MDOT Use Only
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03 -

SM No. CNHPP0055011531

PROPOSAL AND CONTRACT DOCUMENTS

FOR THE CONSTRUCTION OF

03
Bridge Repair on I-55 over CNIC Railroad (Bridge Nos. 40.3A & 40.3B), known as Federal Aid Project No. NHPP-0055-01(153) / 110044301 in Lincoln County.

Project Completion: 90 Working Days

(STATE DELEGATED)

NOTICE

BIDDERS MUST COMPLETE AN ONLINE REQUEST FOR PERMISSION TO BID THIS PROJECT.

Electronic addendum updates will be posted on www.gomdot.com

SECTION 900

OF THE CURRENT 2017 STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION

JACKSON, MISSISSIPPI

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

10/30/2026 11:22 AM

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 901 - ADVERTISEMENT

Electronic bids will be received by the Mississippi Transportation Commission at 10:00 o'clock A.M., Tuesday, November 24, 2026, from the Bid Express Service and shortly thereafter publicly read on the Sixth Floor for:

Bridge Repair on I-55 over CNIC Railroad (Bridge Nos. 40.3A & 40.3B), known as Federal Aid Project No. NHPP-0055-01(153) / 110044301 in Lincoln County.

The attention of bidders is directed to the Contract Provisions governing selection and employment of labor. Minimum wage rates have been predetermined by the Secretary of Labor and are subject to Public Law 87-581, Work Hours Act of 1962, as set forth in the Contract Provisions.

Contractors may request permission to bid online at http://shop.mdot.ms.gov at no cost. Upon approval, Contractors shall be eligible to submit a bid using Bid Express at http://bidx.com. Specimen proposals may be viewed and downloaded online at no cost at http://mdot.ms.gov or purchased online at http://shop.mdot.ms.gov at a cost of Ten Dollars ($10.00) per proposal plus a small convenience fee. Cash or checks will not be accepted as payment.

Plans must be purchased online at <https://shop.mdot.ms.gov>. Costs of plans will be on a per sheet basis plus a small convenience fee. If you have any questions, you can contact the MDOT Plans Print Shop at (601) 359-7460, or e-mail at plans@mdot.state.ms.us. Plans will be shipped upon receipt of payment. Cash or checks will not be accepted as payment.

Bid bond, signed or countersigned by a Mississippi Agent or Qualified Nonresident Agent, with Power of Attorney attached, a Cashier's check or Certified Check for five (5%) percent of bid, payable to STATE OF MISSISSIPPI, must accompany each proposal.

The attention of bidders is directed to the provisions of Subsection 102.07 pertaining to irregular proposals and rejection of bids.

BRAD WHITE
EXECUTIVE DIRECTOR

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO NOTICE TO BIDDERS NO. 1

DATE: **06/08/2021**

SUBJECT: **Governing Specifications**

Change the web address at the end of the first paragraph to the following.

https://shop.mdot.ms.gov/default.aspx?StoreIndex=1

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 1 **CODE: (IS)**

DATE: 03/01/2017

SUBJECT: Governing Specifications

The current (2017) Edition of the Standard Specifications for Road and Bridge Construction adopted by the Mississippi Transportation Commission is made a part hereof fully and completely as if it were attached hereto, except where superseded by special provisions, or amended by revisions of the Specifications contained within this proposal. Copies of the specification book may be purchased from the MDOT Construction Division, or online at shopmdot/default.aspx?StoreIndex=1.

A reference in any contract document to controlling requirements in another portion of the contract documents shall be understood to apply equally to any revision or amendment thereof included in the contract.

In the event the plans or proposal contain references to the 2004 Edition of the Standard Specifications for Road and Bridge Construction, it is to be understood that such references shall mean the comparable provisions of the 2017 Edition of the Standard Specifications.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2 **CODE: (IS)**

DATE: 03/01/2017

SUBJECT: Status of Right-of-Way

Although it is desirable to have acquired all rights-of-way and completed all railroad agreements, utility adjustments and work to be performed by others prior to receiving bids, sometimes it is not considered to be in the public interest to wait until each and every such clearance has been obtained. The bidder is hereby advised of possible unacquired rights-of-way, relocates, railroad agreements and utilities adjustments which have not been completed.

The status of right-of-way acquisition, utility adjustments, encroachments, potentially contaminated sites, railroad facilities, improvements, and asbestos contamination are set forth in the following attachments.

In the event right of entry is not available to ALL parcels of right-of-way and/or all work that is to be accomplished by others on the date set forth in the contract for the Notice to Proceed is not complete, the Department will issue a restricted Notice to Proceed.

STATUS OF RIGHT-OF-WAY
NHPP-0055-01(153)
110044/301000
Lincoln County

All rights of way and legal rights of entry have been acquired **except:**

None.

STATUS OF POTENTIALLY CONTAMINATED SITES REPORT

NHPP-0055-01(153) 110044-301000

Lincoln County

March 18, 2026

THERE IS NO RIGHT-OF-WAY REQUIRED FOR THIS PROJECT. NO INITIAL SITE ASSESSMENT WILL BE PERFORMED. IF CONTAMINATION ON THE EXISTING RIGHT-OF-WAY IS DISCOVERED, IT WILL BE HANDLED BY THE DEPARTMENT.

ASBESTOS ABATEMENT STATUS REPORT

NHPP-0055-01(153) 110044-301000

Lincoln County

March 18, 2026

Reference is made to notices to bidders entitled "Asbestos National Emission Standards for Hazardous Air Pollutants (NESHAP)" and "Removal of Obstructions".

The following pertinent information is furnished concerning asbestos-containing materials (ACMs), if any, found in buildings to be removed by the Contractor.

There is no right-of-way required for this project, and the contractor will not need to remove any buildings.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Inter-Departmental Memorandum

TO: *Lance Cutrer*
District 7 Pre Construction

DATE: 3/17/2026

FROM: Lesley Smith
Brookhaven Project Office

SUBJECT OR PROJECT NO: NHPP-0055-01(153)
110044/301000

INFORMATION COPY TO:
Project File
Central File

COUNTY: Lincoln

I have inspected the captioned project and noted no obvious encroachments that will effect the proposed work on the Project.

Let me know if any additional information is needed.

Inter-Departmental Memorandum

ro: Mr. Don Drake

Right-of-Way Division (84-01)

DATE: 3/17/2026

FROM: Lance Cutrer LC 3/17/25

District Seven Preconstruction (17-01)

SUBJECT OR PROJECT NO: 110044/301000
NHPP-0055-01(153)

COUNTY: Lincoln

INFORMATION COPY TO:

Preconstruction File

Central File

District Seven (Mr. White & Mr. Whittington)

Right of Way Division (Ms. Brock)

Construction Division (Mr. Zivic)

1. **STATUS OF RIGHT OF WAY:** No ROW required.
2. **RIGHT OF WAY CLEARANCE:** There are no encroachments.
3. **STATUS OF AFFECTED RAILROAD OPERATING FACILITIES:** CNIC Railroad
4. is present within the project limits. CNIC operations will not be affected.
5. **STATUS OF REQUIRED UTILITY RELOCATIONS:** None affected.
6. **STATUS OF CONSTRUCTION AGREEMENT:** None required.

If any other information is required, please advise.

UTILITY STATUS REPORT

Project Number	110044/301000
County	Lincoln
Project Description	I-55 over CNIC RR (Bridge #s 40.3 A & 40.3 B)

Utilities that were Relocated

Utility Name & Contact Info	Relocation Site of Utility	Status of the conflict with Project Construction	Restriction information & other remarks, if applicable (i.e. location, date in effect, etc...)
None			

Utilities to be relocated

Utility Name & Contact Info	Current Utility Location	Status of plans, agreements, or permits	Proposed Relocation Site	Estimated date for Utility relocation completion	Restriction information & other remarks, if applicable (i.e. location, date in effect, etc...)
None					

Utilities to remain

Utility Name & Contact Info	Utility Location to Remain	Status of the conflict with Project Construction	Restriction information & other remarks, if applicable (i.e. location, date in effect, etc...)
None			

IMPROVEMENTS STATUS REPORT

Improvements to be included in the Notice to Bidders to be removed by the Construction Contractor

FMS Construction Project No: 110044-301000

FMS ROW Project No:

External ROW No: NHPP-0055-01(153)

Parcel No:
Station No:
Property Owner:
Description/Pictures:

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3 **CODE: (SP)**

DATE: 01/17/2017

SUBJECT: Final Clean-Up

Immediately prior to final inspection for release of maintenance, the Contractor shall pick up, load, transport and properly dispose of all litter from the entire highway right-of-way that is within the termini of the project.

Litter shall include, but not be limited to, solid wastes such a glass, paper products, tires, wood products, metal, synthetic materials and other miscellaneous debris.

Litter removal is considered incidental to other items of work and will not be measured for separate payment.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO NOTICE TO BIDDERS NO. 14

DATE: 10/9/2026

PROJECT: NHPP-0055-01(153) / 110044301 – Lincoln County

After the second paragraph on page 1, add the following:

Name Insured: Natchez Railway, Inc.

Description and Designation: I-55 Bridge Nos. 40.3A & 40.3B, near Brookhaven, MS

Mile Post: 84.44

After the fourth paragraph on page 1, add the following:

Natchez Railway, Inc.
Ed Landreth
Railway Engineer
150 River Terminal Road
Natchez, MS 39120
505-293-9915
ewlandreth@aol.com

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 14 **CODE: (SP)**

DATE: 01/17/2017

SUBJECT: Railway-Highway Provisions

Prior to bidding, the Contractor shall contact the Railroad concerning insurance coverage required for this project. In case the railroad requires coverage over and above that required by the Standard Specifications, the railroad requirements shall be met.

The name insured, description of the work and designation of the job site to be shown on the Policy are as follows:

Notice of starting to work, completion of any required forms, and correspondence pertaining to railroad liability insurance shall be directed to the person below.

The Contractor shall not commence, or carry on, any work for installation, maintenance, repair, changing or renewal of any FACILITY, under, over or on RAILROAD property at any location without giving at least ten (10) working days prior notice to the RAILROAD authorized representative at the RAILROAD's office(s) below.

If in the opinion of the RAILROAD, the presence of an authorized representative of the RAILROAD is required to supervise the same, the RAILROAD shall render bills to the Contractor for all expenses incurred by it for such supervision. This includes all labor costs for flagmen or cable locate supplied by the RAILROAD to protect RAILROAD operation, and for the full cost of furnishing, installation and later removal of any temporary supports for said tracks, as the RAILROAD's Chief Engineer's Office may deem necessary.

It will be the Contractor's responsibility to pay all bills associated with railroad flagging and cable locating. Generally, the flagging rate is $700.00 per day (1 to 8 hours) plus overtime at $125.00 per hour, however, the Contractor shall contact the RAILROAD to verify all rates.

A flagman is required anytime a Contractor does any work on or near RAILROAD property within twenty-five (25) feet horizontally of the centerline or any work over any railroad track. The RAILROAD, however, also reserves the right to require a flagman for work on RAILROAD property, which is more than twenty-five (25) feet from the centerline of a railroad track when there are other conditions or considerations that would dictate the need for a flagman to safeguard the RAILROAD's operations, property and safety of working personnel.

A cable locate of RAILROAD owned facilities may be required to identify and protect Signal & Communication cables that have been installed to provide power, signal control, wayside communications. These cables are vital to a safe and reliable railway operation. The cable locate will be performed by a qualified RAILROAD employee.

Outside Contractors are prohibited from driving on, along, or across any track that does not have a RAILROAD installed crossing. They may utilize an existing public crossing. The practice of allowing rubber tired equipment to operate over track with no crossing has been banned.

Exceptions to this rule will require the express approval from the RAILROAD Engineers.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 296 **CODE: (SP)**

DATE: 07/25/2017

SUBJECT: Reduced Speed Limit Signs

Bidders are advised that when the plans or contract documents require the speed limit on a project to be reduced, the Contractor shall begin work within 48 hours of installing the reduced speed limit signs. Should the Contractor not start work or have no plans to start work within 48 hours of installing the signs, the reduced speed limit signs shall be covered and existing speed limit signs uncovered.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 445 **CODE: (SP)**

DATE: 10/10/2017

SUBJECT: Mississippi Agent or Qualified Nonresident Agent

Bidders are hereby advised of the requirements of Subsections 102.08, 103.05.2, and 107.14.2.1 of the *2017 Standard Specifications for Road and Bridge Construction* as it refers to bonding agents. Proposal guaranties, bonds, and liability insurance policies must be signed by a **Mississippi Agent or Qualified Nonresident Agent.**

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 516 **CODE: (IS)**

DATE: 11/28/2017

SUBJECT: Errata and Modifications to the 2017 Standard Specifications

Page	Subsection	Change
16	102.06	In the seventh full paragraph, change "Engineer" to "Director."
33	105.05.1	In the sixth sentence, change "Contract Administration Engineer" to "Contract Administration Director."
34	105.05.2.1	In subparagraph 2, change "SWPPP, ECP" to "SWPPP and the ECP"
35	105.05.2.2	In subparagraphs 2, add " and" to the end of the sentence. In subparagraph 3, remove ", and" and add ".".
90	109.04.2	In the last paragraph of subparagraph (a), place a period "." at the end of the sentence.
93	109.04.2	In the last paragraph of subparagraph (g), place a period "." at the end of the sentence. Also, in the first paragraph of subparagraph (h), place a period "." at the end of the sentence.
97	109.07	Under ADJUSTMENT CODE, subparagraph (A1), change "HMA mixture" to "Asphalt mixtures."
98	109.11	In the third sentence, change "Engineer" to "Director."
219	308.04	In the last sentence of the last paragraph, change "Contractor's decision" to "Engineer's decision."
300	405.02.5.9	In the first sentence of the second paragraph, change "Hot Mix Asphalt" to "Asphalt Mixtures."
502	630.01.1	In the first paragraph, change "AASHTO" to "AASHTO's LRFD".
636	646.05	Change "each" to "per each" for the pay item units of payment.
640	656.02.6.2	In item 7), change "down stream" to "downstream".
688	630.03.2	Change the subsection number from "630.03.2" to "680.03.2."

725	702.08.3	In the second sentence of the first paragraph, change "hot-mix" to "asphalt."
954	804.02.13.1.6	In the definition for "M" in the % Reduction formulas, change "paragraph 7.3" to "paragraph 5.3."

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 1225 **CODE: (SP)**

DATE: 11/13/2018

SUBJECT: Early Notice to Proceed

Bidders are advised that if an early notice to proceed is allowed by the Department and the Contractor experiences problems or delays between the early notice to proceed date and the original notice to proceed date, this shall not be justification for any monetary compensation or an extension of contract time.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 1226 **CODE: (IS)**

DATE: 11/16/2018

SUBJECT: Material Storage Under Bridges

Bidders are advised that Subsection 106.08 of the Standard Specifications allows the Contractor to store materials and equipment on portions of the right-of-way. However, the Contractor will not be allowed to store or stockpile materials under bridges without written permission from the Project Engineer. The Contractor shall submit a detailed request of all proposed materials to be stored under bridges to the Engineer a minimum of 14 calendar days prior to anticipated storage. This detail shall include, but not limited to, bridge location, material type, material quantity, and duration of storage. The Project Engineer and any other needed Division will review this information and determine whether to grant approval. The Contractor shall not store any material under any bridge without written approval from the Project Engineer.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 1241 **CODE: (IS)**

DATE: 11/27/2018

SUBJECT: Fuel and Material Adjustments

Bidder's attention is brought to the last paragraph of Subsection 109.07 of the Standard Specifications which states that no fuel or material adjustment will be made after the completion of contract time. Any fuels consumed or materials incorporated into the work during the monthly estimate period falling wholly after the expiration of contract time will not be subject a fuel or material adjustment.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 1963 **CODE: (SP)**

DATE: 9/23/2019

SUBJECT: Guardrail Pads

Bidders are hereby advised that prior to construction of the guardrail pads, the Contractor shall coordinate with the guardrail Subcontractor to determine the guardrail pad dimensions necessary to meet MASH compliance.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2206 **CODE: (IS)**

DATE: 01/14/2020

SUBJECT: MASH Compliant Devices

Bidders are hereby advised that compliance associated with the requirements of meeting either the National Cooperative Highway Research Program (NCHRP) Report 350 or the Manual for Assessing Safety Hardware (MASH) for installations of certain traffic control devices and permanent safety hardware devices (guardrails, guardrail terminals, permanent portable barriers, cast-in-place barriers, all other permanent longitudinal barriers, crash cushions, cable barriers, cable barrier terminals, bridge rails, bridge rail transitions, all other terminals, sign supports, and all other breakaway hardware) as listed throughout the Standard Specifications and/or the Standard Drawings, or both, is now replaced with the requirements of meeting the 2016 version of MASH after December 31, 2019. This change applies to new permanent installations and to full replacements of existing installations.

At the preconstruction conference or prior to starting any work on the project, the Contractor shall submit a letter stating that the traffic control devices and permanent safety hardware devices as outlined within the paragraph above that are to be used on the project are certified to meet MASH 2016.

When a MASH 2016-compliant device does not exist for the new permanent installations and/or full replacement installations of permanent safety hardware devices, as listed above, a MASH 2009-compliant or a NCHRP 350-compliant device may be proposed by the Contractor for the project. A written request for such instances must be submitted by the Contractor either at the preconstruction conference or prior to starting any work on the project. The Contractor shall submit the following items to the Project Engineer: (1) a detailed list of the proposed devices and locations thereof; and (2) certification letters indicating that the proposed devices are compliant with either MASH 2009 or NCHRP 350.

When a MASH 2016-compliant device does not exist for the temporary work zone traffic control devices (Category 1, Category 2, and Category 3 devices) , a MASH 2009-compliant or a NCHRP 350-compliant device may be proposed by the Contractor for the project. Temporary work zone traffic control devices (Category 1, Category 2, and Category 3 devices) that are MASH 2009-compliant or NCHRP 350–compliant that have been in use prior to December 31, 2019, and that have a remaining service life may be proposed for use throughout their normal service life on the project by the Contractor. For either of these scenarios for temporary work zone traffic control devices, a written request must be submitted by the Contractor either at the preconstruction conference or prior to starting any work on the project. The Contractor shall submit the following items to the Project Engineer: (1) a detailed list of the proposed devices and locations thereof; and (2) certification letters indicating that the proposed devices are compliant with either MASH 2009 or NCHRP 350.

Work will only be allowed to proceed after the Department has granted written concurrence(s) with the proposed request(s) as listed above.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2273 **CODE: (SP)**

DATE: 02/12/2020

SUBJECT: Mississippi Special Fuel Tax Law

Bidder's attention is brought to the second paragraph of Subsection 107.02 of the Standard Specifications which states that all Contractors and Subcontractors must comply with all requirements contained in the Mississippi Special Fuel Tax Law, Section 27-55-501, *et seq*. Attached are two Fact Sheets provided by the Mississippi Department of Revenue (MDOR) with additional information.

DEPARTMENT OF REVENUE
STATE OF MISSISSIPPI

Gasoline and Dyed Diesel Used for Non-Highway Purposes

Mississippi provides a reduced rate for gasoline and dyed diesel used for non-highway purposes. The reduced rates are 6.44 cents per gallon and 5.75 cents per gallon of gasoline or dyed diesel. These fuels are generally taxed at 18 cents per gallon if for on road use.

Gasoline Used for Non-Highway Purposes

You may be entitled to a refund of 11.56 cents per gallon (making this an equivalent to a tax rate of 6.44 cents per gallon) if you desire to purchase gasoline to be used off road. The gasoline must be used for agricultural, maritime, industrial, manufacturing, domestic or non-highway purposes only.

Examples of non-highway include gasoline used in boats, golf carts, machinery used for manufacturing or farm equipment used exclusively in plowing, planting or harvesting farm products.

Refund Gasoline User

The refund is based on the amount of gallons used. Before a refund is issued, you are required to…

1. Obtain a refund gasoline user's permit and a certificate for refund booklet from the Department of Revenue;
2. Have a storage tank marked "REFUND GASOLINE"; and,
3. Purchase the gasoline from someone who holds a refund gasoline dealer's permit.

No refund will be allowed for gasoline used in motor vehicles owned or operated by a government entity or used in Mississippi government contracts.

Refund Gasoline Dealer

You must obtain a refund gasoline dealer's permit from the Department of Revenue before selling refund gasoline. At no time should the gasoline be delivered to a tank that is not properly marked. The gasoline must be dyed a distinctive mahogany color at the time of delivery.

The Department of Revenue may waive the dye requirement if the dye may cause damage to the equipment. The refund gasoline user is required to obtain the waiver from the Department of Revenue.

Dyed Diesel Used for Non-Highway Purposes

Unlike gasoline, you are not required to apply for a refund if you desire to purchase dyed diesel to be used off road. Mississippi provides a reduced rate of 5.75 cents per gallon on dyed diesel used off road. Diesel used on road is subjected to 18 cents per gallon. Dyed diesel used in motor vehicles owned or operated by a government entity or used in Mississippi government contracts will be subjected to 18 cents per gallon.

Dyed Diesel Used on the Highway

Any person who purchases, receives, acquires or uses dyed diesel for highway use will be liable to pay 18 cents per gallon and subject to a penalty in the amount of $1000.

Identifying Dyed Diesel

Storage facilities for dyed diesel must be plainly marked "NONHIGHWAY DIESEL FUEL" or "NONHIGHWAY KEROSENE". Retailers are also required to mark all pumps or dispensing equipment.

This fact sheet is intended to help you become more familiar with Mississippi tax laws and your rights and responsibilities under the laws. Nothing in this fact sheet supersedes, alters, or otherwise changes any provisions of the tax law, regulations, court decisions, or notices.

Revised March 2017

Petroleum Tax Bureau
P. O. Box 1033
Jackson, MS 39215-1033
Phone: (601) 923-7150

DEPARTMENT OF REVENUE
STATE OF MISSISSIPPI

Special Fuel Used on Government Contracts

State and Local Government Contracts

Special fuel purchased, acquired or used in performing contracts with the State of Mississippi, counties, municipalities or any political subdivision is taxed at a rate of 18 cents per gallon. Special fuel includes but is not limited to the following:

- Dyed diesel fuel;
- Kerosene;
- Undyed diesel fuel; and,
- Fuel oil.

State and local government contracts include construction, reconstruction and maintenance or repairs of projects such as roads, bridges, water systems, sewer systems, buildings, drainage canals and recreational facilities. The Department of Revenue may require contractors to remit the excise tax directly to the state in lieu of paying the tax to a distributor.

Special Fuel Direct Pay Permit

Contractors that remit the excise tax to the state will be issued a Special Fuel Direct Pay Permit. This permit relieves the distributor from collecting the tax and requires the contractor to file a monthly special fuel return. The distributor should include the contractor's permit number on all invoices that are related to tax-free sales.

The contractor is required to furnish a surety or cash bond guaranteeing the payment of the excise tax prior to receiving the Special Fuel Direct Pay Permit. The Department of Revenue may accept a contractors tax bond if the bond covers the excise tax levied on special fuel.

Special Fuel Distributors

If the contractor does not have a Special Fuel Direct Pay Permit, distributors are required to collect the 18 cents excise tax and remit the tax to the Department of Revenue. The additional 12.25 cents levied on special fuel (excluding undyed diesel) should be reported on schedules 5F and 5G of the special fuel return.

Environmental Protection Fee

Special fuel distributors are required to collect the environmental protection fee even if the contractor has a Special Fuel Direct Pay Permit. The fee is levied at 4/10^{ths} of a cent per gallon. The fee is suspended or reinstated when the trust fund has exceeded or fallen below the obligatory balance.

Penalties

Any person who knowingly and willfully purchases untaxed fuel for use in equipment utilized on a road or highway construction site in this state is guilty of a misdemeanor and, upon conviction, shall be fined not less than $1,000 or more than $100,000, or imprisoned in the county jail for not more than one year, or both.

This fact sheet is intended to help you become more familiar with Mississippi tax laws and your rights and responsibilities under the laws. Nothing in this fact sheet supersedes, alters, or otherwise changes any provisions of the tax law, regulations, court decisions, or notices.

Petroleum Tax Bureau
P. O. Box 1033
Jackson, MS 39215-1033
Phone: (601) 923-7150

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2895 **CODE: (SP)**

DATE: 10/14/2020

SUBJECT: Exploratory Joint Cleanout

Bidders are hereby advised that work on this project shall consist of exploratory investigation of bridge joints to determine the appropriate level of repair and will include removal of any trash and debris (including, but not limited to, compacted dirt, vegetation and trash) located at any depth within the joint. Costs of this work will be absorbed in the cost of other items of work if further joint repair work is not required.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2954 **CODE: (IS)**

DATE: **12/01/2020**

SUBJECT: **Reflective Sheeting for Signs**

Bidders are hereby advised that the retroreflective sign sheeting used for signs on this project shall be as listed below and shall meet the requirements of Subsection 721.06.

Temporary Construction Signs

Temporary traffic control (orange) sign sheeting shall be a minimum Type IX Fluorescent Orange sheeting as shown in Special Provision 907-721.

Permanent Signs

Permanent signs, except signs on traffic signal poles/mast arms, shall be as follows:

- Brown background sheeting on guide signs shall be a minimum Type VIII sheeting,
- Green and blue background sheeting on guide signs shall be a minimum Type IX sheeting, and
- All white, yellow, red, fluorescent yellow, and fluorescent yellow/green sheeting shall be Type XI sheeting.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3600 **CODE: (SP)**

DATE: **08/17/2021**

SUBJECT: **Canadian National / Illinois Central Railroad Construction Requirements**

Bidders are hereby advised that provisions which are required as per the Notice to Bidders entitled "Railway-Highway Provisions" shall also include the following.

The Contractor shall submit to the Project Engineer and the Railroad detailed plans and design data for temporary construction clearances, stages of construction, erection plans, demolition plans, false-work plans, excavation plans, and temporary shoring plans and calculations, as required, and shall be sealed by a Mississippi Registered Professional Engineer. All submittals must be approved by the Railroad before excavation or construction can begin within Railroad Right-of-Way. All construction submittals for work performed within the Illinois Central Railroad (ICRR) right-of-way shall be made per the current ICRR design guidelines.

The Bidder should review the requirements set forth in the attached APPENDIX as it relates to right-of-entry, insurance, and safety training. The Contractor will be required to follow the requirements in the Appendix.

Prior to beginning any work on the ICRR right-of-way, the Contractor shall obtain a Right of Entry License Agreement and submit a Request for Flagging Services. To request said documents, the Contractor should contact John Dinning. Mr. Dinning's contact information is as follows.

John W. Dinning
Manager Public Works
2151 North Mill Street
Jackson MS 39202
T 601.914.2658
F 601.592.1815
Email: john.dinning@cn.ca

The Contractor shall be responsible for payment of all application fees.

This project will require construction activities on the right-of-way of active railroad tracks which are currently owned and/or operated by ICRR. When work requires that equipment or personnel be within the ICRR right-of-way or the "foul zone" adjacent to the right-of-way, a qualified "Employee-in-Charge" (EIC) must be present for the purpose of providing on-track safety and flagging protection for the work crews. The EIC shall also be responsible for the coordination of the Contractor's activities within the ICRR right-of-way with the operation of the Railroad. The EIC must be approved by the local ICRR Roadmaster prior to beginning work on the ICRR right-of-way. The Contractor will be required to provide radios for the EIC, all equipment operators, supervisors, and foremen in charge of employees working within the

ICRR right-of-way. All personnel who must enter upon the ICRR right-of-way must check in and out with the EIC and be logged in and out of the site.

All personnel who must work within the ICRR right-of-way at any time shall be trained and certified as a ICRR "Roadway Worker" and must at all times have their certification card with them and available for random inspection. The Contractor will be responsible for providing this training for Contractor employees or any subcontractor(s) employees. The Contractor shall contact www.contractororientation.com for approximate fees and scheduling the necessary training sessions. The Contractor shall also contact the MDOT Project Engineer to see if any MDOT employees need this training. If so, the Contractor shall include the MDOT employees in the list of participates for training. The Contractor shall bear the cost of training the MDOT employees. Costs for training the MDOT employees will be reimbursed to the Contractor by supplemental agreement.

Prior to commencing work, the Contractor shall provide to the Railroad Engineer or the Railroad Engineer's designated representative, with copies to the Project Engineer, a detailed construction schedule for its work on Railroad's right-of-way, including the proposed temporary horizontal and vertical clearances and construction sequence for all work to be performed on Railroad right-of-way. This schedule shall also include the anticipated dates when the milestone events listed below will occur. The Contractor shall update the schedule for these milestone events as necessary, but at least monthly, and shall provide a copy of all updates to the Railroad so that site visits may be scheduled.

- Preconstruction meetings.
- Excavations, shoring placement/removal, pile driving, drilling of caissons or drilled shafts adjacent to tracks.
- Reinforcement and concrete placement for near track piers.
- Erection of precast concrete or steel overpass bridge superstructure.
- Reinforcement and concrete placement of overpass bridge decks.
- Completion of the bridge structure.

The Contractor shall so arrange and conduct construction operations in such a manner that there will be no interference with Railroad operations, including train, signal, telephone and telegraphic services, or damage to the property of the Railroad or to poles, cables or wires (whether overhead or underground) and other facilities or tenants on the rights-of-way of the Railroad. Before undertaking any work within Railroad right-of-way and before placing any obstruction over any track, the Contractor shall:

- Notify the Railroad's representative at least 72 hours in advance of the work.
- Provide assurance to the Railroad's representative that arrangements have been made for any required flagging service.
- Receive permission from the Railroad Engineer to proceed with the work.
- Ascertain that the Project Engineer has received copies of notice to the Railroad and the Railroad's response.

APPENDIX

Right of Entry (ROE) License Agreement Information

Railroad Company requires everyone (contractor, consultants, etc.) working on Railroad Company property to have a Right-of-Entry (ROE) License Agreement. ROE license agreement applications are handled by email. Once Railroad Company receives the information requested below, and if application is approved, Railroad Company will draw up a ROE License Agreement, and will forward electronic copy by email for applicant's execution. Applicant must return one (1) executed original copy, a check for the application cost, and proof of insurance, together in one package to the address above. Application and ROE License Agreement will be delayed if Railroad Company receives the required documents separately, incomplete, or inaccurate. Railroad Company will return a fully executed digital copy of the ROE License Agreement by email for Applicant's files and records. No work may occur on Railroad Company property nor will flagging protection be provided until ROE License Agreement has been fully executed by both parties and returned.

Please use this form and return by email to submit application request for a Right of Entry agreement.

Contact name –
Name of Applicant/contractor -
Street Address –
City, State, Zip –
Telephone –
Reason for ROE –
Duration of ROE –
Public Agency's Project No. –
Public agency Easement No. (if known) –
Location of project –
FRA/AAR/DOT Crossing No. –

If unable to locate this number at jobsite, please use following links to obtain:
http://safetydata.fra.dot.gov/officeofsafety/publicsite/crossing/xingqryloc.aspx

In Illinois http://www.icc.illinois.gov/railroad/advanced.aspx?

If project job site does not have a FRA/AAR/DOT Crossing Number, please attach an aerial snapshot to help identify specific location.

ROE may take up to 4+ weeks to obtain

FAQ

What are the insurance requirements?

Railroad Company allows outside parties to come onto Railroad Company property to perform work, such as survey or inspection work, installation of pipelines and wirelines, and other work for projects necessitating the occupancy of Railroad Company. Before commencing work, and until the license of allowing such occupancy ends or is terminated, outside parties shall provide and maintain the following insurance in form and amount with companies satisfactory to and as approved by Railroad Company.

1. Minimum insurance required of outside party:

   A. Statutory Workers Compensation and Employer's Liability Insurance.

   B. Automobile Liability Insurance in an amount not less than $1,000,000 combined single limit.

   C. Commercial General Liability Insurance (Occurrence Form) in an amount not less than $5,000,000 per occurrence, with an aggregate limit of not less than $10,000,000. The policy must name "All Operating Subsidiaries of North American Railways, Inc." as additional insureds in the following form:

      All Operating Subsidiaries of North American Railways, Inc.
      Attn: Mgr Insurance, Insurance Department
      935 de La Gauchetiere St W
      Montreal, Quebec H3B 2M9, Canada
      514-399-6411 (office); 514-399-4296 (FAX)

      The policy must remove any provisions excluding coverage for injury, loss or damage arising out of or resulting from doing business or undertaking construction or demolition on, near, or adjacent to railroad track or facilities using endorsement CG 2417 10 01 or equivalent approved by Railroad Company.

   D. When outside party is required by Railroad Company or Governing Authority to purchase Railroad Protective Liability Insurance to cover work on, near or adjacent to railroad track or facilities, and outside party is not being hired for this project by Railroad Company, outside party must procure Railroad Protective Liability Insurance in the following form;

      This coverage shall be written on an Occurrence Form with limits of not less than $5,000,000 per occurrence for Bodily Injury, Personal Injury and Physical Damage to Property, with an aggregate limit of not less than $10,000,000. The policy must name:

      Name of site specific Railroad Company (applicant must contact CN to determine)
      Attn: Mgr Insurance, Insurance Department
      935 de La Gauchetiere St W
      Montreal, Quebec H3B 2M9, Canada
      514-399-6411 (office); 514-399-4296 (FAX)

   E. In the event the privileges provided herein to Applicant involve any work that could result in the discharge, spillage, disposal, release or escape of any Hazardous Material or petroleum product onto the Railroad Company's property, Applicant shall purchase and maintain in effect at all times during the term of this License a Contractor's Pollution Liability policy in an amount not

less than two million dollars ($2,000,000) combined single limit (and with a deductible not to exceed $50,000) insuring Railroad against any and all damages, costs, liabilities and expenses resulting from on- or off-site bodily injury (including death to any person), on or off- site loss, damage or destruction of property (including that belonging to the parties hereto), and on-or off-site cleanup costs (including expenses incurred in the investigation, removal, remediation, neutralization, or immobilization of contaminated soils, surface water, groundwater or any other contamination) growing out of or incidental to any discharge, spillage, disposal, release, or escape of any Hazardous Material or petroleum product arising therefrom. For purposes of this Agreement, the term "Hazardous Material" shall include, without limit, any flammable explosives, radioactive materials, hazardous materials, hazardous wastes, hazardous or toxic substances, or related materials defined in the Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended (42 U.S.C. §§9601, et seq.), the Hazardous Material Transportation Act, as amended (49 U.S.C. §§ 1801, et seq.), the Resource Conservation and Recovery Act, as amended (42 U.S.C. §§ 6901 et seq.), the Toxic Substances Control Act, as amended (15 U.S.C. §§ 2601, et seq.), similar laws or ordinances enacted by any state, county or municipality in which the Property is located, or in the regulations adopted and publications promulgated pursuant to any of the above, as such laws or regulations now exist or may exist in the future.

Applicant is required to advise Railroad Company by thirty (30) day advance written notice when any work to be per formed under this License may require Pollution Liability Insurance pursuant to the previous paragraph.

F. All policies described above must include description of operations, Railroad Company milepost, highway or street name, city and state of location, project number, and Railroad Company contact person on the certificate.

2. Before commencing work, outside party shall deliver to Railroad Company a certificate of insurance evidencing the foregoing coverages and, if requested by Railroad Company, true and complete copies of the policies described above. If the policy is being issued in conjunction with, or as a result of, a city, county or state contract, the policy should be initially submitted to the respective city, county or state agency that will review it first and then forward it to Railroad Company.

3. Common Policy Provisions. Each policy described in paragraph 1, parts A through E above, must include the following provisions:

   A. Each policy shall include a waiver by the insurer of any right of subrogation against any recovery by or on behalf of any insured.

   B. Each policy shall provide for not less than thirty (30) days prior written notice to r ailroad Company at the address listed above of cancellation of or any material change in that policy.

4. It is understood and agreed that the foregoing insurance coverage requirements, and outside party's compliance with those requirements, is not intended to, and shall not, relieve outside party from, or serve to limit, outside party's liability and indemnity obligations under the provisions herein.

5. Railroad Company shall have the right, from time to time, to revise the amount or form of insurance coverage required as circumstances or changing economic conditions may require. Railroad Company shall give outside party written notice of any such requested change at least thirty

(30) days before the date of expiration of the then-existing policy or policies, outside party agrees to, and shall, thereupon provide Railroad Company with such revised policy or policies.

6. Insurance required of SUBCONTRACTOR:

   A. If a SUBCONTRACTOR is to be employed by outside party to perform work on Railroad Company under or by the permission for occupancy granted to outside party by Railroad Company, before commencing work, the SUBCONTRACTOR shall provide and thereafter maintain all of the insurance described in paragraph 1, parts A through E, above, in the same forms and amounts as provided for above and subject to the other terms and conditions provided for in paragraphs 2 through 4 above.

   B. In the alternative, before the SUBCONTRACTOR commences work for outside party on Railroad Company, outside party may provide and t hereafter maintain all of the insurance described in paragraph 1, parts A through E, above, in the same forms and amounts as provided for above and subject to the other terms and conditions provided for in paragraphs 2 through 5 above, provided that all such insurance names SUBCONTRACTOR as an additional insured and all such insurance provides coverage to all additional insureds, including Railroad Company, for any liability arising out of work performed by all other additional insureds, including SUBCONTRACTOR.

Is safety training required?

Prior to any entry onto Railroad Company's property, the employees and/or subcontractors of a Contractor, Grantee, Licensee, or Permittee shall determine by the guidelines hereinafter provided and by the work to be performed the level of safety training to be required.

All employees and/or subcontractors of a Contractor, Grantee, Licensee, or Permittee not hired by Railroad Company that will work on CN property are required to have minimum www.contractororientation.com.

a. EXCEPTION: Railroad Company has exempted those it classifies as "Delivery Persons" from this training. This will include contractors such as UPS, FedEx, trucking companies, etc. who merely access the property to supply materials or equipment.

All employees and/or subcontractors of a Contractor, Grantee, Licensee, or Permittee hired by Railroad Company which will work on Railroad Company property are required to have minimum CN Safety and Security Awareness training, in addition to undergoing a background check. This training and background check must be obtained through the eRailSafe.com website. If not done before, the contractor must contact e-RailSafe at 855-383-7434 to be issued a vendor number prior to accessing the noted website. Minimum information required of a Contractor, Grantee, Licensee, or Permittee and/or their contractor when contacting e-RailSafe is Name, Address, Telephone, Contact Person for State Projects, DOT Contract Number, and the AAR/DOT Number. This training is good for a period of two years.

a. EXCEPTION: Railroad Company has exempted those employees of contractors providing paving services at a road crossing under construction or repair from this requirement.

b. EXCEPTION: Railroad Company has exempted those it classifies as "Delivery Persons" from this training. This will include contractors such as UPS, FedEx, trucking companies, etc. who merely access the property to supply materials or equipment.

