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.	1	DATED	10/19/2026	ADDENDUM NO.		DATED	
ADDENDUM NO	2	DATED	10/22/2026	ADDENDUM NO.		DATED	
ADDENDUM NO		DATED		ADDENDUM NO.		DATED	

Number	Description
1	Revised Bid Items; Amendment EBSx Download Required.
2	Revised NTB No. 8378; Revised Bid Items; Amendment EBSx Download Required.

TOTAL ADDENDA: 2
(Must agree with total addenda issued prior to opening of bids)

Respectfully Submitted,

DATE _____

_____
Contractor

BY _____
Signature

TITLE _____

ADDRESS _____

CITY, STATE, ZIP _____

PHONE _____

FAX _____

E-MAIL _____

(To be filled in if a corporation)

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

_____
President Address

_____
Secretary Address

_____
Treasurer Address

The following is my (our) itemized proposal.

IM-0059-02(116)/ 109253301000 & IM-0059-02(123)/ 110070301000

Clarke & Jasper County(ies)

Revised 01/26/2016

For Informational Purposes Only

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 8378 **CODE:**

DATE: 08/12/2026

SUBJECT: Scope of Work

PROJECT: IM-0059-02(123) / 110070301 - Jasper County
IM-0059-02(116) / 109253301 - Clarke County

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

110070/301000 Jasper County

The project location is approximately 6.2 miles on Interstate 59 from 0.8 mile North of CR 39 (at approx. 31°58'25.09" N, 88°57'25.59" W) to the Jasper/Clarke County Line. The project consists of repair to pavement by mill and replacement of asphalt pavement and by punchout repair. A fog seal on the OGFC mainline pavement and paved shoulders is to be applied after repairs are completed. The inside paved shall be fog sealed at the same time as the inside mainline.

At bridge #120.6 in both northbound lanes, milling is required at a depth of approx. 1.5" for 360' either side of the center of the bridge and a lift of 1.5" 9.5mm HT polymer modified asphalt pavement be placed. A concrete punchout 12' x 12' is required in the northbound right lane at the beginning of the extra depth milling 360' from bridge center.

In the southbound outside lane at bridge #123.6 and at GPS coordinates 31°59'31.07"N, 88°56'41.00"W in the northbound outside lane are sections of raveled OGFC. These two areas shall be milled out at an approx. depth 1" for 150 linear feet and replaced with a 1" lift of 9.5mm HT polymer modified asphalt pavement. The work is to be accomplished by using the pay items and corresponding specifications set forth in this Contract. Milling shall not begin until an **approved** asphalt mix design has been received.

The fog seal used on the OGFC and outside paved shoulder shall be a Bio-Based Fog Seal with Rejuvenator and shall be applied as per the manufacturer's recommendations. A representative from the manufacturer shall be present for the initial applications to ensure the Contractor is properly schooled in the use of this product. Before fogging the pavement, all existing raised pavement markers shall be removed. If rpm removal causes extreme damage to existing OGFC, the Project Engineer shall be consulted on omitting removal. Removal of existing raised pavement markers shall be included in the prices of other items bid.

Incidental work such as removal of vegetative material and sweeping of pavement before fog seal is applied, 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.

Temporary stripe will not be required due to the type of fog sealant being used. Permanent thermoplastic pavement stripe shall be applied after the pavement is sealed as per manufacturer's recommended waiting

period after the curing of seal. Red-Clear Reflective High Performance Raised Pavement Markers shall be placed at an interval of 40’ on the centerline from BOP to EOP. One-way yellow and One-way clear markers shall be placed on the outside of the edge stripe on the OGFC at an interval of 80’ from BOP to EOP.

109253/301000 Clarke County

The project location is approximately 6.45 miles on Interstate 59 from Jasper County Line to 6.45 miles north (at approx. 32°8'9.78"N, 88°52'16.64"W). The project consists of milling 1” OGFC and a replacement overlay of 1” OGFC. Paved outside shoulders shall be fog sealed using a Bio-Based Fog Seal with Rejuvenator. Ramps at the SR 18 interchange travel lanes and shoulders shall be fog sealed using a Bio-Based Fog seal as well. Random clearing shall be done throughout the project. Guard rail including bridge end sections, terminal end sections, and cable anchors shall be removed and replaced. Any asphalt shoulder under guard rail shall be removed and replaced with crushed stone according to standard drawing. Milling shall not begin until an **approved** asphalt mix design has been received.

Two locations have been identified for the need for punchout repair. The first is in the Northbound outside lane approx. 100’ north of the SR 18 overpass which is 20’ x 12’ area. The second is located in the Southbound outside lane coming up to bridge #129.0A and is a 20’ x 12’ area.

The removal of guardrail pay-item includes all hardware, w-beam, posts, bridge end section, cable anchor, and terminal end sections.

Temporary stripe will not be required on ramps due to the type of fog sealant being used. Permanent thermoplastic pavement stripe shall be applied after the pavement is sealed as per manufacturer’s recommended waiting period after the curing of seal. Stripe on concrete surfaces shall be removed and replaced with Cold Plastic Traffic Stripe.

Red-Clear Reflective High Performance Raised Pavement Markers shall be placed at an interval of 40’ on the centerline from BOP to EOP. One-way yellow and One-way clear markers shall be placed on the outside of the edge stripe on the OGFC at an interval of 80’ from BOP to EOP.

The reclaimed asphalt pavement material removed by the milling operation shall become the property of the contractor except for 500 tons and that shall be delivered to the MDOT Clarke County Maintenance Material storage location on US 11 north of Enterprise to the Chunky River relief bridge #145.9 (approx.. at 32°11'46.06"N, 88°49'8.48"W). Sufficient advance notice shall be given to ensure that MDOT maintenance personnel will be on hand to direct the delivery. The contractor shall also provide MDOT with an operator and the necessary equipment to stockpile the delivery. The cost of which shall be absorbed.

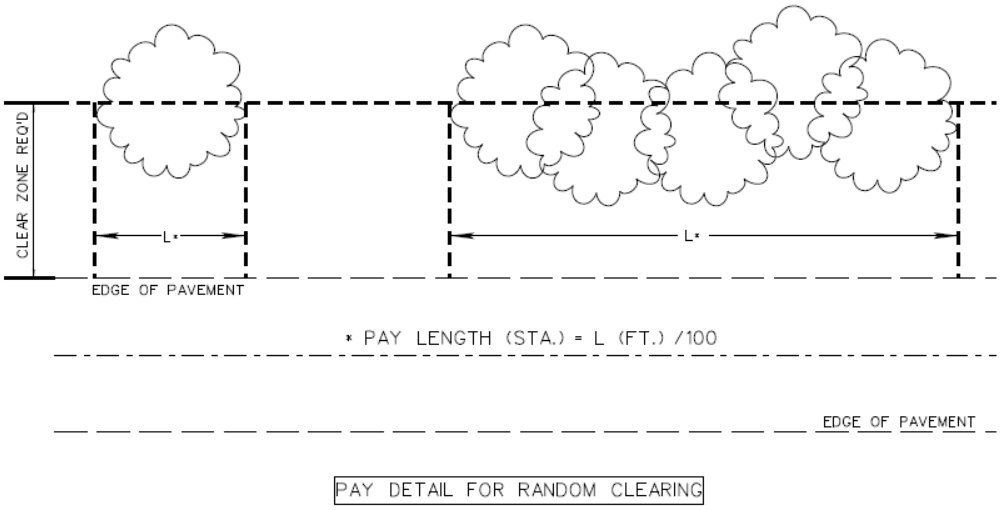
Estimated quantities for items related to replacement of guard rail are estimated as follows at each location.

