

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. <u>1</u>	DATED <u>5/13/2011</u>	ADDENDUM NO. _____	DATED _____
ADDENDUM NO. _____	DATED _____	ADDENDUM NO. _____	DATED _____

Number	Description
1	Revised NTB 3495; 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-0013-02(028) / 106198301

Copiah County(ies)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 – NOTICE TO BIDDERS NO. 3495

DATE: 4/15/2011

SUBJECT: Scope of Work

PROJECT: STP-0013-02(028) / 106198301 – 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 28
WIDEN AND OVERLAY FROM THE COPIAH/SIMPSON COUNTY LINE
(LOG MILE 40.039) IN COPIAH COUNTY, GOING WEST 12.4 MILES (LOG
MILE 27.658)

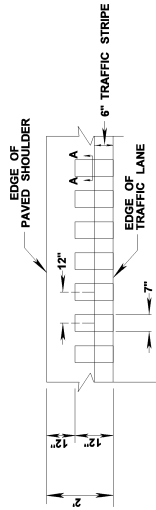
1. The contractor shall erect and maintain construction signing, and provide all signs and traffic handling devices in accordance with the Traffic Control Plan (the cost is to be included in the price bid for pay item No. 618-A, Maintenance of Traffic). All traffic control devices on this project should 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. There will be no pay item for this saw cut, and the price of the work should be absorbed in the pay item: Removal of Asphalt Pavement, All Depths.
 - B) Remove the failed asphalt.
 - C) Remove any unsuitable material in the subgrade as directed by the engineer. Removal of this material will be paid for as excess excavation.

- 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 hot mix 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. Cold Mill the roadway at the B.O.P., E.O.P, curb and gutter sections and bridge ends as designated by the Project Engineer to ensure smooth transitions of new overlay with existing grade.
4. Overlay Highway 28 with 1 $\frac{1}{2}$ inches and variable 9.5 mm MT Asphalt from the Copiah/Simpson County Line to west 12.4 miles. Also, with the surface course, an additional 3 inches of 9.5 mm Asphalt, referred to as "Trench Widening", will be placed outside the existing pavement edges. 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, and will be an absorbed item. 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 a roadway width that is 28 feet. Prior to the overlay, a 1 inch and variable leveling course of 9.5 mm MT Asphalt will be required as directed by the Project Engineer. Leveling will be placed in a manner in which the leveling lift centerline joint is offset 8 inches to 1 foot from the existing joint. The leveling course will not require density test, but MDOT will require the contractor to run nuclear gauge densities to assure the hot mix asphalt is being rolled to refusal. Standard density numbers, as well as a rolling pattern, will be supplied to MDOT by the contractor. The contractor will use at least two rollers in this operation, one of which will be a pneumatic rubber tire. 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 or drives will not be measured for separate payment but will be considered an absorbed item. 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 hot mix asphalt in the superelevated curves shall be absorbed by the contractor at no additional cost to the state.

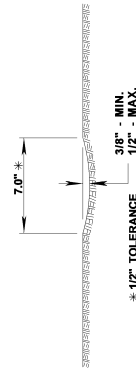
Note: The contractor will be responsible for traffic control while MDOT personnel conduct density testing on the Asphalt. The cost is to be included in the price bid for pay item No. 618-A, Maintenance of Traffic.

5. 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. All permanent pavement markings are to be hot thermoplastic. Edge lines will be placed so as to maintain a 12 foot lane width. Thermoplastic edge lines must be sprayed, and centerline stripe and 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, Standard). On all concrete bridges, 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 spray 6 inch thermoplastic on the inside 6 inches of the rumble strip to create a “Rumble Stripe.” (See Rumble Stripe Detail)
6. 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.
7. 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. Any removal of existing raised pavement markers or rumble bars shall be done before the overlay and shall be considered an absorbed item of work.

[illegible]

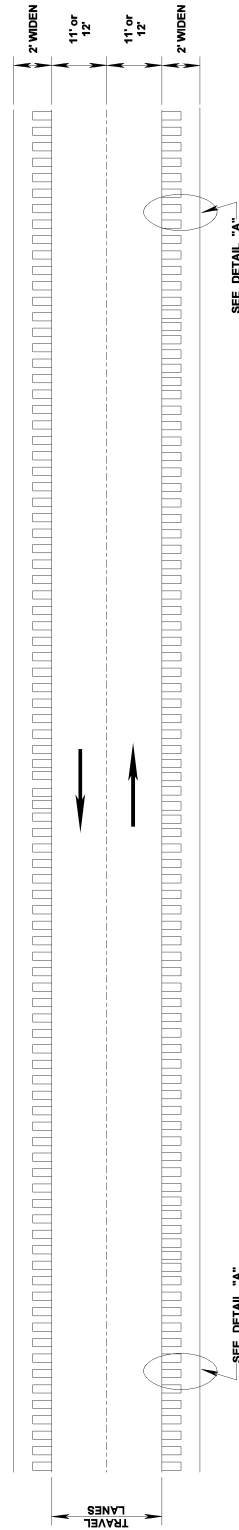


DETAIL "A"



SECTION "A-A"

- GENERAL NOTES**
1. GROUND-IN RUMBLE STRIPES SHALL BE APPLIED ON LEFT AND RIGHT SHOULDERS OF ALL PAVED SHOULDERS ON THIS PROJECT
 2. GROUND-IN RUMBLE STRIPES SHALL BE OMITTED ACROSS PRINCIPAL INTERSECTING ROADWAYS OR OTHER INTERRUPTIONS IN NORMAL SHOULDER WIDTH AS DIRECTED BY THE ENGINEER
 3. COST TO BE PAID FOR USING APPROPRIATE PAVING MATERIALS SHALL BE PAID BY THE OWNER
 4. GROUND-IN RUMBLE STRIPES SHALL BE APPLIED MAINLINE ONLY.
 5. DO NOT USE WHERE TRAVEL LANE IS LESS THAN 12 FEET



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