All employees and/or subcontractors of a Contractor, Grantee, Licensee, or Permittee hired by Railroad Company, whose duties include and who are engaged in the inspection, construction, maintenance, or repair of railroad track, bridges, roadway, signal and communication systems, roadway facilities, or roadway machinery that will work foul of or have the potential to foul a live track are considered Roadway Workers under FRA regulations and CN Policy. They must complete the On-Track Safety Training course approved by Railroad Company and provided by R.R. Safety – AMR, P.O. Box 75, Lomira, WI 53048, telephone (920) 517-1677, email rrsafetytraining@yahoo.com. This training must be repeated at least once each calendar year.

a. EXCEPTION: Railroad Company has exempted those employees of contractors providing paving services at a road crossing under construction or repair from this requirement.

b. EXCEPTION: Railroad Company has exempted those it classifies as "Delivery Persons" from this training. This will include contractors such as UPS, FedEx, trucking companies, etc. who merely access the property to supply materials or equipment.

c. All the employees and/or subcontractors of a Contractor, Grantee, Licensee, or Permittee who will operate on-track machinery or those who will provide protection for other employees and/or subcontractors of a Contractor, Grantee, Licensee, or Permittee must also be trained on CN US Operating Rules pertaining to their duties. They must take and pass the required examination. This training is good for a period of two years.

d. "Potential to foul a live track" is considered, at a minimum, to be working within twenty-five (25) feet of the track; or as otherwise to be determined by CN Design & Construction Department.

The employees, subcontractors, and/or agents of the Licensee and/or its contractor shall qualify for, and make available for inspection to Railroad Company's employees or other authorized personnel at all times while on Railroad Company property, a photo identification issued by www.e-railsafe.com, along with at least one other government-issued form of identification. Licensee and/or their contractor shall bear all costs of compliance with the requirements of this Section. Railroad Company reserves the right to bar any of employees or agents of a Contractor, Grantee, Licensee, or Permittee and/or their contractor from Railroad Company's property at any time for any reason.

Email the above back to john.dinning@cn.ca

Revised 2016-11-01

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3676 **CODE: (SP)**

DATE: 09/21/2021

SUBJECT: Asphalt Gyratory Compactor Internal Angle Calibration

Bidders are advised that by March 1, 2022, all asphalt gyratory compactors shall be calibrated to an internal angle of 1.16° ±0.02°. This requirement will be reflected in updates made to MT-78, MT-80, and MT-83. This calibration requirement also extends to all QC/QA testing.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 4113 **CODE: (SP)**

DATE: **03/23/2022**

SUBJECT: **Unique Entity ID (SAM) Requirement for Federal Funded Projects**

Bidders are advised that the Prime Contractor must register and maintain a current registration in the System for Award Management (http://sam.gov) at all times during this project. Upon registration, the Contractor will be assigned a SAM Unique Entity ID.

Bidders are also advised that prior to the award of this contract, they MUST be registered, active, and have no active exclusions in the System for Award Management.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 4702 **CODE: (SP)**

DATE: 11/22/2022

SUBJECT: App for Traffic Control Reports

Bidders are advised that the Department has created a smart phone App for completing and submitting traffic control reports (Form CSD-762) required on this project. The Contractor who monitors traffic control activities and completes traffic control reports will be required to download and use this App when completing and submitting traffic control reports. The reports will then be readily available to all persons who need access to the forms. The App is free and is available for downloading at the following location.

https://extacctmgmt.mdot.state.ms.us/

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 5551 **CODE: (IS)**

DATE: **12/06/2023**

SUBJECT: **Federal Bridge Formula**

Bidders are hereby advised that the latest revision of Federal Highway Administration Publication No. FHWA-HOP-06-105, **BRIDGE FORMULA WEIGHTS**, dated August 2006, is made a part of this contract when applicable.

Prior to the preconstruction conference, the Contractor shall advise the Engineer, in writing, what materials, if any, will be delivered to the jobsite via Interstate route(s).

Copies of the **BRIDGE FORMULA WEIGHTS** publication may be obtained by contacting:

Federal Highway Administration
400 7th Street, SW
Washington, DC 20590
(202) 366-2212

or

https://ops.fhwa.dot.gov/freight/publications/brdg_frm_wghts/

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 – NOTICE TO BIDDERS NO. 5570 **CODE: (SP)**

DATE: 07/28/2025

SUBJECT: Special Provisions Related to Concrete

Bidders are hereby advised that this contract contains one or more of the following **new** Special Provisions related to concrete:

Special Provision No. 907-501-1, Subject: Concrete Pavement
Special Provision No. 907-502-1, Subject: Concrete Bridge End Pavement
Special Provision No. 907-503-1, Subject: Replacement of Concrete Pavement
Special Provision No. 907-504-4, Subject: Fiber-reinforced Concrete Pavement
Special Provision No. 907-601-1, Subject: Structural Concrete
Special Provision No. 907-605-1, Subject: Underdrains
Special Provision No. 907-701-4, Subject: Hydraulic Cement
Special Provision No. 907-799-1, Subject: Hydraulic Cement Concrete Mixtures
Special Provision No. 907-803-6, Subject: Deep Foundations
Special Provision No. 907-804-13, Subject: Concrete Bridges and Structures
Special Provision No. 907-804-14, Subject: Bridge Deck Overlay

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 – NOTICE TO BIDDERS NO. 8192 **CODE: (SP)**

DATE: 07/07/2026

SUBJECT: Obligation Date

With Respect to the obligation date referenced in Special Provision No. 907-700-3 entitled "Materials and Tests", bidders are advised that this project will be obligated on or after October 1, 2026.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 8484 **CODE: (SP)**

DATE: 10/21/2026

SUBJECT: Contract Time

PROJECT: NHPP-0055-01(153) / 110044301 – Lincoln County

The completion of work to be performed by the Contractor for this project will not be a specified date but shall be when all allowable working days are assessed, or any extension thereto as provided in Subsection 108.06. It is anticipated that the Notice of Award will be issued no later than **December 8, 2026** and the date for Notice to Proceed / Beginning of Contract Time will be **March 10, 2027** .

Should the Contractor request a Notice to Proceed earlier than **March 10, 2027** and it is agreeable with the Department for an early Notice to Proceed, the requested date will become the new Notice to Proceed date. Regardless of whether or not an early Notice to Proceed is granted, contract time will start at the original Notice to Proceed date.

All requests for an early Notice to Proceed shall be sent to the Project Engineer who will forward it to the Contract Administration Division.

90 Working Days have been allowed for the completion of work on this project.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 8487 **CODE: (SP)**

DATE: 10/21/2026

SUBJECT: Cooperation Between Contractors

PROJECT: NHPP-0055-01(153) / 110044301 – Lincoln County

The Bidder's attention is hereby called to Subsection 105.07, Cooperation between Contractors, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction.

The Bidder is advised that this project adjoins the following project that may be under construction before the completion of this contract:

CRP-0055-01(125) / 109120301 – Lincoln County, Roundabout on I-55 at the Brookway Blvd. Interchange

The Contractor shall cooperate in all respects and shall coordinate construction of all phases of work with the Contractor of the adjoining project. Failure to coordinate work schedules, such as but not limited to lane closures, shall not be reason to modify contract time.

General Decision Number: MS20260100 05/18/2026

State: Mississippi

Construction Types: Highway

Counties: Mississippi Counties of
Lincoln

Modification Number	Publication Date
0	01/02/2026
1	05/18/2026

SUMS2010-023 08/04/2014

	Rates	Fringes
TRUCK DRIVER: SEMI/TRAILER TRUCK	$ 17.34	0.00
TRUCK DRIVER: DUMP TRUCK (ALL TYPES)	$ 11.64	0.00
TRUCK DRIVER: WATER TRUCK	$ 13.15	0.00
TRUCK DRIVER: OFF THE ROAD TRUCK	$ 12.31	0.00
TRUCK DRIVER: MECHANIC	$ 12.35	0.00
TRUCK DRIVER: LOWBOY TRUCK	$ 12.49	0.00
TRUCK DRIVER: FLATBED TRUCK	$ 13.29	0.00
OPERATOR: TRENCHER	$ 15.00	0.00
OPERATOR: TRACTOR	$ 9.98	0.00
OPERATOR: SCRAPER	$ 12.63	0.00
OPERATOR: ROLLER (ALL TYPES)	$ 11.05	0.00
OPERATOR: PILEDRIVER	$ 15.13	0.00
OPERATOR: PAVER (ASPHALT, AGGREGATE, AND CONCRETE)	$ 13.01	0.00
OPERATOR: OILER	$ 13.08	0.48
OPERATOR: MIXER	$ 14.85	0.00
OPERATOR: MILLING MACHINE	$ 15.38	0.00
OPERATOR: MECHANIC	$ 16.28	0.00
OPERATOR: LOADER	$ 11.73	0.00
OPERATOR: GRADER/BLADE	$ 13.84	0.00
OPERATOR: DRILL	$ 19.22	0.00
OPERATOR: DISTRIBUTOR	$ 11.70	0.00
OPERATOR: CRANE	$ 16.00	0.00
OPERATOR: CONCRETE SAW	$ 13.60	0.00
OPERATOR: BULLDOZER	$ 13.30	0.00
OPERATOR: BROOM/SWEEPER	$ 10.17	0.00
OPERATOR: BACKHOE/EXCAVATOR/TRACKHOE	$ 13.28	0.00
OPERATOR: ASPHALT SPREADER	$ 16.13	0.00
LABORER: LABORER-CONES/ BARRICADES/BARRELS - SETTER/MOVER/SWEEPER	$ 10.53	0.00
LABORER: PIPELAYER	$ 13.13	0.00
LABORER: MASON TENDER - CEMENT/CONCRETE	$ 11.69	0.00
LABORER: LANDSCAPE	$ 9.82	0.00
LABORER: GRADE CHECKER	$ 10.67	0.00

LABORER: FLAGGER.....$ 9.83 0.00
LABORER: COMMON OR GENERAL, INCLUDING ASPHALT
RAKING, SHOVELING, SPREADING AND CONCRETE WORK.....$ 10.94 0.00
IRONWORKER, REINFORCING.....$ 16.43 0.00
INSTALLER - SIGN.....$ 12.04 0.00
INSTALLER - GUARDRAIL.....$ 11.42 0.00
HIGHWAY/PARKING LOT STRIPING: TRUCK DRIVER (LINE
STRIPING TRUCK).....$ 12.63 0.00
ELECTRICIAN.....$ 22.64 7.73
CEMENT MASON/CONCRETE FINISHER.....$ 13.23 0.00
CARPENTER, EXCLUDES FORM WORK.....$ 14.21 0.00
CARPENTER (FORM WORK ONLY).....$ 12.26 0.12

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

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

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

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

Union Rate Identifiers

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

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

Union Average Rate Identifiers

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

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

Survey Rate Identifiers

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

number used in producing the wage determination. The date, 6/27/2024 in the example, indicates the survey completion date for the classifications and rates under that identifier.

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

State Adopted Rate Identifiers

The •SA• identifier indicates that the classifications and prevailing wage rates set by a state (or local) government were adopted under 29 C.F.R 1.3(g)-(h). Example: SAME2023-007 01/03/2024. SA reflects that the rates are state adopted. ME refers to the State of Maine. 2023 is the year during which the state completed the survey on which the listed classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. The date, 01/03/2024 in the example, reflects the date on which the classifications and rates under the •SA• identifier took effect under state law in the state from which the rates were adopted.

WAGE DETERMINATION APPEALS PROCESS

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

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

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

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

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

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

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

Wage and Hour Administrator

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

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

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

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

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END OF GENERAL DECISION

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 reprocurement 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 reprocurement 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 long-standing 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 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.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-101-1 **CODE: (IS)**

DATE: 07/20/2023

SUBJECT: Definitions and Terms

Section 101, Definitions and Terms, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-101.01--Abbreviations. After the abbreviation API on page 1, add the following.

APL Approved Products List

Replace the abbreviation for AWPA on page 1 with the following.

AWPA American Wood Protection Association

907-101.02--Definitions. Delete the sentence after the list of holidays in Subsection 101.02 on page 6 under **holidays, legal**, and substitute the following.

When a legal holiday falls on a Saturday or Sunday, the succeeding Monday, or as proclaimed by the Governor, will be observed as a legal holiday.

Delete the definition for Notice to Proceed in Subsection 101.02 on page 8, and substitute the following.

Notice to Proceed - Written notice to the Contractor to proceed with the contract work.

Delete the definition for "Plans" in Subsection 101.02 on page 8, and substitute the following.

plans - The approved plans, profiles, typical cross-sections, working drawings and supplemental drawings, or exact reproduction thereof, that show the location, character, dimensions, and details of the work to be done. The plans may also include electronic files, referred to on the plans as Electronic Files Identified as Plans, which may include engineering models, spreadsheets, CADD files or other electronic files used to convey design intent. When the contract does not have an official set of plans, reference to the plans shall mean the contract documents.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-102-2 **CODE: (IS)**

DATE: 11/22/2017

SUBJECT: Bidding Requirements and Conditions

Section 102, Bidding Requirements and Conditions, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-102.01--Prequalification of Bidders. Delete the last sentence of the third paragraph of Subsection 102.01 on page 13, and substitute the following.

The Bidder's Certificate of Responsibility number must be on file with the Department's Contract Administration Division prior to request for permission to bid.

907-102.02--Contents of Proposal Forms. Delete the fourth paragraph in Subsection 102.02 on page 13, and substitute the following.

Prospective bidders must complete an online request for permission to be eligible to bid a project. Upon approval, the bidder will be authorized to submit a bid electronically using Bid Express at http://bidx.com.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-104-2 **CODE: (SP)**

DATE: 06/17/2025

SUBJECT: Minor Alteration to the Contract

Section 104, Scope of Work, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-104.02--Alterations of Plans or Character of Work.

907-104.02.3--Minor Alteration to the Contract. In the first paragraph of Subsection 104.02.3 on page 25, change $10,000.00 to $25,000.00.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-105-3 **CODE: (SP)**

DATE: 07/21/2026

SUBJECT: Control of Work

Section 105, Control of Work, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-105.01--Authority of the Engineer. Delete the first sentence of the second paragraph of Subsection 105.01 on page 31, and substitute the following.

The Engineer has the right to suspend the work wholly or in part and to withhold payments because of the Contractor's failure to correct conditions unsafe for workmen or the general public, for failure to carry out provisions of the Contract, or for failure to carry out orders.

907-105.02--Plans and Working Drawings. Delete the first paragraph of Subsection 105.02 on page 31, and substitute the following.

After the contract is executed by the Executive Director, the Contractor will receive, free of charge, two bound copies of the proposal and contract documents (one executed and one blank) and five half-scale copies of the Plans and Electronic Files Identified as Plans. The Contractor shall have one copy of the proposal and contract documents and one half-scale copy of the plans available at all times during work activity on the project.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-106-5 **CODE: (IS)**

DATE: 4/20/2026

SUBJECT: Control of Materials

Section 106, Control of Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

After Subsection 106.13 on page 47, add the following:

907-106.14--Buy America/Build America. Buy America (BABA) Materials Sourcing Requirements for Federal-Aid Projects.

The "Infrastructure Investment and Jobs Act" (the "Act"), or Bipartisan Infrastructure Law (BIL), was enacted on November 15, 2021 (See Public Law No. 117-58, Sections 70901-70953). The Build America, Buy America (BABA) provisions of the Act expand the previous Buy America requirements beyond what was currently required for steel and iron products.

Articles, materials, or supplies will only be classified under one of the following categories: iron or steel products, construction materials, manufactured products, or excluded materials (as further described in subsection 907-700.01.1). An article, material, or supply shall not be considered to fall under multiple categories. The applicable classification of the article, material, or supply being permanently incorporated into a construction project will be based on the status at the time the article, material, or supply is brought to the project work site.

Any iron or steel products, construction materials, and manufactured products that are permanently incorporated into a construction project, shall be domestically manufactured and compliant with current requirements of the Act, including 2 CFR 184, 2 CFR 200.322, 0MB 24-02 Memo and related requirements therein, and with the current requirements within 23 CFR 635.410.

It is the prime Contractor's responsibility to ensure all submittals and/or certifications required by the above listed Buy America/BABA provisions are submitted to the Project Engineer prior to the article, material, or supply being incorporated into the work.

Buy America/BABA provisions do not apply to temporarily used articles, materials, or supplies that:
(1) are specified to be removed at the end of the project per the contract provisions, or (2) are specified to remain in place per the contract provisions and are also documented by the Department in the contract provisions to be removed in a subsequent imminent, near-term phased project.

The following categories, as described above, require Domestic Materials Self-Certification Form (as described within Subsection 907-700.01.2) on construction projects:

Iron or Steel Products
Construction Materials
Manufactured Products.

Buy America/BABA provisions do not apply to excluded materials.

A non-exclusive list of items that must comply with the above listed Buy America/BABA requirements and require the submittal of the Buy America Domestic Materials Self- Certification Form may be viewed at www.goMDOT.com under Business Center ➔ Engineering Standards/Guides/Manuals ➔ Construction Materials.

The list of items referenced above is not all-inclusive. All iron or steel products, construction material, and manufactured products permanently incorporated into the project shall comply with the applicable Buy America/Build America (BABA) requirements, regardless of whether such items are specifically Identified.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-108-4 **CODE: (SP)**

DATE: 10/07/2020

SUBJECT: Subletting of Contract

Section 108, Prosecution and Progress, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-108.01--Subletting of Contract.

907-108.01.1--General. Delete the third sentence of the tenth paragraph of Subsection 108.01.1 on the bottom of page 72.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-108-6 **CODE: (SP)**

DATE: 03/11/2025

SUBJECT: Default and Termination of Contract

Section 108, Prosecution and Progress, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-108.08--Default and Termination of Contract. At the end of the Subsection 108.08 on page 85, add the following.

907-108.08.1--Debarment of Contractor. If the Contractor is declared to be in default under this Subsection and the Contract terminated for the reason(s) indicated in Subsections 108.08 (d), (f), or (g) above, the Commission may, in its discretion and in addition to default and termination, declare the Contractor to be debarred from bidding on any other projects for a period of one (1) year from the date of the termination letter. If the debarred Contractor has multiple on-going Contracts with the Commission and receives a one (1) year debarment, the on-going Contract(s) may continue; however, the Contractor will not be allowed to bid another project until one (1) year has passed from date of the termination letter.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-109-5 **CODE: (IS)**

DATE: 11/14/2023

SUBJECT: Measurement and Payment

Section 109, Measurement and Payment, of the 2017 Edition of the Mississippi StandardSpecifications for Road and Bridge Construction is hereby amended as follows.

907-109.01--Measurement of Quantities. Delete the sixth full paragraph of Subsection 109.01on page 88, and substitute the following.

If appropriate based on the specific circumstances of the project, the Contractor may request that material specified to be measured by the cubic yard or ton be converted to the other measure. The Contractor must submit this request to the Engineer. The Engineer will provide an approval or denial in writing. The decision is in the sole discretion of the Engineer. If approved, factors for this conversion will be determined by the District Materials Engineer and agreed to by the Contractor. The conversion of the materials along with the conversion factor will be incorporated into the Contract by supplemental agreement. The supplemental agreement must be executed before such method of measurement is used.

907-109.04--Extra Work.

907-109.04.1--Supplemental Agreement. Delete the second paragraph of Subsection 109.04.1 on page 90.

907-109.04.2--Force Account Agreement. Delete the last sentence of subparagraph (c) in Subsection 109.04.2 on page 91, and substitute the following.

An amount will be added equal to fifteen percent (15%) of the sum thereof, excluding sales tax.

Delete subparagraph (d) in Subsection 109.04.2 on pages 91 & 92, and substitute the following.

(d) **Equipment.** Equipment used for force account work shall be of sufficient size and type necessary to perform the required work in an economic and expeditious manner. The Contractor must provide the manufacturer, make, model, year, type of fuel and other necessary information to determine proper hourly payment rates. Subject to advance approval of the Engineer, actual transportation cost for a distance of not more than 200 miles will be reimbursed for equipment not already on the project.

For equipment authorized by the Engineer for use on the force account work, the Engineer will use the equipment rental rates from the "*Rental Rate Blue Book*" as published on the Equipment Watch website www.equipmentwatch.com for the time period the force account work is authorized to determine payment to the Contractor. The maximum allowable rates

are determined as follows:

1. The hourly equipment rate will equal the FHWA total hourly rate. This rate takes into account adjustment factors for age and region.
2. The hourly estimated operating costs have been included in the FHWA total hourly rate.
3. The idle and standby rates shall be as listed in the "*Rental Rate Blue Book*" as reported by *Equipment Watch*.
4. These rates include the basic machine plus any necessary attachments.

Standby rates shall apply when equipment is not in operation and is approved by the Engineer to standby for later use to complete the work. Idle rates shall apply to equipment located on the project and the engine is burning fuel but no ground engaging or other components are actively engaged in meaningful work. In general, idle or standby rates shall apply when equipment is not in use, but will be needed again to complete the work and the cost of moving the equipment will exceed the accumulated standby cost. If the idle standby cost should exceed the equipment moving cost to or from the work site, the Contractor will be entitled to the moving cost only. Idle or standby rates will be used under the following conditions:

1. The equipment is totally dedicated to the force account work and not used intermittently on other work.
2. Idle or standby cost will be considered only after equipment has been operated on force account work.
3. The sum of idle or standby time and operating time shall not exceed eight (8) hours per day or 40 hours in a week.
4. Idle or standby payment will not apply to days not normally considered to be work days such as holidays, weekends, or days of inclement weather when no other work is taking place.

The Department will not pay for idle or standby time when equipment is inoperable, for time spent repairing equipment, or for the time elapsed after the Engineer has advised the Contractor that the equipment is no longer needed. The Department will determine if it will be more cost effective to pay standby time on approved equipment on site or for multiple mobilizations.

If equipment is needed, which is not included in the *Rental Rate Blue Book* as reported by *Equipment Watch*, the Department and Contractor will agree upon reasonable rental rates in writing before the equipment is used.

All equipment shall be subject to approval from day to day in accordance with the requirements of Subsection 108.05.

907-109.06--Partial Payment.

907-109.06.2--Advancement on Materials.
Delete the next to last paragraph of Subsection 109.06.2 on page 95, and substitute the following.

Materials for which an advanced payment has been allowed must be paid for by the Contractor within 30 days of the estimate on which the advanced payment was first allowed and proof of said payment must be verified by the supplier. If proof of payment is not furnished within the allowable 30 days, the advanced payment will be deducted on subsequent current estimates until such time that proof of payment is furnished.

907-109.07--Changes in Material Costs. After the fifth paragraph of Subsection 109.07 on page 96, change the web address to the following.

https://mdot.ms.gov/portal/current_letting

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-225-1 **CODE: (SP)**

DATE: 12/16/2025

SUBJECT: Grassing

Section 225, Grassing, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-225.04--Method of Measurement. Delete the first sentence of Subsection 225.04 on page 157 and replace with the following.

Grassing will be measured by the acre or the square yard.

907-225.05--Basis of Payment. Delete the first sentence of Subsection 225.05 on page 157 and replace with the following.

Grassing, measured as prescribed above, will be paid for at the contract unit price per acre or square yard, which will be full compensation for all required materials including seeding and fertilizers other than limestone, ground preparation, equipment, labor, testing and all work necessary to establish a satisfactory growth of grass.

Add the following to the list of pay items on page 157.

907-225-A: Grassing - square yard

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-401-4 **CODE: (IS)**

DATE: 03/02/2026

SUBJECT: Asphalt Pavement - General

Section 401, Asphalt Pavement - General, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows..

907-401.02--Materials.

907-401.02.6--Standards of Acceptance.

907-401.02.6.4—Acceptance Procedure for Density.

Delete the paragraph and Lot Determination table of Subsection 401.02.6.4 and substitute the following:

Each completed lift will be accepted with respect to compaction on a lot to lot basis from density tests performed by the Department. For normal production days, every 350 tons will be considered a lot. When cores are being used for the compaction evaluation, randomly obtain one core from each lot. When the nuclear density gauge is being used for compaction evaluation, obtain two random readings from each lot and average the results. See Chapter 7 of the latest edition of MDOT's Field Manual for Asphalt Mixtures for more details. Additional tests may be required by the Engineer to determine acceptance of work appearing deficient. The Contractor shall furnish and maintain traffic control for all compaction evaluations, including coring, required in satisfying specified density requirements.

907-401.02.6.4.1 –Roadway Density.

Delete the last sentence in section 1 of Subsection 401.02.6.4.1 on page 250 and substitute the following:

For all other leveling, no density shall be required but the pavement shall be rolled to refusal densification as defined in Subsection 907-401.02.6.4.3.

907-401.02.6.4.3—Roll to Refusal Densification.

Roll to refusal densification is defined as the number of roller passes to maximize the in-place unit weight of the mixture. A density gauge shall be used to determine the number of passes to achieve the maximum in-place unit weight.

907-401.02.6.4.4—Irregular Areas.

Irregular areas are defined as a mat where an established rolling pattern cannot be obtained. Irregular areas include areas with a width of less than 8 feet or shorter than 300 feet in length, pre-leveling, wedging [less than fifty percent (50%) of width greater than minimum lift thickness], ramp pads, median crossovers, turnouts, and other areas where an established rolling pattern cannot be obtained.

907-401.02.6.8--Acceptance Procedure for Pavement Smoothness Using Mean Roughness Index (MRI). Delete the third sentence of the second paragraph of Subsection 401.02.6.8 on page 253, and substitute the following.

The surface shall be tested and corrected to a smoothness index as described herein except those locations or specific projects that are excluded from smoothness testing with an IPS.

Delete the third, fourth and fifth paragraphs of Subsection 401.02.6.8 on pages 253 & 254, and substitute the following.

The smoothness of the surface lift will be determined for traffic lanes, auxiliary lanes, climbing lane and two-way turn lanes. Areas excluded from a smoothness test with the IPS are acceleration and deceleration lanes, tapered sections, transition sections for width, shoulders, crossovers, ramps, side street returns, etc. The roadway pavement on bridge replacement projects having 1,000 feet or less of pavement on each side of the structure will be excluded from a smoothness test. Smoothness testing shall exclude 264 feet from each transverse joint that separates the pavement from a bridge deck, bridge approach slab or existing pavement not constructed under the contract. This can apply to any other exceptions including, but not limited to, railroad crossings and manholes. Segments containing a considerable number of encroachments such as intersections, manholes, curb and gutter sections, etc. may be excluded at the Engineer's discretion.

Once paving has concluded, one final smoothness measurement shall be performed for both pay adjustments and corrective action. Multiple smoothness measurements for pay adjustments and correction can still be performed at the Engineer's discretion. These measurements must be performed at the posted speed limit or 50 miles per hour (±5 miles per hour), whichever is lower. Measurements will be made in both wheel paths of exterior and interior lanes. The wheel paths shall be designated as being located three feet (3') and nine feet (9') from centerline or longitudinal joint, respectively. Testing will also be required on sections that have been surface corrected. No smoothness testing shall be performed when there is any residual moisture on the pavement surface. Any additional testing shall meet the requirements of Subsection 907-403.03.2.

The surface lift will be accepted on a continuous interval basis for pavement smoothness. Continuous reporting is based upon all MRI values for a specified running interval. These values are averaged and presented at the midpoint of the specified running interval.

Delete the last sentence of the last paragraph of Subsection 401.02.6.8 on page 254, and substitute the following.

All tests and corrections shall be in accordance with AASHTO R 54, Accepting Pavement Ride Quality When Measured Using Inertial Profiling Systems.

Delete Subsection 401.02.6.9 on pages 254 & 255, and substitute the following.

907-401.02.6.9--Inertial Profiling System.

907-401.02.6.9.1--General. The Inertial Profiling System (IPS), furnished and operated by the Contractor under the supervision of the Engineer or the Engineer's representative, shall be a dual-line laser on a high speed vehicle meeting the requirements of AASHTO M 328, Standard Specification for Inertial Profiler. Additionally, each IPS should be equipped with a GPS to ensure distance measurement accuracy. The profiler system and operator shall be certified at an MDOT approved regional calibration facility in accordance with AASHTO R 56, Standard Practice for Certification of Inertial Profiler Systems and AASHTO R 57, Operating Inertial Profiler Systems.

907-401.02.6.9.2--Computer Requirements. The computer measurement program must be menu driven, Windows compatible, and able to produce unfiltered profiler runs in the Pavement Profile (*.ppf) file format. The computer shall have the ability to display and print data on site for verification and shall have the ability to save and transfer data via Universal Serial Bus (USB) flash drive, which shall be provided by the Contractor.

All runs must be stored in a directory named in the following format for acceptance by the Project Engineer:

Project_County_Route

All profiler runs must be named in the following format for acceptance by the Project Engineer:

Direction_Lane_BeginStation_EndStation

In addition to manufacturers' software; the latest version of FHWA's ProVAL software shall be installed on the IPS computer.

907-401.03--Construction Requirements.

907-401.03.1--Specific Requirements.

907-401.03.1.2--Tack Coat. Delete the fourth sentence of Subsection 401.03.1.2 and substitute the following:

A hand wand will only be allowed for applying tack coat on irregular areas as defined in Subsection 907-401.02.6.4.4 if the distributor bar is not a feasible option.

907-401.03.1.4--Density. Delete the first sentence of the first paragraph of Subsection 401.03.1.4 and substitute the following.

The lot density for all dense graded pavement lifts, except for irregular areas as defined in Subsection 907-401.02.6.4.4, shall not be less than the specified percent (92% or 93%) of the maximum density based upon AASHTO T 209 for the day's production..

Delete the third paragraph of Subsection 401.03.1.4 and substitute the following.

Irregular areas as defined in Subsection 907-401.02.6.4.4 shall be compacted to roll to refusal densification as defined in Subsection 907-401.02.6.4.3.

907-401.03.9--Material Transfer Equipment. In the third sentence of Subsection 401.03.9 on page 261, change "include:" to "include".

907-401.03.14--Shoulder Wedge. In the second sentence of the first paragraph of Subsection 401.03.14 on page 263, change "cross roads" to "crossroads".

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-403-4 **CODE: (SP)**

DATE: **03/19/2025**

SUBJECT: **Asphalt Pavements**

Section 403, Asphalt Pavements, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-403.03--Construction Requirements.

907-403.03.2--Smoothness Tolerances. In the tenth paragraph of Subsection 403.03.2 on page 283, change "Sections(s)" to "Segment(s)".

907-403.03.2.1--Smoothness Tolerances for Mean Roughness Index (MRI). After the second paragraph of Subsection 403.03.2.1 on page 283, add the following.

For all projects, smoothness data shall be reported by two MRI methods:

1. A continuous long interval MRI report
2. A continuous 25-foot short interval MRI report

At the bottom of page 283 and top of 284 in Subsection 403.03.2.1, delete the paragraphs for Category, A, Category B, and Category C, and substitute the following.

Category A projects shall have a long interval surface MRI of not more than 60 inches per mile.

Category B projects shall have a long interval surface MRI of not more than 70 inches per mile.

Category C projects shall have the existing surface profiled at no additional cost to the State. These projects shall be measured by a long fixed interval (528-foot) surface MRI and meet the following requirements:

A 50% improvement in MRI from the existing surface
or
80 inches per mile (whichever value is higher)

Delete the first, second, and third full paragraphs on page 284, and substitute the following.

For all projects, areas of the surface lift with localized roughness greater than 160 inches per mile as determined by the continuous short interval (25') report will be identified for correction by the Contractor.

When a project has multiple lifts, the intermediate lift shall meet the short interval requirement of 200 inches per mile. Corrective action must be taken on those segments that do not meet this requirement. No unit price adjustment will be applied on the underlying lift.

Delete the table at the bottom of page 284, and substitute the following.

Mean Roughness Index (inches / mile)	Contract Price Adjustment Percent of Asphalt Unit Bid Price
Above 20.0 Over	REMOVE AND REPLACE *
15.1 to 20.0 Over	80
10.1 to 15.0 Over	85
5.1 to 10.0 Over	90
0.1 to 5.0 Over	95
Required Surface MRI	100

* In lieu of removal and replacement, segments may be brought into compliance through corrective action at the discretion of the Project Engineer.

Delete the table and footnote at the top of page 285, and substitute the following.

Mean Roughness Index (inches/mile) Percent Improvement	Contract Price Adjustment Percent of Asphalt Unit Bid Price
Below 30.1 Percent	80 **
30.1 to 35.0 Percent	80
35.1 to 40.0 Percent	85
40.1 to 45.0 Percent	90
45.1 to 50.0 Percent	95
Above 50%	100

** Segments that show less than 30 percent improvement as well as a final surface MRI greater than 100 inches/mile will be subject to removal.

Before the last paragraph on Subsection 403.03.2.1 on page 285, add the following.

Corrective action for all categories must be taken on those segments that exceed the localized roughness or the 'Remove and Replace' threshold. All locations must be located and marked by the Contractor and approved by the Project Engineer before corrective action shall take place. The minimum remove and replace length will be 528 feet (0.1 mile). Additional smoothness testing shall be required on segments following corrective action and/or replacement and will be required to meet *at least* the maximum surface MRI short of 'Remove and Replace' tolerance.

907-403.05--Basis of Payment.

907-403.05.2--Pay Items. Add the "907" prefix to the list of pay items on page 291.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-417-3 **CODE: (SP)**

DATE: **03/27/2025**

SUBJECT: **Polymer Cement Surface System**

Section 907-417, Polymer Cement Surface System, is hereby added to and made a part of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as follows:

SECTION 907-417-POLYMER CEMENT SURFACE SYSTEM

907-417.01--Description. This work consists of furnishing labor, materials, and equipment required for the application of a polymer cement surface system (PCSS) on a prepared concrete surface. The polymer cement surface system shall provide skid and abrasion resistance, and the resulting surface may be patterned and/or monolithic as specified in the plans, or as directed by the Engineer.

907-417.02--Materials. Material for the PCSS shall meet the following requirements.

Properties	Test Value	Test Method
Compressive Strength, (28 days), psi, minimum	3,100	ASTM C 109
Tensile Strength, psi, minimum	700	AASHTO T 132
Bond Strength, psi, minimum	250	ASTM C 1583
Friction Number, minimum	0.45	ASTM E 1911
Length Change, percent, maximum	0.024	ASTM C 157

The Contractor shall furnish the Engineer with certified test reports showing that the material meets the requirements of the Specification.

When not installed by the Manufacturer, the Contractor performing the work shall be authorized by the Manufacturer to install the product. When someone other than the Manufacturer installs the product, the Contractor shall furnish the Engineer with an Authorized Applicator Certification or other documentation from the Manufacturer stating that the Contractor is certified to install the product.

A textured finished surface shall be required for the PCSS and shall be achieved with aggregate. Aggregate shall be selected such that it will meet the requirements of Table 1.

Table 1
Friction Testing Requirements

Test Measurement	Requirement	Frequency/Application Area	Test Method
Skid Resistance Using Dynamic Friction Tester (12 mph/20 kmh)	min 0.45	1 per 200 lane-feet	ASTM E 1911

Friction test shall be performed in the presence of the Engineer. The Engineer shall be notified at least 48 hours before friction testing. and shall occur within 30 days after installation

The color of the PCSS shall be similar to the color of the surface which it is to be applied and shall be approved by the Engineer prior to use. Any chemical admixtures and/or color pigments used, the dosage rates, and the conditions for use in the PCSS shall be approved by the Manufacturer.

The material shall be delivered to site in weatherproof containers and stored in a covered and ventilated location.

907-417.03--Construction Requirements.

907-417.03.1--Weather Limitations. The PCSS shall not be placed during periods of fog or rain. Should a rain event occur during installation, all operations shall cease and work shall not be resumed until dry conditions are present. Authorization to continue placement after a rain event shall be approved by the Engineer.

907-417.03.1.1--Cold Weather Limitations. The PCSS shall only be installed when the temperature of the concrete surface is at or above 50°F and expected to remain above 50°F for six (6) hours. There shall be no forecast ambient temperatures below 35°F within 24 hours from the time of placement. When the ambient temperature is below 50°F, but will remain above 40°F during PCSS installation, the PCSS can be placed only when Manufacturer approved accelerators are added to the mix and approval of the Engineer is obtained.

907-417.03.1.2--Hot Weather Limitations. The PCSS shall only be installed when the temperature of the concrete surface is at or below 130°F. When the ambient temperature exceeds 90°F, the use of cold water or ice should be considered for the blending operation at a rate approved by the Manufacturer. If the use of cold water or ice is not possible, then the use of a Manufacturer approved retarder may be permitted.

907-417.03.2--Surface Preparation. For proper adhesion, the concrete shall be dry, clean, and sound. Any spalls or failures in the concrete shall be repaired to the satisfaction of the Engineer and the Manufacturer. Cost of concrete repairs shall be included in the costs of the PCSS. The existing concrete shall be cleaned to a SSPC-SP13/NACE 6, Surface Preparation of Concrete, or better.

907-417.03.3--Mixing. The measuring and mixing operation shall be capable of producing a consistent homogeneous mix sufficient to maintain the production levels required for the work. The water and dry blend shall be charged into the mixer and blended to the desired consistency while maintaining effective temperatures to prevent flashing of the mix. Hand mixing in pails is not permissible.

907-417.03.4--Placing. The PCSS shall be uniformly deposited on the substrate by a device approved by the Manufacturer and Project Engineer, and have the capability of mixing the materials at a rate to ensure continuous application.

907-417.03.5--Base Coat. A base coat shall be applied to the prepared concrete surface at a rate recommended by the Manufacturer. Curing shall be required as recommended by the Manufacturer prior to placing of the top coat. Once curing is complete, installation of the top coat shall begin immediately. There shall be no time differential between curing of the base coat and installation of the top coat.

907-417.03.6--Top Coat. A top coat shall be applied over the base coat. When a pattern is required, the pattern shall be specified in the plans. The combined cured thickness of the base coat and top coat should be between 1/8" and 3/16".