LOCATION	LANE	REMOVAL	W-BEAM	CABLE ANCHOR TYPE 1	FLARED TERMINAL END SECTION	TYPE "I" BR. END SECTION	TYPE "A" BR. END SECTION	OBJECT MARKER	WHITE DELIN.	YELLOW DELIN.
NORTHBOUND LANE FROM BOP										
ROADSIDE	RT	237.5	193.75	1	1			1	8	
ROADSIDE	LT	237.5	193.75	1	1			1		8
BRIDGE ABUTMENT #125.4B	RT	212.5	150		1		1	1	8	
BRIDGE ABUTMENT #125.4B	LT	212.5	150		1		1	1		8
ROADSIDE	RT	300	256.25	1	1			1	10	
ROADSIDE	LT	300	256.25	1	1			1		10
BRIDGE ABUTMENT #128.3B	RT	212.5	137.5		1		1	1	7	
BRIDGE ABUTMENT #128.3B	LT	212.5	137.5		1		1	1		7
BRIDGE ABUTMENT #128.6B	RT	212.5	137.5		1		1	1	7	
BRIDGE ABUTMENT #128.6B	LT	212.5	137.5		1		1	1		7
BRIDGE ABUTMENT #129.0B	RT	212.5	137.5		1		1	1	7	
BRIDGE ABUTMENT #129.0B	LT	212.5	137.5		1		1	1		7
CR 330 OVERPASS	RT	225	162.5		1	1		1	8	
CR 330 OVERPASS	LT	Leave existing guardrail as is.								
SOUTHBOUND LANE FROM BOP										
ROADSIDE	RT	237.5	193.75	1	1			1		8
ROADSIDE	LT	237.5	193.75	1	1			1	8	
BRIDGE ABUTMENT #125.4A	RT	212.5	150		1		1	1		8
BRIDGE ABUTMENT #125.4A	LT	212.5	150		1		1	1	8	
ROADSIDE	RT	300	256.25	1	1			1		10
ROADSIDE	LT	300	256.25	1	1			1	10	
BRIDGE ABUTMENT #128.3A	RT	212.5	137.5		1		1	1		7
BRIDGE ABUTMENT #128.3A	LT	212.5	137.5		1		1	1	7	
BRIDGE ABUTMENT #128.6A	RT	212.5	137.5		1		1	1		7
BRIDGE ABUTMENT #128.6A	LT	212.5	137.5		1		1	1	7	
BRIDGE ABUTMENT #129.0A	RT	212.5	137.5		1		1	1		7
BRIDGE ABUTMENT #129.0A	LT	212.5	137.5		1		1	1	7	
ROADSIDE	LT	837.5	793.75	1	1			1	24	
CR 330 OVERPASS	RT	225	162.5		1			1	8	
CR 330 OVERPASS	LT	Leave existing guardrail as is.								
ROADSIDE	LT	662.5	612.5	1	1	1		1	20	
TOTAL		**7500**	**5781.25**	**10**	**28**	**2**	**16**	**28**	**154**	**94**
UNITS		**LF**	**LF**	**EACH**	**EACH**	**EACH**	**EACH**	**EACH**	**EACH**	**EACH**

Random Clearing (only Clarke County 109253/301000)

Following the MDOT Tree Management Policy, right-of-way is to be cleared to a minimum distance of 70 feet from the edge of pavement or to the right-of-way line as shown in typical section, whichever distance is less. Overhanging vegetation shall be trimmed to a minimum height of thirty feet (30') above the ground elevation at the edge of the clearing limits. It is the intent of this Contract for vegetation, except for any merchantable timber that the Contractor desires, to be mulched onsite and left in place. Mulched material shall be spread such that no more than four inches (4") in depth of material is placed in any one location. This work shall be paid for under pay item 201-D: Random Clearing, per station. Each side of the roadway will be measured separately. Clearing within 2 feet of fences, utilities, and other obstructions as directed by the Project Engineer within the ROW is to be omitted in order to avoid damages.
Where the above clearing limits would leave a stand of trees in the median less than 20 feet wide, those

may also be removed at the discretion of the District Engineer. If roadside foreslopes are steeper than 3:1 or include other roadway features that would make tree removal infeasible, risk assessment should be conducted by the Project Engineer and Highway Safety Division.



PAY DETAIL FOR RANDOM CLEARING

General Notes for Both Projects:

Milled surfaces must have temporary stripe placed before opening back to traffic. Traffic will be allowed to travel on milled surfaces no longer than 5 days.

Removal of Object Markers is not considered a separate pay item.

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 (Latest Edition). The cost is to be included in the price bid for pay item 907-618-A: Maintenance of Traffic. The Project Engineer may direct the use of additional cones at intersections within lane closures and will be absorbed in Maintenance of Traffic.

