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To: ALL POTENTIAL BIDDERS

Date: March 19, 2009

RE: NH-0056-01(068) / 105244301 -- Rankin County

Bidders are hereby advised that Notice To Bidders No. 2236, Scope of Work, dated 01/19/2009, in the proposal for the above project is incorrect. The attached Notice To Bidders No. 2236, Scope of Work, dated 01/22/2009, is the correct Notice To Bidders for this project. Bidders are to disregard pages 1 through 3 of Notice To Bidders No. 2236 currently in the proposal and use the attached Notice To Bidders No. 2236, Scope of Work, dated 01/22/2009 when preparing their bid for this project.

Your formal acknowledgment of receipt of this notification will be entered into our records and indicates your understanding of the correct scope of work for this project, and that you have bid accordingly. Please sign this sheet and return by FAX to MDOT Contract Administration Engineer at 601-359-7732.

Melinda McGrath, P.E.
Chief Engineer / Deputy Executive Director

Contractor

Authorized Signature



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 – NOTICE TO BIDDERS NO. 2236

CODE: (SP)

DATE: 01/22/2009

SUBJECT: Scope Of Work

PROJECT: NH-0056-01(068) / 105244301 – Rankin County

The contract documents do not include an official set of construction plans, but may, by reference, include some Standard Drawings when so specified in a Notice to Bidders entitled, “Standard Drawings”. All other references to plans in the contract documents and Standard Specifications for Road and Bridge Construction are to be disregarded.

Work on the project shall consist of the following:

Overlay approximately 10.34 miles of existing asphalt pavement on SR 25 from the BOP at Station 645+07 to the EOP at Station 1191+00. The project limits begin just south of SR 471 near Fannin and extend to SR 43 near Pisgah. The overlay will also include the interchange limits of both the mainline and crossing routes at the SR 471 South Interchange, SR 471 North Interchange, and the SR 43 Interchange, as well as channelized intersections.

The width of Hot Mix Asphalt overlay is 28 linear feet and variable. The depth of the overlay from BOP to EOP is 2 inches and variable. The overlay shall correct the roadway lane cross-slope to 2% minimum. Publicly maintained roads or streets shall be paved to the existing Right-of-Way; privately owned entrances shall be paved as per the typical drawings. The mainline of SR 25 will be overlaid with HMA, 12.5mm Mix, HT, Polymer Modified. The interchanges and ramps will be overlaid with HMA, 12.5mm Mix, MT.

Prior to the overlay, failed areas of the existing asphalt roadway are to be removed and backfilled with Hot Mix Asphalt, 12.5mm, HT as directed by the Engineer. Payment for removal and disposal of failed areas will be made under 202-B, Removal of Asphalt Pavement (All Depths) and 203-G, Excess Excavation (FM) (AH) for removal of sub-base material as directed by the Engineer.

Grade and profile distortions due to HVC soils will be corrected with HMA, HT, 12.5mm, Leveling. The maximum laying thickness for each leveling course will be 2¼” per lift. Some areas may require multiple lifts to obtain desired grade. Traffic will not be allowed to cross any lane line drop-offs that exceed 2¼” per TCP-14. The Contractor shall schedule the placement of the leveling lifts to ensure this requirement is met. Uneven Lane signs will be required per TCP-14. Severely cracked and rutted areas not identified as failed areas or designated to be spot milled will require a “drag” lift of HMA, 9.5mm Mix, HT placed as directed. The purpose of this lift is to fill cracks and ruts. No minimum lift thickness is specified. Short dip/bumps where the roadway is not out of section will be milled and/or overlaid as directed by the Engineer. A pneumatic roller (rubber-tire) shall be used for compaction prior to placement of subsequent lifts.

Shoulders are to be paved 2.0 feet wide on each lane as directed by the Engineer. Asphalt for widening is to be placed full depth, 4.0 inches, during placement of the HMA, 12.5mm, HT, Polymer Modified mainline overlay; 14 feet wide (12' lane + 2.0' shoulder). Prior to placement of the asphalt, the shoulders are to be bladed 2 inches below existing edge of pavement grade. The cost of blading is to be absorbed. Any material excavated from the existing shoulder shall be used to raise the existing shoulder to match the new pavement elevation and shall be spread along the edge of the shoulders, fore slopes, or other adjacent areas as directed by the Engineer and will be an absorbed item.