907-417.03.7--Curing and Release to Traffic. Care shall be taken by the Contractor to protect the PCSS from traffic until the area is sufficiently cured. Curing time will vary depending on ambient and surface temperatures. At 70°F, curing time is approximately two (2) hours, with an increase in curing time as the ambient temperature decreases. The PCSS shall not be opened to traffic until it has reached a sufficient compressive strength such that the surface will not be damaged by vehicular traffic. A Manufacturer Representative, Certified Applicator, or the Engineer shall provide the final approval for release to traffic.

907-417.03.8--Equipment. Equipment used when installing the PCSS shall be designed for installing the material applied and suitable for use by the Manufacturer and Project Engineer.

907-417.03.9--Protection. Areas that are not to receive the PCSS shall be masked to protect the surfaces prior to application. The Contractor should also take the necessary precautions to protect other structures and the traveling public from any unwanted application.

907-417.03.10--Acceptance. The Contractor shall furnish a Manufacturer's certification stating that the material used is one acceptable for the product and the product has been installed in accordance with the Manufacturer's recommendations.

When a component material, as indicated by a test result or poor performance, or the finished product indicate an inferior, unsatisfactory or unacceptable product, the work or materials shall be removed and replaced or otherwise corrected by the Contractor at no additional cost to the State in a manner satisfactory to the Engineer.

907-417.04--Method of Measurement. Polymer cement surface system will be measured by the square yard.

907-417.05--Basis of Payment. Polymer cement surface system, measured as prescribed above, will be paid for at the contract unit price per square yard, which price shall be full payment for all materials, tools, labor, testing, protection, and all incidentals necessary for completing the work.

Payment will be made under:

907-417-A: Polymer Cement Surface System - per square yard

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-420-7 **CODE: (SP)**

DATE: 08/26/2026

SUBJECT: Deep Injection Undersealing

Section 907-420, Undersealing, is hereby added to and made a part of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as follows:

SECTION 907-420 – DEEP INJECTION UNDERSEALING

907-420.01--Description. This work shall consist of raising, filling voids, undersealing, or densification of base soils under concrete pavement or other locations by furnishing, hauling and injecting polyurethane material through tubes placed at the horizontal and vertical locations determined by the Contractor and approved by the Project Engineer into the base soils, which most effectively and efficiently complete the desired repairs. All work will be monitored at the surface to insure that the pavement is raised to the desired elevations or soils are at the desired degree of densification.

907-420.02--Material.

907-420.02.1--General. The material for raising and undersealing shall be a water blown, closed cell, high density polyurethane system with the following physical characteristics and properties:

Technical Property	Requirement	Test Method
Density, minimum	3.69 lbs / ft^3	ASTM D1622 (air rise)
Compressive strength, minimum	90 psi	ASTMD 1621
Density, maximum	4.2 lbs / ft^3	ASTM D1622 (air rise)
Volume Change, maximum shrinkage (10 years)	5.0 %	
Curing Rate	90 percent of compressive strength within 15 minutes after injection	

The material used for raising and/or undersealing shall be a high-density polyurethane material, as approved by the Engineer. The material shall be a polyurethane-forming mixture, having a water insoluble diluent, that permits the formation of polyurethanes in excess water. The presence of these water insoluble diluents provides polyurethane foam with improved dimensional stability properties. This formula and these characteristics must be certified by the manufacturer.

The material shall have a warranty against shrinkage and deterioration for a period of ten years. During the warranty period, the manufacturer shall replace by injection any failed material at the manufacturer's expense.

Acceptance of the polyurethane material will be based on certification and results from tests required by the Engineer.

The Contractor shall provide to the Engineer certification from the manufacturer stating that the material provided is in accordance with this special provision. The MSDS for all pertinent production material shall be included with the certification.

When requested by the Engineer, pumping units in service shall perform a product density test by injecting a sample of the unit's polyurethane material into a test cylinder of known volume. The sample's density shall be in accordance with this special provision.

When requested by the Engineer, the Contractor, in the presence of the Engineer, shall inject the ambient temperature (70º - 90º F) polyurethane material into a container holding 40 gallons of ambient temperature water at 70º F. The resulting product shall demonstrate consistent, closed cell polyurethane material.

All stored polyurethane material shall be sealed and protected from contamination of dust or any foreign material.

907-420.02.2--Contractor Pre-Qualification Requirements. The Contractor shall have a minimum of three years of experience in performing this type of work and a minimum of 5 projects on which the Contractor has successfully done this type of work. Prior to beginning work, the Contractor shall submit certification to the Engineer that the Contractor meets the minimum required experience. The certification shall include a listing of previous clients with contact names and phone numbers.

Prior to being approved for performing this type of work, the following documents shall be supplied by the Contractor to the Engineer and found to be acceptable:

(a) An installation plan to include hole patterns, locations, depths, and anticipated quantities.
(b) A copy of the Contractor's Employee Safety Manual specific to polyurethane pavement raising and undersealing work.

907-420.02.3--Equipment Requirements. The Contractor shall provide at minimum, the following equipment:

(a) A pumping unit capable of injecting the high density polyurethane material beneath the pavement. The pumping unit shall be equipped with a dial gauge in increments of 0.10 pound and shall be capable of controlling the rate of flow of material as well as the rate of rise of the pavement.
(b) Pressure and temperature control devices capable of maintaining proper temperature and proportionate mixing of the polyurethane component materials.
(c) Pneumatic or electric drills capable of efficiently drilling 9/16 to 3/4-inch diameter

injection holes through the pavement without damaging the structural integrity of the existing pavement.

(d) Laser levels or dial indicator devices capable of monitoring and verifying that the pavement is raised to an even plane and to the required elevation.

(e) All necessary electric generators, compressors, heaters, hoses, containers, valves and gauges to efficiently conduct and control the work.

907-420.03--Construction Requirements. The Contractor shall provide a profile from laser level readings or string lines of each area that needs to be raised or undersealed. Each profile shall be accepted by the Engineer prior to performing the work at the profile location.

At locations where pavement is to be raised or undersealed, a series of 9/16-inch to 3/4-inch diameter holes shall be drilled through the pavement and underlying base at the appropriate locations and depths as determined by the Contractor. The pavement surrounding each hole shall not be damaged.

The polyurethane material shall be injected through the drilled holes until all known or encountered voids under the pavement are filled. The rate and amount of material injection shall be determined by the Contractor.

The pumping unit shall be calibrated daily or as directed by the Engineer. If calibration results show inconsistencies from calibration to calibration, the work shall be stopped until the cause for the inconsistencies are corrected to the satisfaction of the Engineer.

Injection nozzles shall prevent leakage during injection and shall be removed at completion of the injection or driven into the injection hole to a minimum of 1¼ inches below the surface. Any excessive material on the surface shall be removed from the area and the holes shall be sealed with polyurethane material or a non-expansive cementitious grout approved by the Engineer.

907-420.03.1--Raising or Undersealing Roadway Pavements. All drill tailings, excess polyurethane material and other debris shall be cleaned up at the end of each working day or before the lane is opened to traffic. When adjacent lanes are open to traffic, provisions shall be made to prevent material from encroaching onto the open lane or squirting onto passing vehicles. Polyurethane material shall not enter into gutters or closed drainage systems. Suitable means to restrict the infiltration of the residue into a closed drainage system shall be provided. Polyurethane material shall be removed from the pavement surface before any residue is blown by traffic action or wind. All removed material shall be disposed of in an environmentally acceptable manner in accordance with all federal, state and local regulations.

Corrections to the grade of adjacent slabs, if necessary, or as determined by the Engineer, shall be made in accordance with this special provision. All raised pavement shall match the existing grade of adjacent slabs to provide positive drainage. Final elevations of raised pavement areas shall be within 1/4 inch of the required elevations as determined by the profile or the Engineer.

The Contractor will be responsible for any pavement blowouts, excessive pavement lifting or pavement damage that may occur as a result of the Contractor's work. The Contractor shall repair any subject areas to the satisfaction of the Engineer at the Contractor's expense.

The roadway may be open to traffic when the polyurethane material has reached 90 percent of the material's designed compressive strength.

The Contractor shall transfer all warranties on the polyurethane material to the client upon acceptance of the work by the Engineer.

907-420.03.2--Undersealing Bases. For soil densification and compaction of unconsolidated base soils, a series of 9/16-inch to 1 3/8-inch diameter holes (as required for tube placement) shall be drilled at approximately 3 to 4-foot intervals through the pavement above the area requiring soil remediation. The exact location, spacing, hole size and depth shall be determined by the Contractor and approved by the Engineer.

The polyurethane material shall be injected through injection tubes inserted into the drilled holes to the proper depth or depths as determined by on-site soils analysis, or dynamic cone penetrometer testing. The rate and amount of material injected shall be determined by the Contractor.

There will be no direct payment for the cost of dynamic cone penetrometer tests, or any material, tools, equipment, or labor incidental thereto, but the cost shall be considered absorbed in the contract unit price for deep injection undersealing.

Continuous laser level or dial indicator micrometer readings shall be in place and monitored by the Contractor during injection to determine sufficient material usage and soils densification as indicated by pavement movement of 1/16 of an inch.

907-420.04--Method of Measurement. Undersealing, complete and accepted, will be measured by the pound. The quantity will be based on the supplier's packaging information for the material delivered and incorporated into the project.

907-420.05--Basis of Payment. Undersealing concrete pavement, as measured above, will be paid for at the contract price per pound, which price shall include all mobilization, labor, equipment, materials, and incidentals necessary to complete the required work.

Payment will be made under:

907-420-B: Deep Injection Undersealing - per pound

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-605-1 **CODE: (IS)**

DATE: 11/21/2023

SUBJECT: Underdrains

Section 605, Underdrains, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-605.02--Materials.

907-605.02.4--Edge Drain Pipe and Fittings.

907-605.02.4.4--Miscellaneous. Delete the first paragraph of Subsection 605.02.4.4 on page 398, and substitute the following.

Concrete for aprons shall be Class "C" concrete meeting the requirements of Section 907-799.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-618-12 **CODE: (SP)**

DATE: 05/03/2024

SUBJECT: Traffic Control Management

Section 618, Maintenance of Traffic and Traffic Control Plan, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-618.01--Description.

907-618.01.2--Traffic Control Management. Delete subparagraph (g) of Subsection 618.01.2 on page 441, and substitute the following.

g) Perform a minimum of once-a-week inspections from the Notice to Proceed until a Partial or Final Maintenance Release is obtained. Once work begins, daily daytime inspections and weekly nighttime inspections are required on projects with predominantly daytime work, and daily nighttime inspections and weekly daytime inspections are required on projects with predominantly nighttime work. Weekly inspections will be allowed for periods outside of active construction. When lane closures are present or any non-fixed signs or traffic handling devices such as cones or barrels are in place, inspections shall be performed daily whether work is being performed or not.

907-618.05--Basis of Payment. Delete pay item 618-A on page 449 and substitute the following.

907-618-A: Maintenance of Traffic - lump sum

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-619-5 **CODE: (IS)**

DATE: 01/17/2018

SUBJECT: Traffic Control for Construction Zones

Section 619, Traffic Control for Construction Zones, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-619.02--Materials.

907-619.02.8--Traffic Signals and Flashers. Delete Subsection 619.02.8.1 on pages 452 thru 455, and substitute the following.

907-619.02.8.1-Portable Traffic Signals. Portable traffic signals shall be trailer or pedestal mounted units that provide for easy, legal transportation and quick setup and deployment. Each unit shall be self-contained. The types of portable traffic signals are as follows.

- Type 1 portable traffic signal shall include two signal heads per trailer with one signal head mounted on an overhead mast arm that can be extended over the travel lane, and the other signal head shall be mounted on the vertical upright of the trailer.

- Type 2 portable traffic signal shall include one signal head that is mounted on the vertical upright of the pedestal/cart or trailer. Pedestal/Cart mounted shall be designated as Type 2A and Trailer mounted shall be designated as Type 2B. Type 2 portable traffic signals shall be tested to MASH Standards or NCHRP Test Level 3 crash testing requirements by an accredited independent test facility, with supporting documentation available upon request.

- Type 3 portable traffic signal shall be the same as Type 1 mentioned above but with enhanced capabilities as mentioned in each applicable section below.

The portable traffic signals shall be MUTCD Compliant and utilize standard ITE signal heads, and adhere to the ITE Specifications and Standards for Vehicle Traffic Control Signal Heads, Light Emitting Diode (LED) Circular Signal Supplement. The units shall be battery powered with a solar charging system, and be equipped with an onboard battery charger capable of being used with a 120V AC power source. Portable traffic signals shall be able to communicate with other portable signals via 900 MHz or other accepted wireless communications. If wireless connectivity is not feasible, hardwired connectivity shall be an acceptable alternative, as approved by the Engineer. Portable Traffic Signals shall include all the major components listed below or be able to perform the functions of these components. The major components of the unit shall include, but are not limited to, the trailer or pedestal/cart, telescoping mast arm (on Type 1 and 3), signal head(s) and back plates, traffic signal controller with operating software, solar charging system with batteries, input and output devices, vehicle detection, flasher units, conflict monitor, relays,

communications system and other equipment required for the safe operation and installation of the unit.

907-619.02.8.1.1--Signal Heads. The signal heads and all applicable components of the portable traffic signal shall meet the physical display and operational requirements of conventional traffic signals as specific in the Manual on Uniform Traffic Control Devices (MUTCD). The signal heads shall be cast aluminum or polycarbonate and shall meet the requirements laid out in the Mississippi Standard Specification for traffic signal heads and associated MDOT material specifications for traffic signal heads. The signal heads shall accommodate standard 12-inch LED indications meeting the ITE Specification "Vehicle Traffic Control Signal Heads" and ITE Specifications and Standards for Vehicle Traffic Control Signal Heads, Light Emitting Diode (LED) Circular Signal Supplement.

For Type 1, Type 2 and Type 3 portable traffic signals, the signal heads shall have the ability to be rotated 180 degrees to face in the opposite direction and shall have the ability to rotate and lock in approximately 10 degree increments to position the signal head for the optimum visibility to motorists.

For Type 1 portable traffic signals, each unit shall contain two signal heads with one signal head mounted on an overhead mast arm that can be extended over the travel lane with a minimum clearance of 17 feet measured from the bottom of the signal head unit to the road surface. The lower signal head shall be mounted to the vertical upright of the trailer at a minimum height of eight feet (8') from the bottom of the signal head unit to the road surface.

For Type 2 portable traffic signals, the signal head shall be mounted to the vertical upright of the trailer at a minimum height of eight feet (8') from the bottom of the signal head unit to the road surface.

For Type 3 portable traffic signals, each unit shall be the same as Type 1 mentioned above but with enhanced capabilities as mentioned below.

907-619.02.8.1.2--Controller and Operating Requirements. The portable traffic signal (Types 1, 2, and 3) shall include a solid state Controller Unit (CU) that is in compliance with NEMA TS 5 Performance Standard. The CU shall have an easy to read front panel backlit display for viewing and programming the configuration settings and CU status. The CU shall be capable of operating the portable traffic signal system in a fixed time, traffic actuated or manual control mode. Multiple portable traffic signals shall have the capability to be interconnected to form a portable traffic signal system. Each portable traffic signal within a connected system shall have the capability to serve as either the master or remote signal. Each portable traffic signal shall include a Conflict Monitor Unit (CMU), or Malfunction Management Unit (MMU) to ensure phase conflicts do not exist during operation.

For Type 1 and Type 2 portable traffic signals, a minimum of five (5) automatic time-of-day timing plans within a 24-hour period should be available in fixed time mode. The CU should have the ability to control a minimum of four (4) traffic phases with programmable cycle time adjustments and user adjustable red, amber, minimum green and maximum green times. The CU shall have

the capability of programming green and red times from 1 to 999 seconds and yellow times up to 15 seconds in one-second increments. The CU shall also have the capability of facilitating standby modes of red, red flash and yellow flash.

For Type 3 portable traffic signals, a minimum of ten (10) automatic time-of-day timing plans within a 24-hour period should be available in fixed time mode. The CU should have the ability to control a minimum of 16 traffic phases with programmable cycle time adjustments and user adjustable red, amber, minimum green and maximum green times. The CU shall have the capability of programming green and red times from 1 to 999 seconds and yellow times up to 15 seconds in one-second increments. The CU shall also have the capability of facilitating standby modes of red, red flash and yellow flash.

The system shall also have the ability to operate in vehicle actuation mode when vehicle detection components are used. The operating system shall have the capability to allow the Portable Traffic Signal to be connected to and controlled by a standard NEMA controller.

The system shall have the capability to be controlled remotely using a hardwired or wireless remote. The wireless radio remote shall be capable of communicating at a clear line of site distance up to ¼ mile from the master.

The CU shall have the capability of interfacing with a Remote Monitoring System (RMS) capable of reporting signal location, battery voltage, and system faults. The RMS shall include a password-protected web site, viewable via an internet connection. In the event of a system fault, the RMS shall provide specific information concerning the cause of the system fault (example: "red lamp on signal number 1 out"). The RMS shall immediately contact previously designated individuals via SMS text messaging or email, upon a fault event.

The active timing program operating the PTS system shall be available and viewable through the RMS website at all times. The RMS shall maintain a history of the operating system in each signal including total operating hours, alerts, and the location of the PTS trailer.

907-619.02.8.1.3--Wireless Communications. The portable traffic signals shall communicate with other portable traffic signals within the signal system via license-free wireless 900 MHZ radio link communications as specified in Subsection 662.02.2 of the radio Interconnect System specification. The radio units shall maintain communications at a minimum distance of one (1) mile. The radio system shall conform to the applicable Federal Communications Commission requirements and all applicable state and local requirements.

The portable traffic signals shall be in direct communication at all times either by wireless or hardwire connection to provide for the required conflict monitoring / malfunction management system.

907-619.02.8.1.4--Power Requirements. Each Portable Traffic Signal shall be equipped with a power source consisting of a solar collection array, solar controller and/or charging unit and batteries sufficient to operate the signal system. The number and size of batteries shall be sufficient to operate the Type 1 and Type 3 signals for a minimum of 30 days and Type 2A signals for

minimum of five (5) days, and Type 2B signals for minimum of 15 days without additional charging or assist from the solar array. An on-board battery charger shall be compatible with both the solar array and with a 120V AC power source.

For Type 1 signals, the solar panel array shall provide for a minimum of 440 watts of solar collection capability.

For Type 2A signals, the solar panel array shall provide for a minimum of 90 watts of solar collection capability.

For Type 2B signals, the solar panel array shall provide for a minimum of 110 watts of solar collection capability.

For Type 3 signals, the solar panel array shall provide for a minimum of 480 watts of solar collection capability and shall include a tilt and rotate system to optimally position the panels.

All instrumentation for the electrical system and battery compartment shall be contained in a lockable weatherproof enclosure. Solar panels shall be secured to the mounting brackets for theft prevention.

907-619.02.8.1.5--Trailer and Lift System. The trailer or pedestal/cart and all mounted components shall conform to the wind loading requirements as follows: 100 mph minimum for Type 1 portable traffic signals, 55 mph minimum for Type 2A portable traffic signals, 75 mph minimum for Type 2B portable traffic signals, and 90 mph minimum for Type 3 portable traffic signals as described in the AASHTO *Standard Specifications for Highway Signs, Luminaries and Traffic Signals*, as specified in the plans including all interims and updates. At the request of the Engineer, proof of conformance to these wind load ratings shall be verified by a third-party. No additional loose ballast shall be used to meet these wind load requirements. The trailer shall be made of structural steel and shall include four (4) leveling/stabilizer jacks capable of lifting the trailer a minimum of six inches (6").

The trailer or pedestal shall be equipped with a mechanical, hydraulic or electric lift system sufficient for one person to be able to raise and lower the vertical upright and/or horizontal mast arm to and from the operating position.

For Type 1, 2B, and Type 3 signals, the trailer shall be equipped to provide legal and safe transport on the public highway system at speeds up to 55 mph.

All exterior metal surfaces, except signal heads and back plates, shall be powder-coat painted highway safety orange.

907-619.02.9--Impact Attenuators. Delete the sentence in the first paragraph of Subsection 619.02.9 on page 455, and substitute the following.

Impact attenuators must be listed on the Department's APL.

907-619.02.11--Snap-Back Delineators. Delete the sentence in the paragraph of Subsection 619.02.11 on page 456, and substitute the following.

Snap-back delineators shall be selected from the list of surface mounted flexible delineator posts as shown on the Department's APL.

907-619.02.14--Changeable Message Sign.

907-619.02.14.5--PCMS Controller and Storage Cabinets. Delete the fifth sentence in the first paragraph of Subsection 619.02.14.5 on pages 462 and 463, and substitute the following.

The controller cabinet shall be illuminated.

907-619.05--Basis of Payment. Add the following to the list of pay items ending on page 480.

907-619-E3: Changeable Message Sign ***** - per each

907-619-H2: Traffic Signal, Portable, Type ___ - per each

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-626-13 **CODE: (SP)**

DATE: 09/16/2026

SUBJECT: Thermoplastic Traffic Markings

Section 626, Thermoplastic Traffic Markings, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

Delete Section 626 on pages 492 thru 496, and substitute the following.

SECTION 626 - THERMOPLASTIC TRAFFIC MARKINGS

907-626.01--Description. This work consists of furnishing materials and placing thermoplastic pavement markings of the type specified in conformity with these specifications and the details shown on the plans or established. All hot-applied thermoplastic pavement markings shall be coated with a double-drop combination of optics.

This work may also consist of placing an audible bump or puck style marking system on the edge line that provides an audible and vibratory warning when driven over. The marking system shall be a road marking system of the dimensions indicated at regular and predetermined intervals.

This work may also consist of placing a profile or raised shape marking system on centerline or edge line that provides audible and vibratory warning when driven over. The marking system shall be a road marking system of the dimensions indicated and at regular and predetermined intervals. When placed on centerline, the markings system shall consist of an extruded black transverse thermoplastic bar of the dimensions indicated at regular and predetermined intervals.

This work may also consist of placing high contrast thermoplastic markings. High contrast thermoplastic markings shall consist of placing thermoplastic pavement markings over a black thermoplastic pavement marking to enhance the marking's visibility.

All pavement marking material, excluding lines over rumble strips, shall be applied using the extrusion/ribbon method. Lines placed over rumble strips shall be applied using the atomization/spray method, unless the extrusion/ribbon method can be demonstrated to perform adequately and is approved by the Engineer.

Permanent pavement marking tape (permanent cold plastic tape) may be used in lieu of hot applied thermoplastic markings. Substitution will only be allowed for pay items 907-626-A through H. Substituted pavement marking tape shall be of the same color and width as that required for the hot applied thermoplastic. Unless otherwise specified, the markings, whether hot applied or pavement marking tape, shall be of the same type of material for the entire project. Stop bars and crosswalks shall not be substituted with pavement marking tape and shall be alkyd hot-applied thermoplastic markings or heat-fused preformed pavement markings. Material and construction

requirements for substituted pavement marking tape shall meet the requirements of Special Provision 907-628. The layout and spacing for substituted pavement markings will remain as shown in the plans, or in the contract documents, for hot applied thermoplastic markings. Measurement of adhesive substituted pavement markings shall be made in accordance with Special Provision 907-628. Payment for adhesive substituted pavement markings shall be made at the unit price for the appropriate hot applied thermoplastic marking.

When thermoplastic pavement markings are used on bridge decks or concrete surfaces, the surface shall be sealed with an epoxy sealer prior to the application of thermoplastic.

907-626.02--Materials. All pavement marking materials shall meet the requirements of Special Provision 907-720.

907-626.02.1--Audible Bumps. Audible bumps shall have a profile such that the leading and trailing edges are sloped at a sufficient angle to create an audible and vibratory warning.

Audible bumps shall be at least 0.45 inches above the pavement surface at the highest point of the bump. The height shall be measured after the application of drop-on material. The bumps shall have a minimum dimension of two and one-half inches (2½") in both transverse and longitudinal directions. The bumps may have a drainage channel. The width of each drainage channel shall not exceed one-quarter of an inch (¼") at the bottom of the channel.

907-626.02.2--Audible Transverse Bars. The length of transverse bars is the measurement lateral to the direction of travel, also known as transverse width. The width of transverse bars is the measurement parallel to the travel way.

Transverse bars on centerline shall have a length of 10 inches, a width of three inches (3"), and a height of 350 mils. Transverse bars on centerline shall be placed on 2-foot centers through no-passing zones and 5-foot centers through passing zones. Transverse bars on centerline shall be placed in advance of permanent thermoplastic markings.

Transverse bars on edge lines shall have a length of six inches (6"), a width of three inches (3"), and a height of 350 mils. Transverse bars on edge lines shall be placed on 2-foot centers. Tolerance for the longitudinal and transverse measurements shall be one quarter of an inch (¼") and the tolerance for height shall be 50 mils. The above dimensions are based on 6-inch strip application.

Thermoplastic material for edge line transverse bars shall be as specified on the Plans and meet the requirements of Special Provision 907-720 or as specified on the plans. Thermoplastic material for centerline transverse bars shall be black and shall meet the requirements of Special Provision 907-720.

907-626.02.3--High Contrast Markings. High contrast markings shall be black with the pertinent marking color overlaid on top and shall meet the requirements of Special Provision 907-720.

907-626.03--Construction Requirements.

907-626.03.1--Equipment. Equipment for hot application shall be of sufficient size and stability to ensure smooth, uniform, properly aligned markings of the dimensions specified. The equipment shall be suitably equipped for heating and controlling the flow of the material. The equipment shall be constructed to provide continuous mixing and agitation of the material. The conveying parts of the equipment, between the main material reservoir and applicator, shall be so constructed as to prevent accumulation and clogging. The equipment shall be constructed so that all mixing and conveying parts, up to and including the applicator, maintain the material at the plastic temperature. The thermoplastic material shall be dispensed at a temperature recommended by the manufacturer. The applicator shall include a cutoff device remotely controlled to provide clean, square stripe ends and to provide a method for applying skip lines. The thermoplastic reservoir shall be insulated and equipped with an automatic thermostatic control to maintain the proper temperature of the material.

The application equipment shall be capable of automatic placement of intermittent and continuous line patterns in single or double line applications simultaneously. The intermittent timer mechanism shall provide a variable ratio of materials applied and variable cycle length such that accurate placement of new patterns, or replacement of existing patterns can be achieved.

The equipment shall also be capable of applying the top dressing of optics (beads) in a manner that firmly embeds them into the surface of the thermoplastic material for at least one half of the diameter of the larger gradation sizes of the optics. The dispensing equipment shall be equipped with an automatic cut-off control for the application of the optics that is synchronized with the cut-off of the thermoplastic material.

Optics applied to the surface of the completed stripe shall be applied by an automatic dispenser attached to the pavement marking equipment in such a manner that the optics are immediately dispensed upon the completed line. The dispenser shall be equipped with an automatic cutoff control, synchronized with the cutoff of the pavement marking equipment. The double-drop optics as defined in 907-720 shall be automatically applied at a uniform rate to achieve the minimum retroreflectivity requirements of 907-626.

907-626.03.2--Construction Details. The thermoplastic compound shall be screed or ribbon extruded to the pavement surface. Heat-fused, pre-formed pavement markings shall be fusible to asphalt surfaces by means of the normal heat of a propane weed-burner type of torch or other heating device as recommended by the manufacturer. Heat-fused, pre-formed pavement markings shall be instantly highly reflective without the application of additional optics.

Thermoplastic markings shall not be applied to the pavement surface when the pavement surface temperature is less than 55°F. The pavement surface shall be dry, to the satisfaction of the Engineer, before application will be permitted. Unless otherwise specified by the manufacturer, thermoplastic pavement marking material shall be applied to the surface between 400°F and 450°F with a recommended application temperature being 420°F.

Immediately before application, all areas to be marked shall be thoroughly cleaned. Cleaning may be done by rotary brooms, air blast, scrapers, or whatever combination of equipment is necessary to clean the pavement thoroughly without damage to the pavement surface. On areas of pavement

cured with compound, the membrane shall be removed completely by shot blasting, sand blasting or other approved method. Before edge striping, particular care shall be taken to remove all vegetation, loose soil, and the like from the area to be marked. Should other methods fail, the surface shall be wetted with a water jet and scrubbed as necessary to dislodge all foreign material. After washing, the surface shall be allowed to dry thoroughly, and all films of dried mud apparent after surface drying shall be removed before application of markings. Marking shall follow as closely as practicable after the surface has been cleaned and dried, but no markings shall be applied until the surface has been inspected and permission given to proceed. The cost for preparing the surface shall be included in the contract unit prices for the marking items.

Unless otherwise directed by the Engineer, traffic stripes that are conflicting with the thermoplastic stripe shall be removed prior to placement of the thermoplastic material. Removal of pavement markings shall be done by a means that will not gouge the surface of the pavement in a manner that requires patching to ensure the integrity of the pavement. Temporary paint stripe may be left in place when satisfactorily placed in the proper location. Any temporary stripe not covered shall be removed. Payment for removal of stripe, except temporary stripe, will be made under Section 202.

On newly constructed asphalt pavements, any sand, grit, or other surface contaminants shall be removed using compressed air and/or sweeping. Water blasting may be necessary to remove surface contaminants which cannot be removed by the use of compressed air and/or sweeping. This work is considered surface preparation.

The finished lines shall have well defined edges and the thickness of thermoplastic markings above the roadway surface shall be no less than 90 mils for edge lines, center lines, lane lines, barrier lines, and detail stripe including gore markings, and no less than 120 mils for crosswalks, stop lines, and railroad, word and symbol markings. The minimum thickness, as required above, will be measured in the center of the line when gauged. The minimum thickness one-half inch (½") from the edges shall not be less than 75% of the thickness required in the center.

Any thermoplastic traffic marking less than the required thickness shall be corrected by recapping at no additional costs to the Department. Although a thickness tolerance of 25 percent from center to edge is allowed, a consistent underrun of any amount in thickness as determined by the Engineer will not be acceptable.

The length and width of lines shall be within a tolerance of ±3 inches and ±1/8 inch, respectively. For skip markings, the tolerance for intervals shall not exceed the line length tolerance. On curves, unsightly variations from the normal curvature will not be permitted unless specifically shown on the plans or ordered by the Engineer.

Heat-fused, pre-formed pavement markings shall be supplied with a minimum average thickness of 90 mils before application on the roadway surface.

All newly applied thermoplastic material shall be protected from traffic until the material is sufficiently dry so as not to sustain damage from vehicle tires. Any material so damaged by traffic shall be repaired, and the thermoplastic material tracked onto the pavement shall be removed and

replaced.

907-626.03.3--Reflectivity Requirements. The longitudinal pavement markings shall meet the following retroreflectivity values when measured within 10 to 30 calendar days of placement, after removing loose beads.

Table 1. Minimum Dry Retroreflectivity

Color	All Stripe without Rumble mcd/m²/lx	Rumble Stripe mcd/m²/lx
White	375	250
Yellow	225	150

For projects with less than two miles between the BOP and EOP, retroreflectivity measurements will not be required.

907-626.03.3.1--Measuring Devices. Retroreflectivity measurements are required to be taken using a vehicle mounted mobile retroreflectometer using 30-meter geometry with video and mapping capabilities as per AASHTO T-398. The retroreflectometer and operator shall be certified by the manufacturer, authorized representative of the manufacturer, or an MDOT approved program such as the Texas A&M Transportation Institute (TTI) Mobile Retroreflectometer Certification Program. The Contractor shall provide copies of current certifications for the operator(s) and the device(s) to the Engineer.

907-626.03.3.2--Acceptance Procedure. Averages of the mobile measurements shall be provided for every 0.1 miles unless otherwise specified or approved. Take measurements on each section of roadway for each series of markings (i.e., edge line, center skip line, each line of a double line, etc.) and for each direction of traffic flow. Measure each line in both directions for centerlines on two-way roadways (i.e., measure both double solid line in both directions and measure all center skip lines in both directions). Furnish measurements in compliance with the below requirements. Use all equipment in accordance with the manufacturer's recommendations and directions. Inform the Engineer at least 24 hours before taking any measurements.

A marking meets the retroreflectivity requirements if:

- The combined average retroreflectivity value for a one-mile segment meets the minimum retroreflectivity values specified, and
- Within the one-mile segment, no more than three consecutive 0.1 mile intervals shall have an average retroreflectivity value below the minimum required value.

The one-mile segment will start from the beginning of the data collection and end after a mile worth of measurements have been taken; each subsequent mile of measurements will be a new segment. If the remainder is 0.5 miles or less, it shall be included in the previous mile segment, otherwise the remaining segment of greater than 0.5 mile shall be its own segment. Centerlines with 2 stripes (either solid or broken) will result in 2 miles of data for each mile segment. Each centerline stripe must be tested for compliance as a stand-alone stripe.

The Contractor may elect to restripe with a minimum of 0.060 in. (60 mils) at no cost to the Department each one-mile segment that failed to meet the minimum retroreflectivity requirements.

Measurements shall be retaken within 10 to 30 calendar days after the second application for the mile segment for that series of markings. If the markings do not meet minimum retroreflectivity after the second application, the Engineer may require removal of all existing markings, a new application as initially specified, and a repeat of the application process until minimum retroreflectivity requirements are met.

907-626.03.3.3--Mobile Retroreflectivity Data Collection. Mobile Retroreflectivity Data Collection (MRDC) shall be conducted on dry pavement only and when the ambient air temperature is greater than 40°F. Data shall be submitted to the Engineer no later than 3 working days after the day the data is collected. Submit all raw data collected in addition to all other data submitted. Provide data files in Microsoft Excel format or a format approved by the Engineer. The data file and video must contain the following information.

907-626.03.3.3.1--Data File. Data files shall be provided with the following:

- Date;
- District;
- County;
- Name of mobile retroreflectometer operator;
- Route number with reference markers or other reference information provided by the Engineer to indicate the location of beginning and end data collection points on that roadway;
- Cardinal direction;
- Line type (single solid, single broken, double solid, etc.);
- Line color;
- File name corresponding to video;
- Data for each centerline listed separately;
- Average reading taken for each 0.1-mi. interval (or interval designated by the Engineer);
- Accurate GPS coordinates (within 20 ft.) for each interval;
- Color-coding for each interval indicating passing or failing, unless otherwise directed by the Engineer (passing and failing thresholds provided by the Engineer);
- Graphical representation of the MRDC (y-axis showing retroreflectivity and x-axis showing intervals) corresponding with each data file;
- Distance in miles driven while measuring the pavement markings;
- Event codes (pre-approved by the Engineer) indicating problems with measurement;
- Upper validation threshold (may be included separately with the raw data but must be clearly identified with the data collected using that threshold).

907-626.03.3.3.2--Map. A map shall be provided in an electronic format approved by the Engineer with each MRDC submission that includes the following information:

- Date;
- District number;
- County;

- Color-coded 1-mi. intervals (or interval length designated by the Engineer) for passing and failing retroreflectivity values or retroreflectivity threshold values provided by the Engineer; and
- Percentage of passing and failing intervals, if required by the Engineer.

907-626.03.3.3.3--Video. A high-quality video file shall be provided with the following information:

- Date and corresponding data file name on label;
- District number;
- County;
- Route number with reference markers or other designated reference information to indicate the location of beginning and end collection points on that roadway; and
- Retroreflectivity values presented on the same screen with the following information:
    - Date;
    - Location;
    - Starting and ending mileage;
    - Total miles;
    - Retroreflectivity readings; and
    - Upper validation thresholds (may be included separately with the raw data but must be clearly identified with the data collected using that threshold).

907-626.03.4--Reflectivity Verification Testing. The Engineer or a third party may perform retroreflectivity verification testing on any project. At a minimum, each Contractor performing work for the Department will be verified on an annual basis. The Contractor-submitted retroreflectivity data will be compared to the verification test data to determine acceptability of the Contractor's mobile retroreflectometer data. Comparison of the data will result in one of the two scenarios below:

- Contractor's Data is Validated – If the difference between Contractor's and Engineer/third party data is 20% or less, then the Contractor's data is validated. The Contractor's data will be used for acceptance.
- Contractor's Data is not Validated – If the difference between the Contractor's and Engineer/third party data is more than 20%, then the Contractor's data is not validated. The Engineer/third party data will be used for acceptance and the Contractor will be required to take corrective action prior to additional Contractor data collection and may require re-certification of the mobile retroreflectometer.

907-626.04--Method of Measurement. Thermoplastic stripe completed in accordance with the plans and specifications will be measured by the mile or by the linear foot, as indicated, from end-to-end of individual stripes. In the case of skip lines the measurement will include skip intervals. The length used to measure centerline, lane lines, and edge stripes will be the horizontal length computed along the roadway.

Detail traffic stripe will be measured by the linear foot from end-to-end of individual stripes. Measurements will be made along the surface of each stripe and will exclude skip intervals where

skips are specified. Stripes more than six inches (6") in width will be converted to equivalent lengths of 6-inch stripe.

Hot-applied legend, which is to include railroad markings, pedestrian crosswalks, and stop lines, will be measured by the square foot or linear foot. Pay areas of individual letters and symbols will usually be shown on the plans and measured by the square foot. Transverse railroad bands, pedestrian crosswalks and stop lines will generally be measured by the linear foot, in which case, stripes more than six inches (6") in width will be converted to equivalent lengths of 6-inch widths.

Pre-formed legend which is to include railroad markings and pedestrian crosswalks will be measured and paid for by each.

The length measured for thermoplastic audible bump edge stripe will not include the permanent thermoplastic edge stripe. Permanent thermoplastic edge stripe will be measured for payment under a separate pay item.

Thermoplastic audible bar centerline skip stripe will be measured by the linear foot or mile. Measurements will be made along the surface from end-to-end of the stripe and will include skip intervals. The length used to measure audible bar centerline stripe will be the horizontal length computed along the roadway. The length measured for thermoplastic audible bar centerline skip stripe will not include the permanent centerline continuous or skip stripe. Permanent centerline continuous and skip stripe will be measured for payment under separate pay items.

Thermoplastic audible bar edge stripe will be measured by the linear foot or mile. Measurements will be made along the surface from end-to-end of the stripe. The length used to measure thermoplastic audible bar edge stripe will be the horizontal length computed along the roadway. The length measured for thermoplastic audible bar edge stripe will not include the permanent thermoplastic edge stripe. Permanent thermoplastic edge stripe will be measured for payment under a separate pay item.

