GENERAL INDEX

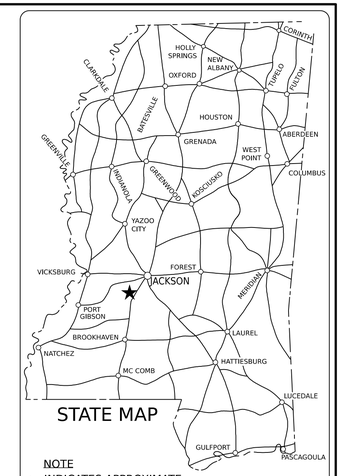
INCLUDED THIS PROJECT		BEGIN WITH SHEET
[X]	ROADWAY	1
[ ]	PERMANENT SIGNS	1001
[ ]	TRAFFIC SIGNALS	2001
[ ]	ITS COMPONENTS	3001
[ ]	LIGHTING	4001
[ ]	(RESERVED)	5001
[X]	ROADWAY STD. DWGS	6001
[ ]	BOX CULVERT STD. DWGS (LRFD)	7001
[ ]	BOX CULVERT STD. DWGS (STD. SPEC.)	7501
[X]	BRIDGE	8001
[X]	CROSS SECTIONS	9001

STATE OF MISSISSIPPI
CITY OF JACKSON

PLAN AND PROFILE OF PROPOSED CITY STREET
FEDERAL AID PROJECT NO. STP-7287-00(001)LPA

CITY OF JACKSON - RECONSTRUCTION OF THE MCCLUER ROAD BRIDGE AT CANY CREEK TRIBUTARY

HINDS COUNTY



STATE MAP

NOTE
★ INDICATES APPROXIMATE LOCATION OF PROJECT.

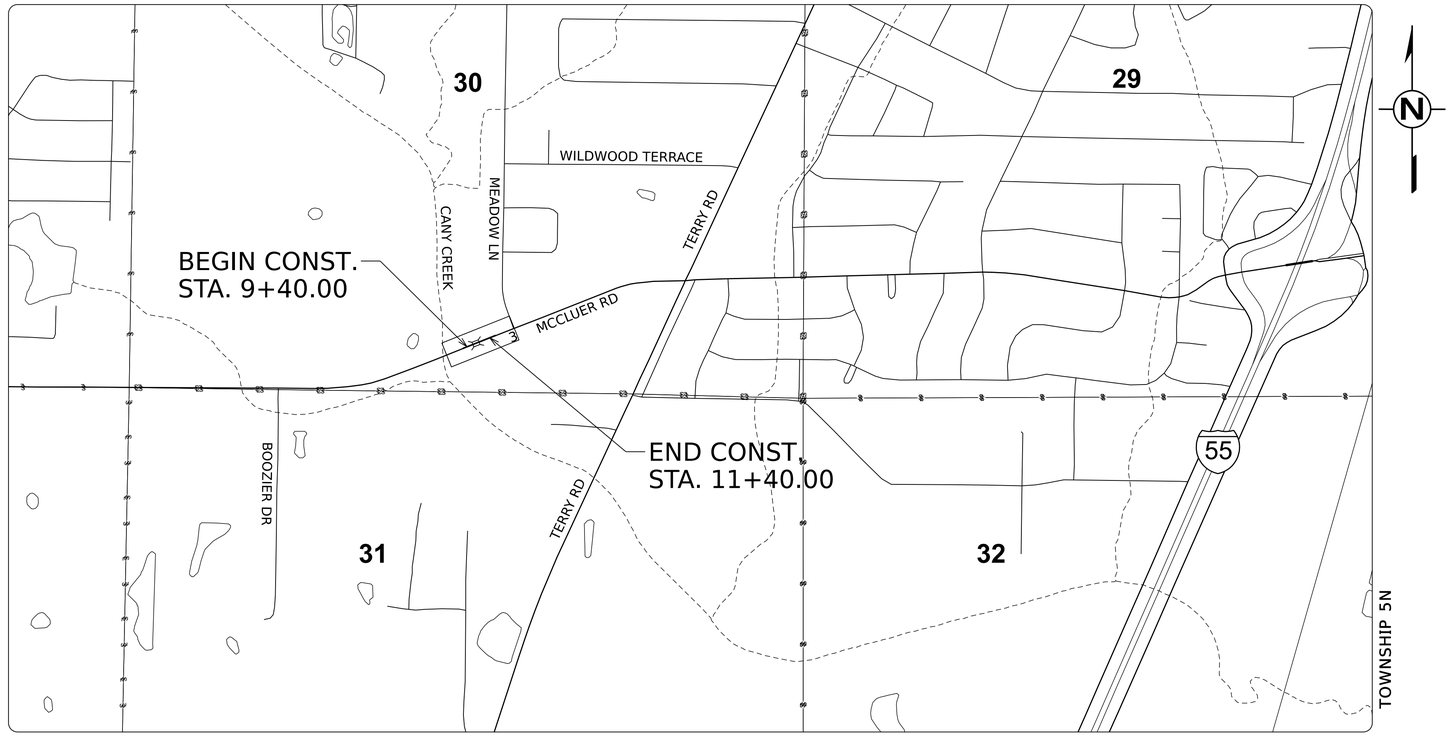
LAT. 32°14'25.62"N LONG. 90°14'10.04"W
(APPROX. MIDDLE OF PROJECT)

BRIDGE STRUCTURES REQ'D.

BRIDGE NO. SA25-157
MCCLUER RD ACROSS
CANY CREEK TRIBUTARY
STA. 10+01.02
SPANS = 2 @ 19'
SKEW = NONE
LENGTH = 37.96'

BOX BRIDGES REQ'D.

N/A



DESIGN CONTROL

35 MPH = V (SPEED DESIGN)

ADT (2025) = 3,100 : ADT (2045) = 3443
DHV = : D = % T = %

PERMITS ACQUIRED BY LPA

WETLANDS AND WATERS PERMITS

	WATERS	WETLANDS
NATIONWIDE #14	[Y]	[N]
NATIONWIDE (OTHER)*	[N]	[N]
GENERAL*	[N]	[N]
INDIVIDUAL (404)*	[N]	[N]

STORMWATER PERMIT [N]

Y REQUIRED, CNOI SUBMITTED BY MDOT (DISTURBED AREA=5 ACRES)

S REQUIRED, SCNOI TO BE SUBMITTED BY CONTRACTOR (1 TO 4.99 ACRES)

N NO STORMWATER PERMIT REQUIRED (<1 ACRE)

APPROVED BY: _____

CONVENTIONAL SYMBOLS

COUNTY LINE
TOWN CORP LINE
SECTION LINE
DEED LINE
EXISTING ROADWAY
PROPOSED ROADWAY
RAILROAD
BRIDGES

LENGTH DATA

LENGTH OF ROADWAY	162.04	FT. 0.031 MI.
LENGTH OF BRIDGES	37.96	FT. 0.007 MI.
LENGTH OF PROJECT (NET)		FT. 0.038 MI.
LENGTH OF EXCEPTIONS	0.00	FT. 0.000 MI.
LENGTH OF PROJECT (GROSS)		FT. 0.038 MI.

EQUATIONS

N/A

SCALES

PLAN 1 IN.= 100 FT.
PROFILE {HOR. 1 IN.= 100 FT. / VERT. 1 IN.= 10 FT.
LAYOUT 1 IN.= 600 FT.

EXCEPTIONS

N/A

DESIGNED BY: PICKERING

CONSTRUCTION PROJECT DATA

EXTERNAL PROJECT NUMBER	STP-7287-00(001)LPA
FMS & DETAIL	109860/701000

P S & E DATE: 06/26/2026

APPROVED:

JOHN HORHN, MAYOR

KOHL BOOZER, P.E.
LICENSE NO. 35697

KOHL BOOZER LICENSED PROFESSIONAL ENGINEER 35697 STATE OF MISSISSIPPI
06/26/2026

TITLE SHEET
9/14/2026 3:00:36 PM Title.dgn

DESCRIPTION OF SHEET	REV. DATE	WKG. NO.	SH. NO.
TITLE SHEET (1)			1
DETAILED INDEX & GENERAL NOTES (3)			
DETAILED INDEX		DI- 1	2
GENERAL NOTES		GN- 1	3
GENERAL NOTES		GN- 2	4
TYPICAL SECTION SHEETS (2)			
TYPICAL SECTION - MCCLUER RD		TS- 1	5
TYPICAL SECTION - MCCLUER RD		TS- 2	6
SUMMARY OF QUANTITIES (2)			
SUMMARY OF QUANTITIES		SQS- 1	7
SUMMARY OF QUANTITIES		SQS- 2	8
ESTIMATED QUANTITIES (4)			
ESTIMATED QUANTITIES		EQ- 1	9
ESTIMATED QUANTITIES		EQ- 2	10
ESTIMATED QUANTITIES		EQ- 3	11
STANDARD ROADSIDE SIGNS		SRS- 1	12
PLAN & PROFILE SHEETS (1)			
MCCLUER RD. - STA. 9+40 TO STA. 11+40		WK- 3	13
PAVEMENT MARKING DETAILS (1)			
PAVEMENT MARKING DETAILS: MCCLUER RD. - STA. 9+40 TO STA. 11+40		PMD- 1	14
TRAFFIC CONTROL PLAN (2)			
CONSTRUCTION SIGNING - MCCLUER RD.		CS- 1	15
TRAFFIC CONTROL PLAN - MCCLUER RD.		TC- 1	16
EROSION CONTROL SHEETS (1)			
EROSION CONTROL PLAN - MCCLUER RD.		ECP- 3	17
SPECIAL DESIGN SHEETS (2)			
VEGETATION SCHEDULE		VS- 1	18
SIGN SUPPORT HARDWARE 2.0" SQUARE POST		SDTSS- 1	19
STANDARD DRAWINGS - ROADWAY SHEETS (24)			
PAVEMENT MARKING DETAILS FOR 2- LANE & 4- LANE DIVIDED ROADWAYS	4/22/26	PM- 1	6051
TYPICAL TEMPORARY EROSION CONTROL/SEDIMENT CONTROL APPLICATIONS		ECD- 1	6101
DETAILS OF SEDIMENT BARRIER APPLICATIONS		ECD- 2	6102
DETAILS OF SILT FENCE INSTALLATION		ECD- 3	6103
DITCH CHECK STRUCTURES, TYPICAL APPLICATIONS AND DETAILS		ECD- 4	6104
TEMPORARY EROSION, SEDIMENT, & WATER POLLUTION CONTROL MEASURES (SILT FENCE & HAY BALE DITCH CHECKS)		ECD- 5	6105
DETAILS OF EROSION CONTROL WATTLE DITCH CHECK		ECD- 6	6106
DETAILS OF EROSION CONTROL SILT DIKE DITCH CHECK		ECD- 7	6107
ROCK DITCH CHECK		ECD- 8	6108
ROCK FILTER DAM		ECD- 9	6109
ROCK DITCH CHECK WITH SUMP EXCAVATION AND ROCK FILTER DAM		ECD- 10	6110
DETAILS OF EROSION CONTROL SANDBAG DITCH CHECK		ECD- 21	6121
SEDIMENT RETENTION BARRIER		ECD- 22	6122
DETAILS OF TYPICAL DITCH TREATMENTS		DT- 1	6123
GUARDRAIL: "W" BEAM (STEEL POSTS)		GR- 1B	6203
GUARDRAIL: BRIDGE END SECTION- TYPE A & C		GR- 2	6204
GUARDRAIL: TYPICAL INSTALLATION AT BRIDGE APPROACHES FOR 2- LANE, 2- WAY HIGHWAY		GR- 4A	6215
GUARDRAIL: MISCELLANEOUS HARDWARE		GR- HW	6221
STANDARD ROADSIDE SIGN ASSEMBLY AND INSTALLATION	12/11/25	SN- 4	6306
STANDARD ROADSIDE SIGN ASSEMBLY AND INSTALLATION		SN- 4A	6307
TYPICAL INSTALLATION AND DETAILS OF DELINEATORS AND DISTANCE REFERENCE SIGNS	12/11/27	SN- 8	6314
TYPICAL GUARDRAIL DELINEATION	12/11/28	SN- 8C	6317
SIGNING DETAILS FOR BRIDGE APPROACHES	12/11/29	SN- 9	6318
HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS	12/11/30	TCP- 8	6358
CROSS SECTIONS (2)			
DIXON RD			9001- 9002
TOTAL EXCLUDING BRIDGE SHEETS =			45

BRIDGE SHEET
NOTE: SEE SHEET DI- BR FOR DETAILS

KOHL BOOZER LLP
LICENSED PROFESSIONAL ENGINEER
35697
STATE OF MISSISSIPPI
06/26/2026

CITY OF JACKSON

DESIGNED BY: RKB
DETAILED BY: RKB
CHECKED BY: FMT
DATE: 6/26/2026

FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

DETAILED INDEX

SHEET ID
DI-1

SHEET NO.
2

PLAN SHEET
6/26/2026 2:07:36 PM DI.dgn

GENERAL NOTES

BRIDGES AND WALLS

(1) THE BRIDGE DECKS SHALL BE GROOVED AND ALL BRIDGE JOINTS SHALL BE SEALED PRIOR TO OPENING THE BRIDGES TO TRAFFIC.

(2) STORAGE OF FLAMMABLE MATERIALS WILL NOT BE ALLOWED UNDER ANY BRIDGE STRUCTURES WITHOUT WRITTEN APPROVAL FROM THE PROJECT ENGINEER. SEE NOTICE TO BIDDERS ENTITLED "MATERIAL STORAGE UNDER BRIDGES" FOR MORE INFORMATION.

DRAINAGE STRUCTURES

(3) THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXISTING STRUCTURES SUCH AS, BUT NOT LIMITED TO, PIPES, INLETS, APRONS, AND BRIDGES FROM DAMAGE WHICH MIGHT OCCUR DURING CONSTRUCTION. THE CONTRACTOR SHALL REPLACE OR REPAIR, AS DIRECTED BY THE ENGINEER, ANY STRUCTURES DAMAGED DURING THE LIFE OF THE CONTRACT. NO PAYMENT WILL BE MADE FOR REPLACEMENT OR REPAIR OF DAMAGED ITEMS.

EARTHWORK

(4) 25% SHRINKAGE FACTOR USED IN THE EARTHWORK CALCULATIONS IS FOR DESIGN ESTIMATING PURPOSES ONLY.

(5) VOIDS CREATED BY THE REMOVAL OF, BUT NOT LIMITED TO, POSTS, CONCRETE ANCHORS, AND FOOTINGS SHALL BE BACKFILLED AND TAMPED IN ACCORDANCE WITH SECTION 203 OF ***THE MISSISSIPPI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION***, THE COST OF WHICH WILL BE ABSORBED IN OTHER ITEMS BID.

(6) WORK ON STRUCTURES FOR THIS PROJECT REQUIRES EXCAVATION IN THE IMMEDIATE VICINITY OF TRAFFIC AND ADJACENT PROPERTIES. THEREFORE, THE RISK OF A FAILURE OCCURRING DURING EXCAVATION REQUIRES THAT EXTREME CAUTION BE EXERCISED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLACING WHAT BRACING, SHORING, OR GROUND SUPPORT SYSTEM THAT IS DEEMED NECESSARY TO PREVENT A FAILURE AND PROTECT THE PERSONS WORKING NEAR THE EXCAVATION, THE PUBLIC THAT MAY BE ABOVE THE EXCAVATION, OR ANY STRUCTURES ADJACENT TO THE EXCAVATION. ALL COSTS FOR DESIGNING, DRAWING, AND CONSTRUCTING THE FACILITY SHALL BE INCLUDED IN THE PRICE BID FOR CONTRACT ITEMS.

(7) SMALL AMOUNTS OF EXCAVATION MAY BE NECESSARY AT SOME OF THE SITES. THIS MATERIAL MAY BE USED AS E.S.F.E. MATERIAL AND WILL BE PAID FOR AS BORROW. NO E.S.F.E. MATERIAL SHALL BE REMOVED FROM THE PROJECT WITHOUT THE APPROVAL OF THE ENGINEER.

(8) VEGETATIVE MATERIAL WILL BE REMOVED PRIOR TO PLACEMENT OF GRANULAR MATERIAL. THE COST OF WHICH SHALL BE ABSORBED IN OTHER ITEMS BID.

(9) THIN LAYERS OF ROCK ENCOUNTERED DURING EXCAVATION WILL BE PAID FOR AS UNCLASSIFIED EXCAVATION. SOLID ROCK AS SHOWN ON PLANS AND CROSS SECTIONS WILL BE PAID FOR AS ROCK EXCAVATION.

ENVIRONMENTAL & CLEARING

(10) NO TEMPORARY CULVERT STREAM CROSSINGS WILL BE ALLOWED.

EROSION CONTROL - TEMPORARY

(11) WIRE FENCE BACKING WILL BE REQUIRED FOR ALL SILT FENCE. (SEE WK. NO. ECD-3)

(12) THE EROSION CONTROL DEVICES REFERENCED IN THESE PLANS ARE A MINIMUM REQUIREMENT. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT SILT DOES NOT LEAVE THE RIGHT OF WAY OR CONTAMINATE WATERS OF THE U. S. DURING CONSTRUCTION. THE CONTRACTOR SHALL SUBMIT AN EROSION CONTROL PLAN PRIOR TO COMMENCEMENT OF WORK AND MAINTAIN THE PLAN DURING CONSTRUCTION. ANY ADDITIONAL SILT BASINS NOT SHOWN IN THE PLANS SHALL BE INCLUDED IN THE CONTRACTOR'S EROSION CONTROL PLAN PRIOR TO SUBMITTING FOR APPROVAL.

(13) ALL ITEMS OF WORK ASSOCIATED WITH THE INSTALLATION OF A CONSTRUCTION ENTRANCE SHALL BE ABSORBED IN OTHER ITEMS OF WORK.

PAVEMENT, BASE, AND SHOULDERS

(14) THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO THE PAVED OR UNPAVED SHOULDER THAT MIGHT OCCUR DURING CONSTRUCTION. ANY REPAIR TO SHOULDER WILL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF ***THE MISSISSIPPI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION***. NO PAYMENT WILL BE MADE FOR REPAIR OF DAMAGED SHOULDER.

(15) WHERE MILLING IS REQUIRED, THE CONTRACTOR SHALL PROVIDE OUTLETS IN THE EXISTING SHOULDERS AT SUFFICIENT INTERVALS TO PREVENT POOLING OR STANDING WATER ON THE MILLED SURFACE, THE COST OF WHICH SHALL BE ABSORBED IN OTHER ITEMS BID.

GENERAL NOTES (CONT.)

PLANS

(16) IF COLORS ARE USED ON PLAN/PROFILE SHEETS, THEY ARE INTENDED TO VISUALLY EASE THE LOCATION OF ELEMENTS FOR USERS OF THESE DRAWINGS. ALTHOUGH THE INTENT IS TO CATEGORIZE EVERYTHING AS EITHER EXISTING OR PROPOSED, IT IS THE END USER'S RESPONSIBILITY TO ENSURE ALL ELEMENTS ARE INTERPRETED CORRECTLY, REGARDLESS OF COLOR.

ROADSIDE BARRIERS

(17) ALL DIMENSIONS AND SPACINGS FOR BRIDGE RAIL CONNECTORS SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO FABRICATION.

TRAFFIC CONTROL - PERMANENT

(18) ALL POST, PIPE, AND I-BEAM LENGTHS IN THESE PLANS ARE ESTIMATES. POST LENGTHS FOR ALL SIGNS SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO FABRICATION.

(19) ALL EXISTING SIGNS WHICH ARE TO BE REMOVED AS A PART OF THIS PROJECT THAT ARE NOT IN CONFLICT WITH CONSTRUCTION SHALL REMAIN IN PLACE UNTIL NEW SIGNS ARE INSTALLED UNLESS NOTED OR DIRECTED OTHERWISE BY THE PROJECT ENGINEER. ROADWAY SIGNS THAT ARE IN CONFLICT WITH CONSTRUCTION SHALL BE REMOVED AND RELOCATED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER, THE COST OF WHICH SHALL BE ABSORBED IN OTHER ITEMS BID.

(20) DIRECT-APPLIED LEGEND, BORDER, AND/OR SHIELDS ARE TO BE USED ON ALL SIGNS. DIGITALLY PRODUCED SIGN COPY, SHIELDS, LEGEND, SYMBOLS, OR IMAGES WILL NOT BE ALLOWED WITHOUT WRITTEN APPROVAL FROM THE PROJECT ENGINEER.

(21) ALL PERMANENT SIGNS SHALL CONFORM TO THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

(22) ALL SIGN LOCATIONS SHALL BE APPROVED BY THE PROJECT ENGINEER PRIOR TO INSTALLATION.

(23) THE RETROREFLECTIVE SIGN SHEETING ON PERMANENT GROUND-MOUNTED SIGNS SHALL BE AS FOLLOWS: BROWN BACKGROUND SHEETING ON GUIDE SIGNS SHALL BE MINIMUM TYPE VIII; GREEN AND BLUE BACKGROUND SHEETING ON GUIDE SIGNS SHALL BE MINIMUM TYPE IX; ALL WHITE, YELLOW, FLUORESCENT YELLOW AND FLUORESCENT YELLOW/GREEN SHEETING SHALL BE TYPE XI. ALL SIGN SHEETING ON OVERHEAD SIGNS SHALL BE TYPE XI.

(24) ALL EXISTING SIGNS AND SUPPORTS REMOVED UNDER THIS PROJECT SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND ARE NOT A SEPARATE PAY ITEM.

(25) REMOVAL OF RAISED PAVEMENT MARKERS THAT ARE IN CONFLICT WITH REQUIRED CONSTRUCTION IS NOT CONSIDERED A SEPARATE PAY ITEM. COST TO BE ABSORBED IN OTHER ITEMS BID.

(26) REMOVAL OF OBJECT MARKERS IS NOT CONSIDERED A SEPARATE PAY ITEM, AND SHALL BE ABSORBED IN OTHER ITEMS BID.

TRAFFIC CONTROL - TEMPORARY

(27) THE LOCATION AND SPACING OF SIGNS, SHOWN ON THE TRAFFIC CONTROL PLANS, ARE APPROXIMATE AND MAY BE ADJUSTED AS NECESSARY TO FIT FIELD CONDITIONS.

(28) ALL TRAFFIC CONTROL DEVICES ON THIS PROJECT SHALL COMPLY WITH PART VI OF THE ***MUTCD*** (LATEST EDITION).

(29) ALL PLASTIC DRUMS SHALL HAVE A BALLASTING COLLAR MADE FROM RECYCLED TRUCK TIRES OR OTHER SUITABLE MATERIAL.

(30) FLUORESCENT ORANGE SHEETING SHALL BE USED ON ALL CONSTRUCTION AND TRAFFIC CONTROL SIGNS EXCEPT FOR THOSE DESIGNATED ON THE PLANS TO BE BLACK LEGEND AND BORDER ON WHITE BACKGROUND.

(31) THE CONTRACTOR SHALL COVER OR REMOVE ANY TEMPORARY TRAFFIC CONTROL SIGNS SHOWN IN THE TRAFFIC CONTROL PLAN THAT DO NOT APPLY TO THE CURRENT PHASE.

(32) THE RETROREFLECTIVE SIGN SHEETING ON RIGID, TEMPORARY TRAFFIC CONTROL (ORANGE) SIGNS SHALL BE MINIMUM TYPE IX.

UTILITIES

(33) UTILITIES ON THE DRAWINGS ARE SHOWN IN THEIR ORIGINAL LOCATION BASED UPON THE BEST INFORMATION AVAILABLE TO THE ENGINEER. UTILITIES THAT WERE FOUND TO BE IN CONFLICT WITH CONSTRUCTION HAVE BEEN RELOCATED. PERMITS ARE ON FILE WITH THE DEPARTMENT SHOWING THE APPROXIMATE LOCATION OF UTILITIES RELOCATED WITHIN THE RIGHT-OF-WAY. THE ENGINEER CAN NOT AND DOES NOT WARRANT THAT THIS INFORMATION IS COMPLETE OR ACCURATE. THE CONTRACTOR MUST COORDINATE DIRECTLY WITH THE INVOLVED UTILITY OWNERS TO HAVE UNDERGROUND UTILITY LINES FIELD LOCATED IN ADVANCE OF CONSTRUCTION.

(34) FOR LIST OF PUBLIC UTILITIES, SEE WORKING NO. 3.

KOHL BOOZER
LICENSED PROFESSIONAL ENGINEER
35697
STATE OF MISSISSIPPI
06/26/2026

CITY OF JACKSON

DESIGNED BY: RKB
DETAILED BY: RKB
CHECKED BY: FMT
DATE: 6/26/2026

FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

GENERAL NOTES

SHEET ID
GN-1

SHEET NO.
3

PLAN SHEET

6/26/2026 2:07:39 PM GN.dgn

GENERAL NOTES (CONT.)

MISCELLANEOUS

(35) SOME WORK IS REQUIRED OUTSIDE THE PROJECT LIMITS. NO ADDITIONAL COMPENSATION WILL BE MADE FOR SUCH WORK EXCEPT AS PROVIDED BY SPECIFIC PAY ITEMS INCLUDED IN THE PLANS.

(36) THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING AND RELOCATING MAIL BOXES AS NECESSARY TO MAINTAIN CONTINUOUS MAIL SERVICE THROUGHOUT THE LIFE OF THE PROJECT, THE COST OF WHICH SHALL BE ABSORBED IN OTHER ITEMS BID.

(37) THE CONTRACTOR IS RESPONSIBLE FOR FIELD-VERIFICATION OF EXISTING GRADES AND MAKING ADJUSTMENTS AS NECESSARY WITH THE APPROVAL OF THE PROJECT ENGINEER.

(38) THE CONTRACTOR SHALL COORDINATE AND CONDUCT WORK AT LOCAL ROADS AND DRIVEWAYS IN A MANNER SUCH THAT ACCESS IS NOT INTERRUPTED UNNECESSARILY. ACCESS SHALL BE PRESERVED IN THE BEST MANNER POSSIBLE. COORDINATION AND COMMUNICATION WITH LANDOWNERS MAY BE NECESSARY TO PREVENT INTERRUPTION OF DRIVEWAY ACCESS.

NOTICE:
THE NOTES CONTAINED HEREON ARE SPECIFIC TO THE SUBJECT PROJECT AND SHOULD BE REVIEWED IN DETAIL BY THE CONTRACTOR. PER SECTION 102.05 OF THE STANDARD SPECIFICATIONS, "THE BIDDER IS REQUIREDTO EXAMINE CAREFULLY THE SITE OF THE PROPOSED WORK, THE PROPOSAL, PLAN, STANDARD SPECIFICATIONS, SPECIAL PROVISION, NOTICES TO BIDDERS, AND CONTRACT FORMS BEFORE SUBMITTING A PROPOSAL."

KOHL BOOZER LEGEND PROFESSIONAL ENGINEER 35697 STATE OF MISSISSIPPI
06/26/2026

CITY OF JACKSON

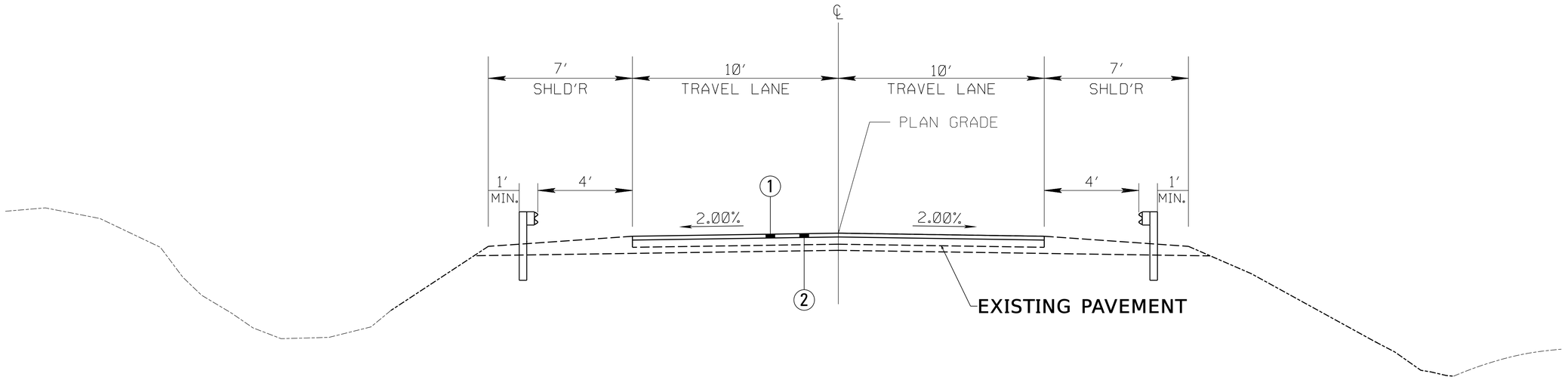
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GENERAL NOTES

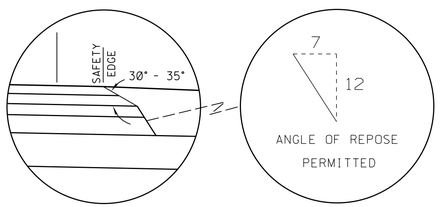
SHEET ID **GN-2**
SHEET NO. **4**

6/26/2026 2:07:42 PM GN.dgn PLAN SHEET



TYPICAL SECTION

MCCLUER RD
STA. 9+40.00 TO STA. 9+81.02



SAFETY EDGE REQ'D
TOP 2 LIFTS ONLY
(NOT A PAY ITEM)
NEW CONSTRUCTION

1. 1.5" FINE MILLING REQ'D.
2. 1.5" 9.5–MM ST. ASPHALT PAVEMENT (1 @ 1.5") REQ'D.
3. 2" 12.5–MM ST. ASPHALT PAVEMENT (1 @ 2") REQ'D.
4. 3" 19–MM ST. ASPHALT PAVEMENT (1 @ 3") REQ'D.
5. 8" GRANULAR MATERIAL, CRUSHED STONE REQ'D.
6. GEOTEXTILE STABILIZATION, TYPE V, NON–WOVEN REQ'D.
7. 14.5" & VAR. CRUSHED STONE SHOULDER MATERIAL REQ'D.

TYPICAL SECTION

MCCLUER RD
STA. 9+81.02 TO STA. 10+01.02
STA. 10+38.98 TO STA. 10+58.98

KOHL BOOZER
LICENSED PROFESSIONAL ENGINEER
35697
STATE OF MISSISSIPPI
06/26/2026

CITY OF JACKSON

DESIGNED BY: RKB
DETAILED BY: RKB
CHECKED BY: FMT
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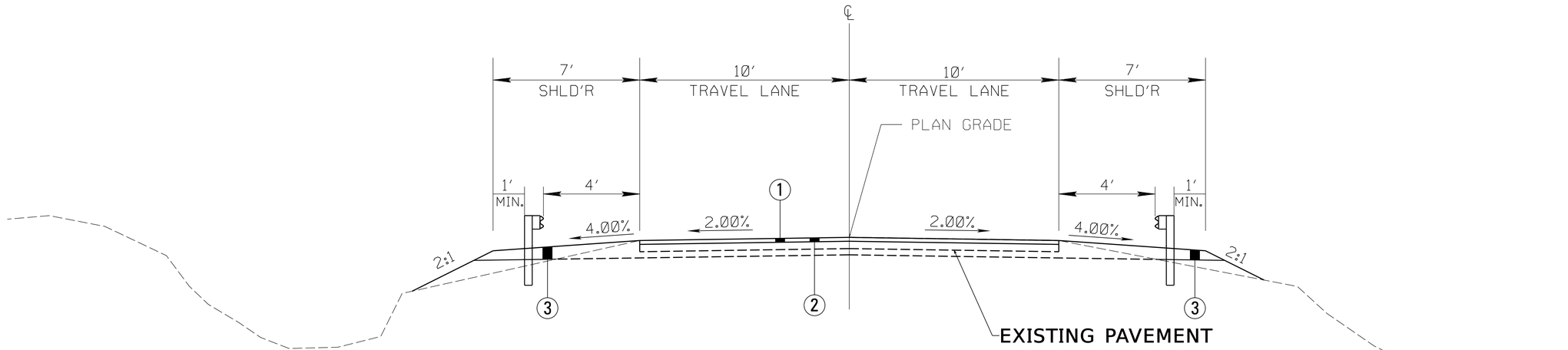
FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

TYPICAL SECTIONS: MCCLUER RD

SHEET ID
TS-1

SHEET NO.
5

PLAN SHEET
6/26/2026 2:07:44 PM ts.dgn



TYPICAL SECTION

MCCLUER RD
STA. 10+58.98 TO STA. 11+40.00

(1) 1.5" FINE MILLING REQ'D.
(2) 1.5" 9.5–MM ST. ASPHALT PAVEMENT (1 @ 1.5") REQ'D.
(3) VAR. CRUSHED STONE SHOULDER MATERIAL REQ'D.

KOHL BOOZER
LICENSED PROFESSIONAL ENGINEER
35697
STATE OF MISSISSIPPI
06/26/2026

CITY OF JACKSON

DESIGNED BY: RKB
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FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

TYPICAL SECTIONS: MCCLUER RD

SHEET ID
TS-2

SHEET NO.
6

PLAN SHEET
6/26/2026 2:07:44 PM ts.dgn

SUMMARY OF QUANTITIES (SHEET 1)

PAY ITEM NO.	PAY ITEM	UNIT	HINDS : 109860-701000		
			Prelim	Final	
201-A001	Clearing and Grubbing	LS	1		
202-B007	Removal of Asphalt Pavement, All Depths	SY	85		
202-B023	Removal of Bridge	EA	1		(1)
202-B136	Removal of Guard Rail	LF	52		
202-B215	Removal of Sign Including Post & Footing	EA	3		
203-A001	Unclassified Excavation, FM, AH	CY	15		(2)
203-G001	Excess Excavation, FM, AH	CY	350		(2)
209-A005	Geotextile Stabilization, Type V, Non-Woven	SY	127		
220-A001	Insect Pest Control	ACRE	1		
223-A001	Mowing	ACRE	1		
225-A001	Grassing	ACRE	1		
225-B001	Agricultural Limestone	TON	1		
225-C001	Mulch, Vegetative Mulch	TON	1		
907-234-A001	Temporary Silt Fence	LF	286		
237-A002	Wattles, 20"	LF	286		
304-D002	Granular Material, Crushed Stone	TON	175		(3)
	ALTERNATIVE ITEMS-CRUSHED STONE				
304-F001	3/4" and Down Crushed Stone Base	TON	50		(3)
	OR				
304-F002	Size 610 Crushed Stone Base	TON	50		(3)
	OR				
304-F003	Size 825B Crushed Stone Base	TON	50		(3)
907-403-A003	12.5-mm, ST, Asphalt Pavement	TON	10		
907-403-A006	19-mm, ST, Asphalt Pavement	TON	14		
907-403-A015	9.5-mm, ST, Asphalt Pavement	TON	29		
406-A002	Cold Milling of Bituminous Pavement, All Depths	SY	258		
407-A001	Asphalt for Tack Coat	GAL	33		
605-X003	Filter Material for Filter Beds, Type B	CY	263		
606-B002	Guard Rail, Class A, Type 1, 'W' Beam	LF	51		
606-D001	Guard Rail, Bridge End Section	EA	3		
606-E001	Guard Rail, Terminal End Section	EA	3		
907-618-A001	Maintenance of Traffic	LS	1		
619-D1001	Standard Roadside Construction Signs, Less than 10 Square Feet	SF	105		
619-D2001	Standard Roadside Construction Signs, 10 Square Feet or More	SF	117		
619-G4005	Barricades, Type III, Single Faced	LF	84		
620-A001	Mobilization	LS	1		
907-626-C013	6" Thermoplastic Edge Stripe, Continuous White	LF	400		
907-626-D006	6" Thermoplastic Traffic Stripe, Skip Yellow	LF	200		
907-627-L001	Two-Way Yellow Reflective High Performance Raised Markers	EA	6		
629-A001	Vehicular Impact Attenuator, 40 MPH	EA	1		
630-A003	Standard Roadside Signs, Sheet Aluminum, 0.125" Thickness	SF	18		
630-C005	Square Tube Posts, 2.0 lb/ft	LF	30		
630-F006	Delineators, Guard Rail, White	EA	10		
630-G003	Type 3 Object Markers, OM-3L, Post Mounted	EA	2		

(1) EXISTING BRIDGE 2 @ 19, TIMBER

(2) 25% SHRINKAGE FACTOR APPLIED AND ROUNDED TO THE NEAREST 5.

(3) 20% SHRINKAGE FACTOR APPLIED AND ROUNDED TO THE NEAREST 5.

KOHL BOOZER LICENSED PROFESSIONAL ENGINEER 35697 STATE OF MISSISSIPPI

06/26/2026

CITY OF JACKSON

DESIGNED BY: RKB

DETAILED BY: RKB

CHECKED BY: FMT

DATE: 6/26/2026

FMS CON: 109860/701000

PROJECT NO.: STP-7287-00(001)LPA

COUNTY: HINDS

SUMMARY OF QUANTITIES

SHEET ID SQS-1

SHEET NO. 7

PLAN SHEET

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SUMMARY OF QUANTITIES (SHEET 2)

PAY ITEM NO.	PAY ITEM	UNIT	HINDS : 109860-701000	
			Prelim	Final
630-G007	Type 3 Object Markers, OM-3R, Post Mounted	EA	2	
699-A001	Roadway Construction Stakes	LS	1	
907-803-B001	Conventional Static Pile Load Test	EA	1	
803-D007	HP 14 x 89 Steel Piling	LF	770	
907-803-I003	PDA Test Pile, HP Steel Pile	EA	1	
907-803-J001	Pile Restrike	EA	1	
907-804-A002	Bridge Concrete, Class AA	CY	3	
806-A001	19' Precast Concrete Slab Units, 3'-6" Interior	EA	12	
806-A009	19' Precast Concrete Slab Units, 3'-6" Exterior	EA	4	
806-C001	19' Precast Barrier Rail Units	EA	4	
815-A007	Loose Riprap, Size 300	TON	81	
815-E001	Geotextile under Riprap	SY	48	
907-831-PP001	Precast Panels	SY	72	
L00140: 806-D501	31' Precast Concrete Caps, Intermediate Unit	EA	1	
L00141: 806-E501	31' Precast Concrete Caps, End Unit with Wall	EA	2	

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SUMMARY OF QUANTITIES

SHEET ID
SQS-2

SHEET NO.
8

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REMOVAL ITEMS

WK. SH. NO.	STATION TO STATION		ASPHALT PAVEMENT	ASPHALT DRIVEWAYS	BRIDGE	GUARD RAIL	SIGNS	PIPES (ALL TYPES)	REMARKS
3	8+79.88	11+61.39	84.7		1.0	52.0	3.0		
UNITS			SQ. YDS.	SQ. YDS.	LIN. FT.	LIN. FT.	EA.	LIN. FT.	
TOTALS			85	0	1	52	3	0	

ESTIMATED EARTHWORK QUANTITIES

WORK SHEET NUMBER	CUT (C.Y.)	FILL (C.Y.)	BORROW (B9-6)	UNCLASSIFIED EXCAVATION	EXCAVATION		REMARKS
					EXCESS	SURPLUS	
WK-3	360	10					INCLUDES EMBANKMENT REMOVAL
UNIT	CU. YDS.	CU. YDS.					
SUBTOTAL	360	10					
EXCESS = (CUT) - (FILL)(1+SF)							
= 97 - (10*1.25)					348		
UNCLASSIFIED = (FILL)(1+SF)				13			
UNIT			CU. YDS.	CU. YDS.	CU. YDS.	CU. YDS.	
PROJECT TOTAL			0	13	348	0	

ESTIMATED TEMPORARY EROSION CONTROL ITEMS

WK. SH. NO.	TOTAL DITCH CHECKS	TEMPORARY SILT FENCE	WATTLES 20"	SILT DIKE	SANDBAGS
3		286	286		
TOTAL		LIN. FT.	LIN. FT.	LIN. FT.	EA
		286	286	0	0

GUARD RAIL REQUIRED

WK. NO.	STATION	STATE STD. (INSTALL)	GUARD RAIL LENGTHS				CABLE ANCHOR	TERMINAL SECTION	BRIDGE END SECTION	SINGLE DELINEATORS		REMARKS
			DIST. A	DIST. B	DIST. C	DIST. D	TYPE "1"		TYPE I	WHITE	YELLOW	
3	10+01.02	GR-4A	0.0	0	49.4	6.3		1	1	3		IA TAKING PLACE OF RT GUARDRAIL
3	10+39.98	GR-4A	80.6	38	49.4	6.3		2	2	7		
UNITS				L. F.		L. F.	EACH	EACH	EACH	EACH	EACH	
TOTALS				38		13	0	3	3	10	0	

SUMMARY OF PAVEMENT MARKINGS

WK SH NO.	STATION TO STATION		THERMOPLASTIC										CLEAR	MARKERS		
			CONTINUOUS		LEGEND		EDGE		DETAIL		SKIP			RED	YELLOW	
			WHITE	YELLOW	WHITE (LF)	WHITE (SF)	WHITE	YELLOW	WHITE	YELLOW	WHITE	YELLOW	CLEAR	CLEAR	1 WAY	2 WAY
3	9+40	11+40					400					200				6
UNITS			LIN. FT.	LIN. FT.	LIN. FT.	SQ. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EA.	EA.	EA.	EA.
TOTAL			0	0	0	0	400	0	0	0	0	200	0	0	0	6

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COUNTY: HINDS

ESTIMATED QUANTITIES

SHEET ID
EQ-1

SHEET NO.
9

PLAN SHEET

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SUMMARY OF TRAFFIC CONTROL ITEMS REQUIRED

WORKING NUMBER	PHASE OF CONST.	TEMPORARY PAINT OR TAPE								TRAFFIC STRIPE TAPE (TYPE 1)							BARRICADES						WARNING LIGHTS			FREE STANDING PLASTIC DRUMS	TRAFFIC CONTROL SIGNS																	REMARKS
		CONTINUOUS		SKIP		DETAIL		LEGEND		CONT. YELLOW	CONTINUOUS		SKIP		DETAIL	LEGEND	TYPE I		TYPE II		TYPE III		TYPE A	TYPE B	TYPE C		G20–1	G20–2	G20–4	R1–1	R11–2	R11–3A	R11–4	D3–1	M4–8A	M4–9L	M4–9R	M4–10L	M4–10R	W20–2	W13–1	W20–1		W16–8P	W20–3	
		WHITE	YELLOW	WHITE	YELLOW	WHITE	YELLOW	LIN. FT.	SQ. FT.	(TYPE I OR II)	WHITE	YELLOW	WHITE	YELLOW			SINGLE FACE	DOUBLE FACE	SINGLE FACE	DOUBLE FACE	SINGLE FACE	DOUBLE FACE																			36x36	48x48			
CS–1																					48										1	1	6	2	3	3	1	1	2		4				
UNITS		LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	SQ. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EACH	EACH	EACH	EACH	LIN. FT.	LIN. FT.	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
TOTAL																					48										1	1	6	2	3	3	1	1	2		4				
TC–1	I																				36								2	2														
UNITS		LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	SQ. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EACH	EACH	EACH	EACH	LIN. FT.	LIN. FT.	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
TOTAL																					36								2	2														
UNITS		LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	SQ. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EACH	EACH	EACH	EACH	LIN. FT.	LIN. FT.	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
TOTAL																					84								2	2	1	1	6	2	3	3	1	1	2		4				

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35697
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COUNTY: HINDS

ESTIMATED QUANTITIES

SHEET ID **EQ-2**
SHEET NO. **10**

6/26/2026 2:07:54 PM EQ.dgn PLAN SHEET

SIGNS REQUIRED

SIGN NO.	SIZE	UNIT AREA FT²	QUAN. REQ'D.	TOTAL SIGN AREA FT²	REMARKS
G20 - 1	60" X 24"	10.00 ♦			ROAD WORK NEXT XX MILES
G20 - 2	36" X 18"	4.50			END ROAD WORK
G20 - 4	36" X 18"	4.50			PILOT CAR FOLLOW ME
[1] M1 - 1	24" X 24"	4.00			1 OR 2 DIGIT
[1] M1 - 1	30" X 24"	5.00			3 DIGIT
[2] M1 - 4	24" X 24"	4.00			1 OR 2 DIGIT
[2] M1 - 4	30" X 24"	5.00			3 DIGIT
[3] M1 - 5	24" X 24"	4.00			1 OR 2 DIGIT
[3] M1 - 5	30" X 24"	5.00			3 DIGIT
[4] M3 - 1	24" X 12"	2.00			NORTH- 1 OR 2 DIGIT RTE. MARKER
[4] M3 - 1	30" X 15"	3.13			NORTH- 3 DIGIT RTE. MARKER
[4] M3 - 2	24" X 12"	2.00			EAST- 1 OR 2 DIGIT RTE. MARKER
[4] M3 - 2	30" X 15"	3.13			EAST- 3 DIGIT RTE. MARKER
[4] M3 - 3	24" X 12"	2.00			SOUTH- 1 OR 2 DIGIT RTE. MARKER
[4] M3 - 3	30" X 15"	3.13			SOUTH- 3 DIGIT RTE. MARKER
[4] M3 - 4	24" X 12"	2.00			WEST- 1 OR 2 DIGIT RTE. MARKER
[4] M3 - 4	30" X 15"	3.13			WEST- 3 DIGIT RTE. MARKER
M4 - 8	24" X 12"	2.00			DETOUR- 1 OR 2 DIGIT RTE. MARKER
M4 - 8A	24" X 18"	3.00	2	6.00	END DETOUR
M4 - 9	48" X 36"	12.00 ♦			DETOUR ↑
M4 - 9L	48" X 36"	12.00 ♦	3	36.00	DETOUR ←
M4 - 9BL	48" X 36"	12.00 ♦			DETOUR ↰
M4 - 9SL	48" X 36"	12.00 ♦			DETOUR ↖
M4 - 9BSL	48" X 36"	12.00 ♦			DETOUR ↰
M4 - 9R	48" X 36"	12.00 ♦	3	36.00	DETOUR →
M4 - 9BR	48" X 36"	12.00 ♦			DETOUR ↱
M4 - 9SR	48" X 36"	12.00 ♦			DETOUR ↗
M4 - 9BSR	48" X 36"	12.00 ♦			DETOUR ↱
M4 - 10L	48" X 18"	6.00	1	6.00	DETOUR
M4 - 10R	48" X 18"	6.00	1	6.00	DETOUR
[4] M4 - 5	24" X 12"	2.00			TO
[4] M5 - 1L	21" X 15"	2.19			↰
[4] M5 - 1R	21" X 15"	2.19			↱
[4] M5 - 2L	21" X 15"	2.19			↰
[4] M5 - 2R	21" X 15"	2.19			↱
[4] M6 - 1L	21" X 15"	2.19			←
[4] M6 - 1R	21" X 15"	2.19			→
[4] M6 - 2L	21" X 15"	2.19			↖
[4] M6 - 2R	21" X 15"	2.19			↗
[4] M6 - 3	21" X 15"	2.19			↑

SIGNS REQUIRED (CONT'D)

SIGN NO.	SIZE	UNIT AREA FT²	QUAN. REQ'D.	TOTAL SIGN AREA FT²	REMARKS
(1) R1 - 1	36" OCTAGON	7.46	2	14.92	STOP
(2) R1 - 1	48" OCTAGON	13.25 ♦			
(2) R1 - 2	36" X 36" X 36"	3.90			YIELD
(1) R1 - 2	48" X 48" X 48"	6.93			
(2) R1 - 2	60" X 60" X 60"	10.83 ♦			
(1) R1 - 3	18" X 9"	1.13			3-WAY, 4-WAY, ETC.
(2) R1 - 3	24" X 12"	2.00			
(1) R2-1	24" X 30"	5.00			SPEED LIMIT
(2) R2-1	36" X 48"	12.00 ♦			
[6] R2-1	48" X 60"	20.00 ♦			
(1) R3-1	36" X 36"	9.00			
(2) R3-1	48" X 48"	16.00 ♦			
(1) R3-2	36" X 36"	9.00			
(2) R3-2	48" X 48"	16.00 ♦			
(1) R3-4	36" X 36"	9.00			
(2) R3-4	48" X 48"	16.00 ♦			
R3-5L	30" X 36"	7.50			ONLY
R3-5R	30" X 36"	7.50			ONLY
R3-6L	30" X 36"	7.50			↰
R3-6R	30" X 36"	7.50			↱
R3-7L	30" X 30"	6.25			LEFT LANE MUST TURN LEFT
R3-7R	30" X 30"	6.25			RIGHT LANE MUST TURN RIGHT
(1) R4-1	24" X 30"	5.00			DO NOT PASS
(2) R4-1	48" X 60"	20.00 ♦			
(1) R4-2	24" X 30"	5.00			PASS WITH CARE
(2) R4-2	48" X 60"	20.00 ♦			
R4-7	48" X 60"	20.00 ♦			↱
R4-8	48" X 60"	20.00 ♦			↰
R5-1	48" X 48"	16.00 ♦			DO NOT ENTER
R5-1a	42" X 30"	8.75			WRONG WAY
R6-1L	36" X 12"	3.00			ONE WAY
R6-1R	36" X 12"	3.00			ONE WAY
R6-2L	24" X 30"	5.00			ONE WAY ←
R6-2R	24" X 30"	5.00			ONE WAY →
R11-2	48" X 30"	10.00 ♦	2	20.00	ROAD CLOSED
R11-3a	60" X 30"	12.50 ♦	1	12.50	ROAD CLOSED XX MILES AHEAD
R11-3b	60" X 30"	12.50 ♦			BRIDGE OUT XX MILES AHEAD
R11-4	60" X 30"	12.50 ♦	1	12.50	ROAD CLOSED TO THRU TRAFFIC
R12-1	36" X 48"	12.00 ♦			WEIGHT LIMIT XX TONS
[7] R16-3	36" X 48"	12.00 ♦			WHEN WORKERS ARE PRESENT SPEEDING FINES DOUBLED
[6] [7] R16-3	48" X 60"	20.00 ♦			

SIGNS REQUIRED (CONT'D)

SIGN NO.	SIZE	UNIT AREA FT²	QUAN. REQ'D.	TOTAL SIGN AREA FT²	REMARKS
W1 - 1L	48" X 48"	16.00 ♦			↰
W1 - 1R	48" X 48"	16.00 ♦			↱
W1 - 2L	48" X 48"	16.00 ♦			↰
W1 - 2R	48" X 48"	16.00 ♦			↱
W1 - 3L	48" X 48"	16.00 ♦			↰
W1 - 3R	48" X 48"	16.00 ♦			↱
W1 - 4aL	48" X 48"	16.00 ♦			↰
W1 - 4aR	48" X 48"	16.00 ♦			↱
W1 - 5L	48" X 48"	16.00 ♦			↰
W1 - 5R	48" X 48"	16.00 ♦			↱
(1) W1 - 6L	48" X 24"	8.00			←
(2) W1 - 6L	60" X 30"	12.50 ♦			
(1) W1 - 6R	48" X 24"	8.00			→
(2) W1 - 6R	60" X 30"	12.50 ♦			
(1) W1 - 7	48" X 24"	8.00			↔
(2) W1 - 7	60" X 30"	12.50 ♦			
(1) W1 - 8L	18" X 24"	3.00			←
(2) W1 - 8L	36" X 48"	12.00 ♦			
(1) W1 - 8R	18" X 24"	3.00			→
(2) W1 - 8R	36" X 48"	12.00 ♦			
W1-9L	48" X 48"	16.00 ♦			↰
W1-9L	48" X 48"	16.00 ♦			↰
W2-6	36" X 36"	9.00			↻
W3-1a	48" X 48"	16.00 ♦			○
W3-2a	48" X 48"	16.00 ♦			▽
W3-3	48" X 48"	16.00 ♦			◇
W3-5	48" X 48"	16.00 ♦			SPEED REDUCTION
W4-1L	48" X 48"	16.00 ♦			↑
W4-1R	48" X 48"	16.00 ♦			↑
W4-2L	48" X 48"	16.00 ♦			∥
W4-2R	48" X 48"	16.00 ♦			∥
W4-3L	48" X 48"	16.00 ♦			↑
W4-3R	48" X 48"	16.00 ♦			↑
W4-6	48" X 48"	16.00 ♦			↑
W5-1a	48" X 48"	16.00 ♦			PAVEMENT NARROWS
W6-1	48" X 48"	16.00 ♦			↓
W6-2	48" X 48"	16.00 ♦			↓
W6-3	48" X 48"	16.00 ♦			↓
W8-1	48" X 48"	16.00 ♦			BUMP
W8-4	48" X 48"	16.00 ♦			SOFT SHOULDER
W8-6	48" X 48"	16.00 ♦			TRUCK CROSSING

SIGNS REQUIRED (CONT'D)

SIGN NO.	SIZE	UNIT AREA FT²	QUAN. REQ'D.	TOTAL SIGN AREA FT²	REMARKS
W8-7	48" X 48"	16.00 ♦			LOOSE GRAVEL
W8-9	48" X 48"	16.00 ♦			LOW SHOULDER
W8-11	36" X 36"	9.00			UNEVEN LANES
W8-12	48" X 48"	16.00 ♦			NO CENTER STRIPE
(1) W10-1	36" DIA.	7.07			RR
(2) W10-1	48" DIA.	12.56 ♦			
W13-1	24" X 24"	4.00			XX MPH
(1) W14-3	36" X 48" X 48"	5.56			NO PASSING ZONE
(2) W14-3	48" X 64" X 64"	9.89			
W16-2	24" X 18"	3.00			XXX FEET
W19-2	48" X 48"	16.00 ♦			BRIDGE MAY ICE IN COLD WEATHER
(1) W20 - 1	36" X 36"	9.00	4	36.00	ADVANCE ROAD WORK
(2) W20 - 1	36" X 36"	9.00			
W20 - 2	36" X 36"	9.00	2	18.00	ADVANCE DETOUR
W20 - 3	48" X 48"	16.00 ♦			ADVANCE ROAD CLOSED
W20 - 4	48" X 48"	16.00 ♦			ADVANCE ONE-LN. RD.
W20 - 4b	48" X 48"	16.00 ♦			ADVANCE ONE-LN. BR.
W20 - 5L	48" X 48"	16.00 ♦			ADVANCE LT. LN. CLOSED
W20 - 5R	48" X 48"	16.00 ♦			ADVANCE RT. LN. CLOSED
W20 - 7a	48" X 48"	16.00 ♦			
W21 - 1	36" X 36"	9.00			WORKERS
W21 - 1a	36" X 36"	9.00			
W21-2	36" X 36"	9.00			FRESH OIL (TAR)
W21-3	48" X 48"	16.00 ♦			ADVANCE ROAD MACHINERY
W21-5	48" X 48"	16.00 ♦			SHOULDER WORK
W21-6	36" X 36"	16.00 ♦			SURVEY CREW
W24-1L	48" X 48"	16.00 ♦			
W24-1R	48" X 48"	16.00 ♦			
W24-1aL	48" X 48"	16.00 ♦			
W24-1aR	48" X 48"	16.00 ♦			
W24-1bL	48" X 48"	16.00 ♦			
W24-1bR	48" X 48"	16.00 ♦			
VP-IL	12" X 36"	3.00			
VP-IR	12" X 36"	3.00			
[5] OM-3L	12" X 36"	3.00			
[5] OM-3R	12" X 36"	3.00			
D3-1	36" X 12"	3.00	6	18.00	
TOTAL SIGN AREA LESS THAN 10 SQ. FT.					105 SQ. FT.
TOTAL SIGN AREA GREATER THAN 10 SQ. FT. ♦					117 SQ. FT.

NOTES

(1) STANDARD

(2) SPECIAL (USE WHERE WARRANTED)

[1] INTERSTATE ROUTE MARKER

[2] UNITED STATES ROUTE MARKER

[3] STATE ROUTE MARKER

[4] COLORS OF CARDINAL DIRECTION MARKERS AND DIRECTIONAL ARROWS SHALL BE APPROPRIATE TO MATCH ACCOMPANYING ROUTE MARKERS.

[5] BLACK STRIPES ON YELLOW BACKGROUND

[6] INTERSTATE USE ONLY

[7] TOP OF SIGN - BLACK LETTERING ON ORANGE BACKGROUND, BOTTOM OF SIGN - BLACK LETTERING ON WHITE BACKGROUND

THE BACKGROUND OF ALL WARNING SIGNS ("W" SERIES) EXCEPT W10-1 SHALL BE ORANGE. THE W10-1 BACKGROUND SHALL BE YELLOW IN ALL CASES.