Milling is required on this project. Milling will be required 6 feet inside all existing curb & gutter. The milling depth will vary from 0" to 1½" at the curb & gutter. The 6 foot width will be the pay width for milling at these locations. Milling will also be required at the BOP, EOP and all bridge ends for approximately 150 feet to tie the overlay to grade. Areas that are severely cracked but not deemed by the Engineer to be full depth failures, or to receive a "drag lift", will be spot milled 1½ inches and replaced with 9.5mm, HT, Leveling prior to mainline overlay. Traffic will not be allowed to travel on these spot milled areas.

A median cross-over will be constructed at Sta. 16+50 on SR471 South. The Contractor will excavate approximately 5 feet of existing material and backfill with granular material (Pay Item 304-A) and pave with HMA per the attached detail sheets. The Contractor is advised that a temporary safety slope may be necessary to ensure the safety of the traveling public during the construction of this cross-over. Pavement edge drop-offs shall be addressed as outlined in TCP-SC.

All existing guard rail, terminal end sections, and bridge-end sections shall be removed and replaced. The existing guardrail will remain the property of the MDOT and the Contractor will load them on MDOT vehicle upon removal. Voids created by the removal of posts, concrete anchors, footings, etc., shall be backfilled and tamped in accordance with Section 203 of the 2004 Mississippi Standard Specifications for Road and Bridge Construction. Terminal end sections are to be installed per manufacturer's specifications. Asphalt (4" in depth) is to be extended under the guardrail and 2 feet behind the face of the guardrail. Prior to placement of asphalt, necessary removal of the existing shoulder material shall be performed.

The existing shoulders shall be raised to match the new pavement elevation by placing 2 inches and variable depth of Class 5, Group C granular material on the remainder of the existing shoulders. Placement of the granular material on the finished asphalt course will not be allowed. The shoulder shall be bladed, rolled and compacted to a finish slope as per attached SE-2C plan sheet. The cost of which shall be included in the prices of items bid.

Ramp aprons will be paved to the shoulder line. Unpaved turnouts, county roads, ramps, and widened areas are to be bladed, shaped and compacted prior to paving as directed by the Engineer. Following placement of asphalt, material bladed aside for widened areas shall be pulled back to the asphalt pavement edge as directed by the Engineer, all costs to be included in items bid.

Ground-In Rumble Stripe will be required on SR 25 mainline and all interchange routes. The GIRS will be placed in accordance with the attached typical drawing.

Temporary stripe, either paint or tape will be required immediately after overlaying and prior to opening area to traffic. Separate payment will be made for temporary traffic stripe, Pay Item No. 619-A1 through 619-A6. Temporary stripe is to be placed in the same location and layout as permanent stripe.

Existing raised pavement markers are to be removed prior to beginning the overlay operation. No measurement will be made for separate payment; the cost is to be included in the price for other items bid.

All Vehicle Loop Assemblies will be replaced as per the attached drawing.

All permanent striping will be plastic. Edge lines will be placed so as to maintain the original lane width. Striping for the bridges will be High Performance Cold Plastic. In addition to these markings, raised pavement markers will be placed at 80 feet intervals in tangents and 40 feet intervals in curves.

The Contractor shall erect and maintain construction signing and provide all signs and traffic handling devices necessary to safely maintain traffic around and through the work areas in accordance with the Traffic Control Plan and the MUTCD (2003).

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

Litter shall be removed from the project right-of-way and properly disposed of by the Contractor prior to final inspection. Litter shall include, but not be limited to, solid waste such as glass, paper products, tires, wood products, metal, synthetic materials, and other miscellaneous debris. The Contractor shall also, on a daily basis, remove all debris from within the roadway and a 30-foot clear zone which, in the opinion of the Engineer, is a hazard to the traveling public. No direct payment will be made for the litter and/or debris removal: the cost is to be included in the prices of items bid. Failure of the Contractor to remove litter and/or debris as prescribed herein shall be cause for withholding payment until the litter and/or debris is satisfactorily removed by the Contractor.