907-626.05--Basis of Payment. Thermoplastic traffic markings will be paid for at the contract unit price per mile, linear foot, square foot or each as applicable. Any deductions for non-satisfactory material test results will be made after final testing has been performed.

Payment will be made under:

907-626-A:	6" Thermoplastic Traffic Stripe, Skip White	- per linear foot or mile
907-626-B:	6" Thermoplastic Traffic Stripe, Continuous White	- per linear foot or mile
907-626-C:	6" Thermoplastic Edge Stripe, Continuous White	- per linear foot or mile
907-626-D:	6" Thermoplastic Traffic Stripe, Skip Yellow	- per linear foot or mile
907-626-E:	6" Thermoplastic Traffic Stripe, Continuous Yellow	- per linear foot or mile

907-626-F:	6" Thermoplastic Edge Stripe, Continuous Yellow	- per linear foot or mile
907-626-G:	Thermoplastic Detail Stripe, Color *	- per linear foot
907-626-H:	Thermoplastic Legend, Color *	- per linear foot, square foot, or per each
907-626-Q:	Thermoplastic Audible Bump Edge Stripe	-per linear foot or mile
907-626-R:	Thermoplastic Audible Traffic Stripe, ***	-per linear foot or mile
907-626-AA:	6" High Contrast Thermoplastic Traffic Stripe, Skip White	- per linear foot or mile
907-626-BB:	6" High Contrast Thermoplastic Traffic Stripe, Continuous White	- per linear foot or mile
907-626-CC:	6" High Contrast Thermoplastic Edge Stripe, Continuous White	- per linear foot or mile
907-626-DD:	6" High Contrast Thermoplastic Traffic Stripe, Skip Yellow	- per linear foot or mile
907-626-EE:	6" High Contrast Thermoplastic Traffic Stripe, Continuous Yellow	- per linear foot or mile
907-626-FF:	6" High Contrast Thermoplastic Edge Stripe, Continuous Yellow	- per linear foot or mile
907-626-GG:	High Contrast Thermoplastic Detail Stripe, Color *	- per linear foot
907-626-HH:	High Contrast Thermoplastic Legend, Color *	- per linear foot, square foot, or each

* Indicate Blue - ADA if applicable
*** Indicate Centerline - Passing Zone, Centerline - No-Passing Zone, or Edge Line

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-627-1 **CODE: (IS)**

DATE: 06/24/2024

SUBJECT: Raised Pavement Markers

Section 627, Raised Pavement Markers, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

Delete Subsection 627.02 on page 496, and substitute the following.

907-627.02--Materials. Pavement and jiggle markers of the types specified shall conform to the applicable requirements of Subsection 907-720.06 and shall be listed on the Department's APL.

Type B through G High Performance reflective markers shall be listed on the Department's APL for high performance raised pavement markers.

The bituminous adhesive for pavement markers shall meet the requirements of Subsection 907-720.07.3.

907-627.05--Basis of Payment. Add the "907" prefix to the pay items listed on page 498.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-700-3 **CODE: (IS)**

DATE: 4/20/2026

SUBJECT: Materials and Tests

Section 700, Materials and Tests, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

Delete fourth, fifth, sixth, and seventh paragraph of Subsection 700.01 on page 713, and add the following.

907-700.01.1--Buy America/Build America. Buy America (BABA) Requirements.

Iron or Steel Products. Iron or steel or wire products (including prestressed cables and strands) are products that consist wholly or predominantly of iron or steel or a combination of both.

Predominantly of iron or steel or a combination of both means that the cost of the iron and steel content exceeds 50 percent of the total cost of all components. The cost of iron and steel is the cost of the iron or steel mill products (such as bar, billet, slab, wire, plate, or sheet), castings, or forgings utilized in the manufacture of the product and a good faith estimate of the cost of the iron and steel components.

Iron or steel or wire products, as described above, that are permanently incorporated into a construction project must be produced domestically. All manufacturing processes for iron or steel or wire products, from the initial melting stage through the application of coatings, that are permanently incorporated into a construction project, must occur domestically. However, pig iron and processed, pelletized, and reduced iron ore manufactured outside of the United States may be used in the domestic manufacturing process for iron and/or steel and/or wire products. Coating includes all processes that protect or enhance the value of the material to which the coating is applied.

Construction Materials. Construction materials are articles, materials, or supplies that consist of only one of the items listed (non-ferrous metals, plastic and polymer-based products, glass, fiber-optic cables (including drop cables), optical fibers, lumber, drywall, and engineered woods). Minor additions of articles, materials, supplies, or binding agents to a construction material do not change the categorization of the construction material. All manufacturing processes for the listed construction materials, from the initial processes as described within 2 CFR 184.6 to the final processes as described within 2 CFR 184.6, that are permanently incorporated into a construction project, must occur domestically.

Manufactured Products. Manufactured products are articles, materials, or supplies that have been processed into a specific form or shape; or when combined with other articles, materials, or supplies create a product with different properties than the individual articles, materials, or supplies. An item that is classified as an iron or steel product, a construction material, or an excluded material is not a manufactured product. However, an article, material, or supply classified as a manufactured product

may include components that are iron or steel products, excluded materials, or other product categories as specified by law or in 2 CFR part 184. Mixtures of excluded materials delivered to a work site without final form for incorporation into a project are not a manufactured product. For construction projects obligated on or after October 1, 2025, the manufactured product must be manufactured domestically. For construction projects obligated on or after October 1, 2026, the manufactured product must be manufactured domestically and the cost of the components of the manufactured product that are mined, produced, or manufactured domestically is greater than 55 percent of the total cost of all components of the manufactured product.

Excluded Materials. Excluded materials, as listed in Section 70917(c) of the Build America, Buy America (BABA) Act, are cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives. However, an article, material, or supply classified as a manufactured product may include components that are iron or steel products, excluded materials, or other product categories as specified by law or in 2 CFR part 184. Mixtures of excluded materials delivered to a work site without final form for incorporation into a project are not a manufactured product.

Domestically shall be understood to mean all States of the United States, District of Columbia, Puerto Rico, American Samoa, Guam, and Virgin Islands and any other place subject to the jurisdiction of the United States.

907-700.01.2—Certificate of Compliance Requirements. Prior to incorporation into the work, the Contractor shall furnish the Project Engineer with a Domestic Materials Self-Certification Form documenting conformance to the requirements of Subsection 907-106.14. Attached hereto is the Domestic Materials Self-Certification Form that shall be furnished by the Contractor to the Project Engineer.

Domestic Materials
Self-Certification Form

This certification is for a manufacturer/supplier to certify the below articles, materials, or supplies are in compliance with the applicable domestic material content procurement preferences found in the Buy America Act requirements (23 CFR 635.410) and the Build America, Buy America Act (BABA) requirements (2 CFR part 184). The individual completing this form takes full responsibility for the information included in the form. State agencies have the authority to request additional details related to the information provided in the form. All forms shall be submitted via AASHTO DataMine for delivery to authorized governmental users through the Industry Document Repository. The manufacturer/supplier is required to include updates to process changes within 10 days of the change occurring via uploading a revised form into DataMine.

PART 1: COMPANY CONTACT INFORMATION

Company/Producer/Manufacturer Name:

Supplier Representative Name:

Contact Email Address: Contact Phone Number:

Date Form is Being Submitted: mm/dd/yyyy

PART 2: DETAILS OF THE ARTICLE, MATERIAL, OR SUPPLY:

Using Table 1 below, provide the classification of the article, material, or supply as one of the following: (1) iron or steel product; (2) construction material (3) manufactured product; or (4) excluded materials including Section 70917(c) materials.

Classification	
Producer of the Article, Material, or Supply:	
Product/Model/Part/Material:	
Manufacturing Address:	
Manufacturing City:	
Manufacturing State:	
Manufacturing Zip Code:	
DataMine # (if applicable):	
Federal/State/Local Project number(s):	
Pay Code Number (PCN):	
Project Item code:	
Project Item Description:	
Quantity Certified:	

TABLE 1: Material Classifications

(1) Iron or Steel Product	
Wholly or predominantly Iron or Steel, or a combination of both (23 CFR 635.410(b)(1)(ii))	Certification requires predominantly of iron or steel or a combination of both means that the cost of the iron and steel content exceeds 50 percent of the total cost of all its components. The cost of iron and steel is the cost of the iron or steel mill products (such as bar, billet, slab, wire, plate, or sheet), castings, or forgings utilized in the manufacture of the product and a good faith estimate of the cost of iron or steel components.
(2) Construction Material	
Non-Ferrous Metals (2 CFR 184.6(a)(1))	Certification requires all manufacturing processes, from initial smelting or melting through final shaping, coating, and assembly, occurred in the United States.
Plastic and Polymer based products (including polyvinyl chloride, composite building materials, and polymers used in fiber optic cables) (2 CFR 184.6(a)(2))	Certification requires all manufacturing processes, from initial combination of constituent plastic or polymer-based inputs, or where applicable, constituent composite materials, until the item is in its final form, occurred in the United States.
Glass (including optic glass) (2 CFR 184.6(a)(3))	Certification requires all manufacturing processes, from initial batching and melting of raw materials through annealing, cooling, and cutting, occurred in the United States.
Fiber Optic Cable (including drop cable) (2 CFR 184.6(a)(4))	Certification requires all manufacturing processes, from the initial ribboning (if applicable), through buffering, fiber stranding and jacking, occurred in the United States. All manufacturing processes also include the standards for glass and optical fiber, but not for non-ferrous metals, plastics and polymer-based products, or any others.
Optical Fiber (2 CFR 184.6(a)(5))	Certification requires all manufacturing processes, from the initial preform fabrication stage through the completion of the draw, occurred in the United States
Lumber (2 CFR 184.6(a)(6))	Certification requires all manufacturing processes, from initial debarking through treatment and planing, occurred in the United States.
Drywall (2 CFR 184.6(a)(7))	Certification requires all manufacturing processes, from initial blending of mined or synthetic gypsum plaster and additives through cutting and drying of sandwiched panels, occurred in the United States.
Engineered Wood (2 CFR 184.6(a)(8))	Certification requires all manufacturing processes, from initial combination of constituent materials until the wood product is in its final form, occurred in the United States.
(3) Manufactured Product	
Manufactured Products other than Precast Concrete Products and Intelligent Transportation Systems and Other Electronic Hardware Systems Installed on the Highway ROW or Other Real Property (23 CFR 635.410(c)(1)(vii)) and 23 CFR 635.410(c)(1)(iv)	• Certification requires for projects obligated before October 1, 2025, no certification is required (excludes EV chargers). • Certification requires for projects obligated on or after October 1, 2025, certification requires the final manufacturing process occurred in the United States (excludes EV chargers). • Certification requires for projects obligated on or after October 1, 2026, and all EV chargers , certification requires the final manufacturing process occurred in the United States and the cost of the components that are mined,

	produced, or manufactured in the United States is greater than 55 percent of the total cost of all components of the manufactured product.
Precast Concrete Products (23 CFR 635.410(c)(2)(i))	Classified as a manufactured product must comply with both the wholly or predominantly iron or steel or a combination of both product and manufactured product certification requirements as stated above.
Intelligent Transportation Systems and Other Electronic Hardware Systems Installed on the Highway ROW or Other Real Property (23 CFR 635.410(c)(2)(ii))	Classified as a manufactured product must comply with both the wholly or predominantly iron or steel or a combination of both product certification requirements for any iron or steel enclosures as well as the manufacturing certification requirements as stated above.
(4) Excluded Materials	
Excluded Materials Including Section 70917(c) Materials (23 CFR 635.410(c)(1)(ii))	No certification is required for excluded materials including Section 70917(c) materials. Section 70917(c) materials means cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives.

PART 3: DECLARATION OF SUBMITTAL

Do the articles, materials, or supplies submitted in this form comply with applicable domestic materials content procurement preferences found in the Buy America Act requirements (23 CFR 635.410) and the Build America, Buy America Act requirements (2 CFR part 184) (Y/N)? _____

PART 4: CERTIFICATION (Read and check all boxes before signing)
Note: State Departments of Transportation may have different language requirements for this section.

☐ I certify that the description above is a true and accurate description of the article, material, or supply provided, and that the undersigned is in a position to legally bind the Company/Organization represented in this form.

☐ I certify that the iron or steel product, construction material, or manufactured product complies with the applicable Buy America or BABA requirements.

Signature: Date: mm/dd/yyyy

Printed Name:
Title:
Company/Organization:
Company/Organization address:

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO SPECIAL PROVISION NO. 907-701-4

DATE: 11/05/2024

SUBJECT: Hydraulic Cement

907-701.04--Blended Hydraulic Cement.

907-701.04.1--Types of Blended Hydraulic Cement. After the last paragraph of Subsection 907-701.04.1 on page 1, add the following.

Blended cement Types IL meeting the "HE" high early strength requirement listed in AASHTO M 240, Table 3 shall have the "(HE)" suffix added to the type designation.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-701-4 **CODE: (IS)**

DATE: 11/21/2023

SUBJECT: Hydraulic Cement

Section 701, Hydraulic Cement, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-701.01--General. In the first sentence of the second paragraph of Subsection 701.01 on page 718, change "mills" to "plants."

In the second sentence of the sixth paragraph of Subsection 701.01 on pages 718 and 719, change "shall" to "will."

907-701.02--Portland Cement.

907-701.02.1-General. Delete Subsections 701.02.1.1, 701.02.1.2, 701.02.2, 701.02.2.1, and 701.02.2.2 on pages 719 and 720, and substitute the following.

907-701.02.1.1--Types of Portland Cement. Portland cement shall be either Type I, Type II, or Type III conforming to AASHTO M85 or Type III (MS). Type III (MS) is defined as a Type III cement conforming to AASHTO M85 having a maximum tricalcium aluminate (C_3A) content of 8%.

907-701.02.2--Blank.

907-701.02.2.1--Blank.

907-701.02.2.2--Blank.

Delete Subsection 701.04 on pages 720 and 721, and substitute the following.

907-701.04--Blended Hydraulic Cement.

907-701.04.1--Types of Blended Hydraulic Cement. Blended hydraulic cements (blended cements) shall be of the following types and conform to AASHTO M 240:

Type IL – Portland-limestone cement
Type IP – Portland-pozzolan cement
Type IS – Portland blast-furnace slag cement

Blended cement Types IL, IP, and IS meeting the "MS" sulfate resistance requirement listed in AASHTO M 240, Table 3 shall have the "(MS)" suffix added to the type designation.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-702-4 **CODE: (IS)**

DATE: 09/11/2018

SUBJECT: Bituminous Materials

Section 702, Bituminous Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-702.04--Sampling. Delete the sentence in Subsection 702.04 on page 722, and substitute the following.

Sampling of bituminous materials shall be as set out in AASHTO R 66.

907-702.07--Emulsified Asphalt. Delete the last sentence in Subsection 702.07 on page 724, and substitute the following.

Asphalt for fog seal shall conform to the requirements of Subsection 907-702.12, Table V.

907-702.12--Tables. Delete Table V in Subsection 702.12 on page 729, and substitute the following.

TABLE V
SPECIFICATION FOR FOG SEAL

	LD-7		CHPF-1		
Test Requirements	**Min.**	**Max.**	**Min.**	**Max.**	**Test Method**
Viscosity, Saybolt Furol, @ 25°C, Sec.	10	100	-	100	AASHTO T 72
Storage Stability Test, 24 hr, %	-	1	-	1	AASHTO T 59
Settlement, 5 day, %	-	5	-	-	AASHTO T 59
Oil Distillate, %	-	1	-	-	AASHTO T 59
Sieve Test, % *	-	0.3	-	0.1	AASHTO T 59
Residue by Distillation, %	40	-	40	-	AASHTO T 59
Test on Residue from Distillation					
Penetration @ 25°C, 100g, 5 sec	-	20	40	90	AASHTO T 49
Softening Point, °C	65	-	-	-	ASTM D 36
Solubility in trichloroethylene, %	97.5	-	-	-	AASHTO T 44
Elastic Recovery @ 25°C, %	-	-	40	-	AASHTO T 301
Original DSR @ 82° (G*/Sinδ, 10 rad/sec)	1	-	-	-	AASHTO T 111

* The Sieve Test result is tested for reporting purposes only and may be waived if no application problems are present in the field.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-703-2 **CODE: (SP)**

DATE: 11/29/2022

SUBJECT: Gradation

Section 703, Aggregates, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-703.03--Coarse Aggregates for Hydraulic Cement Concrete.

907-703.03.2--Detail Requirements.

907-703.03.2.4--Gradation. In the table in Subsection 703.03.2.4 on page 734, add 100 for the percent passing by weight on the 1½-inch sieve for Size No. 67 aggregates.

Delete Note 2 under the table in Subsection 703.03.2.4 on page 734, and substitute the following.

Note [2] – 100 percent shall pass the 1-inch sieve for Size 67 used in Class F and Class FX concrete.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-705-1 **CODE: (IS)**

DATE: 06/13/2018

SUBJECT: Stone Riprap

Section 705, Stone Blanket Protection and Filter Blanket Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-705.04--Stone Riprap. Delete the last sentence of the first paragraph of Subsection 705.04 on page 750, and substitute the following.

Quality requirements for rock to be furnished under these specifications will come from a pre-approved source and be visually approved prior to use.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-707-3 **CODE: (IS)**

DATE: **10/27/2021**

SUBJECT: **Joint Materials**

Section 707, Joint Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-707.02--Joint Filler.

907-707.02.2--Preformed Sponge, Rubber, Cork and Closed-Cell Polypropylene Foam Joint Fillers for concrete Paving and Structural Constructions. Delete the two paragraphs of Subsection 707.02.2 on page 755, and substitute the following.

Preformed joint filler shall conform to AASHTO M 153 for sponge, rubber, and cork and tested according to ASTM D545. The type required will be indicated on the plans.

Closed-cell polypropylene foam shall conform to the requirements in ASTM D8139 and tested in accordance with ASTM D545.

907-707.02.3--Wood. Delete paragraph (b) of Subsection 707.02.3 on page 755, and substitute the following:

(b) Dimensions shall be as shown on the plans Dimensions shown on the plans are "dressed" sizes in accordance with Table 3 of the American Softwood Lumber Standard, SP-20. At the discretion of the Engineer, a 3/4-inch dressed board may be used in lieu of a 1-inch dressed board. A tolerance of plus or minus 1/16 inch thickness and plus or minus 1/8 inch width will be permitted. For slip-form paving a tolerance of minus 1/4 inch on each end in length will be permitted.

907-707.06--Flexible Plastic Gasket for Joining Conduit. Delete the third paragraph of Subsection 707.06 on page 756, and substitute the following.

The Department may require the performance test described in ASTM C 990.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-711-2 **CODE: (IS)**

DATE: 09/11/2018

SUBJECT: Plain Steel Wire

Section 711, Reinforcement and Wire Rope, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-711.02--Deformed and Plain Carbon-Steel Bars for Concrete Reinforcing.

907-711.02.3--Steel Welded and Non-Welded Wire Reinforcement, Plain and Deformed, for Concrete.

907-711.02.3.1--Plain Steel Wire. Delete the sentence in Subsection 711.02.3.1 on pages 780 and 781, and substitute the following.

Plain steel wire and plain steel welded wire shall conform to the requirements of AASHTO M 336.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-712-1 **CODE: (SP)**

DATE: 12/07/2021

SUBJECT: Fence and Guardrail

Section 712, Fence and Guardrail, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-712.01--General. After the sentence in Subsection 712.01 on page 785, add the following.

All materials' inspection, testing, and certification will be performed in accordance with the requirements of the current version of the Department's *Materials Division Inspection, Testing, and Certification Manual*.

Delete Subsections 712.02 and 712.03 on page 785, and substitute the following.

907-712.02--Barbed Wire. Barbed wire shall conform to the requirements of AASHTO M 280. In the coastal counties of Hancock, Harrison, and Jackson, either Coating Type Z Class 3 or Coating Type A shall be furnished. In all other areas of the State, either Coating Type Z Class 1, Coating Type Z Class 3, Coating Type ZA Class 60, or Coating Type A shall be furnished.

907-712.03--Metallic-Coated, Steel Woven Wire Fence Fabric. Woven wire fencing (i.e., "hog wire") shall conform to the requirements of AASHTO M 279. In the coastal counties of Hancock, Harrison, and Jackson, either Coating Type Z Class 3 or Coating Type A shall be furnished. In all other areas of the State, either Coating Type Z Class 1, Coating Type Z Class 3, Coating Type ZA Class 60, or Coating Type A shall be furnished.

907-712.04--Chain Link Fence. Delete Subsections 712.04.1 thru 712.04.7 on pages 785 & 786, and substitute the following.

907-712.04.1--Fabric. In the coastal counties of Hancock, Harrison, and Jackson, either Type I Class D, Type II, Type III, or Type IV fabrics shall be furnished. In all other areas of the State, either Type I Class C, Type I Class D, Type II, Type III, or Type IV fabrics shall be furnished.

907-712.04.2--Tie Wire. Tie wire shall be of the same material as the fencing wire being used, shall be of good commercial quality, and shall meet the requirements of AASHTO M 181. Either Type I, Type II, Type III, or Type IV tie wire shall be furnished.

907-712.04.3--Tension Wire. Tension wire shall be of the same material as the fencing wire being used, shall be of good commercial quality, and shall meet the requirements of AASHTO M 181. In the coastal counties of Hancock, Harrison, and Jackson, either Type I Class 3, Type II, Type III, or Type IV tension shall be furnished. In all other areas of the State, either Type II, Type III, Type IV, or Type I Classes 1, 2, or 3 tension wires shall be furnished.

907-712.04.4--Posts Rails, Gate Frames, and Expansion Sleeves. Posts, rails, gate frames, and expansion sleeves shall conform to the requirements for posts in Subsection 712.05.2, unless otherwise designated in the contract.

907-712.04.5--Miscellaneous Fittings and Hardware. Miscellaneous fittings and hardware shall conform to the requirements of Subsection 712.16.

907-712.05--Fence Posts and Braces.

907-712.05.1--Treated Timber Posts and Braces.

907-712.05.1.1--General. Delete the third, fourth, fifth, and sixth paragraphs of Subsection 712.05.1.1 on page 787, and substitute the following.

All wood posts and braces shall be treated in accordance with Subsections 718.03 and 718.04.

907-712.05.1.2--Round Posts. Delete the last sentence of the last paragraph of Subsection 712.05.1.2 on page 788.

907-712.05.1.3--Sawed Posts. Delete the last sentence of the paragraph of Subsection 712.05.1.3 on page 788.

907-712.05.1.4--Sawed Braces. Delete the last sentence of the paragraph of Subsection 712.05.1.4 on page 788.

Delete Subsection 712.05.2 on page 788, and substitute the following.

907-712.05.2--Metal Posts.

907-712.05.2.1--Round Steel Pipe. Round steel pipe shall meet the requirements of AASHTO M 181, either Grade 1 (i.e., meeting the requirements in ASTM F 1083) or Grade 2 (i.e., meeting the requirements of ASTM F 1043).

Round steel pipe shall be sized in accordance with NPS (nominal pipe size) designations as shown on Plans, and not according to the outer or inner pipe diameter.

907-712.05.2.2--Steel Fence Post and Assemblies, Hot-Wrought. Steel posts with the following section shapes, Tee, channel or U, and Y-Bar shall meet the requirements of AASHTO M 281, galvanized in accordance with the requirements of AASHTO M 111, unless otherwise specified in the contract. Acceptance of these steel posts shall be by certification from the manufacturer, producer, supplier, or fabricator, as applicable.

907-712.05.2.3--Blank.

907-712.05.2.4--Steel H-Beam Posts. Steel H-Beam posts shall be produced from structural quality weldable steel having a minimum yield strength of 45,000 psi and shall be galvanized in accordance with ASTM A 123. Steel H-Beam line posts shall be 2.250 inches by 1.625 inches and shall weigh 3.43 pounds per foot. A tolerance of plus or minus 5.0 percent is allowed for

weight per foot. A tolerance of plus or minus 1.0 percent is allowed for dimensions.

907-712.05.2.5--Aluminum-Alloy Posts and Assemblies. Round aluminum-alloy posts shall meet the requirements of ASTM B 241, Alloy 6061, T6. Aluminum-Alloy H-Beam posts shall meet the requirements of ASTM B 221, Alloy 6061, T6.

907-712.05.2.6--Formed Steel Section Posts. Formed steel section posts, "C" sections, shall be formed from sheet steel conforming to ASTM A 1011, Grade 45, and shall be galvanized in accordance with ASTM A 123.

907-712.06--Guard and Guardrail Posts.

907-712.06.2--Treated Wood Posts.

907-712.06.2.1--Square Posts. Delete the paragraph in Subsection 712.06.2.1 on page 789, and substitute the following.

All square posts shall be inspected for conformance with Section 712.05, except that the posts may be rough and shall be within ±3/8" of the dimensions shown on the plans.

907-712.06.2.2--Round Posts. Delete the paragraph in Subsection 712.06.2.2 on page 789, and substitute the following.

All round posts shall be inspected for conformance with Section 712.05, except that the posts shall be of the shape and dimensions shown on the plans.

907-712.06.5--Treated Wood Blocks for Use with Metal Guardrail Posts. Delete the paragraphs of Subsection 712.06.5 on pages 789 & 790, and substitute the following.

Treated wood blocks for use with metal guardrail posts shall be within ±3/8" of the size and dimensions shown on the plans, except that a minus tolerance shall not be allowed for the slotted width in which the metal post must fit.

Delete Subsection 712.16 on page 791, and substitute the following.

907-712.16--Hardware. All ferrous metal hardware for fencing such as bolts, nuts, washers, and metal straps shall be as specified on the plans and galvanizing shall not be less than 1.0 ounce per square foot of uncoated area. Aluminum coated hardware shall be coated with aluminum meeting the requirements of AASHTO M 181 for aluminum coating and at the rate of not less than 0.4 ounces per square foot of uncoated area.

Aluminum alloy hardware shall conform to the requirements of ASTM B 221 for extruded aluminum alloy 6063, T6. The finished members shall be of uniform quality.

Aluminum-zinc coated hardware shall be coated with an aluminum-zinc alloy meeting the chemical requirements and weight of coating specified for aluminum-zinc alloy coated metal gates.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-714-4 **CODE: (SP)**

DATE: **07/28/2025**

SUBJECT: **Miscellaneous Materials**

Section 714, Miscellaneous Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-714.01--Water.

907-714.01.1--General. Delete the last sentence of the second paragraph in Subsection 714.01.1 on page 794.

907-714.01.2--Water for Use in Concrete. Delete Subsection 714.01.2 on page 794, and substitute the following:

Water from municipal sources is permitted be used as mixing water in concrete, mortar, and grout without Department testing. Water from non-municipal water sources used in mixing of concrete, mortar, and grout which does not meet the requirements in Subsection 714.01.1 shall be tested for conformance as required in AASHTO M157, Table 1 and Table 2.

907-714.01.3--Water for Use in Chemically Stabilized Based. Delete the first sentence of first paragraph in Subsection 714.01.3 on page 794, and substitute the following:

Water used in the construction of bases that contain cement, lime, or other chemical additive shall be as set out in Subsection 714.01.1. Water from municipal sources is permitted to be used without testing for conformance to the requirements below. If water is not from a municipal source, it shall not contain impurities in excess of the following limits:

Delete Subsection 714.01.6 on page 795, and substitute the following.

907-714.01.6--Blank.

907-714.05--Fly Ash.

907-714.05.1--General. Delete the first sentence of the fifth paragraph in Subsection 714.05.1 on page 797.

Delete Subsection 714.06 on page 798, and substitute the following.

907-714.06--Slag Cement.

907-714.06.1--General. The slag cement source must be approved for listing in the Department's

APL prior to use. The acceptance of slag cement shall be based on certified test reports, certification of shipment from the supplier, and tests performed on samples obtained after delivery in accordance with the Department's *Materials Division Inspection, Testing, and Certification Manual* and Department SOP.

The Contractor shall provide suitable means for storing and protecting the slag cement against dampness and contamination. Separate storage silos, bins, or containers shall be provided for slag cement. Slag cement that is partially set, caked or contains lumps shall not be used.

The State Materials Engineer shall be notified in writing of the nature, amount and identity of any processing or other additions made to the slag cement during production.

Slag cement from different mills shall not be mixed or used alternately in any one class of construction or structure without written permission from the Engineer; except that this requirement will not be applicable to cement treatment of design soils or bases.

No additional cementitious materials, such as blended hydraulic cement, fly ash, metakaolin, or others, shall be added to or as a replacement for hydraulic cement when used with slag cement in the production of concrete. The replacement of hydraulic cement with slag cement shall be in accordance with the applicable replacement content specified in Subsection 701.02.2.

907-714.06.2--Specific Requirements. Slag cement shall meet the requirements of AASHTO M 302, Grade 100 or 120. Slag cement shall contain no chlorides.

907-714.13--Geotextiles.

907-714.13.11--Tables. Delete Table 1 in Subsection 714.13.11 on page 813, and substitute the following.

Table 1 - Geotextiles

Type Designation	I[1]	II[1]	III	IV	V	VI		VII		VIII	IX	
	Sediment Control		Drainage	Paving	Separation & Drainage	Separation, Stabilization & Reinforcement				High Strength		
Physical Property[2]						Woven	Non-Woven	Woven	Non-Woven			**Test Method**
Grab Strength (lb)	50	90	110	90	200	280	180	450	280	----	----	ASTM D 4632
Elongation (%)	----	50% max @ 45 lb	20% min	50% min @ break	50% min	50% max	50% Min	50% max	50% Min	----	----	ASTM D 4632
Seam Strength (lb)	----	----	70	----	180	240	160	400	240	----	----	ASTM D 4632
Puncture Strength (lb)	----	----	40	----	80	110	75	180	115	----	----	ASTM D 6241
Trapezoidal Tear (lb)	----	----	40	----	80	100	70	150	100	----	----	ASTM D 4533
Asphalt Retention (gal/yd^2)	----	----	----	0.2	----	----	----	----	----	----	----	ASTM D 6140
Permittivity (sec^{-1}) min	0.05	0.05	0.5	----	0.2	0.2	0.2	0.2	0.2	----	----	ASTM D 4491
AOS Woven (mm) max	0.60	0.60	0.6	----	0.6	0.43	----	0.43	----	----	----	ASTM D 4751
AOS Non-Woven (mm) max	0.84	0.84	0.43	----	0.43	----	0.43	----	0.43	----	----	
Tensile Strength after UV (% Retained)	70% @ 500 hr	70% @ 500 hr	50% @ 500 hr	----	50% @ 500 hr	50% @ 500 hr	50% @ 500 hr	50% @ 500 hr	50% @ 500 hr	----	----	ASTM D 4355
Melting Point °(F)	----	----	----	325	----	----	----	----	----	----	----	ASTM D 276
Minimum Ultimate Tensile Strength[3] (lb/in)	----	----	----	----	----	----	----	----	----	660	2000	ASTM D 4595

Notes: 1 - All property values, with the exception of apparent opening size (AOS), represent minimum average roll values in the weakest principal direction. Values for AOS represent the maximum average roll values, 2 - Values not identified in this table should meet manufacturer certification for the use and application, 3- Machine direction

Delete Subsec

907-714.15--Geogrids.

907-714.15.1–General. A geogrid is defined as a geosynthetic formed by a regular network of connected elements with apertures greater than 0.25 inch to allow interlocking with surrounding soil, rock, and other surrounding materials to function primarily as reinforcement.

Geogrid shall be manufactured from an expanded strain hardened monolithic polymer sheet composed of one or more synthetic polymers and shall be mildew resistant and inert to biological degradation and naturally encountered chemicals, alkalis and acids. The geogrid shall contain stabilizers and/or inhibitors, or a resistance finish or covering to make it resistant to deterioration from direct sunlight, ultraviolet rays, and heat.

Geogrid manufacturers shall participate in and be in compliance with the American Association of State Highway Transportation Officials (AASHTO) National Transportation Product Evaluation Program's (NTPEP) Geosynthetics audit program. Geogrid shall meet the requirements of Table II for the application and type shown on the plans and shall be selected from the Department's Approved Lists.

907-714.15.1.1--Geogrid for Retaining Walls and Reinforced Soil Slopes. Geogrid for retaining walls and reinforced soil slopes shall be creep tested in accordance with AASHTO R69 and meet Long Term Design Load, Minimum Ultimate Tensile Strength, and open area criteria listed in Table II. Manufacturers shall perform at least one long-term creep test for no less than 10,000 hours in accordance to ASTM D 5262 for each polymer or composition of polymers from which the geogrid is produced. The long-term design load that shall be reported for design use, shall be that load at which no more than 10% strain occurs over a 100-year design life of the geogrid, as calculated in accordance with AASHTO R69. Long-term design loads shall be reported unfactored, and the AASHTO strength reduction factors (Durability and Installation, and safety factors) will be considered by the Department's Geotechnical Branch on a site specific design basis.

907-714.15.1.2--Geogrid for Subgrade Stabilization. Geogrid for subgrade stabilization shall meet Minimum Ultimate Tensile Strength and open area criteria listed in Table II.

907-714.15.2--Marking, Shipment, and Storage. Each roll or container of geogrid shall be visibly labeled with the name of the manufacturer, trade name of the product, lot number, and quantity of material. In addition, each roll or container shall be clearly tagged to show the type designation that corresponds to that required by the plans. During shipment and storage the geogrid shall be protected from direct sunlight, and temperatures above 120°F or below 0°F. The geogrid shall either be wrapped and maintained in a heavy duty protective covering or stored in a safe enclosed area to protect from damage during prolonged storage.

907-714.15.3--Manufacturer Certification. The Contractor shall furnish the Engineer three copies of the manufacturer's certified test reports indicating that the geogrid furnished conforms to the requirements of the specifications and is of the same composition as the originally approved by the Department.

907-714.15.4--Acceptance Sampling and Testing. Final acceptance of each shipment will be

based upon results of tests performed by the Department on verification samples submitted from the project, as compared to the manufacturer's certified test reports. The Engineer will select one roll or container at random from each shipment for sampling. As sample extending full width of the randomly selected roll or container and being at least five (5) square yards in area will be obtained and submitted by the Engineer. All material samples shall be provided at no cost to the State.

TABLE II
GEOGRIDS

Physical Properties	Type Designation						Test Method
	I	II	III	IV	V	VI	
Long Term Design Load[1], pounds per foot, Machine Direction	250	500	750	1500	2500	3500	AASHTO R69, ASTM D5262
Minimum Ultimate Tensile Strength[2], pounds per foot, Machine Direction	500	1000	1500	3000	5000	7000	ASTM D6637
Open Area, percent	70	70	50	50	50	50	Direct Measurement

[1] Minimum design criteria requirement.
[2] Minimum Average Roll Value (MARV).

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-718-1 **CODE: (SP)**

DATE: 12/07/2021

SUBJECT: Timber and Dimension Lumber

Section 718, Timber and Dimension Lumber, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

Delete the Subsections in Section 718 on pages 836 thru 838, and substitute the following.

907-718.01--General. All timber and dimension lumber shall be Southern pine and shall conform in all respects to applicable requirements of AASHTO M 168. The Department reserves the right to sample and to test all materials at any time; all inspection, testing, and certification of materials will be performed in accordance with the requirements of the current version of the Department's *Materials Division Inspection, Testing, and Certification Manual*.

Timber and dimension lumber shall be furnished in the sizes shown on the plans or as specified. Unless otherwise specified, timber and dimension lumber shall be No. 1, or better, graded according to the latest American Lumber Standards.

Only one type of preservative shall be used for the treatment of materials for any one class of construction on a project, unless otherwise specified.

Where treated timber and dimensional lumber is to be used in non-highway construction or use, such as decking, handrails in walking trails, or in any manner where general public exposure by touch is possible, the treatment requirements will be as per project plans and/or approved by the State Materials Engineer.

907-718.02--Untreated Timber and Dimension Lumber. Untreated timber and dimension lumber shall conform to the requirements of AASHTO M 168.

907-718.03--Treated Timber and Dimension Lumber. Timber and dimension lumber to be treated shall meet the requirements herein specified and shall be treated as specified. Treated timber or dimensional lumber will not be accepted for use unless it has been inspected by an authorized representative of the Department and found to be satisfactory after treatment.

907-718.03.1--Blank.

907-718.03.2--Treatment.

907-718.03.2.1--General. All materials shall be treated in accordance with AASHTO M 133 unless otherwise directed by the Environmental Protection Agency (EPA).

907-718.03.2.2--Blank.

907-718.03.2.3--Inspection. Treated timber and dimension lumber shall be inspected by an authorized representative of the Department before being incorporated into the work. Treatment reports shall be provided to the Department for each lot of material supplied.

907-718.03.3--Blank.

907-718.03.4--Storage of Treated Material. All material treated for stock shall be stacked as compactly as possible on a well-drained surface. Material shall be supported on sills spaced as necessary, not to exceed 10 foot intervals and shall have at least one foot of air space beneath the stacks.

All materials treated with preservatives for use in buildings and applications where painting is required shall be dried after treatment. The treated wood shall be dried in accordance with American Lumber Standards.

907-718.04--Preservative. Preservatives shall be as specified in AASHTO M 133 unless otherwise directed by the Environmental Protection Agency (EPA).

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-720-4 **CODE: (IS)**

DATE: **06/17/2025**

SUBJECT: **Pavement Marking Materials**

Section 720, Pavement Marking Materials, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

Delete Section 720 on pages 840 thru 854, and substitute the following.

SECTION 720 - PAVEMENT MARKING MATERIALS

907-720.01--General. The Department reserves the right to perform sampling and testing of any materials at any time. Upon request of the Engineer, samples of the material shall be furnished.

907-720.02--Color Requirements. All pavement markings except raised pavement markers are required to meet the color requirements of ASTM D6628.

907-720.03--Optics. Optics used in thermoplastic pavement markings shall consist of a double-drop system of glass beads or advanced optics.

907-720.03.1--Glass Beads. The manufacturer shall furnish the Engineer with a certified test report indicating that the glass beads meet AASHTO M 247. AASHTO Type 4 beads shall be applied to the newly placed stripe first, followed by the application of AASHTO Type 1 or Type 2 beads. Type 1, 2, and 4 glass beads shall be transparent, clean, colorless glass, smooth and spherically shaped, free from milkiness, pits, or excessive air bubbles. Type 1, 2, and 4 glass beads shall be coated with a bead coating that is compatible with the traffic marking material to which the glass beads will be applied and will provide adequate moisture proofing, increased adhesion, and optimum embedment of the glass beads.