KOHL BOOZER LLP
LICENSED PROFESSIONAL ENGINEER
35697
STATE OF MISSISSIPPI
06/26/2026

CITY OF JACKSON

DESIGNED BY: RKB
DETAILED BY: RKB
CHECKED BY: FMT
DATE: 6/26/2026

FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

ESTIMATED QUANTITIES

SHEET ID
EQ-3

SHEET NO.
11

PLAN SHEET

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STANDARD ROADSIDE SIGNS ASSEMBLIES REQUIRED

SHEET NO.	ROAD	LOCATION		STANDARD ROADSIDE SIGNS TO BE MOUNTED	SIZE	THICKNESS	AREA SQ. FT.	AREA BY THICKNESS			STANDARD PIPE		SQUARE TUBE POSTS		NOTES
		STATION						0.080"	0.100"	0.125"	4"	3"	2-P	3-P	
	MCCLUER RD		LT	OM3-L	12"x36"	0.080"	3	3.00					9		PAY FOR AS OM-3L
	MCCLUER RD		RT	OM3-R	12"x36"	0.080"	3	3.00					9		PAY FOR AS OM-3R
	MCCLUER RD		RT	OM3-L	12"x36"	0.080"	3	3.00					9		PAY FOR AS OM-3L
	MCCLUER RD		LT	OM3-R	12"x36"	0.080"	3	3.00					9		PAY FOR AS OM-3R
	MCCLUER RD		RT	W8-13	36"x36"	0.125"	9			9.00			15		
	MCCLUER RD		LT	W8-13	36"x36"	0.125"	9			9.00			15		
TOTAL								**S.F.**	**S.F.**	**S.F.**	**L.F.**	**L.F.**	**L.F.**	**L.F.**	TOTAL EXCLUDES OM-3 SIGNS
								0.0	**0.0**	**18.0**	**0**	**0**	**30**	**0**	

KOHL BOOZER
LICENSED PROFESSIONAL ENGINEER
35697
STATE OF MISSISSIPPI
06/26/2026

CITY OF JACKSON

DESIGNED BY: RKB
DETAILED BY: RKB
CHECKED BY: FMT
DATE: 6/26/2026

FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

STANDARD ROADSIDE SIGNS

SHEET ID
SRS-1

SHEET NO.
12

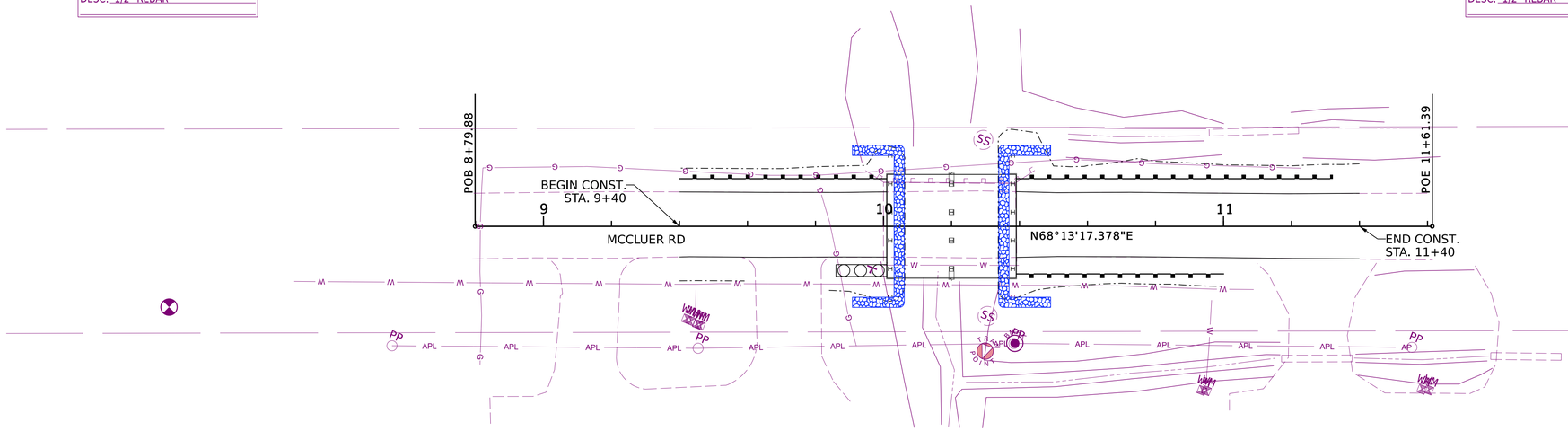
6/26/2026 2:07:54 PM EQ.dgn PLAN SHEET

P.C.M. ELEV. 276.52
PT NAME: 1
N. 996658.5440
E. 2326441.0540
STATION: 7+89.86
OFFSET: 23.74
DESC. 1/2" REBAR

BM ELEV. 275.12
DESC. TYPE=1/2" BOLT

P.C.M. ELEV. 276.97
PT NAME: 3
N. 996823.1130
E. 2326830.3260
STATION: 12+12.41
OFFSET: 15.35
DESC. 1/2" REBAR

0 20 40 60
SCALE: 1" = 20'



EARTHWORK TOTAL THIS SHEET		
Cut	360	Cu.Yds
Fill	10	Cu.Yds
Excess	348	Cu.Yds
Surplus		Cu.Yds
Borrow ( )		Cu.Yds

KOHL BOOZER
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35697
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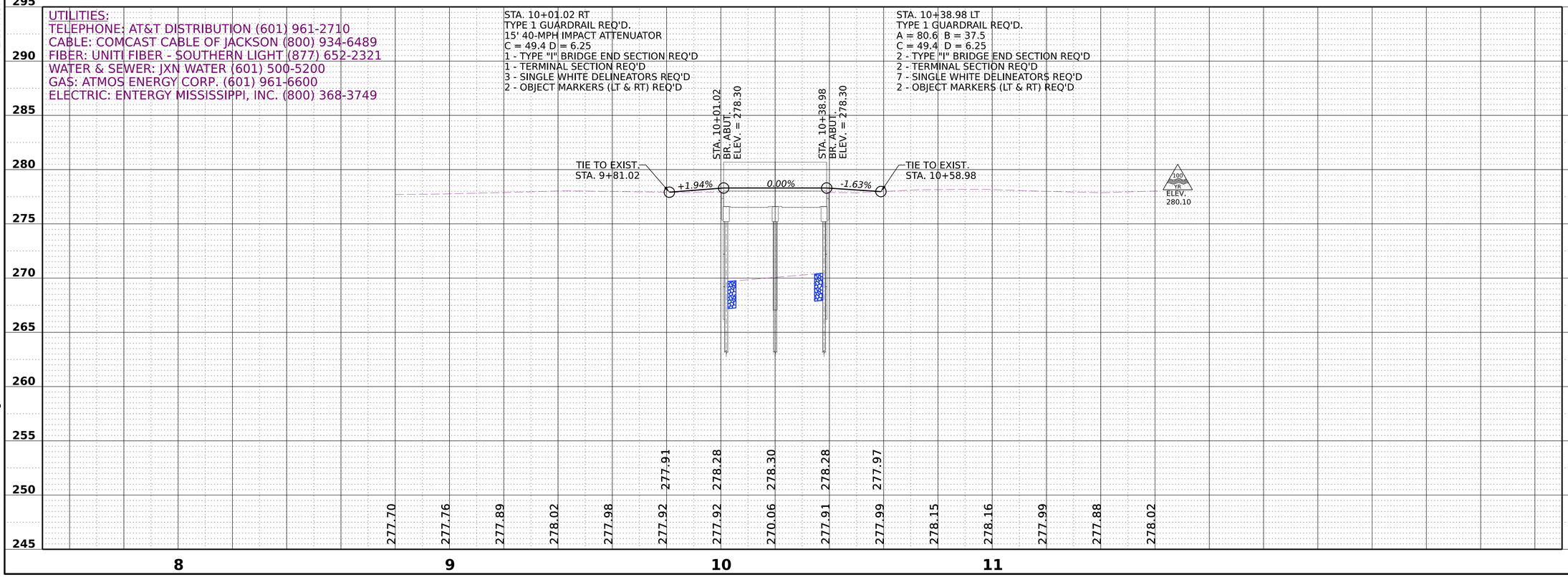
FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

PLAN AND PROFILE:
MCCLUER RD.
STA. 9+40 TO STA. 11+40

SHEET ID
WK-3

SHEET NO.
13

PLAN-PROFILE SHEET

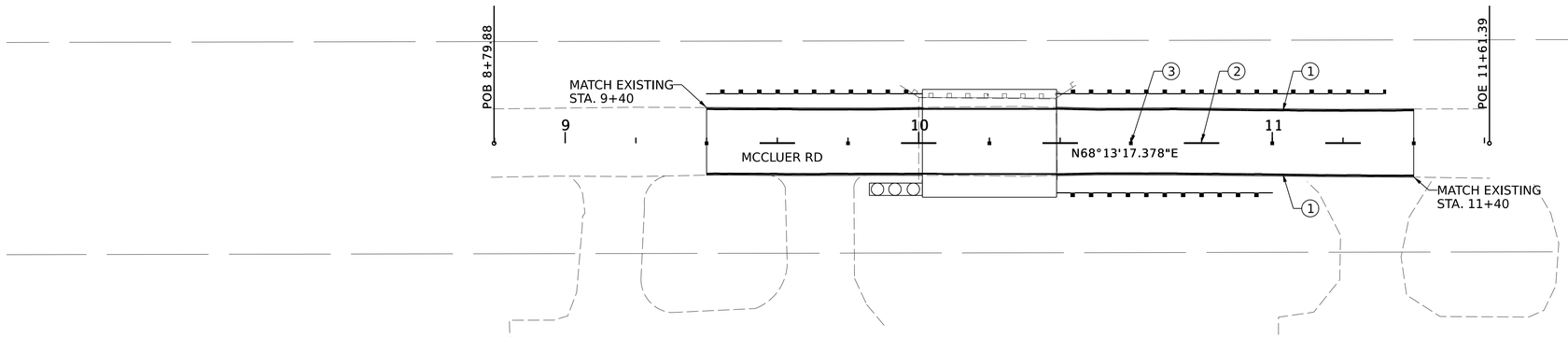


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PAVEMENT MARKING			
SYMBOL	DESCRIPTION	UNIT	QUANTITY
①	6" THERMOPLASTIC EDGE STRIPE, CONTINUOUS WHITE	LF	400
②	6" THERMOPLASTIC TRAFFIC STRIPE, SKIP YELLOW	LF	200
③	TWO-WAY YELLOW REFLEC. RAISED MARKER	EACH	6

0 20 40 60

SCALE: 1" = 20'



KOHL BOOZER
LICENSED PROFESSIONAL ENGINEER
35697
STATE OF MISSISSIPPI
06/26/2026

CITY OF JACKSON

DESIGNED BY: RKB
DETAILED BY: RKB
CHECKED BY: FMT
DATE: 6/26/2026

FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

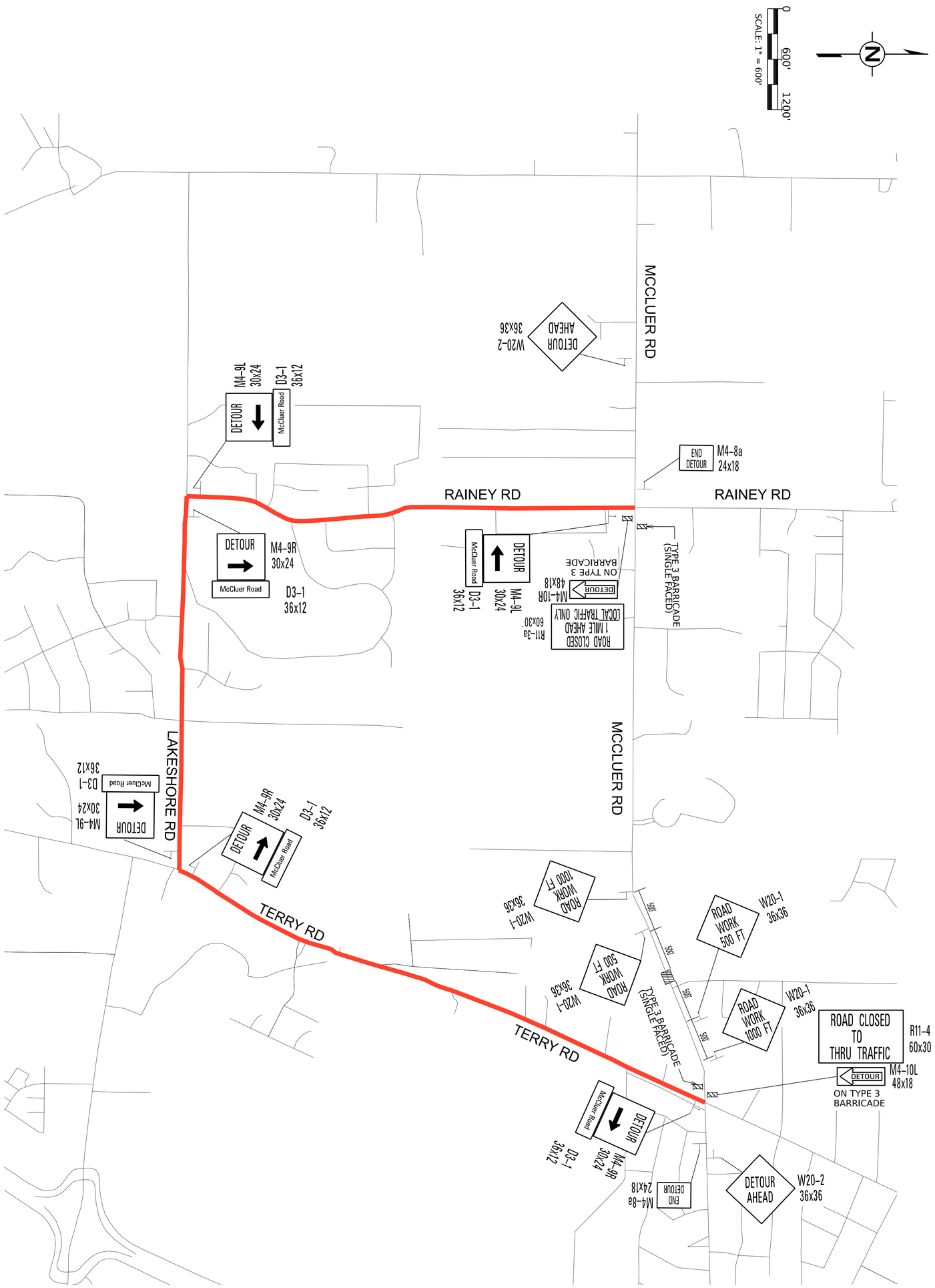
PAVEMENT MARKING DETAIL:
MCCLUER RD
STA. 9+40 TO STA. 11+40

SHEET ID
PMD-1

SHEET NO.
14

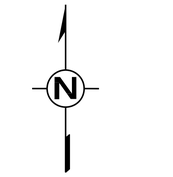
PLAN SHEET

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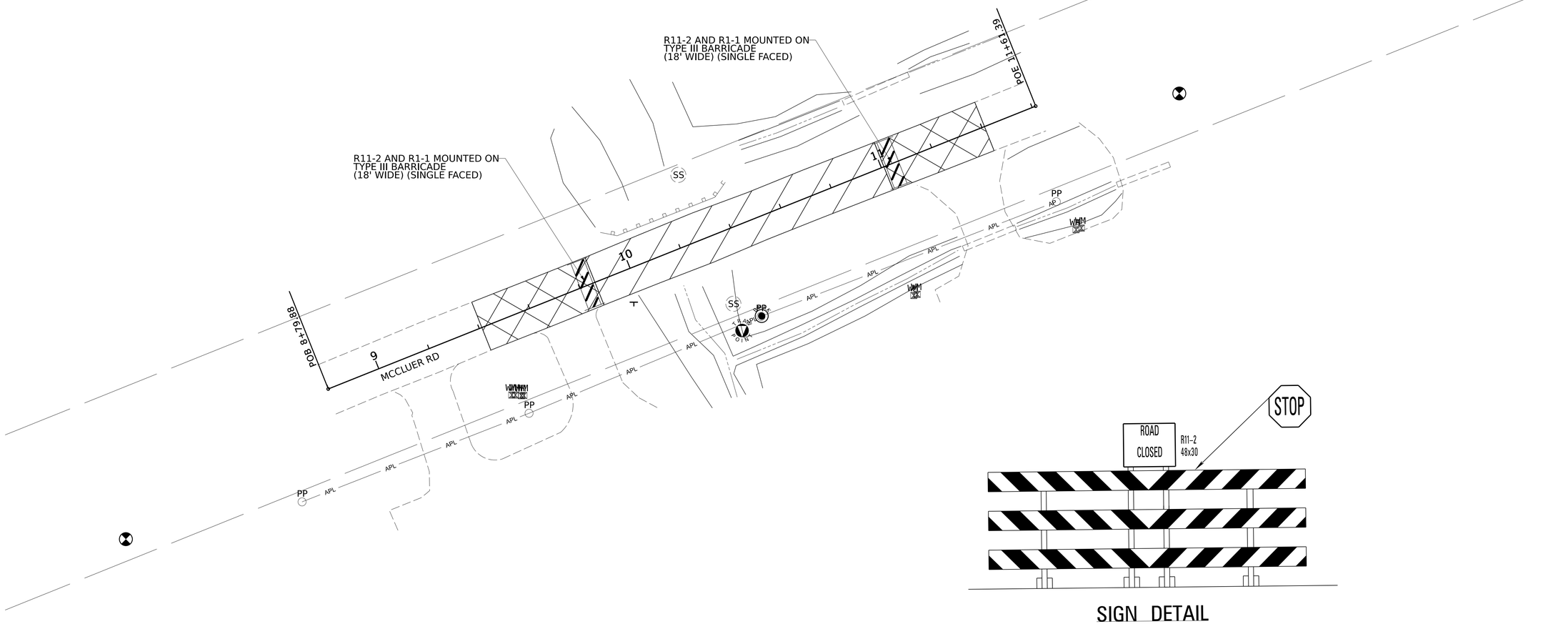


SHEET NO. 15	SHEET ID CS-1	**CONSTRUCTION SIGNING PLAN: MCCLUER RD**	FMS CON: 109860/701000 PROJECT NO.: STP-7287-00(001)LPA COUNTY: HINDS	DESIGNED BY: RKB DETAILED BY: RKB CHECKED BY: FMT DATE: 6/26/2026	**CITY OF JACKSON**

KOHL BOOZER STATE OF MISSISSIPPI 35697 REGISTERED PROFESSIONAL ENGINEER
06/26/2026



SCALE: 1" = 20'



SIGN DETAIL
R1-1 AND R11-2 MOUNTED
ON TYPE III BARRICADE
(SINGLE FACED)

CONSTRUCTION AREA

MAINTAIN TRAFFIC UNDER CONSTRUCTION

KOHL BOOZER
LICENSED PROFESSIONAL ENGINEER
35697
STATE OF MISSISSIPPI
06/26/2026

CITY OF JACKSON

DESIGNED BY: RKB
DETAILED BY: RKB
CHECKED BY: FMT
DATE: 6/26/2026

FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

TRAFFIC CONTROL PLAN:
MCCLUER RD

SHEET ID
TC-1

SHEET NO.
16

PLAN SHEET

6/26/2026 2:08:04 PM TCP.dgn

06/26/2026

CITY OF JACKSON

DESIGNED BY: RKB

DETAILED BY: RKB

CHECKED BY: FMT

DATE: 6/26/2026

FMS CON: 109860/701000

PROJECT NO.: STP-7287-00(001)LPA

COUNTY: HINDS

EROSION CONTROL PLAN:
MCCLUER RD.
STA. 9+40 TO STA. 11+40

SHEET ID
ECP-3

SHEET NO.
17

PLAN-PROFILE SHEET

6/26/2026 2:08:06 PM ECP-1.dgn

VEGETATION SCHEDULE

	EROSION CONTROL ITEMS		SEASONAL APPLICATIONS-DATES & RATES				REQUIREMENTS
			SPRING & SUMMER		FALL & WINTER		
	PAY ITEM NO.	ITEMS	RATES	DATES	RATES	DATES	
⑩	211-B001	TOPSOIL FOR SLOPE TREATMENT (LVM)	4" THICK	MARCH 1 TO SEPTEMBER 1	4" THICK	SEPTEMBER 1 TO MARCH 1	TOPSOIL REQUIRED ON SLOPES DETERMINED BY THE ENGINEER DURING CONSTRUCTION.
	225-A001	STANDARD GROUND PREPARATION	PER YD²	MARCH 1 TO SEPTEMBER 1	PER YD²	SEPTEMBER 1 TO MARCH 1	GROUND PREPARATION REQUIRED ON AREAS TO RECEIVE SOLID SODDING OR SEEDING, AS APPLICABLE.
	225-B001	AGRICULTURAL LIMESTONE	1000 LB/ACRE	MARCH 1 TO SEPTEMBER 1		SEPTEMBER 1 TO MARCH 1	LIMESTONE SHALL BE MECHANICALLY SPREAD UNIFORMLY AND INCORPORATED INTO THE SOIL PRIOR TO PLANTING.
	225-A001	COMBINATION FERTILIZER (13-13-13)	250 LB/ACRE	MARCH 1 TO SEPTEMBER 1		SEPTEMBER 1 TO MARCH 1	FERTILIZER SHALL BE MECHANICALLY SPREAD UNIFORMLY AND INCORPORATED INTO THE SOIL PRIOR TO PLANTING.
①	213-C001	SUPERPHOSPHATE	0.5 TONS/ACRE (EST.)	MARCH 1 TO DECEMBER 1			SUPERPHOSPHATE (FOR BID ITEM PURPOSES) .
②	225-A001	SEEDING (BERMUDAGRASS)	80 LB/ACRE	MARCH 1 TO SEPTEMBER 1	20 LB/ACRE	SEPTEMBER 1 TO MARCH 1	SEED REQUIRED ON DISTURBED AREAS. UNHULLED SEED MAY BE REQUIRED DURING THE DORMANT SEASON, AS DIRECTED.
③ ⑬	225-A001	SEEDING (TALL FESCUE)			100 LB/ACRE	NOVEMBER 1 TO APRIL 1	SEED REQUIRED ON DISTURBED AREAS.
③ ⑬	225-A001	SEEDING (CRIMSON CLOVER)			20 LB/ACRE	AUGUST 1 TO APRIL 1	SEED REQUIRED ON DISTURBED AREAS.
	225-A001						
	225-A001						
⑨	225-C001	MULCH - VEGETATIVE MULCH	2 TONS/ACRE (EST.)	MARCH 1 TO SEPTEMBER 1	2 TONS/ACRE (EST.)	SEPTEMBER 1 TO MARCH 1	THE ENGINEER WILL DESIGNATE THE RATES OF APPLICATION (SEE SUBSECTION 215.03.3) .
	216-A001	SOLID SODDING	PER YD²	MARCH 1 TO SEPTEMBER 1	PER YD²	SEPTEMBER 1 TO MARCH 1	SOLID SOD REQUIRED ON AREAS SPECIFIED IN THE CONTRACT OR BY THE ENGINEER.
	219-A001	WATERING	20 GAL/YD² (EST.)	MARCH 1 TO SEPTEMBER 1	20 GAL/YD² (EST.)	SEPTEMBER 1 TO MARCH 1	TO BE USED AS DIRECTED ON THE PLANTING AND ESTABLISHING SOLID SOD.
⑤	220-A001	INSECT PEST CONTROL	PER ACRE		PER ACRE		SEE SECTION 220.
		TEMPORARY EROSION CONTROL ITEMS					
	226-A001	LIGHT GROUND PREPARATION	PER YD²		PER YD²		APPROXIMATELY HALF SQ. YD. STANDARD GROUND PREPARATION.
	226-A001	COMBINATION FERTILIZER (13-13-13)	250 LB/ACRE				QUANTITY BASED ON LIGHT GROUND PREPARATION.
	226-A001	SEEDING (BROWN TOP MILLET)	20 LB/ACRE	APRIL 1 TO AUGUST 31	———	———	QUANTITY BASED ON LIGHT GROUND PREPARATION.
	226-A001	SEEDING (RYE GRASS)	———	———	25 LB/ACRE	SEPTEMBER 1 TO MARCH 31	QUANTITY BASED ON LIGHT GROUND PREPARATION.
	226-A001	SEEDING (OATS)	———	———	90 LB/ACRE	SEPTEMBER 1 TO DECEMBER 15	QUANTITY BASED ON LIGHT GROUND PREPARATION.
	226-A001	VEGETATIVE MATERIAL FOR MULCH	2 TONS/ACRE (EST.)		2 TONS/ACRE (EST.)		QUANTITY BASED ON LIGHT GROUND PREPARATION.

① ALL AREAS THAT HAVE BEEN VEGETATED, UNDER THIS CONTRACT FOR AT LEAST (60) SIXTY DAYS, SHALL RECEIVE ADDITIONAL APPLICATION(S) OF FERTILIZER(S) OF THE TYPE(S) AND RATE(S) OF APPLICATIONS AS DETERMINED BY SOIL TESTS OR AS DIRECTED DURING THE GROWING SEASONS THE CONTRACT IS IN FORCE. GROUND PREPARATION WILL NOT BE REQUIRED FOR THE ADDITIONAL APPLICATIONS. PAYMENT FOR ALL FERTILIZERS ACCEPTABLY APPLIED AS AN ADDITIONAL APPLICATION(S) WILL BE MADE IN ACCORDANCE WITH SUPERPHOSPHATE BID ITEM 213-C001.

② PROPOSAL QUANTITIES ESTIMATED ON THE BASIS THAT 100% OF THE ACREAGE WILL BE SEEDED.

③ PROPOSAL QUANTITIES ESTIMATED ON THE BASIS THAT 50% OF THE ACREAGE WILL BE SEEDED.

④ PROPOSAL QUANTITIES ESTIMATED ON THE BASIS THAT OF THE ACREAGE WILL BE SEEDED.

⑤ QUANTITY ESTIMATED ON THE BASIS THAT 50% OF THE ACREAGE VEGETATED MAY REQUIRE TREATMENT.

⑥ SOW, IN ADDITION TO OTHER SPECIFIED SEEDS, ON HIGH FILL AND BACKSLOPE AREAS SELECTED BY ENGINEERS DURING CONSTRUCTION. PROPOSAL QUANTITIES ESTIMATED ON THE BASIS THAT 50% OF THE ACREAGE WILL BE SEEDED.

⑦ THE ACTUAL RATE/ACRE TO BE DETERMINED BY SOIL TEST DURING CONSTRUCTION.

⑧ BERMUDA GRASS SEED MIX - 50% HOLLED, 50% UNHOLLED.

⑨ BAHIAGRASS WILL NOT BE PERMITTED AS A MULCH MATERIAL.

⑩ PROPOSAL QUANTITIES ESTIMATED ON THE BASIS THAT 75% OF THE ACREAGE SEEDED MAY REQUIRE TOPSOIL.

⑪ PROPOSAL QUANTITIES ESTIMATED ON THE BASIS THAT 50% OF THE ACREAGE SEEDED MAY REQUIRE TOPSOIL.

⑫ THIS ITEM TO BE OMITTED ON AREAS WITHIN 30' FROM EDGE OF PAVEMENT.

⑬ THIS ITEM TO BE OMITTED ON AREAS SELECTED BY THE ENGINEER.

KOHL BOOZER LICENSED PROFESSIONAL ENGINEER 35697 STATE OF MISSISSIPPI
06/26/2026

CITY OF JACKSON

DESIGNED BY: RKB
DETAILED BY: RKB
CHECKED BY: FMT
DATE: 6/26/2026

FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

DISTRICT 3 OR 5
VEGETATION SCHEDULE
URBAN - ALL TYPES, EXCLUDING MS DELTA

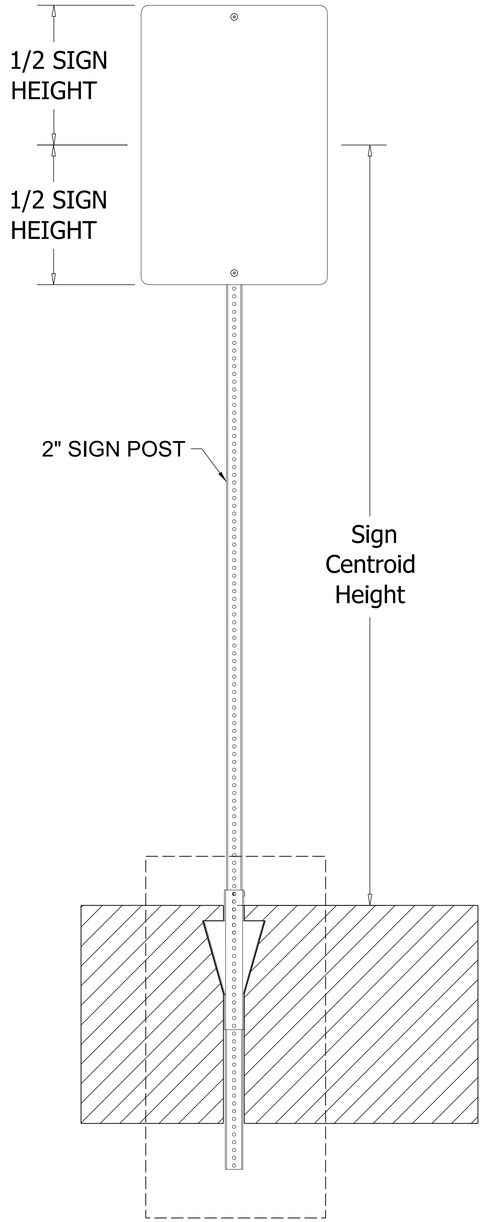
WK. NO. VS-1

SHEET NO. 18

PLAN SHEET

DATE 2:08:07 PM VS.dgn

SOIL INSTALLATION



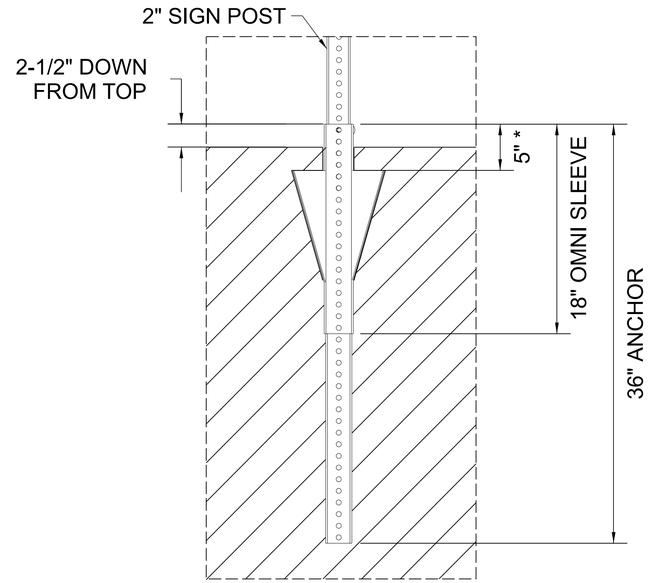
SEE OMNI SLEEVE DETAIL

MATERIALS:
PERFORATED SQUARE STEEL TUBE POST AND ANCHOR (PSST): Must be ASTM A1011, Grade 50 steel with an average minimum yield strength after cold-forming must be 60,000 psi. It must be corner welded, scarfed after welding, then zinc coated after scarfing. It must be coated with a chromate conversion coating and a clear organic polymer topcoat. Its interior and exterior will be galvanized. It must have 7/16" holes spaced 1" apart along the centerline of each of its four sides.

POST must be 2" x 14ga x appropriate length.

ANCHOR must be 2-1/4" x 12ga x 36".

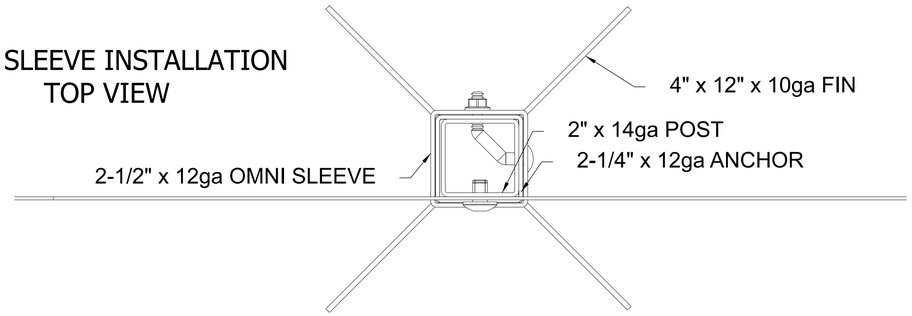
OMNI SLEEVE (to be absorbed) must be:
2-1/2" x 12ga x 18" and contain four 4" x 12" x 10ga ASTM A569 steel fins welded to each of the four corner edges of the square sleeve with 4" flat end of each fin positioned 5" down from one end, and must be galvanized. A medium corner bolt must be used to secure the assembly.



OMNI SLEEVE DETAIL

* SIGN POST EXTENDS 5" BELOW TOP OF OMNI SLEEVE

OMNI SLEEVE INSTALLATION
TOP VIEW



KOHL BOOZER LICENSED PROFESSIONAL ENGINEER 35697 STATE OF MISSISSIPPI
06/26/2026

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PROJECT NO.: STP-7287-00(001)LPA
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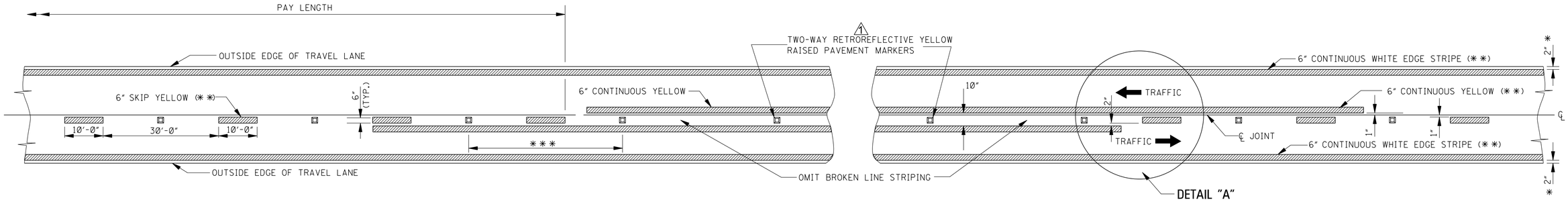
SIGN SUPPORT HARDWARE 2.0" SQUARE POST

SHEET ID
SDTSS-1

SHEET NO.
19

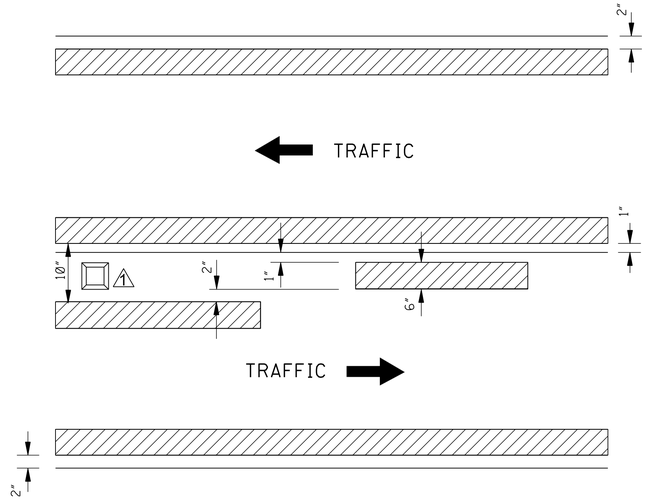
PLAN SHEET
6/26/2026 2:08:09 PM SDTSS-1 SIGN SUPPORT HARDWARE 2 INCH SQUARE POST.dgn

STATE	PROJECT NO.
MISS.	



TWO–WAY TRAFFIC
(ASPHALT OR CONCRETE PAVEMENT)

NOTE: THE CRITERIA FOR NO-PASSING ZONES CAN BE FOUND IN THE MDOT ROADWAY DESIGN MANUAL, SECTION 10-1.01.
2



DETAIL "A"



GENERAL NOTES:

* 1. 2" UNLESS SHOWN ELSEWHERE ON THE PLANS. FOR STRIPING ON RUMBLE STRIP SECTIONS REFER TO WK. SHEETS RS-1, RS-2, AND RS-3.

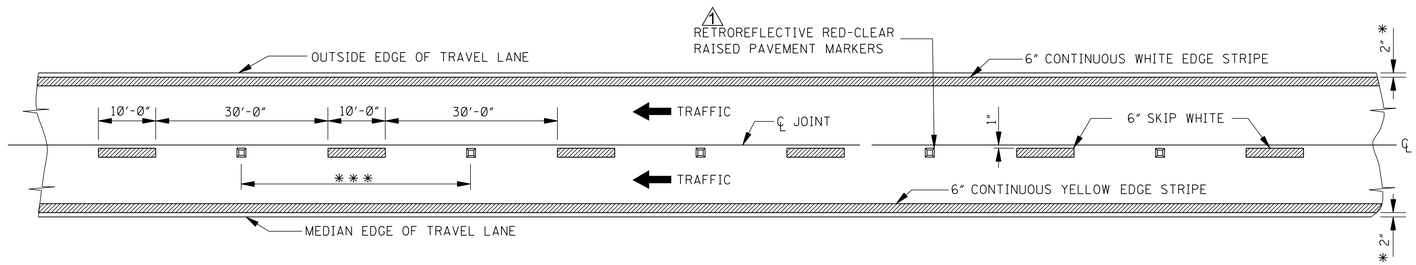
** 2. EDGE STRIPE SHALL BE SAME MATERIAL AS LANE-LINE STRIPE (PAINT OR PLASTIC AS INDICATED IN PAY ITEMS).

*** 3. SPACING OF RETROREFLECTIVE RAISED PAVEMENT MARKERS IS AS FOLLOWS:

	URBAN AREA (ft-in)	RURAL AREA (ft-in)
TANGENT SECTIONS	40'-0"	80'-0"
HORIZONTAL CURVES	40'-0"	40'-0"
INTERCHANGE LIMITS	40'-0"	† 40'-0"

† NOTE: ON THE MAIN FACILITY, RETROREFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS ON A 40'-0" SPACING WILL BE REQUIRED ON LANE-LINE(S) THROUGH ALL INTERCHANGE AREAS BEGINNING 1000' IN ADVANCE (IN DIRECTION OF TRAFFIC) OF THE EXIT RAMP TAPER AND CONTINUING THROUGH THE INTERCHANGE TO THE END OF THE ENTRANCE RAMP TAPER.

1 4. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE RETROREFLECTIVE RAISED PAVEMENT MARKERS AS LISTED IN THE MDOT "APPROVED PRODUCTS LIST."



4–LANE WITH ONE–WAY TRAFFIC

DATE	REVISION	BY
4/22/26	UPDATED NOTE	TG
12/11/25	REVISE RPMS AND TEXT	STN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

PAVEMENT MARKING DETAILS FOR 2–LANE AND 4–LANE DIVIDED ROADWAYS

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER PM-1

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6051

STATE	PROJECT NO.
MISS.	

GENERAL NOTES:

1. "J-HOOK" CONFIGURATION SILT FENCE APPLICATIONS SHOULD BE USED IN CONJUNCTION WITH PERIMETER SILT FENCE WHEN STORMWATER RUNOFF IS IN TWO DIRECTIONS (DOWN A FILL SLOPE AND DOWN GRADIENT ALONG THE RIGHT-OF-WAY).

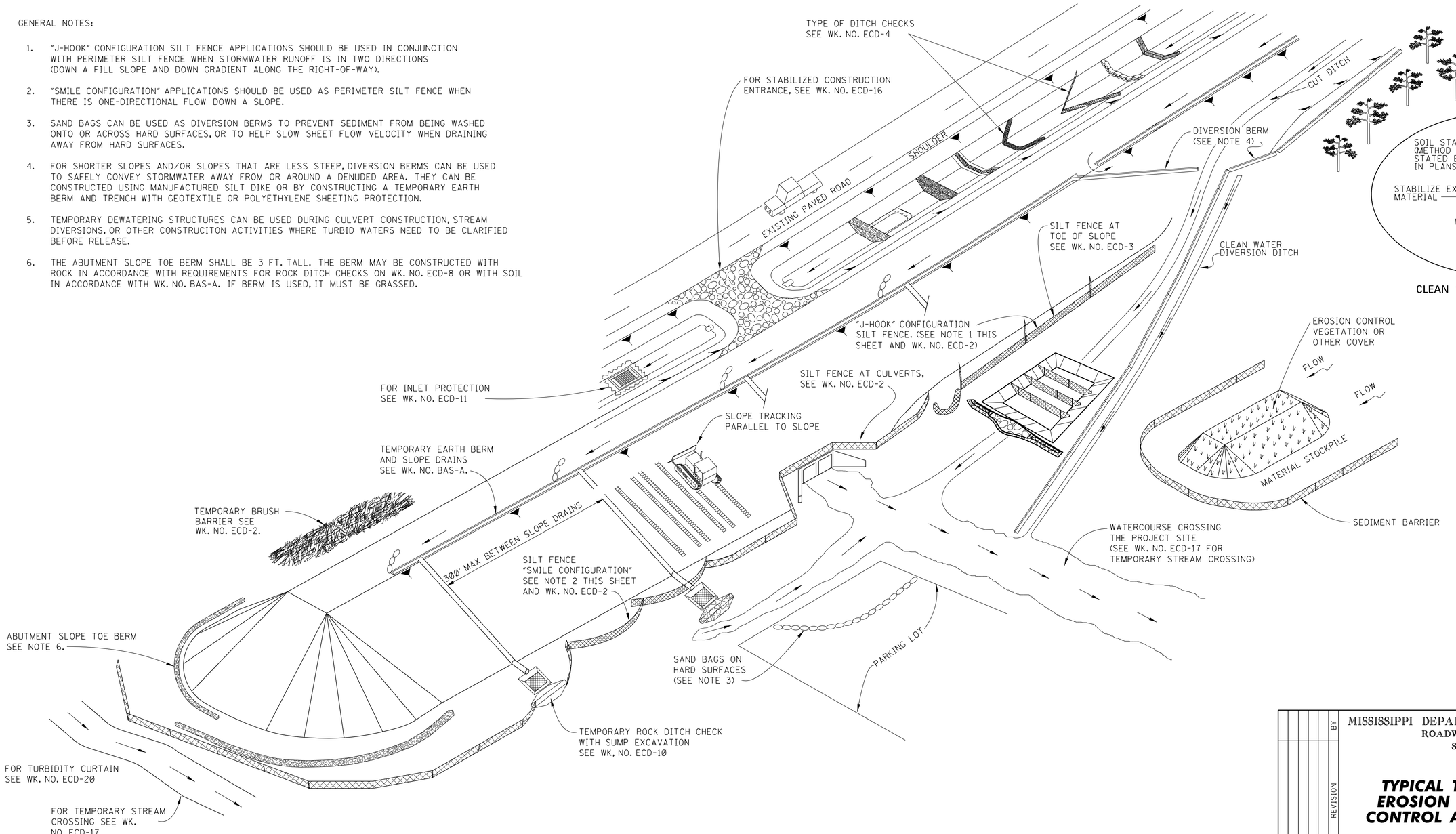
2. "SMILE CONFIGURATION" APPLICATIONS SHOULD BE USED AS PERIMETER SILT FENCE WHEN THERE IS ONE-DIRECTIONAL FLOW DOWN A SLOPE.

3. SAND BAGS CAN BE USED AS DIVERSION BERMS TO PREVENT SEDIMENT FROM BEING WASHED ONTO OR ACROSS HARD SURFACES, OR TO HELP SLOW SHEET FLOW VELOCITY WHEN DRAINING AWAY FROM HARD SURFACES.

4. FOR SHORTER SLOPES AND/OR SLOPES THAT ARE LESS STEEP, DIVERSION BERMS CAN BE USED TO SAFELY CONVEY STORMWATER AWAY FROM OR AROUND A DENUDED AREA. THEY CAN BE CONSTRUCTED USING MANUFACTURED SILT DIKE OR BY CONSTRUCTING A TEMPORARY EARTH BERM AND TRENCH WITH GEOTEXTILE OR POLYETHYLENE SHEETING PROTECTION.

5. TEMPORARY DEWATERING STRUCTURES CAN BE USED DURING CULVERT CONSTRUCTION, STREAM DIVERSIONS, OR OTHER CONSTRUCITON ACTIVITIES WHERE TURBID WATERS NEED TO BE CLARIFIED BEFORE RELEASE.

6. THE ABUTMENT SLOPE TOE BERM SHALL BE 3 FT. TALL. THE BERM MAY BE CONSTRUCTED WITH ROCK IN ACCORDANCE WITH REQUIREMENTS FOR ROCK DITCH CHECKS ON WK. NO. ECD-8 OR WITH SOIL IN ACCORDANCE WITH WK. NO. BAS-A. IF BERM IS USED, IT MUST BE GRASSED.

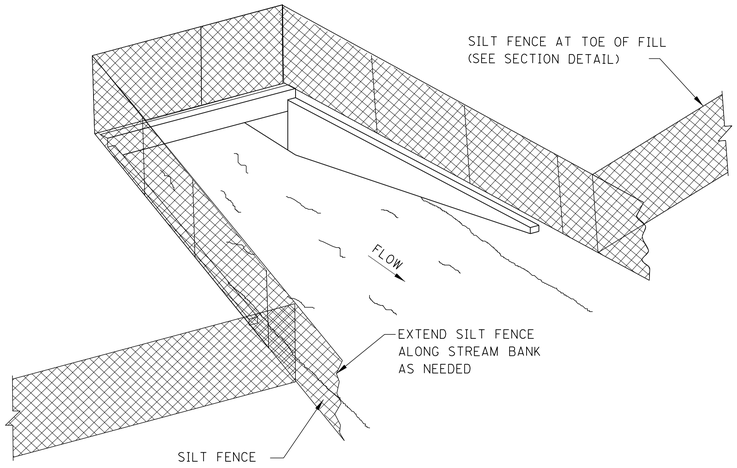


		BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN
		REVISION	**TYPICAL TEMPORARY EROSION / SEDIMENT CONTROL APPLICATIONS**
		DATE	ISSUE DATE: AUGUST 01, 2017

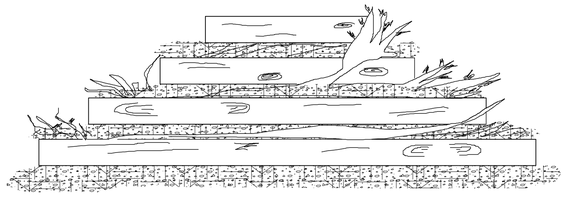
WORKING NUMBER ECD-1

SHEET NUMBER 6101

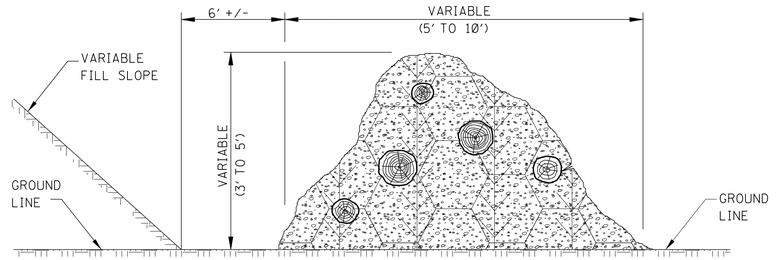
STATE	PROJECT NO.
MISS.	



SEDIMENT BARRIER AT CROSS DRAIN



FRONT ELEVATION



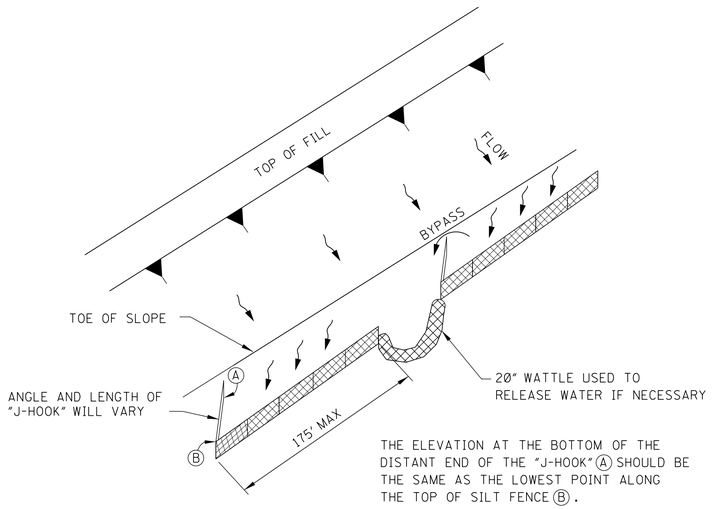
SIDE ELEVATION

TEMPORARY BRUSH BARRIER

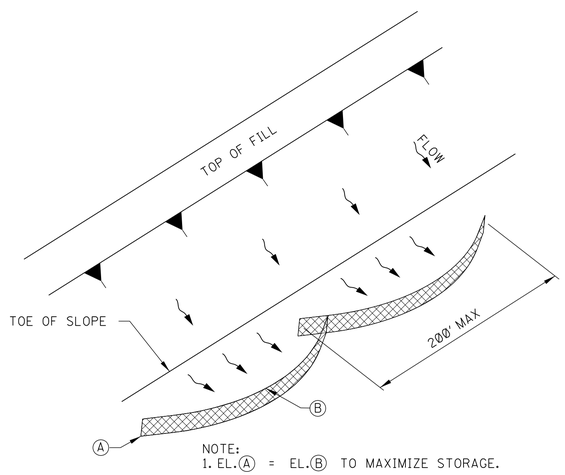
NOTES:

1. BRUSH BARRIER MAY BE USED WHERE NATURAL GROUND IS LEVEL OR SLOPING AWAY FROM PROJECT.
2. PLACE BRUSH, LOG AND TREE LAPS APPROXIMATELY PARALLEL TO TOE OF FILL SLOPE WITH SOME OF THE HEAVIER MATERIALS BEING PLACED ON TO TO PROPERLY SECURE THE BARRIER AS DETAILED AT LOCATIONS SHOWN ON PLANS OR AS DIRECTED OR PERMITTED BY THE ENGINEER.
3. TO ALLOW WATER TO SEEP THROUGH BRUSH BARRIER, INTERMINGLE THE BRUSH, LOG AND TREE LAPS SO AS NOT TO FORM A SOLID DAM.
4. THE BRUSH BARRIER MAY BE CHOKED WITH FILTER FABRIC. THE COST OF FABRIC TO BE INCLUDED IN OTHER ITEMS BID.
5. TEMPORARY BRUSH BARRIER WILL NOT BE MEASURED FOR SEPARATE PAYMENT.

NOTE: ANCHOR AND INSTALL SILT FENCE PER DETAILS SHOWN ON WK. NO. ECD-3

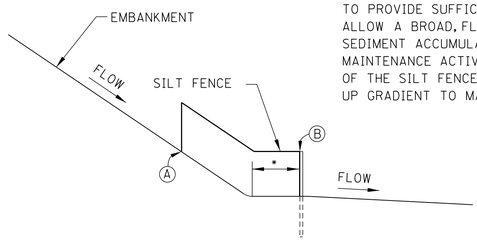


"J–HOOK" SILT FENCE
APPLICATION



NOTE:
1. EL.(A) = EL.(B) TO MAXIMIZE STORAGE.

"SMILE–CONFIGURATION" SILT FENCE
APPLICATION

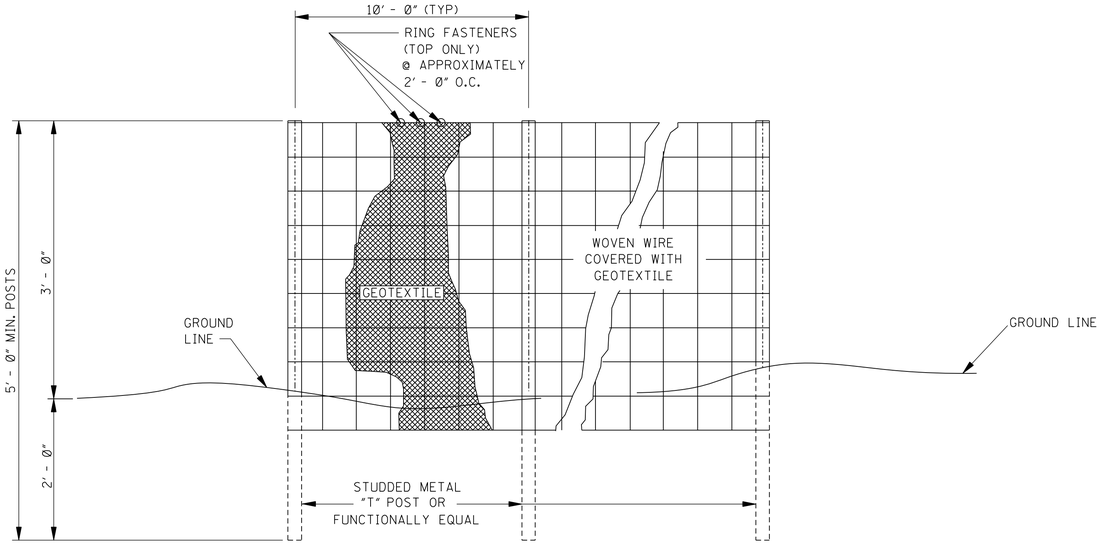


- SILT FENCE SHOULD BE LOCATED AWAY FROM THE TOE OF THE SLOPE TO PROVIDE SUFFICIENT SPACE TO ALLOW A BROAD, FLAT AREA FOR SEDIMENT ACCUMULATION AND MAINTENANCE ACTIVITIES. THE ENDS OF THE SILT FENCE SHOULD BE TURNED UP GRADIENT TO MAXIMIZE STORAGE.

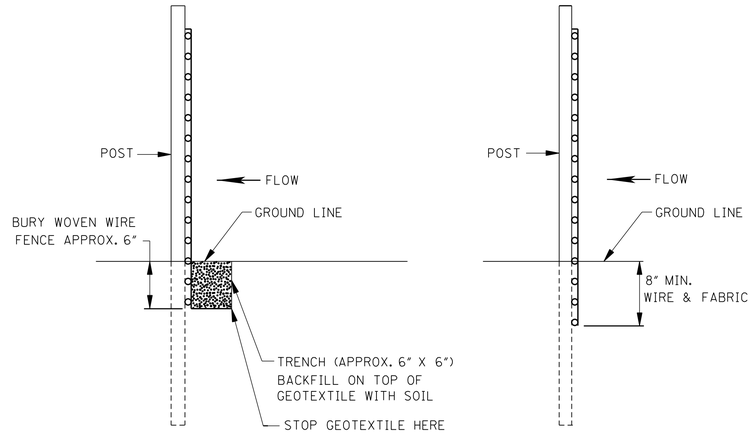
SILT FENCE SECTION AT
TOE OF FILL

BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
REVISION	**DETAILS OF SEDIMENT BARRIER APPLICATIONS**	WORKING NUMBER ECD-2
DATE	ISSUE DATE: AUGUST 01, 2017	SHEET NUMBER 6102

STATE	PROJECT NO.
MISS.	



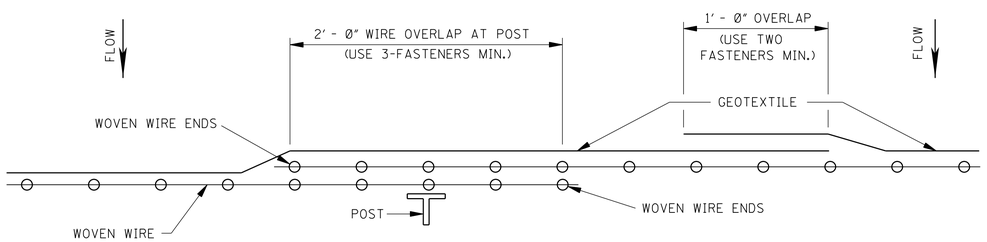
ELEVATION VIEW



METHOD I

METHOD II
MECHANICAL INSTALLATION

SIDE VIEW



PLAN VIEW

REQUIRED LAPPING

GENERAL NOTES:

1. SILT FENCES SHOULD BE USED IN AREAS WHERE FLOW IS NOT SEVERE.
2. SILT FENCES ARE TEMPORARY SEDIMENT CONTROL ITEMS THAT SHOULD BE ERECTED OPPOSITE ERODIBLE AREAS SUCH AS NEWLY GRADED FILL SLOPES AND ADJACENT TO STEAMS AND CHANNELS.
3. SILT FENCE SHOULD BE PLACED WELL INSIDE RIGHT-OF-WAY AND ALONG EDGE OF CLEARING LIMITS. THIS WILL ALLOW ROOM FOR BACK-UP FENCE IF FIRST FENCE BECOMES FULL.
4. WHENEVER POSSIBLE SILT FENCE SHOULD BE CONSTRUCTED ACROSS A LEVEL AREA IN THE SHAPE OF A SMILE. THIS AIDS IN PONDING OF RUNOFF AN FACILITATES SEDIMENTATION.
5. THE CONTRACTOR MAY ELECT TO USE EITHER METHOD I OR METHOD II. COST TO BE LINEAR FEET OF SILT FENCE.
6. METHOD II INSTALLATION SHALL BE ACCOMPLISHED USING AN IMPLEMENT THAT IS MANUFACTURED FOR THE APPLICATION AND PROVIDES A CONFIGURATION MEETING THE REQUIREMENTS OF DETAIL.
7. WIRE SHALL BE A MINIMUM OF 32" IN WIDTH AND SHALL HAVE A MINIMUM OF 6 LINE WIRES WITH 12" STAY SPACING.
8. GEOTEXTILE FABRIC MEETING THE TYPE II MATERIAL REQUIREMENTS AND INSTALLED ACCORDING TO SPECIFICATION MAY BE USED WITHOUT WIRE FENCE.

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

DETAILS OF SILT FENCE INSTALLATION

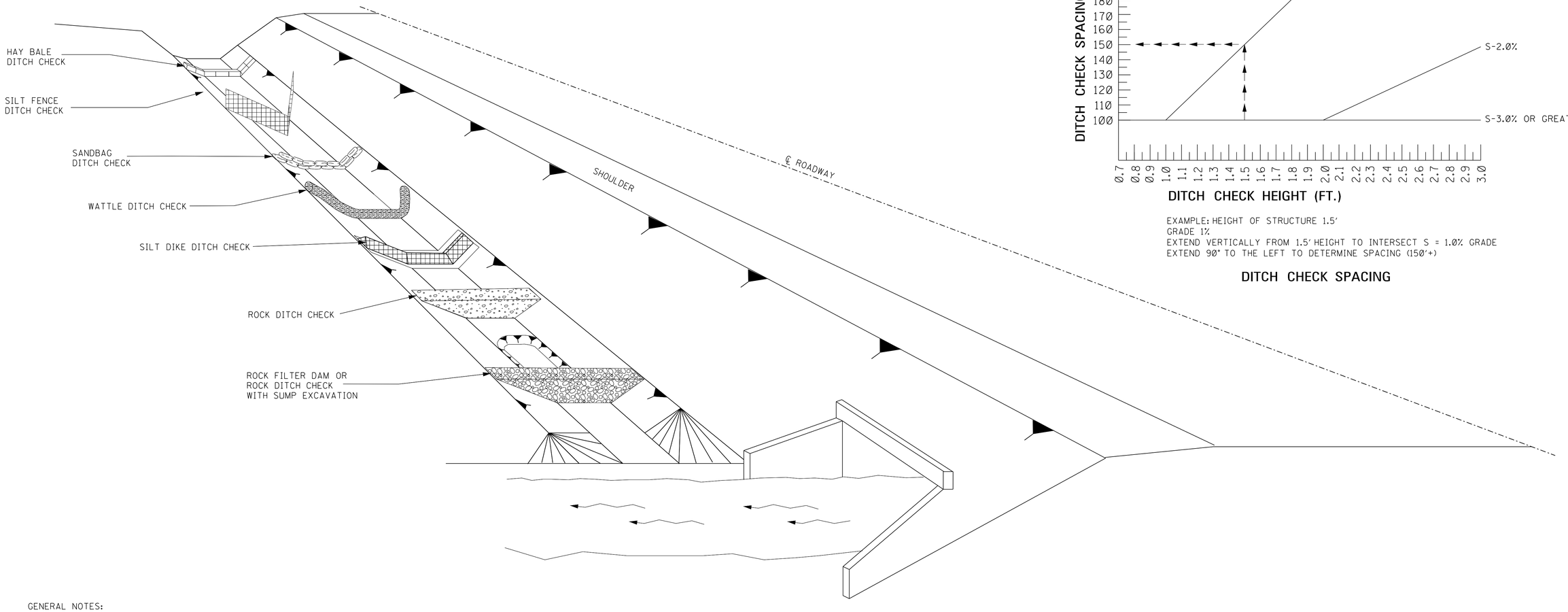
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WORKING NUMBER
ECD-3

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6103

STATE	PROJECT NO.
MISS.	



