

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 3/11/2011 ADDENDUM NO. _____ DATED _____
ADDENDUM NO. _____ DATED _____ ADDENDUM NO. _____ DATED _____

Number	Description
1	Revised NTB 3393, Replace with same; 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.

Revised 09/21/2005

STP-0054-01(052) / 106118301

Copiah County(ies)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3393

CODE: (SP)

DATE: 2/01/2011

SUBJECT: Scope of Work

PROJECT: STP-0054-01(052) / 106118301 -- Copiah 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 Specification for Road and Bridge Construction are to be disregarded.

Work on the project shall consist of the following:

HIGHWAY 27
OVERLAY FROM 10 MILES NORTH OF THE INTERSECTION OF S.R. 27
AND S.R. 28 (LOG MILE 18.811) TO 0.1 MILES SOUTH OF I-55 (LOG MILE
24.536)

1. The contractor shall erect and maintain construction signing, provide all signs, set up night time lane closures if needed and traffic handling devices in accordance with the Traffic Control Plan (the costs are to be included in the price bid for pay item No. 618-A, Maintenance of Traffic). All traffic control devices on this project should comply with Part VI of the MUTCD (Latest Edition). Fluorescent orange sheeting shall be used on all construction and traffic control signs except for those designated in plans to be black legend and border on white background. Cones shall be narrow profile with a minimum height of 28 inches and a minimum weight of ten (10) pounds. Cones used in speed zones equal to or greater than 45 miles per hour shall be narrow profile with a minimum height of 28 inches and a minimum weight of fifteen (15) pounds. All cones shall be approved by the engineer prior to use.
2. Remove any failed areas on the main facility as directed by the Project Engineer using the following construction sequence.
 - A) Saw cut full depth through the asphalt and concrete. The saw cut for the Concrete pavement may be offset from the saw cut for the asphalt pavement. If an offset cut is made, it will be absorbed in the saw cut pay item. Only the full depth cut will be measured for payment.
 - B) Remove the failed asphalt and concrete.

- C) Remove any unsuitable material in the subgrade as directed by the engineer.
 - D) Backfill and stabilize failed area with $\frac{3}{4}$ inch and down crushed limestone in lifts to an elevation 5 inches below the original finished pavement elevation. No lift of crushed limestone shall be greater than 6 inches in thickness.
 - E) Backfill with two lifts of asphalt, 2.5 inches each lift, for a total of 5 inches. The final grade of asphalt shall match the existing grade of the highway. All repairs must be complete by the end of the work day and the lane closures must be removed from the roadway so that all lanes of travel are open thereafter.
3. Within the limits of intersection U.S. 51 and S.R. 27 punch-out repair shall be done as per standard drawings.
4. Cold Mill the roadway at the B.O.P., E.O.P, curb and gutter sections, within the limits of the intersection of U.S. 51 and S.R. 27 and bridge ends as designated by the Project Engineer to ensure smooth transitions of new overlay with existing grade. It is the contractor's responsibility to insure the drainage of surface water from the milled areas. Temporary wedges of full lane width Asphalt shall be placed by the contractor immediately after the cold milling process to allow the safe transition of traffic. These wedges shall be maintained in a satisfactory condition by the contractor until the permanent Asphalt is placed. All costs for placing and maintaining these wedges shall be absorbed in other pay items.
5. Overlay Highway 27 with 1 $\frac{1}{2}$ inches and variable 9.5 mm Asphalt from 10 miles north of the intersection of State Route 27 and State Route 28 to 0.1 miles south of Interstate 55. This overlay will consist of overlaying the mainline highway, local roads, crossovers and asphalt pads. Prior to the overlay, the existing centerline rumble strip will be removed using 9.5 mm MT Asphalt. Asphalt shall be placed along the centerline rumble strip then dragged over utilizing a tractor with a box blade or front end loader. This will be done to achieve a flat grade across the existing pavement. A pneumatic rubber tire roller shall be used to achieve density. The filled in centerline rumble strip will not require a density test. When overlaying from Log Mile 23.4 to Log Mile 23.8 an additional 3 inches of 9.5 mm Asphalt, referred to as "Trench Widening", will be placed outside the existing pavement edges with the surface course. The foundation for the widening area shall be constructed by excavating as necessary along the pavement edge. The excavated material 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 Project Engineer. All work done to construct the trench for trench widening and all work as described above for relocating the excavated material shall be absorbed in other pay items. The existing lanes

