Joint Material And Armored Joint Materials Will Not Be Paid For. Directly And Shall Be Considered As Absorbed Under This Item Of Work. Removal Of Joint Materials And Any Trash And Debris (Including But Not Limited To Joint Sealant, Rebar, And Debris) From The Joint Depth Within The Joint Shall Be Included Under This Item Of Work. All Other Requirements Shall Be In Accordance With The Applicable Provisions Of Section 808 Of The Specifications And Any Other Sections Specified Therein.

Basis Of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint.

907-823-8001 SAW CUT, TYPE I

Description: The Saw Cut Depth Shall Be Equivalent To The Installation Depth Required By The Manufacturer's Specifications. The Saw Cut Type Shall Be The Same As The Preformed Joint Seal Selected.

Basis Of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint. It Is The Contractor's Responsibility To Ensure That The Proper Depth Is Selected Based On The Manufacturer's Recommendations.

907-823-4001 PREFORMED JOINT SEAL, TYPE I

Description: Shall Include The Manufacturer's Required Joint Preparation Including Sandblasting Both Sides Of The Joint And Blowing The Joint Free Of Debris With Compressed Air And Placement Of The New Preformed Joint Seal.

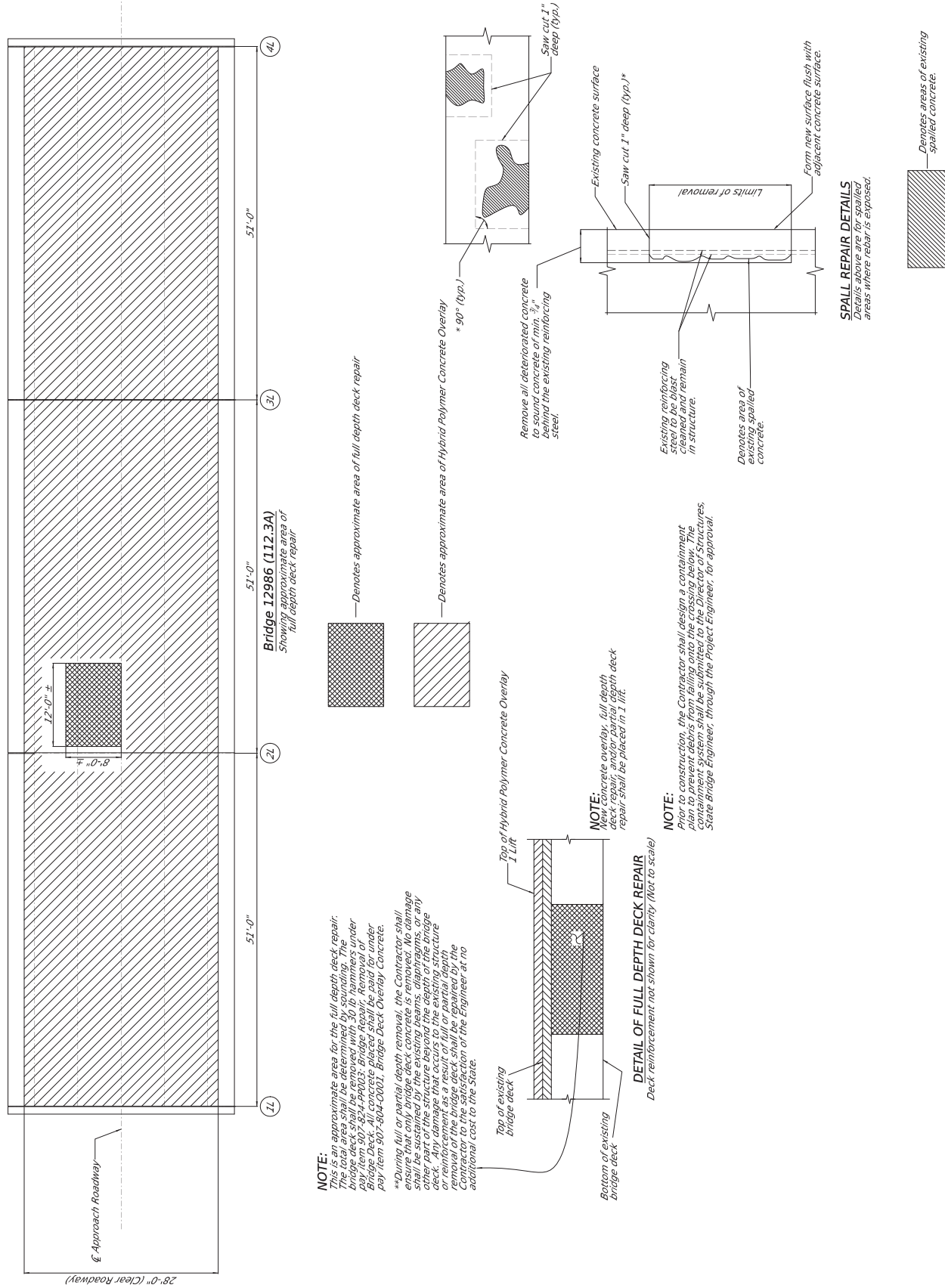
Basis Of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At The Contractor Unit Price Along The Length Of The Centerline Joint.

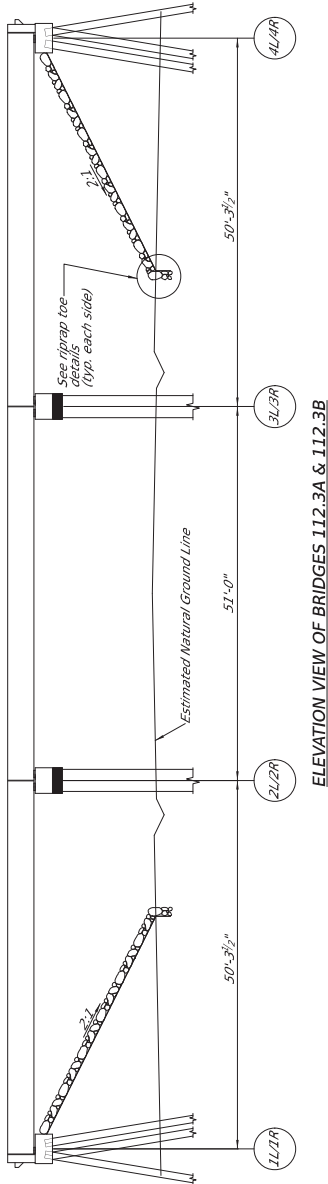
GENERAL NOTES:

1. Specifications: Mississippi Standard Specifications For Road And Bridge Construction, 2010 Edition, Section 808.
2. Approval Of The Director Of Structures, State Bridge Engineer, May Be Authorized By The Bridge Engineer Provided Such Changes Will Not Cause For Contract Price Adjustment.
3. For Joint Width To Pay Item As Provided In The Proposal Will Not Be Paid For. Item As Provided And Shall Therefore Be Considered An Absorbed Item of Work.