EXAMPLE: HEIGHT OF STRUCTURE 1.5′
GRADE 1%
EXTEND VERTICALLY FROM 1.5′ HEIGHT TO INTERSECT S = 1.0% GRADE
EXTEND 90° TO THE LEFT TO DETERMINE SPACING (150′+)

DITCH CHECK SPACING

GENERAL NOTES:

1. THE DITCH CHECK PERSPECTIVE ILLUSTRATES A TOOL BOX OF TEMPORARY PRACTICES THAT MAY BE USED. DITCH CHECKS ARE INSTALLED TO CONTROL RUNOFF VELOCITY AND THUS REDUCE EROSION AND PROVIDE FOR TRAPPING OF SEDIMENTS.
2. SELECTION OF THE APPROPRIATE DITCH CHECK SHOULD BE A FUNCTION OF CONSTRUCTION PHASE, DRAINAGE AREA, DITCH GRADIENT, SOIL TYPE, ECONOMY AND SAFETY.
3. DITCH CHECKS CAN BE REMOVED FOR MAINTENANCE AND/OR REPLACEMENT BUT MUST REMAIN IN PLACE UNTIL UPSLOPE AREAS HAVE BEEN PERMANENTLY STABILIZED. MAINTENANCE INCLUDES REMOVAL OF SEDIMENT BEGINNING WHEN SEDIMENT ACCUMULATION REACHES ⅓ THE CAPACITY OR HEIGHT OF THE STRUCTURE AND NEVER ALLOWING FOR SEDIMENT TO ACCUMULATE MORE THAN ½ THE VOLUME OR HEIGHT OF THE DITCH CHECK STRUCTURE.
4. HAY BALES SHOULD BE USED TO INTERCEPT LOW VOLUME FLOWS IN LOW TO MODERATE GRADIENT DITCHES.
5. SILT FENCE DITCH CHECKS SHOULD BE USED WHERE IT HAS BEEN DETERMINED THAT HAY BALE CHECKS ARE INADEQUATE. SILT FENCE DITCH CHECKS SHOULD BE USED TO INTERCEPT LOW VOLUME FLOWS IN LOW TO MODERATE GRADIENT DITCHES.
6. SANDBAG DITCH CHECKS SHOULD BE USED FOR VELOCITY REDUCTION AND MINIMAL SEDIMENT TRAPPING IN CONCRETE PAVED DITCHES OR IN DITCHES THAT HAVE ROCK BOTTOMS.
7. WATTLE DITCH CHECKS CAN BE USED FOR VELOCITY REDUCTION AND CONTROL OF SEDIMENT TRANSPORT UNDER LOW TO MEDIUM FLOW CONDITIONS.
8. SILT DIKES CAN BE USED IN DITCHES WITH CONCENTRATED FLOWS WITHIN THE CLEAR ZONE WHERE RIPRAP CAN NOT BE USED. AS CONSTRUCTION PROGRESSES.
9. ROCK DITCH CHECKS WITH SUMP EXCAVATION CAN BE PLACED IN DITCHES TO ASSURE ON-SITE SEDIMENT TRAPPING REQUIREMENTS ARE MET. DITCH CHECK WITH SUMP EXCAVATION IS USED WHEN DITCHES RECEIVE DRAINAGE FROM CUT OR FILL SLOPES OR OTHER CRITICAL AREAS WHERE SOIL EROSION IS EXPECTED. DRAINAGE AREA FOR A TEMPORARY SEDIMENT TRAP SHOULD BE LIMITED TO 3 ACRES. THEY CAN BE USED IN SERIES TO INCREASE ON-SITE SEDIMENT TRAPPING EFFICIENCY.
10. DITCH CHECKS, IN NO CASE, SHALL BE PLACED IN LIVE STREAMS.
11. CONFIGURATION AND SPACING MAY BE ADJUSTED IF APPROVED BY THE ENGINEER TO ACCOMMODATE TRAVELWAY SAFETY, WATER FLOW, OR SOIL AND INSTALLATION CHALLENGES.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

DITCH CHECK STRUCTURES, TYPICAL APPLICATIONS AND DETAILS

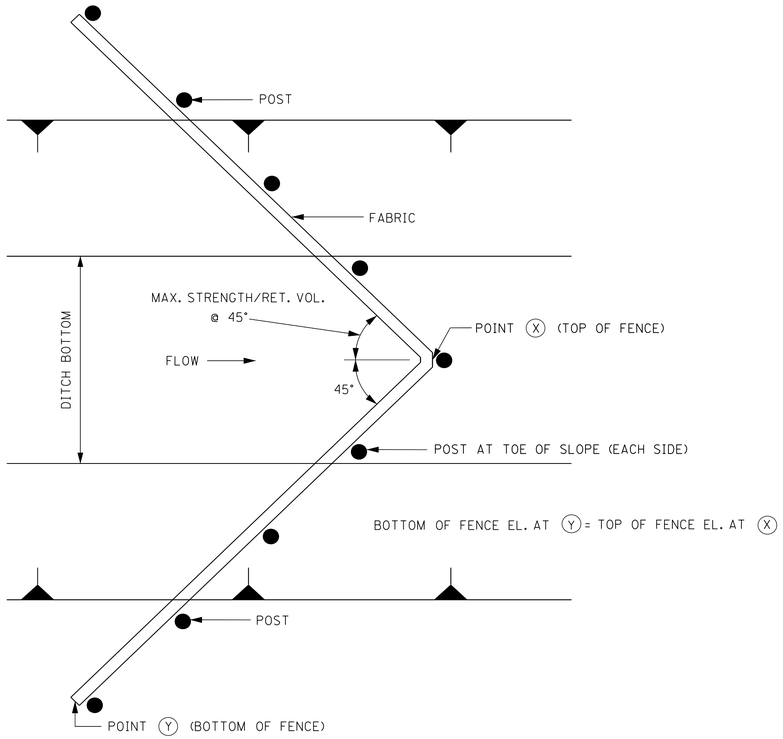
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WORKING NUMBER
ECD-4

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6104

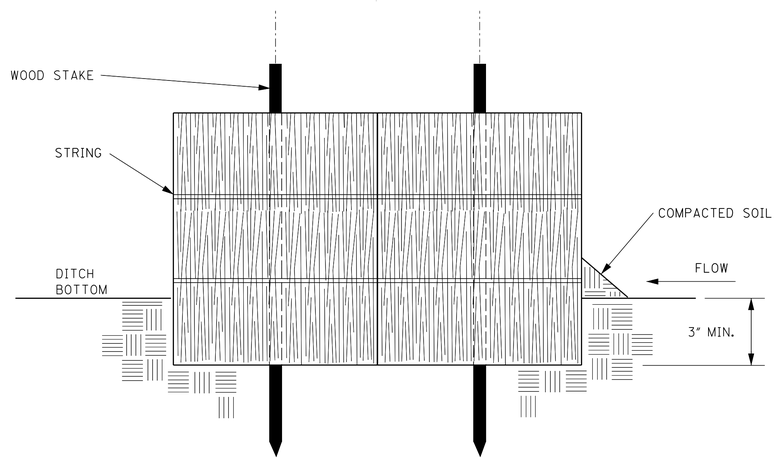
STATE	PROJECT NO.
MISS.	



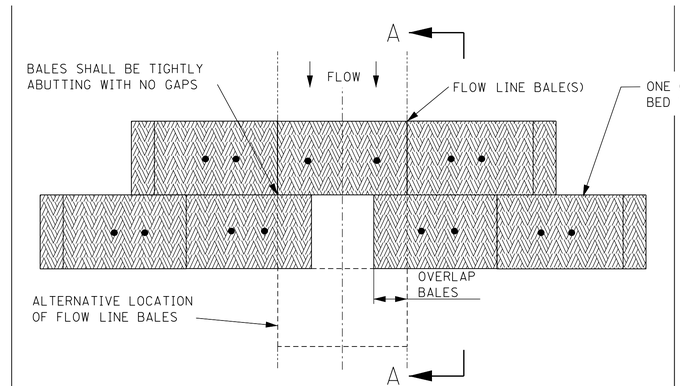
PLAN VIEW

NOTES:

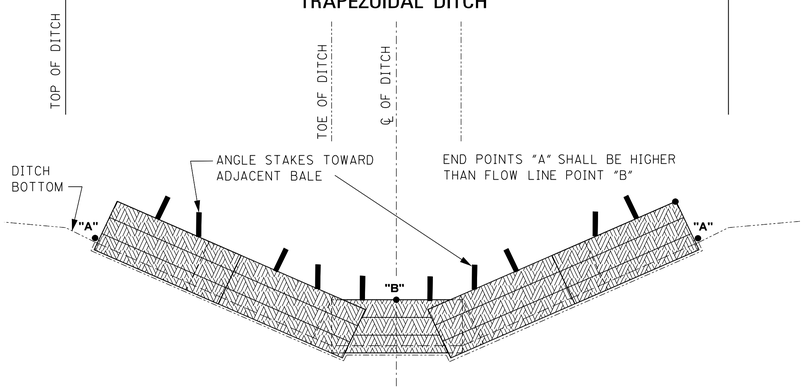
1. ANCHOR AND INSTALL PER DETAILS FOR SILT FENCE SPACING GUIDELINES ON WK. NO. ECD-4.
2. A "W" SHAPE MAY BE USED FOR WIDER DITCHES.



SECTION A–A



PLAN VIEW
TRAPEZOIDAL DITCH



PROFILE VIEW
TRAPEZOIDAL DITCH

NOTES:

1. SILT FENCE DITCH CHECKS SHOULD BE USED WHERE IT HAS BEEN DETERMINED THAT HAY BALE CHECKS ARE INADEQUATE. SILT FENCE DITCH CHECKS SHOULD BE USED TO INTERCEPT LOW VOLUME FLOWS IN LOW TO MODERATE GRADIENT DITCHES.
2. HAY BALES SHOULD BE USED TO INTERCEPT LOW VOLUME FLOWS IN LOW TO MODERATE GRADIENT DITCHES.
3. MINIMUM RECOMMENDED CHECK SPACING IS 100 FEET UNLESS SHOWN OTHERWISE ON THE PLANS OR EROSION CONTROL PLAN APPROVED BY THE ENGINEER. SEE SPACING GUIDANCE ON WK. NO. ECD-4.
4. ANCHORING WOOD STAKES SHALL BE SIZED, SPACED, AND BE OF A MATERIAL THAT EFFECTIVELY SECURES THE CHECK. A MINIMUM OF TWO STAKES PER BALE IS REQUIRED. ALL NON-DEGRADABLE MATERIALS SHALL BE REMOVED WHEN NO LONGER NEEDED.
5. BALES SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF 3 INCHES.
6. BALES SHALL BE PLACED IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES. THE BALES SHALL BE PLACED WITH BINDINGS PARALLEL TO THE GROUND.
7. SOIL IS COMPACTED ALONG THE BASE OF THE UPSTREAM FACE TO PREVENT PIPING.
8. MULTIPLE ADJACENT ROWS OF BALES ARE REQUIRED AS SHOWN.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TEMPORARY EROSION, SEDIMENT, AND WATER POLLUTION CONTROL MEASURES

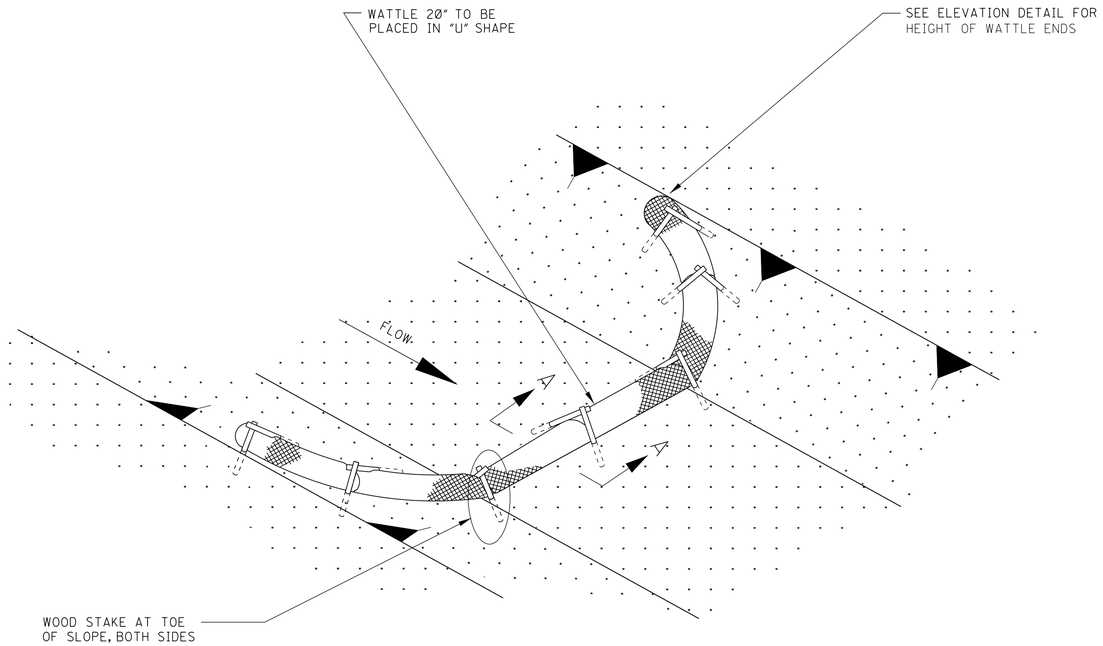
(SILT FENCE AND HAY BALE DITCH CHECKS)

WORKING NUMBER ECD-5

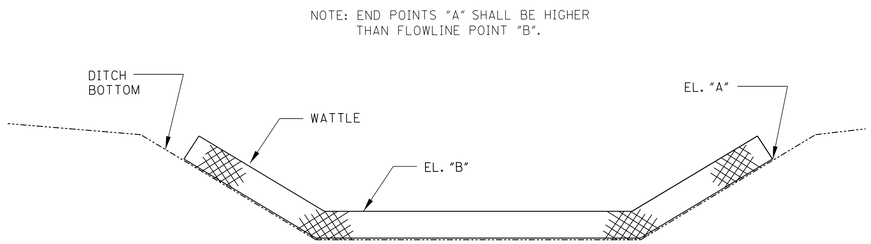
ISSUE DATE: AUGUST 01, 2017

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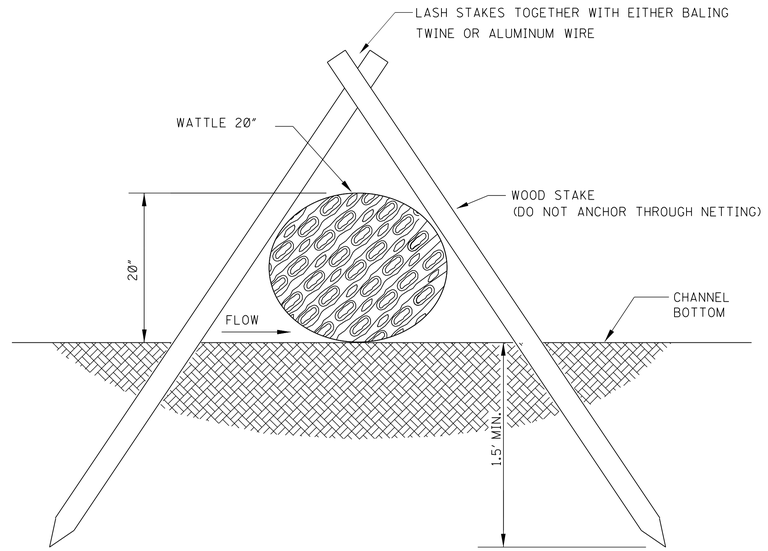
STATE	PROJECT NO.
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DETAIL (DITCH CHECK)



ELEVATION DETAIL



SECTION A–A

NOTES:

1. WATTLE DITCH CHECKS CAN BE USED FOR VELOCITY REDUCTION AND CONTROL OF SEDIMENT TRANSPORT UNDER LOW TO MEDIUM FLOW CONDITIONS.
2. THE PLACEMENT INTERVAL BETWEEN WATTLE DITCH CHECK SHALL BE 100' UNLESS SHOWN OTHERWISE ON THE PLANS OR EROSION CONTROL PLAN APPROVED BY THE ENGINEER. SEE SPACING GUIDANCE ON WK. NO. ECD-4.
3. ANCHORING WOOD STAKES SHALL BE SIZED, SPACED, DRIVEN, AND BE OF A MATERIAL THAT EFFECTIVELY SECURES THE CHECK. STAKE SPACING SHALL BE A MAXIMUM OF THREE FEET. ALL NON-DEGRADABLE MATERIALS SHALL BE REMOVED WHEN NO LONGER NEEDED.
4. TRENCHING OF WATTLES MAY BE NECESSARY IF PIPING BECOMES EVIDENT.
5. WATTLES SHOULD NOT BE USED IN HARD BOTTOM CHANNELS.
6. IN THE EVENT WATTLES CANNOT BE SECURED IN PLACE USING WOOD STAKES, SAND BAGS MAY BE USED IN LIEU OF WOOD STAKES IN ORDER TO SECURE THE WATTLES IN PLACE. IF SANDS BAGS ARE USED IN THIS APPLICATION THEY WILL NOT BE A SEPARATE PAY ITEM.

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MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

DETAILS OF EROSION CONTROL WATTLE DITCH CHECK

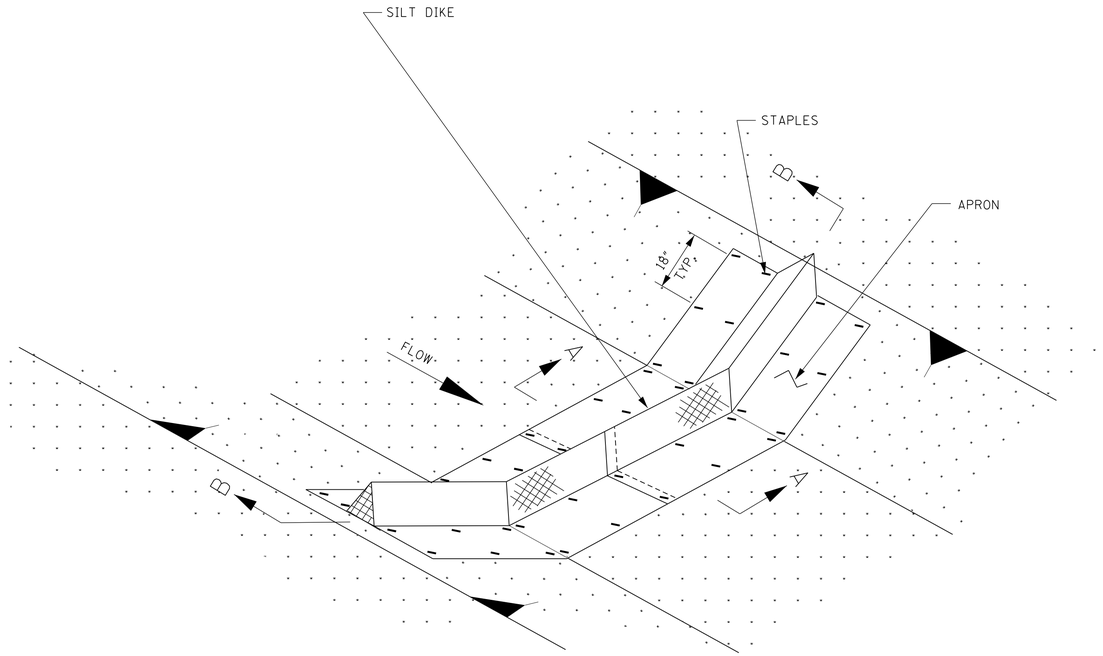
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ISSUE DATE: AUGUST 01, 2017

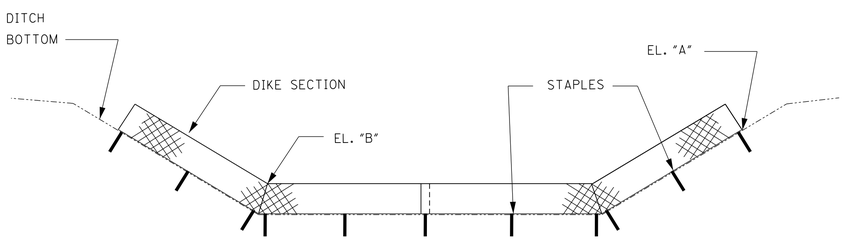
SHEET NUMBER
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STATE	PROJECT NO.
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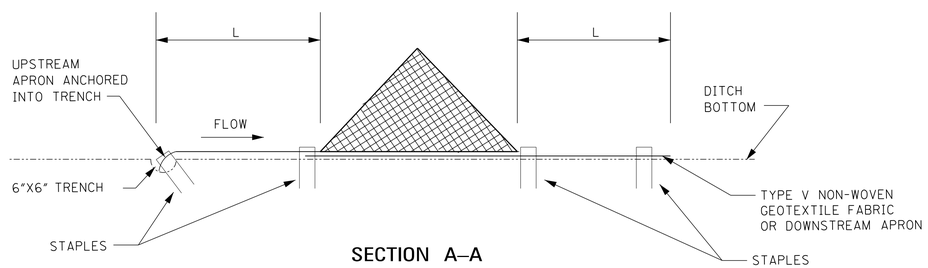
NOTES:

PLAN VIEW



POINT "A" SHALL BE HIGHER THAN POINT "B" TO ENSURE THAT WATER FLOWS OVER THE DIKE AND NOT AROUND THE ENDS

SECTION B–B



SECTION A–A

NOTE: STAPLES SHALL BE PLACED WHERE THE UNITS OVERLAP AND IN THE CENTER OF THE UNIT

SILT DIKE INSTALLATION FOR ROADWAY DITCHES

NOTES:

1. SILT DIKES CAN BE USED IN DITCHES WITH CONCENTRATED FLOWS WITHIN THE CLEAR ZONE WHERE RIPRAP CANNOT BE USED.

2. SILT DIKES MAY ALSO BE USED:

   A. IN AREAS WHERE CONSTRUCTION TRAFFIC TRAVELS (AS SHOWN ON WK. NO. ECD-16), PROVIDED THE SILT DIKE REBOUNDS TO ITS ORIGINAL SHAPE. SILT DIKES WHICH DO NOT REBOUND TO THEIR ORIGINAL SHAPE SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE DEPARTMENT.

   B. AT THE ENDS OF AND ALONG THE EDGES OF CONSTRUCTION ROADS THAT CROSS THE WATERS OF THE U.S. (AS SHOWN ON WK. NO. ECD-17).

3. THE PLACEMENT INTERVAL BETWEEN SILT DIKE DITCH CHECK SHALL BE 100' UNLESS SHOWN OTHERWISE ON THE PLANS OR EROSION CONTROL PLAN APPROVED BY THE ENGINEER. SEE SPACING GUIDANCE ON WK. NO. ECD-4.

4. INSTALLATION SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

5. THE TRIANGULAR SILT DIKE SHAPE IS ONLY SHOWN FOR DEPICTION PURPOSES. OTHER SHAPED SILT DIKES MAY BE USED.

6. WHEN THE SILT DIKE, USED AS A DITCH CHECK, IS MANUFACTURED WITH AN APRON ON ONE SIDE ONLY, THE SILT DIKE SHALL BE INSTALLED AS SHOWN IN SECTION A-A. THE APRON SHALL BE INSTALLED ON THE UPSTREAM SIDE AND TYPE V NON-WOVEN GEOTEXTILE FABRIC INSTALLED ON THE DOWNSTREAM SIDE.

7. THE COST OF THE FABRIC SHALL BE INCLUDED IN OTHER ITEMS BID.

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

DETAILS OF EROSION CONTROL SILT DIKE DITCH CHECK

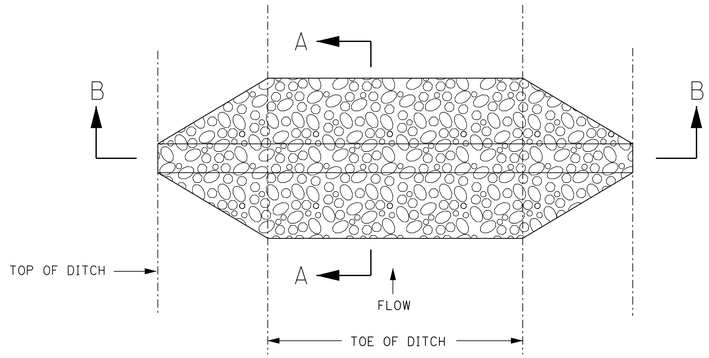
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WORKING NUMBER
ECD-7

ISSUE DATE: AUGUST 01, 2017

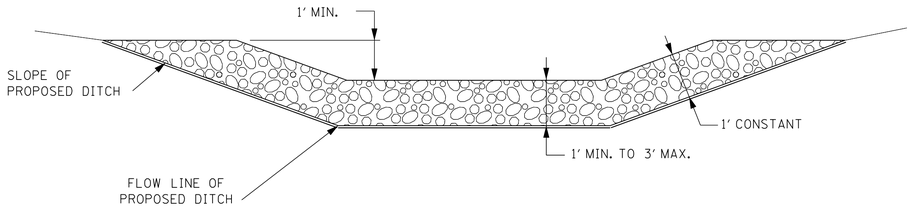
SHEET NUMBER
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STATE	PROJECT NO.
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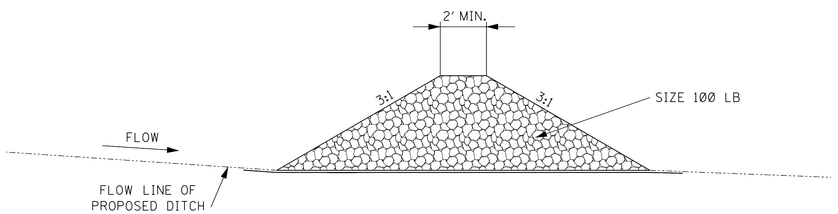


PLAN VIEW

DETAIL FOR TRAPEZOIDAL DITCH

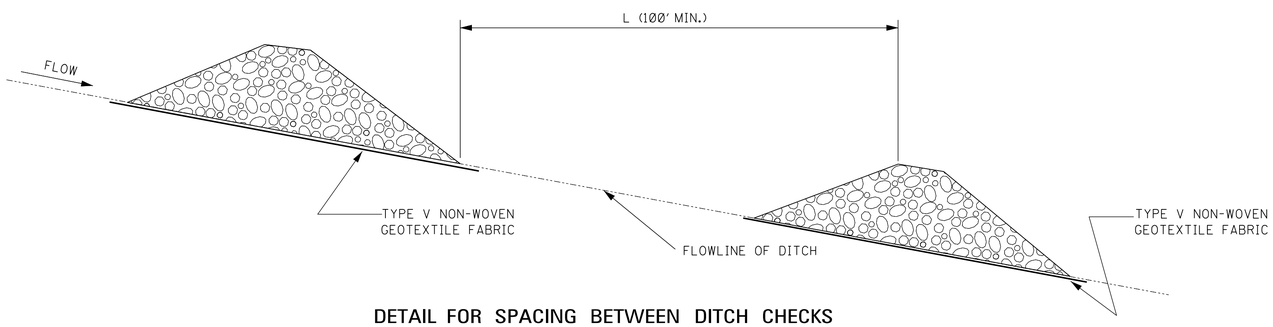


SECTION B–B



SECTION A–A

TEMPORARY ROCK DITCH CHECKS IN ROADSIDE DITCHES



DETAIL FOR SPACING BETWEEN DITCH CHECKS

NOTES:

1. ROCK DITCH CHECKS SHOULD ONLY BE USED FOR REDUCING THE VELOCITY OF FLOWING WATER.
2. MINIMUM SPACING FOR ROCK DITCH CHECKS IS 100 FEET UNLESS OTHERWISE SHOWN ON THE PLANS OR EROSION CONTROL PLAN APPROVED BY THE ENGINEER. SEE SPACING GUIDANCE ON WK. NO. ECD-4.
3. ROCK DITCH CHECKS SHOULD ONLY BE USED UP-GRADIENT OF AND ALONG WITH ADDITIONAL DOWN-GRADIENT SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMP'S).
4. THE COST OF FABRIC SHALL BE INCLUDED IN OTHER ITEMS BID.

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

ROCK DITCH CHECK

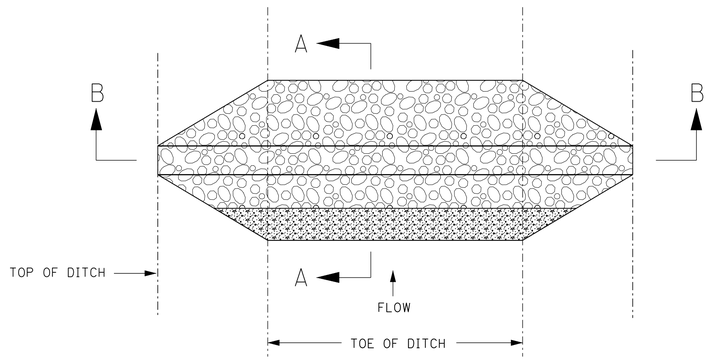
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WORKING NUMBER
ECD-8

ISSUE DATE: AUGUST 01, 2017

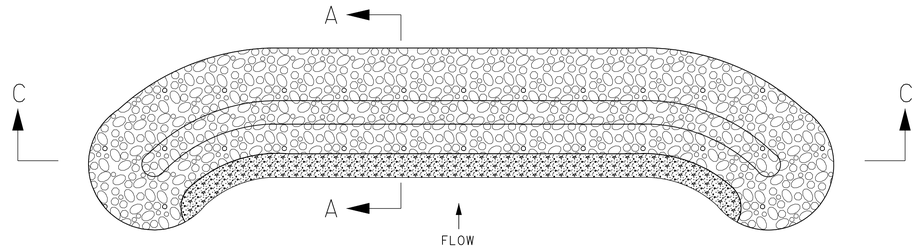
SHEET NUMBER
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STATE	PROJECT NO.
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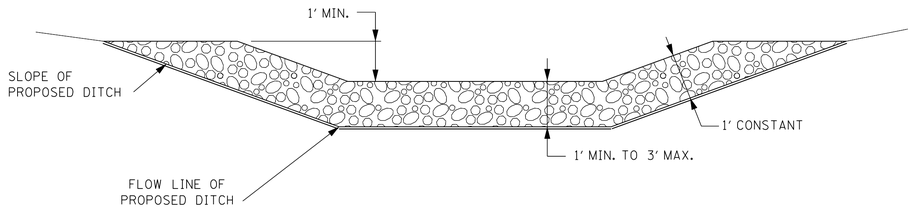
PLAN VIEW

DETAIL FOR TRAPEZOIDAL DITCH

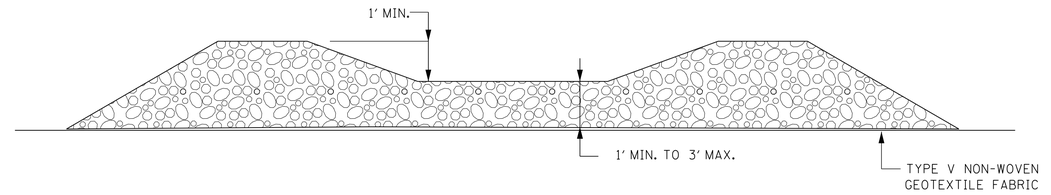


PLAN VIEW

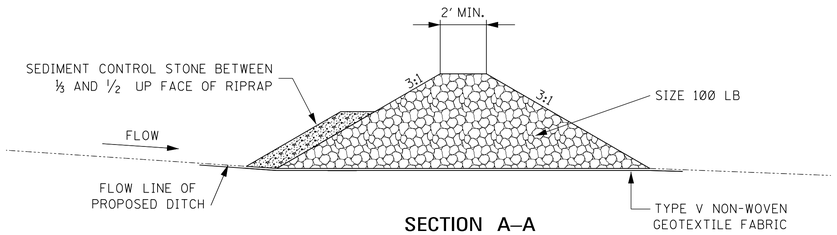
DETAIL FOR USE OTHER THAN DITCH



SECTION B–B



SECTION C–C



SECTION A–A

TEMPORARY ROCK DITCH CHECKS IN ROADSIDE DITCHES

GENERAL NOTES:

1. ROCK FILTER DAMS (RFD) MAY BE USED AS A DISCHARGE STRUCTURE WHILE WORKING WITH HIGHLY EROSIVE SOIL. RFD'S MAY BE USED AS PART OF A "BMP TRAIN" AND MAY BE USED IN SUCCESSION AT A MINIMUM SPACING OF 100 FT. OR PER THE EROSION CONTROL PLAN APPROVED BY THE ENGINEER.

2. THE COST OF THE FABRIC SHALL BE INCLUDED IN OTHER ITEMS BID.

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

ROCK FILTER DAM

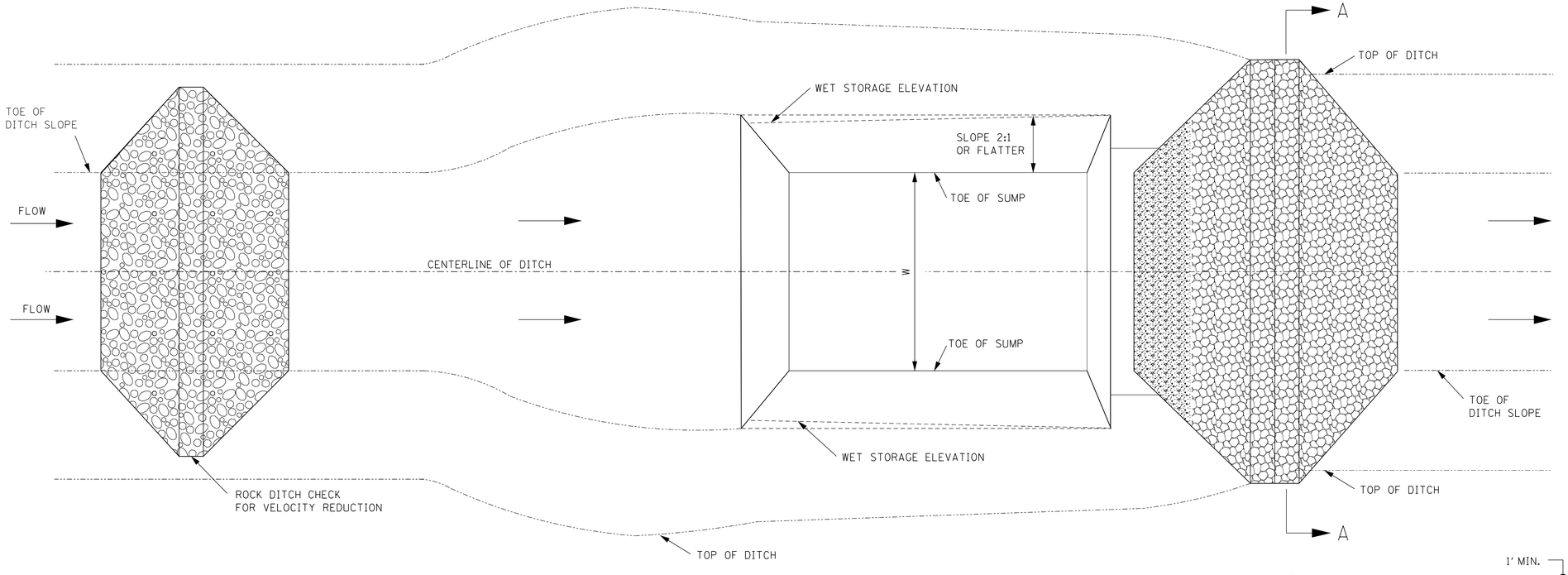
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER
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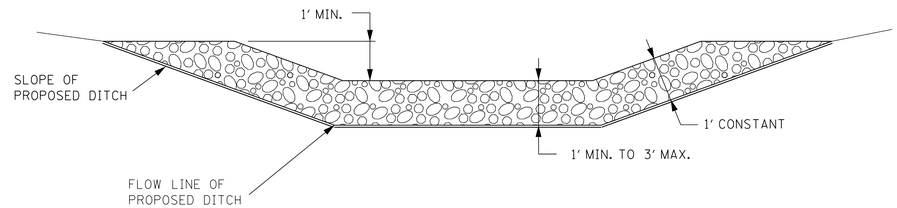
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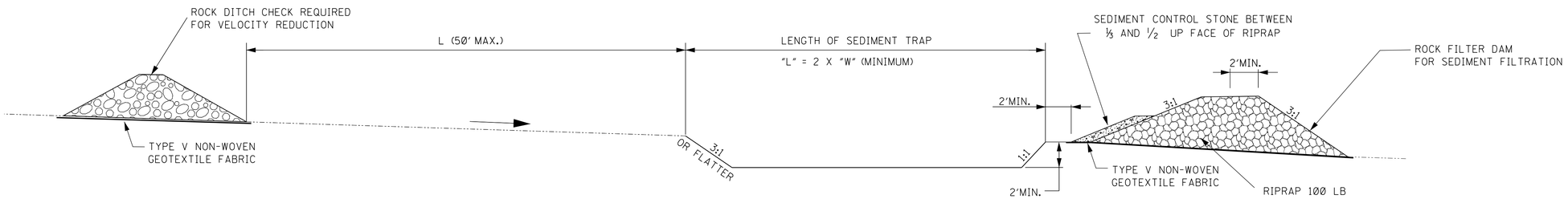
STATE	PROJECT NO.
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PLAN VIEW



SECTION A–A



PROFILE VIEW

NOTES:

1. ROCK DITCH CHECKS WITH SUMP EXCAVATION CAN BE PLACED IN DITCHES TO ASSURE ON-SITE SEDIMENT TRAPPING REQUIREMENTS ARE MET. DITCH CHECK WITH SUMP EXCAVATION IS USED WHEN DITCHES RECEIVE DRAINAGE FROM CUT OR FILL SLOPES OR OTHER CRITICAL AREAS WHERE SOIL EROSION IS EXPECTED. DRAINAGE AREA FOR A TEMPORARY SEDIMENT TRAP SHOULD BE LIMITED TO 3 ACRES. THEY CAN BE USED IN SERIES TO INCREASE ON-SITE SEDIMENT TRAPPING EFFICIENCY.

2. THE COST OF THE FABRIC SHALL BE INCLUDED IN OTHER ITEMS BID.

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

ROCK DITCH CHECK WITH SUMP EXCAVATION AND ROCK FILTER DAM

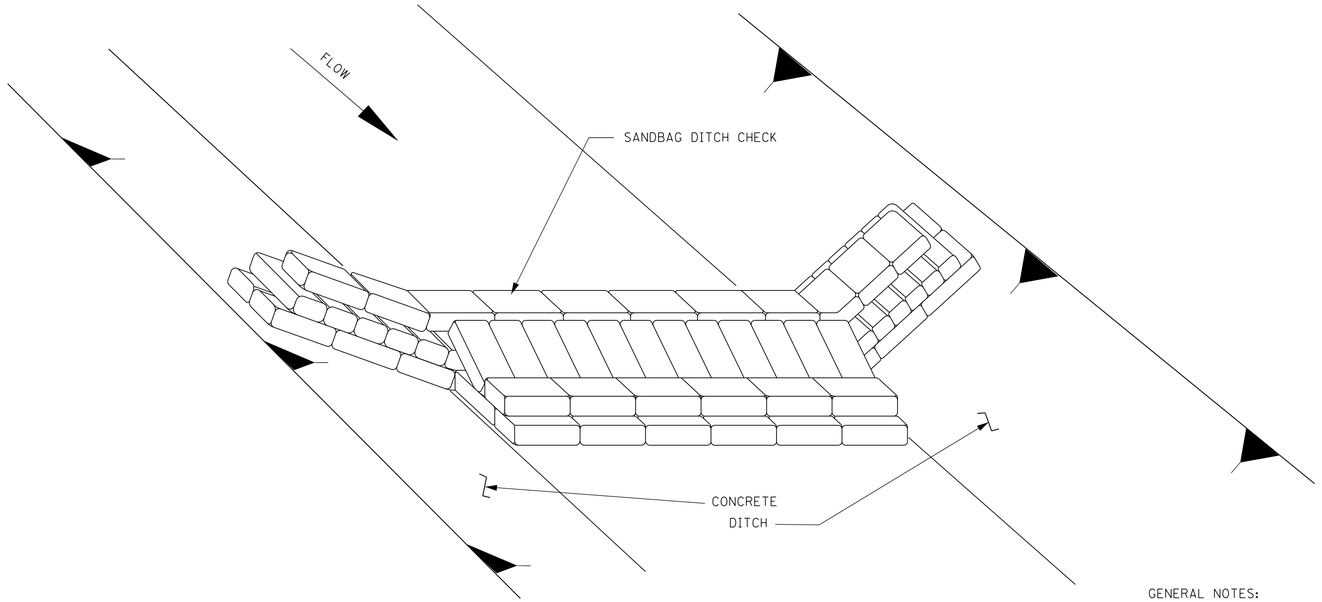
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER
ECD-10

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6110

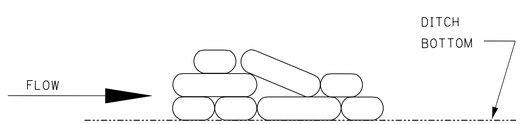
STATE	PROJECT NO.
MISS.	



DETAIL (DITCH CHECK)

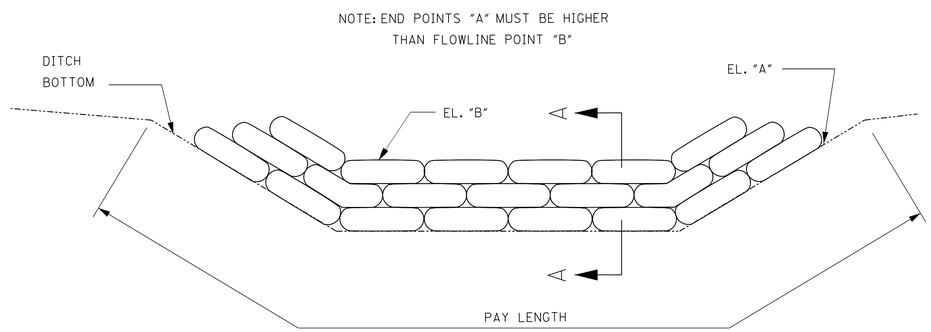
GENERAL NOTES:

1. SANDBAG DITCH CHECKS ARE USED FOR VELOCITY REDUCTION AND MINIMAL SEDIMENT TRAPPING IN CONCRETE PAVED DITCHES OR IN DITCHES WITH ROCKY BOTTOMS.
2. MINIMUM RECOMMENDED PLACEMENT INTERVAL BETWEEN SANDBAG DITCH CHECK IS 100′ UNLESS SHOWN OTHERWISE ON THE PLANS OR APPROVED BY THE ENGINEER. SEE SPACING GUIDANCE ON WK. NO. ECD-4.
3. PREVENTING SEDIMENT FROM ENTERING A PAVED DITCH IS PREFERABLE TO CAPTURING SEDIMENT WITHIN PAVED DITCH.
4. ROCKBAGS MAY BE USED IN LIEU OF SANDBAGS, ONLY WHEN PAY ITEM FOR ROCKBAGS IS INCLUDED IN THE CONTRACT.



SECTION A–A

(IN DITCH BOTTOM)



ELEVATION DETAIL

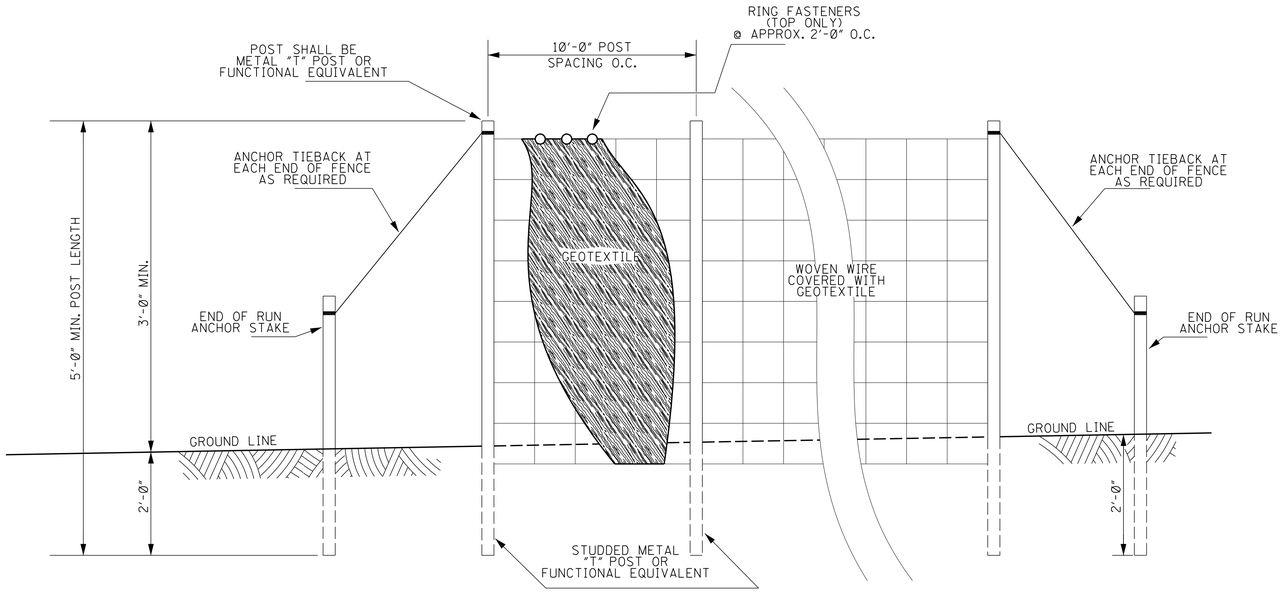
		BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN
		REVISION	**DETAILS OF EROSION CONTROL SANDBAG DITCH CHECK**
		DATE	ISSUE DATE: AUGUST 01, 2017

MDOT

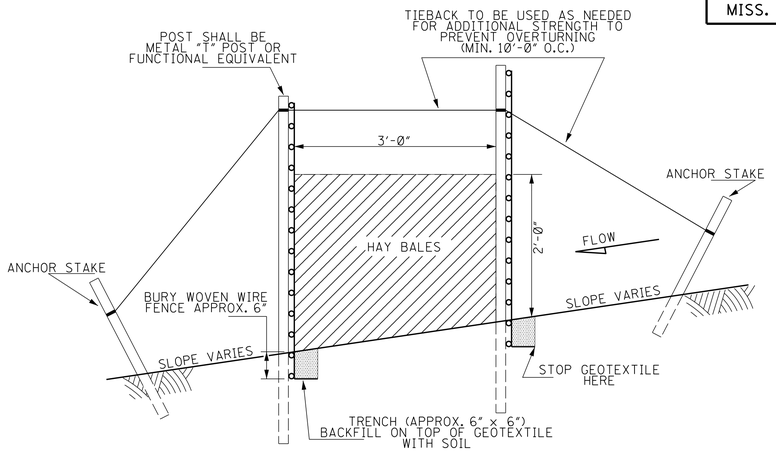
WORKING NUMBER
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SHEET NUMBER
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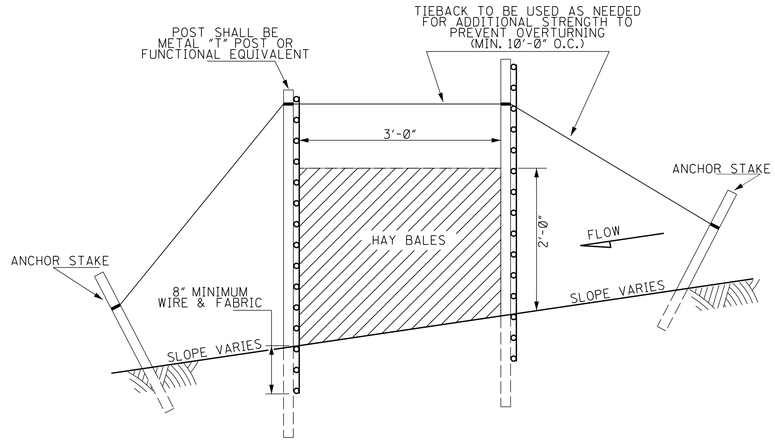
STATE	PROJECT NO.
MISS.	



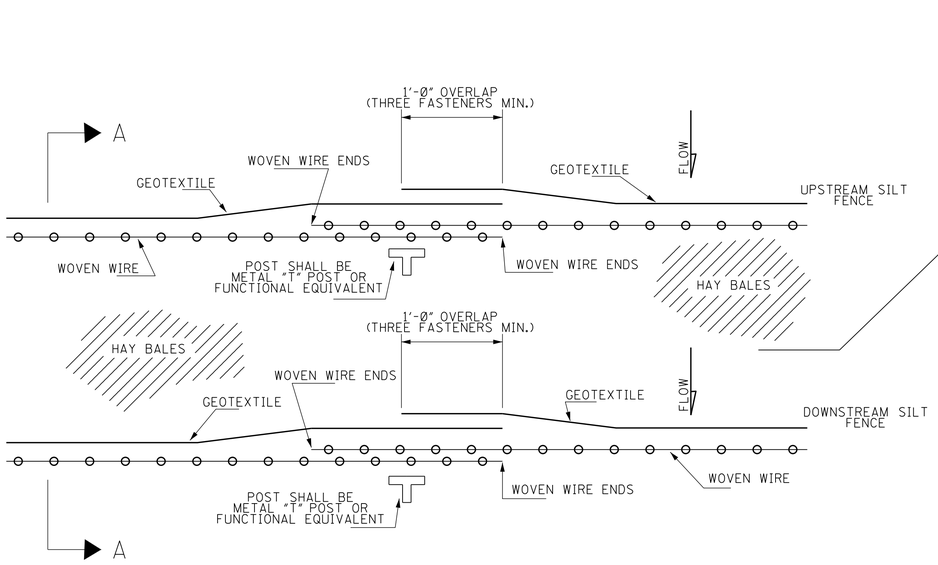
ELEVATION VIEW



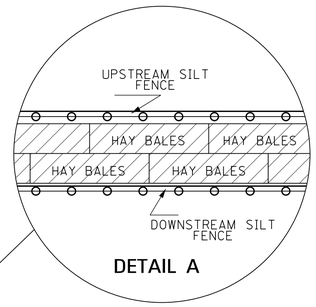
SIDE VIEW
SECTION A–A
METHOD I



SIDE VIEW
SECTION A–A
METHOD II
MECHANICAL INSTALLATION



PLAN VIEW
REQUIRED LAPPING



DETAIL A

GENERAL NOTES:

1. RETENTION BARRIERS SHOULD BE USED IN AREAS WHERE FLOW IS NOT SEVERE.
2. RETENTION BARRIERS ARE TEMPORARY SEDIMENT CONTROL ITEMS THAT SHOULD BE ERECTED OPPOSITE ERODIBLE AREAS SUCH AS NEWLY GRADED FILL SLOPES AND ADJACENT TO STREAMS AND CHANNELS.
3. RETENTION BARRIERS SHOULD BE PLACED WELL INSIDE RIGHT-OF-WAY AND ALONG EDGE OF CLEARING LIMITS. THIS WILL ALLOW ROOM FOR A BACK-UP FENCE IF FIRST FENCE BECOMES FULL.
4. THE CONTRACTOR MAY ELECT TO USE EITHER METHOD I OR METHOD II. COST TO BE LINEAR FEET OF SEDIMENT RETENTION BARRIER.
5. METHOD II INSTALLATION SHALL BE ACCOMPLISHED USING AN IMPLEMENT THAT IS MANUFACTURED FOR THE APPLICATION AND PROVIDES CONFIGURATION MEETING THE REQUIREMENTS OF THE DETAIL.
6. WIRE SHALL BE MINIMUM OF 32" IN WIDTH AND SHALL HAVE A MINIMUM OF 6 LINE WIRES WITH 12" STAY SPACING.
7. GEOTEXTILE FABRIC MEETING THE TYPE II MATERIAL REQUIREMENTS AND INSTALLED ACCORDING TO SPECIFICATION MAY BE USED WITHOUT WIRE FENCE.

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

SEDIMENT RETENTION BARRIER

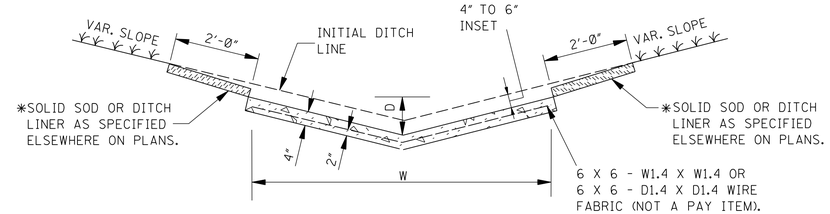
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WORKING NUMBER
ECD-22

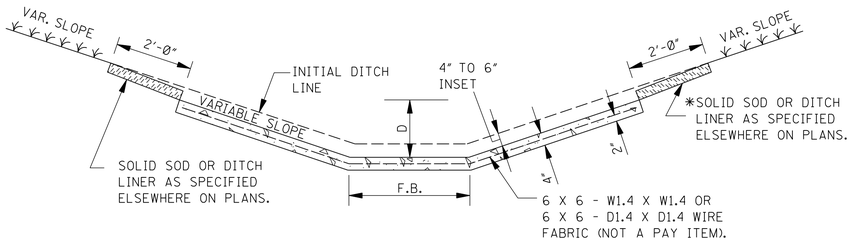
ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
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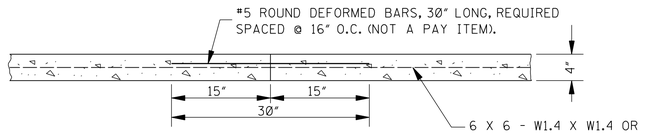
STATE	PROJECT NO.
MISS.	



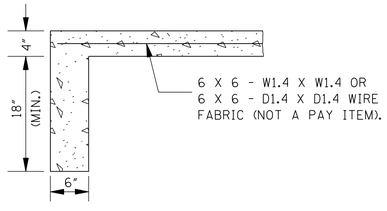
"V" TYPE SECTION



FLAT BOTTOM SECTION



DETAIL OF CONSTRUCTION JOINT



DETAIL OF TOE WALL

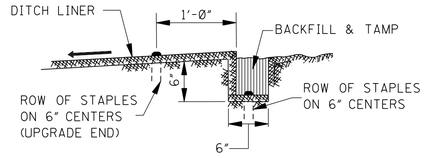
NOTE: TOE WALL REQUIRED UPSTREAM AND DOWNSTREAM.

CONCRETE PAVED DITCH

NOTES:

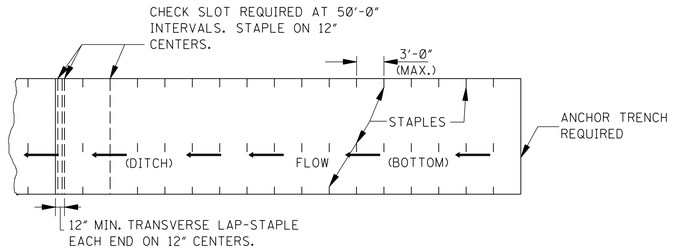
1. CONCRETE PAVED DITCHES SHALL BE GROOVED AT 20'-0" INTERVALS. THE GROOVES SHALL BE CUT TO A DEPTH OF NOT LESS THAN 1".
2. DIMENSIONS D & W ARE AS FOLLOWS:
   D(MINIMUM) = 6"
   D(NOMINAL) = 9"
   W(MINIMUM) = 24"
3. CHAIR SUPPORTS FOR THE WIRE MESH WILL NOT BE REQUIRED. HOWEVER, THE CONTRACTOR SHALL PLACE THE WIRE MESH IN A SATISFACTORY AND WORKMANLIKE MANNER TO ENSURE THAT THE FINAL POSITION IS REASONABLY NEAR THE POSITION INDICATED.

*4. CENTER ROW OF STAPLES MAY BE OMITTED ON DITCH LINER.

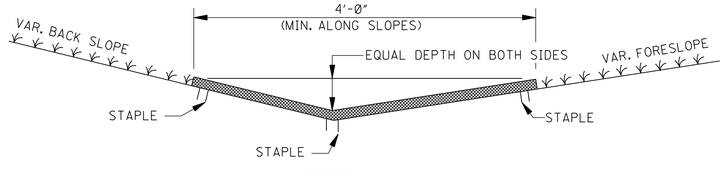


ANCHOR TRENCH DETAIL

NOTE: ANCHOR TRENCH REQUIRED AT THE BEGINNING AND ENDING OF EACH AREA TO BE COVERED, EXCEPT DOWNSTREAM END ADJOINING A STRUCTURE.



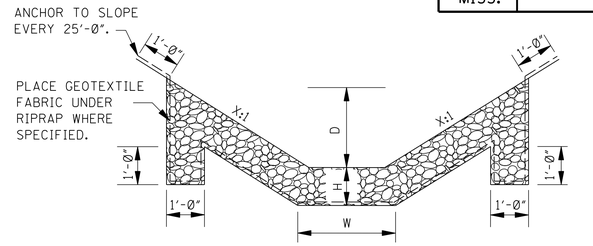
PLAN



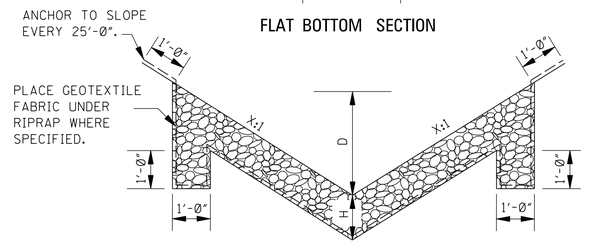
SECTION

DITCH LINER TREATMENT
(EXCELSIOR BLANKET, JUTE MESH OR EROSION CONTROL FABRIC)

NOTE: DITCHES TREATED WITH DITCH LINER WILL BE VEGETATED PRIOR TO TREATMENT, UNLESS OTHERWISE INDICATED.



FLAT BOTTOM SECTION



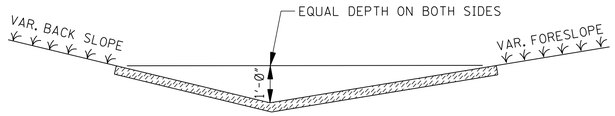
"V" TYPE SECTION

RIPRAP TREATMENT

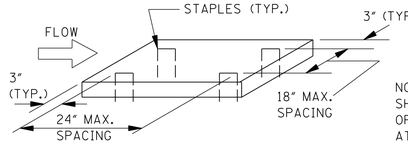
NOTES:

1. DIMENSIONS D, W AND X ARE VARIABLE AND ARE SHOWN ELSEWHERE ON THE PLANS.
2. THE RIPRAP SIZE AND MINIMUM DEPTH "H" FOR RIPRAP TREATMENT ARE AS FOLLOWS.

RIPRAP SIZE & MINIMUM DEPTH "H"	
H (in)	RIPRAP SIZE (lbs)
12"	100
18"	300



SOLID SOD TREATMENT



NOTE: SOLID SOD (STRIPS OR BLOCKS) SHOULD BE STAPLED, PINNED, PEGGED OR STAKED AT THE FOUR CORNERS OR AT THE MAXIMUM SPECIFIED SPACING.

GENERAL NOTE:

1. FOR LOCATION OF APPROPRIATE DITCH TREATMENTS, SEE PLAN SHEETS AS DENOTED BY THE FOLLOWING LEGEND OR AS DIRECTED BY THE ENGINEER:

DITCH LINER
SOLID SOD
CONCRETE PAVED DITCH
RIPRAP

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

DETAILS OF TYPICAL DITCH TREATMENTS

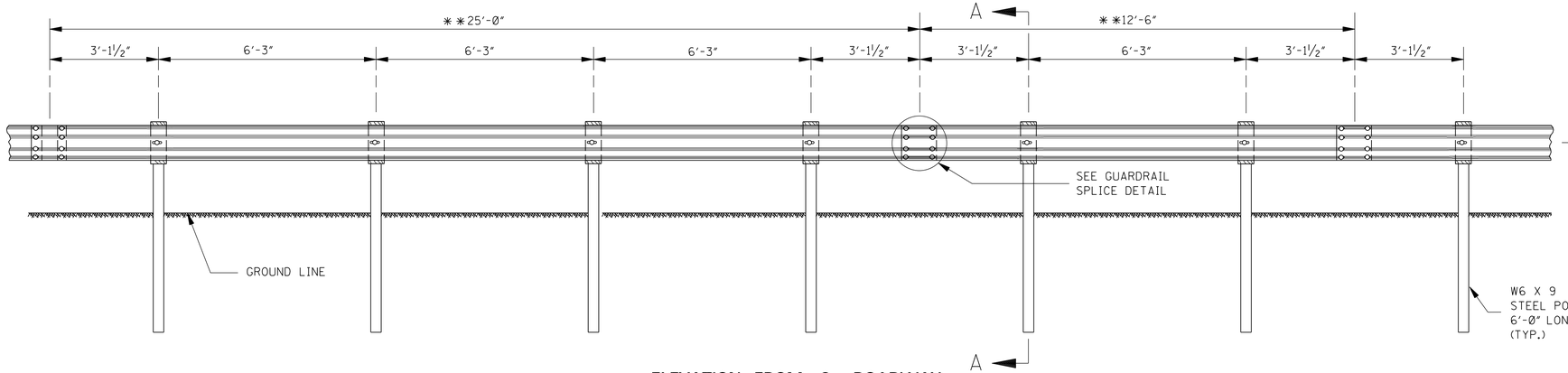
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER DT-1

ISSUE DATE: AUGUST 01, 2017

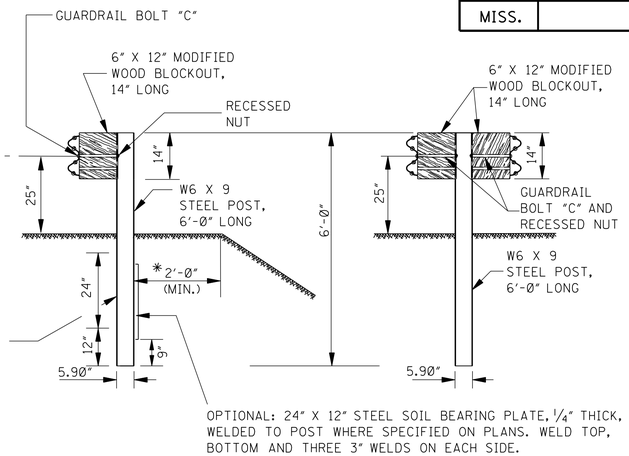
SHEET NUMBER 6123

STATE	PROJECT NO.
MISS.	