are variable in width, but after placement of the surface/trench widening course the final lane widths shall be 14 feet and with a total roadway width that is 28 feet. Publicly maintained roads or streets shall be paved to the existing right of way. Privately owned entrances shall be paved a distance of 10 feet & variable from the edge of pavement. Any site grading at local roads, guardrail sites, crossovers or drives will not be measured for separate payment but will be considered an absorbed item. A paved apron shall be placed around each guardrail location as directed by the Project Engineer. Cross slopes shall be increased where practical within contract quantities in an effort to achieve a uniform cross slope of 2 %. The existing superelevation rate in horizontal curves is to be maintained as a minimum. Any work to control the laydown equipment for proper placement of the asphalt in the superelevated curves shall be absorbed by the contractor at no additional cost to the state.

Note: The contractor will be responsible for traffic control while MDOT personnel conduct density testing on the Asphalt. The cost is to be included in the price bid for pay item No. 618-A, Maintenance of Traffic.

6. Temporary striping shall conform to finished stripe specifications for alignment, reflectivity, straightness, and neatness. Temporary stripe shall be placed daily as needed for safe movement of traffic. Two-way yellow Chip Seal Reflective Raised Markers will be placed at 80 feet intervals in tangents and 40 feet intervals in curves and in urban limits along the centerline of roadway. All permanent bituminous surface pavement markings are to be hot thermoplastic. Edge lines will be placed so as to maintain a 12 foot lane width. Thermoplastic edge lines and the centerlines for rumble stripe must be applied by using an atomization method. All other edge lines and centerlines shall be placed using an extrusion head. Detail stripe must be placed using an extrusion head. Glass beads applied to thermoplastic shall conform to section number – 720.01. (Beads shall be double dropped Class B, High-Visibility first and then Class A High-Visibility). On all concrete bridges and concrete pavement old traffic stripe shall be removed and replaced with High Performance Cold Plastic. The contractor will mill a 12 inch rumble strip along the edge of pavement and apply a 6 inch thermoplastic stripe on the inside 6 inches of the rumble strip using an atomization method to create a “Rumble Stripe.” (See Rumble Stripe Detail) Centerline Rumble Stripe will be installed on the mainline. The rumble strips and pavement markings shall be installed in accordance with the Standard Specifications, special provisions and enclosed drawings.
7. Raise the existing shoulders to match the new pavement elevation by grading existing material and/or placing any needed granular material, all to be bladed and dressed to a finished slope of 4%. Any existing low shoulders or at any time there is a differential in excess of 2 inches, the Contractor shall raise the shoulder grade up to the current asphalt grade. The Contractor may pull up existing shoulder material if possible or place new granular material. .

Incidental work such as removing vegetation, shaping and compacting shoulders (including the base for paved aprons), and other incidental work that is necessary to complete the work will not be measured for separate payment and the cost will be included in the items bid.

8. Raised pavement markers will be placed at 80 feet intervals in tangents and 40 feet intervals in curves and in urban limits along the centerline of roadway. Removal of existing raised pavement markers or rumble bars shall be done before the overlay and shall be considered an absorbed item of work.
9. Islands shall be constructed at various locations on the mainline. All islands shall be made using Bituminous Curb and are to be backfilled using 9.5 mm Asphalt. Paint the Bituminous Curb as per section 609.03.3.3 in the Mississippi Standard Specification for Road and Bridge Construction, 2004 Edition. The cost for the Bituminous Curb Painting shall be absorbed in other pay items.
10. Remove and reconstruct guardrail as per standard drawings.

Punchout Repair Information

The stations for the removal of concrete overlaid with asphalt (failed areas) on Hwy 51 are as follows:

10+32 RT

10+63 LT and RT

10+93 LT and RT

11+22 LT and RT

11+52 LT and RT

The stations for the removal / repair of concrete on Hwy 51 are as follows:

