

SECTION 905 -- PROPOSAL (CONTINUED)

I (We) further propose to execute the attached contract agreement (Section 902) as soon as the work is awarded to me (us), and to begin and complete the work within the time limit(s) provided for in the Specifications and Advertisement. I (We) also propose to execute the attached contract bond (Section 903) in an amount not less than one hundred (100) percent of the total of my (our) part, but also to guarantee the excellence of both workmanship and materials until the work is finally accepted.

I (We) enclose 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.

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

ADDENDUM NO. 1 DATED 3/12/2010 ADDENDUM NO. DATED
 ADDENDUM NO. DATED ADDENDUM NO. DATED

Number	Description
1	Revise Notice To Bidders No. 2968; Amendment EBS Download Required.

TOTAL ADDENDA: 1
 (Must agree with total addenda issued prior to opening of bids)

Respectfully Submitted,

DATE _____

 Contractor

BY _____
 Signature

TITLE _____

ADDRESS _____

CITY, STATE, ZIP _____

PHONE _____

FAX _____

E-MAIL _____

(To be filled in if a corporation)

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

_____ President	_____ Address
_____ Secretary	_____ Address
_____ Treasurer	_____ Address

The following is my (our) itemized proposal.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 – NOTICE TO BIDDERS NO. 2968

CODE: (SP)

DATE: 2/01/2010

SUBJECT: Scope of Work

PROJECT: MP-5011-38(006) / 303730301 -- Lauderdale 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 Drawing.” 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:

Mill and overlay approximately 1.26 miles of existing composite (HMA over JCP) pavement on US 11 from SR 39 at Station 900+00 to the end of the 4-lane at Station 966+33, located approximately 0.18 miles east of Hawkins Crossing Road. Publicly maintained roads and streets are to be paved to the existing right-of way; privately owned entrances are to be paved as shown in the typical drawings. Size I Stabilizer Aggregate is to be placed on existing driveways behind asphalt ramps as directed by the Engineer for the purpose of matching the driveway to the new pavement elevation.

The width of the overlay is 52 feet and variable, and the depth is 2 inches and variable (2” at centerline and 1 ½” at edge of pavement) HMA, 12.5mm, ST Mix. The overlay width shall include 2’ widening for paved shoulders. The overlay shall correct the roadway cross-slope to approximately 2% minimum.

Cold milling of the mainline existing asphalt pavement will be required at a depth of 1 ½” and variable. Milling operations are to be in accordance with Section 406 of the Standard Specifications for Road and Bridge Construction, applicable Notice to bidders, and Special Provisions.

After milling and prior to overlaying, the concrete pavement joints are to be cleaned and filled per Section 413 of the Standard Specifications for Road and Bridge Construction. Joints in the underlying concrete pavement are to be cleaned to depth of 3” and filled with 3” of compacted Size 89 Aggregate. Hot or cold poured joint sealer will not be required. Where applicable, cracked and broken pieces of existing HMA shall be removed within 1’ of each side of joint during joint cleaning, and replaced with compacted HMA after joint is filled or as directed. Removal and replacement of asphalt pavement during this operation will not be measured for separate payment and should be considered in the unit prices of other items bid. Locations of joint cleaning/filling are to be determined by the Engineer.

The existing mainline shoulders are to be bladed 3" below milled surface edge of pavement grade for the purpose of providing a suitable paving surface to accommodate a 2-foot pavement widening. The cost of blading is to be included in the price bid for other items. Material excavated from the existing shoulder shall be used to raise the existing shoulder to match the new pavement elevation. Surplus material shall be spread along the edge of the shoulders, foreslopes, or other adjacent areas as directed by the Engineer and will be an absorbed item.

Shoulders are to be paved two (2) linear feet wide on each lane as directed by the Engineer. Asphalt for the shoulders (1 lift @ 4 1/2") is to be placed concurrently with the placement of the mainline asphalt lift.

Following the overlaying operation transverse joints in the HMA overlay shall be sawed and sealed. The sawcut joints shall be directly over the existing concrete pavement joints. The sawing and sealing shall be done as soon as possible to avoid premature cracking above the concrete pavement joints and shall conform to the specifications shown in section 413.03.3 of the Standard Specifications. The typical section(s) and details for sawing and sealing transverse joints for this section are included elsewhere in the contract.