ELEVATION FROM ℄ ROADWAY

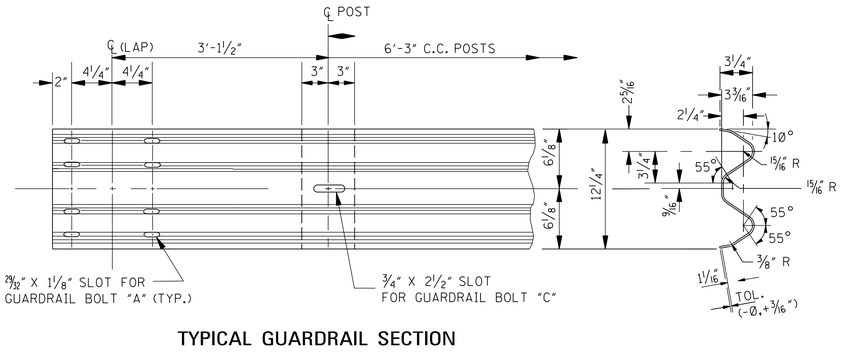
✱✱ NOTE: OPTIONAL BEAM LENGTHS.



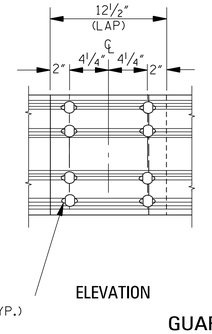
SINGLE–FACED BARRIER DOUBLE–FACED BARRIER

SECTION A–A

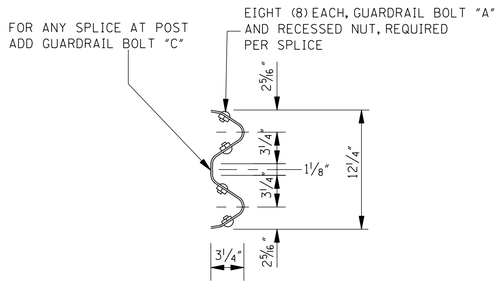
✱ NOTE: UNLESS SPECIFIED OTHERWISE ON THE PLANS.



TYPICAL GUARDRAIL SECTION



ELEVATION

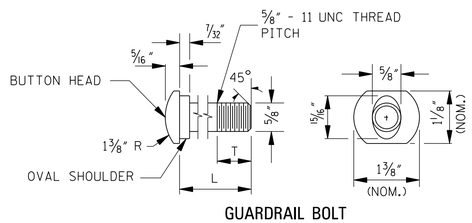


SECTION

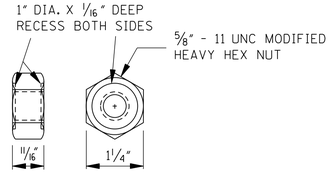
GUARDRAIL SPLICE DETAIL

GENERAL NOTES:

1. GUARDRAIL SHALL MEET THE REQUIREMENTS OF AASHTO M 180, CLASS A, TYPE 1 UNLESS OTHERWISE DESIGNATED.
2. GUARDRAIL SHALL BE SINGLE FACED UNLESS OTHERWISE DESIGNATED.
3. GUARDRAIL SECTIONS SHALL BE LAPPED IN THE DIRECTION OF TRAFFIC FLOW FOR THE LANE NEAREST THE GUARDRAIL. THE ONLY EXCEPTION NOTED IS THAT GUARDRAIL SHALL BE LAPPED FOR APPROACHING TRAFFIC ON A BRIDGE WITH 2-WAY TRAFFIC.
4. STEEL POSTS SHALL CONFORM TO ASTM A36 (EXCEPT ULTRASONIC TESTING). THEY SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M 111 EXCEPT WHEN CORROSION RESISTANT STEEL IS REQUIRED IN WHICH CASE POSTS SHALL CONFORM TO AASHTO SPECIFICATIONS FOR CORROSION RESISTANCE AND SHALL NOT BE PAINTED OR GALVANIZED. NO PUNCHING, DRILLING OR CUTTING WILL BE PERMITTED AFTER GALVANIZING EXCEPT FOR HOLES TO MOUNT GUARDRAIL DELINEATORS.
5. ALL MODIFIED WOOD BLOCKOUTS SHALL BE TREATED TIMBER IN ACCORDANCE WITH MISSISSIPPI DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
6. FOR OTHER DETAILS OF POSTS, POST ACCESSORIES, FASTENERS & RAIL ELEMENTS, SEE AASHTO-AGC-ARTBA JOINT TASK FORCE NO. 13, TITLED "A GUIDE TO STANDARDIZED HIGHWAY BARRIER HARDWARE," LATEST EDITION.

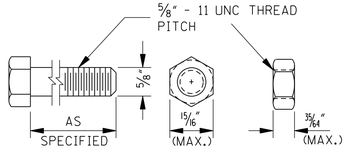


GUARDRAIL BOLT



RECESSED NUT

GUARDRAIL BOLTS		
BOLT	L	T (MIN.)
"A"	1¼"	1"
"B"	12"	4"
"C"	14"	4"

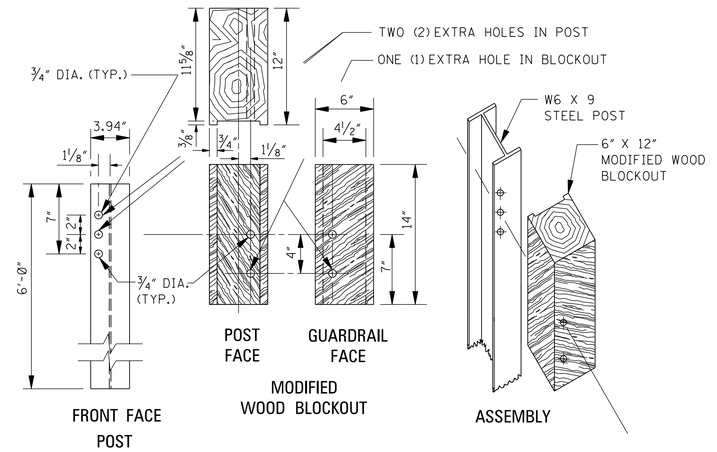


HEX NUT AND BOLT "F"

NOTES:

1. ALL GUARDRAIL BOLTS ARE ⅝" - 11 UNC THREAD PITCH.
2. IF ANY BOLT EXTENDS MORE THAN ¼" FROM THE NUT, THE BOLT SHOULD BE TRIMMED BACK.

FASTENER DETAILS



DETAILS OF ADJUSTABLE HEIGHT BLOCKOUT ASSEMBLY

NOTES:

1. ON INITIAL INSTALLATION, THE MODIFIED WOOD BLOCKOUT SHALL BE FASTENED TO THE BOTTOM HOLE IN THE STEEL POST. OTHER HOLES IN THE STEEL POST AND THE MODIFIED WOOD BLOCKOUT ARE FOR FUTURE 2" HEIGHT ADJUSTMENTS WHEN THE ROADWAY IS RESURFACED.
2. AN ADDITIONAL GUARDRAIL BOLT "C" AND RECESSED NUT IS REQUIRED FOR THE SECOND HEIGHT ADJUSTMENT.
3. HOLE DETAILS ARE REQUIRED ON ALL STEEL POSTS AND MODIFIED WOOD BLOCKOUTS.
4. STEEL POSTS ARE FABRICATED FROM W6 X 9 STRUCTURAL STEEL SHAPES.
5. MODIFIED WOOD BLOCKOUTS ARE FABRICATED FROM 6" X 12" TREATED TIMBER UNLESS SPECIFIED OTHERWISE ON THE PLANS.
6. ALL HOLES IN BOTH STEEL POSTS AND MODIFIED WOOD BLOCKOUTS ARE ¾" IN DIAMETER.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

GUARDRAIL: "W" BEAM (STEEL POSTS)

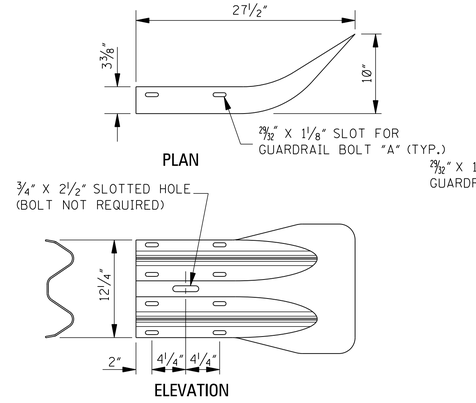
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTING

WORKING NUMBER GR-1B

ISSUE DATE: AUGUST 01, 2017

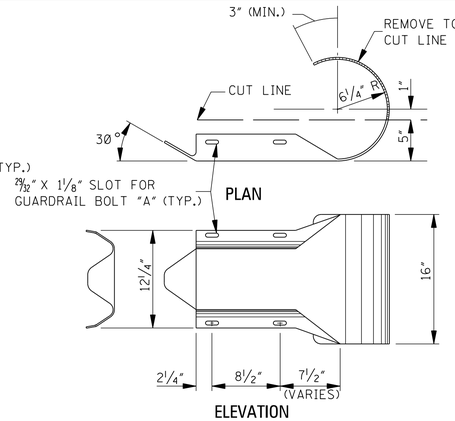
SHEET NUMBER 6203

STATE	PROJECT NO.
MISS.	



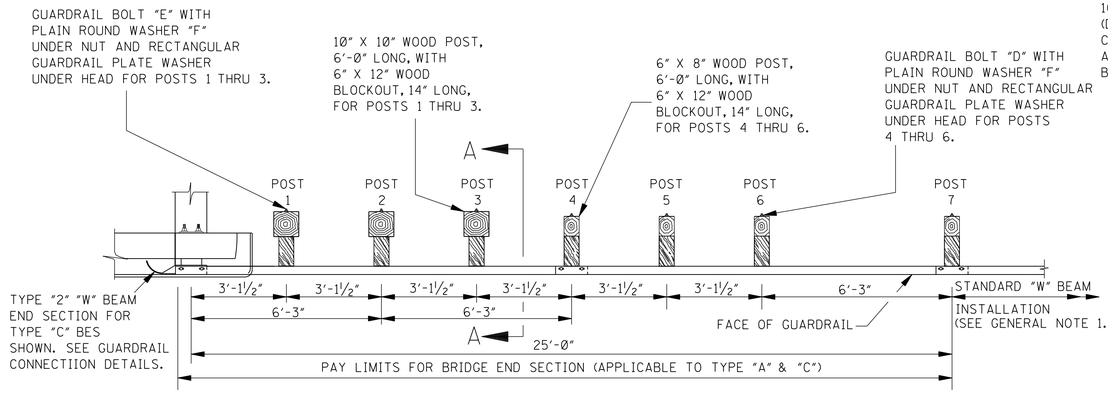
TYPE "1" "W" BEAM END SECTION

NOTE: THE TYPE "1" END SECTION IS THE STANDARD FLARED "W" BEAM END SECTION AND IS USED WITH THE TYPE "A" AND TYPE "E" BRIDGE END SECTIONS. THE CROSS-SECTIONAL DIMENSIONS OF THIS PART ARE IDENTICAL TO THOSE OF THE STANDARD "W" BEAM GUARDRAIL.

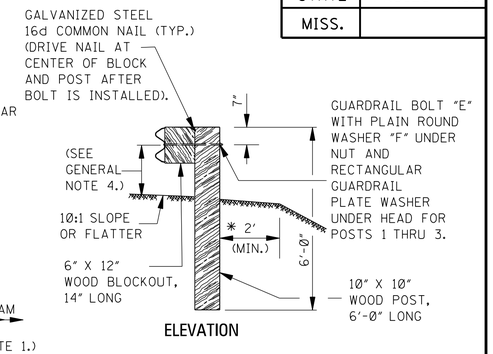


TYPE "2" "W" BEAM END SECTION

NOTE: THE TYPE "2" END SECTION IS A MODIFICATION OF THE STANDARD ROUNDED "W" BEAM END SECTION AND IS USED EXCLUSIVELY WITH THE TYPE "C" BRIDGE END SECTION. THE CROSS-SECTIONAL DIMENSIONS OF THIS PART ARE IDENTICAL TO THOSE OF THE STANDARD "W" BEAM GUARDRAIL.

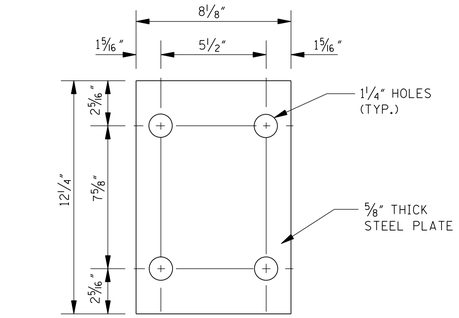


PLAN OF BRIDGE END SECTION

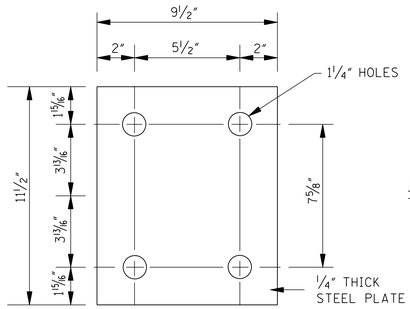


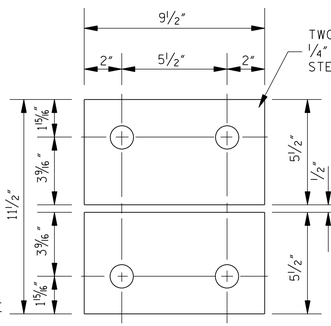
SECTION A–A

*NOTE: UNLESS OTHERWISE SPECIFIED ON THE PLANS.

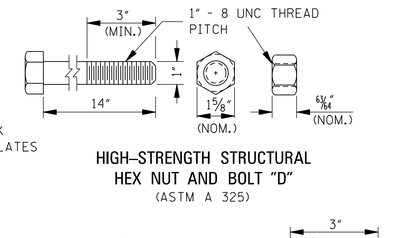


DETAIL OF PLATE "B"



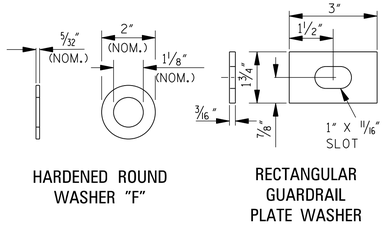


DETAIL OF PLATE "Z"

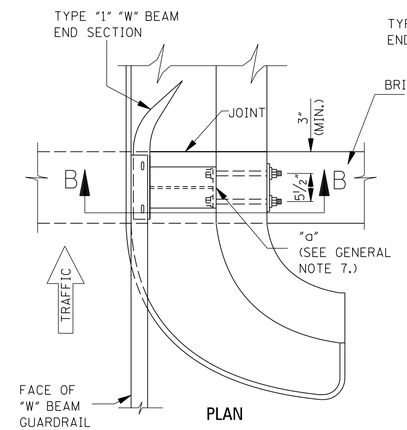


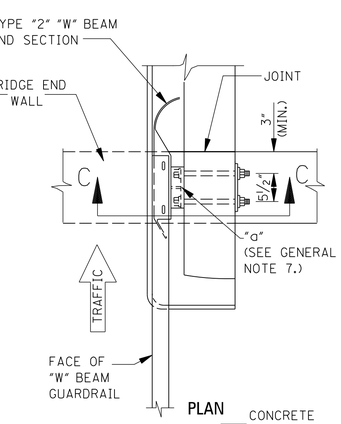
HIGH-STRENGTH STRUCTURAL HEX NUT AND BOLT "D"

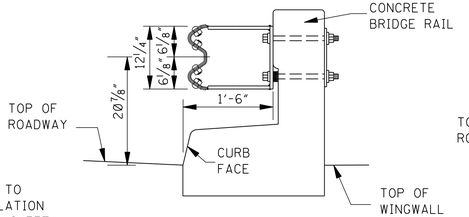
(ASTM A 325)

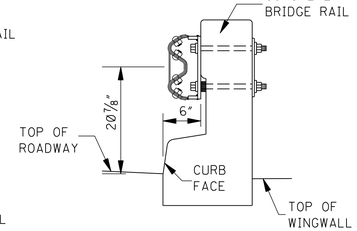


FASTENER DETAILS

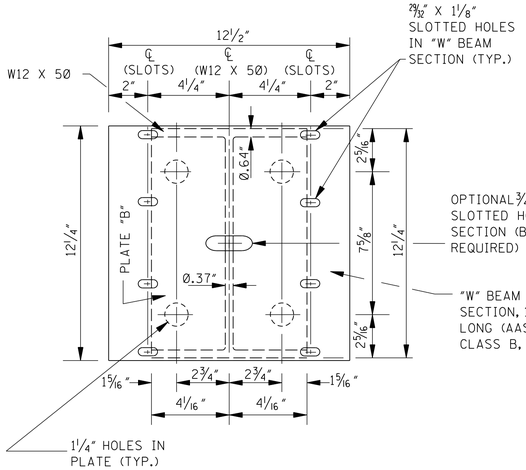


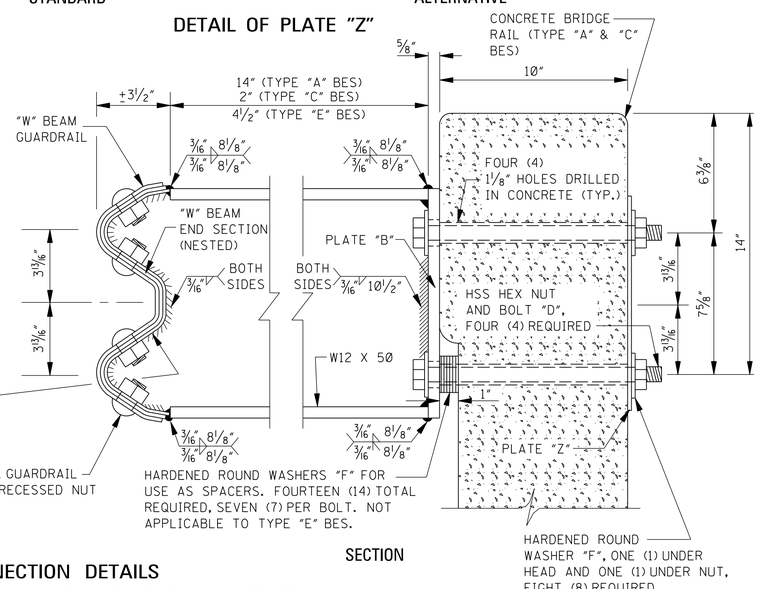






GUARDRAIL CONNECTION AT BRIDGE END





GUARDRAIL CONNECTION DETAILS

NOTE: UNLESS OTHERWISE SPECIFIED, THE BLOCKOUT ASSEMBLY, FASTENER AND PLATE DETAILS SHOWN ABOVE ARE ALSO APPLICABLE TO THE TYPE "E" BRIDGE END SECTION. SEE GENERAL NOTE 3.

GENERAL NOTES:

1. ALL NOTES AND DETAILS PERTAINING TO NORMAL "W" BEAM GUARDRAIL INSTALLATION NOT SPECIFICALLY MODIFIED ON THIS SHEET WILL BE FOUND ON EITHER SHEET GR-1 (WOOD POSTS) OR GR-1B (STEEL POSTS).
2. WOOD POSTS ARE SHOWN ON THIS SHEET. WHEN STEEL POSTS ARE INSTALLED, A SOIL BEARING PLATE IS PLACED ON THE STANDARD SIZE STEEL POST FOR POSTS 1 THRU 3 AND A RECTANGULAR GUARDRAIL PLATE WASHER IS PLACED UNDER THE STANDARD POST BOLT HEAD FOR POSTS 1 THRU 6. SEE DETAILS FOR STEEL POST INSTALLATIONS ON SHEET GR-1B.
3. FOR INFORMATION PERTAINING TO THE INSTALLATION OF THE TYPE "E" BRIDGE END SECTION, SEE SHEET GR-2A.
4. THE HEIGHT OF RAIL AT THE BRIDGE END IS 20⅞" AND WILL BE TRANSITIONED TO 25" AT POST 7.
5. ALL GUARDRAIL ELEMENTS SHALL BE LAPPED IN THE DIRECTION OF TRAFFIC.
6. POINT "a", WHICH IS AT THE CENTERLINE BETWEEN THE ANCHOR BOLTS, WILL BE CENTERED OVER THE CENTERLINE OF THE BRIDGE END WALL EXCEPT IN SKEWED BRIDGE ENDS WHERE THE BOLT NEAREST THE JOINT WILL BE A MINIMUM OF 3" FROM THE JOINT.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

GUARDRAIL: BRIDGE END SECTIONS TYPE "A" & "C"

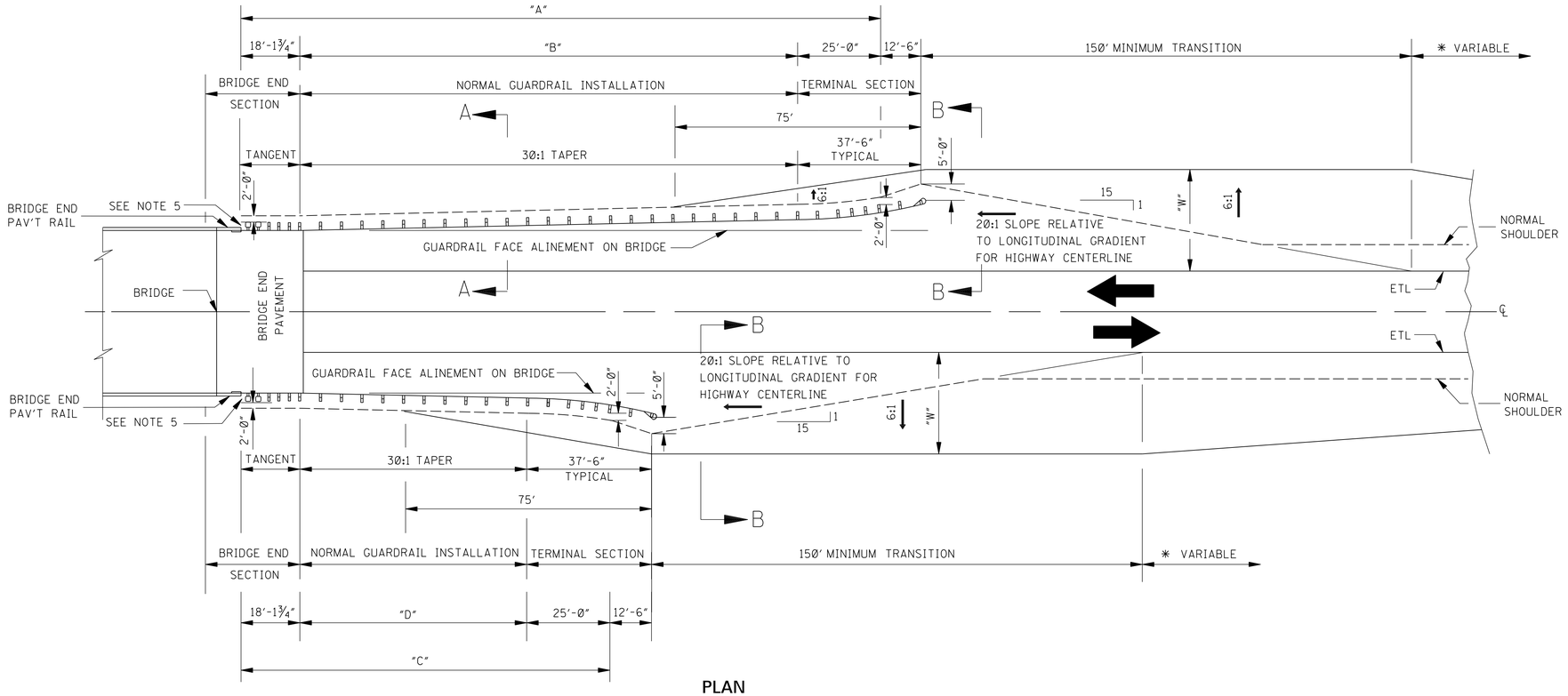
DATE	REVISION	BY

ISSUE DATE: AUGUST 01, 2017

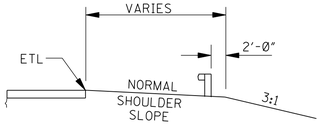
WORKING NUMBER GR-2

SHEET NUMBER 6204

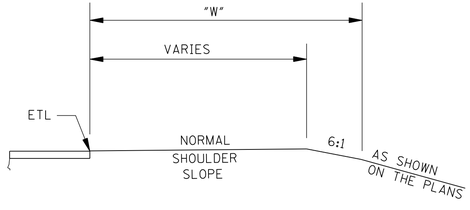
STATE	PROJECT NO.
MISS.	



PLAN

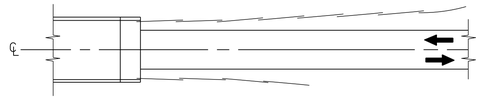


SECTION A–A



SECTION B–B

* NOTE: IF FORESLOPE, SHOWN ELSEWHERE ON PLANS, IS OTHER THAN 6:1, TRANSITION WILL OCCUR IN AREA SHOWN.



DETAIL OF GUARDRAIL SECTION LAPS

GENERAL NOTES:

1. VALUES FOR "A", "B", "C" AND "D" WILL BE SHOWN ELSEWHERE ON THE PLANS.
2. FOR DETAILS PERTINENT TO INSTALLATION OF THE TERMINAL SECTION, SEE MANUFACTURER'S SPECIFICATIONS AND DRAWINGS OR ELSEWHERE ON PLANS
3. GUARDRAIL SECTIONS SHALL BE LAPPED IN THE DIRECTION OF TRAFFIC APPROACHING THE BRIDGE.
4. THE OVERALL LENGTH OF GUARDRAIL IS MEASURED FROM THE CONNECTING END ON THE BRIDGE.
5. IN THE ABSENCE OF A BRIDGE END PAVEMENT RAIL, CONNECT THE BRIDGE END SECTION TO THE BRIDGE RAIL (SEE WK. NOS. GR-2 THRU GR-2G). THE SHOULDER WIDTH AT THE BRIDGE END PAVEMENT RAIL OR BRIDGE END RAIL SHOULD BE SUFFICIENTLY WIDE TO PROVIDE A MINIMUM OF 2'-0" BEHIND THE BACK OF POST BEFORE THE SLOPE BREAK (HINGEPOINT).
6. TYPE, DETAILS AND LIMITS OF GUARDRAIL BRIDGE END SECTION WILL BE SHOWN ELSEWHERE ON THE PLANS.
7. W = SHOULDER WIDTH + FORESLOPE WIDTH. DIMENSIONS FOUND ELSEWHERE ON THE PLANS.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

GUARDRAIL: TYPICAL INSTALLATION AT BRIDGE APPROACHES FOR 2–LANE, 2–WAY HIGHWAY

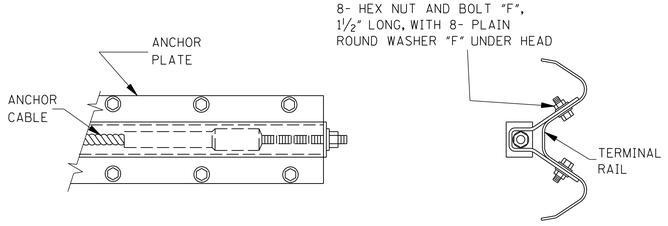
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER GR-4A

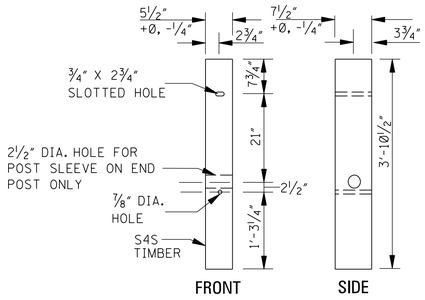
ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6215

STATE	PROJECT NO.
MISS.	

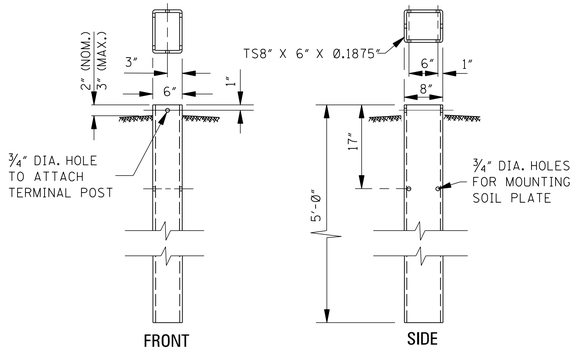


ANCHOR PLATE ASSEMBLY DETAILS



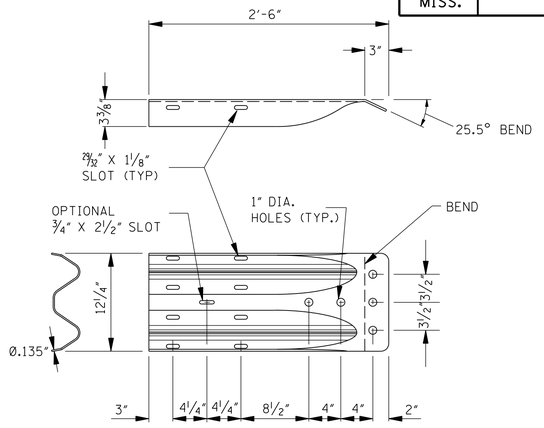
TERMINAL POST FOR FOUNDATION TUBE INSTALLATION

NOTE: TERMINAL POST SHALL BE MADE OF S4S TIMBER WITH a STRESS GRADE OF 1200 lbs/in .



STEEL TUBE ANCHOR

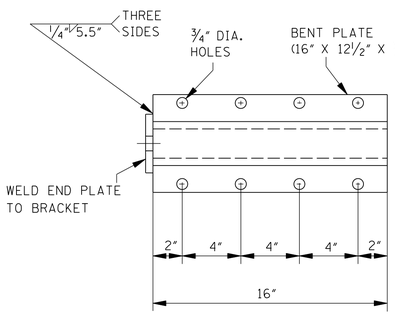
NOTE: TERMINAL POST SHALL BE ABLE TO SLIDE INTO THE TOP OF THIS SECTION SO THE ACTUAL INSIDE DIMENSIONS OF THIS GALVANIZED TUBE CANNOT BE LESS THAN 7½" X 5½".



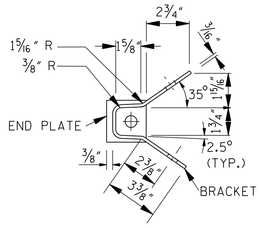
"W" BEAM TERMINAL CONNECTOR PLATE

NOTES:

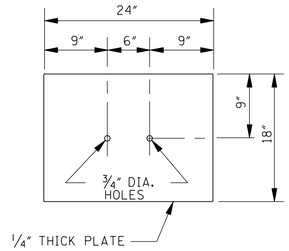
1. THE "W" BEAM TERMINAL CONNECTOR SHALL BE AASHTO M 180 CORRUGATED SHEET STEEL, CLASS B, TYPE 1.
2. SPLICE-BOLT SLOTS MAY ALSO BE ORIENTED AT 50° (ON THE FLAT) INSTEAD OF Ø° AS SHOWN.



ANCHOR PLATE

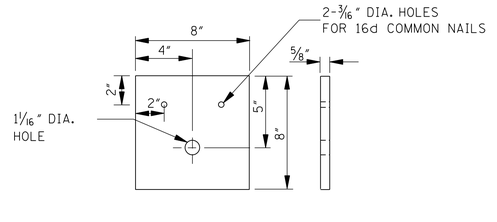


BRACKET

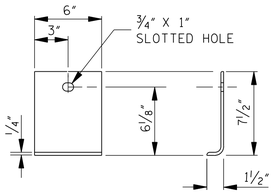


SOIL PLATE

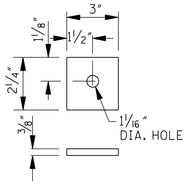
NOTE: 2 REQUIRED



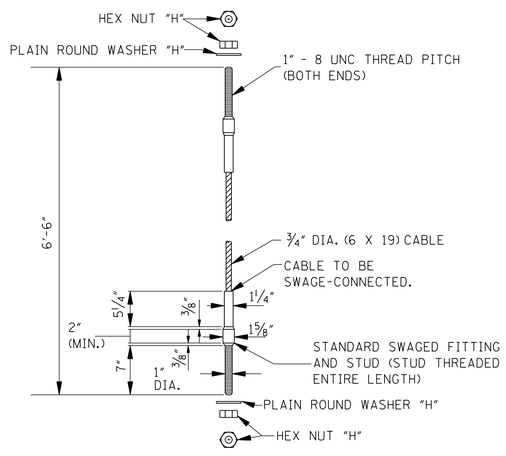
BEARING PLATE



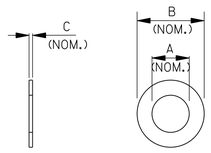
SHELF ANGLE BRACKET



END PLATE

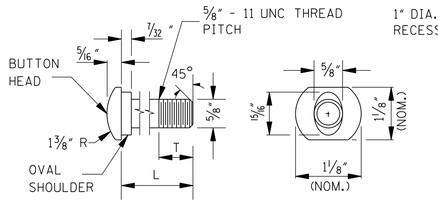


CABLE ANCHOR ASSEMBLY

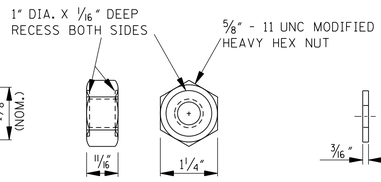


PLAIN ROUND WASHER

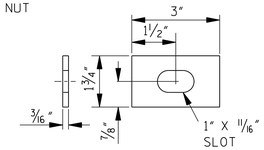
PLAIN ROUND WASHERS			
WASHER	A (NOM.)	B (NOM.)	C (NOM.)
"F"	11/16"	1¾"	9/64"
"H"	1 1/16"	2"	9/64"



GUARDRAIL BOLT



RECESSED NUT

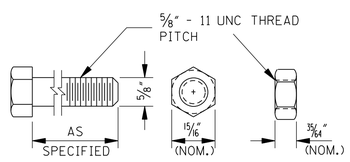


RECTANGULAR GUARDRAIL PLATE WASHER

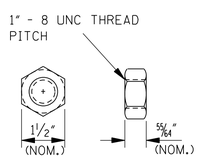
GUARDRAIL BOLTS		
BOLT	L	T (MIN.)
"A"	1¼"	1"
"B"	12"	4"
"C"	14"	4"
"D"	22"	4"
"E"	24"	4"
"F"	33"	4"
	2"	1¾"
	10"	4"
	25"	4"

NOTES:

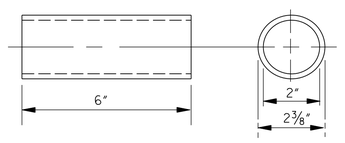
1. ALL GUARDRAIL BOLTS ARE ⅝" - 11 UNC THREAD PITCH.
2. IF ANY BOLT EXTENDS MORE THAN ¼" FROM THE NUT, THE BOLT SHOULD BE TRIMMED BACK.



HEX NUT AND BOLT "F"



HEX NUT "H"



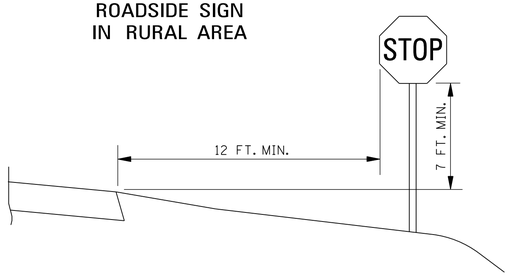
BREAKAWAY TERMINAL POST SLEEVE

FASTENER DETAILS

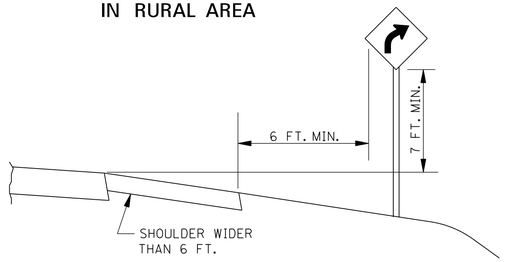
DATE	REVISION	BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
			GUARDRAIL: MISCELLANEOUS HARDWARE	
ISSUE DATE: AUGUST Ø1, 2017				WORKING NUMBER GR-HW SHEET NUMBER 6221

STATE	PROJECT NO.
MISS.	

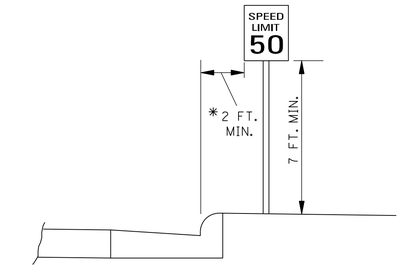
ROADSIDE SIGN IN RURAL AREA



ROADSIDE SIGN IN RURAL AREA

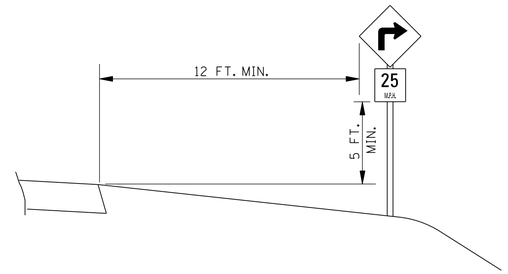


ROADSIDE SIGN IN BUSINESS, COMMERCIAL, OR RESIDENTIAL AREA

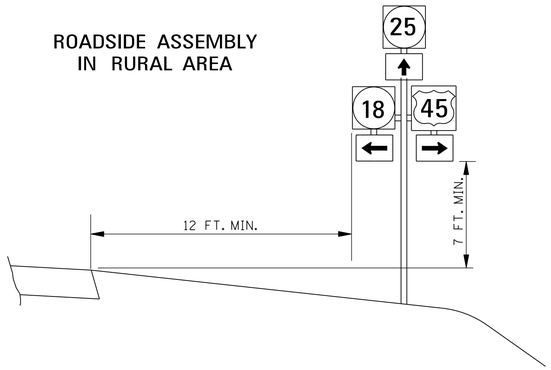


⚠1 * THE 2 FT. MINIMUM OFFSET APPLIES ONLY TO STANDARD SIGNS MOUNTED ON U-POSTS OR SQUARE TUBE POSTS. ALL STANDARD SIGNS MOUNTED ON PIPE WILL BE OFFSET A MINIMUM OF 4 FT FROM FACE OF CURB. RAMP DESTINATION SIGNS WILL BE OFFSET 4 FT. FROM THE SHOULDER BREAK.

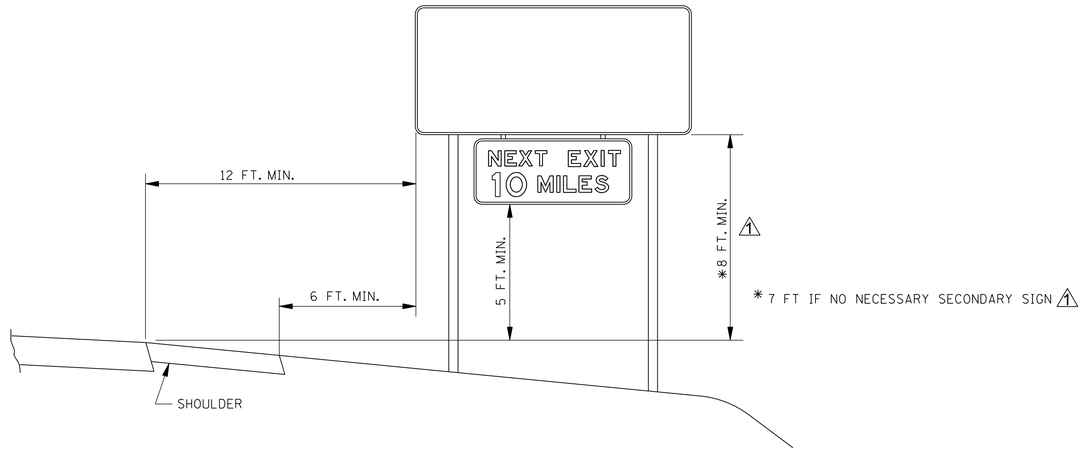
WARNING SIGN WITH ADVISORY SPEED PLAQUE IN RURAL AREA



ROADSIDE ASSEMBLY IN RURAL AREA



INTERSTATE OR FREEWAY SIGN WITH SECONDARY SIGN

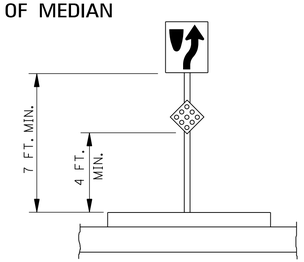


* 7 FT IF NO NECESSARY SECONDARY SIGN ⚠1

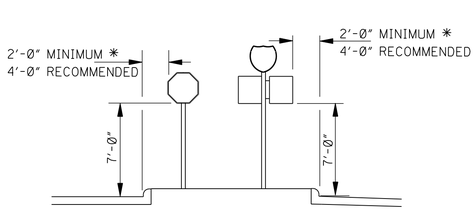
OVERHEAD SIGN



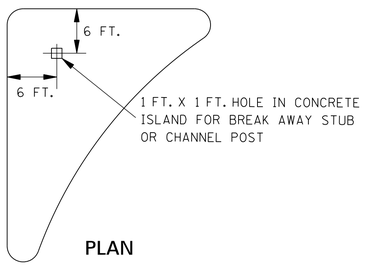
SIGN ON NOSE OF MEDIAN



SIGNS IN ISLANDS OR BEHIND CURB USING U–POSTS OR PIPE POSTS



ELEVATION



PLAN

⚠1 * THE 2 FT. MINIMUM OFFSET APPLIES ONLY TO STANDARD SIGNS MOUNTED ON U-POSTS. ALL STANDARD SIGNS MOUNTED ON PIPE WILL BE OFFSET A MINIMUM OF 4 FT. RAMP DESTINATION SIGNS WILL BE OFFSET 4 FT. FROM THE SHOULDER BREAK.

GENERAL NOTES:

⚠1 1. SEE SECTION 2A-16 OF THE MUTCD FOR REDUCED LATERAL OFFSET DISTANCES THAT MAY BE USED IN AREAS WHERE LATERAL OFFSETS ARE LIMITED, AND IN BUSINESS, COMMERCIAL, OR RESIDENTIAL AREAS WHERE SIDEWALK WIDTH IS LIMITED OR WHERE EXISTING POLES ARE CLOSE TO THE CURB.

2. SIGNS SHALL BE LOCATED OUTSIDE THE CLEAR ZONE UNLESS PLACED ON A BREAKAWAY OR YIELDING SUPPORT.

		STN	BY
	REVISED TEXT		
	REVISION		
12/11/25	DATE		

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

STANDARD ROADSIDE SIGN ASSEMBLY AND INSTALLATION

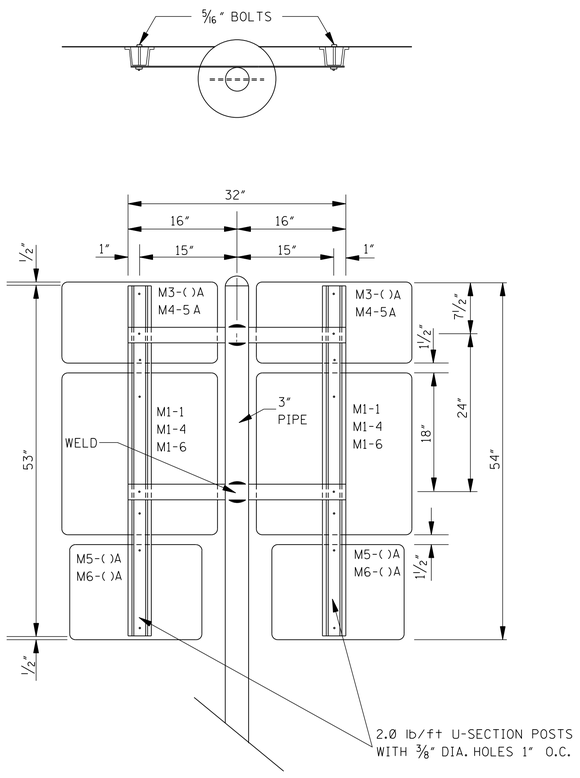
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER SN-4

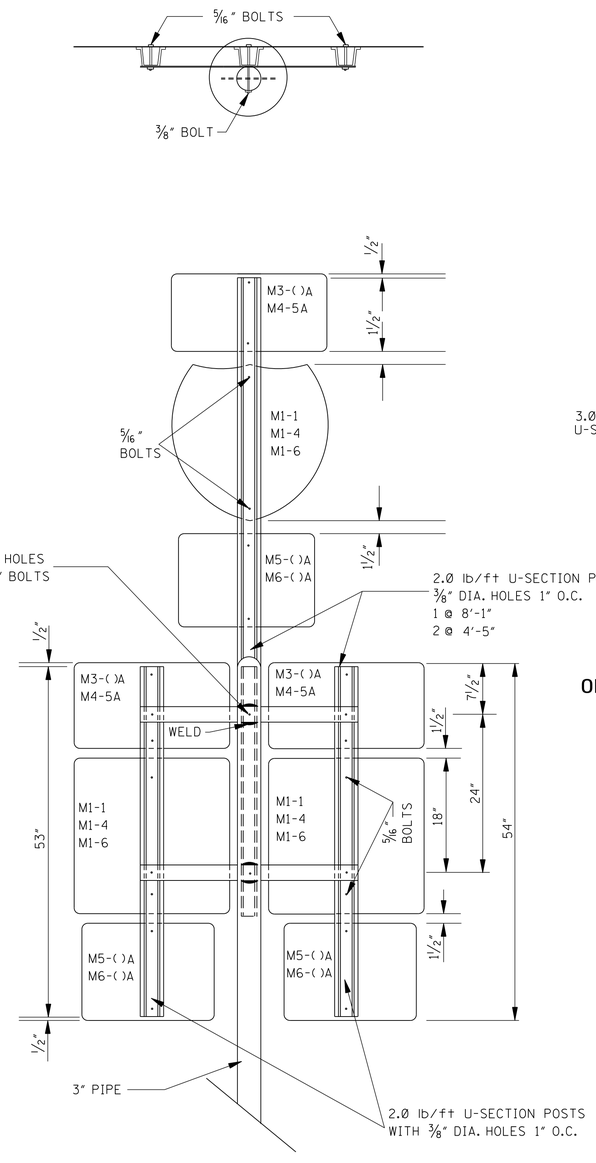
ISSUE DATE: AUGUST 01, 2017

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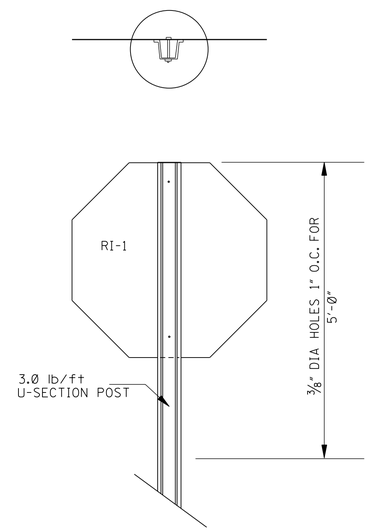
STATE	PROJECT NO.
MISS.	

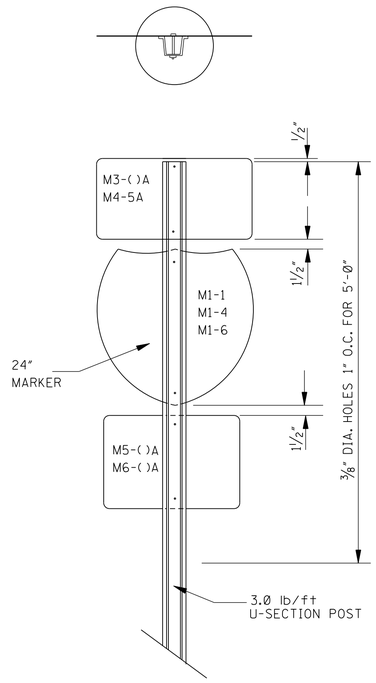


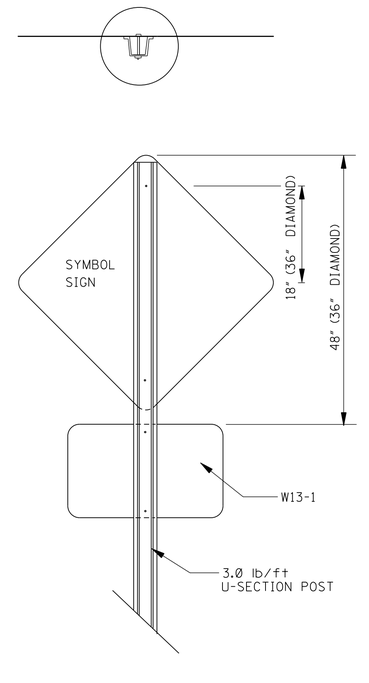
TYPICAL ROUTE ASSEMBLY

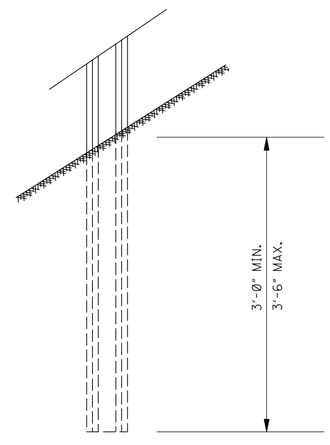


TYPICAL STACKED ROUTE ASSEMBLY









FOOTING DETAIL FOR
U–SECTION POSTS

GENERAL NOTES:

1. UNLESS OTHERWISE SPECIFIED, HORIZONTAL BRACES ARE 7/16" X 2 1/2" X VARIABLE LENGTH FLAT STEEL BARS. BARS ARE WELDED TO PIPE AS SHOWN. WHEN FABRICATION IS COMPLETE, POST SHALL BE GALVANIZED AS PER SECTION 630 OF THE STANDARD SPECIFICATION.
2. HOLES IN FLAT BARS ARE 3/8" DIAMETER.
3. SIGNS ARE FASTENED TO FLAT BARS AND U-SECTION POST WITH 5/16" BOLTS, WITH FLAT WASHER AND LOCK-NUTS.
4. GROUND PLATE NOT REQUIRED ON U-SECTION POST.
5. SEE WK. NO. SN-4B FOR DETAIL OF 3" PIPE FOOTING DETAIL.

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

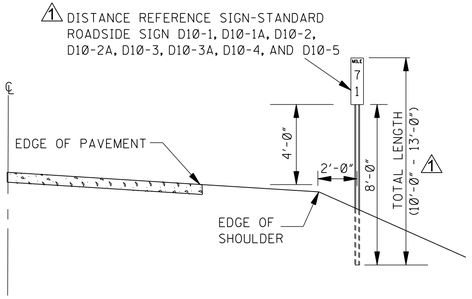
STANDARD ROADSIDE SIGN ASSEMBLY AND INSTALLATION

ISSUE DATE: AUGUST 01, 2017

WORKING NUMBER
SN-4A

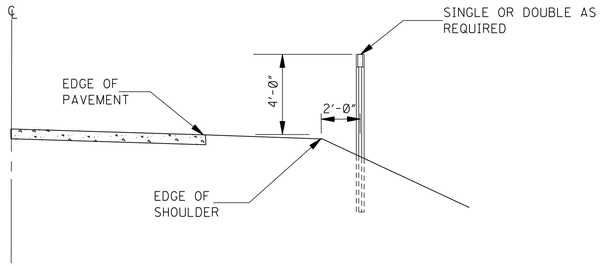
SHEET NUMBER
6307

STATE	PROJECT NO.
MISS.	

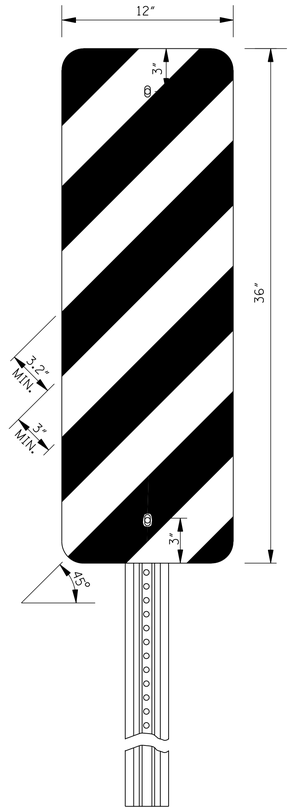


DISTANCE REFERENCE SIGN MOUNTING ON OUTSIDE SHOULDER ALONG MAIN FACILITY

NOTE: SIGN MOUNTING ON LEFT LANE SHOULDER SHALL BE 90° OPPOSITE THE RIGHT LANE STATION. IF CONDITIONS ARE SUCH THAT MILE SIGN CANNOT BE LOCATED WITHIN 50 FEET OF ITS TRUE LOCATION, IT SHALL BE OMITTED ENTIRELY.

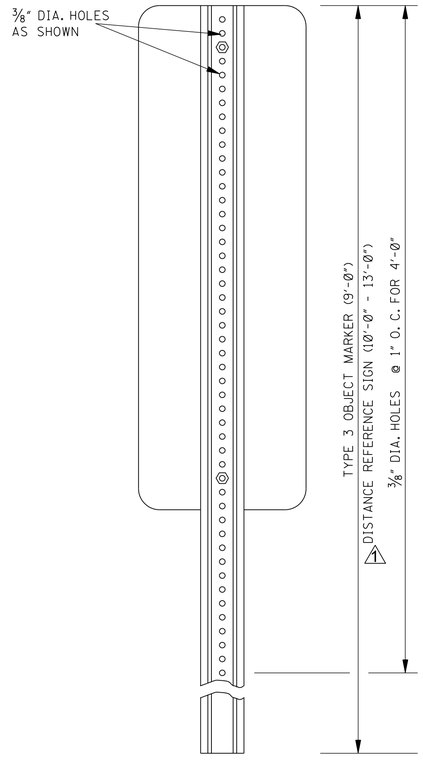


DELINEATOR MOUNTING ON OUTSIDE SHOULDER ALONG MAIN FACILITY OR RAMP



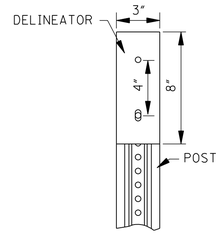
DETAIL OF TYPE 3 OBJECT MARKER

NOTE: COLORS- BLACK AND YELLOW. STRIPING SHOWN ABOVE FOR RIGHT SIDE ONLY. STRIPES SLANT DOWNWARD TO THE RIGHT FOR LEFT SIDE OF BRIDGE END. SEE DETAIL BELOW.

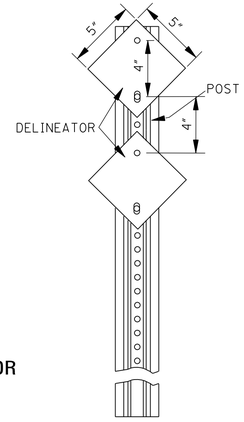


REAR VIEW OF TYPE 3 OBJECT MARKER OR DISTANCE REFERENCE SIGN ASSEMBLY

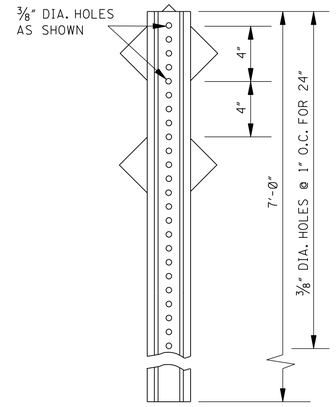
NOTE: TYPE 3 OBJECT MARKER AND DISTANCE REFERENCE SIGNS SHALL BE FASTENED TO U-SECTION POSTS WITH 5/16" DIA. BLIND FASTENERS OF THE COLLAR TYPE.



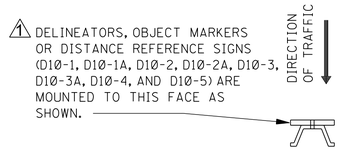
DETAIL OF SINGLE WHITE OR SINGLE YELLOW DELINEATOR



DETAIL OF DOUBLE WHITE OR DOUBLE YELLOW DELINEATOR

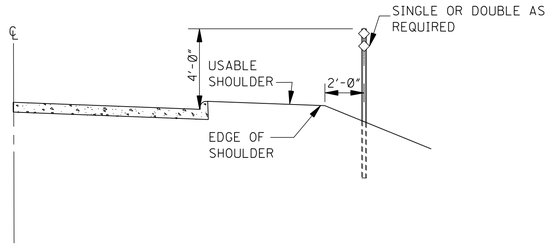


REAR VIEW OF DELINEATOR ASSEMBLY

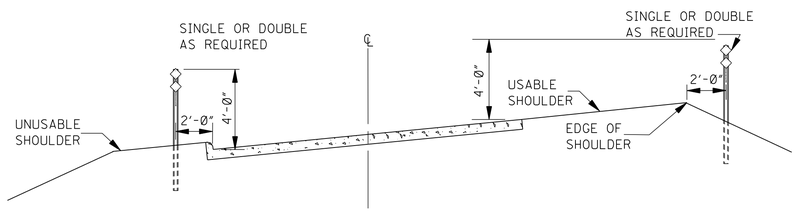


MOUNTING DETAIL

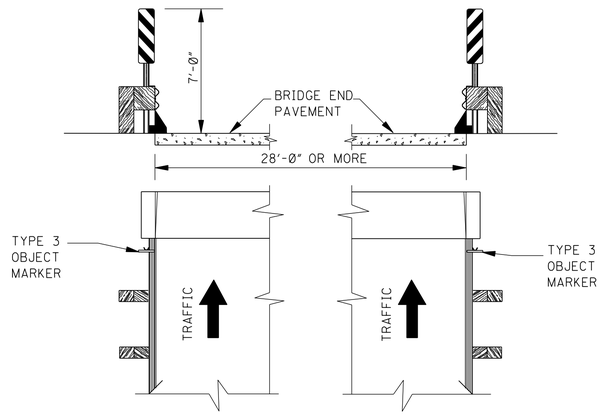
NOTE: DELINEATORS SHALL BE FASTENED TO U-SECTION POSTS WITH 1/4" DIA. BLIND FASTENERS OF THE COLLAR TYPE.