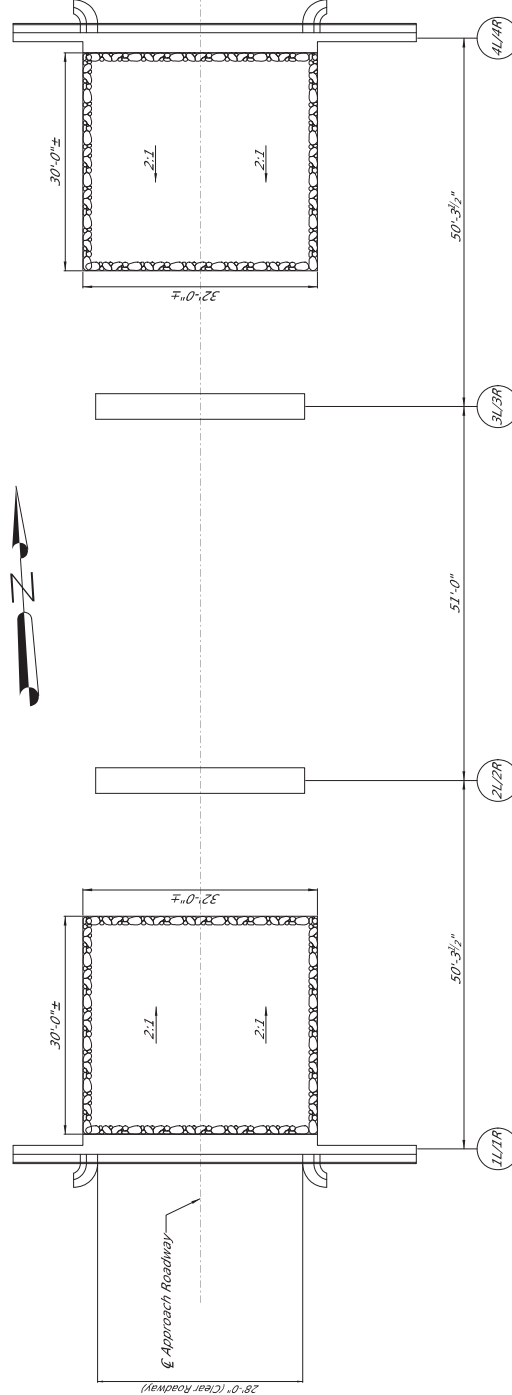
NOTES:
For Jersey Shape Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Barrier Is 3".
For Post And Beam Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Barrier Is 6".

NOTE:
Damaged areas of the Bridge Curb and/or Bridge Bulging as a result of removing the joint material shall be repaired to their as-built conditions using Epoxy Mortar. The Curb and/or bridge railing shall be repaired in a similar manner to the Detail Drawings provided in anticipation to receive Preformed Joint Seal.

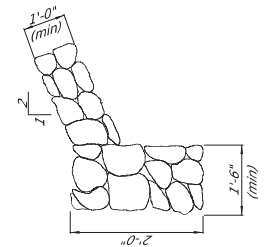




ELEVATION VIEW OF BRIDGES 112.3A & 112.3B



PLAN VIEW OF BRIDGES 112.3A & 112.3B



RIPRAP TOE DETAILS

NOTES: 1. Slopes at all end berms shall be resloped back to a 2:1 slope.
2. Riprap shall be placed in accordance with the "Riprap Placement Plan" on this sheet.
3. Riprap shall be paid for under Pay Item No. 815-A002, Loose Riprap, Size 100.

NOTE: Geotextile fabric is required under all riprap.
Geotextile fabric shall be paid for under Pay Item No. 815-E001, Geotextile Under Riprap.



DESIGNED BY:	
DETAILED BY:	
CHECKED BY:	
DATE:	

FMS CON: 110043/301000
PROJECT NO.: NHP-0055-0082
COUNTY: MADISON

Notice to Bidders No. 8195 -- Construction

SHEET ID
501
SHEET NO.

SUMMARY OF QUANTITIES (SHEET 1)

PAY ITEM NO.	PAY ITEM	UNIT	MADISON : 110043-301000	
			Prelim	Final
907-618-A001	Maintenance of Traffic	LS	1	
619-A10C3	Temporary Traffic Stripe, Continuous White, Paint	LF	320	
619-A20C3	Temporary Traffic Stripe, Continuous Yellow, Paint	LF	320	
619-A30C4	Temporary Traffic Stripe, Skip White, Paint	LF	320	
619-D1001	Standard Roadside Construction Signs, Less than 10 Square Feet	SF	56	
619-D2001	Standard Roadside Construction Signs, 10 Square Feet or More	SF	159	
907-619-E3001	Changeable Message Sign	EA	2	
619-G4001	Barricades, Type III, Double Faced	LF	126	
619-G4005	Barricades, Type III, Single Faced	LF	24	
619-G5001	Free Standing Plastic Drums	EA	21	
619-G7001	Warning Lights, Type "B"	EA	11	
619-G8001	Warning Lights, Type "C"	EA	4	
620-A001	Mobilization	LS	1	
907-626-A009	6" Thermoplastic Traffic Stripe, Skip White	LF	320	
907-626-B005	6" Thermoplastic Traffic Stripe, Continuous White	LF	320	
907-626-E006	6" Thermoplastic Traffic Stripe, Continuous Yellow	LF	320	
907-627-K001	Red-Clear Reflective High Performance Raised Markers	EA	4	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 8196

CODE: (SP)

DATE: 8/20/2026

SUBJECT: Lane Closure Restrictions

PROJECT: IM-0055-02(291) / 110067301 – Madison County
NHPP-0055-02(287) / 110043301 – Madison County
IM-0055-02(292) / 110068301 – Madison County

Bidders are hereby advised that lane closure restrictions on the above project shall be as follows:

No lane closures will be permitted on the following holidays or the day preceding them: New Year's Day, Memorial Day, Easter, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. In the event that one of the above mentioned holidays falls during the weekend or on a Monday, no lane closures will be allowed during that weekend or the Friday immediately preceding that holiday. In addition, no lane closures will be allowed the Friday, Saturday, and Sunday following Thanksgiving. The holiday lane closure restriction applies to the entire calendar day. The above requirements apply to **ALL** Operations of work.