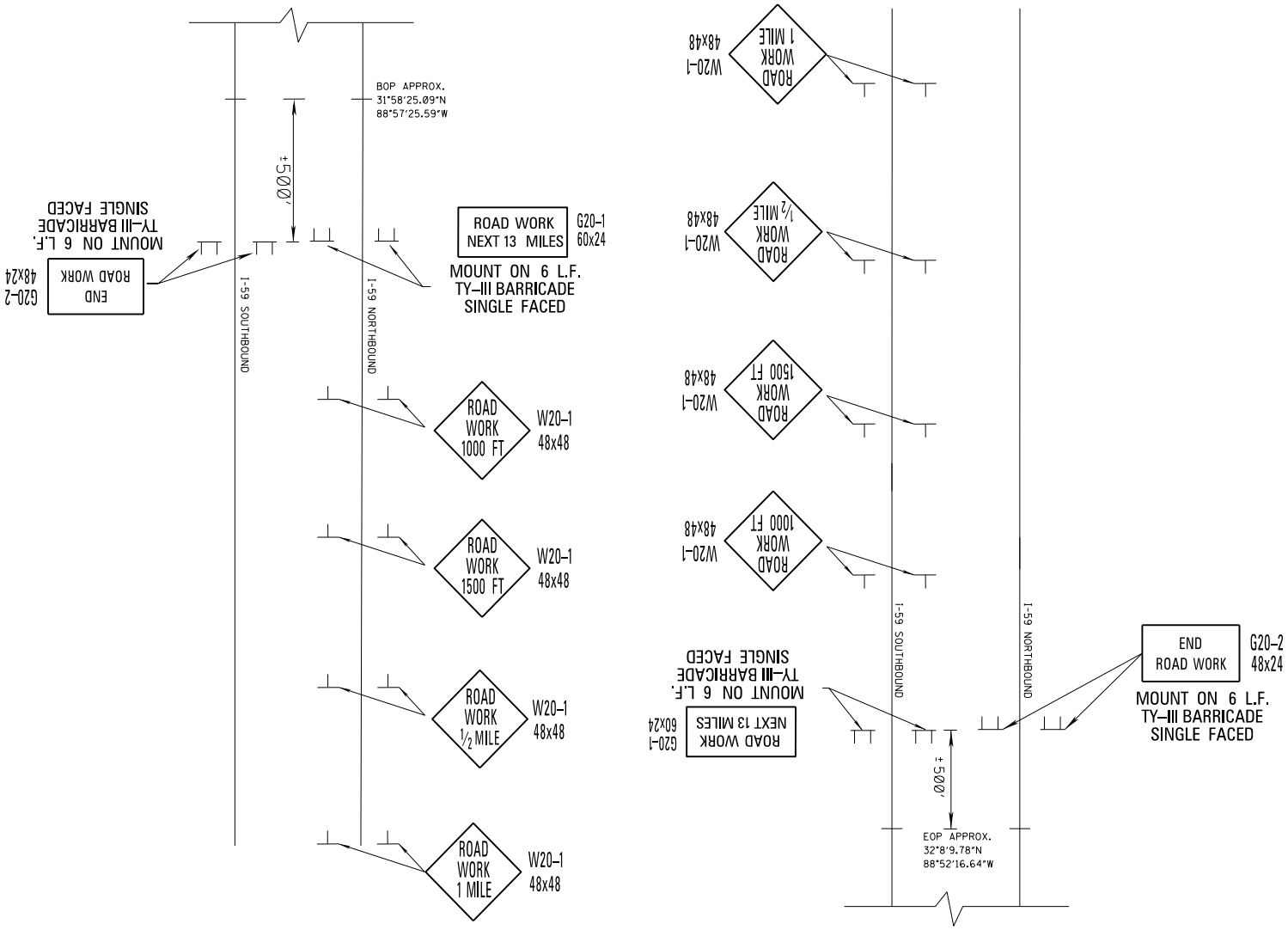
It shall be the responsibility of the Contractor to protect existing structures such as pipes, inlets, aprons, bridges, etc. from damage which might occur during construction. The Contractor shall replace or repair, as directed by the Engineer, any structures damaged by the Contractor during the life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

Temporary pavement transition joints (paper joints) shall be at least a taper of one (1) vertical inch for each three (3) horizontal foot shall be used at milled tie-ins, and shall be adequately maintained. Sand or dirt from the edge of roadway shall not be used as a substitute for treated paper.

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

Work requiring a shoulder or lane closure shall begin within one (1) hour of the completion of the closure setup. Lane closures will be allowed only at times when work requiring a lane closure is underway. Failure to begin working within this 1-hour period and/or failure to remove the lane closure upon completion of work will result in the Contractor being assessed a lane rental fee of $1,500.00 for each full or partial five-minute period beyond the allowable times.

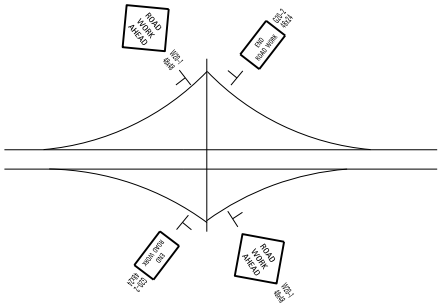
DETAIL OF CONSTRUCTION SIGNING



NOTES:
LOCATIONS AND SPACING OF SIGNS MAY BE ADJUSTED TO MEET EXISTING FIELD CONDITIONS OR AS DIRECTED BY THE PROJECT ENGINEER.

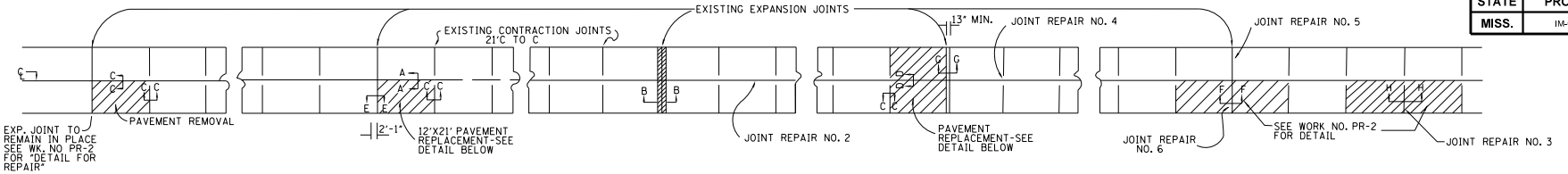
PAYMENT FOR ITEMS SHOWN AND/OR MENTIONED ON THIS SHEET SHALL BE INCLUDED IN THE PAY ITEM FOR MAINTENANCE OF TRAFFIC.

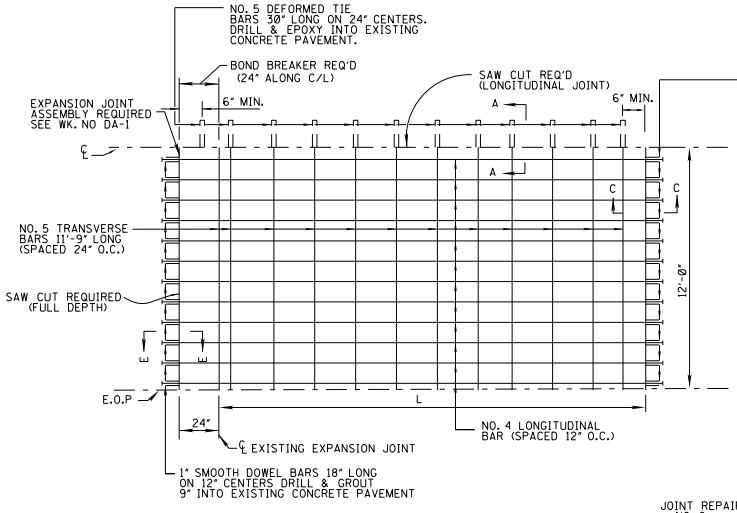
AT ALL INTERCHANGES, ENTRANCE RAMPS SHALL HAVE A ROAD WORK AHEAD, W20-1, 48 X 48 SIGN AND EXIT RAMPS SHALL HAVE AN END ROAD WORK, G20-2, 48 X 24 SIGNS PLACED ON THE RAMPS.