907-720.03.1.1—Acceptance Procedure. The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

Acceptance sampling and testing will be in accordance with the Materials Division Inspection, Testing, and Certification Manual (Materials Manual).

907-720.03.2--Advanced Optics. Advanced optics are materials that do not meet the specific requirements of AASHTO M 247 but produce a final drop-on optics system that meets or exceeds the reflectivity requirements in Special Provision 907-626. Advanced optics shall be a double-

drop system that is pre-approved and listed on the Department's Approved Products List.

907-720.03.2.1—Acceptance Procedure. The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

Acceptance sampling and testing may be conducted at the request of the Engineer.

907-720.04--Thermoplastic Marking Material. Thermoplastic marking material shall meet the color requirements of Subsection 907-720.02.

There shall be no obvious change in the color of the material if held at its plastic temperature for a period of four (4) hours nor by reason of four (4) re-heatings to its plastic temperature.

The pavement markings shall maintain its original dimension and placement. The material shall not be slippery when wet and it shall not lift from the pavement in freezing weather.

907-720.04.1--Extruded Thermoplastic Material. Extruded thermoplastic pavement marking material shall meet the requirements of AASHTO M 249, and shall meet the requirements of 907-720.04 with the following exceptions:

- Blue - ADA thermoplastic marking material shall meet the requirements of Subsection 907-720.04.2 with the exception that the color shall be Blue – ADA, and the Contractor may use hot applied thermoplastic materials meeting the satisfaction of the Engineer.

907-720.04.2--Spray-Applied Thermoplastic Material. Spray-applied thermoplastic pavement marking material shall meet the requirements of AASHTO M 249 and shall meet the requirements of 907-720.04.

907-720.04.3--Pre-formed Thermoplastic Material. Heat-fused, pre-formed thermoplastic pavement marking material shall meet the color requirements of 907-720.02.

907-720.04.4—Acceptance Procedure. The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

907-720.05--Pavement Marking Tape. Pavement marking tape shall be listed on the Department's Approved Lists.

907-720.05.1—Cold Plastic Pavement Markings (Permanent Pavement Marking Tape). Pavement marking tape for use in roadway applications shall be designated on the Department's Approved Lists as permanent.

The prefabricated markings described shall consist of white or yellow pigmented plastic films with reflective optics uniformly distributed throughout their entire cross-sectional area, and be capable of being affixed by either a pressure sensitive pre-coated adhesive or a liquid contact cement. The markings shall be provided complete in a form that will facilitate rapid application and protect the markings in shipment and storage. The manufacturer shall identify proper solvents and/or adhesives to be applied at the time of application, all equipment necessary for proper application, and recommendations for application that will assure an effective performance life.

Prefabricated legends and symbols shall conform to the applicable shapes and sizes as outlined in the current "Manual on Uniform Traffic Control Devices."

907-720.05.1.1--Specific Requirements. Unless otherwise indicated on the plans, the patterned material without adhesive shall have a minimum caliper of 0.065 inch at the thickest portion of the patterned cross-section and a minimum caliper of 0.020 inch at the thinnest portion of the cross-section. The material shall be a pliant polymer film with 50±15% of the surface are raised and presenting a near vertical face angle of 0° to 60° to traffic from any direction. The channels between the raised areas shall be substantially free of exposed optics or particles.

The size and quality of the optics will be such that performance requirements of Subsection 907-720.02 for the retroreflective pliant polymer film shall be met. The pigments shall be selected and blended to provide a marking film that is white or yellow conforming to the performance requirements of Subsection 907-720.02 through the expected life of the film.

907-720.05.1.2--Conformability and Resealing. The marking shall be capable of conforming to pavement contours, breaks, faults, etc. through the action of traffic at normal pavement temperatures.

The marking shall have resealing characteristics that allows it to be capable of fusing with itself and previously applied marking of the same composition under normal conditions of use. The marking shall be capable of use for patching worn areas of the same type in accordance with manufacturer's instructions.

907-720.05.1.3--Tensile Strength and Elongation. The material shall have a minimum tensile strength of 40 pounds per square inch of cross section when tested according to ASTM D 638. A 6-inch x 1-inch x 0.06-inch sample shall be tested at a temperature between 70°F and 80°F using a jaw speed of 12 inches per minute.

The material shall have a minimum elongation of 75% at break when tested according to ASTM D 638 using a jaw speed of 12 inches per minute.

907-720.05.1.4--Skid Resistance. The surface of the material shall provide a minimum skid resistance value of 45 BPN when tested according to ASTM E 303 except values will be taken at

downweb and at a 45-degree angle from downweb. These two values will then be averaged to find the skid resistance of the patterned surface.

907-720.05.1.5--Effective Performance Life and Warranty. When applied according to the recommendations of the manufacturer the pavement marking tape shall provide a neat and durable marking that will not flow or distort due to temperature if the pavement surface remains stable. The film shall be weather resistant and through normal traffic wear shall show no appreciable fading, lifting, or shrinkage throughout the useful life of the marking, nor shall it show significant tearing, roll back, or other signs of poor adhesion.

All manufacturer's standard warranties and guarantees on pavement marking tape, which are provided as customary trade practice, shall be delivered to the Engineer at the final inspection. All warranties and guarantees shall be made out to the Department.

907-720.05.1.6—Acceptance Procedure. The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

Acceptance sampling and testing will be in accordance with the Materials Division Inspection, Testing, and Certification Manual (Materials Manual). Samples of the material shall be furnished and shall be provided at no cost to the State.

907-720.05.2--Preformed Pavement Markings for Construction Zones. Preformed pavement markings for construction zones shall be designated Department's Approved Lists as temporary. Retroreflective preformed pavement markings for construction zones shall be as specified on the plans or in the contract documents.

The markings shall be provided in specified widths and shapes. Preformed words and symbols shall conform to the applicable shapes and sizes as outlined in the current "Manual on Uniform Traffic Control Devices for Streets and Highways," or as modified.

The materials shall be packaged in accordance with accepted commercial standards and when stored indoors in a cool dry place, shall be suitable for use one year after date of purchase.

907-720.05.2.1--Specific Requirements. Preformed markings shall consist of retroreflective materials on a conformable backing and shall meet the performance requirements of Subsection 907-720.02. The markings shall consist of a mixture of high-quality polymeric materials, pigments, and optics with a reflective layer of optics bonded to the top surface. The markings shall be pre-coated with a pressure sensitive adhesive capable of adhering to pavement in accordance with the manufacturer's instructions without the use of heat, solvents, or other additional adhesives. The markings and/or adhesive shall not require any curing time after application. A coated non-metallic medium shall be incorporated with the pressure sensitive adhesive to facilitate removal.

907-720.05.2.2—Acceptance Procedure. The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

907-720.06--Raised Pavement Markers. Pavement markers shall be listed on the Department's Approved Lists and shall conform to ASTM D 4280.

907-720.06.1--Packaging. Shipments shall be made in containers acceptable to common carriers and packaged in such a manner as to ensure delivery in perfect condition. All damaged shipments shall be replaced by the Contractor. Each package shall be clearly marked as to the name of the manufacturer, type, quantity enclosed, lot number, and date of manufacture.

907-720.06.2--Non-Reflective Pavement Markers. Non-reflective pavement markers are occasionally referred to as "jiggle markers". Non-reflective markers consisting of a heat-fired, vitreous, ceramic base, and a heat-fired, opaque, glazed surface are permitted for use; the bottom of the marker shall not be glazed. Ceramic markers shall be produced from any suitable combination of intimately mixed clays, shales, talcs, flints, feldspars, or other inorganic material. Ceramic markers shall be thoroughly and evenly matured, and all non-reflective pavement markers shall be free from defects which affect appearance or serviceability.

Ceramic non-reflective markers shall conform to the following finish and testing requirements in Table 2 below.

Table 2

Ceramic Non-Reflective Marker Requirements	
Glaze Thickness	0.005 inch, minimum
Mohs Hardness	6, minimum
Autoclave	Glaze shall not spall, craze, or peel.
Compressive Strength	750 psi, minimum
Water Absorption	2.0%, maximum

907-720.06.3—Acceptance Procedure. The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

907-720.07--Adhesive for Pavement Markers. The adhesive shall be listed on the Department's Approved Lists and shall be an asphaltic material suitable for bonding pavement markers to surfaces when the road surface and marker temperatures are in the range of 50°F to 160°F. The composition of the adhesive must be such that its properties will not deteriorate when heated to and applied at temperatures up to 425°F. Samples may be submitted in the form of an adhesive

testing package from each batch or material obtained from a package shipped to the project.

907-720.07.1--Packaging and Labeling. The adhesive shall be packaged in self-releasing cardboard containers that will stack properly. The label shall show the manufacturer, quantity, and lot or batch number. "Adhesive for Pavement Markers" or "Adhesive for Traffic Markers" shall be printed in bold lettering on the label.

907-720.07.2--Bituminous Adhesive. The asphaltic adhesive material shall be flexible type.

907-720.07.2.1--Flexible Bituminous Adhesive. Flexible bituminous adhesive shall be designated on the Department's Approved Lists as flexible and shall comply with requirements of Table 3 below.

Table 3

Flexible Bituminous Adhesive Properties			
	Min	Max	Test Method
Penetration @ 77°F	-	25	ASTM D 5
Softening Point, °F	200	-	ASTM D 36
Brookfield Viscosity @ 400°F, cp.	-	10,000	ASTM D 3236
Ductility @ 77°F, 5 cm/min	15	-	ASTM D 113
Ductility @ 39.2°F, 1 cm/min	5	-	ASTM D 113
Asphalt Compatibility	Pass		ASTM D 5329
Flexibility @ 20°F	Pass		Per Subsection

907-720.07.3—Acceptance Procedure. The Contractor shall furnish the Engineer with a copy of the manufacturer's certified test reports for the lot(s) of materials from which the shipment originated. The test report shall show all the test results for the material properties and characteristics as specified herein. The test report shall state that the material represented by the test results meets all the requirements of the contract. It shall be the Contractor's responsibility to furnish the manufacturer's test report to the Engineer for each shipment of material to the project.

Acceptance sampling and testing will be in accordance with the Materials Division Inspection, Testing, and Certification Manual (Materials Manual). Samples of the material shall be furnished and shall be provided at no cost to the State.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-721-4 **CODE: (IS)**

DATE: **04/19/2022**

SUBJECT: **Materials for Signing**

Section 721, Materials for Signing, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-721.06--Reflective Sheeting.

907-721.06.2--Performance Requirements. Delete Table 4 and Table 5 in Subsection 721.06.2 on pages 860 & 861, and substitute the following.

MINIMUM COEFFICIENTS OF RETROREFLECTION
Candela per foot candle per square foot (cd/fc/ft^2)
Per ASTM Designation D4956

TABLE 4
Type IX Sheeting

Observation Angle	Entrance Angle	White	Yellow	Green	Red	Blue	Fluorescent Yellow/Green	Fluorescent Yellow	Fluorescent Orange
0.2°	-4.0°	380	285	38	76	17	300	230	115
0.2°	+30.0°	215	162	22	43	10	170	130	65
0.5°	-4.0°	240	180	24	48	11	190	145	72
0.5°	+30.0°	135	100	14	27	6.0	110	81	41
1.0°	-4.0°	80	60	8.0	16	3.6	64	48	24
1.0°	+30.0°	45	34	4.5	9.0	2.0	36	27	14

TABLE 5
Type XI Sheeting

Observation Angle	Entrance Angle	White	Yellow	Green	Red	Blue	Brown	Fluorescent Yellow/Green	Fluorescent Yellow	Fluorescent Orange
0.2°	-4.0°	580	435	58	87	26	17	460	350	175
0.2°	+30.0°	220	165	22	33	10	7.0	180	130	66
0.5°	-4.0°	420	315	42	63	19	13	340	250	125
0.5°	+30.0°	150	110	15	23	7.0	5.0	120	90	45
1.0°	-4.0°	120	90	12	18	5.0	4.0	96	72	36
1.0°	+30.0°	45	34	5.0	7.0	2.0	1.0	36	27	14

After Subsection 721.10 on page 864, add the following.

907-721.11--Digital Applied Printing. The following addresses the requirements for digitally printed finished retroreflective traffic control signs on flat sheet aluminum and digitally printed traffic sign faces intended to be applied to a sign substrate.

907-721.11.1--Digitally Printed Ink Systems. Traffic signs must be produced using components, and processes that comply with the retroreflective sheeting manufacturer's recommendations.

Digital printed ink systems used to print traffic signs must meet and comply with daytime and nighttime chromaticity (color standards) as recognized in ASTM D4956 "Standard Specification for Retroreflective Sheeting for Traffic Control."

Digital printed ink systems must meet 70% of the initial retroreflectivity specifications of each respective reflective film color as found in ASTM D4956 "Standard Specification for Retroreflective Sheeting for Traffic Control."

Prior to fabrication and preferably at the preconstruction meeting, the Contractor shall advise the Project Engineer in writing as to which signs on the project will be digitally printed and which ones will be screen printed. The Contractor shall submit to the Project Engineer certifications for all digitally printed signs, which will be forwarded to the State Traffic Engineer for review.

907-721.11.2--Protective Overlay Film. Permanent traffic signs printed with digital ink systems will be fabricated with a full sign protective overlay film designed to provide a smooth surface needed for retroreflectivity, and to protect the sign from fading and UV degradation. The overlaminate shall comply with the retroreflective sheeting manufacturer's recommendations to ensure proper adhesion and transparency and will also meet the reflective film durability as identified in Table 1.

Table 1
Retroreflective Film Minimum Durability Requirements

ASTM D4956 Type	Full Sign Replacement Term (years)	Sheeting Replacement Term (years)
IV	7	10
VIII	7	10
IX	7	12
XI	7	12

Temporary signs used in work zones printed with black ink only will not require a protective overlay film as long as the finished sign is warranted for a minimum outdoor durability of three years by the sheeting manufacturer.

907-721.11.3--Inspection. During fabrication, the Contractor shall provide sufficient testing and quality control throughout fabrication to insure good workmanship. Once the material has been received, it may be subject to random testing to ensure compliance with all requirements. If any test samples do not conform to the requirements, the entire order may be returned at the vendor's expense.

907-721.11.4--Traffic Sign Performance Warranty Provisions. Based on the ASTM Type of sheeting specified, traffic control signs shall be warranted for the duration shown in Table 1. The Contractor shall supply a copy of the warranty document with complete details of terms and conditions upon request of the Department.

907-721.11.5--Certified Digital Sign Fabricator. Sign fabricators using digital imaging methods to produce regulated traffic signs must be certified by the reflective sheeting manufacturer whose materials are used to produce the delivered signs.

Certified sign fabricators must undergo an audit process by the sheeting manufacturer to ensure they have the proper equipment, manufacturing capabilities, manufacturing application processes and the materials required to fulfill the sheeting manufacturer's warranty obligations. Sign fabricators must recertify annually with reflective sheeting manufacturers or utilize a 3rd party certifier approved by the reflective sheeting manufacturer.

The Contractor shall submit proof of Sign Fabricator Certification as issued by the retroreflective sign sheeting manufacturer to the Project Engineer upon delivery of the signs, or with the Shop Drawings.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO SPECIAL PROVISION NO. 907-799-1

DATE: 07/28/2025

SUBJECT: Hydraulic Cement Concrete Mixtures

907-799.01.1--Materials. Delete *Ground Granulated Blast Furnace Slag (GGBFS)* from the list in Subsection 907-799.01.1 on page 1, and substitute the following.

Slag Cement 714.06

Delete the title for Subsection 907-799.02 on page 1, and substitute the following.

907-799.01.2--Classification and Uses of Concrete.

Delete numbers 9 through 15 in the classes and general use list on pages 1 & 2, and substitute the following.

9) Class F (SCC) – Self Consolidating Concrete for prestressed members.
10) Class DS – Concrete for drilled shafts.
11) Class FX – Extra Strength concrete for prestressed members, as shown on plans.
12) Class FX (SCC) – Extra Strength Self Consolidating concrete for prestressed members, as shown on plans.
13) Class PA – Concrete paving.
14) Class PO – Concrete for repair of concrete paving.
15) Class PP – Concrete for special design requirements.
16) Class S – For all seal concrete deposited under water.
17) Class WT – Fiber-reinforced concrete pavement.

907-799.02--Hydraulic Cement Concrete Mixture Design. Add the following to Table 1 on page 3.

F[8] (SCC)	67	0.40	5000	28[-4][12]	See Note[4]
FX[8] (SCC)	67	As per mixture design	As shown on plans	28[-4][12]	See Note[4]

Delete Note 8 of Table 1 on page 4, and substitute the following.

[8] Type III, Type IL (HE), or Type III (MS) cement may be used in these Classes of concrete.
[12] Refers to slump flow in inches. It shall be acquired by ASTM C1611.

907-799.02.1.1--Portland Cement. Delete the paragraph in Subsection 907-799.02.1.1 on page 4, and substitute the following.

Portland cement (cement) shall be either Type I or Type II. Type III, Type IL (HE), or Type III (MS), may be used for the production of precast or precast-prestressed concrete members or Classes of concrete with Note 8 in Table 1.

907-799.02.2--Replacement of Portland Cement or Blended Cement. Delete Table X on page 5, and substitute the following.

Table X
Replacement Ranges of Portland Cements and Blended Cements by Fly Ash or Slag Cement

Portland Cement or Blended Cement Type	Fly Ash Replacement Range (%)	Slag Cement Replacement Range (%)
Types I, II, III, and III (MS)	20 – 25	45 – 50
Types IL, IL (MS), and IL (HE)	20 – 35	35 – 40
Types IS and IS (MS)	20 – 25	20 - 25
Types IP and IP (MS)	No replacement combination allowed	

907-799.02.4--Exposure to Soluble Sulfates or Seawater. Delete Table R on page 6, and substitute the following.

Table R
Cementitious Materials Combinations for Soluble Sulfate Conditions or Seawater

	Exposure to Moderate Sulfates or Exposure to Seawater	**Exposure to Severe Sulfates**
Water-soluble sulfate (SO4) in soil, % by mass	0.10 – 0.20	0.20 – 2.00
Sulfate (SO4) in water, ppm	150 – 1,500	1,500 – 10,000
Portland Cement or Blended Cement Types	**Replacement Ranges by SCMs (%)**	
Type I or Type III	24.5 – 25.0% Class F fly ash, or 49.5 – 50.0% Slag cement, or 19.5 – 20.0% Metakaolin	49.5 – 50.0% Slag cement
Type II or Type III (MS)	See Note 1	24.5 – 25.0% Class F fly ash, or 49.5 – 50.0% Slag cement, or 19.5 – 20.0% Metakaolin
Type IL or IL (HE)	24.5 – 35.0% Class F fly ash, or 49.5 – 50.0% Slag cement, or 19.5 – 20.0% Metakaolin	49.5 – 50.0% Slag cement

Type IL (MS)	See Note 1	24.5 – 35.0% Class F fly ash, or 49.5 – 50.0% Slag cement, or 19.5 – 20.0% Metakaolin
Type IS	24.5 – 25.0% Class F fly ash, or 24.5 – 25.0% Slag cement, or 19.5 – 20.0% Metakaolin	24.5 – 25.0% Class F fly ash, or 24.5 – 25.0% Slag cement, or 19.5 – 20.0% Metakaolin
Type IS (MS)	See Note 1	24.5 – 25.0% Class F fly ash, or 24.5 – 25.0% Slag cement, or 19.5 – 20.0% Metakaolin
Type IP (MS)	No replacement combination allowed	Type not allowed

[1] Class F fly ash or slag cement may be added as a replacement for cement as allowed in Subsection 907-799.02.2.

907-799.03--Proportioning of Hydraulic Cement Concrete Mixture Design.

907-799.03.1--Proportioning on the Basis of Previous Field Experience of Trial Mixtures. Delete subparagraph (c) on page 7, and substitute the following.

(c) Consists of 10 consecutive tests, an average of three cylinders per test, tested at 28 days. For concrete categorized as a self-consolidating concrete (SCC) mixture, the test data for the plastic concrete shall include the slump flow data, instead of the slump data, and at least one test to determine the static segregation. For all mixture designs, for each of these tests on the plastic concrete the test data shall meet the acceptance criteria of Subsection 907-804.02.13.1.

907-799.03.2--Proportioning on the Basis of Laboratory Trial Mixtures. Add the following to the list of restrictions on page 8.

(g) For concrete categorized as a SCC mixture, the mixture shall be designed to produce a slump flow within ±2 inches of the maximum permitted and a maximum static segregation of 15.0 percent. The concrete shall not be rodded or vibrated during casting the test specimens.

(h) For concrete categorized as a SCC mixture, test specimens shall be made in accordance with the above listed specifications with the exception that the concrete shall not be rodded or vibrated during casting the test specimens.

907-799.05--Field Verification of Concrete Mixture Design. Delete the second and third paragraphs on page 9, and substitute with the following.

The Contractor's Certified Quality Control Technicians shall test each concrete mixture design upon the first placement of the mix. Aggregates and concrete tests during the first placement shall be as follows.

Aggregates	Concrete
Bulk Specific Gravity	Water Content
Moisture	Slump or Slump Flow
Gradation	Air Content
	Unit Weight
	Yield
	Static Segregation

For all Classes of concrete, the mixture shall be verified to yield within 2.0% of the correct volume when all the mix water is added to the batch, either by the batch plant or as ice used to control mixture acceptance temperature. For concrete categorized as a SCC mixture, the mixture shall produce a slump flow within minus four inches (4") of the maximum permitted and a static segregation less than 15.0%.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-799-1 **CODE: (IS)**

DATE: 11/21/2023

SUBJECT: Hydraulic Cement Concrete Mixtures

Section 907-799, Hydraulic Cement Concrete Mixtures, is hereby added to and made part of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as follows.

SECTION 907-799 - HYDRAULIC CEMENT CONCRETE MIXTURES

907-799.01--General.

907-799.01.1--Materials. The materials for hydraulic cement concrete mixtures shall meet the requirements of the following Subsections:

Portland Cement	701.01 and 701.02
Blended Cement	701.01 and 701.04
Fine Aggregate	703.02
Coarse Aggregate	703.03
Lightweight Aggregate	703.19.02
Synthetic Structural Fiber	711.04
Admixtures	713.02
Water	714.01.1 and 714.01.2
Fly Ash	714.05
Ground Granulated Blast Furnace Slag (GGBFS)	714.06
Metakaolin	907-714.09.01

907-799.02--Classification and Uses of Concrete. The classes and general uses of hydraulic cement concrete (concrete) mixtures are as follows:

1) Class AA - Concrete for bridge construction and concrete exposed to seawater.
2) Class B - General use, heavily reinforced sections, cast-in-place concrete piles, and conventional concrete piles.
3) Class BD - Concrete for bridge decks.
4) Class BDX - Extra strength concrete for bridge decks.
5) Class BDO - Concrete for bridge deck overlay.
6) Class C - Massive sections or lightly reinforced sections.
7) Class D - Massive unreinforced sections and riprap.
8) Class F - Concrete for prestressed members.
9) Class DS - Concrete for drilled shafts.
10) Class FX - Extra strength concrete for prestressed members, as shown on plans.
11) Class PA - Concrete paving.

12) Class PO - Concrete for repair of concrete paving.
13) Class PP - Concrete for special design requirements.
14) Class S - For all seal concrete deposited under water.
15) Class WT - Fiber-reinforced concrete pavement.

907-799.02--Hydraulic Cement Concrete Mixture Design. At least 10 working days prior to production of concrete, the Contractor shall submit to the Engineer proposed concrete mixture designs complying with the Department's *Concrete Manual*. Materials shall be from approved sources meeting the requirements of the Standard Specifications. Proportions for the mixture designs shall be for the class concrete required by the plans and shall meet the requirements of the "Master Proportion Table for Hydraulic Cement Concrete Designs" listed in Table 1. The concrete producer shall assign a permanent unique mixture number to each mixture design. Each mixture design shall be field verified as required in Subsection 907-799.03.3. Acceptable field verification data shall be required for final approval of a mixture design.

All concrete mixture designs will be reviewed by the Materials Division prior to use. Concrete mixture designs disapproved will be returned to the Contractor with a statement explaining the disapproval.

If the maturity method is used to estimate the compressive strength for applications such as early opening to traffic or form removal, the Contractor shall also submit compressive strength/maturity documentation developed in accordance with Subsection 804.03.15 for the mixture prior to production of concrete.

If the Contractor chooses to cure the concrete in accordance with the requirements listed under **Length of Time Defined by Development of Compressive Strength** in Subsection 804.03.17, the compressive strength/maturity relationship shall be developed for the mixture design for a minimum of 28 days following the requirements of Subsection 804.03.15. The compressive strength/maturity relationship information shall be submitted with the mixture design information.

Table 1
MASTER PROPORTION TABLE FOR HYDRAULIC CEMENT CONCRETE DESIGNS

Class	Required Coarse Aggregate Size No.[7]	Maximum w/cm Ratio	Specified Compressive Strength (f'_c) psi	Maximum Permitted Slump inches[5]	Total Air Content (%)
AA	57 or 67	0.45	4000	8	3.0-6.0
B	57 or 67	0.50	3500	8	3.0-6.0
BD[2, 3]	57 or 67	0.45[1]	4000	5	3.0-6.0 5.0 8.0
BDX[2, 3]	57 or 67	0.45[1]	4500	5	3.0-6.0 5.0 8.0
BDO[3, 6, 8, 11]	7, 8, or 78	As per mixture design	2500	6	3.0-6.0
C	57 or 67	0.55	3000	8	3.0-6.0
D	57 or 67	0.70	2000	8	3.0-6.0
DS	67	0.45	4000	8±1	See Note[4]
F[8]	67	0.40	5000	8	See Note[4]
FX[8]	67	As per mixture design	As shown on plans	8	See Note[4]
PA	467 or 57[9]	0.48	3500	3	3.0-6.0
PO[8, 11]	57 or 67	As per mixture design	3500	8	3.0-6.0
PP	57 or 67	0.45	Per Plans	8	3.0-6.0
S	57 or 67	0.45	3000	8	3.0-6.0
WT[3, 8, 10, 11]	57 or 67	0.40	3500	4	3.0-6.0

[1] For Class BD concrete for bridge decks, the minimum water/cementitious material ratio shall be 0.43 and the maximum cementitious material content shall be 550 pounds per cubic yard.
For Class BDX concrete for bridge decks, the minimum water/cementitious material ratio shall be 0.42 and the maximum cementitious material content shall be 564 pounds per cubic yard.

[2] For bridge decks constructed following the requirements of Subsection 804.03.19.7.3, Subsection 804.03.14.2, and Subsection 804.03.17.2, then the Class BD or Class BDX mixture design shall contain lightweight aggregate (LWA) and have an internal curing water content of 8.0 lbs per 100 lbs of total cementitious materials in the mixture design; mixture designs not containing LWA and the required minimum internal curing water content shall not be used.

[3] An approved synthetic structural fiber shall be incorporated into the mixture at 1.25 times the approved dosage rate. For each additional pound of fibers per cubic yard added in excess

of the requirement stated above, an additional inch of slump will be allowed up to a maximum permitted slump of eight (8) inches.

[4] Entrained air is not required for Class F, FX, and DS concrete unless exposed to seawater. For concrete not exposed to seawater, the total air content shall not exceed 6.0%. For concrete exposed to seawater, the total air content shall be 3.0-6.0%.

[5] Except as noted for Class DS concrete, the design slump selected by the Contractor for the mixture design may be less than the maximum permitted slump. The design slump is the maximum acceptance slump for field acceptance in accordance with Subsection 907-804.02.13.1.2. Except as noted for Class DS concrete, minus slump requirements shall meet those set forth in Table 3 of AASHTO M157.

[6] For Class BDO the mixture design shall include a minimum 564 pounds per cubic yard of cementitious material with a minimum 15 percent fly ash replacement. The specified strength shall be achieved prior to Opening To Traffic.

[7] Other small coarse aggregate sizes meeting the requirements of Subsection 703.03.2.4 may be used in conjunction with the coarse aggregate sizes listed. Lightweight aggregate (LWA) meeting the requirements of Subsection 703.19.2 may also be used as a partial replacement for fine aggregate.

[8] Type III or Type III (MS) portland cement may be used in these Classes of concrete.

[9] The oven-dry coarse aggregate volume per cubic yard of concrete shall be a minimum of 72%.

[10] The coarse aggregate size requirements shall meet the requirements of Subsection 907-799.02.4.2.

[11] Non-chloride based accelerating admixtures may be used in these Classes of concrete.

907-799.02.1--Allowable Hydraulic Cement Types.

907-799.02.1.1--Portland Cement. Portland cement (cement) shall be either Type I or Type II. Type III or Type III (MS) may be used for the production of precast or precast-prestressed concrete members or Classes of concrete with Note 8 in Table 1.

907-799.02.1.2--Blended Cement. Blended hydraulic cements (blended cements) shall be of the following types and conform to Subsection 701.04:

Type IL – Portland-limestone cement
Type IP – Portland-pozzolan cement
Type IS – Portland blast-furnace slag cement

Blended cement Types IL, IP, and IS meeting the "MS" sulfate resistance requirements listed in AASHTO M 240, Table 3 may also be used.

907-799.02.2--Replacement of Portland Cement or Blended Cement. Replacement of portland cement or blended cement shall be on a weight basis. At least 50% by weight of total cementitious material per cubic yard shall be portland cement.

Except as noted for concrete exposed to soluble sulfates or sea water in Subsection 907-799.02.4, the maximum replacement limits of portland cement or blended cement by weight by fly ash and

slag cement shall be in accordance with Table X provided the 50% by weight of total cementitious material per cubic yard of portland cement is maintained.

Table X
Replacement Ranges of Portland cements and Blended cements by Fly Ash or Slag Cement

Portland cement or Blended cement type	Fly ash replacement range (%)	Slag cement replacement range (%)
Types I, II, III, and III (MS)	20 - 25	45 - 50
Types IL and IL (MS)	20 - 35	35 - 40
Types IS and IS (MS)	20 - 25	20 - 25
Types IP and IP (MS)	No replacement combination allowed	

Replacement contents below the range minimum in Table X may be used in concrete, but the concrete does not qualify for any special considerations, such as the maximum acceptance temperature for concrete in Subsection 804.02.13.1.5. Special considerations shall only apply for replacement of both portland cement and blended cement by either fly ash or slag cement.

907-799.02.3--Alkali Content. The total alkali content for all classes of concrete shall not exceed 4.0 lb per cubic yard based on the alkali contribution from the portland cement. The maximum cement alkali content reported on the cement mill certificate shall be used in this determination. An example calculation can be found in the Department's *Concrete Manual*.

907-799.02.4--Exposure to Soluble Sulfates or Seawater. When portland cement or blended cement concrete is exposed to moderate or severe soluble sulfate conditions or to seawater listed, cement types and replacement of cement by Class F fly ash, slag cement, or metakaolin shall be as follows in Table R.

Class C fly ash shall not be used as a replacement for cement in any of the sulfate exposure conditions listed below. Type IP blended cement shall not be used in any of the sulfate exposure conditions listed below.

Table R
Cementitious Materials Combinations for Soluble Sulfate Conditions or Seawater

	Exposure to Moderate Sulfates or Exposure to Seawater	**Exposure to Severe Sulfates**
Water-soluble sulfate (SO_4) in soil, % by mass	0.10 - 0.20	0.20 - 2.00
Sulfate (SO_4) in water, ppm	150 - 1,500	1,500 - 10,000
Portland cement or Blended cement types	**Replacement Ranges by SCMs (%)**	
Type I or Type III	24.5 - 25.0% Class F fly ash, or 49.5 - 50.0% Slag cement, or 19.5 - 20.0% Metakaolin	49.5 - 50.0% Slag cement
Type II or Type III (MS)	See Note 1	24.5 - 25.0% Class F fly ash, or 49.5 - 50.0% Slag cement, or 19.5 - 20.0% Metakaolin
Type IL	24.5 - 35.0% Class F fly ash, or 49.5 - 50.0% Slag cement, or 19.5 – 20.0% Metakaolin	49.5 - 50.0% Slag cement
Type IL (MS)	See Note 1	24.5 - 35.0% Class F fly ash, or 49.5 - 50.0% Slag cement, or 19.5 - 20.0% Metakaolin
Type IS	24.5 - 25.0% Class F fly ash, or 24.5 - 25.0% Slag cement, or 19.5 - 20.0% Metakaolin	24.5 - 25.0% Class F fly ash, or 24.5 - 25.0% Slag cement, or 19.5 - 20.0% Metakaolin
Type IS (MS)	See Note 1	24.5 - 25.0% Class F fly ash, or 24.5 - 25.0% Slag cement, or 19.5 - 20.0% Metakaolin
Type IP (MS)	No replacement combination allowed	Type not allowed

[1] Class F fly ash or slag cement may be added as a replacement for cement as allowed in Subsection 907-799.02.2.

907-799.02.5--Chemical Admixtures. At least one water-reducing admixture or water-reducing/set-retarding admixture shall be used in all classes of concrete in accordance with the manufacturer's recommended dosage range. Admixtures providing a specific performance characteristic other than those of water reduction or set retardation may be used in accordance with the manufacturer's recommended dosage range. Accelerating admixtures shall not be used unless approved by the State Materials Engineer and as applied to Classes by Note 11 in Table 1. Any combinations of admixtures shall be approved by the Engineer before their use.

907-799.02.6--Aggregates.

907-799.02.6.1--Lightweight Aggregate Requirements for Bridge Decks. For bridge decks constructed following the requirements of Subsection 804.03.19.7.3, Subsection 804.03.14.2 and Subsection 804.03.17.2, then the Class BD or Class BDX mixture design shall contain LWA meeting the requirements of Subsection 703.19.2 and have an internal curing water content of 8.0 lbs. per 100 lbs. of total cementitious materials in the mixture design; mixture designs not containing LWA and the required minimum internal curing water content shall not be used.

907-799.02.6.2--Class WT Concrete. Class WT concrete used in fiber-reinforced concrete pavements with a design thickness greater than or equal to 4 inches, size 57 coarse aggregate shall be used. Class WT concrete used in fiber-reinforced concrete pavements with a design thickness less than 4 inches, size 67 coarse aggregate shall be used.

907-799.03--Proportioning of Hydraulic Cement Concrete Mixture Design. Proportioning of hydraulic cement concrete shall be based on an existing mixture of which the producer has field experience and documentation or based on a recently batched laboratory mixture tested according to the required specifications.

907-799.03.1--Proportioning on the Basis of Previous Field Experience of Trial Mixtures. Where a concrete production facility has a record, based on at least 10 consecutive strength tests from at least 10 different batches within the past 12 months from a mixture not previously used on Department projects, the standard deviation shall be calculated. The record of tests from which the standard deviation is calculated shall:

(a) Represent similar materials and conditions to those expected. Changes in materials and proportions within the test record shall not have been more closely restricted than those for the proposed work.
(b) Represent concrete produced to meet a specified strength.
(c) Consist of 10 consecutive tests, average of three cylinders per test, tested at 28 days. For all mixture designs, for each of these tests on the plastic concrete the test data shall meet the acceptance criteria of Subsection 804.02.13.1.

The standard deviation, *s,* shall be calculated as:

$$s = \left[\sum (X_i - \bar{X})^2 \div (N - 1)\right]^{1/2}$$

where:

X_i = the strength result of an individual test
$\bar{X}$ = the average of individual tests in the series
N = number of tests in the series

When the concrete production facility does not have a record of tests for calculation of standard deviation, as required in the above formula, the requirements of Subsection 907-799.03.2 shall govern.

The required average compressive strength (f'_{cr}) used as the basis for selection of concrete proportions shall conform to the inequality listed below, while using a standard deviation, s, calculated as shown above.

$$\overline{X} \geq f'_{cr}$$

where:

$$f'_{cr} = f'_c + 1.43s$$

where:

f'_c = specified compressive strength of concrete, psi
f'_{cr} = required average compressive strength of concrete, psi
s = standard deviation, psi

1.43 represents the Lower Quality Index necessary to assure that 93% of compressive strength tests are above f'_c.

907-799.03.2--Proportioning on the Basis of Laboratory Trial Mixtures. When an acceptable record of field test results is not available, concrete proportions shall be established based on laboratory trial mixtures meeting the following restrictions:

(a) The combination of materials shall be those intended for use in the proposed work.
(b) Trial mixtures having proportions and consistencies suitable for the proposed work shall be made using the ACI 211.1 as a guide to proportion the mixture design.
(c) Trial mixtures shall be designed to produce a slump within ±¾ inch of the design slump allowed, and for air-entrained concrete, ±0.5 percent of the maximum permitted air content in Table 1 in Subsection 907-799.02. The temperature of freshly mixed concrete in trial mixtures shall be reported.
(d) For each proposed mixture, at least three compressive test cylinders shall be made and cured in accordance with AASHTO R 39. Each change of water-cement ratio shall be considered a new mixture. The cylinders shall be tested for strength in accordance with AASHTO T 22 and shall be tested at 28 days.
(e) The required average strength of laboratory trial mixes shall exceed f'_c by 1200 psi for concrete mixture designs less than 5000 psi and by 1400 psi for concrete mixture designs of 5000 psi or more.
(f) The laboratory trial batch mixtures shall have been made within the previous 12 months before being submitted for approval and shall not have been previously used on Department projects.

907-799.04--Documentation of Average Strength. Documentation that the proposed concrete proportions will produce an average strength equal to or greater than the required average shall consist of the strength test records from field tests or results from laboratory trial mixtures.

907-799.05--Field Verification of Concrete Mixture Design. Unless otherwise noted within this Subsection, and except for Class PO, concrete mixture designs will only be tentatively approved pending field verification submission. All concrete placed using a mixture design which has not been acceptably field verified will not be paid for by the Department until field verification is submitted and approved as having been found to meet the requirements in this Subsection and those in the Department's *Concrete Manual*. The requirements for yield, slump, or total air content shall be successfully met within the first three (3) production days. Mixture designs may be transferred to other projects without additional field verification testing if the most recent field verification testing was conducted within the past twelve (12) months. All concrete mixtures will have a complete field verification performed and submitted to the Department's Materials Division every 12 months.

The Contractor's Certified Quality Control Technicians shall test each concrete mixture design upon the first placement of the mixture. Aggregates and concrete tests during the first placement shall be as follows.