DELINEATOR MOUNTING ON OUTSIDE SHOULDER WITH MOUNTABLE CURB ALONG MAIN FACILITY OR RAMP



DELINEATOR MOUNTING ON INTERCHANGE LOOPS WITH UNMOUNTABLE CURB ON INSIDE



DETAIL OF TYPE 3 OBJECT MARKER INSTALLATION

GENERAL NOTES:

1. DELINEATORS AND TYPE 3 OBJECT MARKER SHALL BE RETROREFLECTIVE SHEETING ON 0.080" THICK ALUMINUM SHEET OR 14 GAGE GALVANIZED SHEET STEEL.
2. DELINEATOR, TYPE 3 OBJECT MARKER AND DISTANCE REFERENCE SIGN POSTS SHALL BE GALVANIZED STEEL. THE POSTS SHALL BE FABRICATED BEFORE THE METAL IS GALVANIZED.
3. WEIGHT WITHOUT GROUND PLATES:
   A. DELINEATOR POST 7'-0" - 2.0 lb/ft TO 2.5 lb/ft
   B. TYPE 3 OBJECT MARKER POST 9'-0" - 2.5 lb/ft TO 3.0 lb/ft
   C. DISTANCE REFERENCE SIGN POST 10'-0", 11'-0", & 12'-0" - 3.0 lb/ft TO 3.5 lb/ft
4. UNIT PRICE OF DELINEATORS AND TYPE 3 OBJECT MARKERS SHALL INCLUDE COST OF POST. DISTANCE REFERENCE SIGN POST WILL BE PAID FOR PER FOOT.
5. RADIUS IN BENDS OF POST CROSS SECTION NOT TO EXCEED 13/16" FOR HOT ROLLED SECTION.
6. GROUND PLATE NOT REQUIRED ON U-SECTION POST.

STN	BY	REVISED TEXT REVISION	12/11/25 DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

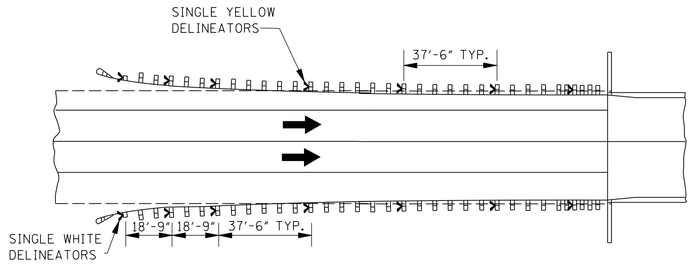
TYPICAL INSTALLATION AND DETAILS OF DELINEATORS AND DISTANCE REFERENCE SIGNS

ISSUE DATE: AUGUST 01, 2017

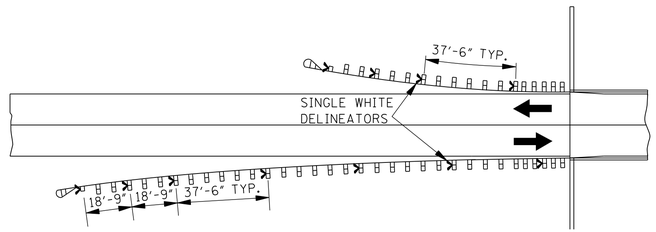
WORKING NUMBER SN-8

SHEET NUMBER 6314

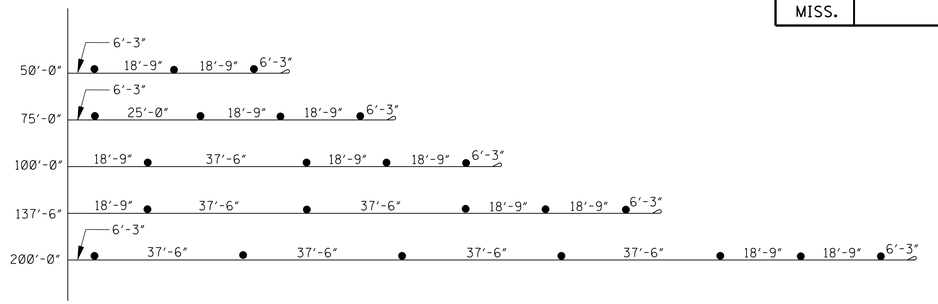
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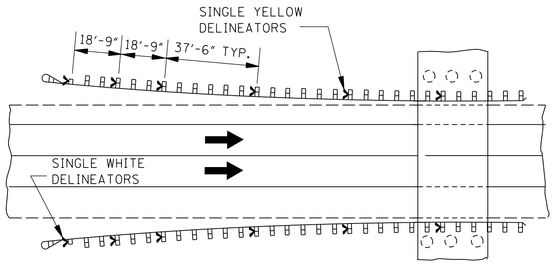
BRIDGE APPROACH INSTALLATION
(ONE-WAY TRAFFIC)



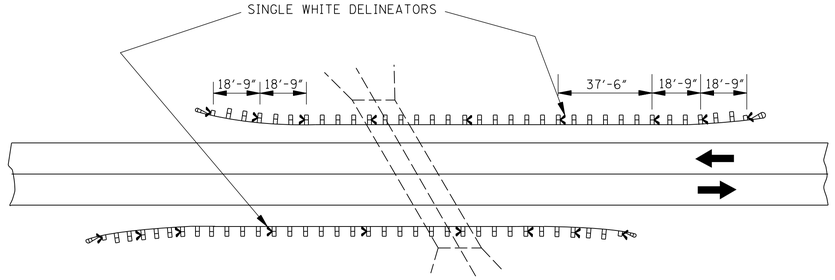
BRIDGE APPROACH INSTALLATION
(TWO-WAY TRAFFIC)



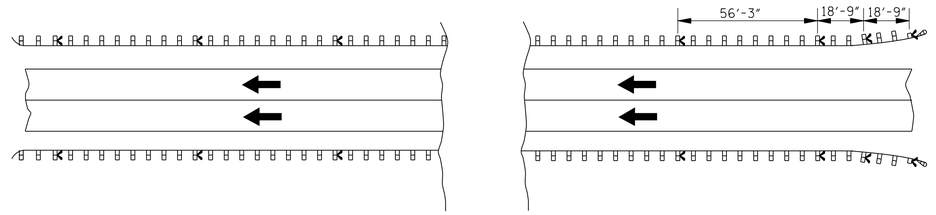
GRAPHIC SHOWING SPACINGS OF GUARDRAIL DELINEATORS
AT SOME COMMONLY USED BRIDGE APPROACHES



ROADSIDE OBSTACLE INSTALLATION–LENGTH 250' OR LESS
(ONE-WAY TRAFFIC)

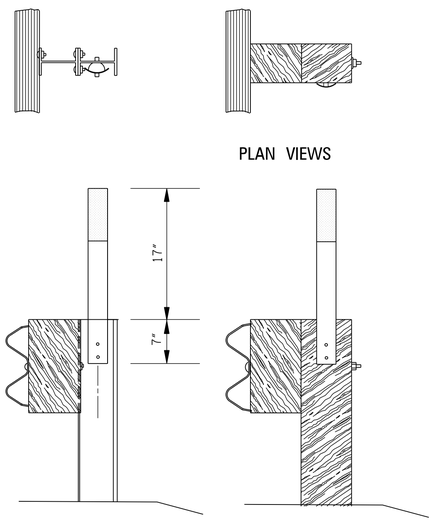


ROADSIDE OBSTACLE INSTALLATION–LENGTH 250' OR LESS
(TWO-WAY TRAFFIC)



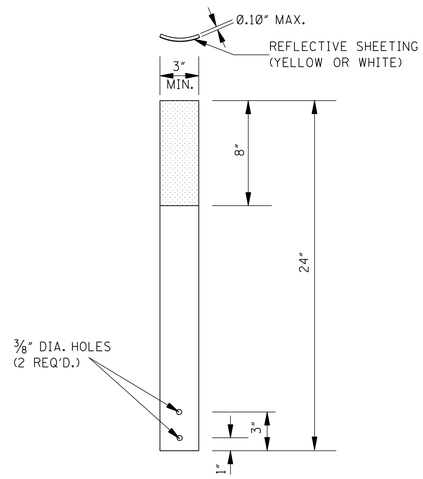
EMBANKMENT OR ROADSIDE OBSTACLE INSTALLATION–LENGTH GREATER THAN 250'
(ONE-WAY TRAFFIC)

NOTE: ONE-WAY TRAFFIC SHOWN. DELINEATOR SPACING FOR TWO-WAY TRAFFIC SIMILAR. DELINEATOR COLOR WILL BE THE SAME AS THE ADJACENT PAVEMENT EDGE MARKING. THE FIRST THREE (3) MARKERS WILL FACE TRAFFIC IN OFF LANE FOR TWO-WAY TRAFFIC AS SHOWN IN DRAWING FOR OBSTACLE INSTALLATION FOR TWO-WAY TRAFFIC.



PLAN VIEWS

TYPICAL FLEXIBLE POST DELINEATOR
GUARDRAIL INSTALLATION



DETAIL OF FLEXIBLE
GUARDRAIL DELINEATOR

GENERAL NOTES:

1. THE UNIT PRICE OF DELINEATOR INCLUDES: COST(S) OF DELINEATOR FACE(S), POST, HARDWARE AND INSTALLATION.

⚠1 2. DELINEATORS SHALL CONSIST OF RETROREFLECTIVE DEVICES THAT ARE CAPABLE OF CLEARLY RETROREFLECTING LIGHT UNDER NORMAL ATMOSPHERIC CONDITIONS FROM A DISTANCE OF 1000 FEET WHEN ILLUMINATED BY THE HIGH BEAMS OF STANDARD AUTOMOBILE LIGHTS.

⚠1 3. FOR THE SPACING OF DELINEATORS IN HORIZONTAL CURVES ON ROADWAYS OR BRIDGES, SEE TABLE 3G-1, MUTCD 11th EDITION, FOR SPACING REQUIREMENTS.

⚠1 4. DELINEATORS FOR GUARDRAIL SHALL BE MOUNTED ON FLEXIBLE POSTS AS FOLLOWS:

THE DELINEATOR POSTS WILL BE FROM MDOT'S "APPROVED PRODUCTS LIST" AND WILL BE FASTENED TO GUARDRAIL POST IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION.

12/11/25	DATE	STN	BY
	REVISION	REVISED TEXT	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TYPICAL GUARDRAIL DELINEATION

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

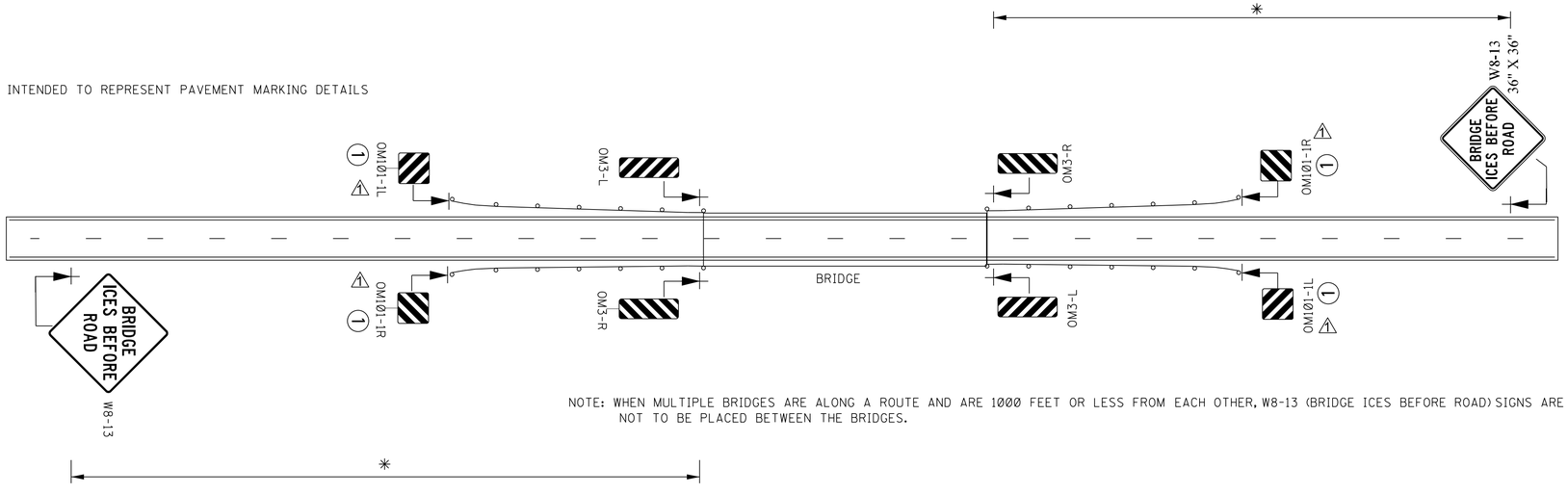
WORKING NUMBER
SN-8C

SHEET NUMBER
6317

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MISS.	

DRAWING NOT INTENDED TO REPRESENT PAVEMENT MARKING DETAILS



NOTE: WHEN MULTIPLE BRIDGES ARE ALONG A ROUTE AND ARE 1000 FEET OR LESS FROM EACH OTHER, W8-13 (BRIDGE ICES BEFORE ROAD) SIGNS ARE NOT TO BE PLACED BETWEEN THE BRIDGES.

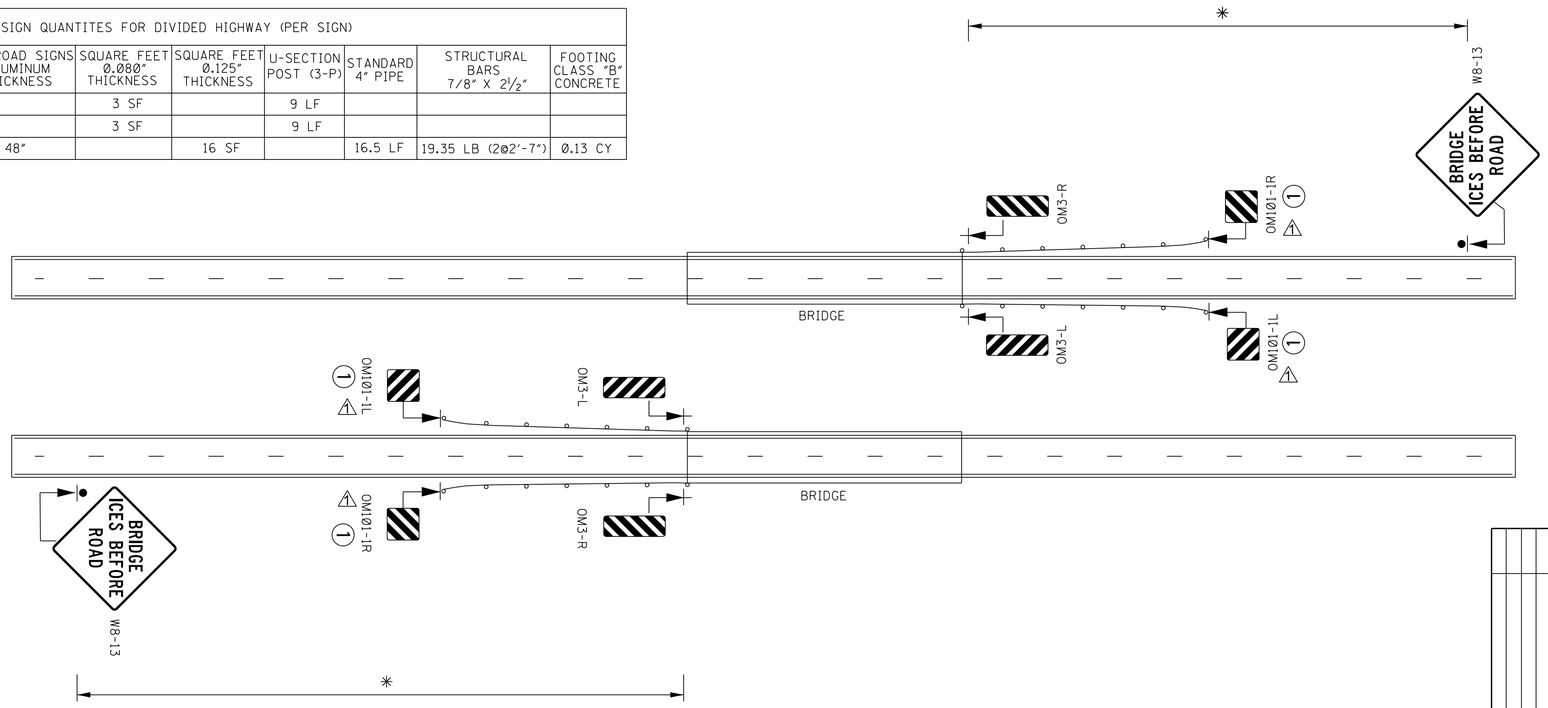
UNDIVIDED HIGHWAY DETAIL

SIGN QUANTITES FOR UNDIVIDED HIGHWAY (PER SIGN)					
MUTCD NUMBER	STANDARD ROAD SIGNS SHEET ALUMINUM 0.080" THICKNESS	STANDARD ROAD SIGNS SHEET ALUMINUM 0.125" THICKNESS	SQUARE FEET 0.080" THICKNESS	SQUARE FEET 0.125" THICKNESS	U-SECTION POST (3-P)
OM3-L	12" X 36"		3 SF		9 LF
OM3-R	12" X 36"		3 SF		9 LF
W8-13		36" X 36"		9 SF	15 LF

SIGN QUANTITES FOR DIVIDED HIGHWAY (PER SIGN)								
MUTCD NUMBER	STANDARD ROAD SIGNS SHEET ALUMINUM 0.080" THICKNESS	STANDARD ROAD SIGNS SHEET ALUMINUM 0.125" THICKNESS	SQUARE FEET 0.080" THICKNESS	SQUARE FEET 0.125" THICKNESS	U-SECTION POST (3-P)	STANDARD 4" PIPE	STRUCTURAL BARS 7/8" X 2½"	FOOTING CLASS "B" CONCRETE
OM3-L	12" X 36"		3 SF		9 LF			
OM3-R	12" X 36"		3 SF		9 LF			
W8-13		48" X 48"		16 SF		16.5 LF	19.35 LB (2@2'-7")	0.13 CY

⚠ ① RETROREFLECTIVE ADHESIVE SHEETING WITH ALTERNATING BLACK AND YELLOW STRIPES (SLOPING DOWNWARD) (OM101-1L, OM101-1R) AT AN ANGLE OF 45 DEGREES (IN THE DIRECTION TRAFFIC IS TO PASS) IS REQUIRED ON THE END OF THE TERMINAL END SECTION. NOT A SEPARATE PAY ITEM. COST TO BE ABSORBED IN GUARD RAIL.

* TABLE 2C-3 MUTCD	
SPEED (MPH)	MINIMUM PLACEMENT (FEET)
35	250 ⚠1
40	305 ⚠1
45	360 ⚠1
50	425 ⚠1
55	495 ⚠1
60	570 ⚠1
65	645 ⚠1
70	730 ⚠1



DIVIDED HIGHWAY DETAIL

STN	BY	REVISED TEXT	REVISION
12/11/25		DATE	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

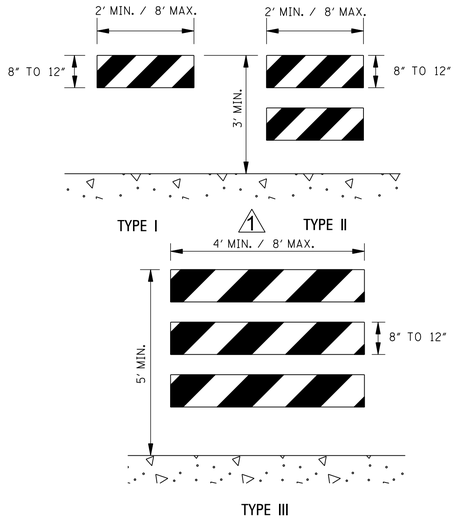
SIGNING DETAILS FOR BRIDGE APPROACHES

WORKING NUMBER SN-9

ISSUE DATE: AUGUST 01, 2017

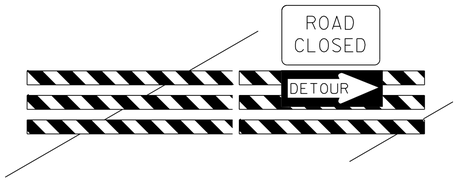
SHEET NUMBER 6318

STATE	PROJECT NO.
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STANDARD BARRICADES

1. THE RETROREFLECTIVE MARKING FOR BARRICADE RAILS SHALL BE ORANGE AND WHITE (SLOPING DOWNWARD AT AN ANGLE OF 45° IN THE DIRECTION THAT TRAFFIC IS TO PASS).
2. RAIL STRIPE SHOULD BE 6 INCHES, EXCEPT THAT 4-INCH WIDE STRIPES MAY BE USED IF RAIL LENGTHS ARE LESS THAN 36 INCHES.
3. DO NOT PLACE SANDBAGS OR OTHER DEVICES ON BARRICADE RAILS TO PROVIDE MASS SANDBAGS, HOWEVER, MAY BE PLACES AS BALLAST TO THE LOWER PARTS OF THE FRAME OR THE STAYS TO BARRICADES.
4. FOR ADDITIONAL INFORMATION OR DETAILS, SEE MUTCD, LATEST EDITION.
5. BARRICADES ARE CLASSIFIED BY FHWA AS CATEGORY II WORK ZONE DEVICES. A LIST OF CRASHWORTHY BARRICADES AND OTHER CATEGORY II DEVICES CAN BE FOUND ON FHWA'S WEBSITE: http://highways.dot.gov/safety/RwD/reduce-crash-severity
6. WHERE ROAD USERS INCLUDE PEDESTRIANS, THE PROVISION OF SUPPLEMENTAL AUDIBLE INFORMATION OR DETECTABLE BARRIERS OR BARRICADES SHOULD BE PROVIDED FOR PEOPLE WITH VISION DISABILITIES.
7. BARRICADE RAIL SUPPORTS SHOULD NOT PROJECT INTO PEDESTRIAN CIRCULATION ROUTES MORE THAN 4 INCHES FOR THE SUPPORTS LOCATED BETWEEN 27 INCHES TO 80 INCHES ABOVE THE EXISTING SURFACE.



BARRICADE CLOSING A ROAD

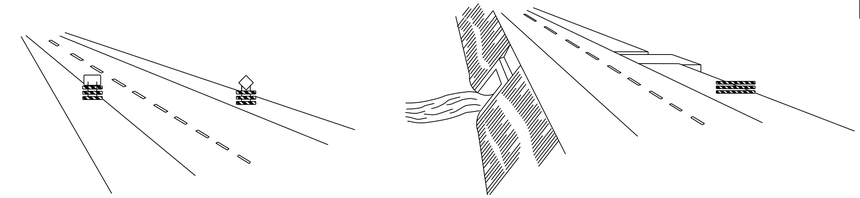
BARRICADE CHARACTERISTICS

	I	II	III
WIDTH OF RAIL **	8" MIN. - 12" MAX.	8" MIN. - 12" MAX.	8" MIN. - 12" MAX.
LENGTH OF RAIL **	24" MIN. / 96" MAX.	24" MIN. /96" MAX.	48" MIN. / 96" MAX.
WIDTH OF STRIPE *	6"	6"	6"
HEIGHT	36" MIN.	36" MIN.	60" MIN.
NUMBER OF RETROREFLECTORIZED RAIL FACES	2 (ONE EACH DIRECTION)	4 (TWO EACH DIRECTION)	3 IF FACING TRAFFIC IN ONE DIRECTION 6 IF FACING TRAFFIC IN TWO DIRECTIONS

1

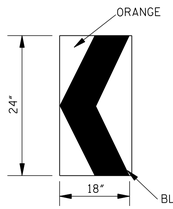
* 1. FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED.

** 2. BARRICADES INTENDED FOR USE ON EXPRESSWAYS, FREEWAYS AND OTHER HIGH SPEED ROADWAYS, SHALL HAVE A MINIMUM OF 270 in^2 OF REFLECTIVE AREA FACING TRAFFIC.



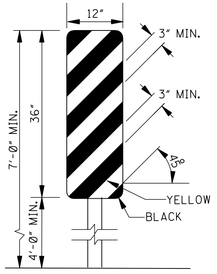
WING BARRICADES

1. WING BARRICADES ARE TYPE III BARRICADES ERECTED ON THE SHOULDER ON ONE OR BOTH SIDES OF THE PAVEMENT TO GIVE THE SENSATION OF A NARROWING OR RESTRICTED ROADWAY. WING BARRICADES MAY BE USED AS A MOUNTING FOR THE ADVANCE WARNING SIGNS OR FLASHERS.
2. WING BARRICADES SHOULD BE USED:
   A. IN ADVANCE OF A CONSTRUCTION PROJECT EVEN WHEN NO PART OF THE ROADWAY IS ACTUALLY CLOSED.
   B. IN ADVANCE OF ALL BRIDGE OR CULVERT WIDENING OPERATIONS.



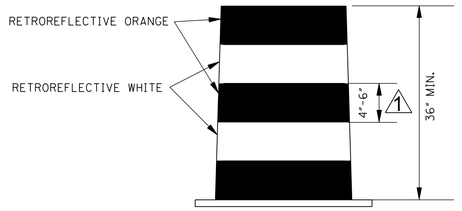
1 RETROREFLECTIVE CHEVRON ALIGNMENT SIGN DETAIL (W1–8)

1. A CHEVRON SIGN CONSISTS OF A BLACK CHEVRON TYPE MARKING ON AN ORANGE BACKGROUND AND SHALL POINT IN THE DIRECTION OF TRAFFIC FLOW.
2. THE CHEVRON SIGN SHALL BE MOUNTED ON CRASHWORTHY SUPPORT.
3. CHEVRON SIGNS MAY BE USED TO SUPPLEMENT OTHER STANDARD DEVICES WHERE ONE OR MORE LANES ARE CLOSED FOR CONSTRUCTION OR MAINTENANCE. THEY SHOULD BE PLACED APPROXIMATELY 2'-0" BEHIND THE LANE TRANSITION STRIPE.
4. CHEVRON SIGNS SHALL BE INSTALLED AT A MINIMUM HEIGHT OF 4 FEET MEASURED VERTICALLY FROM THE BOTTOM OF THE SIGN TO THE ELEVATION OF THE NEAR EDGE OF THE TRAVELWAY.

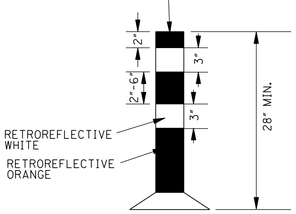


TYPE 3 OBJECT MARKER (OM3–R)

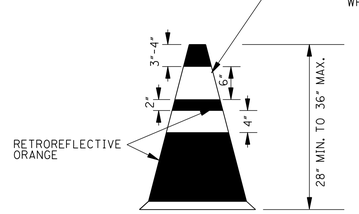
1. TYPE 3 OBJECT MARKERS SHALL BE USED AT ALL EXPOSED BRIDGE ABUTMENTS AND AT OTHER LOCATIONS AS DEEMED NECESSARY BY THE ENGINEER.
2. THE OM3-R IS SHOWN. THE OM3-L IS SIMILAR EXCEPT THE STRIPES SLOPE DOWNWARD FROM THE UPPER LEFT SIDE TO THE LOWER RIGHT SIDE AND SHALL BE PLACED ON THE LEFT SIDE OF THE OBJECT.
3. THE INSIDE EDGE OF THE MARKER SHALL BE IN LINE WITH THE INNER EDGE OF THE OBSTRUCTION.
4. THE STRIPING SHALL CONSIST OF ALTERNATING BLACK AND RETOREFLECTIVE YELLOW SLOPING DOWNWARD TOWARD THE SIDE ON WHICH TRAFFIC IS THE PASS.



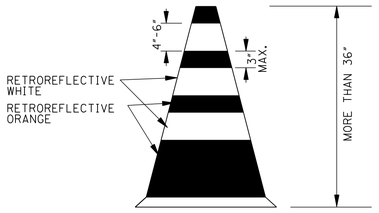
1 PLASTIC DRUM DETAIL



1 TUBULAR MARKER DETAIL



1 PLASTIC CONE DETAIL (28" – 36")



1 PLASTIC CONE DETAIL (36" OR GREATER)

1. PLASTIC DRUMS, TUBULAR MARKERS, OR PLASTIC CONES SHALL BE ON END AND USED AS AN EXPEDIENT METHOD FOR TRAFFIC CHANNELIZATION. THE COLOR AND MARKING OF THE DEVICE USED SHALL BE CONSISTENT WITH MARKING STANDARDS FOR BARRICADE. THE PREDOMINANT COLOR ON THE DEVICE USED SHALL BE ORANGE WITH RETROREFLECTIVE, HORIZONTAL, CIRCUMFERENTIAL WHITE STRIPES AS SHOWN ON THE DETAILS.
2. DRUMS, TUBULAR MARKERS, OR PLASTIC CONES SHOULD NEVER BE PLACED IN THE ROADWAY WITHOUT WARNING SIGNS.
3. WHERE PRACTICAL PLASTIC DRUMS, TUBULAR MARKERS, OR PLASTIC CONES SHOULD BE PLACED NO CLOSER THAN 3'-0" FROM THE EDGE OF TRAVELED LANE.
4. BALLAST SHALL NOT BE PLACED ON THE TOP OF THE DRUM.

DATE	REVISION	BY
12/11/25	REVISED TEXT AND DETAILS.	STN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER TCP-8

SHEET NUMBER 6358

ISSUE DATE: AUGUST 01, 2017

DESCRIPTION OF SHEETS SPECIAL DESIGN SHEETS - BRIDGE DRAWINGS	WORKING NUMBER	SHEET NUMBER
DETAILED INDEX	DI-BR-1	8001
BRIDGE AT STA. 10+01.02		
McCLUER ROAD ACROSS CANEY CREEK RELIEF	1 OF 4	8002
McCLUER ROAD ACROSS CANEY CREEK RELIEF	2 OF 4	8003
BORING LOG	3 OF 4	8004
PRECAST PANEL DETAILS	4 OF 4	8005
PRECAST STANDARD DETAILS		
19' & 31' PRECAST CONCRETE SPANS FOR USE WITH BARRIER RAIL 28' & 30'		PC-02-09
19' x 3.5' PRECAST CONCRETE SLAB UNIT FOR USE WITH BARRIER RAIL		PC-05-09
PRECAST CONCRETE CAPS FOR USE WITH 19 FT. & 31 FT. PRECAST CONCRETE SPANS & BARRIER RAIL 28'-0" ROADWAY		PC-12-09
BEARING PAD & PLACEMENT DETAILS FOR USE WITH 23', 24', 26.5', 28', & 30' CLEAR ROADWAYS NORMAL AND 30° SKEW SPANS		PC-15-09
PRECAST ABUTMENT WINGWALL FOR USE WITH 19 FT. & 31 FT. PRECAST CONCRETE SPANS & BARRIER RAIL 28 FT. & 30 FT. ROADWAYS		PC-17-09
19'-0" SOLID TYPE BARRIER RAIL		PC-18-09

CHARLES TACHARIAN TAKAMAN
REGISTERED PROFESSIONAL ENGINEER
STATE OF MISSISSIPPI
06/26/2026

CITY OF JACKSON

DESIGNED BY: CZP
DETAILED BY: CZP
CHECKED BY: RCF
DATE: 03/13/2026

FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

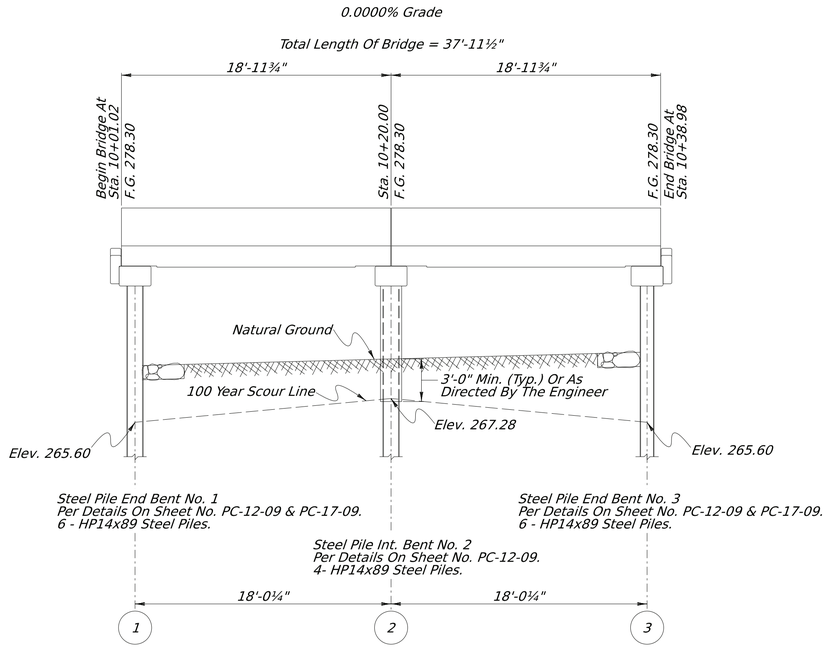
DETAILED INDEX

DIR OF STRUCTURES, STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.
DEP. DIR OF STRUCTURES, ASST. STATE BRIDGE ENGINEER - MICAH DEW, P.E.

WK. NO.
DI-BR-1

SHEET NO.
8001

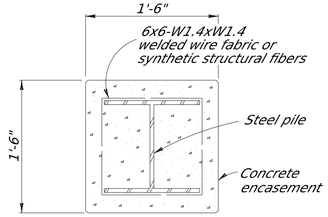
9/15/2026 9:18:33 AM Detailed Index.dgn PLAN SHEET



ELEVATION WITH PROFILE ALONG ℄ APPROACH ROADWAY

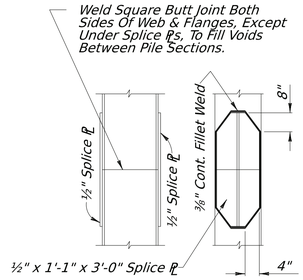
Scale: $^{3}/_{16}$"= 1'-0"

NOTE: Geotextile Fabric Is Required Under All Riprap. All Riprap And Geotextile Fabric Shown On The Bridge Plans Are Included In The Bridge Quantities.



NOTE: Concrete For Pile Encasement Shall Be Class "AA" And Will Be Paid For As Bridge Concrete. Class "AA" Concrete With #67 Aggregate May Be Used For Pile Encasement. Pile Encasement Shall Be Reinforced With 6x6-W1.4xW1.4 Welded Wire Fabric Weighing 0.21 Lbs. Per Sq. Ft. (Not A Separate Pay Item) Or Synthetic Structural Fiber Applied At A Dosage Rate Of 4 Lbs. Per Cubic Yd. Synthetic Structural Fiber Shall Meet Requirements Of Special Provision No. 907-711 (Not A Separate Pay Item). Chamfer Corners Of Encasement ¾".

PILE ENCASEMENT DETAIL



PILE SPLICE DETAIL

NOTE: In Lieu Of Splice Plates, Prefabricated Splicers May Be Used. Prefabricated Splicers Shall Be Submitted For Approval By The Director Of Structures, State Bridge Engineer.

GENERAL NOTES:

Specifications: Mississippi Standard Specifications For Road And Bridge Construction, 2017.
No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer. 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.
Bridge Concrete Shall Be Class "AA".
No Payment Will Be Allowed For Excavation Incidental To The Construction Of End Bents.
Bar Bending Details Shall Be In Accordance With "Manual Of Standard Practice For Detailing Reinforced Concrete Structures" (ACI 315R-94).
Reinforcement Order Lists And Required Placing Plans Shall Be Furnished In Accordance With Section 805 Of The Mississippi Standard Specifications. Partial Submittals Are Not Acceptable.
Reinforcing Steel Shall Be ASTM A615, Grade 60, Unless Otherwise Noted.
Work For Which No Pay Item Is Provided In The Proposal Will Not Be Paid For Directly And Compensation Therefor Will Be Included In The Prices And Payments For Bid Items.

PILE NOTES:

PDA Test Piles Shall Be Driven As Permanent Piles At The Location Shown In The PDA Test Pile Schedule And Will Be Paid For As PDA Test Piles Only.
The Director Of Structures, State Bridge Engineer May Authorize PDA Test Piles Driven Outside The Structure Limits.
PDA Test Piles Shall Be Driven As A Continuous Operation, To The Bearing Capacity And The Minimum Ground Penetration Shown In The PDA TEST PILE SCHEDULE, Unless Otherwise Directed By The Director Of Structures, State Bridge Engineer.
Permanent Piles Shall Be Driven To An Elevation No Higher Than The Elevation Shown In The REQUIRED ULTIMATE PILE BEARING CAPACITY AND TIP ELEVATION SCHEDULE.
The Tip Elevation Of Piling, For Hydraulic Structures, May Be Determined By The Scour Line.
When Feasible, Bearing Piles Shall Be Driven Full Length And Be Spliced, Only, As Approved By The Director Of Structures, State Bridge Engineer.
Prefabricated Splices For H Piles Are Not Acceptable For Test Piles.
Welding Shall Be Done By The Electric Arc Process. Welders Shall Be Certified And Electrodes Shall Be Approved.
When Loading Tests Are Required, The Maximum Test Load Shall Be One And One Half (1½) Times The Minimum Pile Bearing Capacity.
Steel For HP Steel Piles shall Be A.S.T.M. A572, Grade 50.
PDA Test Piles Shall Require A 1 Day Restrike Unless Otherwise Directed By The Director Of Structures, State Bridge Engineer.
Pile Lengths And Driving Criteria Shall Be Provided Based On The Results Of The PDA Test Piles.
The Required Ultimate Pile Bearing Shown In The REQUIRED ULTIMATE PILE BEARING AND TIP ELEVATION SCHEDULE Includes The LRFD Resistance Factor For PDA Of 0.65.
Pile Hammer Leads Used For All PDA Test Piles And PDA Restrikes Shall Be Large Enough To Provide A Minimum Of 3" Of Clearance On Each Side Of The Pile In Order To Properly Place And Protect PDA Gages.
Steel HP Piles Shall Be Driven With A Maximum Rated Energy No Less Than 43,000 Ft-Lbs, But No Greater Than 70,100 Ft-Lbs To The Tip Elevations Specified Unless The Contractor's Drivability Analysis Utilizing The Contractor's Selected Alternative Hammer Is Approved By The Director's Of Structures, State Bridge Engineer.
Paint Exposed HP Piles Per Section 816 Of The Specifications With One Prime Coat Which Shall Be Grey In Color To 1 Foot Below The Groundline Elevation.

PDA TEST PILE SCHEDULE

Location	Minimum Length (Ft.)	Tip Elevation
1	45	231.0

REQUIRED ULTIMATE PILE BEARING CAPACITY AND TIP ELEVATION SCHEDULE

Location	Required Bearing (Tons)	Steel Piling	Estimated Length (Ft.)	Tip Elevation
1	51	HP14x89	50	
2	80	HP14x89	55	247.80
3	51	HP14x89	50	

500 YEAR SCOUR

Location	Elevation
1	265.55
2	267.80
3	265.55

ESTIMATED QUANTITIES

Item / Location	Conventional Static Pile Load Test (Each)	HP14x89 Steel Piling (L.F.)	PDA Test Pile HP Steel Pile (Each)	Pile Restrike (Each)	Bridge Concrete Class "AA" (C.Y.)	19' Precast Concrete Slab Units, 3'-6" Interior (Each)	19' Precast Concrete Slab Units, 3'-6" Exterior (Each)	19' Precast Barrier Rail Units (Each)	31' Precast Concrete Caps, Intermediate Unit (Each)	31' Precast Concrete Caps, End Unit With Wall (Each)	Loose Riprap Size 300 (Ton)	Geotextile Under Riprap (S.Y.)	Precast Panels (S.Y.)
Spans						12	4	4					
End Bents	1	550.0	1	1						2	80.8	48.0	71.1
Int. Bents		220.0			2.23				1				
Totals	1	770.0	1	1	2.23	12	4	4	1	2	80.8	48.0	71.1

SEISMIC DESIGN DATA:

Seismic Performance Zone. . . . . Zone 1
Site Class Definition. . . . . Site Class D
Importance Category. . . . . Other

DRAINAGE DATA:

Drainage Area. . . . . 7.76 Sq. Mi.
Q100 (U.S.G.S.). . . . . 11,008 c.f.s
Effective Area. . . . . 224 Sq. Ft.

DESIGN DATA:

Specifications. . . . . A.A.S.H.T.O. 2007, Through 2009 Interims
Loading. HL-93
Roadway Width. . . . . 28'-0" Gutter To Gutter

CHARLES TACHARIAN TAKAMAN
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06/26/2026

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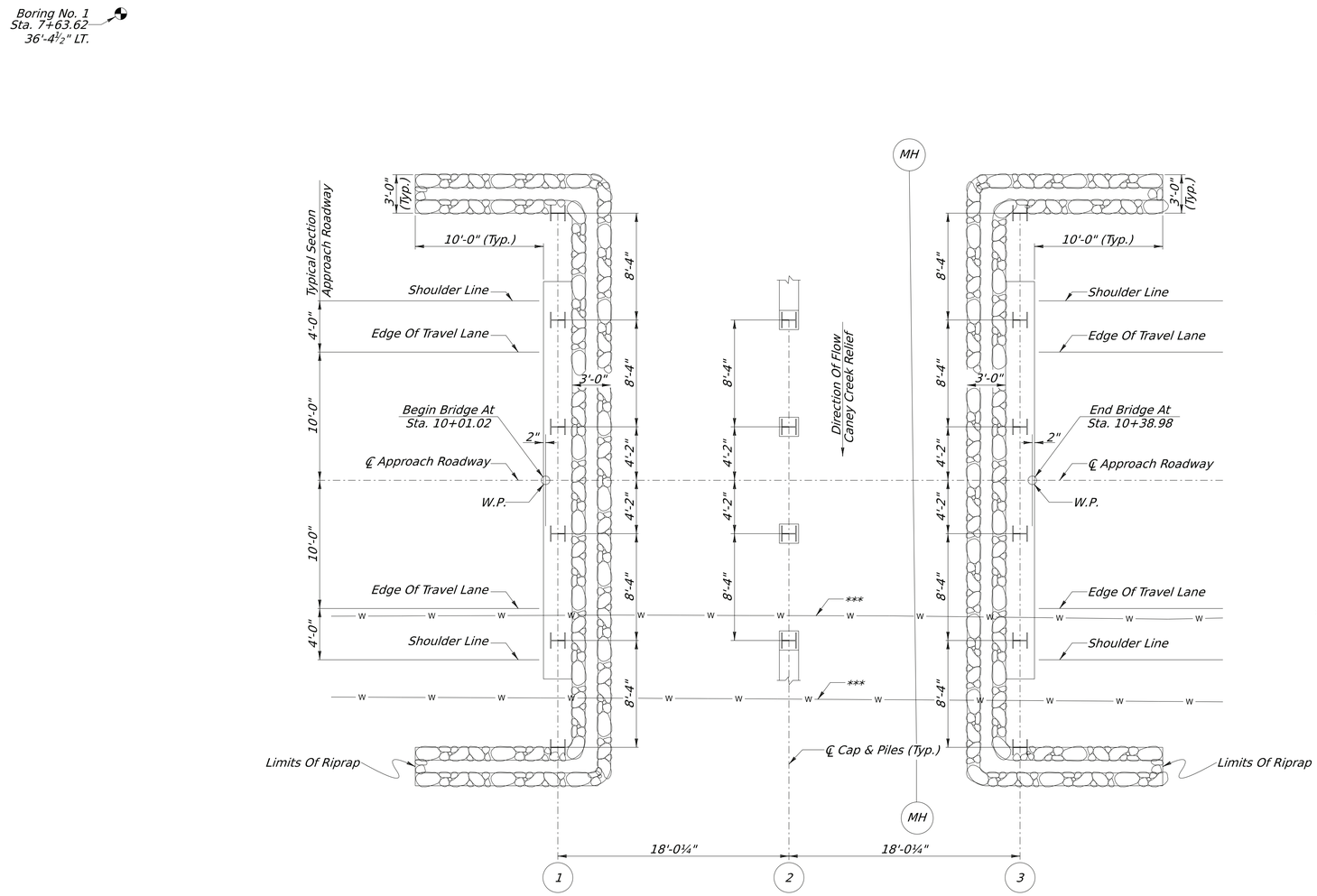
McCLUER ROAD ACROSS CANEY CREEK RELIEF

DIR OF STRUCTURES, STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.
DEP. DIR OF STRUCTURES, ASST. STATE BRIDGE ENGINEER - MICAH DEW, P.E.

WK. NO. **2 OF 4**

SHEET NO. **8002**

PLAN SHEET
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FOUNDATION PLAN

Scale: $\frac{3}{16}$"= 1'-0"

***NOTE: *Abandoned Water Lines Shall Be Removed From Sta. 9+90.00 To Sta. 10+50.00. Cost To Be Included In Pay Item No. 202-B023-Removal Of Bridge.*

NOTE: *Geotextile Fabric Is Required Under All Riprap. All Riprap And Geotextile Fabric Shown On The Bridge Plans Are Included In The Bridge Quantities.*

CHARLES TACHARIAN TAKCHMAN
REGISTERED PROFESSIONAL ENGINEER
STATE OF MISSISSIPPI
06/26/2026

CITY OF JACKSON

DESIGNED BY: CZP
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COUNTY: HINDS

McCLUER ROAD ACROSS CANEY CREEK RELIEF

DIR OF STRUCTURES, STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.
DEP. DIR OF STRUCTURES, ASST. STATE BRIDGE ENGINEER - MICAH DEW, P.E.

WK. NO. **3 OF 4**

SHEET NO. **8003**

PLAN SHEET

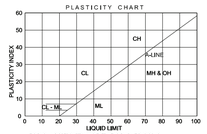
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UNIFIED SOIL CLASSIFICATION SYSTEM

MAJOR DIVISIONS			SYMBOL & LETTER	DESCRIPTION
COARSE-GRAINED SOILS More than half of material larger than No. 200 sieve size	GRAVELS More than half of coarse fraction larger than No.4 sieve size	Clean Gravels (Little or no fines)	GW	WELL GRADED GRAVEL, GRAVEL-SAND MIXTURE
			GP	POORLY GRADED GRAVEL, GRAVEL-SAND MIXTURE
		Gravels with fines (Appreciable amount of fines)	GM	SILTY GRAVEL, GRAVEL-SAND-SILT MIXTURE
			GC	CLAYEY GRAVEL, GRAVEL-SAND-CLAY MIXTURE
	SANDS More than half of coarse fraction smaller than No.4 sieve size	Clean Sands (Little or no fines)	SW	WELL GRADED SAND, GRAVELLY SAND
			SP	POORLY GRADED SAND, GRAVELLY SAND
		Sands with fines (Appreciable amount of fines)	SM	SILTY SAND, SAND-SILT MIXTURE
			SC	CLAYEY SAND, SAND-CLAY MIXTURE
FINE-GRAINED SOILS More than half of material smaller than No. 200 sieve size	SILTS AND CLAYS	Liquid limit less than 50	ML	SILT WITH LITTLE OR NO PLASTICITY
			ML	CLAYEY SILT, SILT WITH SLIGHT TO MEDIUM PLASTICITY
			ML	SANDY SILT
			CL	SILTY CLAY, LOW TO MEDIUM PLASTICITY
			CL	SANDY CLAY, LOW TO MEDIUM PLASTICITY (30% TO 50% SAND)
	SILTS AND CLAYS	Liquid limit greater than 50	MH	SILT, HIGH PLASTICITY
			CH	CLAY, HIGH PLASTICITY
			OH	ORGANIC CLAY OF MEDIUM TO HIGH PLASTICITY
HIGHLY ORGANIC SOILS			PT	PEAT, HUMUS, SWAMP SOIL

TERMS CHARACTERIZING SOIL STRUCTURE

Slickensided	- Clays with polished and striated planes created as a result of volume changes related to shrinking, swelling and/orchanges in overburden pressure.
Fissured	- Clays with a blocky or jointed structure generally created by seasonal shrinking and swelling.
Laminated	- Composed of thin alternating layers of varying color and texture.
Calcareous	- Containing appreciable quantities of calcium carbonate.
Parting	- Paper thin (less than 1/8 Inch).
Seam	- 1/8 inch to 3 inch thickness.
Layer	- Greater than 3 inches in thickness.



FOR CLASSIFICATION OF FINE GRAINED SOILS

TERMS CHARACTERIZING SOIL STRUCTURE

COARSE-GRAINED SOILS		FINE-GRAINED SOILS	
DENSITY	PENETRATION RESISTANCE, N Blows per Foot	CONSISTANCY	COHESION Kips/Sq. Ft	PENETRATION RESISTANCE, N Blows per Foot
Very loose	0 - 4	Very Soft	<0.25	0 - 1
Loose	5 - 10	Soft	0.25 - 0.50	2 - 4
Medium Dense	11 - 30	Medium Stiff	0.50 - 1.00	5 - 8
Dense	31 - 50	Stiff	1.00 - 2.00	9 - 15
Very Dense	>4.00	Very Stiff	2.00 - 4.00	16 - 30
		Hard	>4.00	>30

PARTICLE SIZE IDENTIFICATION			RELATIVE COMPOSITION	
Cobbles	-	Greater than 3 inches	Slightly	5 - 15%
Gravel	-	Coarse-3/4 inch to 3 inches Fine-4.76 mm to 3/4 inch	With	16 - 29%
Sand	-	Coarse-2 mm to 4.76 mm Medium-0.42 mm to 2 mm Fine-0.074 mm to 0.42 mm	Sandy (or gravelly)	30 - 50%
Silt & Clay	-	Less than 0.074 mm		

SAMPLE TYPES
(Shown in Sample Column)



CLASSIFICATION, SYMBOLS AND TERMS USED ON GRAPHICAL BORING LOGS

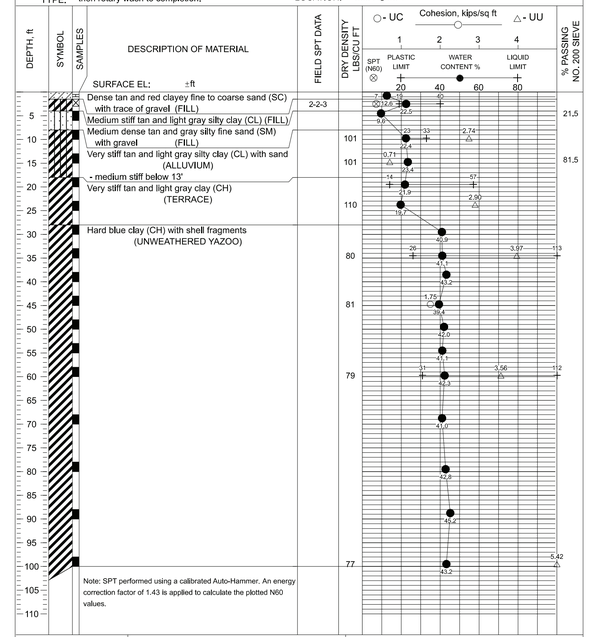
BURNS COOLEY DENNIS, INC.

FIGURE 2

LOG OF BORING NO. 1
PROPOSED MCCLEUR ROAD BRIDGE REPLACEMENT
BRIDGE NO. SA25-157
HINDS COUNTY, MISSISSIPPI

TYPE: 6" Short-flight auger to 10', then rotary wash to completion,

LOCATION: See Figure 1



Note: SPT performed using a calibrated Auto-Hammer. An energy correction factor of 1.43 is applied to calculate the plotted N60 values.

BORING DEPTH: 100 ft	COMMENTS: Borehole filled with cement-bentonite grout after completion of drilling and sampling. GPS Coordinates N 32° 14' 25.0" W 90° 14' 12.9"	GROUNDWATER DATA: No free water encountered during auger drilling.
DATE: 05/05/25		

250165.GPJ

FIGURE 3

PLAN SHEET

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06/26/2026

CITY OF JACKSON

DESIGNED BY: CZP
DETAILED BY: CZP
CHECKED BY: RCF
DATE: 03/13/2026

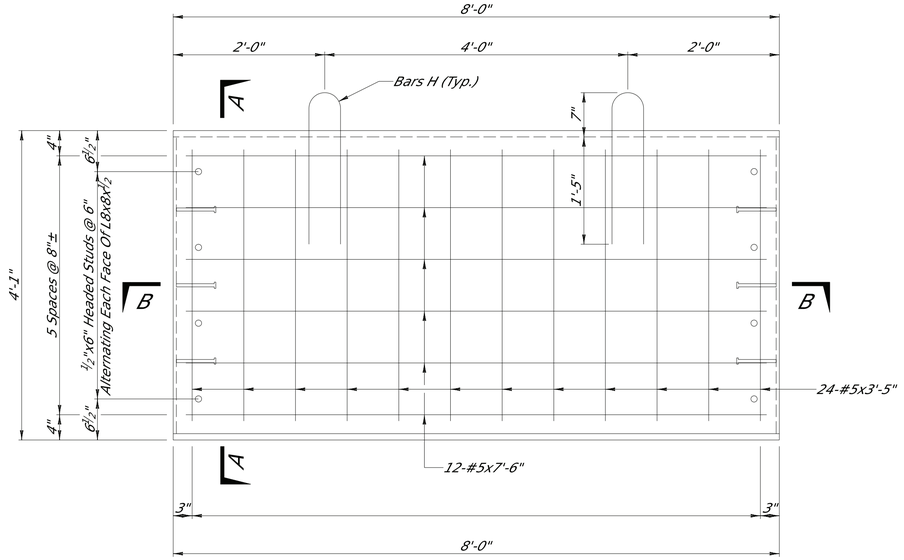
FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

BORING LOG

DIR OF STRUCTURES, STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.
DEP. DIR OF STRUCTURES, ASST. STATE BRIDGE ENGINEER - MICAH DEW, P.E.

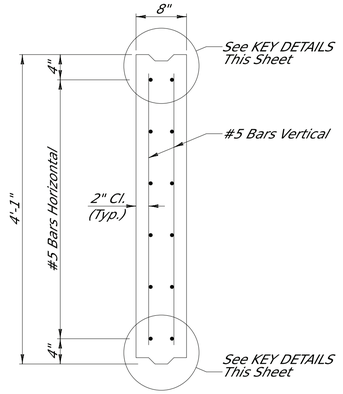
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SHEET NO. **8004**

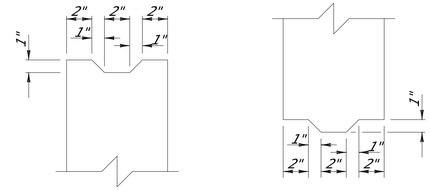


TYPICAL PRECAST PANEL ELEVATION

NOTE: *Bars H Shall Be Flame Cut And Painted With Epoxy Mastic Primer In Field After Final Panel Placement.*

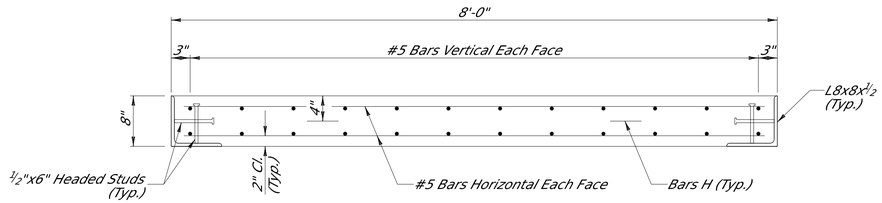


SECTION A-A

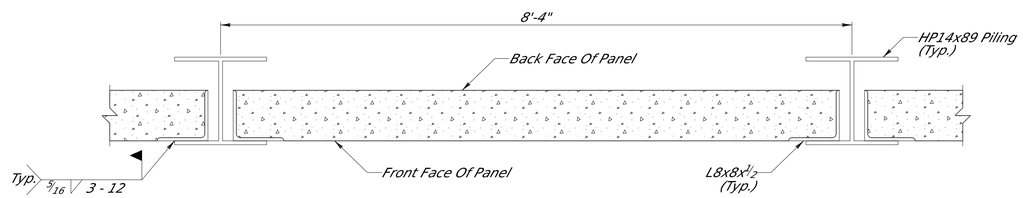


KEY DETAILS

NOTE: *½" Bituminus Material Shall Be Placed At Joint Locations Between Panels, Ensuring No Overhang On Front Face.*

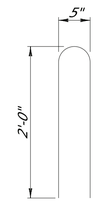


SECTION B-B



INSTALLATION OF PRECAST PANEL

NOTE: *Panels Shall Be Centered Between Piles And Edges Of Stacked Panels Shall Line Up.*



BARS H - #5

BAR BENDING DETAILS

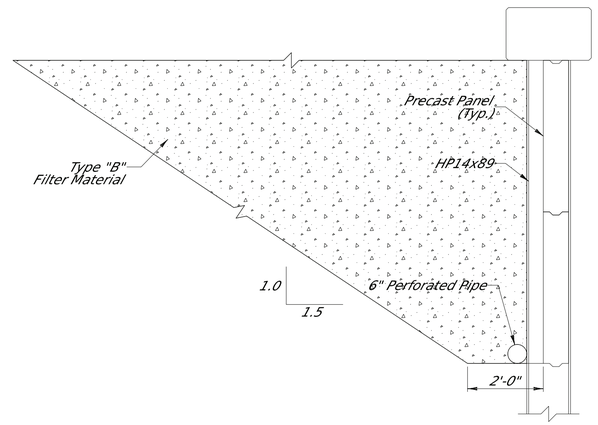
Dimensions Are Out To Out

PRECAST PANEL NOTES:

The Panels Shall Be Fabricated In Accordance With Section 804 Of The Standard Specifications And As Noted Below.
The Panels Shall Be Fully Supported Until The Concrete Reaches A Minimum Compressive Strength Of 1,000 P.S.I. And May Be Shipped After The Concrete Reaches A Minimum Compressive Strength Of 3,000 P.S.I.
The Back (Fill) Face Of The Panels Shall Be Screeded To Eliminate Open Pockets Of Aggregate And Surface Distortions In Excess Of ¼".
The Panels Shall Be Cast On Flat Surface Using Either Wood Or Metal Forms.
The Panels Shall Be Marked With The Date Of Manufacture And Piece Mark On The Rear Face.
All Panels Shall Be Handled, Stored And Shipped In Such A Manner As To Prevent Chipping, Discoloration, Cracks And Excessive Bending Stresses. Panels In Storage Shall Be Supported On Firm Blocking To Protect The Surface Finish.
The Panel Dimensions Shall Be Within ½" Of The Dimensions Shown.
Any Panel That Indicates Imperfect Molding, Honeycombing (open Textured Concrete), Cracking, Severe Chipping Or Extreme Color Variation Shall Be Rejected.
Exposed Face Shall Receive A Class 2 Rubbed Or Spray Finish In Accordance With The Specifications.

STRUCTURAL STEEL NOTES:

All Structural Steel In The Precast Panels Shall Be A.S.T.M. A709, Grade 50.