The following conditions apply for Rip Rap Operations, Slope Reshapement Operations and Full Depth Bridge Repair Operations.

- Lane closures shall be allowed on weekends from 6:00 PM Friday to 6:00 AM Monday.
- The Contractor must give the Engineer a seven (7) calendar day notice prior to beginning said weekend work.

The following conditions apply for All Operations other than Random Clearing and Sediment Cleanout Operations.

- Northbound I-55 From Church Road to SR 22
 - No lane closures from 6:00 AM to 6:00 PM
 - No Sunday work. Sunday work is 6:00 PM Saturday to 6:00 PM Sunday.
- Southbound I-55 From Church Road to SR 22
 - No lane closures from 7:00 AM to 6:00 PM
 - No Sunday work. Sunday work is 6:00 PM Saturday to 6:00 PM Sunday.
- Church Road
 - No lane closures from 2:00 PM to 8:00 AM

Single lane ramps shall be allowed to be closed from 10:00 PM to 6:00AM. Only one ramp shall be allowed to be closed at any given time.

The following conditions apply for Random Clearing and Sediment Cleanout Operations.

- **No lane closures** will be permitted on Sunday. Sunday is defined as 6 PM Saturday to 6 PM Sunday. Otherwise, lane closures shall be allowed during normal working hours **only for random clearing and sediment cleanout operations.** Lane closures shall be limited to ½

mile; however, if a shorter length lane closure shall suffice then a lane closure utilizing the lesser distance shall be used.

No exceptions to the above restrictions will be allowed unless specifically approved by the Project Engineer.

If the lane closure restrictions listed above are violated, the Contractor will be charged a fee of \$500.00 for each full or partial five (5) minute period until the roadway is back in compliance with the lane closure restriction requirement.

For the purposes of this contract, official time shall be the announced time available at the Jackson area telephone number (601) 355-9311.

SUPPLEMENT TO FORM FHWA-1273

DATE: 07/25/2026

SUBJECT: Federal Contract Provisions for Subcontracts

Federal Contract Provisions for Subcontracts

All subcontracts shall be in writing and contain all pertinent provisions and requirements of the prime contract.

Each “Request for Permission to Subcontract” (Mississippi Department of Transportation Form CAD-720) shall include a copy of the subcontract. The federal contract provisions (FHWA-1273, SUPPLEMENT TO FORM FHWA-1273, NOTICE OF NON-DISCRIMINATION AND DAVIS-BACON AND RELATED ACT PROVISIONS (WAGE RATES)) must be physically incorporated as part of the subcontract. A completed Mississippi Department of Transportation Form CAD-725 must be attached to the CAD-720.

CONTRACT PROVISIONS FOR FEDERAL-AID CONSTRUCTION CONTRACTS

- I. General
- II. Nondiscrimination
- III. Davis-Bacon and Related Act Provisions
- IV. Contract Work Hours and Safety Standards Act Provisions
- V. Subletting or Assigning the Contract
- VI. Safety: Accident Prevention
- VII. False Statements Concerning Highway Projects
- VIII. Implementation of Clean Air Act and Federal Water Pollution Control Act
- IX. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion
- X. Certification Regarding Use of Contract Funds for Lobbying
- XI. Use of United States-Flag Vessels

ATTACHMENTS

A. Employment and Materials Preference for Appalachian Development Highway System or Appalachian Local Access Road Contracts (included in Appalachian contracts only).

I. GENERAL

1. Historically, contracting agencies using Federal-aid highway funds were required to ensure Form FHWA-1273 was physically incorporated into all contracts and subcontracts. Effective June 10, 2026, this requirement was eliminated [91 FR 25492]. Future use of Form FHWA-1273 is now optional on the part of the contracting agency using Federal-aid highway funds. FHWA continues to make Form FHWA-1273 available as a convenience to contracting agencies. Contracting agencies must continue to ensure compliance with the provisions cited in Form FHWA-1273 in accordance with the provisions regardless of the use of Form FHWA-1273. Accordingly, the contracting agency retains the authority to determine whether the contractor must use Form FHWA-1273 to physically incorporate required contract provisions in each subcontract and in lower tier contracts. Where permitted by the contracting agency, the contractor may choose other ways to include required contract provisions in each subcontract, besides incorporating Form FHWA-1273. Contract provisions in Form FHWA-1273 are not required to be physically included in subcontracts for design services on Federal-aid design-build contracts, or in purchase orders, rental agreements and other agreements for supplies or services.

The applicable provisions of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor or design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Contracting agencies may reference Form FHWA-1273 in solicitation-for-bids or request-for-proposals documents.

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's

immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract.

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, supervised release, or probation. 23 U.S.C. 114(b). The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors. 23 U.S.C. 101(a).

II. NONDISCRIMINATION

The contractor and all subcontractors must comply with the following policies: 29 CFR Parts 1625-1627, 23 U.S.C. 140, Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.), and related regulations including 49 CFR Parts 21, 26, and 27, including any amendments thereto.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with 29 CFR Parts 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with 23 U.S.C. 140, Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.), and related regulations including 49 CFR Parts 21, 26, and 27, including any amendments thereto.

The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR Part 35 and 29 CFR Part 1630 are incorporated by reference in this contract.

1. Assurances Required:

a. The requirements of 49 CFR Part 26, including any amendments thereto, and the State DOT's FHWA-approved Disadvantaged Business Enterprise (DBE) program are incorporated by reference.

b. The contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR part 26, including any amendments thereto, in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:

- (1) Withholding monthly progress payments;
- (2) Assessing sanctions;
- (3) Liquidated damages; and/or
- (4) Disqualifying the contractor from future bidding as non-responsible.

c. The Title VI and nondiscrimination provisions of U.S. DOT Order 1050.2A at Appendixes A and E, including any amendments thereto, are incorporated by reference. 49 CFR Part 21.