Aggregates	Concrete
Bulk Specific Gravity	Water Content
Moisture	Slump
Gradation	Air Content
	Unit Weight
	Yield

For all Classes of concrete, the mixture shall be verified to yield within 2.0% of the correct volume when all the mix water is added to the batch, either by the batch plant or as ice used to control mixture acceptance temperature.

For all Classes of concrete other than DS, F, and FX, the mixture shall produce a slump within a minus 1½-inch tolerance of the design for mixtures with a design slump of three inches (3") or less or within a minus 2½-inch tolerance of the design for mixtures with a design slump of greater than three inches (3"), and producing a total air content within the allowable air content range in Table 3.

For Class DS, the slump range shall be 8 inches ±1 inch. For Class DS exposed to seawater, the total air content shall be within the allowable air content range in Table 3. For Class DS not exposed to seawater the total air content shall be within the requirements in Table 3.

For Classes F and FX, the slump shall be within a minus 1½-inch tolerance of the design for mixtures with a design slump of three inches (3") or less or within a minus 2½-inch tolerance of the design for mixtures with a design slump of greater than three inches (3"). For Classes F and FX exposed to seawater, the total air content shall be within the allowable air content range in Table 3. For Classes F and FX not exposed to seawater the total air content shall be within the requirements in Table 3.

The mixture shall be adjusted and retested, if necessary, on subsequent placements until the above-mentioned properties are met.

If the requirements for yield, slump, or total air content are not met within the first three (3) production days, subsequent field verification testing shall not be permitted on Department projects, and the mixture design shall not be used until the requirements listed above are met. Any mixture design adjustments, changes in the mixture proportions, are to be made by a Class III Certified Technician representing the Contractor. After the mixture design has been verified and adjustments made, verification test results will be reviewed by the Engineer.

907-799.05.1--Field Verification and Slump Loss of Class DS Concrete Mixture Designs. Prior to placement of Class DS concrete mixture, the Contractor shall provide test results of a slump loss test using approved methods to demonstrate that the mixture meets the four-hour requirement in Subsection 803.03.2.7.1. The Contractor shall notify the Department 48 hours prior to performing the slump loss test. These tests shall be conducted successfully by an approved testing laboratory during the installation of the trial shaft, with personnel from the Department present. As an alternative, the slump loss test can be performed prior to the installation of the trial shaft.

The slump loss test shall be conducted at temperatures and conditions similar to those expected at the job site at the time of the installation of the trial shaft. The sample for the slump loss test shall be from a minimum batch size of four (4) cubic yards of concrete. If the temperature between a successful slump loss test and the installation of the production shaft exceeds 10ºF above the concrete temperature, another successful slump loss test shall be performed on the first truckload of concrete as part of the installation of the trial shaft. The requirement to limit the time between the previous slump loss test and an installation of the trial shaft also applies to Class DS concrete mixture designs being transferred from another project. During any shaft installation a slump loss test shall be conducted by the Contractor at the direction of the Engineer from the concrete at the site for verification of slump loss requirements using a sample from a minimum batch size of four cubic yards of concrete.

907-799.05.2--Field Verification of Class BDO and Class WT Concrete Mixture Designs. Prior to mixture design submittal, the Contractor shall perform a field verification on Class BDO and Class WT concrete mixture designs and submit the field verification data and batch ticket information as part of the mixture submittal.

In addition to the requirements in Subsection 907-799.03.3, this documentation must indicate that the mixture achieves the requirements in Table 1 for:

- the compressive strengths required for acceptance within 28 days;
- the compressive strengths required for early opening to traffic within the time specified by the Engineer; and
- if the maturity method is to be used to estimate the compressive strength for early opening to traffic, the strength/maturity relationship shall be verified within 10% of the predicted compressive strength value determined by the maturity curve following the requirements of AASHTO T325 during the field verification.

907-799.06--Adjustments of Mixtures. The mixture design may be adjusted by the Class III Certified Technician representing the Contractor in accordance with the allowable revisions listed in paragraph 5.7 of the Department's *Concrete Manual*. Written notification shall be submitted to the Engineer a minimum of seven (7) days prior to any source or brand of material change, aggregate size change, allowable material type change, or decrease in any cementitious material content. Any adjustments of the concrete mixture design shall necessitate repeat of field verification procedure as described in Subsection 907-799.05 and approval by the Engineer.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-808-1 **CODE: (IS)**

DATE: 11/01/2018

SUBJECT: Joint Repair

Section 808, Joint Repair, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-808.04--Method of Measurement. Delete the paragraph in Subsection 808.04 on page 1009, and substitute the following.

When a pay item is included in the plans, joint repair will be measured by the linear foot and mortar mix will be measured by the gallon. The volume of measurement for the epoxy/sand mortar mix will be determined from the summation of the volumes of the epoxy components and the volume of sand will not be measured for payment.

907-808.05--Basis of Payment. Delete the paragraph in Subsection 808.05 on page 1009, and substitute the following.

When a pay item is included in the plans, joint repair, measured as prescribed above, will be paid for at the contract unit price per linear foot, which price shall be full compensation for furnishing and placing all materials, labor, tools, equipment, and all incidentals necessary to complete the work.

When a pay item is included in the plans, mortar mix, measured as prescribed above, will be paid for at the contract unit price per gallon, which price shall be full compensation for furnishing all materials including sand and forming materials, and all incidentals necessary to complete the work. No payment will be made for the sand used in the epoxy mortar mix.

The price bid for each item of work shall include the cost of continuous maintenance of traffic and protective services as required by the Department's Traffic Control Plan. This shall include all required individual traffic control devices.

Payment will be made under:

907-808-A: Joint Repair - per linear foot

907-808-B: Mortar Mix - per gallon

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISIONS NO. 907-823-8 **CODE: (SP)**

DATE: 08/06/2024

SUBJECT: Preformed Joint Seal

Section 907-823, Preformed Joint Seal, is hereby added to and becomes a part of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as follows.

SECTION 907-823--PREFORMED JOINT SEAL

907-823.01--Description. This work consists of furnishing and installing preformed joint seals in accordance with these specifications and the details shown in the Plans or drawings provided.

907-823.02--Materials. The Contractor shall furnish a manufacturer's certification stating that the material used meets the requirements of this specification.

The preformed joint seal shall be one of the following, or an approved equal. The size of the seal, Type I, Type II, or Type III shall be determined based on the size of the joint opening, as detailed in the Plans or drawings provided. It is the Contractor's responsibility to ensure that the size selected is appropriate for the width of the joint. Type I shall be used for joint openings less than two inches (2"). Type II shall be used for joint openings greater than two inches (2"), with the maximum joint opening being two and one-half inches (2½"). Type III shall be used for joint openings greater than two and one-half inch (2½"), with the maximum joint opening being three and one-half inch (3½"). In cases where the joint opening (design width "A" plus seat widths on both sides of the joint opening) is greater than four inches (4"), another type of expansion material shall be required as directed by the Director of Structures, State Bridge Engineer.

1. Silicoflex Joint Sealing System
   Manufactured by R.J. Watson, Inc. in Alden, NY
   www.rjwatson.com

2. Wabo®SPS Joint System
   Manufactured by Watson Bowman Acme Corporation in Amherst, NY
   www.wbacorp.com

3. Silspec SSS Silicone Strip Seal
   Manufactured by SSI Commercial & Highway Construction Materials in Tulsa, OK
   www.ssicm.com

907-823.03--Construction Methods. Preformed joint seals shall be installed in accordance with the manufacturer's recommendations. The material shall seal the deck surface, gutters, and curbs to prevent moisture or other contaminants from leaking through the joints. The joint seal shall be installed in such a manner that the top surface of the material is within the minimum and maximum depths below the roadway or bridge surface recommended by the manufacturer.

Saw cutting for the joint repair shall be accomplished by sawing at the locations and depth shown on the joint repair detail sheets in the plans or in the contract documents. Saw cuts shall be as near vertical as possible at the saw line of the repair area. The saw cut depth shall be equivalent to the installation depth required by the manufacturer's specifications, and the type specified shall be the same as the type specified for preformed joint seal.

907-823.04--Method of Measurement. Preformed joint seal of the type specified will be measured in linear feet along the length of the centerline joint.

Saw cuts of the type specified will be measured by the linear foot along the length of the bridge deck on each side of the centerline joint.

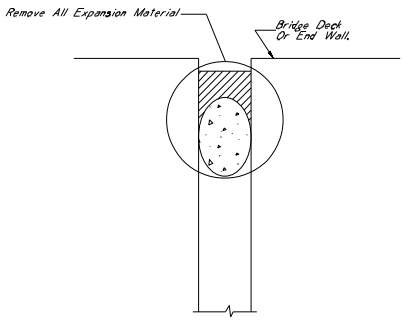
907-823.05--Basis of Payment. Preformed joint seal, measured as prescribed above, will be paid for at the contract unit price per linear foot, which shall be full compensation for furnishing all labor, equipment, tools, materials, and incidentals necessary to complete the work.

Saw cuts, measured as prescribed above, will be paid for at the contract unit price per linear foot, which shall be full compensation for furnishing all labor, equipment, tools, materials, and incidentals necessary to complete the work.

Payment will be made under:

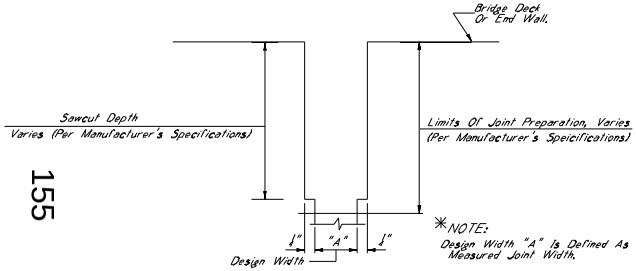
907-823-A: Preformed Joint Seal, Type ___ - per linear foot

907-823-B: Saw Cut, Type _____ - per linear foot



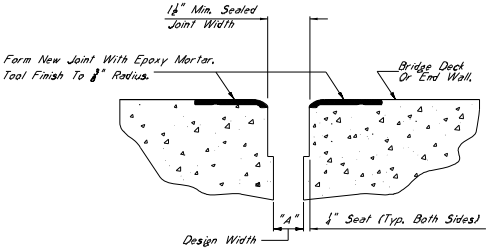
TYPICAL SECTION AT EXISTING JOINT

Showing Existing Expansion Materials To Be Removed And Replaced With Preformed Joint Seal



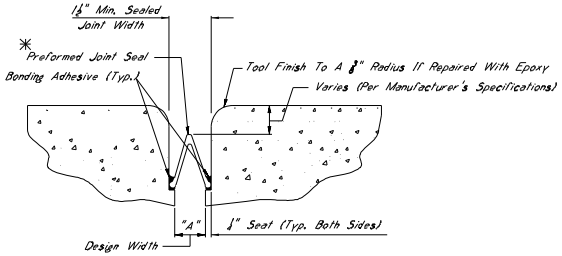
TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL AND SAWCUT

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



TYPICAL SECTION AT SAWCUT & JOINT REPAIR

Showing Area Where Repairs Are Made After Sawcut, With Epoxy Mortar Or Approved Equivalent



TYPICAL SECTION AT SAWCUT & SEALED JOINT

Showing Sealed Joint After Sawcut

*NOTES:

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

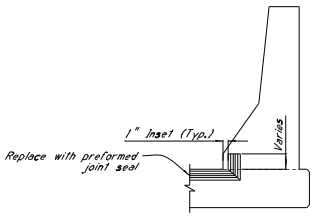
   A. Silicoflex Joint Sealing System
   Manufactured By R.J. Watson, Inc. In Alden, NY
   www.rjwatson.com

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

   C. Silspec S55 Silicone Strip Seal
   Manufactured By SSI Commercial & Highway Construction Materials
   www.ssicm.com

2. For Estimating Purposes, The RJ Watson Silicoflex Joint Sealing System Was Selected. However, Should Another Supplier Be Chosen, It Is The Contractor's Responsibility To Ensure That The Manufacturer's Recommendations Are Followed For Joint Preparation, Installation Depths And Widths, Adhesive Setting Times, And Any Other Variances Between The Specifications Provided By The Manufacturers. A Manufacturer Representative Shall Be Present At The Time Joint Sealing Begins 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 ½" Seat Required On Both Sides Of The Joint. Preformed Joint Seal, Type I, Shall Be Used For Design Widths Less Than 2". Preformed Joint Seal, Type II, Shall Be Used For Design Widths Greater Than or Equal To 2", With The Maximum Design Width Being 2½". Type III Shall Be Used For Design Width Greater Than 2½", With The Maximum Design Width Being 3½". In Cases Where Design Widths Are Greater Than 3½", Another Type Of Expansion Material Shall Be Required As Directed By The Director Of Structures, State Bridge Engineer. It Is The Contractor's Responsibility To Ensure That The Size Selected Is Appropriate For The Width Of The Joint.



ELEVATION AT END OF SPAN

*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".

NOTES ON ASSOCIATED ITEMS OF WORK:

907-808-A002 JOINT REPAIR

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. Epoxy Mortar Shall Also Be Included Under This Item Of Work. Removal Of Existing Silicone Sealed, Compression, And AC Sealed 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 Compacted Dirt, Vegetation and Trash) Located At Any 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.

907-808-A003 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 Silicone Sealed, Compression, And AC Sealed Joint Materials Shall Be Included Under This Item Of Work. Removal Of Joint Materials And Any Trash And Debris (Including But Not Limited to Compacted Dirt, Vegetation and Trash) Located At Any 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-B001 SAW CUT, TYPE I
907-823-B002 SAW CUT, TYPE II
907-823-B003 SAW CUT, TYPE III

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 Unit 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 Recomendations.

907-823-A001 PREFORMED JOINT SEAL, TYPE I
907-823-A002 PREFORMED JOINT SEAL, TYPE II
907-823-A003 PREFORMED JOINT SEAL, TYPE III

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

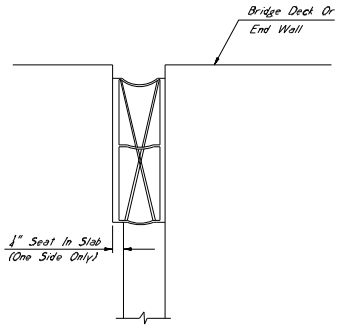
Basis Of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Centerline Joint.

EPOXY MORTAR AND POLYMER CONCRETE NOTES:

Either Epoxy Mortar Or Polymer Concrete May Be Used. Guidelines For Selection Of Materials Can Be Found In Section 808 of the Specifications.

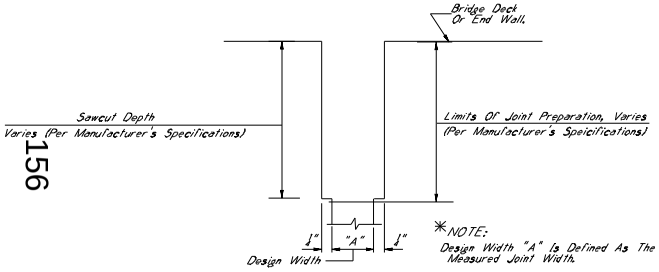
GENERAL NOTES:

1. Specifications: Mississippi Standard Specifications For Road And Bridge Construction, 2017.
2. No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer. Minor Changes To Detail Of Design Or Construction Procedure May Be Authorized By The Bridge Engineer Provided Such Changes Will Not Be Cause For Contract Price Adjustment.
3. Work For Which No Pay Item Is Provided In The Proposal Will Not Be Paid For Directly And Shall Therefore Be Considered An Absorbed Item of Work.



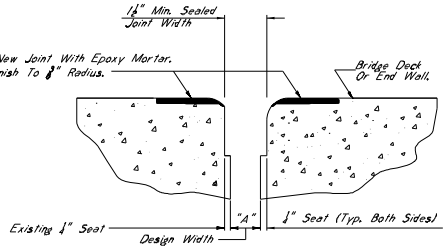
TYPICAL SECTION AT EXISTING JOINT

Showing Existing Expansion Device To Be Removed And Replaced With Preformed Joint Seal



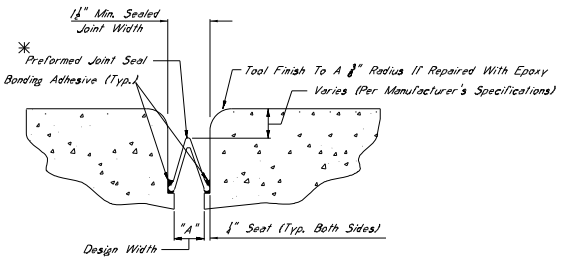
TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL AND SAWCUT

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



TYPICAL SECTION AT SAWCUT & JOINT REPAIR

Showing Area Where Repairs Are Made After Sawcut, With Epoxy Mortar Or Approved Equivalent



TYPICAL SECTION AT SAWCUT & SEALED JOINT

Showing Sealed Joint After Sawcut And Repair With Epoxy Mortar

✳NOTES:

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

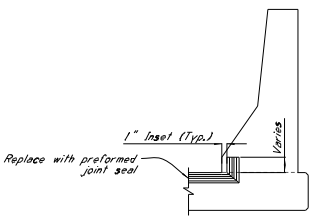
   A. Silicoflex Joint Sealing System
   Manufactured By R.J. Watson, Inc. In Alden, NY
   www.rjwatson.com

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

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

2. For Estimating Purposes, The RJ Watson Silicoflex Joint Sealing System Was Selected. However, Should Another Supplier Be Chosen, It Is The Contractor's Responsibility To Ensure That The Manufacturer's Recommendations Are Followed For Joint Preparation, Installation Depths And Widths, Adhesive Setting Times, And Any Other Variances Between The Specifications Provided By The Manufacturers. A Manufacturer Representative Shall Be Present At The Time Joint Sealing Begins 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 ½" Seat Required On Both Sides Of The Joint. Preformed Joint Seal, Type I, Shall Be Used For Design Widths Less Than 2". Preformed Joint Seal, Type II, Shall Be Used For Design Widths Greater Than or Equal To 2", With The Maximum Design Width Being 2½". Type III Shall Be Used For Design Width Greater Than 2½", With The Maximum Design Width Being 3½". In Cases Where Design Widths Are Greater Than 3½", Another Type Of Expansion Material Shall Be Required As Directed By The Director Of Structures, State Bridge Engineer. It Is The Contractor's Responsibility To Ensure That The Size Selected Is Appropriate For The Width Of The Joint.



✳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".

ELEVATION AT END OF SPAN

NOTES ON ASSOCIATED ITEMS OF WORK:

907-808-A002 JOINT REPAIR

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 Joint Materials And Any Trash And Debris (Including But Not Limited To Compacted Dirt, Vegetation and Trash) Located At Any Depth Within The Joint Shall Be Included Under This Item Of Work. Epoxy Mortar Shall Also Be Included Under This Item Of Work. Removal of Existing Silicone Sealed, Compression, And AC Sealed Joint Materials Will Not Be Paid For Directly And Shall Be Considered As Absorbed 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.

907-808-A003 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 Silicone Sealed, Compression, And AC Sealed Joint Materials Shall Be Included Under This Item Of Work. Removal Of Joint Materials And Any Trash And Debris (Including But Not Limited To Compacted Dirt, Vegetation and Trash) Located At Any 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-A001 SAW CUT, TYPE I
907-823-A002 SAW CUT, TYPE II
907-823-A003 SAW CUT, TYPE III

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 Unit 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 Recomendations.

907-823-A001 PREFORMED JOINT SEAL, TYPE I
907-823-A002 PREFORMED JOINT SEAL, TYPE II
907-823-A003 PREFORMED JOINT SEAL, TYPE III

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

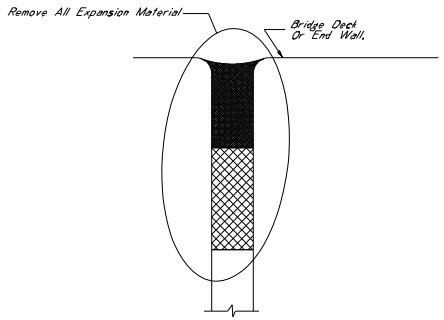
Basis Of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Centerline Joint.

EPOXY MORTAR AND POLYMER CONCRETE NOTES:

Either Epoxy Mortar Or Polymer Concrete May Be Used. Guidelines For Selection Of Materials Can Be Found In Section 808 of the Specifications.

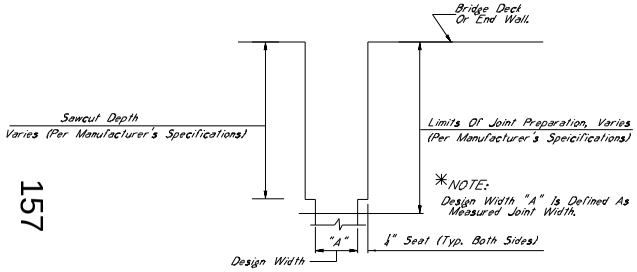
GENERAL NOTES:

1. Specifications: Mississippi Standard Specifications For Road And Bridge Construction, 2017.
2. No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer. Minor Changes To Detail Of Design Or Construction Procedure May Be Authorized By The Bridge Engineer Provided Such Changes Will Not Be Cause For Contract Price Adjustment.
3. Work For Which No Pay Item Is Provided In The Proposal Will Not Be Paid For Directly And Shall Therefore Be Considered An Absorbed Item of Work.



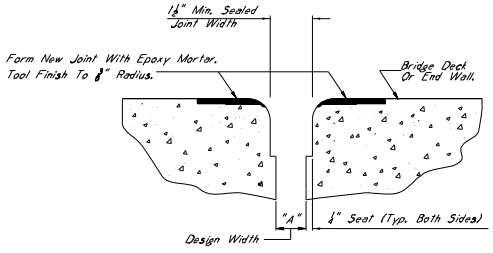
TYPICAL SECTION AT EXISTING JOINT

Showing Existing Expansion Material To Be Removed And Replaced With Preformed Joint Seal



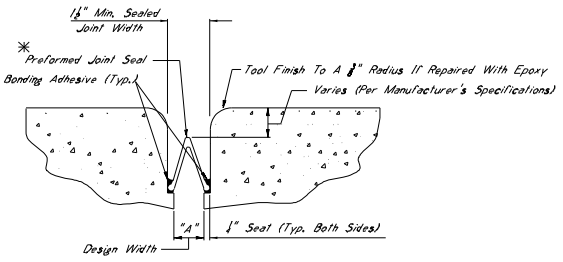
TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL AND SAWCUT

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



TYPICAL SECTION AT SAWCUT & JOINT REPAIR

Showing Area Where Repairs Are Made After Sawcut, With Epoxy Mortar Or Approved Equivalent



TYPICAL SECTION AT SAWCUT & SEALED JOINT

Showing Sealed Joint After Sawcut And Repair With Epoxy Mortar

✳NOTES:

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

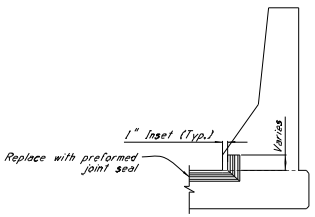
   A. Silicoflex Joint Sealing System
   Manufactured By R.J. Watson, Inc. In Alden, NY
   www.rjwatson.com

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

   C. Silspec 555 Silicone Strip Seal
   Manufactured By SSI Commercial & Highway Construction Materials
   www.ssicm.com

2. For Estimating Purposes, The RJ Watson Silicoflex Joint Sealing System Was Selected. However, Should Another Supplier Be Chosen, It Is The Contractor's Responsibility To Ensure That The Manufacturer's Recommendations Are Followed For Joint Preparation, Installation Depths And Widths, Adhesive Setting Times, And Any Other Variances Between The Specifications Provided By The Manufacturers. A Manufacturer Representative Shall Be Present At The Time Joint Sealing Begins 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 ¼" Seat Required On Both Sides Of The Joint. Preformed Joint Seal, Type I, Shall Be Used For Design Widths Less Than 2". Preformed Joint Seal, Type II, Shall Be Used For Design Widths Greater Than or Equal To 2", With The Maximum Design Width Being 2½". Type III Shall Be Used For Design Width Greater Than 2½" With The Maximum Design Width Being 3". In Cases Where Design Widths Are Greater Than 3", Another Type Of Expansion Material Shall Be Required As Directed By The Director Of Structures, State Bridge Engineer. It Is The Contractor's Responsibility To Ensure That The Size Selected Is Appropriate For The Width Of The Joint.



✳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".

ELEVATION AT END OF SPAN

NOTES ON ASSOCIATED ITEMS OF WORK:

907-808-A002 JOINT REPAIR

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. Epoxy Mortar Shall Also Be Included Under This Item Of Work. Removal Of Existing Silicone Sealed, Compression, And AC Sealed 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 Compacted Dirt, Vegetation and Trash) Located At Any 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.

907-808-A003 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 Silicone Sealed, Compression, And AC Sealed 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 Compacted Dirt, Vegetation And Trash) Located At Any 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-B001 SAW CUT, TYPE I
907-823-B002 SAW CUT, TYPE II
907-823-B003 SAW CUT, TYPE III

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 Unit 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 Recomendations.

907-823-A001 PREFORMED JOINT SEAL, TYPE I
907-823-A002 PREFORMED JOINT SEAL, TYPE II
907-823-A003 PREFORMED JOINT SEAL, TYPE III

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 Contract Unit Price Along The Length Of The Centerline Joint.

EPOXY MORTAR AND POLYMER CONCRETE NOTES:

Either Epoxy Mortar Or Polymer Concrete May Be Used. Guidelines For Selection Of Materials Can Be Found In Section 808 of the Specifications.

GENERAL NOTES:

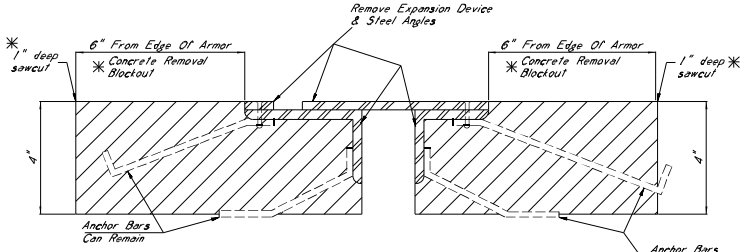
1. Specifications: Mississippi Standard Specifications For Road And Bridge Construction, 2017.
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3. Work For Which No Pay Item Is Provided In The Proposal Will Not Be Paid For Directly And Shall Therefore Be Considered An Absorbed Item of Work.

✳1" SAWCUT NOTES:

All 1" Sawcuts Shall Be Considered An Absorbed Item of Work. The Contractor Shall Verify Depth Of Reinforcing Steel Before Making Any Sawcuts. The Depth Of The Sawcut Shall Be No More Than The Depth Of The Reinforcing Steel. Any Damage To Reinforcing Steel Shall Be Repaired To The Satisfaction Of The Engineer At No Cost To The State.

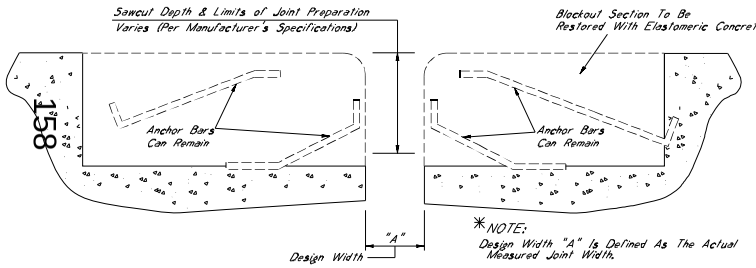
✳CONCRETE REMOVAL BLOCKOUT NOTES

Removal Of The Concrete Blockout Area Shall Be Considered An Absorbed Item Of Work Under Pay Item 202-B169. The Contractor Shall Use A Hammer No Larger Than 30 LBs To Complete This Work.



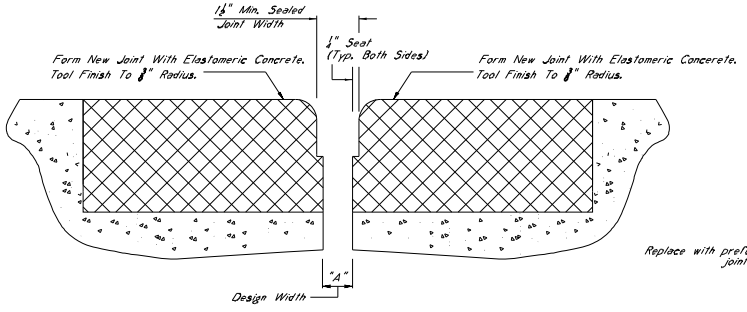
TYPICAL SECTION AT EXISTING JOINT

Showing Existing Expansion Device To Be Removed And Replaced With Preformed Joint Seal



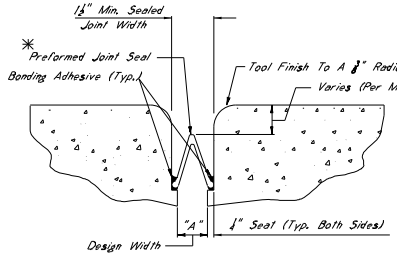
TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL

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



TYPICAL SECTION AT SAWCUT & JOINT REPAIR

Showing Area Where Repairs Are Made After Sawcut With Elastomeric Concrete



TYPICAL SECTION AT SAWCUT & SEALED JOINT

Showing Sealed Joint After Sawcut And Repair With Elastomeric Concrete

✳NOTES:

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

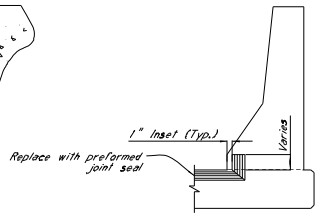
   A. Silicoflex Joint Sealing System
   Manufactured By R.J. Watson, Inc. In Alden, NY
   www.rjwatson.com

   B. Wabo SPS Joint System
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   C. Silspec 555 Silicone Strip Seal
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2. For Estimating Purposes, The RJ Watson Silicoflex Joint Sealing System Was Selected. However, Should Another Supplier Be Chosen, It Is The Contractor's Responsibility To Ensure That The Manufacturer's Recommendations Are Followed For Joint Preparation, Installation Depths And Widths, Adhesive Setting Times, And Any Other Variances Between The Specifications Provided By The Manufacturers. A Manufacturer Representative Shall Be Present At The Time Joint Sealing Begins 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 ¼" Seat Required On Both Sides Of The Joint. Preformed Joint Seal, Type I, Shall Be Used For Design Widths Less Than 2". Preformed Joint Seal, Type II, Shall Be Used For Design Widths Greater Than or Equal To 2", With The Maximum Design Width Being 2½". Type III Shall Be Used For Design Width Greater Than 2½" With The Maximum Design Width Being 3½". In Cases Where Design Widths Are Greater Than 3½", Another Type Of Expansion Material Shall Be Required As Directed By The Director Of Structures, State Bridge Engineer. It Is The Contractor's Responsibility To Ensure That The Size Selected Is Appropriate For The Width Of The Joint.



✳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".

ELEVATION AT END OF SPAN

NOTES ON ASSOCIATED ITEMS OF WORK:

202-B169 REMOVAL OF EXISTING JOINT MATERIAL

Description: Shall Include The Removal Of Material Associated With Armor, Sliding Plate, And Neoprene Expansion Joints, As Designated In The Detail Drawings Provided. Removal of The Concrete Blockout Area Shall Be Absorbed Under This Item Of Work. Other Joint Types Shall Not Be Included Under This Item Of Work Unless Otherwise Directed By The Engineer. Removal of Joint Material And Any Trash And Debris (Including But Not Limited To Compacted Dirt, Vegetation And Trash) Located At Any Depth Within The Joint Shall Be Included Under This Item Of Work.

Basis Of Payment: Removal of Armor And Sliding Plate Joint Material 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, While Removal Of Neoprene Joint Material Will Only Be Paid For As The Length Along The Centerline Of The Joint.

907-823-B001 SAW CUT, TYPE I
907-823-B002 SAW CUT, TYPE II
907-823-B003 SAW CUT, TYPE III

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 Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint.

907-823-A001 PREFORMED JOINT SEAL, TYPE I
907-823-A002 PREFORMED JOINT SEAL, TYPE II
907-823-A003 PREFORMED JOINT SEAL, TYPE III

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 Contract Unit Price Along The Length Of The Centerline Joint.

ELASTOMERIC CONCRETE NOTES

907-824-PP007 BRIDGE REPAIR, ELASTOMERIC CONCRETE

Description: Elastomeric Concrete Shall Be One Of The Following Products, Installed According To The Manufacturer's Specifications:

A. Poly-Tron Elastomeric Concrete
Manufactured By R.J. Watson, Inc. In Alden, NY
www.rjwatson.com

B. WaboCrete II
Manufactured By Watson Bowman Acme Corporation In Amherst, NY
www.wbacorp.com

C. Delcrete Elastomeric Concrete
Manufactured By The D.S. Brown Company In North Baltimore, OH
www.dsbrown.com

Basis of Payment: The Accepted Quantities Will Be Paid For In Cubic Yards At The Contract Unit Price.

GENERAL NOTES:

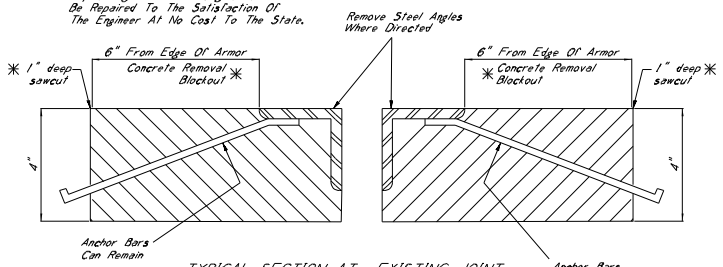
1. Specifications: Mississippi Standard Specifications For Road And Bridge Construction, 2017.
2. No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer. Minor Changes To Detail Of Design Or Construction Procedure May Be Authorized By The Bridge Engineer Provided Such Changes Will Not Be Cause For Contract Price Adjustment.
3. Work For Which No Pay Item Is Provided In The Proposal Will Not Be Paid For Directly And Shall Therefore Be Considered An Absorbed Item of Work.

✳1" SAWCUT NOTES:

All 1" Sawcuts Shall Be Considered An Absorbed Item of Work. The Contractor Shall Verify Depth Of Reinforcing Steel Before Making Any Sawcuts. The Depth Of The Sawcut Shall Be No More Than The Depth Of The Reinforcing Steel. Any Damage To Reinforcing Steel Shall Be Repaired To The Satisfaction Of The Engineer At No Cost To The State.

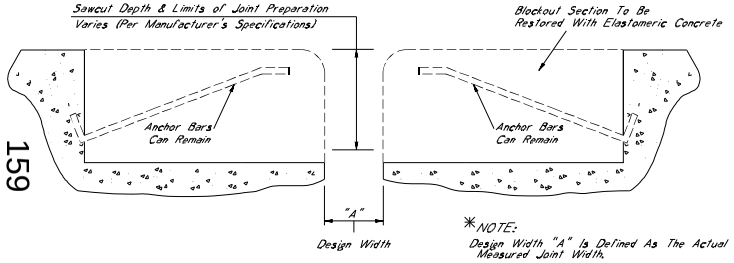
✳CONCRETE REMOVAL BLOCKOUT NOTES

Removal Of The Concrete Blockout Area Shall Be Considered An Absorbed Item Of Work Under Pay Item 202-B169. The Contractor Shall Use A Hammer No Larger Than 30 LBs To Complete This Work.



TYPICAL SECTION AT EXISTING JOINT

Showing Existing Expansion Device To Be Removed And Replaced With Preformed Joint Seal

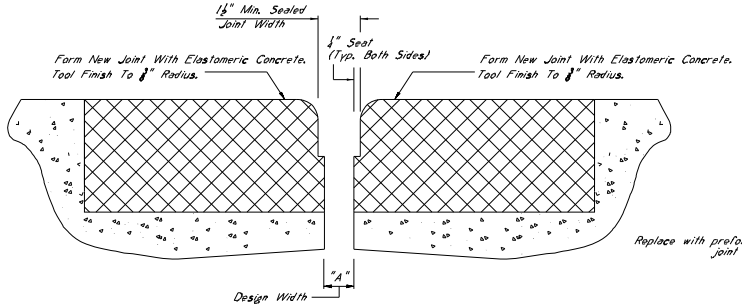


✳NOTE:

Design Width "A" Is Defined As The Actual Measured Joint Width.

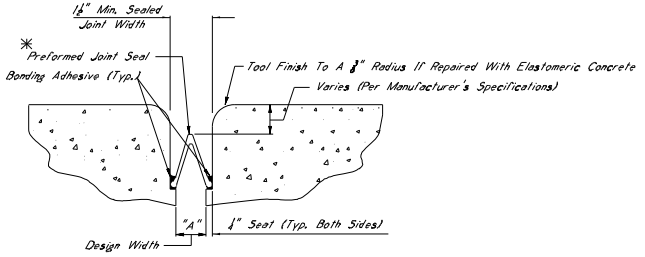
TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL

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



TYPICAL SECTION AT SAWCUT & JOINT REPAIR

Showing Area Where Repairs Are Made After Sawcut With Elastomeric Concrete



TYPICAL SECTION AT SAWCUT & SEALED JOINT

Showing Sealed Joint After Sawcut And Repair With Elastomeric Concrete

✳NOTES:

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

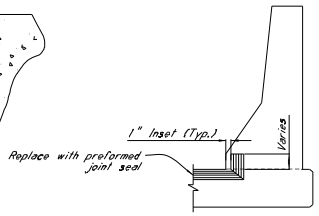
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2. For Estimating Purposes, The R.J. Watson Silicoflex Joint Sealing System Was Selected. However, Should Another Supplier Be Chosen, It Is The Contractor's Responsibility To Ensure That The Manufacturer's Recommendations Are Followed For Joint Preparation, Installation Depths And Widths, Adhesive Setting Times, And Any Other Variances Between The Specifications Provided By The Manufacturers. A Manufacturer Representative Shall Be Present At The Time Joint Sealing Begins 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 ½" Seat Required On Both Sides Of The Joint. Preformed Joint Seal, Type I, Shall Be Used For Design Widths Less Than 2". Preformed Joint Seal, Type II, Shall Be Used For Design Widths Greater Than or Equal To 2", With The Maximum Design Width Being 2½". Type III Shall Be Used For Design Width Greater Than 2½", With The Maximum Design Width Being 3¼". In Cases Where Design Widths Are Greater Than 3¼", Another Type Of Expansion Material Shall Be Required As Directed By The Director Of Structures, State Bridge Engineer. It Is The Contractor's Responsibility To Ensure That The Size Selected Is Appropriate For The Width Of The Joint.