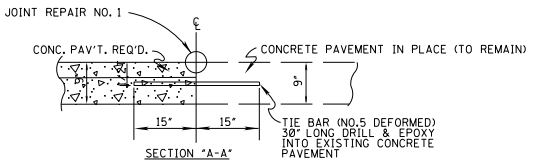
FMS CON: 109251 / 301000

STATE	PROJECT NO.
MISS.	IM-0059-02(118)

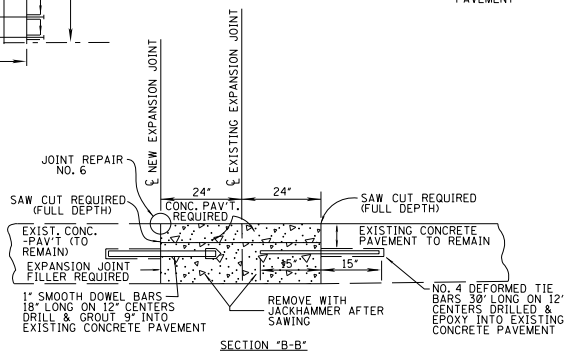




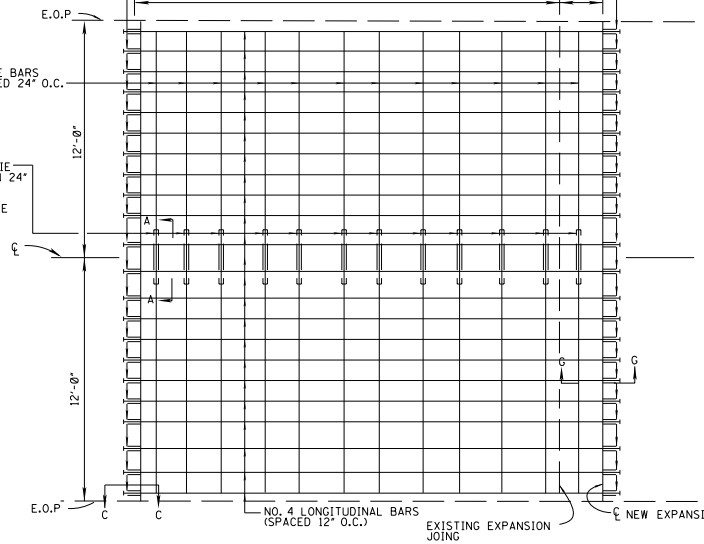
12' WIDE PAVEMENT REPLACEMENT



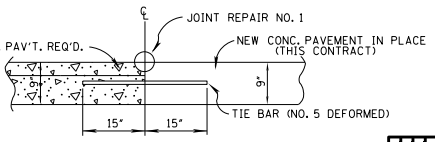
DETAIL SHOWING PLACEMENT OF TIE BAR IN 12'X21' PAVEMENT REPLACEMENT



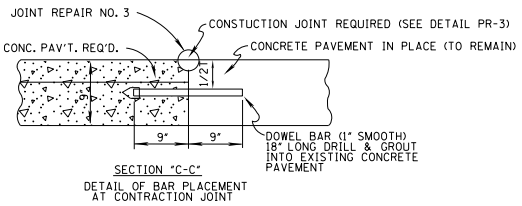
(DETAIL OF BAR PLACEMENT AT EXISTING EXPANSION JOINT REPAIR)



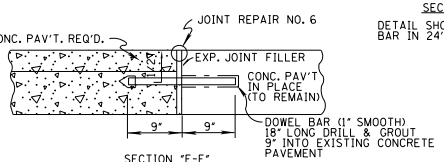
24' WIDE PAVEMENT REPLACEMENT



DETAIL SHOWING PLACEMENT OF TIE BAR IN 24'X21' PAVEMENT REPLACEMENT



DETAIL OF BAR PLACEMENT AT CONTRACTION JOINT



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAIL OF EXISTING 9" REINF. CONCRETE PAVEMENT REPAIR

PROJ. NO.: IM-0059-02(118)
COUNTY: JONES

FILE NAME: PR-1.dgn
DESIGN TEAM DISTRICT CHECKED DATE 5/12/2020

WORKING NUMBER PR-1
SHEET NUMBER PG

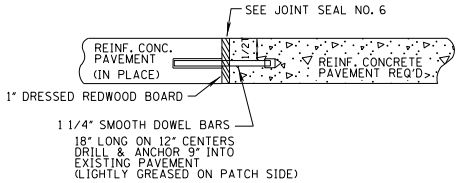
- 6 -

Notice to Bidders Nov. 8, 2022

PLAN PROJECT DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

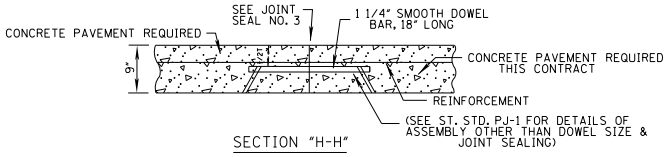
MKODYV 08.00.04PM PUNCH OUT STANDARD.DGN

STATE	PROJECT NO.
MISS.	IM-0059-02(118)



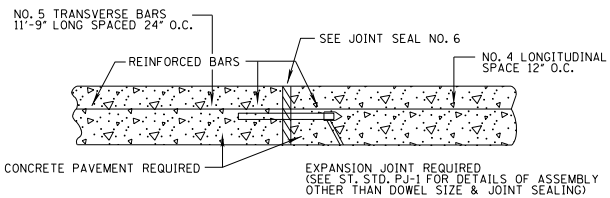
SECTION "I-I"

DETAIL OF EXPANSION JOINT REPLACEMENT
(ONE END OF PANEL AT EXISTING JOINT TO REMAIN)

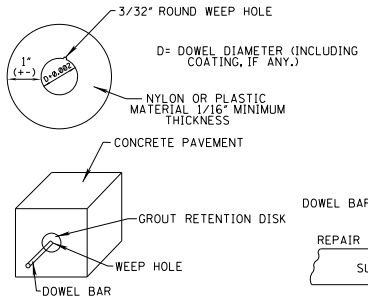


SECTION "H-H"

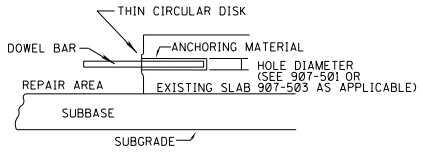
DETAIL OF CONTRACTION/TRANSVERSE JOINT



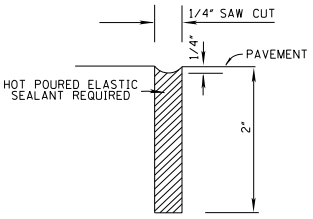
SECTION "F-F"



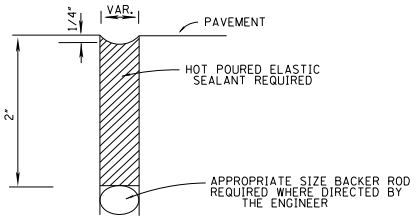
DETAIL OF ANCHORING MATERIAL RENTENTION DISK FOR FULL DEPTH REPAIR DOWEL INSTALLATION