III. DAVIS-BACON AND RELATED ACT PROVISIONS

This section is applicable to all Federal-aid construction projects exceeding \$2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size), in accordance with 29 CFR 5.5. The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. 23 U.S.C. 113. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. 23 U.S.C. 101. Where applicable law requires that projects be treated as a project on a Federal-aid highway, the provisions of this subpart will apply regardless of the location of the project. Examples include: Surface Transportation Block Grant Program projects funded under 23 U.S.C. 133 [excluding recreational trails projects], the Nationally Significant Freight and Highway Projects funded under 23 U.S.C. 117, and National Highway Freight Program projects funded under 23 U.S.C. 167.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 "Contract provisions and related matters" with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

1. Minimum wages (29 CFR 5.5)

a. *Wage rates and fringe benefits.* All laborers and mechanics employed or working upon the site of the work (or otherwise working in construction or development of the project under a development statute), will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act ([29 CFR part 3](#))), the full amount of basic hourly wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics. As provided in paragraphs (d) and (e) of 29 CFR 5.5, the appropriate wage determinations are effective by operation of law even if they have not been attached to the contract. Contributions made or costs reasonably anticipated for bona fide fringe benefits under the Davis-Bacon Act ([40 U.S.C. 3141\(2\)\(B\)](#)) on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph 1.e. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics must be paid the appropriate wage rate and fringe benefits on the wage determination for the classification(s) of work actually performed, without regard to skill, except as provided in

paragraph 4. of this section. Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: *Provided*, That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classifications and wage rates conformed under paragraph 1.c. of this section) and the Davis-Bacon poster (WH-1321) must be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b. *Frequently recurring classifications.* (1) In addition to wage and fringe benefit rates that have been determined to be prevailing under the procedures set forth in [29 CFR part 1](#), a wage determination may contain, pursuant to § 1.3(f), wage and fringe benefit rates for classifications of laborers and mechanics for which conformance requests are regularly submitted pursuant to paragraph 1.c. of this section, provided that:

- (i) The work performed by the classification is not performed by a classification in the wage determination for which a prevailing wage rate has been determined;
- (ii) The classification is used in the area by the construction industry; and
- (iii) The wage rate for the classification bears a reasonable relationship to the prevailing wage rates contained in the wage determination.

(2) The Administrator will establish wage rates for such classifications in accordance with paragraph 1.c.(1)(iii) of this section. Work performed in such a classification must be paid at no less than the wage and fringe benefit rate listed on the wage determination for such classification.

c. *Conformance.* (1) The contracting officer must require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract be classified in conformance with the wage determination. Conformance of an additional classification and wage rate and fringe benefits is appropriate only when the following criteria have been met:

- (i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and
- (ii) The classification is used in the area by the construction industry; and
- (iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) The conformance process may not be used to split, subdivide, or otherwise avoid application of classifications listed in the wage determination.

(3) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the

classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken will be sent by the contracting officer by email to DBAconformance@dol.gov. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(4) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer will, by email to DBAconformance@dol.gov, refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Administrator for determination. The Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(5) The contracting officer must promptly notify the contractor of the action taken by the Wage and Hour Division under paragraphs 1.c.(3) and (4) of this section. The contractor must furnish a written copy of such determination to each affected worker or it must be posted as a part of the wage determination. The wage rate (including fringe benefits where appropriate) determined pursuant to paragraph 1.c.(3) or (4) of this section must be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

d. Fringe benefits not expressed as an hourly rate. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor may either pay the benefit as stated in the wage determination or may pay another bona fide fringe benefit or an hourly cash equivalent thereof.

e. Unfunded plans. If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, *Provided*, That the Secretary of Labor has found, upon the written request of the contractor, in accordance with the criteria set forth in § 5.28, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

f. Interest. In the event of a failure to pay all or part of the wages required by the contract, the contractor will be required to pay interest on any underpayment of wages.

2. Withholding (29 CFR 5.5)

a. Withholding requirements. The contracting agency may, upon its own action, or must, upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor so much of the accrued payments or advances as may be considered

necessary to satisfy the liabilities of the prime contractor or any subcontractor for the full amount of wages and monetary relief, including interest, required by the clauses set forth in this section for violations of this contract, or to satisfy any such liabilities required by any other Federal contract, or federally assisted contract subject to Davis-Bacon labor standards, that is held by the same prime contractor (as defined in § 5.2). The necessary funds may be withheld from the contractor under this contract, any other Federal contract with the same prime contractor, or any other federally assisted contract that is subject to Davis-Bacon labor standards requirements and is held by the same prime contractor, regardless of whether the other contract was awarded or assisted by the same agency, and such funds may be used to satisfy the contractor liability for which the funds were withheld. In the event of a contractor's failure to pay any laborer or mechanic, including any apprentice or helper working on the site of the work all or part of the wages required by the contract, or upon the contractor's failure to submit the required records as discussed in paragraph 3.d. of this section, the contracting agency may on its own initiative and after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

b. Priority to withheld funds. The Department has priority to funds withheld or to be withheld in accordance with paragraph 2.a. of this section or Section IV, paragraph 3.a., or both, over claims to those funds by:

(1) A contractor's surety(ies), including without limitation performance bond sureties and payment bond sureties;

(2) A contracting agency for its repurchase costs;

(3) A trustee(s) (either a court-appointed trustee or a U.S. trustee, or both) in bankruptcy of a contractor, or a contractor's bankruptcy estate;

(4) A contractor's assignee(s);

(5) A contractor's successor(s); or

(6) A claim asserted under the Prompt Payment Act, [31 U.S.C. 3901](#)–3907.

3. Records and certified payrolls (29 CFR 5.5)

a. Basic record requirements (1) Length of record retention. All regular payrolls and other basic records must be maintained by the contractor and any subcontractor during the course of the work and preserved for all laborers and mechanics working at the site of the work (or otherwise working in construction or development of the project under a development statute) for a period of at least 3 years after all the work on the prime contract is completed.

(2) *Information required.* Such records must contain the name; Social Security number; last known address, telephone number, and email address of each such worker; each worker's correct classification(s) of work actually performed; hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in [40 U.S.C. 3141\(2\)\(B\)](#) of the Davis-Bacon Act); daily and weekly number

of hours actually worked in total and on each covered contract; deductions made; and actual wages paid.

(3) *Additional records relating to fringe benefits.* Whenever the Secretary of Labor has found under paragraph 1.e. of this section that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in [40 U.S.C. 3141\(2\)\(B\)](#) of the Davis-Bacon Act, the contractor must maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits.

(4) *Additional records relating to apprenticeship.* Contractors with apprentices working under approved programs must maintain written evidence of the registration of apprenticeship programs, the registration of the apprentices, and the ratios and wage rates prescribed in the applicable programs.

b. *Certified payroll requirements* (1) *Frequency and method of submission.* The contractor or subcontractor must submit weekly, for each week in which any DBA- or Related Acts-covered work is performed, certified payrolls to the contracting agency. The prime contractor is responsible for the submission of all certified payrolls by all subcontractors. A contracting agency or prime contractor may permit or require contractors to submit certified payrolls through an electronic system, as long as the electronic system requires a legally valid electronic signature; the system allows the contractor, the contracting agency, and the Department of Labor to access the certified payrolls upon request for at least 3 years after the work on the prime contract has been completed; and the contracting agency or prime contractor permits other methods of submission in situations where the contractor is unable or limited in its ability to use or access the electronic system.