✳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".

ELEVATION AT END OF SPAN

NOTES ON ASSOCIATED ITEMS OF WORK:

202-B169 REMOVAL OF EXISTING JOINT MATERIAL

Description: Shall Include The Removal Of Material Associated With Armor, Sliding Plate, And Neoprene Expansion Joints, As Designated In The Detail Drawings Provided. Removal of The Concrete Blockout Area Shall Be Absorbed Under This Item Of Work. Other Joint Types Shall Not Be Included Under This Item Of Work Unless Otherwise Directed By The Engineer. Removal of Joint Material And Any Trash And Debris (Including But Not Limited To Compacted Dirt, Vegetation And Trash) Located At Any Depth Within The Joint Shall Be Included Under This Item Of Work.

Basis Of Payment: Removal of Armor And Sliding Plate Joint Material 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, While Removal Of Neoprene Joint Material Will Only Be Paid For As The Length Along The Centerline Of The Joint.

907-823-B001 SAW CUT, TYPE I
907-823-B002 SAW CUT, TYPE II
907-823-B003 SAW CUT, TYPE III

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 Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint.

907-823-A001 PREFORMED JOINT SEAL, TYPE I
907-823-A002 PREFORMED JOINT SEAL, TYPE II
907-823-A003 PREFORMED JOINT SEAL, TYPE III

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 Contract Unit Price Along The Length Of The Centerline Joint.

ELASTOMERIC CONCRETE NOTES

907-824-PP007 BRIDGE REPAIR, ELASTOMERIC CONCRETE

Description: Elastomeric Concrete Shall Be One Of The Following Products, Installed According To The Manufacturer's Specifications:

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www.rjwatson.com

B. WaboCrete II
Manufactured By Watson Bowman Acme Corporation In Amherst, NY
www.wbacorp.com

C. Delcrete Elastomeric Concrete
Manufactured By The D.S. Brown Company In North Baltimore, OH
www.dsbrown.com

Basis of Payment: The Accepted Quantities Will Be Paid For In Cubic Yards At The Contract Unit Price.

GENERAL NOTES:

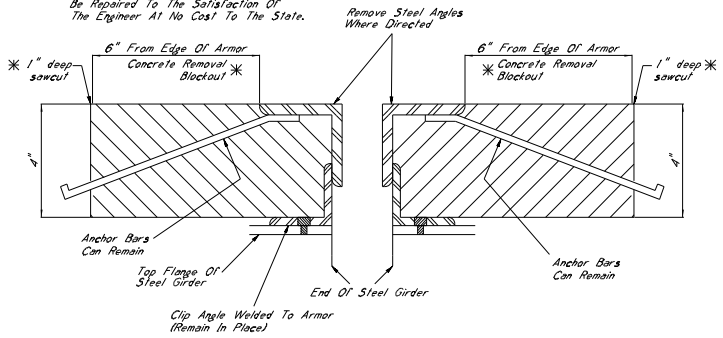
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2. No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer. Minor Changes To Detail Of Design Or Construction Procedure May Be Authorized By The Bridge Engineer Provided Such Changes Will Not Be Cause For Contract Price Adjustment.
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✳1" SAWCUT NOTES:

All 1" Sawcuts Shall Be Considered An Absorbed Item of Work. The Contractor Shall Verify Depth Of Reinforcing Steel Before Making Any Sawcuts. The Depth Of The Sawcut Shall Be No More Than The Depth Of The Reinforcing Steel. Any Damage To Reinforcing Steel Shall Be Repaired To The Satisfaction Of The Engineer At No Cost To The State.

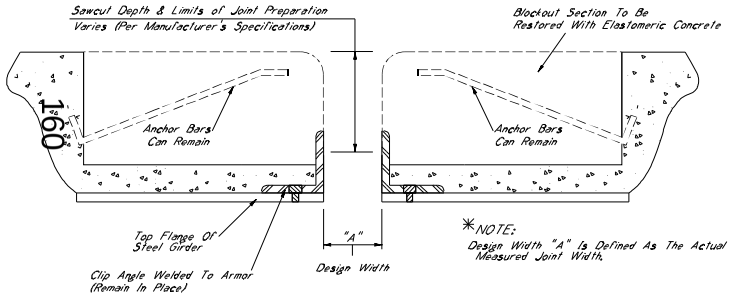
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TYPICAL SECTION AT EXISTING JOINT

Showing Existing Expansion Device To Be Removed And Replaced With Preformed Joint Seal

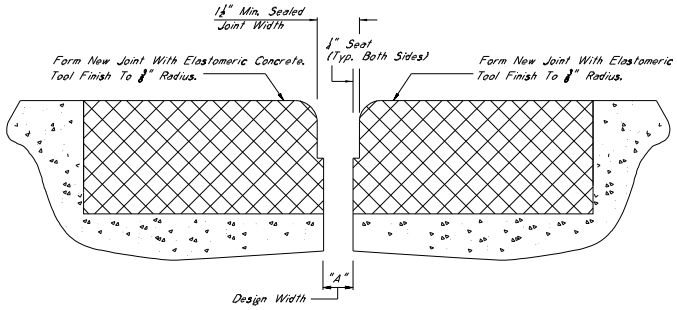


✳NOTE:

Design Width "A" Is Defined As The Actual Measured Joint Width.

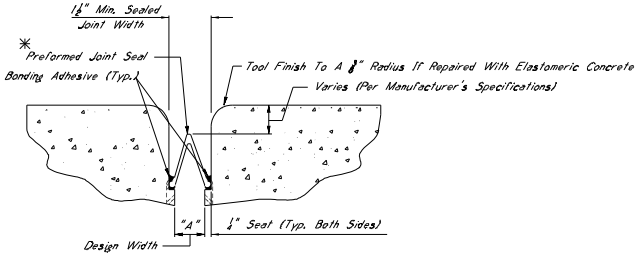
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TYPICAL SECTION AT SAWCUT & JOINT REPAIR

Showing Area Where Repairs Are Made After Sawcut With Elastomeric Concrete



TYPICAL SECTION AT SAWCUT & SEALED JOINT

Showing Sealed Joint After Sawcut And Repair With Elastomeric Concrete

✳NOTES:

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

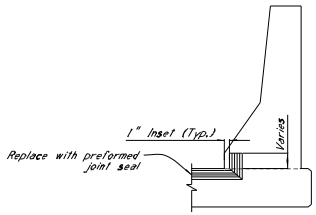
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   Manufactured By SSI Commercial & Highway Construction Materials
   www.ssicm.com

2. For Estimating Purposes, The RJ Watson Silicoflex Joint Sealing System Was Selected. However, Should Another Supplier Be Chosen, It Is The Contractor's Responsibility To Ensure That The Manufacturer's Recommendations Are Followed For Joint Preparation, Installation Depths And Widths, Adhesive Setting Times, And Any Other Variances Between The Specifications Provided By The Manufacturers. A Manufacturer Representative Shall Be Present At The Time Joint Sealing Begins 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" Seat Required On Both Sides Of The Joint. Preformed Joint Seal, Type I, Shall Be Used For Design Widths Less Than 2". Preformed Joint Seal, Type II, Shall Be Used For Design Widths Greater Than or Equal To 2" With The Maximum Design Width Being 2½". Type III Shall Be Used For Design Width Greater Than 2½". With The Maximum Design Width Being 3½". In Cases Where Design Widths Are Greater Than 3½", Another Type Of Expansion Material Shall Be Required As Directed By The Director Of Structures, State Bridge Engineer. It Is The Contractor's Responsibility To Ensure That The Size Selected Is Appropriate For The Width Of The Joint.



✳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".

ELEVATION AT END OF SPAN

NOTES ON ASSOCIATED ITEMS OF WORK:

202-B169 REMOVAL OF EXISTING JOINT MATERIAL

Description: Shall Include The Removal Of Material Associated With Armor, Sliding Plate, And Neoprene Expansion Joints, As Designated In The Detail Drawings Provided. Removal of The Concrete Blockout Area Shall Be Absorbed Under This Item Of Work. Other Joint Types Shall Not Be Included Under This Item Of Work Unless Otherwise Directed By The Engineer. Removal of Joint Material And Any Trash And Debris (Including But Not Limited To Compacted Dirt, Vegetation And Trash) Located At Any Depth Within The Joint Shall Be Included Under This Item Of Work.

Basis Of Payment: Removal of Armor And Sliding Plate Joint Material 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, While Removal Of Neoprene Joint Material Will Only Be Paid For As The Length Along The Centerline Of The Joint.

907-823-B001 SAW CUT, TYPE I
907-823-B002 SAW CUT, TYPE II
907-823-B003 SAW CUT, TYPE III

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 Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint.

907-823-A001 PREFORMED JOINT SEAL, TYPE I
907-823-A002 PREFORMED JOINT SEAL, TYPE II
907-823-A003 PREFORMED JOINT SEAL, TYPE III

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 Contract Unit Price Along The Length Of The Centerline Joint.

ELASTOMERIC CONCRETE NOTES

907-824-PP007 BRIDGE REPAIR, ELASTOMERIC CONCRETE

Description: Elastomeric Concrete Shall Be One Of The Following Products, Installed According To The Manufacturer's Specifications:

A. Poly-Tron Elastomeric Concrete
Manufactured By R.J. Watson, Inc. In Alden, NY
www.rjwatson.com

B. WaboCrete II
Manufactured By Watson Bowman Acme Corporation In Amherst, NY
www.wbacorp.com

C. Delcrete Elastomeric Concrete
Manufactured By The D.S. Brown Company In North Baltimore, OH
www.dsbrown.com

Basis of Payment: The Accepted Quantities Will Be Paid For In Cubic Yards At The Contract Unit Price.

GENERAL NOTES:

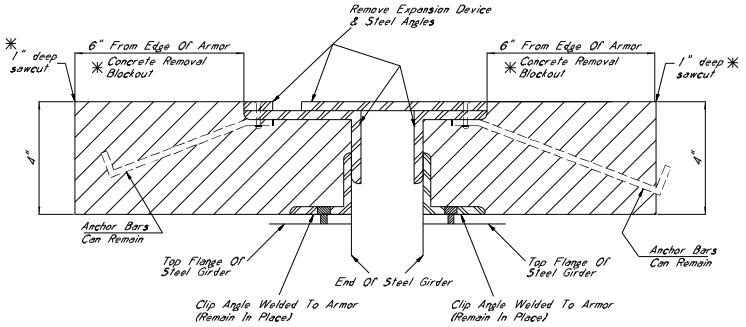
1. Specifications: Mississippi Standard Specifications For Road And Bridge Construction, 2017.
2. No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer. Minor Changes To Detail Of Design Or Construction Procedure May Be Authorized By The Bridge Engineer Provided Such Changes Will Not Be Cause For Contract Price Adjustment.
3. Work For Which No Pay Item Is Provided In The Proposal Will Not Be Paid For Directly And Shall Therefore Be Considered An Absorbed Item of Work.

✳1" SAWCUT NOTES:

All 1" Sawcuts Shall Be Considered An Absorbed Item of Work. The Contractor Shall Verify Depth Of Reinforcing Steel Before Making Any Sawcuts. The Depth Of The Sawcut Shall Be No More Than The Depth Of The Reinforcing Steel. Any Damage To Reinforcing Steel Shall Be Repaired To The Satisfaction Of The Engineer At No Cost To The State.

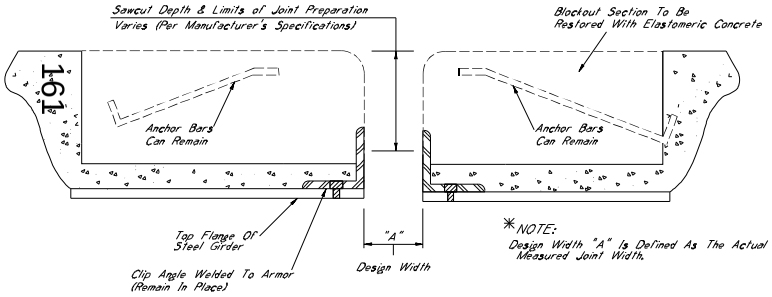
✳CONCRETE REMOVAL BLOCKOUT NOTES

Removal Of The Concrete Blockout Area Shall Be Considered An Absorbed Item Of Work Under Pay Item 202-B169. The Contractor Shall Use A Hammer No Larger Than 30 LBs To Complete This Work.



TYPICAL SECTION AT EXISTING JOINT

Showing Existing Expansion Device To Be Removed And Replaced With Preformed Joint Seal

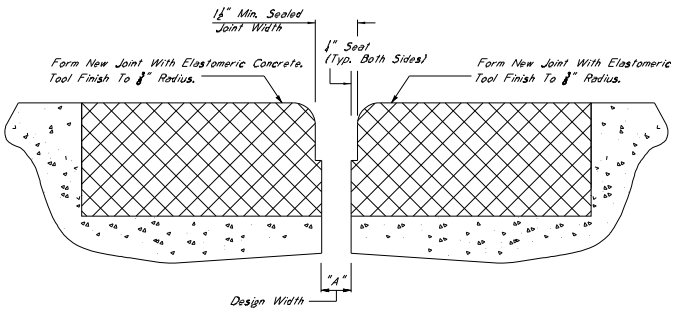


✳NOTE:

Design Width "A" Is Defined As The Actual Measured Joint Width.

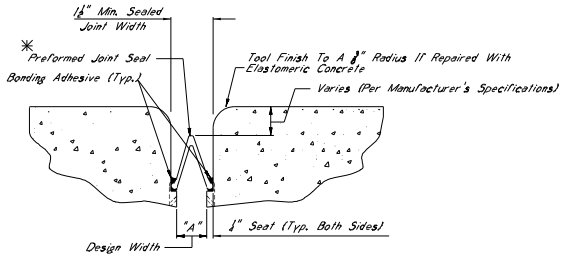
TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL

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



TYPICAL SECTION AT SAWCUT & JOINT REPAIR

Showing Area Where Repairs Are Made After Sawcut With Elastomeric Concrete



TYPICAL SECTION AT SAWCUT & SEALED JOINT

Showing Sealed Joint After Sawcut And Repair With Elastomeric Concrete

✳NOTES:

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

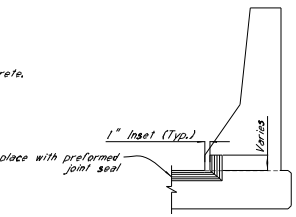
   A. Silicoflex Joint Sealing System
   Manufactured By R.J. Watson, Inc. In Alden, NY
   www.rjwatson.com

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

   C. Silspec 555 Silicone Strip Seal
   Manufactured By SSI Commercial & Highway Construction Materials
   www.ssicm.com

2. For Estimating Purposes, The RJ Watson Silicoflex Joint Sealing System Was Selected. However, Should Another Supplier Be Chosen, It Is The Contractor's Responsibility To Ensure That The Manufacturer's Recommendations Are Followed For Joint Preparation, Installation Depths And Widths, Adhesive Setting Times, And Any Other Variances Between The Specifications Provided By The Manufacturers. A Manufacturer Representative Shall Be Present At The Time Joint Sealing Begins 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" Seal Required On Both Sides Of The Joint. Preformed Joint Seal Type I Shall Be Used For Design Widths Less Than 2". Preformed Joint Seal Type II Shall Be Used For Design Widths Greater Than or Equal To 2", With The Maximum Design Width Being 2". Type III Shall Be Used For Design Width Greater Than 2", With The Maximum Design Width Being 3". In Cases Where Design Widths Are Greater Than 3", Another Type Of Expansion Material Shall Be Required As Directed By The Director Of Structures, State Bridge Engineer. It Is The Contractor's Responsibility To Ensure That The Size Selected Is Appropriate For The Width Of The Joint.



✳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".

ELEVATION AT END OF SPAN

NOTES ON ASSOCIATED ITEMS OF WORK:

202-B169 REMOVAL OF EXISTING JOINT MATERIAL

Description: Shall Include The Removal Of Material Associated With Armor, Sliding Plate, And Neoprene Expansion Joints, As Designated In The Detail Drawings Provided. Removal of The Concrete Blockout Area Shall Be Absorbed Under This Item Of Work. Other Joint Types Shall Not Be Included Under This Item Of Work Unless Otherwise Directed By The Engineer. Removal of Joint Material And Any Trash And Debris (Including But Not Limited To Compacted Dirt, Vegetation And Trash) Located At Any Depth Within The Joint Shall Be Included Under This Item Of Work.

Basis Of Payment: Removal of Armor And Sliding Plate Joint Material 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, While Removal Of Neoprene Joint Material Will Only Be Paid For As The Length Along The Centerline Of The Joint.

907-823-B001 SAW CUT, TYPE I
907-823-B002 SAW CUT, TYPE II
907-823-B003 SAW CUT, TYPE III

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 Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint.

907-823-A001 PREFORMED JOINT SEAL, TYPE I
907-823-A002 PREFORMED JOINT SEAL, TYPE II
907-823-A003 PREFORMED JOINT SEAL, TYPE III

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 Contract Unit Price Along The Length Of The Centerline Joint.

ELASTOMERIC CONCRETE NOTES

907-824-PP007 BRIDGE REPAIR, ELASTOMERIC CONCRETE

Description: Elastomeric Concrete Shall Be One Of The Following Products, Installed According To The Manufacturer's Specifications:

A. Poly-Tron Elastomeric Concrete
Manufactured By R.J. Watson, Inc. In Alden, NY
www.rjwatson.com

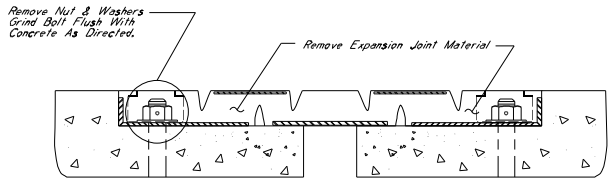
B. WaboCrete II
Manufactured By Watson Bowman Acme Corporation In Amherst, NY
www.wbacorp.com

C. Delcrete Elastomeric Concrete
Manufactured By The D.S. Brown Company In North Baltimore, OH
www.dsbrown.com

Basis of Payment: The Accepted Quantities Will Be Paid For In Cubic Yards At The Contract Unit Price.

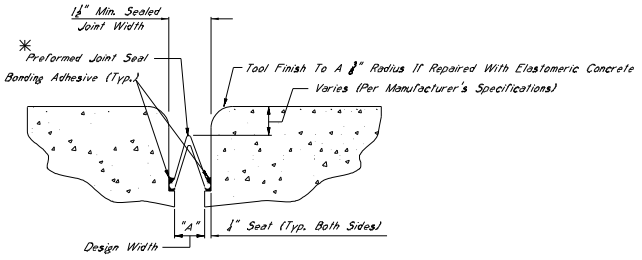
GENERAL NOTES:

1. Specifications: Mississippi Standard Specifications For Road And Bridge Construction, 2017.
2. No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer. Minor Changes To Detail Of Design Or Construction Procedure May Be Authorized By The Bridge Engineer Provided Such Changes Will Not Be Cause For Contract Price Adjustment.
3. Work For Which No Pay Item Is Provided In The Proposal Will Not Be Paid For Directly And Shall Therefore Be Considered An Absorbed Item of Work.



TYPICAL SECTION AT EXISTING JOINT

Showing Existing Expansion Device To Be Removed And Replaced With Preformed Joint Seal



TYPICAL SECTION AT SAWCUT & SEALED JOINT

Showing Sealed Joint After Sawcut And Repair With Elastomeric Concrete

✳NOTES:

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

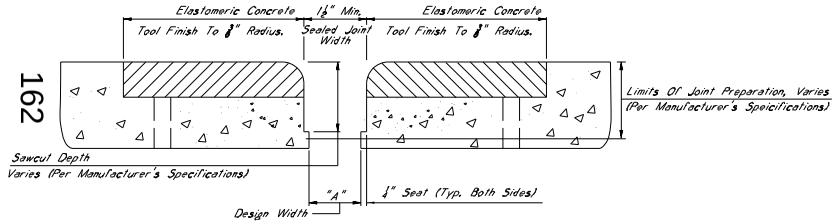
   A. Silicoflex Joint Sealing System
   Manufactured By R.J. Watson, Inc. In Alden, NY
   www.rjwatson.com

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

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

2. For Estimating Purposes, The RJ Watson Silicoflex Joint Sealing System Was Selected. However, Should Another Supplier Be Chosen, It Is The Contractor's Responsibility To Ensure That The Manufacturer's Recommendations Are Followed For Joint Preparation, Installation Depths And Widths, Adhesive Setting Times, And Any Other Variances Between The Specifications Provided By The Manufacturers. A Manufacturer Representative Shall Be Present At The Time Joint Sealing Begins To Ensure That The Contractor Is Properly Schooled In Installation Of The Joint Material.

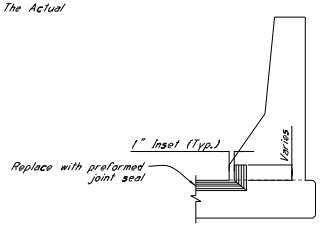
3. Joints Shall Be Sealed At Their Design Widths, Dimension "A", Which Is Defined As The Actual Width Of The Joint Opening. This Width Does Not Account For The ½" Seat Required On Both Sides Of The Joint. Preformed Joint Seal, Type I, Shall Be Used For Design Widths Less Than 2". Preformed Joint Seal, Type II, Shall Be Used For Design Widths Greater Than or Equal To 2", With The Maximum Design Width Being 2". Type III Shall Be Used For Design Width Greater Than 2", With The Maximum Design Width Being 3". In Cases Where Design Widths Are Greater Than 3", Another Type Of Expansion Material Shall Be Required As Directed By The Director Of Structures, State Bridge Engineer. It Is The Contractor's Responsibility To Ensure That The Size Selected Is Appropriate For The Width Of The Joint.



TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL

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

✳NOTE:
Design Width "A" Is Defined As The Actual Measured Joint Width.



✳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".

ELEVATION AT END OF SPAN

NOTES ON ASSOCIATED ITEMS OF WORK:

202-B169 REMOVAL OF EXISTING JOINT MATERIAL

Description: Shall Include The Removal Of Material Associated With Armor, Sliding Plate, And Neoprene Expansion Joints, As Designated In The Detail Drawings Provided. Other Joint Types Shall Not Be Included Under This Item Of Work Unless Otherwise Directed By The Engineer. Removal of Joint Material And Any Trash And Debris (Including But Not Limited To Compacted Dirt, Vegetation And Trash) Located At Any Depth Within The Joint Shall Be Included Under This Item Of Work.

Basis Of Payment: Removal of Armor And Sliding Plate Joint Material 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, While Removal Of Neoprene Joint Material Will Only Be Paid For As The Length Along The Centerline Of The Joint.

907-823-B001 SAW CUT, TYPE I
907-823-B002 SAW CUT, TYPE II
907-823-B003 SAW CUT, TYPE III

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 Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint.

907-823-A001 PREFORMED JOINT SEAL, TYPE I
907-823-A002 PREFORMED JOINT SEAL, TYPE II
907-823-A003 PREFORMED JOINT SEAL, TYPE III

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 Contract Unit Price Along The Length Of The Centerline Joint.

ELASTOMERIC CONCRETE NOTES

907-824-PP007 BRIDGE REPAIR, ELASTOMERIC CONCRETE

Description: Elastomeric Concrete Shall Be One Of The Following Products, Installed According To The Manufacturer's Specifications:

A. Poly-Tron Elastomeric Concrete
Manufactured By R.J. Watson, Inc. In Alden, NY
www.rjwatson.com

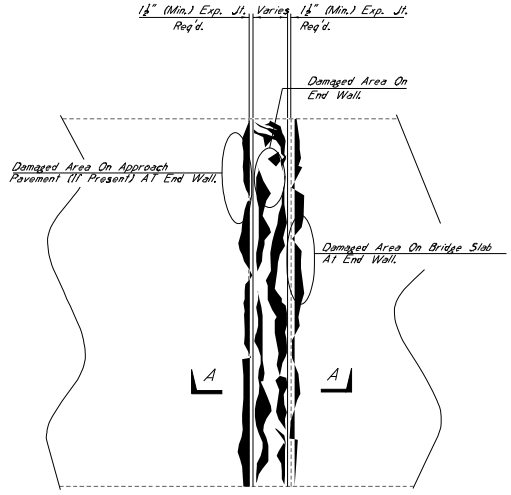
B. WaboCrete II
Manufactured By Watson Bowman Acme Corporation In Amherst, NY
www.wbacorp.com

C. Delcrete Elastomeric Concrete
Manufactured By The D.S. Brown Company In North Baltimore, OH
www.dsbrown.com

Basis of Payment: The Accepted Quantities Will Be Paid For In Cubic Yards At The Contract Unit Price.

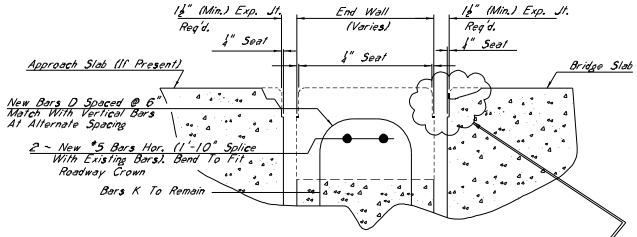
GENERAL NOTES:

1. Specifications: Mississippi Standard Specifications For Road And Bridge Construction, 2017.
2. No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer. Minor Changes To Detail Of Design Or Construction Procedure May Be Authorized By The Bridge Engineer Provided Such Changes Will Not Be Cause For Contract Price Adjustment.
3. Work For Which No Pay Item Is Provided In The Proposal Will Not Be Paid For Directly And Shall Therefore Be Considered An Absorbed Item of Work.



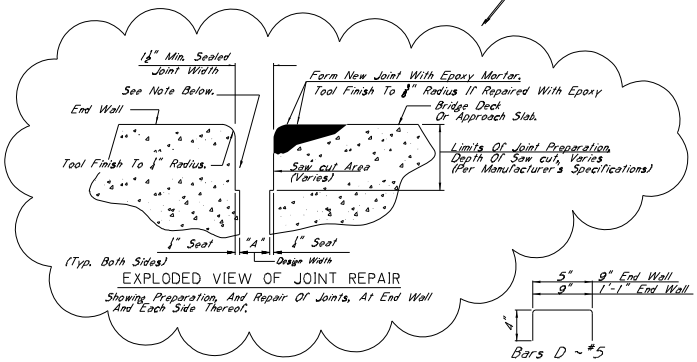
PLAN VIEW

Showing Existing Damaged Areas On And Around End Wall.



DETAIL "D"

Showing Repair Details Of End Wall, Reinforcing Steel, And Expansion Joint Formation.

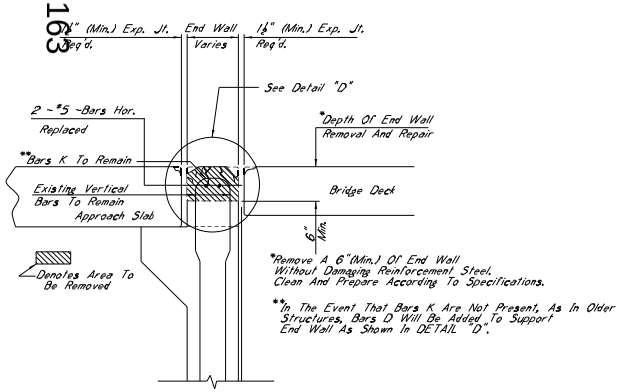


EXPLODED VIEW OF JOINT REPAIR

Showing Preparation, And Repair Of Joints, At End Wall And Each Side Thereof.

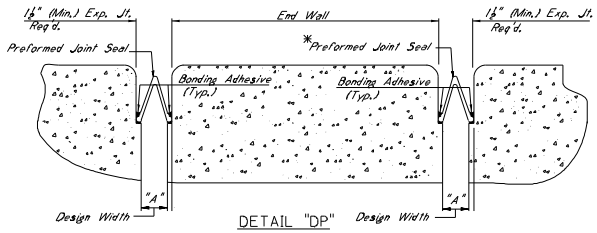
*NOTE:
Form Vertical Faces Of End Wall To Include ¼" Seat Such That The Preformed Joint Seal May Be Applied Per Manufacturer's Specification. See Detail "DP" On This Sheet.

*NOTE:
Design Width "A" Is Defined As The Actual Measured Joint Width.



ELEVATION (SECTION A-A)

Showing Details Of Removal Of Damaged End Wall.



DETAIL "DP"

Showing Sealed Joint After Saw cut And Repair With Epoxy Mortar

*NOTES:

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

   A. Silicoflex Joint Sealing System
   Manufactured By R.J. Watson, Inc.
   www.rjwatson.com

   B. Wabo SPS Joint System
   Manufactured By Watson Bowman Acme Corporation
   www.wbacorp.com

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

2. For Estimating Purposes, The RJ Watson Silicoflex Joint Sealing System Was Selected. However, Should Another Supplier Be Chosen, It Is The Contractor's Responsibility To Ensure That The Manufacturer's Recommendations Are Followed For Joint Preparation, Installation Depths And Widths, Adhesive Setting Times, And Any Other Variances Between The Specifications Provided By The Manufacturers. A Manufacturer Representative Shall Be Present At The Time Joint Sealing Begins 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 Seat Required On Both Sides Of The Joint. Preformed Joint Strip Type I, Shall Be Used For Design Widths Less Than 2". Preformed Joint Seal, Type II, Shall Be Used For Design Widths Greater Than Or Equal To 2", With The Maximum Design Width Being 4". Type III Shall Be Used For Design Width Greater Than 4", With The Maximum Design Width Being 8". In Cases Where Design Widths Are Greater Than 8", Another Type Of Expansion Material Shall Be Required As Directed By The Director Of Structures, State Bridge Engineer, It Is The Contractor's Responsibility To Ensure That The Size Selected Is Appropriate For The Width Of The Joint.

NOTES ON ASSOCIATED ITEMS OF WORK:

907-824-PP008 BRIDGE REPAIR, ENDWALL REPAIR

Description: Shall Include The Work Necessary To Remove And Replace The Damaged Endwall, As Designated In The Detail Drawings Provided. Instead Of Limiting The Repair To The Damaged Section, The Specified Depth Of Endwall Shall Be Removed Along The Entire Width Of The Bridge Deck.

Basis of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Width Of The Bridge Deck.

Damage Caused To Other Elements Of The Structure Or Roadway While Completeing This Item Of Work Shall Be Repaired By The Contractor At No Cost To The Department.

Prior to Placing New Concrete, All Concrete Surfaces That Will Be In Contact With The New Concrete Shall Be Painted With An Approved Epoxy Binder Designed To Bond New Concrete To Old.

New Concrete Shall Be High Early Strength Bridge Concrete, As Follows:

The concrete mixture design shall be furnished by the Contractor for approval by the Materials Division. Mixture design parameters are as follows:

Required Strength:	2500 psi prior to releasing to traffic
Total Air Content:	3-6 %
Maximum Slump:	6 inches

Non-chloride based accelerator may be used if the ambient temperature is 50°F or less, but shall not be used if the ambient temperature is greater than 50°F.

Synthetic structural fibers shall be used. The Contractor shall select a manufacturer from MDOT's Approved Products List, and the manufacturer's recommendations shall be followed for the dosage rate.

Curing is to be continuous until 2500 psi is attained. Traffic is to be diverted from the repair area until this value is reached. The Contractor may use the Maturity Method per Section 907-804 to estimate the concrete compressive strength for the purposes of releasing the repair area to traffic. However, final acceptance of the in-place concrete shall be determined using eight concrete test cylinders, which shall be cured in a container next to the concrete placement. Two cylinders are to be tested at 9, 16, and 24 hour intervals. The two remaining cylinders shall be used to determine the 28-day compressive strength of the concrete.

The Removal Of Existing Expansion Material May Require Any Number Of The Pay Items Listed Below. Once The Expansion Device Is Identified, Refer To The Corresponding Joint Repair Detail Sheet For Additional Details On The Associated Items Of Work.

202-B169	REMOVAL OF EXISTING JOINT MATERIAL
907-808-A002	JOINT REPAIR
907-808-A003	JOINT REPAIR WITHOUT EPOXY
907-823-B001	SAW CUT, TYPE I
907-823-B002	SAW CUT, TYPE II
907-823-B003	SAW CUT, TYPE III
907-823-A001	PREFORMED JOINT SEAL, TYPE I
907-823-A002	PREFORMED JOINT SEAL, TYPE II
907-823-A003	PREFORMED JOINT SEAL, TYPE III

GENERAL NOTES:

1. Specifications: Mississippi Standard Specifications For Road And Bridge Construction, 2012.
2. No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer. Minor Changes To Detail Of Design Or Construction Procedure May Be Authorized By The Bridge Engineer Provided Such Changes Will Not Be Cause For Contract Price Adjustment.
3. Work For Which No Pay Item Is Provided In The Proposal Will Not Be Paid For Directly And Shall Therefore Be Considered An Absorbed Item of Work.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-824-4 **CODE: (SP)**

DATE: **09/09/2025**

SUBJECT: **Routine Bridge Repair**

Section 907-824, Routine Bridge Repair, is hereby added to and made a part of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as follows.

SECTION 907-824 – ROUTINE BRIDGE REPAIR

907-824.01--Description. This work shall consist of constructing and installing routine bridge repair items including General Epoxy Repair, Bi-directional or Uni-directional Fiber Reinforced Polymer (FRP) Wrap, Cap Cleaning, Bearing Replacements, Epoxy Injection, and Encapsulated Field Painting in accordance with the details on the plans, and the requirements set out herein.

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.

It shall be the responsibility of the Contractor to protect the existing structure 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.

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 beginning work.

During construction, care shall be exercised to ensure that no debris falls into the crossing below the structure. All debris, including any material that has accumulated on the bridge deck or caps, shall become the property of the Contractor and shall be removed from the construction site and disposed of properly.

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

907-824.02--Materials.

907-824.02.1--General Epoxy Repair. Materials for general epoxy repair shall be as follows or a material approved by the Director of Structures, State Bridge Engineer.

Epoxy Resin. Resin shall be selected from the MDOT Approved Products List and meet the requirements of ASTM C881, Type I, Grade 2, Class C.

Silica Sand. The materials shall be bagged general purpose cleaning sand.

Epoxy Mortar Mix. The epoxy mortar mix shall consist of part liquid epoxy and part clean dry sand mixed in the ratio recommended by the Manufacturer.

907-824.02.2--FRP Wrap. FRP wrap shall be one of the following products, or an approved equal, and shall be applied according to the Manufacturer's recommendations:

- "FRP Wrap" as manufactured by Fyfe Co. LLC, www.aegion.com/about/our-brands/fyfe
- "FRP Wrap" as manufactured by BASF Building Systems LLC, www.master-builders-solutions.basf.us
- "FRP Wrap" as manufactured by Sikawrap Inc. www.usa.sika.com
- "FRP Wrap" as manufactured by MAPEI Corp., www.mapei.com/us/en-us/

907-824.03--Construction Requirements.

907-824.03.1--General Epoxy Repair. Epoxy repair under this pay item is for general concrete spall repairs, and shall be bid such that the item may be increased, decreased or eliminated as directed by the Project Engineer. All epoxy repairs shall be performed in accordance with the details shown on the Drawings and in accordance with the notes herein. Repair concrete spalled areas on the bridge as directed by the Project Engineer and the locations listed in the plans using epoxy mortar. The Contractor shall determine the depth of reinforcement prior to any saw cutting. Spalled areas where pack rust has developed around or on reinforcement shall be blasted clean prior to repairing the spalled location. All areas of the bridge repaired with epoxy mortar shall be restored to the original dimensions as shown in the information plans, unless noted otherwise.

A Representative of the epoxy manufacturer must be present for sufficient time to ensure that the Contractor is properly schooled in the use of the epoxy material.

Prior to placement of the mortar mix, the prepared surface shall be lightly primed with neat epoxy.

Acetone alcohol may be used to clean and lubricate trowels.

Curing time shall be in accordance with the Manufacturer's recommendations.

907-824.03.2--FRP Wrap. After all spalled locations on the bent caps, beams or piling are repaired, the repair locations on all bent caps shall be wrapped with FRP wrap in accordance with the notes below and the drawings.

FRP wrap shall be applied to bent caps, beams or piling as designated in the plans. FRP wrap shall be either bi-directional or uni-directional.

The Contractor shall furnish all submittals indicating the materials, tools, equipment, transportation, necessary storage, labor, installation plan and supervision required for the application of the composite or polymer system to the Director of Structures, State Bridge Engineer through the Project Engineer prior to construction. Products shall be stored according the manufacturer's requirements and shall avoid contact with moisture, dust and chemical exposure. All FRP composite systems shall be proprietary systems consisting of all associated fiber reinforcement and polymer adhesives/resins. FRP composites consisting of fiber reinforcement and polymers provided by more than one manufacturer are not allowed. The FRP composite system shall utilize carbon fiber reinforcement as the primary fiber material (primary structural component). The FRP system shall be top coated with a coating approved by the FRP system supplier. The coating color shall be selected by the Project Engineer.

FRP wraps shall not be installed when the ambient temperature is below 40°F or above 130°F. In cold conditions, auxiliary heat may be applied to raise the ambient temperature to a suitable level. Clean heat sources shall be utilized for this purpose (e.g., electric or propane) that do not contaminate the substrate with carbonation.

FRP wraps shall not be installed when surface moisture is present on the substrate or when rainfall or condensation is anticipated in the work areas. If water leakage exists through cracks or concrete joints, water flow shall be stopped prior to FRP installation. Resins (including primers and fillers) shall be mixed according to the FRP system manufacturer's installation instructions. All resin components shall be at a proper temperature and mixed in the manufacturer's prescribed mix ratio until there is a uniform and complete mixing of components.

Resin components are often contrasting colors, so full mixing is achieved when color streaks are eliminated. Resins should be mixed for the Manufacturer's prescribed mixing time and visually inspected for uniformity of color. A representative of the FRP wrap manufacturer must be present for sufficient time to assure that the Contractor is properly schooled in the installation of FRP wrap. Prior to installation of FRP wraps, the Contractor shall repair concrete spall areas in accordance with general epoxy repair notes herein and the details in the plans. The fibrous reinforcement system shall have a minimum tensile force as shown in the plan details. The direction of the fiber wrap shall be in the direction shown on the Contract Plans.