DOWEL ANCHORING

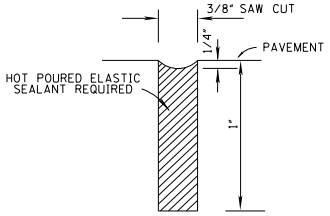


SEALING NEW CONSTRUCTION JOINTS
JOINT SEAL NO. 1

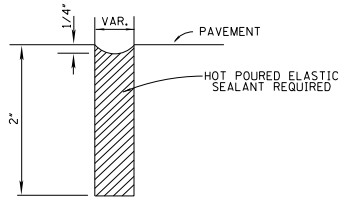


CLEANING NEW CONSTRUCTION JOINTS
JOINT SEAL NO. 2

DETAIL OF LONGITUDINAL JOINTS

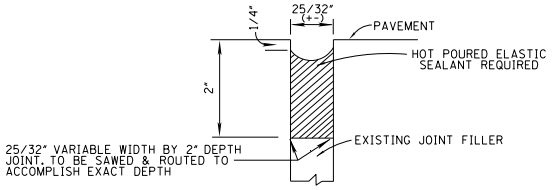


SEALING NEW CONSTRUCTION JOINTS
JOINT SEAL NO. 3

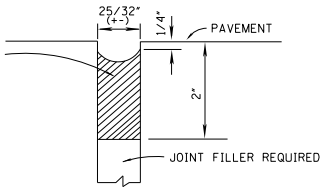


SEALING NEW CONSTRUCTION JOINTS
JOINT SEAL NO. 4

DETAIL OF CONTRACTION JOINTS

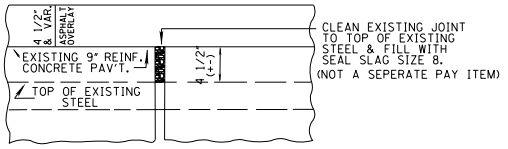


CLEAN & SEAL EXISTING EXPANSION JOINTS
JOINT SEAL NO. 5



SEAL NEW CONSTRUCTION TRANSVERSE EXPANSION JOINTS
JOINT REPAIR NO. 6

DETAIL OF EXPANSION JOINTS



DETAILS OF CLEANING AND FILLING JOINTS

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

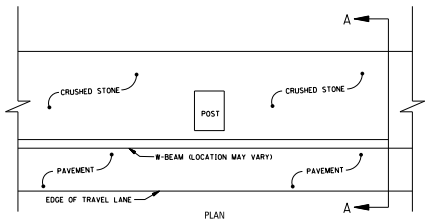
DETAIL OF EXISTING REINF. CONCRETE PAVEMENT JOINT REPAIR

PROJ. NO.: IM-0059-02(118)
COUNTY: JONES
FILE NAME: PR-2.DGN
DESIGN TEAM DISTRICT CHECKED DATE 5/12/2020

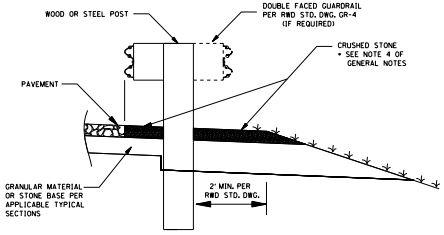
WORKING NUMBER PR-2
SHEET NUMBER PG

Notice to Bidders Nov. 8, 2022

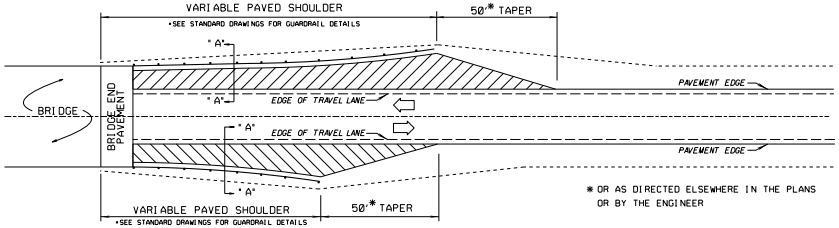
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DATE/TIME: 08/08/2022 04:04 PM
FILE NAME: C:\Users\moody\Desktop\PR-2.dgn
PLAN REVIEW DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION



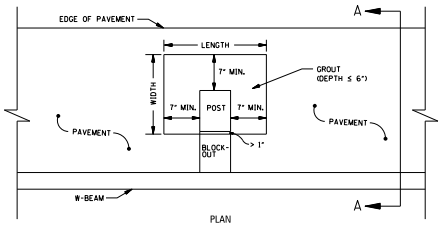
PAVEMENT LEAVE–OUT AREA FOR GUARDRAIL POSTS
SINGLE–FACED GUARDRAIL (CRUSHED STONE OPTION)
- SHOWN WITH DOUBLE-FACED RAIL CONFIGURATION PER RWD STD. DWG. GR-4 (AS APPLICABLE)



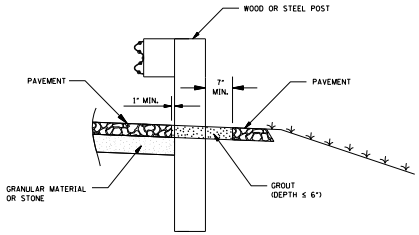
SECTION A–A



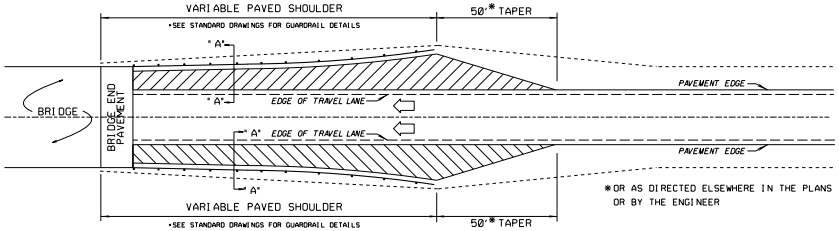
TYPICAL DETAIL OF PAVED SHOULDERS AT BRIDGE ENDS
(2-WAY TRAFFIC)
SEE SECTION "A"-"A"



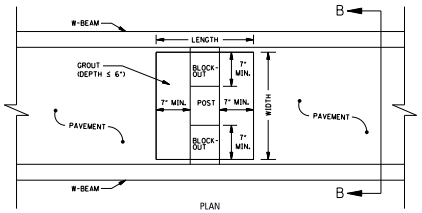
PAVEMENT LEAVE–OUT AREA FOR GUARDRAIL POSTS
SINGLE–FACED GUARDRAIL (GROUT OPTION)



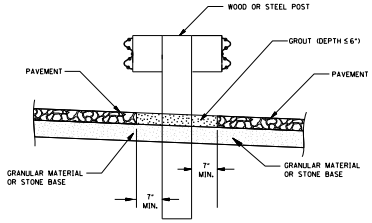
SECTION A–A



TYPICAL DETAIL OF PAVED SHOULDERS AT BRIDGE ENDS
(1-WAY TRAFFIC)
SEE SECTION "A"-"A"



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



SECTION B–B

GENERAL NOTES:

1. THE CRUSHED STONE OPTION WILL BE USED FOR SINGLE-FACED GUARD RAIL PAD APPLICATIONS AND DOUBLE-FACED APPLICATIONS AS SHOWN ON GR-4 UNLESS SPECIFICALLY DIRECTED IN THE PLANS.
2. THE ALTERNATIVES SHOWN HEREON APPLY TO ALL GUARDRAIL CONSTRUCTION WHERE MOW STRIPS ARE ADDED.
3. DIMENSIONS OF GUARDRAIL PLACEMENT AND SHOULDER WIDTHS/SLOPES BEHIND GUARDRAIL POSTS SHALL CONFORM TO APPLICABLE GUARDRAIL DETAILS AND TYPICAL SECTIONS.
4. FOR OVERLAY PROJECTS, THE EXISTING SHOULDER WILL BE EXCAVATED AND A MINIMUM DEPTH OF 3" OF CRUSHED STONE WILL BE PLACED ON THE SHOULDER IN THE AREA BELOW THE GUARDRAIL AND ADJACENT TO THE ASPHALT PAD. FOR NEW CONSTRUCTION PROJECTS, THE SHOULDER MATERIAL TYPE WILL CONFORM TO THE APPLICABLE TYPICAL SECTIONS AND A MINIMUM DEPTH OF 3" OF CRUSHED STONE WILL BE PLACED ON THE SHOULDER IN THE AREA BELOW THE GUARDRAIL AND ADJACENT TO THE ASPHALT PAD. CRUSHED STONE APPLICATION WILL RUN FROM THE BEGINNING OF THE ASPHALT PAD TO THE DOWNSTREAM TERMINUS OF THE PAD. CRUSHED STONE IN THIS AREA WILL EXTEND FROM THE ASPHALT TO THE SHOULDER BREAK AS SHOWN.