(2) *Information required.* The certified payrolls submitted must set out accurately and completely all of the information required to be maintained under paragraph 3.a.(2) of this section, except that full Social Security numbers and last known addresses, telephone numbers, and email addresses must not be included on weekly transmittals. Instead, the certified payrolls need only include an individually identifying number for each worker (e.g., the last four digits of the worker's Social Security number). The required weekly certified payroll information may be submitted using Optional Form WH-347 or in any other format desired. Optional Form WH-347 is available for this purpose from the Wage and Hour Division website at <https://www.dol.gov/sites/dolgov/files/WHD/legacy/files/wh347.pdf> or its successor website. It is not a violation of this section for a prime contractor to require a subcontractor to provide full Social Security numbers and last known addresses, telephone numbers, and email addresses to the prime contractor for its own records, without weekly submission by the subcontractor to the contracting agency.

(3) *Statement of Compliance.* Each certified payroll submitted must be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor, or the contractor's or subcontractor's agent who pays or supervises the payment of the persons working on the contract, and must certify the following:

(i) That the certified payroll for the payroll period contains the information required to be provided under paragraph 3.b. of this section, the appropriate information and basic records are being maintained under paragraph 3.a. of this section, and such information and records are correct and complete;

(ii) That each laborer or mechanic (including each helper and apprentice) working on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in [29 CFR part 3](#); and

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification(s) of work actually performed, as specified in the applicable wage determination incorporated into the contract.

(4) *Use of Optional Form WH-347.* The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 will satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 3.b.(3) of this section.

(5) *Signature.* The signature by the contractor, subcontractor, or the contractor's or subcontractor's agent must be an original handwritten signature or a legally valid electronic signature.

(6) *Falsification.* The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under [18 U.S.C. 1001](#) and [31 U.S.C. 3729](#).

(7) *Length of certified payroll retention.* The contractor or subcontractor must preserve all certified payrolls during the course of the work and for a period of 3 years after all the work on the prime contract is completed.

c. *Contracts, subcontracts, and related documents.* The contractor or subcontractor must maintain this contract or subcontract and related documents including, without limitation, bids, proposals, amendments, modifications, and extensions. The contractor or subcontractor must preserve these contracts, subcontracts, and related documents during the course of the work and for a period of 3 years after all the work on the prime contract is completed.

d. *Required disclosures and access* (1) *Required record disclosures and access to workers.* The contractor or subcontractor must make the records required under paragraphs 3.a. through 3.c. of this section, and any other documents that the contracting agency, the State DOT, the FHWA, or the Department of Labor deems necessary to determine compliance with the labor standards provisions of any of the applicable statutes referenced by § 5.1, available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and must permit such representatives to interview workers during working hours on the job.

(2) *Sanctions for non-compliance with records and worker access requirements.* If the contractor or subcontractor fails to submit the required records or to make them available, or refuses to permit worker interviews during working hours on the job, the Federal agency may, after written notice to the contractor, sponsor, applicant, owner, or other entity, as the case may be, that maintains such records or that employs such workers, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available, or to permit worker interviews during working hours on the job, may be grounds for debarment action pursuant to § 5.12. In addition, any contractor or other person that fails to submit the required records or make those records available to WHD within the time WHD requests that the records be produced will be precluded from introducing as evidence in an administrative proceeding under [29 CFR part 6](#) any of the required records that were not provided or made available to WHD. WHD will take into consideration a reasonable request from the contractor or person for an extension of the time for submission of records. WHD will determine the reasonableness of the request and may consider, among other things, the location of the records and the volume of production.

(3) *Required information disclosures.* Contractors and subcontractors must maintain the full Social Security number and last known address, telephone number, and email address of each covered worker, and must provide them upon request to the contracting agency, the State DOT, the FHWA, the contractor, or the Wage and Hour Division of the Department of Labor for purposes of an investigation or other compliance action.

4. Apprentices and equal employment opportunity (29 CFR 5.5)

a. *Apprentices (1) Rate of pay.* Apprentices will be permitted to work at less than the predetermined rate for the work they perform when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship (OA), or with a State Apprenticeship Agency recognized by the OA. A person who is not individually registered in the program, but who has been certified by the OA or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice, will be permitted to work at less than the predetermined rate for the work they perform in the first 90 days of probationary employment as an apprentice in such a program. In the event the OA or a State Apprenticeship Agency recognized by the OA withdraws approval of an apprenticeship program, the contractor will no longer be permitted to use apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

(2) *Fringe benefits.* Apprentices must be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringe benefits must be paid in accordance with that determination.

(3) *Apprenticeship ratio.* The allowable ratio of apprentices to journeyworkers on the job site in any craft classification must not be greater than the ratio permitted to the contractor as to the entire work force under the registered program or the ratio applicable to the locality of the project pursuant to paragraph 4.a.(4) of this section. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated in paragraph 4.a.(1) of this section, must be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under this section must be paid not less than the applicable wage rate on the wage determination for the work actually performed.

(4) *Reciprocity of ratios and wage rates.* Where a contractor is performing construction on a project in a locality other than the locality in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyworker's hourly rate) applicable within the locality in which the construction is being performed must be observed. If there is no applicable ratio or wage rate for the locality of the project, the ratio and wage rate specified in the contractor's registered program must be observed.

b. *Equal employment opportunity.* The use of apprentices and journeyworkers under this part must be in conformity with [29 CFR part 30](#), including any amendments thereto.

c. Apprentices and Trainees (programs of the U.S. DOT).

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section III. 23 CFR 230.111(e)(2). The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeyworkers shall not be greater than permitted by the terms of the particular program.

5. Compliance with Copeland Act requirements. The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract as provided in 29 CFR 5.5.

6. Subcontracts. The contractor or subcontractor must insert in any subcontracts the clauses set forth in paragraphs (1) through (11) of this section, along with the applicable wage determination(s) and such other clauses or contract modifications as the contracting agency may by appropriate instructions require, and a clause requiring the subcontractors to include these clauses and wage determination(s) in any lower tier subcontracts. The prime contractor is responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in this section. In the event of any violations of these clauses, the prime contractor and any subcontractor(s) responsible will be liable for any unpaid wages and monetary relief, including interest from the date of the underpayment or loss, due to any workers of lower-tier subcontractors, and may be subject to debarment, as appropriate. 29 CFR 5.5.