TYPICAL WALL UNDERDRAIN

NOTE: *The 6" Perforated Pipe Shall Be Continuous Along The Entire Length Of The Wall. The Minimum Slope Shall Be 1%. (Not A Separate Pay Item)*

CHARLES ZACHARIAH PANAGIAN
REGISTERED PROFESSIONAL ENGINEER
STATE OF MISSISSIPPI

06/26/2026

CITY OF JACKSON

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DETAILED BY: CZP
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PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

PRECAST PANEL DETAILS

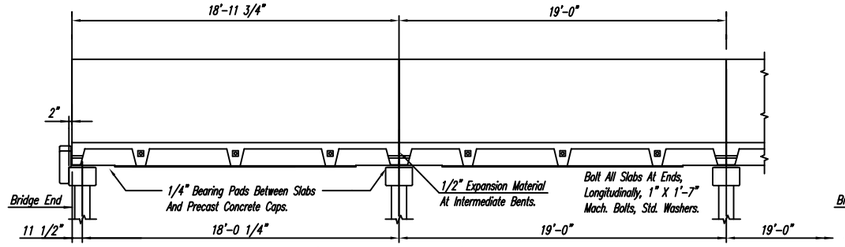
DIR OF STRUCTURES, STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.
DEP. DIR OF STRUCTURES, ASST. STATE BRIDGE ENGINEER - MICAH DEW, P.E.

WK. NO. **4 OF 4**

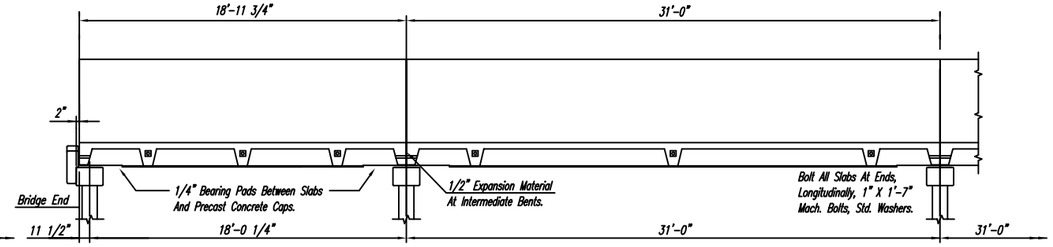
SHEET NO. **8005**

PLAN SHEET

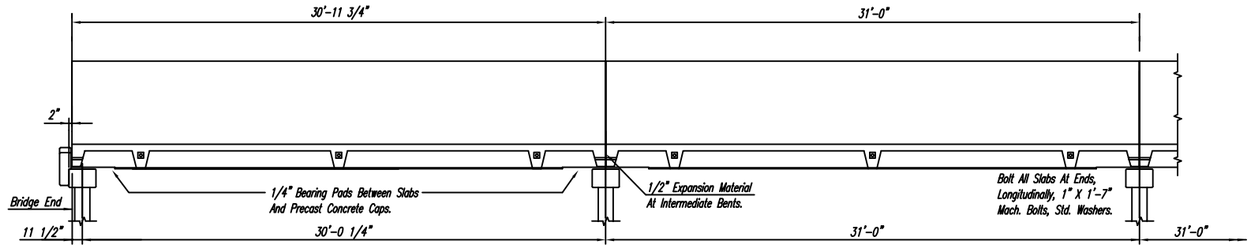
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ELEVATION – 19' END SPAN & 19' INTERMEDIATE SPAN



ELEVATION – 19' END SPAN & 31' INTERMEDIATE SPAN



ELEVATION – 31' END SPAN & 31' INTERMEDIATE SPAN

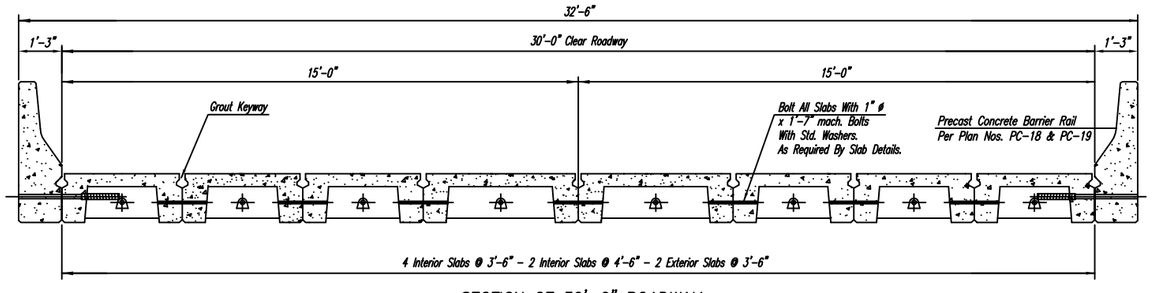
GENERAL NOTES

Specifications: Current Mississippi Standard Specifications For State Aid Road And Bridge Construction.

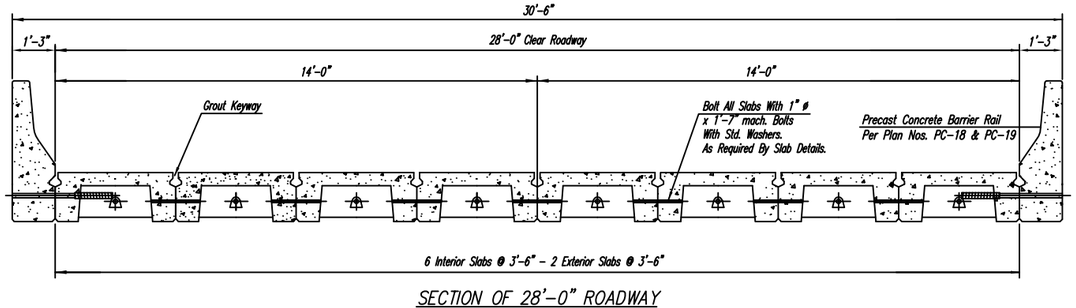
All Units Shall Be Accurately Placed On Preset Caps With All Slab To Cap Dowels Installed And All Bolts, Transverse And Longitudinal, Installed.

Hardware Shall Be Galvanized Or Cadmium Plated.

All Material And Work For Which No Pay Items Are Provided In The Proposal Will Not Be Paid For Directly And Compensation Therefore Will Be Considered Included In The Prices And Payments For Bid Items.



SECTION OF 30'-0" ROADWAY



SECTION OF 28'-0" ROADWAY

PAY ITEMS FOR 30'-0" ROADWAY

End Span Pay Item No.			Quantity	
S-806-A:	19' / 31'	Precast Concrete Slab Unit, 3.5' Interior	4	Each
S-806-A:	19' / 31'	Precast Concrete Slab Unit, 4.5' Interior	2	Each
S-806-C:	19' / 31'	Precast Concrete Slab Unit, 3.5' Exterior	2	Each
S-806-G:		Precast Concrete Barrier Rail	19' 38.0 / 31' 62.0	L.F.
S-806-I:		33.0' Precast Concrete Cap, Steel / Concrete Intermediate Unit, Steel / Concrete Pile	1	Each
S-806-J:		33.0' Precast Concrete Cap, End Unit, Steel / Concrete Pile	1	Each
S-806-M:		10.0' Precast Concrete Wing	2	Each

Intermediate Span Pay Item No.			Quantity	
S-806-A:	19' / 31'	Precast Concrete Slab Unit, 3.5' Interior	4	Each
S-806-A:	19' / 31'	Precast Concrete Slab Unit, 4.5' Interior	2	Each
S-806-C:	19' / 31'	Precast Concrete Slab Unit, 3.5' Exterior	2	Each
S-806-G:		Precast Concrete Barrier Rail	19' 38.0 / 31' 62.0	L.F.
S-806-I:		33.0' Precast Concrete Cap, Steel / Concrete Intermediate Unit, Steel / Concrete Pile	1	Each

PAY ITEMS FOR 28'-0" ROADWAY

End Span Pay Item No.			Quantity	
S-806-A:	19' / 31'	Precast Concrete Slab Unit, 3.5' Interior	6	Each
S-806-C:	19' / 31'	Precast Concrete Slab Unit, 3.5' Exterior	2	Each
S-806-G:		Precast Concrete Barrier Rail	19' 38.0 / 31' 62.0	L.F.
S-806-I:		31.0' Precast Concrete Cap, Steel / Concrete Intermediate Unit, Steel / Concrete Pile	1	Each
S-806-J:		31.0' Precast Concrete Cap, End Unit, Steel / Concrete Pile	1	Each
S-806-M:		10.0' Precast Concrete Wing	2	Each

Intermediate Span Pay Item No.			Quantity	
S-806-A:	19' / 31'	Precast Concrete Slab Unit, 3.5' Interior	6	Each
S-806-C:	19' / 31'	Precast Concrete Slab Unit, 3.5' Exterior	2	Each
S-806-G:		Precast Concrete Barrier Rail	19' 38.0 / 31' 62.0	L.F.
S-806-I:		31.0' Precast Concrete Cap, Steel / Concrete Intermediate Unit, Steel / Concrete Pile	1	Each

DESIGN DATA:

Specifications:.....2007 AASHTO LRFD Bridge Design Specifications, 4th Edition, 2007, Through 2009 Interims

Design Loading:.....HL-93

fy = 60,000 p.s.i.; f'c = 4,500 p.s.i.; n = 7

MBE BY

Rev. AASHTO LRFD 2009 REVISIONS

04-11 DATE

OFFICE OF STATE AID ROAD CONSTRUCTION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

19' & 31' PRECAST CONCRETE SPANS FOR USE WITH BARRIER RAIL 28'-0" ROADWAY 30'-0" ROADWAY

FHWA APPROVAL 6-10

STATE AID ENGINEER: J. BROOKS MILLER, Sr.

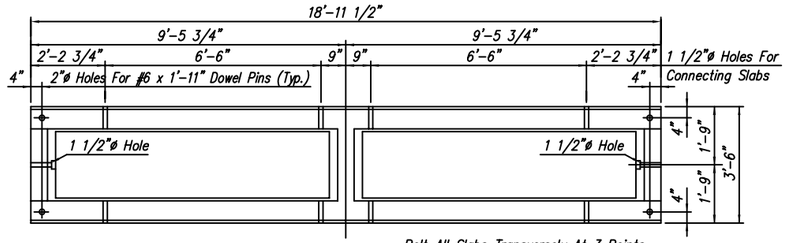
BRIDGE ENGINEER: FRED HOLLIS

DRAWN BY: M.B.E. | ISSUED BY: F.C.H.

DESIGNED BY: M.B.E. | DATE: 06-11

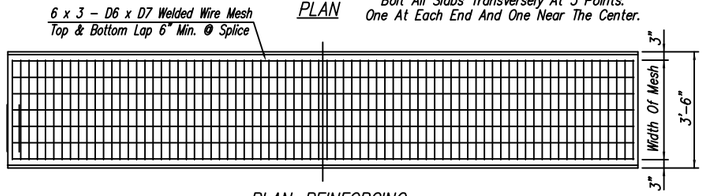
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PC02DRWG2830 (N.T.S.) 08/01/2005

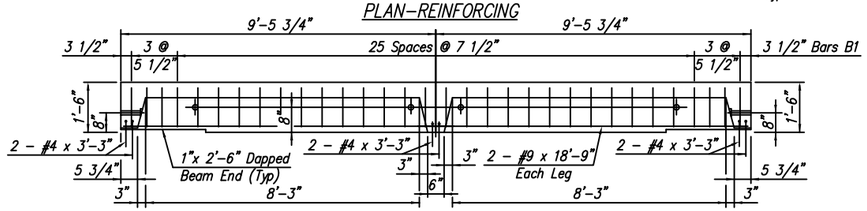


PLAN

Bolt All Slabs Transversely At 3 Points. One At Each End And One Near The Center.

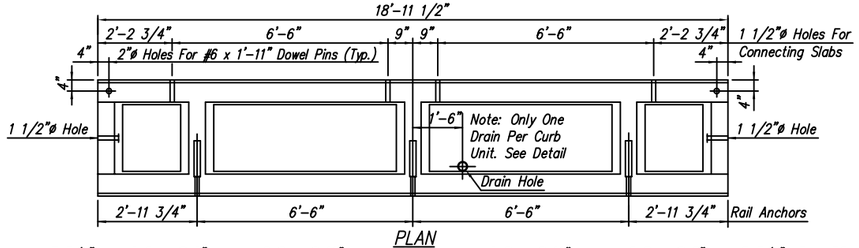


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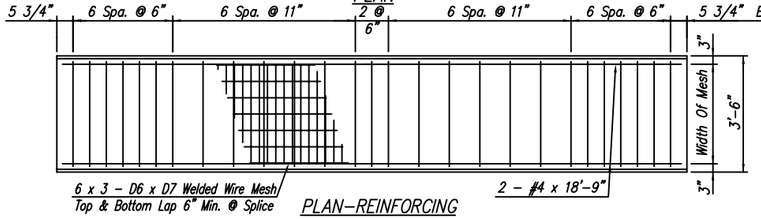


ELEVATION INTERIOR UNIT

PAY ITEM S-806-A: 19' Precast Concrete Slab Unit, 3.5' Interior - per each

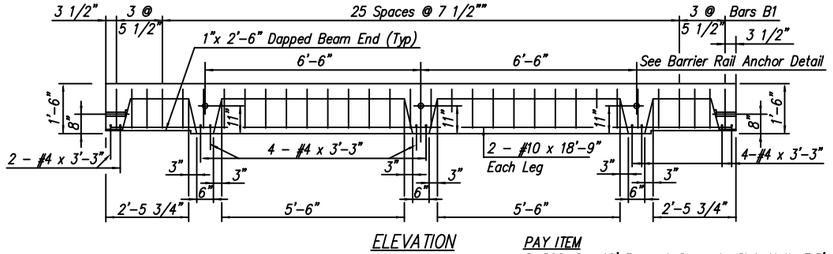


PLAN



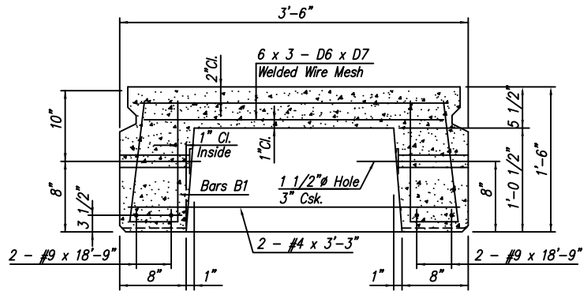
NOTE: Adjust Bars B2 In Conflict With Holes And Inserts.

PLAN–REINFORCING

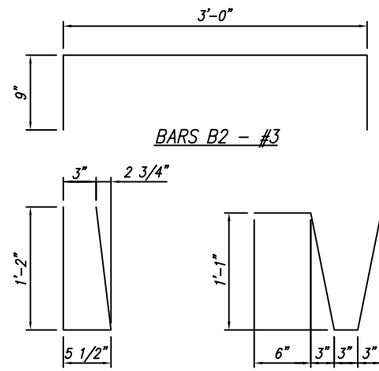


ELEVATION EXTERIOR UNIT

PAY ITEM S-806-C: 19' Precast Concrete Slab Unit, 3.5' Exterior - per each



SECTION INTERIOR UNIT



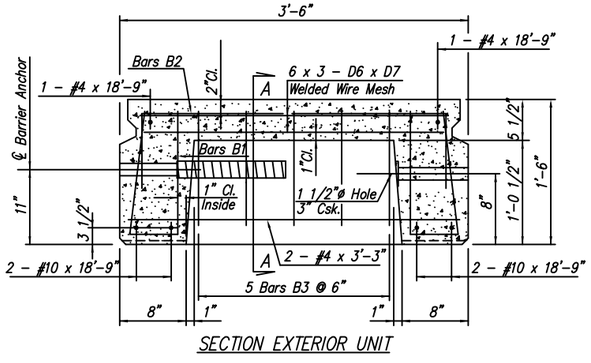
BARS B2 - #3

BARS B1 - #3

BARS B3 - #3

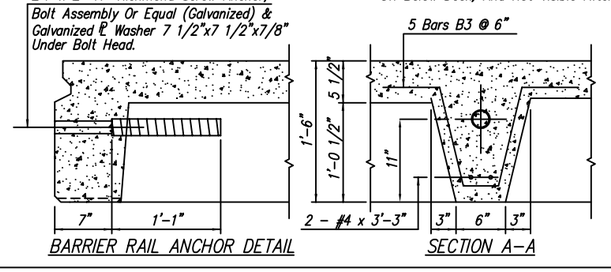
BAR BENDING DETAILS

Dimensions Are Out To Out.



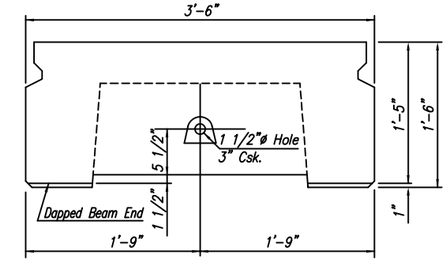
SECTION EXTERIOR UNIT

NOTE: Cable Lifting Loops Are Allowed When Located In Keyways, Cut Off Below Deck, And Not Visible After Placing Keyway Grout.

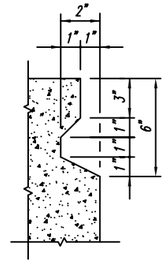


BARRIER RAIL ANCHOR DETAIL

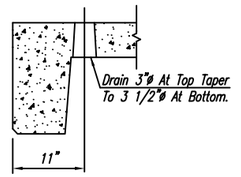
SECTION A-A



END ELEVATION



KEY DETAIL



SECTION AT DRAIN

GENERAL NOTES:

Specifications: Current Mississippi Standard Specifications For State Aid Road And Bridge Construction.

All Concrete Shall Obtain A Minimum Compressive Strength Of 4,500 p.s.i. At 28 Days, And Shall Obtain A Minimum Compressive Strength Of 2,500 p.s.i. Before Units Are Lifted From Forms.

All Concrete Edges Shall Be Chamfered 3/4" Unless Otherwise Noted.

All Other Concrete Corners Shall Be Rounded To A 1/4" Radius.

All Reinforcing Steel Shall Be A.S.T.M. A615, Grade 60.

Dimensions For Reinforcing Steel Are To The Centerline Of The Bars Unless Otherwise Noted.

All Reinforcing Steel Shall Be Accurately Located In The Forms And Firmly Held In Place By Means Of Steel Wire Supports.

Wire Mesh Shall Conform To "Specification For Welded Deformed Steel Wire Fabric For Concrete Reinforcement" (A.S.T.M. A497) For Deformed Wire And "Specification For Welded Steel Wire Fabric For Concrete Reinforcement" (A.S.T.M. A185) For Smooth Wire.

All Material And Work For Which No Pay Items Are Provided In The Proposal Will Not Be Be Paid For Directly And Compensation Therefore Will Be Considered Included In The Prices And Payments For Bid Items.

DESIGN DATA:

Specifications:.....2007 AASHTO LRFD Bridge Design Specifications, 4th Edition, 2007, Through 2009 Interims

Design Loading:.....HL-93

fy = 60,000 p.s.i.; f'c = 4,500 p.s.i.; n = 7

	BY	MBE
	REVISIONS	Rev. AASHTO LRFD 2007
	DATE	3-09

OFFICE OF STATE AID ROAD CONSTRUCTION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

19' x 3.5' PRECAST CONCRETE SLAB UNIT FOR USE WITH BARRIER RAIL

FHWA APPROVAL: 6-10

STATE AID ENGINEER: J. BROOKS MILLER, Sr.

BRIDGE ENGINEER: FRED HOLLIS

DRAWN BY: M.B.E.

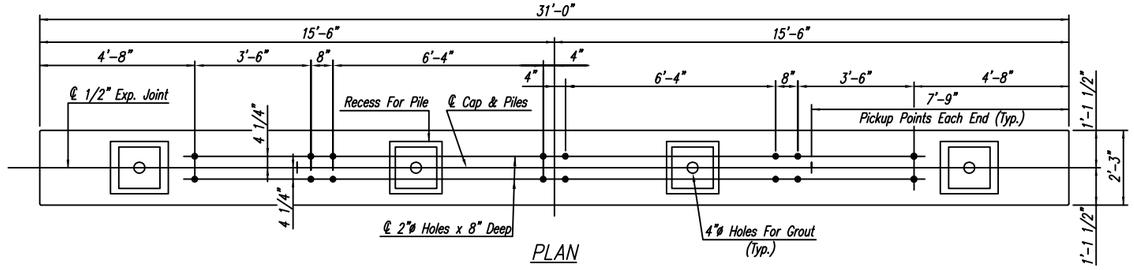
DESIGNED BY: M.B.E.

ISSUED BY: F.C.H.

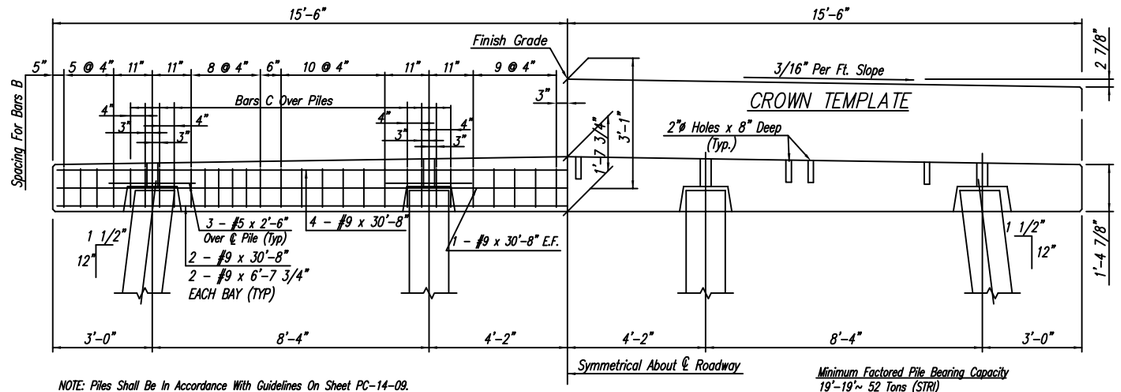
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DRAWING NUMBER: PC-05-09

POSSSPCSI (N.T.S.) 2-1-2008



PLAN

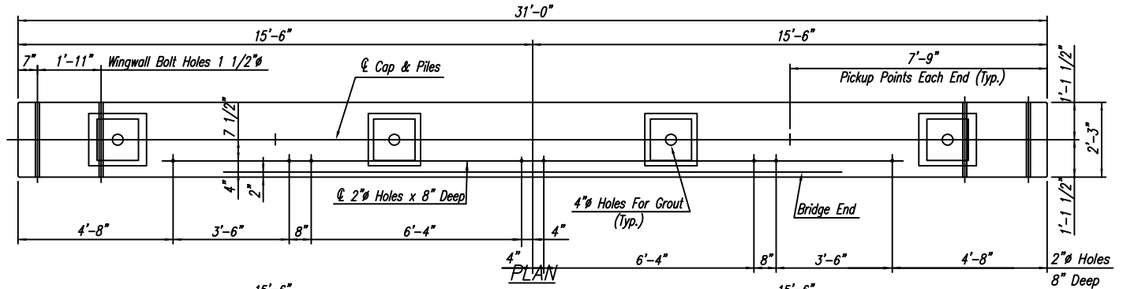


NOTE: Piles Shall Be In Accordance With Guidelines On Sheet PC-14-09.

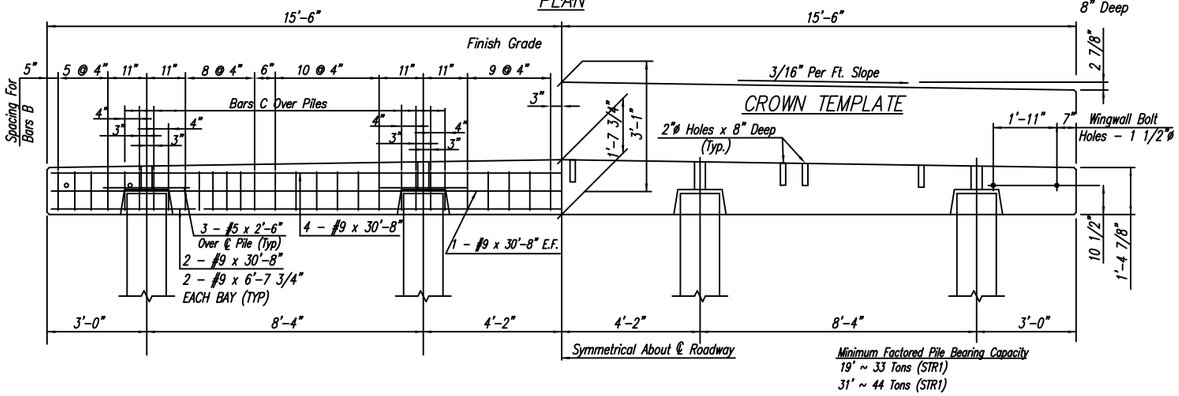
ELEVATION
INTERMEDIATE UNIT

Minimum Factored Pile Bearing Capacity
19'-19'~ 52 Tons (STR1)
19'-31'~ 62 Tons (STR1)
31'-31'~ 70 Tons (STR1)

PAY ITEM
S-806-I: 31' Precast Concrete Cap, Steel Intermediate Unit, Concrete Pile - per each.



PLAN



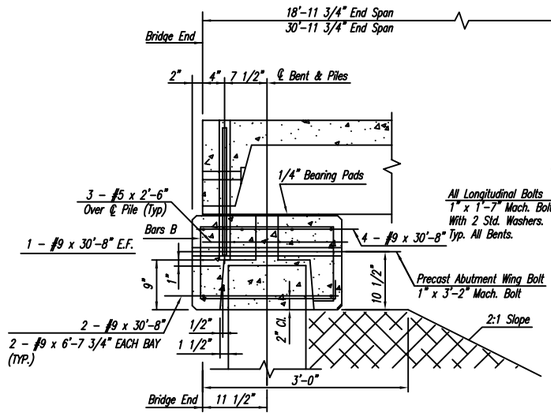
ELEVATION
END UNIT

Minimum Factored Pile Bearing Capacity
19' ~ 33 Tons (STR1)
31' ~ 44 Tons (STR1)

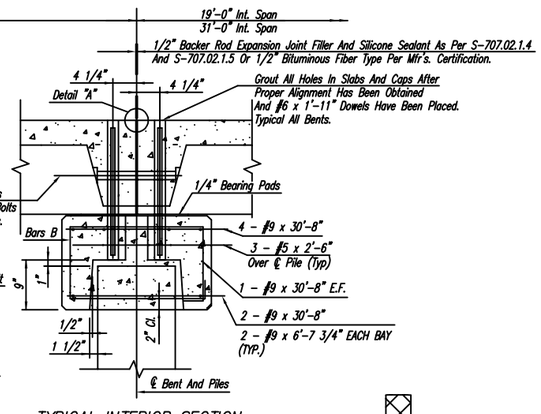
PAY ITEM
S-806-J: 31' Precast Concrete Cap, End Unit, Steel Concrete Pile - per each.

GENERAL NOTES

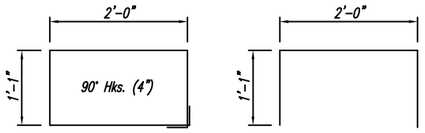
Specifications: Current Mississippi Standard Specifications For State Aid Road And Bridge Construction.
All Concrete Shall Obtain A Minimum Compressive Strength Of 3000 p.s.i. At 28 Days, And A Minimum Compressive Strength Of 2500 p.s.i. Before Caps Are Lifted From Forms.
The Top Surface Of Caps Shall Have A Rubbed Finish In Accordance With Section S-804.03.19.3.1 Of The Specifications.
All Concrete Edges Shall Be Chamfered 3/4".
Reinforcing Steel Shall Be Deformed Bars Conforming To A.S.T.M. A615 Grade 60. All Reinforcing Steel Shall Be Accurately Located In The Forms And Securely Held In Place By Means Of Steel Wire Supports.
Grout For Cap To Piling Connection Shall Be Non-Shrink Commercial Type Or Epoxy Type In Accordance With Section S-806.03.5 "Handling And Placing Precast Caps, Slabs, Barrier Rail, And Wings" Of The Specifications.
Hardware Shall Be Galvanized Or Cadmium Plated.
All Material And Work For Which No Pay Items Are Provided In The Proposal Will Not Be Paid For Directly And Compensation Therefore Will Be Considered Included In The Prices And Payments For Bid Items.
For Federal Aid Projects This Drawing May Only Be Used In Seismic Zone 1 With Site Classes A, B, C, D & E As Described In The AASHTO LRFD Bridge Design Specifications. The Engineer Must Provide Design Calculations To The Owner Which Confirms The Seismic Zone And Site Class.



TYPICAL END SECTION

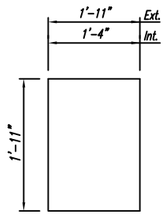


TYPICAL INTERIOR SECTION

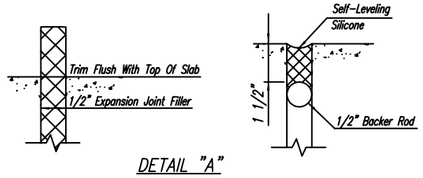


BARS B - #5 BARS C - #5

BAR BENDING DETAILS
Dimensions Are Out To Out



NEOPRENE BEARING PADS
See Plan No. PC-15-09 For Details



DETAIL "A"

DESIGN DATA:

Specifications:.....A.A.S.H.T.O. LRFD BRIDGE DESIGN SPECIFICATIONS, 4th EDITION, 2007, THROUGH 2009 INTERIMS
Design Loading:.....HL-93
fy = 60,000 p.s.i. fc = 3,000 p.s.i. n = 9

FHWA APPROVAL: 6-10			
STATE AID ENGINEER: J. BROOKS MILLER, Sr.			
BRIDGE ENGINEER: FRED HOLLIS			

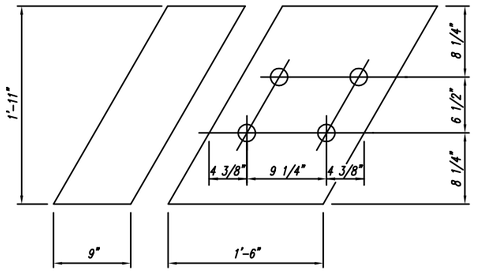
DATE	REVISIONS	BY
09-11	Revised Exp. Joint Filler Spec.	JDW
04-11	REVISED AASHTO LRFD 2009	MBE

OFFICE OF STATE AID ROAD CONSTRUCTION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

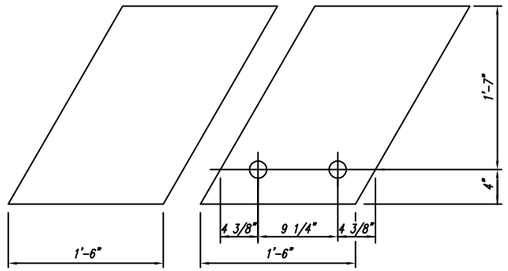
PRECAST CONCRETE CAPS FOR USE WITH 19 FT. & 31 FT. PRECAST CONCRETE SPANS & BARRIER RAIL 28'-0" ROADWAY

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M.B.E	F.C.H.	PC-12-09
DESIGNED: M.B.E	DATE: 6-11	

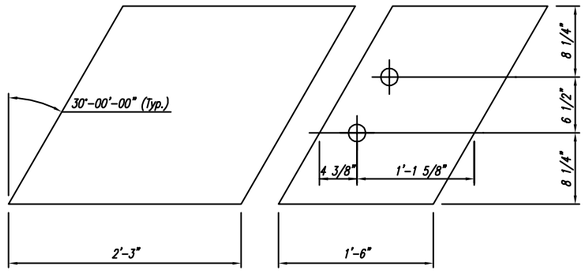
PC12CAP28 (N.T.S.) 09/11/2009



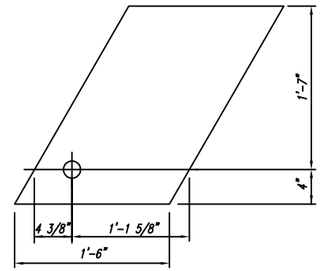
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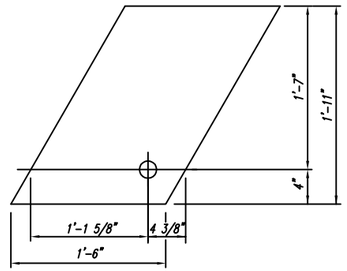
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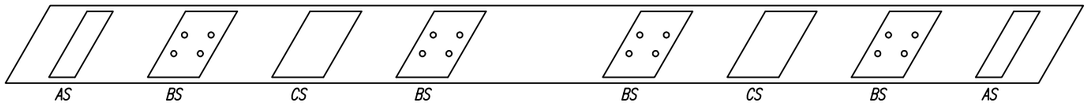
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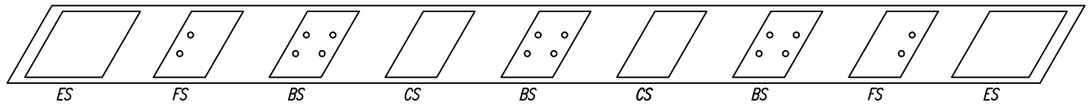
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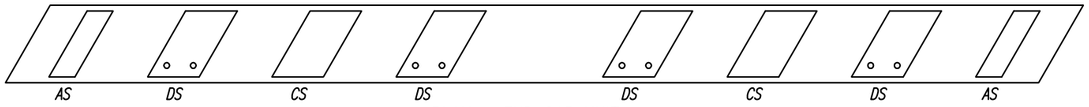
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PLAN – INTERMEDIATE CAP UNIT

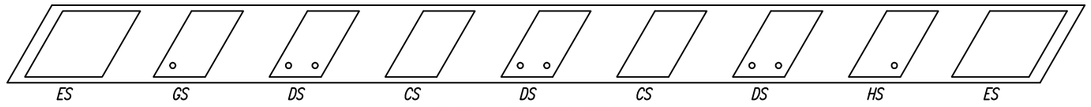


PLAN – INTERMEDIATE CAP UNIT



PLAN – END CAP UNIT

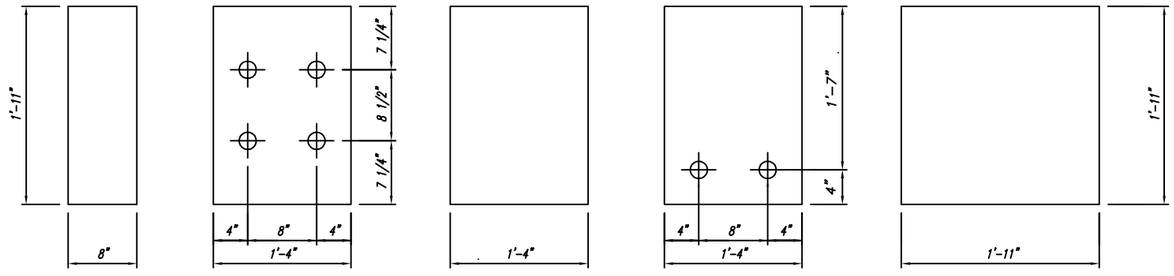
NEOPRENE PAD PLACEMENT – 23' & 24' CLEAR ROADWAYS



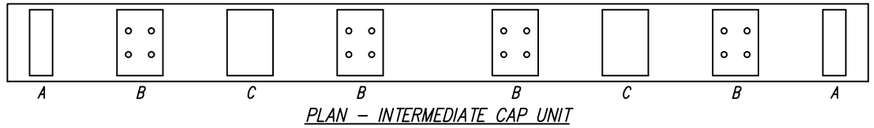
NOTE: For 26.5' Caps Use Type AS Pads At Ends Instead Of Type ES Pads.

PLAN – END CAP UNIT

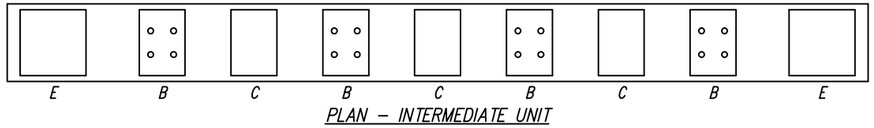
NEOPRENE PAD PLACEMENT – 26.5',28',& 30' CLEAR ROADWAYS



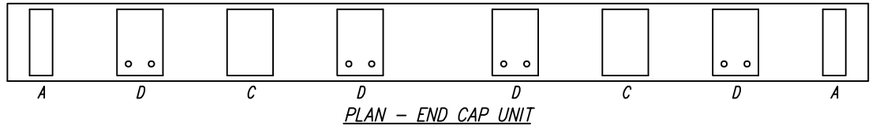
TYPE A TYPE B TYPE C TYPE D TYPE E



PLAN – INTERMEDIATE CAP UNIT

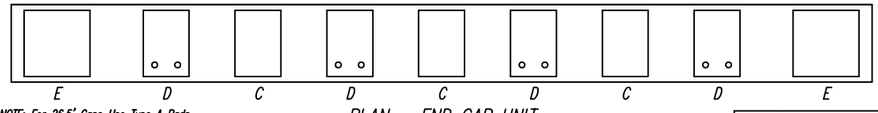


PLAN – INTERMEDIATE UNIT



PLAN – END CAP UNIT

NEOPRENE PAD PLACEMENT – 23' & 24' CLEAR ROADWAYS



NOTE: For 26.5' Caps Use Type A Pads At Ends Instead Of Type E Pads.

PLAN – END CAP UNIT

NEOPRENE PAD PLACEMENT – 26.5',28',& 30' CLEAR ROADWAYS

GENERAL NOTES:

Specifications:
- Hardness A.S.T.M. D2240 70 Durometer ±5
- Tensile Strength A.S.T.M. D412 2500
- Ultimate Elongation Minimum % 300

All Holes Are 2 Inches In Diameter
Thickness Of The Pads Shall Be 1/4" Unless Otherwise Designated On The Plans. Pads May Be Cut From Stock Using Appropriate Saw Or Shear, And Holes May Be Drilled. Pads Will Not Be Paid For Separately And Compensation Therefore Shall Be Considered Included In The Prices And Payment For Bid Items.

DESIGN DATA:

Specifications:.....A.A.S.H.T.O. LRFD BRIDGE DESIGN SPECIFICATIONS, 4th EDITION, 2007, THROUGH 2009 INTERIMS

FHWA APPROVAL	6-10		
STATE AID ENGINEER:	J. BROOKS MILLER, Sr.		
BRIDGE ENGINEER:	FRED HOLLIS		

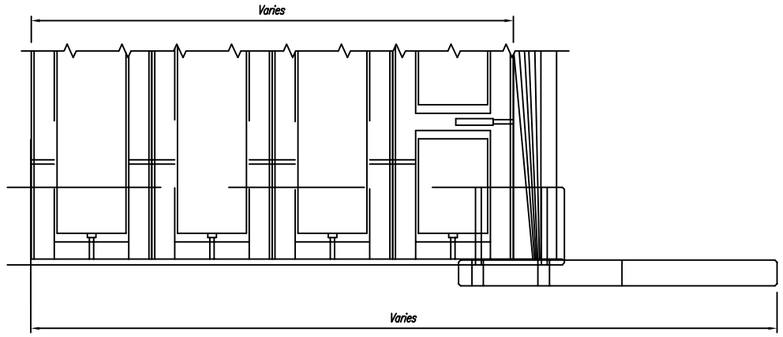
REVISIONS	DATE	BY
Rev AASHTO LRFD 2009	4-11	MBE

OFFICE OF STATE AID ROAD CONSTRUCTION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

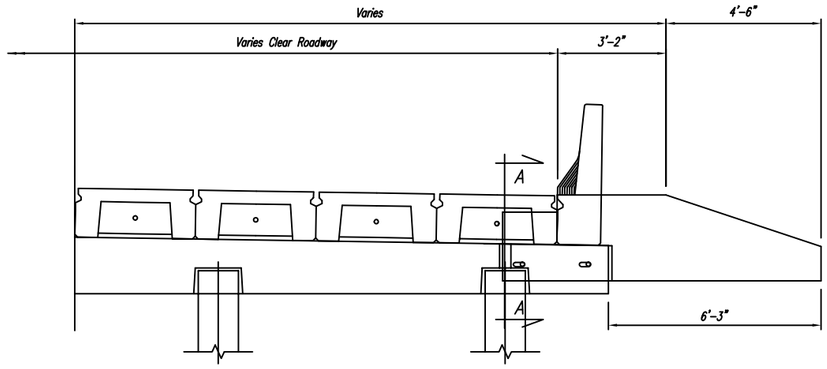
BEARING PAD & PLACEMENT DETAILS FOR USE WITH 23',24',26.5',28',&30' CLEAR ROADWAYS NORMAL AND 30° SKEW SPANS

DRAWN BY:	ISSUED BY:	DRAWING NUMBER:
M.B.E.	F.C.H.	PC-15-09
DESIGNED BY: M.B.E.	DATE: 6-11	

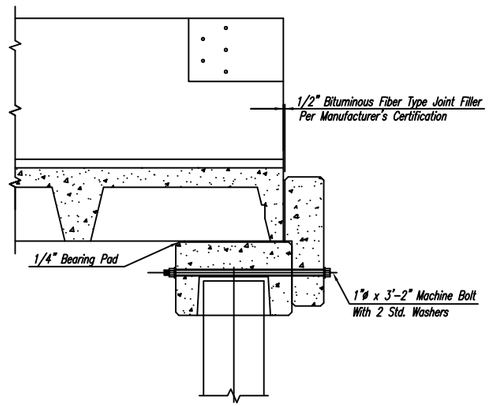
PC-15 PADS (N.T.S.) 06/01/2005



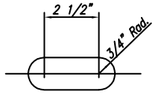
PART PLAN



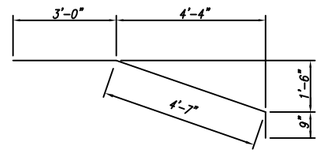
PART ELEVATION



SECTION A–A



SLOT DETAIL



BARS A – #5

BAR BENDING DETAILS

Dimensions Are Out To Out

GENERAL NOTES

Specifications: Current Mississippi Standard Specifications For State Aid Road And Bridge Construction.

All Concrete Shall Obtain A Minimum Compressive Strength Of 3000 p.s.i At 28 Days, And Shall Obtain A Minimum Compressive Strength Of 2500 p.s.i. Before Units Are Lifted From Forms.

All Concrete Edges Shall Be Chamfered 3/4" Unless Otherwise Noted.

All Concrete Corners Shall Be Rounded To A 1/4" Radius.

All Reinforcing Steel Shall Be A.S.T.M. A615, Grade 60.

Dimensions For Reinforcing Steel Are To The Centerline Of The Bars, Unless Otherwise Noted.

All Reinforcing Steel Shall Be Accurately Located In The Forms And Firmly Held In Place By Means Of Steel Wire Supports.

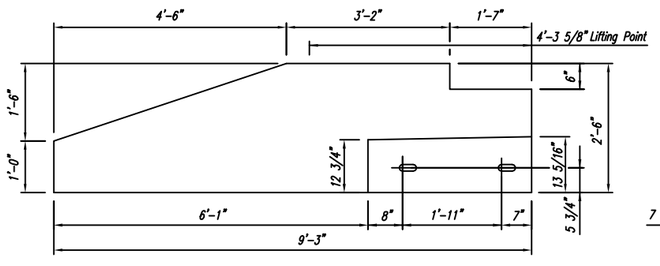
All Hardware Shall Be Galvanized Or Cadmium Plated.

All Material And Work For Which No Pay Items Are Provided In The Proposal Will Not Be Paid For Directly And Compensation Therefore Will Be Considered Included In The Prices And Payments For Bid Items.

DESIGN DATA:

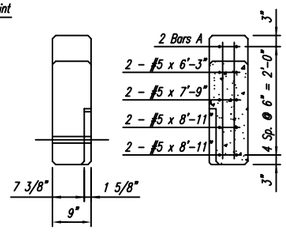
Specifications:.....A.A.S.H.T.O. LRFD BRIDGE DESIGN SPECIFICATIONS, 4th EDITION, 2007, THROUGH 2009 INTERIMS

PAY ITEM
S-806-M: 9.25' Precast Concrete Wing – per each.



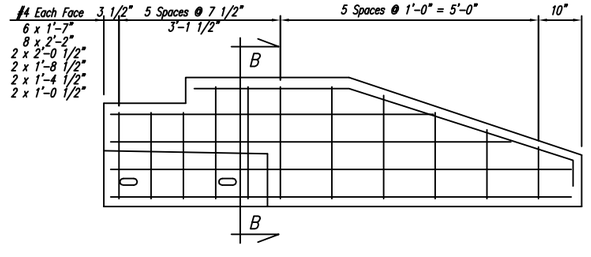
ELEVATION

LEFT WING
Showing Concrete Dimensions



RIGHT END ELEVATION

SECTION B–B



RIGHT WING
Showing Reinforcing

ELEVATION

OFFICE OF STATE AID ROAD CONSTRUCTION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PRECAST ABUTMENT WINGWALL
FOR USE WITH 19 FT. & 31 FT. PRECAST
CONCRETE SPANS & BARRIER RAIL
28 FT. & 30 FT. ROADWAYS

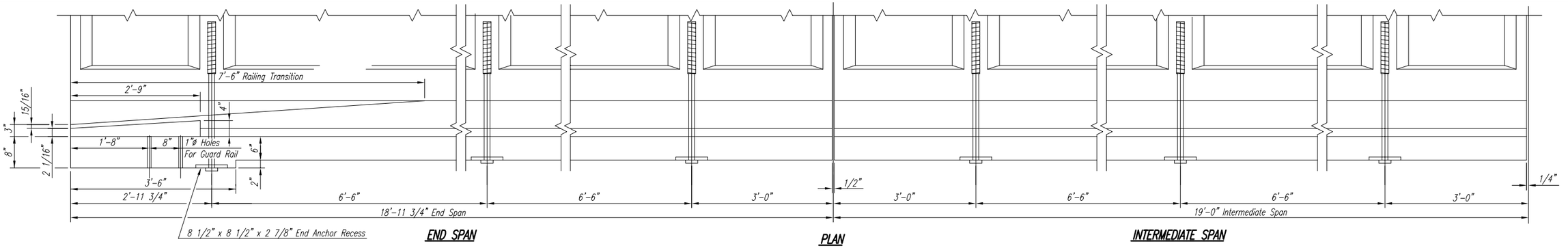
REVISIONS	DATE	BY
Rev. Exp. Joint Filler Note	09-11	JDM
Rev. AASHTO LRFD 2009	4-11	MBE

FHWA APPROVAL 6-10
STATE AID ENGINEER: J. BROOKS MILLER, Sr.
BRIDGE ENGINEER: FRED HOLLIS

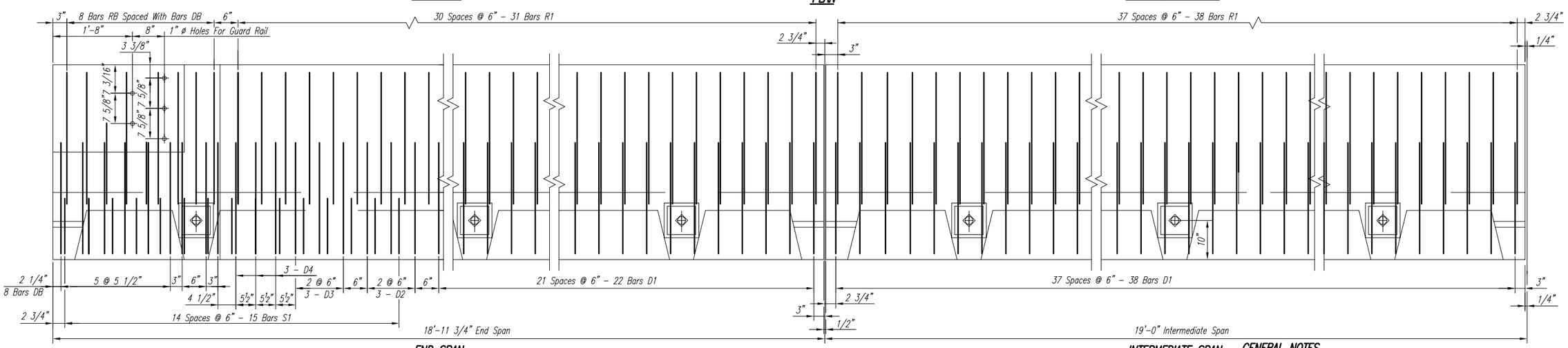
DRAWN BY: M.B.E | ISSUED BY: F.C.H.
DESIGNED BY: M.B.E | DATE: 6-11

DRAWING NUMBER: PC-17-09

PC017PAW (N.T.S.) 06/01/2005

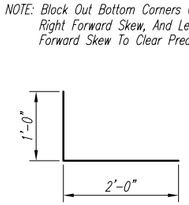


END SPAN **PLAN** **INTERMEDIATE SPAN**

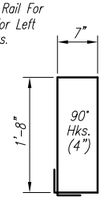


END SPAN **ELEVATION** **INTERMEDIATE SPAN**

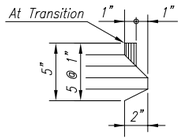
NOTE: Block Out Bottom Corners Of Right Rail For Right Forward Skew, And Left Rail For Left Forward Skew To Clear Precast Wings.



BARS E – #5

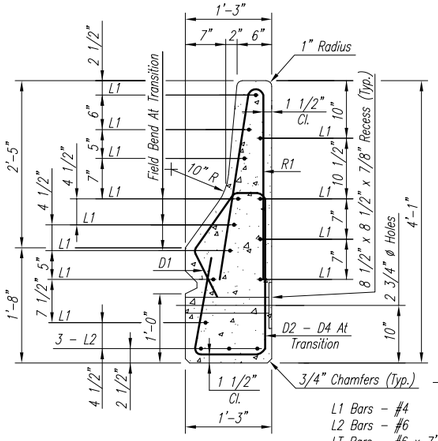


BARS DB – #5



KEYWAY DETAIL

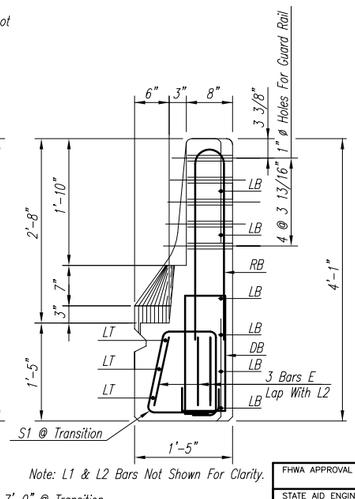
PAY ITEM
S-806-C: Precast Concrete Barrier Rail – per linear foot



L1 Bars – #4
L2 Bars – #6
LT Bars – #6 x 7'-0" @ Transition
LB Bars – #4 x 3'-2" @ End Block

Note: L1 & L2 Bars Not Shown For Clarity.

TYPICAL SECTION



END ELEVATION

GENERAL NOTES

Specifications: Current Mississippi Standard Specifications For State Aid Road And Bridge Construction.

All Concrete Shall Obtain A Minimum Compressive Strength Of 3,000 p.s.i. At 28 Days. And Obtain A Minimum Compressive Strength Of 2,500 p.s.i. Before Units Are Lifted From Forms.

Reinforcing Steel Shall Be Deformed Bars Conforming To A.S.T.M. A615, Grade 60. All Reinforcing Steel Shall Be Accurately Located In The Forms And Securely Held In Place By The Means Of Steel Wire Supports.

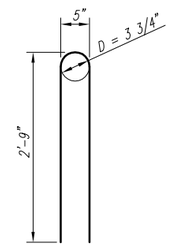
Screw Anchor And Bolt Assembly Shall Be 2" ø x 2'-11" As Manufactured By Richmond Screw And Anchor Co., Inc. Or Equal. Assembly Shall Be Galvanized In Accordance With A.S.T.M. A153. Minimum Ultimate Strength In Tension Shall Be 112,000 Lbs. Anchor Plate Washers For Screw Anchor Bolts Shall Be 7 1/2" x 7 1/2" x 7/8" Steel Plate, A.S.T.M. A123.

All Material For Which No Pay Items Are Provided In The Proposal Will Not Be Paid For Directly And Compensation Therefore Will Be Considered Included In The Prices And Payments For Bid Items.

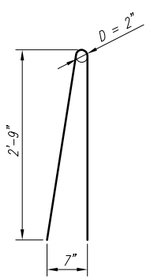
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Specifications:.....A.A.S.H.T.O. LRFD BRIDGE DESIGN SPECIFICATIONS, 4th EDITION, 2007, Through 2009 Interims

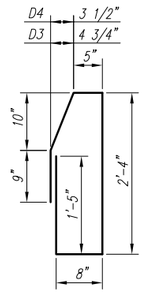
BARS S1 – #4



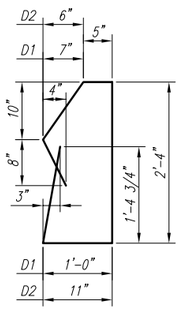
BARS RB – #4



BARS R1 – #4



BARS D3 & D4 – #4



BARS D1 & D2 – #4

BAR BENDING DETAILS
Dimensions Are Out To Out.

			MBE	BY
			4-11	Rev. AASHTO LRFD 2009
				REVISIONS

OFFICE OF STATE AID ROAD CONSTRUCTION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

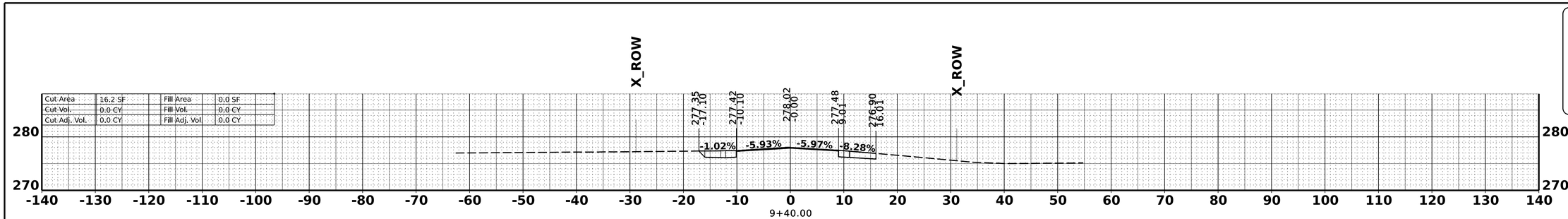
19'–0" SOLID TYPE BARRIER RAIL

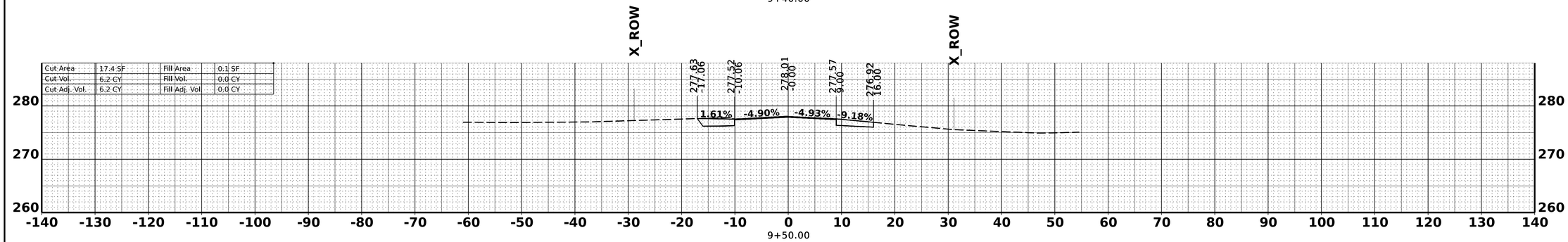
FHWA APPROVAL 6-10
STATE AID ENGINEER: J. BROOKS MILLER, Sr.
BRIDGE ENGINEER: FRED HOLLIS

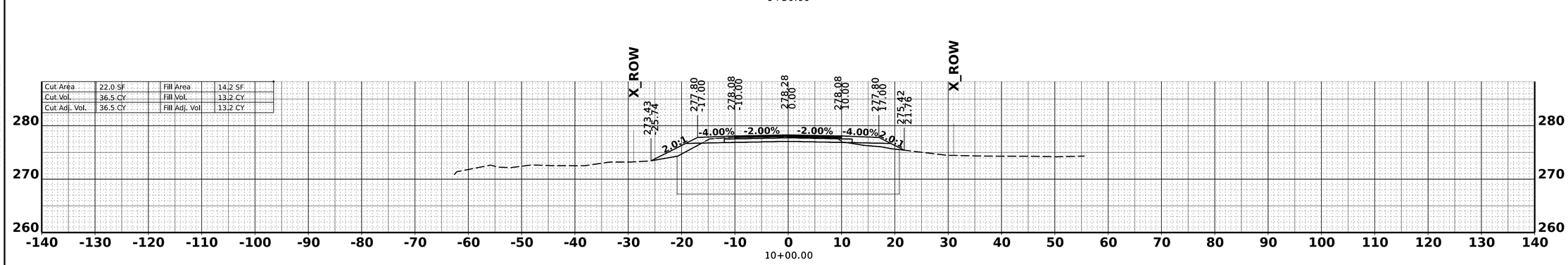
DRAWN BY: M.B.E
DESIGNED BY: M.B.E
ISSUED BY: F.C.H.
DATE: 6-11
DRAWING NUMBER: PC–18–09

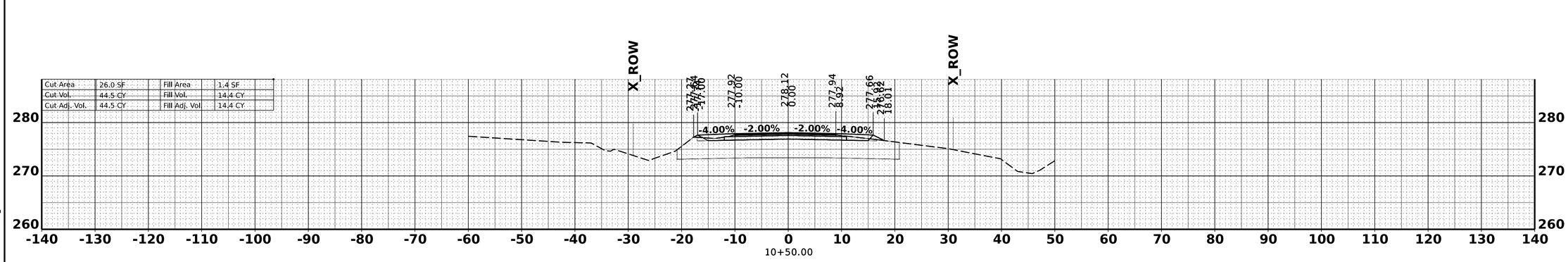
PC018Rail19 (SF-12) 2-15-2006

CROSS SECTION SHEET









KOHL BOOLER
LICENSED PROFESSIONAL ENGINEER
35697
STATE OF MISSISSIPPI
06/26/2026

CITY OF JACKSON

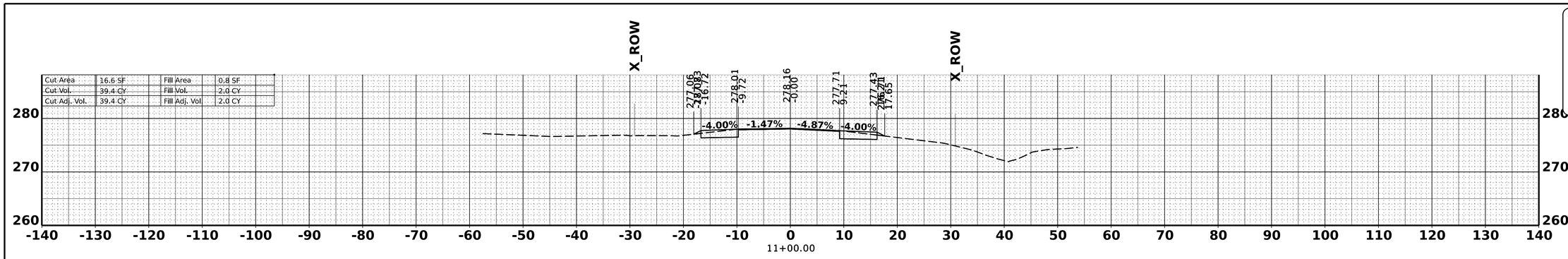
DESIGNED BY: RKB
DETAILED BY: RKB
CHECKED BY: FMT
DATE: 6/26/2026

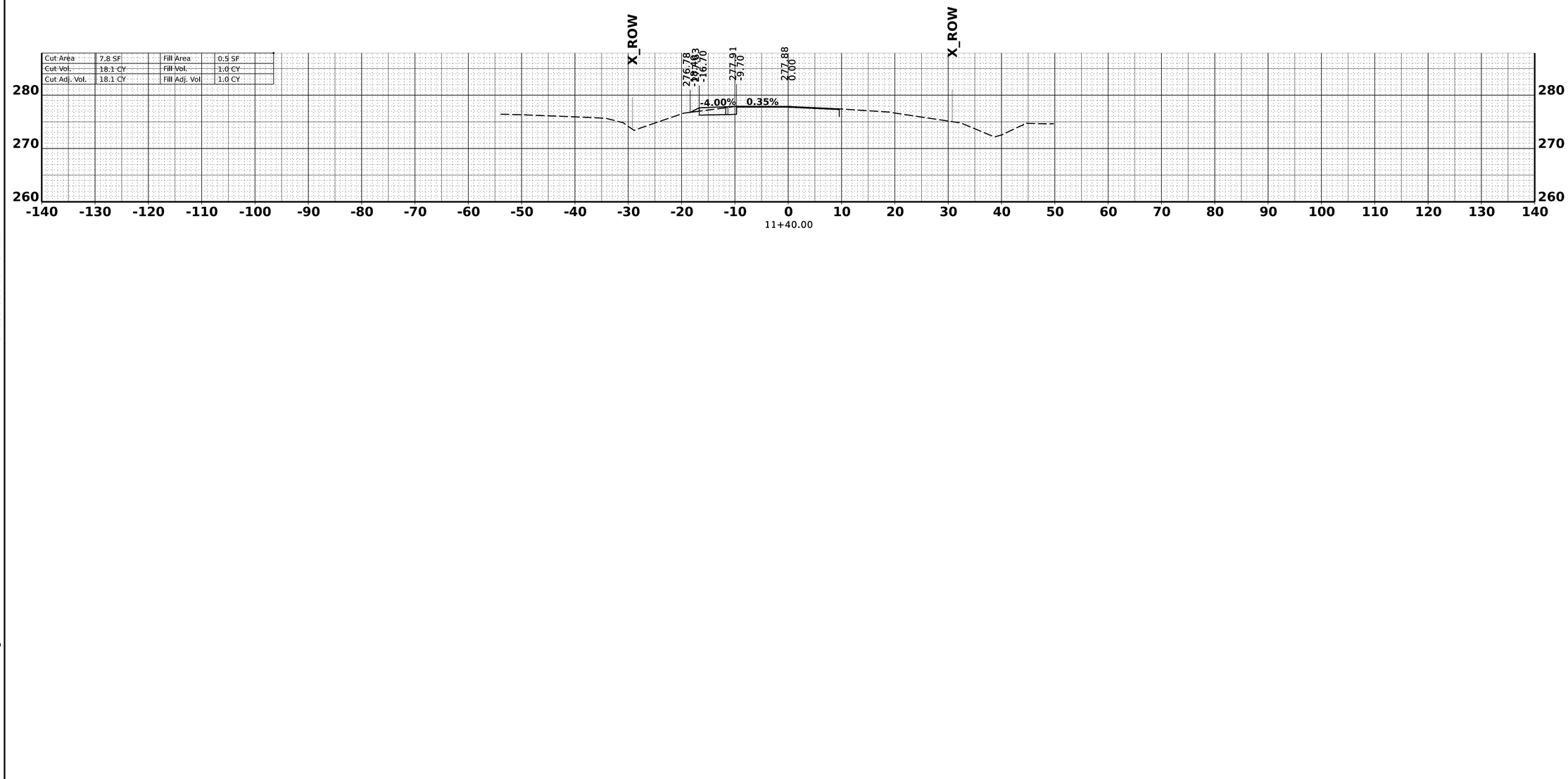
FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

ML_MCCLUER
STA. 9+40.00 - STA. 10+50.00

SHEET NO.
9001

6/26/2026 2:08:12 PM XS-McCluer.dgn





CROSS SECTION SHEET

6/26/2026 2:08:12 PM XS-McCluer.dgn

KOHL BOOZER
LICENSED PROFESSIONAL ENGINEER
35697
STATE OF MISSISSIPPI
06/26/2026

CITY OF JACKSON

DESIGNED BY: RKB
DETAILED BY: RKB
CHECKED BY: FMT
DATE: 6/26/2026

FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

ML_MCCLUER
STA. 11+00.00 - STA. 11+40.00

SHEET NO.
9002

	Office Review
	PSE
	Final PSE
X	Street Ready
	Executed

CITY OF JACKSON

PROPOSAL AND CONTRACT DOCUMENTS
FOR

FEDERAL AID PROJECT NO. STP-7287-00(001)LPA / 109860-701000

(Hinds County)

Reconstruction of the McCluer Road Bridge at Cany Creek Tributary

October 2026

By:

Pickering Firm, Inc.