GENERAL NOTES FOR CRUSHED STONE OPTION

1. GUARDRAIL POSTS SHALL NOT BE COMPLETELY SURROUNDED BY PAVEMENT. PAVEMENT EDGE SHOULD BE LOCATED NEAR THE FACE OF THE GUARDRAIL BUT MAY NOT BE CLOSER THAN 1" TO THE GUARDRAIL POST.
2. PAVEMENT LEAVE-OUT AREAS ARE REQUIRED FOR STEEL AND WOOD POSTS.
3. STANDARD EMBEDMENT DEPTHS STILL APPLY, MEASURED FROM THE TOP OF THE PROJECTED PAVEMENT SURFACE.
4. IMMEDIATELY PRIOR TO PLACING CRUSHED STONE ON THE GUARDRAIL PAD, THE ENTIRE AREA SHALL BE TREATED UNIFORMLY WITH A SOIL STERILANT. THE SOIL STERILANT SHALL BE APPLIED AT THE MAXIMUM RATE RECOMMENDED ON THE MANUFACTURER'S LABEL FOR PERENNIAL WEED CONTROL. ANY GRANULAR OR PELLETIZED SOIL STERILANT THAT IS APPROVED BY THE ENGINEER MAY BE USED. SEPARATE PAYMENT WILL NOT BE MADE FOR TREATING THE GUARDRAIL PAD AREA WITH SOIL STERILANT.
5. PAYMENT FOR CONSTRUCTION OF MOW STRIPS FOR THIS OPTION WILL BE MADE WITH APPROPRIATE PAY ITEMS (CRUSHED STONE, GRANULAR MATERIAL, ASPHALT, ETC.).
6. THIS OPTION MAY BE USED FOR APPLICATIONS OF DOUBLE-FACED GUARDRAIL WITH OPEN SHOULDERS (PER RWD STD. DWG. GR-4).

GENERAL NOTES FOR GROUT OPTION

1. GUARDRAIL POSTS SHALL NOT BE COMPLETELY SURROUNDED BY PAVEMENT. THE AREA BEHIND AND LATERAL OF THE POST SHALL HAVE A MINIMUM 7" CLEARANCE FROM THE PAVEMENT. THIS AREA SHALL BE FILLED WITH A LOW STRENGTH GROUT WITH A MAXIMUM 28 DAY COMPRESSIVE STRENGTH OF 120 PSI.
2. GROUT SHALL BE INSTALLED AT A DEPTH EQUAL TO THE SURROUNDING PAVEMENT, UP TO A MAXIMUM OF 6". IF SURROUNDING PAVEMENT IS GREATER THAN 6", THE DIFFERENCE SHALL BE FILLED IN WITH SHOULDER GRANULAR MATERIAL.
3. PAVEMENT LEAVE-OUT AREAS ARE REQUIRED FOR STEEL AND WOOD POSTS.
4. STANDARD EMBEDMENT DEPTHS STILL APPLY, MEASURED FROM THE TOP OF THE PROJECTED PAVEMENT SURFACE.
5. COST FOR GROUT, FORMING OR REMOVAL OF ASPHALT, AND OTHER NECESSARY ITEMS TO COMPLETE THE WORK FOR LEAVE-OUT SECTIONS WILL BE ABSORBED IN OTHER ITEMS BID.

MIN. PAV'T LEAVE-OUT AREA

POST	SINGLE-FACED LENGTH (IN.)	SINGLE-FACED WIDTH (IN.)	DOUBLE-FACED LENGTH (IN.)	DOUBLE-FACED WIDTH (IN.)
6"x8" WOOD	20	15	20	22
8"x8" WOOD	22	15	22	22
10"x10" WOOD	24	17	24	24
W6x9 STEEL	18	13	18	20

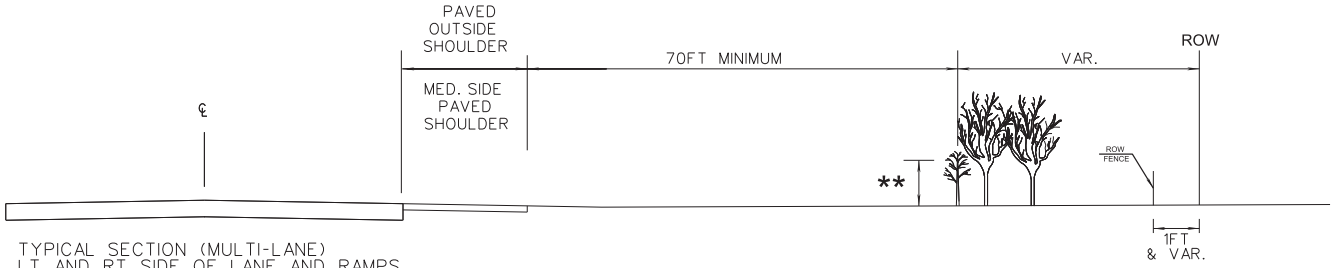
DESIGNED BY:
DETAILED BY:
CHECKED BY:
DATE: 11-04-2025
FMS CON: /
PROJECT NO.: - 8 -
COUNTY:

GUARDRAIL: POST INSTALLATION, SINGLE-FACED & DOUBLE-FACED PAVEMENT LEAVE-OUT AREAS

SHEET ID
SDGR-PI
SHEET NO.

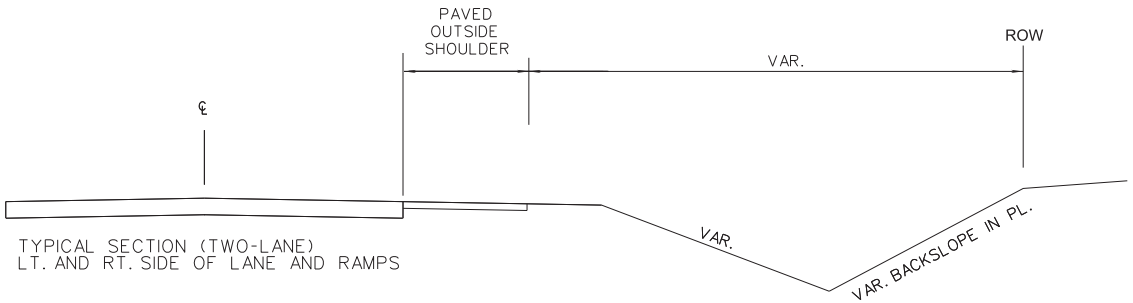
PLAN SHEET
11/4/2025 10:11:43 AM SDGR-PI-ORD.dgn