7. Contract termination: debarment. A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the

contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance with Davis-Bacon and Related Act requirements. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract as provided in 29 CFR 5.5.

9. Disputes concerning labor standards. As provided in 29 CFR 5.5, disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of eligibility. a. By entering into this contract, the contractor certifies that neither it nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of [40 U.S.C. 3144\(b\)](#) or § 5.12(a).

b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of [40 U.S.C. 3144\(b\)](#) or § 5.12(a).

c. The penalty for making false statements is prescribed in the U.S. Code, Title 18 Crimes and Criminal Procedure, [18 U.S.C. 1001](#).

11. Anti-retaliation. It is unlawful for any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, or to cause any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, any worker or job applicant for:

a. Notifying any contractor of any conduct which the worker reasonably believes constitutes a violation of the DBA, Related Acts, this part, or [29 CFR part 1](#) or [3](#);

b. Filing any complaint, initiating or causing to be initiated any proceeding, or otherwise asserting or seeking to assert on behalf of themselves or others any right or protection under the DBA, Related Acts, this part, or [29 CFR part 1](#) or [3](#);

c. Cooperating in any investigation or other compliance action, or testifying in any proceeding under the DBA, Related Acts, this part, or [29 CFR part 1](#) or [3](#); or

d. Informing any other person about their rights under the DBA, Related Acts, this part, or [29 CFR part 1](#) or [3](#).

IV. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

Pursuant to 29 CFR 5.5(b), the following clauses apply to any Federal-aid construction contract in an amount in excess of \$100,000 and subject to the overtime provisions of the

Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchpersons and guards.

1. Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek. 29 CFR 5.5.

2. Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph 1. of this section the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages and interest from the date of the underpayment. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchpersons and guards, employed in violation of the clause set forth in paragraph 1. of this section, in the sum currently provided in 29 CFR 5.5(b)(2)* for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph 1. of this section.

* \$33 as of January 15, 2025 (See 90 FR 1859) as may be adjusted annually by the Department of Labor, pursuant to the Federal Civil Penalties Inflation Adjustment Act of 1990.

3. Withholding for unpaid wages and liquidated damages

a. *Withholding process.* The FHWA or the contracting agency may, upon its own action, or must, upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor so much of the accrued payments or advances as may be considered necessary to satisfy the liabilities of the prime contractor or any subcontractor for any unpaid wages; monetary relief, including interest; and liquidated damages required by the clauses set forth in this section on this contract, any other Federal contract with the same prime contractor, or any other federally assisted contract subject to the Contract Work Hours and Safety Standards Act that is held by the same prime contractor (as defined in § 5.2). The necessary funds may be withheld from the contractor under this contract, any other Federal contract with the same prime contractor, or any other federally assisted contract that is subject to the Contract Work Hours and Safety Standards Act and is held by the same prime contractor, regardless of whether the other contract was awarded or assisted by the same agency, and such funds may be used to satisfy the contractor liability for which the funds were withheld.

b. *Priority to withheld funds.* The Department has priority to funds withheld or to be withheld in accordance with Section III paragraph 2.a. or paragraph 3.a. of this section, or both, over claims to those funds by:

(1) A contractor's surety(ies), including without limitation performance bond sureties and payment bond sureties;

(2) A contracting agency for its procurement costs;

(3) A trustee(s) (either a court-appointed trustee or a U.S. trustee, or both) in bankruptcy of a contractor, or a contractor's bankruptcy estate;

(4) A contractor's assignee(s);

(5) A contractor's successor(s); or

(6) A claim asserted under the Prompt Payment Act, [31 U.S.C. 3901](#)–3907.

4. Subcontracts. The contractor or subcontractor must insert in any subcontracts the clauses set forth in paragraphs 1. through 5. of this section and a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor is responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs 1. through 5. In the event of any violations of these clauses, the prime contractor and any subcontractor(s) responsible will be liable for any unpaid wages and monetary relief, including interest from the date of the underpayment or loss, due to any workers of lower-tier subcontractors, and associated liquidated damages and may be subject to debarment, as appropriate.

5. Anti-retaliation. It is unlawful for any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, or to cause any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, any worker or job applicant for:

a. Notifying any contractor of any conduct which the worker reasonably believes constitutes a violation of the Contract Work Hours and Safety Standards Act (CWHSSA) or its implementing regulations in this part;

b. Filing any complaint, initiating or causing to be initiated any proceeding, or otherwise asserting or seeking to assert on behalf of themselves or others any right or protection under CWHSSA or this part;

c. Cooperating in any investigation or other compliance action, or testifying in any proceeding under CWHSSA or this part; or

d. Informing any other person about their rights under CWHSSA or this part.

V. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System pursuant to 23 CFR 635.116.

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of

the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).

a. The term "perform work with its own organization" in paragraph 1. of this section refers to workers employed or leased by the prime contractor, and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions: (based on longstanding interpretation)

(1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;

(2) the prime contractor remains responsible for the quality of the work of the leased employees;

(3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and

(4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract as a whole and in general are to be limited to minor components of the overall contract. 23 CFR 635.102.

2. Pursuant to 23 CFR 635.116(a), the contract amount upon which the requirements set forth in paragraph 1. of this section is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. Pursuant to 23 CFR 635.116(c), the contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the contracting agency has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract. (based on longstanding interpretation of 23 CFR 635.116).

5. The 30-percent self-performance requirement of paragraph (1) is not applicable to design-build contracts; however,

contracting agencies may establish their own self-performance requirements. 23 CFR 635.116(d).

VI. SAFETY: ACCIDENT PREVENTION

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR Part 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract. 23 CFR 635.108.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR Part 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704). 29 CFR 1926.10.

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).

VII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR Part 635) in one or more places where it is readily available to all persons concerned with the project:

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the

character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 11, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

VIII. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (42 U.S.C. 7606; 2 CFR 200.88; EO 11738)

This provision is applicable to all Federal-aid construction contracts in excess of \$150,000 and to all related subcontracts. 48 CFR 2.101; 2 CFR 200.327.

By submission of this bid/proposal or the execution of this contract or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, subcontractor, supplier, or vendor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401-7671q) and the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251-1387). Violations must be reported to the Federal Highway Administration and the Regional Office of the Environmental Protection Agency. 2 CFR Part 200, Appendix II.

The contractor agrees to include or cause to be included the requirements of this Section in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements. 2 CFR 200.327.

IX. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost \$25,000 or more – as defined in 2 CFR Parts 180 and 1200. 2 CFR 180.220 and 1200.220.