23+82 RT

25+30 RT

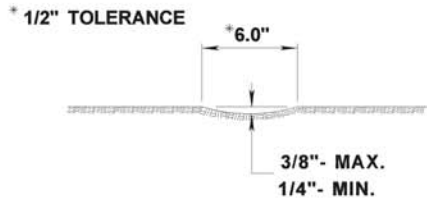
26+45 RT

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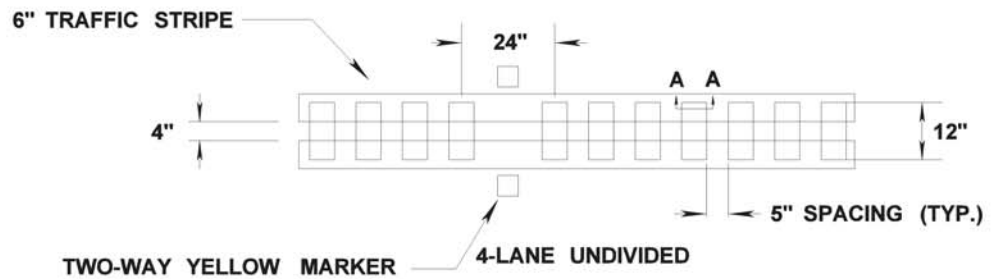
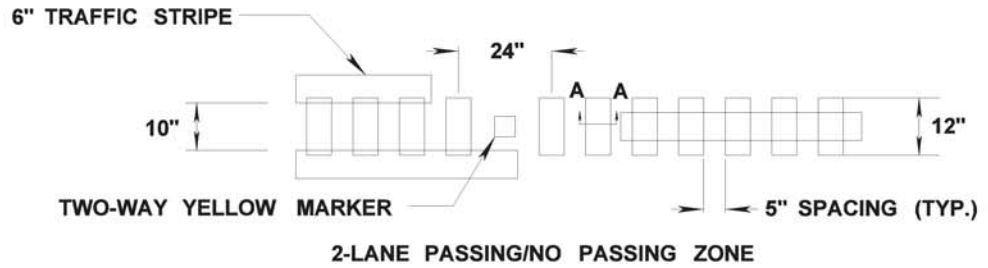
Summary of Quantities

Number	Pay Item Description	Quantity	Unit
202-B005	Removal of Asphalt Pavement, All Depths	100	SY
202-B017	Removal of Concrete Combination Curb & Gutter	20	LF
202-B053	Removal of Guard Rail Including Post, Blockouts & Hardware	1275	LF
202-B068	Removal of Reinforced Concrete Pavement, All Depths	450	SY
202-B076	Removal of Traffic Stripe	10000	LF
202-B084	Removal of Base	100	SY
202-B097	Removal of Concrete Overlaid w/ Asphalt Pavement, All Depths	120	SY
907-304-B002	Granular Material, Class 5, Group D	4500	TON
907-304-F003	3/4" and Down Crushed Stone Base	100	TON
907-403-S002	Joint Sealant for HMA	5.0	MI
406-A003	Cold Milling of Bituminous Pavement, All Depths	600	TON
907-407-A001	Asphalt for Tack Coat	12000	GAL
423-A001	Rumble Strips, Ground In, Edge	10	MI
423-A001	Rumble Strips, Ground In, Centerline	5	MI
501-D001	Expansion Joints, With Dowels	200	LF
503-A008	9" and Variable Reinforced Concrete Pavement	110	SY
503-B001	Saw Cut, Longitudinal Joints	450	LF
503-C007	Saw Cut, Full Depth	450	LF
503-D001	Concrete for Base Repair	100	CY
503-E002	Tie Bars, No. 5 Deformed Drilled and Epoxied or Grouted	160	EA
503-E003	Tie Bars, No. 8 Deformed Drilled and Epoxied or Grouted	100	EA
606-B001	Guard Rail, Class A, Type 1 (Complete in Place)	725	LF
606-D001	Guard Rail, Bridge End Section, Type A	4	EA
606-E002	Guard Rail, Terminal End Section, Flared	4	EA
606-E003	Guard Rail, Terminal End Section, Non-Flared	4	EA
606-F002	Special Sections, Guard Rail Bridge End Connector	4	EA
609-D008	Combination Concrete Curb and Gutter Type 3A	20	LF
609-E001	Bituminous Curb	1200	LF
618-A001	Maintenance of Traffic	1	LS
618-B001	Additional Construction Signs	1	SF
619-A1004	Temporary Traffic Stripe, Continuous White, Paint	11.0	MI
619-A2004	Temporary Traffic Stripe, Continuous Yellow, Paint	4.0	MI
619-A3007	Temporary Traffic Stripe, Skip White, Paint	1.0	MI
619-A4007	Temporary Traffic Stripe, Skip Yellow, Paint	5.0	MI
619-A5002	Temporary Traffic Stripe, Detail, Paint	10000	LF