Notice to Bidders 8378 -- Continued



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

** LIMBING WILL BE DONE UP TO 30' VERTICALLY WITHIN THE 70' HORIZONTAL LIMITS



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

TYPICAL SECTIONS - ROADSIDE CLEAR ZONE REQ'D

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

PLAN SHEET

PRINT DATE TIME DGNFILENAME

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DESIGNED BY: N/A
DETAILED BY: N/A
CHECKED BY: N/A
DATE: N/A

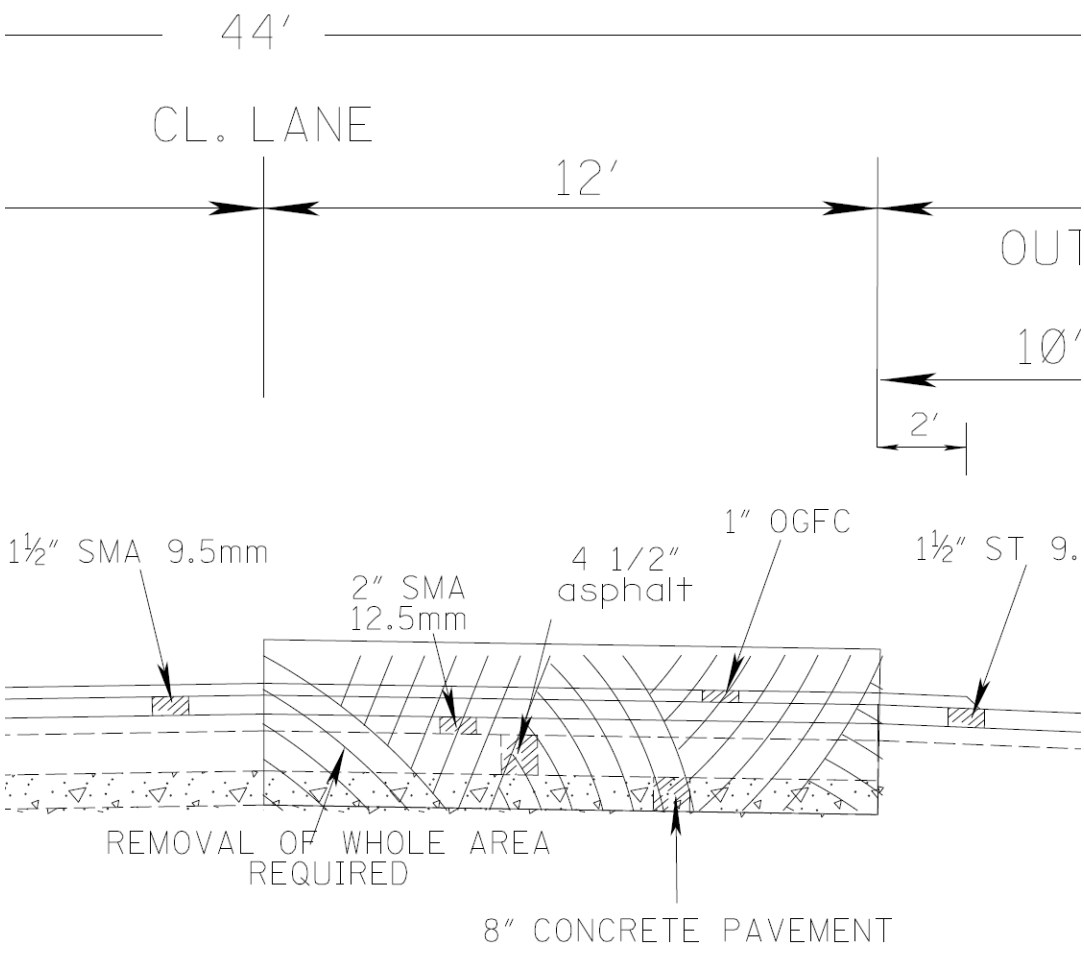
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PROJECT NO.: N/A
COUNTY: N/A

- 9 -

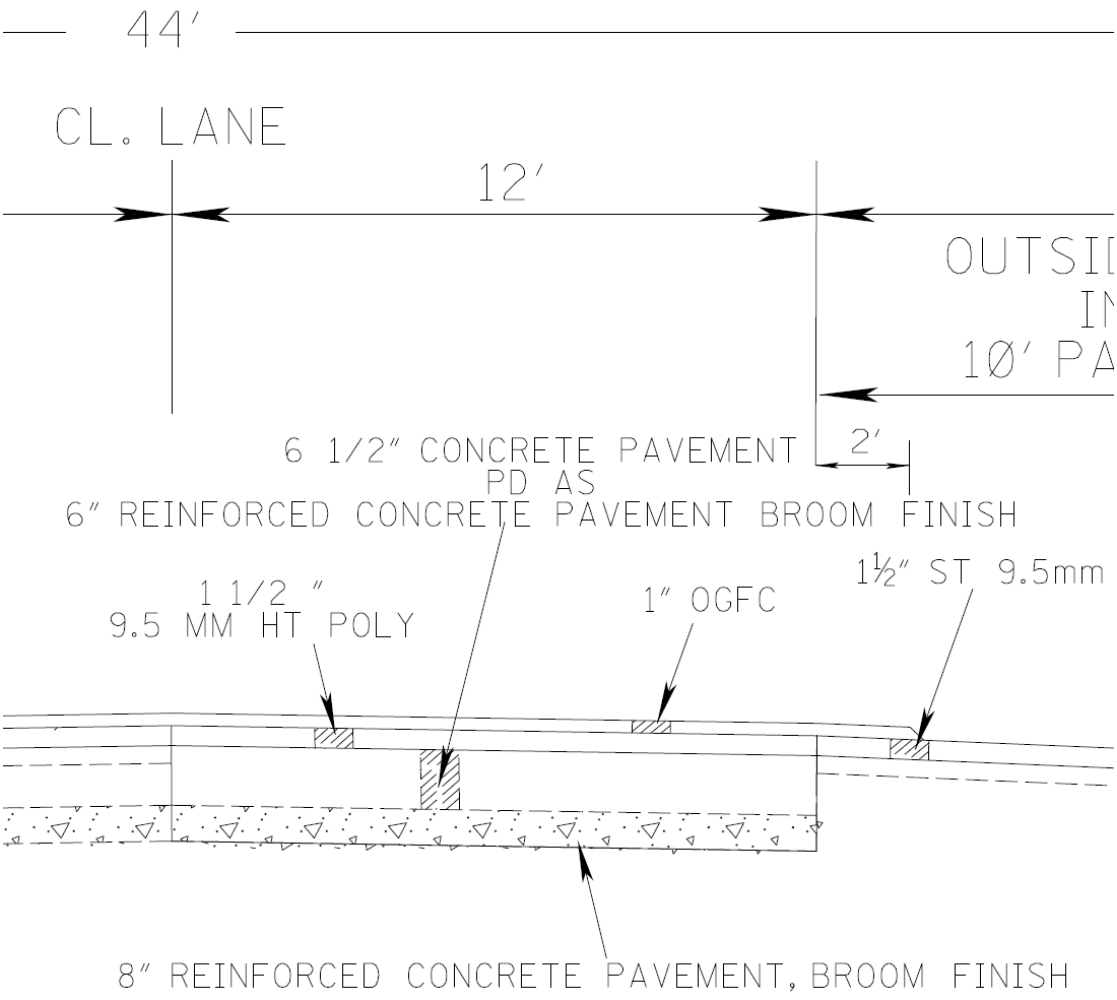
TYPICAL SECTION ROADSIDE CLEAR ZONE REQUIRED

SHEET ID
SHEET NO.