In addition to the Manufacturer's requirements, the Contractor shall ensure the structural and durability of the reinforced fiber wrap system by meeting the following acceptance guidelines:

Small delaminations, less than two inches (2") each, are permissible as long as the delaminated area is less than 5% of the total laminate area and there are no more than 10 such delamination per 10 feet.

Large delaminations, greater than 25 inches, can affect the performance of the installed system and shall be repaired by selectively cutting away the affected sheet and applying an overlapping sheet patch of equivalent piles. Delaminations less than 25 inches may be repaired by ply replacement.

The Contractor shall submit an FRP repair procedure to the Project Engineer for review and approval by the Director of Structures, State Bridge Engineer. This must be performed prior to repairing and delaminated areas.

907-824.03.3--Cap Cleaning. The caps at every bent shall be cleaned to the satisfaction of the Project Engineer after all other work has been done. All large debris shall be removed by hand while other debris, including but not limited to dirt and rust, shall be removed by pressure washing the bent caps. The pressure washer shall be able to maintain 3,500 psi of pressure. Prior to construction, the Contractor shall submit a proposed containment plan to the Project Engineer for approval by the Director of Structures, State Bridge Engineer.

907-824.03.4--Bearing Replacements. All bearings should be removed and replaced according to Bearing Assembly Details. All structural steel shall conform to ASTM A709, Grade 50. All steel shall be new. Extreme care shall be exercised in removing the existing bearing plates that are welded to the anchor plates embedded in the prestressed beams. Existing anchor bolts shall be ground to ¼" below the concrete surface and grouted with epoxy mortar.

The bottom of the existing anchor plates shall be finished smooth to accommodate the new steel plates and painted with approved encapsulating paint. All pack rust and scale within the designated areas shall be removed by using small hand tools, mechanical process, or needle gun. All areas required to be painted containing grease films after the initial cleaning shall be cleaned with a biodegradable solvent. All debris removed from the existing structure shall become property of the Contractor and shall be disposed of properly. The Contractor shall provide technical data for the proposed encapsulating paint to be used on this project to the Project Engineer for approval by the Director of Structures, State Bridge Engineer. New paint shall be applied by hand, with either a brush or roller.

The new steel plates shall be cleaned and then painted with one shop coat of inorganic zinc, one field intermediate coat of acrylic latex, and one field top coat of acrylic latex per Section 814 of the Standard Specifications. Painting of new steel plates and existing anchor plates shall not be measured for separate pay and all costs shall be included in the price bid for Bearing Replacement.

Prior to any construction or fabrication, the Contractor shall comply with the submittal requirements listed in the bearing replacement details. 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 provide adequate bracing and jacking arrangements as required to replace the existing bearings. The beam end shall only be raised to ¼" from its original position. Traffic shall be maintained on the bridge during the duration of the repair.

The Contractor shall employ the service of a Mississippi Registered Professional Engineer who is knowledgeable in the field of Bridge Design. A complete set of bracing and jacking arrangement plans along with design calculations shall be submitted to the Director of Structures, State Bridge Engineer through the Project Engineer for review prior to construction and shall bear the design Engineer's seal.

Jacks shall be coupled to a common manifold. Jacking point shall be under the bottom flange of the beam at the bent and no jacking points will be allowed under any diaphragm or bay. After the beam is raised into position, temporary blocking shall be provided to secure the beam in this position while work is being performed. Temporary blocking points shall be under the bottom flange of the beam at the bent and no temporary blocking will be allowed under any diaphragm or bay.

Any damage to the bridge resulting from uneven or improper jacking shall be repaired by the Contractor at no additional cost to the State.

907-824.03.5--Epoxy Injection. All cracks greater than 1/32" shall be injected with an approved epoxy resin adhesive of the gel type. Prior to injecting any cracks, the crack shall be cleaned with a high velocity filtered air jet.

A representative of the epoxy manufacturer shall be present for sufficient time to ensure that the Contractor is properly schooled in the use of the epoxy material. Epoxy resin adhesive shall be installed in strict accordance with the manufacturer recommendations. Curing time shall be in accordance with manufacturer's recommendations. After epoxy injection is complete, all injection ports shall be removed.

907-824.03.6--Encapsulating Field Painting. The Contractor should be aware that the existing paint on the steel structure may contain lead.

Prior to construction, the Contractor shall submit a Temporary Containment Plan for the removal of the existing paint and rust from the designated repair areas to the Project Engineer for approval by the Director of Structures, State Bridge Engineer. Also, the Contractor shall submit a Temporary Containment Plan for painting the designated repair areas.

All pack rust and scale within the designated areas shall be removed by using small hand tools, mechanical process, or needle gun. All areas required to be painted containing grease films after the initial cleaning shall be cleaned with a biodegradable solvent. Existing paint shall be roughened to ensure the new paint will adhere to the existing painted surface. All debris and paint removed from the existing structure shall become the property of the Contractor and shall be disposed of properly.

All exposed steel surfaces in the repair areas shall be painted with an encapsulating paint designed to encapsulate lead-based paints, and applied according to the manufacturer's recommendations. This will include but is not limited to: existing bearings, beams, and diaphragm assemblies, etc.

The Contractor shall provide technical data for the proposed encapsulating paint to be used on this project to the Project Engineer for approval by the Director of Structures, State Bridge Engineer.

New paint shall be applied by hand with brush or roller.

907-824.04--Method of Measurement. Epoxy Repair, completed in accordance with the plans and specifications, will be measured per square foot. All items of work related to epoxy repair shall be included in the square foot unit price.

FRP Wrap, Bi-directional and Uni-directional, completed in accordance with the plans and specifications, will be measured per linear foot or square foot.

Cap Cleaning, completed in accordance with the plans and specifications, will be measured per each.

Bearing Replacements, completed in accordance with the plans and specifications, will be measured per each.

Epoxy injection, complete in accordance with the plans and specifications, will be measured by the linear foot.

Encapsulating Field Painting, complete in accordance with the plans and specifications, will be measured by the square foot.

907-824.05--Basis of Payment. Epoxy Repair, measured as prescribed above, will be paid for at the contract unit price per square foot, which price shall be full compensation for materials, labor, equipment, and incidentals necessary to complete the work.

FRP Wrap, Bi-directional and Uni-directional, measured as prescribed above, will be paid for at the contract unit price per linear foot or square foot, which price shall be full compensation for all labor, materials, surface preparation, and incidentals associated with the installation of FRP wraps, including epoxy mortar repairs, necessary to complete the work.

Cap Cleaning, measured as prescribed above, will be paid for at the contract unit price per each, which price shall be full compensation for all materials, labor, equipment and incidentals necessary to complete the work.

Bearing Replacements, measured as prescribed above, will be paid for at the contract unit price per each, which price shall be full compensation for all materials, labor, equipment and incidentals necessary to complete the work.

Epoxy Injection, measured as prescribed above, will be paid for at the contract unit price per linear foot, which price shall be full compensation for all materials, labor, equipment and incidentals necessary to complete the work.

Encapsulating Field Painting, measured as prescribed above, will be paid for at the contract unit price per square foot, which price shall be full compensation for all materials, labor, equipment, cleaning, and incidentals necessary to complete the work.

Payment will made under:

907-824-A:	General Epoxy Repair	- per square foot
907-824-B:	FRP Wrap, *	- per linear foot or square foot
907-824-C:	Cap Cleaning	- per each
907-824-D:	Bearing Replacements **	- per each
907-824-E:	Epoxy Injection	- per linear foot
907-824-F:	Encapsulating Field Painting	- per square foot

* Indicate Bi-directional, Uni-directional, etc.

** Type of Bearing (Prestressed Concrete Girder, Concrete Box Girder or Steel Girder) may be specified.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-899-1 **CODE: (SP)**

DATE: 01/17/2017

SUBJECT: Railway-Highway Provisions

Section 907-899, Railway-Highway Provisions, is hereby added to and made part of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as follows:

SECTION 907-899--RAILWAY-HIGHWAY PROVISIONS

907-899.01--Description. This special provision addresses the Contractor's involvement with railroad flagging, Contractor Safety Orientation, Contractor Background Investigation, Contractor Roadway Worker on Track Safety Program and Safety Action Plan, and any other requirements set forth by the Railroad and any attached Exhibits.

Prior to bidding, the Contractor shall read and comply with the requirements of the Railroad and any attached Exhibits. The Contractor shall contact the Railroad concerning insurance coverage requirements, Railroad flagging costs, Contractor Safety Orientation, Contractor Background Investigation, Contractor Roadway Worker on Track Safety Program and Safety Action Plan, and any other requirements set forth by the Railroad and any attached Exhibits. In case the railroad requires coverage over and above that required by the Standard Specifications, the railroad requirements shall be met.

If in the opinion of the RAILROAD, the presence of an authorized representative of the RAILROAD is required to supervise the same, the RAILROAD shall render bills to the Contractor for all expenses incurred by it for such supervision. This includes all labor costs for flagmen or cable locate supplied by the RAILROAD to protect RAILROAD operation, and for the full cost of furnishing, installation and later removal of any temporary supports for said tracks, as the RAILROAD's Chief Engineer's Office may deem necessary.

It will be the Contractor's responsibility to pay all bills associated with the Railroad requirements and any attached Exhibits.

A cable locate of RAILROAD owned facilities may be required to identify and protect Signal & Communication cables that have been installed to provide power, signal control, wayside communications. These cables are vital to a safe and reliable railway operation. The cable locate will be performed by a qualified RAILROAD employee.

Outside Contractors are prohibited from driving on, along, or across any track that does not have a RAILROAD installed crossing. They may utilize an existing public crossing. The practice of allowing rubber tired equipment to operate over track with no crossing has been banned.

The Contractor shall complete and process any required forms addressed by the Railroad or any attached Exhibits. The Contractor shall not commence or carry on any form of work on, under, above or within the designated distance from the Railroad track prior to getting approval from the Railroad.

907-899.02--Blank.

907-899.03--Construction Requirements. The Contractor shall read and comply with the requirements of the Railroad and any attached Exhibits.

907-899.04--Method of Measurement. Railway-highway provisions will be measured as a unit lump sum quantity. Measurement for payment will be in accordance with the following schedule:

a) On the first estimate, twenty five percent (25%) of the amount bid for Railway Highway Provision will be paid.
b) When twenty five percent (25%) of the original contract amount is earned from all direct pay items, fifty percent (50%) of the amount bid for Railway Highway Provision will be paid.
c) When fifty percent (50%) of the original contract amount is earned from all direct pay items, one hundred percent (100%) of the amount bid for Railway Highway Provision will be paid.

907-899.05--Basis of Payment. Railway-highway provisions, measured a prescribed above, will be paid for at the contract lump sum price, which price shall be payment in full for all insurance coverage requirements, railroad flagging costs, Contractor safety orientation, Contractor background investigation, Contractor safety programs and plans, and any other requirements set forth by the Railroad and any attached Exhibits, and other incidentals necessary to complete the requirements of this work.

Payment will be made under:

907-899-A: Railway-Highway Provisions - lump sum

S E C T I O N 9 0 5 - P R O P O S A L

Date _____

Mississippi Transportation Commission
Jackson, Mississippi

Sirs: The following proposal is made on behalf of _____
_____ of _____
_____
for constructing the following designated project(s) within the time(s) hereinafter specified.

The plans are composed of drawings and blue prints on file in the offices of the Mississippi Department of Transportation, Jackson, Mississippi.

The Specifications are the current Standard Specifications of the Mississippi Department of Transportation approved by the Federal Highway Administration, except where superseded or amended by the plans, Special Provisions and Notice(s) to Bidders attached hereto and made a part thereof.

I (We) certify that I (we) possess a copy of said Standard and any Supplemental Specifications.

Evidence of my (our) authority to submit the Proposal is hereby furnished. The proposal is made without collusion on the part of any person, firm or corporation. I (We) certify that I (we) have carefully examined the Plans, the Specifications, including the Special Provisions and Notice(s) to Bidders, herein, and have personally examined the site of the work. On the basis of the Specifications, Special Provisions, Notice(s) to Bidders, and Plans, I (we) propose to furnish all necessary machinery, tools, apparatus and other means of construction and do all the work and furnish all the materials in the manner specified. I (We) understand that the quantities mentioned herein are approximate only and are subject to either increase or decrease, and hereby propose to perform any increased or decreased quantities of work at the unit prices bid, in accordance with the above.

I (We) acknowledge that this proposal will be found irregular and/or non-responsive unless a certified check, cashier's check, or Proposal Guaranty Bond in the amount as required in the Advertisement (or, by law) is submitted electronically with the proposal or is delivered to the Contract Administration Engineer prior to the bid opening time specified in the advertisement.

INSTRUCTION TO BIDDERS: Alternate and Optional Items on Bid Schedule.

1. Two or more items entered opposite a single unit quantity WITHOUT DEFINITE DESIGNATION AS "ALTERNATE ITEMS" are considered as "OPTIONAL ITEMS". Bidders may or may not indicate on bids the Optional Item proposed to be furnished or performed WITHOUT PREJUDICE IN REGARD TO IRREGULARITY OF BIDS.
2. Items classified on the bid schedule as "ALTERNATE ITEMS" and/or "ALTERNATE TYPES OF CONSTRUCTION" must be preselected and indicated on bids. However, "Alternate Types of Construction" may include Optional Items to be treated as set out in Paragraph 1, above.
3. Optional items not preselected and indicated on the bid schedule MUST be designated in accordance with Subsection 102.06 prior to or at the time of execution of the contract.
4. Optional and Alternate items designated must be used throughout the project.

I (We) further propose to perform all "force account or extra work" that may be required of me (us) on the basis provided in the Specifications and to give such work my (our) personal attention in order to see that it is economically performed.

I (We) further propose to execute the attached contract agreement (Section 902) as soon as the work is awarded to me (us), and to begin and complete the work within the time limit(s) provided for in the Specifications and Advertisement. I (We) also propose to execute the attached contract bond (Section 903) in an amount not less than one hundred (100) percent of the total of my (our) part, but also to guarantee the excellence of both workmanship and materials until the work is finally accepted.

I (We) shall submit electronically with our proposal or deliver prior to the bid opening time a certified check, cashier's check or bid bond for **five percent (5%) of total bid** and hereby agree that in case of my (our) failure to execute the contract and furnish bond within Ten (10) days after notice of award, the amount of this check (bid bond) will be forfeited to the State of Mississippi as liquidated damages arising out of my (our) failure to execute the contract as proposed. It is understood that in case I am (we are) not awarded the work, the check will be returned as provided in the Specifications.

For Informational Purposes Only

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.

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.

For Informational Purposes Only

Bridge Repair on I-55 over CNIC Railroad (Bridge Nos. 40.3A & 40.3B), known as Federal Aid Project No. NHPP-0055-01(153) / 110044301 in Lincoln County.

Line no.	Item Code	Adj Code	Quantity	Units	Description[Fixed Unit Price]
			Roadway Items		
0010	201-D002		1	Acre	Random Clearing
0020	202-B008		800	Square Yard	Removal of Asphalt Pavement, All Depths, Including Soil Cement Base
0030	202-B063		118	Square Yard	Removal of Concrete Paved Ditch
0040	202-B126		200	Linear Feet	Removal of Fence, All Types
0050	202-B158		820	Linear Feet	Removal of Guard Rail, Including Rails, Posts and Terminal Ends
0060	202-B240		3,400	Linear Feet	Removal of Traffic Stripe
0070	209-A005		325	Square Yard	Geotextile Stabilization, Type V, Non-Woven
0080	216-A001		54	Square Yard	Solid Sodding
0090	219-A001		1	Thousand Gallon	Watering ($20.00)
0100	221-A001	(S)	10	Cubic Yard	Concrete Paved Ditch
0110	225-B001		1	Ton	Agricultural Limestone
0120	225-C001		2	Ton	Mulch, Vegetative Mulch
0130	304-D002	(GT)	88	Ton	Granular Material, Crushed Stone
0150	413-D003		1,100	Linear Feet	Cleaning and Filling Joints in PCC Pavement
0160	503-C010		810	Linear Feet	Saw Cut, Full Depth
0170	606-B001		810	Linear Feet	Guard Rail, Class A, Type 1
0180	606-D002		4	Each	Guard Rail, Bridge End Section, Replace Type A or C Bridge End Section
0190	606-E005		4	Each	Guard Rail, Terminal End Section, Flared
0200	607-B020		200	Linear Feet	60" Type II Chain Link Fence, Class II
0210	619-A1002		1,000	Linear Feet	Temporary Traffic Stripe, Continuous White
0220	619-A2002		1,000	Linear Feet	Temporary Traffic Stripe, Continuous Yellow
0230	619-A3002		1,400	Linear Feet	Temporary Traffic Stripe, Skip White
0240	619-D1001		65	Square Feet	Standard Roadside Construction Signs, Less than 10 Square Feet
0250	619-D2001		1,273	Square Feet	Standard Roadside Construction Signs, 10 Square Feet or More
0260	619-E1001		2	Each	Flashing Arrow Panel, Type C
0270	619-G4005		72	Linear Feet	Barricades, Type III, Single Faced
0280	619-G5001		120	Each	Free Standing Plastic Drums
0290	619-G7001		23	Each	Warning Lights, Type "B"
0300	620-A001		1	Lump Sum	Mobilization
0310	630-F006		20	Each	Delineators, Guard Rail, White
0320	630-F007		20	Each	Delineators, Guard Rail, Yellow
0360	907-225-A001		4,200	Square Yard	Grassing
0370	907-403-A003	(BA1)	220	Ton	12.5-mm, ST, Asphalt Pavement
0380	907-403-A015	(BA1)	44	Ton	9.5-mm, ST, Asphalt Pavement

For Informational Purposes Only

Line no.	Item Code	Adj Code	Quantity	Units	Description[Fixed Unit Price]
0390	907-618-A001		1	Lump Sum	Maintenance of Traffic
0400	907-619-E3001		5	Each	Changeable Message Sign
0410	907-626-A009		1,400	Linear Feet	6" Thermoplastic Traffic Stripe, Skip White
0420	907-626-B005		1,000	Linear Feet	6" Thermoplastic Traffic Stripe, Continuous White
0430	907-626-E006		1,000	Linear Feet	6" Thermoplastic Traffic Stripe, Continuous Yellow
0440	907-627-K001		35	Each	Red-Clear Reflective High Performance Raised Markers
0450	907-899-A001		1	Lump Sum	Railway-Highway Provisions
				Bridge Items	
0140	304-D002	(GT)	302	Ton	Granular Material, Crushed Stone
0330	815-A007	(S)	3,190	Ton	Loose Riprap, Size 300
0340	815-A009	(S)	105	Ton	Loose Riprap, Size 500
0350	815-E001	(S)	2,233	Square Yard	Geotextile under Riprap
0460	907-417-A001		1,590	Square Yard	Polymer Cement Surface System
0470	907-420-B001		4,000	Pounds	Deep Injection Undersealing
0480	907-808-A002	(S)	1,181	Linear Feet	Joint Repair
0490	907-823-A001		610	Linear Feet	Preformed Joint Seal, Type I
0500	907-823-B001		1,181	Linear Feet	Saw Cut, Type I
0510	907-824-A003		2	Square Feet	General Epoxy Repair
0520	907-824-C001		8	Each	Cap Cleaning
0530	907-824-D002		60	Each	Bearing Replacements, Prestressed Concrete Girder
0540	907-824-G001		720	Linear Feet	Class 2 Spray Finish, Bridge Railing
0550	907-824-PP004		1	Lump Sum	Bridge Repair, Bank Reshaping

For Informational Purposes Only

CONDITIONS FOR COMBINATION BID

If a bidder elects to submit a combined bid for two or more of the contracts listed for this month's letting, the bidder must complete and execute these sheets of the proposal in each of the individual proposals to constitute a combination bid. In addition to this requirement, each individual contract shall be completed, executed and submitted in the usual specified manner.

Failure to execute this Combination Bid Proposal in each of the contracts combined will be just cause for each proposal to be received and evaluated as a separate bid.

It is understood that the Mississippi Transportation Commission not only reserves the right to reject any and all proposals, but also the right to award contracts upon the basis of lowest separate bids or combination bids most advantageous to the State.

It is further understood and agreed that the Combination Bid Proposal is for comparison of bids only and that each contract shall operate in every respect as a separate contract in accordance with its proposal and contract documents.

I (We) agree to complete each contract on or before its specified completion date.

* *

COMBINATION BID PROPOSAL

This proposal is tendered as one part of a Combination Bid Proposal utilizing option ___* of Subsection 102.11 on the following contracts:

* Option to be shown as either (a), (b), or (c).

	Project No.	County		Project No.	County
1.	____________	____________	6.	____________	____________
2.	____________	____________	7.	____________	____________
3.	____________	____________	8.	____________	____________
4.	____________	____________	9.	____________	____________
5.	____________	____________	10.	____________	____________

(a) If Combination A has been selected, your Combination Bid is complete.

(b) If Combination B has been selected, then complete the following page.

For Informational Purposes Only

SECTION 905 - COMBINATION BID PROPOSAL (Continued)

Project Number	Pay Item Number	Unit	Unit Price Reduction	Total Item Reduction	Total Contract Reduction
1. _____	_____	_____	_____	_____	
2. _____	_____	_____	_____	_____	
3. _____	_____	_____	_____	_____	
4. _____	_____	_____	_____	_____	
5. _____	_____	_____	_____	_____	
6. _____	_____	_____	_____	_____	
7. _____	_____	_____	_____	_____	
8. _____	_____	_____	_____	_____	

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Project Number	Pay Item Number	Unit	Unit Price Reduction	Total Item Reduction	Total Contract Reduction
9. _____	_____ _____	_____ _____	_____ _____	_____ _____	
10. _____	_____ _____	_____ _____	_____ _____	_____ _____	

(c) If Combination C has been selected, then initial and complete ONE of the following.

_____ I (We) desire to be awarded work not to exceed a total monetary value of $ _____.

_____ I (We) desire to be awarded work not to exceed _____ number of contracts.

For Informational Purposes Only

Certification with regard to the Performance of Previous Contracts or Subcontracts subject to the Equal Opportunity Clause and the filing of Required Reports

The Bidder hereby certifies that he has ___, has not ___, participated in a previous contract or subcontract subject to the Equal Opportunity Clause, as required by Executive Orders 10925, or 11114, and that he has ___, has not ___, filed with the Joint Reporting Committee, the Director of the Office of Federal Contract Compliance, a Federal Government contracting or administering agency, or the former President's Committee on Equal Employment Opportunity, all reports due under the applicable filing requirements.

_____
(COMPANY)

DATE: _____

NOTE: The above certification is required by the Equal Employment Opportunity Regulations of the Secretary of Labor (41 CFR 60-1.7 (b) (1)), and must be submitted by bidders and proposed subcontractors only in connection with contracts and subcontracts which are subject to the Equal Opportunity Clause. Contracts and Subcontracts which are exempt from the Equal Opportunity Clause are set forth in 41 CFR 60-1.5. (Generally only contracts or subcontracts of $10,000 or under are exempt.)

Currently, Standard Form 100 (EE0-1) is the only report required by the Executive Orders or their implementing regulations.

Proposed prime Contractors and Subcontractors who have participated in a previous contract or subcontract subject to the Executive orders and have not filed the required reports should note that 41 CFR 60-1.7 (b) (1) prevents the award of contracts and subcontracts unless such Contractors submit a report covering the delinquent period or such other period specified by the Federal Highway Administration or by the Director, Office of Federal Contract Compliance, U. S. Department of Labor.

For Informational Purposes Only

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

CERTIFICATION

I,_____,
(Name of person signing bid)

individually, and in my capacity as_____ of
(Title of person signing bid)

_____do hereby certify under
(Name of Firm, partnership, or Corporation)

penalty of perjury under the laws of the United States and the State of Mississippi that_____

_____, Bidder
(Name of Firm, Partnership, or Corporation)

on Project No. **NHPP-0055-01(153)/ 110044301000**

in **Lincoln** County(ies), Mississippi, has not either

directly or indirectly entered into any agreement, participated in any collusion; or otherwise taken any action in restraint of free competitive bidding in connection with this contract; nor have any of its corporate officers or principal owners.

Except as noted hereafter, it is further certified that said legal entity and its corporate officers, principal owners, managers, auditors and others in a position of administering federal funds:

a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;

b) 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;

c) 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 (b) above; and

d) 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.

Do exceptions exist and are made a part thereof? Yes / No

Any exceptions shall address to whom it applies, initiating agency and dates of such action.

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Note: Exceptions will not necessarily result in denial of award but will be considered in determining bidder responsibility. Providing false information may result in criminal prosecution or administrative sanctions.

The bidder further certifies that the certification requirements contained in Section XI of Form FHWA 1273, will be or have been included in all subcontracts, material supply agreements, purchase orders, etc. except those procurement contracts for goods or services that are expected to be less than the Federal procurement small purchase threshold fixed at 10 U.S.C. 2304(g) and 41 U.S.C. 253(g) (currently $25,000) which are excluded from the certification requirements.

The bidder further certifies, to the best of his or her knowledge and belief, that:

1) No 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 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.

2) 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 contract, Standard Form-LLL, Disclosure Form to Report Lobbying, in accordance with its instructions will be completed and submitted.

The certification contained in (1) and (2) above is a material representation of fact upon which reliance is placed and a prerequisite imposed by Section 1352, Title 31, U.S. Code prior to entering into this contract. Failure to comply shall be subject to a civil penalty of not less than $10,000 and not more than $100,000. The bidder shall include the language of the certification in all subcontracts exceeding $100,000 and all subcontractors shall certify and disclose accordingly.

All of the foregoing is true and correct.

Executed on _____ _____

Signature

(01/2016 F)

For Information Purposes Only

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SAM.GOV Registration and Unique Entity ID

Bidders are advised that the Prime Contractor must register and maintain a current registration in the **System for Award Management** (http://sam.gov) at all times during the project. Upon registration, the Contractor will be assigned a SAM Unique Entity ID.

Bidders are advised that prior to the award of this contract, they MUST be registered in the System for Award Management.

I (We) acknowledge that this contract cannot be awarded if I (We) are not registered in the System for Award Management prior to the award of this contract. _____ (Yes / No)

I (We) have a SAM Unique Entity ID. _____ (Yes / No)

SAM Unique Entity ID: _____

Company Name: _____

Company e-mail address: _____

For Informational Purposes Only

SECTION 902

CONTRACT FOR _____
LOCATED IN THE COUNTY(IES) OF _____

STATE OF MISSISSIPPI
COUNTY OF HINDS

This Contract is entered into by and between the Mississippi Transportation Commission (the "Commission") and the undersigned contractor (the "Contractor"), as follows:

As consideration for this Contract, the Commission agrees to pay the Contractor the amount(s) set out in the Proposal attached hereto. Said payment will be made in the manner and at the time(s) specified in the Specifications and/or Special Provisions, if any. In exchange for said consideration, the Contractor hereby agrees to accept the prices stated in the Proposal as full compensation for the furnishing of all labor, materials and equipment, and the execution of the scope of work identified for this referenced Project as contemplated in this Contract, and as more fully outlined in the Contract Documents (the "Work"). The Contract Documents consist of the Advertisement, the Notice to Bidders, the Proposal, the Specifications, the Special Provisions, and the approved Plans, all of which are hereby made a part of this Contract and incorporated herein by reference.

The Contractor shall be responsible for all loss or damage arising out of, or in any way in connection with the Work, or from any unforeseen obstructions or difficulties that may be encountered in the prosecution of the Work, and for all risks of every description connected with the Work, with the exception of any items specifically excluded in the Contract Documents. The Contractor shall fully and faithfully complete the Work in a good and workmanlike manner, according to the Contract Documents and any Supplemental Agreements thereto.

The Contractor further agrees that the Work shall be done under the direct supervision of, and to the complete satisfaction of, the Executive Director of the Mississippi Department of Transportation, or his authorized representative(s), and, when federal funds are involved, subject to the inspection and approval of the Federal Highway Administration, or its agents, and/or the agents of any other state or federal agency whose funds are involved. Further, the Work shall be done in accordance with any applicable state and federal laws, and any such rules and regulations issued by the Commission and/or any relevant Federal Agency.

The Contractor agrees that all labor as outlined in the Contract Documents may be secured from a list furnished by the Manager of the Win Job Center nearest the project location, or any successor thereto.

It is agreed and understood that each and every provision of law and clause required by law to be inserted into this Contract shall be deemed to be inserted herein, and this Contract shall be read and enforced as though it were included herein. If through mere mistake or otherwise, any such provision is not inserted, then upon the application of either party hereto, the Contract shall be physically amended to make such insertion.

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The Contractor agrees that he has read each and every clause of the Contract Documents, and fully understands the meaning of same, and hereby acknowledges that he will comply with all terms, covenants and agreements therein.

Witness our signatures, this the _____ day of _____, 20___.

_____
Contractor

By: _____
Title: _____

_____
Signed and sealed in the presence of: (name and address of witness)

_____
_____

MISSISSIPPI TRANSPORTATION COMMISSION

_____
Executive Director

_____
Secretary to the Commission

Award authorized by the Mississippi Transportation Commission in session on the ____ day of _____, _____, Minute Book No._____, Page No. _____.

For Informational Purposes Only

SECTION 903
PERFORMANCE BOND

PERFORMANCE BOND FOR THE FOLLOWING CONTRACT:
Project No.: _____

For the construction of: _____

Contract date: _____ Contract Price: _____

FOR OWNER: MISSISSIPPI TRANSPORTATION COMMISSION, 401 N. WEST STREET, JACKSON, MISSISSIPPI 39201.

CONTRACTOR (full legal name, contact person, phone number and address):
_____
_____
_____
_____

SURETY (legal name, phone number, principal place of business and address ***for notice purposes***):
_____
_____
_____

Second Surety (if applicable):
_____
_____
_____

The Contractor and Surety, jointly and severally, bind themselves, their heirs, executors, administrators, successors and assigns, to the Owner for the performance of the Contract, which is incorporated herein by reference, and subject to the following terms:

1. If the Contractor fully and faithfully performs the Contract, the Surety and the Contractor shall have no obligation under this Bond.

2. The Surety's obligation under this Bond shall arise after:
   (a) the Owner first provides notice to the Contractor and the Surety that termination is imminent, pursuant to the current edition of the Mississippi Standard Specifications for Road and Bridge Construction, which is a part of the Contract; and
   (b) the Owner declares a Contractor Default, terminates the Contract, and notifies the Surety.

3. Within 20 calendar days as set forth in Section 108.08 of the current edition of the Mississippi Standard Specifications for Road and Bridge Construction, the Surety shall, after discussions with and consent from the Owner, and at the Surety's expense, elect to take one of the following actions:
   (a) Arrange for the Contractor, with the consent of the Owner, to perform and complete the Contract;
   (b) Undertake to perform and complete the Contract itself, through its agents or independent contractors;
   (c) Waive its right to perform and complete, arrange for completion, or obtain a new contractor, and after investigation, determine the amount for which it may be liable to the Owner (subject to the consent of the Owner) and as soon as practicable after the amount is determined, make payment to the Owner.

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4. If the Surety does not proceed, within a reasonable time frame, to enact and carry out the election made in Paragraph 3, then the Surety shall be deemed to be in default on this Bond, and the Owner shall be entitled to enforce any remedy available to it under the Contract and applicable law.

5. Subject to the commitment by the Owner to pay the Balance of the Contract Price, the Surety is obligated, without duplication, for
   (a) the responsibilities of the Contractor for correction of defective work and completion of the Contract;
   (b) additional legal, design professional and delay costs resulting from the Contractor's Default, and resulting from the actions or failure to act of the Surety under Paragraph 3; and
   (c) liquidated damages, or if no liquidated damages are specified in the Contract, actual damages caused by delayed performance or non-performance of the Contractor.

6. The Surety hereby waives notice of any change, including changes of time, to the Contract or to related subcontracts, purchase orders and other obligations.

7. The penal sum of the Bond shall be equal to the Contract Price; however, the penal sum may be increased or decreased as the result of any subsequent Supplemental Agreements and/or final contract quantities.

8. Notice to the Surety, the Owner or the Contractor shall be mailed or delivered to the address listed for notice purposes on the first page of this Bond.

CONTRACTOR AS PRINCIPAL
Company: _____

Signature: _____
Name: _____
Title: _____
Address: _____
_____

SURETY
Company: _____

Signature: _____ MS Insurance ID # _____
Name: _____
Title: _____
Address: _____
_____

SURETY (if applicable)
Company: _____

Signature: _____ MS Insurance ID # _____
Name: _____
Title: _____
Address: _____
_____

For Informational Purposes Only

SECTION 903
PAYMENT BOND

PAYMENT BOND FOR THE FOLLOWING CONTRACT:
Project No.: _____

For the construction of: _____

Contract date: _____ Contract Price: _____

FOR OWNER: MISSISSIPPI TRANSPORTATION COMMISSION, 401 N. WEST STREET, JACKSON, MISSISSIPPI 39201.

CONTRACTOR (full legal name, contact person, phone number and address):
_____
_____
_____

SURETY (legal name, phone number, principal place of business and address ***for notice purposes***):
_____
_____
_____
Second Surety (if applicable):
_____
_____
_____

The Contractor and Surety, jointly and severally, bind themselves, their heirs, executors, administrators, successors and assigns, to the Owner for payment of labor, materials and equipment furnished for use in the performance of the Contract, which is incorporated herein by reference, subject to the following terms:

1. If the Contractor promptly makes payment of all sums due to any and all subcontractors, sub-subcontractors, suppliers to the Contractor, suppliers to subcontractors and/or laborers who have performed work on the project site, and defends, indemnifies and holds harmless the Owner from claims, demands, liens or suits by any person or entity seeking payment for labor, materials or equipment furnished for use in the performance of the Contract, then the Surety and the Contractor shall have no obligation under this Bond.

2. The Owner shall provide notice to the Surety of any claims, demands, liens or suits against the Owner or the Owner's property that it receives from any person or entity ("Claimants") seeking payment for labor, materials or equipment furnished for use in the performance of the Contract.

3. Upon notice of any claims, demands, liens or suits provided by the Owner or Contractor or given to the Surety by a Claimant, the Surety shall promptly and at the Surety's expense, defend, indemnify and hold harmless the Owner against said claim, demand, lien or suit and shall take the following additional actions:
    (a) Send an answer to the Claimant, with a copy to the Owner, within sixty (60) days after receipt of the Claim, stating the amounts that are undisputed and the basis for challenging any amounts that are disputed; and
    (b) Pay or arrange for payment of any undisputed amounts.

For Informational Purposes Only

4. The Surety shall not be liable to the Owner, Claimants or others for obligations of the Contractor that are unrelated to the Contract. The Owner shall not be liable for the payment of any costs or expenses of any Claimant under this Bond and shall have no obligation under this Bond to make payments to, or give notice on behalf of, Claimants, or otherwise have any obligations to Claimants under this Bond.

5. The Surety hereby waives notice of any change, including changes of time, to the Contract or to related subcontracts, purchase orders and other obligations.

6. The penal sum of the Bond shall be equal to the Contract Price; however, the penal sum may be increased or decreased as the result of any subsequent Supplemental Agreements and/or final contract quantities.

CONTRACTOR AS PRINCIPAL
Company: _____

Signature: _____
Name: _____
Title: _____
Address: _____
_____

SURETY
Company: _____

Signature: _____ MS Insurance ID # _____
Name: _____
Title: _____
Address: _____
_____

SURETY (if applicable)
Company: _____

Signature: _____ MS Insurance ID # _____
Name: _____
Title: _____
Address: _____
_____

For Informational Purposes Only

BID BOND

KNOW ALL MEN BY THESE PRESENTS, that we_____
Contractor

_____
Address

_____
City, State ZIP

As principal, hereinafter called the Principal, and _____
Surety

a corporation duly organized under the laws of the state of _____

as Surety, hereinafter called the Surety, are held and firmly bound unto **State of Mississippi, Jackson, Mississippi**

As Obligee, hereinafter called Obligee, in the sum of **Five Per Cent (5%) of Amount Bid**

Dollars($_____)

for the payment of which sum will and truly to be made, the said Principal and said Surety, bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has submitted a bid for **Bridge Repair on I-55 over CNIC Railroad (Bridge Nos. 40.3A & 40.3B), known as Federal Aid Project No. NHPP-0055-01(153) / 110044301 in Lincoln County.**

NOW THEREFORE, the condition of this obligation is such that if the aforesaid Principal shall be awarded the contract, the said Principal will, within the time required, enter into a formal contract and give a good and sufficient bond to secure the performance of the terms and conditions of the contract, then this obligation to be void; otherwise the Principal and Surety will pay unto the Obligee the difference in money between the amount of the bid of the said Principal and the amount for which the Obligee legally contracts with another party to perform the work if the latter amount be in excess of the former, but in no event shall liability hereunder exceed the penal sum hereof.

Signed and sealed this _____day of _____, 20___

_____
(Principal) (Seal)

_____ By:_____
(Witness) (Name) (Title)

_____
(Surety) (Seal)

_____ By:_____
(Witness) (Attorney-in-Fact)

_____
(MS Agent)

_____
Mississippi Insurance ID Number

FORM CSD-612
Rev. 1 / 2015

YEAR 2026 PROGRESS SCHEDULE YEAR 2027

PROJECT NUMBER NHPP-0055-01(153) / 110044301
COUNTY Lincoln

WORK PHASE NO.	DESCRIPTION	LINE NUMBERS	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOV	DEC	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOV	DEC	
1	Miscellaneous	10-20															0					90					
2	Bridge Repairs	30-40															5					75					
3	Pavement Marking																				75	90					
4																											
5																											
	LET:	11/24/2026																									
	NOA:	12/8/2026																									
	NTP/BCT:	3/10/2027																									
	W.D.:	90																									
MONTH			JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOV	DEC	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOV	DEC	172 WORKING DAYS PER YEAR
ANTICIPATED WORKING DAYS PER MONTH			6	7	11	15	19	20	21	21	20	16	11	5	6	7	11	15	19	20	21	21	20	16	11	5	

NOTE: THE ANTICIPATED WORKING DAYS SHOWN ON THIS SCHEDULE ARE FOR INFORMATIONAL PURPOSES ONLY.
THE ACTUAL WORKING DAY TOTAL AS ASSESSED BY THE PROJECT ENGINEER ON FORM CSD-765 SHALL GOVERN.