1. Instructions for Certification – First Tier Participants:

a. By signing and submitting this proposal, the prospective first tier participant is providing the certification set out below.

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this

covered transaction. The prospective first tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction. 2 CFR 180.320.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default. 2 CFR 180.325.

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances. 2 CFR 180.345 and 180.350.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180, Subpart I, 180.900-180.1020, and 1200. "First Tier Covered Transactions" refers to any covered transaction between a recipient or subrecipient of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a recipient or subrecipient of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction. 2 CFR 180.330.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold. 2 CFR 180.220 and 180.300.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. 2 CFR 180.300; 180.320, and 180.325. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. 2 CFR 180.335. To verify the eligibility of its principals, as well as the

eligibility of any lower tier prospective participants, each participant may, but is not required to, check the System for Award Management website (<https://www.sam.gov/>). 2 CFR 180.300, 180.320, and 180.325.

i. Nothing contained in the foregoing shall be construed to require the establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of the prospective participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

j. Except for transactions authorized under paragraph (f) of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default. 2 CFR 180.325.

* * * * *

2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

(1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency, 2 CFR 180.335;

(2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property, 2 CFR 180.800;

(3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification, 2 CFR 180.700 and 180.800; and

(4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default. 2 CFR 180.335(d).

(5) Are not a corporation that has been convicted of a felony violation under any Federal law within the two-year period preceding this proposal (USDOT Order 4200.6 implementing appropriations act requirements); and

(6) Are not a corporation with any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability (USDOT Order 4200.6 implementing appropriations act requirements).

b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant should attach an explanation to this proposal. 2 CFR 180.335 and 180.340.

* * * * *

3. Instructions for Certification - Lower Tier Participants:

(Applicable to all subcontracts, purchase orders, and other lower tier transactions requiring prior FHWA approval or estimated to cost \$25,000 or more - 2 CFR Parts 180 and 1200). 2 CFR 180.220 and 1200.220.

a. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances. 2 CFR 180.365.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180, Subpart I, 180.900 – 180.1020, and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. "First Tier Covered Transactions" refers to any covered transaction between a recipient or subrecipient of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a recipient or subrecipient of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers to any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated. 2 CFR 1200.220 and 1200.332.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold. 2 CFR 180.220 and 1200.220.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered

transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the System for Award Management website (<https://www.sam.gov/>), which is compiled by the General Services Administration. 2 CFR 180.300, 180.320, 180.330, and 180.335.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment. 2 CFR 180.325.

* * * * *

4. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Participants:

a. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals:

(1) is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency, 2 CFR 180.355;

(2) is a corporation that has been convicted of a felony violation under any Federal law within the two-year period preceding this proposal (USDOT Order 4200.6 implementing appropriations act requirements); and

(3) is a corporation with any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability. (USDOT Order 4200.6 implementing appropriations act requirements)

b. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant should attach an explanation to this proposal.

* * * * *

X. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed \$100,000. 49 CFR Part 20, App. A.

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

3. The prospective participant also agrees by submitting its bid or proposal that the participant shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such recipients shall certify and disclose accordingly.

XI. USE OF UNITED STATES-FLAG VESSELS:

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, or any other covered transaction. 46 CFR Part 381.

This requirement applies to material or equipment that is acquired for a specific Federal-aid highway project. 46 CFR 381.7. It is not applicable to goods or materials that come into inventories independent of an FHWA funded-contract.

When oceanic shipments (or shipments across the Great Lakes) are necessary for materials or equipment acquired for a specific Federal-aid construction project, the bidder, proposer, contractor, subcontractor, or vendor agrees:

1. To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the

extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels. 46 CFR 381.7.

2. To furnish within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, 'on-board' commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (b)(1) of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Office of Cargo and Commercial Sealift (MAR-620), Maritime Administration, Washington, DC 20590. (MARAD requires copies of the ocean carrier's (master) bills of lading, certified onboard, dated, with rates and charges. These bills of lading may contain business sensitive information and therefore may be submitted directly to MARAD by the Ocean Transportation Intermediary on behalf of the contractor). 46 CFR 381.7.

**ATTACHMENT A - EMPLOYMENT AND MATERIALS
PREFERENCE FOR APPALACHIAN DEVELOPMENT
HIGHWAY SYSTEM OR APPALACHIAN LOCAL ACCESS
ROAD CONTRACTS** (40 U.S.C. sections 14501(d) and 14701
and the Appalachian Regional Commission Code as
authorized under 40 U.S.C. section 14302)

This provision is applicable to all Federal-aid projects funded
under the Appalachian Regional Development Act of 1965.

1. During the performance of this contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DOL wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:

a. To the extent that qualified persons regularly residing in the area are not available.

b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.

c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph (1c) shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph (4) below.

2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which the participant estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, the participant shall promptly notify the State Employment Service.

3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.

4. If, within one week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph (1c) above.

5. The provisions of 40 U.S.C. 14501 allow the contracting agency to provide a contractual preference for the use of mineral resource materials native to the Appalachian region.

6. The contractor shall include the provisions of Sections 1 through 4 of this Attachment A in every subcontract for work which is, or reasonably may be, done as on-site work.

OGFC lift approximately 7.3 miles on I-55 from Church Road to Heindl Road, Bridge Repair on I-55 over Church Road (Bridge Nos. 112.3A , 112.3B) & Fog Seal approximately 7.2 miles on I-55 from Heindl Road to the Yazoo County Line, known as Federal Aid Project Nos. IM-0055-02(291) / 110067301, NHPP-0055-02(287) / 110043301 & IM-0055-02(292) / 110068301 in Madison County.