Cont'd. 8-27-08 Notice to Contractors



current expected
typical section


44′
CL. LANE
12′
OUTSI
I
10′ PA
6 1/2″ CONCRETE PAVEMENT
PD AS
2′
6″ REINFORCED CONCRETE PAVEMENT BROOM FINISH
1 1/2 ″
9.5 MM HT POLY
1″ OGFC
1½″ ST 9.5mm
8″ REINFORCED CONCRETE PAVEMENT, BROOM FINISH

Fog Seal approximately 6.2 miles of I-59 from 0.8 mile north of CR 39 to the Jasper/Clarke County Line & Replacing OGFC on approximately 6.45 miles of I-59 from the Jasper County north approximately 6.45 miles, known as Federal Aid Project Nos. IM-0059-02(123) / 110070301 & IM-0059-02(116) / 109253301 in Jasper & Clarke Counties.

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
			Roadway Items		
0010	201-D001		769	Station	Random Clearing
0020	202-B006		5,069	Square Yard	Removal of Asphalt Paved Shoulders, All Depths
0030	202-B007		54	Square Yard	Removal of Asphalt Pavement, All Depths
0040	202-B067		70	Square Yard	Removal of Concrete Pavement Punchouts, 8" Depth
0050	202-B136		7,500	Linear Feet	Removal of Guard Rail
0060	202-B240		4,721	Linear Feet	Removal of Traffic Stripe
0070	406-D001		214,707	Square Yard	Fine Milling of Bituminous Pavement, All Depths
0080	501-D001		48	Linear Feet	Expansion Joints, With Dowels
0090	503-B001		24	Linear Feet	Saw Cut, Longitudinal Joints
0100	503-C010		11,082	Linear Feet	Saw Cut, Full Depth
0110	503-E002		26	Each	Tie Bars, No. 5 Deformed Drilled and Epoxied or Grouted
0120	503-F002		36	Each	1" Smooth Dowel Bars, Drilled & Epoxied or Grouted
0130	606-B003		5,782	Linear Feet	Guard Rail, Class A, Type 1, 'W' Beam, Metal Post
0140	606-C003		10	Each	Guard Rail, Cable Anchor, Type 1
0150	606-D005		16	Each	Guard Rail, Bridge End Section, Type A
0160	606-D022		2	Each	Guard Rail, Bridge End Section, Type I
0170	606-E005		28	Each	Guard Rail, Terminal End Section, Flared
0180	618-B001		2	Square Feet	Additional Construction Signs [$10.00]
0190	619-A1001		26	Mile	Temporary Traffic Stripe, Continuous White
0200	619-A1002		720	Linear Feet	Temporary Traffic Stripe, Continuous White
0210	619-A2001		26	Mile	Temporary Traffic Stripe, Continuous Yellow
0220	619-A2002		720	Linear Feet	Temporary Traffic Stripe, Continuous Yellow
0230	619-A3001		26	Mile	Temporary Traffic Stripe, Skip White
0240	619-A3002		720	Linear Feet	Temporary Traffic Stripe, Skip White
0250	619-A5001		4,768	Linear Feet	Temporary Traffic Stripe, Detail
0260	619-A6004		760	Linear Feet	Temporary Traffic Stripe, Legend, Paint
0270	619-F3001		154	Each	Delineators, Guard Rail, White
0280	619-F3002		94	Each	Delineators, Guard Rail, Yellow
0290	620-A001		1	Lump Sum	Mobilization
0300	630-G005		28	Each	Type 3 Object Markers, OM-3R or OM-3L, Post Mounted
0310	907-402-A002	(BA1)	10,910	Ton	Open Graded Friction Course, 9.5-mm Mixture

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
0320	907-402-B001	(A3)	23,134	Gallon	Bituminous Tack Coat
0330	907-403-D007	(BA1)	261	Ton	9.5-mm, HT, Asphalt Pavement, Polymer Modified
0340	907-407-A001	(A2)	152	Gallon	Asphalt for Tack Coat
0350	907-413-E001		576	Linear Feet	Sawing and Sealing Transverse Joints in Asphalt Pavement
0360	907-428-D001	(A2)	38,859	Gallon	Bio-Based Fog Seal with Rejuvenator
0368	907-501-A001	(C)	70	Square Yard	6" Reinforced Cement Concrete Pavement, Broom Finish
0370	907-501-A002	(C)	70	Square Yard	8" Reinforced Cement Concrete Pavement, Broom Finish
0380	907-503-D001		15	Cubic Yard	Concrete for Base Repair
0390	907-618-A001		1	Lump Sum	Maintenance of Traffic
0400	907-618-M2001		360	Hours	Work Zone Law Enforcement [$60.00]
0410	907-619-E3001		4	Each	Changeable Message Sign
0420	907-626-A010		26	Mile	6" Thermoplastic Traffic Stripe, Skip White
0430	907-626-C014		27	Mile	6" Thermoplastic Edge Stripe, Continuous White
0440	907-626-F005		27	Mile	6" Thermoplastic Edge Stripe, Continuous Yellow
0450	907-626-G004		4,768	Linear Feet	Thermoplastic Detail Stripe, White
0460	907-626-H010		760	Linear Feet	Thermoplastic Legend, White
0470	907-627-K001		4,256	Each	Red-Clear Reflective High Performance Raised Markers
0480	907-627-M001		1,690	Each	One-Way Clear Reflective High Performance Raised Markers
0490	907-627-N001		1,690	Each	One-Way Yellow Reflective High Performance Raised Markers
			ALTERNATE GROUP AA NUMBER 1		
0500	304-F001	(GT)	845	Ton	3/4" and Down Crushed Stone Base
			ALTERNATE GROUP AA NUMBER 2		
0510	304-F002	(GT)	845	Ton	Size 610 Crushed Stone Base
			ALTERNATE GROUP AA NUMBER 3		
0520	304-F003	(GT)	845	Ton	Size 825B Crushed Stone Base
			ALTERNATE GROUP BB NUMBER 1		
0530	907-628-G003		1,605	Linear Feet	6" High Performance Cold Plastic Traffic Stripe, Skip White
0540	907-628-H005		1,605	Linear Feet	6" High Performance Cold Plastic Traffic Stripe, Continuous White
0550	907-628-J003		1,605	Linear Feet	6" High Performance Cold Plastic Traffic Stripe, Continuous Yellow
			ALTERNATE GROUP BB NUMBER 2		
0560	907-624-A002		1,605	Linear Feet	6" Inverted Profile Thermoplastic Traffic Stripe, Skip White
0570	907-624-B002		1,605	Linear Feet	6" Inverted Profile Thermoplastic Traffic Stripe, Continuous White
0580	907-624-D002		1,605	Linear Feet	6" Inverted Profile Thermoplastic Traffic Stripe, Continuous Yellow