KOHL BOOZER
LICENSED PROFESSIONAL
ENGINEER
35697
STATE OF MISSISSIPPI

Kohl Boozer, P.E.

10/23/2026
Date

BIDDER CHECK LIST
(FOR INFORMATION ONLY)

_____ All unit prices and item totals have been entered in accordance with Subsection 102.06 of the Mississippi Standard Specifications for Road and Bridge Construction.

_____ First sheet of SECTION 905--PROPOSAL has been completed.

_____ Second sheet of SECTION 905--PROPOSAL has been completed and signed.

_____ Addenda, if any, have been acknowledged. Second sheet of Section 905 listing the addendum number has been substituted for the original second sheet of Section 905. Substituted second sheet of Section 905 has been properly completed, signed, and added to the proposal.

_____ DBE/WBE percentage, when required by contract, has been entered on last sheet of the bid sheets of SECTION 905--PROPOSAL.

_____ Form OCR-485-LPA has been completed and signed.

_____ The last sheet of the bid sheets of SECTION 905--PROPOSAL has been signed.

_____ Equal Opportunity Clause Certification, when included in contract, has been completed and signed.

_____ The Certification regarding Non-Collusion, Debarment and Suspension, etc. has been executed in duplicate.

_____ A certified check, cashier's check or bid bond payable to the Local Public Agency in the principle amount of 5% of the bid has been included with project number identified on same. Bid bond has been signed by the bidder and has also been signed or countersigned by a Mississippi Agent or Qualified Nonresident Agent for the Surety with Power of Attorney attached.

_____ A completed Notice to Bidders regarding DUNS Requirements must be completed prior to award of the contract.

Return the proposal and contract documents in its entirety in a sealed envelope. DO NOT remove any part of the contract documents; exception – an addendum requires substitution of second sheet of Section 905. A stripped proposal is considered as an irregular bid and will be rejected.

Failure to complete any or all of the applicable requirements will be cause for the proposal to be considered irregular.

(1/2017)

Table of Contents

Bidders Checklist

Table of Contents

Section 901 – Advertisement for Bids

Section 904 – Notice to Bidders

Supplement to No. 1 .....Governing Specifications – dated 6/08/2021
No. 1.....Governing Specifications
No. 1A LPA .....Designated Owner & Engineer
No. 2.....Status of ROW
No. 2.....Attachments for Status of ROW
No. 3.....Final Cleanup
No. 28.....Fuel and Material Adjustments
No. 445.....Mississippi Agent or Qualified Nonresident Agent
No. 516.....Errata and Modifications to the 2017 Standard Specifications
No. 1225.....Early Notice to Proceed
No. 1226.....Material Storage Under Bridges
No. 1546.....Advancement of Materials
No. 1963.....Guardrail Pads
No. 2206.....MASH Compliant Devices
No. 2273.....Mississippi Special Fuel Tax Law
No. 2672.....Stream Crossings
No. 2689 LPA .....Asphalt Smoothness Requirement
No. 2766.....Material Transfer Device
No. 2954.....Reflective Sheeting for Signs
No. 3676.....Asphalt Gyratory Compactor Internal Angle Calibration
No. 4113.....Unique Entity ID (SAM) Requirement for Federal Funded Projects
No. 4702.....App for Traffic Control Reports
No. 5086.....Detail of Square Tube Sign Posts
No. 5551.....Federal Bridge Formula
No. 5570.....Special Provisions Related to Concrete
No. 5866 LPA .....Payroll Requirements

No. 6000 LPA ..... Traffic Control Personnel Requirements
No. 6195 ..... Retroreflectivity Requirements
No. 7011 ..... Contract Time
No. 7200 ..... Specialty Items
No. 7300 ..... Placement of Fill Material in Federally Regulated Areas
No. 7578 ..... Obligation Date
No. 8500 LPA ..... Allowable Density Deviations on Non-Roadway Facilities
No. 8501 LPA ..... State Aid Standard Drawings

Section 906 – Required Federal Contract Provisions

Supplement to Form FHWA-1273 – dated 7/30/2026
Required Federal Contract Provision Form FHWA-1273 – dated 6/25/2026
County Wage Rates

Section 907 – Special Provisions

No. 907-101-1 ..... Definitions and Terms
No. 907-102-4 LPA ..... Bidding Requirements and Conditions (dated 6/30/2017)
No. 907-104-2 ..... Minor Alterations of the Contract
No. 907-105-3 ..... Control of Work
No. 907-106-5 ..... Control of Materials
No. 907-108-4 ..... Subletting of Contract
No. 907-108-6 ..... Default and Termination of Contract
No. 907-109-5 ..... Measurement and Payment
No. 907-234-1 ..... Silt Fence
No. 907-401-4 ..... Asphalt Pavement - General
No. 907-403-4 ..... Asphalt Pavements
No. 907-407-1 ..... Tack Coat (dated 3/02/2026)
No. 907-618-12 ..... Traffic Control Management
No. 907-626-13 ..... Thermoplastic Traffic Markings
No. 907-627-1 ..... Raised Pavement Markers
No. 907-700-3 ..... Materials and Tests
Supplement to No. 907-701-4 ..... Hydraulic Cement – Dated 11/05/2024

No. 907-701-4 ..... Hydraulic Cement
No. 907-702-4 ..... Bituminous Materials
No. 907-703-2 ..... Gradation
No. 907-705-1 ..... Stone Riprap
No. 907-707-3 ..... Joint Materials
No. 907-711-2 ..... Plain Steel Wire
No. 907-712-1 ..... Fence and Guardrail
No. 907-713-1 ..... Waterproofing Admixture
No. 907-714-4 ..... Miscellaneous Materials
No. 907-718-1 ..... Timber and Dimension Lumber
No. 907-720-4 ..... Pavement Marking Materials
No. 907-721-4 ..... Materials for Signing
Supplement to No. 907-799-1 ..... Hydraulic Cement Concrete Mixtures – Dated 7/28/2025
No. 907-799-1 ..... Hydraulic Cement Concrete Mixtures
No. 907-803-5 ..... Test Piles
Supplement to No. 907-803-6 ..... Deep Foundations – Dated 7/28/2025
No. 907-803-6 ..... Deep Foundations
Supplement to No. 907-804-13 ..... Concrete Bridges and Structures – Dated 7/28/2025
No. 907-804-13 ..... Concrete Bridges and Structures

Construction Progress Schedule

Section 905 – Proposal

Proposal – Section 905 Sheets
Bid Sheets
Federal Certification – Certificate of Performance
Non-Collusion Affidavit (2 copies)

Section 902 – Local Public Agency Contract

Contract Form – dated 10/06/2023

Section 903 – Contract Bond Forms

Payment Bond Form – dated 10/06/2023

Performance Bond Forms – dated 10/06/2023

Executive Compensation Certification

Guidance for Federal Spending Transparency

Pile Driving Form

SAM.GOV Registration and Unique Entity ID Form

Section 901 – Advertisement

Reconstruction of the McCluer Road Bridge
at Cany Creek Tributary

City of Jackson

Hinds County, Mississippi

Project No. STP-7287-00(001)LPA / 109860-701000

SECTION 901

ADVERTISEMENT

City of Jackson
Hinds County, Mississippi

Federal Aid Project No. **STP-7287-00(001) LPA / 109860-701000**

The City of Jackson will receive bids for the reconstruction of the McClure Road Bridge at Cany Creek Tributary, Federal Aid Project No. **STP-7287-00(001)LPA / 109860-701000** no later than `**3:30 PM** local time **on the December 8, 2026** at the Municipal Clerk's Office located at 219 South President Street, Jackson, Mississippi. All bids so received will be publicly opened and read aloud.

The work shall consist essentially of the following items:

> Replace the bridge on McCluer Road at Cany Creek Tributary, and all other related items of work required to complete the project as shown and specified in the Contract Documents.

The above general outline of features of the work does not in any way limit the responsibility of the Contractor to perform all work and furnish all plant, labor, equipment and materials required by the specifications and the drawings referred to therein.

The attention of bidders is directed to the Contract Provisions governing selection and employment of labor. Minimum wage rates for Federal-Aid projects 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.

The City of Jackson hereby notifies all Bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, disadvantaged and women's business enterprises will be afforded the full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, sex, age, disability, religion or national origin in consideration for an award.

The Contract Documents are on file and may be examined at the following locations:

1. City of Jackson Engineering Division, 200 S President Street, Suite 424, Jackson, Mississippi 39205.
2. Pickering Firm, Inc., 2001 Airport Road, Suite 201, Flowood, Mississippi 39232

All documents required for bidding purposes may be obtained from Pickering Firm, Inc. located at 2001 Airport Road, Suite 201, Flowood, Mississippi 39232 upon payment of $100.00 for each set, which will not be refunded. These documents can also be obtained through PH Bidding at www.jacksonmsbid.com upon payment for each set, which will not be refunded.

Each bid shall be accompanied by a Cashier's check, Certified Check on a solvent bank or a Bidder's Bond issued by a Surety Company licensed to operate in the State of Mississippi, in the amount of five percent (5%) of the total bid price, payable to the City of Jackson as bid security. Bidders shall also submit a current financial statement, if requested by the City. The successful bidder will be required to furnish a Performance Bond and a Payment Bond each in the amount of one hundred percent (100%) of the contract amount.

The proposal and contract documents in their entirety shall be submitted in a sealed envelope and deposited with the Chancery Clerk, 219 South President Street, Jackson, Mississippi prior to the hour and date above designated. No stripped bids will be accepted. Bidders choosing to submit electronically shall submit their bids at www.jacksonmsbid.com. For any questions related to electronic bidding, please call PH Bidding at 662-407-0195.

Work to be performed shall be in accordance with the "Mississippi State Highway Standard Specifications for Road and Bridge Construction, 2017", together with all amendments and/or special provisions and/or addenda to the standards duly approved and adopted, unless otherwise noted in these specifications.

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

Published by order of the Jackson City Council.

Henry Chia

Henry Chia, Project Manager
City of Jackson

Publications and Publishing Dates:
The Clarion Ledger & PH Bidding
Dates: October 29th & November 5th, 2026
Bid opening: December 8th, 2026

Section 904 – Notice to Bidders

Reconstruction of the McCluer Road Bridge
at Cany Creek Tributary

City of Jackson

Hinds County, Mississippi

Project No. STP-7287-00(001)LPA / 109860-701000

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. 1A LPA **CODE: (SP)**

DATE: 3/18/2026

SUBJECT: Designated Owner and Engineer

PROJECT: STP-7287-00(001)LPA / 109860-701000– Hinds County

Any reference in the Contract Documents to the State of Mississippi, Mississippi Department of Transportation, Mississippi Transportation Commission, or any official thereof, it shall be interpreted to mean the *City of Jackson*, the "Owner".

Any reference in the Standard Specifications to the Project Engineer, District Engineer, Chief Engineer, or Engineer it shall be interpreted to mean the *Pickering Firm, Inc.*

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.

Brad White
Executive Director
Jeff Ely, P.E.
Chief of Staff

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Earl Glenn, Jr., P.E.
Deputy Executive Director/Chief Engineer
Lisa M. Hancock, CPA
Deputy Executive Director/Administration

May 29, 2026

Mr. Jeffrey A. Schmidt
Division Administrator
FHWA-Mississippi Division
100 West Capitol Street, Suite 1062
Jackson, MS 39269

RE: City of Jackson
City of Jackson - Reconstruction of the McCluer Road Bridge at Cany Creek Tributary
STP-7287-00(001)LPA 109860-701000
Hinds County

RIGHT-OF-WAY CERTIFICATION

Dear Mr. Schmidt:

This project will be constructed on existing right of way or other real property previously acquired and owned by the above referenced city, county or agency. Since no additional acquisition of right of way or other real property interests are required, there are no relocatees, improvements or contaminated sites involved in this project.

Sincerely,

RIGHT OF WAY DIVISION

Don Drake
Division Administrator

DD:vs

Attachments:
Right of Way Certification Report (EZ Form)

Pc: Chief Engineer (65-01)
LPA Division (77-01)
Construction Engineer (73-01)
District Five (25-01)

STATUS OF RIGHT-OF-WAY

City of Jackson

City of Jackson - Reconstruction of the McCluer Road Bridge at Cany Creek Tributary

STP-7287-00(001)LPA 109860-701000

Hinds County

May 29, 2026

Based on the attached RIGHT OF WAY CERTIFICATION REPORT, this Right of Way Certification is issued subject to the following **conditions: None.**

Right of Way Status: The project will be constructed within existing right of way.

RIGHT OF WAY CERTIFICATION REPORT

Name of LPA: City of Jackson
FMS Project No: 109860 701000
Ext Project No: STP-7287-00(001)LPA
County: Hinds
Date: 5/21/2026
Project Termini: City of Jackson - Reconstruction of the McCluer Road Bridge at Cany Creek Tributary

Yes	No	
◉	○	(1) The LPA certifies that all project activities will take place on existing ROW and no ROW was acquired.
◉	○	(2) The LPA certifies that based on a site inspection of the right of way for the project the right of way is clear of encroachments.
◉	○	(3) The LPA certifies that based on a site inspection of the right of way for the project that no improvements remain within the project right of way limits.
◉	○	(4) The LPA certifies that the project has been inspected and there are no visible indications of potentially contaminated sites within the proposed right of way.
◉	○	(5) The LPA certifies that the project right of way does not contain structures that required asbestos abatement.
◉	○	(6) The LPA certifies that there are no utilities in conflict with the project.
◉	○	(7) The LPA certifies that there are no railroads facilities affected by the above referenced project.

Anderson, Lorenzo	Anderson , Lorenzo	05/12/2026
Project Director	Signature	Date

Horton, Lisa	Lisa Horton	05/21/2026
Utility Coordinator Concurrence	Signature	Date

If the project requires any additional ROW, or the LPA cannot certify yes to any of the seven certifications listed above, then the LPA must complete the appropriate status report found in the MDOT-LPA Project Development Manual's (PDM) Chapter 5, section 11 and include with this Report. Any errors to this certification will be the responsibility of the certifying LPA.

The LPA certifies that the LPA will accept full financial responsibility for any damage caused, or delay claims that arise, in whole or in part, due to the failure of the LPA to remove, relocate or adjust, or clear any encroachment, utility, or contaminated site. Any additional construction costs incurred as a result of working around any encroachment, utility, or contaminated site will be paid by the LPA as a non-reimbursable expense.

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

SECTION 904 - NOTICE TO BIDDERS NO. 28 **CODE: (SP)**

DATE: 01/17/2017

SUBJECT: Fuel and Material Adjustments

Bidders are advised that **NO FUEL OR MATERIAL ADJUSTMENT**, as addressed in Subsection 109.07 of the Standard Specifications, will be allowed on this project.

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. 1546 **CODE: (SP)**

DATE: 05/23/2007

SUBJECT: Advancement of Materials

Bidders are advised that **NO ADVANCEMENT OF MATERIALS**, as addressed in Subsection 109.06.2 of the Standard Specifications, will be allowed on this project.

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.

Revised March 2017

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. 2672 **CODE: (SP)**

DATE: 06/16/2020

SUBJECT: Stream Crossings

Standard Drawing Sheet No. ECD-17, Temporary Culvert Stream Crossing, addresses the placement of riprap and pipe in a stream for the purpose of a stream crossing. Bidders are advised that whether or not this plan sheet is shown in the plans or contract, the placement of materials in the waterway for a stream crossing, as referenced in ECD-17, will **NOT** be allowed on the project.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2689 LPA **CODE: (SP)**

DATE: 06/15/2017

SUBJECT: Asphalt Smoothness Requirement

Bidders are advised that Subsection 403.03.2.1—Smoothness Tolerances for Mean Roughness Index (MRI) is removed from this project. Any incentive or disincentive for asphalt smoothness associated with (MRI) is also hereby eliminated from this project.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2766 **CODE: (SP)**

DATE: 08/05/2020

SUBJECT: Material Transfer Device

Bidders are advised that the use of a material transfer device as referenced in Subsection 401.03.9 of the Standard Specifications is not mandatory on this project(s). The Contractor may use a material transfer device if desired, but it is not required.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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

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. 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. 5086 **CODE: (SP)**

DATE: 05/02/2023

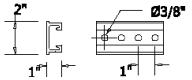
SUBJECT: Detail of Square Tube Sign Posts

Bidders are advised that the following drawings shall be used in the manufacture and installation of square tube sign posts, unless otherwise directed by the Engineer.

FMS CON:

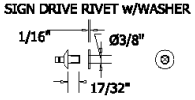
STATE	PROJECT NO.
MISS.	

FLAT PANEL SIGN BRACE



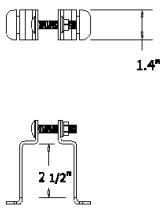
6061-T6 ALUMINUM ALLOY; 2" MOUNTING SURFACE x 7/8" DEPTH x 1/8" NOMINAL WALL THICKNESS. 3/8" HOLES ON 1" CENTERS, CENTERED ALONG ENTIRE LENGTH OF THE BRACE. A MINIMUM OF TWO HORIZONTAL BRACES MUST BE USED.

SIGN DRIVE RIVET w/WASHER



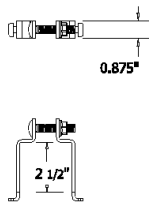
3/8" ALUMINUM SHELL / STEEL CORE RIVET WITH NYLON WASHER. MAXIMUM DISTANCE BETWEEN RIVETS SHOULD BE 12". WASHER MUST BE PRE-INSTALLED AND FIT INTO SIGN BRACE TO SECURE ALUMINUM SIGN PANEL. ALL EXTRUDED PANEL SIGNS SHALL USE 3/16"x3/8" GRIP RANGE ALUMINUM POP RIVITS (#66).

FLAT PANEL SIGN CLAMP



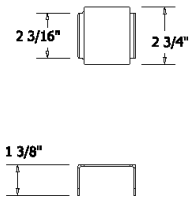
MATERIALS: 1.4" WIDE x 11ga. TYPE 304, #2B FINISHED STAINLESS STEEL BRACKET. INCLUDES STAINLESS STEEL 3/8"-16 x 2" CARRIAGE BOLT AND SERRATED FLANGED NUT. ONE CLAMP REQUIRED FOR EACH BRACE TO POST JUNCTION.

EXTRUDED PANEL SIGN CLAMP



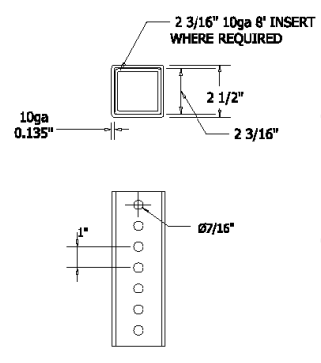
MATERIALS: 1.4" WIDE x 11ga. TYPE 304, #2B FINISHED STAINLESS STEEL BRACKET. INCLUDES STAINLESS STEEL 3/8"-16 x 2" CARRIAGE BOLT AND SERRATED FLANGED NUT. ONE CLAMP REQUIRED FOR EACH BRACE TO POST JUNCTION.

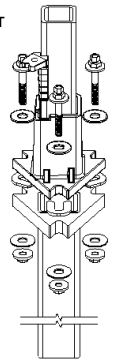
POST CAP



MADE OF 16GA PREGALVANIZED STEEL WITH AN ID CAPABLE OF FITTING INTO THE INSIDE OF A 2-1/2" SQUARE STEEL POST WITHOUT ANY FASTENERS. A CAST ALUMINUM FRICTION FIT CAP MAY ALSO BE USED.

SIGN POSTS



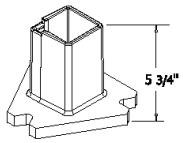


example slip base assembly (detailed below)

NOTES:

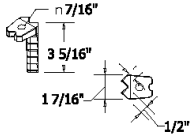
A. CONCRETE FOOTING MUST BE 12" DIAMETER x 36" DEEP.
B. BRASS SHIMS MAY BE USED BETWEEN SLIP PLATES TO LEVEL THE UPPER SLIP PLANE.
C. SLIP BASE IS FHWA ACCEPTED, MEETING CURRENT AASHTO & NCHRP 350 REQUIREMENTS.
D. SIGN BRACE CLAMPS ALLOW SIGN BRACE TO BE ADJUSTED UP, DOWN, LEFT OR RIGHT IN ORDER TO ACHIEVE PERFECT POSITION OF SIGN PANEL.
E. USE INSTALLATION INSTRUCTION RT280U-SQ1.
F. PRODUCT MUST MEET FHWA's MADE IN AMERICA CLAUSE.
G. PAID BY LENGTH OF POST, 36" STUB TO BE ABSORBED.

2-1/2" SQUARE POST RECEIVER



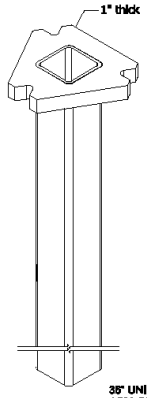
RECEIVER TO BE CAST FROM DUCTILE IRON ASTM A536 CLASS 65-45-12, GALVANIZED PER ASTM A153.

POST LOCKING WEDGE



LOCKING WEDGE FORGED FROM SAE 1035 STEEL AND GALVANIZED PER ASTM A153.

UNIBASE ANCHOR STUB



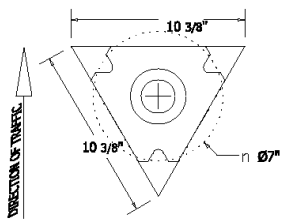
35" UNIBASE ANCHOR A500 GRADE B TUBE WELDED TO A572 SLIP PLATE. GALVANIZED PER ASTM A153.

SIGN CENTROID	2-1/2" x 10ga PSST	2-1/2" x 10ga & 2-3/16" x 10ga Inserted PSST	Sign Bracing**
16'	24.82	43.46	18" maximum distance between braces
15'	26.48	46.36	18" maximum distance between braces
14'	28.38	49.66	18" maximum distance between braces
13'	30.56	53.48	18" maximum distance between braces
12'	33.10	57.94	18" maximum distance between braces
11'	36.12	63.20	18" maximum distance between braces

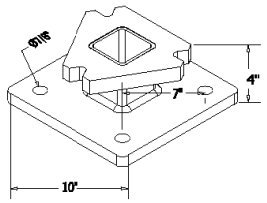
* based on two legs per sign
** Minimum of two braces per flat panel sign

NOTE: Sign area is in square feet.

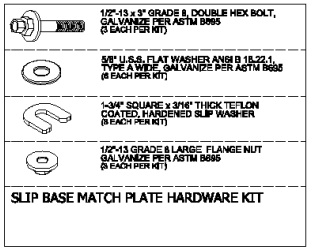
SLIP PLATE DIMENSION



SURFACE MOUNT BASE



A572 SLIP PLATE WELDED TO A500 GRADE B TUBE WELDED TO A572 MOUNTING PLATE. GALVANIZED PER ASTM A153.



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SIGN SUPPORT HARDWARE

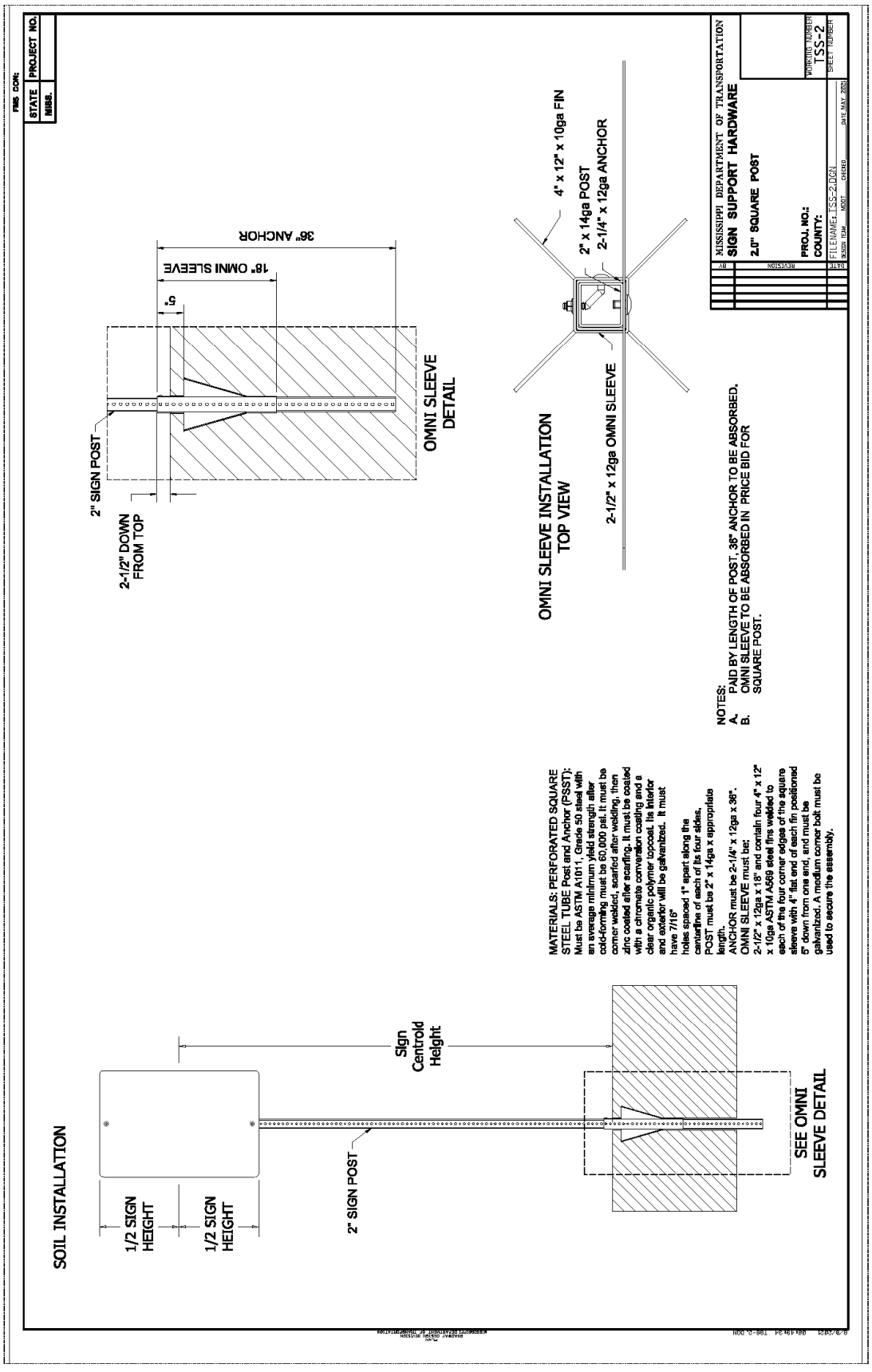
2.5" SQUARE POST

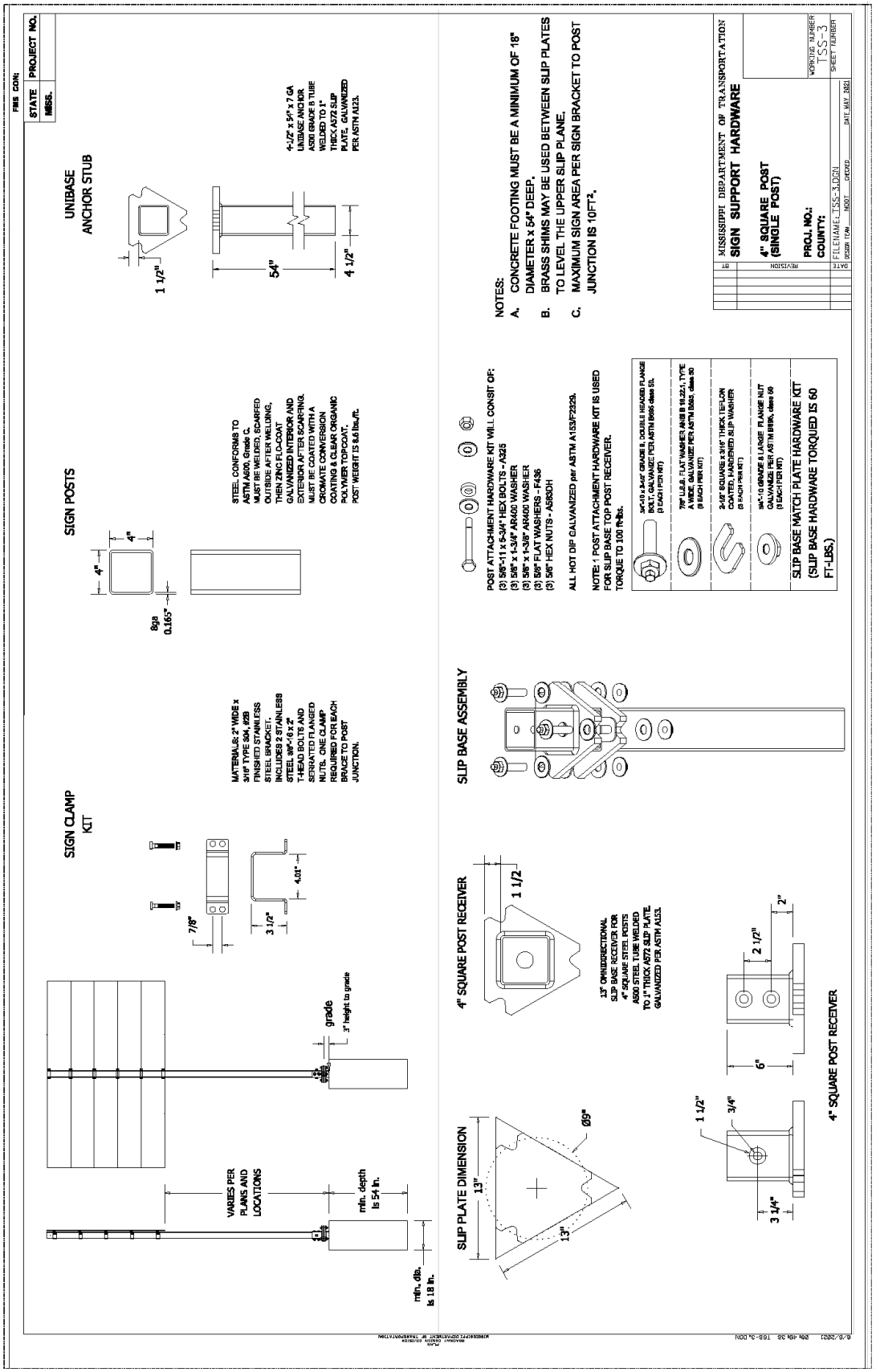
PROJ. NO.:
COUNTY:

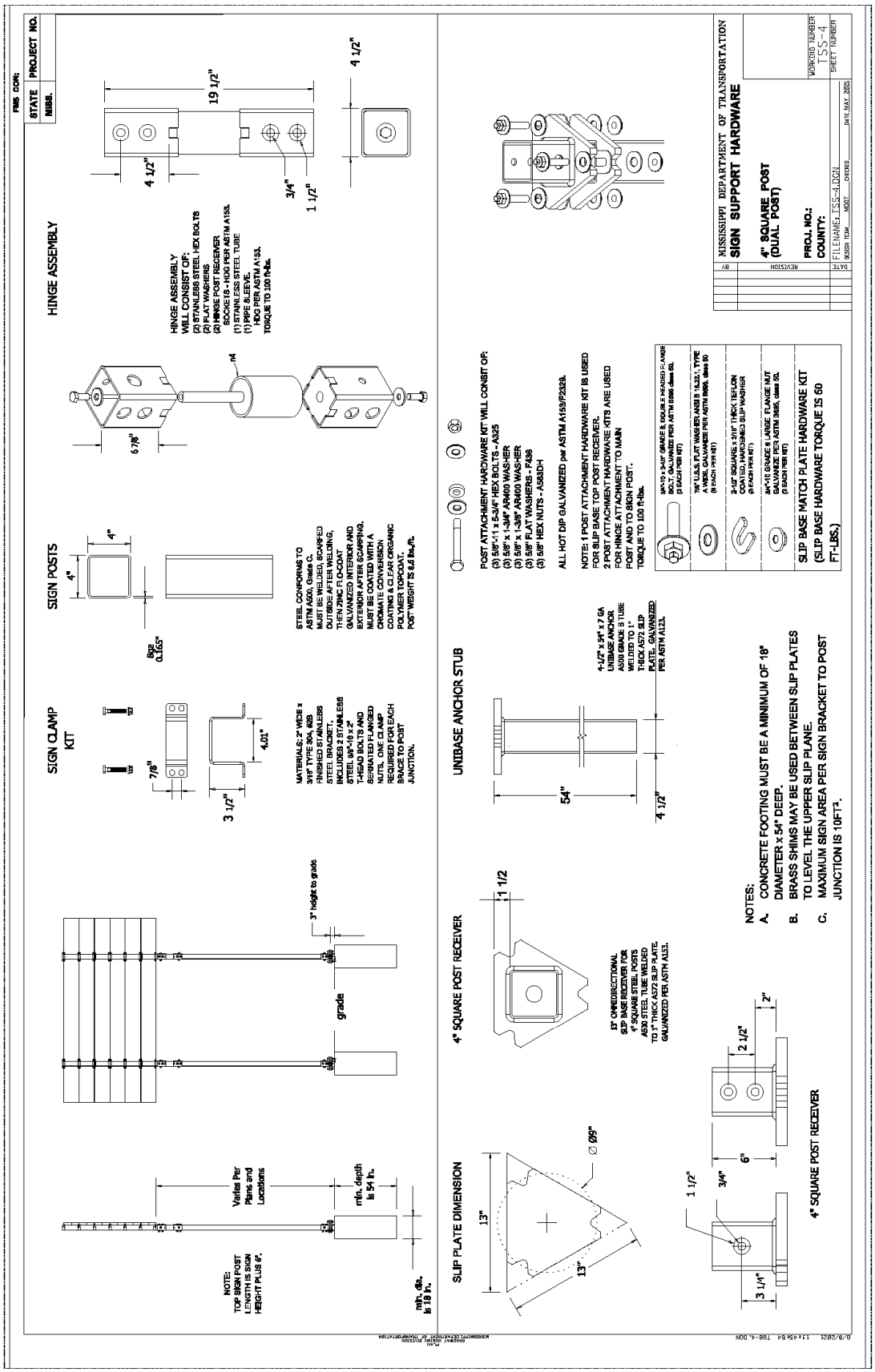
WORKING NUMBER: TSS-1
SHEET NUMBER

BY | REVISION | DATE

FILENAME: TSS-1.DGN
DESIGN TEAM: MDOT CHECKED: DATE: MAY 2021


FHWA CON:
STATE
MISS.
PROJECT NO.
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
SIGN SUPPORT HARDWARE
2.0" SQUARE POST
REVISION
PROJ. NO.:
COUNTY:
WORKING NUMBER
TSS-2
SHEET NUMBER
FILENAME: TSS-2.DGN
DESIGN ITEM
MDOT
CHECKED
DATE: MAY 2005
SOIL INSTALLATION
1/2 SIGN HEIGHT
1/2 SIGN HEIGHT
2" SIGN POST
Sign Centroid Height
SEE OMNI SLEEVE DETAIL
MATERIALS: PERFORATED SQUARE STEEL TUBE Post and Anchor (PSST): Must be ASTM A1011, Grade 50 steel with an average minimum yield strength after cold-forming must be 60,000 psi. It must be corner welded, scarfed after welding, then zinc coated after scarfing. It must be coated with a chromate conversion coating and a clear organic polymer topcoat. Its interior and exterior will be galvanized. It must have 7/16" holes spaced 1" apart along the centerline of each of its four sides. POST must be 2" x 14ga x appropriate length. ANCHOR must be 2-1/4" x 12ga x 36". OMNI SLEEVE must be: 2-1/2" x 12ga x 18" and contain four 4" x 12" x 10ga ASTM A569 steel fins welded to each of the four corner edges of the square sleeve with 4" flat end of each fin positioned 5" down from one end, and must be galvanized. A medium corner bolt must be used to secure the assembly.
NOTES:
A. PAID BY LENGTH OF POST. 36" ANCHOR TO BE ABSORBED.
B. OMNI SLEEVE TO BE ABSORBED IN PRICE BID FOR SQUARE POST.
OMNI SLEEVE INSTALLATION TOP VIEW
4" x 12" x 10ga FIN
2" x 14ga POST
2-1/4" x 12ga ANCHOR
2-1/2" x 12ga OMNI SLEEVE
OMNI SLEEVE DETAIL
36" ANCHOR
18" OMNI SLEEVE
5"
2" SIGN POST
2-1/2" DOWN FROM TOP


FHWA CON:
STATE
MISS.
PROJECT NO.
UNIBASE
ANCHOR STUB
1 1/2"
54"
4 1/2"
4-1/2" x 5" x 7 GA UNIBASE ANCHOR ASTM GRADE B TUBE WELDED TO 1" THICK A572 SLIP PLATE, GALVANIZED PER ASTM A123.
SIGN POSTS
4"
4"
8ga 0.165"
STEEL CONFORMS TO ASTM A500, Grade C. MUST BE WELDED, SCARFED OUTSIDE AFTER WELDING, THEN ZINC FLO-COAT GALVANIZED INTERIOR AND EXTERIOR AFTER SCARFING. MUST BE COATED WITH A CROMATE CONVERSION COATING & CLEAR ORGANIC POLYMER TOPCOAT. POST WEIGHT IS 8.6 lbs./ft.
SIGN CLAMP
KIT
MATERIAL-2" WIDE x 3/16" TYPE 304 #2B FINISHED STAINLESS STEEL BRACKET. INCLUDES 2 STAINLESS STEEL 3/8"-16 x 2" T-HEAD BOLTS AND SERRATED FLANGED NUTS. ONE CLAMP REQUIRED FOR EACH BRACE TO POST JUNCTION.
7/8"
3 1/2"
4.01"
SLIP BASE ASSEMBLY
POST ATTACHMENT HARDWARE KIT WILL CONSIST OF:
(3) 5/8"-11 x 5-3/4" HEX BOLTS - A325
(3) 5/8" x 1-3/4" AR400 WASHER
(3) 5/8" x 1-3/8" AR400 WASHER
(3) 5/8" FLAT WASHERS - F436
(3) 5/8" HEX NUTS - A563DH
ALL HOT DIP GALVANIZED per ASTM A153/F2329.
NOTE: 1 POST ATTACHMENT HARDWARE KIT IS USED FOR SLIP BASE TOP POST RECEIVER. TORQUE TO 100 ft/lbs.
3/4"-10 x 3-1/2" GRADE B, DOUBLE HEXAED FLANGE BOLT, GALVANIZE PER ASTM B695 class 55. (3 EACH PER KIT)
7/8" U.S.S. FLAT WASHER ANSI B 18.22.1, TYPE A WIDE, GALVANIZE PER ASTM B695 class 50 (3 EACH PER KIT)
2-1/8" SQUARE x 3/16" THICK TEFLON COATED, HARDENED SLIP WASHER (3 EACH PER KIT)
3/4"-10 GRADE A LARGE FLANGE NUT GALVANIZE PER ASTM B695, class 55 (3 EACH PER KIT)
SLIP BASE MATCH PLATE HARDWARE KIT
(SLIP BASE HARDWARE TORQUED IS 60 FT-LBS.)
NOTES:
A. CONCRETE FOOTING MUST BE A MINIMUM OF 18" DIAMETER x 54" DEEP.
B. BRASS SHIMS MAY BE USED BETWEEN SLIP PLATES TO LEVEL THE UPPER SLIP PLANE.
C. MAXIMUM SIGN AREA PER SIGN BRACKET TO POST JUNCTION IS 10FT².
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
SIGN SUPPORT HARDWARE
4" SQUARE POST (SINGLE POST)
PROJ. NO.:
COUNTY:
FILENAME: TSS-3.DGN
DESIGN TEAM
MOOT
CHECKED
DATE MAY 2021
WORKTAB NUMBER TSS-3
SHEET NUMBER
BY
REVISION
DATE
vbr 49a 3S TSS-3.DGN
SLIP PLATE DIMENSION
13"
13"
69°
4" SQUARE POST RECEIVER
1 1/2"
13" OMNIDIRECTIONAL SLIP BASE RECEIVER FOR 4" SQUARE STEEL POSTS A500 STEEL TUBE WELDED TO 1" THICK A572 SLIP PLATE, GALVANIZED PER ASTM A123.
2 1/2"
2"
6"
1 1/2"
3/4"
3 1/4"
4" SQUARE POST RECEIVER
VARIES PER PLANS AND LOCATIONS
grade
3" height to grade
mtn. depth is 54 in.
mtn. dia. is 18 in.


FHWA CON:
STATE MISS.
PROJECT NO.
HINGE ASSEMBLY
SIGN POSTS
SIGN CLAMP KIT
UNIBASE ANCHOR STUB
4" SQUARE POST RECEIVER
SLIP PLATE DIMENSION
4" SQUARE POST RECEIVER
NOTES:
A. CONCRETE FOOTING MUST BE A MINIMUM OF 18" DIAMETER x 54" DEEP.
B. BRASS SHIMS MAY BE USED BETWEEN SLIP PLATES TO LEVEL THE UPPER SLIP PLANE.
C. MAXIMUM SIGN AREA PER SIGN BRACKET TO POST JUNCTION IS 10FT².
HINGE ASSEMBLY WILL CONSIST OF:
(2) STAINLESS STEEL HEX BOLTS
(2) FLAT WASHERS
(2) HINGE POST RECEIVER SOCKETS - HDG PER ASTM A153.
(1) STAINLESS STEEL TUBE
(1) PIPE SLEEVE.
HDG PER ASTM A153.
TORQUE TO 100 ft-lbs.
STEEL CONFORMS TO ASTM A500, Grade C. MUST BE WELDED, SCARFED OUTSIDE AFTER WELDING, THEN ZINC FLO-COAT GALVANIZED INTERIOR AND EXTERIOR AFTER SCARFING. MUST BE COATED WITH A CHROMATE CONVERSION COATING & CLEAR ORGANIC POLYMER TOPCOAT. POST WEIGHT IS 5.6 lbs./ft.
MATERIALS: 2" WIDE x 3/16" TYPE 304, #2B FINISHED STAINLESS STEEL BRACKET. INCLUDES 2 STAINLESS STEEL 3/8"-16 x 2" T-HEAD BOLTS AND SERRATED FLANGED NUTS. ONE CLAMP REQUIRED FOR EACH BRACKET TO POST JUNCTION.
POST ATTACHMENT HARDWARE KIT WILL CONSIT OF:
(3) 5/8"-11 x 5-3/4" HEX BOLTS - A325
(3) 5/8" x 1-3/4" AR400 WASHER
(3) 5/8" x 1-3/8" AR400 WASHER
(3) 5/8" FLAT WASHERS - F436
(3) 5/8" HEX NUTS - A563DH
ALL HOT DIP GALVANIZED per ASTM A153/F2329.
NOTE: 1 POST ATTACHMENT HARDWARE KIT IS USED FOR SLIP BASE TOP POST RECEIVER.
2 POST ATTACHMENT HARDWARE KITS ARE USED FOR HINGE ATTACHMENT TO MAIN POST AND TO SIGN POST.
TORQUE TO 100 ft-lbs.
SLIP BASE MATCH PLATE HARDWARE KIT (SLIP BASE HARDWARE TORQUE IS 60 FT-LBS.)
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
SIGN SUPPORT HARDWARE
4" SQUARE POST (DUAL POST)
PROJ. NO.:
COUNTY:
FILENAME: TSS-4.DGN
DESIGN TEAM: MDOT CHECKED:
DATE: MAY, 2021
WORKING NUMBER TSS-4
SHEET NUMBER
REVISION
BY
DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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

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. 5866 LPA **CODE: (SP)**

DATE: 10/28/2015

SUBJECT: Payroll Requirements

Bidders are hereby advised that the Contractor and Subcontractor(s) are required to submit payroll information to the Project Engineers on a weekly basis.

On Federal-Aid Projects, LPA-880, LPA-881 and certified payroll submissions are required each week the Contractor or a Subcontractor performs work on the project. This is addressed in Section IV of Form FHWA-1273.

On State-Funded Projects, LPA-880 is required each week the Contractor or a Subcontractor performs work on the project.

When no work is performed on either Federal-Aid or State-Funded Projects, the Contractor should only submit LPA-880 showing no work activities.

The Contractor shall make all efforts necessary to submit this information to the Project Engineer in a weekly manner. The Engineer will have the authority to suspend the work wholly or in part and to withhold payments because of the Contractor's failure to submit the required information. Submission of forms and payrolls shall be current through the first full week of the month for the estimate period in order for the Project Engineer to process an estimate.

Bidders are advised to review the requirements regarding payroll submissions in Section 110 of the Standard Specifications.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904- NOTICE TO BIDDERS NO. 6000 LPA **CODE: (SP)**

DATE: **July 15, 2019**

SUBJECT: **Traffic Control Personnel Requirements**

Bidders are hereby advised that the Contractor's Traffic Control Supervisor, and the LPA's person (LPA staff, or CE&I Consultant) in responsible charge of the traffic control on the project submit to the training requirements set forth in section **618.01.2** of the Mississippi Standard Specifications for Road and Bridge Construction, 2017 edition.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 6195 **CODE: (SP)**

DATE: 8/22/2024

SUBJECT: Retroreflectivity Requirements

The Bidder's attention is called to Subsection 907-626.03.3 – Reflectivity Requirements in Special Provision No. 907-626-11.

The value shown in Table 1, Minimum Dry Retroreflectivity for Yellow, 275 mcd/m^2/lx is hereby revised to 225 mcd/m^2/lx.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 7011 **CODE: (SP)**

DATE: **5/14/2021**

SUBJECT: **Contract Time**

PROJECT: STP-7287-00(001)LPA / 109860-701000

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.

The Notice of Award will be issued within 60 days of the bid opening date and the effective date of the Notice to Proceed / Beginning of Contract Time Date will be within one months following the Date of the Notice of Execution of Contract Letter. Should the Notice to Proceed / Beginning of Contract Time Date fall within the winter months of December, January, or February the Notice to Proceed/Beginning of Contract time will be March 1st.

The Contractor shall request a Notice to Proceed/Beginning of Contract Time date in writing after receiving the Notice of Execution of Contract Letter and the date requested should be within the one month period following the Date of the Notice of Execution of Contract Letter. The Contractor's written request for Notice to proceed Date should be given a minimum of seven (7) calendar days in advance of the Notice to Proceed requested. Should the Contractor request a Notice to Proceed earlier than stipulated above, and it is agreeable with the LPA 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.

61 Working Days have been allowed for the completion of work for the base phase of on this project.

A Preconstruction Conference as required by Subsection 108.03.2 should be held prior to commencement of any field work by the Contractor.

Any fabrication of needed materials can begin after the contract has been executed and submittals are approved.

Bidders are advised that if add options are present on the Progress Schedule provided within the Contract Documents, that careful consideration be given to the time associated with each add option. If any add options are selected by the LPA to be part of this project the time associated with the add option will be added to the project's contract time. The Contractor will be notified in writing the total Contract time at the time of the project award.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 – NOTICE TO BIDDERS NO. 7200 **CODE: (SP)**

DATE: 9/14/2026

SUBJECT: Specialty Items

PROJECT: STP-7287-00(001)LPA / 109860-701000

Pursuant to the provisions of Section 108, the following work items are hereby designated as "Specialty Items" for this contract. Bidders are reminded that these items must be subcontracted in order to be considered as specialty items.

CATEGORY: EROSION CONTROL

Line No.	Pay Item	Description
00090	211-B001	Insect Pest Control
00100	213-C001	Mowing
00110	216-A001	Grassing
00120	219-A001	Agricultural Limestone
00130	220-A001	Mulch, Vegetative Mulch
00140	223-A001	Temporary Silt Fence
00150	225-A001	Wattles, 20"

CATEGORY: GUARD RAIL

Line No.	Pay Item	Description
00260	606-B002	Guard Rail, Class A, Type 1, 'W' Beam
00270	606-D001	Guard Rail, Bridge End Section
00280	606-E001	Guard Rail, Terminal End Section
00370	629-A001	Vehicular Impact Attenuator, 40 MPH

CATEGORY: TRAFFIC CONTROL - TEMPORARY

Line No.	Pay Item	Description
00290	907-618-A001	Maintenance of Traffic
00300	619-D1001	Standard Roadside Construction Signs, Less than 10 Square Feet
00310	619-D2001	Standard Roadside Construction Signs, 10 Square Feet or More
00320	619-G4005	Barricades, Type III, Single Faced

CATEGORY: PAVEMENT MARKING

Line No.	Pay Item	Description
00340	907-626-C013	6" Thermoplastic Edge Stripe, Continuous White
00350	907-626-D006	6" Thermoplastic Traffic Stripe, Skip Yellow
00360	907-627-L001	Two-Way Yellow Reflective High Performance Raised Markers

CATEGORY: TRAFFIC CONTROL - PERMANENT

Line No.	Pay Item	Description
00380	630-A003	Standard Roadside Signs, Sheet Aluminum, 0.125" Thickness
00390	630-C005	Square Tube Posts, 2.0 lb/ft
00400	630-F006	Delineators, Guard Rail, White
00410	630-G003	Type 3 Object Markers, OM-3L, Post Mounted
00420	630-G007	Type 3 Object Markers, OM-3R, Post Mounted

CATEGORY: SURVEY AND STAKING

Line No.	Pay Item	Description
00430	699-A001	Roadway Construction Stakes

CATEGORY: BRIDGE

Line No.	Pay Item	Description
00440	907-803-B001	Conventional Static Pile Load Test
00450	803-D007	HP 14 x 89 Steel Piling
00460	907-803-I003	PDA Test Pile, HP Steel Pile
00470	907-803-J001	Pile Restrike
00480	907-804-A002	Bridge Concrete, Class AA
00490	806-A001	19' Precast Concrete Slab Units, 3'-6" Interior
00500	806-A009	19' Precast Concrete Slab Units, 3'-6" Exterior
00510	806-C001	19' Precast Barrier Rail Units
00520	815-A007	Loose Riprap, Size 300
00530	815-E001	Geotextile under Riprap
00540	907-831-PP001	Precast Panels
00550	L00140 - 806-D501	31' Precast Concrete Caps, Intermediate Unit
00560	L00141 - 806-E501	31' Precast Concrete Caps, End Unit with Wall

CITY OF JACKSON

SECTION 904 - NOTICE TO BIDDERS NO. 7300 **CODE (SP)**

DATE: 9/01/2026

SUBJECT: Placement of Fill Material in Federally Regulated Areas

PROJECT: STP-7287-00(001)LPA / 109860-701000– Hinds County

A Permit (Nationwide) for placing fill material federally regulated sites is required.

The City of Jackson has acquired the following permit from the Corps of Engineers for permanently filling at regulated sites that are identified during project development:

Nationwide Permit No. 14 – Linear Transportation Projects
Corps ID Number: MVK-2026-305

Copies of said permit(s) are on file with the City of Jackson. The conditions of the permit shall be adhered to by the Contractor throughout the construction process.

The permit may have plan sheets attached as reference, but these sheets are not to be used for construction.

Securing a permit(s) for the filling of any other regulated site, the purpose of which is temporary construction for the convenience of the Contractor, shall be the responsibility of the Contractor.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 – NOTICE TO BIDDERS NO. 7578 **CODE: (IS)**

DATE: 12/16/2025

SUBJECT: Obligation Date

With respect to the obligation date referenced in Special Provision No. 907-700-2 (Materials and Tests), bidders are advised that this project will be obligated on or after October 1, 2025, and before October 1, 2026.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 8500 LPA **CODE: (SP)**

DATE: 12/18/2020

SUBJECT: Allowable Density Deviations on Non-Roadway Facilities

Bidders are advised that the Engineer may, at his discretion, allow minor deviations in density requirements, not more than five percent (5%), from the specified test values per the following equation:

Minimum allowable density = specified minimum density - allowable deviation

As an example, a new asphalt bike trail with a specified minimum asphalt density of 93% of maximum density and an allowed deviation of 5%, the in-place density at full pay could be 88% of maximum density.

This deviation shall only be allowed for items of work characterized as pedestrian facilities, such as Pedestrian Pathways, Bike Trails, and Multi-use Pathways, which are not part of the roadway structure.

Before allowable deviations are accepted, the Contractor shall have demonstrated during performance of the work and documented prior to payment of each monthly estimate for the work, good faith efforts to meet the original contract requirements. This documentation shall be presented in a manner acceptable to the Engineer. Any such acceptance will not relieve the Contractor from responsibility for maintenance of the work, until the release of maintenance.

If the deviation in density from the specified test values for the work exceeds five percent (5%), the work shall be removed and replaced by the Contractor at no expense to the LPA, their Consultant, MDOT, or FHWA.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 8501 LPA **CODE: (SP)**

DATE: 05/14/2026

SUBJECT: State Aid Standard Drawings

Bidders are hereby advised of the following adaptations regarding the use of State Aid standard drawings:

Although State Aid Road and Bridge Construction standard drawings are made part of this project, any references for State Aid Road and Bridge Construction specifications or pay items shall be disregarded. Pay items numbers and descriptions designated in the State Aid standards shall be replaced in kind by the pay items established in the bid schedule.

Tolerances shall be in accordance with Section 806.03.4 of the Mississippi Standard Specifications for Road and Bridge Construction, 2017 Edition.

The classification and uses of concrete referenced in the State Aid standard drawings shall be replaced by the MDOT classifications listed below. 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 Structural Concrete Design listed in Special Provision No. 907-799.

OSARC REPLACEMENT CONCRETE CLASSIFICATIONS

State Aid Class	MDOT Class
A & AA	AA
B & BB	B
C	C
D	D
DS	DS
F	F (SCC)
FX	FX (SCC)
S	S

Section 906 – Required Federal Contract Provisions

Reconstruction of the McCluer Road Bridge
at Cany Creek Tributary

City of Jackson

Hinds County, Mississippi

Project No. STP-7287-00(001)LPA / 109860-701000

SUPPLEMENT TO FORM FHWA-1273

DATE: 7/30/2026

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 LPA Form RSP-1) shall include a copy of the subcontract. The federal contract provisions (FHWA-1273, SUPPLEMENT TO FORM FHWA-1273, NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION TO ENSURE EQUAL EMPLOYMENT OPPORTUNITY, DAVIS-BACON AND RELATED ACT PROVISIONS (WAGE RATES)) must be physically incorporated as part of the subcontract. A completed Mississippi Department of Transportation LPA Form NRAA-1 and LPA Form SCC-1 must be attached to the LPA Form RSP-1.