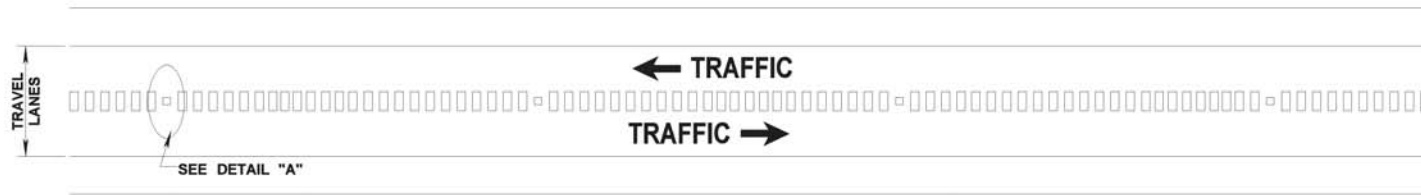
619-A6001	Temporary Traffic Stripe, Legend	3900	LF
627-H001	Chip Seal Reflective Raised Markers. Two-Way Yellow	500	EA
907-626-A003	6" Thermoplastic Traffic Stripe, Skip White	1.0	MI
907-626-C004	6" Thermoplastic Edge Stripe, Continuous White	2.0	MI
907-626-C006	6" Thermoplastic Double Drop Edge Stripe, Continuous White, 90 mil min	10.0	MI
907-626-D003	6" Thermoplastic Traffic Stripe, Skip Yellow	5.0	MI
907-626-E004	6" Thermoplastic Traffic Stripe, Continuous Yellow	3.0	MI
907-626-F004	6" Thermoplastic Edge Stripe, Continuous Yellow	1.0	MI
907-626-G004	Thermoplastic Detail Stripe, White	7000	LF
907-626-G005	Thermoplastic Detail Stripe, Yellow	17000	LF
907-626-H004	Thermoplastic Legend, White	3500	LF
627-J001	Two-Way Clear Reflective High Performance Raised Markers	500	EA
627-K001	Red-Clear Reflective High Performance Raised Markers	200	EA
627-L001	Two-Way Yellow Reflective High Performance Raised Markers	900	EA
628-P002	High Performance Cold Plastic Legend, White	450	LF
630-F001	Delineators, Guard Rail, White	46	EA
630-G002	Type 3 Object Markers, OM-3R or OM-3L, Post Mounted	4	EA
Alternate Asphalt Items			
907-403-A010	Hot Mix Asphalt, MT, 9.5-mm mixture	12000	TON
907-403-M006	Warm Mix Asphalt, MT, 9.5-mm mixture	12000	TON
Alternate Striping Items			
628-I001	6" High Performance Cold Plastic Traffic Stripe, Skip White	1.0	MI
628-J002	6" High Performance Cold Plastic Traffic Stripe, Continuous White	400	LF
628-M002	6" High Performance Cold Plastic Traffic Stripe, Continuous Yellow	400	LF
628-O001	High Performance Cold Plastic Detail Stripe, White	4500	LF
628-O002	High Performance Cold Plastic Detail Stripe, Yellow	6000	LF
907-626-I002	6" Inverted Profile Thermoplastic Traffic Stripe, Skip White	1.0	MI
907-626-J003	6" Inverted Profile Thermoplastic Traffic Stripe, Continuous White	400	LF
907-626-L001	6" Inverted Profile Thermoplastic Traffic Stripe, Continuous Yellow	400	LF
907-626-M001	Inverted Profile Thermoplastic Detail Traffic Stripe, White	4500	LF
907-626-M002	Inverted Profile Thermoplastic Detail Traffic Stripe, Yellow	6000	LF



SECTION "A-A"



DETAIL "A"



PLAN
NOT TO SCALE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
CENTERLINE RUMBLE STRIPE DETAIL	
FILENAME:	WORKING NUMBER
DESIGN TEAM:	RSIP-CL
CHECKED:	SHEET NUMBER
DATE: 03/04/11	

3/4/2011 10:22 AM CENTERLINE RUMBLE STRIPE.DGN