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
Roadway Items					
0010	201-D002		9	Acre	Random Clearing
0020	202-B006		1,440	Square Yard	Removal of Asphalt Paved Shoulders, All Depths
0030	202-B009		76	Square Yard	Removal of Asphalt Pavement, Failed Areas
0040	202-B063		147	Square Yard	Removal of Concrete Paved Ditch
0050	202-B158		6,390	Linear Feet	Removal of Guard Rail, Including Rails, Posts and Terminal Ends
0060	202-B169		363	Linear Feet	Removal of Joint Material
0070	202-B240		7,590	Linear Feet	Removal of Traffic Stripe
0080	202-B276		620	Linear Feet	Removal of Debris from Drainage Channel
0090	203-G001	(E)	334	Cubic Yard	Excess Excavation, FM, AH
0100	209-A005		2,840	Square Yard	Geotextile Stabilization, Type V, Non-Woven
0110	221-A001	(S)	3	Cubic Yard	Concrete Paved Ditch
0120	304-D002	(GT)	541	Ton	Granular Material, Crushed Stone
0130	406-D001		318,050	Square Yard	Fine Milling of Bituminous Pavement, All Depths
0140	503-C010		101	Linear Feet	Saw Cut, Full Depth
0150	606-B003		4,765	Linear Feet	Guard Rail, Class A, Type 1, 'W' Beam, Metal Post
0160	606-C001		40	Each	Guard Rail, Cable Anchor Type 1, Metal Post
0170	606-D003		14	Each	Guard Rail, Bridge End Section, Special Design
0180	606-D005		14	Each	Guard Rail, Bridge End Section, Type A
0190	606-D018		4	Each	Guard Rail, Bridge End Section, Type G, Modified
0200	606-D023		4	Each	Guard Rail, Bridge End Section, Type I, Metal Post
0210	606-E005		28	Each	Guard Rail, Terminal End Section, Flared
0220	606-E007		12	Each	Guard Rail, Terminal End Section, Non-Flared
0230	619-A1001		63	Mile	Temporary Traffic Stripe, Continuous White
0240	619-A1003		320	Linear Feet	Temporary Traffic Stripe, Continuous White, Paint
0250	619-A2001		63	Mile	Temporary Traffic Stripe, Continuous Yellow
0260	619-A2003		320	Linear Feet	Temporary Traffic Stripe, Continuous Yellow, Paint
0270	619-A3001		60	Mile	Temporary Traffic Stripe, Skip White
0280	619-A3004		320	Linear Feet	Temporary Traffic Stripe, Skip White, Paint
0290	619-A5001		61,964	Linear Feet	Temporary Traffic Stripe, Detail
0300	619-D1001		120	Square Feet	Standard Roadside Construction Signs, Less than 10 Square Feet
0310	619-D2001		351	Square Feet	Standard Roadside Construction Signs, 10 Square Feet or More

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
0320	619-F3001		141	Each	Delineators, Guard Rail, White
0330	619-F3002		110	Each	Delineators, Guard Rail, Yellow
0340	619-G4001		126	Linear Feet	Barricades, Type III, Double Faced
0350	619-G4005		72	Linear Feet	Barricades, Type III, Single Faced
0360	619-G5001		21	Each	Free Standing Plastic Drums
0370	619-G7001		23	Each	Warning Lights, Type "B"
0380	619-G8001		4	Each	Warning Lights, Type "C"
0390	620-A001		1	Lump Sum	Mobilization
0400	630-C001		24	Linear Feet	Square Tube Posts, 4.0 lb/ft
0410	630-G005		20	Each	Type 3 Object Markers, OM-3R or OM-3L, Post Mounted
0420	907-402-A002	(BA1)	12,156	Ton	Open Graded Friction Course, 9.5-mm Mixture
0430	907-402-B001	(A3)	23,513	Gallon	Bituminous Tack Coat
0440	907-403-A013	(BA1)	538	Ton	9.5-mm, HT, Asphalt Pavement
0450	907-403-B001	(BA1)	100	Ton	12.5-mm, HT, Asphalt Pavement, Leveling
0460	907-403-S002		8,400	Linear Feet	Joint Sealant
0470	907-405-A002	(BA1)	1,713	Ton	Stone Matrix Asphalt, 12.5 mm Mixture
0480	907-407-A001	(A2)	6,856	Gallon	Asphalt for Tack Coat
0490	907-418-A001	(A2)	55,382	Gallon	Emulsified Asphalt for Micro-Surfacing
0500	907-418-B001	(GT)	3,724	Ton	Aggregate for Micro-Surfacing
0510	907-420-A001		6,200	Pounds	Undersealing
0522	907-428-C001	(A2)	19,858	Gallon	Bituminous-Based Fog Seal with Rejuvenator
0524	907-428-D001	(A2)	16,261	Gallon	Bio-Based Fog Seal with Rejuvenator
0540	907-601-B001	(S)	1	Cubic Yard	Class "B" Structural Concrete, Minor Structures
0550	907-618-A001		1	Lump Sum	Maintenance of Traffic
0560	907-618-M2001		1,000	Hours	Work Zone Law Enforcement [\$60.00]
0570	907-619-E3001		2	Each	Changeable Message Sign
0580	907-626-A009		320	Linear Feet	6" Thermoplastic Traffic Stripe, Skip White
0590	907-626-A010		30	Mile	6" Thermoplastic Traffic Stripe, Skip White
0600	907-626-B005		320	Linear Feet	6" Thermoplastic Traffic Stripe, Continuous White
0610	907-626-B006		32	Mile	6" Thermoplastic Traffic Stripe, Continuous White
0620	907-626-E005		32	Mile	6" Thermoplastic Traffic Stripe, Continuous Yellow
0630	907-626-E006		320	Linear Feet	6" Thermoplastic Traffic Stripe, Continuous Yellow
0640	907-626-G004		30,982	Linear Feet	Thermoplastic Detail Stripe, White

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
0650	907-626-G005		614	Linear Feet	Thermoplastic Detail Stripe, Yellow
0660	907-627-K001		6,783	Each	Red-Clear Reflective High Performance Raised Markers
0670	907-630-PP002		14	Square Feet	Roadside Directional Signs, Sheet Aluminum, 0.125" Thickness, Ground Mounted
Bridge Items					
0680	815-A002	(S)	366	Ton	Loose Riprap, Size 100
0690	815-A006	(S)	300	Ton	Loose Riprap, Size 200
0700	815-E001	(S)	950	Square Yard	Geotextile under Riprap
0710	907-420-A001		6,000	Pounds	Undersealing
0720	907-804-O001	(S)	3	Cubic Yard	Bridge Deck Overlay Concrete
0730	907-808-A002	(S)	4,298	Linear Feet	Joint Repair
0740	907-823-A001		2,159	Linear Feet	Preformed Joint Seal, Type I
0750	907-823-B001		4,298	Linear Feet	Saw Cut, Type I
0760	907-824-A003		48	Square Feet	General Epoxy Repair
0770	907-824-C001		8	Each	Cap Cleaning
0780	907-824-D002		60	Each	Bearing Replacements, Prestressed Concrete Girder
0790	907-824-PP003		96	Square Feet	Bridge Repair, Removal of Bridge Deck
0800	907-824-PP004		1	Lump Sum	Bridge Repair, Slope Reshaping, Per Plans
0810	907-828-A001	(S)	20	Cubic Yard	Hybrid Polymer Concrete Overlay