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.

"General Decision Number: MS20260134 05/18/2026

State: Mississippi

Construction Types: Highway

Counties: Mississippi Counties of
Hinds

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

ELEC0480-010 01/01/2025

	Rates	Fringes
TRAFFIC SIGNALIZATION (ELECTRICIAN)	$ 30.35	11.39

SUMS2010-057 08/04/2014

	Rates	Fringes
TRUCK DRIVER: SEMI/TRAILER TRUCK	$ 14.60	0.00
TRUCK DRIVER: DUMP TRUCK (ALL TYPES)	$ 11.39	0.00
TRUCK DRIVER: WATER TRUCK	$ 10.00	0.00
TRUCK DRIVER: MECHANIC	$ 13.00	0.00
TRUCK DRIVER: LOWBOY TRUCK	$ 12.56	0.00
TRUCK DRIVER: FLATBED TRUCK	$ 14.06	0.00
OPERATOR: TRACTOR	$ 11.81	0.00
OPERATOR: SCRAPER	$ 12.25	0.00
OPERATOR: ROLLER (ALL TYPES)	$ 11.53	0.00
OPERATOR: PAVER (ASPHALT, AGGREGATE, AND CONCRETE)	$ 11.59	0.00
OPERATOR: OILER	$ 12.13	0.00
OPERATOR: MIXER	$ 14.25	0.00
OPERATOR: MILLING MACHINE	$ 14.68	0.00
OPERATOR: MECHANIC	$ 15.20	0.00
OPERATOR: LOADER	$ 11.96	0.00
OPERATOR: GRINDING/GROOVING MACHINE	$ 15.90	0.00
OPERATOR: GRADER/BLADE	$ 14.31	0.00
OPERATOR: DISTRIBUTOR	$ 10.25	0.00
OPERATOR: CRANE	$ 21.33	0.00
OPERATOR: CONCRETE SAW	$ 14.38	0.00
OPERATOR: BULLDOZER	$ 13.87	0.00
OPERATOR: BROOM/SWEEPER	$ 9.75	0.00
OPERATOR: BOBCAT/SKID STEER/SKID LOADER	$ 11.64	0.00
OPERATOR: BACKHOE/EXCAVATOR/TRACKHOE	$ 16.01	0.00
OPERATOR: ASPHALT SPREADER	$ 14.71	0.00
LABORER: LABORER-CONES/ BARRICADES/BARRELS - SETTER/MOVER/SWEEPER	$ 10.39	0.00
LABORER: PIPELAYER	$ 13.44	0.00
LABORER: MASON TENDER - CEMENT/CONCRETE	$ 12.11	0.00
LABORER: LUTEMAN	$ 12.88	0.00
LABORER: FLAGGER	$ 9.69	0.00
LABORER: COMMON OR GENERAL, INCLUDING ASPHALT RAKING, SHOVELING, SPREADING; AND GRADE CHECKING	$ 10.32	0.00

IRONWORKER, REINFORCING.....$ 15.47 0.00
INSTALLER - SIGN.....$ 12.13 0.00
INSTALLER - GUARDRAIL.....$ 12.07 0.00
HIGHWAY/PARKING LOT STRIPING: TRUCK DRIVER (LINE
STRIPING TRUCK).....$ 11.81 0.00
ELECTRICIAN.....$ 24.04 5.87
CEMENT MASON/CONCRETE FINISHER.....$ 13.93 0.00
CARPENTER (FORM WORK ONLY).....$ 13.73 0.00

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

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

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

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

Union Rate Identifiers

A four-letter identifier beginning with characters other than

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

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

Union Average Rate Identifiers

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

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

Survey Rate Identifiers

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

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

State Adopted Rate Identifiers

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

The date, 01/03/2024 in the example, reflects the date on which the classifications and rates under the "SA" identifier took effect under state law in the state from which the rates were adopted.

WAGE DETERMINATION APPEALS PROCESS

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

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

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

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

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

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

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

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

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

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

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

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END OF GENERAL DECISION

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Section 907 – Special Provisions

Reconstruction of the McCluer Road Bridge
at Cany Creek Tributary

City of Jackson

Hinds County, Mississippi

Project No. STP-7287-00(001)LPA / 109860-701000

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. 907-102-4 LPA **CODE: (SP)**

DATE: 06/30/2017

SUBJECT: Bidding Requirements and Conditions

Subsection 102.06--Preparation of Proposal. Delete the first, second, third and fourth paragraphs of Subsection 102.06 on page 15 and substitute the following:

The bidder's coplete original proposal shall be submitted upon the forms furnished by the Department and shall enter in a unit price and extension in the appropriate columns for each bid item exclusive of those items for which a fixed contract unit price and the extension are shown. Lump sum bid items are to be bid as an item total only since a unit price is not required. The bidder shall also enter where indicated the subtotal amount for each of the various divisions and the total amount of the proposal which shall also include the extensions of the items with a fixed contract unit price. In case of discrepancy between a unit price and the extension, the unit price will govern and the extension along with the total amount of the proposal will be corrected. All figures shall be in ink or typed.

Delete the first sentence of the ninth paragraph and add the following:

The bidders proposal must be signed with ink by the individual, by one or more members of the partnership, by one or more members or officers of each firm representing a joint venture, or by one or more officers of a corporation; or by an agent of the Contractor legally qualified to bind the Contractor and acceptable to the State.

Subsection 102.08--Proposal Guaranty. Delete the two paragraphs in Subsection 102.08 on page 17 and subsitute the following:

No proposal will be considered unless accompanied by certified check, cashier's check or bid bond, made payable to the LPA listed in the contract, in an amount of not less than five percent (5%) of the total amount of the proposal offered. The guaranty shall be evidence of good faith that, if awarded the contract, the bidder will execute the contract and give performance and payment contract bond(s) as stipulated in Subsection 103.05.1, 103.05.2, and as required by law.

If a bid bond is offered as guaranty, the bond must be on a form approved by the Chief LPA Official, made by a Surety acceptable to the Chief LPA Official and signed or countersigned by a Mississippi Agent or Qualified Nonresident Agent and the Bidder. Such bid bond shall also conform to the requirements and conditions stipulated in Subsection 103.05.2 as applicable.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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

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. 907-234-1 **CODE: (SP)**

DATE: 10/13/2021

SUBJECT: Silt Fence

Section 234, Silt Fence, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-234.02--Materials. Delete the first paragraph of Subsection 234.02 on page 181, and substitute the following.

Materials used in silt fence and super silt fence may be accepted by certification per Subsection 700.05.1. Geotextile fabric, posts, staples and woven wire backing, when required, shall meet the requirements of Subsection 714.13.

907-234.05--Basis of Payment. Add the "907" prefix to the pay items listed on page 183.

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. 907-407-1 **CODE: (IS)**

DATE: 03/02/2026

SUBJECT: Tack Coat

Section 407, Tack Coat, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-407.03—Construction Requirements.

907-407.03.3—Application of Bituminous Material.

Delete the second sentence of the first paragraph of Subsection 407.03.3 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.

907-407-05-- Basis of Payment.

Add the "907" prefix to the pay item listed on page 309.

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. 907-626-13 **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: (SP)**

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. 907-713-1 **CODE: (SP)**

DATE: 07/28/2020

SUBJECT: Waterproofing Admixture

Section 713, Concrete Curing Materials and Admixtures, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-713.02--Admixtures for Concrete. Delete Subsection 713.02.4 on page 793 and substitute the following.

907-713.02.4--Blank.

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

SUPPLEMENT TO SPECIAL PROVISION NO. 907-803-5

DATE: 09/09/2024

SUBJECT: Test Piles

Before Subsection 907-803.03.1.9.3.3 on page 1, add the following.

907-803.03.1.9.3.2—Contractor Requirements. Delete Subparagraph (c) in Subsection 907-803.03.1.9.3.3 and substitute the following.

(c) Supply a manlift and qualified personnel to operate the manlift for attaching dynamic monitoring instrumentation to the test piles. The Contractor shall make one of their personnel available to operate the manlift for Department personnel to place the transducers on the piles after the piles have been place in the leads.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-803-5 **CODE: (IS)**

DATE: 01/08/2020

SUBJECT: Test Piles

Section 803, Deep Foundations, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-803.03--Construction Requirement

907-803.03.1--Driven Piles.

907-803.03.1.9--Determination of Bearing Value of Piling.

907-803.03.1.9.3--Determination of Bearing Value by PDA Monitoring (Dynamic Load Testing).

907-803.03.1.9.3.3--PDA Monitored Driving and/or Restrike of Piling.

907-803.03.1.9.3.3.3--Driving Requirements. Delete the first two sentences of the first paragraph of Subsection 803.03.1.9.3.3.3 on page 907, and substitute the following.

Piles to be used in the determination of pile bearing by PDA monitoring shall be driven with PDA instrumentation attached to the pile and shall have a PDA monitored 1-day restrike performed after the initial pile driving. The Engineer may modify the waiting periods that are required before the restrikes are performed. The Engineer may require additional restrikes after the 1-day restrike if deemed necessary when it is determined pile bearing requirements have not be met. Additional restrikes required by the Engineer will be paid for as a Pile Restrike.

907-803.04--Method of Measurement.

907-803.04.12--PDA Test Pile. Delete the second paragraph of Subsection 803.04.12 on page 932 and substitute the following.

Completion of this pay item shall include the 1-day restrike after initial driving and individual components will not be considered separately. Any additional restrike required by the Engineer on this type test pile will be paid for as a Pile Restrike.

907-803.05--Basis of Payment.

907-803.05.2--Conventional Pile Load Tests. Delete the paragraph in Subsection 803.05.2 on page 933 and substitute the following.

Conventional static pile load tests, measured as prescribed above, will be paid for at the contract fixed unit price per each.

Delete pay items 803-B, 803-I, and 803-J on page 935 and substitute the following.

907-803-B:	Conventional Static Pile Load Test	- per each
907-803-I:	PDA Test Pile	- per each
907-803-J:	Pile Restrike	- per each

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO SPECIAL PROVISION NO. 907-803-6

DATE: 07/28/2025

SUBJECT: Deep Foundations

Before Subsection 907-803.03.1.9.3.3 on page 1, add the following.

907-803.03.1.9.3.2—Contractor Requirements. Delete Subparagraph (c) in Subsection 907-803.03.1.9.3.3 and substitute the following.

(c) Supply a manlift and qualified personnel to operate the manlift for attaching dynamic monitoring instrumentation to the test piles. The Contractor shall make one of their personnel available to operate the manlift for Department personnel to place the transducers on the piles after the piles have been place in the leads.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-803-6 **CODE: (IS)**

DATE: **11/21/2023**

SUBJECT: **Deep Foundations**

Section 803, Deep Foundations, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-803.02--Materials. Delete the first paragraph of Subsection 803.02 on page 900, and substitute the following.

All materials shall conform to the applicable requirements set forth in Sections 710, 711, 719, 799, 804, and 814.

Delete the first sentence of the third paragraph on Subsection 803.02 on page 900, and substitute the following.

Concrete for drilled shafts shall be Class "DS" concrete meeting the requirements of Section 907-799.

907-803.03--Construction Requirement.

907-803.03.1-Driven Piles.

907-803.03.1.9--Determination of Bearing Value of Piling.

907-803.03.1.9.3--Determination of Bearing Value by PDA Monitoring (Dynamic Load Testing).

907-803.03.1.9.3.3--PDA Monitored Driving and/or Restrike of Piling.

907-803.03.1.9.3.3.3--Driving Requirements. Delete the first three sentences of the first paragraph of Subsection 803.03.1.9.3.3.3 on page 907, and substitute the following.

Piles to be used in the determination of pile bearing by PDA monitoring shall be driven with PDA instrumentation attached to the pile and shall have a PDA monitored 1-day restrike performed after the initial pile driving. The Engineer may modify the waiting periods that are required before the restrikes are performed. The Engineer may require additional restrikes after the 1-day restrike if deemed necessary when it is determined pile bearing requirements have not be met. Additional restrikes required by the Engineer will be paid for as a Pile Restrike.

907-803.03.2--Drilled Shafts.

907-803.03.2.7--Concrete Placement.

907-803.03.2.7.1--General. Delete the first paragraph of Subsection 803.03.2.7.1 on page 925 and substitute the following.

Drilled shaft concrete shall meet the requirements in Sections 804 and 907-799.

Delete the fourth sentence of the fourth paragraph of Subsection 803.03.2.7.1 on page 925, and substitute the following.

Prior to concrete placement, the Contractor shall provide test results meeting the requirements of Subsection 907-799.02 and a slump loss test per the requirements in Subsection 907-799.05.1.

907-803.04--Method of Measurement.

907-803.04.12--PDA Test Pile. Delete the second paragraph of Subsection 803.04.12 on page 932 and substitute the following.

Completion of this pay item shall include the 1-day restrike after initial driving and individual components will not be considered separately. Any additional restrike required by the Engineer on this type test pile will be paid for as a Pile Restrike.

907-803.05--Basis of Payment.

907-803.05.2--Conventional Pile Load Tests. Delete the paragraph in Subsection 803.05.2 on page 933 and substitute the following.

Conventional static pile load tests, measured as prescribed above, will be paid for at the contract fixed unit price per each.

Delete pay items 803-B, 803-I, 803-J, 803-K, 803-L, and 803-M on page 935 and substitute the following.

907-803-B:	Conventional Static Pile Load Test	- per each
907-803-I:	PDA Test Pile	- per each
907-803-J:	Pile Restrike	- per each
907-803-K:	Drilled Shaft, ___" Diameter	- per linear foot
907-803-L:	Test Shaft, ___" Diameter	- per each
907-803-M:	Trial Shaft, ___" Diameter	- per linear foot

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO SPECIAL PROVISION NO. 907-804-13

DATE: 07/28/2025

SUBJECT: Concrete Bridges and Structures

907-804.02--Materials

907-804.02.6--Classification and Uses of Concrete. Delete numbers 9 through 15 on page 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.

907-804.02.12--Contractor's Quality Control.

907-804.02.12.2--Personnel Requirements. Delete the first sentence of the second paragraph of Subsection 907-804.02.12.2 on pages 3 & 4, and substitute the following.

The Contractor's Designated Certified Technician shall either be an employee of the Contractor, an employee of the concrete producer, or an employee of the certified independent testing laboratory.

907-804.02.12.5--Non-Conforming Materials. Delete Table 4 on page 5, and substitute the following.

TABLE 4

CONTRACTOR'S MINIMUM REQUIREMENTS FOR QUALITY CONTROL

Hydraulic Cement Concrete		
Control Requirement	**Frequency**	**AASHTO/ASTM**
A. PLANT AND TRUCKS		
1. Mixer Blades		
2. Scales	Monthly	
a. Tared	Daily	
b. Calibrate	Every 6 months	
c. Check Calibration	Weekly	
3. Gauges & Meters - Plant & Truck		
a. Calibrate	Every 6 months	
b. Check Calibration	Weekly	
4. Admixture Dispenser		
a. Calibrate	Every 6 months	
b. Check Operation & Calibration	Daily	
B. AGGREGATES		
1. Sampling		T 2
2. Fine Aggregate		
a. Gradation / FM	250 yd^3 concrete	T 27
b. Moisture	Check meter against test results weekly	T 255
c. Specific Gravity / Absorption	2500 yd^3 concrete	T 84
3. Coarse Aggregates		
a. Gradation	250 yd^3 concrete	T 27
b. Moisture	Minimum of once daily or more as needed to control production. Check meter against test results weekly.	T 255
c. Specific Gravity / Absorption	250 yd^3 Concrete if the coarse aggregate oven dry specific gravity is less than 2.450, or 2500 yd^3 Concrete if the coarse aggregate oven dry specific gravity is greater than or equal to 2.450	T 85
C. PLASTIC CONCRETE		
1. Sampling		R 60
2. Air Content	First load then one per 50 yd^3	T 152* or T 196*
3. Slump or Flow*	First load then one per 50 yd^3	T 119* or C 1611*
4. Static Segregation*	2500 yd^3 Concrete	C 1610*
5. Density (Unit Weight)	100 yd^3 or when cylinders are made	T 121
6. Compressive Strength	A minimum of one set (three cylinders) for each 100 yd^3 inclusive and one set for each additional 100 yd^3 or fraction thereof for each class concrete delivered and placed on a calendar day from a single supplier. A test shall be the average of three cylinders.	T 22*, T 23*, T 231
7. Yield	Each 400 yd^3 Concrete	T 121*
8. Temperature	With each sample	T 309

Note: * For concrete categorized as a SCC mixture, the following requirements shall apply:

(a) Substitute the appropriate AASHTO for references to other ASTM Designations listed in ASTM C1610 and C1611.
(b) 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.
(c) The slump flow test shall only be performed on SCC mixtures in accordance with ASTM C1611. For these mixtures AASHTO T119 is not required. For the slump flow test, the filling procedure used shall be Procedure B. Additionally, for each slump flow test, determine the T50 and VSI values in accordance with the information in Appendix X1 of ASTM C1611. There are no acceptance criteria for the T50 or VSI determinations.
(d) The static segregation test shall only be performed on SCC mixtures.

907-804.02.13--Quality Assurance Sampling and Testing. Delete Table 5 on page 6, and substitute the following.

TABLE 5
DEPARTMENT'S MINIMUM REQUIREMENTS
FOR QUALITY ASSURANCE

Quality Assurance Tests	Frequency	AASHTO/ASTM
A. AGGREGATES		
1. Sampling		T 2
2. Fine Aggregate Gradation and FM	250 yd^3 concrete	T 27
3. Coarse Aggregates Gradation	250 yd^3 concrete	T 27
4. Coarse Aggregate a. Specific gravity / Absorption	250 yd^3 Concrete if the coarse aggregate oven dry specific gravity is less than 2.450, or 2500 yd^3 Concrete if the coarse aggregate oven dry specific gravity is greater than or equal to 2.450	T 85
B. PLASTIC CONCRETE		
1. Sampling		R 60
2. Air Content	Every 100 yd^3	T 152* or T 196*
3. Slump or Slump Flow*	Every 100 yd^3	T 119 or C 1611*
4. Density (Unit Weight)	100 yd^3 or when cylinders are made	T 121
5. Compressive Strength	One set (three cylinders) for every 100 yd^3 inclusive. A test shall be the average of three cylinders.	T 22*, T 23*, T 231
6. Temperature	With each sample	T 309

Note: * For concrete categorized as a SCC mixture, the following requirements shall apply:

(a) Substitute the appropriate AASHTO for references to other ASTM listed in ASTM C1611.
(b) 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.

(c) The slump flow test shall only be performed on SCC mixtures in accordance with ASTM C1611. For these mixtures AASHTO T119 is not required. For the slump flow test, the filling procedure used shall be Procedure B.

Delete Subsection 907-804.2.13.1.7 on page 6, and substitute the following.

907-804.02.13.1.7--Static Segregation. For concrete categorized as a SCC mixture, the static segregation of the plastic concrete shall meet the requirements of Subsection 907-799.03.2. If the static segregation of the concrete mix design exceeds this requirement, the mix shall be adjusted by a Class III Certified Technician representing the Contractor to ensure a static segregation less than the maximum allowable. If batching of the proportions of the mixture design varies outside the batching tolerance range of the originally approved proportions by more than the tolerances allowed in Subsection 907-804.02.12.1, the new proportions shall be field verified per Subsection 907-799.05.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-804-13 **CODE: (IS)**

DATE: **11/21/2023**

SUBJECT: **Concrete Bridges and Structures**

Section 804, Concrete Bridges and Structures, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-804.02--Materials.

907-804.02.3--Non-Quality Control / Quality Assurance Concrete.

Delete the third sentence of the first paragraph on page 936 and substitute the following.

The Contractor is required to submit mixture designs to accomplish this work in accordance with Section 907-799 and perform normal Quality Control functions in accordance with Table 4, Contractor's Minimum Requirements for Quality Control, Items A and B in Subsection 907-804.02.12.5.

Add the following to the list of concrete items on page 937 that are not accepted based on the Quality Control / Quality Assurance (QC/QA) requirements.

Section	Description
502	Concrete Bridge-End Pavement
504	Fiber-Reinforced Concrete Pavement
610	High Tension Cable Barrier

907-804.02.6--Classification and Uses of Concrete. Delete the contents of Subsection 804.02.6 on pages 937 and 938 and substitute the following.

When a specific class of concrete is not specified on the plans or in the contract documents, the structure or parts thereof shall be constructed with the class of concrete as directed by the Engineer.

The classes 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.

The classes of concrete and their general uses are listed in Subsection 907-799.01.

907-804.02.8--Laboratory Accreditation. Delete the first paragraph of Subsection 804.02.8 on page 938, and substitute the following.

The Contractor shall be responsible for furnishing the laboratory used to perform concrete quality control tests. The laboratory shall be either the Contractor's facility, the concrete producer's facility, or a certified independent testing laboratory subcontracted by the concrete producer.

Table 1

AASHTO: R 39	Making and Curing Concrete Test Specimens in the Laboratory
AASHTO: R 60	Sampling Freshly Mixed Concrete
AASHTO: R 76	Sampling Aggregates
AASHTO: R 100	Making and Curing Concrete Test Specimens in the Field
AASHTO: T 19	Bulk Density ("Unit Weight") and Voids in Aggregates
AASHTO: T 22	Compressive Strength of Cylindrical Concrete Specimens
AASHTO: T 27	Sieve Analysis of Fine and Coarse Aggregates
AASHTO: T 84	Specific Gravity and Absorption of Fine Aggregate
AASHTO: T 85	Specific Gravity and Absorption of Coarse Aggregate
AASHTO: T 119	Slump of Hydraulic Cement Concrete
AASHTO: T 121	Density (Unit Weight), Yield, and Air Content (Gravimetric) of Concrete
AASHTO: T 152	Air Content of Freshly Mixed Concrete by Pressure Method *
AASHTO: T 196	Air Content of Freshly Mixed Concrete by the Volumetric Method *
AASHTO: T 231	Capping Cylindrical Concrete Specimens
AASHTO: T 248	Reducing Field Samples of Aggregate to Testing Size
AASHTO: T 255	Total Evaporable Moisture Content of Aggregate by Drying
AASHTO: T 325	Standard Method of Test for Estimating the Strength of Concrete in Transportation Construction by Maturity Tests **
AASHTO: T 309	Temperature of Freshly Mixed Portland Cement Concrete
ASTM: C 1074	Standard Practice for Estimating Concrete Strength by the Maturity Method **

* Equipment necessary for either pressure or volumetric air content.
** Equipment necessary for estimating concrete strength following the maturity method.

Table 2

Concrete Technician's Tasks	Test Method Required	Certification Required**
Sampling or Testing of Plastic Concrete	AASHTO R 60, R 100, T 119, T 121, T 152, T 196, and T 309	MDOT Class I certification
Compressive Strength Testing of Concrete Cylinders	AASHTO T 22 and T 231	MDOT Concrete Strength Testing Technician certification
Sampling of Aggregates	AASHTO R 76	Work under the supervision of a MDOT Class II certified technician
Testing of Aggregates	AASHTO T 19, T 27, T 84, T 85, T 248, and T 255	MDOT Class II certification
Proportioning of Concrete Mixtures*	AASHTO M 157 and R 39	MDOT Class III certification
Interpretation and Application of Maturity Meter Readings	AASHTO T 325 and ASTM C 1074	Two hours maturity method training

* Technicians making concrete test specimens for meeting the requirements of Subsection 804.02.10.1.2 shall be MDOT Class I certified and under the direct supervision of an MDOT Class III certified technician.

** MDOT Class I certification encompasses the same test procedures and specifications as ACI Concrete Field Testing Technician-Grade I. MDOT Class II certification encompasses the same test procedures and specifications as ACI Aggregate Testing Technician-Level 1. MDOT Concrete Strength Testing Technician encompasses the same test procedures and specifications as ACI Concrete Strength Testing certification.

Delete Subsection 804.02.10 on pages 940 thru 946, and substitute the following.

907-804.02.10--Hydraulic Cement Concrete Mixture Design. The hydraulic cement concrete mixture design shall meet the requirements in Section 907-799 for the applicable Class of concrete.

907-804.02.12--Contractor's Quality Control.

907-804.02.12.1--Quality Control Plan.

907-804.02.12.1.1--Elements of Plan. Delete Item (d) (3) in Subsection 804.02.12.1.1 on page 947, and substitute the following.

(3) If the Contractor elects to utilize Job Site Batch Adjustments by Addition of Chemical Admixture within Item 2, the procedures outlined in the Contractor's Quality Control Plan for Job Site Batch Adjustments shall be followed.

907-804.02.12.2--Personnel Requirements. Delete the two paragraphs in Subsection 804.02.12.2 on page 948, and substitute the following.

The Contractor's Designated Certified Technician shall either be an employee of the Contractor, an employee of the concrete producer, or an employee of the certified independent testing

laboratory subcontracted by the concrete producer. The Contractor's Designated Certified Technician shall perform and use quality control tests and other quality control practices to assure that delivered materials and proportioning meet the requirements of the mixture design including temperature, slump, total air content, unit weight, and strength and shall periodically inspect all equipment used in transporting, proportioning, and mixing.

The Contractor shall periodically inspect all equipment used placing, consolidating, finishing, and curing to assure it is operating properly and that placement, consolidation, finishing, and curing conform to the mixture design and other contract requirements.

907-804.02.12.5--Non-Conforming Materials. Delete Table 4 on page 950, and substitute the following.

Table 4
CONTRACTOR'S MINIMUM REQUIREMENTS FOR QUALITY CONTROL

Hydraulic Cement Concrete		
Control Requirement	**Frequency**	**AASHTO/ASTM**
A. PLANT AND TRUCKS		
1. Mixer Blades	Monthly	
2. Scales		
a. Tared	Daily	
b. Calibrate	Every 6 months	
c. Check Calibration	Weekly	
3. Gauges & Meters - Plant & Truck		
a. Calibrate	Every 6 months	
b. Check Calibration	Weekly	
4. Admixture Dispenser		
a. Calibrate	Every 6 months	
b. Check Operation & Calibration	Daily	
B. AGGREGATES		
1. Sampling		R 76
2. Fine Aggregate		
a. Gradation / FM	250 yd^3 concrete	T 27
b. Moisture	Check meter against test results weekly	T 255
c. Specific Gravity / Absorption	2500 yd^3 concrete	T 84
3. Coarse Aggregates		
a. Gradation	250 yd^3 concrete	T 27
b. Moisture	Minimum of once daily or more as needed to control production. Check meter against test results weekly.	T 255
c. Specific Gravity / Absorption	250 yd^3 concrete if the coarse aggregate oven dry specific gravity is less than 2.450, or 2500 yd^3 concrete if the coarse aggregate oven dry specific gravity is greater than or equal to 2.450	T 85
C. PLASTIC CONCRETE		
1. Sampling		R 60
2. Air Content	First load then one per 50 yd^3	T 152 or T 196
3. Slump	First load then one per 50 yd^3	T 119
4. Unit weight	100 yd^3 or when cylinders are made	T 121
5. Compressive Strength	A minimum of one set (three cylinders) for each 100 yd^3 inclusive and one set for each additional 100 yd^3 or fraction thereof for each class concrete delivered and placed on a calendar day from a single supplier. A test shall be the average of three cylinders.	R 100, T 22, T 231
6. Yield	Each 400 yd^3 concrete	T 121
7. Temperature	With each sample	T 309

907-804.02.13--Quality Assurance Sampling and Testing. Delete Table 5 in Subsection 804.02.13 on pages 951 and 952, and substitute the following.

TABLE 5
DEPARTMENT'S MINIMUM REQUIREMENTS
FOR QUALITY ASSURANCE

Quality Assurance Tests	Frequency	AASHTO/ASTM
A. AGGREGATES		
1. Sampling		R 76
2. Fine Aggregate Gradation and FM	250 yd^3 concrete	T 27
3. Coarse Aggregates Gradation	250 yd^3 concrete	T 27
4. Coarse Aggregate a. Specific gravity / Absorption	250 yd^3 Concrete if the coarse aggregate oven dry specific gravity is less than 2.450, or 2500 yd^3 Concrete if the coarse aggregate oven dry specific gravity is greater than or equal to 2.450	
B. PLASTIC CONCRETE		
1. Sampling		R 60
2. Air Content	Every 100 yd^3	T 152 or T 196
3. Slump	Every 100 yd^3	T 119
4. Density (Unit Weight)	100 yd^3 or when cylinders are made	T 121
5. Compressive Strength	One set (three cylinders) for every 100 yd^3 inclusive. A test shall be the average of three cylinders.	R 100, T 23, T 231
6. Temperature	With each sample	T 309

907-804.02.13.1--Job Control Testing.

907-804.02.13.1.4--Yield. Delete the first sentence of Subsection 804.02.13.1.4 on page 953 and substitute the following.

If the yield of the concrete mixture is more than plus or minus three percent (±3%) of the design volume, the mixture design shall be adjusted by a Class III Certified Technician representing the Contractor to yield the correct volume, plus or minus three percent (±3%).

907-804.02.13.1.5--Temperature. Delete the third and fourth paragraphs of Subsection 804.02.13.1.5 on page 953, and substitute the following.

The maximum acceptance temperature of Class C concrete mixtures is 100°F for mixtures meeting the cement replacement requirements of Subsection 907-799.02.2. For Class C concrete mixtures that do not meet the cement replacement requirements of Subsection 907-799.02.2, the maximum acceptance temperature is 95°F.

The maximum acceptance temperature for all other concrete mixtures meeting the cement replacement requirements of Subsection 907-799.02.2 is 95°F. The maximum acceptance temperature for all other concrete mixtures that do not meet the cement replacement requirements of Subsection 907-799.02.2 is 90°F.

Delete Subsection 804.02.13.1.7 on page 954 and substitute the following.

907-804.02.13.1.7--Blank.

907-804.03--Construction Requirements.

907-804.03.11--Concrete Exposed to Seawater. Delete the first sentence of the paragraph in Subsection 804.03.11 on page 962, and substitute the following.

Unless otherwise specifically provided, concrete for structures exposed to seawater shall be Class AA concrete as referenced in Subsection 907-799.02.

Delete Subsection 804.03.16.1 on pages 970 & 971, and substitute the following.

907-804.03.16.1--Cold Weather Concreting.

907-804.03.16.1.1--Mixture Acceptance Temperature. For the purpose of job site acceptance temperature in accordance with Subsection 804.02.13.1.5, in cold weather, the acceptance temperature of the concrete when delivered to the job site shall conform to the temperature limitations of "Temperature Limitations on Concrete when Delivered to Job Site" listed in Table 8 below. For the purpose of mixture acceptance temperature, cold weather is defined as three consecutive days when there is a probability that the daily average of the highest and lowest ambient temperatures is expected to be less than 40°F. This three-day forecast shall be based on the latest information available from the National Weather Service.

TABLE 8
COLD WEATHER TEMPERATURE LIMITATIONS ON CONCRETE WHEN DELIVERED TO JOB SITE

Section thickness in the least dimension inches	Jobsite Acceptance Temperature Range °F
Less than 12	55 to 75
12 to 36	50 to 70
36 to 72	45 to 65
Greater than 72	40 to 60

907-804.03.16.1.2--Structure Concrete Protection. The Contractor shall assume all risk and added cost connected with the placing and protecting of concrete during cold weather. For the purpose of structure protection, cold weather is defined as periods where there are indications of temperatures less than 40°F during the first four days after placement. Permission given by the Engineer to place concrete during such time will in no way relieve the Contractor of responsibility for satisfactory results. Protection of the concrete shall be accomplished in accordance with the requirements in Subsection 907-804.03.16.1.2.1. If approved by the Engineer, the protection of the concrete may be accomplished in accordance with the requirements in Subsection 907-804.03.16.1.2.2. In either case, should it be determined at any time that the concrete placed under such conditions is unsatisfactory, it shall be removed and replaced with satisfactory concrete by the Contractor without extra compensation.

Before placing concrete, all ice or frost shall be removed from the forms and reinforcement.

In the case of concrete placed directly on or in the ground, such as for footings or bottom slabs, protection and curing during cold weather may be provided as set for concrete pavement under Subsection 501.03.20.3.

907-804.03.16.1.2.1--Enclosure Method. The Contractor shall have available on the project the approved facilities necessary to enclose uncured concrete and to keep the temperature of the air inside the enclosure between 50°F and 100°F for the duration of the cold weather period. The Contractor shall use such heating equipment such as stoves, salamanders, or steam equipment as deemed necessary to protect the concrete. When dry heat is used, means of maintaining atmospheric moisture shall be provided.

The Contractor shall install the temperature sensors and other appurtenances to measure and record the temperature history of the air inside the enclosure. The Contractor shall be able to determine the temperature history of air inside the enclosure while remaining outside the enclosure

In the event that the Contractor's enclosure method does not successfully maintain the air temperature within the required range, the Contractor shall suspend additional concrete placements until either 1) such time that changes in the enclosure method are demonstrated to successfully maintain the required temperatures during other periods of cold weather, or 2) such time that concrete placements are not conducted during periods of cold weather.

If the air temperature inside the enclosure at the end of the protection period is more than 20°F greater than the ambient temperature, the Contractor shall 1) stop using heating equipment, 2) leave the enclosure undisturbed, and 3) allow the air temperature inside the enclosure to decrease to within 20°F of the ambient temperature before disturbing or removing the enclosure.

907-804.03.16.1.2.2--Insulating Blanketing Method. At the option of the Contractor with the approval of the Engineer, an approved insulating blanketing material capable of maintaining the temperature of the concrete at or above 40°F may be used to protect the work. The insulating blanketing material shall remain in place until both 1) the required concrete strength in Table 6 is achieved as determined using the Maturity Method in accordance with Subsection 804.03.15, and 2) the temperature differential between the ambient temperature and the internal concrete temperature determined by the maturity meter does not exceed 20°F.

In the event the Engineer does not approve of using the Insulating Blanketing Method, the Contractor shall use the Enclosure Method per Subsection 907-804.03.16.1.2.1.

907-804.03.16.1.2.3--Batching Considerations. One or more of the aggregates and/or mixing water may be heated. The aggregates may be heated by steam, dry heat, or by placing in the mixing water that has been heated. Frozen aggregates shall not be used. When either aggregates or water are heated above 100°F, the aggregates and water shall be combined first in the mixer before the cement is added to avoid flash set. Cement shall not be mixed with water or with a mixture of water and aggregate having a temperature greater than 100°F.

The use of salt or other chemical admixtures in lieu of heating will not be permitted.

907-804.03.17--Curing Concrete.

907-804.03.17.1--Water with Waterproof Cover. In the second sentence of the fourth paragraph of Subsection 804.03.17.1 on page 973, delete the word "due".

Delete the first sentence of the fifth paragraph of Subsection 804.03.17.1 on page 973, and substitute the following.

The Contractor shall maintain the burlap in a fully wet condition using powered fogging equipment, such as a commercially available pressure washer, which is capable of producing a fog spray of atomized droplets of water (i.e., producing a very fine and gentle mist that looks like a foggy morning) until the concrete has gained sufficient strength to allow foot traffic without the foot traffic marring the surface of the concrete.

Delete the seventh paragraph of Subsection 804.03.17.1 on page 973, and substitute the following.

If there is an unanticipated delay in the placement of the first layer of saturated burlap outside the time limit which is due to unforeseen events which are not a part of the Contractor's curing operations for meeting the requirements of this Subsection and which are outside the direct control of the Contractor, the struck-off and finished concrete shall be kept wet by use of the powered fogging equipment used to keep the burlap wet as described previously in the Subsection.

In the second sentence of the eighth paragraph of Subsection 804.03.17.1 on page 973, replace the word "like" with "such as".

907-804.03.17.1.2--Liquid Membrane. In the first sentence of the first paragraph of Subsection 804.03.17.1 on page 973, replace "polyethylene sheets" with "white polyethylene sheets."

907-804.03.19.7--Finishing Bridge Decks.

907-804.03.19.7.1--General. Delete the second paragraph of Subsection 804.03.19.7.1 on page 985, and substitute the following.

In the event a method is not designated on the plans, the Contractor may use either the Longitudinal Method in accordance with Subsection 907-804.03.19.7.2 or the Transverse Method in accordance with Subsection 907-804.03.19.7.3.

907-804.03.19.7.2--Longitudinal Method. Delete the first sentence of the first paragraph of Subsection 804.03.19.7.2 on page 985, and substitute the following.

The longitudinal method may only be used for repairs to bridge decks or bridge widening projects.

907-804.03.19.7.3--Transverse Method. Before the first sentence of the first paragraph of Subsection 804.03.19.7.3 on page 986, add the following.

The transverse method shall be used for construction of new bridge decks and may be used for bridge deck repair or bridge widening.

907-804.03.22--Precast-Prestressed Concrete Bridge Members.

907-804.03.22.8--Testing of Materials. Delete the first sentence of the paragraph in Subsection 804.03.22.8 on page 997, and substitute the following.

Concrete and aggregate testing shall meet the requirements of Division VI of PCI Quality Control Manual, Latest Edition, except that the concrete mixture design shall meet the requirements of Subsection 907-799.

907-804.05--Basis of Payment. Delete the first and second pay items listed on page 999, and substitute the following.

907-804-A: Bridge Concrete, Class _____ - per cubic yard

907-804-B: Box Bridge Concrete, Class _____ - per cubic yard

Construction Progress Schedule

Reconstruction of the McCluer Road Bridge
at Cany Creek Tributary

City of Jackson

Hinds County, Mississippi

Project No. STP-7287-00(001)LPA / 109860-701000

Form CSD-612LPA
Rev. 1/2015

PROGRESS SCHEDULE

PROJECT NUMBER STP-7287-00(001)LPA / 109860-701000

COUNTY Hinds

YEAR 2027

WORK PHASE NO.	DESCRIPTION	LINE NUMBERS	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOV	DEC	
1	Miscellaneous	10-50, 90-150, 290-330, 430			0										
2	Excavation and Drainage	60-80, 250			11	13									
3	Base and Pavement	160-240						50	55						
4	Pedestrian Facilities														
5	Traffic Safety	260-280, 370-420						55	59						
6	Pavement Markings	340-360						59	61						
7	Bridges/ Retaining Walls	440-560			13			50							
	LET:	12/08/26													
	Anticipated NOA:	01/15/27													
	Anticipated NTP/BCT:	03/01/27													
	Working Days:	61													
															172
MONTH			JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOV	DEC	WORKING
ANTICIPATED WORKING DAYS PER MONTH			6	7	11	15	19	20	21	21	20	16	11	5	DAYS
															PER YEAR

Section 905 - Proposal

Reconstruction of the McCluer Road Bridge
at Cany Creek Tributary

City of Jackson

Hinds County, Mississippi

Project No. STP-7287-00(001)LPA / 109860-701000

SECTION 905 - PROPOSAL

Date _____

TO: City of Jackson
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 City of Jackson Engineering Division, 200 S. President Street, Suite 424, 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 office of Municipal Clerk located at 219 South President Street 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.

SECTION 905 - PROPOSAL (CONTINUED)

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.

I (We) hereby certify by conventional signature below of a paper bid submission, or by digital signature of an electronic submission via any authorized electronic submittal software, 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 _____. This signature does not cure deficiencies in any required certifications, disclosures and/or affidavits. I (We) also acknowledge the right of the City of Jackson to require full and final execution on any certification, disclosure or affidavit contained in the proposal at the City of Jackson's election upon award. Failure to so execute at the request within the time allowed in the Standard Specifications for execution of all contract documents will result in forfeiture of the bid bond or alternate security.

Bidder acknowledges receipt of and has added to and made a part of the proposal and contract documents the following addendum (addenda):

ADDENDUM NO. _____ DATED _____ ADDENDUM NO. _____ DATED _____
ADDENDUM NO. _____ DATED _____ ADDENDUM NO. _____ DATED _____

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

Respectfully submitted,

DATE: _____

_____
Contractor

BY: _____

TITLE: _____

ADDRESS: _____

CITY: _____

PHONE: _____

FAX: _____

EMAIL: _____

SECTION 905 PROPOSAL (Bid Sheet No. 2-1)

PROJECT NUMBER: STP-7287-00(001)LPA / 109860-701000
COUNTY: HINDS
PROJECT DESCRIPTION: Reconstruction of the McClure Road Bridge at Caney Creek Tributary

I (We) agree to complete the entire project within the specified contract time.

***** SPECIAL NOTICE TO BIDDERS *****
BIDS WILL NOT BE CONSIDERED UNLESS BOTH UNIT PRICES AND ITEM TOTALS ARE ENTERED
BIDS WILL NOT BE CONSIDERED UNLESS THE BID CERTIFICATE LOCATED AT THE END OF THE BID SHEETS IS SIGNED

BID SCHEDULE						
Line No.	PAY ITEM NO.	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM TOTAL
00010	201-A001	1	LS	Clearing and Grubbing		
00020	202-B007	85	SY	Removal of Asphalt Pavement, All Depths		
00030	202-B023	1	EA	Removal of Bridge		
00040	202-B136	52	LF	Removal of Guard Rail		
00050	202-B215	3	EA	Removal of Sign Including Post & Footing		
00060	203-A001	15	CY	Unclassified Excavation, FM, AH		
00070	203-G001	350	CY	Excess Excavation, FM, AH		
00080	209-A005	127	SY	Geotextile Stabilization, Type V, Non-Woven		
00090	220-A001	1	ACRE	Insect Pest Control	**$30.00**	**$30.00**
00100	223-A001	1	ACRE	Mowing	**$70.00**	**$70.00**
00110	225-A001	1	ACRE	Grassing		
00120	225-B001	1	TON	Agricultural Limestone		

BID SCHEDULE						
Line No.	PAY ITEM NO.	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM TOTAL
00130	225-C001	1	TON	Mulch, Vegetative Mulch		
00140	907-234-A001	286	LF	Temporary Silt Fence		
00150	237-A002	286	LF	Wattles, 20"		
00160	304-D002	175	TON	Granular Material, Crushed Stone		
				ALTERNATIVE ITEMS-CRUSHED STONE		
00170	304-F001	50	TON	3/4" and Down Crushed Stone Base		
				OR		
00180	304-F002	50	TON	Size 610 Crushed Stone Base		
				OR		
00190	304-F003	50	TON	Size 825B Crushed Stone Base		
00200	907-403-A003	10	TON	12.5-mm, ST, Asphalt Pavement		
00210	907-403-A006	14	TON	19-mm, ST, Asphalt Pavement		
00220	907-403-A015	29	TON	9.5-mm, ST, Asphalt Pavement		
00230	406-A002	258	SY	Cold Milling of Bituminous Pavement, All Depths		
00240	407-A001	33	GAL	Asphalt for Tack Coat		
00250	605-X003	263	CY	Filter Material for Filter Beds, Type B		
00260	606-B002	51	LF	Guard Rail, Class A, Type 1, 'W' Beam		
00270	606-D001	3	EA	Guard Rail, Bridge End Section		
00280	606-E001	3	EA	Guard Rail, Terminal End Section		

BID SCHEDULE						
Line No.	PAY ITEM NO.	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM TOTAL
00290	907-618-A001	1	LS	Maintenance of Traffic		
00300	619-D1001	105	SF	Standard Roadside Construction Signs, Less than 10 Square Feet		
00310	619-D2001	117	SF	Standard Roadside Construction Signs, 10 Square Feet or More		
00320	619-G4005	84	LF	Barricades, Type III, Single Faced		
00330	620-A001	1	LS	Mobilization		
00340	907-626-C013	400	LF	6" Thermoplastic Edge Stripe, Continuous White		
00350	907-626-D006	200	LF	6" Thermoplastic Traffic Stripe, Skip Yellow		
00360	907-627-L001	6	EA	Two-Way Yellow Reflective High Performance Raised Markers		
00370	629-A001	1	EA	Vehicular Impact Attenuator, 40 MPH		
00380	630-A003	18	SF	Standard Roadside Signs, Sheet Aluminum, 0.125" Thickness		
00390	630-C005	30	LF	Square Tube Posts, 2.0 lb/ft		
00400	630-F006	10	EA	Delineators, Guard Rail, White		
00410	630-G003	2	EA	Type 3 Object Markers, OM-3L, Post Mounted		
00420	630-G007	2	EA	Type 3 Object Markers, OM-3R, Post Mounted		
00430	699-A001	1	LS	Roadway Construction Stakes		
00440	907-803-B001	1	EA	Conventional Static Pile Load Test	**$5,000.00**	**$5,000.00**
00450	803-D007	770	LF	HP 14 x 89 Steel Piling		
00460	907-803-I003	1	EA	PDA Test Pile, HP Steel Pile		

BID SCHEDULE						
Line No.	PAY ITEM NO.	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM TOTAL
00470	907-803-J001	1	EA	Pile Restrike		
00480	907-804-A002	3	CY	Bridge Concrete, Class AA		
00490	806-A001	12	EA	19' Precast Concrete Slab Units, 3'-6" Interior		
00500	806-A009	4	EA	19' Precast Concrete Slab Units, 3'-6" Exterior		
00510	806-C001	4	EA	19' Precast Barrier Rail Units		
00520	815-A007	81	TON	Loose Riprap, Size 300		
00530	815-E001	48	SY	Geotextile under Riprap		
00540	907-831-PP001	72	SY	Precast Panels		
00550	L00140 - 806-D501	1	EA	31' Precast Concrete Caps, Intermediate Unit		
00560	L00141 - 806-E501	2	EA	31' Precast Concrete Caps, End Unit with Wall		
					TOTAL	

SECTION 905 PROPOSAL (Bid Sheet No. 2-4)

PROJECT NUMBER: STP-7287-00(001)LPA / 109860-701000
COUNTY: HINDS
PROJECT DESCRIPTION: Reconstruction of the McClure Road Bridge at Caney Creek Tributary

***** SIGNATURE STATEMENT *****

BIDDER ACKNOWLEDGES THAT HE/SHE HAS CHECKED ALL ITEMS IN THIS PROPOSAL FOR ACCURACY AND CERTIFY THAT THE FIGURES SHOWN THERIN CONSTITUTE THEIR OFFICIAL BID.

_____

BIDDER'S SIGNATURE

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 ____, proposed Subcontractor ____, 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)

BY _____

_____
(TITLE)

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 (EEO-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.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

NON-COLLUSION AFFIDAVIT
(Execute in duplicate)

I, _____,
(Name of person signing affidavit)

individually, and in my capacity as _____ of
(Title)

_____ 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. _____,

in _____ 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.

Initial here "_____" if exceptions are attached and made a part thereof. Any exceptions shall address to whom it applies, initiating agency and dates of such action.

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 and attachments (when indicated) is true and correct.

Executed on _____ _____

Signature

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

NON-COLLUSION AFFIDAVIT
(Execute in duplicate)

I, _____,
(Name of person signing affidavit)

individually, and in my capacity as _____ of
(Title)

_____ 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. _____,

in _____ 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.

Initial here "_____" if exceptions are attached and made a part thereof. Any exceptions shall address to whom it applies, initiating agency and dates of such action.

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 and attachments (when indicated) is true and correct.

Executed on _____ _____

Signature

Section 902 – Contract Form

Reconstruction of the McCluer Road Bridge
at Cany Creek Tributary

City of Jackson

Hinds County, Mississippi

Project No. STP-7287-00(001)LPA / 109860-701000

SECTION 902

CONTRACT FOR _____
LOCATED IN THE COUNTY(IES) OF _____
STATE OF MISSISSIPPI,_____

This Contract is entered into by and between the Local Public Agency _____ (the "LPA") and the undersigned contractor (the "Contractor"), as follows:

As consideration for this Contract, the LPA 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 LPA, or their authorized representative(s), and, when federal funds are involved, subject to the inspection at all times by the Mississippi Department of Transportation or 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 Mississippi Transportation 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.

LOCAL PUBLIC AGENCY (LPA)

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)

_____
_____

_____(LPA)

_____
LPA Official

_____
LPA Clerk

Award authorized by the LPA in session on the ____ day of _____, _____, Minute Book No._____, Page No. _____.

Section 903 – Contract Bond Forms

Reconstruction of the McCluer Road Bridge
at Cany Creek Tributary

City of Jackson

Hinds County, Mississippi

Project No. STP-7287-00(001)LPA / 109860-701000

SECTION 903
PAYMENT BOND

PAYMENT BOND FOR THE FOLLOWING CONTRACT:
Project No.: _____

For the construction of: _____

Contract date: _____ Contract amount: _____

FOR OWNER: _____
(LPA, Address)

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, suppliers and/or laborers, 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.

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 subject to increase or decrease based on 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: _____
_____

SECTION 903
PERFORMANCE BOND

PERFORMANCE BOND FOR THE FOLLOWING CONTRACT:
Project No.: _____

For the construction of: _____

Contract date: _____ Contract amount: _____

FOR OWNER: _____
(LPA, Address)

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. The Surety shall promptly and at the Surety's expense, take one of the following actions:
   (a) Arrange for the Contractor, with the consent of the Owner, to perform and complete the Contract; or
   (b) Undertake to perform and complete the Contract itself, through its agents or independent contractors.

4. If the Surety does not proceed as provided in Paragraph 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, 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 subject to increase or decrease based on 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: _____
_____

Executive Compensation Certification

Reconstruction of the McCluer Road Bridge
at Cany Creek Tributary

City of Jackson

Hinds County, Mississippi

Project No. STP-7287-00(001)LPA / 109860-701000

MDOT Certification Form for Sub-Awards
Executive Compensation Reporting for Transparency Act

On behalf of the entity named below, I certify that I have personally read and reviewed the executive compensation reporting requirements of the Federal Funding Accountability and Transparency Act of 2006, as amended by Section 6202 of the Government Funding Transparency Act of 2008 [FFATA], and certify under penalty of perjury pursuant to Section 97-9-61, Mississippi Code of 1972, as amended, the following:

Local Entity Name: City of Jackson

Unique Entity Identifier (UEI) Number: GNNPTMPBPYM8 (required)

YES The local entity listed below receiving federal funds from MDOT **is not** required to report executive compensation under the Federal Funding Accountability and Transparency Act of 2006, as amended by Section 6202 of the Government Funding Transparency Act of 2008 [FFATA].

_____The local entity listed below receiving federal funds from MDOT **is required** to report executive compensation under the Federal Funding Accountability and Transparency Act of 2006, as amended by Section 6202 of the Government Funding Transparency Act of 2008 [FFATA], listed below are the names and total annual compensation of the five most highly compensated officers of the entity:

	NAME	TOTAL ANNUAL COMPENSATION
1.	_____	_____
2.	_____	_____
3.	_____	_____
4.	_____	_____
5.	_____	_____

The entity acknowledges that a false statement in this certification may be subject to criminal prosecution, including under 18 U.S.C. §§ 1001 (false statements) and 1621 (perjury), and 28 U.S.C. §1746 (declarations under penalty of perjury). The entity also acknowledges that said projects, including certifications provided in connection with such projects and grants are subject to review by the Mississippi Department of Transportation, the Mississippi State Auditor, and the Mississippi Office of Attorney General.

_____ _____
Entity Chief Official Date 7/28/26

Guidance for Federal Spending Transparency

Reconstruction of the McCluer Road Bridge
at Cany Creek Tributary

City of Jackson

Hinds County, Mississippi

Project No. STP-7287-00(001)LPA / 109860-701000

Guidance for Federal Spending Transparency:
Subaward and Executive Compensation Data
Reporting Requirements for FFATA Implementation

Summary

1. Prime awardees and sub awardees of Federal financial assistance must report executive compensation data if they meet the statutory reporting thresholds. For the Federal-aid Highway Program, this means that the State, and any subawardees of Federal-aid funds through the State, is subject to the executive compensation reporting requirement.

• names and total compensation of the five most highly compensated officers of the entity if the entity in the preceding fiscal year received 80 percent or more of its annual gross revenues in Federal awards; and $25,000,000 or more in annual gross revenues from Federal awards; and the public does not have access to this information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. §§ 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986. See FFATA § 2(b)(1).

Background

Beginning October 1, 2010, guidance directs compliance with the Transparency Act to report prime and first-tier subaward data. Federal agencies and prime awardees will report to ensure disclosure of Federal contract and grant subaward and executive compensation data.

The Transparency Act requires information disclosure concerning entities receiving Federal financial assistance through Federal awards such as Federal contracts, sub-contracts, grants, and sub-grants.

Specifically, the Transparency Act's section 2(b)(1) requires the Office of Management and Budget ("OMB") to ensure the establishment of a publicly available website that contains the following information about each Federal award:

• name of the entity receiving the award;

• amount of the award;

• information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number, program source, award title descriptive of the purpose of each funding action;

• location of the entity receiving the award and primary location of performance under the award, including city, State, congressional district, and country;

• unique identifier of the entity receiving the award and the parent entity of the recipient, should the entity be owned by another entity; and

• names and total compensation of the five most highly compensated officers of the entity if the entity in the preceding fiscal year received 80 percent or more of its annual gross revenues in Federal awards; and $25,000,000 or more in annual gross revenues from Federal awards; and the public does not have access to this information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. §§ 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986. See FFATA § 2(b)(1).

Pile Driving Form

Reconstruction of the McCluer Road Bridge
at Cany Creek Tributary

City of Jackson

Hinds County, Mississippi

Project No. STP-7287-00(001)LPA / 109860-701000

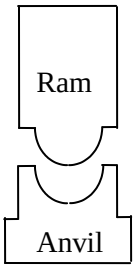
Rev. 6/98

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
PILE AND DRIVING EQUIPMENT DATA FORM

Project No.: _____ Bridge No.: _____

Termini: _____ Pile Driving Contractor: _____

County: _____



Hammer

Manufacture: _____ Model No.: _____

Hammer Type: _____ Serial No.: _____

Manufacturers Maximum Rated Energy: _____ (Kip-ft.)

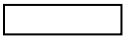
Stroke at Maximum Rated Energy: _____ (ft.)

Range in Operating Energy: _____ to _____ (Kip-ft.)

Range in Operating Stroke: _____ to _____ (ft.)

Modifications: _____

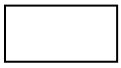
_____



Striker Plate

Weight: _____ (N) Diameter: _____ (in.)

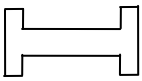
Thickness: _____ (mm)



Hammer Cushion

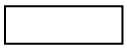
	Material #1	Material #2
	Name: _____	Name: _____
	Area: _____ ($in.^2$)	Area: _____ ($in.^2$)
	Thickness/Plate: _____ (in.)	Thickness/Plate: _____ (in.)
	No. of Plates: _____	No. of Plates: _____

Total Thickness of Hammer Cushion: _____ (in.)



Helmet (Drive Head)

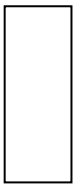
Weight: _____ (lbs.)



Pile Cushion

Material: _____

Area: _____ ($in.^2$) Total Thickness: _____ (in.)



Pile

Submitted By: _____ ***Date:*** _____

Telephone No.: _____

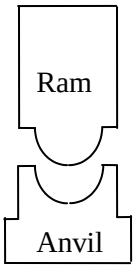
Rev. 6/98

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
PILE AND DRIVING EQUIPMENT DATA FORM

Project No.: _____ Bridge No.: _____

Termini: _____ Pile Driving Contractor: _____

County: _____



Hammer

Manufacture: _____ Model No.: _____

Hammer Type: _____ Serial No.: _____

Manufacturers Maximum Rated Energy: _____ (Joules)

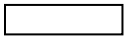
Stroke at Maximum Rated Energy: _____ (m)

Range in Operating Energy: _____ to _____ (Joules)

Range in Operating Stroke: _____ to _____ (m)

Modifications: _____

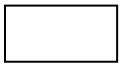
_____



Striker Plate

Weight: _____ (N) Diameter: _____ (mm)

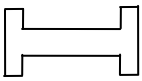
Thickness: _____ (mm)



Hammer Cushion

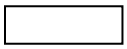
	Material #1	Material #2
	Name: _____	Name: _____
	Area: _____ (mm^2)	Area: _____ (mm^2)
	Thickness/Plate: _____ (mm)	Thickness/Plate: _____ (mm)
	No. of Plates: _____	No. of Plates: _____

Total Thickness of Hammer Cushion: _____ (mm)



Helmet (Drive Head)

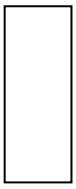
Weight: _____ (kN)



Pile Cushion

Material: _____

Area: _____ (mm^2) Total Thickness: _____ (mm)



Pile

Submitted By: _____ ***Date:*** _____

Telephone No.: _____

SAM.GOV Registration and Unique Entity ID

Reconstruction of the McCluer Road Bridge
at Cany Creek Tributary

City of Jackson

Hinds County, Mississippi

Project No. STP-7287-00(001)LPA / 109860-701000

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: _____

SECTION 901

ADVERTISEMENT

City of Jackson
Hinds County, Mississippi

Federal Aid Project No. **STP-7287-00(001) LPA / 109860-701000**

The City of Jackson will receive bids for the reconstruction of the McClure Road Bridge at Cany Creek Tributary, Federal Aid Project No. **STP-7287-00(001)LPA / 109860-701000** no later than **3:30 PM** local time **on December 15, 2026,** at the Municipal Clerk's Office located at 219 South President Street, Jackson, Mississippi. All bids so received will be publicly opened and read aloud.

The work shall consist essentially of the following items:

> Replace the bridge on McCluer Road at Cany Creek Tributary, and all other related items of work required to complete the project as shown and specified in the Contract Documents.

The above general outline of features of the work does not in any way limit the responsibility of the Contractor to perform all work and furnish all plant, labor, equipment and materials required by the specifications and the drawings referred to therein.

The attention of bidders is directed to the Contract Provisions governing selection and employment of labor. Minimum wage rates for Federal-Aid projects 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.

The City of Jackson hereby notifies all Bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, disadvantaged and women's business enterprises will be afforded the full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, sex, age, disability, religion or national origin in consideration for an award.

The Contract Documents are on file and may be examined at the following locations:

1. City of Jackson Engineering Division, 200 S President Street, Suite 424, Jackson, Mississippi 39205.
2. Pickering Firm, Inc., 2001 Airport Road, Suite 201, Flowood, Mississippi 39232

All documents required for bidding purposes may be obtained from Pickering Firm, Inc. located at 2001 Airport Road, Suite 201, Flowood, Mississippi 39232 upon payment of $100.00 for each set, which will not be refunded. These documents can also be obtained through PH Bidding at www.jacksonmsbid.com upon payment for each set, which will not be refunded.

Each bid shall be accompanied by a Cashier's check, Certified Check on a solvent bank or a Bidder's Bond issued by a Surety Company licensed to operate in the State of Mississippi, in the amount of five percent (5%) of the total bid price, payable to the City of Jackson as bid security. Bidders shall also submit a current financial statement, if requested by the City. The successful bidder will be required to furnish a Performance Bond and a Payment Bond each in the amount of one hundred percent (100%) of the contract amount.

The proposal and contract documents in their entirety shall be submitted in a sealed envelope and deposited with the Chancery Clerk, 219 South President Street, Jackson, Mississippi prior to the hour and date above designated. No stripped bids will be accepted. Bidders choosing to submit electronically shall submit their bids at www.jacksonmsbid.com. For any questions related to electronic bidding, please call PH Bidding at 662-407-0195.

Work to be performed shall be in accordance with the "Mississippi State Highway Standard Specifications for Road and Bridge Construction, 2017", together with all amendments and/or special provisions and/or addenda to the standards duly approved and adopted, unless otherwise noted in these specifications.

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

Published by order of the Jackson City Council.

Henry Chia, Project Manager
City of Jackson

Publications and Publishing Dates:
Mississippi Link November 5Th & 12Th 2026
The Clarion Ledger & PH Bidding
Dates: November 5th & November 12th, 2026
Bid opening: December 15th, 2026