Following the overlay operations, raise the existing shoulders as needed to match the new pavement elevation variable depth Class 5, Group C Granular Material on the shoulders. Placement of the granular material on the finished asphalt course shall not be permitted. The material shall be bladed, rolled, and compacted to a finished slope of four percent (4%). Placement of this material shall be performed to provide a uniform and compacted shoulder with a minimum amount of material placed. Shoulders with existing adequate shoulder material in place shall be bladed to a slope of four percent (4%), the cost of which is to be included in the price for items bid. The Contractor shall schedule his operations in such a manner to insure that traffic is not subjected to edge drop-offs of two (2") inches.

The contractor is hereby notified that completion of the entire sequence of work (mill, clean/fill joints and overlay) shall be completed in one direction (eastbound or westbound) before operations will be allowed to begin on the opposite lanes. The intent of this requirement is to limit the time that traffic is allowed to travel on the milled surface.

Work on Russell Drive within the State Maintained Limits will be included in this contract. Milling, joint cleaning/filling and sawing/sealing transverse joints will be required.

The southwest ends of the box culverts under Hawkins Crossing Road and US 11 will be merged together and extended under this contract per the attached drawings. This work will require removal of the existing headwalls and wingwalls and construction of approximately 20' of new box culvert and a new apron. Once the box culvert is extended and backfilled, the southwest pavement edge radius will be widened as directed by the Engineer. Granular Material, Class 5 Group C, will be used a base material for the widening operation. The limits of paving will be provided to the contractor. HMA, 12.5mm, ST Mix structure shall then be placed at a specified thickness and dimension as directed by the Engineer. Material acquired from structure excavation should be used for backfill if it is found to be suitable for this application. If this material is not suitable, borrow material is to be brought in for cover/slope development.

Temporary Erosion Control Items have been included in the contract to be utilized as best management practices for erosion and sediment control measures in conjunction with this operation. The contractor is responsible for adhering to the provisions set for in the Clean Water Act for control of sediment leaving the project limits. All stockpiled or destabilized areas shall be maintained as directed by the engineer.

General Notes:

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

Driveway aprons are to be paved as needed. Unpaved aprons are to be bladed, shaped, and compacted prior to paving as shown by the attached typical drawings and as directed by the Engineer. Following placement of asphalt, material bladed aside for aprons shall be pulled back to the asphalt pavement edge as directed by the Engineer; all costs to be included in the price of items bid.

The Contractor shall coordinate his activities to insure that milled surfaces are maintained until the date they are covered by the subsequent course. Any damage to the roadway that occurs as a result of the Contractor's failure to maintain the milled surface shall be repaired at the Contractor's expense. Approved mix designs must be on hand prior to milling. Additionally, milling operations will not commence until such time that, in the opinion of the Engineer, weather conditions have been consistently suitable enough to allow placement of the HMA after the milling operations.

Prior to opening area to traffic, temporary stripe, either paint or tape, will be required immediately after milling or overlaying operations. Separate payment will be made for temporary traffic stripe under the appropriate bid schedule pay items. Temporary stripe shall be placed in the same location and layout as permanent stripe.

All permanent striping will be plastic. The width of the permanent stripe will be 6". In addition to these markings, high performance raised pavement markers will be placed at 80-foot intervals in tangents and 40-foot intervals in curves and on intersecting roadways at 20-foot intervals as directed by the Engineer.

The Contractor shall erect and maintain construction signing and provide all signs and traffic control devices necessary to safely maintain traffic around and through the work areas in accordance with the Traffic Control Plan and the MUTCD. The cost is to be included in Pay item No. 618-A Maintenance of Traffic. The Contractor shall schedule/conduct his operations so that ingress and egress to local business will not be disrupted during normal business hours. Fluorescent orange sheeting shall be used on all construction and traffic control signs except those designated in plans to be black legend and border on white background.

Litter shall be removed from the project right-of-way and properly disposed of by the Contractor at least monthly during the life the project. Litter shall include, but not limited to, solid wastes such as glass, paper products, tires, wood products, metal, synthetic materials, and other miscellaneous debris. In addition to the monthly litter removal, the Contractor shall, on a daily basis, remove all debris from within the roadway and a 30-foot clear zone, which, in the opinion of the Engineer, is a hazard to the traveling public. No direct payment will be made for 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 the monthly progress estimate payment until the litter and/or debris is satisfactorily removed by the Contractor.

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